



McNaughton Road West

Environmental Assessment (EA) Study
(Major Mackenzie Drive to Falvo Street)

Public Information Centre (PIC) #1
Virtual Live Meeting
June 27, 2023





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.

Welcome!

Thank you for attending this virtual public meeting

Presenters:

- Hilda Esedebe, City of Vaughan Project Manager
- Jamshaid Muzaffar, HDR Project Manager

Facilitator:

- Brittany Zhang, HDR Project Coordinator

Format of the Meeting

The project team will provide a presentation live followed by a question-and-answer period.

You can ask questions or provide comments by typing them into the **"Q & A"** and the Facilitator will read out the questions for the project team to respond to.

Your name will not be read aloud when questions are asked.

Alternatively, if you prefer to speak, you can use the raise hand function to ask your question.

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



Why have a Public Information Centre (PIC)?



Identify local transportation opportunities, needs, and issues specific to McNaughton Road West



Gain a better understanding about the project

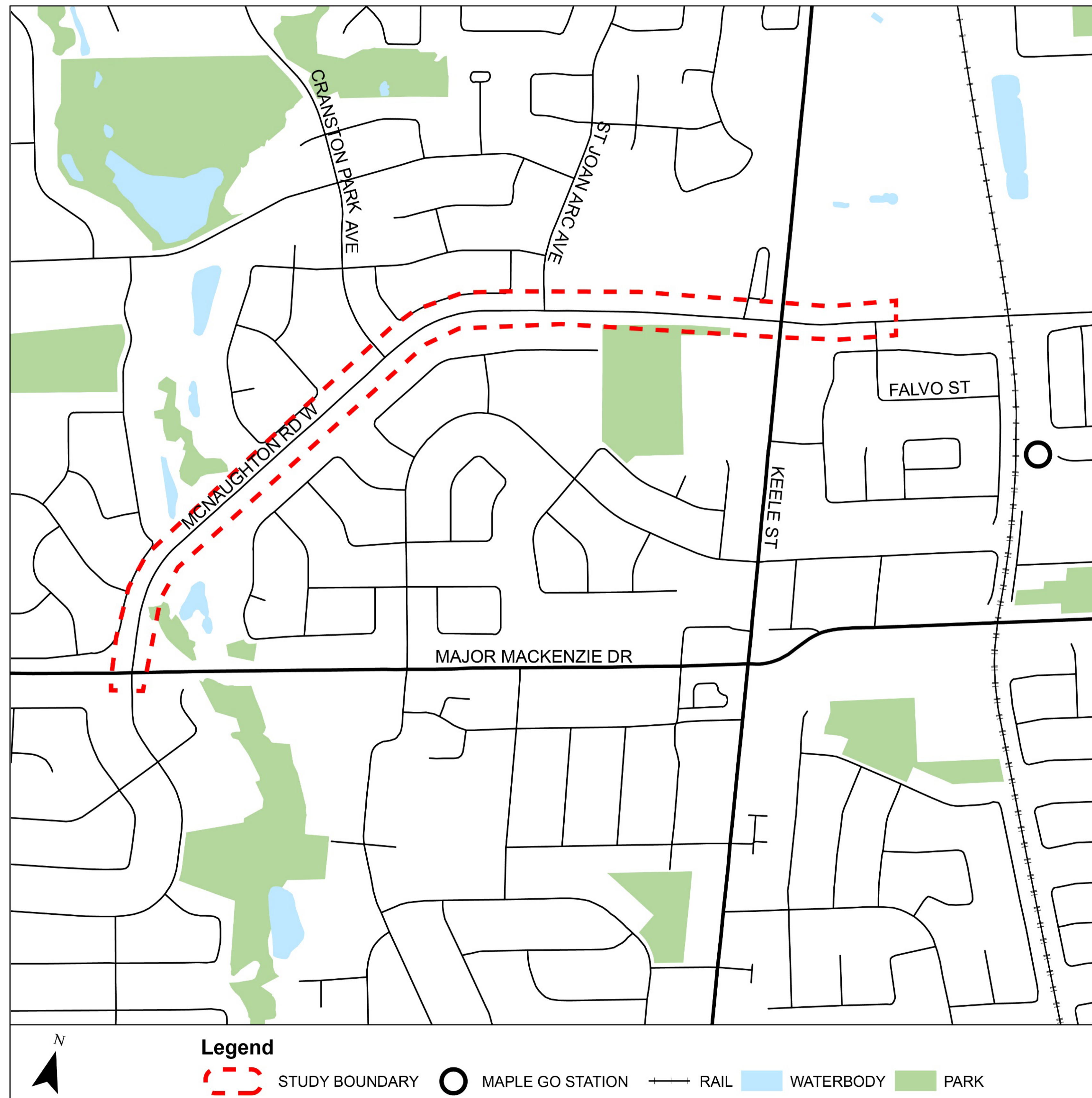


Learn about how the decision-making process works



Provide input on the findings and the preferred alternative solution

Study Area and Study Purpose



Study Area

City of Vaughan initiated an Environmental Assessment study for McNoughton Road West between **Major Mackenzie Drive and Falvo Street**.

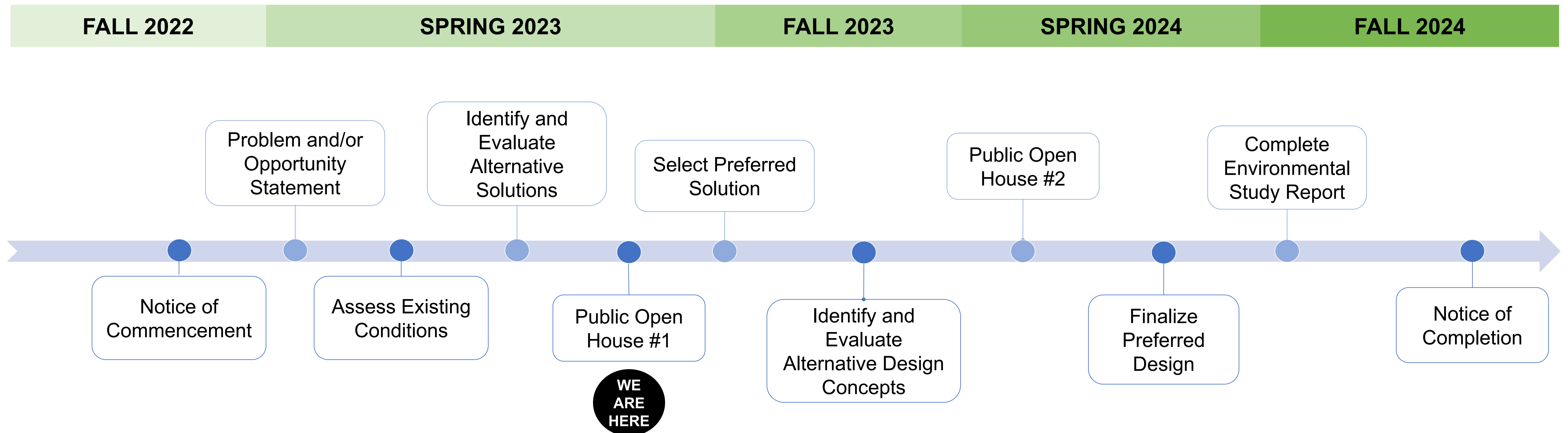
Study Purpose

The study will assess operational performance improvements and urbanization of McNoughton Road West, considering the inclusion of sidewalks, cycling facilities, and mid-block and trail crossings to support the connection to the proposed Vaughan Super Trail and Bartley Smith Greenway Trail.

These improvements will aim to address capacity and operational needs to accommodate planned growth in the area for pedestrians, cyclists, transit users and motorists.

Study Process and Timeline

A Municipal Class Environmental Assessment (EA) is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. The McNaughton Road West EA study commenced in September 2022, and is projected to be complete by the fall of 2024.



