

Appendix C

Stakeholder and Public Consultation

- C1. Public Consultation Centre #1
- C2. Public Consultation Centre #2
- C3. Newsletters
- C4. Stakeholder Workshops
- C5. Technical Advisory Committee Meetings

Vaughan Tomorrow

A New Path

C1. Public Consultation Centre #1
May 28, 2009

Official Plan

Open House

May 28

Featuring Where and How Vaughan will Grow



Transportation Master Plan
Natural Heritage Network
Archaeology Study
Social Services Study
Built Heritage Study
Culture Plan
Employment Sectors Strategy

Commercial Land Use Review
Active Together – Parks and Recreation Master Plan
Kleinburg/Nashville Area Study
Woodbridge Core Study
Downtown Vaughan (Corporate Centre) Study
Yonge Street Corridor Study
Green Directions Vaughan – Sustainability Plan

Eagle's Nest
Golf Course
10,000 Dufferin St. at
Major Mackenzie Dr., Maple

Drop in
5 – 9 pm
Presentation
6 & 8 pm

Please Register at
vaughtantomorrow.ca
or
Access Vaughan
905.832.2281

Melissa Rossi, Policy Planner
905.832.2281 x8320
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Transportation Master Plan Class Environmental Assessment Study Notice of Study Commencement and Public Open House

The City of Vaughan is currently developing a new Official Plan, which is a key part of the City's Vaughan Tomorrow Consolidated Growth Management Strategy to the year 2031. These initiatives respond to recent Provincial legislation that require municipal Official Plans to conform with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe. As a result, intensification of existing urbanized areas will be needed to achieve growth targets for the City.

An important step in the development of the new Official Plan involves consideration of the transportation network and how it can serve the needs of a growing population and workforce in Vaughan. To address this element of the Official Plan, the City of Vaughan is initiating a Transportation Master Plan (TMP) Study that will define the multi-modal transportation network needed to accommodate the anticipated population and employment growth to the year 2031. As a Master Planning process, this Study will satisfy the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (October 2000, as amended in 2007).



The TMP Study will involve a thorough examination of the City's existing transportation systems, and identification of required improvements to ensure that the future transportation network will efficiently address the City's ultimate needs. It will present a long-term vision for Sustainable Transportation and provide a framework by which all decisions regarding the City's transportation system can be made. The TMP will also provide an overall direction for the City to expand the transportation network in an effective manner and implement initiatives to support the greater use of public transit, cycling and walking as alternative modes of travel.

This Public Open House will be the first of several events that will be coordinated with other Vaughan Tomorrow studies. It will focus on existing transportation conditions, opportunities for transit, cycling, and walking, and consideration of road user safety.

Refer to open house details above.

If you are interested in learning more about this study or would like to provide comments, please visit the project's website at www.vaughtantomorrow.ca/transportation or contact:

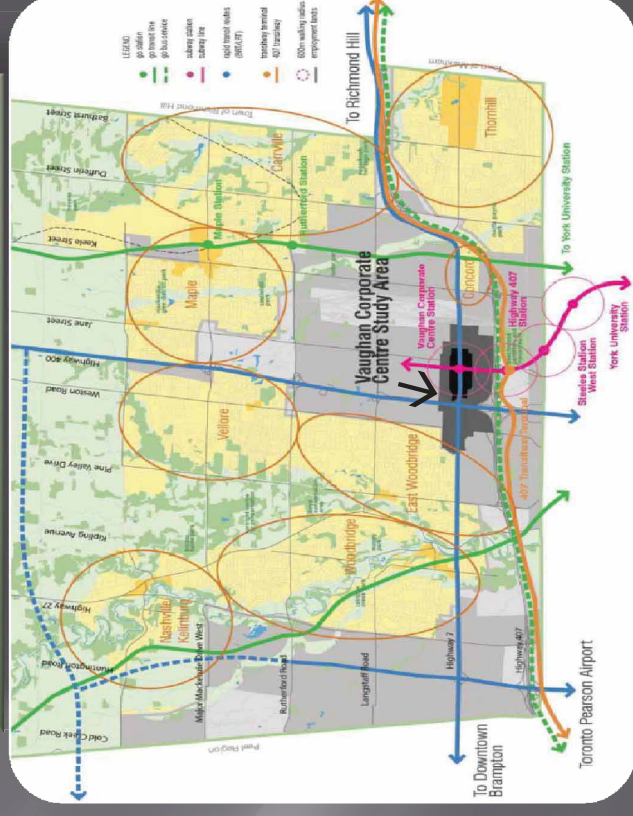
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Why Develop a TMP?

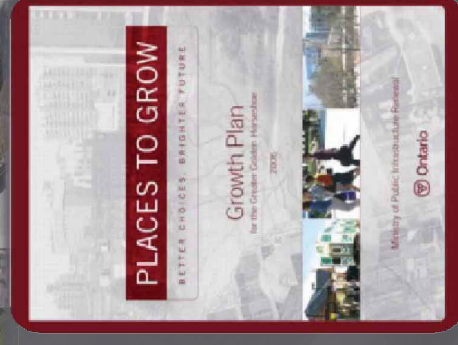
- City developing a new OP and Consolidated Growth Management Plan
- City OP must conform with: Places to Grow Plan; and Regional OP and Growth Strategy
- Vaughan needs to accommodate additional growth
- Key issues for Vaughan are: Where and How to Grow?
- Significant consequences for Vaughan's transportation system
- Integration/co-ordination with York Region TMP and Metrolinx

Vaughan Communities and Planning Areas



Key Project Deliverables

- Transportation input to City's Growth Management Plan
- Transportation Vision & supportive policies
- City-Wide transportation network plan to support the Growth Management Plan
- Transportation plans and policies for 3 focused areas and for new secondary plans
- Implementation strategy, including staging plans for 2011 and 2021, and an immediate action plan
- Transportation monitoring and plan review process including City model
- Active Transportation initiatives coordinated with City and Regional Bicycle Master Plan



Vaughan Tomorrow

OUR CITY, OUR FUTURE

TMP Approach

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model

- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs

- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PUBLIC & STAKEHOLDER CONSULTATION

PHASE 1

Feb 09 – Jul 09

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

PHASE 2

Jul 09 – Nov 09

- Stakeholder Workshop on Vision and Policy Framework
- Update Website
- Stakeholder Workshop on Alternative Transportation Plans
- Newsletter #2
- Public Consultation Centre #2

PHASE 3

Nov 09 – May 10

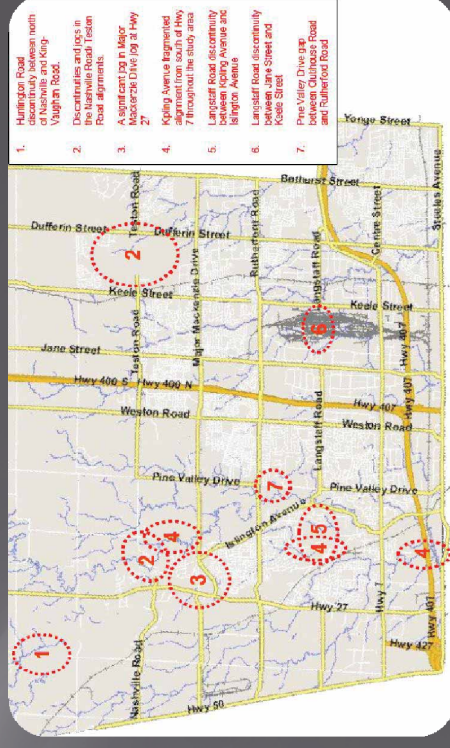
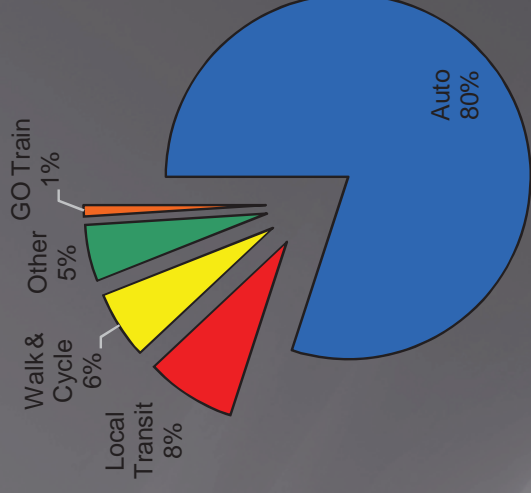
- Newsletter #3
- Update Website
- Notice of Completion

Vaughan Tomorrow

OUR CITY. OUR FUTURE

Existing Transportation Conditions and Trends

- Unprecedented growth over the past 20 years
- Transportation conditions and travel demand
 - Deficiencies in existing road network
 - Capacity deficiencies in key corridors
 - Transit modal splits generally low
 - Truck percentages generally high
 - Vehicle occupancies remain low



Critical Role of Transit

- High Transit use and modal share focused on Toronto
- However, major investments in rapid transit on the horizon
- While not responsible for delivering transit, City can support/facilitate transit use:
 - Provide mid-block collectors for bus routes
 - Promote mixed-use centers in transit accessible locations
 - Increase densities along transit corridors
 - Expand pedestrian networks for improved transit access
 - Encourage travel demand management initiatives
 - Reduce parking supply standards/charge for parking

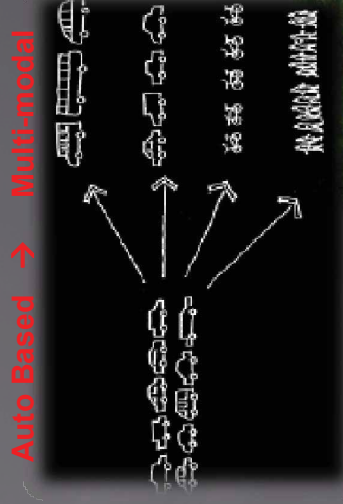


Vaughan Tomorrow

OUR CITY, OUR FUTURE

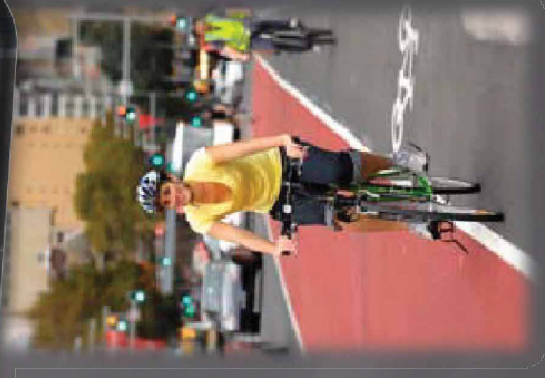
Travel Demand Management (TDM)

- ▣ Seeks to reduce and/or manage “demand” side of travel
- ▣ TDM is a series of specialized programs & services to:
 - Reduce overall travel (e.g. telecommuting)
 - Shift travel time away from peak hours
 - Shift travel modes away from auto use
 - Increase auto occupancy (e.g. through car pooling)
- ▣ TDM plays an important role in the providing sustainable transportation



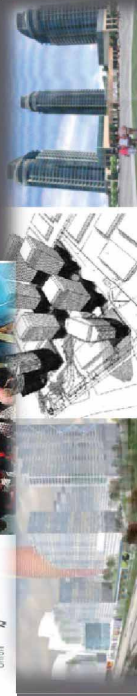
Safety and Traffic Calming

- ▣ Current safety policies are more reactive
- ▣ Need a more proactive & analytical approach
 - Safety considerations important in planning, design and operation
 - Safety Impact Studies could be considered in early stages of the planning process
- ▣ The City's traffic measures are consistent with those in other jurisdictions of Canada
 - Introduce ranking system to prioritize calming plans
 - Consider calming measures in the review of new developments



Vaughan Corporate Centre

- ▣ Spadina subway extension will stimulate development
- ▣ With improved transit, opportunities for further intensification
- ▣ With strong residential market, opportunities for better jobs/labour force balance
- ▣ Truck traffic a key issue



**C2. Public Consultation Centre #2
June 8, 2010**

City of Vaughan Transportation Master Plan Class Environmental Assessment Study

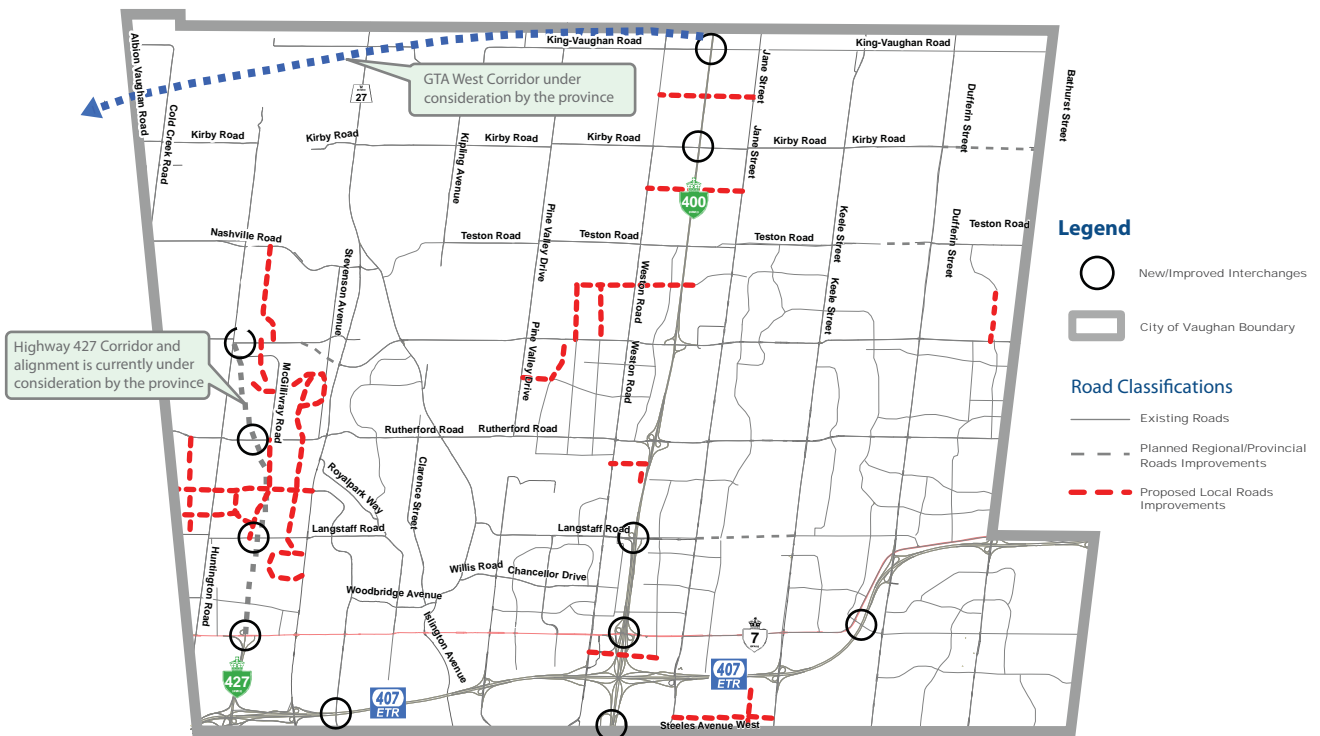
The City of Vaughan is pleased to invite you to a Public Information Centre (PIC) on Thursday, May 27 from 5:00 to 8:00 pm to discuss the proposed Transportation Master Plan.

The Transportation Master Plan was carried out to define the multi-modal transportation system necessary to accommodate future population and employment growth to the year 2031. As a Master Planning process, this study will comply with Phases 1 and 2 of the Municipal Class Environmental Assessment (EA).

Based on the study findings and input from area stakeholders and the public, the proposed Master Plan establishes a "New Path" to achieve Vaughan's transportation vision. This means balancing the need for road improvements with enhancing local and rapid transit service, cycling and pedestrian infrastructure and Travel Demand Management (TDM) programs designed to reduce the dependence on driving.

The local road improvements proposed in the Master Plan will be designed to accommodate transit, sidewalks and cycling lanes. While this Master Plan addresses the need and justification for these local road improvements at a broad level, more detailed studies will be done later under the direction of the Municipal Class EA.

At the upcoming PIC, we invite you to review and comment on the transportation master planning process, the sustainable transportation principles guiding the Master Plan, and the infrastructure and policy improvements proposed for the City of Vaughan between now and 2031.



Public Information Centre Thursday, May 27, 2010

Drop in between 5:00 and 8:00 pm. A brief presentation will be given at 6:30 pm.

Hilton Garden Inn 3201 Highway 7, Vaughan, Ontario

Information on the study process, sustainable transportation principles, and Master Plan proposals will be on display. Project staff representing the City of Vaughan and consulting team will be on-hand to answer questions.

If you are interested in learning more about this study or would like to provide comments, please visit the project's website at www.vaughantomorrow.ca/transportation or contact:

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Welcome!

Welcome to this Public Information Centre for the City of Vaughan's Transportation Master Plan (TMP).

Please review the four stations of exhibits on various aspects of the TMP.

- Study Background
- Vaughan's Transportation Vision
- Assessing Future Travel
- Sustainable Strategies to Address Short & Long-Term Travel Needs

Staff from the City of Vaughan and the consulting team are pleased to answer your questions or comments throughout the evening.

Thank you for attending!

What is this Transportation Master Plan All About?

Study Background

- Identifies the transportation infrastructure and policies necessary to accommodate Vaughan's population and employment growth through 2031.
- It's an important component of the Vaughan Tomorrow Consolidated Growth Management Strategy, identifying the various transportation modes necessary to support sustainable growth.

To ensure a more efficient transportation system, this Master Plan has been developed to:

- Integrate transportation and land use development
 - Provide connectivity between local, regional and provincial infrastructure and services
 - Promote economic development
 - Support healthier lifestyles
- It will satisfy the first two phases of the Municipal Class Environmental Assessment process for local road improvements (problem/opportunity identification and establishing the preferred solution) and the transportation modes necessary to support sustainable growth.

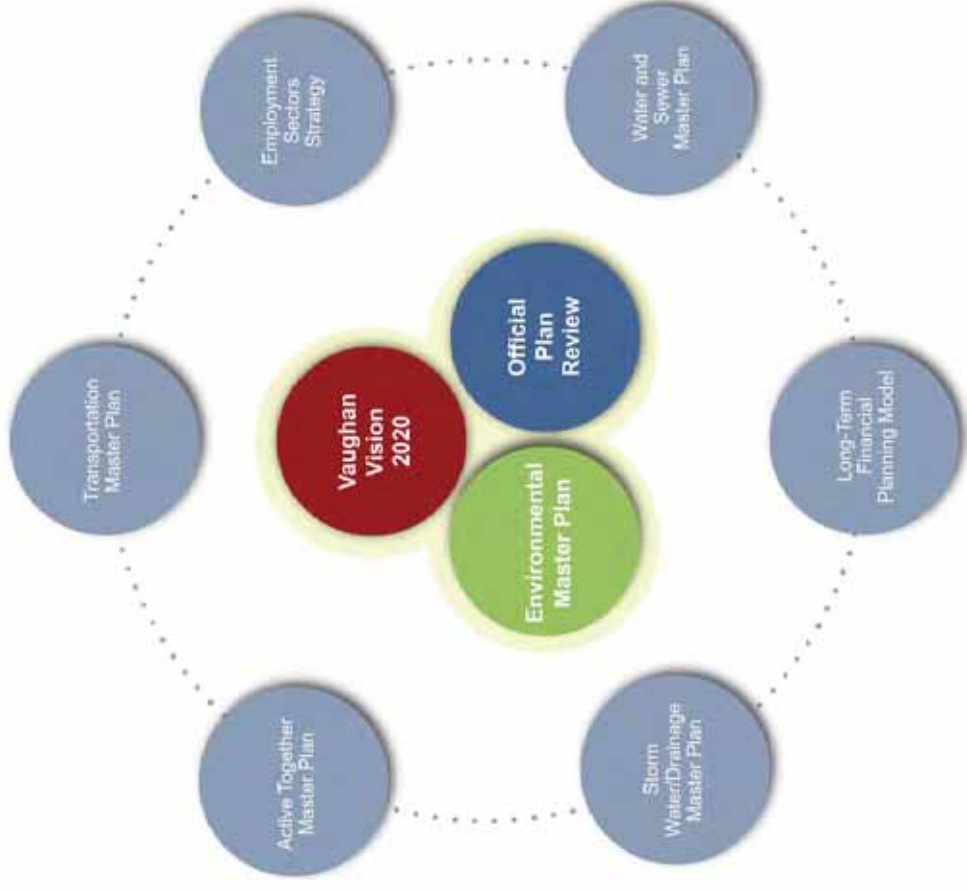
In essence, the Transportation Master Plan is the “blueprint” to guide the evolution of our transportation system between now and 2031.



Study Background

Vaughan Tomorrow is the City's growth management program. It consists of:

- The Vaughan Vision 2020, outlining the City's mission, vision, goals and objectives
- The Environmental Master Plan, ensuring sustainability throughout all of the City's activities
- The Official Plan Review, creating a new official plan and secondary plans to guide development in Vaughan to 2031
- A series of individual master plans to support these growth management initiatives – including the Transportation Master Plan



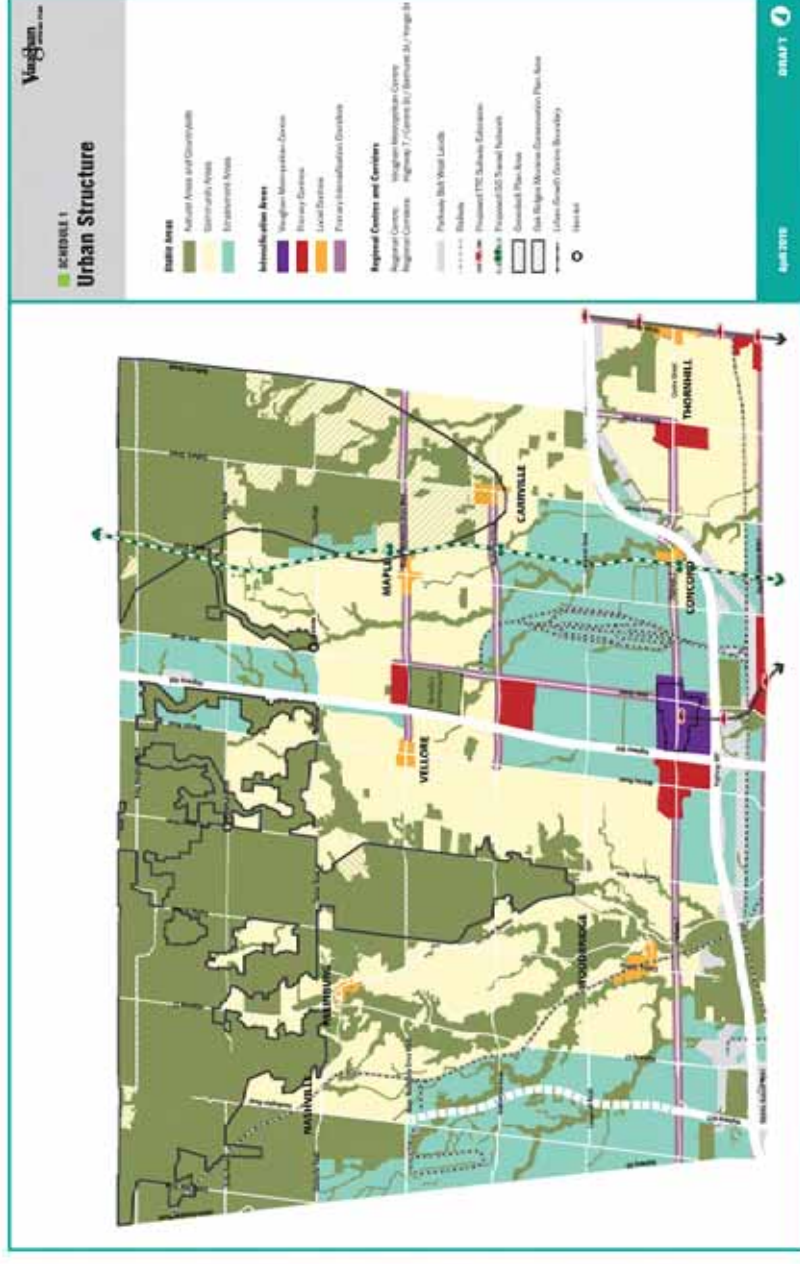
Study Background

The Transportation Master Plan will help manage how we can move around the City in anticipation of new population and employment growth.

Where will the new growth occur?

- The intensification areas will receive 45% of the City's new population growth.
- The remainder will be accommodated in currently designated areas and two proposed urban expansion areas (blocks 41 and 27).
- New employment growth will be accommodated in the intensification areas (population related and office) as well as in the Highway 400 North and West Vaughan Employment Areas (industrial).

	2006	2031	% Increase
Population	249,300	418,800	68%
Jobs	162,200	266,100	64%

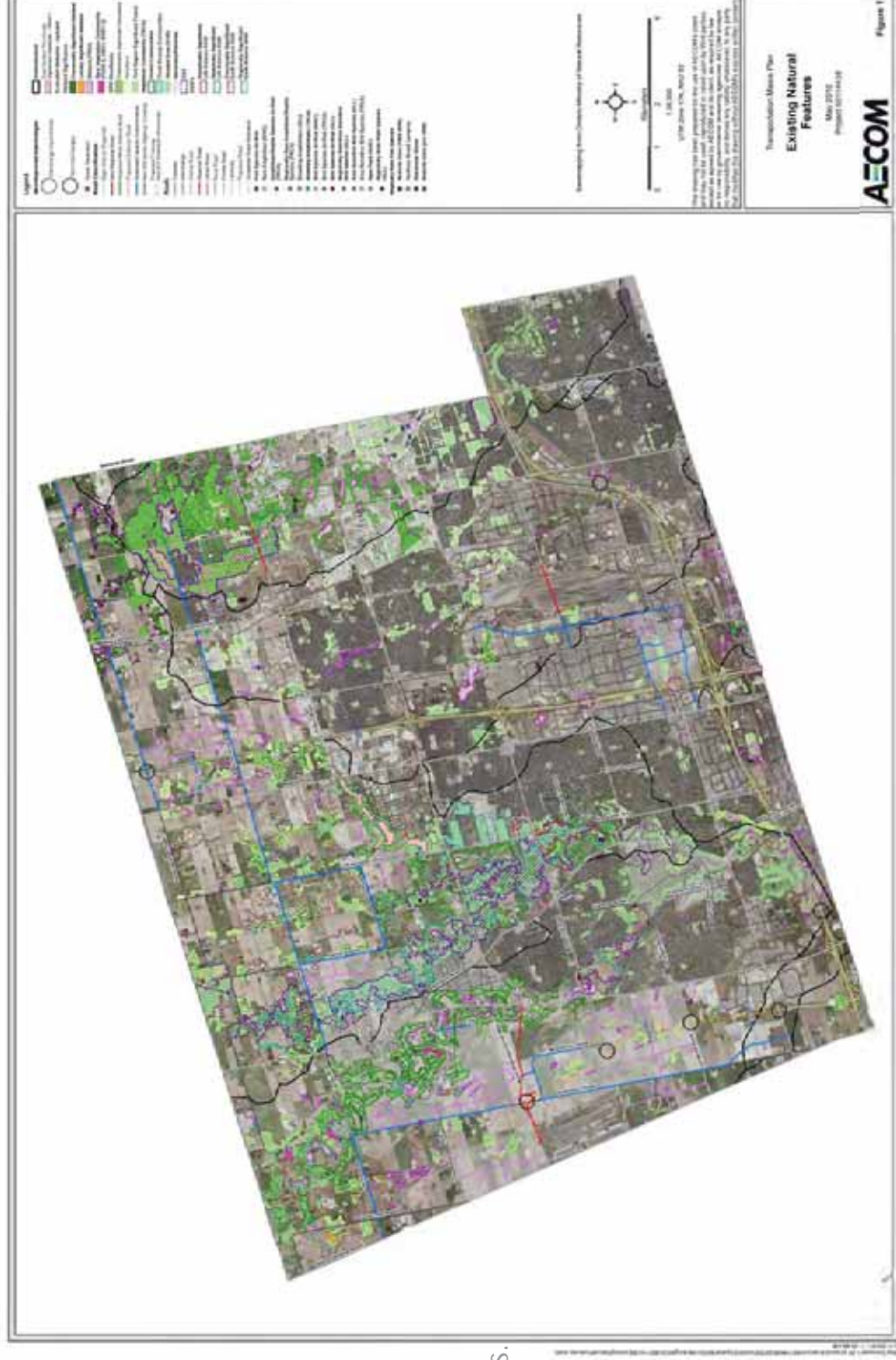


Natural Heritage Features

Study Background

The City's transportation infrastructure will be designed to protect and enhance the integrity of Vaughan's natural heritage features. Relevant policies supportive of this Master Plan include:

- The City will preserve, protect and where possible enhance Vaughan's environmental resources to ensure they are not compromised by urban development and its related activities.
- The City will employ an ecosystems approach in its future planning to ensure planning decisions are made with an understanding of the environmental, social, cultural and economic implications for Vaughan and other influences on the same ecosystem.



Study Background

The Transportation Master Plan comprised several activities to help better understand the future transportation needs of the community. Key undertakings included:

- Analyzing existing transportation conditions, trends and future plans
- Exploring relevant transportation issues (existing and anticipated) and developing alternative strategic directions
- Reviewing existing transportation policies, the road classification system, and design standards and guidelines
- Preparing discussion papers on safety and traffic calming, the role of transit, and methods of transportation demand management
- Carrying out a review of future transportation conditions city-wide and in the Vaughan Metropolitan Centre, Nashville-Kleinburg, Woodbridge Core and West Vaughan Secondary Plan areas.



Sustainability Achievements: City of Vaughan



Study Background

Our Fleet is “Green”

- We have two hybrid vehicles and four Smart Cars - and plans to purchase more
- City fleet uses 25% biofuels
- Our off-road equipment, such as lawnmowers and tractors, will be fitted with emissions-eliminating technology

York University Success Story

- With assistance from Smart Commute – North Toronto, Vaughan, York University has:
 - Saved approximately \$80 million by deferring plans to build two parking garages
 - Eliminated nearly 46,000 tonnes of CO₂
 - Reduced nearly 16,000 daily vehicle trips to campus

Two subway lines are on the way!

- The first subway north of Toronto will be in Vaughan. The future subway will stop at the Vaughan Metropolitan Centre at Jane Street and Highway 7.

Smart Commute

Working with Smart Commute – North Toronto, Vaughan, the City of Vaughan encourages our employees and local businesses to “smart commute” through programs like carpooling, transit, walking or biking.

Pedestrian and Cycling Master Plan

Adopted in 2007, the City of Vaughan’s Pedestrian and Bicycle Master Plan outlines the network of on and off-street facilities that the City is committed to investing in over the next several years. See map at Station 4.

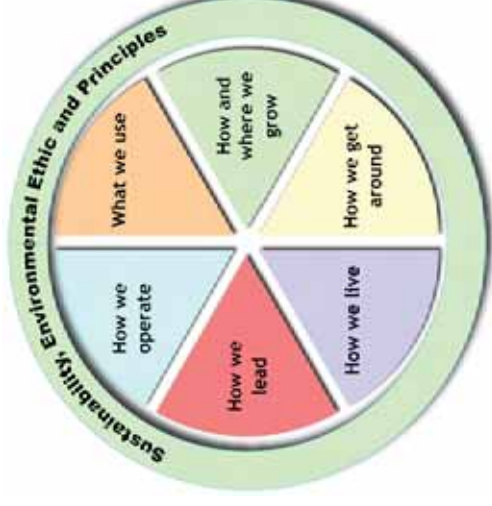
Active Together

The City of Vaughan was awarded a grant from the Ministry of Transportation in support of its Active Together Program to Encourage Cycling, Walking, Transit, and Trip Ridership. This initiative will involve public awareness campaigns, improved trail signage, and community outreach to promote physical activity and active transportation.



Green Directions Vaughan is the City of Vaughan's approved Environmental Master Plan, another important component of the Vaughan Tomorrow growth management program. Green Directions Vaughan is structured around six categories that classify how Vaughan functions:

- What we use
- How and where we grow
- How we get around
- How we live
- How we lead
- How we operate



The goal of how we get around is “to ensure that Vaughan is a City that is easy to get around with a low environmental impact”. This goal includes a number of objectives that the Transportation Master Plan will support, including:

- Developing and sustaining a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation
- Developing and sustaining a network of roads that support efficient and accessible public and private transit
- Reducing single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit



Vaughan's Transportation Vision

In consultation with key stakeholders, several sustainability principles were identified to guide the direction of the Transportation Master Plan, including:

Principle 1: Provide safe, affordable, efficient transportation for everyone

- Goal: The City of Vaughan is committed to ensuring all residents – including those with low incomes, disabled, elderly and others who cannot or do not own their own vehicle – are provided safe, affordable, reliable and efficient transportation options.

Principle 2: Make Vaughan's neighbourhoods pedestrian and bicycle friendly

- Goal: Recognizing their importance to the health of its citizens, the City will enhance opportunities to walk and bike in Vaughan.

Principle 3: Integrate land use and transportation planning to encourage more sustainable lifestyles

- Goal: The City of Vaughan will create neighbourhoods that contain the full range of development densities and land uses, including those that are compact, mixed-use and pedestrian-friendly.

Principle 4: Preserve and enhance environmental resources

- Goal: The City will avoid impacts to the natural environment to the extent possible in expanding its transportation infrastructure.



Principle 5: Promote reliable, convenient and seamless transit

- Goal: The City of Vaughan will encourage York Region, GO Transit and Metrolinx to provide seamless public transit service between local neighbourhoods, employment centres and other activity nodes.

Principle 6: Promote economic vitality

- Goal: The City of Vaughan will ensure its economic competitiveness by providing a safe, reliable and efficient transportation system.

Principle 7: Support diverse transportation system funding

- Goal: The City of Vaughan will seek innovative funding sources and strategies to ensure a more balanced, sustainable transportation system.

Principle 8: Minimize use of fossil fuels

- Goal: The City of Vaughan's transportation needs must be met without generating emissions that threaten public health, global climate, biological diversity or the integrity of essential ecological processes.



Station 2, Panel 2

Principle 9: Avoid unnecessary capacity improvements

- Goal: The City of Vaughan will work with its local and regional partners to ensure its transportation system operates efficiently and reliably by supporting new technologies, access management and transportation demand management initiatives.

Principle 10: Minimize growth in travel demand

- Goal: The City of Vaughan will encourage initiatives and programs that reduce demands on the transportation system, especially at peak hours, or reduce the number of vehicles on the roads while accommodating the same number of people.

Principle 11: Encourage the efficient movement of freight and support the greater use of freight by rail

- Goal: The City of Vaughan will support strategies that improve freight movement within its boundaries and minimize the flow of heavy trucks through or adjacent to residential communities.

Principle 12: Develop parking strategies that reduce single-occupant vehicle travel

- Goal: The City of Vaughan will develop strategies that reduce the demand for parking at existing and future employment centres and other activity nodes.

Principle 13: Foster awareness of sustainable transportation

- Goal: The City of Vaughan will develop programs and activities that enhance residents' awareness and understanding of the benefits of sustainable transportation.



Vaughan's "New Path" Transportation Vision

Vaughan's Transportation Vision

The City's "New Path" will support the following:

- New subway service, several rapid transit routes, and expanded GO Transit service
- Higher density residential and mixed use development in key centres and along transit corridors
- Transformation of the Vaughan Metropolitan Centre to a more sustainable and attractive downtown area that is transit-oriented, walkable, accessible, diverse, green and beautiful



Proposed Vision: Vaughan Metropolitan Centre (VMC)

Vaughan's Transportation Vision

- The Official Plan for the Vaughan Metropolitan Centre (VMC) established the context, planning framework and policies that will guide its development through 2031.
- The VMC represent Vaughan's future downtown—an intense, dynamic community that in time will become the heart of the City, economically, culturally and physically.
- All development in the VMC will promote the creation of a downtown that is transit-oriented, walkable, accessible, diverse, green and beautiful.
- If the VMC is to realize its full potential, transit and walking will need to be the preferred modes of daily travel for most people living and working there.
- A fine-grain grid of streets in the VMC will be fundamental to encouraging walking, which in turn promotes transit use.
- Over time, Highway 7 should become an urbanized avenue that balances the movement of transit, pedestrians, cyclists and cars—a beautiful street framed by commercial, residential and mixed use buildings.



Future Avenue 7 at Millway Avenue (looking west)



Proposed Vision: Kleinburg-Nashville Focus Area

The Kleinburg-Nashville Focus Area Review has established an updated land use and urban design framework for areas within the Community Plan.

Vision:

- ✓ Environmental protection
 - ✓ Cultural heritage sensitivity
 - ✓ Compatible development
 - ✓ Reinforce rural village centre
 - ✓ Appropriate integration + interface
 - ✓ Create a complete community
 - ✓ Connected open space system
 - ✓ Promote sustainable development
 - ✓ Promote green building technology
 - ✓ Pedestrian friendly
- Key transportation elements include enhanced streetscapes, sidewalks and bike paths, green streets, traffic circles and gateway features



Proposed Vision: Woodbridge Core

The Woodbridge Centre Secondary Plan provides guidance for development and investments in Woodbridge through policies and urban design guidelines to direct modest change along Woodbridge Avenue and Islington Avenue.

Vision:

- ✓ Woodbridge Commercial Core to remain an important social gathering area and commercial focus
- ✓ Enhanced local centre with some residential intensification, an animated commercial avenue, and a public square
- ✓ Islington Avenue corridor to retain predominantly low density residential character

Key transportation principles:

- ✓ Support for a shift from vehicular dependency to transit, cycling and walking
- ✓ Intensification of development that supports this modal shift, as opposed to road widening
- ✓ Kipling Avenue to be designated a safe, pedestrian-friendly environment, well-connected to other neighbourhoods and green spaces



Proposed Vision: West Vaughan Employment Area

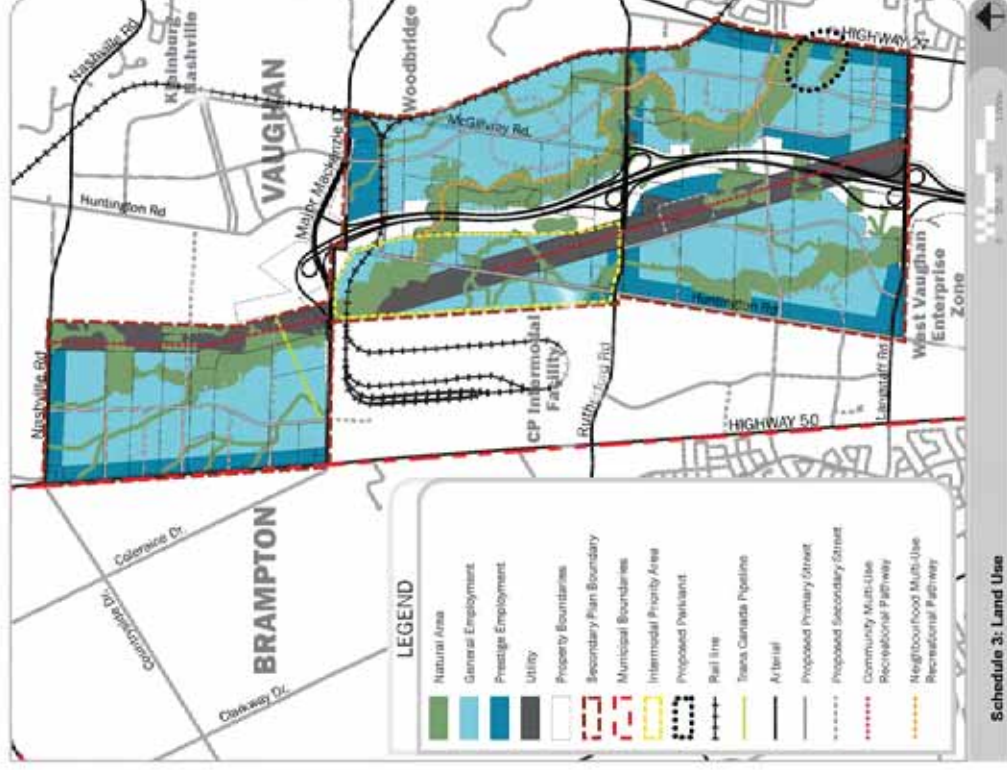
Vaughan's Transportation Vision

In 2002, Official Plan Amendment (OPA) 600 designated lands east of Highway 50, west of the Woodbridge community and south of the Kleinburg-Nashville community for employment uses.

The lands north of Langstaff, the West Vaughan Employment Area have not proceeded due to uncertainty around the proposed Highway 427 extension. As the preferred alignment for the Highway 427 extension has now been identified, further planning and development of these lands can now begin.

The planned developments in the West Vaughan Employment Area will require:

- Improvements of existing roadways together with new roadways to accommodate future travel demands.
- Local roadway improvements will include widening of Huntington Road, and McGillvray Road; and the provision of new collector roads.
- A transit network and pedestrian and cycling networks are also proposed to complement the recommended road network.



Proposed Vision: Yonge Steeles Corridor

The Yonge Street Area Study established land use policies and urban design guidelines for future development along the Yonge Street corridor.

With major public investments in infrastructure and public transit expected in the area, either in the form of a Yonge subway extension or a dedicated surface transit right-of-way, the study addressed opportunities for intensification through the redevelopment of lands fronting Yonge Street and Steeles Avenue.

The overall development concept for the Secondary Plan Area is premised on:

- promoting well-designed intensification to maximize the use of existing and planned infrastructure including transit and servicing;
- protecting stable residential neighbourhoods;
- providing a wide range of housing choice for a diverse population;
- encouraging a mix of uses including employment and housing within walking distance of each other;
- conserving land; and
- minimizing the ecological footprint of the residential and working population.



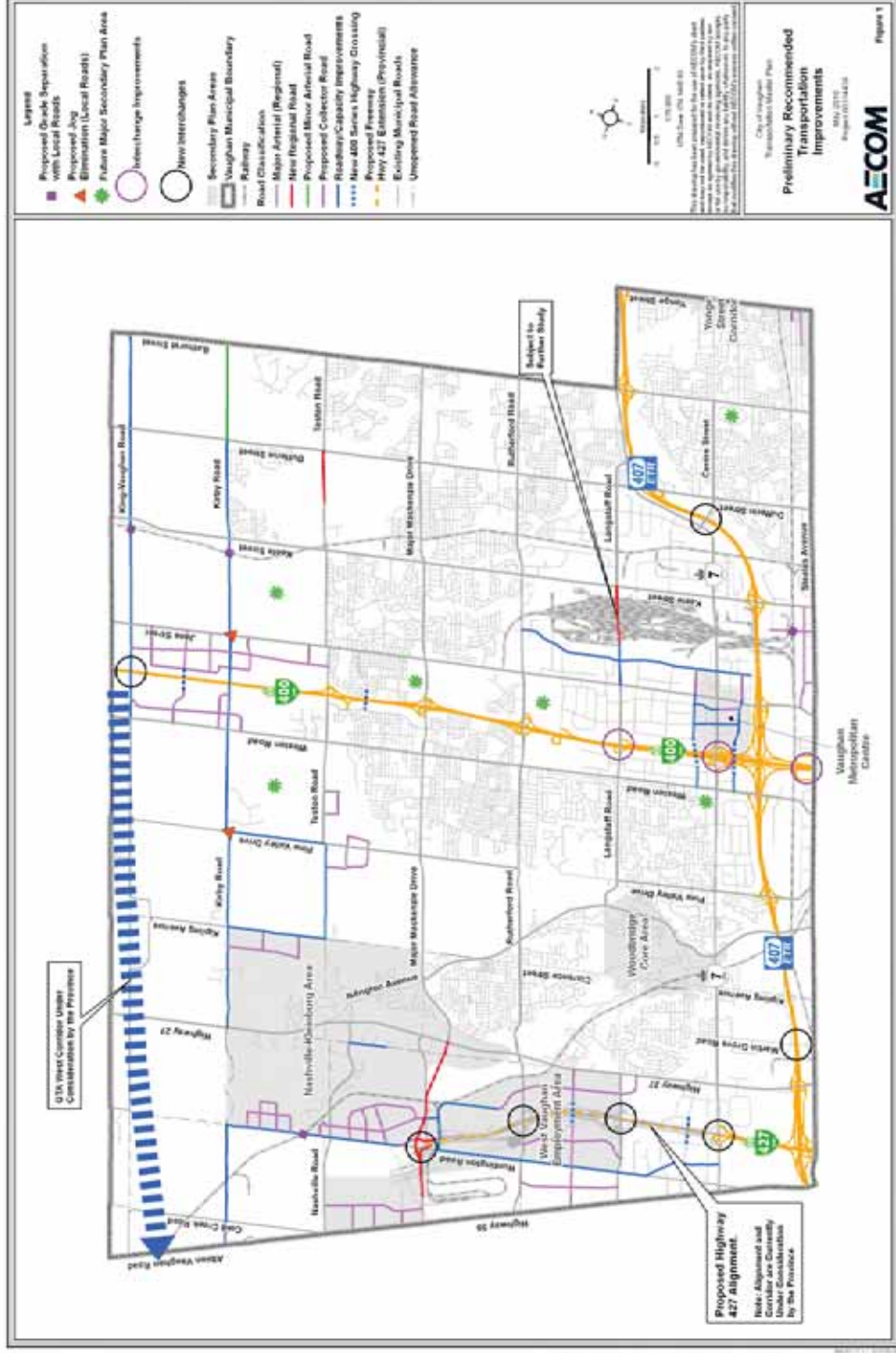
Vaughan's Future Highway & Road Network

Including Provincial, Regional and Local Improvements

Vaughan's Transportation Vision

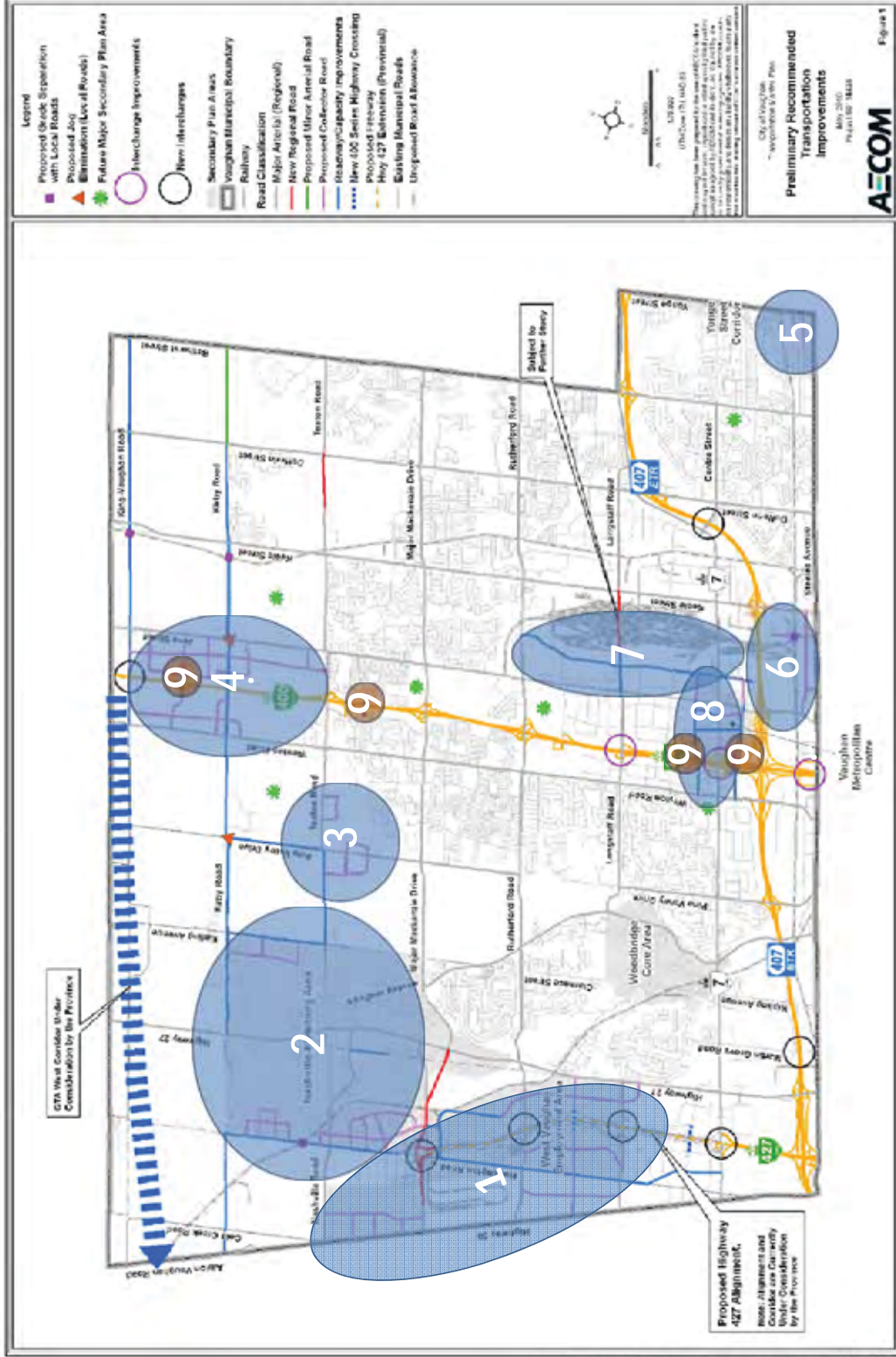
1. Provincial & Regional road networks are approved, based on previous plans undertaken by those jurisdictions
2. Some local road improvements were approved as part of the Secondary Planning process
3. The Vaughan TMP is proposing additional local road improvements (all local road improvements illustrated in blue and purple)

Our focus is to obtain your feedback on the need for the local road improvements proposed this evening



Proposed Local Road Improvements

1. West Vaughan Employment Area
2. Kleinburg-Nashville Focused Area
3. Teston Road Area - Blocks 40 & 47
4. Highway 400 North Employment Lands
5. Yonge Street Corridor
6. Steeles West
7. Creditstone Road
8. Vaughan Metropolitan Centre
9. Highway 400 Mid-block Collectors



Road Improvements Alone Will Not Accommodate Travel Growth... As a Result:

Assessing Future Travel

- Strong policy and program initiatives are needed to support infrastructure improvements
- The City will support land use strategies that encourage more and better live-work opportunities
- The City will fully support all Provincial and Regional transit initiatives, including transit priority on the Regional road network
- Travel Demand Management (TDM) programs that reduce solo driving – like carpooling, walking and cycling – must be aggressive
- The City will manage parking more strategically (i.e., parking limits, costs, etc.), especially in major activity hubs (like the VMC) and along transit corridors

The Region's travel demand model projects that traffic congestion will not improve significantly over time. As a result, Vaughan residents will need to accept higher levels of congestion and change their travel behaviour - which includes greater use of sustainable modes of travel

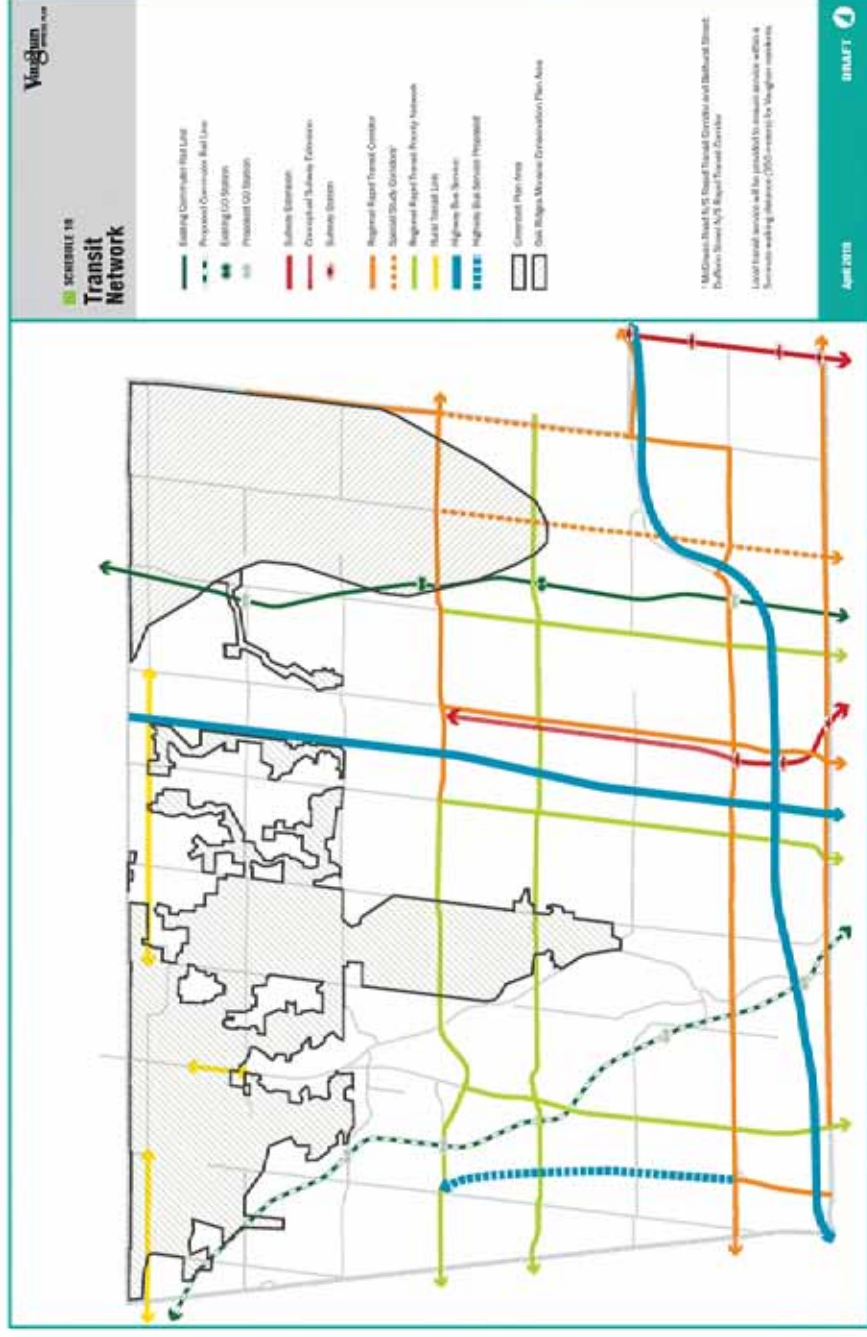


Recommended Transit Network (York Region)

Sustainable Strategies

Major elements of Vaughan's rapid transit system will include TTC subway service, and expanded Viva YRT and GO Transit services. The Vaughan TMP will support increased transit service and ridership through road improvements and supportive policies.

