

Vaughan Transportation Plan

NOTICE OF VIRTUAL PUBLIC OPEN HOUSE



The City of Vaughan is dynamic and growing quickly. To meet the 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.

You can get involved.

Would you travel differently through the city if you had more choices?

How can the City help you drive less and consider alternative transportation options outside of driving alone?

The City is once again engaging with citizens to gather information on how they travel to, around and through Vaughan to help inform the future of the Vaughan Transportation Plan.

A Virtual Public Open House is being held to gather the community's feedback. There are two ways to participate:

1. Review material online and provide input.

From **Thursday Nov. 18 until Thursday, Dec. 9**, view background information, key findings, alternative transportation solutions under consideration and evaluation criteria. Content will be available 24 hours a day, seven days a week. You will be able to provide input directly on the site by responding to survey questions.

WHERE: vaughan.ca/TransportationPlan

2. Join the virtual presentation and discussion.

Attend a live virtual presentation and discussion. On **Tuesday, Nov. 23, beginning at 7 p.m.**, City staff will provide an overview presentation of the Vaughan Transportation Plan and address questions from participants. A recording of the presentation will be available on this page following the meeting.

REGISTER: vaughan.ca/TransportationPlan

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 *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. This notice was first issued Thursday, Nov. 11, 2021.

For more information or to be added to the study mailing list, visit vaughan.ca/TransportationPlan.

Accessible material is available upon request.

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Vaughan Transportation Plan

Internal and External TAC:
Status Update, Alternative Design and Evaluation
November 10 & 12, 2021

- 01** Introduction
- 02** Status Update
- 03** Review of Gap Analysis
- 04** Alternative Scenarios
- 05** Evaluation and Draft Preferred Alternative
- 06** Next Steps

01

Introduction

Vaughan Transportation Plan (VTP)

- A long-term blueprint for moving people and goods
- Support current and future residents, businesses and visitors
- The study is expected to be completed by the end of 2022





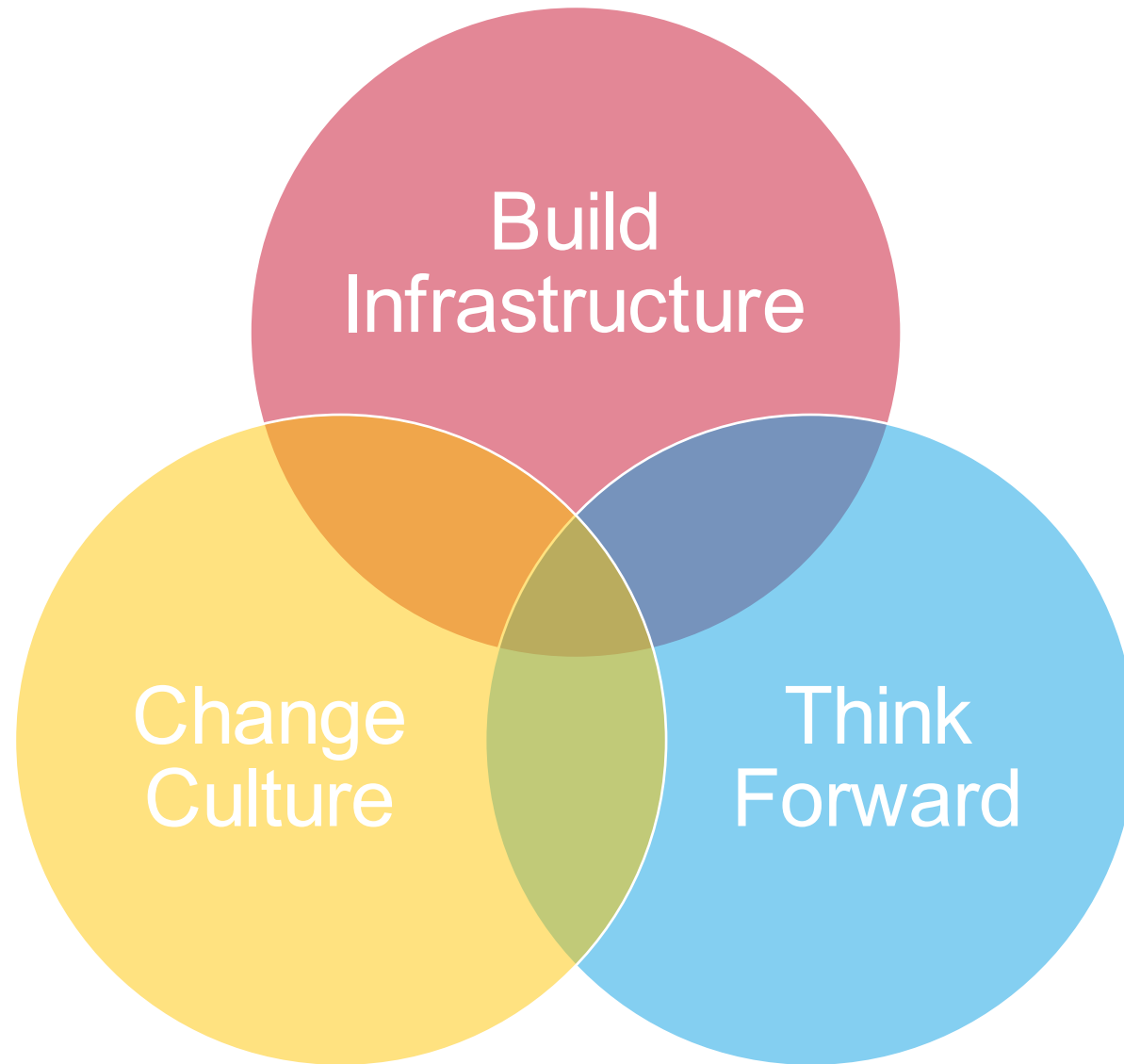
Vision

*Provide high-quality, attractive,
competitive and sustainable mobility choices*

Objectives – from 2012 to today



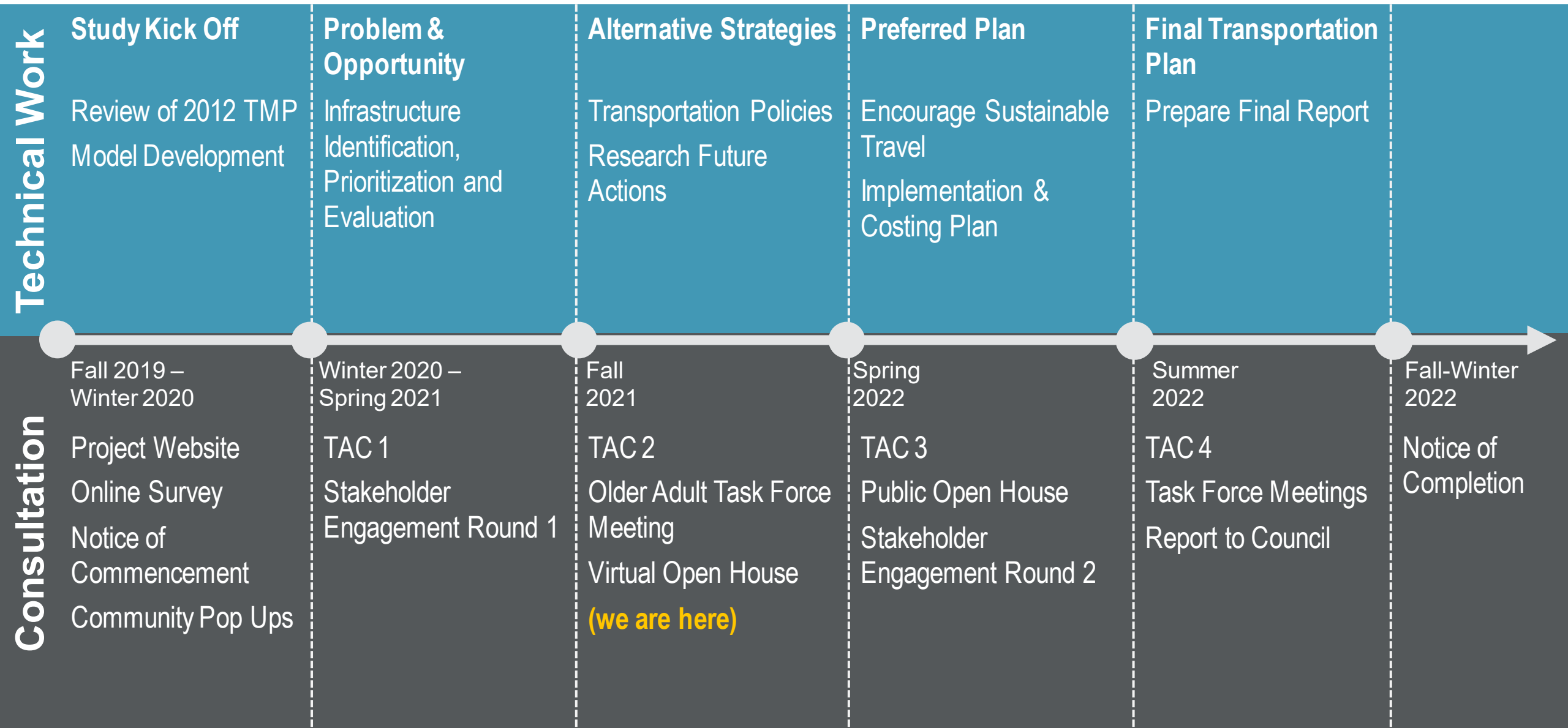
Meeting the Vision and Objectives – Goals



02

Status Update

Project Task and Schedule



Milestones since last TAC

Build Infrastructure

Gap identification and prioritization

Alternative design and evaluation

Change Culture

Internal discussions on street classification

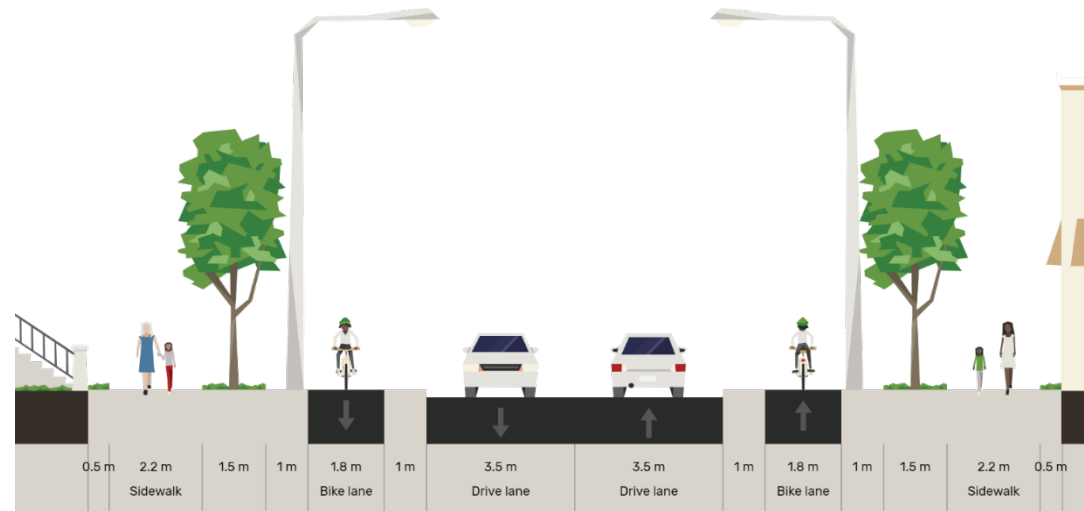
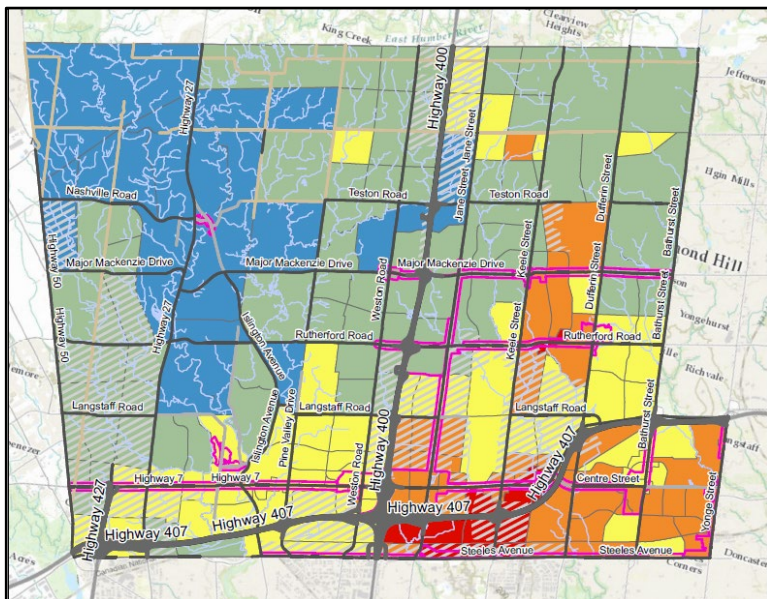
Consultation with older adult task force

Think Forward

Transportation data whitepaper and implementation plan

Climate change and resilience whitepaper

Focus for Today



Next Steps

Build Infrastructure

Determine preferred alternative and recommended infrastructure project list

Develop implementation and costing plan

Change Culture

Discuss preferred alternative with key stakeholders

Present and receive feedback from public – Nov 2021 and Spring 2022 Open House

Prepare implementation plan for encourage sustainable travel program

Finalize new street classifications and implementing policies (with Official Plan Review)

Think Forward

Finalize remaining whitepapers:

- New Mobility
- Goods Movement
- Maximizing Value for Infrastructure
- Aerial Mobility
- Private Streets



What we've heard to date

Traffic congestion is a top concern for many residents

Provide a transportation system for those who can't drive

People will use transit if it is frequent and reliable

Safe cycling infrastructure is desired

Streets should be made more pleasant for walking

Lack of transit service impacts hiring for major employers

Ideas

PEDESTRIAN FRIENDLY STREETS

INFRASTRUCTURE, BUSES & SCOOTERS

IMPROVED TRANSIT

SEMI-AUTONOMOUS CARS & ELECTRIC VEHICLES

HIGHWAYS THAT MOVE PEOPLE

Your opinion

Take the online survey!
www.surveymonkey.com/r/vtpsurvey

What is important to you when choosing how to travel?
Put a dot to vote what matters to you

Convenience

Time

Cost

Other

Did you know?

Vaughan is Growing

from: 300,000 residents in 2016 to: 497,000 residents in 2041 (1)

170,000 jobs in 2016 to: 321,000 jobs in 2041 (1)

Quick Facts

- 2 GO Stations with bike parking are proposed
- 2 new GO stations are proposed
- 3 TTC Subway stations
- VIVA on Highway 7 is now open
- 17 BRT Stations
- 40 km of cycling trails (60 km more planned) (2)
- New subway planned on Yonge Street

Today's Travel Patterns

Almost 90% of trips are by CAR while over 50% of trips are under 5km in length

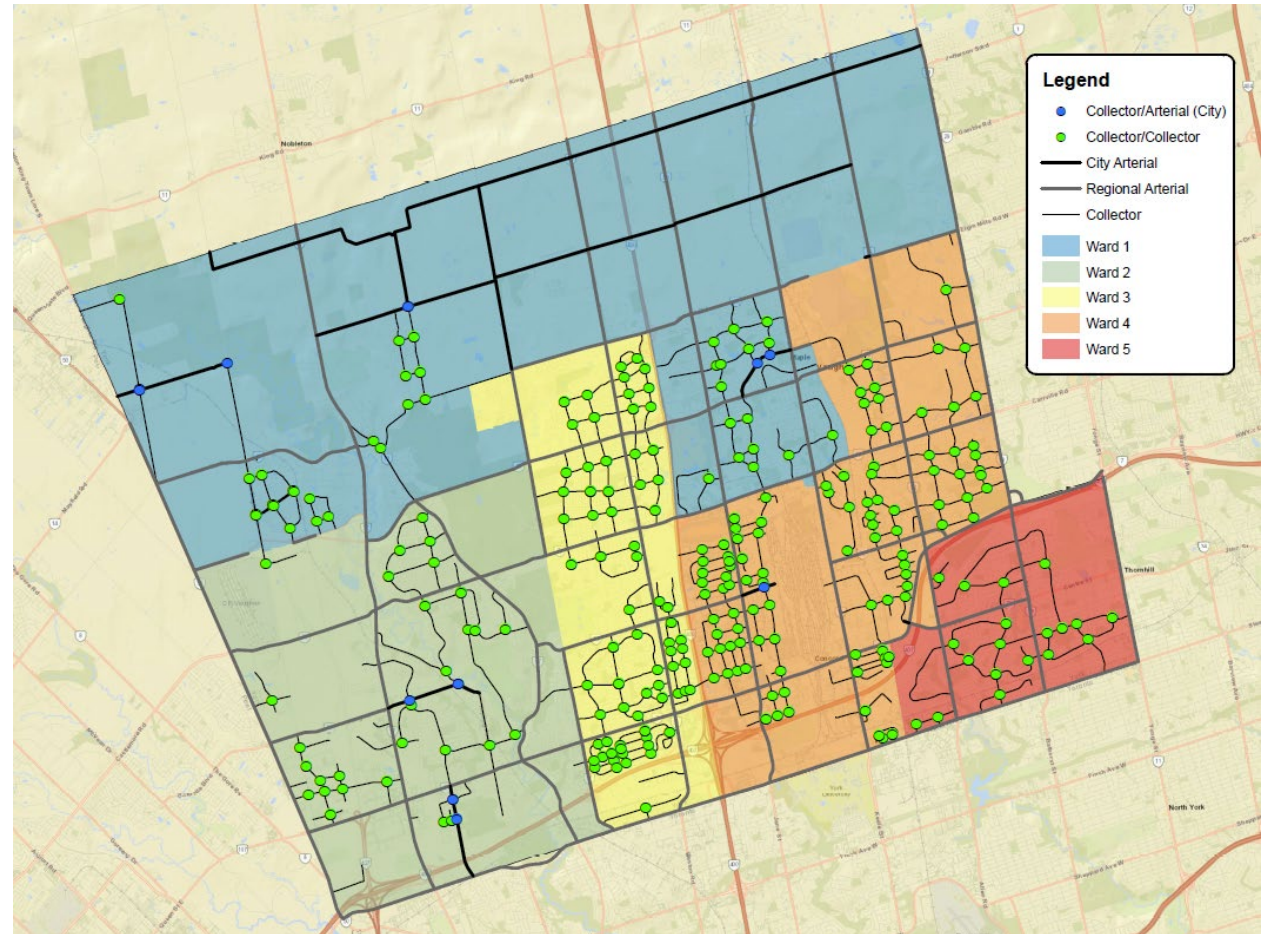
There are almost 100 thousand trips that are less than 2km in length

Join the conversation
vaughan.ca/TransportationPlan

Vaughan is a dynamic city that is growing quickly. This means people will need to have more options to get around

Collecting, Maintaining, and Utilizing Transportation Data

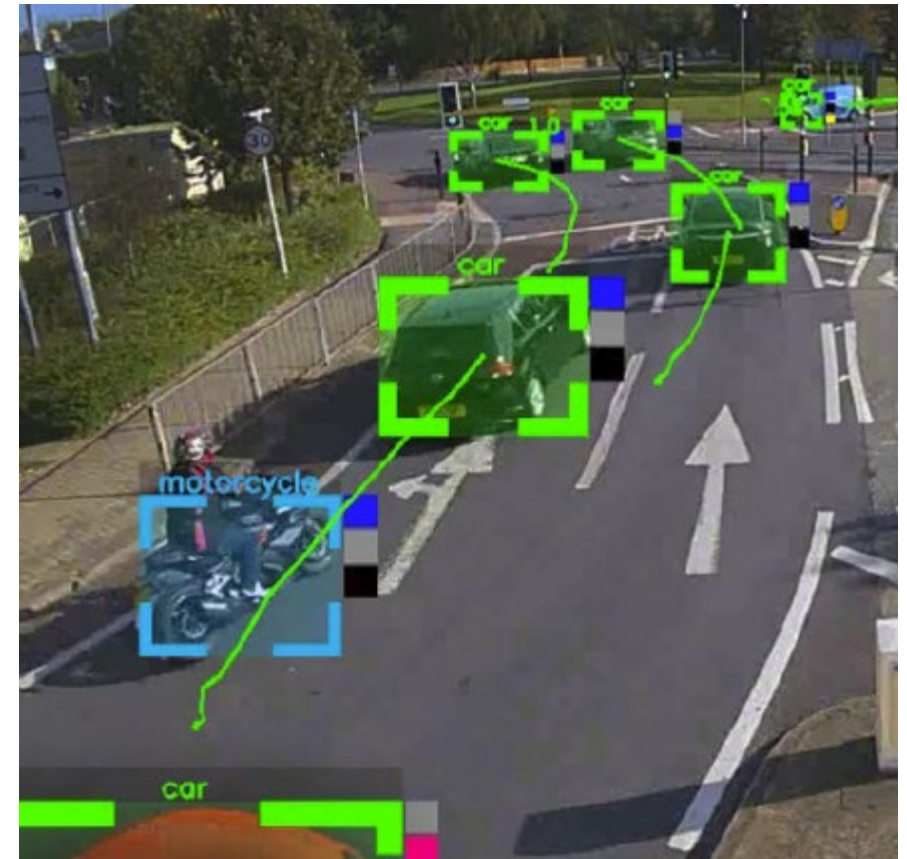
- Identified data “needs” and “wants” from City transportation departments; researched and reviewed best practices by surveying peer municipalities
- Investigated data storage and management solutions, data collection programs, and implementation challenges/cost estimates



Collecting, Maintaining, and Utilizing Transportation Data

Actions:

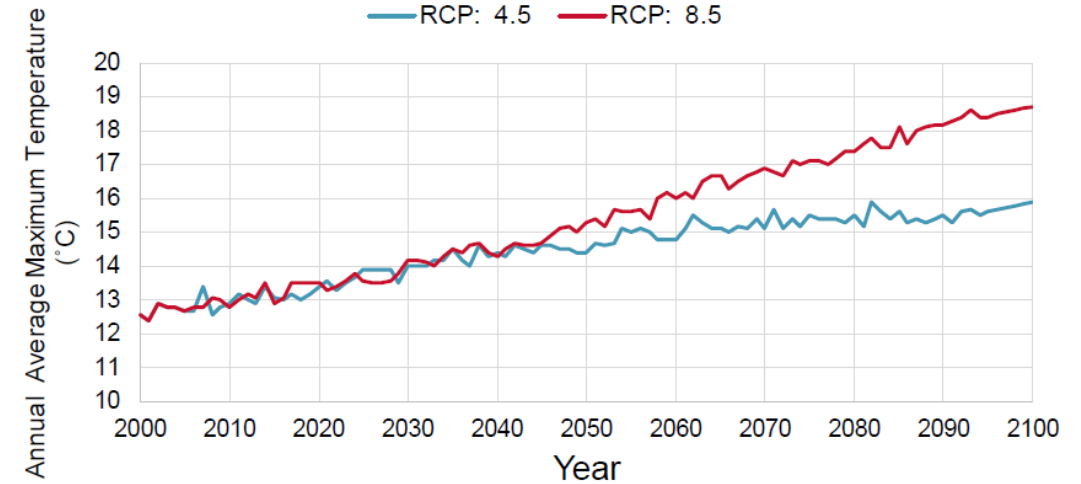
- Implement industry-standard transportation data management software
- Develop a multi-modal turning movement count collection program
- Regularly collect and standardize collision data from York Region Police
- Regularly collect and summarize travel time data from York Region's Bluetooth sensors
- Investigate permanent multi-modal count stations
- Investigate origin-destination, trip generation, and heavy vehicle movement data collection



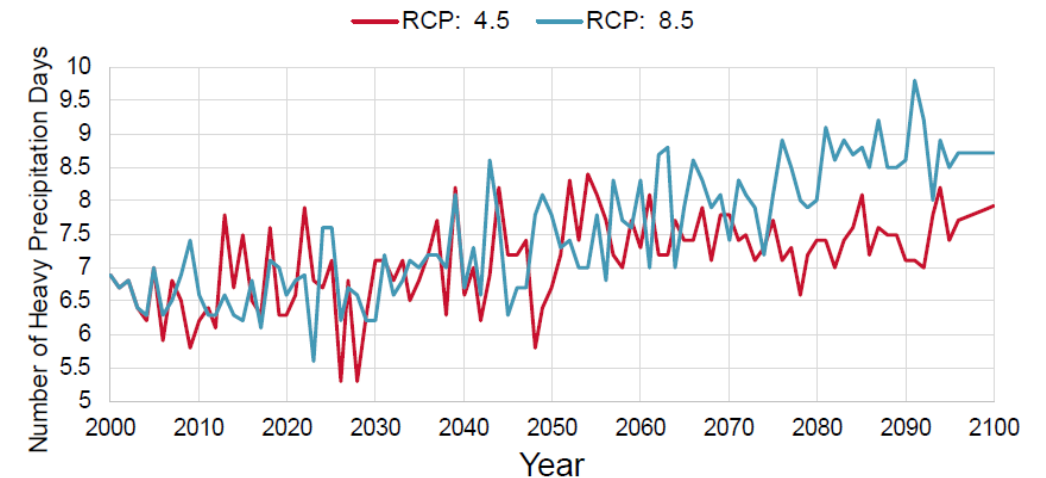
Designing Climate Change and Resiliency into Transportation

- Address and quantify risk associated with the impacts of climate change to the City's transportation infrastructure
- Review policy context and best practices review
- Analyze historic climate trends and projected climate change such as air temperature, precipitation, and precipitation intensities
- Identify projected impacts from climate change such as jam flooding potential, extreme flooding potential, tornadoes, severe thunderstorms and lightning

City of Vaughan Projected Annual Average Maximum Temperature for Future Climate Scenarios (2000-2100)

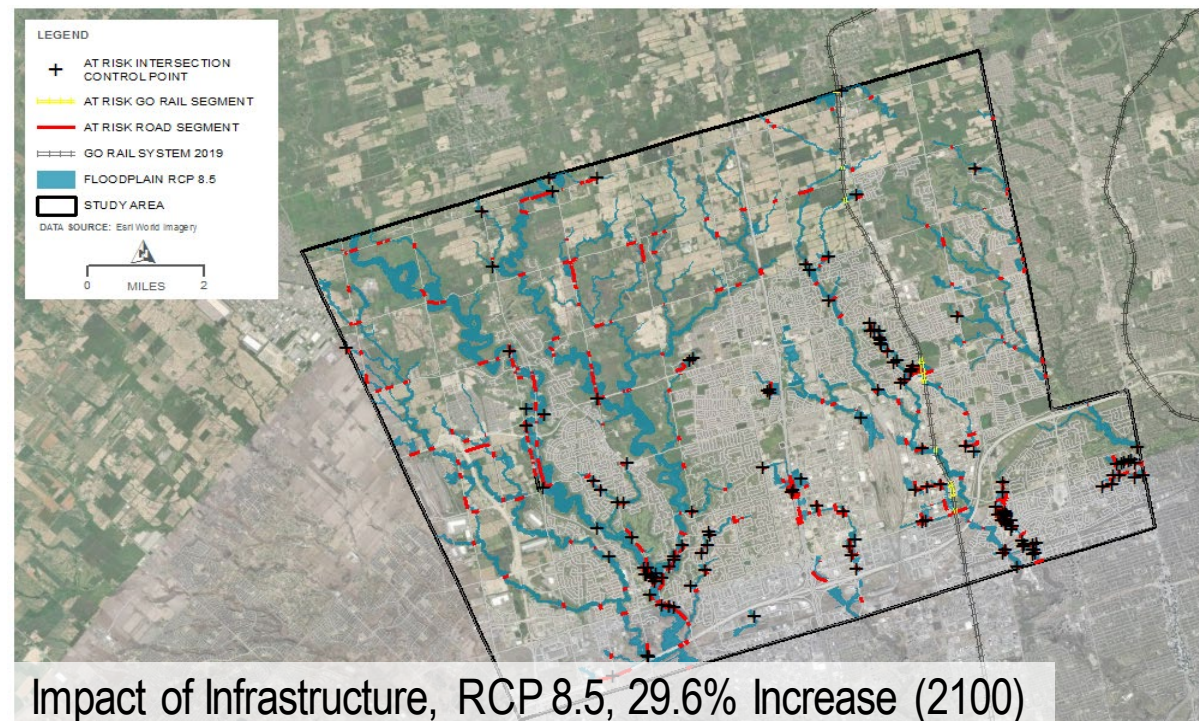
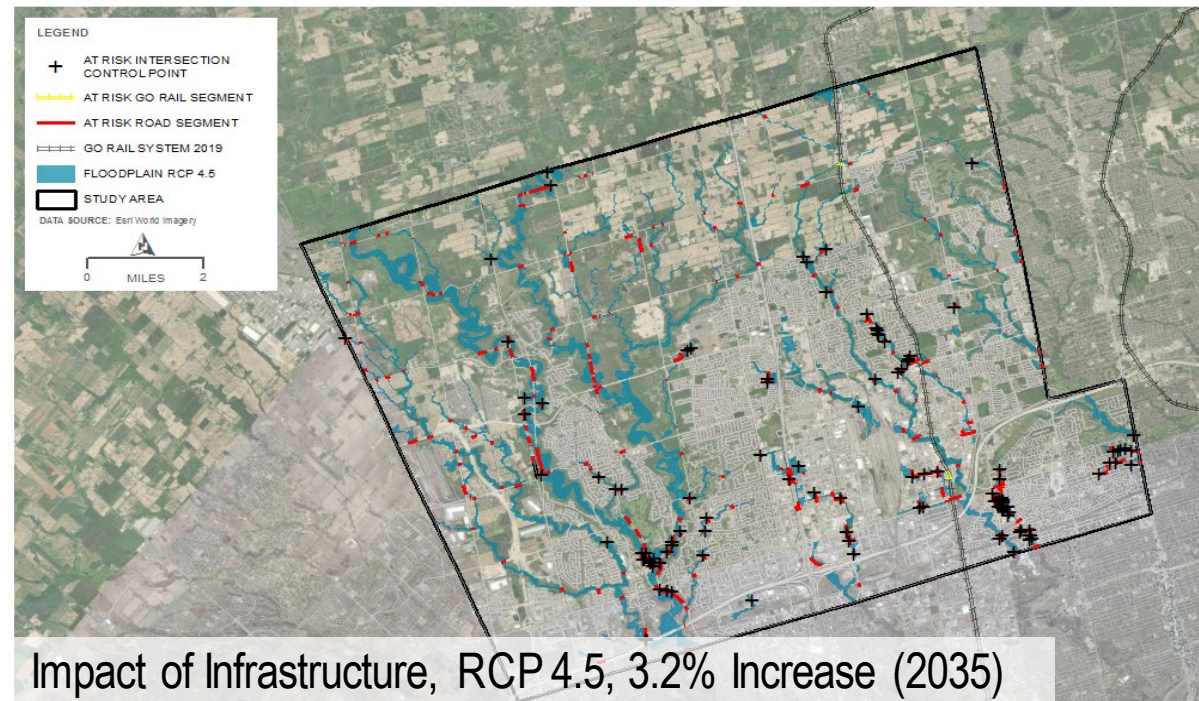


City of Vaughan Projected Annual Number of Heavy Precipitation Days for Future Climate Scenarios (2000-2100)



Climate Change and Resilience

- Environmental factors that will have a direct impact on infrastructure: flooding, ice jam flooding, and changes in precipitation intensities
- Increases in flood extent was estimated based on percentage increase in future precipitation
- Roadways, intersections, and rail lines that may be impaired by flooding inundation are identified



Climate Change and Resilience

Actions:

Do nothing / respond and recover	Least expensive in the near-term but could be most costly in the long-term
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Identify alternative	Cost-effective
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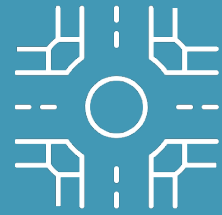
Harden / redesign	Phased approach
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03