Planning Policy Context

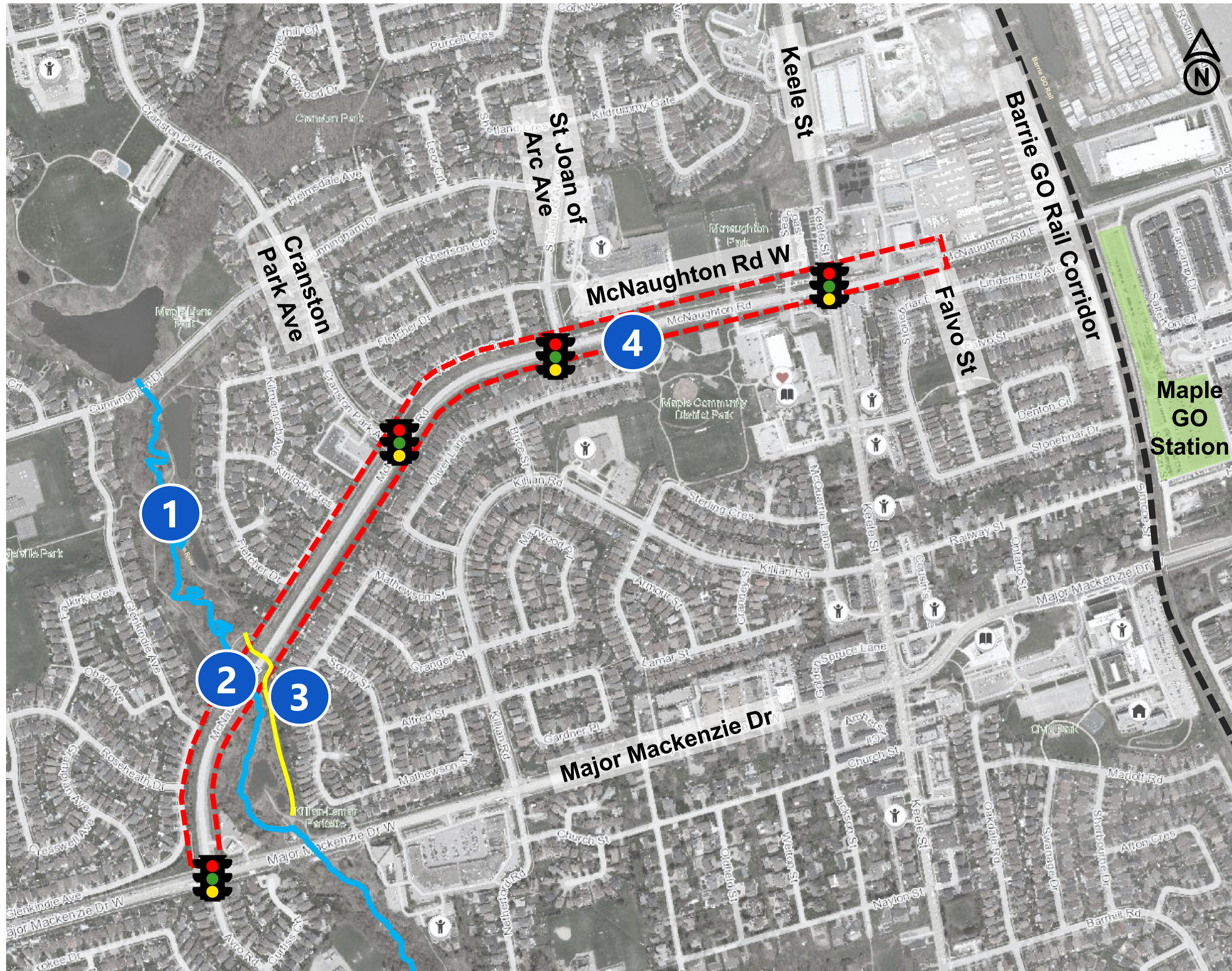
Key planning documents that set the framework for the study include:



Key Findings

- McNaughton Road West is designated as a Minor Arterial with a 36m Official Plan right-of-way (ROW)
- Plans and policies promote sustainable and active transportation
- McNaughton Road West is designated as a local cycling route with proposed separated in-boulevard facility in Vaughan's priority cycling network
- Plans and policies promote connection with the Vaughan Super Trail
- The study area is located west of the Maple GO Station

Existing Conditions - Overview



McNaughton Road West is currently a two-lane rural road between Major Mackenzie Drive and Keele Street that is surrounded primarily by low rise residential land use.

The existing ROW in the study area varies:

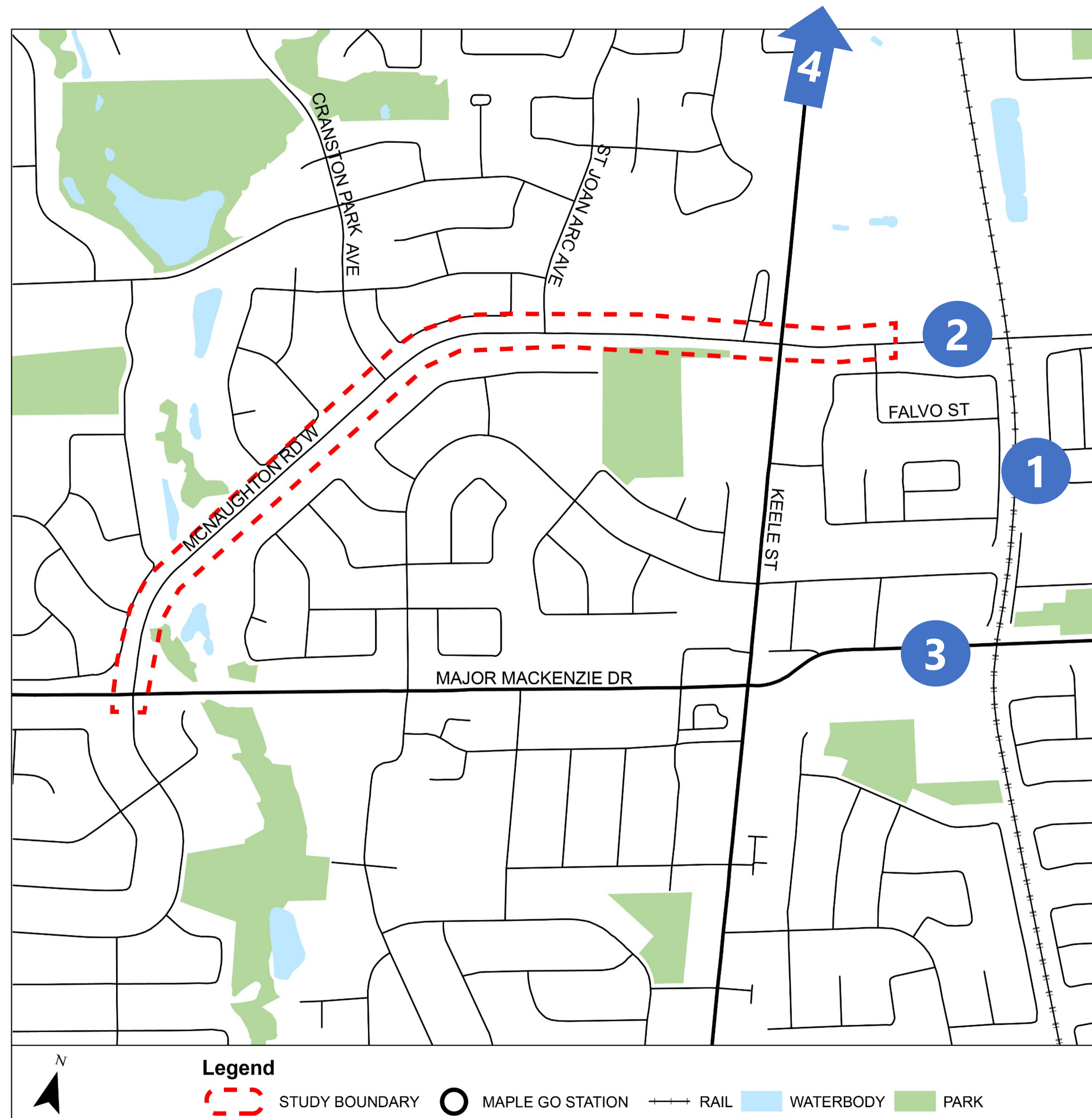
- Major Mackenzie Drive to Keele Street: 48-55m
- Keele Street to Falvo Street: 23-29m

The Official Plan has designated the study area with an arterial ROW width of 36.0m.