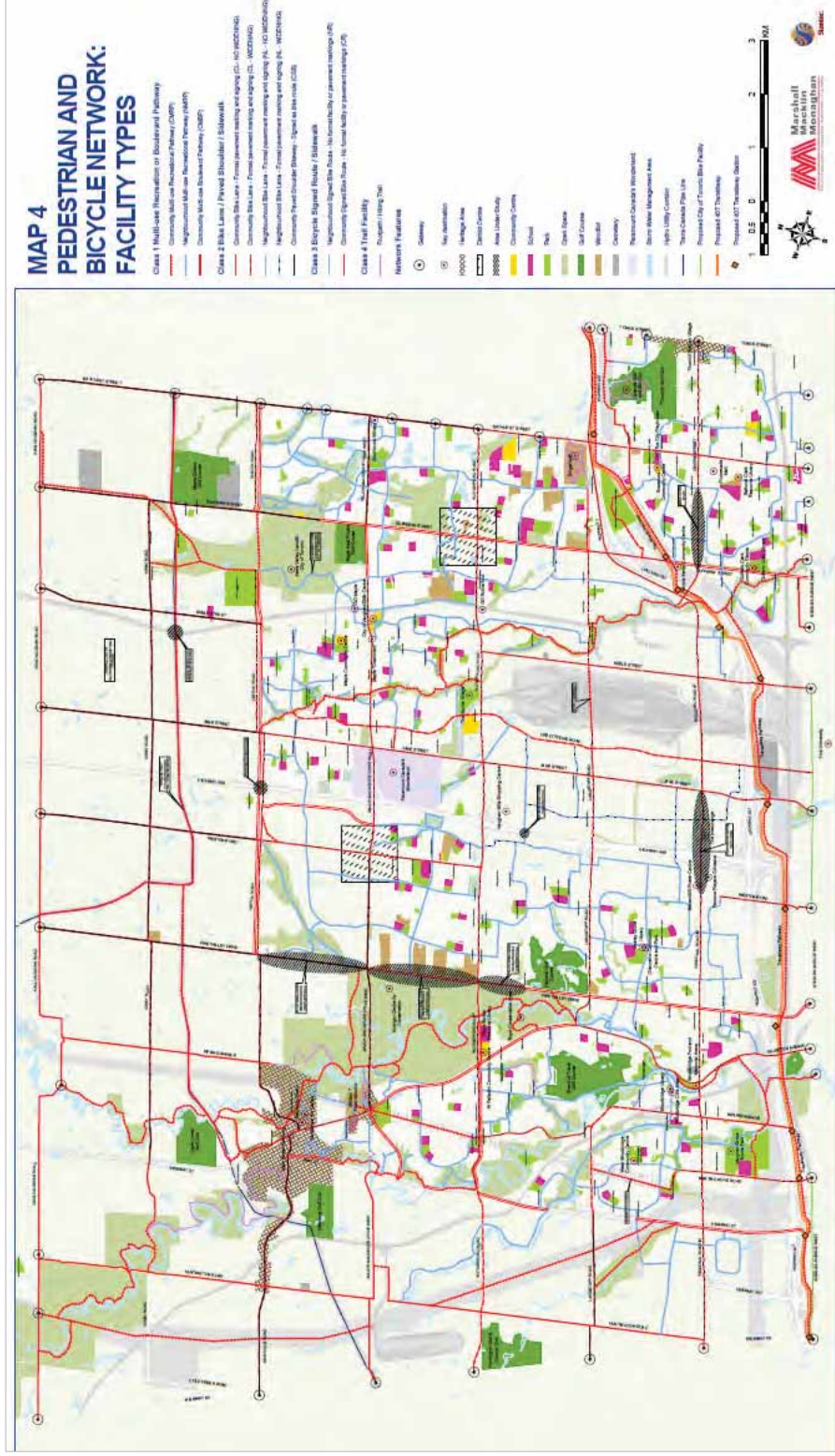
- The City of Vaughan supports Regional policies that make it easier for residents to use transit. For example, the standard walking distances to transit stops should be generally **no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents.**
- Through new Regional & local policies and infrastructure, the City has established aggressive targets to increase local transit ridership:
 - **Today – only 8% of Vaughan residents use transit**
 - **Future –30% transit usage City-wide, 40% along transit corridors (like Highway 7) and 50% for the Vaughan Metropolitan Centre**



Proposed / Planned Cycling and Pedestrian Facilities

Cycling and pedestrian travel are important components of Vaughan's transportation system. The City of Vaughan's Cycling and Pedestrian Master Plan (adopted in 2007) outlines the network of on and off-street facilities that the City is committed to investing in over the next several years.

Network upgrades are being proposed as part of the TMP.



Steps to Complete the Transportation Master Plan

The final steps in moving forward with the Vaughan Transportation Master Plan process include:

- Review comments heard tonight and submitted within the next few weeks
- Confirm the proposed 2031 transportation network improvements and policy framework
- Refine supportive policies and programs as recommended
- Determine the costs, phasing, and immediate priorities among the recommended City of Vaughan improvements
- Set up a monitoring and review process
- Draft and finalize the Transportation Master Plan report – first draft to be available in the fall





Cycling & Pedestrian Facilities

- Protect public rights-of-way for transit, bicycle, and pedestrian facilities from encroachment
- Create programs to develop cycling lanes
- Ensure provision of sidewalks to support pedestrian use
- Design and operate transportation systems which can be used by the physically challenged
- Connect sidewalks linking to all transit stops
- Provide a continuous sidewalk pedestrian system

Transit

- Work with other levels of government to develop appropriate funding model for transit
- Offer financial incentive for use of transit passes
- Locate transit stops/stations within convenient walking distance of major development areas
- Ensure sufficient service on transit routes
- Work with the Region and other local groups to develop programs that encourage residents and students to use transit
- Lobby the Province to resume transit deficit payments
- Operate shuttle service to specific communities in the City (in partnership with the Region)

Transportation Demand Management (programs to reduce cars on the road)

- Work with businesses to incentivize employee use of alternative transportation
- Support requirements for new developments to manage their transportation demand

What do you think about these policies and strategies? Identify those you like by placing a “green dot” next to it. Place a “red dot” next to those policies and strategies that you dislike.

Are there other policies and strategies that the City should consider?



Land Use

- Encourage land use patterns and designs that promote safe and convenient walking, bicycling, and transit
- Replace “Wider, Straighter, Faster” with Context Sensitive Solutions that enhance safety
- Support in-fill development and the concentration of new commercial development and office space in activity centers that can be interconnected by transit, bikeways, and sidewalks.
- Support the clustering of homes and work locations together to support live-work opportunities
- Encourage higher densities close to rapid transit lines and stations
- Support requirements for new developments to manage their transportation demand

Environment

- Reduce air emissions and impacts from air emissions by supporting energy efficient development and energy efficient retrofiting; and alternatives to single occupant vehicle use and automobile travel.
- Encourage the adoption and use of zero emission vehicles by supporting flexible road policies that accommodate them
- Support the development of fuelling and recharging stations for zero emissions vehicles
- Ensure Vaughan’s vehicular fleet includes low and zero emissions vehicles to showcase available technologies

What do you think about these policies and strategies? Identify those you like by placing a “green dot” next to it. Place a “red dot” next to those policies and strategies that you dislike.

Are there other policies and strategies that the City should consider?



Parking

- Identify strategies that support sustainable transportation through parking management, shared parking and other initiatives.
- Assess parking supply, utilization, location and price relative to their impact on travel behaviour and mode-choice.
- Explore the development of a Parking Authority to manage parking
- Work with York Region to permit on-street parking on regional arterials in urban areas.

Roads

- Give priority to the management of existing infrastructure before adding new infrastructure.
- Utilize new transportation technologies to lengthen the operational life or increase the capacity of existing facilities.
- Develop strong policies on continuous mid-block collectors.
- Consider the use of roundabouts as opposed to signalization.

Freight

- Recognizing that the City of Vaughan has among the highest freight travel in the Region, support the efficient movement of freight to, from and within the City.
- Develop a freight strategy that supports other transportation priorities.
- Promote connections between transportation modes that support the effective shipment of freight.
- Discourage through truck traffic from traveling within residential neighbourhoods.
- Ensure that land use planning supports freight accessibility by rail.

What do you think about these policies and strategies? Identify those you like by placing a “green dot” next to it. Place a “red dot” next to those policies and strategies that you dislike.

Are there other policies and strategies that the City should consider?



Funding

- Strengthen the “user pay” component of transportation system funding (i.e., parking, roads, etc.).
- Work with the Province and the Region to seek sustainable transportation funding that is stable and predictable, dedicated and transparent.

Education & Awareness

- Develop creative strategies to ensure more active and meaningful participation in future master plans.
- Use social media to promote sustainable transportation to Vaughan residents.
- Recognizing the City’s rich diversity, develop strategies to ensure the involvement of all cultural and ethnic groups, and especially new immigrant communities, in sustainable transportation programs and initiatives.
- Promote awareness among seniors of available transit options – coordinate with York Region on ongoing accessibility improvements.
- Encourage TTC, Region and others to pursue a U-PASS program for York University.
- Develop awards that showcase successful TDM programs and initiatives in the City.

Are there other policies and strategies that the City should consider?

What do you think about these policies and strategies? Identify those you like by placing a “green dot” next to it. Place a “red dot” next to those policies and strategies that you dislike.



Proposed Local Road Improvements – Need & Justification

1. West Vaughan Employment Area

Undertaking: New collector road system

Need:

- Provides improved access to future employment lands on the City's west side
- Enhances transit and cycling connections to employment lands
- Upgraded Huntington Road and McGillvray Road serve as a major north-south spine for all access, including transit
- Helps alleviate north-south traffic on Highway 27 and Highway 50; and east-west traffic on Rutherford Road

Comments

2. Kleinburg-Nashville Focused Area

Undertaking: New collector road system

Need:

- Huntington Road – together with Nashville Road east of Highway 50 – can act as eastern bypass to the community
- Provides improved access to new residential developments in Kleinburg and Nashville
- Facilitates transit service, cycling and pedestrian opportunities for these communities
- Upgrading Huntington Road and Kipling Avenue help alleviate north-south traffic on Highway 27

Comments

3. Teston Road Area - Blocks 40 & 47

Undertaking: New collector road system

Need:

- Provides improved access to new residential developments south of Teston Road
- Helps alleviate north-south traffic on Pine Valley Drive; and east-west traffic on Teston Road

Comments

4. Highway 400 North Employment Lands

Undertaking: New collector road system

Need:

- Provides improved access to new employment lands along Weston Road and Jane Street
- Enhances transit and cycling connections to employment lands
- Helps alleviate north-south traffic on Weston Road and Jane Street

Comments

5. Yonge Street Corridor

Undertaking: New collector roads

Need:

- Provides continuous east-west alternatives to Steeles Avenue, improving access to mixed use developments
- Provides improved access to the potential future subway stations

Comments



Proposed Local Road Improvements – Need & Justification

6. Steeles West

Undertaking: New collector road system

Need:

- Provides east-west alternative to Steeles Avenue
- Improves access to new high-rise mixed use developments adjacent to Steeles Avenue
- Facilitates safer walking and cycling opportunities for local residents
- Provides access to planned park-and-ride lot in the Hydro corridor
- New crossing of rail corridor will alleviate north-south traffic on Keele Street

Comments

7. Creditstone Road

Undertaking: Roadway capacity improvements

Need:

- Helps alleviate north-south traffic on Jane Street
- Provides improved access to local employment lands
- Facilitates safer travel at the Langstaff Road / Creditstone intersection
- In conjunction with Vaughan Metropolitan Centre improvements (Portage Parkway extension and Interchange Way / Colossus Drive Extension), provides direct access to the City's future downtown

Comments

8. Vaughan Metropolitan Centre

Undertaking: New collector road system and capacity improvements

Need:

- Provides direct access to mixed use, residential and employment lands
- Facilitates safer travel and improved mobility in Vaughan's future downtown area
- Millway Avenue provides direct access to subway station and bus terminal
- Portage extension and Interchange Way / Colossus Drive extension serve as east-west alternate routes to Highway 7
- Supports local transit, cycling and pedestrian opportunities in the future downtown

Comments

9. Highway 400 Mid-block Collectors

Undertaking: New road connections

Need:

- Helps alleviate traffic on busy adjacent arterials, where interchanges exist.
- Provides direct access, improved connectivity (a more porous road network) to several local communities.
- Supports transit, cycling and pedestrian opportunities in several neighbourhoods.

Comments



COMMENT FORM

Public Open House – Vaughan Transportation Master Plan Class Environmental Assessment Study Tuesday, June 8, 2010, Hilton Garden Inn, 3201 Highway 7

We are interested in hearing your feedback on the content of the Vaughan Transportation Master Plan, and on the process by which the study is being carried out. Please write your comments in the space provided below.

Center St between Bathurst & Dufferin:
- Synchronize the traffic lights
- improve connections between plazas & gas station (Esso) so less on/off traffic onto Center St.
- improve connections to plazas from side streets
- improve walkways between plazas for pedestrians (stop signs & speed humps?)
- do NOT destroy the neighbourhood w/ designated bus lanes!

Did you get the information you were looking for tonight? Please provide any comments you may have about the format of this Public Open House.

Couldn't find anyone from Viva to explain why it is necessary to have designated bus routes on Center St between Bathurst & Dufferin.

Comments and information regarding this project are being collected to assist The City of Vaughan in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

Please submit your written comments before leaving the Open House. If you require more time to comment, please mail or fax in the comment sheet by June 22 to:

Michael Frieri, C.E.T.
City Project Manager
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Tel: 905-832-8585, Ext. 8729
Fax: 905-832-6145
Email: michael.frieri@vaughan.ca

Loren Polonsky, MCIP, RPP, AICP
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300-300 Town Centre Blvd
Markham, ON L3R 5Z6
Tel: 905-477-8400 Ext. 435
Fax: 905-477-1456
Email: dick.gordon@aecom.com

PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

COMMENT FORM

Public Open House – Vaughan Transportation Master Plan Class Environmental Assessment Study Tuesday, June 8, 2010, Hilton Garden Inn, 3201 Highway 7

We are interested in hearing your feedback on the content of the Vaughan Transportation Master Plan, and on the process by which the study is being carried out. Please write your comments in the space provided below.

<p style="font-family: cursive;">What is the schedule for completion of the TMP including benchmarks dates please.</p>

Did you get the information you were looking for tonight? Please provide any comments you may have about the format of this Public Open House.

Comments and information regarding this project are being collected to assist The City of Vaughan in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

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PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

City of Vaughan

Vaughan Transportation Master Plan Public Information Centre June 8, 2010 Summary

Prepared by:

AECOM

300 – 300 Town Centre Boulevard 905 477 8400 tel
Markham, ON, Canada L3R 5Z6 905 477 1456 fax
www.aecom.com

Project Number:

60114438-110294

Date:

July, 2010

Statement of Qualifications and Limitations

The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“Consultant”) for the benefit of the client (“Client”) in accordance with the agreement between Consultant and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”)
- represents Consultant’s professional judgement in light of the Limitations and industry standards for the preparation of similar reports
- may be based on information provided to Consultant which has not been independently verified
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued
- must be read as a whole and sections thereof should not be read out of such context
- was prepared for the specific purposes described in the Report and the Agreement
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time

Consultant shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. Consultant accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

Consultant agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but Consultant makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

The Report is to be treated as confidential and may not be used or relied upon by third parties, except:

- as agreed in writing by Consultant and Client
- as required by law
- for use by governmental reviewing agencies

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

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On June 8, 2010, the City of Vaughan held the second- and last- Public Information Centre (PIC) to engage residents and stakeholders on the City's Transportation Master Plan. The event took place between 5:00 and 9:00 p.m. at the Hilton Garden Inn, and was attended by approximately 50 people.



The format of the evening comprised a mix of open house and presentations. The event was designed to be inclusive and interactive, including: the availability of staff at all panel "stations"; an extensive question and answer period following the presentation; "dot-mocracy" exercises to engage attendees by allowing them to comment directly on the panels; and comment feedback forms that included more broad queries.

A summary of the information developed for the panels is provided below.

1. Vaughan's Transportation Vision

Vaughan's Transportation Master Plan is a 'blueprint' to guide the evolution of our transportation system, identifying infrastructure and policies necessary to accommodate Vaughan's population and employment growth through to 2031. As part of the *Vaughan Tomorrow* Consolidated Growth Management Strategy, aimed at sustainable growth, the Transportation Master Plan will balance the need for

local road improvements, strong Regional investments in rapid transit service and arterial road improvements to support HOV lanes, sidewalks, on-street and off-street bicycle trails, and a mix of land uses and activities to enhance our quality of life. The Transportation Master Plan promotes both economic development and healthier lifestyles with infrastructure designed to protect and enhance Vaughan's natural heritage features.

The City of Vaughan's Transportation Master Plan is guided by 13 sustainability principles with an aim to:

1. Provide safe, affordable, efficient transportation for everyone
2. Make Vaughan's neighbourhoods pedestrian and bicycle friendly
3. Integrate land use and transportation planning to encourage more sustainable lifestyles
4. Preserve and enhance environmental resources
5. Promote reliable, convenient and seamless transit
6. Promote economic vitality
7. Support diverse transportation system funding
8. Minimize use of fossil fuels
9. Avoid unnecessary capacity improvements
10. Minimize growth in travel demand
11. Encourage the efficient movement of freight and support the greater use of freight by rail
12. Develop parking strategies that reduce single-occupant vehicle travel
13. Foster awareness of sustainable transportation

Building on these principles, Vaughan's "New Path" Transportation Vision was born. This vision includes new subway and GO Transit service; new rapid transit routes; higher density residential and mixed used development in centres and corridors; and the creation of a more sustainable and attractive downtown area (Vaughan Metropolitan Centre). Several panels displayed at the PIC focused on specific community plans within Vaughan, including:

- ▶ Vaughan Metropolitan Centre
- ▶ Kleinburg-Nashville Area
- ▶ Woodbridge Core
- ▶ West Vaughan Employment Area
- ▶ Yonge/Steeles Corridor

2. Proposed Local Road Improvements

As part of the City's Transportation Master Plan, several local road improvements were proposed and grouped into nine locations throughout Vaughan:

1. West Vaughan Employment Area

- ▶ New collector road system to improve access; enhance transit & cycling connections; upgrade north-south spine; and alleviate north-south and east-west traffic.

2. Kleinburg-Nashville Focused Area

- ▶ New collector road system to provide eastern bypass; improve access; alleviate north-south traffic; and support travel by modes other than the automobile.

3. Teston Road Area – Blocks 40 and 47

- ▶ New collector road system to improve access and alleviate north-south traffic.

4. Highway 400 North Employment Lands

- ▶ New collector road system to alleviate north/south traffic; enhance transit & cycling connections; and improve local access.

5. Yonge Street Corridor

- ▶ New collector roads to provide east-west alternative and improve local access.

6. Steeles West

- ▶ New collector road system to provide east-west alternative; improve access; and provide safer walking and cycling opportunities.

7. Creditstone Road

- ▶ Roadway capacity improvements to alleviate north-south traffic; support development with the VMC; improve access; and facilitate truck travel.

8. Vaughan Metropolitan Centre

- ▶ New collector road system and capacity improvements to allow safer and direct travel; improve access to transit; provide east-west alternatives; reduce truck traffic on Avenue 7; and support alternative travel modes.

9. Highway 400 Mid-block Collectors

- ▶ New road connections to alleviate traffic; improve connectivity and access; and support alternative travel modes.

3. Sustainable Strategies to Address Short and Long-Term Travel Needs

Many of the panels, as well as the presentation delivered by staff, acknowledged that local road improvements alone will not be sufficient to accommodate projected travel growth in the City of Vaughan. Strong policy and program initiatives to support infrastructure improvements; land use strategies that encourage live-work opportunities; support for transit initiatives; Travel Demand Management programs that discourage solo driving; and aggressive parking strategies must be developed in order to address the increased travel demand. As an example, the City of Vaughan supports:

Transit Network

- ▶ Regional policies to make transit more accessible, such as providing 90% of Vaughan residents access to transit within 500 metres of their home and within 200 metres for 50% of residents
- ▶ Aggressive transit modal share targets
- ▶ An increase in overall transit modal share from 8% today to 30% in the future

Cycling & Pedestrian Facilities

- ▶ Strong investment in on-and off-street facilities
- ▶ Significant network upgrades



4. Comments and Concerns

4.1 Presentation

Several residents asked to clarify the timing of the proposed road improvements.

- ▶ Construction will be phased in over time, with many of the collector roads proposed to be built in tandem with new developments.

While trying to increase the attractiveness of the Vaughan Metropolitan Centre to citizens, it is not wise to restrict parking in this area, as this will deter visitors. Reducing parking to encourage transit ridership should be a phased operation for the Vaughan Metropolitan Centre.

- ▶ The phasing of parking changes will certainly be considered; however, large lots consuming valuable land in the VMC are also not desirable. Alternative means of accommodating parking needs during the development of the VMC will need to be explored.

We should eliminate multiple transit fares for the same trip – we should be able to travel from home to our final destination (i.e. GO Transit and Toronto Subway) using the same ticket.

- ▶ The City is very supportive of an integrated transportation system, efficiently transporting people to and from Toronto, as well as throughout Vaughan and between neighbouring areas.

Will there be Light Rail Transit along Major MacKenzie, as shown in the York Region plans?

- ▶ Yes. It may begin as a Bus Rapid Transit route, but the plan is to eventually have Light Rail service along Major MacKenzie as far as Weston Road.

How will those who drive every day be convinced to switch to transit?

- ▶ Transit is not for everyone. Traffic is projected to be considerably worse by 2031, so we need to come up with new ways to travel. We are recommending a target of 30% modal share City-wide in Vaughan during weekday peak hours.

In order to increase transit ridership, we need more frequent service.

- ▶ Agreed. This is part of the Region's Master Plan and is fully supported.

Is there a strong commitment to the construction of cycling lanes?

- ▶ Yes. Five million dollars has been allocated to promote cycling in the City of Vaughan, which includes the provision of cycling lanes on major arterials as well as in all newly developed areas.

What is the status of the proposed Canadian Pacific Rail service through Woodbridge?

- ▶ Metrolinx and GO Transit are currently conducting a feasibility study of station locations for the future commuter rail service to Bolton. It is our understanding that service on this line is a priority for Metrolinx.

Will the Teston Road extension linking Dufferin Street and Bathurst Street be supported? This is a concern as this area contains ANSI lands.

- ▶ The plans do support an extension through this area, as additional east-west capacity roads are crucial for managing future traffic demand. Every effort will be made to minimize impacts to this sensitive area through design and during construction.

Is the extension of Teston Road (between Keele and Dufferin Streets) really a priority considering it will have significant environmental impacts?

- ▶ Analysis indicates that additional east-west capacity will be needed, however there may be other projects that go ahead first. Teston is a Regional road and thus under York Region jurisdiction

What are the costs associated with road and transit improvements?

- ▶ Transit investments will be very expensive but will be funded by the Province, Region, and hopefully the Federal government. Our next phase of work will examine costs.

4.2 Open House Panels

To encourage feedback from participants, the project team organized a “dot-mocracy” initiative to elicit comments on many of the Master Plan’s proposed policies. Attendees were asked to place green stickers next to those policies with which they were in agreement and red ones next to those they opposed. This was not meant to be a scientific survey, but did allow the project team to gauge support or opposition to specific policies. The distribution of the stickers is summarized below.

Proposed Policies Supportive of the “New Path” Vision – Public Opinion

Cycling & Pedestrian Facilities

Protect public ROWs for transit, bike, pedestrian facilities from encroachment	1
Ensure provision of sidewalks to support pedestrian use	1
Design and operate transportation systems which can be used by the physically challenged	1
Provide a continuous sidewalk pedestrian system	1

Transit

Work with other levels of government to develop appropriate funding model for transit	4
Locate transit stops/stations within convenient walking distance of major development areas	2
Work with the Region and other local groups to develop programs that encourage residents & students to use transit	1
Operate shuttle service to specific communities in the City (in partnership with the Region)	2

Transportation Demand Management

Work with businesses to encourage employee use of alternative transportation	1
Support requirements for new developments to manage their transportation demand	1

Land Use

Encourage land use patterns and designs that promote safe and convenient walking, bicycling, and transit	2	
Replace ‘wider, straighter, faster’ with context sensitive solutions that enhance safety		2
Support in-fill development and the concentration of new commercial development and office space in activity centres that can be inter-connected by transit, bikeways, and sidewalks	2	
Support the clustering of homes and work locations together to support live-work opportunities	2	
Encourage higher densities close to rapid transit lines and stations	3	1
Support requirements for new developments to manage their transportation demand	1	1

Environment

Reduce air emissions and impacts from air emissions by supporting energy efficient development and energy efficient retrofitting; and alternatives to single occupant vehicle use and automobile travel	1	
Encourage the adoption and use of zero emission vehicles by supporting flexible road policies that accommodate them		1
Support the development of fuelling and recharging stations for zero emissions vehicles	1	
Ensure Vaughan’s vehicular fleet includes low and zero emissions vehicles to showcase available technologies	1	

Parking

Explore the development of a parking authority to manage parking	1	
Work with York Region to permit on-street parking on Regional arterials in urban areas		1

Roads

- Give priority to the management of existing infrastructure before adding new infrastructure 1
- Utilize new transportation technologies to lengthen the operational life or increase the capacity of existing facilities 1
- Develop strong policies on continuous mid-block collectors 1
- Consider the use of roundabouts as opposed to signalization 2

Freight

- Recognizing that the City of Vaughan has among the highest freight travel in the Region, support the efficient movement of freight to, from and within the City 1
- Develop a freight strategy that supports other transportation priorities 1
- Promote connections between transportation modes that support the effective shipment of freight 1
- Discourage through truck traffic from travelling within residential neighbourhoods 2

Funding

- Strengthen the 'user pay' component of transportation system funding (i.e., parking, roads, etc.) 2
- Work with the Province and the Region to seek sustainable transportation funding that is stable and predictable, dedicated and transparent 2

Education & Awareness

- Develop creative strategies to ensure more active and meaningful participation in future master plans 1
- Recognizing the City's rich diversity, develop strategies to ensure the involvement of all cultural and ethnic groups, and especially new immigrant communities, in sustainable transportation programs and initiatives 1

Promote awareness among seniors of available transit options – coordinate with York Region on ongoing accessibility improvements 2



The results of the "dot-mocracy" initiative indicate that, among those who attended the Public Information Centre, the policies proposed as part of the Vaughan Transportation Master Plan were generally well received; most notably the notion of developing appropriate funding in collaboration with other levels of government. Policies opposed by participants included the implementation of roundabouts; strengthening 'user-pay' systems; and introducing measures to reduce both road width and speed in an effort to increase safety. Policies aimed at encouraging higher-density housing along transit lines and supporting requirements for new developments to manage their transportation demands received mixed reviews.

Participants were also given the opportunity to propose additional policies. These included:

- ▶ Promoting flexible work hours/weeks to spread out road usage so fewer lanes are required
- ▶ Developing a partnership with the Recreation and Culture Department through the 'Active Together Physical Activity Strategy' for active transportation campaigns
- ▶ Encouraging non oil-based fuels and 'recharging' stations
- ▶ Prioritizing facilitation of travel from the suburbs into downtown Toronto before

improving travel within Vaughan (e.g. subway extension and more GO service)

- ▶ Taking great care not to build too close to lakes and riverways
- ▶ Constructing multi-level parking facilities
- ▶ Increasing park and ride facilities and modal interchanges
- ▶ Adding mid-block arterials in all directions
- ▶ Promoting alternatives to driving, including telecommuting

4.3 Written Comments

Comments received in written form up to June 30th included:

- ▶ A request for the schedule for completion of the Vaughan Transportation Master Plan, including benchmark dates.
- ▶ A suggestion that traffic lights be synchronized on Centre Street between Bathurst & Dufferin Streets; that connections between plazas and gas stations be improved to lessen traffic onto Centre Street; that pedestrian traffic between plazas be facilitated by adding stop signs and speed bumps; and that the neighbourhood not be destroyed by introducing designated bus lanes.

- ▶ A request for an explanation as to why designated bus routes are necessary on Centre Street between Bathurst and Dufferin Streets.
- ▶ Support for a GO Station at the intersection of Kirby Road and the CP Rail line.
- ▶ Support for the extension of Kirby Road between Dufferin and Bathurst Streets.

5. Next Steps

Next steps:

- ▶ Review comments and complete responses to written comments
- ▶ Confirm proposed 2031 transportation network improvements and policy framework
- ▶ Refine supportive policies and programs as recommended
- ▶ Determine costs, phasing and immediate priorities among recommended City of Vaughan improvements
- ▶ Set up monitoring and review process
- ▶ Draft and finalize TMP report – first draft available fall

C3. Newsletters

C3.1 May, 2009

C3.2 May, 2010

Citizens' Bulletin

Vaughan
Tomorrow
our city. our future.

OFFICIAL PLAN UPDATES

MAY 2009

ISSUE No11

Vaughan Tomorrow

The City of Vaughan is undertaking an ambitious three-year process to create a new Official Plan. The Official Plan is part of Vaughan's integrated Growth Management Strategy. It will address all elements of effective, sustainable and successful city-building while managing projected growth over the next 25 years.



Transportation Master Plan

In response to the Provincial Places to Grow legislation and Growth Plan, the City has seized the opportunity to update its growth management strategy and Official Plan, and to develop supportive Master Plans including a Transportation Master Plan (TMP). As a strategic package, these will be essential to reposition and transform the City into a more self contained entity

and a leader in sustainable development. The conduct of this TMP is critically important and will provide the City with not only the long term strategic direction and vision required, but also supply the overall implementation strategy, staging plans, and actions necessary to begin the immediate shift to a more livable City, less dependent on the automobile.

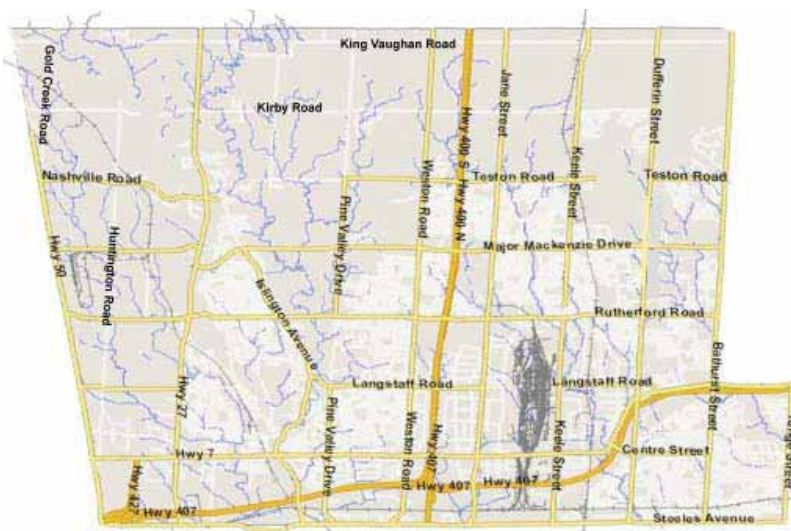
Existing Transportation Conditions

The City of Vaughan is served by an extensive and complex multi-modal surface transportation system made up of open space pathways, sidewalks, roads, highways, railways and public transit services. York Region is responsible for the construction and upkeep of regional arterial roads, while the City is responsible for all local roads. Much of the arterial road system is burdened with congested automobile traffic during weekday peak periods (7am to 9am and 4pm to 6pm), exacerbated by gaps in the basic grid network of roadways. Local collector road connections across 400-series highways which can alleviate pressure on the arterial and local roadways are also lacking.

The Vaughan area accounts for approximately 500,000 (27%) of the 1.8 million trips generated within York Region on a typical weekday. The majority of trips generated are concentrated in the AM and PM peak commuting periods, with an average vehicle occupancy rate of approximately 1.1 persons per vehicle. The graph below identifies the typical weekday distribution of City-generated trips.

A breakdown of the trip patterns during the AM peak period (7am to 9am) reveals disproportionate dependence on the automobile by the residents of Vaughan compared to other modes of travel. Eighty percent of the 118,000 AM peak period trips were made by automobile compared with only 9% by York Region Transit, TTC, and GO Transit combined. The remaining 5% are comprised of other modes such as motorcycles, school buses, and taxi passengers.

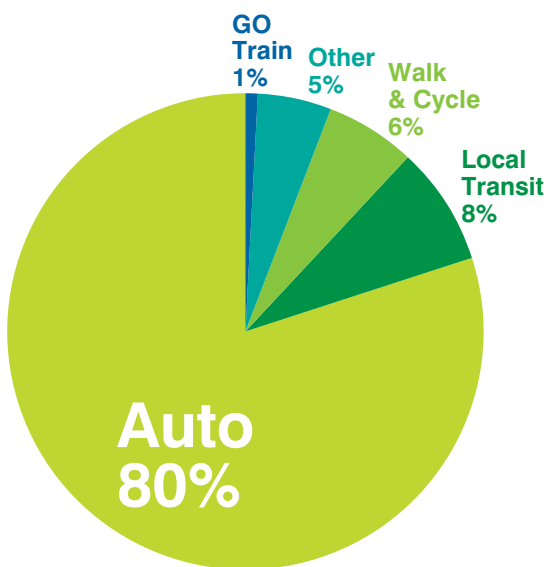
Capacity analysis of the existing road network reveals that many travel corridors are congested during the weekday peak periods. Truck traffic is a major contributor to roadway congestion, but varies significantly in relation to the level of



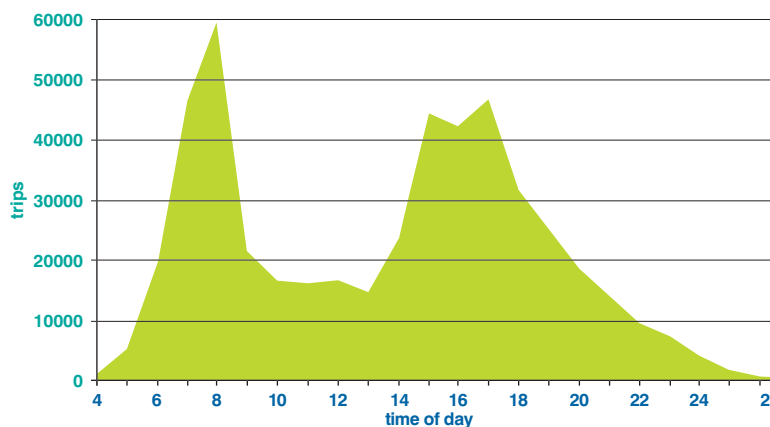
Current Road Network

road classification, surrounding land uses and time of day. The arterial road network south of Major Mackenzie Drive and west of Dufferin Street generally carries high truck volumes and Highways 7 and 50 specifically are characterized as major truck routes within the City.

The railway network constitutes an important mode of transportation for goods and services within Vaughan. The main cross-Canada freight routes, Canadian Pacific Rail (CPR) and Canadian National Rail (CNR) pass through the City. Both CPR and CNR have connections in all directions including links to New York, Windsor/Detroit, Chicago, Montreal, Halifax, and Western Canada. Both CP and CN also have major inter-modal terminals within the City boundaries contributing to the higher than average percentages of trucks in the traffic flow. The Region of York's top 10 intersections (with highest truck volumes) are all located within Vaughan.



Person Trips by Mode of Travel in AM Peak Period



Typical Weekday Trips by Vaughan Residents



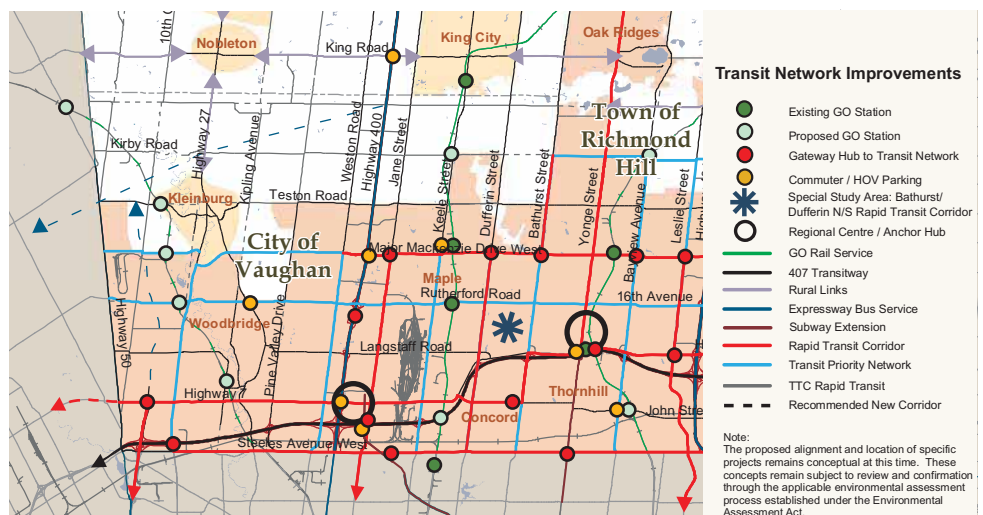
Some highlights of key objectives and associated analyses that will be completed as part of the City's Transportation Master Plan include:

- An examination of the form, function and characteristics of the existing road network, identifying advantages and disadvantages, and incorporating lessons learned into the proposed multi-modal transportation network
- A review of existing road safety concerns (including speeding) and recommendations on future road safety through design and layout
- A review of current road standards, design criteria and policies with respect to right-of-way, boulevard and pavement widths, on-street parking, provision of sidewalks and traffic calming
- An investigation of the need and justification for additional Highway 400 series overpasses, rail overpasses and mid-block collectors
- A review of existing and future traffic infiltration concerns as a result of planned growth areas
- An investigation of the current and future deficiencies in the existing road network connectivity, including the establishment of a strategy for the potential completion of the Langstaff, Teston and Kirby Road missing links

Role of Transit

The current transit use and modal share are disproportionately focused on Toronto. Transit has historically played a major role in transporting Vaughan residents to Toronto-based jobs and colleges/universities, and in moving Toronto residents to Vaughan employment areas. Although trip origin and destination patterns have been shifting with Toronto's share of trips decreasing and Vaughan's increasing, it has not translated into an overall increase in Vaughan's transit share. Transit's role in serving Vaughan-based trips has remained small reflecting residents' dependence on the automobile mode of travel.

In spite of the small transit modal share, the transit initiatives proposed in the 2002 York Region TMP are being implemented with considerable success, including dramatic improvements to GO Rail and YRT services. The introduction of VIVA BRT bus rapid transit services has been especially successful among commuters living in Vaughan (and elsewhere in Southern York Region) who work in downtown Toronto and other locations in Toronto that are



transit-oriented. The current challenge is how to make transit more competitive for travel to, from and within Vaughan and especially for travel to the growing employment areas and activity centres within the City, such as the Vaughan Corporate Centre, that will account for the majority of future increases in travel.

Even though the provision of transit services are the responsibilities of other municipalities and Metrolinx/GO Transit, the City in carrying out its planning and urban design responsibilities will play an increasingly vital role in determining whether or not local residents and businesses will have convenient access to planned rapid transit and bus services. The City can facilitate transit use by providing mid-block collectors for bus routes, promoting mixed-use centers and nodes in transit accessible locations, increasing densities along transit corridors, expanding pedestrian networks for improved transit access, encouraging travel demand management initiatives, and introducing reductions in parking supply standards and charges for parking.

Transportation Demand Management (TDM)



Transportation Demand Management (TDM) is a series of specialized policies, targeted programs, and innovative mobility services and products to manage the movement of people rather than motor vehicles within the transportation system. The objective is to promote personal travel decisions that reduce weekday peak period demands, particularly on the road network, thereby minimizing the need for capital intensive infrastructure improvements. Strategies to achieve TDM include reducing overall travel (e.g. through telecommuting), increasing auto occupancy (e.g. through carpooling incentives), shifting travel times away from peak periods (e.g. through flexible work hour programs), and shifting travel modes away from single occupant vehicles (e.g. to public transit, biking and walking). TDM also involves planning for appropriate mixed use developments where residents can easily and conveniently work and live within the City thereby reducing automobile dependency.

Active Transportation



Active transportation (walking and cycling) has become important in the City's attempt to reduce auto dependency and promote more healthy lifestyles. There is a current effort by the City, working jointly with York Region, to provide a more convenient and continuous system of open space pathways and sidewalks, and a designated cycling network on regional and local roads. The City has completed a Bicycle and Pedestrian Master Plan detailing a network of paved shoulders, bike lanes, and marked cycling routes of approximately 1,035 km of on-road and 209 km of off-road facilities. The current plan will be reviewed, incorporated and expanded as required in conjunction with the on-going City TMP and Official Plan update work.

Strategic Direction & Transportation Vision



A critical and early component of the Vaughan TMP is the development of a long-term Transportation Vision, which will set the context for the more detailed plan. Development of a policy paper is underway to help stimulate discussion of the challenges and key issues confronting the City and subsequently the range of strategic directions that are open to the City to pursue as it strives to accommodate growth consistent with the objectives of the Province and Region of York. Through public reaction to this paper and the results of a special facilitated workshop on this topic, the preferred strategic direction will emerge. This preferred strategic direction will form the basis for the development of the City's Transportation Vision.

Be sure to visit the Vaughan Tomorrow website, a portal for information on all Official Plan project events, and important dates at www.vaughtantomorrow.ca

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Vaughan's Transportation Master Plan Recommends a More Balanced and Sustainable Transportation System

In order to manage future growth more sustainably, the City of Vaughan's Transportation Master Plan is recommending a more balanced transportation system that includes a significant increase in local and rapid transit service, supported by new programs and policies that will help make it easier for us to get where we want to go without having to rely on our automobiles. Among the Master Plan's recommendations are several measures designed to reduce overall growth in travel, recognizing that the City will not be able to build its way out of congestion. While the Plan identifies some road improvements to support future growth, the focus was to identify new ways to manage growth more responsibly, recognizing that traffic congestion is a reality – now and in the future.

Vaughan's Transportation Master Plan is a key part of its Consolidated Growth Management Strategy for 2031, also known as *Vaughan Tomorrow*. The study included a thorough examination of the City's existing transportation systems, and identified those improvements that will address the anticipated population and employment growth both short and long-term. It included a long-term vision for Sustainable Transportation and provided the framework by which all of the City's transportation decisions can be made. In essence, the Transportation Master Plan is the City's transportation "blueprint" – establishing the foundation for all of the City's future transportation needs.

Provide safe, affordable, efficient transportation for everyone

Make Vaughan's neighbourhoods pedestrian and bicycle friendly

Integrate land use and transportation planning to encourage more sustainable lifestyles

Promote reliable, convenient and seamless transit

Promote economic vitality

Support diverse transportation system funding

Minimize use of fossil fuels

Avoid unnecessary capacity improvements

Minimize growth in travel demand

Encourage the efficient movement of freight

Develop parking strategies that encourage multi-occupancy vehicle travel

Foster awareness of sustainable transportation

A complete list of recommendations will be presented to the public on May 27, 2010 at a Public Open House (see back of newsletter). We hope you can attend!



The Vaughan Transportation Master Plan is the City's blueprint to address growth in a more sustainable manner. It will balance the need for road improvements with strong investments in local and Regional rapid transit service, sidewalks, on-street and off-street bicycle trails and a mix of land uses and activities to enhance our quality of life.

Vaughan Transportation Master Plan Public Open House

between 6:00 and 9:00 p.m.
Brief Presentations at 7:00 p.m.
Hilton Garden Inn - 3201 Highway 7,
Vaughan, Ontario, Canada L4K 5Z7

May	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31						

Mark your Calendar!

If you are interested in learning more about this study or would like to provide comments, please visit the project's website at www.vaughtantomorrow.ca/transportation or contact:

Michael Friert, C.E.T.
City Project Manager
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Tel: 905-832-8585; Ext. 8729
michael.friert@vaughan.ca



Thursday, May 27

We Want Your Input!
What do you think about
Vaughan's Transportation
Vision?

Exhibits on display will include a review of the transportation master planning process, an overview of the sustainability principles guiding the master plan, and infrastructure and policy improvements recommended between now and 2031.

Loren Polonsky, MCIP, RPP, AICP
Communication Lead
AECOM Canada Ltd.
300 Town Centre Boulevard
Markham, ON L3R 5Z6
Tel: 905-477-8400, EXT. 435
loren.polonsky@aecom.com

Vaughan's "New Path" Transportation Vision

Building on the Region's and TTC's visions, the City of Vaughan is following a "New Path" whose foundation will include new subway service, several rapid transit routes, and expanded GO Transit service. Combined with more efficient transit service, the City's "New Path" includes higher density residential and mixed use development in key centres and along transit corridors.

At the heart of City's vision is the transformation of the Vaughan Metropolitan Centre (VMC) to a more sustainable and attractive downtown area. Both the Vaughan Metropolitan Centre Secondary Plan and the City's Transportation Master Plan envision a downtown

that is transit-oriented, walkable, accessible, diverse, green and beautiful. Both plans have outlined detailed actions that support the VMC's transformation as new growth occurs. Transportation enhancements include expanded rapid transit service, improved access to stations and shelters, attractive streetscaping—including new furnishings, lighting, trees and public art, and direct access to on-street and off-street cycling lanes. The vision includes Travel Demand Management (TDM) measures that will discourage single-occupancy vehicle trips while making alternative modes of travel more attractive.