**Review of Gap
Analysis
Identification and
Prioritization**

Objectives of Gap Identification and Prioritization



Determine **need and justification** for new infrastructure



Consider the gaps for **all modes equally**



Prioritize areas of **greatest need**



Accommodate **future growth**



Create an **adaptable and repeatable** framework

The Process

***Existing
Conditions
Gap
Identification***



***Existing Gap
Prioritization***



***Future Gap
Identification
and
Prioritization***



***Recommended
Improvements***



***Scenario
Evaluation***

Existing Gap Identification

Consider the gaps for **all modes equally, network-wide**



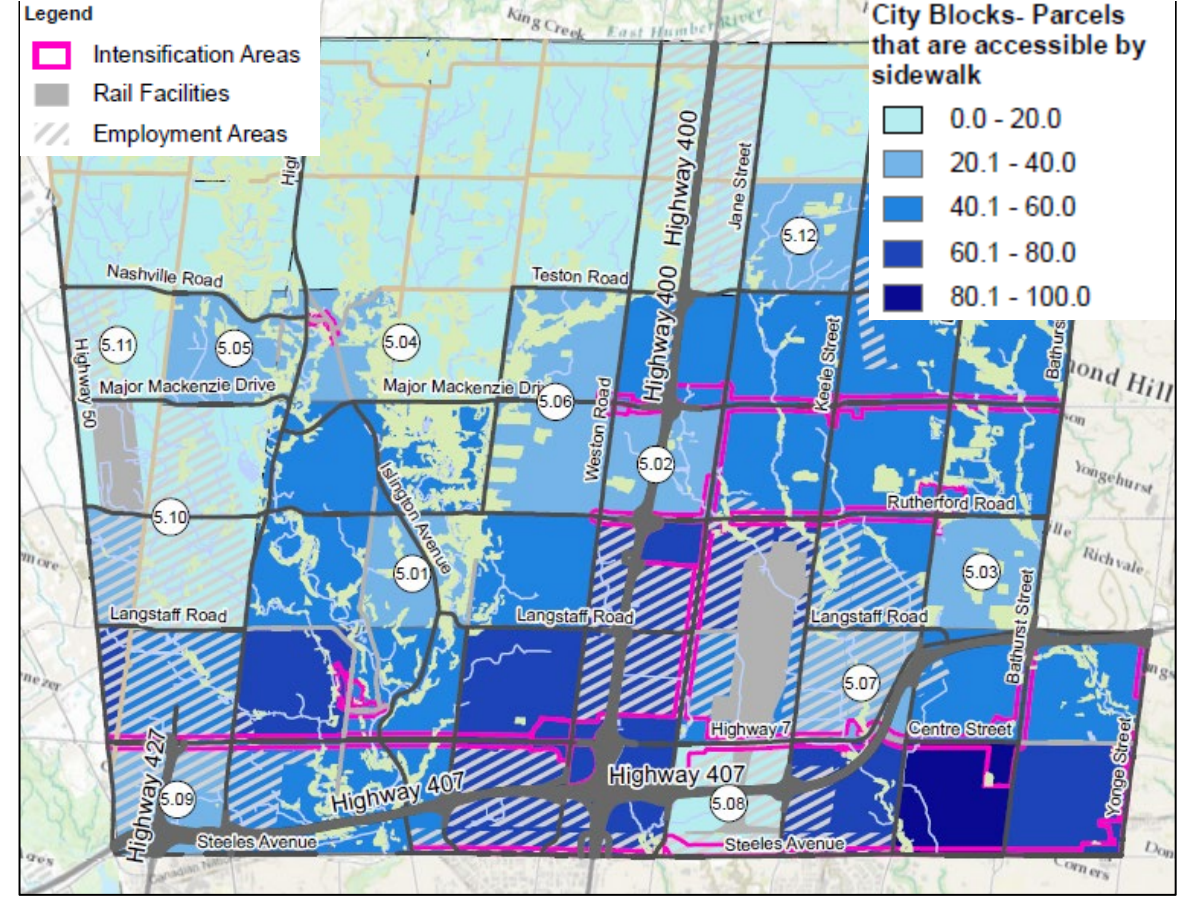
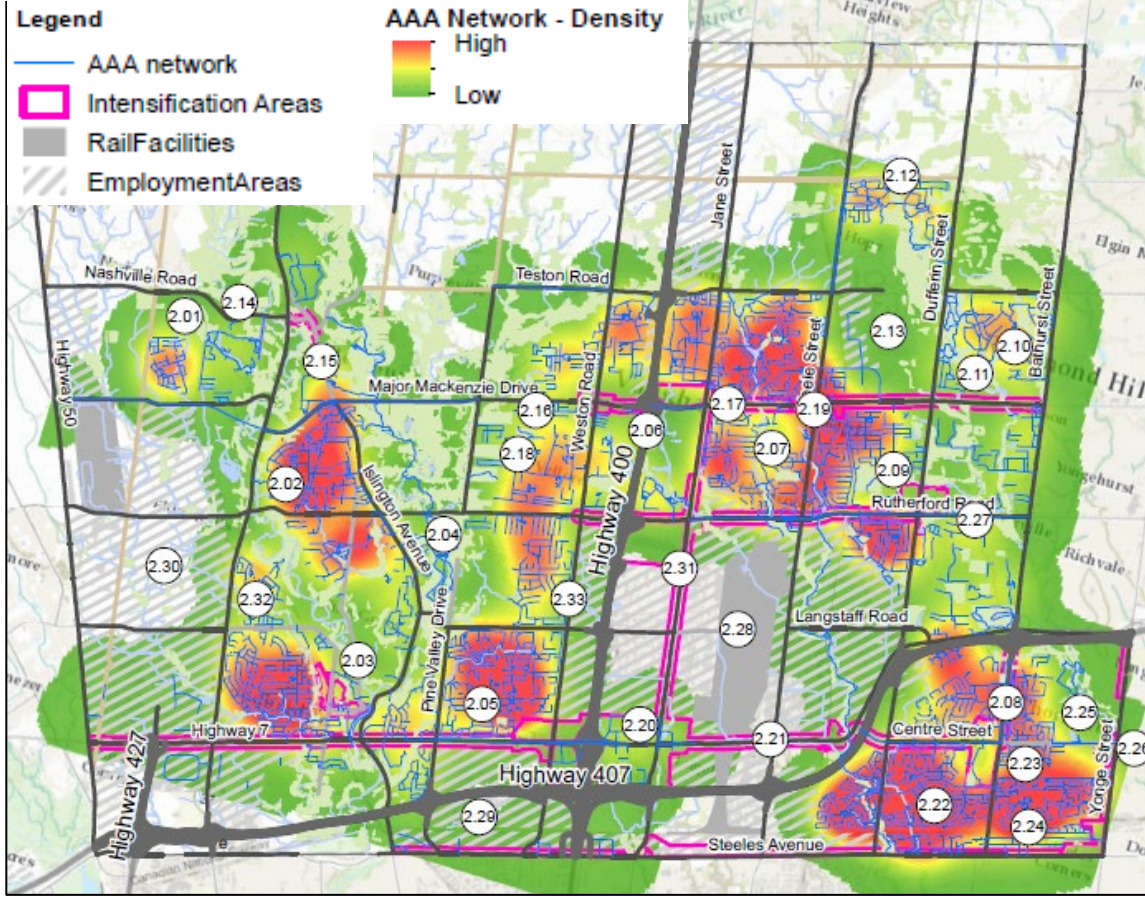
Connectivity Indicators

Road Link to Node Ratio	Walk <ul style="list-style-type: none">• Link to Node Ratio• % of parcels that are linked to sidewalk
Bike <ul style="list-style-type: none">• Link to Node Ratio• % of parcels that are linked to cycling	Transit Transit Network Coverage



Safety Indicators

Road Road Collisions	Walk Pedestrian Collisions
Bike Cyclist Collisions	Transit Bus Collisions



Network Density

What is it?

- The density of intersections in a given area
- Analysis was done for sidewalks, AAA cycling network, and roads

What does it tell us?

- General coverage of the network
- Areas where there are a lack of connectivity and route options, both within and to/from neighbourhoods

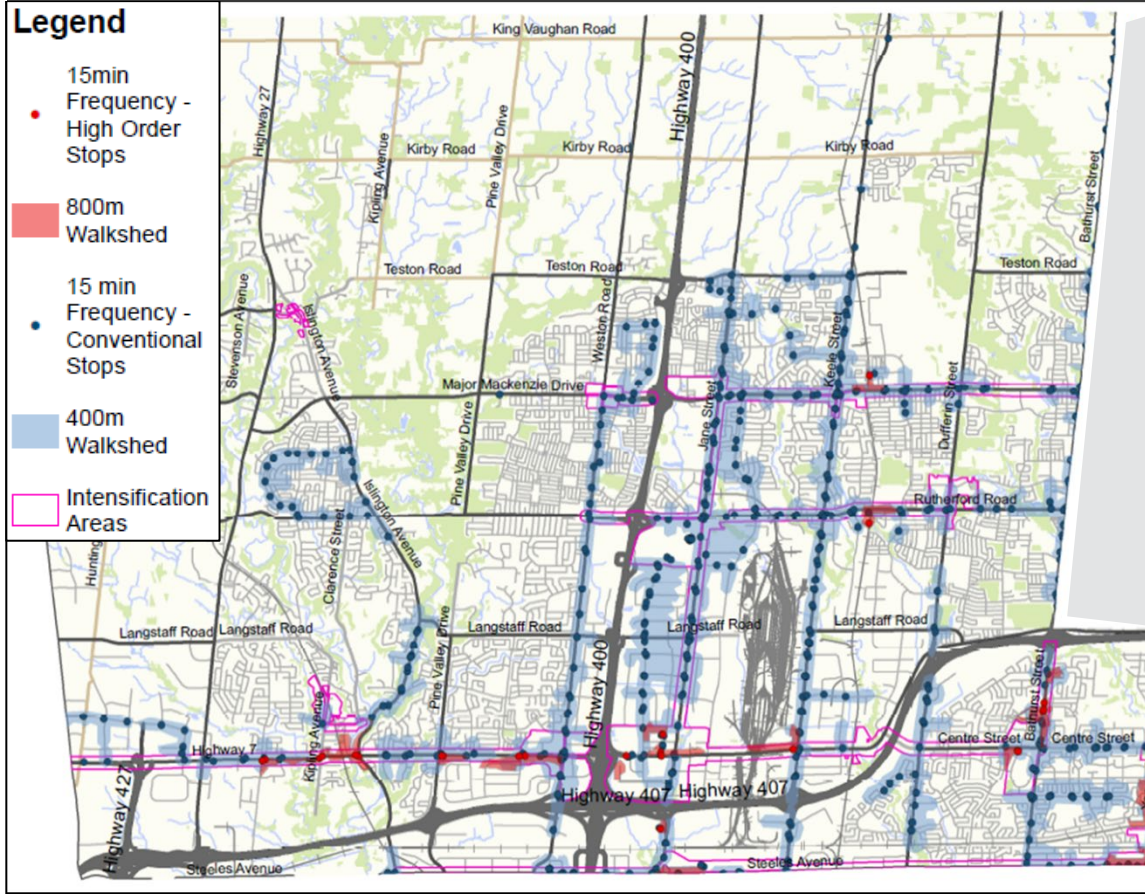
Parcel Connectivity

What is it?

- Percentage of parcels connected to the network

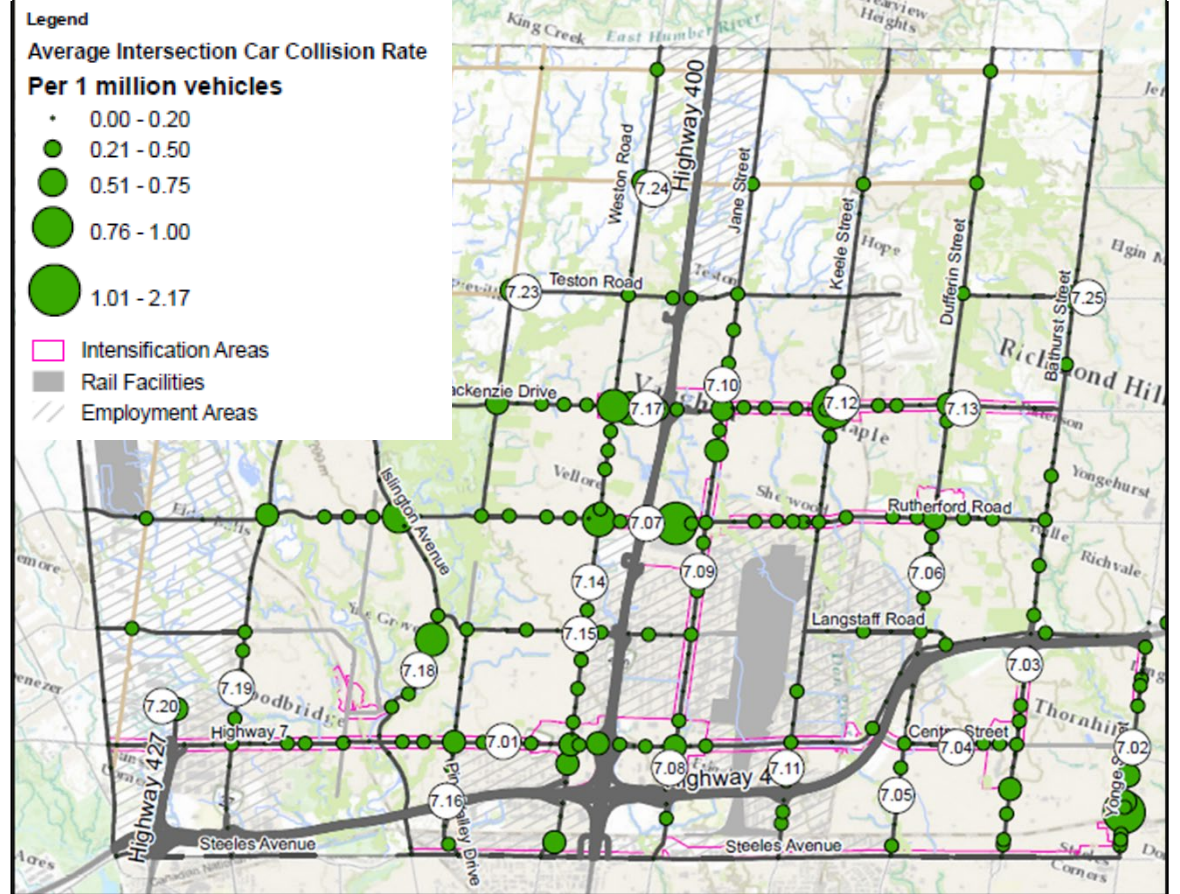
What does it tell us?

- Whether properties have convenient access to a specific mode
- Areas with lower parcel connectivity may need improvements



Transit Coverage

- What is it?
- 400m / 800m walkshed to frequent conventional / higher order transit
- What does it tell us?
- If there is walking access to transit
 - Areas outside of walkshed may need pedestrian improvements to transit



Collisions

- What is it?
- Collision rate at intersections and midblock segments from 2014-2019
- What does it tell us?
- Intersections and midblock segments where safety improvements may need to be considered
 - Areas / corridors to consider additional protection for vulnerable road users

Gap Prioritization

Prioritize areas of greatest need

Category	Data Sources	Description of Indicators
Transportation Indicators	<ul style="list-style-type: none">• Google Maps Distance Matrix API• GIS data provided by York Region Transit	<ul style="list-style-type: none">• Mode-Specific Average Travel Time• Mode-Specific On-Road to Straight-Line Distance Ratio• Presence of a 15-Minute Frequency Transit Stop
Land Use Indicators	<ul style="list-style-type: none">• Transportation Tomorrow Survey (TTS) data• GIS Data (Official Plan)	<ul style="list-style-type: none">• Population Density• Presence of Employment Area• Presence of Intensification Area
Social Equity Indicators	<ul style="list-style-type: none">• Census• TTS data	<ul style="list-style-type: none">• Percentage of Low-Income Households• Percentage of Seniors• Percentage of Immigrant Residents• Percentage of Zero-Car Households
Safety Indicators	<ul style="list-style-type: none">• GIS data provided by the City• Collision data provided by York Region	<ul style="list-style-type: none">• Presence of a School Zone• Presence of a Senior Care Centre• Severity of Mode-Specific Collision Hotspots

Future Gap Identification and Prioritization

Accommodate future growth

- Based on preliminary results of the Vaughan Travel Demand Model (2051)
- Future gaps helped to further prioritize existing gaps, or highlight new gaps which may need to be addressed in the future



Future Growth Indicators

Road

Travel Time Index

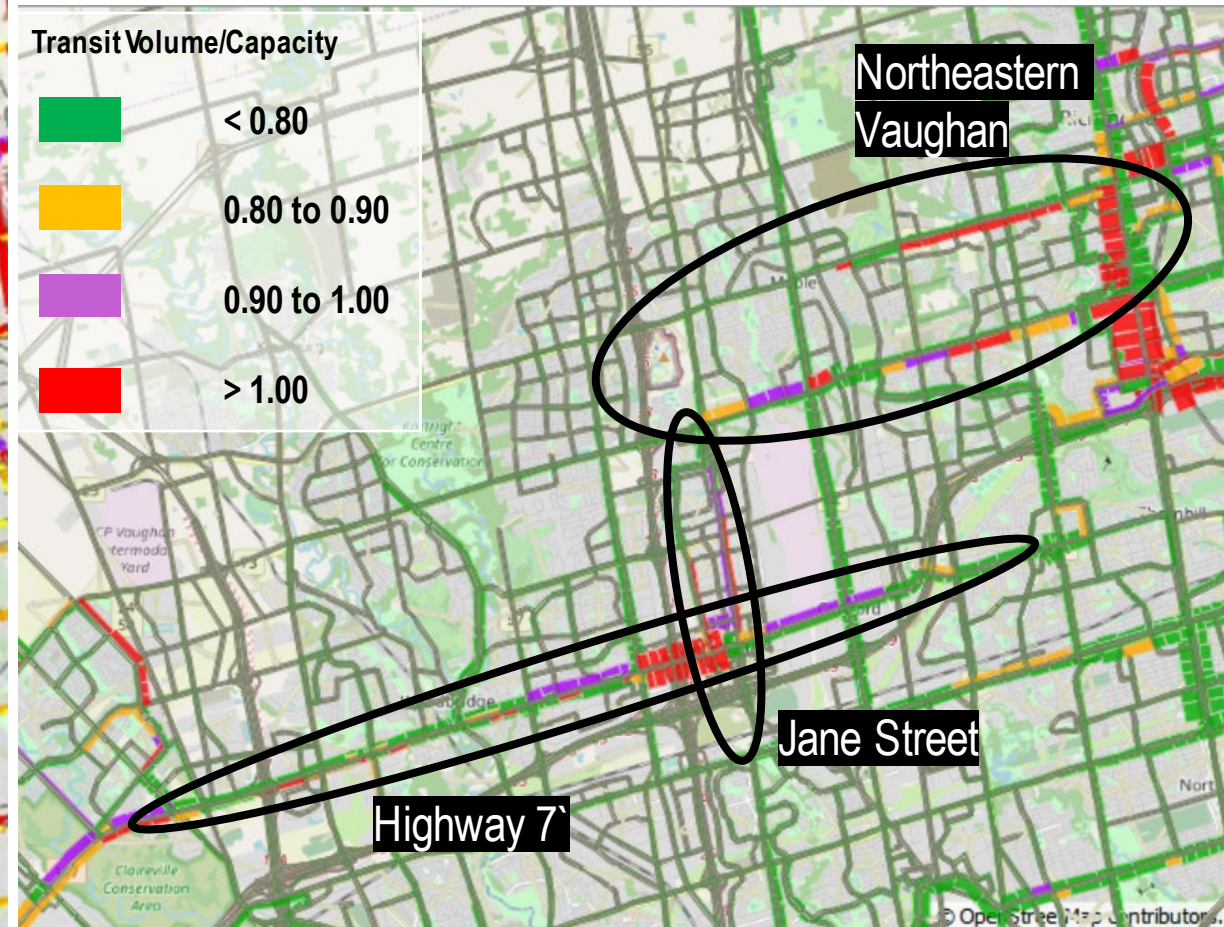
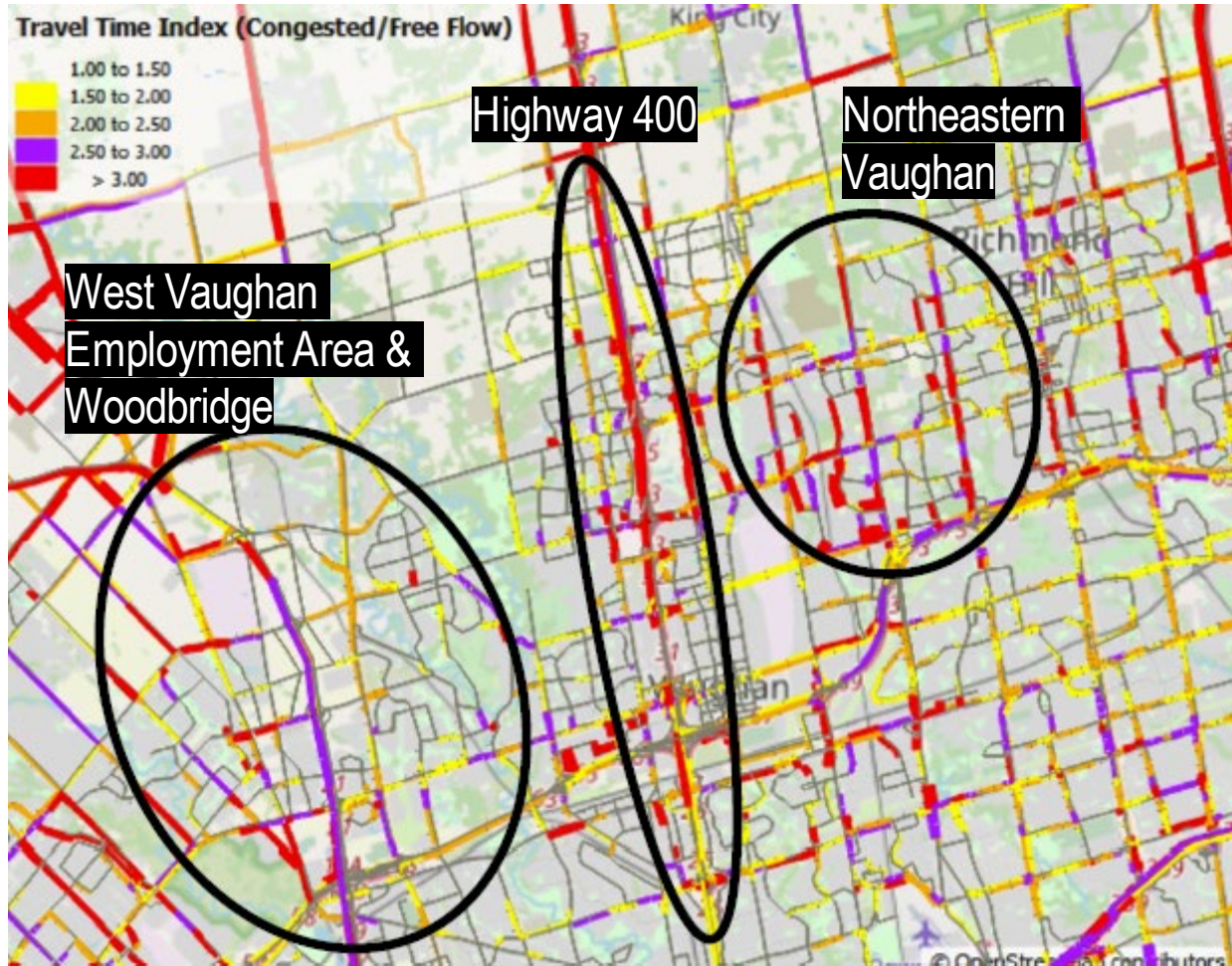
Bike

Conversion potential
from auto trips

Transit

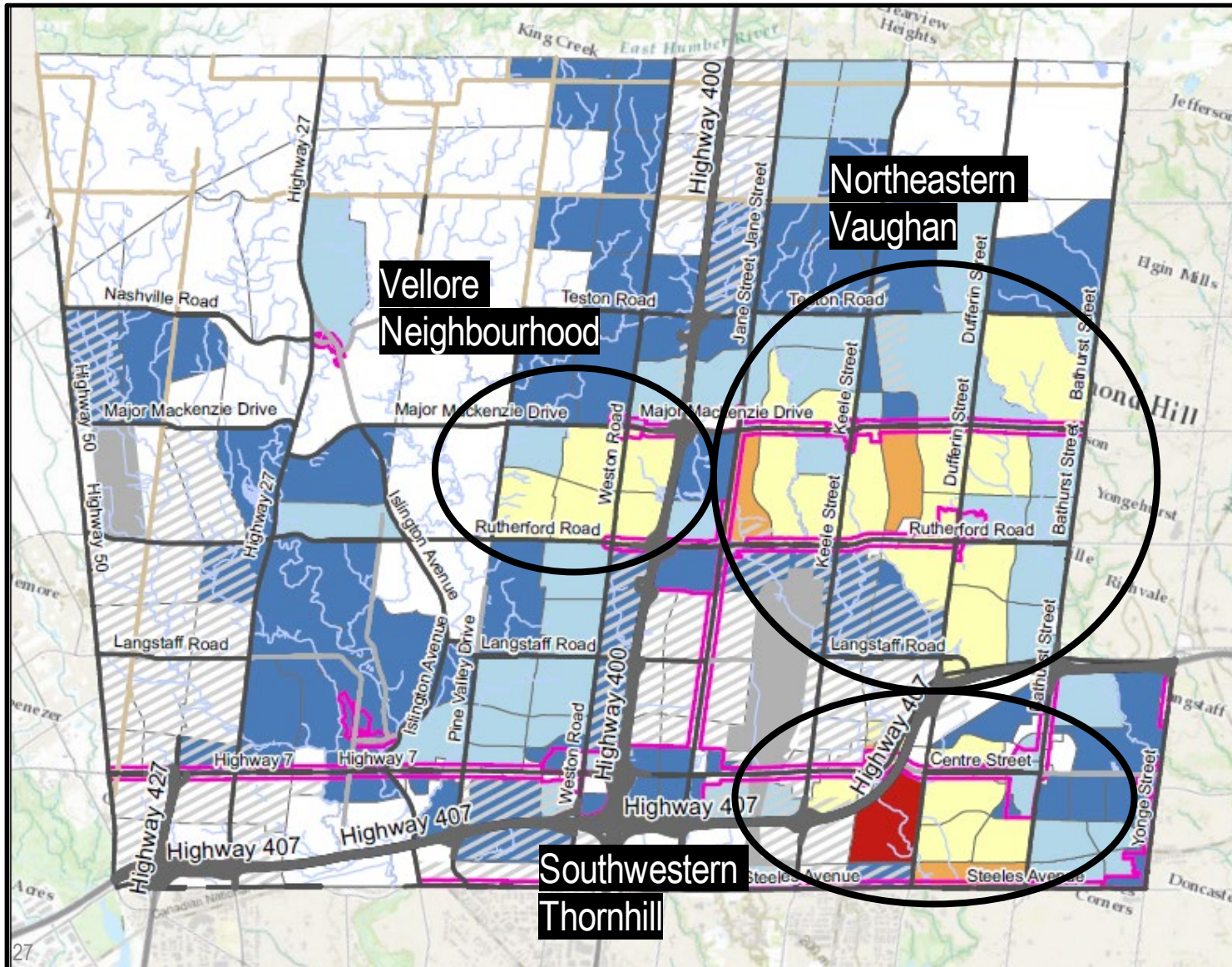
- Crowding
- Population /
employment
accessibility

Future Road and Transit Network Priority Areas (2051 AM Peak) Capacity-Constrained Auto and Transit Corridors

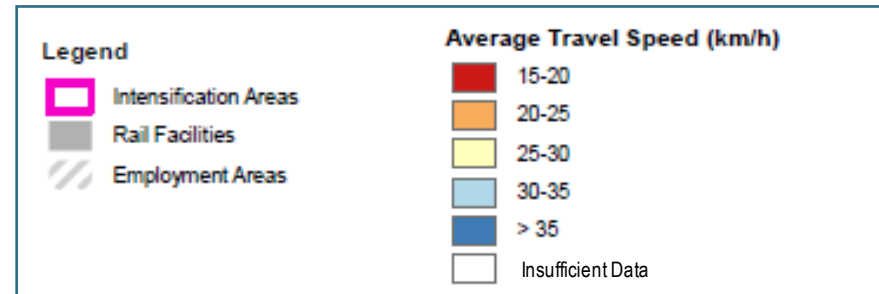


Future Cycling Network Priority Areas (2051 AM Peak)

Areas with High Potential for Cycling

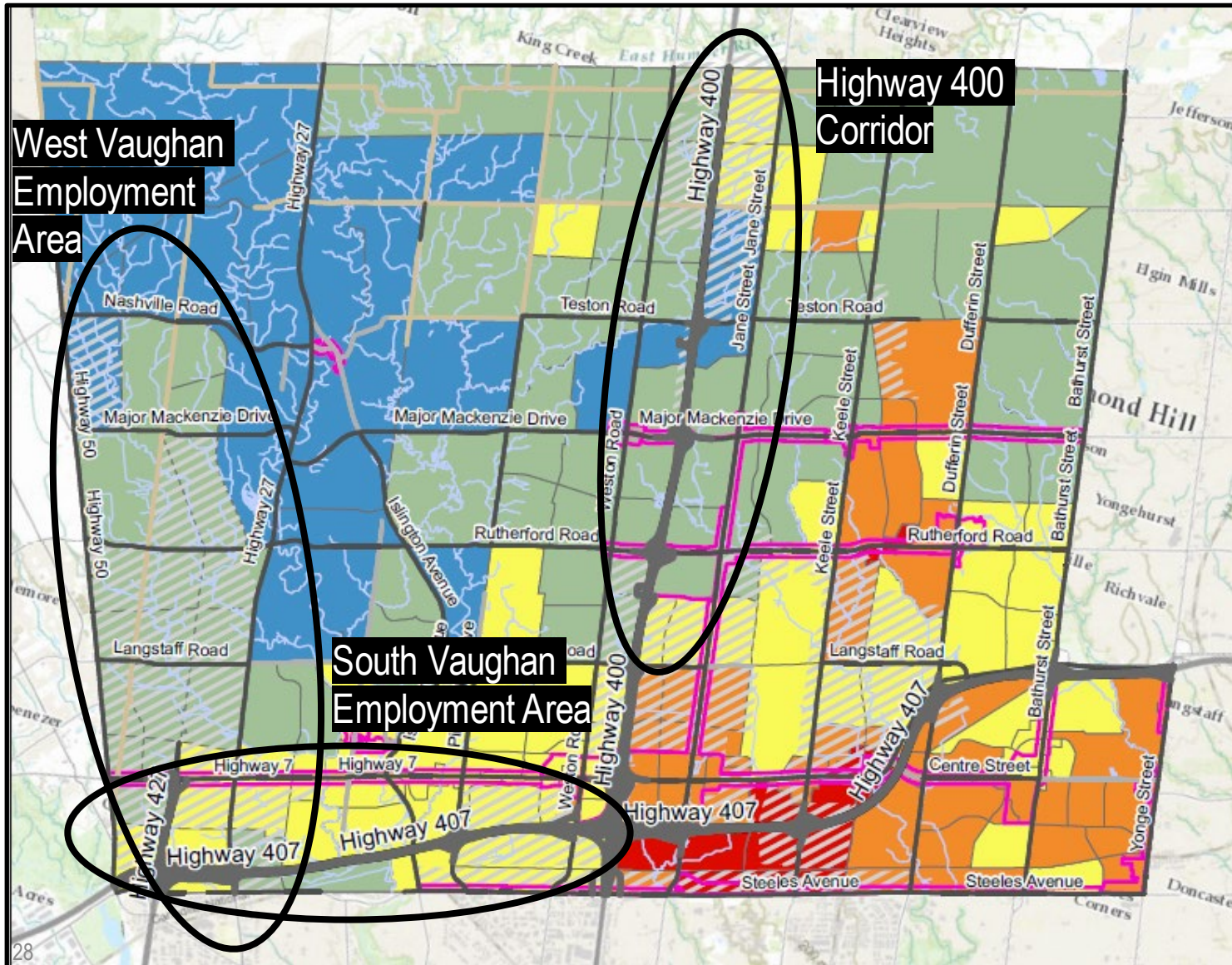


Congestion leads to potential modal shift to cycling for shorter, slower auto trips

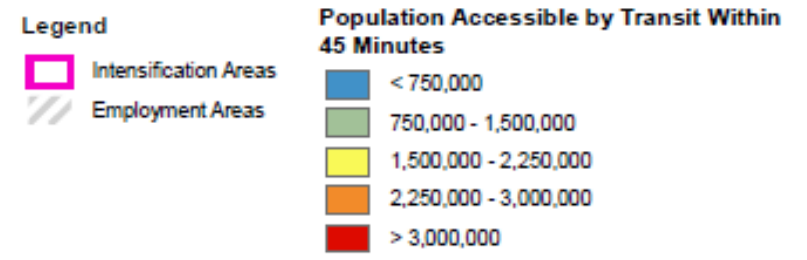


Future Transit Network Priority Areas (2051 AM Peak)

Transit Coverage Gaps



Gaps consist of employment areas in Vaughan accessible by transit to a low population



Draft Problem and Opportunity Statement

*Vaughan is one of the fastest growing municipalities in Canada. The VTP is a long-term blueprint to move people and goods **safely, efficiently and sustainably**, supporting current and future residents, businesses and visitors.*

*There are several gaps in the City's transportation system. The City has largely been built for the private automobile resulting in large proximity between land uses, reliance on private automobile travel, and traffic congestion. As the City intensifies through provincial and regional transit investments, there is need to address these gaps for **all modes of travel**. Special emphasis should be placed on addressing **active transportation and transit gaps** – including the connectivity and safety of active transportation infrastructure and the accessibility and frequency of transit service.*

*By building the right infrastructure, encouraging a culture change, and thinking forward, the City has an opportunity to address these gaps by providing **high-quality, attractive, competitive and sustainable mobility choices**.*