Key features within / adjacent to the corridor include:

- 1** West Don River Watercourse
- 2** Crossing of the West Don River
- 3** Future Bartley Smith Greenway Trail Connection
- 4** Pedestrian Signalized Crossing

Adjacent Conditions



McNaughton Road was first built as an access to the City landfill site. As the City experiences rapid growth and development, the area around McNaughton Road has changed. Some notable changes include:

- 1 Maple Go Station** – McNaughton Road connects to the Maple GO station area, which is expected to experience increased use as Metrolinx plans to increase its service to all-day two-way service. Work on the grade separation of the GO rail line at McNaughton Road (just east of Falvo Street) is currently under review by Metrolinx
- 2 McNaughton Road East Improvements** – The addition of active transportation facilities along McNaughton Road East from Keele Street to Major Mackenzie Drive.
- 3 Major Mackenzie Drive Improvements** – Road reconstruction project including the addition of cycling facilities from Jane to just east of Keele Street, and the addition of a left turn lane at Keele Street.
- 4 Keele Street Improvements** – Watermain and sanitary sewer replacement, implementation of sidewalk and cycling facilities and street lighting, Rutherford Road to Teston Road.

Bartley Smith Greenway (BSG) Trail



- Existing Trail
- Proposed New Trail
- Existing West Don River
- Trail Crossing Connection (TBD)

The Bartley Smith Greenway (BSG) is a 15km recreational multi-use trail. It is a key component of the Vaughan Super Trail network

City of Vaughan is completing a feasibility study to determine how to address a three-kilometre gap in the Bartley Smith Greenway Trail between McNaughton Road and Rutherford Road.

The McNaughton Road EA will incorporate the City's recommendations for either an at-grade or below grade trail crossing connection at the West Don River.

Existing Conditions

Cultural Heritage

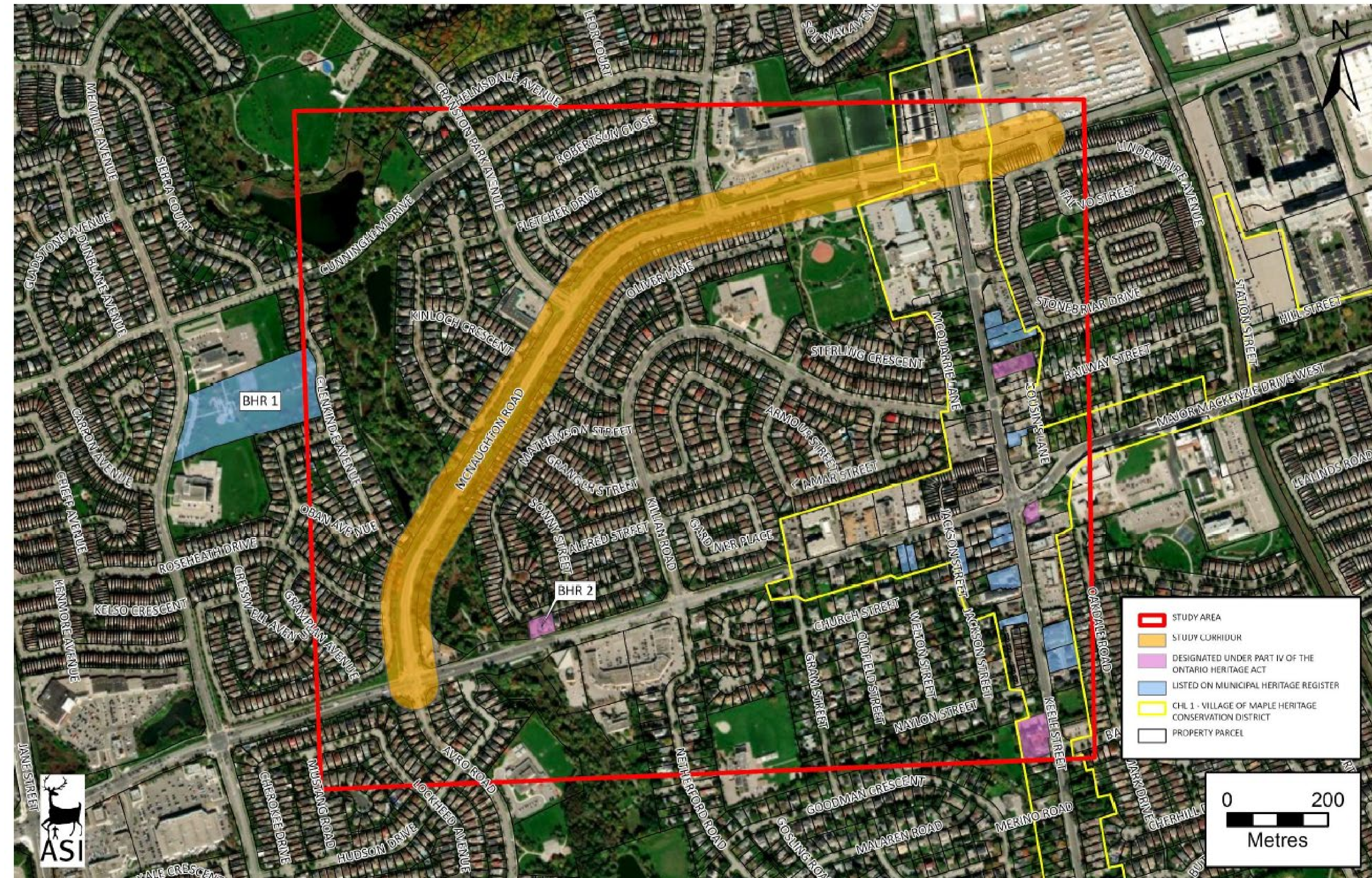
Cultural Heritage Landscape (CHL)

One CHL has been identified to overlap the study area. The CHL is designated under Part V of the *Ontario Heritage Act* as the Village of Maple Heritage Conservation District.

Built Heritage Resources (BHR)

Two BHRs have been identified adjacent to study area:

- BHR 1 – residential property listed on the *municipal heritage register*
- BHR 2- residential property designated under the Part IV of the *Ontario Heritage Act*



Existing Conditions

Natural Heritage

Several natural heritage field surveys will be undertaken as part of the natural heritage analysis, including:



Preliminary Ecological Land Classification Survey



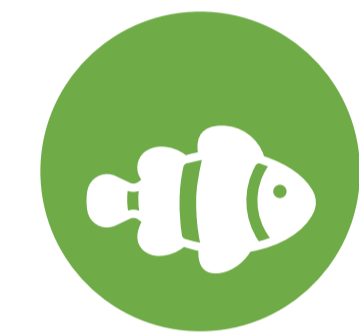
Tree Inventory



Anuran Surveys



Breeding Bird Surveys



Aquatic Habitat Assessment



Summer Vegetation Inventory / Wetland Delineation



Review Wetland Boundaries with TRCA

Existing Conditions

Fluvial Geomorphology

West Don River Crossing of McNaughton Road

The West Don River Crossing of McNaughton Road currently uses a double cell box culvert. There is a beaver dam at the outlet that creates backwater effect. The removal of the beaver dam may restore flow, natural stream conditions, and fish passage.

The TRCA crossing guidelines will be used to inform crossing recommendations at a later project phase.