For more information about Vaughan's "New Path", please e-mail X at xxxxx@vaughan.ca, or attend our Public Open House scheduled for May 27.



Legend

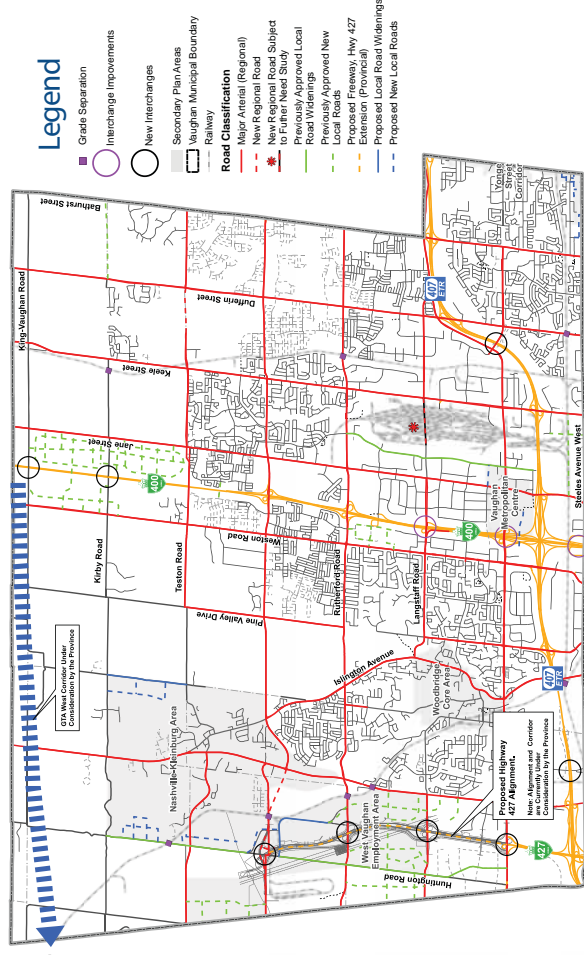
- Urbanized Area Open Space
- Wooded Area Open Space
- Regional Centre
- Primary Centre
- Secondary Centre
- Go Rail
- Subway Extension
- Rapid Transit Corridor
- Transit Priority Network
- 407 Transit Way
- Provincial Freeway

Road Improvements Sought to Support New Regional Roads, Accommodate Other Travel Modes

Vaughan's Transportation Master Plan has identified local road improvements to support Regional Initiatives and future developments, while accommodating transit, sidewalks and on-street cycling lanes (see map). The road improvements will be phased in over time as new growth occurs.

The Transportation Master Plan is designed to satisfy the Municipal Class Environmental Assessment (EA) requirements for road improvements, addressing Phase 1 (Problem Identification) and Phase 2 (Alternative Solutions) of a five-phase process. For larger projects, it is still necessary to fulfill additional requirements that consider site-specific issues which are beyond the scope of the Master Plan.

More information about each of the local road improvements will be provided at the Public Open House on May 27.



Legend

- Grade Separation
- Interchange Improvements
- New Interchanges
- Secondary Plan Areas
- Vaughan Municipal Boundary
- Railway
- Road Classification
 - Major Arterial (Regional)
 - New Regional Road
 - New Regional Road Subject to Further Need Study
 - Previously Approved Local Road Widening
 - Previously Approved New Local Roads
 - Proposed Freeway, Hwy 427 Extension (Provincial)
 - Proposed Local Road Widening
 - Proposed New Local Roads



Thursday, May 27

We Want Your Input to Help Assess Vaughan's Vision for 2031!

C4. Stakeholder Workshops

C4.1 December 9, 2009

C4.2 February 3, 2010

C4.3 March 3, 2010

C4.1 Stakeholder Workshop, December 9, 2009



The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1
Tel 905-832-2281
www.vaughan.ca

Dear Sir / Madam:

The City of Vaughan is hosting "A Blueprint to Move Vaughan" workshop on **December 9th, 2009** as part of our on-going Transportation Master Plan Class Environmental Assessment Study. In order to accommodate various schedules, two separate sessions of the workshop will be held as follows:

Afternoon Session: 2:00 pm to 4:30 pm
Evening Session: 6:30 pm to 9:00 pm

We are pleased to extend this invitation to you and welcome your participation in this important event. Other invited workshop participants include representatives from neighbouring municipalities, York University, Metrolinx, the chamber of commerce, business leaders, provincial officials, environmental stakeholders, school boards, ratepayer groups and City staff. Both workshop sessions will be held at the:

**Toscana Banquet & Conference Center
Toscana Room C
Hilton Garden Inn Toronto Vaughan
3201 Highway 7 West**

The primary goal of the workshop is to examine how the City's future transportation system can address new growth and intensification, increased transit use, environmental concerns, sustainability and other major challenges. The workshop will include both presentations and group discussions. An agenda for the workshop is attached for your reference.

Should you have any questions concerning this event, or about Vaughan's Transportation Master Plan in general, please contact myself or the City's consultant as noted below.

Loren Polonsky, MCIP, RPP
Senior Environmental Planner, AECOM
Loren.Polonsky@aecom.com
905.477.8400, Ext. 435

We kindly ask that you RSVP to Loren Polonsky directly by December 3rd indicating which session you prefer to attend, and look forward to your participation at this event.

Sincerely,

Michael Frieri, C.E.T.
Development Supervisor
Engineering Planning & Studies Division
Development / Transportation Engineering Department

Agenda

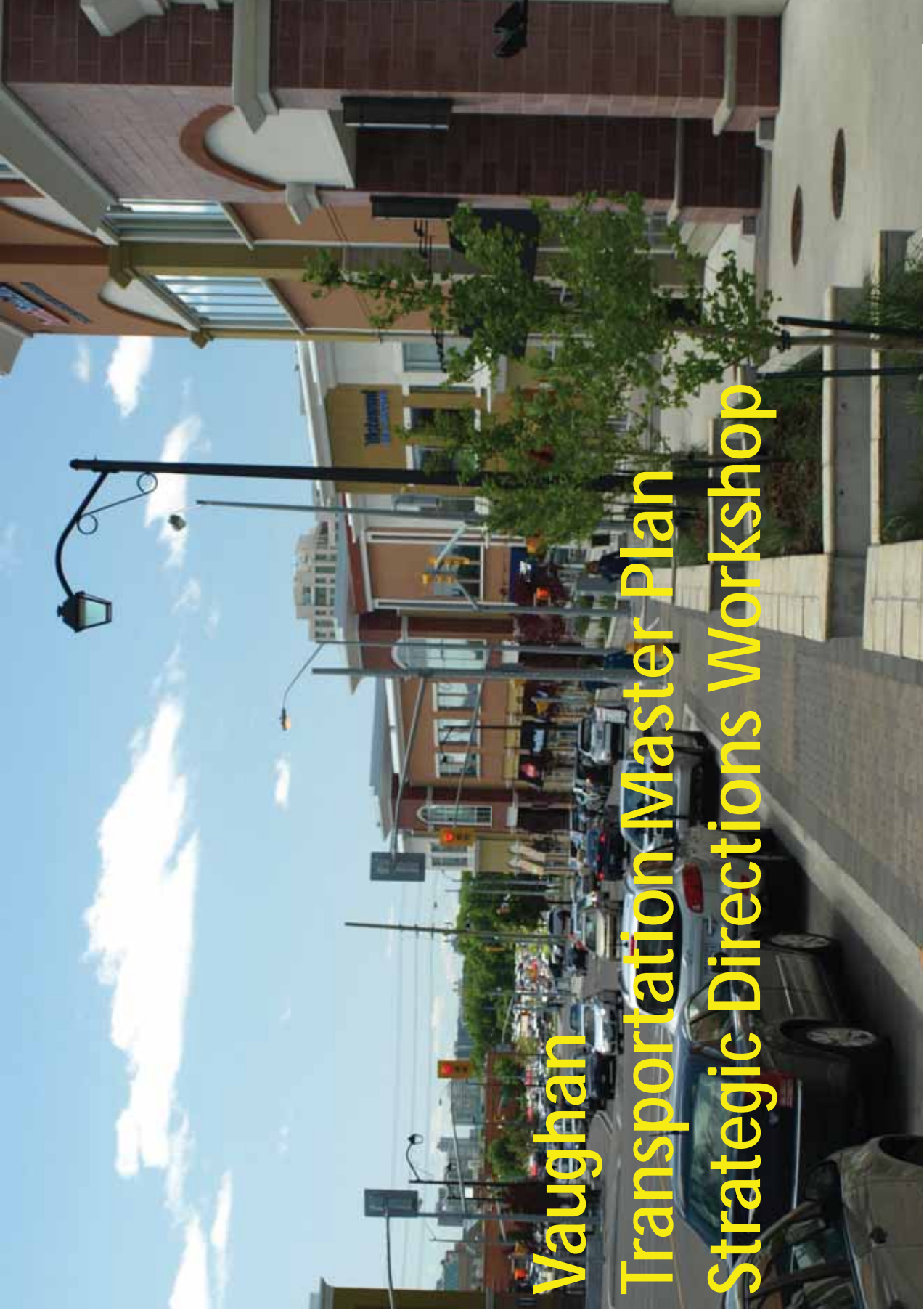
Vaughan Transportation Master Plan

"A Blueprint to Move Vaughan"

December 9, 2009

Location: Toscana Banquet & Conference Center, Hilton Garden Inn Toronto Vaughan, 3201 Highway 7 West

Afternoon Workshop	Evening Workshop	
2:00 – 2:10 p.m.	6:30 – 6:40 p.m.	Introductions <i>Michael Frieri, City of Vaughan</i> <i>John McGill, AECOM</i>
2:10 – 2:30	6:40 – 7:00	Overview of the Vaughan Transportation Master Plan <i>Dick Gordon, AECOM</i>
2:30 – 3:15	7:00 – 7:45	Presentation & Discussion #1: <i>How Can We Increase Transit Use in Vaughan?</i> <i>Dave Crowley, Halcrow</i> <i>Loren Polonsky, AECOM</i>
3:15 - 4:00	7:45 – 8:30	Presentation & Discussion #2: <i>Assessing Other Sustainable Modes of Transportation (TDM):</i> <i>Measuring Up to Our Expectations?</i> <i>John McGill, AECOM</i> <i>Loren Polonsky, AECOM</i>
4:00 – 4:25	8:30 – 8:55	Presentation & Discussion #3: <i>Promoting Sustainability to the Public:</i> <i>How Can We Succeed in Vaughan?</i> <i>Loren Polonsky, AECOM</i>
4:25 – 4:30	8:55 – 9:00	Next Steps & Thank You! <i>Michael Frieri, City of Vaughan</i> <i>John McGill, AECOM</i>



Vaughan Transportation Master Plan Strategic Directions Workshop

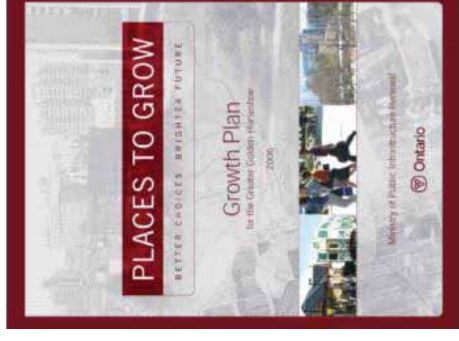
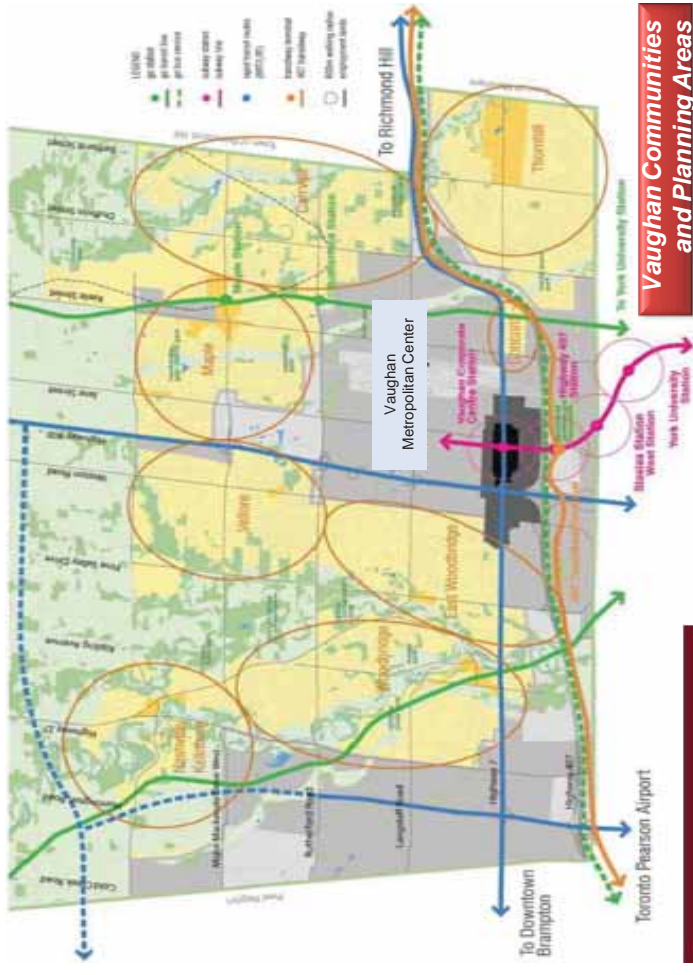
December 2, 2009

Vaughan Tomorrow
OUR CITY. OUR FUTURE.



Why is Vaughan Preparing a TMP?

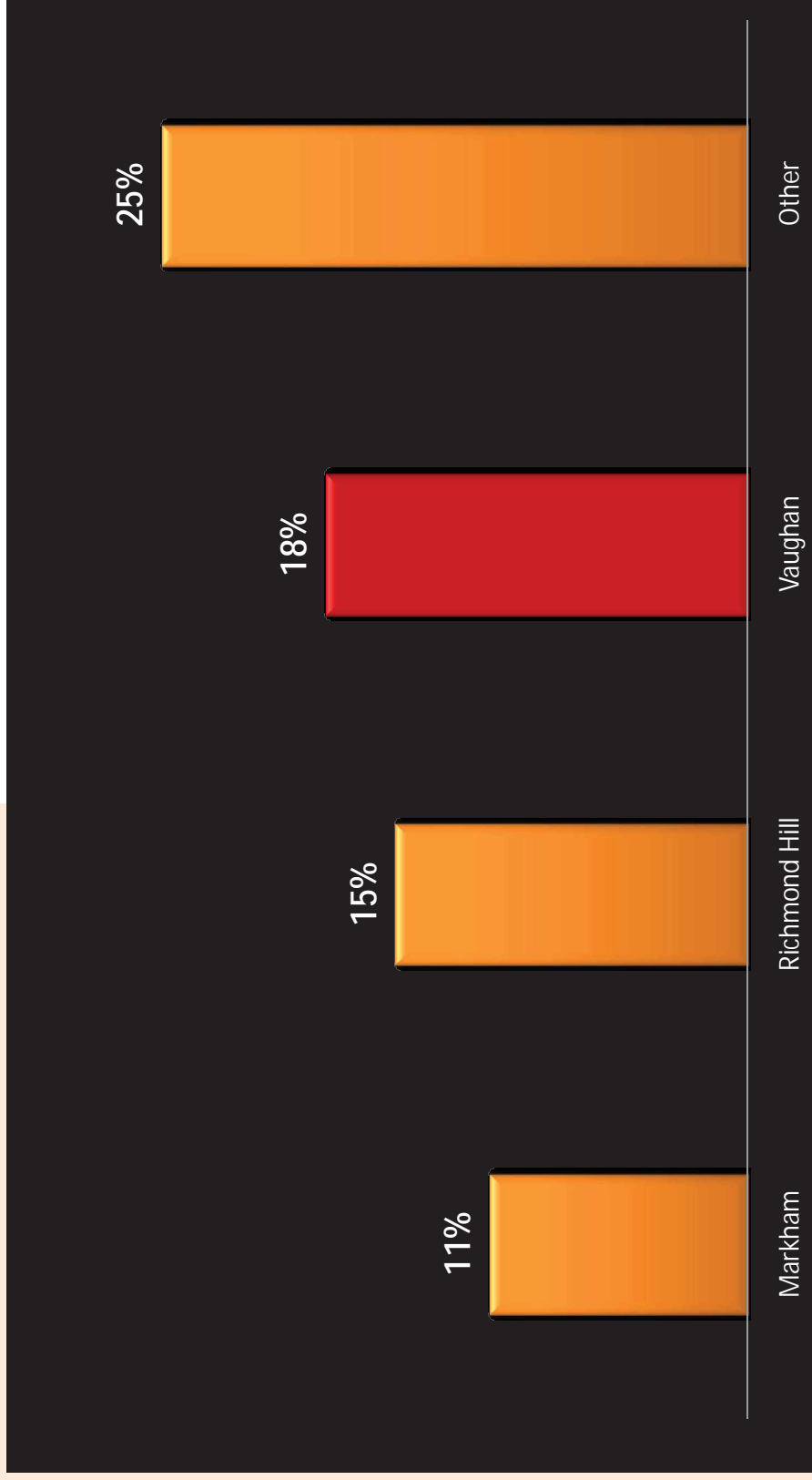
- City developing a new OP and Consolidated Growth Management Plan
- City OP must conform with: Places to Grow Plan; and Regional OP and Growth Strategy
- Vaughan needs to accommodate additional growth
- Key issues for Vaughan are: Where and How to Grow?
- Significant consequences for Vaughan's transportation system
- Integration/co-ordination with York Region TMP and Metrolinx



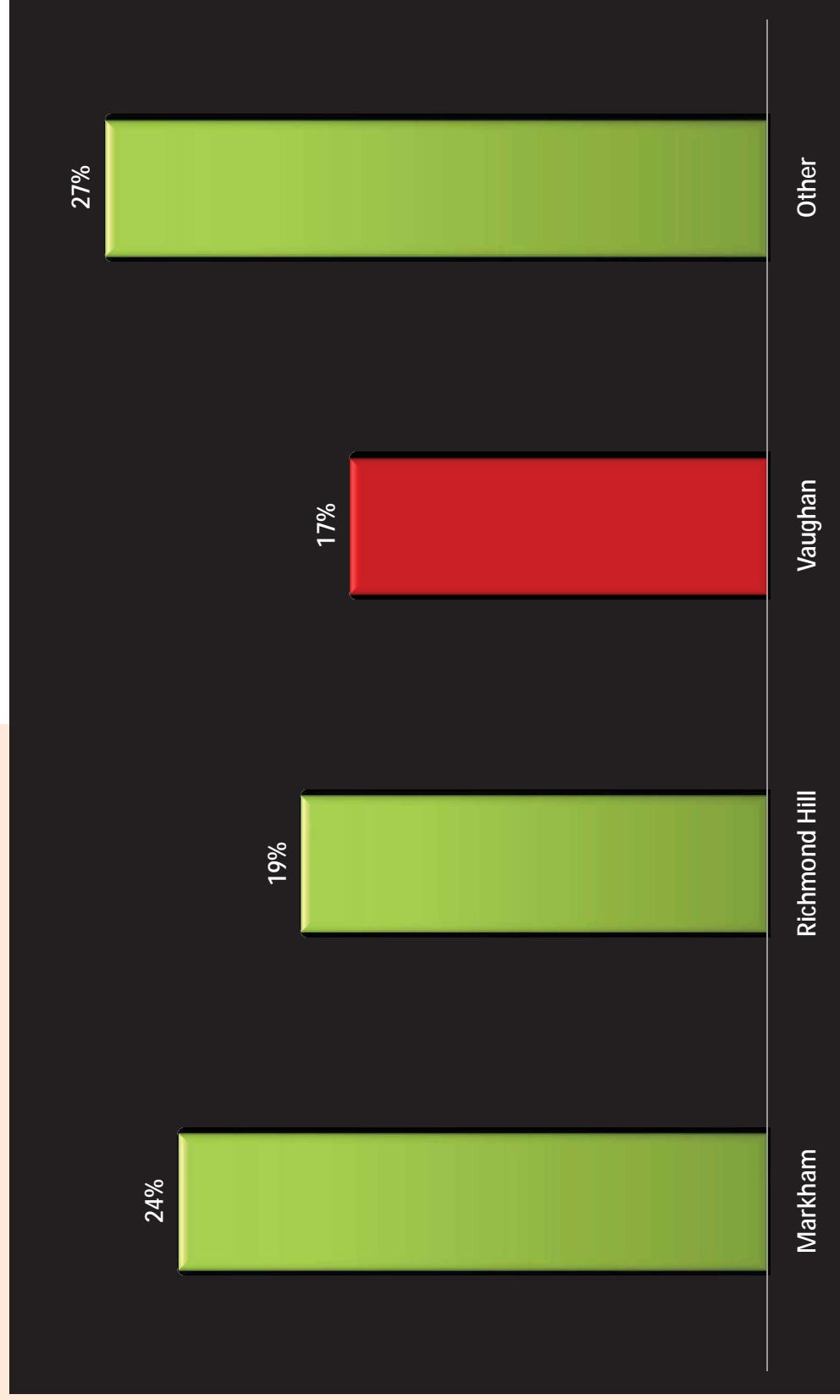
Workshop Purpose

- Stimulate discussion and debate about strategic transportation options
- Reach a consensus for preferred direction
- Set the stage for developing a Transportation Vision at a 2nd Vision Workshop early in 2010

Poor Ratings of Major Roads EKOS Survey Results



Poor Ratings of Public Transit EKOS Survey Results



AECOM Study Approach

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model
- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs
- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PHASE 1

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

PHASE 2

- Stakeholder Workshop on Vision and Policy Framework
- Update Website
- Stakeholder Workshop on Alternative Transportation Plans
- Newsletter #2
- Public Consultation Centre #2

PHASE 3

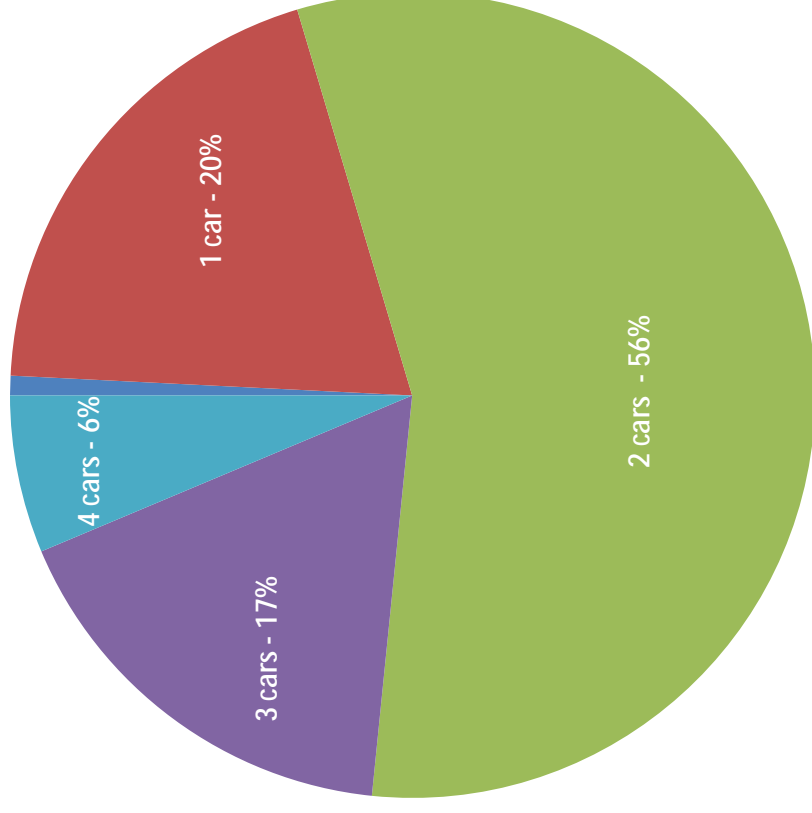
- Newsletter #3
- Update Website
- Notice of Completion

PUBLIC & STAKEHOLDER CONSULTATION

Existing Conditions

- Auto is the dominant travel mode for Vaughan residents
- Relatively low use of transit
- Toronto is the major travel destination for Vaughan residents
- Auto occupancy remains low

Available Vehicles Per Household



Transportation Tomorrow Survey, 2006

General Status

- Reviewed issues and documented Existing Transportation Conditions, City-wide and for 3 Focus Areas:
- Assessed Transportation Road Network Alternatives for VMC
- Completed 4 Discussion Papers
- Documented and assessed Transportation Policies and Standards
- Documented Baseline Environmental Conditions
- Reviewed preliminary 2031 Travel Forecasts
- Prepared a policy paper on Alternative Strategic Directions

Vaughan Metropolitan Center Proposed Road Network

- Spadina subway extension now a reality
- With improved transit, opportunities for further intensification
- With strong residential market, opportunities for better jobs/labour force balance

The subway, the fundamental piece of infrastructure to make the downtown accessible and walkable, will be here in 2015

major arterial
 primary road
 secondary street

VIVA NEXT

Spadina Subway Extension

Key Transportation Issues

- How to increase transit use in Vaughan?
- What TDM policies and strategies should the City pursue?
- Promoting sustainability to the Public-how to succeed in Vaughan?
- How to decrease Truck Traffic? – Particularly in VMC at peak hours
- How to minimize impacts of transportation improvements or open spaces and the natural environment?
- How to manage traffic congestion?



Alternative Strategic Directions

Option 1: Continued Auto Dominance
(Status Quo)



Option 2: Strong Transit and Alternative
Modes Thrust



Option 3: Aggressive Transportation
Demand Management (TDM)

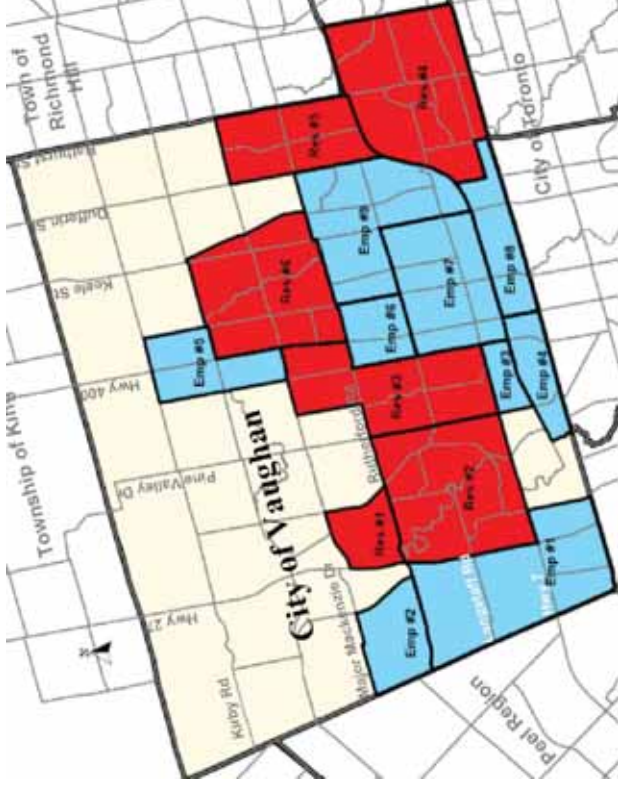


Approach to Workshop

- Presentation of each topic followed by discussion
- Participants divided into Groups
- Each group asked to respond to key questions and highlight key issues
- If possible reach consensus on each topic
- Report to full group

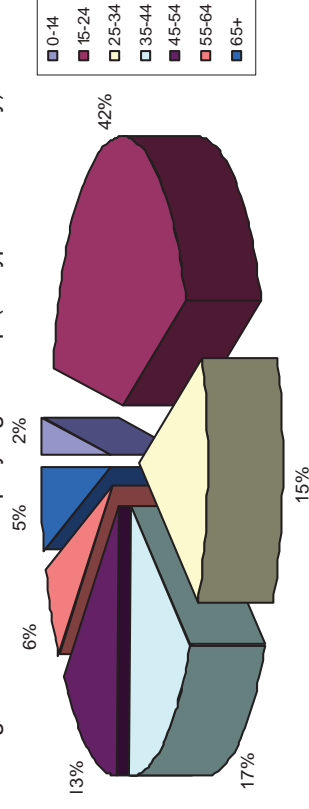
Overview – Transit Realities in Vaughan

- Vaughan's key residential communities and key employment areas were examined as part of this exercise
 - 9 employment areas
 - 6 residential neighbourhoods



- Overall
 - 15-24 yr. olds account for majority of total transit use
 - Comparable to other Canadian centres

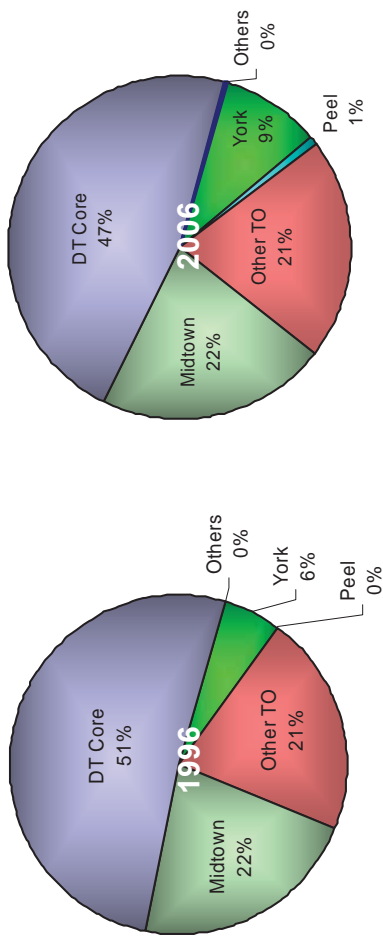
Vaughan Transit Ridership by Age Group (on typical weekday)



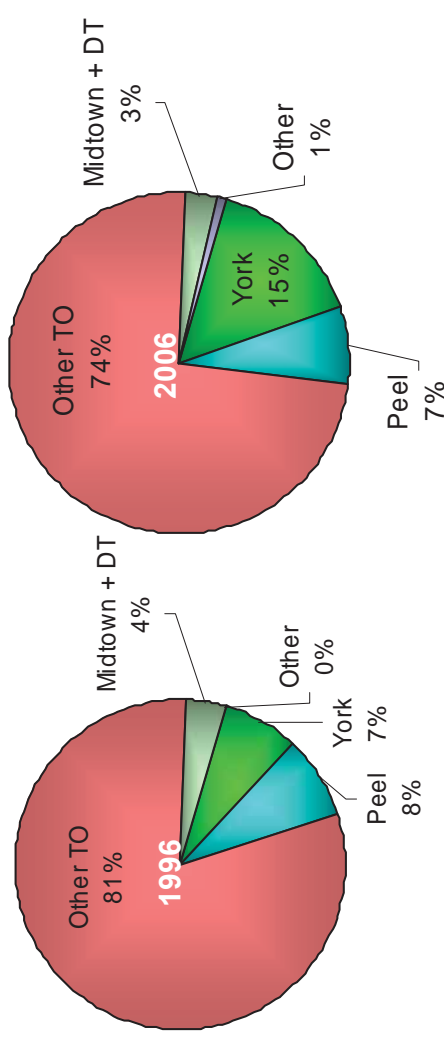
Current Realities in Vaughan – Who uses transit and why?

- AM Peak Period
 - Vaughan transit users are heavily oriented to the City of Toronto, especially:
 - Downtown core (south of Dundas St.), and Midtown-U of T area (north of Dundas St.), where transit is accessible and parking is costly
 - GO Transit service expansion in Vaughan had huge impact on ridership into the downtown core
 - Transit users travelling into the City of Vaughan are most from the City of Toronto (outside of the midtown, downtown core)

Destinations of AM Peak Period Work Trips from Vaughan (Transit Trip Distribution)



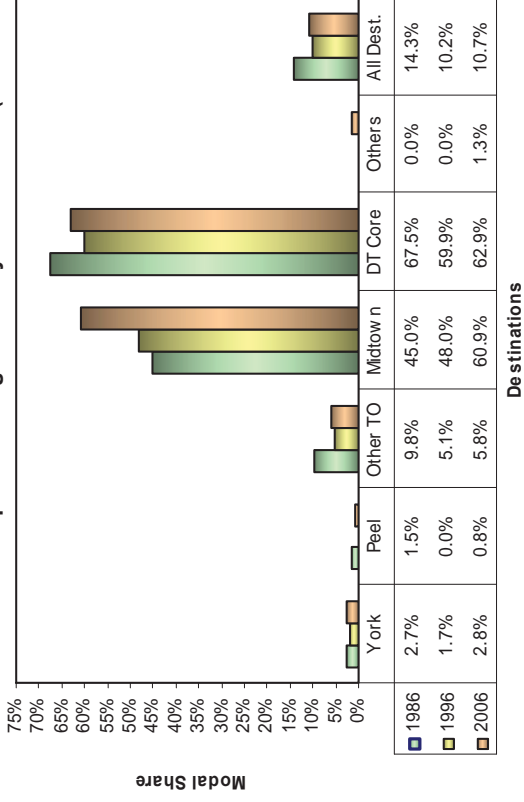
Origins of AM Peak Period Work Trips to Vaughan (Transit Trip Distribution)



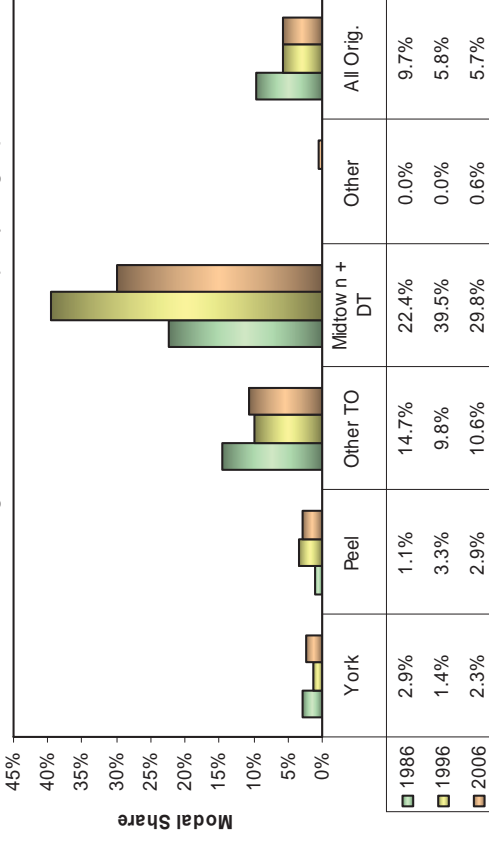
Current Realities in Vaughan – Who uses transit and why?

- However, modal shares remain low
 - With the exception of trips to Downtown/Midtown Toronto, Vaughan’s residents choose to drive to work
 - The vast majority of workers destined for Vaughan also choose to drive

AM Peak Period Work Trips from Vaughan to Key Destinations (Modal Share)



Modal Share Trends for Vaughan-destined Work Trips by Origin (AM Peak Period)

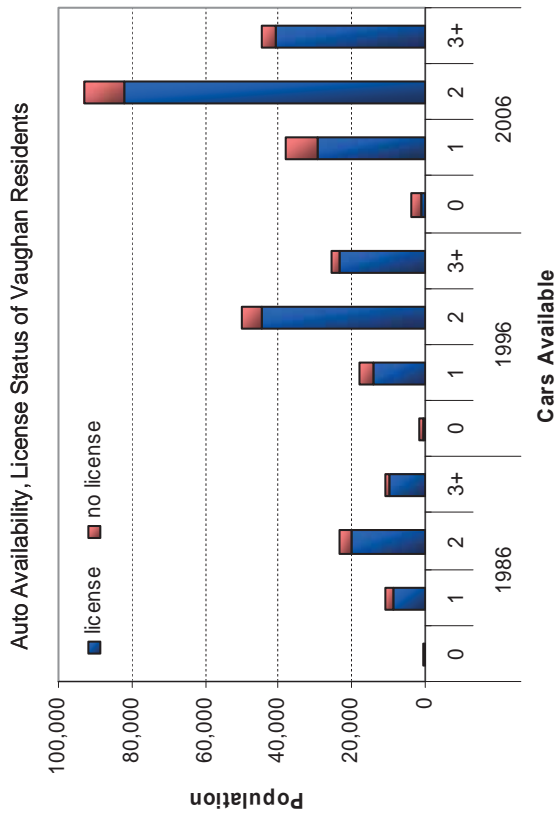


Origins

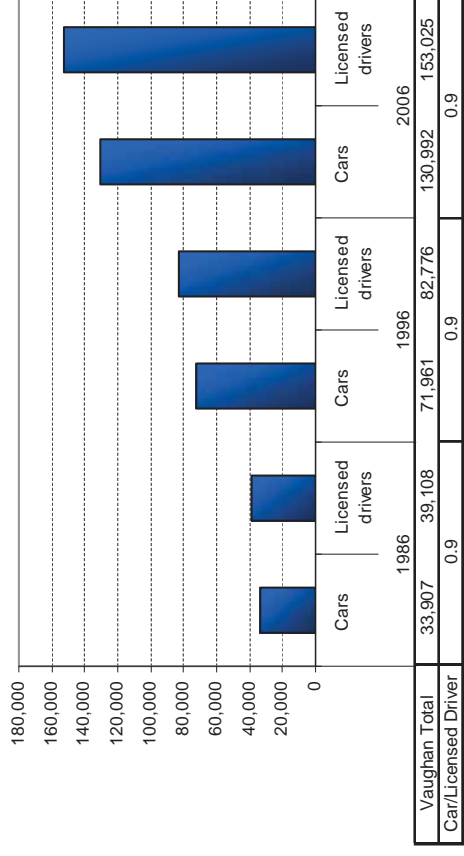


Current Realities in Vaughan – Who drives and why?

- Population of licensed drivers and auto availability are strong indicators of mode choice
- High rates of auto ownership in Vaughan
 - Predominance of households with 2+ cars.
- Total number of cars has grown with population
 - average number of cars available to each licensed driver remained constant at 0.9 cars/driver

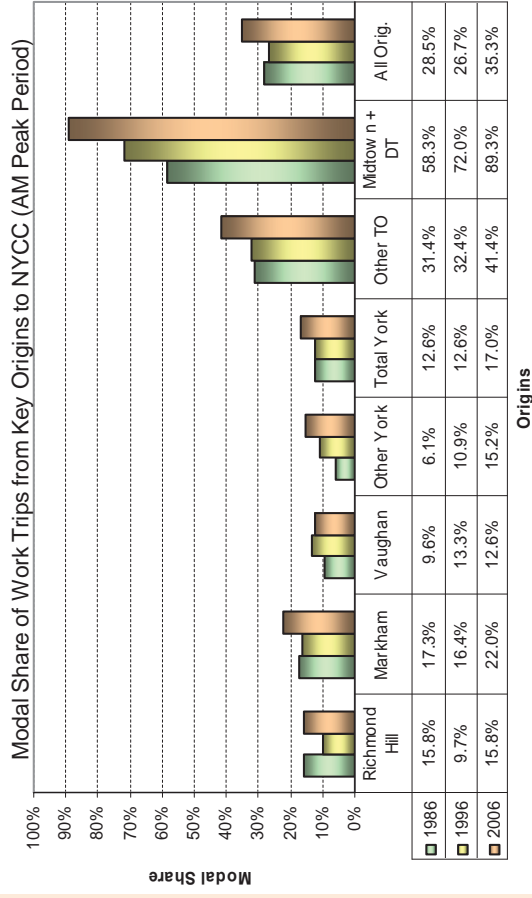
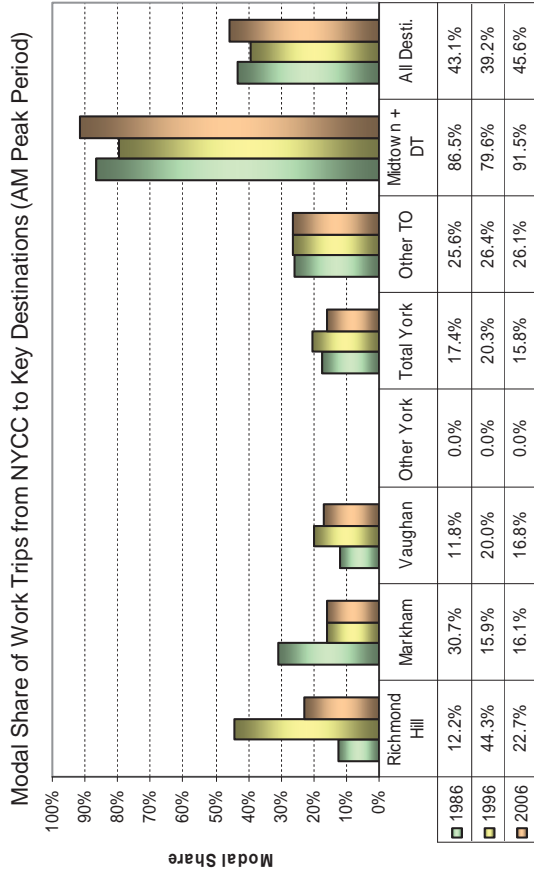


Car Ownership and Population Trends



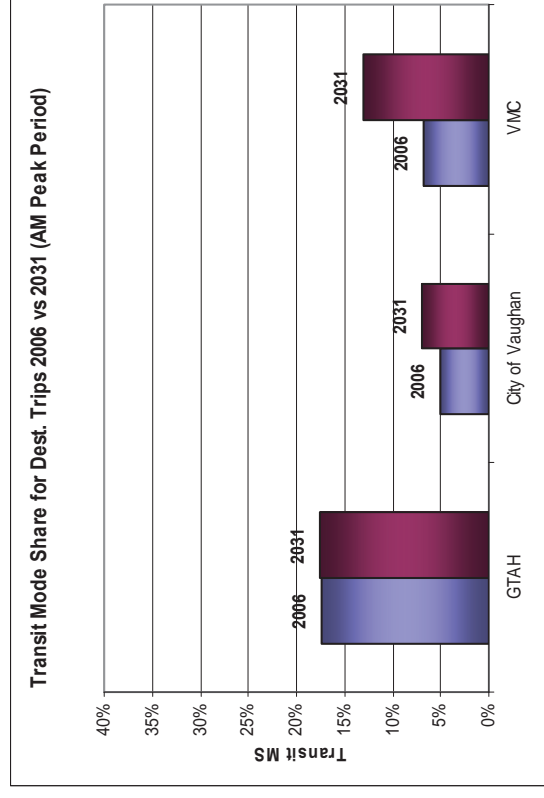
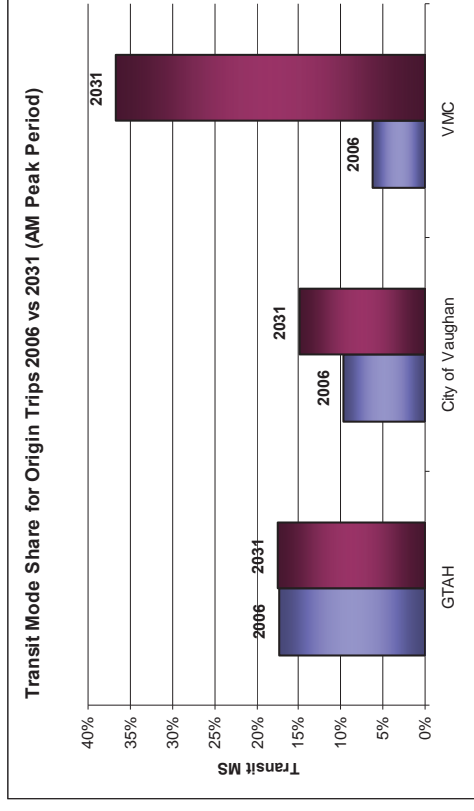
Future Transit Potential in Vaughan – What can be achieved?

- Benchmarking exercise
 - North York City Centre (NYCC)
 - Early example of a “Mobility Hub”, with well-integrated transit (RT and bus), limited parking, high density, and a mix of uses.
 - Demonstrates the benefits of transforming an auto-oriented suburban location into a major, transit-oriented mixed use centre.



Future Transit Potential in Vaughan – What can be achieved?

- Modelling Exercise
 - GTHA: minor change expected between 2006 and 2031 in overall transit market share
 - City of Vaughan: substantial increase in transit's share for residents/ smaller increase for work related trips to Vaughan)
 - Vaughan Metropolitan Centre (VMC): dramatic change between 2006 and 2031 (6 X increase in transit market share for VMC residents/ 2X for VMC employees)



Future Transit Potential in Vaughan – How to achieve it?

- Influence land use and car ownership trends
 - Corridors and nodes
 - Transit-oriented developments (TODs) at a limited number of nodes along well served transit-corridors.
- Travel demand management (TDM) measures:
 - Pedestrian/cycling links
 - Parking:
 - limit the availability of free parking
 - pricing to discourage car use at Mobility Hubs
- Other measures include:
 - Enhancing walkability between a transit station and trip origins/destinations (e.g., homes, workplaces, schools)



Conclusions

- Transit's Future in the GTHA, York Region and Vaughan will be determined by land use and socio-demographic factors
 - Unless steps are taken (carrots and sticks) to create Mobility Hubs by limiting the decentralization of office jobs to remote locations, transit's role will be limited to serving "transit captives"
 - Unless Vaughan creates urban environments where zero car and one car households are viable, the community will continue to rely on the auto for basic mobility.



What is Transportation Demand Management (TDM)?

- Seeks to reduce and/or manage “demand” side of travel
- TDM is a series of specialized policies, targeted programs, & innovative mobility services and products to:
 - Reduce overall travel (e.g. telecommuting)
 - Shift travel modes away from auto use
 - Increase auto occupancy (e.g. through car pooling)
- TDM plays an important role in the providing sustainable transportation



Current TDM Programs in Vaughan are provided by Smart Commute North Toronto Vaughan (NTV)

Smart Commute NTV is an award winning non-profit committed to promoting TDM measures for North Toronto, including all of Vaughan.