04

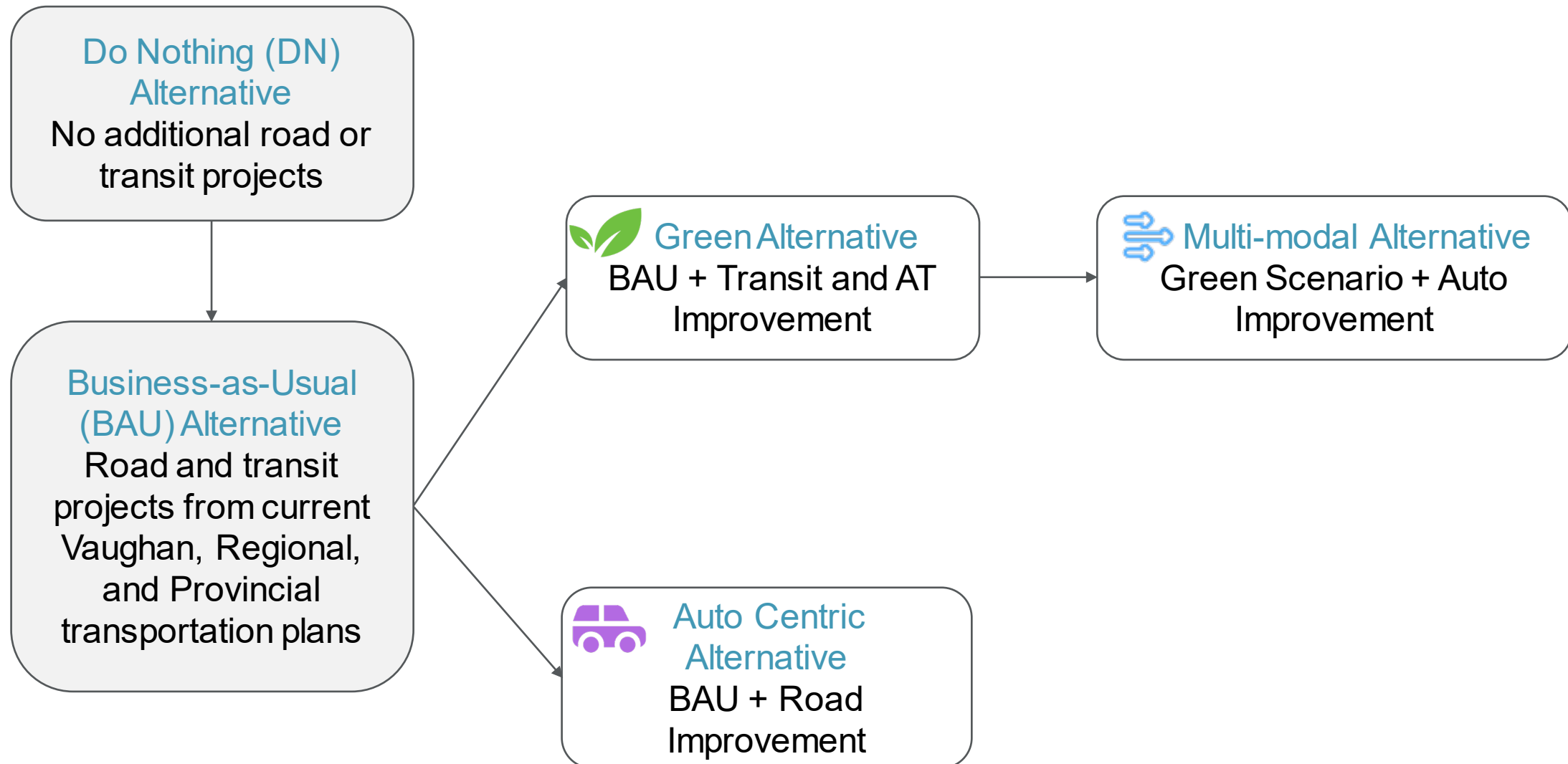
**Alternative Scenario
Building**

Alternative Building

- **Recommended improvements** based on prioritized gaps
- Identify **alternatives** comprised of packages of recommended improvements to evaluate, mostly taking advantage of the Vaughan Travel Demand Model
- To address road network gaps, **transit** and **active transportation**-focused improvements are considered first – road network gaps do not necessarily trigger road improvements








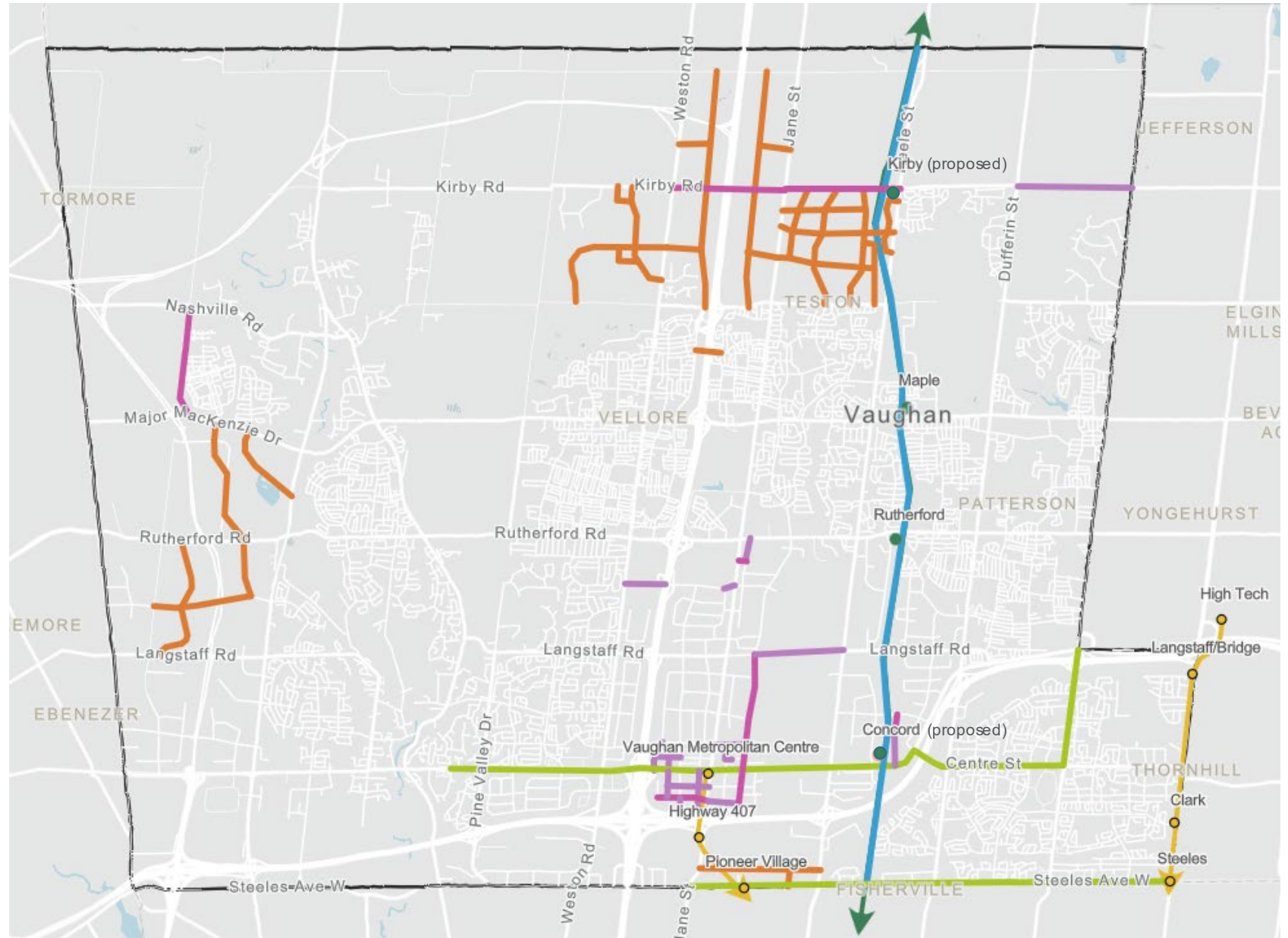
Alternative Building (2051)



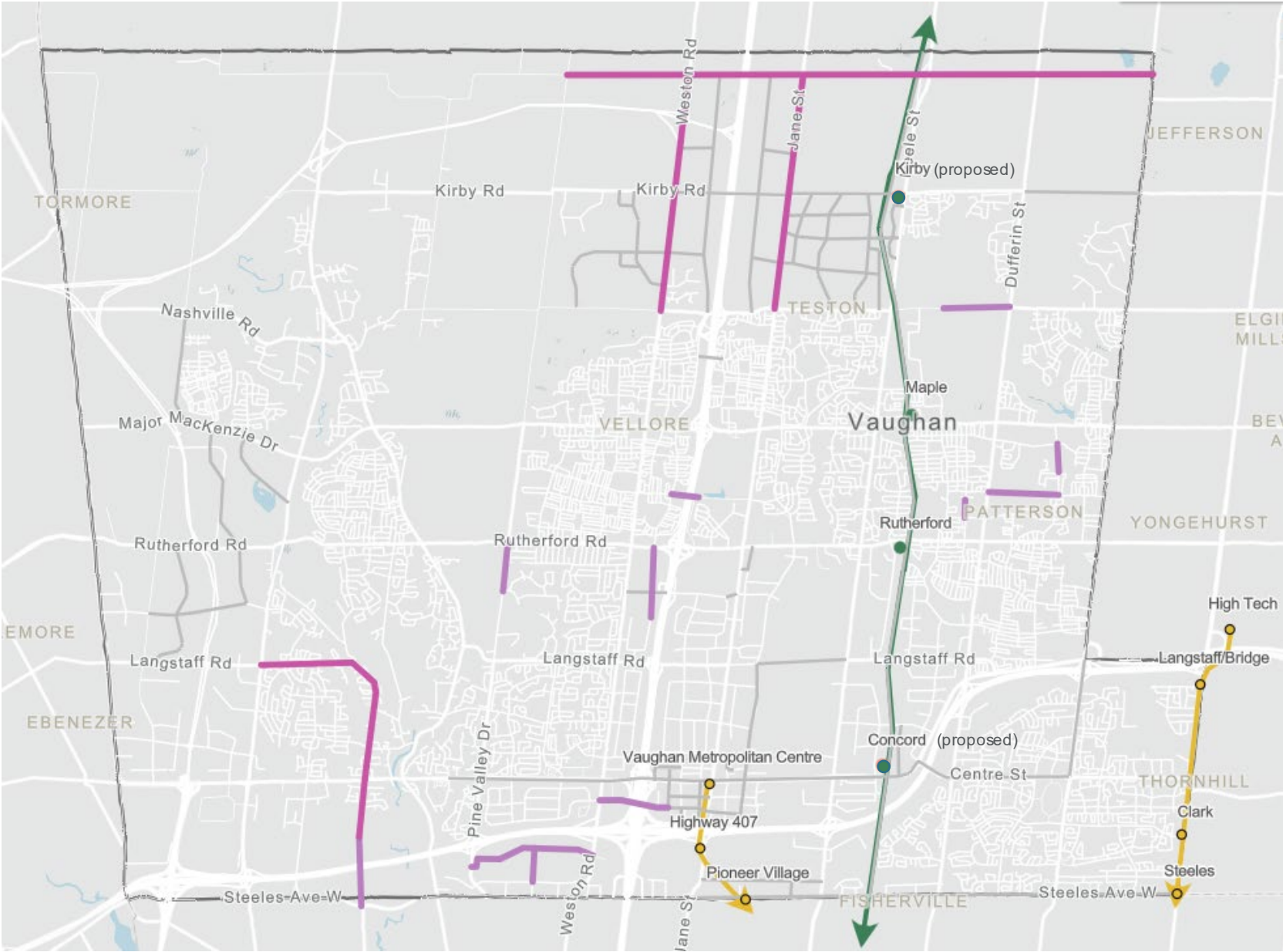
BAU

Improvement Type

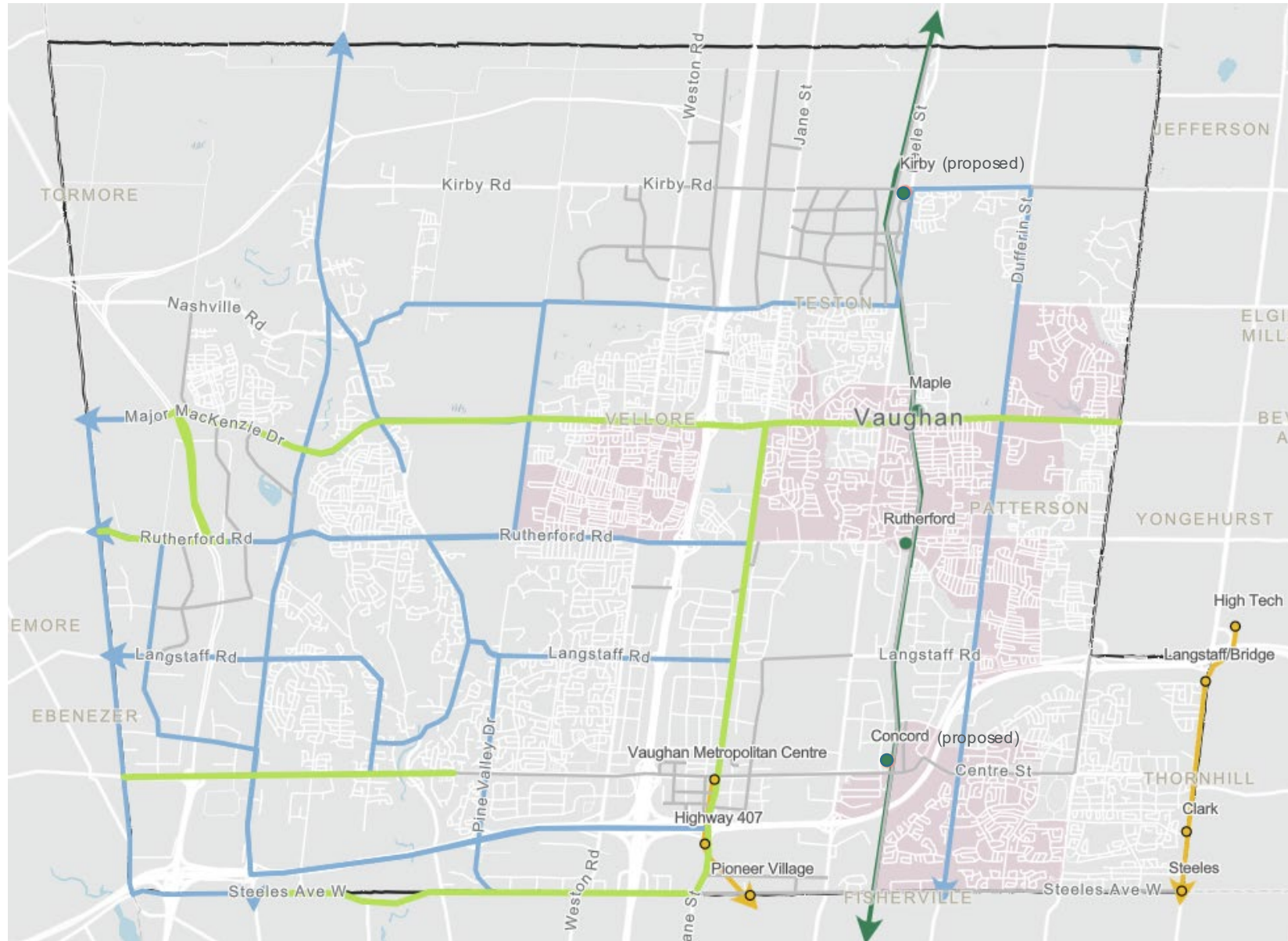
-  New Road
-  Road Extension
-  Road Widening
-  Bus Rapid Transit Corridor
-  All-day two way GO Train Service



Auto-Centric Alternative

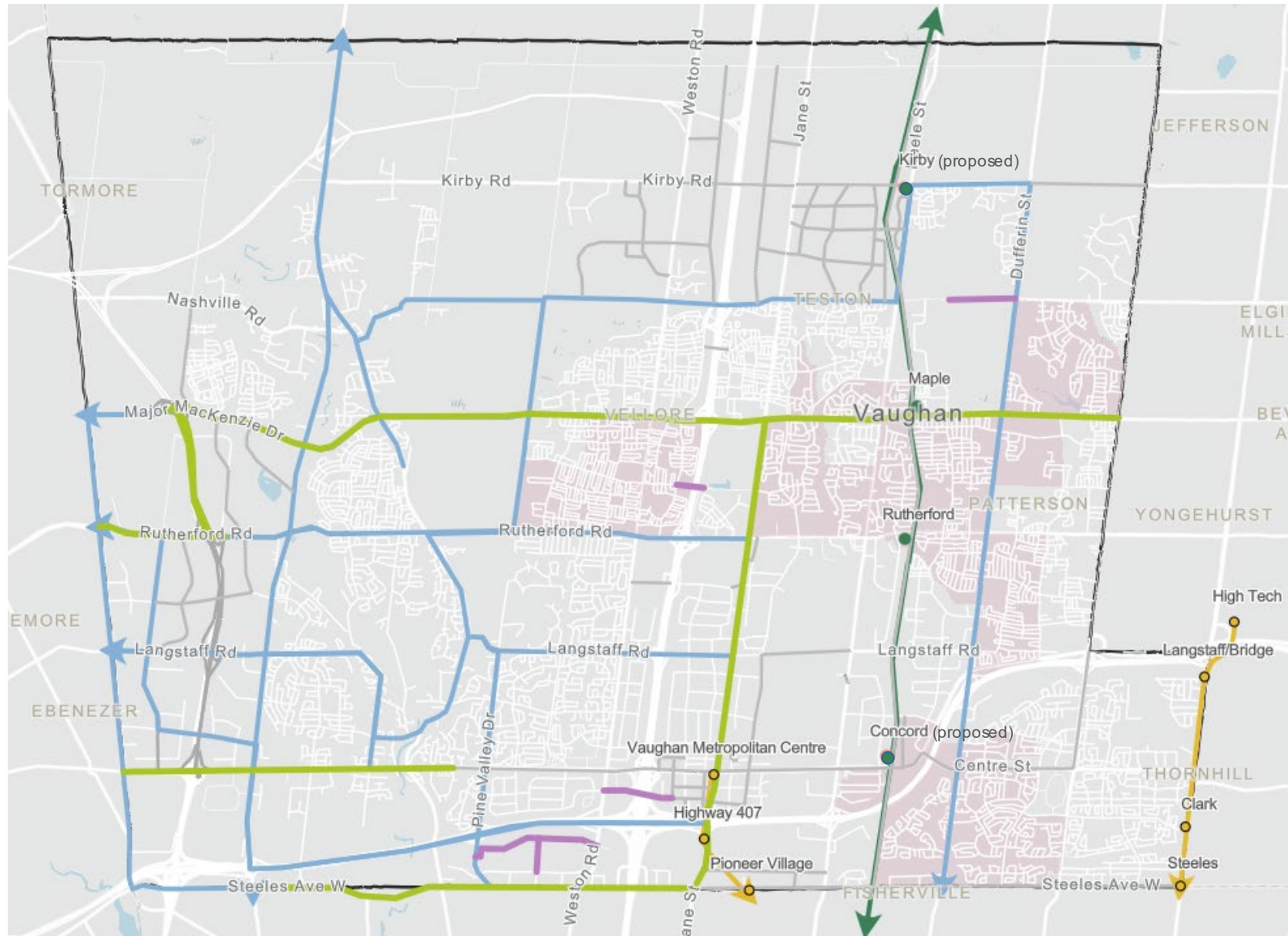


Green Alternative



- BAU Improvements
- Transit Service Improvement
- Bus Rapid Transit Corridor
- Active Transportation Priority Area

Multi-Modal Alternative



-  BAU Improvements
-  Transit Service Improvement
-  Bus Rapid Transit Corridor
-  Road Extension
-  Active Transportation Priority Area

05

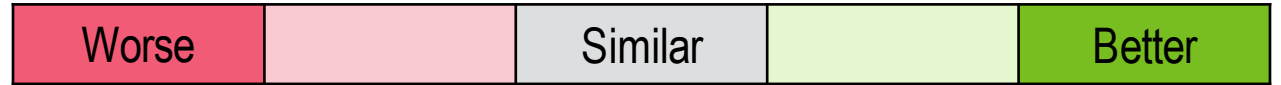
Evaluation and Draft Preferred Alternative

Evaluation Metrics

Compare **alternative performance quantitatively**







VTP Objective	Indicator	Description
Accessibility & Connectivity	System Reach	Number of population and jobs accessible within 45 minutes, by auto and transit modes
Environmental Stewardship	Greenhouse Gas Emissions	Estimated GHG emissions based on VKT for residents and employees of Vaughan
Equitable	Travel Time Ratio	Average travel time (by mode) for Vaughan zones with highest proportions of social equity needs compared to overall Vaughan average travel time
Financial Sustainability	Cost Estimate	Comparison of cost estimates, relatively, for each scenario (e.g. high, medium, low)
Reliability / Resilience	(Congested) Hours Travelled	Hours travelled, by mode, on road links in Vaughan (congested links only, or all links in Vaughan)
	Congested Road Links	Lane-kilometres of congested road links in Vaughan (with V/C > 1.00)
Safety	Infrastructure Safety	New infrastructure will be designed to be safe by design, based on best practices of the day.

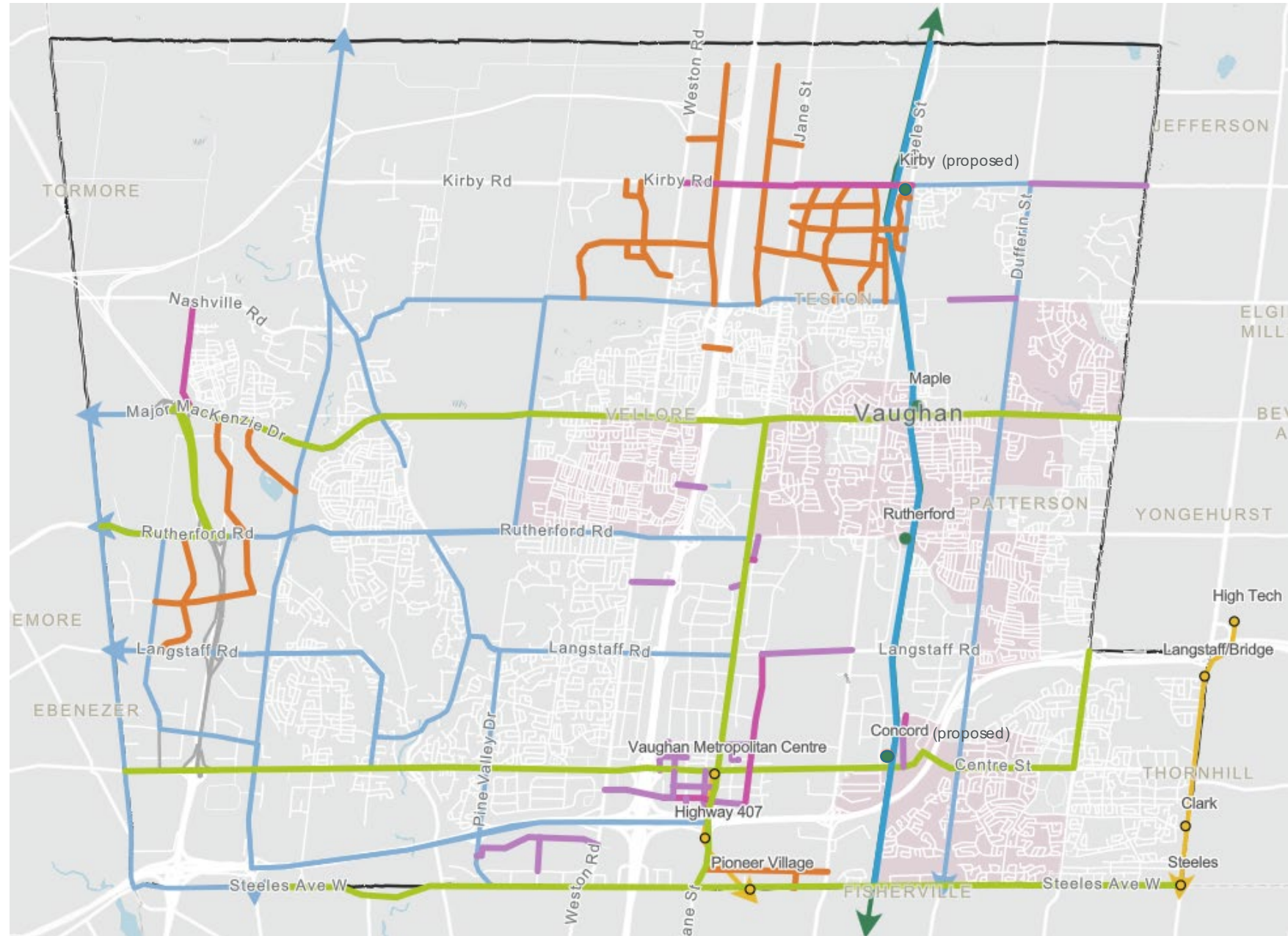
Evaluation Results



VTP Objective	Indicator	Compared to BAU Alternative		
		Green Alternative	Auto-Centric Alternative	Multi-Modal Alternative
Accessibility & Connectivity	System Reach	Light Green	Light Green	Dark Green
Environmental Stewardship	Greenhouse Gas Emissions	Dark Green	Red	Dark Green
Equitable	Travel Time Ratio	Light Green	Grey	Light Green
Financial Sustainability	Cost Estimate	Light Pink	Red	Red
Reliability / Resilience	(Congested) Hours Travelled	Light Green	Grey	Dark Green
	Congested Road Links	Dark Green	Light Green	Dark Green
Safety	Infrastructure Safety	Dark Green	Light Green	Dark Green

Draft Preferred Multi-Modal Scenario

-  Transit Service Improvement
-  Bus Rapid Transit Corridor
-  All-day two-way GO Train Service
-  New Road
-  Road Extension
-  Road Widening
-  Active Transportation Priority Area



06

Next Steps

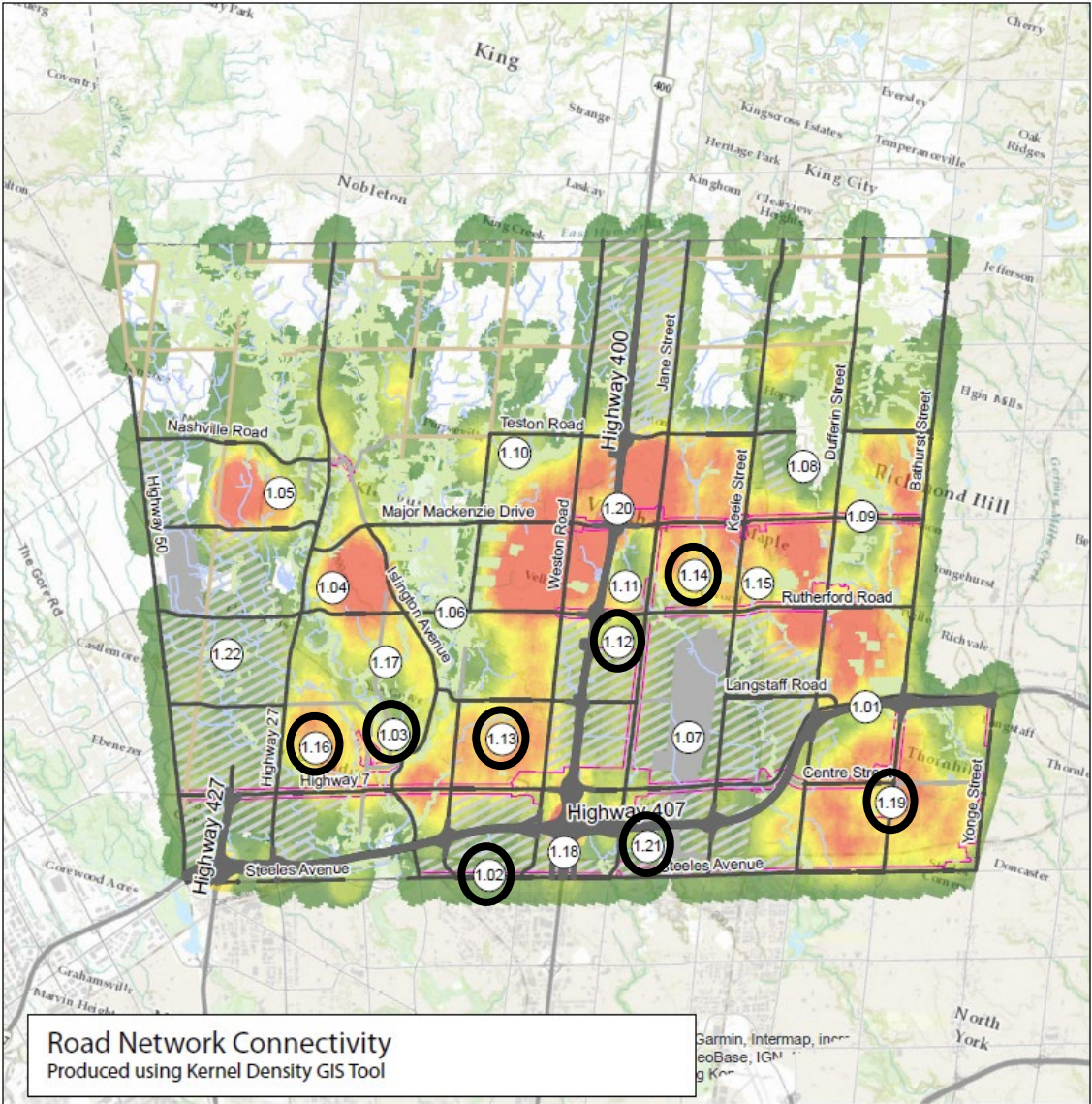
Next Steps

- Gather input from TAC and the public on alternative solutions
- Develop preferred alternative
- Present preferred alternative to TAC and public
- Conduct sensitivity alternative tests:
 - Addition of Caledon/Bolton GO Line
 - Removal of GTA West Corridor
- Finalize research papers and develop policy recommendations
- Prepare implementation and costing plan
- Draft final report

Thank you!

Backup

Short List of Road Network Gaps



Gap	Type	Weighted Average Score	Transportation Sum	Land Use Sum	Social Equity Sum	Safety Sum
1.02	Road	2.75	3.5	2.7	3.5	1.3
1.19	Road	2.63	3.0	2.0	3.5	2.0
1.21	Road	2.58	4.0	1.7	3.0	1.7
1.03	Road	2.44	3.0	1.3	2.8	2.7
1.16	Road	2.44	3.0	1.3	2.8	2.7
1.13	Road	2.38	3.0	1.3	2.5	2.7
1.12	Road	2.38	3.0	1.7	2.5	2.3
1.14	Road	2.35	3.5	1.7	2.3	2.0

Future Road Network Priority Areas (2041 AM Peak)

Areas with High Traffic Congestion

Sample Output

Prioritized Location/Corridor	Description	Existing or New Gap?
21.01 West Vaughan Employment Area & Woodbridge	Highway 50, Highway 27, and connecting east-west roads in the West Vaughan Employment Area and Woodbridge continue to experience congestion.	Existing (further prioritized 1.22)
21.02 Highway 400 Corridor	East-west and north-south roads in the immediate vicinity of Highway 400 continue to experience congestion.	Existing (further prioritized 1.18, 1.20)
21.03 Northeastern Vaughan	East-west and north-south roads east of Highway 400 and north of Highway 7 continue to experience congestion.	Existing (further prioritized 1.09, 1.15)

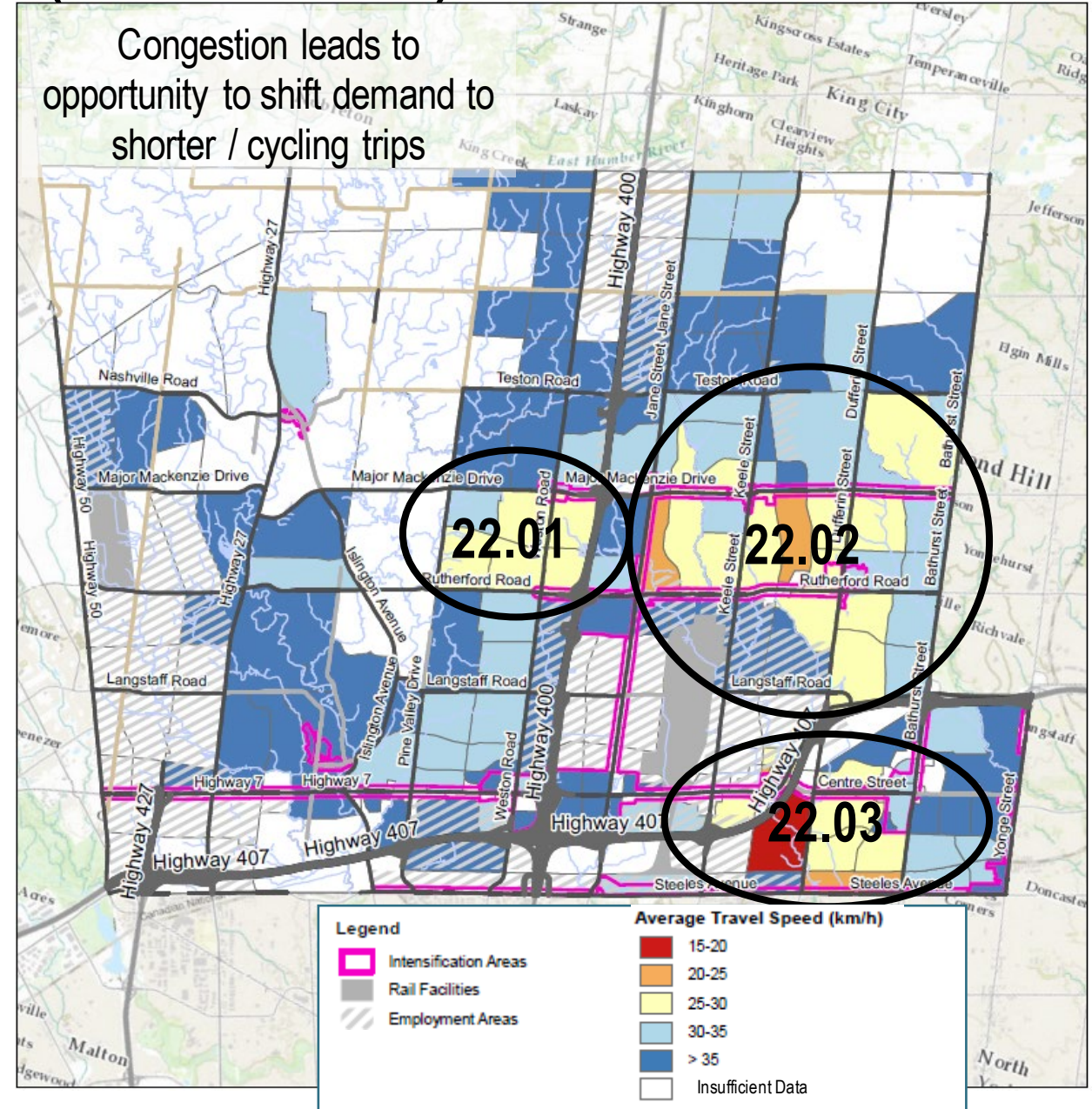


Future Cycling Network Priority Areas (2041 AM Peak)