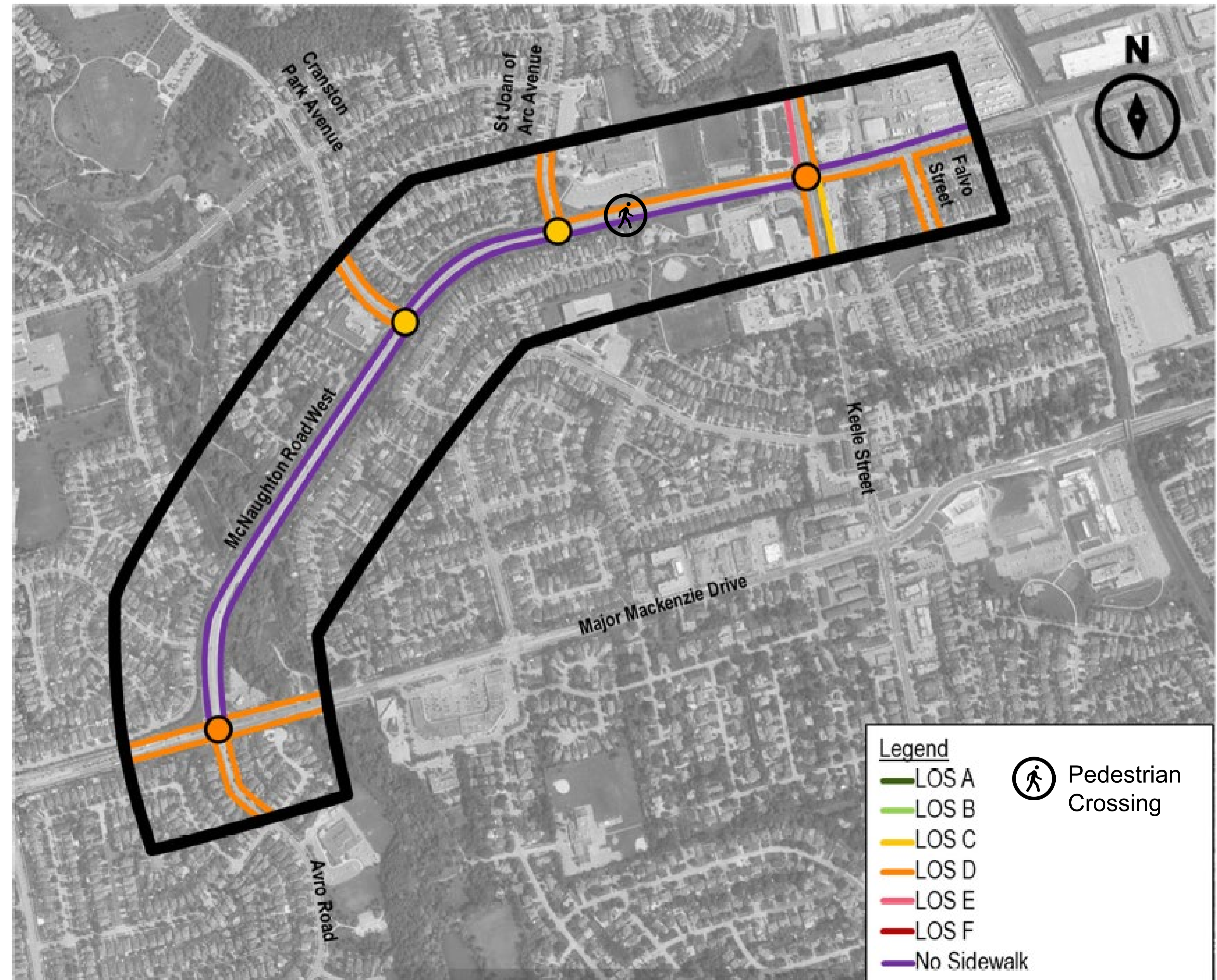
Walking Conditions

The current rural McNaughton Road West corridor is not conducive to walking.

There are no sidewalks on either side of McNaughton Road West between Major Mackenzie Drive/Avro Road and St. Joan of Arc Avenue, however, connections are provided to residential neighbourhoods to the north of McNaughton Road West, providing access to Glenkindie Avenue, Kinloch Crescent, and Wildhaven Crescent.

There is an existing signalized pedestrian crossing ~95m east of St. Joan of Arc Avenue, connecting St. Joan of Arc Catholic High School and the Maple Community District Park to the south.

2051 Pedestrian Level of Service (LOS)



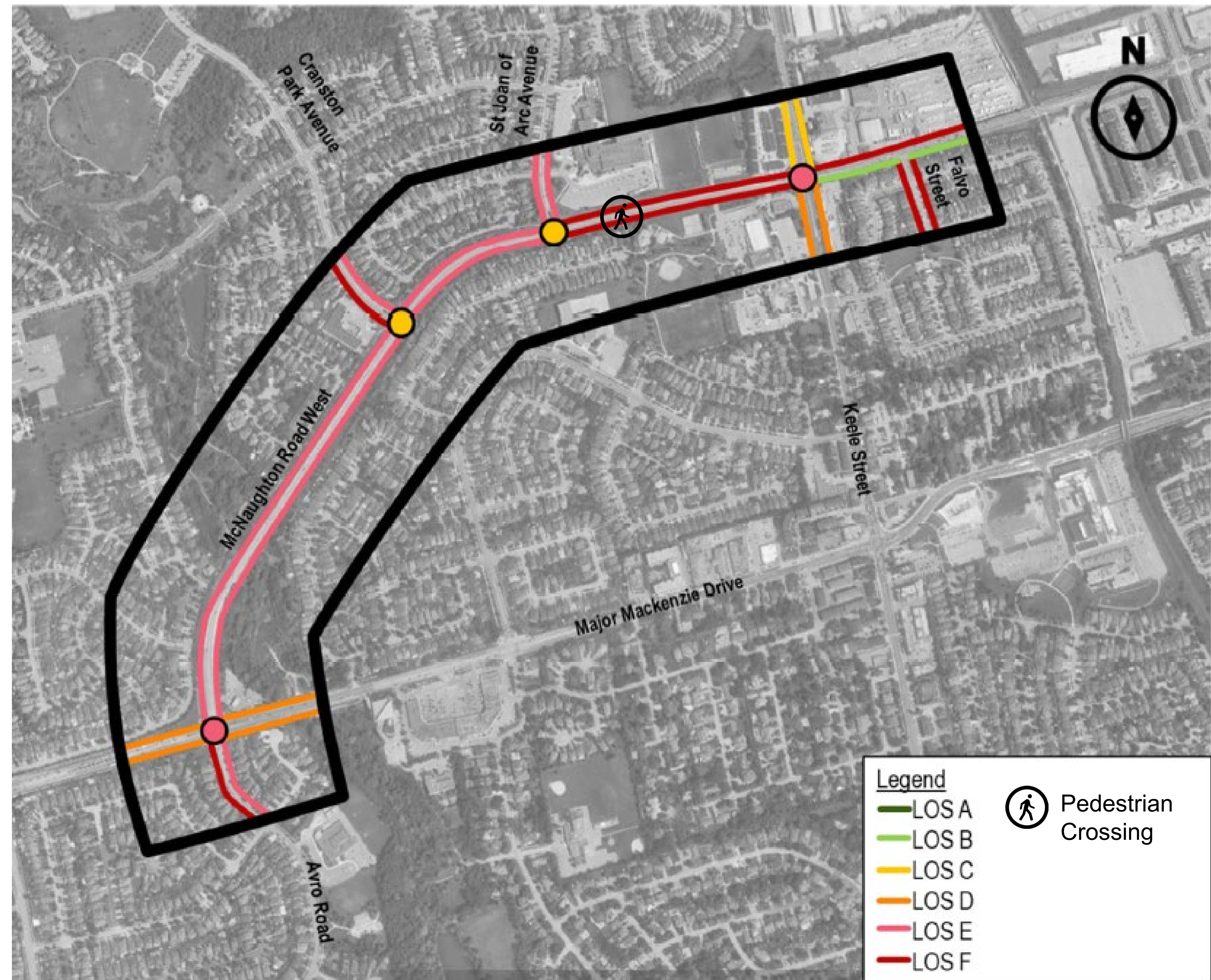
Cycling Conditions

The current rural McNaughton Road West corridor is a signed cycling route in both directions, where cyclists share the roadway with other vehicles.

The Bartley Smith Greenway Trail runs along the West Don River that crosses McNaughton Road West, however, there are no cycling connections from the north to the south of McNaughton Road West.