Among the Various initiatives are:

- Advocacy for subway and increase transit ridership;
- Promoting trip reduction program in collaboration with York University and other businesses representing significant portion of Vaughan's Commuter-shed;
- Operating an active Smart Commute NTV Bicycle User Group (BUG) and carpooling websites tailored to area employers

TDM Options for Vaughan

Provide incentives for

- telecommuting
- 4 day work weeks;
- variable work hours;
- Carpooling; and
- greater use of transit, cycling and walking)

Minimize “demand” side of travel through auto disincentives

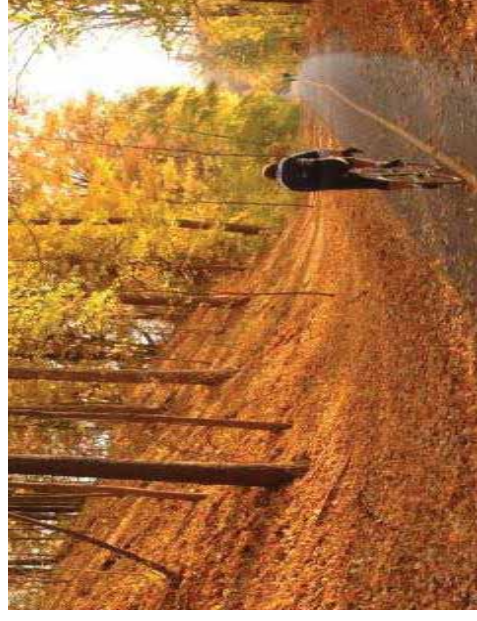
- greater use of freeway tolls;
- congestion pricing in urban centres;
- significantly reduced parking supply requirements; and
- City-wide parking charges

Other Possible TDM Initiatives

- TDM programs as requirement for development approval
- Identify incentives for employers to initiate TDM programs
- Work with Region to provide transit to new residential areas to be funded by developers
- Provide fully wired all new homes for high-speed internet
- Ensure secure and permanent bike parking in public and private area

Active Transportation

- Recently completed Pedestrian and Bicycle Master Plan
- Network includes commuter and recreational route systems:
 - On-road bike lanes
 - Signed and unsigned on-road bike routes
 - Multi-use pathways
 - Walking trails
- TMP will consider balance of commuter and recreational routes



Existing Parking Conditions

- Existing policies encourage high minimum parking requirements that contribute to an oversupply of parking and a cyclical pattern of automobile dependence
- Oversupply of low cost parking will not support transit
- Existing standards “one size fits all” approach is not suitable for the evolving diverse urban forms, varying degrees of transit service, and diverse planning objectives across the City



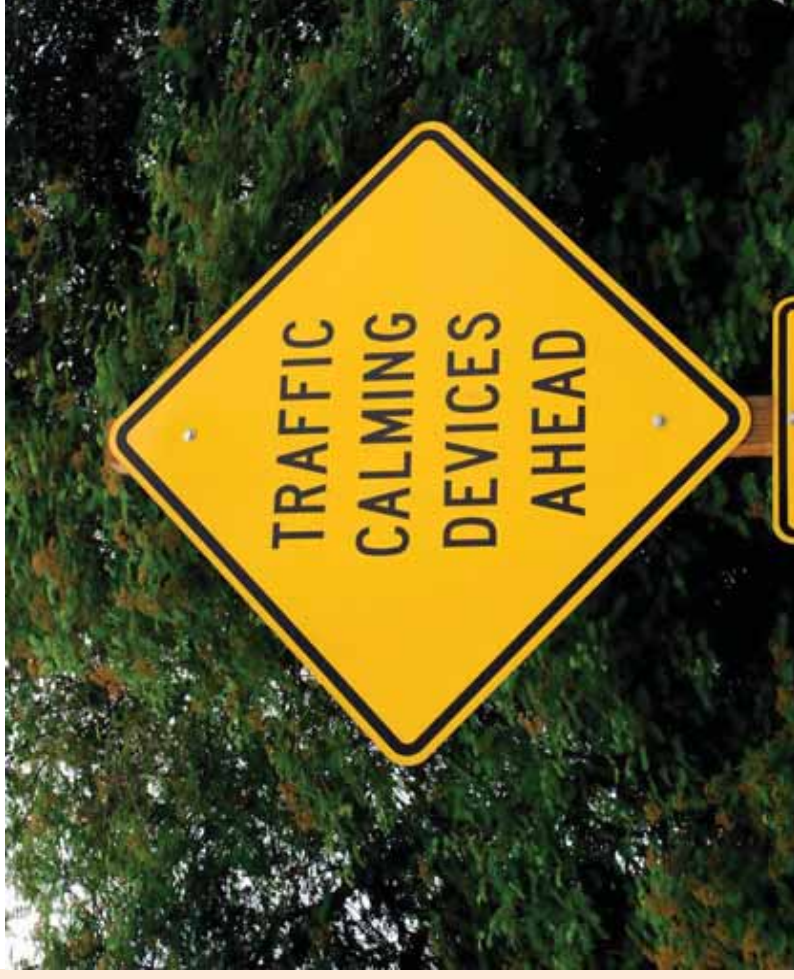
Recent Parking Recommendations

- Sensitivity to urban context
- TMP to explore means of reducing parking demand and supply while maintaining vibrant business communities
- Improve parking design for typical automobile spaces, small car spaces to promote the uses of smaller, more fuel-efficient vehicles, and bicycle parking.
- Vaughan should adopt standards that are in line with the provisions under the Accessible Built Environment Standards being developed as part of the Accessibility for Ontarians with Disability Act.
- Provide bicycle parking to promote cycling as a more sustainable mode of travel



Safety and Traffic Calming

- Current safety policies are more reactive
- Need a more proactive analytical approach
 - Safety consideration in planning, design and operation
 - Safety Impact Study could be considered early stages of the planning process
- Introduce ranking system to prioritize calming plans
- Increase consideration for calming measures in the review of new developments



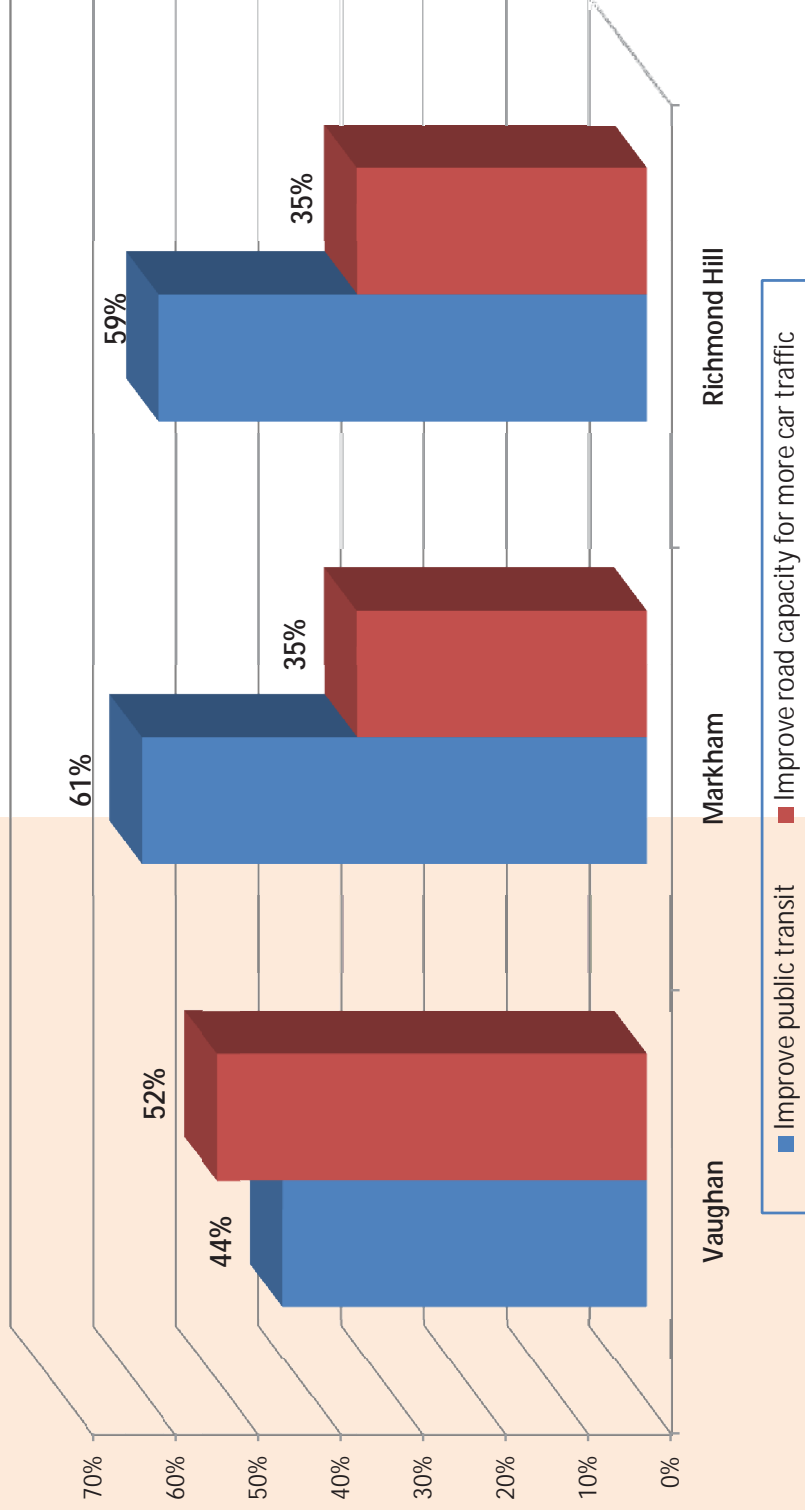
Education is Critical to Making Sustainable Policies Sustain Themselves

- “Through education, sustainability can become firmly established within the existing value structure of societies while simultaneously helping that value structure evolve toward a more viable long-term approach.”
 - Andres Edwards, “The Sustainability Revolution”

- “While many nations around the world have embraced the need for education to achieve sustainability, only limited progress has been made on any level...in some cases, a lack of vision or awareness has impeded progress...”
 - Rosalyn McKeown, “Education for Sustainable Development Toolkit”



Favoured Overall Strategy for Dealing with Traffic Congestion by Municipality*



*Development of the York Region Transportation Master Plan, EKOS Research, 2008

“Sustainability” a Key Element of the City’s Transportation Master Plan

To ensure consistency with the City’s Official Plan, the Vaughan TMP will comply with the Environmental Principles developed for Official Plan Amendment (OPA) 600 that asserts:

The City shall preserve, protect and where possible enhance Vaughan’s environmental resources to ensure that they are not compromised by urban development...;

The City shall employ an ecosystems approach in its future planning to ensure that planning decisions are made with an understanding of the environmental, social, cultural and economic implications for Vaughan...;

The City shall follow the fundamental principles of sustainable development / sustainability in its future decisions...



“Sustainability” a Key Element of the City’s Transportation Master Plan

Relative to this Transportation Master Plan, the primary goal is to ensure that Vaughan’s transportation system functions efficiently and in a sustainable manner, which means the City will:

- Invest in more sustainable modes of transportation, including transit, TDM, HOV lanes, cycling lanes and trail networks;
- Support land use planning and urban design measures that encourage transit use, walking and cycling;
- Use sustainability indicators, benchmarks and other tools to monitor the achievements of its transportation system; and
- Minimize impacts on the natural environment in expanding its transportation infrastructure.



Promoting Sustainability Local Initiatives

- Green Directions Vaughan
- Anti-Idling By-law
- Smart Commute North Toronto, Vaughan
- City of Vaughan Car Pool Zone
- *Count Me In Challenge*



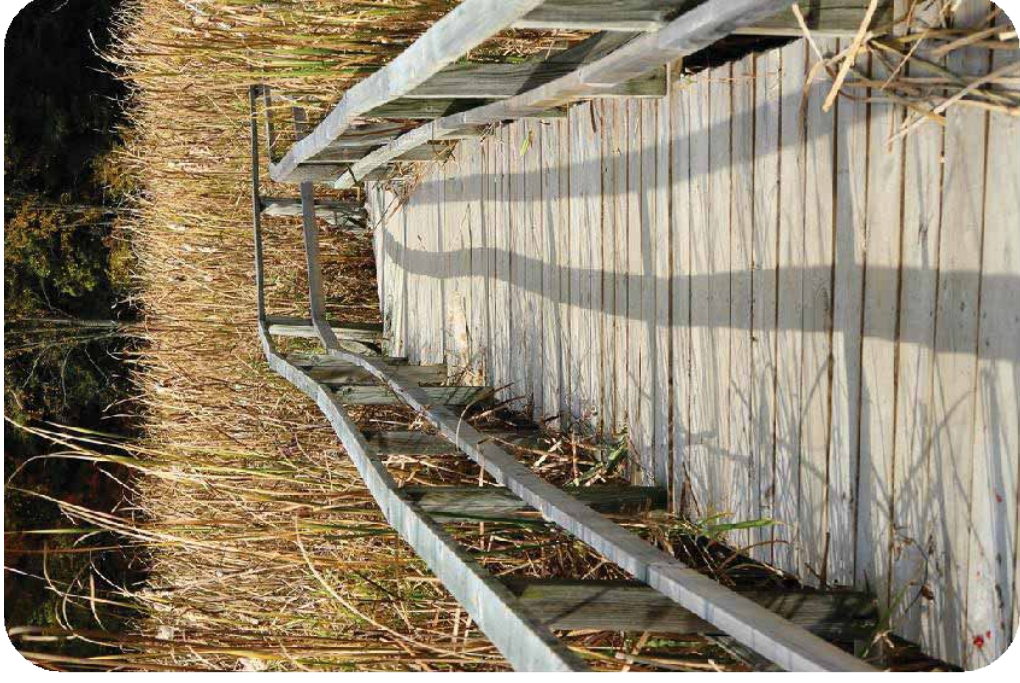
Initiatives Designed to Promote Sustainability

- *Walk to School Day*
- *Good Going*
- *Cyclovia*
- *Transportation Cocktail*
- *Media (television, newspapers, etc.)*



What can the City of Vaughan do to Promote Sustainability to...

- Local businesses
- Residents
- New residents and New Canadians
- Children
- High school and university students
- Seniors



Next Steps to Establishing a Vision

- Review and summarize the results
- Prepare policy paper on evolving Transportation Vision
- Hold Workshop #2 in late January

A Blueprint to Move Vaughan

Workshop – December 9, 2009

Thank you for participating in today's workshop. We appreciate your input!

1. In addition to the information you provided us today, do you have other comments that will help guide the direction of the Vaughan Transportation Master Plan?

There is a long history of provincial & municipal studies and research on the topics discussed today. Much of what needs to be done, from a policy & action standpoint is well known. What is needed is strategic thinking on how to implement specific initiatives to achieve demonstrable results in the short term (i.e. successes) so that (a) long term strategy (ies) ^{will} have credibility and local (regional?) support. Need for strategic focus. Need to be able to convince Council & senior management that there is positive pay-off - not suspicion of down-side risk to initiatives (win-win vs lose-lose) (often, the public is way out in front of the politicians - -- who need to find out where the parade is going so that they can get in front of it!)

2. We hope that this workshop gave you the opportunity to participate in this study. Do you have any comments relative to how the workshop was run? How could we have improved the workshop?

Empty lined box for handwritten response to question 2.

We look forward to your continued involvement in the Vaughan Transportation Master Plan. You are welcome to leave this comment form with us, or you can e-mail your comments to:

Loren Polonsky, Senior Environmental Planner, AECOM
Loren.Polonsky@aecom.com
 Tel: 905.477.8400, Ext. 435

Vaughan's

A Blueprint to *Move* Vaughan

Workshop – December 9, 2009

Thank you for participating in today's workshop. We appreciate your input!

1. In addition to the information you provided us today, do you have other comments that will help guide the direction of the Vaughan Transportation Master Plan?

One interesting piece of information that came up through the "Drive-through standards and Design Guideline" study was that the number of drive throughs (banks, restaurants) per capita in Vaughan is 1 for every 3,000 people. "Markham" 1 " " " 8,000 people.

Relative to other outer GTA municipalities, Vaughan is over-served by drive-through facilities.

2. We hope that this workshop gave you the opportunity to participate in this study. Do you have any comments relative to how the workshop was run? How could we have improved the workshop?

We look forward to your continued involvement in the Vaughan Transportation Master Plan. You are welcome to leave this comment form with us, or you can e-mail your comments to:

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A Blueprint to *Move* Vaughan

Workshop – December 9, 2009

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1. In addition to the information you provided us today, do you have other comments that will help guide the direction of the Vaughan Transportation Master Plan?

Hard targets help set a vision and desired future condition. Greater than flexible language in policy such as "encourage" or "minimize".

Hard targets could extend beyond modal share for intensification centres to:

- monitoring implementation of Ped and Bike MP;
- % of school trip by walking;
- rating the 'completeness' of pedestrian, cycling and transit amenities.
- rating 'walkability' of neighbourhoods.

2. We hope that this workshop gave you the opportunity to participate in this study. Do you have any comments relative to how the workshop was run? How could we have improved the workshop?

Facilitators did a very good job.

The two questions could have been provided to participants in advance to prompt the discussion.

We look forward to your continued involvement in the Vaughan Transportation Master Plan. You are welcome to leave this comment form with us, or you can e-mail your comments to:

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A Blueprint to *Move* Vaughan

Workshop – December 9, 2009

Thank you for participating in today's workshop. We appreciate your input!

1. In addition to the information you provided us today, do you have other comments that will help guide the direction of the Vaughan Transportation Master Plan?

* Synchronize signals on major routes to maintain a better flow of traffic and maintain a constant moderate speed similar to streets of New York

* Encourage Antishone ID new/existing developments.

* Reward developers by adding density bonuses or reduction of DCs to encourage implementation of TDM or other sustainable measures rather than penalty and passing additional costs over to developers.

* Develop scorecard system for Site Plan approvals similar to LEED but not necessarily LEED.

* Don't put the stakes so high for developer to make them anxious. If the stakes are slightly lowered then the goals will be more attainable.

- Look for ideas that cost less vs. greater benefits that can be implemented without requiring huge budgets

- Look for money generating ideas that could pay for Transit operation costs.

2. We hope that this workshop gave you the opportunity to participate in this study. Do you have any comments relative to how the workshop was run? How could we have improved the workshop?

Good workshop

Hopefully more detailed in #2.

We look forward to your continued involvement in the Vaughan Transportation Master Plan. You are welcome to leave this comment form with us, or you can e-mail your comments to:

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Loren.Polonsky@aecom.com

Tel: 905.477.8400, Ext. 435

A Blueprint to *Move* Vaughan

Workshop – December 9, 2009

Thank you for participating in today's workshop. We appreciate your input!

1. In addition to the information you provided us today, do you have other comments that will help guide the direction of the Vaughan Transportation Master Plan?

please consult "Region of Peel" to
accommodate or incorporate recommendations of

- (1) peel/york 427 transportation Master plan
- (2) York/peel Boundary Area Transportation Study
- (3) Secondary plans in peel
- (4) LRTP of peel
- (5) Other transportation studies

please contact me or any one at peel
— Sabbir Saifed

2. We hope that this workshop gave you the opportunity to participate in this study. Do you have any comments relative to how the workshop was run? How could we have improved the workshop?

We look forward to your continued involvement in the Vaughan Transportation Master Plan. You are welcome to leave this comment form with us, or you can e-mail your comments to:

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Loren.Polonsky@aecom.com

Tel: 905.477.8400, Ext. 435

C4.2 Stakeholder Workshop, February 3, 2010

Agenda

Vaughan Transportation Master Plan

"A Blueprint to Move Vaughan" – Workshop #2

February 3, 2010

Location: Toscana Banquet & Conference Center, Hilton Garden Inn Toronto Vaughan, 3201 Highway 7 West

Afternoon Workshop	Evening Workshop	
2:00 – 2:10 p.m.	6:30 – 6:40 p.m.	Welcome Back! <i>Michael Frieri, City of Vaughan</i> <i>Dick Gordon, AECOM</i>
2:10 – 2:20	6:40 – 6:50	Recap of the Workshop #1 and Purpose of Workshop #2 <i>Dick Gordon, AECOM</i>
2:20 – 3:30	6:50 – 8:00	Presentation & Discussion #1: <i>Proposed Principles, Goals & Actions of the Master Plan</i> <i>Loren Polonsky, AECOM</i>
3:30- 4:20	8:00 – 8:50	Presentation & Discussion #2: <i>Assessment of the Strategic Options</i> <i>Dick Gordon, AECOM</i>
4:20 – 4:30	8:50 – 9:00	Next Steps & Thank You! <i>Michael Frieri, City of Vaughan</i> <i>Dick Gordon, AECOM</i>



Vision

**City of Vaughan
Transportation Master Plan**

Proposed Principles, Goals & Actions



Purpose of Study Principles & Goals

- Serves as the pillars of the study - what do we want to achieve?
- Developed based on previous public and stakeholder input.
- The “Preferred Option” must reflect the Principles and Goals.



Actions

- How can we achieve the Principles and Goals?
- Designed to complement infrastructure improvements.
- What other Actions would you suggest?



1. Provide affordable, efficient transportation options for everyone

The City of Vaughan is committed to ensuring all residents – including low income households, disabled, elderly and others who cannot or do not own their own vehicle – are provided affordable, reliable and efficient transportation options.

1. Provide affordable, efficient transportation options for everyone

Proposed Actions:

- Protect public rights-of-way for transit, bicycle, and pedestrian facilities from encroachment.
- Identify and implement strategies to maximize access to the transportation system, including alternative modes of transportation...



2. Make neighbourhoods as pedestrian-friendly and as bicycle friendly as possible.

Recognizing their importance to the health of its citizens, the City will enhance opportunities to walk and bike in Vaughan.

2. Make neighbourhoods as pedestrian-friendly and as bicycle friendly as possible.

Proposed Actions:

- Encourage land use patterns and designs that promote safe and convenient walking, bicycling, and transit.
- Replace “Wider, Straighter, Faster” with Context Sensitive Solutions that enhance safety.
- Design and operate transportation systems which can be used by the physically challenged...



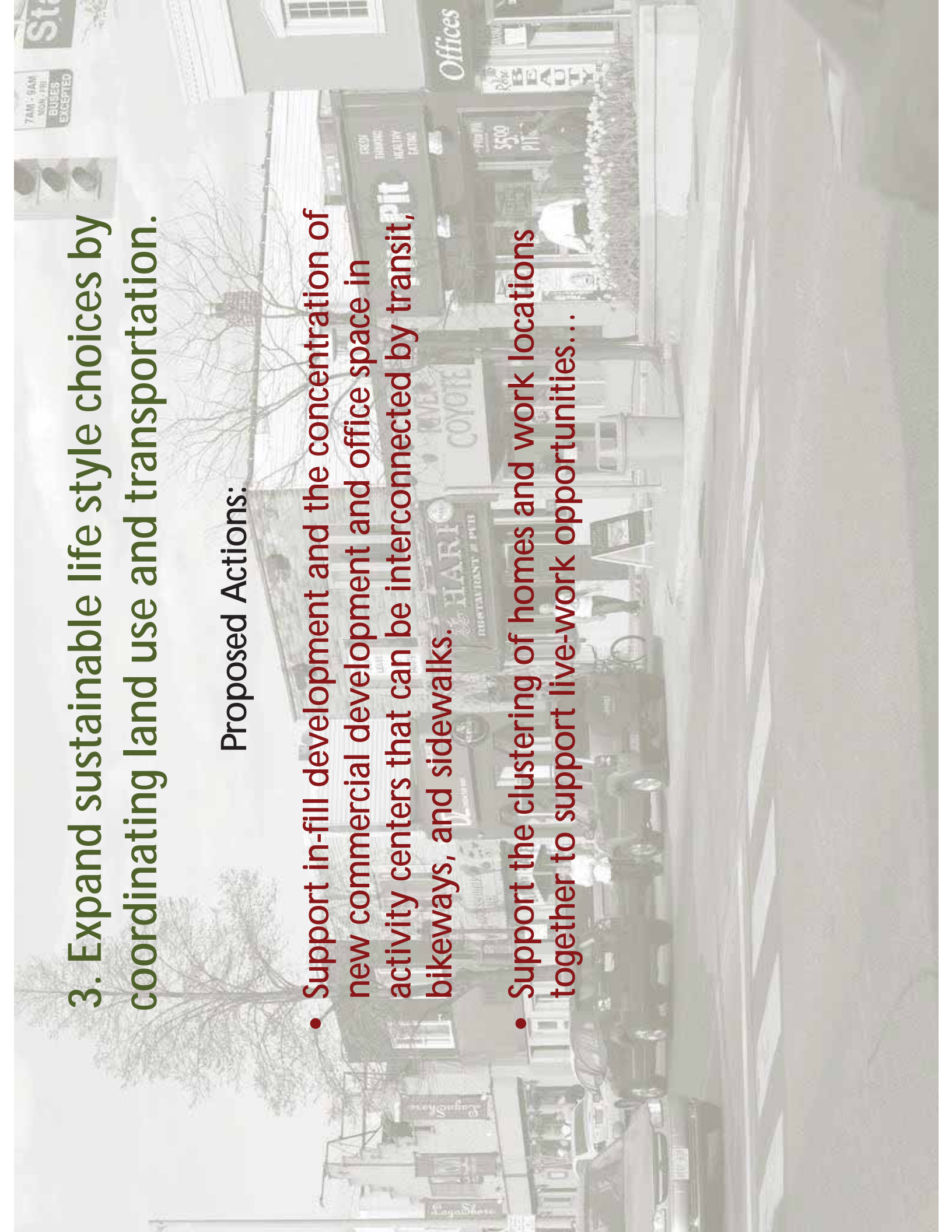
3. Expand sustainable life style choices by coordinating land use and transportation.

The City of Vaughan will create neighbourhoods that contain the full range of development densities and land-uses, including those that are compact, mixed-use and pedestrian-friendly.

3. Expand sustainable life style choices by coordinating land use and transportation.

Proposed Actions:

- Support in-fill development and the concentration of new commercial development and office space in activity centers that can be interconnected by transit, bikeways, and sidewalks.
- Support the clustering of homes and work locations together to support live-work opportunities...





4. Preserve and enhance environmental resources, including the natural heritage network.

The City will avoid impacts to the natural environment to the extent possible in expanding its transportation infrastructure.

4. Preserve and enhance environmental resources, including the natural heritage network.

Proposed Actions:

- Preserve, protect and where possible enhance Vaughan's environmental resources to ensure that they are not compromised by urban development and its related activities.
- Employ an ecosystems approach in its future planning to ensure that planning decisions are made with an understanding of the environmental, social, cultural and economic implications for Vaughan and other influences on the same ecosystem...



5. Promote reliable, convenient and “seamless” local and rapid transit service.

The City of Vaughan will encourage York Region, GO Transit and Metrolinx to provide seamless public transit service between local neighbourhoods, employment centres and other activity nodes.

5. Promote reliable, convenient and “seamless” local and rapid transit service.

Proposed Actions:

- Locate transit stops/stations within convenient walking distance of major concentrations of employment....



An aerial photograph of a large, circular architectural structure, possibly a transit hub or public square. The structure features a central circular area with a logo that includes a stylized tree and the words 'VAUGHAN MILLS'. Surrounding this central area are several concentric walkways and ramps. The outermost walkway has the text 'DISCOVER ONTARIO AT VAUGHAN MILLS' and a small maple leaf icon. The overall scene is captured from a high angle, showing the intricate design of the circular structure and the surrounding urban environment.

6. Promote the economic vitality of the City and Vaughan Metropolitan Centre.

The City of Vaughan will ensure its economic competitiveness by providing a safe, reliable and efficient transportation system.

6. Promote the economic vitality of the City and Vaughan Metropolitan Centre.

Proposed Actions:

- Provide direct access to employment centres and other activity nodes – for all travel modes.
- Recognizing that the City of Vaughan has among the highest freight travel in the Region, support the efficient movement of freight to, from and within the City...

7. Support diverse transportation system funding.

The City of Vaughan will seek innovative funding sources and strategies to ensure a more balanced, sustainable transportation system.

7. Support diverse transportation system funding.

Proposed Actions:

- Strengthen the "user pay" component of transportation system funding (i.e., parking, roads, etc.).
- Work with the Province and the Region to seek sustainable transportation funding that is stable and predictable, dedicated and transparent...

A white car with license plate LJ57 DXV is parked in a parking garage. The car is viewed from a high angle, showing its front and side. The license plate is clearly visible. The background shows other cars parked in the garage.


8. Support measures to maintain air quality and minimize use of fossil fuels.

The City of Vaughan's transportation needs must be met without generating emissions that threaten public health, global climate, biological diversity or the integrity of essential ecological processes.

8. Support measures to maintain air quality and minimize use of fossil fuels.

Proposed Actions:

- Reduce air emissions and impacts from air emissions by supporting energy efficient development and energy efficient retrofitting; and alternatives to single occupant vehicle use and automobile travel.
- Encourage the adoption and use of zero emissions vehicles by supporting flexible road policies that accommodate zero emission vehicles; supporting the development of fuelling and recharging stations for zero emissions vehicles; and ensuring Vaughan's vehicular fleet includes low and zero emissions vehicles to showcase available technologies...



9. Optimize the use of existing transportation systems to avoid unnecessary capacity improvements.

The City of Vaughan will work with its local and regional partners to ensure its transportation system operates efficiently and reliably by supporting new technologies, access management and transportation demand management initiatives.

9. Optimize the use of existing transportation systems to avoid unnecessary capacity improvements.

Proposed Actions:

- Give priority to the management of existing infrastructure before adding new infrastructure.
- Utilize new transportation technologies to lengthen the operational life or increase the capacity of existing facilities....





10. Minimize growth in travel demand.

The City of Vaughan will encourage initiatives and programs that reduce demands on the transportation system, especially at peak hours, or reduce the number of vehicles on the roads while accommodating the same number of people.

10. Minimize growth in travel demand.

Proposed Actions:

- Reduce the amount of vehicle miles traveled on area roads.
- Support requirements for new developments to manage its transportation demand...



An aerial photograph of an industrial or commercial district, showing several large, multi-story buildings with flat roofs and extensive parking areas. The image is slightly faded to serve as a background for the text.

11. Enhance the efficient movement of freight and support the greater use of freight by rail.

The City of Vaughan will support strategies that improve freight movement within its boundaries and minimize the flow of heavy trucks through or adjacent to residential communities.

11. Enhance the efficient movement of freight and support the greater use of freight by rail.

Proposed Actions:

- Promote connections between transportation modes that support the effective shipment of freight.
- Encourage improvements that enhance the area's regional and global competitiveness.
- Discourage through truck traffic from traveling within residential neighbourhoods...

12. Develop parking strategies that support the greater use of transit and active forms of transportation.

The City of Vaughan will develop strategies that reduce the demand for parking at existing and future employment centres and other activity nodes.

24 HOURS

NO PARKING

12. Develop parking strategies that support the greater use of transit and active forms of transportation.

Proposed Actions:

- Assess parking supply, utilization, location and price relative to their impact on travel behaviour and mode-choice.
- Identify strategies that support sustainable transportation through parking management, shared parking and other initiatives...

Join at zipcar.com

TOW ZONE

24 HOURS

NO PARKING



13. Foster awareness of sustainable transportation.

The City of Vaughan will develop programs and activities that enhance residents' awareness and understanding of the benefits of sustainable transportation.

13. Foster awareness of sustainable transportation.

Proposed Actions:

- Develop creative strategies to ensure more active and meaningful participation in future master plans.
- Identify “new media” to promote sustainable transportation to Vaughan residents.
- Recognizing the City’s rich diversity, develop strategies to ensure the involvement of major ethnic groups in sustainable transportation programs and initiatives...

C4.3 Stakeholder Workshop, March 3, 2010

Agenda

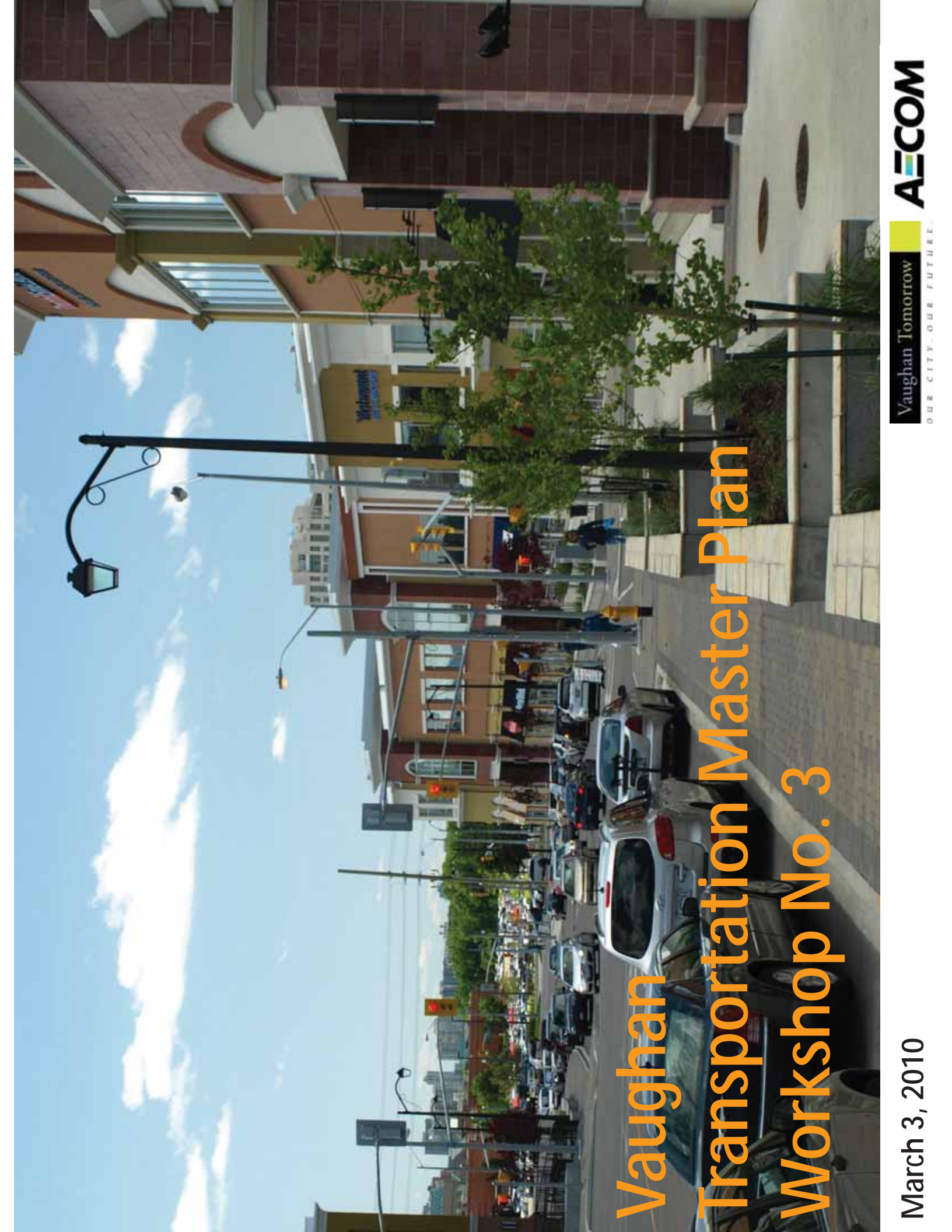
Vaughan Transportation Master Plan

"A Blueprint to Move Vaughan" – Workshop #3

March 3, 2010

Location: Toscana Banquet & Conference Center, Hilton Garden Inn Toronto Vaughan, 3201 Highway 7 West

Afternoon Workshop	Evening Workshop	
2:30 – 2:40 p.m.	6:30 – 6:40 p.m.	Welcome Back! <i>Michael Frieri, City of Vaughan</i>
2:40 – 3:00	6:40 – 7:00	Recap of the Workshop #2 and Proposed Transportation Vision <i>Loren Polonsky, AECOM</i>
3:00 – 3:40	7:00 – 7:40	Presentation <i>Preliminary Assessment of Long Range Alternatives Plans</i> <i>Dick Gordon, AECOM</i>
3:40- 4:20	7:40 – 8:20	Discussion on Supportive Policies and Programs <i>Preliminary Long Range Alternatives Plans</i> <i>Dick Gordon, AECOM</i> <i>Loren Polonsky, AECOM</i>
4:20 – 4:30	8:20 – 8:30	Next Steps & Thank You! <i>Michael Frieri, City of Vaughan</i>



Vaughan Transportation Master Plan Workshop No. 3

March 3, 2010

Vaughan Tomorrow
OUR CITY. OUR FUTURE.

AECOM

General Status

- Reviewed issues and documented existing transportation conditions, City-wide and for 3 focus areas
- Assessed transportation road network alternatives for VMC
- Completed 4 discussion papers
- Documented and assessed transportation policies and Standards
- Documented baseline environmental conditions
- Reviewed preliminary 2031 travel forecasts
- Prepared a policy paper on alternative strategic directions
- Prepared policy paper on transportation vision and policy framework
- Completed two workshops

Phase 3 TMP Activities

- Finalize long term long term networks and supportive policies
- Prepare travel forecasts for 2021 and test alternative networks
- Estimate capital costs
- Develop implementation strategy and phasing plan
- Develop decision making framework and monitoring/review process
- Draft TMP and finalize supporting documents

Recap of Workshops 1 and 2

Workshop No.1

- Assessed existing transportation conditions to identify need and opportunity
- Forecasted future base transportation conditions
- Proposed alternative strategic options for the future

Workshop No. 2

- Assessed alternative strategic options
- Selected and described preferred direction for the future
- Articulated underlying principles and goals
- Identified supportive actions to achieve the Vision

VISION

Preferred Strategic Direction: A Hybrid Option

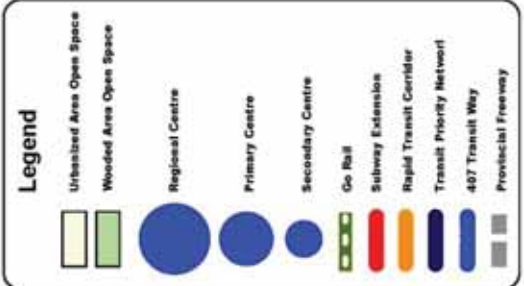
Best Elements of Strategic Options 2 and 3

- Integrated land use and transit decision making
- High level of R.T. infrastructure
- Transit nodes and corridors urban structure
- High level of transit priority on the road system
- Integrated transit fares and services
- Transit supportive parking strategy
- Support for HOV lanes and ridesharing programs
- Extensive support for active transportation
- Strategic Road Improvements Only
 - Support transit (e.g. key missing links)
 - Support VMC and other centres
 - Support goods movement in key areas

VISION

- ▶ Focus new growth and intensification within the Vaughan Metropolitan Centre and at other centres and nodes along rapid transit corridors.
- ▶ Support new developments comprising a mix of uses to reduce trip lengths and encourage more walking and cycling.
 - ▶ Increase transit share – 15% city-wide 25% along transit corridors and 35% within the Vaughan Metropolitan Centre.
- ▶ Implement mid-block collectors to support mixed-use centres, accommodate transit, expand pedestrian and cycling networks and improve system-wide mobility.
 - ▶ Manage the supply and cost of parking within the Vaughan Corporate Centre and other centres nodes and to minimize the growth in single occupants travel.
 - ▶ Increase investments in cycling and pedestrian infrastructure and programs.
 - ▶ Limit road improvements to those that support strategic initiatives (transit network connectivity or goods movement).

New Path Transport Vision



- Assess Long Range Transportation Plans
- Discuss Supportive Policies and Programs

AECOM Study Approach

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model

- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs

- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PHASE 1

PHASE 2

PHASE 3

PUBLIC & STAKEHOLDER CONSULTATION

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

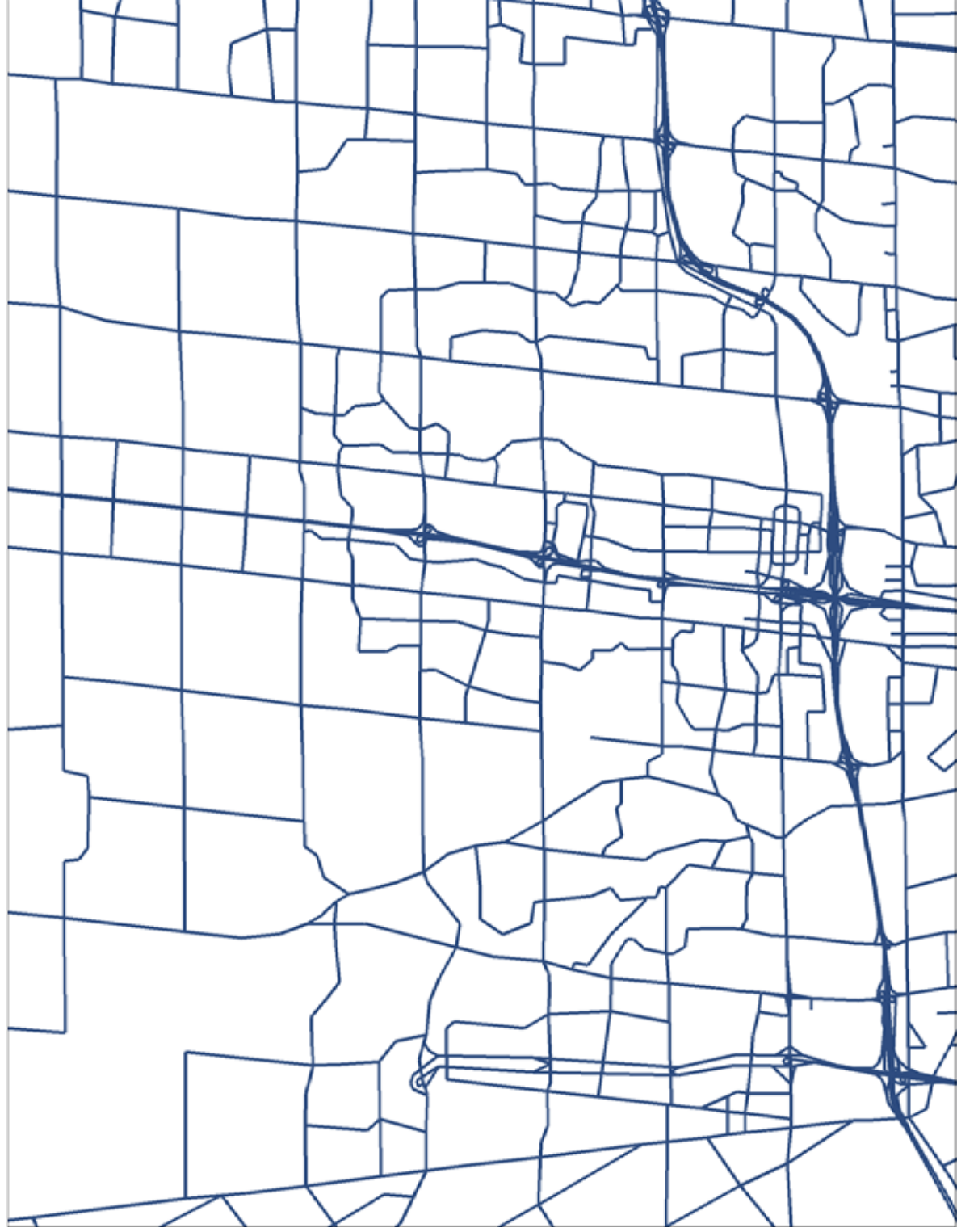
- Stakeholder Workshop on Vision and Policy Framework
- Stakeholder Workshop on Alternative Transportation Plans
- Stakeholder Consultation Plans
- Newsletter #2
- Public Consultation Centre #2

- Newsletter #3
- Update Website
- Notice of Completion

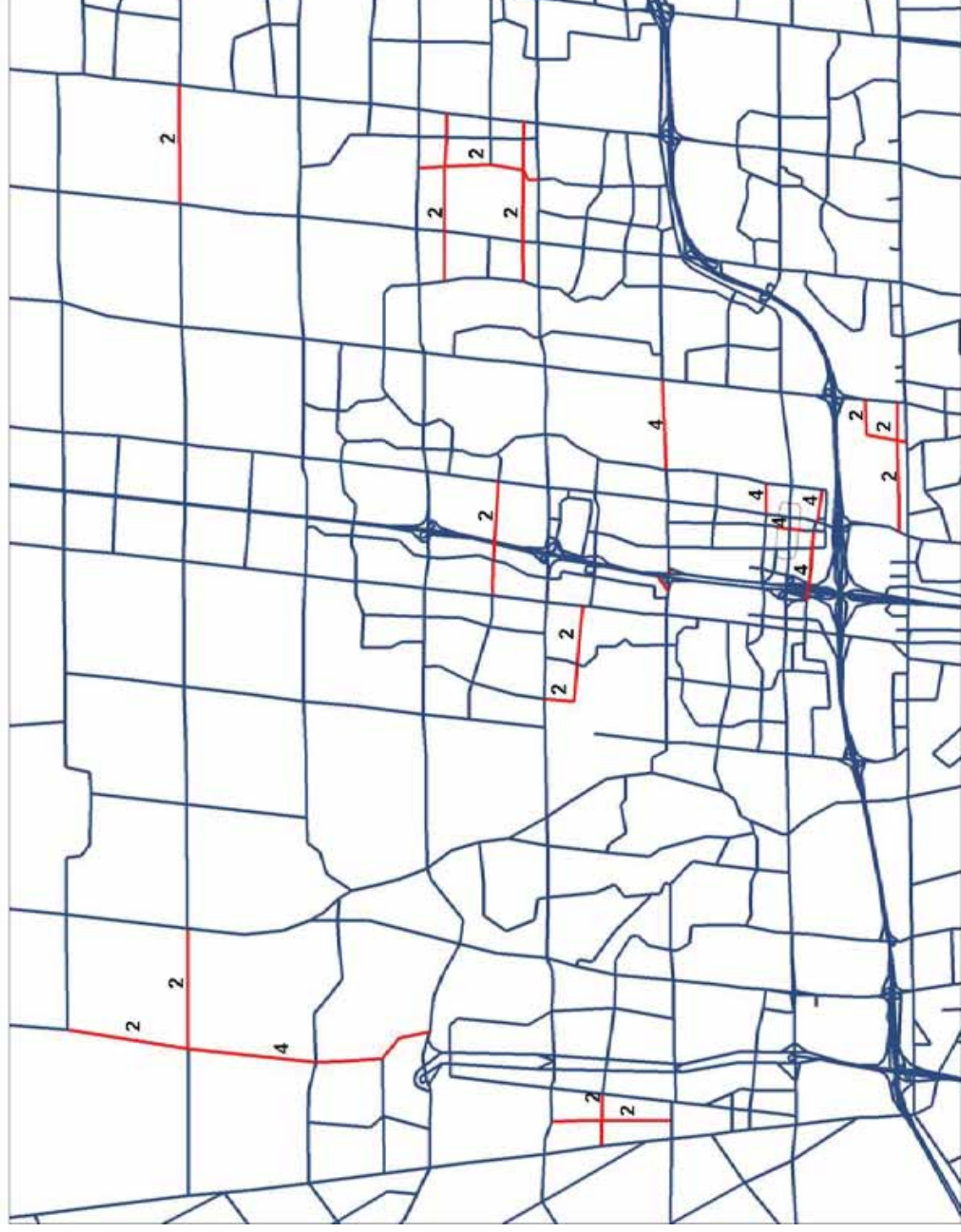
2031 Base Network Alternative

- Road Network
 - Highway 427 Extension to Major MacKenzie Drive
 - Consistent with York region TMP
 - New Local Roads
- Transit Network
 - MetroLinx “Big Move”
 - GO Rail to Bolton and Improvements on Barrie
 - Subway Extensions
 - Highway 7 and Yonge Street
 - New Rapid Transit (Included in York TMP)
 - Major MacKenzie Drive (West to Weston Road)
 - Steeles Avenue
 - Jane Street North to Major MacKenzie Drive
 - Dufferin Street / Bathurst Street
 - Transit Priority Network
 - Highway 27
 - Rutherford Road
 - Weston Road

2031 Base Scenario Road Network

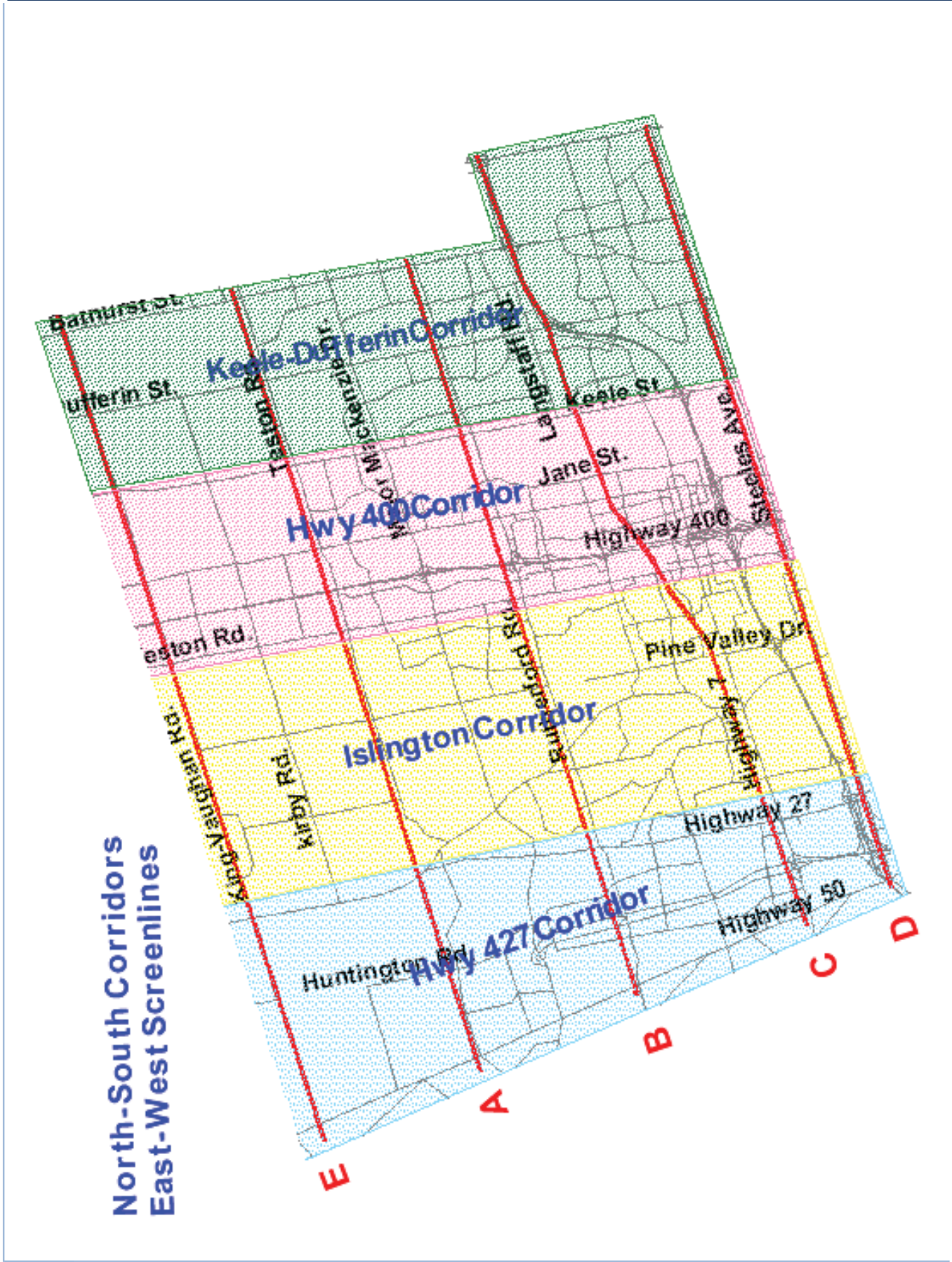


Road Network Alternative for 2031



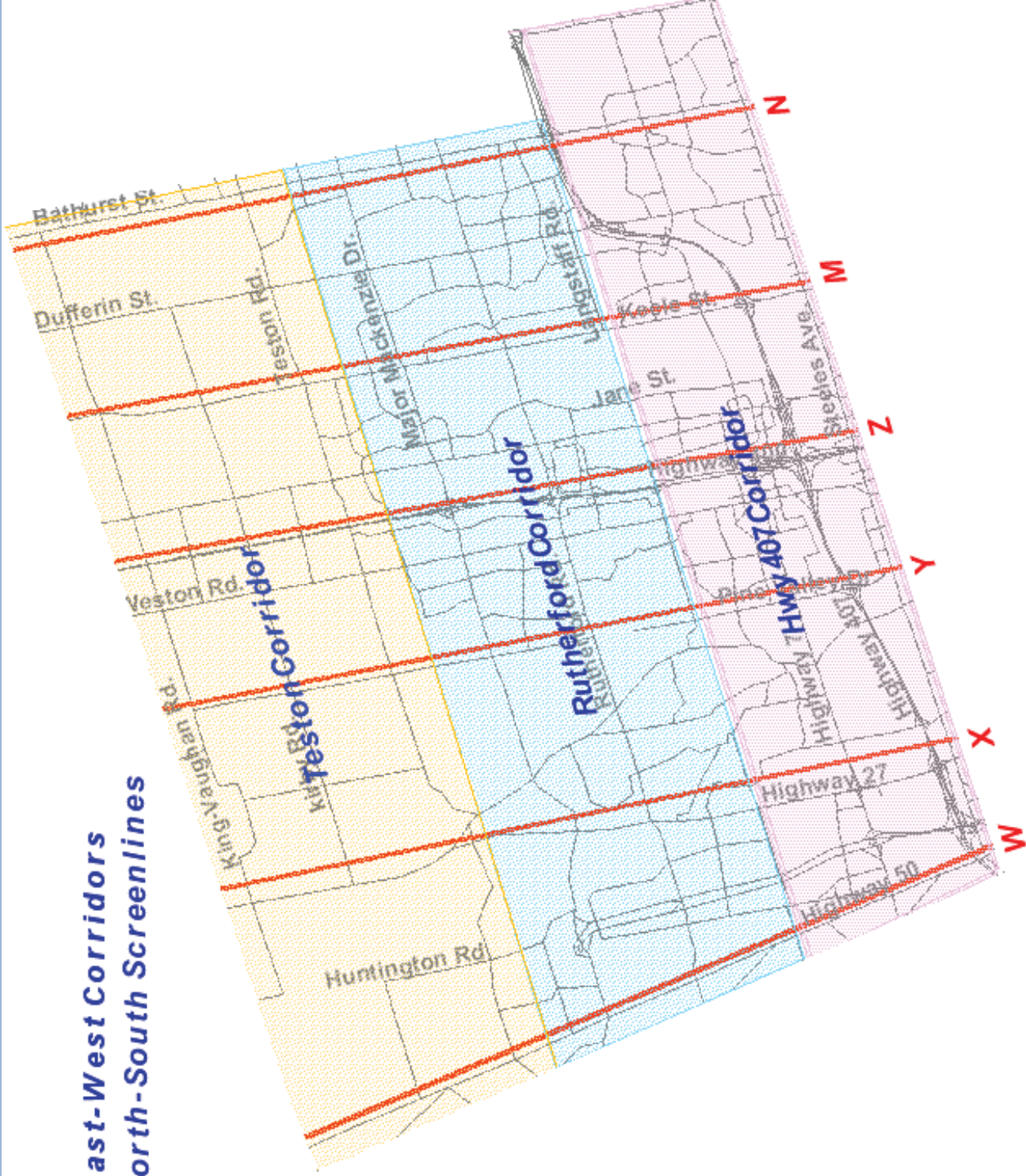
- Roads included in Base Alternative
- Roads Added/Changed to the Revised Base Alternative