Areas with High Potential for Cycling

Sample Output

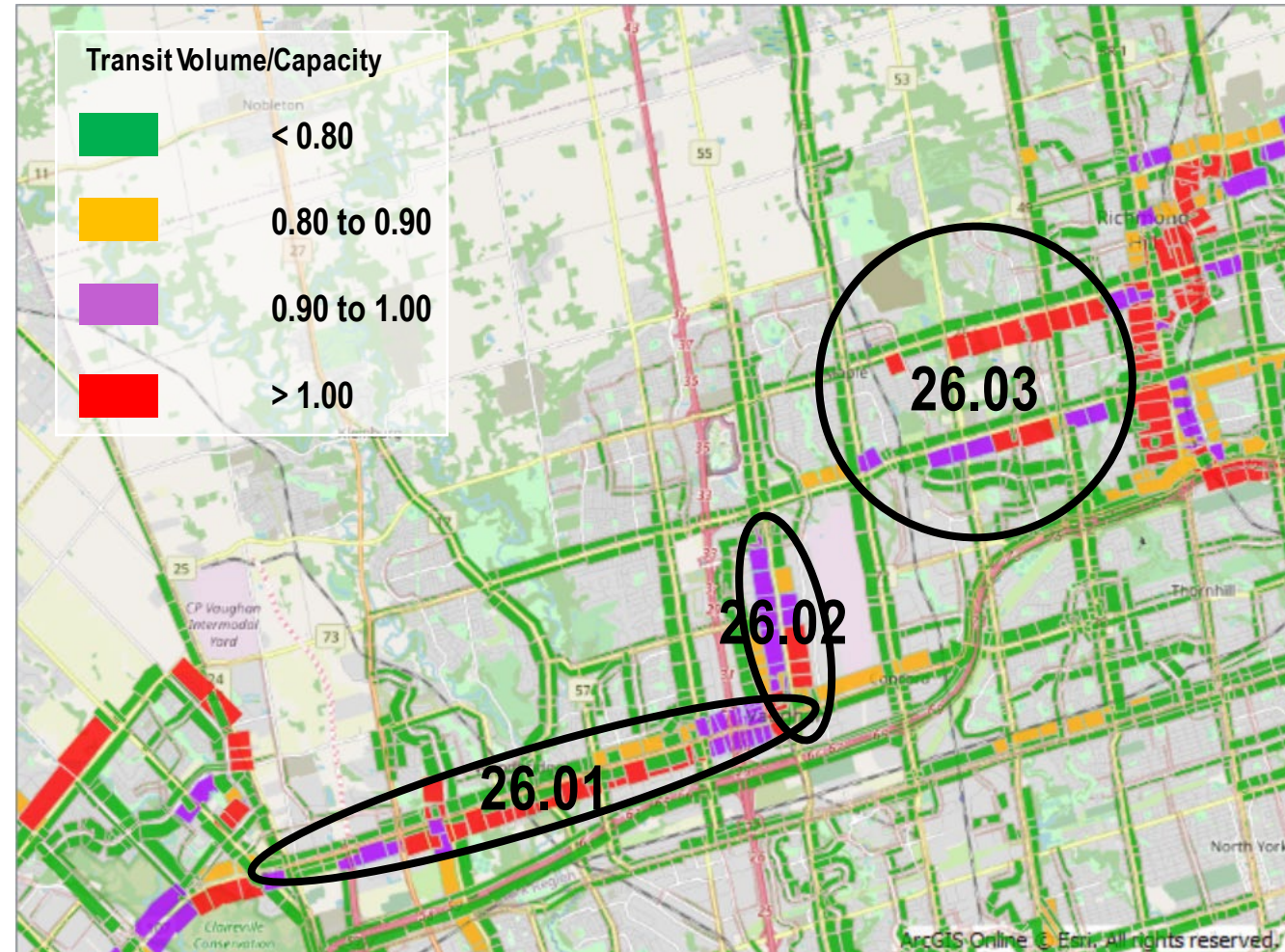
Prioritized Location/Corridor	Description	Existing or New Gap?
22.01 Vellore Neighbourhood	Dense residential neighbourhood with low average travel speed.	Existing (further prioritized 2.16, 2.18, 3.03, 3.04)
22.02 Northeastern Vaughan	Residential neighbourhoods with low average travel speed and high existing transit access.	Existing (further prioritized 2.07, 2.09, 2.17, 2.19, 3.05)
22.03 Southwestern Thornhill	Residential neighbourhoods with low average travel speed and high existing transit access.	Existing (further prioritized 2.22)



Future Transit Network Priority Areas (2041 AM Peak) High Demand / Capacity Constrained Transit Corridors

Sample Output

Prioritized Location/Corridor, Major Routes, and Headway	Description	Existing or New Gap?
26.01 Highway 7 <ul style="list-style-type: none"> VIVA Orange (10 min) YRT Highway 7 (10 min) Züm Queen (15 min) 	Capacity constrained areas primarily in the eastbound direction from Highway 50 to Jane, both directions between Jane and Weston.	New
26.02 Jane Street <ul style="list-style-type: none"> YRT Jane (12 min) 	Capacity constrained for both directions between Highway 7 and Rutherford.	New
26.03 Northeastern Vaughan <ul style="list-style-type: none"> YRT Rutherford (14 min) YRT Major Mackenzie (18 min) 	Capacity constrained primarily in the eastbound direction, largely between Keele and Yonge.	New

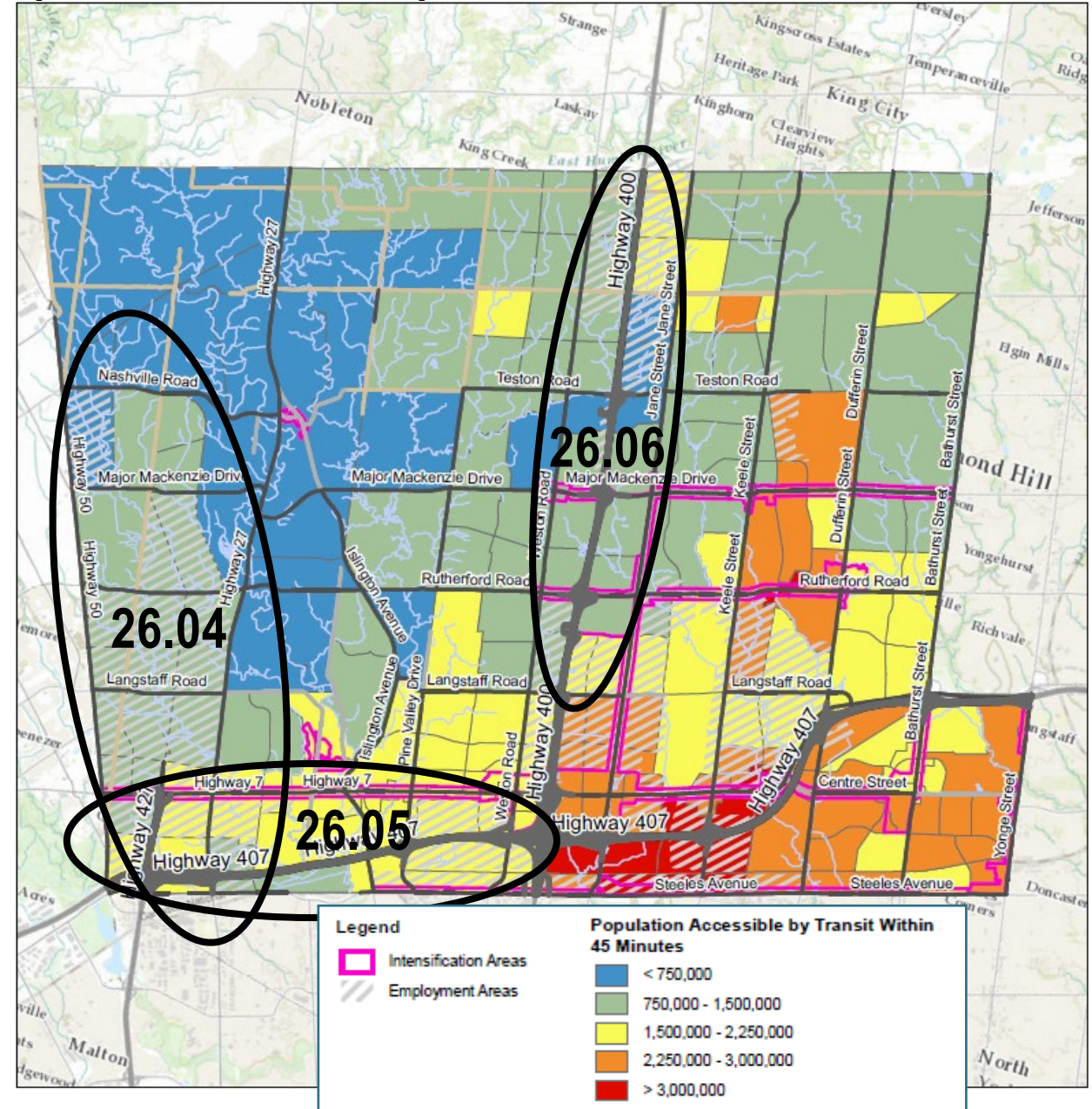


Future Transit Network Priority Areas (2041 AM Peak)

Transit Coverage Gaps

Sample Output

Prioritized Location/Corridor	Description	Existing or New Gap?
26.04 West Vaughan Employment Area	Major employment area with poor population transit accessibility.	Existing* (further prioritized 6.01, 6.05, 6.06, 6.07, 6.08)
26.05 South Vaughan Employment Area	Major employment area with poor population transit accessibility.	New
26.06 Highway 400 Corridor	Employment areas on both sides of Highway 400 with poor population transit accessibility, from Langstaff Road to north City limits.	Existing* (further prioritized 6.09, 6.10)



⁴⁹ * Poor transit access to future employment area has further prioritized this gap.

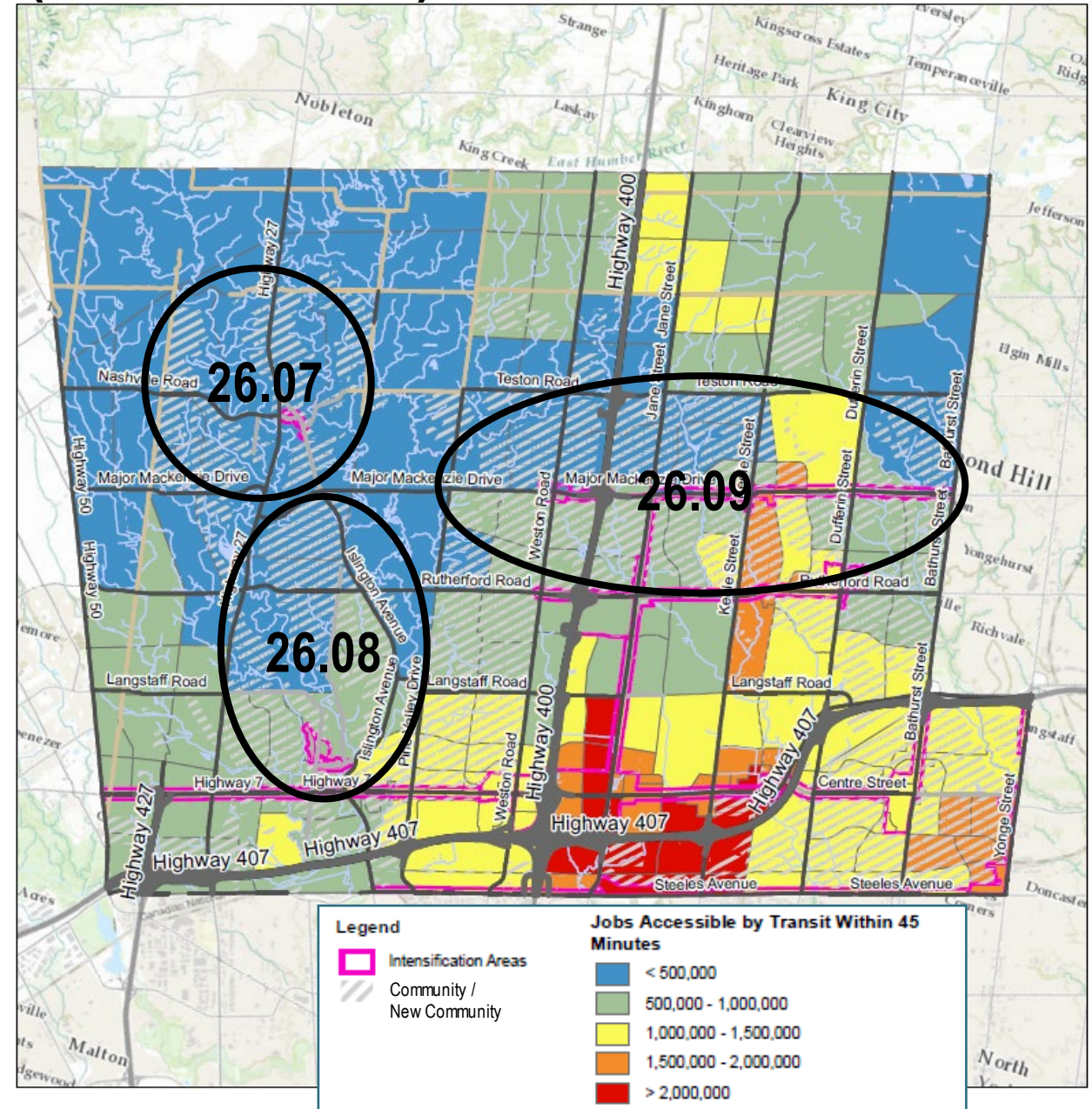
Future Transit Network Priority Areas (2041 AM Peak)

Transit Coverage Gaps

Sample Output

Prioritized Location/Corridor	Description	Existing or New Gap?
26.07 Kleinburg	Major population centre with poor employment transit accessibility.	Existing* (further prioritized 6.04, 6.07, 6.11)
26.08 Woodbridge Centre	Major population centre with poor employment transit accessibility.	Existing* (further prioritized 6.01, 6.06, 6.11, 6.15)
26.09 Northeastern Vaughan	Residential blocks/corridors with poor employment transit accessibility, between Rutherford and Teston.	New

* Poor transit access to existing/future community areas has further prioritized this gap.





Meeting Minutes

Project:	Vaughan Transportation Plan	
Subject:	Technical Advisory Committee Meeting – External	
Date:	Friday, November 12, 2021	
Location:	Teleconference – Microsoft Teams	
Attendees:	Adrian Kawun, York Region Anam Rafiq, Metrolinx Andrew Au, City of Toronto Arash Olia, Town of Caledon Augustine Ko, York Region Diane Ho, City of Toronto Doug Rieger, City of Brampton Eric Chu, TTC Evan Brazeau, Metrolinx Fabrizio Guzzo, York Region Harsimrat Pruthi, TRCA Hubert Ng, City of Richmond Hill Kumar Ranjan, City of Brampton Lauren Crawford, York Region Loy Cheah, City of Markham Manirul Islam, TRCA Sabbir Saiyed, Peel Region Samson Wat, City of Markham Tong Wang, City of Richmond Hill Vi Bui, York Region	Chris Tam, City of Vaughan Selma Hubjer, City of Vaughan Winnie Lai, City of Vaughan Yunfei Zhang, HDR Jonathan Chai, HDR Andrew Larter, HDR Peter Chen, HDR

	<i>Topic</i>	<i>Facilitator</i>
1	Introduction & Background <ul style="list-style-type: none"> • CT opens the meeting at 1:05, participants provide introductions and CT overviews of the agenda. • CT gives background on the VTP, emphasis on plan vision, and building on the 2012 plan by carrying over similar objectives, with a focus on an equitable system. Describes the plan goals: build infrastructure, culture change, and think forward. • CT provides a status update on VTP, progress since 2019, and the objective to complete the plan in 2022, as well as project milestones specific to the goals above. Virtual open house website is available between November 18 and December 9 and a live virtual presentation and discussion will occur November 23 beginning at 7 pm. • CT describes the comments heard to date pertaining to traffic congestion, transit reliability and service, safe cycling, street walkability, and lack of transit service for major employers. • CT overviews the completed white paper tasks: Data Collection and Maintenance, and Climate Change and Resiliency papers. • TW questions the intent of the Aerial Mobility whitepaper listed in the Think Forward next steps. <ul style="list-style-type: none"> ○ CT indicates that cities such as Portland and New York have aerial transportation in place and the purpose is to investigate the trend. Work involves investigating the feasibility of applying the 	Christopher Tam

technology in Vaughan, specifically on the Jane corridor.
Vaughan plans to engage with YR and YRT on this topic.

- TW indicates that knowledge sharing in a working group between Richmond Hill and City staff could be beneficial for topics such as micromobility.
- LC questions whether the Private Streets whitepaper is completed or forthcoming.
 - CT indicates that background research has been completed. The whitepaper is intended to address what situations the City would be willing to accept private streets, where they could be located, and what components would be mandated.
- MI questions the differences between the VTP and Vaughan Transportation Master Plan, and how these documents are related.
 - The VTP is an update of the 2012 transportation master plan and follows the MCEA process through phases 1 and 2 and identifies a list of projects that will be carried forwards.

2 Gap Analysis Identification & Prioritization Review

- YZ presents an overview of the Gap Identification and Prioritization process, including objectives. The following analysis stages were presented:
 - Existing Conditions Gap Identification
 - Existing Conditions Gap Prioritization – leveraging external data sources to prioritize transportation gaps
 - Future Gap Identification and Prioritization – examining the ability to accommodate future growth using demand modelling
- FG questions whether transit coverage was scaled according to growth for the transit network priority areas.
 - YZ clarified that the network includes BAU improvements, some of which were informed by YRT from the previous TAC.
 - FG questions whether the transit in the map follows development for these maps.
 - CT clarifies that the colours in the maps are not indicative of density but show the accessibility to population and are used to identify focus areas.
- YZ presents the draft problem and opportunity statement, and alternative building process. To address gaps, transit and AT improvements were considered first before road improvements.
- FG questions what the City considers a “Transit Gap”.
 - CT clarifies they are based on judgement calls such as 15-minute headway.
 - FG recommends basing it on objective service parameters, sensitivity to density, population factors. Used demand responsive transit as an example where it cannot be implemented region-wide.
 - CT clarifies that the purpose of VTP consultation is to have deeper conversations on transit and these will help to frame conversations with the public as well.
 - JC clarifies that service planning is different from the overall transportation plan as a whole, and the competitiveness of transit relative to auto mode creates these gaps, particularly for employers.
 - FG notes that the issue of lack of transit access for employment was not raised during YRT’s engagement with employers and very few people currently take transit to these employment areas.

Yunfei
Zhang &
Jonathan
Chai

- YZ presents the alternative building process, with mapping for all four alternative scenarios shown: business-as-usual, green, auto-centric, and multi-modal.
- JC presents the preferred alternative and evaluation process, including evaluation metrics developed based on VTP objectives. The multi-modal alternative was selected as the draft preferred scenario based on these evaluation metrics.
- JC presents the next steps, which include:
 - Gathering input from TAC and the public on alternatives, refine and present the preferred alternative.
 - Conducting sensitivity testing on Bolton GO and GTA West.
 - Finalizing research papers and developing policy recommendations.
 - Prepare implementation and costing plan.
 - Draft final plan.

3 Gap Analysis – Comments and Questions

Christopher
Tam

- FG questions the costing piece being former in the next steps involve presenting options first then examining their cost impact afterward.
 - CT clarifies that technically justified improvements will be presented, but that these may not be financially feasible. Costing is towards the end so that we can examine what is affordable.
 - JC clarifies that examining other funding sources will be part of the plan as well.
- AA questions the availability of the presentation and whitepapers, with a particular interest in the New Mobility paper.
 - CT notes that some of the whitepapers are available to be shared, others are still in the works. The presentation will be circulated after the meeting.
- AA questions the social equity indicators and how they were selected.
 - CT clarifies that these are selected based on available data.
 - YZ notes that these are indicators are items that limit the transportation choices that people can make, and these are based on data we have. Transportation equity could be a study by itself, but the team believed it was an important first step to include in this analysis.
- VB questions how this plan will be incorporated with York Region’s ongoing transportation master plan.
 - CT notes that the City is part of the Partnership Advisory Committee with York Region.
 - SH notes that a high-level update will be provided on the VTP to council on the same day when York Region’s TMP update will be provided to council.
 - LC notes that Region is happy to meet before to ensure that messaging is consistent between plans.
- AK questions the areas of greatest need in the mapping, and the connection over Langstaff over the yard, which is a costly project.
 - CT indicates that the City is aware that these questions will come up and that the VTP is in a wish list stage. As the plan moves towards the costing stage, the list will be constrained based on what is affordable. Both the full list and what can be afforded will both be presented. Funding will be critical, and some projects will be added to the 10-year capital project. Other projects will have the flexibility to be reordered or restructured as circumstances change.

- AK notes that the five-year plan is available online and that overlaying information will help identify mutual needs and opportunities.
- AK notes that the wording of “Transit Gaps” could be reworded as opportunities for service improvements to help with messaging.
 - CT indicates that the project team will try to incorporate for the public consultation.
- HP questions what the key dates are for TRCA to have a review of work that has been done or will be submitted.
 - CT indicates that materials will be circulated and that the project team will look to provide finalized plan information (rather than information that is subject to change).
- LC notes that the language used in York Region plan is “opportunities for enhancement”, and that the wording could be adjusted.
 - CT notes that change in wording will be implemented.
 - YZ notes that the gap analysis was not the emphasis of the consultation due to its technical nature, rather the focus is on obtaining feedback from the public and businesses.
- KR questions whether the Queen Street BRT was included, and what the service assumptions were.
 - YZ notes that the project is in the updated BAU model network, with service levels developed based on information from previous TAC.
 - KR notes that it could be beneficial to confirm service levels with Metrolinx.

4 Adjournment

- CT adjourns the meeting at 2:53.
- Slides and comments/minutes to be provided to attendees.

Christopher
Tam

Meeting Minutes

Project: Vaughan Transportation Plan

Subject: Technical Advisory Committee Meeting – Internal

Date: Wednesday, November 10, 2021

Location: Teleconference – Microsoft Teams

<p>Attendees: Jonathan Chai, HDR Yunfei Zhang, HDR Andrew Larter, HDR Peter Chen, HDR Margie Chung, CoV Pirooz Davoodnia, CoV Musa Deo, CoV Fausto Filipetto, CoV Michael Frieri, CoV</p>	<p>Paul Grove, CoV Michael Habib, CoV Selma Hubjer, CoV Winnie Lai, CoV Alan Pacheco, CoV Shirin Rohani, CoV Warren Rupnarain, CoV Frank Suppa, CoV Chris Tam, CoV Catherine Vettese, CoV</p>
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<i>Topic</i>	<i>Facilitator</i>
<p>1 Introduction & Background</p> <ul style="list-style-type: none"> • CT opens the meeting at 10:05 and overviews the agenda • CT gives background on the VTP and emphasizes the project’s vision, objective, and goals, with a particular focus on equity – build infrastructure, change culture, think forward • CT gives a status update on VTP as a whole, starting with kickoff in Fall 2019. Includes what we’ve heard to date, including details on specific comments pertaining to traffic congestion, active transportation and transit service. • CT also overviews the white paper tasks as completed to date, including Data Collection & Maintenance, and Climate Change & Resiliency • WL questions regarding the Climate Change paper – were extreme weather scenarios analyzed only, or were the “over-time” impacts of climate change also considered to help minimize life cycle costs? <ul style="list-style-type: none"> ○ CT indicates white paper does not go into detailed approach of suggesting new standards to accommodate new temperature ranges. 	<p>Christopher Tam</p>
<p>2 Gap Analysis Identification & Prioritization Review</p> <ul style="list-style-type: none"> • YZ and JC provide an overview of the gap identification and prioritization process, as previously presented at the April TAC meetings. Objectives are discussed, as well as an overview of each stage of the gap analysis process: <ul style="list-style-type: none"> ○ Existing Conditions Gap Identification ○ Existing Gap Prioritization ○ Future Conditions Gap Identification and Prioritization ○ Recommended Improvements ○ Scenario Building and Evaluation ○ Next Steps: <ul style="list-style-type: none"> ▪ Gather input from TAC and public on alternative solutions, refine/develop/present preferred alternative ▪ Conduct sensitivity tests 	<p>Yunfei Zhang & Jonathan Chai</p>

- Finalize research papers and develop policy recommendations
- Prepare implementation/costing plan
- Draft final report

3 Gap Analysis – Comments and Questions

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- SR questions how much the external network on the City’s network has been considered (i.e., improvements to links outside the City’s borders. SR also questions on if intensification areas such as Yonge/Steeles should be included in AT priority area.
 - CT indicates that the model includes the entire GTHA, and that the model includes improvements from the YRTMP update
 - CT also explains that the active transportation priority areas show the most “bang for the buck” – where the model results show the most potential for auto trip conversion to cycling. Model operates on a traffic zone level, and isolated areas may not be necessarily captured through this exercise.
 - JC expresses to re-visit the AT prioritization areas and if intensification areas should be emphasized more.
- MD questions why the Langstaff connection over the CN MacMillan Yard is not included. Comes up frequently in discussions with peer agencies
 - AL indicates this is a mapping mix-up – Langstaff connection over CN has been included in the BAU model
- MD also questions whether any additional work has been done for cost-benefit on the Colossus Drive overpass
 - CT explains no further cost-benefit work done
- MH questions Lebovic Campus Drive extension, as this passes through a nature conservancy
 - CT notes this only exists in the Auto-Centric Scenario – not included partially for this reason in the Preferred Scenario. The Auto Scenario has been purely a demand-based exercise, involving filling in all of the “missing links” in the City
- PD indicates support for the white papers, and regarding road network improvements, indicates necessity of a Highway 400 interchange at Kirby Road (and possibly at King-Vaughan Road as part of latest GTA West design).
 - CT indicates infrastructure improvements were “locked-in” several months ago, and therefore have not been considered here
 - SH notes technical challenges with these interchanges, particularly full interchanges, and proposes offline discussion on these projects
 - PD requests offline meeting regarding Kirby interchange with CT
- MD asks about “game plan” or “implementation plan” for the active transportation priority areas, especially given community opposition in mature residential areas
 - CT explains that the philosophy behind the priority areas is that these are the areas of the City where the greatest latent potential for auto trips’ conversion to cycling is located. Additionally, notes that public opinion on active transportation improvements is changing to be more in favour
 - JC also explains that the Complete Streets study will build on the work being done here to give more detailed alternatives
- SR raises further concerns regarding feasibility of adding cycling facilities to mature neighbourhoods, especially heritage districts with mature trees

- CT highlights how cycling improvements are context-sensitive – for instance, could involve slowing down cars rather than a dedicated cycling facility in areas with constrained right-of-way
- MH questions the Bolton GO line – is it considered in this time horizon?
 - CT explains inclusion of Bolton GO is a sensitivity run, especially given the renewed push by Caledon and Vaughan to move up the priority on this project to Metrolinx
- MD questions cross-sections – are these finalized?
 - CT explains the classification is focused on protecting rights-of-ways. Cross-sections will be explored further in the Complete Streets study

4 Adjourment

- CT adjourns the meeting at 11:45
- Slides and comments/minutes to be provided to attendees

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Tam

This guide is seeking input on the Vaughan Transportation Plan from Ratepayer Groups and Community Associations.

This guide has been designed to make it easy to host and/or participate in a Kitchen Table Discussion. Users are encouraged to collaborate with others and fill out the feedback form included in this guide as a group.

Additional information is available at vaughan.ca/transportationplan 

Should you have accessibility requirements or have any questions about how to use this guide, please email: transportationplan@vaughan.ca

What's inside:

1. [Introduction and thank you](#)
2. [What is a Kitchen Table Discussion?](#)
3. [Role of Kitchen Table Discussion hosts](#)
4. [Vision, what we are learning and maps of existing transportation](#)
5. [Alternative transportation solutions](#)
6. [Evaluation criteria](#)
7. [Feedback form](#)



Vaughan Transportation Plan

Kitchen Table Guide

1. Introduction

Inside you will find information on how to use the Kitchen Table Guide, including how to record your input and submit the feedback to the City.

Due to Covid-19 safety protocols, it is important that you host virtual conversations or small gatherings in compliance with the Province of Ontario's Covid-19 health measures, advice and restrictions.

This Kitchen Table Discussion Guide gives you a framework to have a co-operative discussion with neighbours and/or colleagues to gain a deeper understanding of the issues surrounding transportation in Vaughan today and ideas for improving mobility and travel choice in the future.

The City would like to thank those who have decided to host a conversation. As a host, you are contributing not just your time, but personal efforts to help us make better informed decisions.

2. What is a Kitchen Table Discussion?

Kitchen Table Discussions are a structured way of participating in a conversation about an issue important to those present. It is meant to take place in a casual, comfortable setting amongst family members, friends, neighbours and colleagues to discuss opinions, solutions and ideas based on everyone's perspective.

The discussion is led by a host who invites participation and serves as the facilitator and notetaker. A feedback form is provided for recording opinions. One feedback form would be returned to the City for each kitchen table discussion.

3. Role of Kitchen Table Discussion hosts

As the host, you would ensure that everyone participating has equal opportunity to listen, learn and contribute to the discussion. At the end of the discussion, with the group's concurrence, the host would fill out the feedback form and submit it to the city.

How to submit the feedback form to the city

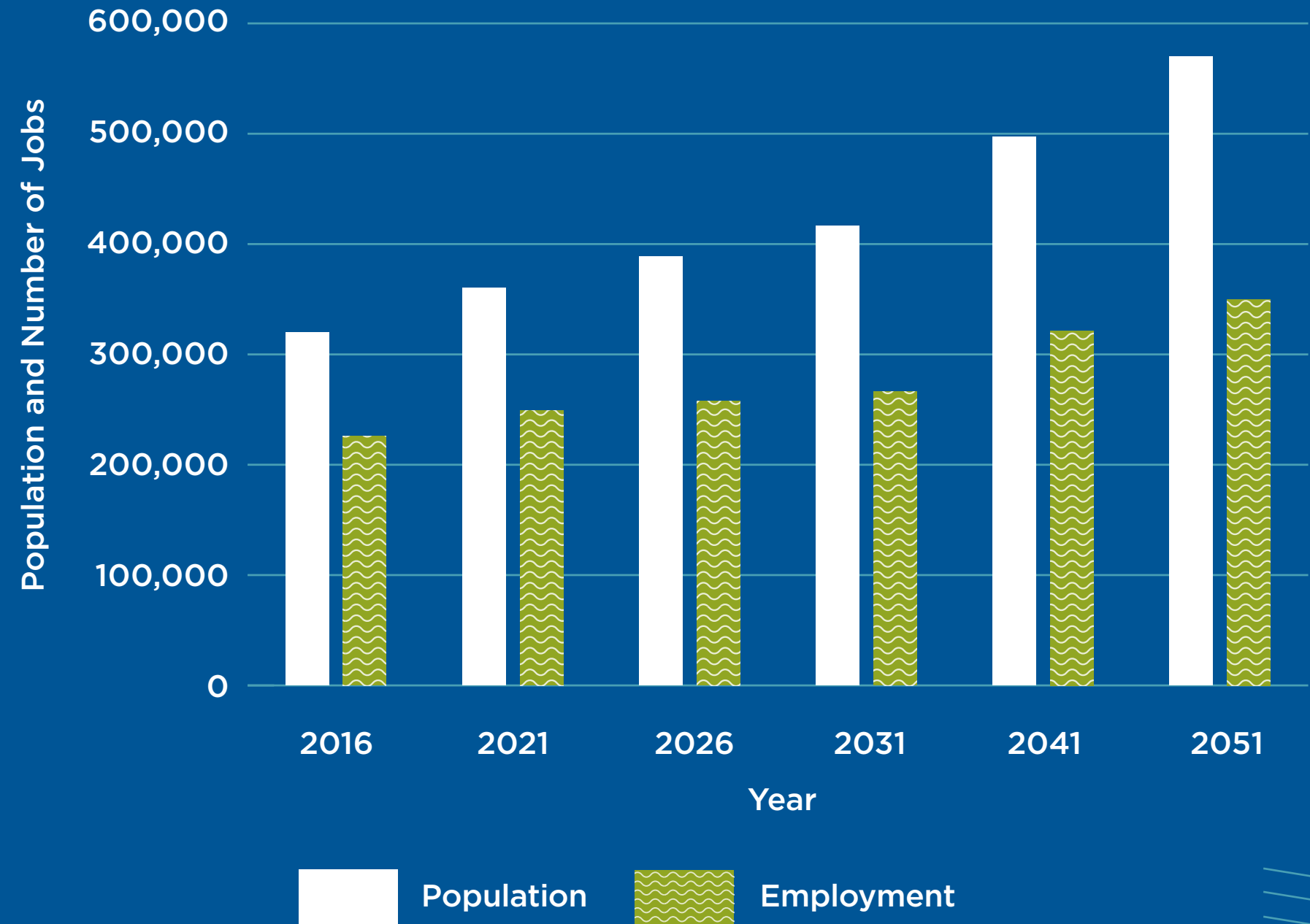
Please submit *one* feedback form to transportationplan@vaughan.ca.

4. What is the Vaughan Transportation Plan?

The City of Vaughan is a dynamic city and is growing quickly. To meet the 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. Input from the community is very important.