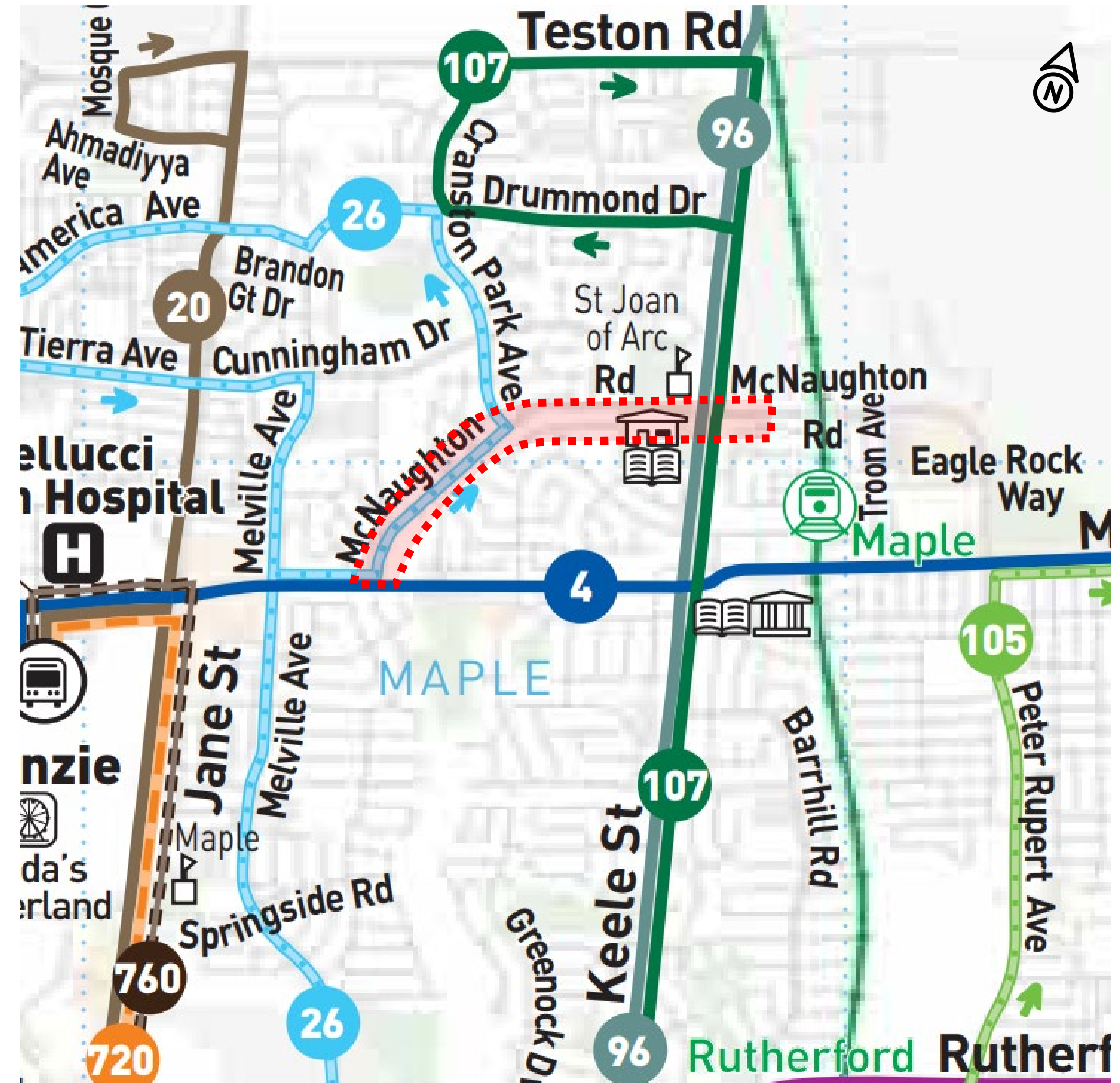
City of Vaughan is completing the Bartley Smith Greenway Trail feasibility study to address a north-south trail crossing of McNaughton Road West at the West Don River.

2051 Cycling Level of Service (LOS)



Transit Conditions

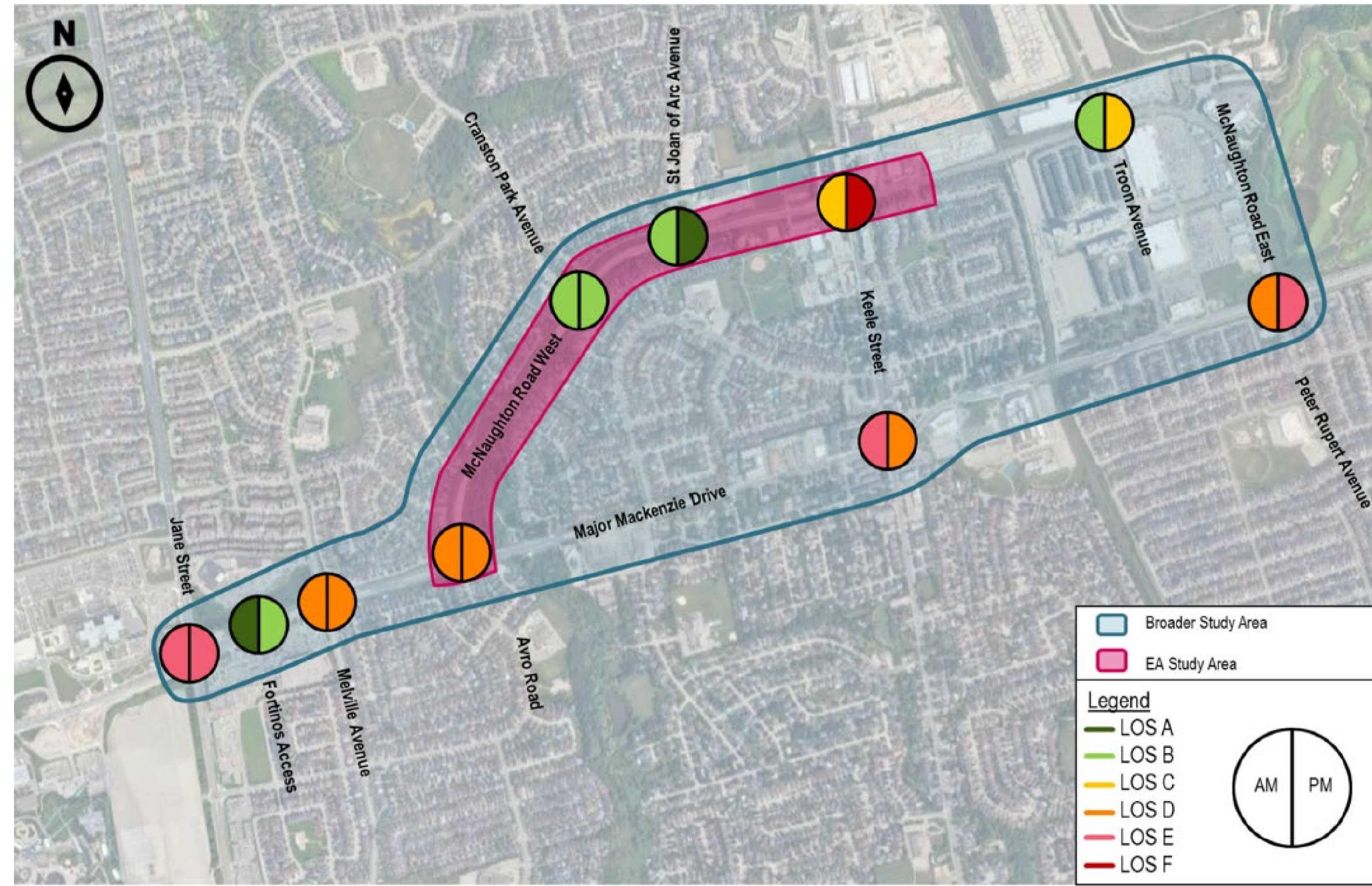
- Only YRT Route 26 Maple traverses McNaughton Road West.
- **Two other routes cross the corridor:**
 - Route 96 Keele-Yonge Northbound/Southbound
 - Route 107 Keele Northbound/Southbound
- Maple GO Station is located east of the study area
- There are existing bus stops along McNaughton Road West corridor at:
 - Keele Street
 - St. Joan of Arc Avenue
 - Cranston Park Avenue
 - Major Mackenzie Drive