Corridor Screenline Methodology



Corridor / ScreeLine Methodology 2031 Scenario with Uncommitted Road Improvements

East-West Corridors
North-South Screenlines



- **Key Measure:**

V/C Ratio Where:

V = Corridor Peak Hour Volume

C = Corridor Peak Hour Capacity

Levels of Congestion

$V/C > 0.9$



CONGESTED

$0.8 < V/C \leq 0.9$



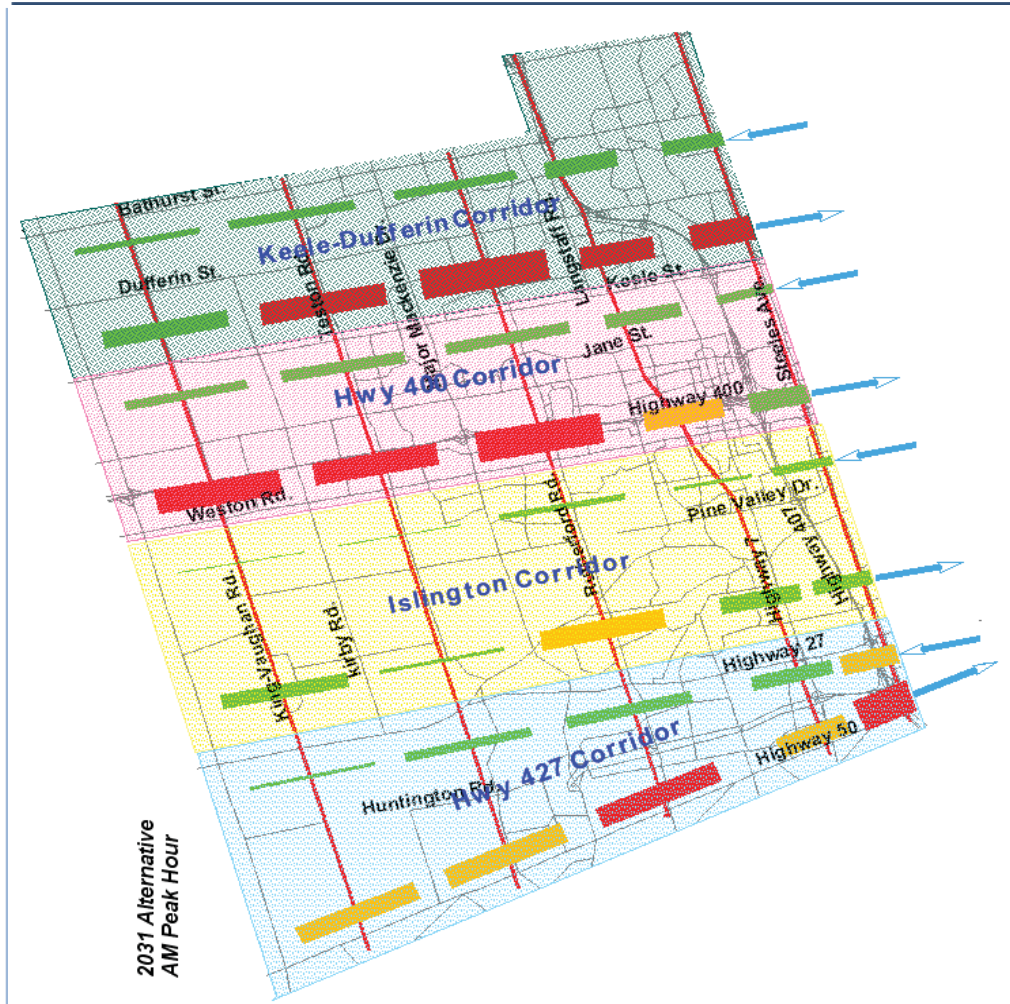
SOME CONGESTION

$V/C \leq 0.8$



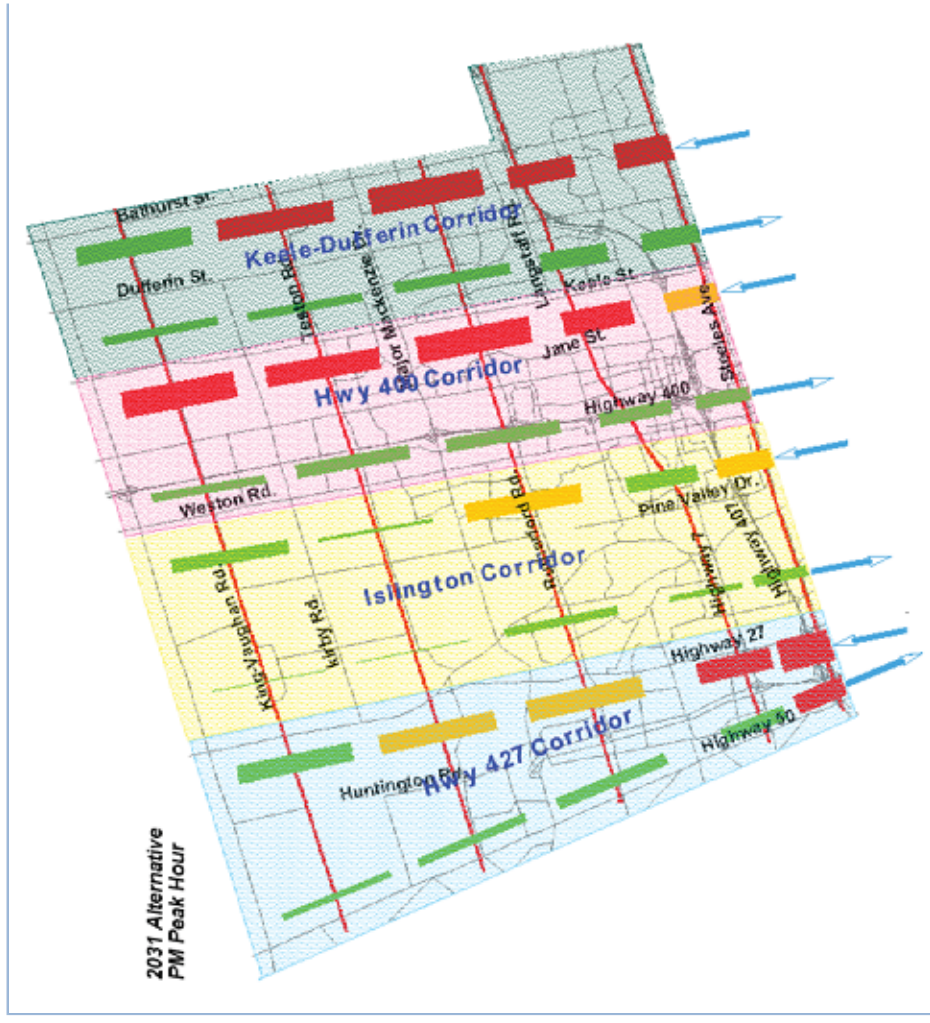
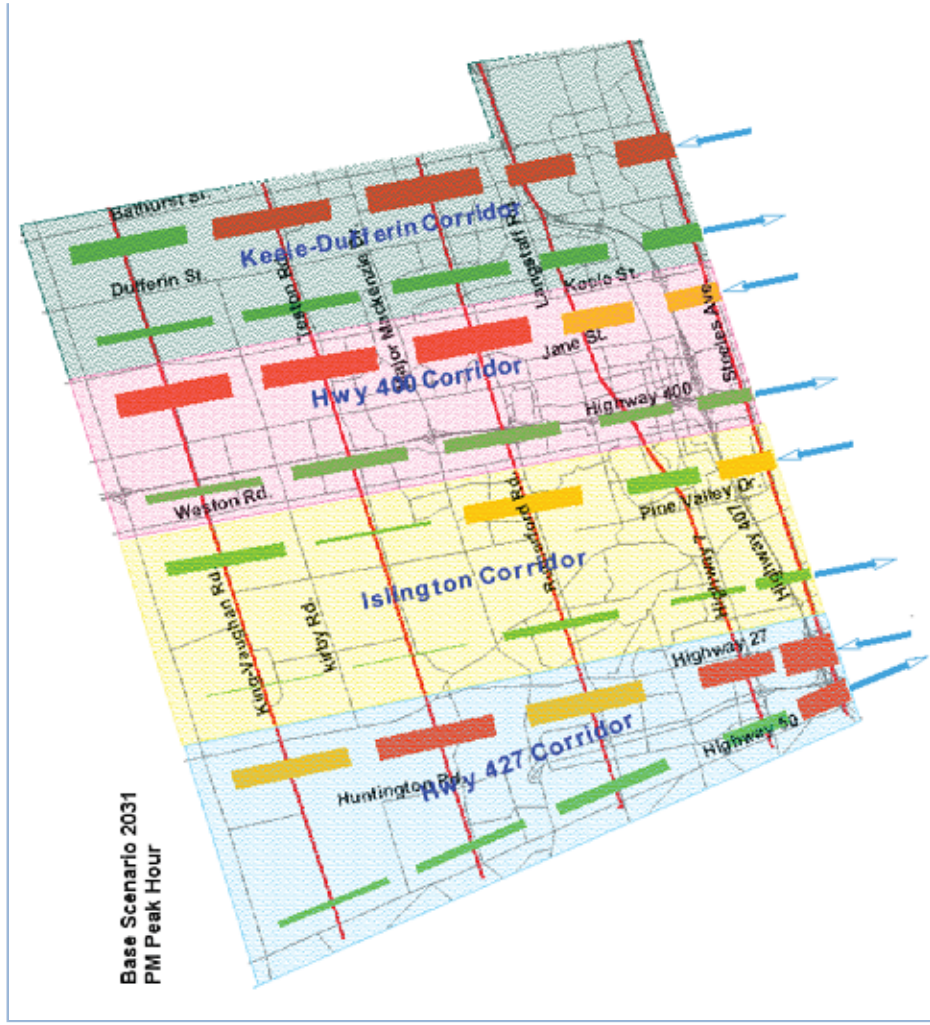
GENERALLY UNCONGESTED

AM North-South 2031 Model Results



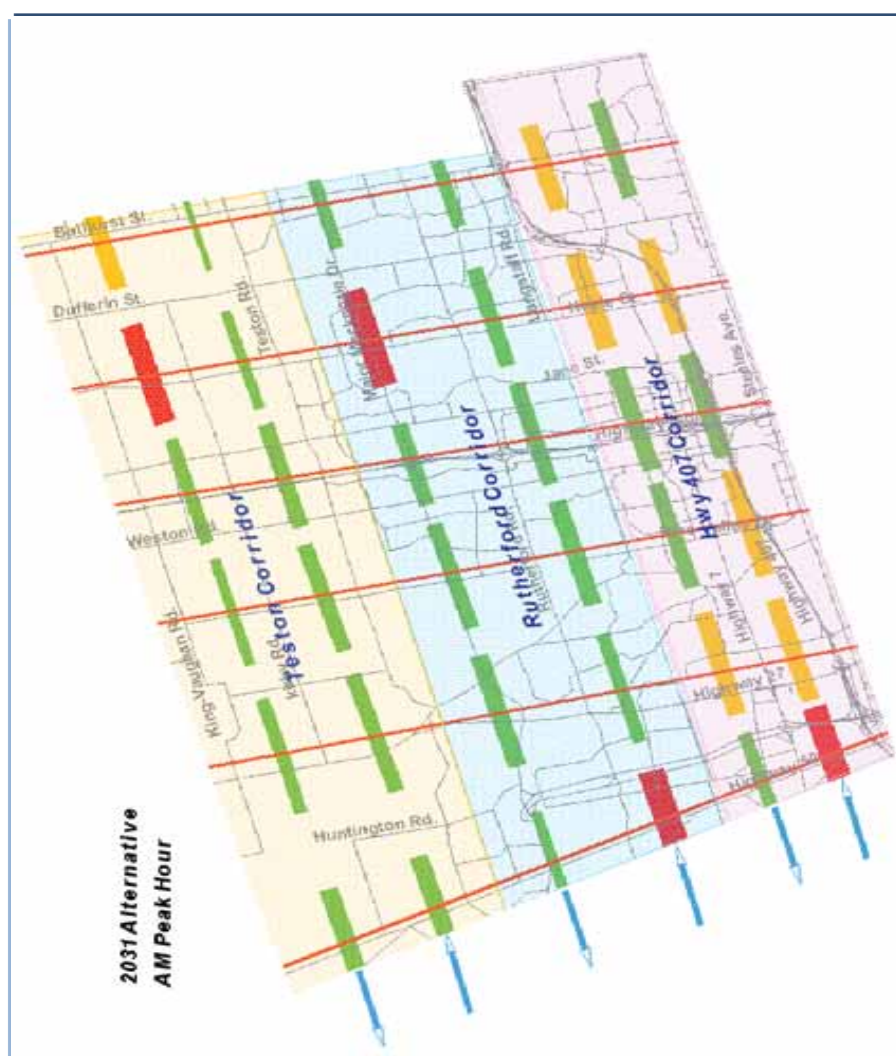
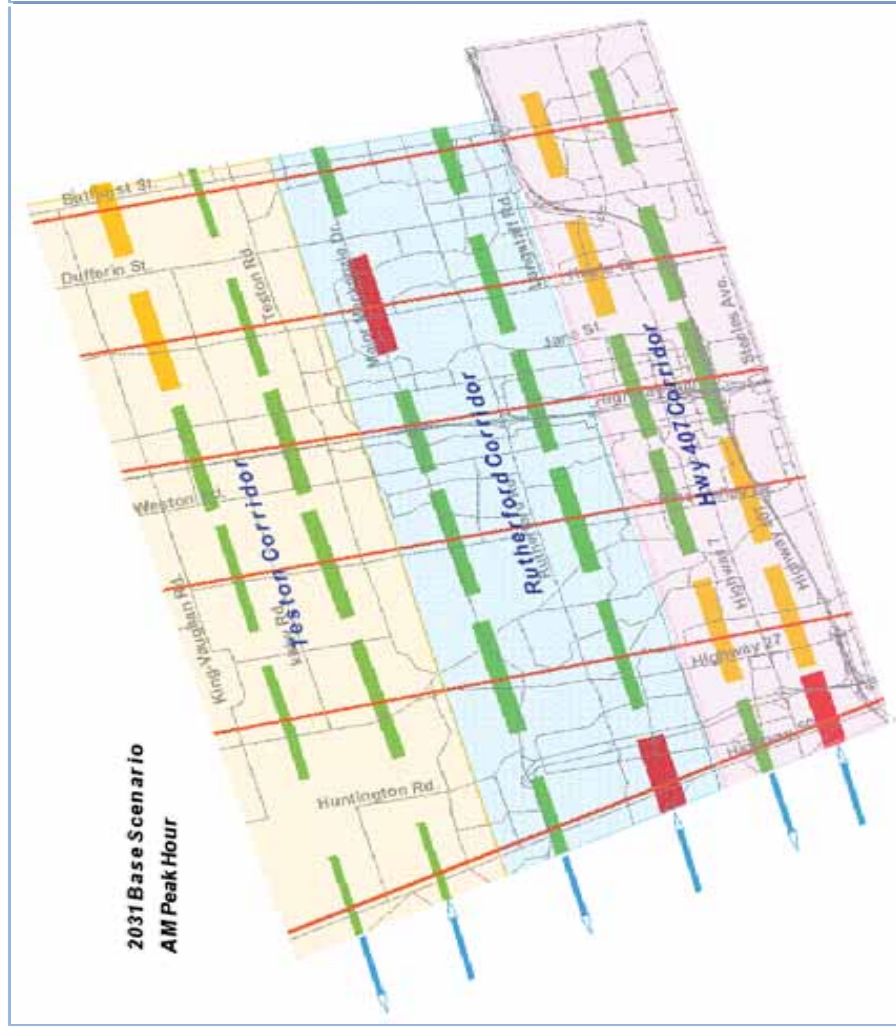
- █ $V/C \leq 0.8$ Uncongested Condition
- █ $0.8 < V/C \leq 0.9$ Some Congested
- █ $V/C > 0.9$ Congested Condition

PM North-South 2031 Model Results



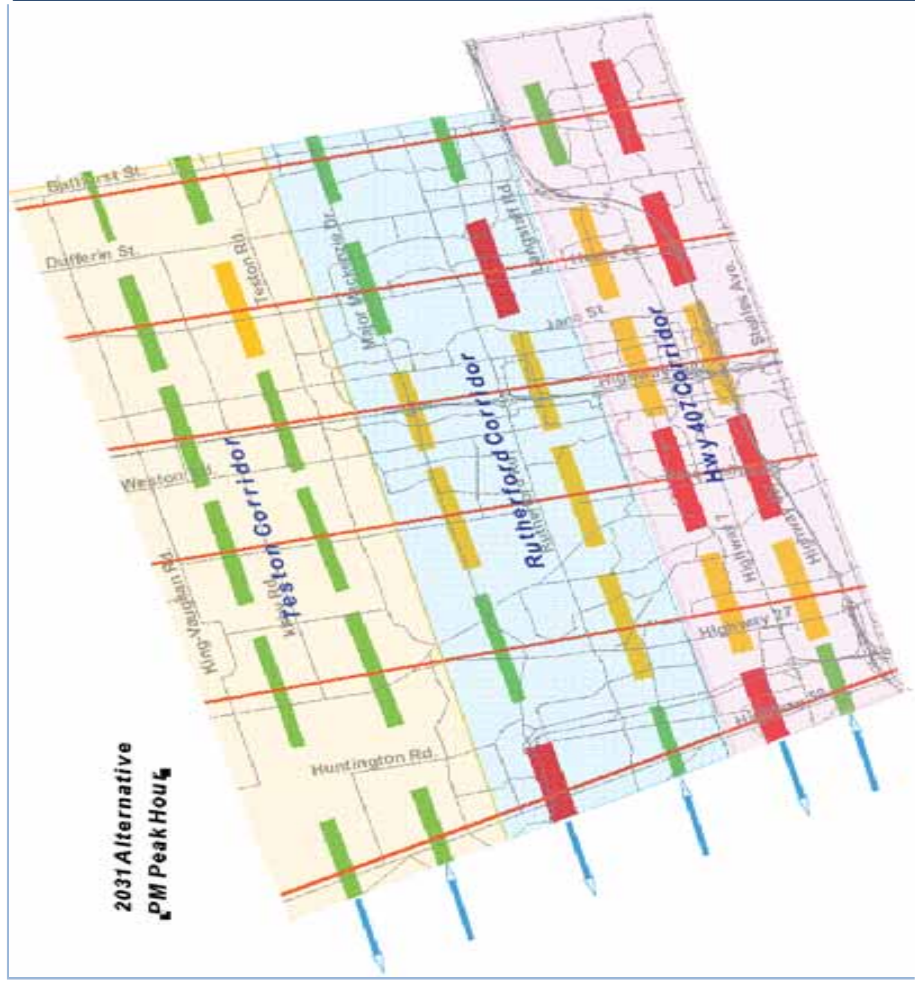
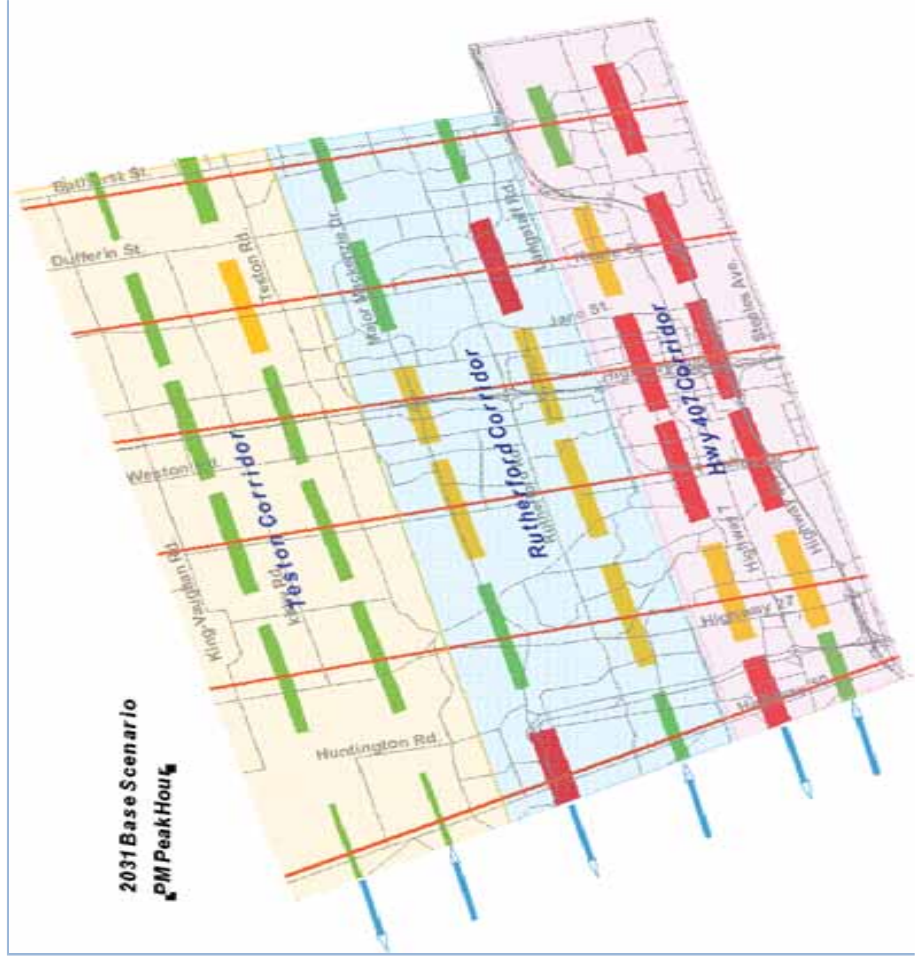
- █ $V/C \leq 0.8$ Uncongested Condition
- █ $0.8 < V/C \leq 0.9$ Some Congested
- █ $V/C > 0.9$ Congested Condition

AM East-West 2031 Model Results



- █ V/C ≤ 0.8 Uncongested Condition
- █ 0.8 < V/C ≤ 0.9 Some Congested
- █ V/C > 0.9 Congested Condition

PM East-West 2031 Model Results



- █ V/C ≤ 0.8 Uncongested Condition
- █ 0.8 < V/C ≤ 0.9 Some Congested
- █ V/C > 0.9 Congested Condition

Critical Locations North-South Corridors

Critical Locations North-South Corridors

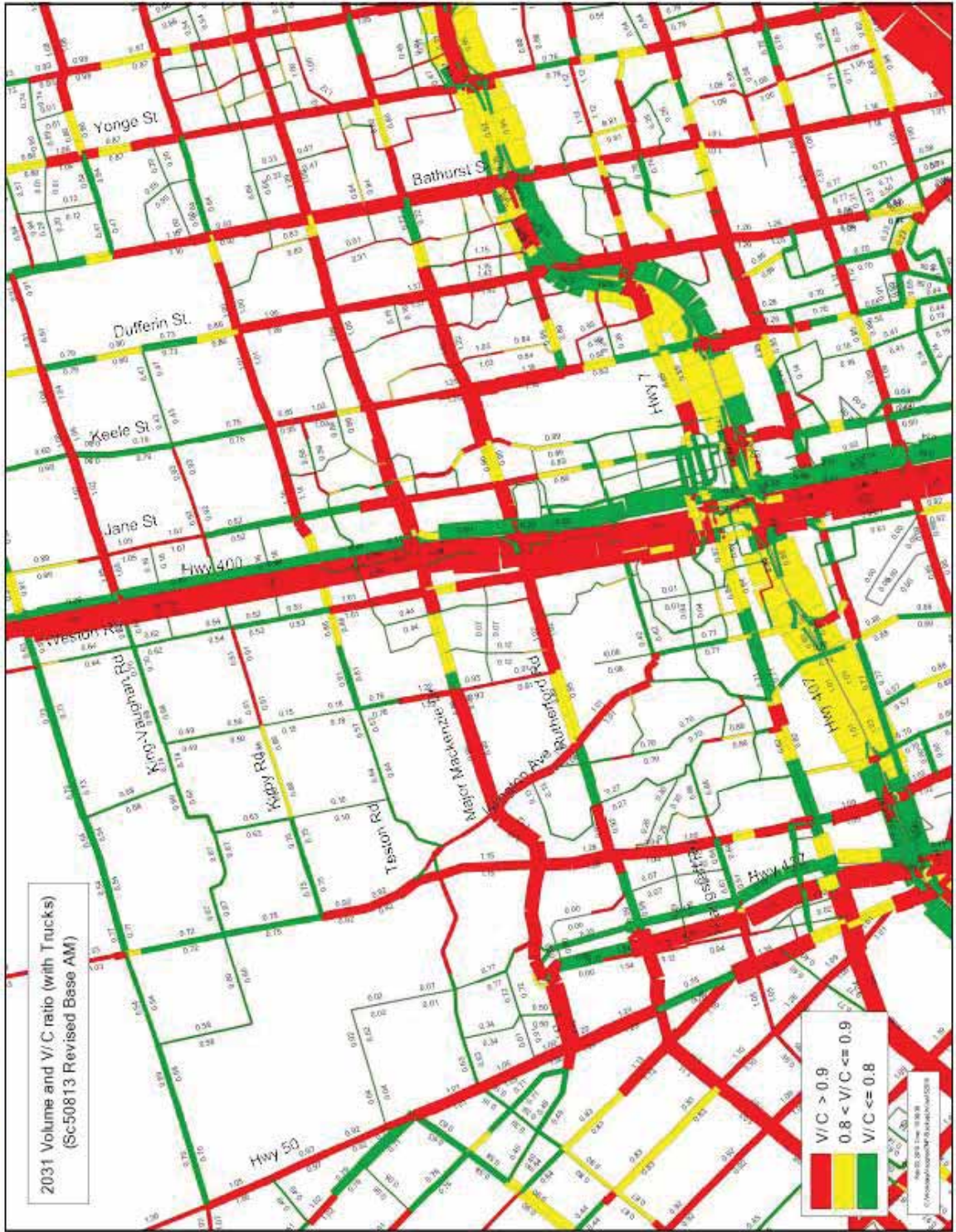
Corridor	Direction	Locations	2031 Base	2031 Alternative	Changes	Road Conclusion
AM Peak Hour						
Highway 427	SB	North of Nashville Road	0.95	0.87	Improved	Due to Connection of Huntington north of Kirby Road
		North of Rutherford Road	0.91	0.92	Slightly Worsened	
		South of Langstaff Road	0.89	0.90	Slightly Worsened	
		North of Steeles Avenue	1.33	1.34	Slightly Worsened	
Hwy 400	SB	North of King-Vaughan	1.08	1.08	No Change	Due to New East-West Collector
		North of Nashville Road	0.95	0.95	No Change	Connection over Hwy 400, Needs more Capacity
		North of Rutherford Road	1.19	1.24	Worsened	
Dufferin / Keele	SB	North of Nashville Road	0.94	0.96	Slightly Worsened	Due to Connection of Langstaff East of Jane, Attracts More Traffic
		North of Rutherford Road	1.26	1.23	Slightly Improved	
		South of Langstaff Road	0.80	0.94	Worsened	
		North of Steeles Avenue	1.02	1.00	Slightly Improved	
PM Peak Hour						
Highway 427	NB	North of Nashville Road	0.93	0.87	Improved	Due to Connection of Huntington north of Kirby Road
		South of Langstaff Road	0.93	0.94	Slightly worsened	
		North of Steeles Avenue	1.38	1.38	No Change	
Hwy 400	NB	North of Steeles Avenue	0.93	0.92	Slightly Improved	
		North of King-Vaughan Road	1.09	1.10	Slightly worsened	Due to Connection of Langstaff East of Jane, Attracts More Traffic
		North of Nashville Road	0.99	0.97	Slightly Improved	
		North of Rutherford Road	1.16	1.18	Slightly worsened	
Dufferin / Keele	NB	South of Langstaff Road	0.88	1.01	Worsened	
		North of Nashville Road	0.94	0.98	Slightly worsened	
		North of Rutherford Road	1.20	1.16	Slightly Improved	
		South of Langstaff Road	0.95	0.96	Slightly worsened	
	SB	North of Steeles Avenue	1.18	1.15	Slightly Improved	

Critical Locations North-South Corridors

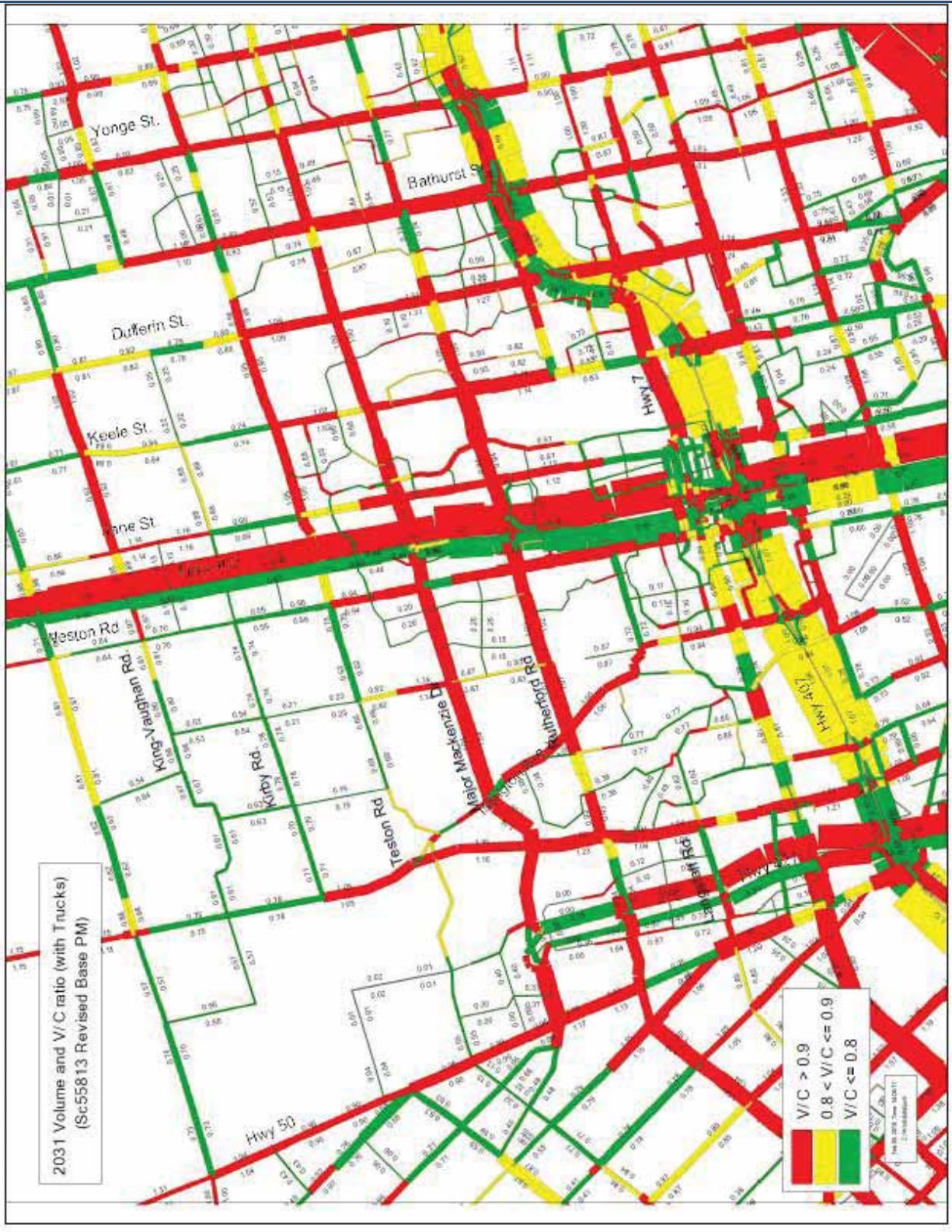
Critical Locations East-West Corridors

Corridor	Direction	Locations	2031 Base	2031 Alternative	2031 Alternative	Road Conclusion
AM Peak Hour						
Teston	WB	East of Keele	• 0.89	• 0.94	• Worsened	• Due to Connection of Kirby Road In the East of Dufferin, Attracts More Traffic
		East of Keele	• 0.96	• 0.99	• Slightly Worsened	
Rutherford	EB	East of Highway 50	• 1.28	• 1.26	• Slightly Improved	
	WB	East of Keele	• 0.88	• 0.90	• Slightly Worsened	
Highway 407	EB	East of Highway 50	• 1.00	• 0.99	• Slightly Improved	
	PM Peak Hour					
Rutherford	WB	East of Highway 50	• 1.14	• 1.10	• Improved	• Due to New Collector Connection between Huntington and Hwy 50 Needs More Capacity
		East of Keele St.	• 0.95	• 0.97	• Slightly Worsened	
Highway 407	WB	East of Highway 50	• 0.99	• 0.99	• No Change	
		East of Pine Valley Dr.	• 0.94	• 0.95	• Slightly Worsened	
		East of Hwy 400	• 0.91	• 0.88	• Slightly Improved	
		East of Pine Valley Dr.	• 0.96	• 0.90	• No Change	
Highway 407	EB	East of Hwy 400	• 0.98	• 0.99	• Slightly Improved	
		East of Keele St.	• 0.92	• 0.91	• Slightly Worsened	
		West of Bathurst St.			• Slightly Improved	

AM 2031 Base Network Level of Service



PM 2031 Base Network Level of Service



Conclusions from network testing

1. There will be considerable congestion no matter what road and transit networks are assumed
2. Future transit modal splits about the same and not much higher than existing
3. Model doesn't project walk and bike trips nor does it adequately consider policy initiatives

Implications for Vaughan TMP

1. Strong policy and program initiatives will be required to complement infrastructure improvements. Modal share targets need to be established
2. New OP provides a sound urban structure and framework for accommodating growth
3. Need to fully support all transit initiatives of Province, Metrolinx and Region, including transit priority on the Regional road network
4. A second TDM focus should be a strong program to support walking and cycling
5. Need an aggressive TDM program to minimize growth in travel demand
6. Parking management should be a focus of the TDM program
7. Vaughan residents will need to accept higher levels of congestion and change their travel behaviour

Question for Discussions

1. **Have we got The Vision Right?**
2. **Are there other infrastructure improvements that should be considered to support transit usage?**
3. **What are reasonable modal share targets for transit, cycling and walking?**
4. **Is there a leadership role for Vaughan in TDM? Do we need a target for reduction in growth of travel?**

Future Transit Potential in Vaughan How to achieve it?

- Influence land use and car ownership trends
 - Corridors and nodes
 - Transit-oriented developments (TODs) at a limited number of nodes along well served transit-corridors.
- Travel demand management (TDM) measures:
 - Pedestrian/cycling links
 - Parking:
 - limit the availability of free parking
 - pricing to discourage car use at Mobility Hubs
- Other measures include:
 - Enhancing walkability between a transit station and trip origins/destinations (e.g., homes, workplaces, schools)



Future Transit Potential in Vaughan How to achieve it?

- Vaughan Metropolitan Centre (VMC) as an example
 - Inter-regional and local transit improvements: accessible, available and connected
 - Subway extension to VMC, VIVA BRT along Hwy 7. GO BRT along Hwy 407. Improved GO Transit Barrie Line service.
 - Mix of uses along with intensification of residential and employment land use
 - Business offices, residences, entertainment and cultural facilities, and pedestrian shopping areas



Source: Urban Strategies Inc



Source: Urban Strategies Inc

Conclusions

- Transit's Future in the GTHA, York Region and Vaughan will be determined by land use and socio-demographic factors
 - Unless steps are taken (carrots and sticks) to create Mobility Hubs by limiting the decentralization of office jobs to remote locations, transit's role will be limited to serving "transit captives"
 - Unless Vaughan creates urban environments where zero car and one car households are viable, the community will continue to rely on the auto for basic mobility.



Source: http://en.wikipedia.org/wiki/AM%2C_Toronto, accessed July 31, 2018

TDM Options for Vaughan

Provide incentives for:

- Telecommuting
- 4 day work weeks;
- Variable work hours;
- Carpooling; and
- Greater use of transit, cycling and walking)

Minimize “demand” side of travel through auto disincentives

- Greater use of freeway tolls;
- Congestion pricing in urban centres;
- Significantly reduced parking supply requirements; and
- City-wide parking charges

Other Possible TDM Initiatives

- Require TDM programs with development approvals
- Identify incentives for employers to initiate TDM programs
- Work with Region to provide transit to new residential areas to be funded by developers
- Provide all new homes fully wired for high-speed internet
- Ensure secure and permanent bike parking in public and private areas

Future Parking Directions

Parking Study Recommendations:

- Sensitivity to urban context - transit hubs, historic places, and community scale intensification areas
- Tailor parking requirements to local conditions (e.g. mixed used and shared parking, transit access parking, on-street parking, carpooling and remote commuter parking)
- Small car spaces to promote uses of smaller, more fuel-efficient vehicles, and bicycle parking.
- Vaughan should adopt standards that are in line with the provisions under the Accessible Built Environment Standards being developed as part of the Accessibility for Ontarians with Disability Act.

What else?

- Establish municipal parking authority?
- Parking charges in employment areas?



Source: Urban Strategies Inc

THANK YOU

March 3, 2010

A Blueprint to Move Vaughan

- Summary - March 3, 2010 Workshop



City of Vaughan

A Blueprint to Move Vaughan –Summary – March 3, 2010 Workshop

Prepared by:

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Project Number:

60114438-110294

Date:

January, 2010

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The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“Consultant”) for the benefit of the client (“Client”) in accordance with the agreement between Consultant and Client, including the scope of work detailed therein (the “Agreement”).

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- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”)
- represents Consultant’s professional judgement in light of the Limitations and industry standards for the preparation of similar reports
- may be based on information provided to Consultant which has not been independently verified
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued
- must be read as a whole and sections thereof should not be read out of such context
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1. Background: the Vaughan Transportation Master Plan

The City of Vaughan is undertaking an ambitious three-year study to create a new Official Plan as part of the City's integrated Growth Management Strategy. It will address all elements of effective, sustainable and successful city-building while managing projected growth over the next 25 years.

As an important component of this Growth Management Strategy, the Transportation Master Plan will define the multi-modal transportation network, and other initiatives, which are necessary to accommodate population and employment growth. The Transportation Master Plan is being carried out in coordination with the preparation of the City's new Official Plan to ensure that Vaughan's future development is properly integrated with and supported by the transportation network.

The Master Plan will require a thorough examination of the City's existing transportation system, and identification of required improvements to ensure that the future transportation network will efficiently address the City's ultimate needs. It will present a long-term



vision for sustainable transportation, including initiatives to support the greater use of public transit, cycling and walking as alternative modes of travel, and provide a framework by which all decisions concerning the City's transportation system can be achieved.

2. City Hosts “A Blueprint to Move Vaughan” Workshop Series with Key Stakeholders

The City of Vaughan hosted a series of three workshops over several months with local and regional stakeholders, entitled “A Blueprint to Move Vaughan”. The purpose of the workshop was to bring together representatives from neighbouring municipalities, Metrolinx, the chamber of commerce, business leaders, provincial officials, environmental stakeholders, school boards, ratepayer groups and City staff, to examine how the City's future transportation system can address new growth, increased traffic congestion, environmental concerns and other major challenges.

3. Workshop No. 1 – December 9, 2009

The City of Vaughan hosted the first of the three workshops on December 9, 2009. The workshop was held once in the afternoon and again in the evening to accommodate all participants. The afternoon workshop included a series of presentations followed by small-group discussion. Attendance at the evening workshop was more limited in numbers, allowing the Master Plan's project team to discuss the study more intimately with participants. During the afternoon session, each of three breakout groups was facilitated by AECOM staff. After the discussion, Loren Polonsky (AECOM lead facilitator) asked representatives of each table to summarize key points identified by participants.

In total, 40 individuals attended the two sessions.

3.1 Presentation & Discussion #1: How Can We Increase Transit Use in Vaughan?

The first presentation was delivered by David Crowley of Halcrow. The presentation provided a detailed examination of existing transit use in Vaughan,

assessed projected ridership and compared transit use in Vaughan to other municipalities in York Region.

The presentation was followed by discussion on the question:

What strategies or policies should the City pursue to increase transit ridership (short and long-term)?

A summary of the responses is provided below.

Q1 Responses:

Design

- ▶ Address design barriers – ensure sidewalks connect with bus stops.
- ▶ Provide sidewalks on both sides of all streets
- ▶ Move garages, parking lots to the back of buildings.
- ▶ Commercial developments should open to street, not parking lots
- ▶ Encourage complete streets – a holistic view of streets that includes sidewalks and cycling lanes while accommodating transit service and features.
- ▶ Vaughan is characterized by discontinuous streets; design a more grid-oriented system of roads.

Incentives & Disincentives

- ▶ Increase incentives to use transit - work with businesses to incentivize employee transit use. build transit priority lanes, build parking facilities at transit hubs
- ▶ Widening roads increases capacity for cars - we need to cap incentive to drive
- ▶ Develop awareness program for large businesses about transit accessibility and employee retention
- ▶ Subsidize employee travel passes
- ▶ Advocate for HOV lanes and tolls on Highway 400, other major highways.



Planning

- ▶ Transit infrastructure and features should be major elements of new developments.
- ▶ The City needs higher densities along key corridors and nodes
- ▶ Encourage density bonusing where appropriate
- ▶ We need diversity in housing affordability – especially where transit is readily available
- ▶ Encourage urban intensification, especially around transit stations (e.g., mobility hub concept)



Parking

- ▶ Introduce paid parking as a disincentive to drive.
- ▶ Co-ordinate for higher parking fees at destination locations.
- ▶ Make provisions for parking at the transit termini.
- ▶ Reduce parking standards for new developments.
- ▶ Consider no parking within mixed use developments where on-street parking is available.
- ▶ Buy land for commuter parking.
- ▶ Establish a parking authority.
- ▶ Encourage shared parking.

Transit

- ▶ Make transit comfortable and easy to access.
- ▶ Provide equitable transit fares – eliminate double fares.
- ▶ Co-ordinate with transit agencies to provide services during special events

- ▶ Shuttle buses between key hubs.
- ▶ Advocate for twinning of the Barrie GO line to operate both northbound and southbound service simultaneously.
- ▶ Advocate for single fare system (YRT/VIVA/TTC)
- ▶ Require transit priority signals at key intersections.
- ▶ Local municipalities should play an active role in local transit route selection.

Travel Demand

- ▶ The City needs a more aggressive carpooling program.
- ▶ The City should provide preferential rates for carpoolers.

Social Marketing

- ▶ We need a cultural shift (away from operating our own cars).
- ▶ We need to do a better job at promoting transit/rideshare opportunities at our own facilities.
- ▶ Residents require more education on the various transportation options.

3.2 Presentation & Discussion #2: Assessing Other Sustainable Modes of Transportation: Are We Measuring Up to Our Expectations?

The second presentation was delivered by John McGill of AECOM. The presentation provided an overview of the rationale to develop Travel Demand Management (TDM) initiatives, identified various TDM measures and the potential benefits of TDM in the Master Plan.

The presentation was followed by group discussion on the questions:

What TDM policies and strategies should the City pursue locally or regionally?
Of those identified, which can be implemented sooner rather than later?

A summary of the responses is provided below.

Q2 Responses:

Walking

- ▶ Work with schools – introduce Walk to School programs and eliminate student parking at high schools.
- ▶ Make clearance of sidewalks a priority.
- ▶ Improve sidewalk access, safety.
- ▶ Construct sidewalks and trails up front as part of initial infrastructure
- ▶ Assess the engineering requirements for roads to include things like cycling lanes and wide sidewalks. Eliminate barriers.
- ▶ Developers should integrate improved pedestrian accessibility into their site plans.



Cycling

- ▶ Require bike racks in new developments.
- ▶ Explore bike sharing opportunities in more densely populated locations.
- ▶ Better integrate active transportation infrastructure into existing urban centres/ activity areas.



Travel Demand Management Plans

- ▶ Compel new/existing employers to initiate TDM plans; encourage businesses to provide transit passes, showers, lockers, etc.
- ▶ Promote awareness of programs that businesses could implement.
- ▶ The City could proceed internally (provide Smart Cars instead of SUVs).
- ▶ TDM should focus on getting people to Vaughan, but not out of Vaughan.

Modify Designs that Support TDM

- ▶ Introduce alternative design standards for roads – encourage reduced speeds (narrower lanes, curves, placement of boulevard amenities). Roads are not speedways.
- ▶ Encourage “road diets” – eliminate unnecessary infrastructure.
- ▶ Recognizing that streets are the largest public space in the municipality; design streets for the most vulnerable people first.

3.3 Presentation & Discussion #3: Promoting Sustainability to the Public – How Can We Succeed in Vaughan?

The third and final presentation was delivered by Loren Polonsky of AECOM. The presentation discussed potential measures to promote sustainable transportation in Vaughan through public awareness and education. Because of limited time, group discussion was cut short.



3.4 Additional Input Received Through One-on-One Stakeholder Dialogue

- ▶ We need the subway in Vaughan to get to Toronto and vice versa, but we don't see how new developments have been planned to ensure good ridership.
- ▶ Too many roads in Vaughan are discontinuous and don't support transit.
- ▶ I'm concerned with a lack of frequency in buses – especially those that serve the subway in the future.
- ▶ How will we be able to accommodate more vehicles and transit (growth is inevitable).
- ▶ Residents want the subway, but want to maintain their neighbourhoods without intensification.
- ▶ Not much seems to make sense about Keele Street and Major Mackenzie Road. Bringing in more people with the hope that transit will work – simply won't work. Residents will suffer.
- ▶ The City of Vaughan has been doing “patchwork” planning for years; let's not keep intensifying unless it makes sense.
- ▶ Intensification should focus around Highway 7 and Jane Street.
- ▶ If we implement a bold master plan, the politicians need to stick with it.
- ▶ We should involve younger generations in this plan. Consider approaching a couple of area high schools and get them involved.



4. Workshop No. 2 – February 3, 2010

The City of Vaughan hosted the second workshop on February 3, 2010. The purpose of the workshop was to engage stakeholders on the proposed study principles, goals and strategic actions – all with an emphasis on supporting sustainable travel.



Like the initial workshop, the second event was held once in the afternoon and again in the evening to accommodate all participants. In total, approximately 25 individuals attended the two sessions.

Both sessions included a recap of the previous workshop, as well as a presentation by AECOM on the proposed principles, goals, criteria and indicators to measure the strategic transportation options. As part of this presentation, Loren Polonsky lead participants through an exercise to assess each study principle, goal and action in detail and offer his/her own revisions. Modifications were made in front of attendees to ensure the changes truly reflected their comments. The revised principles, goals and actions were distributed to participants in the form of a matrix at the third and final workshop.

5. Workshop No. 3 – March 3, 2010

The City of Vaughan hosted the third workshop in the *A Blueprint to Move Vaughan* series on March 3, 2010. The primary purpose of the workshop was to examine the preliminary transportation alternatives assessed by the project team.

The workshop was again held in the afternoon and evening to accommodate all participants. In total, 25 individuals attended the two sessions.

Each session included a summary of the previous workshop, a discussion of the revised set of principles, goals and strategic actions, and the project team's preliminary assessment of potential local infrastructure improvements. Following the presentation, Loren Polonsky, lead facilitator for AECOM, facilitated a discussion on the potential infrastructure improvements.

A summary of the questions and comments received by the participants is provided below, as are the responses by staff.

Parking

- ▶ To manage parking demand, would the City implement reduced parking rates or other parking guidelines?
 - The City has recently undertaken a separate parking study that addresses parking. This will require an aggressive policy of its own.
- ▶ The establishment of a parking authority is counterproductive to increasing transit ridership.

Roads and Highways

- ▶ Is there any reference to the GTTA corridor in the study? You could model traffic with and without it.
- ▶ The GTTA corridor should be reflected in Vaughan TMP. It was recognized in the Regional Plan.
- ▶ We encourage Vaughan and York Region to discuss freight issues with us. In the case of Highway 50, we have a freight study underway.