Projected growth in Vaughan

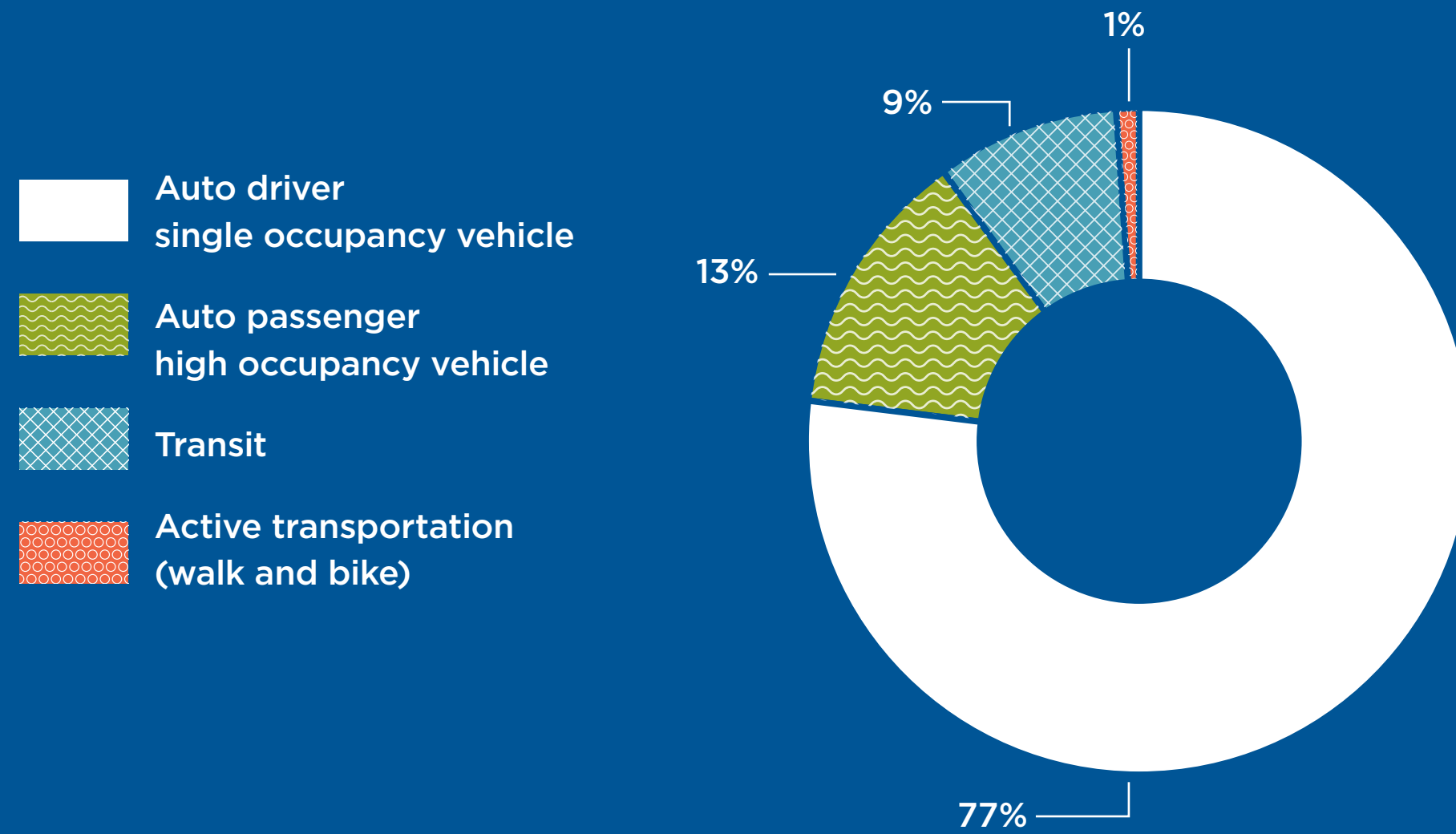
Source: Provincial Growth Plan



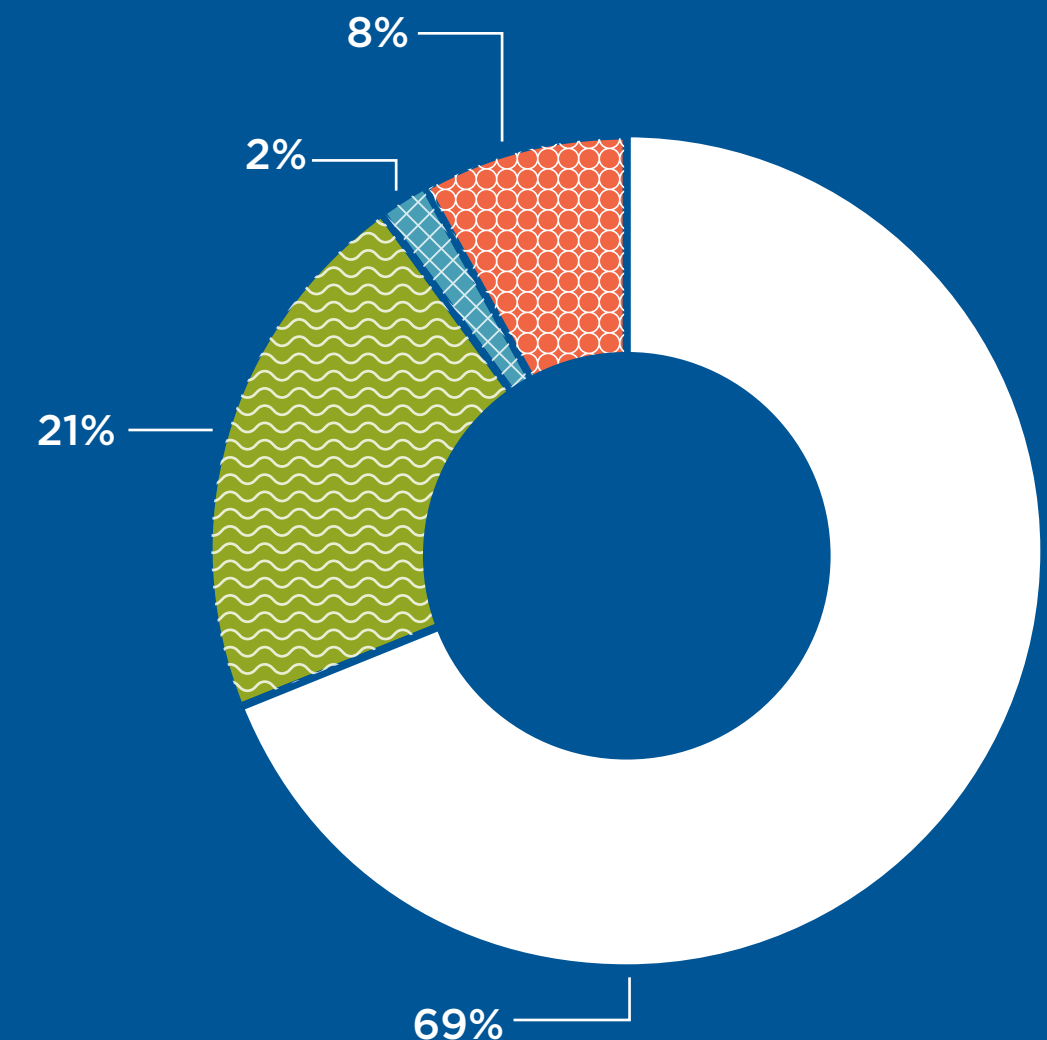


How do people travel into and around Vaughan?

Source: 2016 *Transportation Tomorrow* survey



Trips to/from Vaughan



Trips starting and ending in Vaughan

The Vision



Provide choice

Let people decide how they will travel by providing equally attractive options.



Move more people and goods

Improve sustainability by moving more people and goods with the same infrastructure.

Equitable

Create a transportation system that serves everyone regardless of age, ability, background, and income level.



Promote good health

Minimize air pollution by reducing greenhouse gases from vehicles, and build safe infrastructure for vulnerable users.



What we are learning



Walking

- / Vaughan's pedestrian network is well-developed, but there are challenges when crossing major barriers such as Highway 400 or even major roads such as Highway 7.
- / Employment areas are often very spread out and have very few sidewalks. Walking can be improved by creating pedestrian-friendly streets, providing more areas to walk between buildings and within residential areas for better connectivity and improving sidewalk conditions between transit and major employment destinations.



Cycling

- / The cycling network in Vaughan has been slowly improving over time. Prioritizing safe and comfortable cycling routes gives people another choice when travelling to a destination a short distance away.
- / Cyclists in Vaughan generally prefer to use protected bike lanes and dedicated cycle tracks since these provide some separation from cars. In addition, providing more cycling routes between destinations and subdivisions, as well as more education on bike use and safety, would encourage more people to ride.



Transit

/ People will choose to take transit when it is frequent and reliable. There are opportunities to improve transit on major corridors which lack frequent service, particularly in the east-west direction to get to employment areas in western Vaughan. There are also opportunities to improve the sidewalk network in areas that have long distances between transit stops, to make it easier for people to walk directly to a transit stop.



Driving

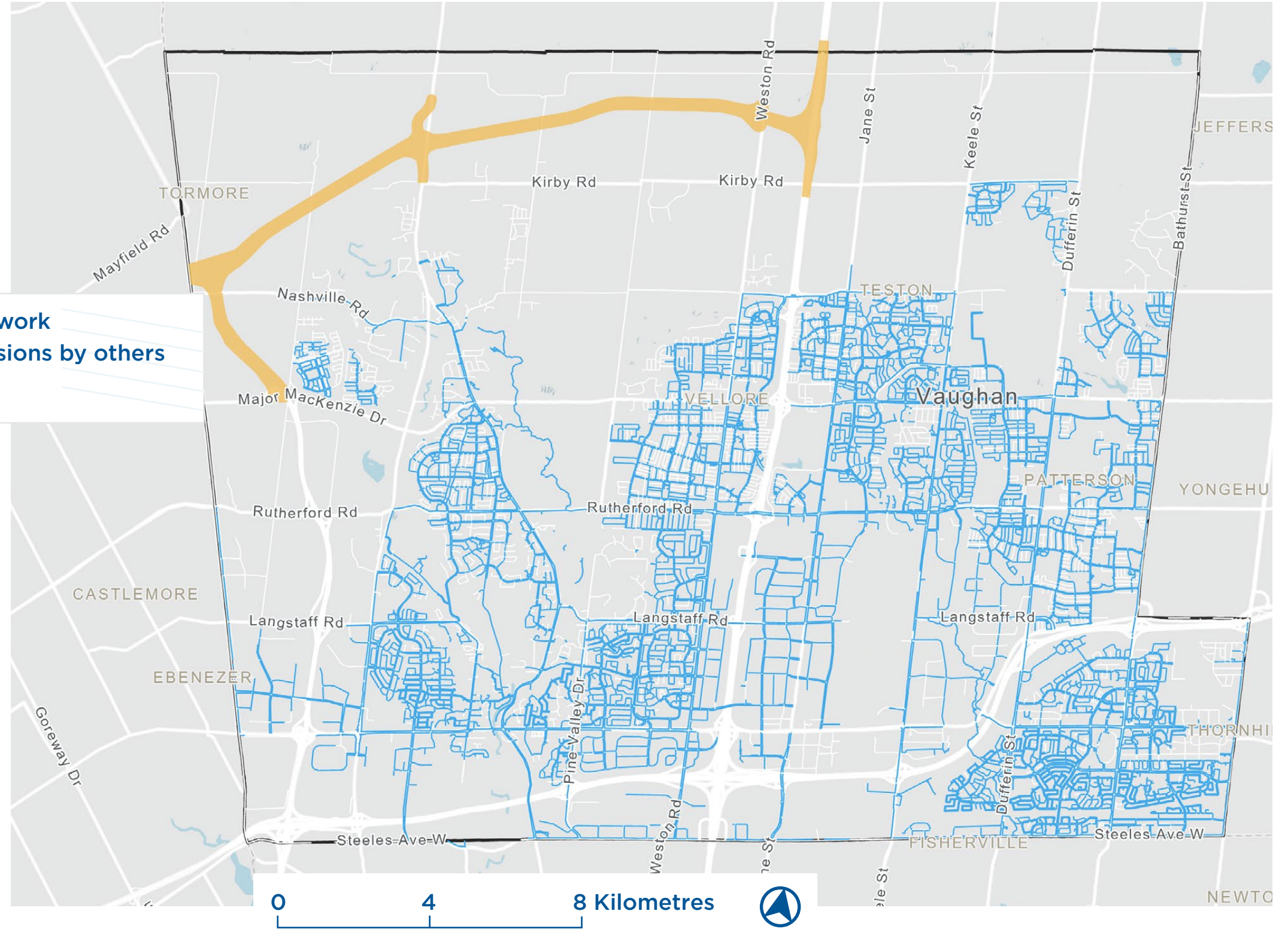
/ The backbone of Vaughan's vehicle network consists of major arterial roads spaced about two kilometres apart from one another. These roads enclose and form the primary connection between isolated blocks of residential, commercial and employment lands. Providing more connecting roads between these blocks, located between the arterial roads, would provide drivers with more route choices and reduce the reliance on the major roads to travel. This would mean that if one road was congested, drivers would be able to disperse to other routes. At the same time, it is important to make sure that our existing roads are operating as safe and efficient as possible, especially at intersections with traffic signals.

Vaughan's Infrastructure

Existing and Planned Pedestrian Network



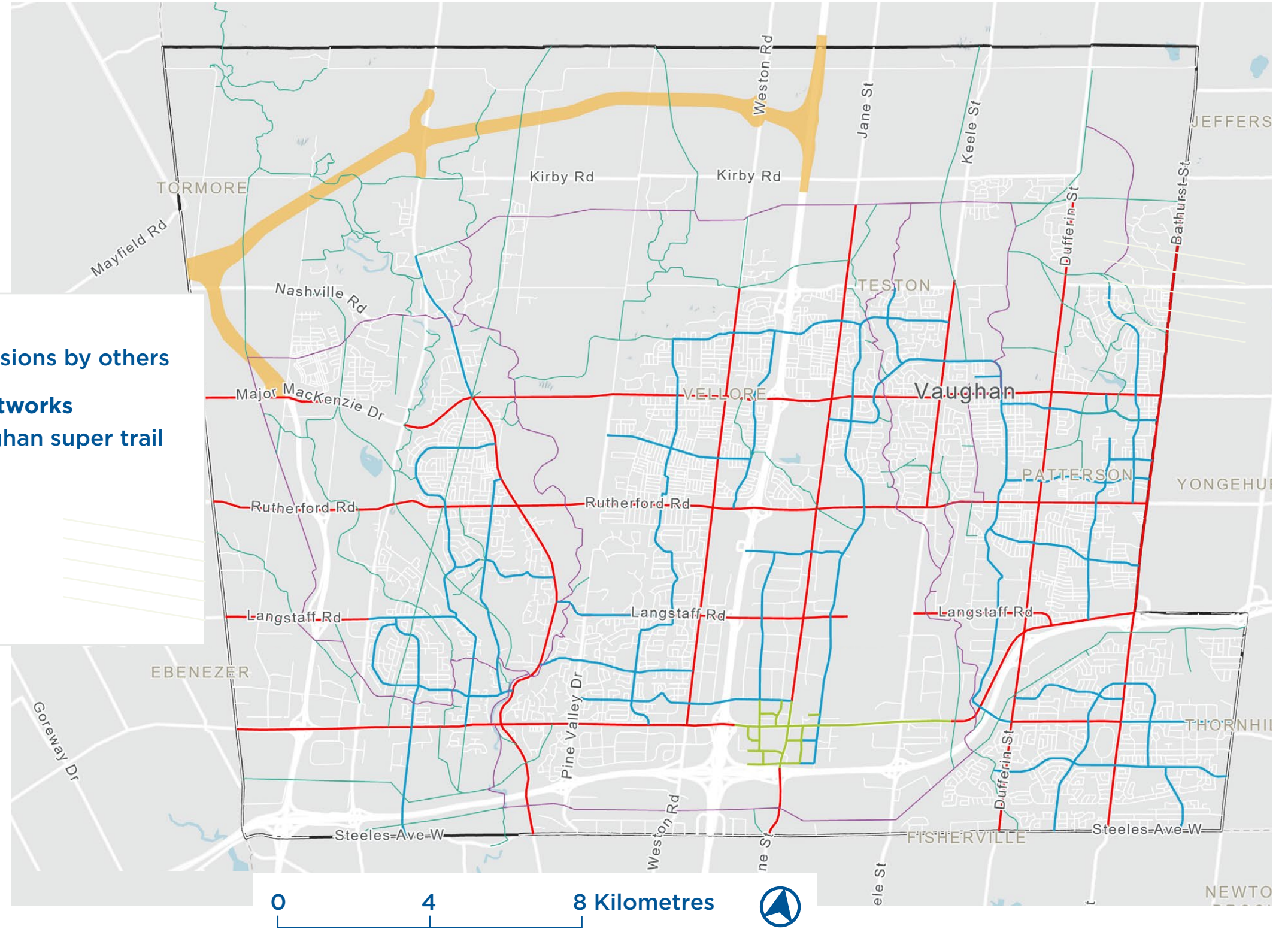
-  Existing pedestrian network
-  Planned highway extensions by others
-  Study area boundary



Existing and Planned Cycling Network



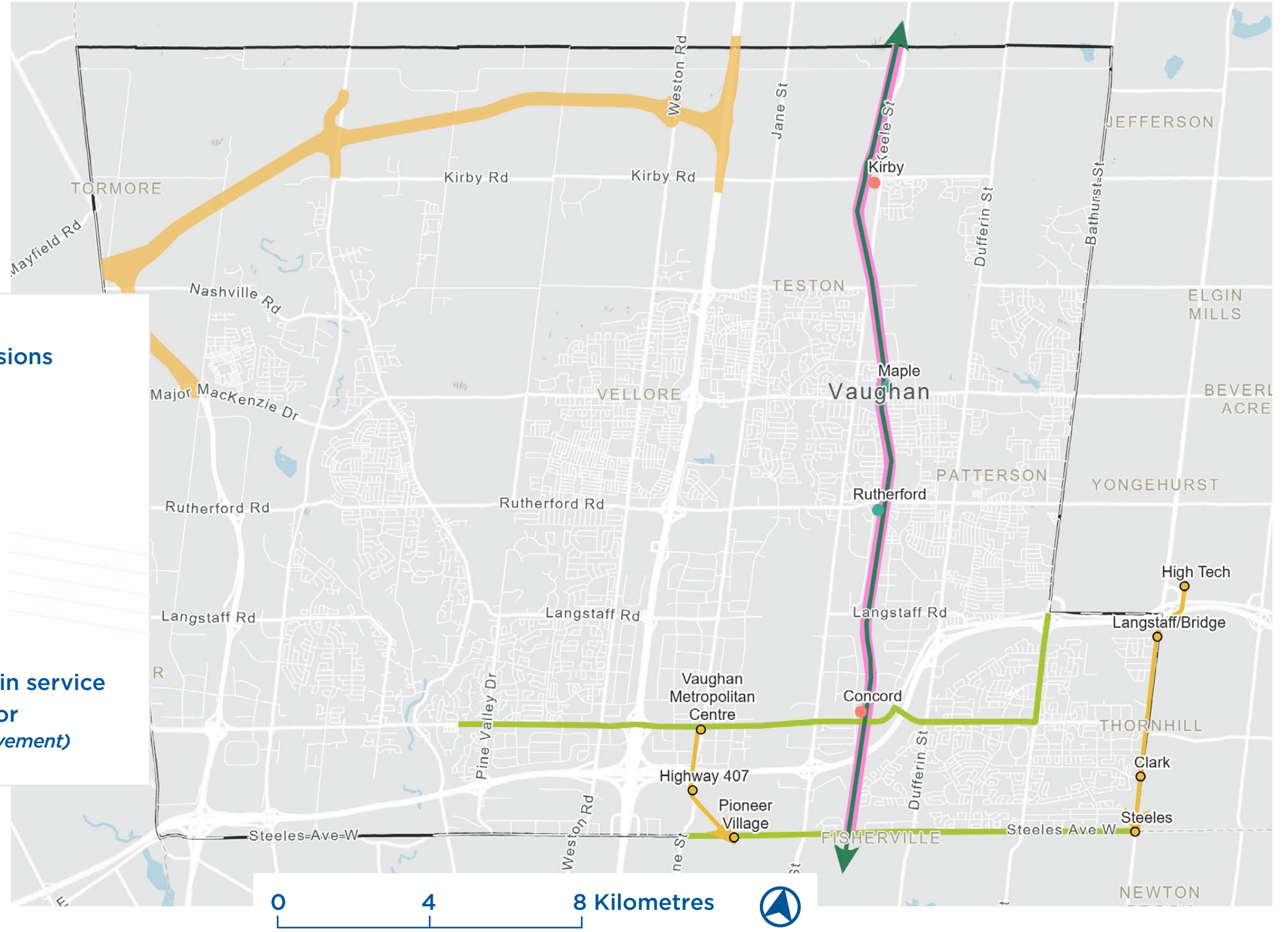
- Study area boundary
- Planned highway extensions by others
- Multi-use recreational trail networks**
 - Primary network—Vaughan super trail
 - Secondary network
- Priority cycling network**
 - Local
 - VMC
 - Regional



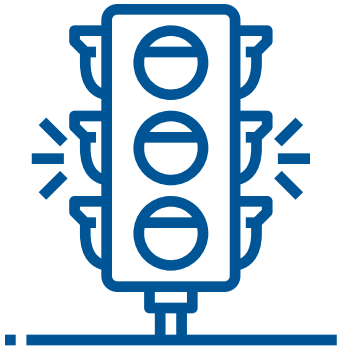
Existing and Planned Transit Network










- Study area boundary
- Planned highway extensions by others
- TTC subway stops
- TTC subway routes
- GO rail**
- Existing stop
- Proposed stop
- Routes
- Planned transit network**
- All-day two way GO train service
- Bus rapid transit corridor (Transit infrastructure improvement)





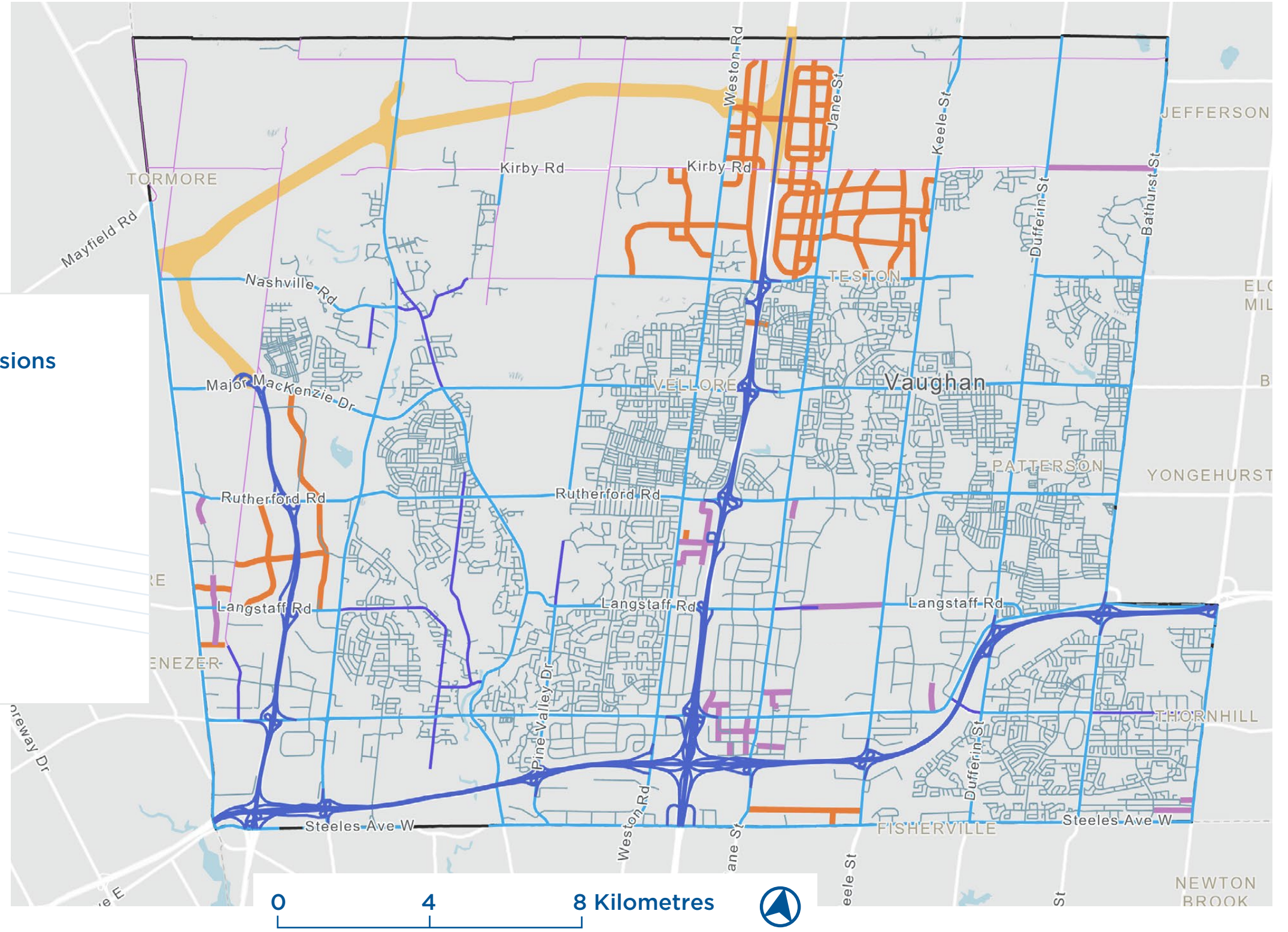
Existing and Planned Vehicle Network



-  Study area boundary
-  Planned highway extensions by others
-  Provincial
-  Regional
-  Municipal arterial
-  Municipal local
-  Municipal rural

Planned roads

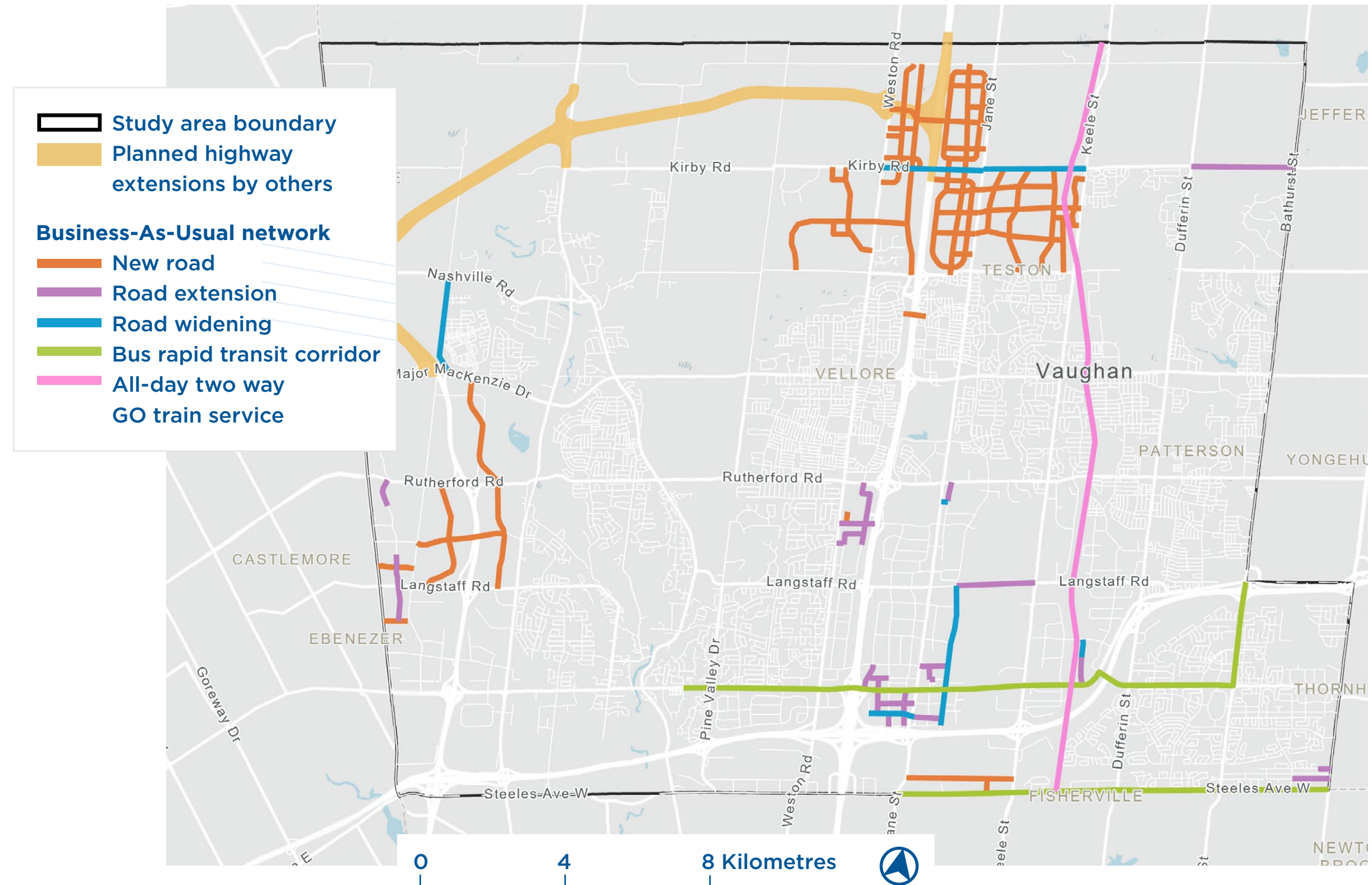
-  New road
-  Road extension



5. What alternative solutions are being considered?

Business As Usual (BAU)

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.



Alternative 1 / New Roads Alternative

BAU plus Auto Improvements

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.