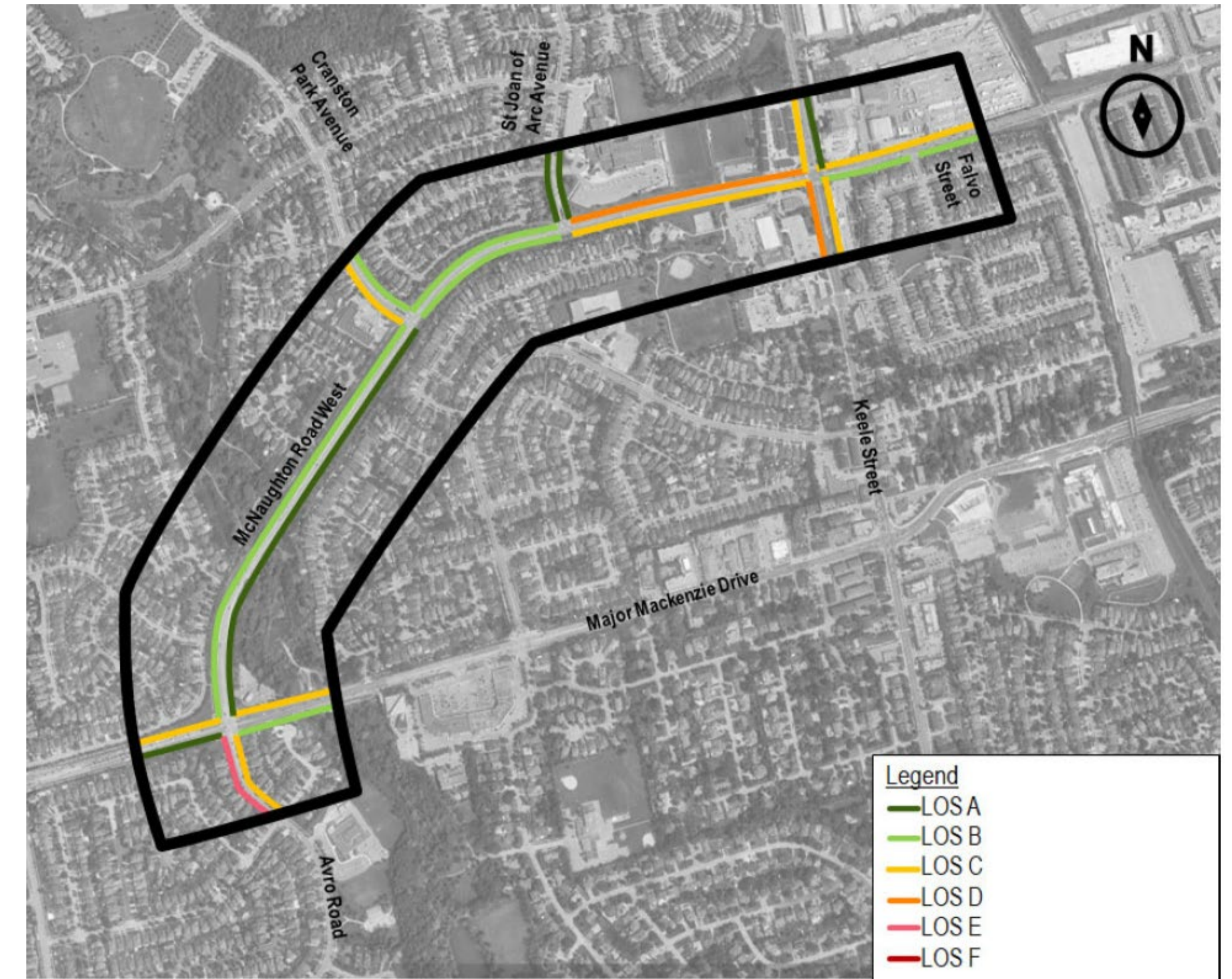
McNaughton EA Study Area

Existing 2022 Transportation Conditions

2022 Auto Vehicle Intersection Level Of Service (LOS)



2022 Existing Auto Vehicle Segment LOS

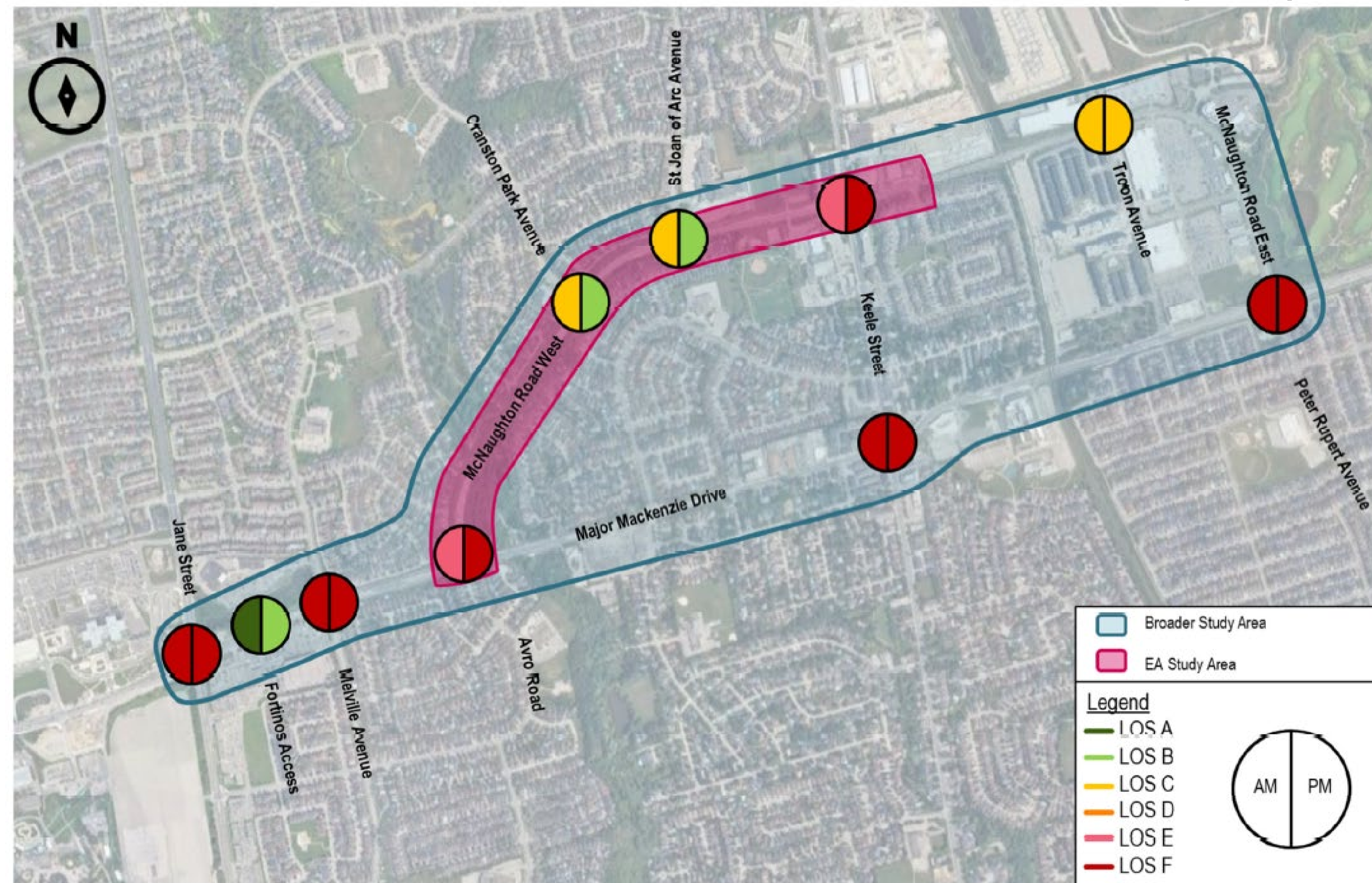


Existing 2022 traffic conditions:

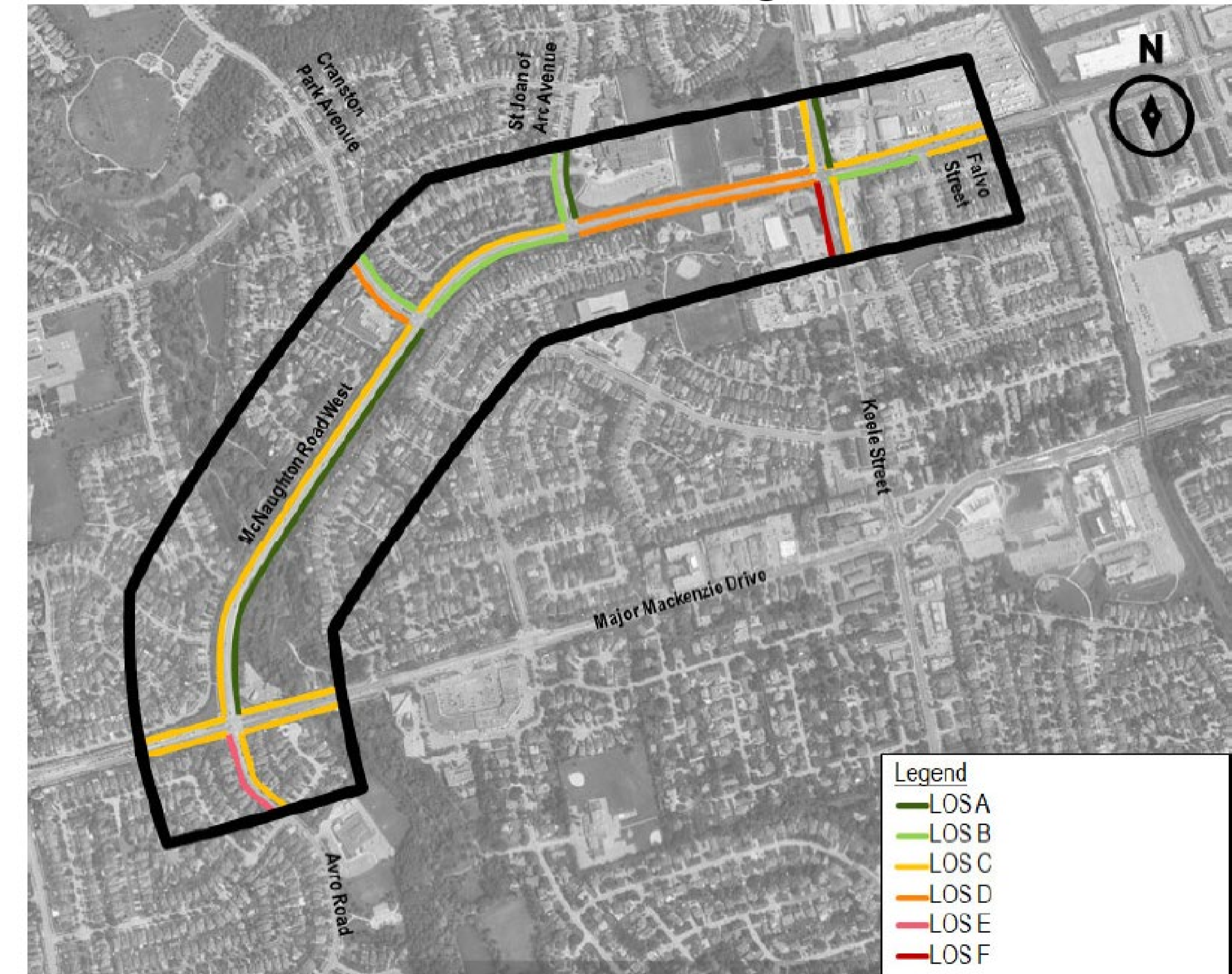
- Generally, the study area intersections operate within capacity, however, several movements at major intersections experience high delays with some movements operating close to capacity
- Spill backs were observed east-west at McNaughton Road West and Keele Street, impacting adjacent driveways
- Traffic diversion or mode shift should be considered to mitigate large queues at McNaughton Road West and Keele Street

Future 2051 Transportation Conditions

2051 Auto Vehicle Intersection Level Of Service (LOS)



2051 Auto Vehicle Segment LOS



Future 2051 traffic conditions:

- Some intersections will reach capacity and operate at a high delay (LOS F)
- Many movements in the broader study area will experience queues that extend beyond existing storage lengths

Increased mode shift and infrastructure improvements may be needed to accommodate future growth and reduce the number of single-occupant vehicles. Widening of McNaughton Road assessed to mitigate potential safety concerns from queue spillbacks, improve transit travel times, and reduce vehicle delays.

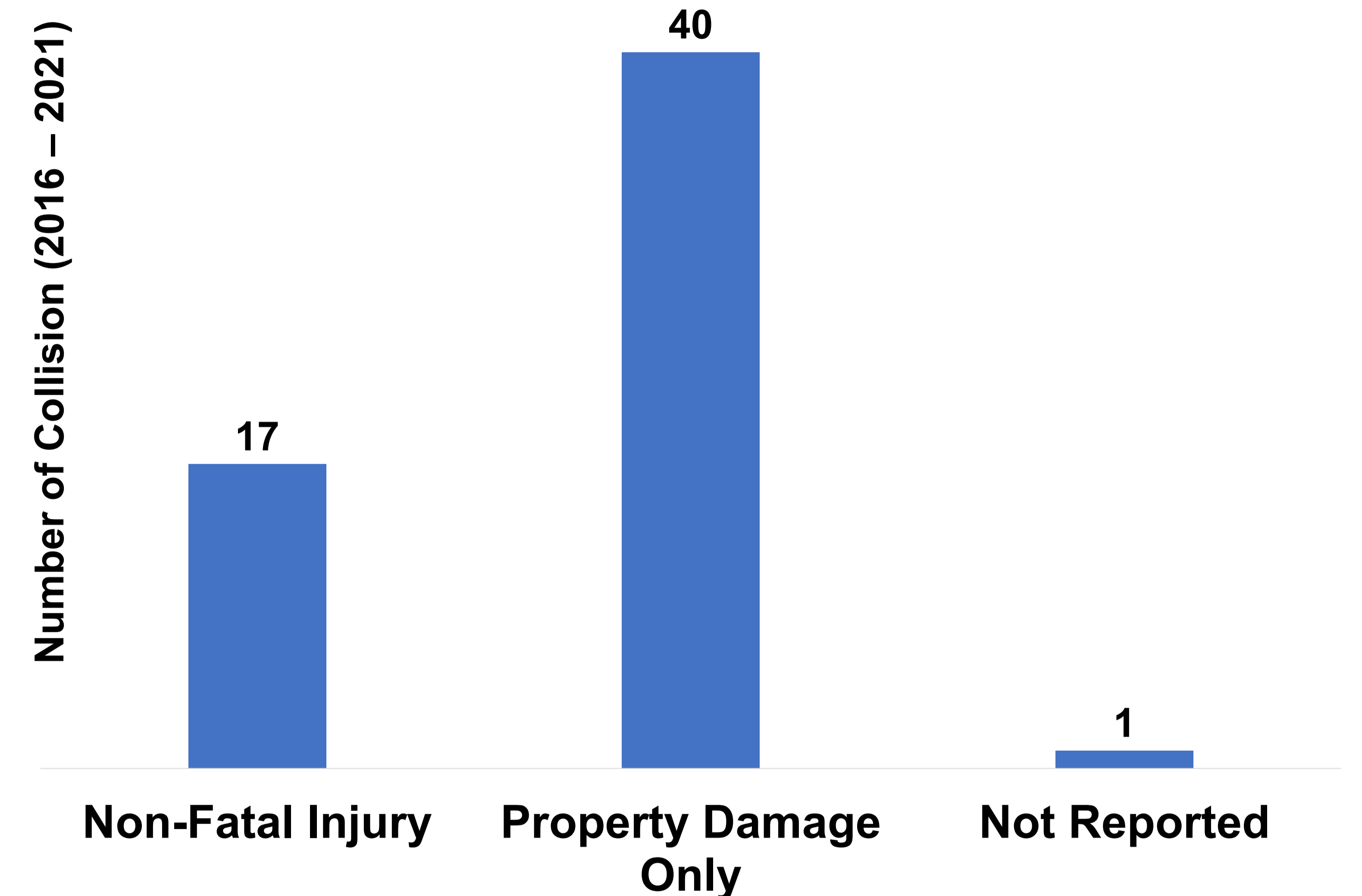
Safety Considerations

McNaughton Road West and St Joan of Arc Avenue experienced the highest number of collisions (8) along the study corridor. No fatalities were reported.