Transit

- ▶ The study should take into account a transit way on Highway 407 and 427.
- ▶ I like the principles and vision, but we aren't emphasizing the importance of regional transit (like GO transit).
- ▶ Why is Regional rapid transit shown on both Bathurst and Dufferin?
 - The Region's master plan reflects service on both routes, although service will most likely only operate on one or the other.
- ▶ The transit modal splits are probably on the low side - we want to aim high for the region. Acceptable targets would be 30% in urban areas and 50% in the Vaughan Metropolitan Centre.
- ▶ Will you be looking at policies or mobility hubs specifically for TTC hub at Yonge Street near Markham?
 - We haven't done a lot of the work yet – but there could be remote locations for commuter parking.
- ▶ In Markham, we do work with existing developers and have designated spaces near transit routes near McCowan Road and Highway 7.



Transportation Demand Management (TDM)

- ▶ There should be a focus on more TDM measures, besides parking – that is, providing incentives to get people off the road.

The Travel Demand Model

- ▶ Are you using a traffic model that is comparable to York Region?
 - Yes – it is consistent and based upon the York Region model. We have recalibrated it to meet and reflect existing conditions within the city.
- ▶ Were TDM measures incorporated into the model?
 - There is a parking component in the model, but it only reflects Regional Centres.
- ▶ Is the 407 included in the model?
 - Yes.

As part of the discussion, participants were asked what other relevant transportation initiatives their own communities are undertaking. Responses included the following:

- ▶ York Region:
 - Implementation of the Transportation Master Plan.
 - Yonge Street Subway extension is in early stages of station design.
 - Langstaff urban gateway, which may impact a commuter lot.
- ▶ Richmond Hill:
 - Transportation Master Plan update, with the technical update to be completed in the summer.
 - A parking strategy also to be completed in the summer.
 - Completion of a downtown transportation study for Elgin Mills.
 - Updating Development Charges.



- ▶ **Metrolinx/GO Transit:**
 - Feasibility study for Bolton is almost complete; TDM funding program is on-going.
 - GTA West study is still on-going
 - The EA for the 427 extension to Major Mackenzie is finished.
 - Shortly undertaking a Simcoe area urban freight study to identify principles and barriers for regional freight travel.

- ▶ **Peel Region:**
 - Studying the potential widening of Highway 50.
 - Working with the City of Brampton to identify a new road linking Major Mackenzie.
 - Updating the Region's Long Range Transportation Plan.
 - Establishing a task force looking at goods movement in Peel Region.

- ▶ **Markham:**
 - Markham transportation strategic plan
 - Assessing key mobility in hub areas;
 - Undertaking a Yonge and Steeles corridor study (Secondary Plan).

York Region Transit

- Subway extension work.
- Collaborating with Peel Region on new Züm rapid transit service along Highway 7, with a potential hub at 427 and Highway 7.

6. Next Steps

The City of Vaughan thanks all stakeholders who participated in this important planning process. Their input provided invaluable direction in how to meet the future transportation needs of the City.

Following the workshops, the project team will engage the larger community at a Public Information Centre (PIC) in May to elicit input on the strategic direction and infrastructure improvements identified in this Transportation Master Plan. The PIC will be similarly engaging, providing various means of providing feedback – including one-on-one discussion with staff and interactive panels,



C5. Technical Advisory Committee Meetings

C5.1 May 6, 2009

C5.2 March 3, 2010

C5.3 September 14, 2010

C5.1 Technical Advisory Committee Meeting, May 6, 2009

AECOM

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April 7, 2009

Dear :

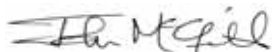
Re: Technical Advisory Committee – City of Vaughan Transportation Master Plan

The City of Vaughan as part of its comprehensive Official Plan Review has initiated a study to prepare a supporting Transportation Master Plan. To assist the City, AECOM Canada Ltd. (AECOM) has been retained to lead the effort and I am writing on behalf of the City to invite you or a delegate to participate on the Technical Advisory Committee (TAC).

Our first TAC meeting is planned for 2:00 pm Wednesday, May 6, 2009 at the Vellore Village Community Centre, 1 Villa Royale Avenue (west side of Weston Road at Villa Royale Avenue south of Major Mackenzie Drive). An agenda will be circulated closer to the date, but we intend to review the need for and background to the TMP study, outline the work plan and schedule, summarize progress to date, and discuss any specific transportation-related issues that agencies represented on the TAC may have.

On behalf of the City, we look forward to your participation in the study and to seeing you at our first of four planned meetings.

Yours truly,



John McGill, P. Eng., PTOE.
TMP Project Manager
AECOM Canada Ltd.

cc.: Michael Frieri, City of Vaughan, Engineering Dep't;
Paul Robinson, City of Vaughan, Planning Dep't.;
Paul May, Region of York, Planning Dep't.

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Don Gordon

York Region Transit

General Manager

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Mary-Frances Turner

York Region Rapid Transit Corporation

Vice-President

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June Murphy

Toronto Regional Conservation Authority

Senior Planner

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AECOM

5080 Commerce Boulevard, Mississauga, ON, Canada L4W 4P2
T 905.238.0007 F 905.238.0038 www.aecom.com

April 29, 2009

Project Number:

Dear:

Re: Technical Advisory Committee Meeting #1 : City of Vaughan Transportation Master Plan

Further to our invitation letter of April 7, 2009, attached is the agenda for the meeting on May 6. We would appreciate it if you would confirm your planned attendance with Angela Janico at (905)238-0007 ext 8315 and come prepared to discuss any related studies/initiatives of your agency that might affect the work and/or outcome of the TMP.

We look forward to having you participate in this important City initiative and hope to see you next Wednesday.

Yours truly,
AECOM Canada Ltd.

John McGill, TMP Project Manager
john.mcgill@aecom.com

cc : M. Frieri, City of Vaughan Engineering Dep't.
P. Robinson, City Planning Dep't.
E. Reisman, Urban Strategies
P. May, York Region
L. Cheah, York Region

Attachments: City of Vaughan TMP Technical Advisory Committee Meeting №1 Agenda

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CITY OF VAUGHAN TRANSPORTATION MASTER PLAN**TECHNICAL ADVISORY COMMITTEE MEETING # 1**

Activity Room #2
Vellore Village Community Centre
1 Villa Royale Avenue
(west side of Weston Road south of Major Mackenzie Drive)
2:00 pm, Wednesday, May 6, 2009

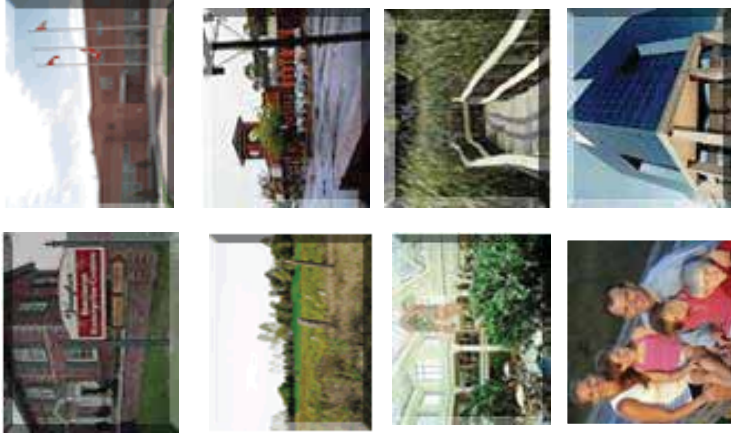
AGENDA

1. Introduction (Michael Frieri, City of Vaughan)
2. Official Plan Review Context (Emily Reisman, Urban Strategies)
3. TMP Overview (John McGill/Dick Gordon, AECOM)
4. Agency Related Studies/Initiatives (around the table discussion)
5. Upcoming Consultation Activities (Michael Frieri)
6. Other Matters

Transportation Master Plan

Presentation to the City of Vaughan's TMP TAC

May 6, 2009



Vaughan Tomorrow

Official Plan Overview & Capacity Analysis



TMP Technical Advisory Committee

May 6 2009

2009 Core Team Tasks Overview

2009

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC 2010

Public Engagement on
Vision



Capacity Analysis – Where
& How to Grow



Public Engagement on
Capacity Analysis



Drafting of Official Plan



Formal Approval Process



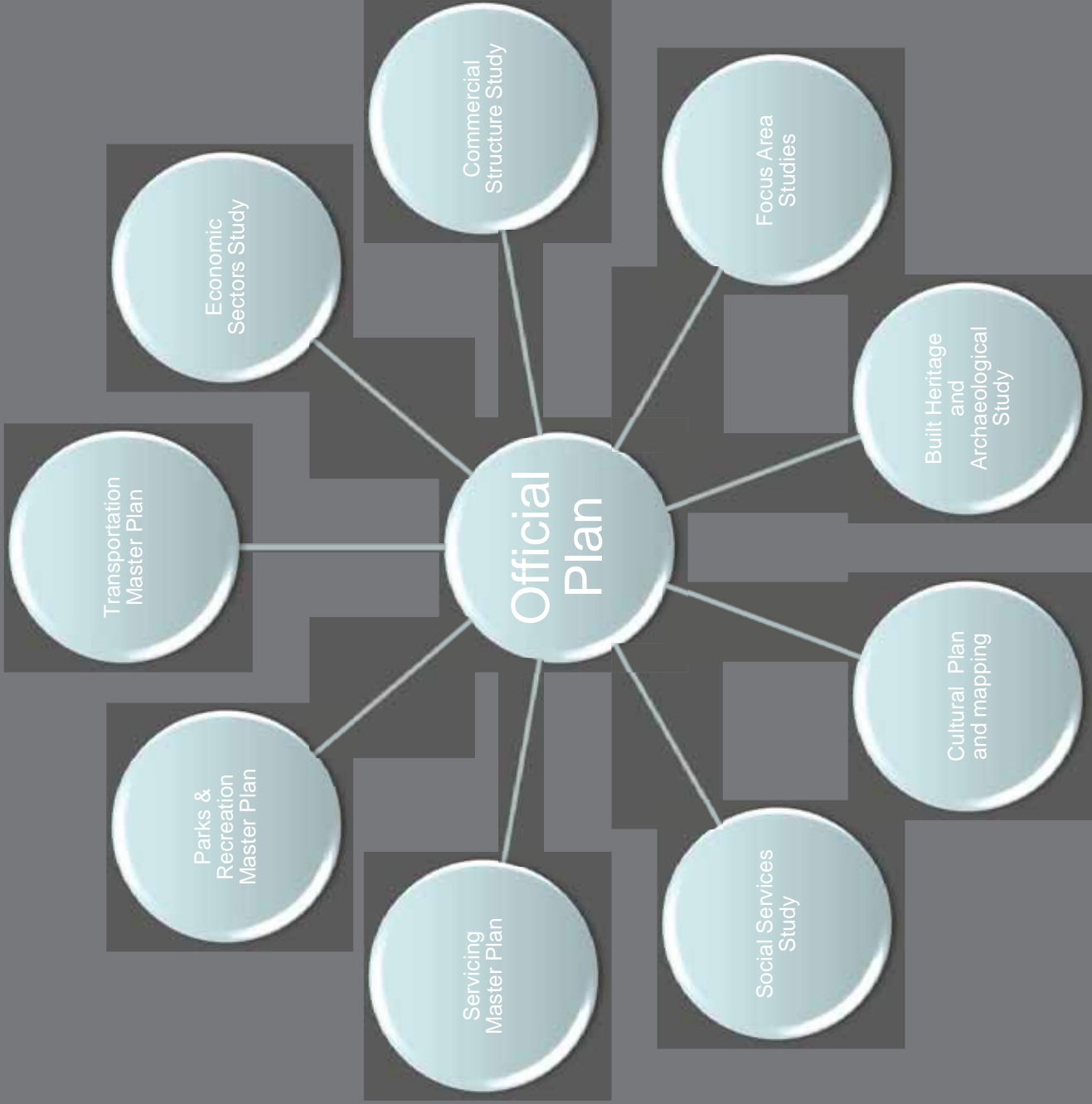
Related Studies and Master
Plans



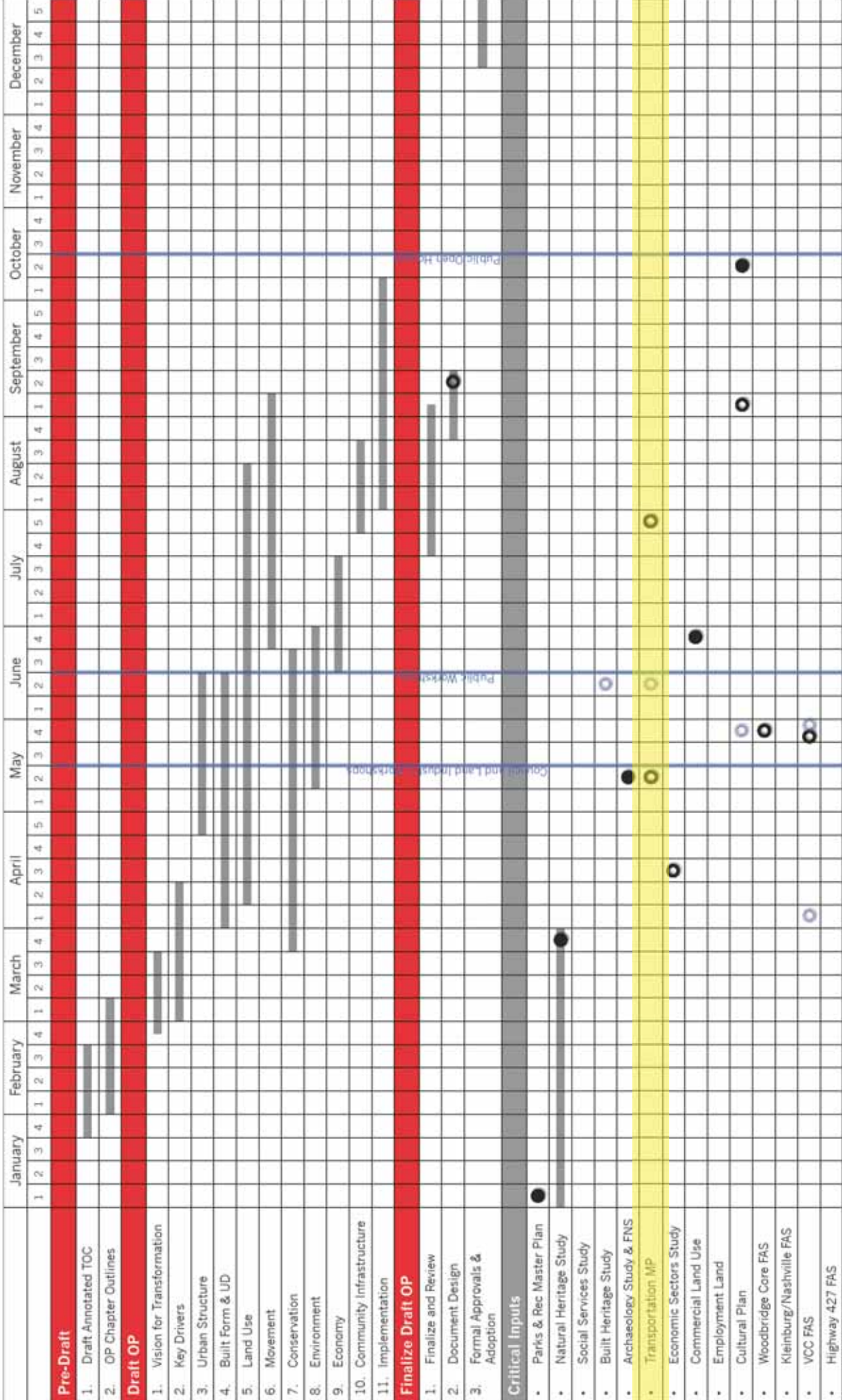
Public Engagement on
Related Studies and Master
Plans



Vaughan Tomorrow



Vaughan Tomorrow



○ Consultation Event
 ○ Draft/Interim Report
 ● Final Report

Vaughan Tomorrow



Capacity Analysis & Land Budget

*Findings for
Where and
How to Grow*

Vaughan Tomorrow

Urban and Greenfield Capacity:

30,000 intensification units
+ 26,500 greenfield units
+ 2,000 low density units in built area
58,500 units

65,000 forecast new units

- 58,500 units in supply
6,500 unit shortfall

Options for Meeting Total Capacity

Aim for more than 30,000 intensification units

- Revised VCC and Yonge estimates exceed Region (+8,600)
- Vaughan Mills has great potential

Option 2: Increase Unbuilt Greenfield Densities

Block 40/47 opportunity for higher densities
Vellore Village Centre node (+2,000)

Option 3: Urban Boundary Expansion

Max 6,500 units @ 20uph = 325 ha

Why Develop a TMP ?

- City developing a new OP and Consolidated Growth Management Plan
- City OP must conform with: Places to Grow Plan; and Regional OP and Growth Strategy
- Vaughan needs to accommodate additional growth
- Key issues for Vaughan are: Where and How to Grow?
- Significant consequences for Vaughan's transportation system
- Integration/co-ordination with York Region TMP and Metrolinx

Key Project Deliverables

- Transportation input to City's Growth Management Plan
- Transportation Vision & supportive policies
- City-Wide transportation network plan to support the Growth Management Plan
- Transportation plans and policies for 3 focused areas and for new secondary plans
- Implementation strategy, including staging plans for 2011 and 2021, and an immediate action plan
- Transportation monitoring and plan review process including City model
- Active Transportation initiatives co-ordinated with City and Regional Bicycle Master Plan

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model

PHASE 1

- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs

PHASE 2

- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PHASE 3

PUBLIC & STAKEHOLDER CONSULTATION

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

- Stakeholder Workshop on Vision and Policy Framework
- Update Website
- Stakeholder Workshop on Alternative Transportation Plans
- Newsletter #2
- Public Consultation Centre #2

- Newsletter #3
- Update Website
- Notice of Completion

4 Streams of Technical Work

- Model Development, Testing of Networks and Training
- Network Analysis and Staging
- Policy Analysis
- Focused Areas and New Secondary Plans

TMP Schedule

MONTH	Jan- Mar 09	Apr- June 09	Jul - Sep 09	Oct -Dec 09	Jan-Mar10	Apr-Jun 10
Vaughan Transportation Master Plan Project						
PHASE 1 Existing conditions / Framework for evaluation Discussion papers/ Review of policies and standards / Policy prepare Model development / Testing growth scenarios for 2031 Review of existing conditions and issues for 3 focus areas May 28 OP public meeting						
PHASE 2 Develop transportation vision and policy framework / Stake Holder Workshop Development and testing of alternative city-wide networks Development and testing of alternative networks for focus and secondary plan areas Analysis and evaluation of alternative City- Wide plans/ StakeHolder Workshop P.C.C # 1						
PHASE 3 Testing of alternative networks for 2011 and 2021 Development of supportive policies /Decision making framework and monitoring/ Priorities Cost estimates for infrastructure and programs /Network plans for 2011,2021 Refinement of network / policies for focus and new secondary plan areas P.C.C # 2 Draft and final TMP document						

LEGEND:

- Network Analysis and Staging
- Policy Analysis
- Travel Demand Model
- Focus Areas and New Secondary Plans
- TMP delivery
- Stakeholder Workshop
- Public Consultation



4 Discussion Papers

- Existing Transportation Conditions and Trends
- Critical Role of Transit
- Travel Demand Management
- Safety and Traffic Calming

Existing Transportation Conditions and Trends

- Unprecedented growth over the past 20 years
- Transportation conditions and travel demand
 - Deficiencies in existing road network
 - Capacity deficiencies in key corridors
 - Transit modal splits generally low
 - Truck percentages generally high
 - Vehicle occupancies remain low

Critical Role of Transit

- High Transit use and modal share focused on Toronto
- However, major investments in rapid transit on the horizon
- While not responsible for delivering transit, City can support/facilitate transit use:
 - Provide mid-block collectors for bus routes
 - Promote mixed-use centers in transit accessible locations
 - Increase densities along transit corridors
 - Expand pedestrian networks for improved transit access
 - Encourage travel demand management initiatives
 - Reduce parking supply standards/charge for parking

Vaughan Corporate Centre

- Spadina subway extension now appears a reality
- With improved transit, opportunities for further intensification
- With strong residential market, opportunities for better jobs/labour force balance
- Road network implementation issues

Key Issues & Alternative Strategic Directions

- Working closely with OP Team, AECOM will:
 - Articulate key Transportation Issues
 - Define 3 Distinct Strategic Options
 - Business as Usual: Travel remains highly auto oriented
 - Shift to other modes
 - TDM focus + shift to other modes
- Consider these together with growth scenarios
- Prepare a policy paper for focus of September stakeholder workshop

September Stakeholder Workshop

- Engage Key Stakeholders
 - TRCA & other environmental groups
 - Chamber of Commerce
 - Heads of ratepayer groups
 - Smart Commute
 - TAC Reps
- Obtain feedback on Alternative Strategic Directions and Transportation Vision

Testing Alternative Growth Scenarios

- Growth scenarios from Urban Strategies
- Using newly developed City-Wide transportation model, test ability of road and transit networks to accommodate future travel needs
- Provide transportation input to Urban Strategies regarding growth scenarios

Subsequent TMP Phases

- Phase 2
 - Test ability of alternative road & transit networks to support preferred growth scenario
 - Evaluate network alternatives from various perspectives
 - Develop supportive transportation policies & programs
- Phase 3
 - Develop staging plans (for 2011 and 2021)
 - Determine priorities & action plan
 - Develop decision-making framework & monitoring/review process

Report of Meeting

Date of Meeting	May 6, 2009	Start Time	2:00 pm	Project Number	5309-020
Project Name	Vaughan TMP				
Location	Vellore Village Community Centre				
Attendees	Andrew Pearce – City of Vaughan – Engineering Michael Frieri – City of Vaughan – Engineering Selma Hubjer – City of Vaughan – Engineering Paul Robinson – City of Vaughan – Planning Richard Hui – York Region Planning Brian Titherington – York Region Rapid Transit Sabbir Saiyed – York Region Transit Trevor Greenman – MTO/Metrolinx Michael Wehkind – City of Toronto, Planning Murray McLeod – Peel Region, Planning George Flint – Town of Richmond Hill Brian Lee – Town of Markham Ting Ku – Town of Markham Suzanne Bevan – TRCA Bill Kiru – TRCA Ben Hoff – Urban Strategies Marc Rose – AECOM – Environmental Planning Mahboobeh Sohi – AECOM, Transportation Planning Dick Gordon – AECOM – Transportation Planning Regrets: Malcolm McKay – GO Transit Chris Duyvestyn – City of Brampton Stephen Kitchen – Township of King Craig Campbell – Town of Caledon				
Distribution	All Present, Paul May, Loy Cheah, Mehemed Delibasic, Mahboobeh Z. Sohi				
Minutes Recorded By	Dick Gordon				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Item	Discussion	Action By
1	Introduction	
	<ul style="list-style-type: none"> Michael Frieri opened the meeting and welcomed all. He provided a short overview on the City context for the TMP study, noting that Urban Strategies was the lead consultant for the O.P. Review and that AECOM with Halcrow had been retained to assist the City with the Transportation Master Plan (TMP). “Around the table” introductions were made. Michael noted that this meeting was the first of four planned throughout the course of the TMP. 	
2	Official Plan Review Context	
	<ul style="list-style-type: none"> Ben Hoff began the presentation with a few slides to describe the O.P. Review program and outlined generally how growth alternatives for the City are being developed. 	

Item	Discussion	Action By
3	<ul style="list-style-type: none"> ● Dick Gordon presented an overview of the TMP approach, technical scope, schedule and deliverables, together with a bit more detail on Selected Phase 1 activities, particularly the preparation of 4 discussion papers on key topics. It was clarified in discussion that the 4 papers, plus a policy oriented paper on Key Issues and Strategic Directions would be available over the next few months for review by TAC members, and that comments would be most welcome. Handouts of the presentation were distributed 	
4	<p>Agency Related Studies/Initiatives</p> <ul style="list-style-type: none"> ● Initiatives and comments of the various agencies were described and briefly summarized below. <ol style="list-style-type: none"> a. Richmond Hill (George Flint) <ul style="list-style-type: none"> - Doing a TMP update - Business as usual is not sustainable - Downtown core and TDM are big components of Richmond Hill TMP - Bike and Pedestrian TMP is underway - Parking Standards review is underway - Coordination between municipality transportation models is needed b. York Region (Richard Hui) <ul style="list-style-type: none"> - TMP Update is at final stage - Business as usual is not sustainable - PIC on May 23, 2009 - Final TAC meeting on May 7th, 2009 - Special Council workshop – May 28, 2009 - Public comments over the summer - Final approval in Fall - Some coordination and exchange information with Vaughan will be useful as it pertains to the Western Vaughan IEA - Fare coordination should be considered - York Region will provide inputs on transit initiatives for Vaughan TMP c. Peel Region (Murray McLeod) <ul style="list-style-type: none"> - Hwy 427 extension is a major concern to Peel - A new roadway connecting MM at Hwy 50 with Mayfield Road is proposed as part of Peel's boundary network study - Study conclusions presented to Council in Fall d. York Region Transit (Sabbir Saiyed) <ul style="list-style-type: none"> - 5 year York Region Transit Review (2010-2015) underway (being led by ENTRA) - Feeder network to VCC being addressed e. Markham (Peter Lee) <ul style="list-style-type: none"> - TSP to be done by end of year - Business as usual is not a viable alternative - Parking and TDM are important elements - Base scenario does not include intensification at Yonge and Hwy 7 (sensitivity analysis might be appropriate for alternative growth) f. York Region Rapid Transit (Brian Titherington) <ul style="list-style-type: none"> - Rapidways Hwy 7 from Pine Valley easterly - 407 Transitway is not a top priority - BRT along Yonge corridor northerly from Richmond Hill centre has been funded - Spadina Subway extension design phase now; it will be operational by 2015 - Subway from Finch station to Richmond Hill centre has been approved but not funded yet - 30% design by September for VCC station g. MTO/Metrolinx (Trevor Greenman) <ul style="list-style-type: none"> - TDM Program will match municipal funding up to 50 K starting in 2010 - GTA West Corridor Study – ongoing (will be a year before conclusions evident) - West Toronto Diamond improvements will facilitate GO Bolton service - 407 Transitway – adhoc plan planning at this time 	

Item	Discussion	Action By
	h. TRCA <ul style="list-style-type: none"> - Has extensive open space and valley lands throughout the City - Support more sustainable transportation - Too early in the TMP process to identify specific concerns i. Toronto <ul style="list-style-type: none"> - Jane EA, LRT from Bloor to the new West Keele Station has high priority, but is currently on hold - Eventually higher order service north on Jane to Hwy 7 and VCC. 	
	Public Consultation	
	<ul style="list-style-type: none"> ● Paul Robinson reminded the group of the May 28 Official Plan open house from 5-9 pm at the Eagles Nest Golf Club 10,000 Dufferin Street and encouraged all to attend. This event will also serve as the 1st P.I.C. for the TMP study. ● Paul also advised of two upcoming workshops focussing on the Vaughan Corporate Centre, both 7-9 pm at the Hilton Garden Inn in the VCC (west of Jane Street south of Hwy. 7): <ul style="list-style-type: none"> ● May 7 on Vision and Principles: and ● June 3 on Design Concepts. ● Dick Gordon noted that a TMP stakeholder workshop is being planned for September to assist the City in developing a preferred strategic transportation direction and vision, and he noted that TAC representation will be important. 	
	Next Steps	
	<ul style="list-style-type: none"> ● The next meeting of TAC is planned for late Fall ● There being no other business, the meeting was adjourned at about 4:00 p.m. 	

Notes Prepared By Mahboobeh Z. Sohi, Transportation Planner – AECOM Transportation Planning

Reviewed By Dick Gordon, Manager – AECOM Transportation Planning

Technical Advisory Committee Meeting - March 3, 2011



Enter your office # code and F3 key – address will populate (**delete this yellow highlighted text** – remove any yellow highlight if appears in the address)

Month Day, Year

Contact Name
Contact Title
Company Name
Company Address
Company Address

Dear Contact Name:

Regarding a March 3rd AECOM Meeting in Vaughan Transportation Master Plan

This is an invitation to participate in the 2nd TAC meeting as part of the ongoing development of the City of Vaughan Transportation Master Plan (TMP). During the first part of the meeting, the AECOM team will provide an update of study progress focusing on recent events leading to a proposed Transportation Vision. Two documents related to the long term vision are enclosed for your review prior to the meeting. The second part will be a combined TAC/Stakeholder workshop to discuss 2031 alternative transportation plans for the City. Your comments will help provide a sounding board for proposed plan elements, strategies and programs as a prelude to a public meeting planned for May 6, 2010.

This meeting will take place on March 3 from 1:00 - 4:30 p.m.

Toscana Banquet & Conference Center,
Hilton Garden Inn Toronto Vaughan, 3201 Highway 7 West

Please RSVP by phone, fax, or reply by email indicating who will be attending the meeting.

Sincerely,
AECOM Canada Ltd

Dick Gordon, P. Eng., MCIP, RFP
Manager, Transportation Planning
dick.gordon@aecom.com

KA/DG
Encl.
cc:

Agenda

Vaughan Transportation Master Plan

TAC Meeting

March 3, 2010

Location: Toscana Banquet & Conference Center, Hilton Garden Inn Toronto Vaughan, 3201 Highway 7 West

1:00 – 1:10 p.m.

Update on OP Review

Michael Frieri, City of Vaughan

1:10 – 1:30 p.m.

Update on TMP Status

Dick Gordon, AECOM

1:30 – 1:50

Preferred Strategic Direction and Vision

Loren Polonsky, AECOM

1:50 – 2:20

Update on Relevant Studies by Others

Around the Table

2:20- 2:30

Phase 3 Work Plan

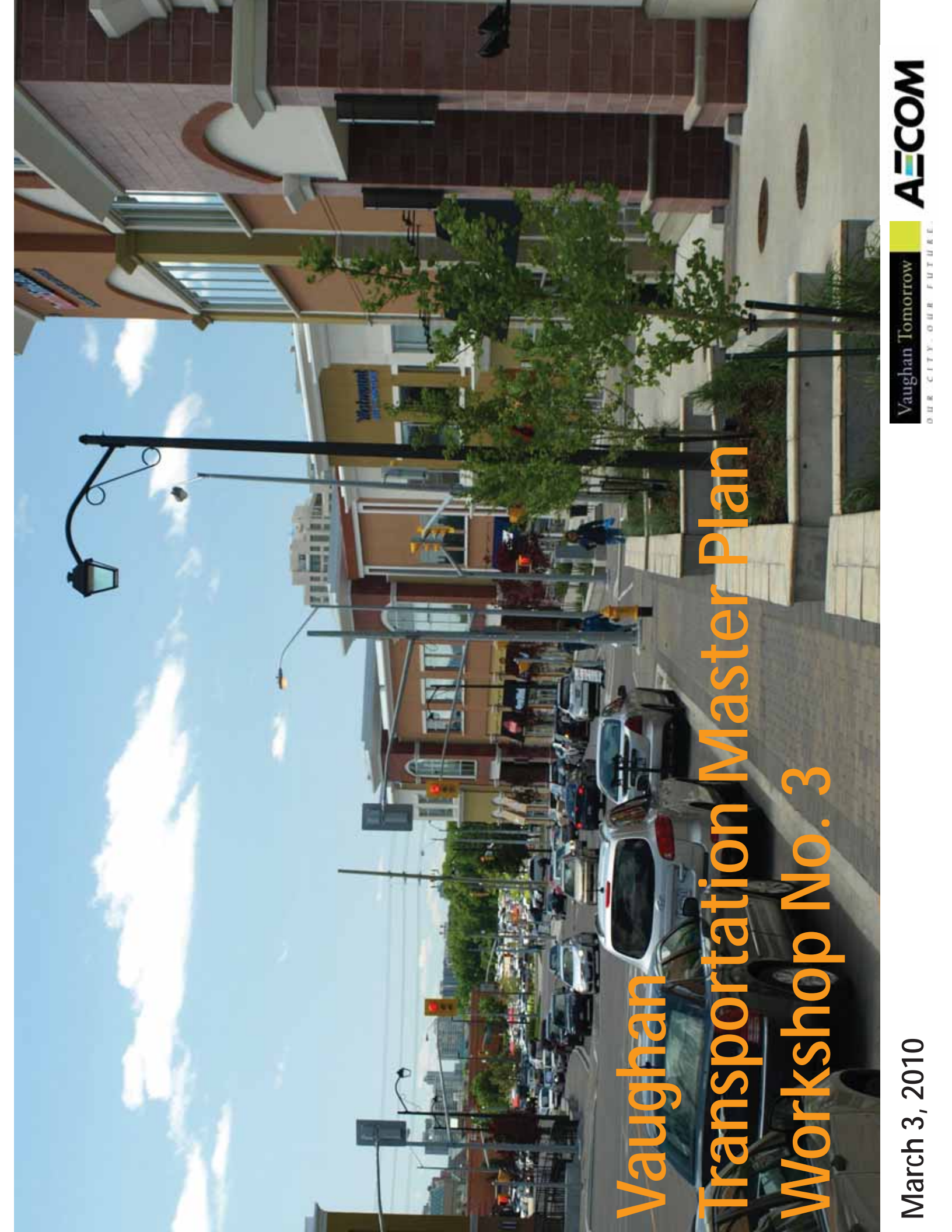
Dick Gordon, AECOM

2:30 - 4:30

Workshop on 2031 Alternatives

Dick Gordon, AECOM

Loren Polonsky, AECOM



Vaughan Transportation Master Plan Workshop No. 3

March 3, 2010

Vaughan Tomorrow

OUR CITY. OUR FUTURE.

AECOM

- Reviewed issues and documented existing transportation conditions, City-wide and for 3 focus areas
- Assessed transportation road network alternatives for VMC
- Completed 4 discussion papers
- Documented and assessed transportation policies and Standards
- Documented baseline environmental conditions
- Reviewed preliminary 2031 travel forecasts
- Prepared a policy paper on alternative strategic directions
- Prepared policy paper on transportation vision and policy framework
- Completed two workshops

Case 3 Activities

- Finalize long term long term networks and supportive policies
- Prepare travel forecasts for 2021 and test alternative networks
- Estimate capital costs
- Develop implementation strategy and phasing plan
- Develop decision making framework and monitoring/review process
- Draft TMP and finalize supporting documents

Workshop No.1

- Assessed existing transportation conditions to identify need and opportunity
- Forecasted future base transportation conditions
- Proposed alternative strategic options for the future

Workshop No. 2

- Assessed alternative strategic options
- Selected and described preferred direction for the future
- Articulated underlying principles and goals
- Identified supportive actions to achieve the Vision

VISION

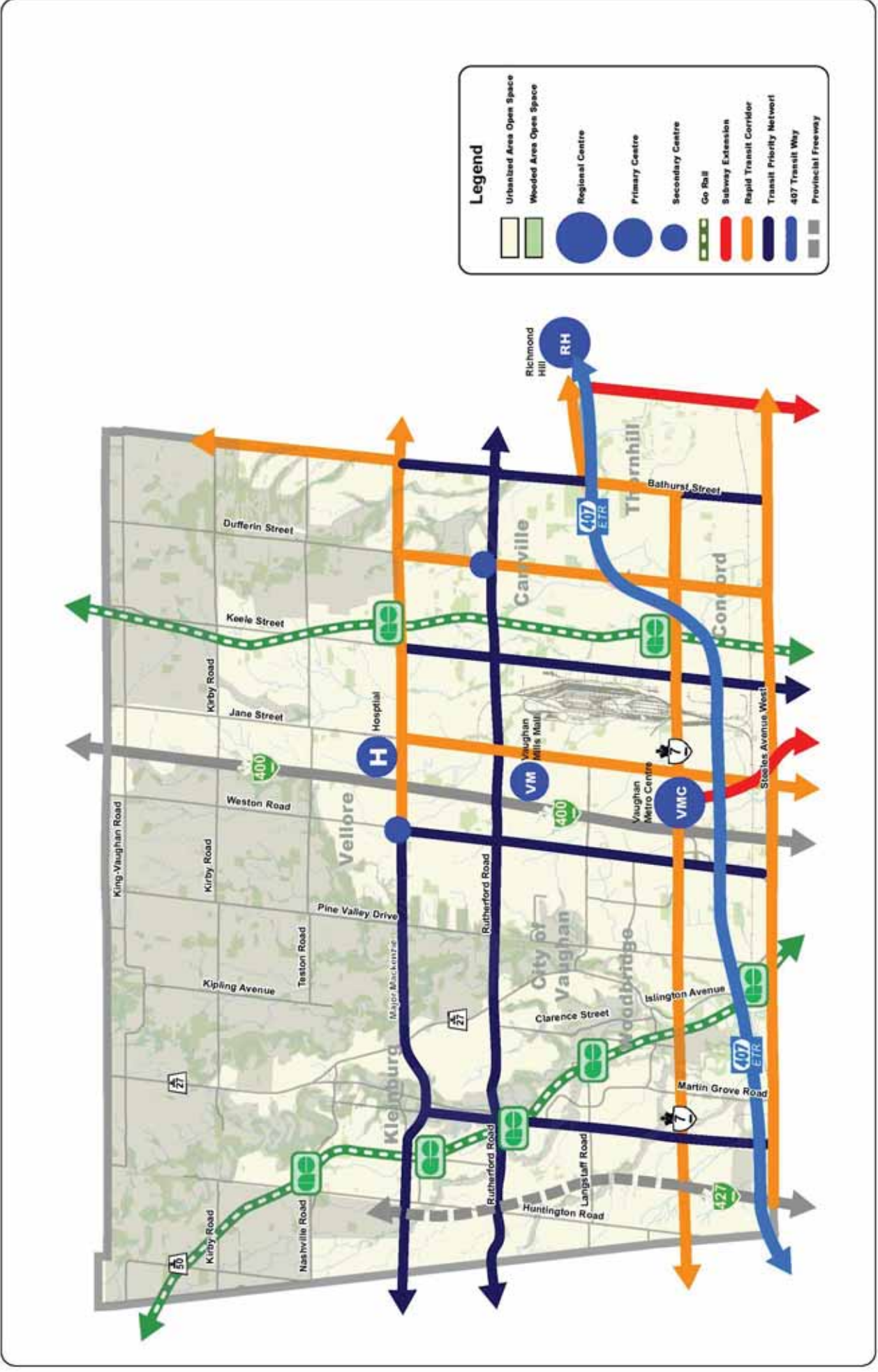
Best Practice Strategic Options 1 and 3

- Integrated land use and transit decision making
- High level of R.T. infrastructure
- Transit nodes and corridors urban structure
- High level of transit priority on the road system
- Integrated transit fares and services
- Transit supportive parking strategy
- Support for HOV lanes and ridesharing programs
- Extensive support for active transportation
- Strategic Road Improvements Only
 - Support transit (e.g. key missing links)
 - Support VMC and other centres
 - Support goods movement in key areas

VISION

- ▶ Focus new growth and intensification within the Vaughan Metropolitan Centre and at other centres and nodes along rapid transit corridors.
- ▶ Support new developments comprising a mix of uses to reduce trip lengths and encourage more walking and cycling.
 - ▶ Increase transit share – 15% city-wide 25% along transit corridors and 35% within the Vaughan Metropolitan Centre.
- ▶ Implement mid-block collectors to support mixed-use centres, accommodate transit, expand pedestrian and cycling networks and improve system-wide mobility.
 - ▶ Manage the supply and cost of parking within the Vaughan Corporate Centre and other centres nodes and to minimize the growth in single occupants travel.
 - ▶ Increase investments in cycling and pedestrian infrastructure and programs.
 - ▶ Limit road improvements to those that support strategic initiatives (transit network connectivity or goods movement).

ee at ans ot vision



- Assess Long Range Transportation Plans
- Discuss Supportive Policies and Programs

AECOM Study Approach

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model

- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs

- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PHASE 1

PHASE 2

PHASE 3

PUBLIC & STAKEHOLDER CONSULTATION

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

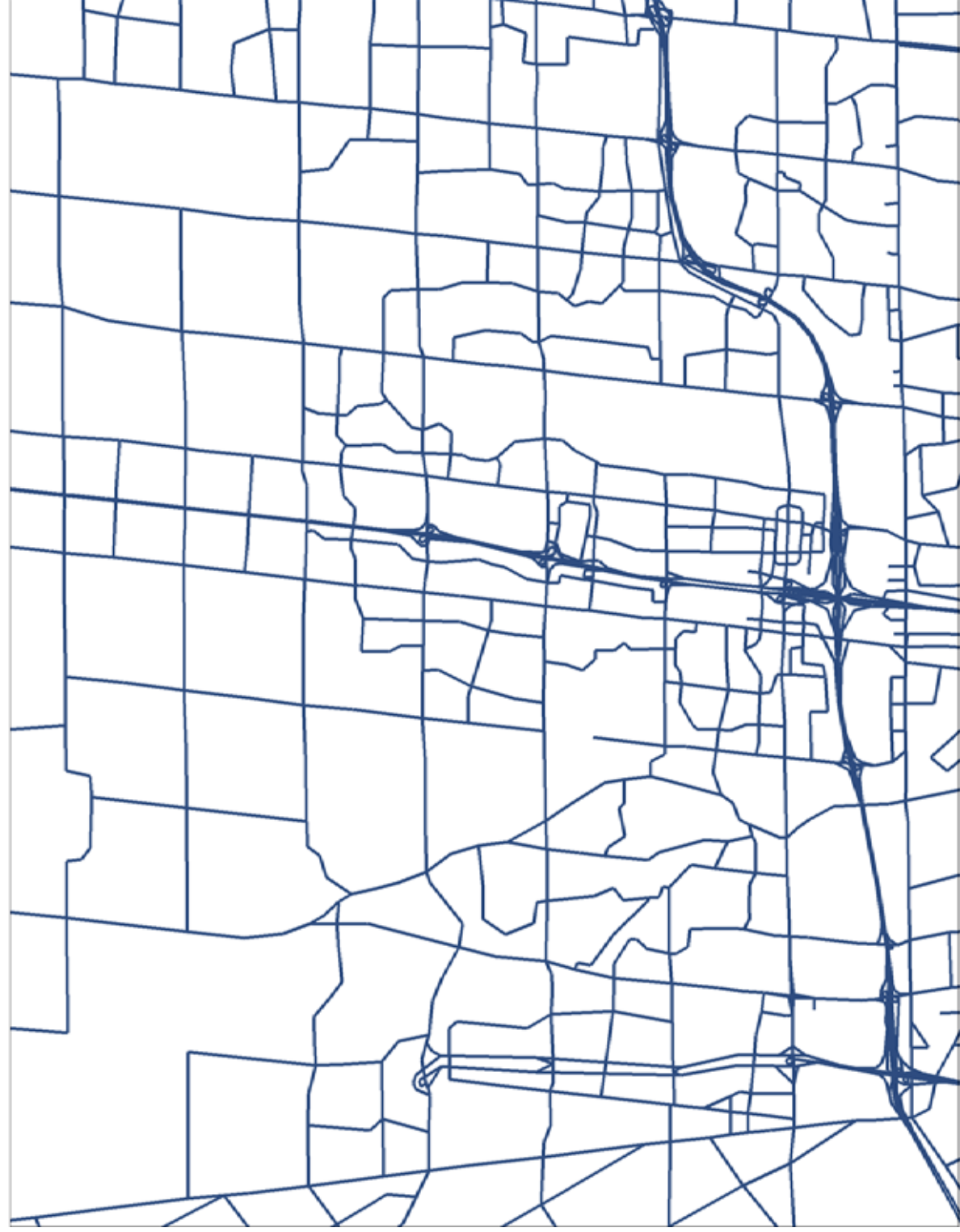
- Stakeholder Workshop on Vision and Policy Framework
- Stakeholder Workshop on Alternative Transportation Plans
- Consultation Plans
- Newsletter #2
- Public Consultation Centre #2

- Newsletter #3
- Update Website
- Notice of Completion

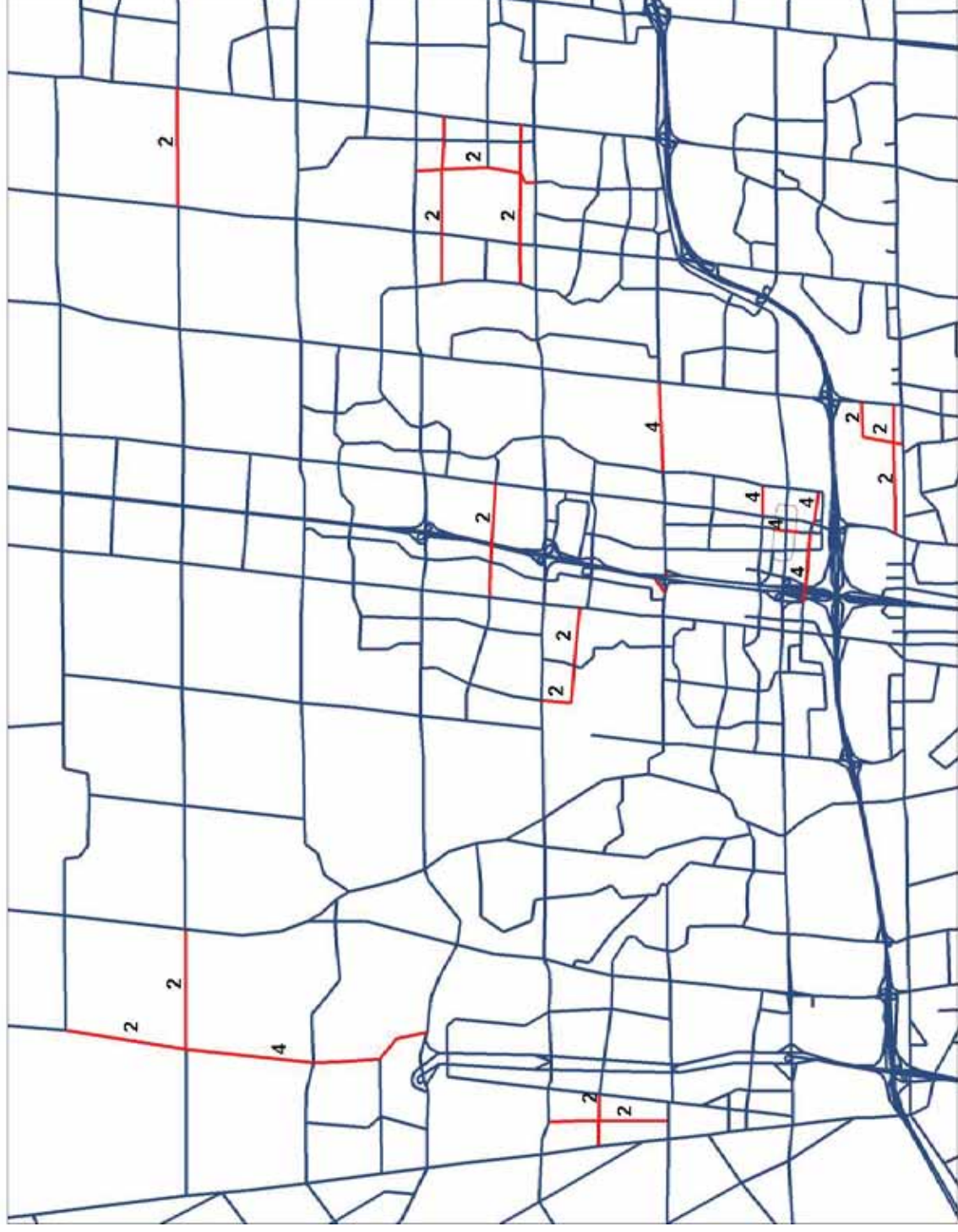
2031 Base Network Alternative

- Road Network
 - Highway 427 Extension to Major MacKenzie Drive
 - Consistent with York region TMP
 - New Local Roads
- Transit Network
 - MetroLinx “Big Move”
 - GO Rail to Bolton and Improvements on Barrie
 - Subway Extensions
 - Highway 7 and Yonge Street
 - New Rapid Transit (Included in York TMP)
 - Major MacKenzie Drive (West to Weston Road)
 - Steeles Avenue
 - Jane Street North to Major MacKenzie Drive
 - Dufferin Street / Bathurst Street
 - Transit Priority Network
 - Highway 27
 - Rutherford Road
 - Weston Road