Study area boundary
Planned highway extensions by others

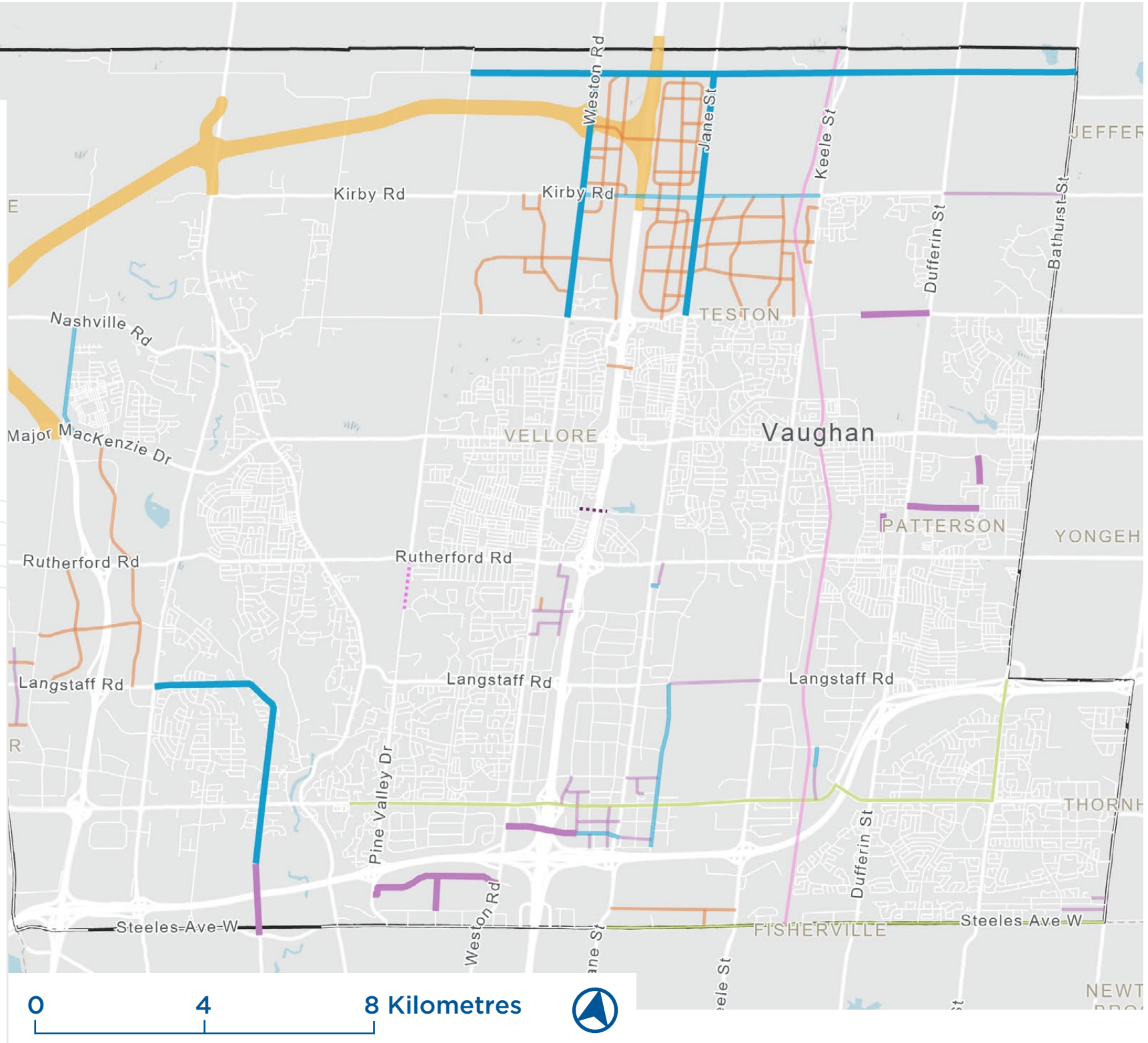
New Roads Alternative improvements

- Road widening
- Road extension
- Road extension*
- Road extension**

Business-As-Usual improvements

- New road
- Road extension
- Road widening
- Bus rapid transit corridor
- All-day two way GO train service

** Road extension technically justified but will not be implemented as per Council resolution.*
*** Road extension is technically justified, but in the past has failed to receive approval from the provincial government and may not be implementable.*

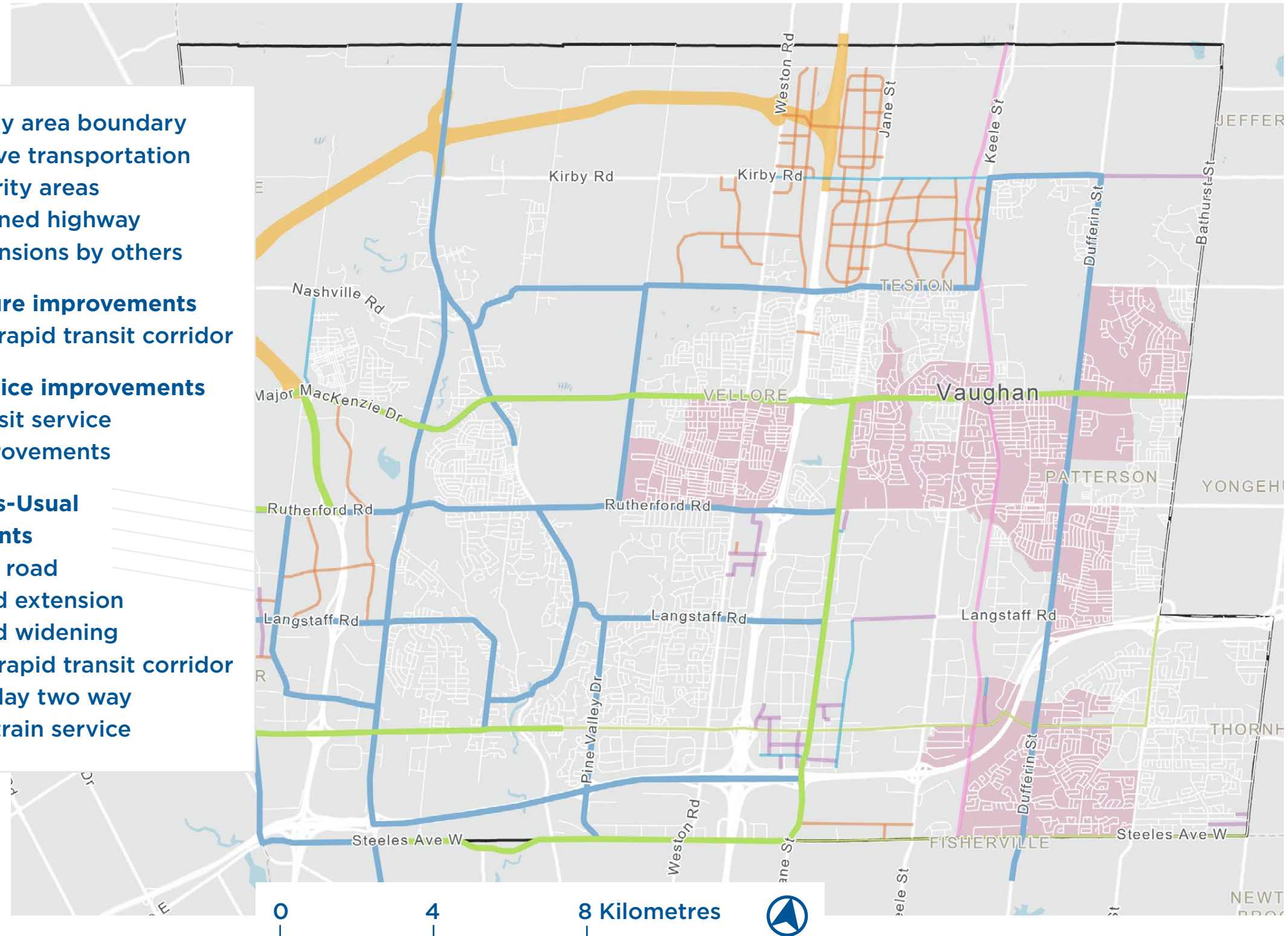
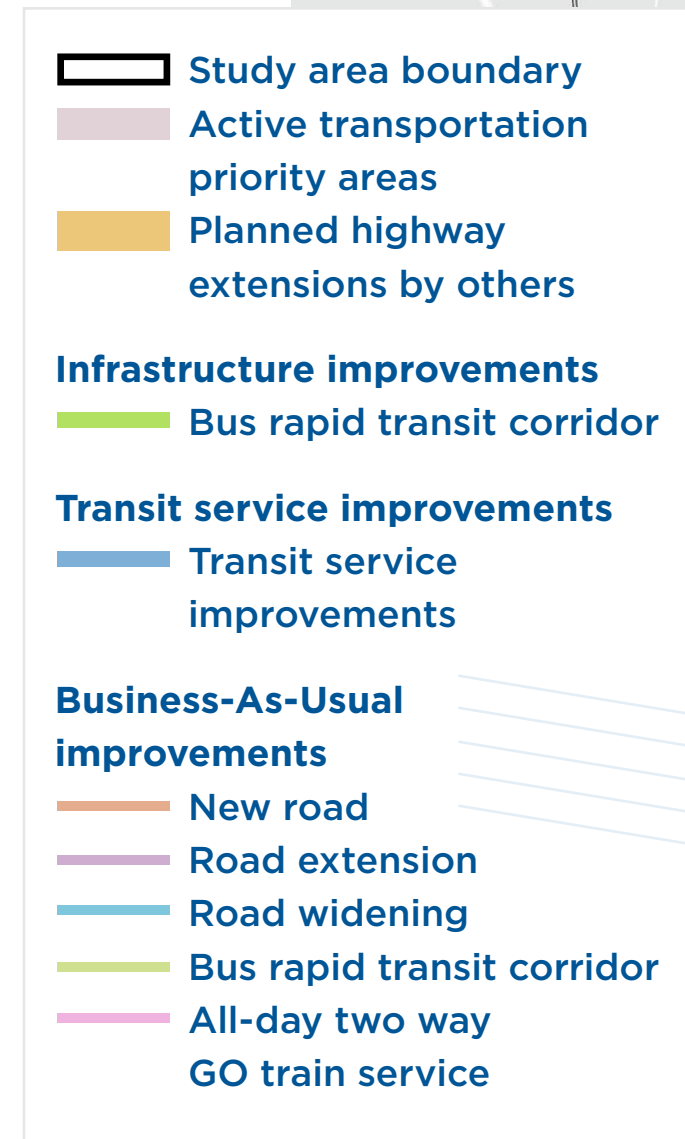


Alternative 2 / Green Scenario

BAU plus Active Transportation and Transit Improvements

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.

Transit improvement refers to adding new transit lines or increasing service frequencies of existing transit lines; new transit infrastructure refers to adding new dedicated right-of-way for transit service.






Alternative 3 / Multi-Modal Alternative




BAU plus Active Transportation, Transit and Auto Improvements

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.


Transit improvement refers to adding new transit lines or increasing service frequencies of existing transit lines; new transit infrastructure refers to adding new dedicated right-of-way for transit service.

-  Study area boundary
-  Active transportation priority areas
-  Planned highway extensions by others






Infrastructure improvements

-  Bus rapid transit corridor
-  Road extension
-  Road extension*

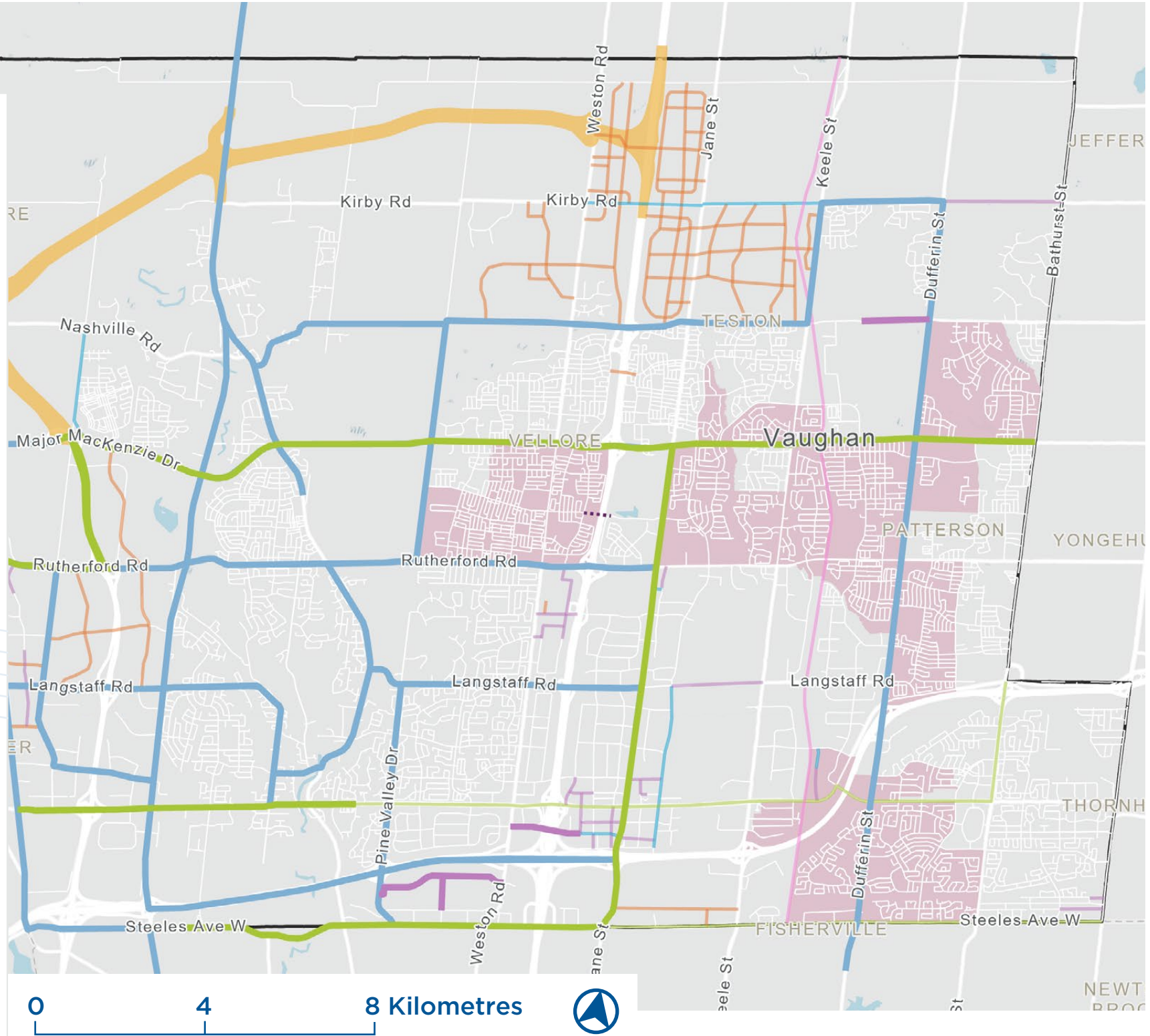
Transit service improvements

-  Transit service improvements

Business-As-Usual improvements

-  New road
-  Road extension
-  Road widening
-  Bus rapid transit corridor
-  All-day two way GO train service

** Road extension technically justified but will not be implemented as per Council resolution.*



6. How will the alternative solutions be evaluated?

The following criteria will be used to evaluate the alternative solutions for the Vaughan Transportation Plan:



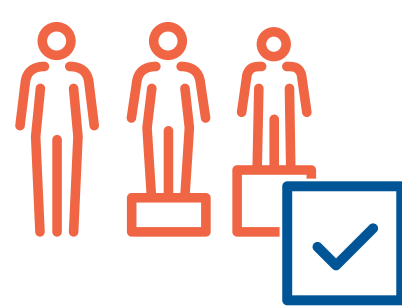
Accessibility and Connectivity

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



Environmental Stewardship

Does the alternative support environmental goals and objectives?



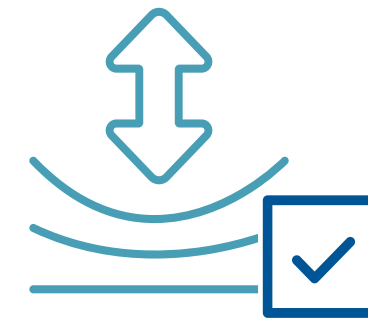
Equity

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



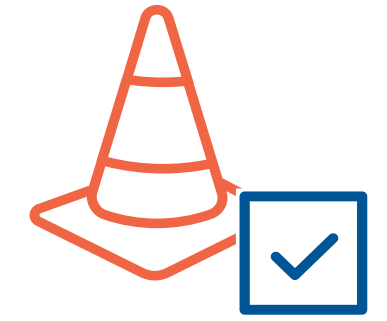
Financial Sustainability

Is the alternative cost effective?



Reliability and Resilience

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



Safety

Does the alternative support safe travel choices for all users?

7. Feedback form

Tell us about your discussions (mandatory).
If not completed, the form cannot be
included in the reporting to City Council.

** Indicates required field. Personal
information will be kept anonymous in the
reporting on feedback to Council.*

Date of discussion *

Name(s) of host(s) *

Name(s) of participant(s) *

**Share the group's transportation story!
Work through each question as a group.**

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

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

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

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

Rate the Alternatives. From a scale of 1 to 5, how satisfied is the group with each alternative? Check one box per Alternative.

1
Very
dissatisfied

2
Somewhat
dissatisfied

3
Neither satisfied
nor dissatisfied

4
Somewhat
satisfied

5
Very
satisfied

Business-As-Usual Scenario

Alternative 1

New Roads Alternative

Alternative 2

Green Scenario

Alternative 3

Multi-Modal Alternative

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

Consideration #1

Consideration #2

Consideration #3

In discussing the alternative solutions, which evaluation criteria (Page 16) is most important to the group? Check one box per criteria.

1
Not at all
important

2
Slightly
important

3
Important

4
Fairly
Important

5
Very
important

Accessibility and Connectivity

Environmental Stewardship

Equity


Financial Sustainability

Reliability and Resilience

Safety

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

Comments



Is there anything else that your group would like to share with the project team about the Vaughan Transportation Plan? Please let us know in the comment box below.

Comments

Thank you! Please save and email *one* feedback form to transportationplan@vaughan.ca, or use the Submit button below.

SUBWAY
VAUGHAN METROPOLITAN CENTRE

Vaughan Transportation Plan Virtual Public Open House #1

November 23, 2021

Welcome and Introductions

Thank you for attending this virtual public meeting

Independent Facilitator:

- Sue Cumming, Cumming+Company (cumming1@total.net)

Presenters:

- Christopher Tam, City of Vaughan Project Manager (transportationplan@vaughan.ca)
- Jonathan Chai, HDR Project Manager (Jonathan.Chai@hdrinc.com)
- Yunfei Zhang, HDR Deputy Project Manager (Yunfei.Zhang@hdrinc.com)



Land Acknowledgment

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

Purpose of the Meeting

The purpose of this virtual public meeting is to:



Share information on the Vaughan Transportation Plan



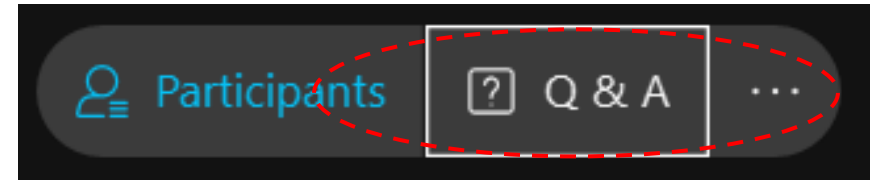
Provide an overview of the key findings, alternative solutions and evaluation criteria



Seek your input and ideas and respond to questions

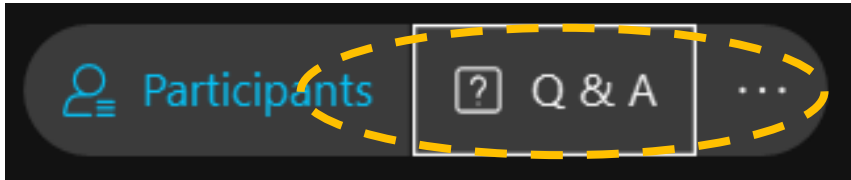
Format of the Meeting

- The project team will provide a presentation followed by a question-and-answer period.
- You can ask questions or provide comments by typing into the "**Q & A**" and the Independent Facilitator will read out the questions for the project team to respond to.
- Your name will not be read aloud when questions are asked.

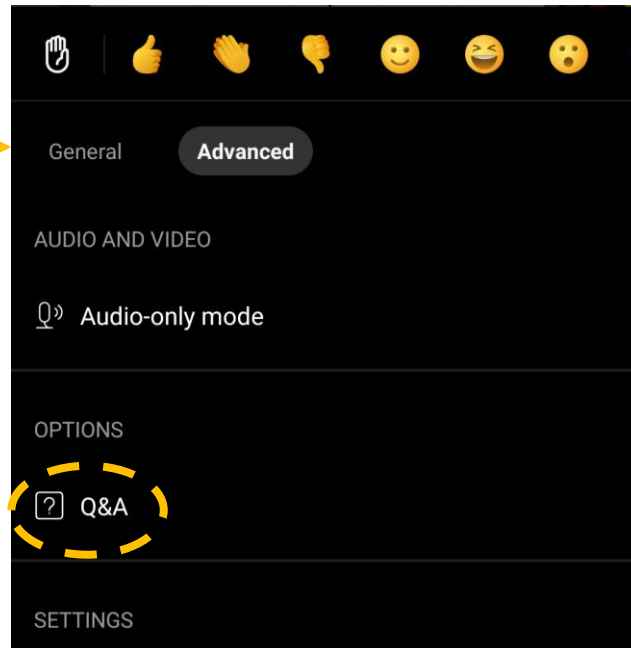
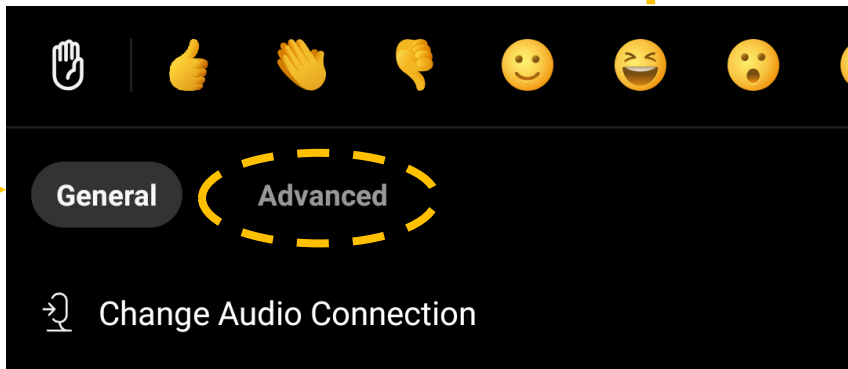
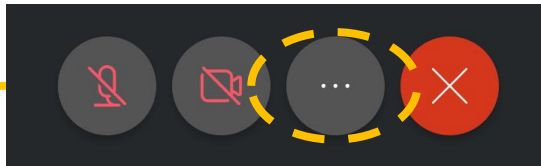


Where to Find the Q&A

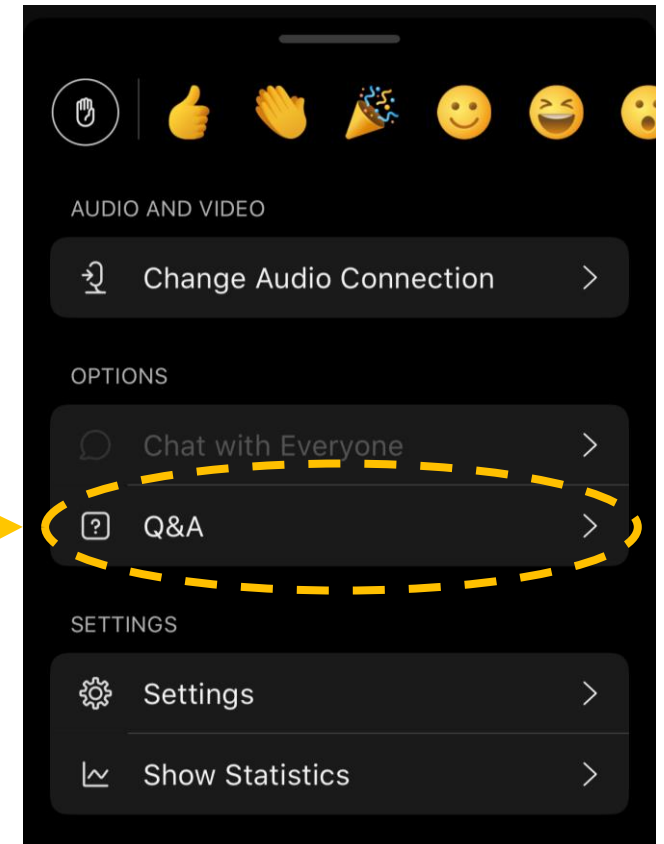
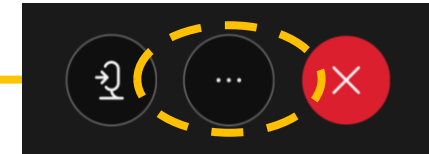
PC/Mac



Android



iPhone



Visit the Project Website

Following this meeting, please visit the project website

[Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan) to review the materials and provide input, available until **December 9, 2021**.

The presentation portion of tonight's meeting will also be posted on the project website.

Public input received through this virtual meeting will be included in a feedback report that will also be posted on the project website.

[Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan)

Vaughan Transportation Plan (VTP)

- A strategic policy document that provides a framework and recommendations to guide future transportation-related studies, projects, initiatives and decisions for the future.
- The project is expected to be completed by the end of 2022

The City of Vaughan is one of the fastest-growing municipalities in Canada.



What Does the VTP Do?



1. Establishes a Vision

What will the future look like?

2. Assesses Existing & Future Conditions

Identify transportation needs and opportunities

3. Defines Actions & Policy Direction

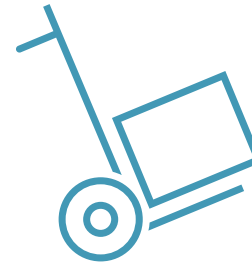
Recommend improvements and policy directions

Vision for the VTP



Provide Choices

Let people decide how they will travel by providing equally attractive options – instead of having to drive



Move More People & Goods

Improve sustainability by moving more people and goods with the same infrastructure



Equitable

Create a transportation system that serves everyone regardless of age, ability, background, and income level



Promote Good Health

Minimize air pollution by reducing greenhouse gases from vehicles, and build safe infrastructure for vulnerable users

What We've Learned So Far

Outreach activities were completed to learn about travel behaviours and ideas for improving travel choices in Vaughan. Consultation activities included:

- Community **survey**
- Email update and invitation to participate to all registered **ratepayer groups/community associations**
- Email update and invitation to participate to **First Nations and Métis** communities
- Collaboration with the City of Vaughan **Transportation and Infrastructure Task Force**
- **Pop-up workshops** including attending City of Vaughan Winterfest 2020 and Vaughan Business Expo 2020
- **Stakeholder workshops** with:
 - Development industry
 - Major employers and businesses
 - Goods movement businesses, major chains and retailers
- Staff Communication to **Council** in April 2021
- Meeting with the City of Vaughan **Older Adult Task Force**



What We've Learned So Far

More direct and good quality walking conditions are needed

More focus on creating pedestrian-friendly streets

Poor walking conditions discourage the use of transit

Protected bike lanes are a priority

Improve cycling connections between destinations and subdivisions

Education on bike use, routes and safety



What We've Learned So Far

Bus reliability needs to be improved

Time is a factor for choosing transit over car travel

First and last mile options are important in how employees make travel choices

Traffic calming measures should be explored

Traffic congestion is a top concern for many residents

Left turning movements need to be better addressed



Problem & Opportunity Statement

*Vaughan is one of the **fastest growing municipalities** in Canada. The VTP is a **long-term blueprint to move people and goods safely, efficiently and sustainably**, supporting **current and future** residents, businesses and visitors.*

*The city has largely been **built for the private automobile** resulting in **large proximity** between land uses, **reliance** on private automobile travel, and **traffic congestion**.*

***As the city intensifies** through provincial and regional **transit investments**, there are **opportunities** to address the needs for **all modes of travel** – particularly the **connectivity and safety** of **active transportation infrastructure** and the **accessibility and frequency** of **transit service**.*

*By building the **right infrastructure**, encouraging a **culture change**, and **thinking forward**, the City has an opportunity provide high-quality, attractive, competitive and **sustainable mobility choices**.*

How Can We Get There?



Source: vivaNEXT

Better Transit Service



Source: City of Vaughan

Separated Cycling Facilities



Source: Washington Area Bicyclist Association

TDM Programs



Source: www.plugshare.com

EV Charging Stations



Source: City of Vaughan

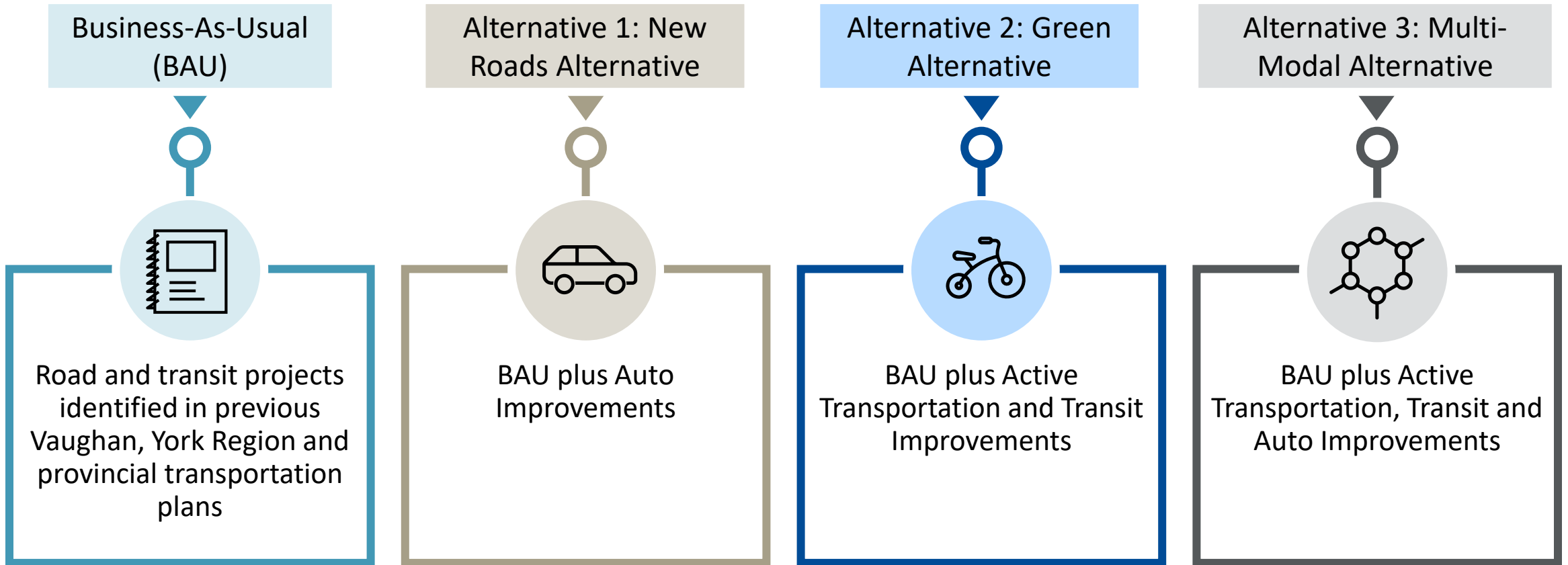
Building at a pedestrian scale



Source: myroadband.ca

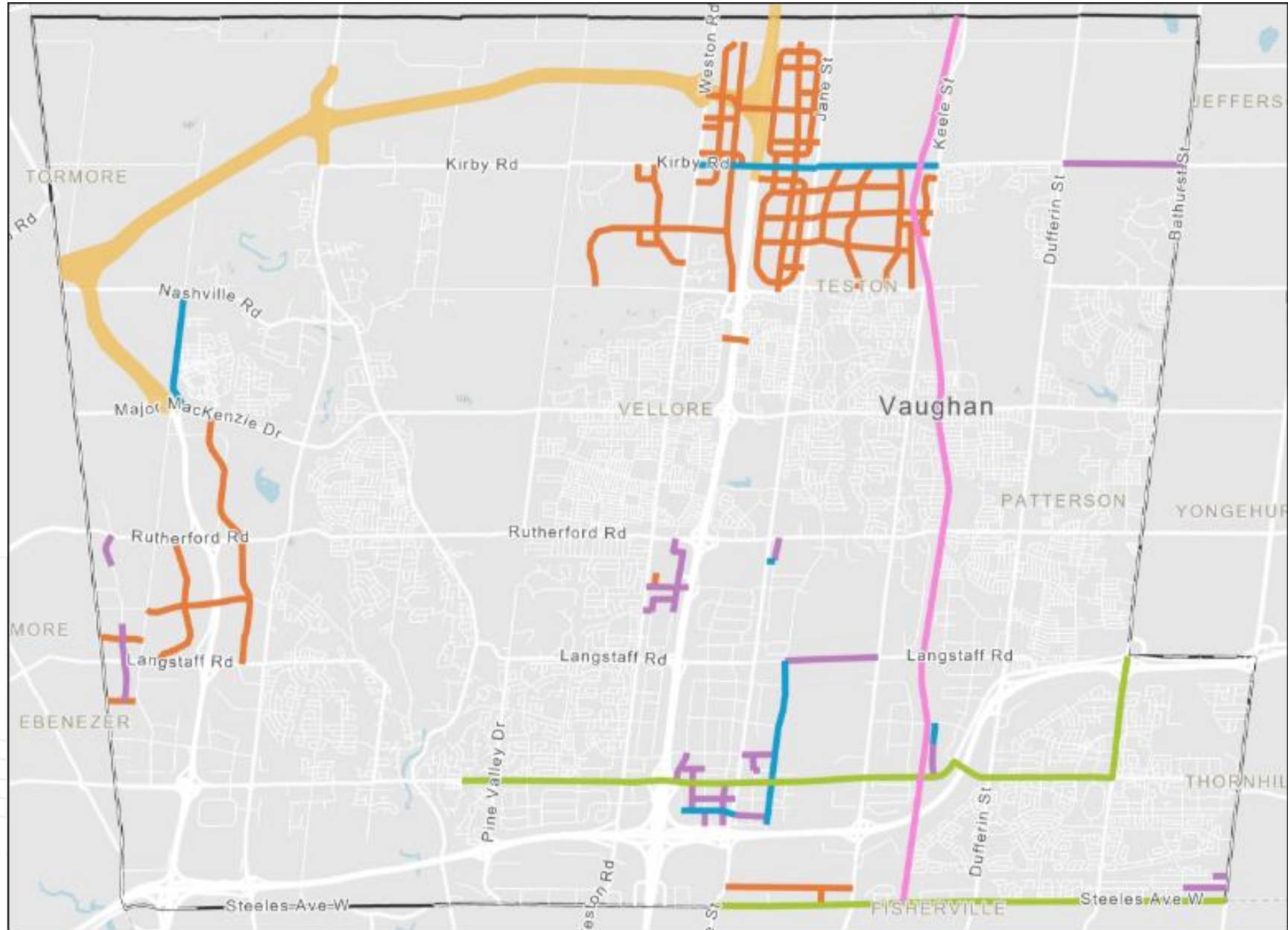
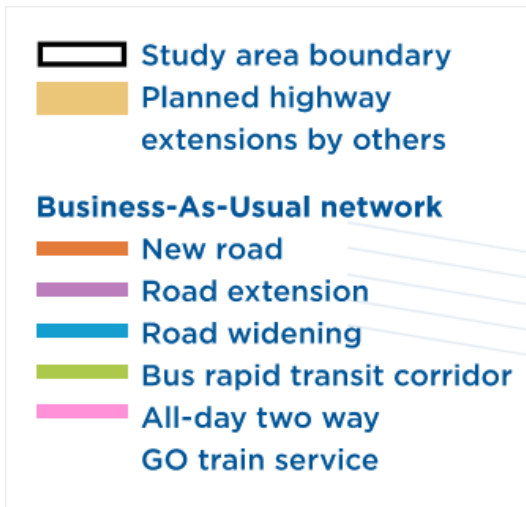
Micromobility

Alternative Solutions



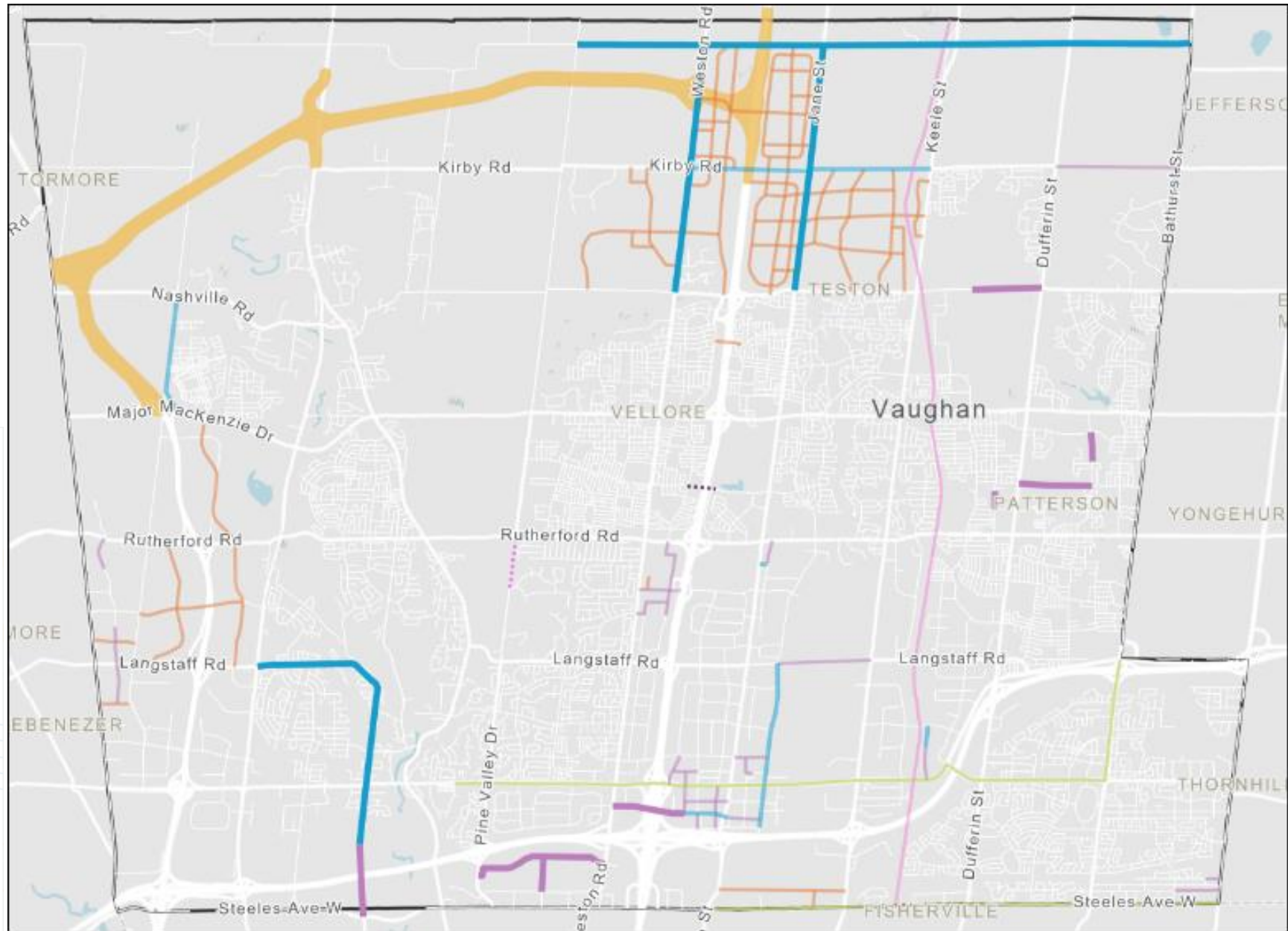
Business As Usual

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.