Majority of collisions along McNaughton Road West appear to be of human error, such as:

- Following vehicles too closely;
- Not obeying traffic controls at intersections;
- Failing to yield the right-of-way; or
- Improperly changing lanes, passing, or turning.

No recurring safety concerns or mitigation measures have been identified based on the historical collision data along the McNaughton Road West corridor.



Problem and Opportunity Statement

Problem	Opportunity
Intersections will approach capacity and experience delays and queue spillbacks, creating potential safety and operational concerns	Evaluate improvements to McNaughton Road to accommodate projected traffic demand and provide sufficient east-west transportation capacity
Lack of continuous pedestrian and cyclist facilities result in increased travel distance and reduced connectivity to adjacent community connections, including Maple GO Station and Bartley Smith Greenway	Provide pedestrian and cyclist facilities to accommodate existing and future users with access to adjacent features and connections, including Maple GO Station and Bartley Smith Greenway
Existing infrastructure does not promote transit service	Evaluate intersection treatments and transit stop accessibility and amenities to improve the comfort, reliability and operational efficiency for transit along the corridor

Alternative Solutions



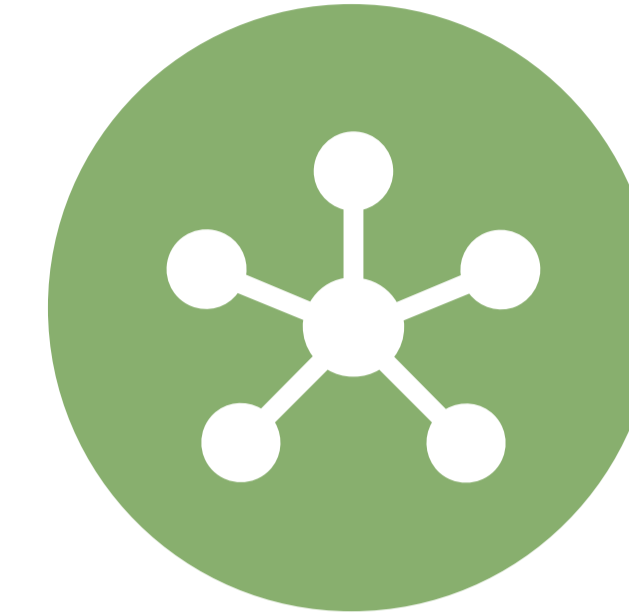
Alternative 1 Do Nothing

Maintain existing conditions
McNaughton Road W
remains unchanged



Alternative 2 Travel Demand Management (TDM)

Apply strategies and policies
(such as carpool initiatives) to
reduce or redistribute the travel
demand around the road network



Alternative 3 Improve Other Roads

Improve roads as per the TMP
recommendations and
McNaughton Road W remains
unchanged



Alternative 4 Localized Intersection and Operational Improvements

Change traffic signal timings and
phase, improve the geometry
design of intersections, and
provide new traffic signals where
warranted.



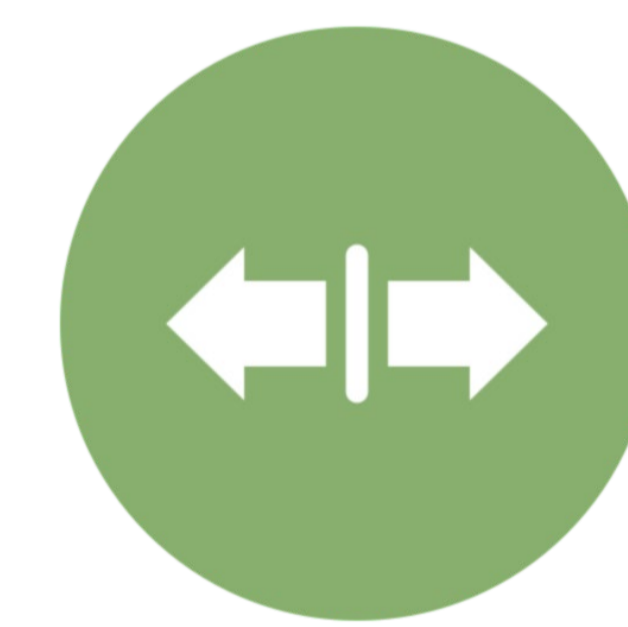
Alternative 5 Urbanize McNaughton Road

Maintain 2 lanes and improve the
existing McNaughton Road W
to urban arterial standard



Alternative 6 Active Transportation Facilities

Construct new facilities to promote
walking and cycling in the study
area



Alternative 7 Widen to 4 Lanes

Widening existing McNaughton
Road W to four lanes

Evaluation Criteria



Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services



Social Environment

- Minimize Impacts on Existing Residential, Institutional and Recreational Dwellings / Properties
- Minimize Access Impacts
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics



Infrastructure Design and Economic Environment

- Minimize Utility Relocation
- Minimize Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction



Natural Environment

- Protect Designated Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Improve Air Quality
- Protect Surface Water and Ground Water
- Minimize Effects on Climate Change
- Minimize Flooding and Erosion and Protect Slope Stability

Evaluation of Alternatives and Preferred Solution

The preferred solution proposed to be carried forward is a combination of Alternatives 2, 4, 5, and 6.

The preferred solution aims to encourage mode shift and accommodate future traffic growth with minimal property and environmental impacts.

Legend

+	Supports project outcomes
o	Somewhat supports project outcomes
-	Does not support project outcomes

	Alternative 1 Do Nothing	Alternative 2 Travel Demand Management (TDM)	Alternative 3 Improve Other Roads	Alternative 4 Localized Intersection and Operational Improvements	Alternative 5 Urbanize McNaughton Road	Alternative 6 Active Transportation Facilities	Alternative 7 Widen to 4 Lanes
Transportation Service	-	o	-	o	+	+	-
Social Environment	-	+	-	o	+	+	-
Infrastructure Design and Economic Environment	-	+	-	o	+	+	-
Natural Environment	-	+	-	o	+	o	-
Summary	Not preferred	Preferred	Not preferred	Preferred	Preferred	Preferred	Not preferred

Preferred Solution

The preferred solution is to be carried forward to the next phase of the EA for the development of alternative design options. A summary of the potential road cross-section improvements in the preferred solution is shown in the figure below. Placement of elements within the cross-section will be reviewed and assessed in the next stage of the study.



Alternative 2

Travel Demand Management



Alternative 4

Localized Intersection and Operational Improvements



Alternative 5

Urbanize McNaughton Road West and Maintain Two Lanes



Alternative 6

Active Transportation Improvements



*Note: Placement of elements within the cross-section (including street trees, active transportation facility types, light / hydro poles, vehicle lanes, etc.) will be reviewed and assessed in the next stage of the study in Phase 3 – Alternative Design Concepts

Technical Studies



Noise Impact Assessment



Socio-Economic Environment



Topographical Survey



Transportation and Traffic Analysis



Contamination Overview Study



Safety Assessment



Natural Environment Assessment



Hydro-Geological Investigations



Stormwater Management



Archaeological Assessment



Geotechnical Investigations



Fluvial Geomorphology

Next Steps



Review public feedback



Confirm the Preferred Solution based on the feedback received from the public and stakeholders



Identify alternative design concepts for preferred solution

Your input is very valuable to us!



Please fill out the online feedback form or provide your comments via email or phone by July 28, 2023

How to Stay in Touch

Contact our team anytime to provide comments or ask questions:

Hilda Esedebe, P.Eng.

Transportation Project Manager,

Infrastructure Planning and Corporate Asset Management

City of Vaughan

Phone: 1-905-832-8585 ext. 8484

Email: Hilda.Esedebe@vaughan.ca



Check our study website: www.Vaughan.ca/McNaughton



Request to join the Study Mailing List

Q & A



Thank You!