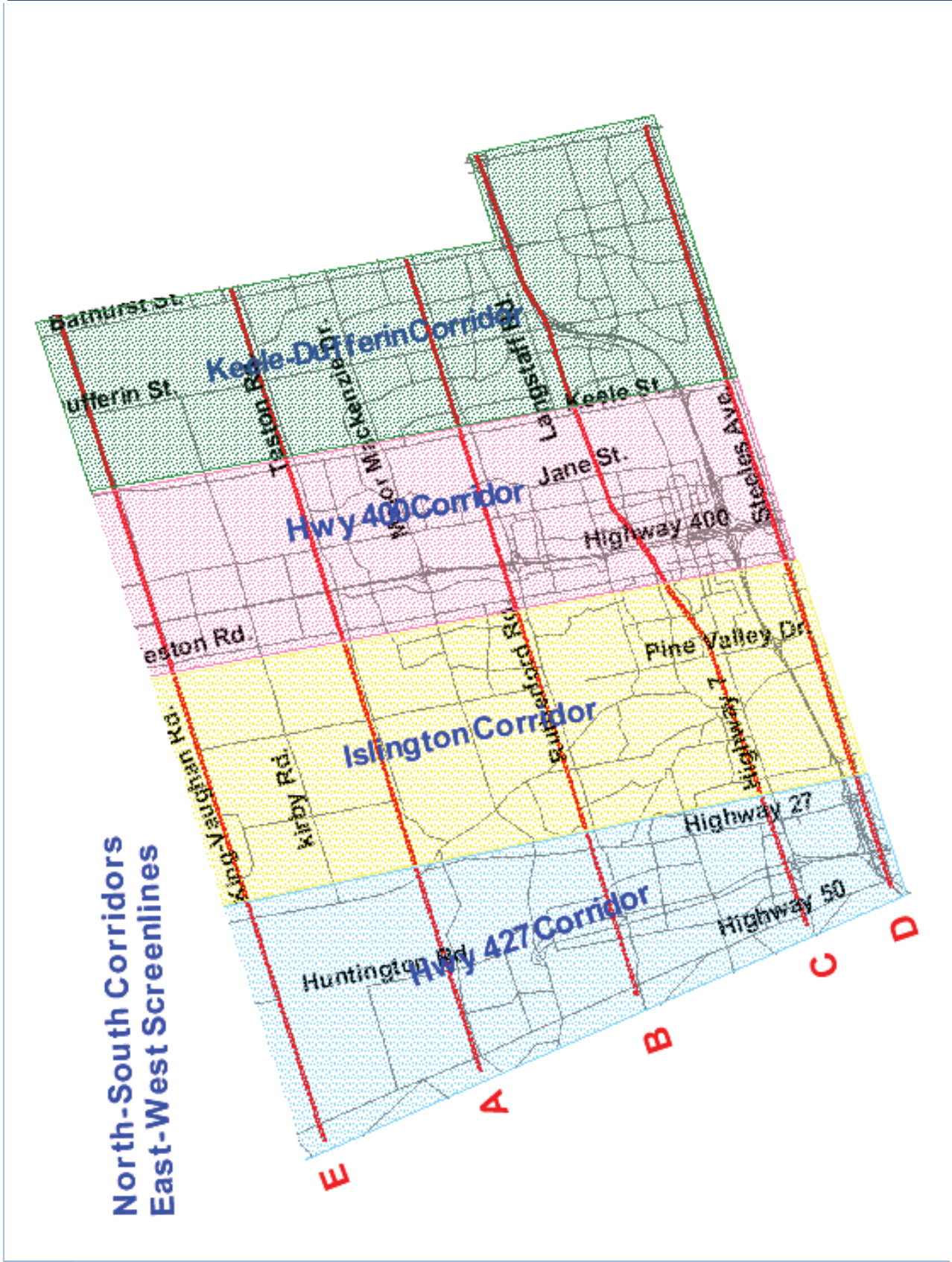
3 Base Scenario Road



Road Network Alternative for 2031

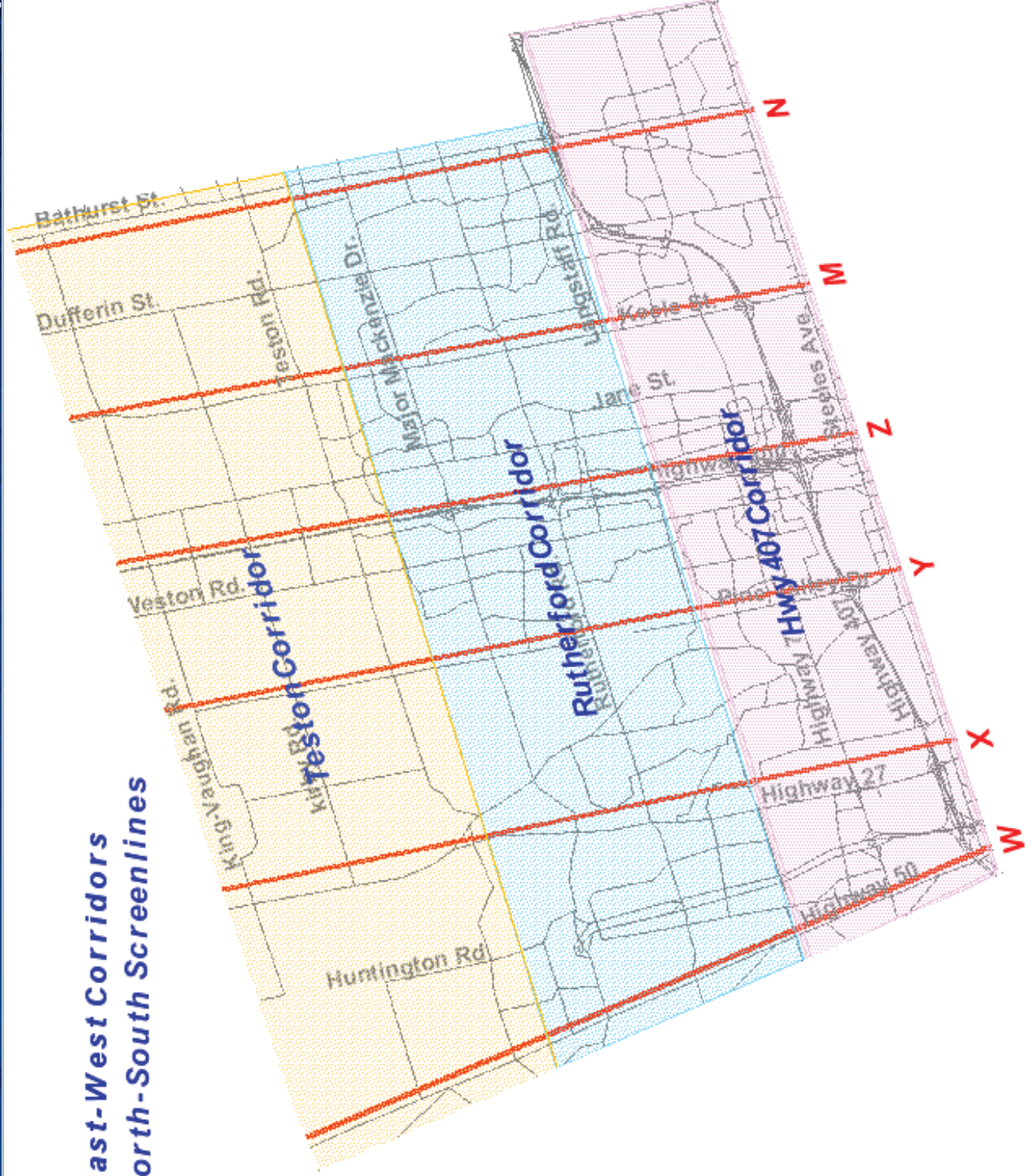


- Roads included in Base Alternative
- Roads Added/Changed to the Revised Base Alternative



2031 Scenario with Uncommitted Road Improvements

East-West Corridors
North-South Screenlines



- **Key Measure:**

V/C Ratio Where:

- = Corridor Peak Hour Volume
- = Corridor Peak Hour Capacity

Levels of congestion

$\rho/\mu > 0.9$



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$0.8 < \rho/\mu \leq 0.9$

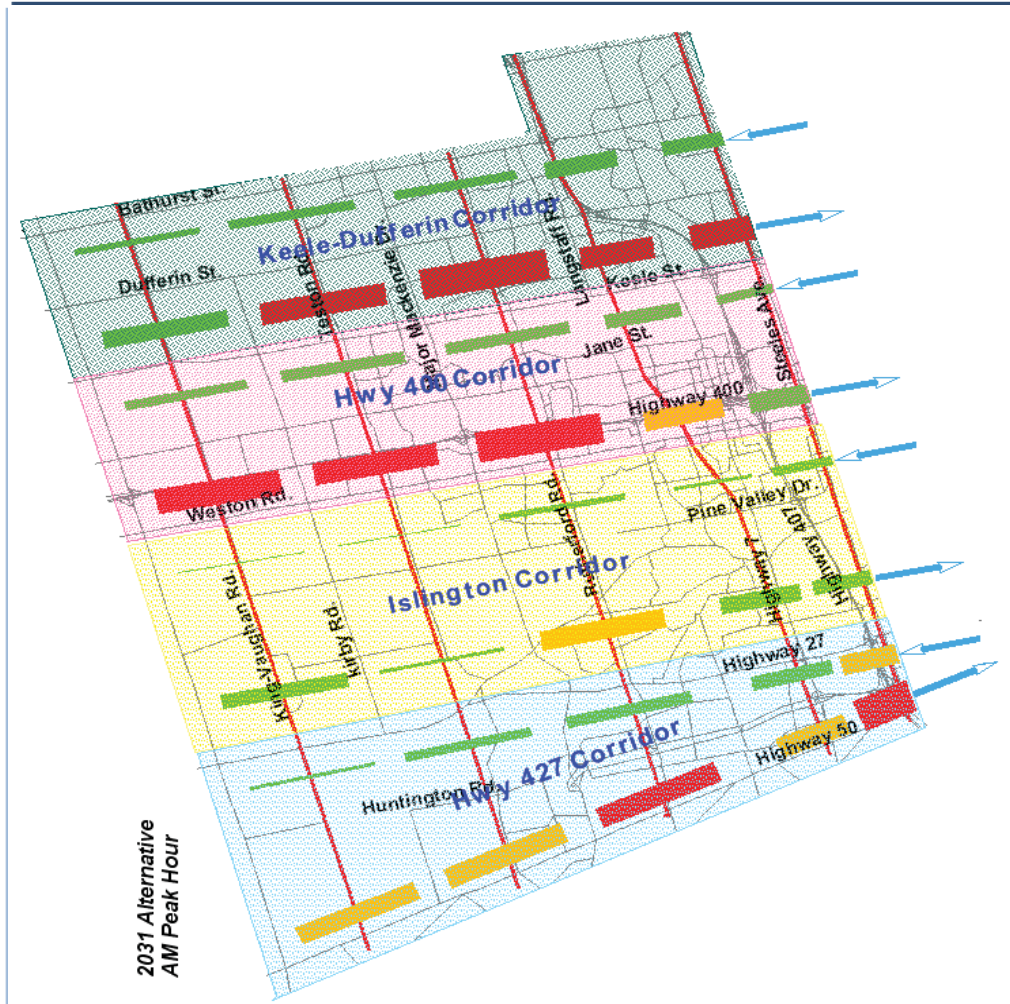
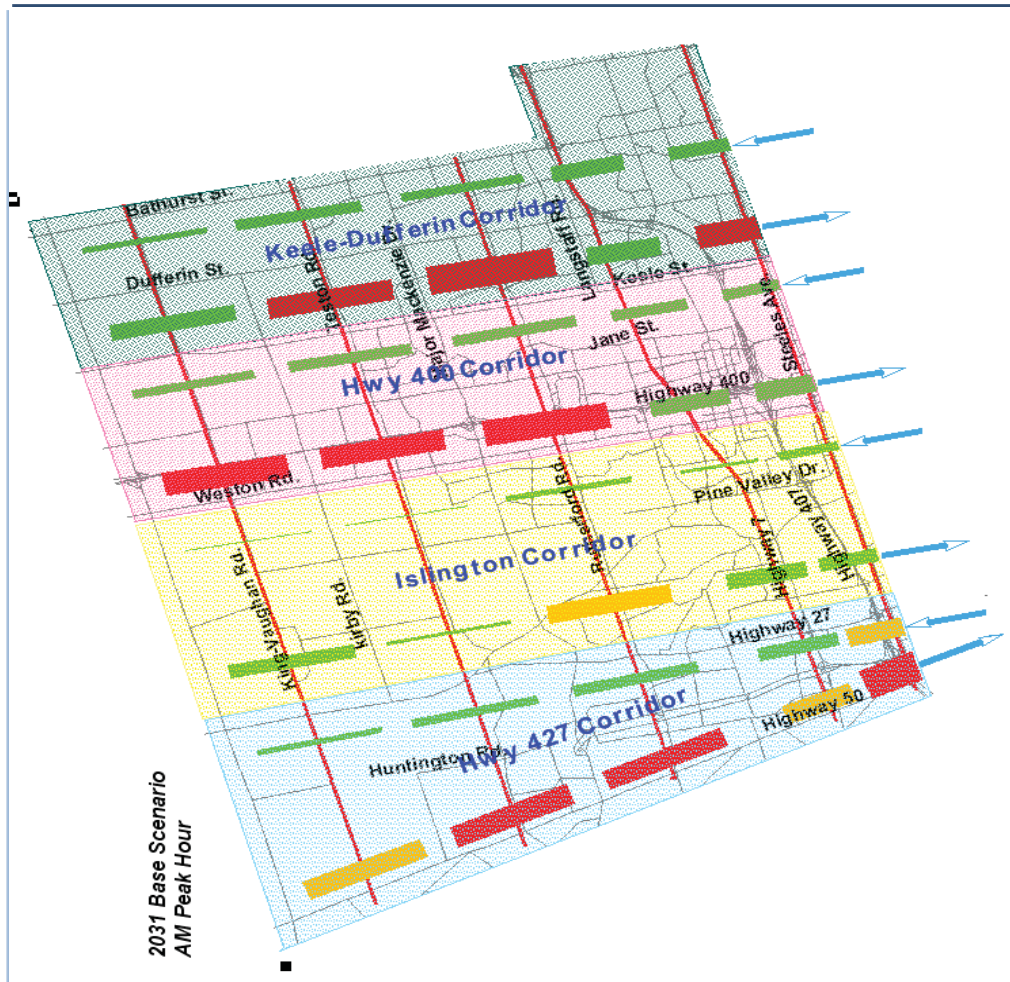


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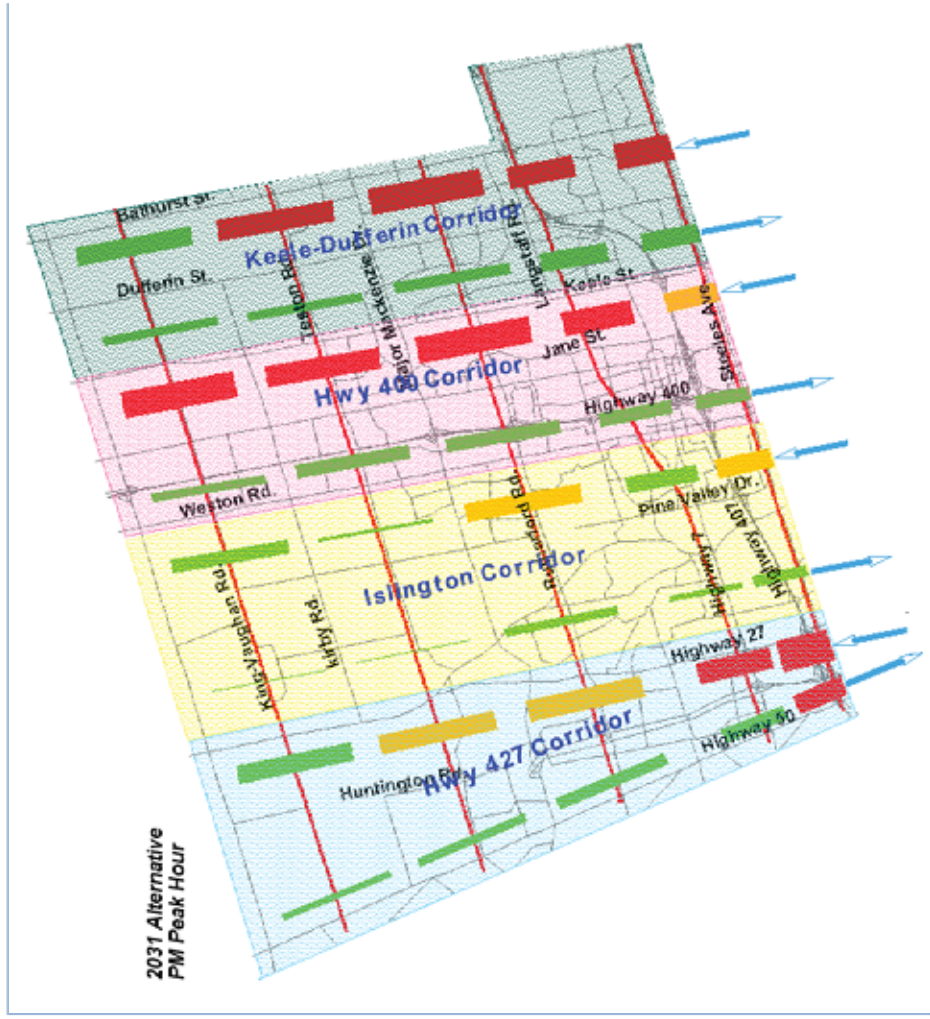
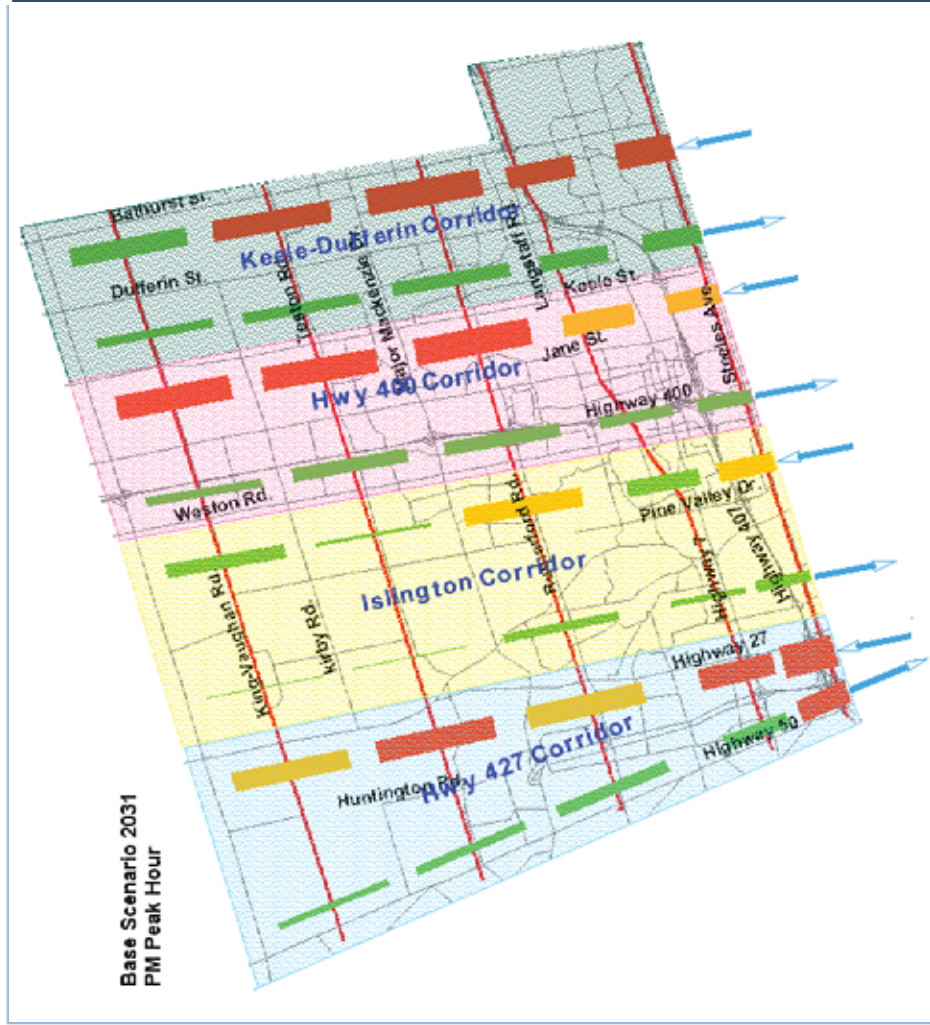
$\rho/\mu \leq 0.8$



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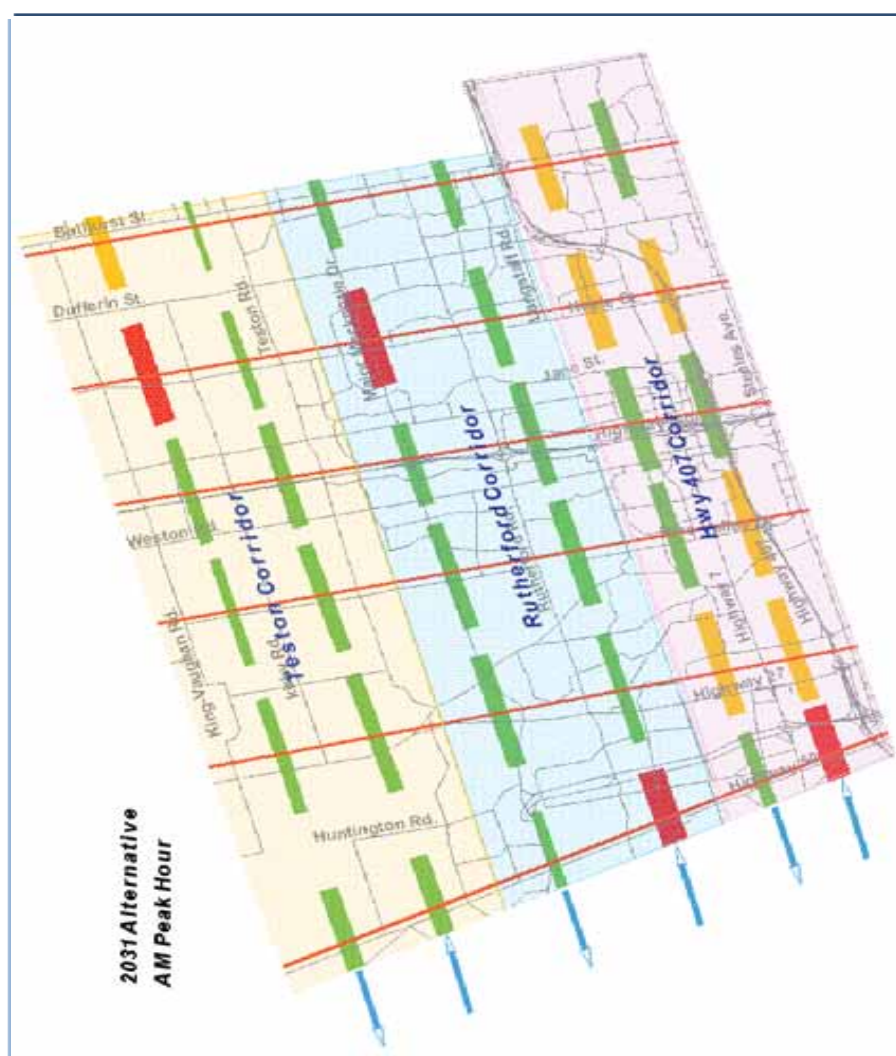
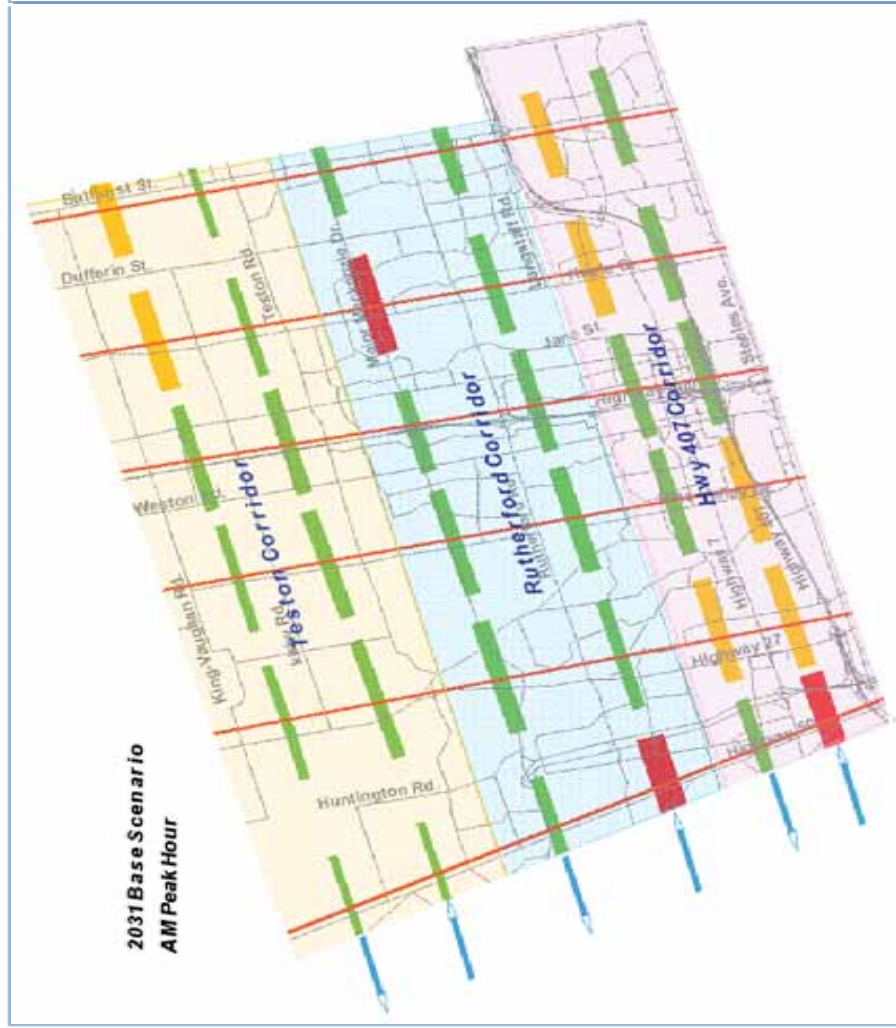


█ V/C ≤ 0.8 Uncongested Condition
█ 0.8 < V/C ≤ 0.9 Some Congested
█ V/C > 0.9 Congested Condition



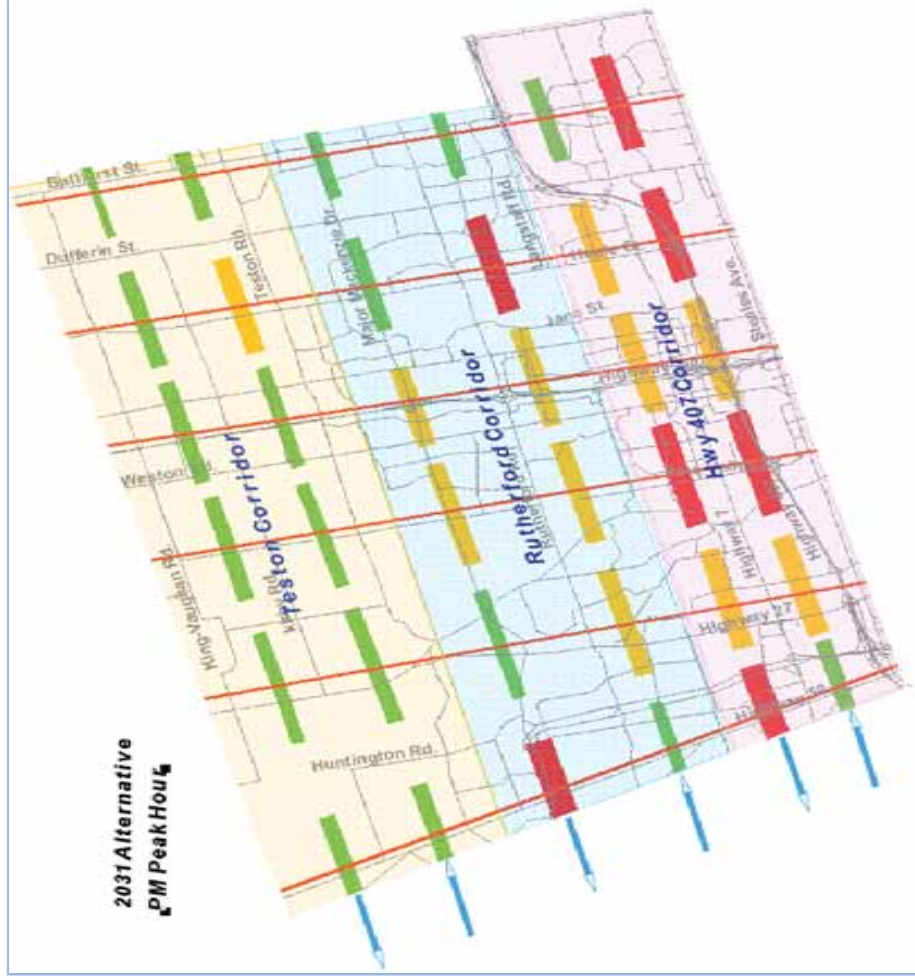
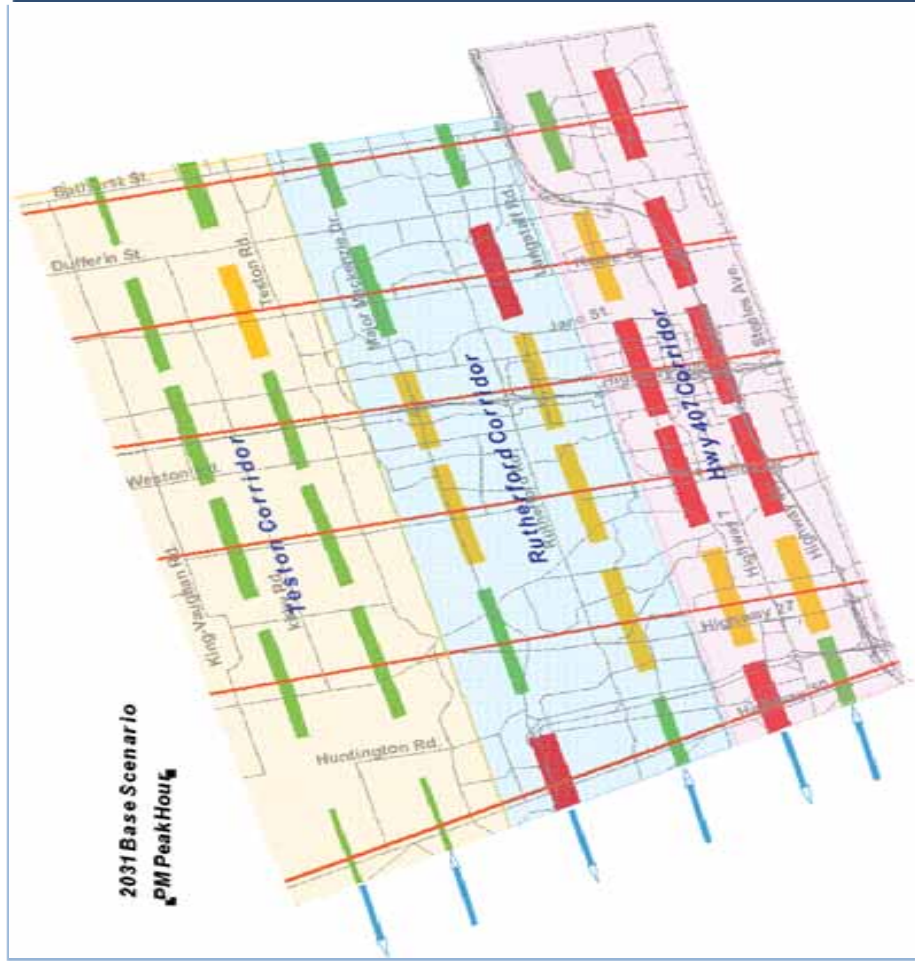
- █ V/C ≤ 0.8 Uncongested Condition
- █ 0.8 < V/C ≤ 0.9 Some Congested
- █ V/C > 0.9 Congested Condition

Assessment Model Results



- █ $V/C \leq 0.8$ Ungested Condition
- █ $0.8 < V/C \leq 0.9$ Some Congested
- █ $V/C > 0.9$ Congested Condition

Fastest Model Results



- █ V/C ≤ 0.8 Uncongested Condition
- █ 0.8 < V/C ≤ 0.9 Some Congested
- █ V/C > 0.9 Congested Condition

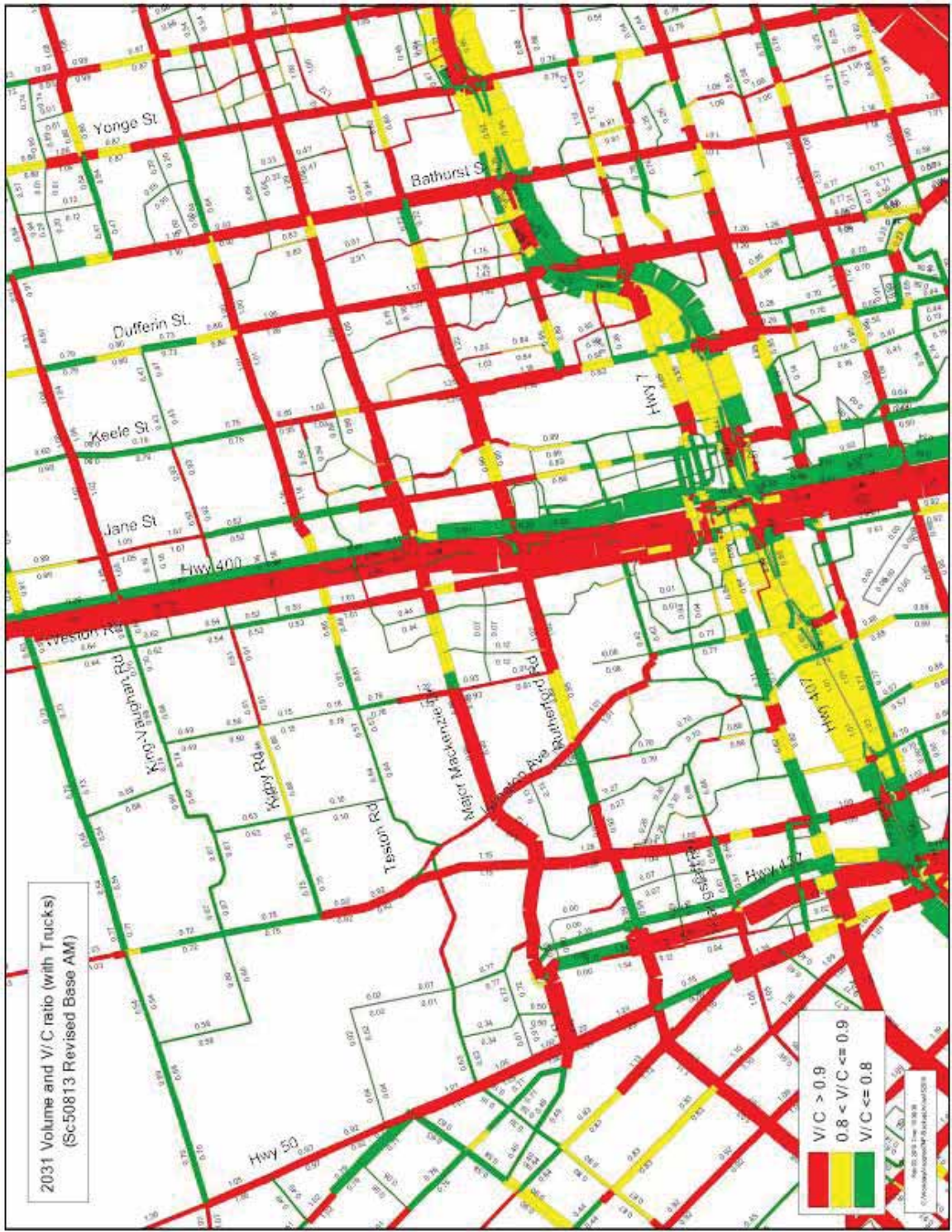
Critical Locations North-South Corridors

Corridor	Direction	Locations	2031 Base	2031 Alternative	Changes	Road Conclusion
AM Peak Hour						
Highway 427	SB	North of Nashville Road	0.95	0.87	Improved	Due to Connection of Huntington north of Kirby Road
		North of Rutherford Road	0.91	0.92	Slightly Worsened	
Hwy 400	SB	South of Langstaff Road	0.89	0.90	Slightly Worsened	
		North of Steeles Avenue	1.33	1.34	Slightly Worsened	
Hwy 400	SB	North of King-Vaughan	1.08	1.08	No Change	Due to New East-West Collector
		North of Nashville Road	0.95	0.95	No Change	Connection over Hwy 400, Needs more Capacity
Dufferin / Keele	SB	North of Rutherford Road	1.19	1.24	Worsened	
		North of Nashville Road	0.94	0.96	Slightly Worsened	Due to Connection of Langstaff East of Jane, Attracts More Traffic
Dufferin / Keele	SB	North of Rutherford Road	1.26	1.23	Slightly Improved	
		South of Langstaff Road	0.80	0.94	Worsened	
Dufferin / Keele	SB	North of Steeles Avenue	1.02	1.00	Slightly Improved	
		North of Steeles Avenue	0.93	0.92	Slightly Improved	
PM Peak Hour						
Highway 427	NB	North of Nashville Road	0.93	0.87	Improved	Due to Connection of Huntington north of Kirby Road
		South of Langstaff Road	0.93	0.94	Slightly worsened	
Hwy 400	NB	North of Steeles Avenue	1.38	1.38	No Change	
		North of Steeles Avenue	0.93	0.92	Slightly Improved	
Hwy 400	NB	North of King-Vaughan Road	1.09	1.10	Slightly worsened	Due to Connection of Langstaff East of Jane, Attracts More Traffic
		North of Nashville Road	0.99	0.97	Slightly Improved	
Dufferin / Keele	NB	North of Rutherford Road	1.16	1.18	Slightly worsened	
		South of Langstaff Road	0.88	1.01	Worsened	
Dufferin / Keele	NB	North of Nashville Road	0.94	0.98	Slightly worsened	
		North of Rutherford Road	1.20	1.16	Slightly Improved	
Dufferin / Keele	NB	South of Langstaff Road	0.95	0.96	Slightly worsened	
		North of Steeles Avenue	1.18	1.15	Slightly Improved	

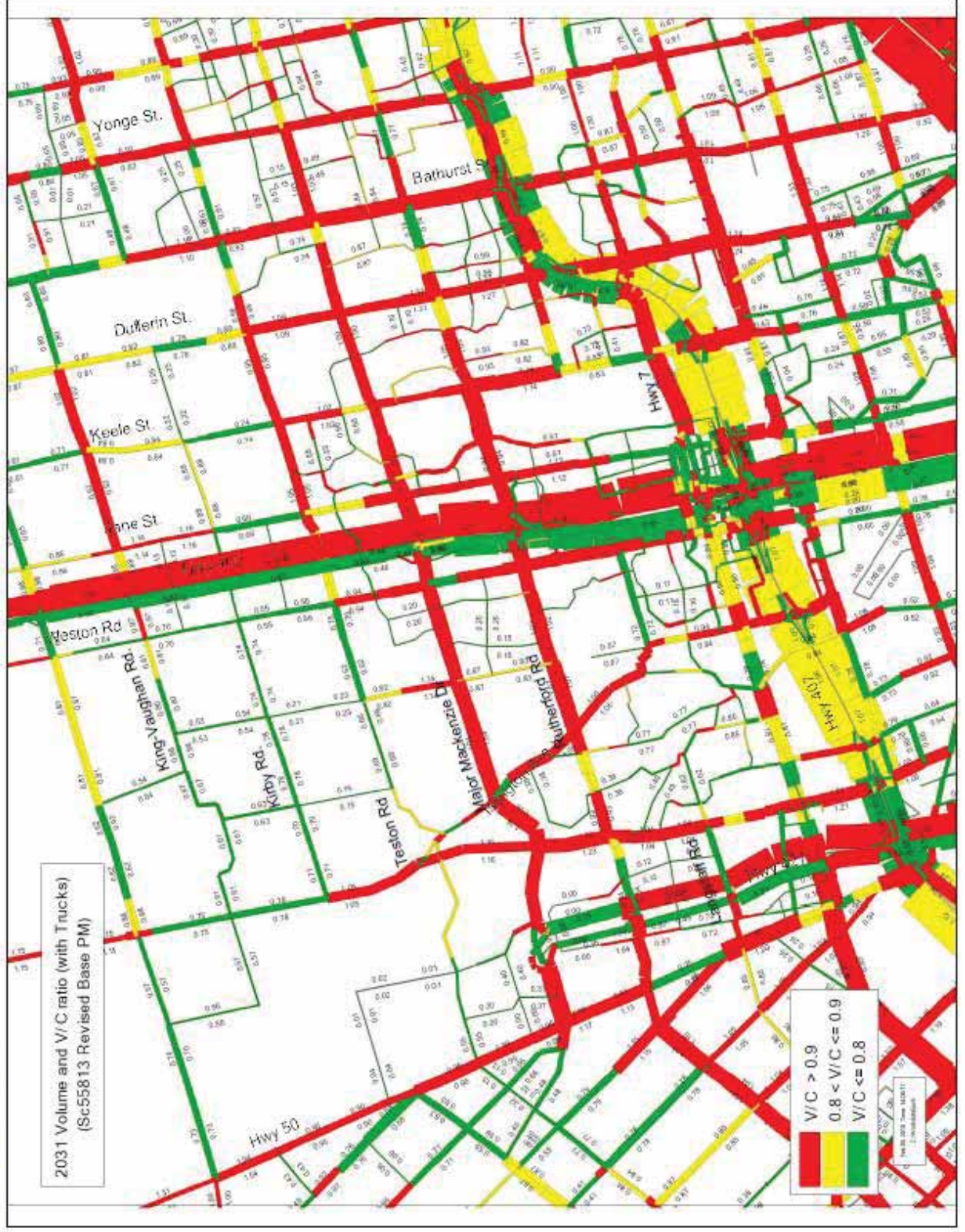
Critical Locations East-West Corridors

Corridor	Direction	Locations	2031 Base	2031 Alternative	2031 Alternative	Road Conclusion
AM Peak Hour						
Teston	WB	East of Keele	0.89	0.94	Worsened	Due to Connection of Kirby Road In the East of Dufferin, Attracts More Traffic
		East of Keele	0.96	0.99	Slightly Worsened	
Rutherford	EB	East of Highway 50	1.28	1.26	Slightly Improved	
	WB	East of Keele	0.88	0.90	Slightly Worsened	
Highway 407	EB	East of Highway 50	1.00	0.99	Slightly Improved	
	PM Peak Hour					
Rutherford	WB	East of Highway 50	1.14	1.10	Improved	Due to New Collector Connection between Huntington and Hwy 50 Needs More Capacity
		East of Keele St.	0.95	0.97	Slightly Worsened	
Highway 407	WB	East of Highway 50	0.99	0.99	No Change	
		East of Pine Valley Dr.	0.94	0.95	Slightly Worsened	
		East of Hwy 400	0.91	0.88	Slightly Improved	
		East of Pine Valley Dr.	0.96	0.90	No Change	
Highway 407	EB	East of Hwy 400	0.98	0.99	Slightly Improved	
		East of Keele St.	0.92	0.91	Slightly Worsened	
		West of Bathurst St.			Slightly Improved	

A 3 Base et o evel o Se vice



3 Base et o level o Service



Conclusions on net o testing

1. There will be considerable congestion no matter what road and transit networks are assumed
2. Future transit modal splits about the same and not much higher than existing
3. Model doesn't project walk and bike trips nor does it adequately consider policy initiatives

Implications of Vaughan

1. Strong policy and program initiatives will be required to complement infrastructure improvements. Modal share targets need to be established
2. New OP provides a sound urban structure and framework for accommodating growth
3. Need to fully support all transit initiatives of Province, Metrolinx and Region, including transit priority on the Regional road network
4. A second TDM focus should be a strong program to support walking and cycling
5. Need an aggressive TDM program to minimize growth in travel demand
6. Parking management should be a focus of the TDM program
7. Vaughan residents will need to accept higher levels of congestion and change their travel behaviour

Question of Discussions

- 1. Have we got the Vision Right?
- 2. Are there other infrastructure investments that should be considered to support transit usage?
- 3. What are reasonable modal share targets for transit cycling and walking?
- 4. Is there a leadership role to play in D? Do we need a target reduction in growth of travel?

Future transit potential in Vaughan How to achieve it

- Influence land use and car ownership trends
 - Corridors and nodes
 - Transit-oriented developments (TODs) at a limited number of nodes along well served transit corridors.
- Travel demand management (TDM) measures:
 - Pedestrian/cycling links
 - Parking:
 - limit the availability of free parking
 - pricing to discourage car use at Mobility Hubs
- Other measures include:
 - Enhancing walkability between a transit station and trip origins/destinations (e.g., homes, workplaces, schools)



Future transit potential in Vaughan to achieve its goals

- Vaughan Metropolitan Centre (VMC) as an example
 - Inter-regional and local transit improvements: accessible, available and connected
 - Subway extension to VMC, VIVA BRT along Hwy 7. GO BRT along Hwy 407. Improved GO Transit Barrie Line service.
 - Mix of uses along with intensification of residential and employment land use
 - Business offices, residences, entertainment and cultural facilities, and pedestrian shopping areas



Source: Urban Strategies Inc



Source: Urban Strategies Inc

- Transit's Future in the GTHA, York Region and Vaughan will be determined by land use and socio-demographic factors
 - Unless steps are taken (carrots and sticks) to create Mobility Hubs by limiting the decentralization of office jobs to remote locations, transit's role will be limited to serving "transit captives"
 - Unless Vaughan creates urban environments where zero car and one car households are viable, the community will continue to rely on the auto for basic mobility.



Source: http://en.wikipedia.org/wiki/Millwoodale%2C_Toronto, accessed July 31, 2018

Provide incentives for:

- Telecommuting
- 4 day work weeks;
- Variable work hours;
- Carpooling; and
- Greater use of transit, cycling and walking)

Minimize “demand” side of travel through auto disincentives

- Greater use of freeway tolls;
- Congestion pricing in urban centres;
- Significantly reduced parking supply requirements; and
- City-wide parking charges

the possible D Initiatives

- Require TDM programs with development approvals
- Identify incentives for employers to initiate TDM programs
- Work with Region to provide transit to new residential areas to be funded by developers
- Provide all new homes fully wired for high-speed internet
- Ensure secure and permanent bike parking in public and private areas

Parking Study Recommendations:

- Sensitivity to urban context - transit hubs, historic places, and community scale intensification areas
- Tailor parking requirements to local conditions (e.g. mixed used and shared parking, transit access parking, on-street parking, carpooling and remote commuter parking)
- Small car spaces to promote uses of smaller, more fuel-efficient vehicles, and bicycle parking.
- Vaughan should adopt standards that are in line with the provisions under the Accessible Built Environment Standards being developed as part of the Accessibility for Ontarians with Disability Act.

What else?

- Establish municipal parking authority?
- Parking charges in employment areas?



□ □ A □ □ □ □ □ □ □ □ □

3 Technical Advisory Committee Meeting Set Date 4



Enter your office # code and F3 key – address will populate (**delete this yellow highlighted text** – remove any yellow highlight if appears in the address)

From: Minkin, Dan
Sent: Thursday, September 02, 2010 11:21 AM
To: Trevor.Anderson@gotransit.com; leslie.woo@metrolinx.com; gisele.zwicker@metrolinx.com; Murray.McLeod@peelregion.ca; mwehkind@toronto.ca; blee@markham.ca; chris.duyvestyn@brampton.ca; brian.titherington@york.ca; Richard.Hui@york.ca; Suzanne Bevan; craig.campbell@caledon.ca; skitchen@king.ca; sabbir.saiyed@peelregion.ca; gflint@richmondhill.ca; tervor.greenman@ontario.ca; malcolm.mackay@gotransit.com
Cc: Frieri, Michael; 'mehrak.hakimi@vaughan.ca'; Polonsky, Loren; Gordon, Dick; Awuah, Kwame
Subject: Vaughan TMP Technical Advisory Committee Meeting - September 14 2:00 pm

Hello TAC members,

The City of Vaughan would like to invite you to a final meeting of the Vaughan Transportation Master Plan Technical Advisory Committee. The focus of this meeting will be on the study's recommendations and the phasing plan.

The Technical Advisory Committee meeting is scheduled for **September 14, 2:00 to 4:00 pm, at:**

**The Maple Community Centre
Meeting Room #1
10190 Keele Street
Maple, Ontario**

We appreciate your ongoing commitment to this project, and look forward to discussing these critical issues with you on the 14th. We will send out a formal agenda within a few days of the event.

To confirm your attendance, please contact Dan Minkin (AECOM) at the e-mail address or phone number listed below.

On behalf of the City of Vaughan,

Dan Minkin, M.Pl.
Environmental Planner
D 905.477.8400 ext. 274
dan.minkin@aecom.com

AECOM
300 - 300 Town Centre Boulevard
Markham, ON L3R 5Z6
T 905.477.8400 F 905.477.1456
www.aecom.com

Meeting Agenda

Date of Meeting	September 14, 2010	Start Time	2:00 pm	Project Number
Project Name	City Of Vaughan Transportation Master Plan			
Location	Maple Community Centre 10190 Keele Street (North of Major MacKenzie Drive), Activity Room #1			
Regarding	Technical Advisory Committee Meeting #			

Discussion Items

1. Introduction (Michael Frieri, City of Vaughan)
2. Presentation of Study Conclusions (Dick Gordon, AECOM)
3. Summary of Work Still to be Completed (Dick Gordon, AECOM)
4. Agency Comments and Update of Ongoing Relevant Studies
5. Timing of Draft TMP Report and its Review (Michael Frieri)
6. Other Matters

Vaughan Tomorrow
FOR CITY-OWN PROJECTS

Our City. Our Future.



City of Vaughan!