Alternative 1: New Roads 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.

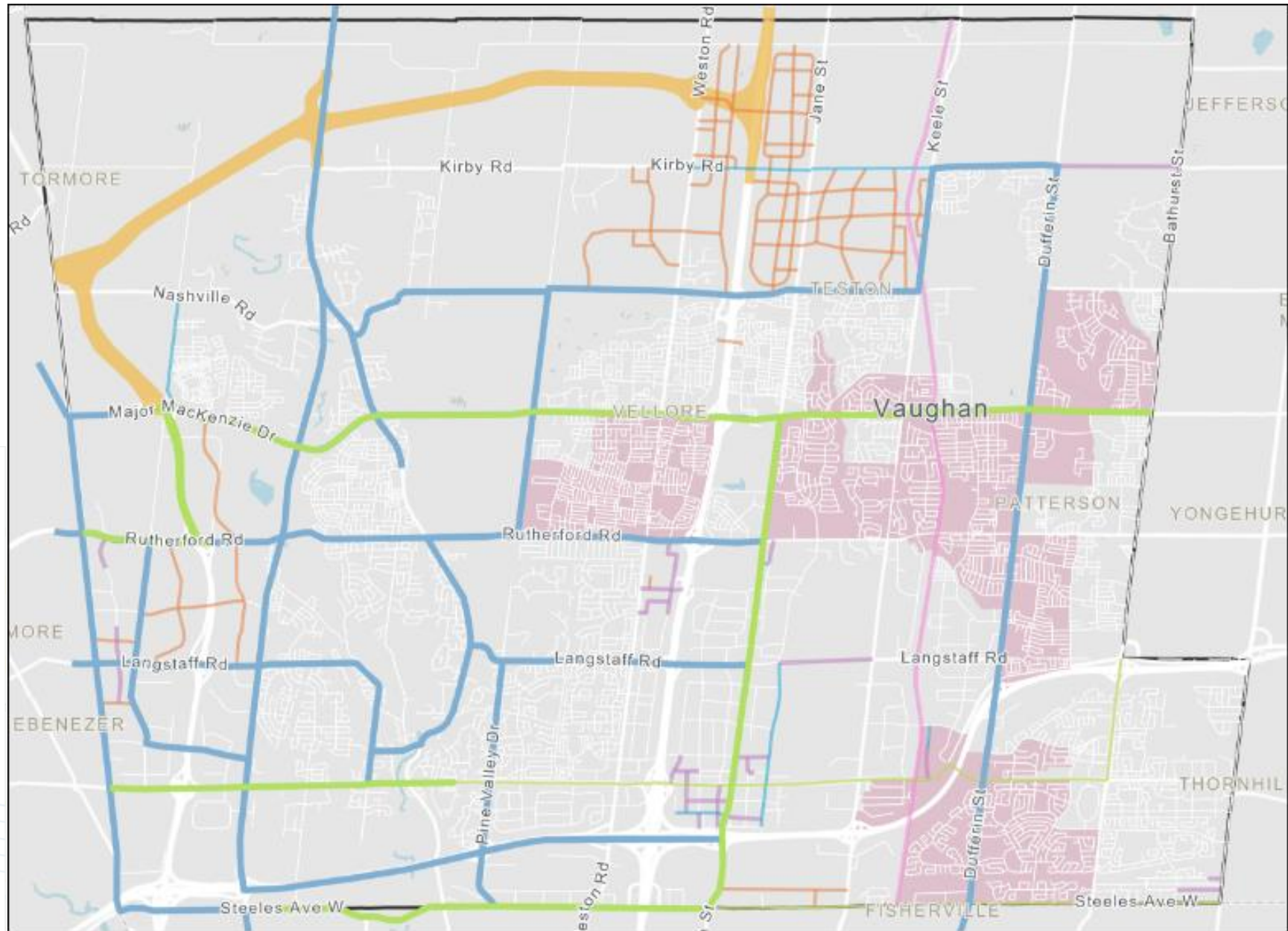
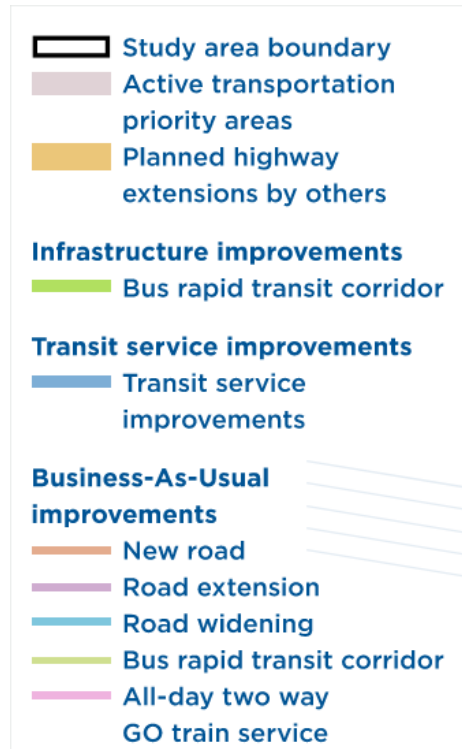


*Road extension technically justified but will not be implemented as per Council resolution.

**Road extension is technically justified, but in the past has failed to receive approval from municipal and/or provincial government(s) and may not be implementable.

Alternative 2: Green Alternative

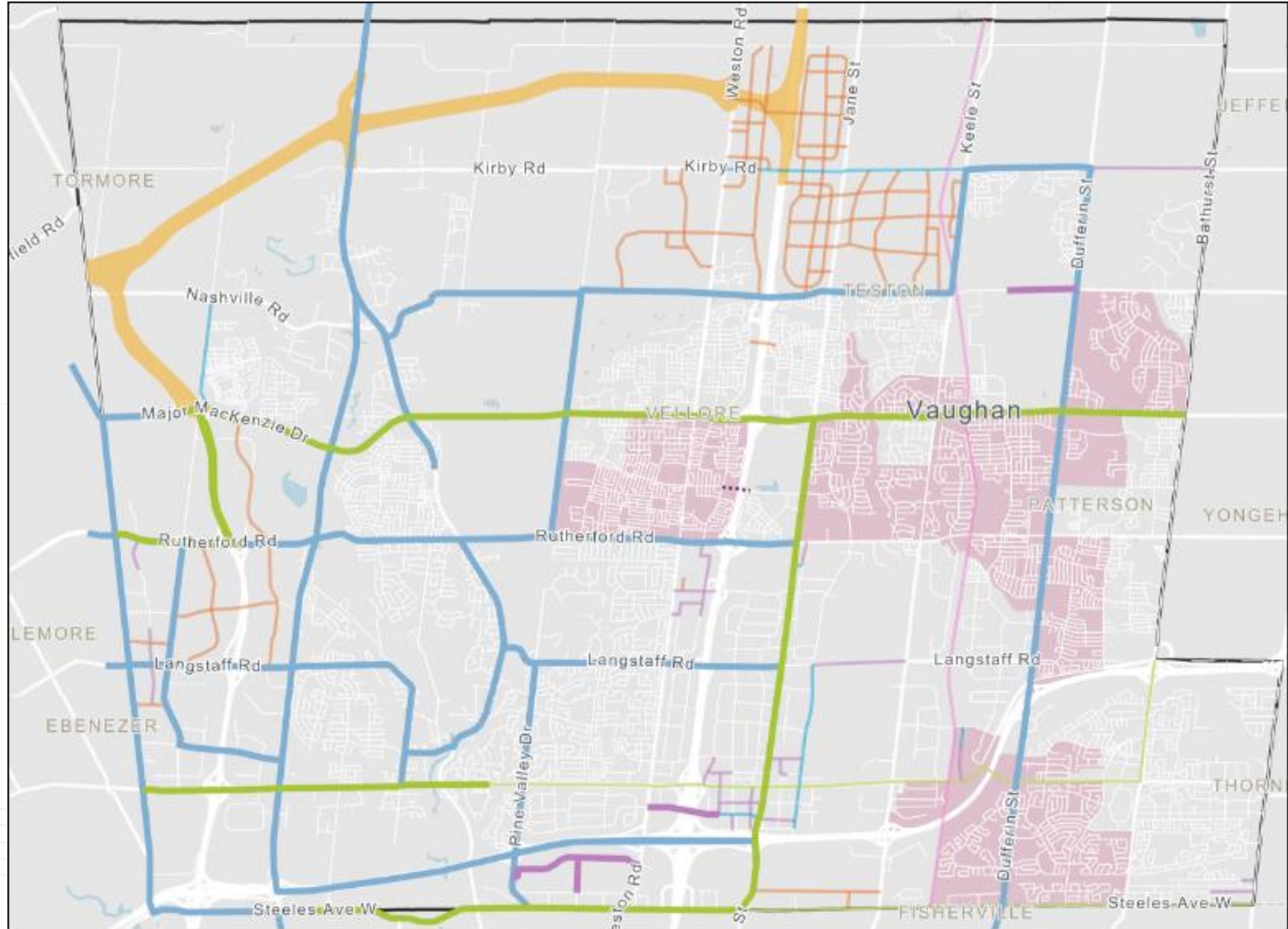
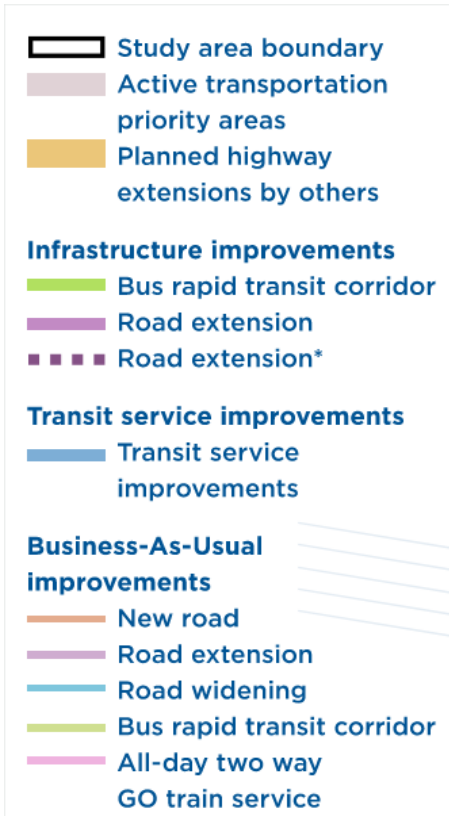
This alternative includes all road and transit projects included in BAU, with additional above-ground transit and active transportation network improvements identified through the analysis of the auto, transit, and active transportation network in Vaughan's transportation network.



Transit improvement refers to adding new transit lines or increasing service frequencies of existing transit lines; new transit infrastructure refers to adding new dedicated right-of-way for transit service.

Alternative 3: Multi-Modal Alternative

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.



Transit improvement refers to adding new transit lines or increasing service frequencies of existing transit lines; new transit infrastructure refers to adding new dedicated right-of-way for transit service.

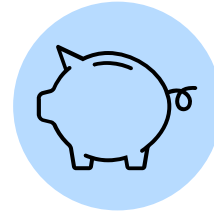
*Road extension technically justified but will not be implemented as per Council resolution.

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?



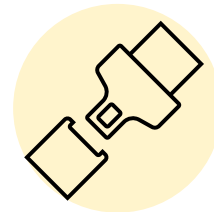
RELIABLE & RESILIENT

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?

Questions

We look forward to your comments and questions.

1. What ideas do you have that could improve how you travel in Vaughan?
2. What are your ideas on what is needed to increase mobility and travel choice throughout the City i.e. better connections to transit?
3. What do you really like about one or more of the alternatives presented?

How to Participate



Please share your questions about the Vaughan Transportation Plan in the "**Q & A**" section.



Following this meeting, visit the project website [Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan) to learn more about the Alternative Solutions, and provide input, available until December 9, 2021.



Contact the project manager:
Christopher Tam, City of Vaughan Project Manager (transportationplan@vaughan.ca)

SUBWAY VAUGHAN METROPOLITAN CENTRE

Thank You!

For more information, visit:
Vaughan.ca/TransportationPlan



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 and contact:

Christopher Tam, P. Eng., Transportation Project Manager, City of Vaughan Email: transportationplan@vaughan.ca	Jonathan Chai, P.Eng. Consultant Project Manager HDR Corporation Email: jonathan.chai@hdrinc.com
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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"> • Pedestrian Network • Cycling Network • Vehicle Network • Rapid Transit Network
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"> • Business as Usual (BAU) • Alternative 1 – New Roads Alternative • Alternative 2 – Green Alternative • Alternative 3 – Multi-Modal Alternative <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"> • From a scale of 1 to 5, how satisfied are you with this alternative • Please explain why you chose this ranking
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"> • Do these criteria reflect what is important to you? Please rate the evaluation criteria • Please explain why you chose that ranking.
Next Steps	<p>Overview of Next Steps</p> <p><i>Feedback Question:</i></p> <ul style="list-style-type: none"> • Please enter any additional comments or questions you have about the project

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>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.</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"> • Addressing gaps in walking infrastructure particularly along collector and arterial roads where there are at present no sidewalks or missing links. • Constructing sidewalks on both sides of all roads so that people can walk safely to destinations. • Improving connections between neighbourhoods and jobs/ services to make it easier to get to places on foot, by bike and via transit. • Creating pedestrian friendly crossings into commercial plazas (rather than having to cross through parking lots). • Creating safer sidewalks along bridges. • Adjusting signal timing in favour of pedestrians with concerns noted about aggressive and distracted driving at intersections. • Advocating for more driver education and enforcement to reduce aggressive and distracted driving.
<p>Support improved transit service and new transit infrastructure to make transit a more viable mode of choice for different trips.</p>	<p>Improving transit is seen as an important priority with more emphasis on the following:</p> <ul style="list-style-type: none"> • 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.

Topic	Key Messages Heard (including verbatim comments)
<p>Support improved transit service and new transit infrastructure to make transit a more viable mode of choice for different trips.</p>	<ul style="list-style-type: none"> • Addressing lack of adequate parking and no proper kiss and ride at the Vaughan subway. • 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. • Increasing accessibility to transit with more specialized transit options for seniors. • 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. • More planning to ensure that transit development precedes or coincides with commercial, office, or residential development and not afterwards. • Consider new GO Stations in key areas - on Barrie GO, or maybe Caledon-Vaughan line.
<p>Continue to provide for safer cycling by providing protected bike lanes and creating cycling facilities along routes and in new developments.</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"> • New protected bike routes to connect areas to transit, employment, schools, shopping and services. • Consideration of parallel routes for cyclists - avoiding 400 series highways. • Rest /repair stops for cyclists along routes, separated from road traffic • Encouraging employers to add bike racks, change and shower facilities to support cycling as a viable commuting option. <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>Support for Alternative 2 – Green Alternatives and Alternative 3 – Multi-modal.</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"> • Much better approach to achieve climate goals and sustainability. • 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. • Providing more public transit will make this a city for everyone and will also help connect residents to jobs, shopping and their homes. • Encourage mid and high-density residential development along rapid transit corridors that could lead to more trips done by foot, bike and transit. • Creates more rapid transit serving residential streets and priority walking areas so people can cross the town and walk there, not drive and walk. <p>Reasons for preferring the Multi-Modal Option were:</p> <ul style="list-style-type: none"> • Very similar to Green Alternatives Option with same benefits. • Support focus on minimizing auto improvements and maximizing non motorized trips and transit • Support addressing gaps at intersections, between blocks, and across city to create an efficient and safe active transportation network. • Would like to see prioritization of the multi-modal and public transit ideas of this plan. <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>Support for Alternative 2 – Green Alternatives and Alternative 3 – Multi-modal.</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>The proposed criteria that were identified for evaluating alternative solutions were noted to reflect what is important.</p> <p>The criteria include:</p> <p>Accessible and Connected Environmentally Responsible Equity Financially Sustainable Reliable and Resilient Safe</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"> • All of the criteria are important to the residents and the city. • We placed reliability and resilience more highly because it helps to make this affordable for more people. • 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.
<p>Other comments noted.</p> <p>Please note that specific comments about roads and projects are included in Sections 4, 5 and 6 if this report.</p>	<ul style="list-style-type: none"> • 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. • More consideration for transportation needs of the aging population including accessibility for wheelchairs and electric vehicles and services i.e., OnDemand transportation. • Support for green initiatives to align with climate change actions and Green Directions Vaughan. • More electrical vehicle charging stations by supporting every new condo or commercial development to include electric vehicle charging stations. • Ensure that the plan reviews assumptions of traditional home to work commuting that are changing during pandemic and potential future hybrid working arrangements.

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

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

Individual Transportation Stories Noted
<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,

Individual Transportation Stories Noted
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**.

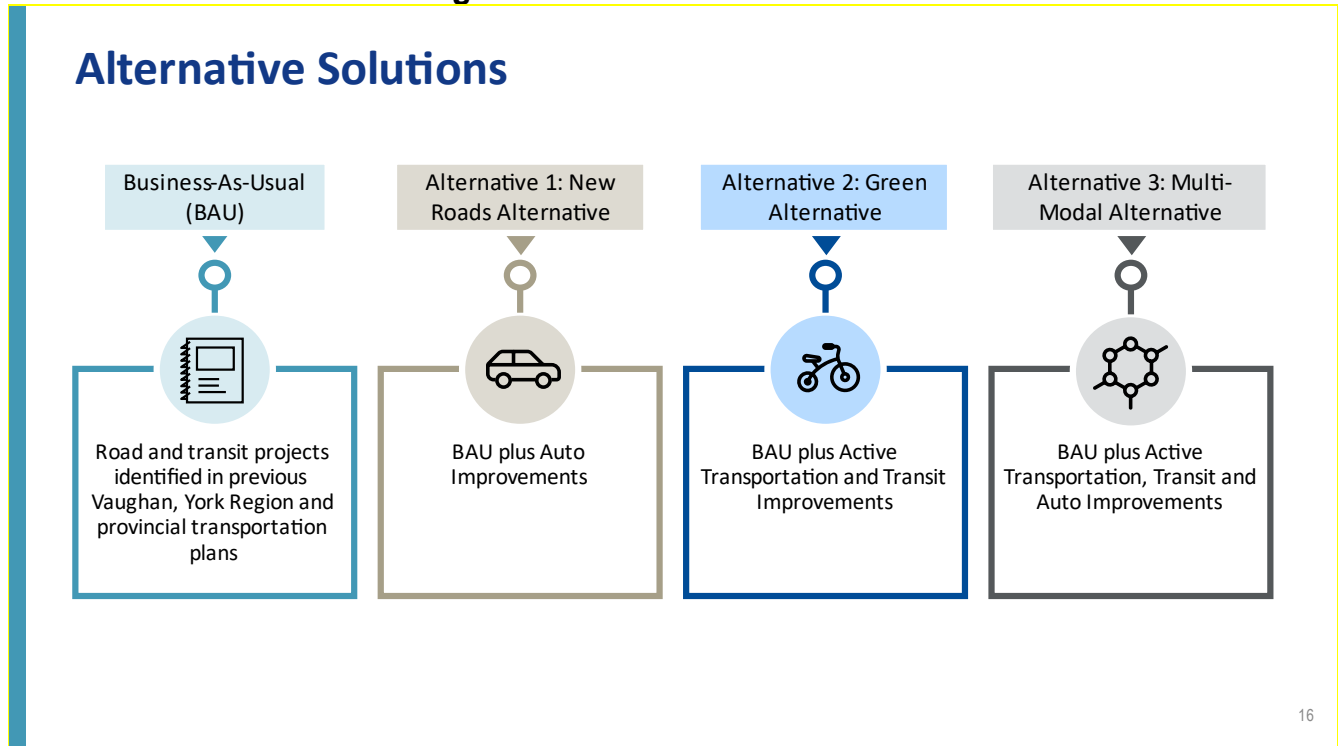
Figure 4 - Responses to “Did we miss any issues”

Additional comments or concerns noted about the Transportation Plan
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

Response Choices Alternatives	Very satisfied	Somewhat satisfied	Neutral	Somewhat dissatisfied	Very Dissatisfied
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

Alternative Solution	Comments about the Alternative Solutions
Business as Usual (BAU)	<ul style="list-style-type: none"> • I don't like the Highway 413 proposal because it is not good for the environment. We don't need it. • 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. • Must advocate stronger against GTA West Highway Corridor. • We need more infrastructure. • 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.

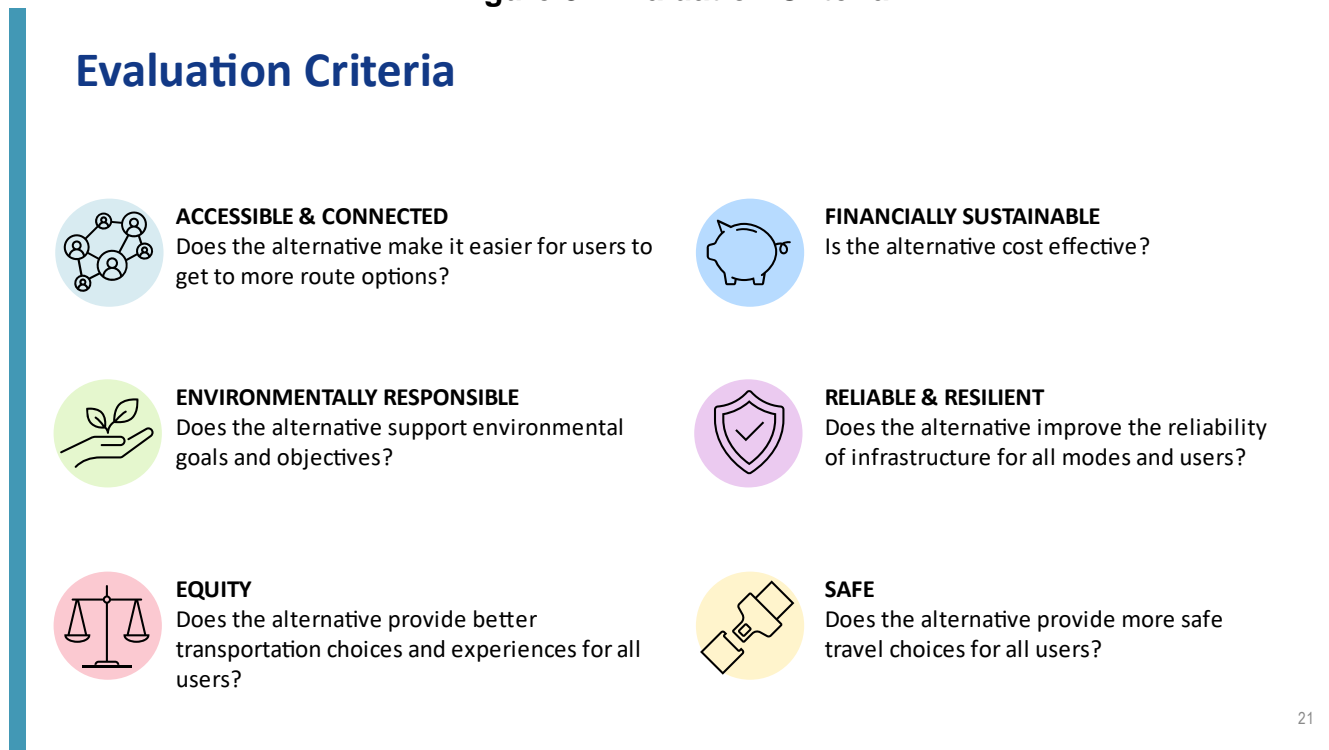
Alternative Solution	Comments about the Alternative Solutions
Business as Usual (BAU)	<ul style="list-style-type: none"> • No GO Kirby station. This does not significantly improve transit, and the cost of road maintenance is not supported if we cannot get people into Vaughan to spend money, live, or pay taxes. • If one calls that a transportation plan, this is pathetic.
Alternative 1: New Roads	<ul style="list-style-type: none"> • 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. • Must do everything possible, including land-use planning to avoid road widening. We are in a climate emergency. • I don't think roads it the way to go, we need to look at European examples like bike lanes and better transit systems. • 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. • 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. https://www.youtube.com/watch?v=ORzNZUeUHAM. • 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.
Alternative 2: Green Alternatives	<ul style="list-style-type: none"> • 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. • Much better approach to achieve climate goals and sustainability. • I think this is a good idea, very nice maps. • 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

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"> • 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. • 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).
Alternative 3: Multi-modal	<ul style="list-style-type: none"> • I don't see much of a difference from the previous option. • Minimize auto improvements, maximize NMT and transit • Looks very good. • 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. • Same reason as before. • Again, with the previous alternative, transit service improvement is more important than BRT.

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



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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

Comments about the Evaluation Criteria
<ol style="list-style-type: none"> 1. I fully support these. 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.

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

Additional comments
<ol style="list-style-type: none"> 1. I would like that everything you do be good for the environment. 2. Please prioritize the multi-modal and public transit ideas of this plan. 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. 4. I really liked the new bike lanes on Clark Avenue and would like to see more projects like that. 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. <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

	Questions and Comments	Response from City Staff and HDR
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>

	Questions and Comments	Response from City Staff and HDR
3.	<p>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>	<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.	<p>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>	<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.	<p>How will we ensure that transit development precedes or coincides with commercial, office, or residential development and not afterwards?</p>	<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>

	Questions and Comments	Response from City Staff and HDR
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>

	Questions and Comments	Response from City Staff and HDR
		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?	<p><i>Response from City Staff:</i></p> <p>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.</p>
13.	We have to start building complete communities that reduce the need for and distance of transit	<p><i>Response from City Staff:</i></p> <p>Understood, yes this is important. Thank you for your comments which will be considered in our review.</p>
14.	Transit "includes all modes and forms (buses, roads, cycling paths, etc.)	<p><i>Response from City Staff:</i></p> <p>Understood, yes this is important.</p>
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?	<p><i>Response from City Staff:</i></p> <p>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.</p>

	Questions and Comments	Response from City Staff and HDR
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>

	Questions and Comments	Response from City Staff and HDR
		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.

	Questions and Comments	Response from City Staff and HDR
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> 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> 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> 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>

	Questions and Comments	Response from City Staff and HDR
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>

	Questions and Comments	Response from City Staff and HDR
		<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>

	Questions and Comments	Response from City Staff and HDR
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.



STAKEHOLDER VIRTUAL CONSULTATION FEEDBACK REPORT

ABOUT THIS REPORT

The City of Vaughan is preparing a new Vaughan Transportation Plan. The new Vaughan Transportation Plan study aims to support current and future residents, businesses, and visitors by providing high-quality, attractive, and sustainable travel choices. It will prepare the city for new trends and travel patterns that have emerged since the 2012 Transportation Master Plan and will recommend improvements to create a complete transportation system, such as pedestrian and cycling infrastructure, and ways to accommodate innovative technologies that will improve the travel alternatives available to residents and businesses. The City has retained HDR to complete the study on behalf of the City.

To generate ideas and input to the planning for sustainable transportation, the City held three focused stakeholder workshops with the Development Industry, Major Employers and Businesses with significant workforce and employees, and Goods Movement and Logistic Businesses, Major Chains and Retailers who move goods and services.

The purpose of these sessions was to hear about experiences and input from these key stakeholders to directly inform the City’s policy direction and guidelines for future transportation infrastructure and programs. The meetings included a short background presentation by HDR Corporation, the City’s consultant followed by facilitated discussion on exchange of ideas, opportunities and hurdles and supports for shaping the Vaughan Transportation Plan.

Due to the ongoing Covid-19 pandemic, all consultations within the City were held virtually via WebEx to protect the health and safety of all concerned.

This report, prepared by Facilitator Sue Cumming, MCIP RPP, Cumming+Company, provides a summary of the input that resulted from these virtual stakeholder consultations.

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1. HOW THE VIRTUAL CONSULTATION WAS ORGANIZED

The three stakeholder workshops were by invitation and were hosted virtually on December 8, 2020, February 9, and February 11, 2021. RSVPs were requested and information on how to join the meeting via WebEx was provided in advance.

WHEN HELD	AUDIENCE AND PURPOSE OF WORKSHOP
DECEMBER 8, 2020 9:30 TO 11:00 A.M.	Development Industry and Property Managers To discuss opportunities and barriers/hurdles to advancing sustainable modes in new and existing development
FEBRUARY 9, 2021 1:30 TO 3:00 P.M.	Major Employers and Businesses To discuss opportunities and barriers/hurdles to encouraging the use of sustainable modes for employers and employees.
FEBRUARY 11, 2021 1:00 P.M. TO 2:30 P.M.	Goods Movement and Logistic Businesses, Major Chains and Retailers To discuss opportunities and ideas to ensuring goods movement can operate efficiently and sustainably within Vaughan. To identify the barriers or hurdles to get there.

The format for the stakeholder workshops included a presentation by Christopher Tam, Transportation Project Manager, Infrastructure Planning and Corporate Asset Management, City of Vaughan and Yunfei Zhang and Jonathan Chai of HDR Corporation.

Following the discussion, participants took turns sharing ideas and perspectives on transportation trends, issues, and opportunities. The stakeholder consultations were facilitated by Sue Cumming, Cumming+Company.

Other team members who participated included Selma Hubjer, Manager Transportation Planning, City of Vaughan, Michelle Sampson, Economic Development Officer, City of Vaughan, and Angie Ning, HDR Corporation.

37 individuals participated in the three virtual consultation meetings.

Virtual Consultation Meetings Held	Number of Attendees
Development Industry held December 8, 2020	16
Major Employers and Businesses February 9, 2021	12
Goods Movement and Logistics February 11, 2021	9

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the feedback received is widely known and considered in the development of the Vaughan Transportation Plan. This feedback report has been prepared by the Facilitator. It incorporates an upfront section on the key messages heard together with a synthesis of the discussion with verbatim input from each of the workshops in Appendices 1, 2 and 3. It is important that the key messages be read in conjunction with the detailed workshop feedback contained in these appendices.

The feedback received from the virtual consultations is being considered in the development of policies and identification of alternative solutions. A further round of stakeholder workshops is planned for fall 2021 to canvass input on strategies and recommendations.

2. GENERAL THEMES AND KEY MESSAGES HEARD

The virtual consultations enabled city staff and HDR to provide an overview of the purpose and scope for the Vaughan Transportation Plan and considered options for increasing sustainable modes. Each of the three workshops involved a different discussion with many viewpoints and opinions being heard. Some participants indicated that they had been able to discuss workshop questions with colleagues and employees and were able to offer insights on barriers and opportunities from these additional perspectives during the workshop.

Figure 1 is a high-level synthesis prepared by the Facilitator of the comments noted through the virtual consultation workshops. It is organized by the key messages noted. While this is not a transcript of the meetings, it includes verbatim comments. It is important that this synthesis of key messages heard be read in conjunction with the verbatim comments found in Appendices 1, 2 and 3 of this Feedback report.