Transportation Master Plan

TAC Meeting #3
September 14, 2010



AECOM

TMP Study Approach

TECHNICAL ASPECTS

- Documentation of Existing Transportation Conditions, including 3 Focus Areas
- 4 Discussion Papers
- Documentation of Existing Policies, Road System Classification & Design Standards
- Policy Paper - Key Issues and Strategic Options
- Methodology for Evaluation of Alternatives
- Calibrated Transportation Model
- Policy paper - Transportation Vision, Guiding Principles, Indicators and Targets
- Transportation Assessment of Alternative 2031 Growth Scenarios
- Alternative 2031 Transportation Networks
- Preferred 2031 Transportation Network
- Preferred 2031 Networks for 3 Focused Areas
- Preferred 2031 Network and Policies for New Secondary Plan Areas
- Preferred Transportation Policies/Programs

- Recommended City-Wide Networks for 2031, 2021, 2011
- Supportive Policies and Programs
- Networks and Policies for 3 Focused Areas and New Secondary Plans
- Implementation and Staging Plan
- Immediate Action Plan
- Monitoring and Review Process

PHASE 1

PHASE 2

WE
ARE HERE

PHASE 3

PUBLIC & STAKEHOLDER CONSULTATION

- Notice of Commencement
- Project Website
- Transportation Bulletin
- Stakeholder Workshop on Strategic Directions
- Initial Newsletter
- Public Consultation Centre #1

- Stakeholder Workshop on Vision and Policy Framework
- Update Website
- Stakeholder Workshop on Alternative Transportation Plans
- Newsletter #2

- Public Consultation Centre #2
- Newsletter #3
- Update Website
- Notice of Completion



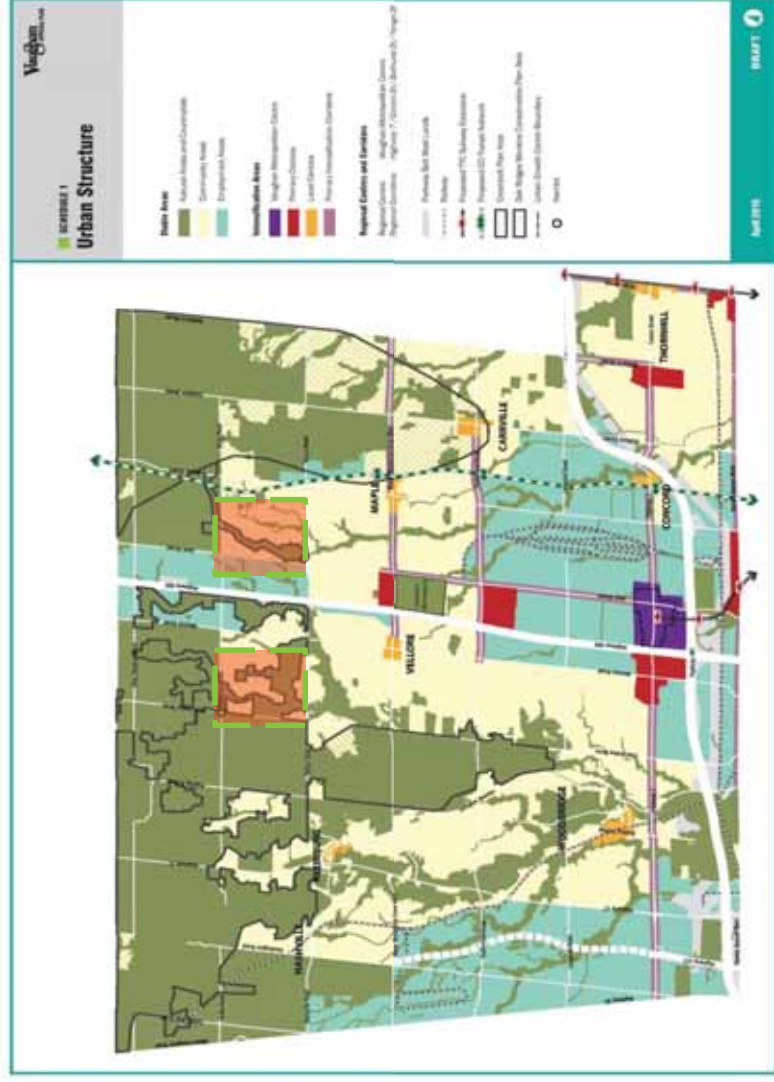
City of Vaughan - Projected Growth

Study Background

Where will the new growth occur?

- The intensification areas will receive 45% of the City's new population growth.
- The remainder will be accommodated in currently designated areas and two proposed urban expansion areas (blocks 41 and 27).
- New employment growth will be accommodated in the intensification areas (population related and office) as well as in the Hwy. 400 North and West Vaughan Employment Areas (industrial).

	200□	20□1	□ increase
Population	249,□00	41□,□00	□□□
□ obs	1□2,200	2□□,100	□4□

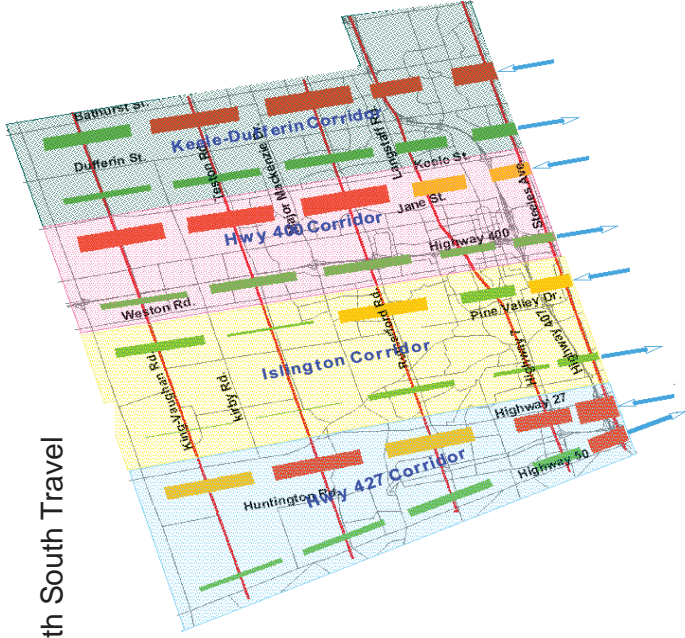


Projected PIV Peak Hour Traffic Conditions – 2031

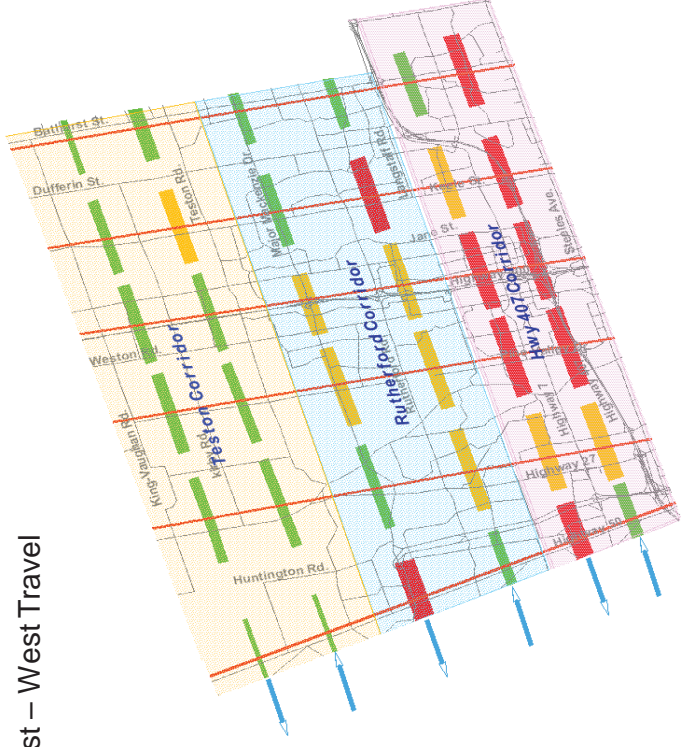
Assuming Planned Road and Transit Improvements

Assessing Future Travel

North South Travel



East – West Travel



- Regional roads will be congested
- Use of public transit increases from 10% to 15%
- Strong policy support and TDM initiatives will be needed to manage future travel



- ✓ **Principles / Goals / “New Path” Vision**
- ✓ **Rapid Transit and Transit Priority Networks**
- ✓ **Strong Travel Demand Management Program**
 - **Walking and Cycling (Active Transportation)**
 - **Parking Management**
- ✓ **Focus on “Strategic” Road Improvements**
- ✓ **Implementation Strategy**



PRINCIPLES

1. Provide safe, affordable, efficient transportation for everyone
2. Make Vaughan's neighbourhoods pedestrian and bicycle friendly
3. Integrate land use and transportation planning to encourage more sustainable lifestyles
4. Preserve and enhance environmental resources
5. Promote reliable, convenient and seamless transit
6. Promote economic vitality
7. Support diverse transportation system funding
8. Minimize use of fossil fuels
9. Avoid unnecessary capacity improvements
10. Minimize growth in travel demand
11. Encourage the efficient movement of freight and support the greater use of freight by rail
12. Develop parking strategies that reduce single-occupant vehicle travel
13. Foster awareness of sustainable transportation

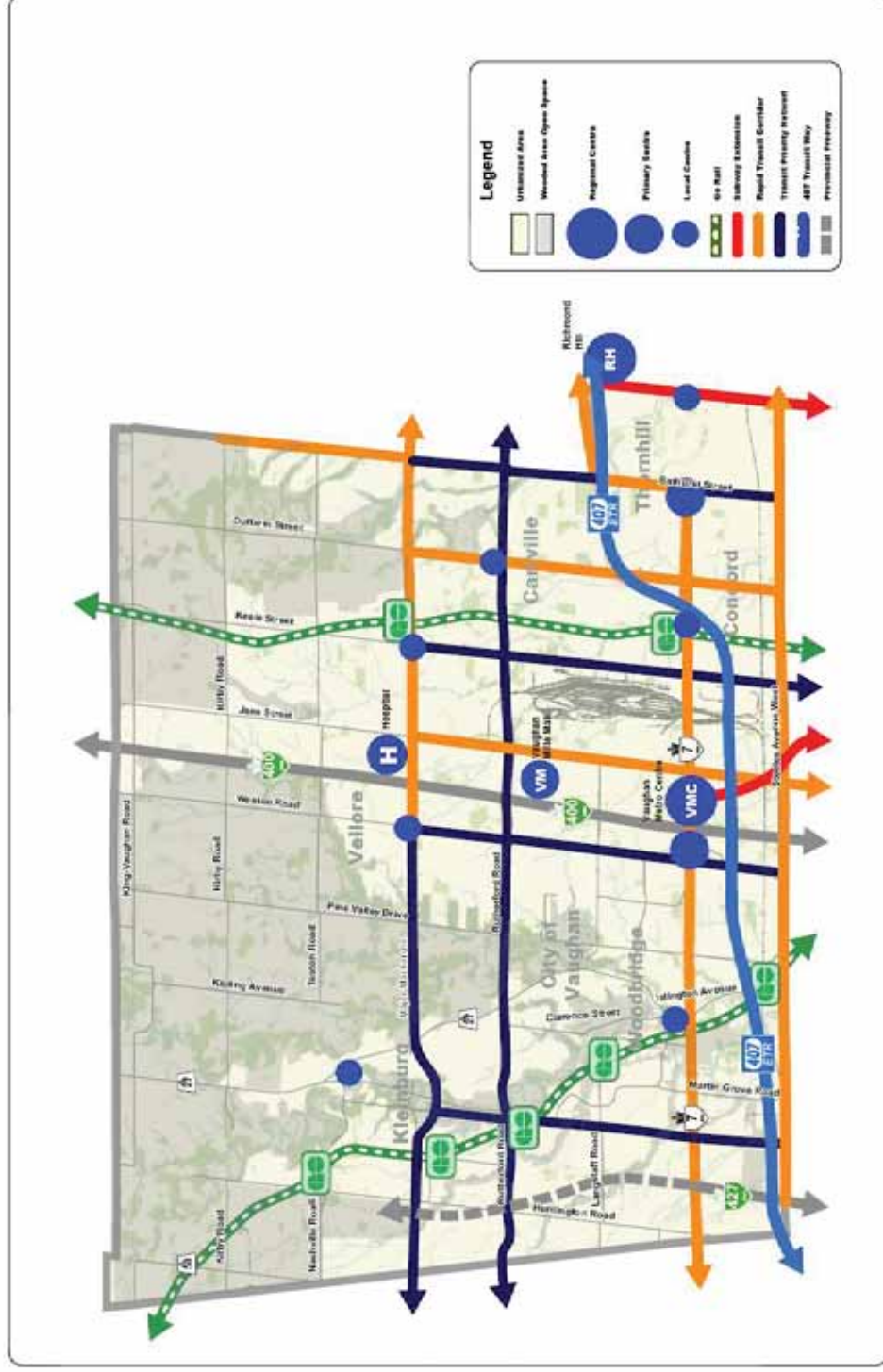
GOALS

- Commitment to ensuring all residents – including those with low incomes, disabled, elderly and others who cannot or do not own their own vehicle – are provided safe, affordable, reliable and efficient transportation options.
- Recognizing their importance to the health of its citizens, the City will enhance opportunities to walk and bike in Vaughan.
- Creating neighbourhoods that contain the full range of development densities and land uses, including those that are compact, mixed-use and pedestrian-friendly.
- Avoid impacts to the natural environment to the extent possible in expanding its transportation infrastructure.
- Encouraging York Region, GO Transit and Metrolinx to provide seamless public transit service between local neighbourhoods, employment centres and other activity nodes.
- Ensuring its economic competitiveness by providing a safe, reliable and efficient transportation system.
- Seeking innovative funding sources and strategies to ensure a more balanced, sustainable transportation system.
- Transportation needs must be met without generating emissions that threaten public health, global climate, biological diversity or the integrity of essential ecological processes.
- Work with its local and regional partners to ensure its transportation system operates efficiently and reliably by supporting new technologies, access management and transportation demand management initiatives.
- Encourage initiatives and programs that reduce demands on the transportation system, especially at peak hours, or reduce the number of vehicles on the roads while accommodating the same number of people.
- Support strategies that improve freight movement within its boundaries and minimize the flow of heavy trucks through or adjacent to residential communities.
- Develop strategies that reduce the demand for parking at existing and future employment centres and other activity nodes.
- Develop programs and activities that enhance residents' awareness and understanding of the benefits of sustainable transportation.



Vaughan's "New Path" Transport Vision

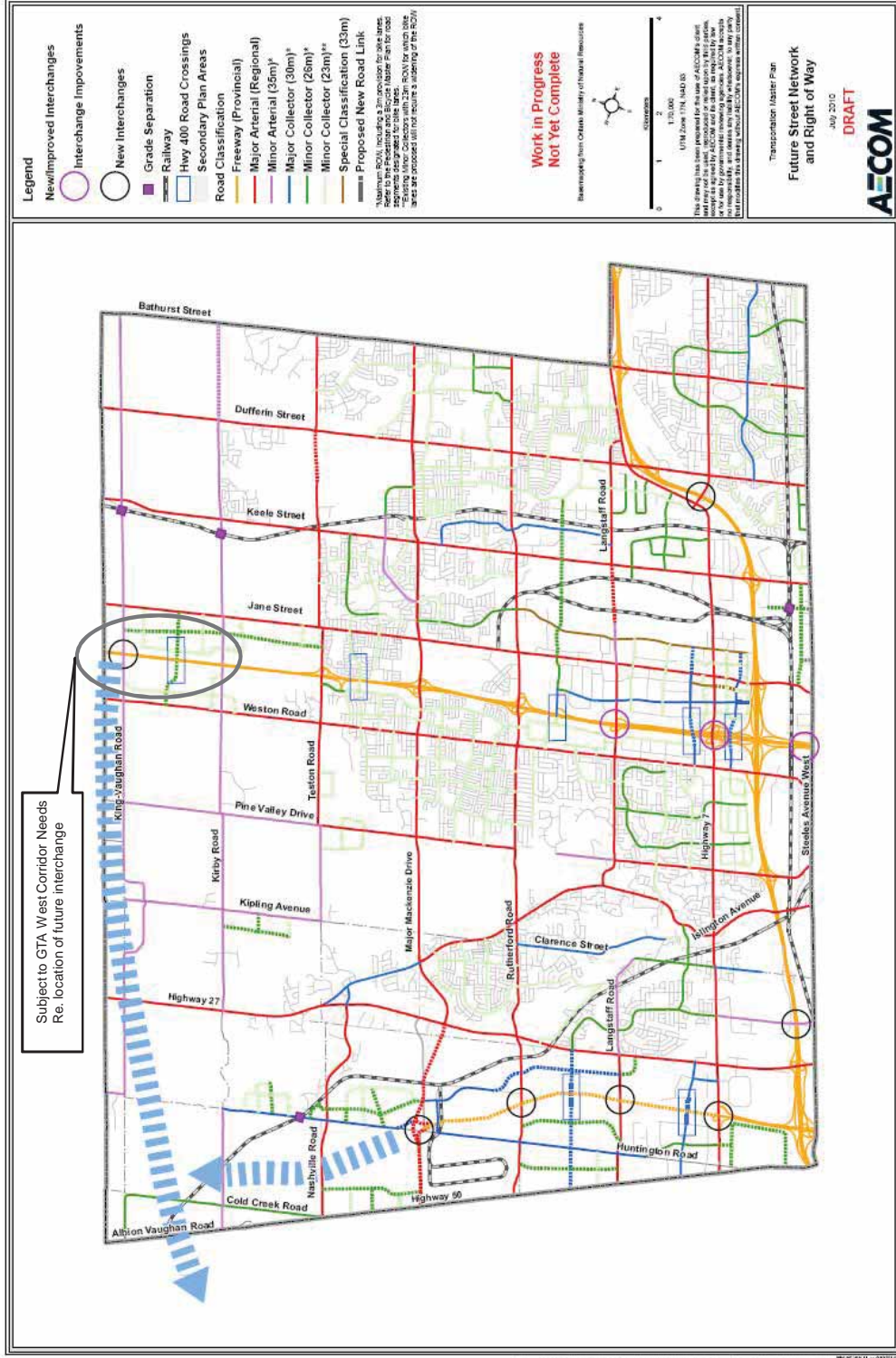
Vaughan's Transportation Vision



Vaughan's Future Highway & Road Network

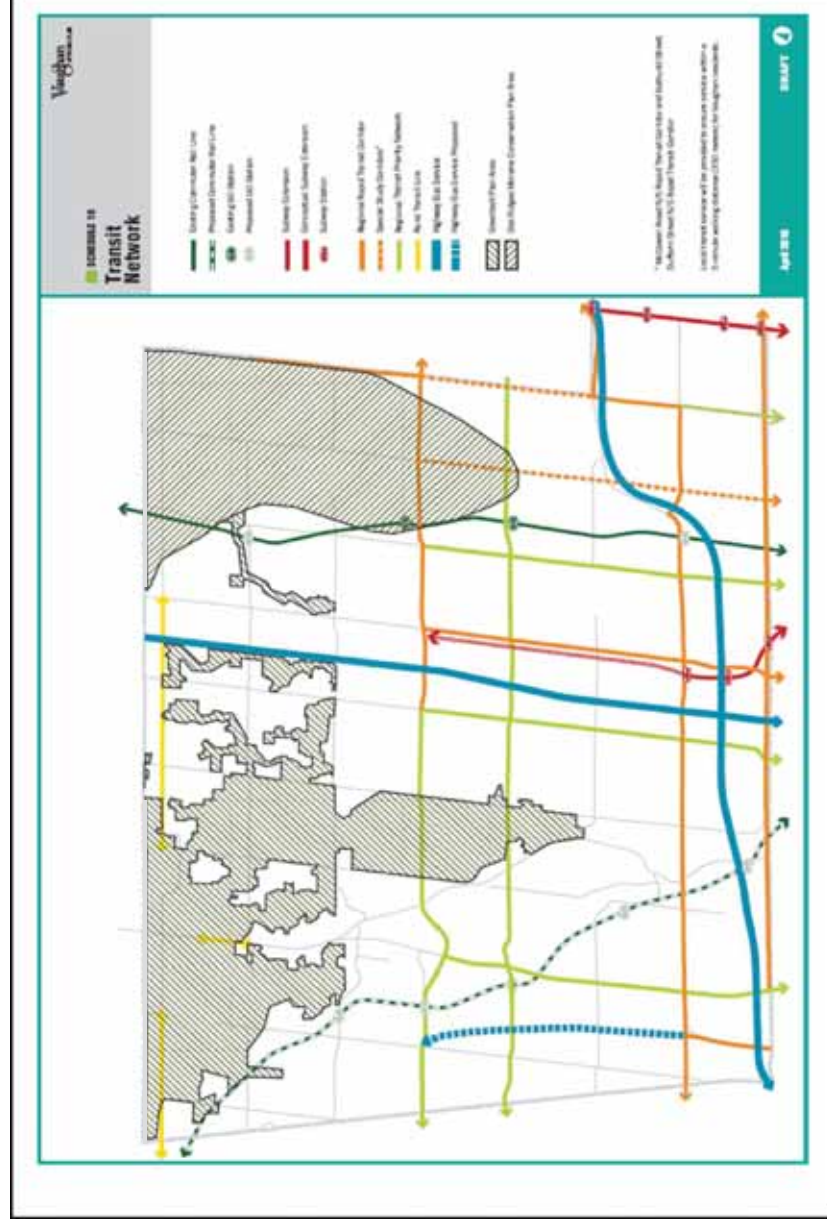
Vaughan Tomorrow
OUR CITY. OUR FUTURE.

**Vaughan's Transportation
Vision**



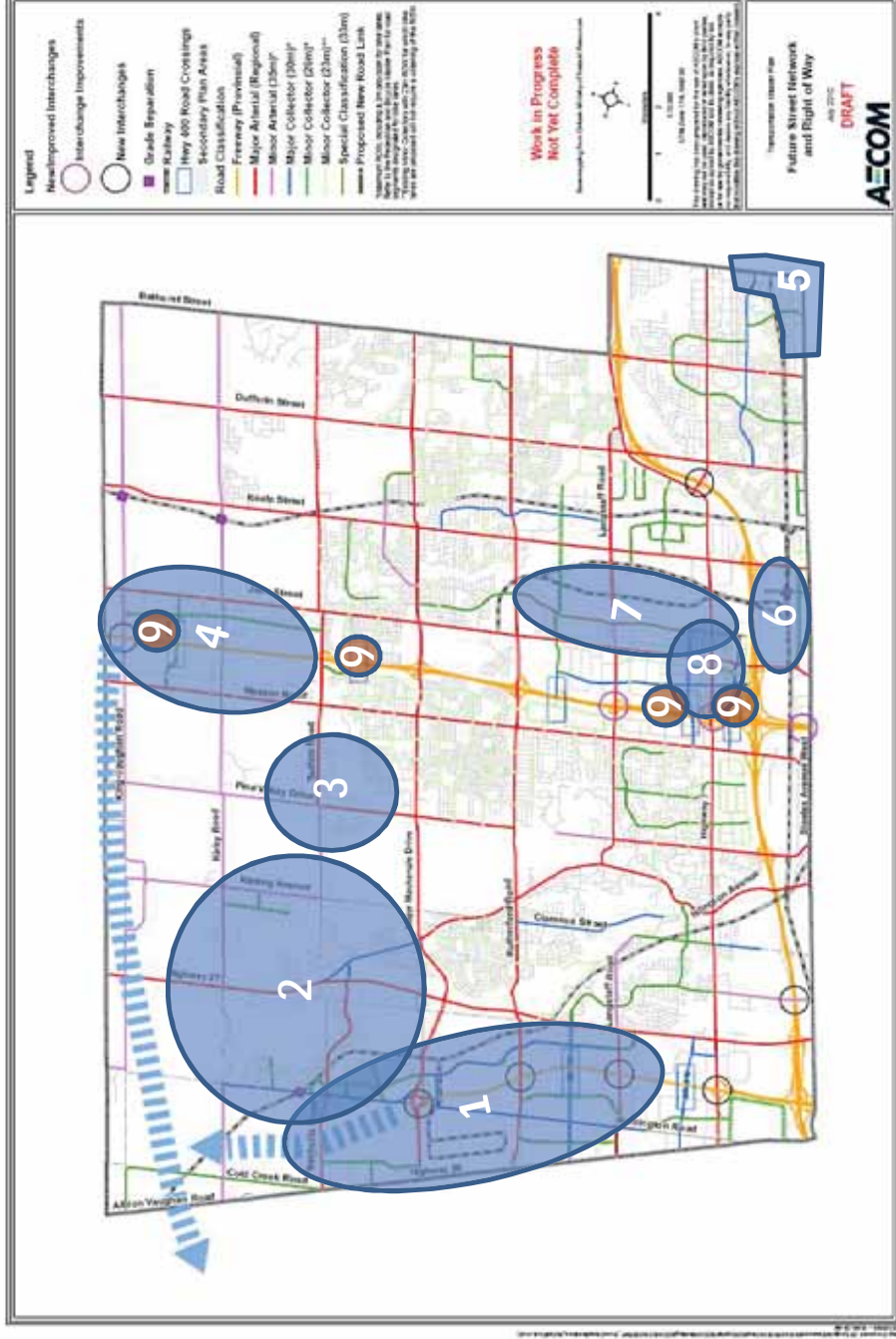
Transit Priorities Needed

- Today – only 10% of Vaughan trips by transit during peak hours
- Future Transit Targets
 - 30% City-wide
 - 40% Centres and Transit Corridors
 - 50% Vaughan Metropolitan Centre



Local Road Improvements to Support Growth

Assessing Future Travel



1. West Vaughan Employment Area
2. Kleinburg-Nashville
3. Teston Road Area - Blocks 40 & 47
4. Highway 400 North Employment Lands
5. Yonge Street Corridor
6. Steeles West
7. Creditstone Road
8. Vaughan Metropolitan Centre
9. Highway 400 Mid-block Collectors



Two Types:

1. Those needed to access new subdivisions / communities
2. Those classified as “strategic”:
 - Support development in Centres, Nodes, and Corridors
 - Support provision of enhanced transit services and pedestrian / cycling infrastructure
 - Improve network continuity / connectivity
 - Support diversion of heavy truck traffic from existing and planned Centres and residential communities
 - Improve the effectiveness of the existing network (TSM)



New Connections

- Provide direct access, improved connectivity to several local communities.
- Support transit, cycling and pedestrian opportunities in several neighbourhoods.
- Help alleviate traffic on busy adjacent arterials, where interchanges exist.
- Support development in VMC.



Road Improvements Alone not Sufficient

- Strong supportive policies and program initiatives are needed
- Fully support all Provincial and Regional transit initiatives
- Travel Demand Management (TDM) programs must be aggressive
- Manage parking more strategically (reduce supply standards and introduce pricing)



1. Trip Reduction

- Work at home
- 4-day work week

2. Shifting Time of Travel

- Flexible hours
- Shift time definitions

3. Shifting Mode of Travel

- Transit
- Active transportation (walking and cycling)

4. Increasing Vehicle Occupancies

- HOV lanes
- Carpool lots
- Carpool matching service



TDM Roles for Vaughan

- Equal Partner with Metrolinx and York Region to support TMAs, promote TDM, and educate City residents and businesses
- Lead coordination with major City employers for Trip Reduction Plans
- Lead by example (state-of-art TDM program for City Employees)
- Adopt requirements for developers to create TDM plans as a condition of development approval
- Adopt reduced standards for parking associated with new developments
- Implement parking charges in Centres and Corridors well served by transit



- Roadway improvements include widening of Huntington Road, and McGillvray Road; and the provision of new collector roads.
- Transit and cycling networks are also proposed to complement the recommended road network.



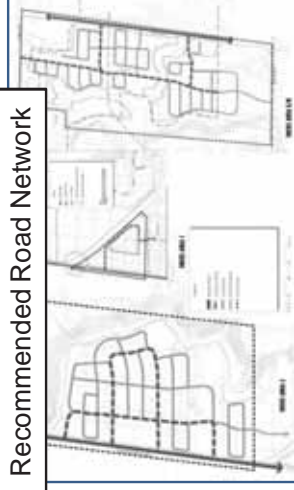
Kleinburg-Nashville Focus Area

Vaughan's Transportation Vision

Kleinburg-Nashville Area



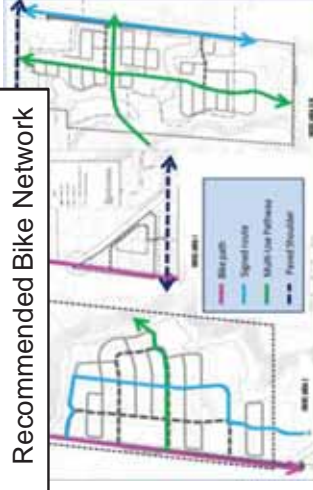
Recommended Road Network



Recommended Transit Network



Recommended Bike Network



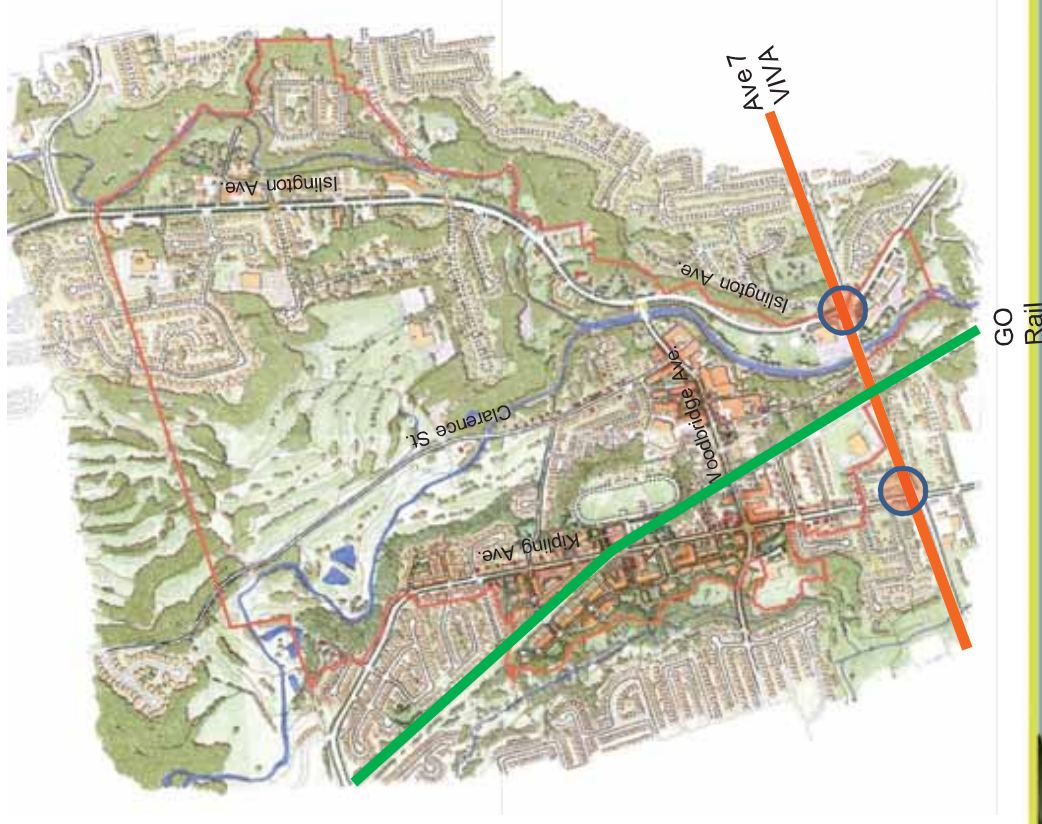
Vaughan's Transportation Vision

Key Transportation Principles:

- ✓ Support for a shift from vehicular dependency to transit, cycling and walking
- ✓ Intensification of development that supports this modal shift, as opposed to road widening
- ✓ Kipling Avenue to be designated a safe, pedestrian-friendly environment, well-connected to other neighbourhoods and green spaces

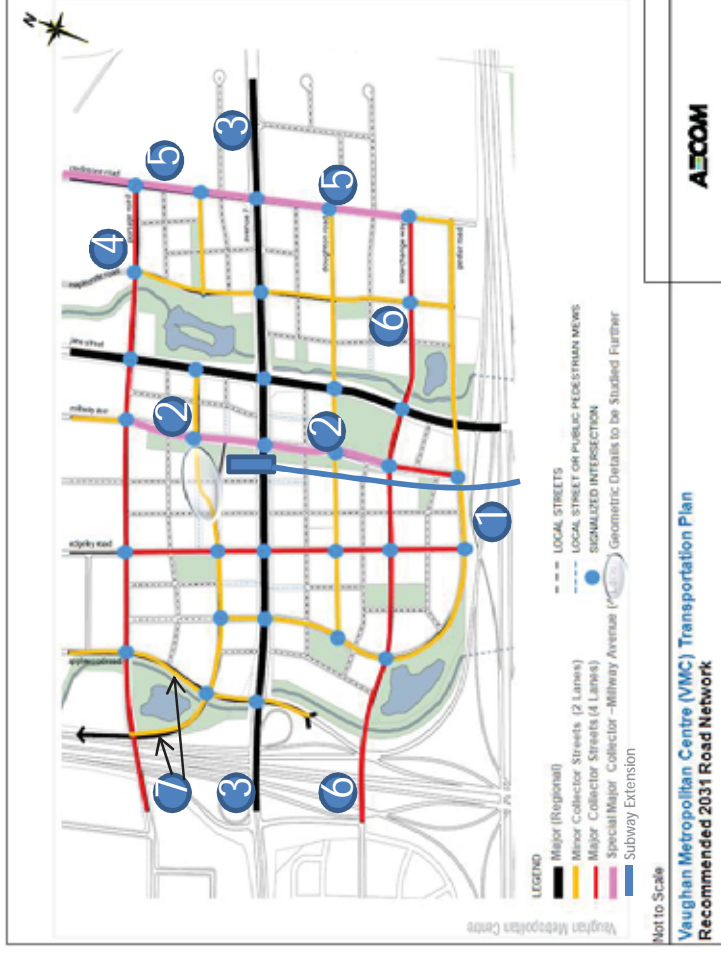
Surrounding Area Improvements:

- ✓ Go Rail service to Bolton
- ✓ VIVA BRT service along Hwy. 7
- ✓ Hwy. 407 Transitway
- ✓ Hwy. 427 extension
- ✓ Rutherford and Hwy. 27 widenings for HOV lanes



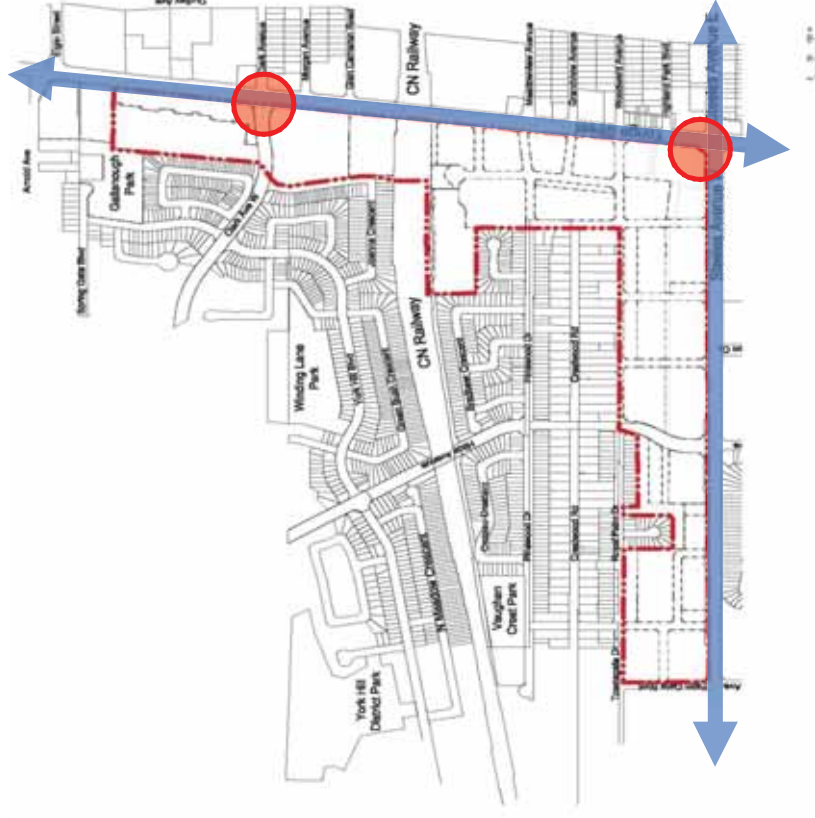
Key Improvements:

1. Spadina Subway extension
2. Millway realignment and extension
3. BRT service along Hwy. 7
4. Portage Pkwy. extension
5. Widening of Creditstone
6. Colossus extension
7. New links 4 and 5



Vaughan's Transportation Vision

- The Yonge Street Area Study established land use policies and urban design guidelines
- Major public investments in infrastructure and public transit expected
 - Yonge subway extension or BRT in a dedicated surface median right-of-way
 - Future rapid transit service on Steeles Avenue
- The study addressed opportunities for intensification along Yonge and Steeles Corridors



Station 2, Panel 9



Infrastructure Capital Costs (\$ Millions)

	Road and Highway	Transit	Total (Percentage)
Federal Government	10	1140	1150 (21%)
Province	400	1300	1700 (31%)
Region of York	680	1660	2340 (42%)
Vaughan	350	-	350 (6%)
Total	1440	4100	5540 (100%)

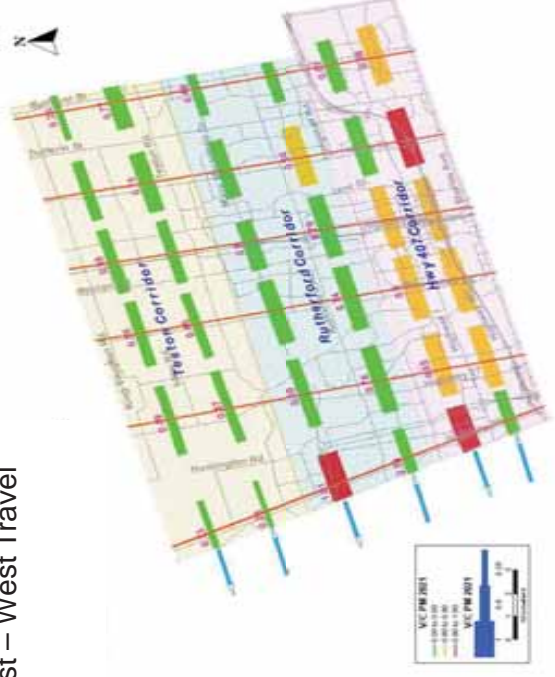


Assessing Future Travel

North South Travel



East – West Travel

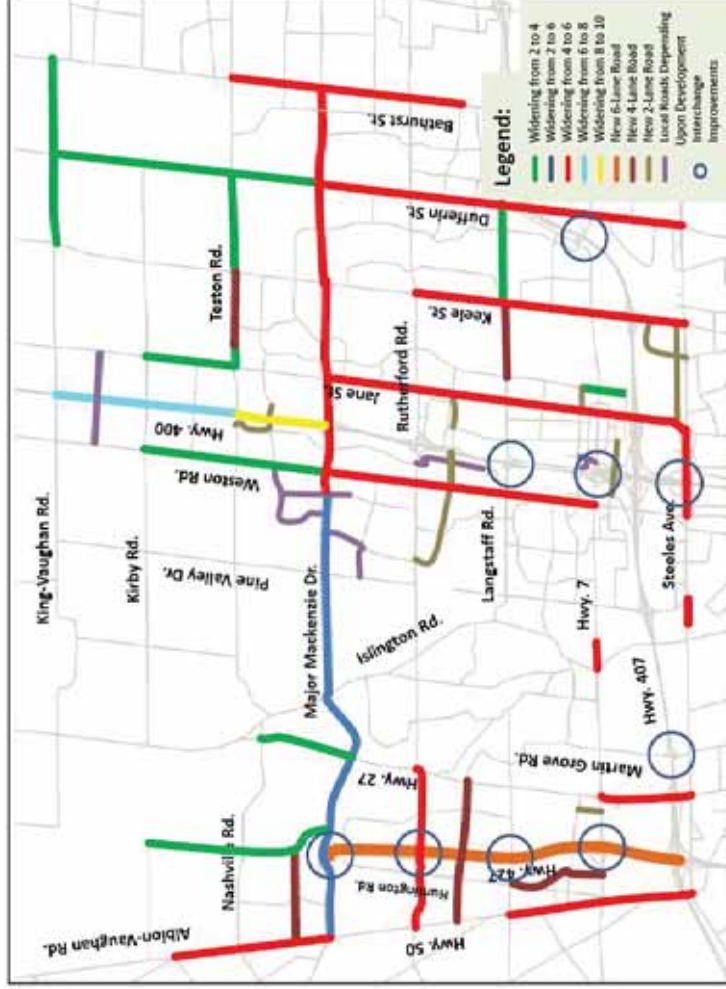


- Regional roads will be congested
- Use of public transit increases from 10% to 12%
- Strong policy support and TDM initiatives will be needed to manage future travel



2021 Needed Road Improvements

Vaughan's Transportation
Vision



Road Improvements Needed by 2021
(Assuming 12% Transit Share)



Key Improvements by 2021

Province / Metrolinx:

- Spadina and Yonge Subway extensions
- GO Rail to Bolton
- Hwy. 427 extension
- Improved Hwy. 400 interchanges at Langstaff & Steeles
- Improved Hwy. 407 interchanges at Martin Grove & Centre

Region of York / YRT:

- Hwy 7 BRT
- HOV lanes (Major, Jane, and Dufferin)
- General increase in bus service (coverage and frequency)
- Park-and-Ride and carpool lots
- Langstaff Road extension

City of Vaughan:

- Portage Parkway extension to Creditstone
- Huntington widening
- Creditstone widening
- America crossing of Hwy. 400
- Colossus crossing of Hwy. 400
- Increased investment in bike lanes and sidewalks
- TDM and Parking Initiatives



Overall Implementation Strategy

- Transit first
- Priority for improvements to support VMC, other Centres, and intensification corridors
- Priority to pedestrian and cycling infrastructure with focus on improved access to transit
- Early transit service to new development areas
- Immediate focus on Travel Demand Management (TDM)



Rapid Transit Investments: A High Priority

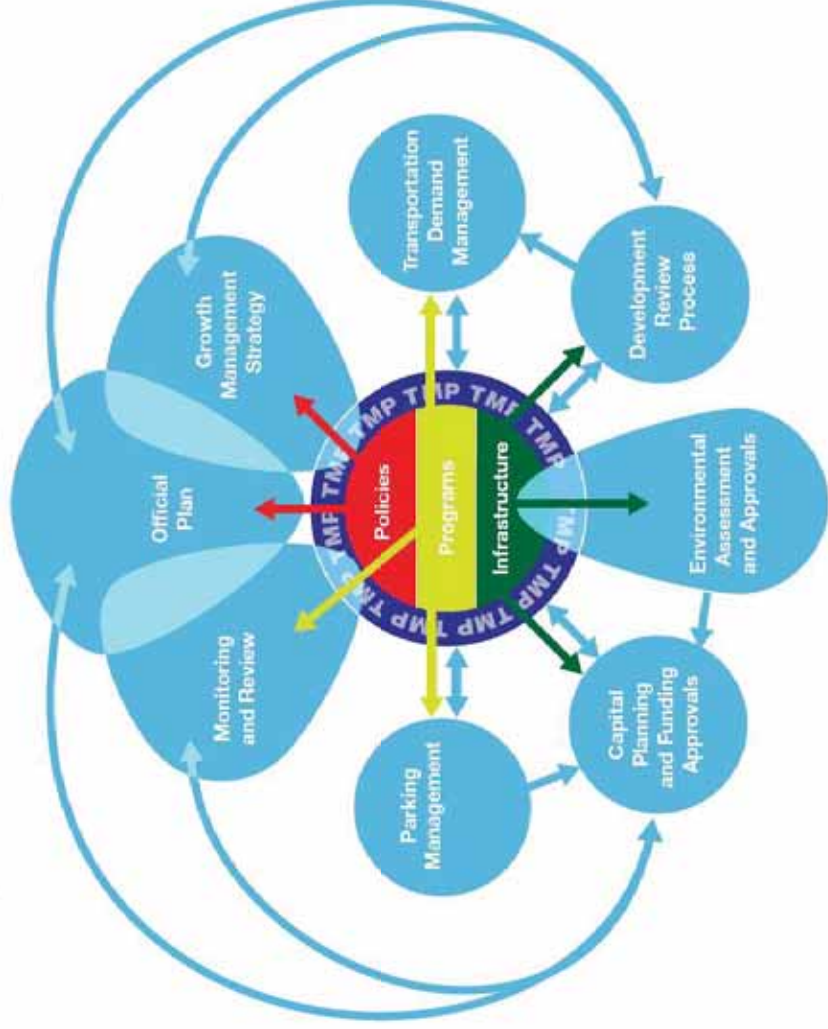


Accommodating Growth in the Short Term

- Changing travel behaviour is a long-term proposition
- Investments in transit infrastructure will not happen overnight
- Need to start the process immediately
- Strong TDM thrust
- Direct new growth to Centres and Corridors
- For TOD, relax level of service standards and accept some short term road congestion
- For growth in other areas, require phasing of developments tied to infrastructure improvements and TDM plans



Transportation Master Plan - Centre Piece to Vaughan's Decision-Making Framework



Monitoring Success

- Regular, frequent, and coordinated with Region and TTS
- Special attention to VMC
- Key indicators to track
 - daily and peak period trip rates and trip lengths
 - peak period modal shares and vehicle occupancies
 - peak period travel times
 - truck traffic
 - vehicle availability per household
 - population and employment within walking distance of transit



The final steps include:

- Review comments heard today and submitted within the next two weeks
- Confirm the proposed 2021 transportation network improvements
- Refine TDM and parking programs as proposed
- Finalize implementation phasing and immediate priorities
- Distribute Newsletter #3 in early October
- Draft, edit, and finalize the Transportation Master Plan report



Review of Draft TMP

Sept. 30, 2010	Complete Submission of Draft to City for Review
Oct. 15, 2010	City Comments to be Received
Oct. 29, 2010	Submission of Revised Draft to TAC for Review
Nov. 27, 2010	TAC Comments to be Received
Dec. 17, 2010	Submission of Final Draft to City
January, 2011	Presentation of Final TMP to Vaughan Council
February, 2011	Notice of Completion for Master Plan EA



Minutes of Meeting

Date of Meeting	September 14, 2010	Start Time	2:00pm	Project Number	5309-03
Project Name	Vaughan TMP				
Location	Maple Community Centre				
Regarding	TAC MEETING #3				
Attendees	Andrew Pearce – City of Vaughan Michael Frieri – City of Vaughan Mehrak Hakimi – City of Vaughan Vince Musacchio – City of Vaughan Mike Dokman – City of Vaughan Eric Gupta – City of Vaughan Bill Robinson – City of Vaughan (Part-Time) Tom Gardiner – Metrolinx/GO Transit Trevor Anderson – Metrolinx /GO Transit Praveen John – York Region Rapid Transit Richard Hui – York Region Planning Brian Lee – Town of Markham Ahsun Lee – Town of Richmond Hill Henrik Zbogar – City of Brampton Sabbir Saiyed – York Region Transit Kathy Cater – Peel Region Kwame Awuah – AECOM Dick Gordon – AECOM				
Distribution	All Attendees, Other Stakeholders (agencies) that did not attend, Loren Polonsky, Dan Minkin				
Minutes Prepared By	Kwame Awuah				

PLEASE NOTE this report does not agree with your records of the meeting or if there are any omissions please advise otherwise we will assume the contents to be correct.

1. INTRODUCTION

- Michael Frieri opened the meeting and welcomed all. He provided a short overview of the TMP study, noting that this was the last TAC meeting.

“Around the table” introductions were made

2. RESENTATION

- Dick Gordon presented an overview of the TMP study including the technical and public consultation work completed to date. He discussed the needs for 2021 and key priorities noting that short term TDM initiatives were seen as critical. He discussed the final steps to complete the document and the expected draft TMP report review process. On behalf of the City, Dick requested preliminary written comments to be submitted by the end of September.

Copies of the presentation were distributed and it was noted that the presentation would be mounted on the City's Vaughan Tomorrow Website in the next few days.

3. ENCOUNTERS, COMMENTS AND QUESTIONS

Sabbir Saiyed and Kathy Cater – Peel Region

- Ongoing Arterial Roads Study to determine appropriate rights-of-way
- Ongoing Goods Movement Study to develop policy options that address current issues and future challenges
- Ongoing Active Transportation Study by IBI Group
- Still ongoing is the Highway 50 EA with study area extending from North of Mayfield to south of Castlemore (During the meeting Kathy Carter requested AECOM traffic forecast and design criteria related to Major Mackenzie, west of Hwy 427 extension)

Brian Lee – Town of Markham:

- Markham considering reduction of current Level of Service (LOS) standards as congestion becomes unavoidable with intensification and needs the Region's support
- Monitoring should be a critical component of the TMP
- High levels of congestion will assist in achieving necessary changes in travel behaviour
- Effective marketing of the TMP to Council and others should be considered. (e.g. Congestion becomes a necessary evil as transit and active transportation initiatives are promoted).

Richard Hui – York Region

- Region would like to identify thresholds for new LOS standards in consultation with Markham, Vaughan and Richmond Hill
- Region leading the Western Vaughan IEA, which is nearing completion and recommends widening of 5 Regional roads, almost all to 6 lanes to accommodate transit priority/HOV lanes and on-road bike lanes

Trevor Anderson – GO/Metrolinx

- Two studies are underway: Bolton GO Line and Barrie Corridor Expansion

Bolton GO Rail Study

- The Bolton study report will be released in fall 2010
- The recommended stations for the Bolton line are Major Mackenzie, Rutherford, and 407/Islington (south of 407)
- The Bolton service will not likely be implemented by 2021 due to other priorities
- GO completing a prioritization study now

Barrie GO Rail Study

- The Barrie corridor expansion is likely to happen prior to 2021
- New stations are however not part of the Barrie corridor study scope (only frequency of service)
- Looking to conduct a planning and feasibility study next year which will consider new stations
- GO has purchased the whole corridor

Ahsun Lee – Town of Richmond Hill

- Clarification was made to Ahsun that updating of the Cycling and Pedestrian Plan was part of the TMP
- Ahsun noted that the updated Vaughan Cycling and Pedestrian Plan should be integrated with Richmond Hill's recently prepared plan

Henrik Zbogor – City of Brampton

- Brampton TMP updated in 2009 (on the web)
- Transit service is planned for Castlemore Road with potential to cross the Regional boundary into WVEA

4. A □ □ □ □ RNMENT

- TAC members were reminded to submit any comments in writing to the City (Michael Frieri), copy to AECOM (Kwame Awuah) by the end of September. There being no other business, the meeting was adjourned at about 4:30 p.m.