Figure 1 General Themes and Key Messages Heard through the Virtual Consultations

Frequently Noted Key Messages
<p>1. The development industry workshop highlighted important considerations for looking at road design and parking differently and making structural changes to ROW widths and reducing parking regulations if a move away from auto-dependency is to be achieved. Specific ideas were noted for reassessing parking and loading regulations and for narrowing road widths particularly in intensification areas. Would like to see the city reduce ROW widths as a key strategy for achieving sustainable modes throughout the city with more focus on form and function than providing traditional road standards. The totality of site design was noted to be an important consideration along with modified street design focusing more on complete streets. Changes in parking are being recommended to be done conjunction with more action on encouraging multi-modes of transportation.</p>
<p>2. An overarching theme heard at the Major Employers and Businesses and Goods Movement Workshop is the role that transportation plays in recruiting staff to business locations in Vaughan. For office locations, the lack of transit access and good quality first and last mile logistics and infrastructure is a hurdle for attracting new employees to Vaughan. For manufacturing and warehousing, transit is not feasible for most employees due to work hours and lack of reliable and timely service and connections. These businesses are also having problems attracting and maintaining employees due to transportation services. When asked if these were minor or major considerations for staffing and recruitment, the response indicates that there are major drawbacks being experienced by existing Vaughan businesses.</p>
<p>3. Transit was identified at all workshops as an important component to the city’s long-term strategy to increase sustainable modes of travel. The investment in transit to and within Vaughan is recognized and supported as being significant with the promise of a potential shift in travel patterns. Better connections to transit are needed as a key transportation priority.</p>
<p>4. Transportation to and from workplaces is a big issue. Employees would like to see better first and last mile logistics implemented on a priority basis to make it feasible for employees to access the transit service established. Employers noted that there is less east-west bus service which make it difficult for employees to get to work particularly in the manufacturing and warehousing locations in Vaughan.</p>
<p>5. First and last mile logistics play an important role in how employees make travel choices and there is a need for improvement on connections and infrastructure. There is agreement that there could be more transit riders encouraged provided the existing investment was supported by further initiatives including: local bus connections, more sidewalks, safer drop-off and pick up</p>

Frequently Noted Key Messages

- areas, covered bike parking and amenities and services for commuters.
6. Active transportation was noted to be important at all workshops with different audiences noting the importance of bicycle infrastructure, bicycling parking, connections to transit and more focus on creating walkable connections to transit and destinations. More bicycling and pedestrian facilities are needed, and these will require standards and coordinated integration with street design.
 7. Poor walking environment between transit and major employment destinations discourage the use of sustainable modes like transit. There may be opportunities for shuttle services that could be further explored. Parking is still in demand by employees and is being constrained in some areas i.e., VMC. it was noted that parking demand could be reduced if there were reliable, frequent shuttles for employees and clients.
 8. There are delivery constraints due to lack of labour available and access to labour markets is a number one issue. Transit is key to labour issues and lack of adequate transit service to areas where manufacturing and goods distribution are occurring is problematic.
 9. Consolidating Deliveries is a challenge and at present is not sustainable. There may be some opportunity may exist to optimize deliveries through use of new technology i.e., Electric vehicles and Drones.
 10. The volume of daily deliveries to people's homes is not seen as sustainable. Post-pandemic there is the expectation that while customers will go back into shops, there will continue to be a demand for deliveries which will impact transportation across the city.
 11. Post-pandemic trends may see more flexibility in work hours and hybrid remote and in office working arrangements for some businesses which could influence travel demand.



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Appendix 1

Feedback from Development Industry Stakeholder Workshop held on December 8, 2020

A stakeholder workshop was held with the Development Industry on December 8, 2020. This Appendix (Appendix 1) includes the feedback received through the workshop discussion.

The city would like to thank the following for their participation.

Abu Masood (Digreen Homes Inc.)
 Eric Del Favero (The Remington Group Inc.)
 Irene Hauzar (LEA Consulting)
 Jennifer Jaruczek (BILD)
 Julian De Meneghi (Lormel Homes)
 Lisa La Civita (Armland Group)
 Marco Filice (Liberty Development Corporation)
 Matthew Kruger (Smart Centres)
 Michael Linton (Crozier Consulting)

Michael Uster (Liberty Development Corporation)
 Paula Bustard (Smart Centres)
 Robyn Rabinowitz (Plazacorp)
 Stephanie Harges (BA Group/ Bentall Green)
 Susan Borst (Liberty Development Corporation)
 Tim Arnott (BA Group/Bentall Green Oak)
 Vanessa Opassinis (IBI Group/ QuadReal Development)

Letters were received from several development company representatives in advance of the stakeholder workshop and are being considered by the VTP Project Team. These are not included in this Feedback report.

The presentation included the following:

- Overview of the purpose of the VTP, goals and vision for the plan: providing choice, moving more people and goods, providing equitable access, and promoting good health.
- Identification of potential impacts from Covid-19 on regional transportation network, recovery and sustainability return-to-office plans, alternative commuter options and investment and incentives needed to recover transit usage.
- Examples and transportation sustainability ideas for how to get there - ideas to start the discussion on how the city can get there (see figure below).

How can we get there?



Better Transit Service
Source: arivaNext



Separated Cycling Facilities
Source: City of Vaughan



Employer TDM Programs
Source: Washington Area Bicyclist Association



EV Charging Stations
Source: www.plugshare.com



Building at a pedestrian scale
Source: City of Vaughan



Micromobility
Source: mybroadband.ca.za

Following the presentation, a roundtable discussion was facilitated. Participants were asked: **What are the opportunities and what are the barriers/hurdles to advancing sustainable modes in new and existing development?**

The following comments are organized by key themes. Each bullet point represents a different individual's comment. While this is not a transcript of the workshop, it includes verbatim comments.

General Theme/Topic	Verbatim Comments Noted
<p>General comments</p>	<ul style="list-style-type: none"> • This meeting is helpful for hearing different perspectives. • We need to ensure that there is flexibility, and this consultation and dialogue can be an important part of this for the developers working in the VMC especially. • There is a lot of opportunity to advance sustainable modes - transit is there, transit is growing, development is growing. To get to a more urban and pedestrian environment, the city will need to assess its standards and how it designs roadways to better align with the objectives of shifting away from auto dependence. • Success will in part depend on acceptance of public and the city will need to be bold if change is to be realized. • The city has to have the courage to make it easy for people to not own multiple cars. • There are many good international examples of how to create an urban environment with less focus on cars that can inspire how the city moves forward to create walkable downtowns. • Other major infrastructure that needs to be put back on the city books are the 2012 VMC Black Creek Study to distribute transportation and Langstaff Road CN Rail Flyover. Everything is bottlenecked in front of Highway 7 with these missing major connections.
<p>City needs to look at road design and parking differently and make structural changes to ROW widths and parking regulations if a move away from auto-dependency is to be achieved.</p>	<p>Overall comments about road design and parking:</p> <ul style="list-style-type: none"> • In 2020, Vaughan is the highest per capita automobile concentrated city in North America. To reduce automobile dependent behaviour, we need to moderate the policies that allow “free for all” parking and large box store parking for free. We also need to reduce the parking requirements at the home ownership level and not provide unlimited parking or high parking ratios. • If we really want a compact environment, then we need to reduce parking and reduce ROWs. This is important for establishing a pedestrian environment. • While there may be less opportunity in already built-up areas, there are opportunities for changing mode behaviour in new development areas and specifically in the urban intensification areas. This is where reduced road widths and structural changes in parking could make a difference. • The totality of site design has to be considered. It is not going to be the same in every setting. For VMC the focus needs to be on the pedestrian, and this may mean changes that impact how loading, deliveries and parking occur with more priority on the pedestrian. • With respect to anxiety related to ROW reduction and parking requirement reduction, a change in mind set would take time to achieve. City should have bold vision to address this.

General Theme/Topic	Verbatim Comments Noted
<p>City needs to look at road design and parking differently and make structural changes to ROW widths and parking regulations if a move away from auto-dependency is to be achieved (continued).</p>	<p>Comments and ideas pertaining to reducing parking:</p> <ul style="list-style-type: none"> • Changes in parking need to be done in conjunction with more action on encouraging multi-modes of transportation. When people have a choice to choose between a bicycle or transit like Viva, Bus, Subway, or the GO Train, they have a choice not to choose their car. Unfortunately, the way we have grown up is that everyone has cars and not many alternate modes. • There is parking demand, and it can be modified through a variety of approaches including how parking is addressed through zoning. • There are good reasons to lower parking requirements. Some municipalities are eliminating parking minimums. It was further noted that there is a difference between no parking and minimum parking. • Would like to see more aggressive parking regulations in intensification areas. Some developments are successfully marketing new homes with no parking. • We need to reduce the structural opportunities for parking by reducing requirements to .5 or .6 in areas where there are key developments like ROPA 43 Central Corridor, Places to Grow Levels 1, 2 and 3 or areas for infrastructure and transportation investment like Highway 7 and Yonge Street. • Parking on a public street is an enforcement issue and is not a reason to not consider reducing requirements. • Parking pricing policy should also be considered. This has an influence on TDM with net impacts of parking pricing affecting uptake on these measures. <p>Comments and ideas pertaining to reducing ROW widths:</p> <ul style="list-style-type: none"> • Would like to see the city reduce ROW widths as a key strategy for achieving sustainable modes throughout the city. • Would like to see more focus on form and function than providing traditional road standards. • ROW should be examined from a functional perspective. There are challenges coming from competition from different authorities and different standards. It is important to have standardized requirements. • There is no need for 22 metre road – cannot be walking across 66-foot row. There are environmental benefits to reducing road widths i.e., reduced storm run-off, etc. • To achieve reduced ROW widths for new communities should consider having pedestrians on one-side but not the other side. • Other considerations including addressing driveways and intersections. • Intersections and ROW should be reviewed and designed in the characterization of the urban context. Intersection radii design should be updated.

General Theme/Topic	Verbatim Comments Noted
<p>The city should consider modified street design with more focus on complete streets.</p>	<ul style="list-style-type: none"> • The city should consider modified street design for curb design and road width. The city needs to embrace full urbanization, but it cannot come by widening roads. • There are some really great examples occurring in the VMC but there are still some massive roads there that do not fit the long-term urban context that is being planned for. What does the city want the VMC to look like – there is significant investment in transit and intensification with high densities, but roads are still quite wide and there is excess parking. • Road deletion should be considered particularly when considering autonomous vehicles. • Consider moving vehicular space to other modes. • The deletion of roads could go towards delivering publicly accessible private roads if these were well defined and the city did not expect the developer to cover the costs for pedestrian and bicycling facilities. • A 15-min neighbourhood concept is good, but we would need to give people choices to achieve this.
<p>Better connections to transit are needed as a key transportation priority.</p>	<ul style="list-style-type: none"> • Would like to see the VTP take a deeper look at connecting transit. It was noted that the subway is in place but connecting to it and how practical those connections are is needing more attention. • If using your own car becomes less advantageous than taking transit, then people will make the shift. We need to stop prioritizing the car in the built environment i.e., have less available parking. • Increased municipal parking (green P) outside of the VMC at key strategic locations combined with ridesharing and shuttles could be effective for moving people to connect to transit and should be considered as part of the overall transportation strategy.
<p>More bicycling and pedestrian facilities are needed, and these will require standards and coordinated integration with street design.</p>	<ul style="list-style-type: none"> • Bicycle infrastructure is important. We have learned important lessons from Covid. Throughout the pandemic, municipalities have seen a greater reliance on bicycle infrastructure and while there are some temporary solutions in place, moving forward, we would like to see Vaughan foster more bicycling. • For Vaughan to encourage use of bike lanes, it will be important to reduce road width and parking standards. • The city should consider having pedestrian facilities on one side of the road which would enable the reduction of the ROW while providing for improved pedestrian environment. • Design standards should be established. The requirements are different in different areas. • Standards should be flexible for residential, visitor, bicycle parking. • If there is additional road width required to provide for alternative modes, this should not be coming from funding from developers. • As we create an environment for more bicycles, we should ensure that bicycle parking allocation makes efficient use of facilities. We do not want to be creating a situation with excess parking or inefficient facilities. Bicycle parking rates and bicycle sharing percentages should be given more consideration going forward. • Scooter system beside 80km/h traffic on Highway 7 is not appropriate. Question the value of developing an e-scooter system unless streets are designed for people to use it.



General Theme/Topic	Verbatim Comments Noted
The VTP should examine different approaches for curbside pick up, loading and deliveries	<ul style="list-style-type: none">• Curbside pick-up space has become increasingly important and should be planned for along streets where there is retail and commercial space.• Drive-throughs need to be accommodated as we have seen the uptake on these during the pandemic.• More flexible approaches may be required for providing for goods movement, deliveries and picking up goods.• The city is following traditional standards on loading, block distance, road hierarchy, street standards. Important to look at best practices elsewhere in the world.• Loading standards and vertical clearance should be examined.

Appendix 2

Feedback from Virtual Stakeholder Workshop with Major Employers & Businesses held on February 9, 2021

A stakeholder workshop was held with major employers and businesses on February 9, 2021. This Appendix (Appendix 2) includes the feedback received through the workshop discussion.

The city would like to thank the following for their participation.

- Angela Vafa (Deloitte)
- Chelsea Hamlyn, Pizza Hut
- Dorinda So (Point A)
- Johnnie Vu (RBC Royal Bank)
- Kamran Siddiqui (RBC Royal Bank)
- Miyoshi Irizawa (PwC)
- Natalie Salerno (KFC Canada)
- Paul Richey (Mulmer Shuttle Services)
- Rahil Haq (Deloitte)
- Rick Falbo (Mircom Group)
- Steuart Mackintosh (PwC)
- Stewart Slaymaker (Point A)

The presentation included the following:

- Overview of the purpose of the VTP, goals and vision for the plan: providing choice, moving more people and goods, providing equitable access, and promoting good health.
- Identification of potential impacts from Covid-19 on regional transportation network, recovery and sustainability return-to-office plans, alternative commuter options and investment and incentives needed to recover transit usage.
- Examples and transportation sustainability ideas for how to get there - ideas to start the discussion on how the city can get there (see figure below).

How can we get there?



Better Transit Service
Source: vivaNext



Separated Cycling Facilities
Source: City of Vaughan



Employer TDM Programs
Source: Washington Area Bicyclist Association



EV Charging Stations
Source: www.plugshare.com



Building at a pedestrian scale
Source: City of Vaughan



Micromobility
Source: mybroadband.ca.za

Following the presentation, a roundtable discussion was facilitated. Participants were asked: **What are the opportunities and what are the barriers/hurdles to encouraging the use of sustainable modes for employers and employees?**

The following comments are organized by key themes. Each bullet point represents a different individual’s comment. While this is not a transcript of the workshop, it includes verbatim comments.

General Theme/Topic	Verbatim Comments Noted
<p>General comments</p>	<ul style="list-style-type: none"> • Would be helpful for the city to communicate service updates to companies so that employees can be better informed of new services, changes and opportunities for transit and active transportation. • Would like more information on locations for EV charging stations.
<p>Difficulty attracting employees to Vaughan with recruits and existing employees preferring more transit-oriented locations.</p>	<ul style="list-style-type: none"> • We are challenged to attract talent to Vaughan. We lose strong candidates through the recruitment process because of lack of transit service. • Trying to find talent, but that talent lives downtown and traveling to Vaughan is a barrier. • We want to encourage people to go to our Vaughan offices, but lack of transit options is a barrier. i.e., for someone who lives on the east end of Brampton. • A lot of people choose to work out of the downtown office locations because there’s better transit service going downtown. • This is a serious issues as qualified individuals are not applying for or interviewing for a position upon learning where the business is located i.e., in an area of Vaughan not well served by transit. • While transit is improving, it is not at the level with frequent service and connections that provides comfort for those who may consider applying for and taking a position at a Vaughan Business. • Food choice (going out to eat) can play a role. It is not just getting to work/home, it is also what happens at work. People like working downtown because amenities like the PATH.
<p>Transportation to and from workplaces is a big issue.</p>	<ul style="list-style-type: none"> • It was noted by several major employers that most employees drive into the office. • The travel choice for commuting is driven by the kind of work employees do. It was noted that employees in many instances do not have options to use alternative transportation because they need to drive to be out in the market. • For Retail Branch Locations, employees do commute from different places using transit. With changes in how services are delivered and a shift to more digital banking, there may be a reduction in the number of employees at retail branches in the future. • Better east-west transit services would support employees and opportunity for reducing auto dependence. East-west corridor transit options are lacking. Most of our staff are up in that area and they would prefer to transit. • There has been good progress in terms of transit service (Subway, BRT) but there is still a lack of infrastructure/bike lanes/transit service to employment areas. • Some people live downtown and take transit northward.

General Theme/Topic	Verbatim Comments Noted
<p>First and last mile logistics play an important role in how employees make travel choices and there is a need for improvement on connections and infrastructure.</p>	<ul style="list-style-type: none"> • Secure bike storage, lockers, showers • Safe Pick up and Drop off Areas. • In the evening/morning, cross walks are not signalized. Paid on-duty crossing guard could help. • Some employees will ride their bike to transit, then take subway to Vaughan. • There is a need for more bike stations that are covered. • A reservation system would be great as right now employees note that they are having to fight for spaces and are not sure if they will get a bicycle parking space until they get there. • Many employees who take the subway, do not know about options for that last mile. Some take Uber. They are not aware of any shuttles or ride-sharing services that they could take. • Would like to see Vaughan explore something like Uber membership – in other cities, there’s memberships (i.e., 25 per month, and your rate goes down) • Is there a way to get a membership/program that allow people to save on costs, like a employer/transit pass package? • Currently using transit requires long walks from Subway to office locations with no sidewalks. From the Vaughan subway to office, it is a 20min walk. There are no sidewalks near Applewood, and no bus service. From Portage Parkway to Pennsylvania there is no sidewalks, so we have clients walking on the street. • Walking 20 min in Vaughan is not the same as walking 20 min in the Toronto.
<p>There are opportunities for shuttle services that could be further explored</p>	<ul style="list-style-type: none"> • We operate shuttle services. We are interested in working with anyone who is interested in establishing a shuttle. One of the fastest growing areas for us is first-mile/last-mile. It is a growing area, and I think this will coming back. • Cleanliness will be a huge issue – comes back to the rebuilding the confidence of the rider. If we can cross that hurdle. • There are off-site parking shuttles. • We operate a number of corporate shuttles – there may be more talk/discussion on other options. This is a big opportunity.
<p>Parking is still in demand by employees and is being constrained in some areas i.e., VMC.</p>	<ul style="list-style-type: none"> • Cost of parking near our location is quite expensive. • Pre-pandemic issues were occurring with staff and lack of parking spaces at VMC. There is lots of development and construction planned and we are grappling with the impacts of the growth on available parking for businesses in the area. • One company noted that they have 300 employees on an normal day with over 50% driving to the office. The availability of parking is becoming more limited. • Parking is also lacking for some businesses. It was noted that there is limited or no adjacent accessible parking at some locations and a bus or shuttle or bus service would be beneficial.
<p>Considerations relating to post-pandemic environment for work and transportation.</p>	<ul style="list-style-type: none"> • When the world gets back to normal. I can envision a world where people will be coming in/out of the office. • I think flexibility will be key to people’s work hours. • Having flexibility trumps a lot of things. Can a shuttle be flexible? The pandemic is still a question mark. We do not know how long it will go for, and what kind of requirements we need to meet.



Stakeholder Virtual Consultations

General Theme/Topic	Verbatim Comments Noted
	<ul style="list-style-type: none">• We have had to change schedules based on customer needs.• Technology will be needed to help manage on-demand pick-up/drop-off.• Flexible work hours are becoming more of a norm.• Some companies are looking at future use of a hybrid kind of work program (couple days at home/couple in the office).• For retail branches, there is not as much flexibility.

Appendix 3

Feedback from Virtual Stakeholder Workshop with Goods Movement and Major Retailers held on February 11, 2021

A stakeholder workshop was held with goods movement and major retailers on February 11, 2021. This Appendix (Appendix 3) includes the feedback received through the workshop discussion.

The city would like to thank the following for their participation.

- Allen Cheng (IKEA)
- Arman Mirza (Home Depot)
- Domenic Costa (Give and Go Foods)
- Martin Fazari (Give and Go Foods)
- Serge Carestia (Home Depot)
- Sabrina Iacobelli (Home Depot)
- Martin Graham (Metro Supply Chain)
- Michele (Costco)**
- Stefanie Sheils (Costco Wholesale)

The presentation included the following:

- Overview of the purpose of the VTP, goals and vision for the plan: providing choice, moving more people and goods, providing equitable access, and promoting good health.
- Identification of potential impacts from Covid-19 on regional transportation network, recovery and sustainability return-to-office plans, alternative commuter options and investment and incentives needed to recover transit usage.
- Examples and transportation sustainability ideas for how to get there - ideas to start the discussion on how the city can get there (see figure below).

How can we get there?



Curb Lane Management
Source: Wall Street Journal



Micromobility
Source: mybroadband.ca.za



New Technology
Source: World Economic Forum



Charging Infrastructure for Fleet Vehicles
Source: www.plugshare.com



Improve freight supportive land use guidelines

Following the presentation, a roundtable discussion was facilitated. Participants were asked: **What are the opportunities and ideas to ensuring goods movement can operate efficiently and sustainably within Vaughan? What are the barriers or hurdles to get there?**

The following comments are organized by key themes. Each bullet point represents a different individual's comment. While this is not a transcript of the workshop, it includes verbatim comments.

General Theme/Topic	Verbatim Comments Noted
<p>General comments</p>	<ul style="list-style-type: none"> • Over the last year, it was noted that there are not too many barriers to moving goods around. There are no major issues with macro-level truck movement but there are localized hotspots. • In the longer term, there will be the need for more reliable travel movement on roads. Traffic will get worse in the future in areas such as Huntington/Rutherford and on Highway 27 where the bridge is being redone. On Rutherford, there is a rail line that stops all traffic and there is lots of truck queuing. • Failed delivery leads to more mileage and good transportation infrastructure protects against failed delivery. • Transit remains a challenge, especially with attracting talent. For conventional transit at least. Micro-mobility could be a viable solution for low-density areas. • First/Last Mile Delivery could be applicable in intensification areas, but you may not want delivery trucks in complete streets neighbourhoods.
<p>Food production at facilities in Vaughan is expanding which is driving demand for more deliveries across Canada and the US.</p>	<ul style="list-style-type: none"> • Several the participants represent companies which produce goods in Vaughan and have significant distribution operations across Canada, the US and Mexico. • It was noted that distribution is expanding, and they will continue to take the lead from customer demand. • For some of the food distribution. 80% goes across the border, 20% in Canada. • It was noted that these are full truck load deliveries, making multi-stops and over the last 8-12 months, we have not experienced any hurdles or challenges.
<p>There are delivery constraints due to lack of labour available and access to labour markets is a number one issue.</p>	<ul style="list-style-type: none"> • There are significant delivery constraints due to lack of labour available. • We have been affected by decreased labour supply – we need temporary workers for deliveries. There has been a shortage of labour. • Number one issue is labour shortage. • #1 issue is access to access to labour market. We always make locations decisions based on availability of labour and transit. • #1 challenge is finding a good labour force. • Truck drivers have been on short supply. • The labour market is generally from East Brampton and Toronto. Labour is not coming much from the Vaughan area. Brampton is a great area for labour. The Concord area (Keele and 7) is the most inaccessible area, and most challenging to staff.

General Theme/Topic	Verbatim Comments Noted
<p>Transit is key to labour issues and lack of adequate transit service to areas where manufacturing and goods distribution are occurring is problematic</p>	<ul style="list-style-type: none"> • Transit is key to labour issue. We are 24/7 operation. We have a 50% no-show rate to interviews because people cannot get here. • We do a lot of deliveries. We have a lot of discussions about this, so this is relevant. We do many deliveries with large flatbeds, box trucks, etc. across Canada. Some of the challenges in Vaughan: transit system is an issue. We are located in north, westside of Vaughan (near highway 7/CP rail, enterprise zone). There is a massive volume of companies coming/going into that area, the truck capacity is incredible. Cars, workers everywhere. We chose that spot because its next to rail. That area has expanded, lots of construction, but transit is not adequate for workers in that area. This is a key issue for us. • Transit: we need connectivity to other transit systems (Brampton) and better mobility across municipalities for our workers, and anyone else who works in the supply chain industry. Workforce is challenged by lack of transit.
<p>Consolidating Deliveries is a challenge and at present is not sustainable</p>	<ul style="list-style-type: none"> • We spend a lot of effort on optimizing delivery. Density allows us to minimize travel, which helps. It also limits us to the number of carriers – we do not export delivery labour. • Consolidation of deliveries is always a challenge. Right now, it is not sustainable. • We try to reduce our LTL (less than truckload) loads by using the same trucks and maximize truck loads. • 24/7 operation and consolidation example – there has been lot of pivoting to address the pandemic: <ul style="list-style-type: none"> ○ They have turned stores into consolidation points (for in-store pick-up) ○ Neighbourhood delivery collection points – designated drop-off area.
<p>There may be some new opportunities to optimize deliveries through use of new technology i.e., Electric vehicles and Drones</p>	<p>Comments and ideas pertaining to electric vehicles:</p> <ul style="list-style-type: none"> • Great to see examples of electric vehicles and e-cargo bikes in the presentation. • Certain deliveries would be better with e-vans. • We would like to move towards electrification. • We started purchasing e-vehicles and have been testing them. Would like to see infrastructure to charge vehicles. <p>Comments and ideas pertaining to Drones:</p> <ul style="list-style-type: none"> • Tech: drones are coming, but it is a little far out and not suitable for all our products (i.e., construction material) • I do not see drones being a game changer.
<p>There may be limited opportunity for crowdsourcing deliveries to customers</p>	<ul style="list-style-type: none"> • Crowdsourced delivery models are a huge opportunity, but many retailers do not want to share a truck with another company. But this is something that is happening right now. • Courier companies are now imposing charges in neighbourhoods to minimize one-off deliveries.
<p>Employee shuttles are challenging due to varying shifts and too many variables</p>	<ul style="list-style-type: none"> • We have looked at employee shuttles with other companies, and with the CoV staff in the past. We have a map of where our associates are coming from. Brampton is a big draw for this kind of work. The problem was that everyone’s shifts were all over the map (between different companies). We could not find the synergies with other companies.

General Theme/Topic	Verbatim Comments Noted
<p>Post-Covid trends to be considered in transportation demand</p>	<ul style="list-style-type: none"> • Carpooling/shuttle is challenging because of the pandemic. • We have tried carpooling/shuttle, but it is never worked because of the varying shift work, too many variables. It is not practical for us. <ul style="list-style-type: none"> • There has been a significant increase in online orders due to the pandemic. Our daily volumes have increased by a minimum of 2.5 times which puts a lot of trucks on the road making deliveries. • From a retail point of view. Our consolidation points are our retail stores. • Providing same-day, 1-off delivery for goods is not our core business. • There are certain neighbourhoods that restrict delivery times – this can be used as a tool by the city. • If we go back to a normal state, people will still shop in our stores. • If everyone pushes towards deliveries, it will be unsustainable. customers expect same day or next day delivery. I do not think online deliveries will carry on being this high. We have always had deliveries for projects/contractors. We do not suspect it will anywhere as high post-covid. • We can anticipate a permanent shift post-pandemic for food deliveries as customers continue to have groceries delivered. • I agree. People will go back to in-store shopping, but people's habits will have changed. • Technology has evolved. We all work from home. We have realized that our employees can work remotely. We are leaning towards remote working in the future for our office locations.



OLDER ADULT TASK FORCE STAKEHOLDER CONSULTATION FEEDBACK REPORT

ABOUT THIS REPORT

The City of Vaughan is preparing a new Vaughan Transportation Plan (VTP). The new VTP study aims to support current and future residents, businesses, and visitors by providing high-quality, attractive, and sustainable travel choices. It will prepare the city for new trends and travel patterns that have emerged since the 2012 Transportation Master Plan and will recommend improvements to create a complete transportation system, such as pedestrian and cycling infrastructure, and ways to accommodate innovative technologies that will improve the travel alternatives available to residents and businesses. The City of Vaughan has retained HDR to complete the study on behalf of the city.

As part of the outreach and consultation for the VTP, the Project Team made a presentation to the City of Vaughan Older Adult Task Force on October 25, 2021. The purpose of the session was to provide information on key findings and strategies and to hear about experiences and input from these key stakeholders to directly inform the City’s policy direction and guidelines for future transportation infrastructure and programs. The meeting included a short background presentation by HDR Corporation, the City’s consultant followed by facilitated discussion on exchange of ideas, opportunities and hurdles and supports for shaping the Vaughan Transportation Plan.

Due to the ongoing Covid-19 pandemic, all consultations within the city are being held virtually to protect the health and safety of all concerned.

This report, prepared by Facilitator Sue Cumming, MCIP RPP, Cumming+Company, provides a summary of the input that resulted from the presentation and discussion with the Older Adult Task Force.

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1. HOW THE VIRTUAL CONSULTATION WAS ORGANIZED

A virtual stakeholder workshop was held with members of the City of Vaughan Older Adult Task Force at their meeting on October 25, 2021. The meeting was attended by five members of the Task Force, one representative from York Region Seniors Strategy, City of Vaughan Staff (ten) and the consultant for the City’s Age-Friendly Community Action Plan. Task Force Chair, Regional Councillor Mario Ferri introduced the presentation and Selma Hubjer, Manager of Transportation Engineering provided a staff overview and introduced the project consultants. The presentation was given by HDR Corporation by Jonathan Chai, Project Manager and Sue Cumming, Cumming+Company, Public Engagement Lead. Other team members who attended included Winnie Lai, City of Vaughan, Transportation Project Manager/Transportation Engineer and Angie Ning, Transportation Planner, HDR Corporation.

The purpose of the workshop was to:

- Share information on the key findings and directions for the VTP.
- Highlight key insights from an older adult perspective that align with city goals.
- Collectively, discuss policy gaps and actions to consider in the City’s Transportation Plan.

The presentation included the following:

- Overview of the purpose of the VTP, goals and vision for the plan, what we have learned so far throughout the consultations – noting key messages.
- Key transportation themes highlighted from the City of Vaughan Age-Friendly Community Action Plan.
- Examples and transportation sustainability ideas for how to get there - ideas to start the discussion on how the city can get there (see figure below).

How Can We Get There?



Source: seattle.gov
Design for all ages and abilities



Source: VIVA
Identify corridors for transit service improvement



Source: City of Peterborough
Identify areas for sidewalk improvements, provide connected sidewalk network and improve safety and comfort for pedestrians



Source: VIVA
Coordinate and build on recommendations from the Community Action plan



Identify action plans related to emerging technologies and ways to minimize digital barriers

The VTP may provide transportation-related recommendations for specific actions and initiatives that build on existing work, available research, community consultations, and proven best practices.

Following the presentation, a roundtable discussion was facilitated by Sue Cumming. Participants were asked: **What are the opportunities and what are the barriers/hurdles to creating a transportation system that is designed for all ages and abilities?**

The city is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the feedback received is widely known and considered in the development of the Vaughan Transportation Plan. This feedback report has been prepared by the Facilitator. It incorporates verbatim input received. The feedback received from all consultations is being considered in the development of policies and evaluation of alternative solutions.

2. GENERAL THEMES AND KEY MESSAGES HEARD

Figure 1 is a synthesis prepared by the Facilitator of the comments noted through the workshop with the Older Adult Task Force. The following comments are organized by key themes. Each bullet point represents a different individual’s comment. While this is not a transcript of the workshop, it includes verbatim comments.

Figure 1 General Themes and Verbatim Comments Heard

General Theme/Topic	Verbatim Comment Heard
<p>Lack of access and comfortable connections to transit is a significant barrier to using public transportation.</p>	<ul style="list-style-type: none"> • Highway 7 has great transit service, but if your home is 10 minutes north or south of Highway 7, how do you connect it? I frequently use the subway to get to meetings to social events. I have to drive from my home in Woodbridge to the subway station and two-thirds of the parking lot is now covered by a condominium. Where are we going to park our cars to get to the subway? • Getting public transit to malls and other destinations is not very easy. • While there may be public transportation to malls – I have never seen seniors on any buses. There is a real disconnect with seniors accessing public transportation. • It is hard to get to and to take public transit. We could take Mobility + if you qualify but you have to call ahead and arrange. • We rely on family, and if you don't have family, you're stuck at home. • These issues are further compounded by bad weather. • Few seniors even know what the bus fare is in Vaughan. • Some seniors rely on many helpers. Are any support mechanisms in place for helpers to take public transportation to bring them near senior homes? Is there any transit infrastructure that supports home-health care workers to get to seniors' homes?
<p>It's important to create a transportation system for everyone so as to provide seniors with the independence to be part of the community.</p>	<ul style="list-style-type: none"> • Isolation is a big concern with seniors and without a way to get to the transit, they cannot access it. • How do we get older adults to participate if they can't leave their place? This impacts self-worth and independence. The lack of transportation options contributes to isolation. Being independent is important. Not having access to transportation means that they can no longer interact in the community. • We see isolation as a significant concern impacting seniors in our community.. • For many seniors, they can't afford private transportation and it is important to provide public transportation options. • A comprehensive plan for older adult mobility is needed.

General Theme/Topic	Verbatim Comment Heard
	<ul style="list-style-type: none"> • The number of seniors will continue to grow and creating a transportation system that seniors can access is becoming more important • unfortunately, I think there are some fundamental structural issues related to sprawl in the city and speaking as a senior, I'm not confident any of these issues will be dealt with in a manner that can address the needs of seniors.
<p>More work is needed when considering opportunities and challenges for seniors for active transportation</p>	<ul style="list-style-type: none"> • With reference in the presentation to people riding bikes, I don't know any seniors who currently ride bikes. • It was commented by another that they do see seniors on bike/tricycles, and it is important to have places for seniors to use them. In your planning, in terms of transportation systems some accommodations will have to be made so other active transportation options have a place. • Are e-bikes an option for older adults? These options need to be safe. • Pedestrian safety is another critical concern – particularly safety crossing streets.
<p>Affordability of transit for seniors is a barrier.</p>	<ul style="list-style-type: none"> • The city should consider a pass for free transportation for low income seniors in our community. This is necessary to address barriers to public transportation. • Free transportation: yes, that would be desirable, but York Region Transit is not equipped to finance that. Could be an administration nightmare to qualify people for a program like this.
<p>Ideas noted for consideration</p>	<ul style="list-style-type: none"> • Making shuttles available may be a cost-effective solution. Shuttle buses to the mall, grocery store, libraries and other destinations where seniors can travel and conduct activities together. It also creates a sense of community, especially for those who live in the same building. The example was provided of Baycrest in North York – it is a high density area where older adults live. There are shuttle buses – this could be more cost-effective. • Reconsider the regional “Script Ride” program. The region introduced “Script Ride”. It was a system where you could call a designated taxi company that would take you from point A and Point B, and the region would cover half of the cost. The program was cut due to funding. It was such a good system. Unlike Mobility +, you don't have call ahead. • Demographic analysis of senior population, segmented by income would be valuable for understanding financial imperatives and needs when planning for all services in the city.