

Citizens' Bulletin

OFFICIAL PLAN UPDATES

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Vaughan
Tomorrow
our city. our future.

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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.

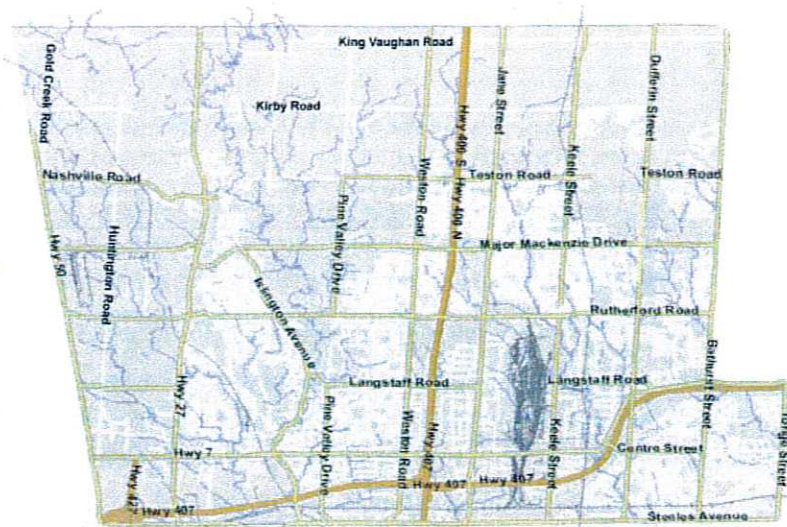
Existing Transportation Conditions

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.

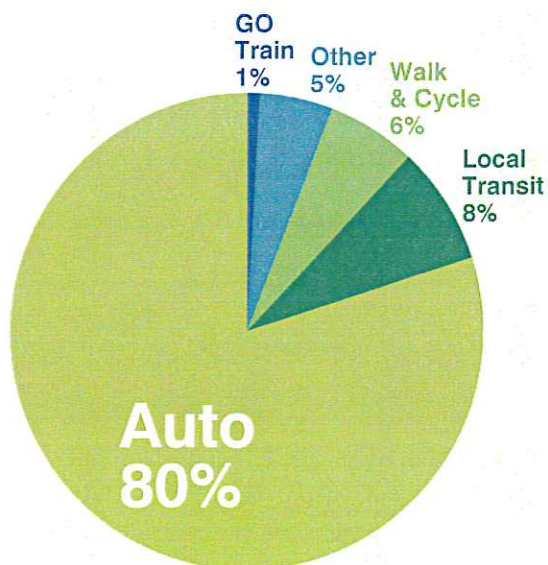
Capacity analysis of the existing road network reveals that many travel corridors are congested during the weekday peak periods. Truck traffic is a major contributor to roadway congestion, but varies significantly in relation to the level of



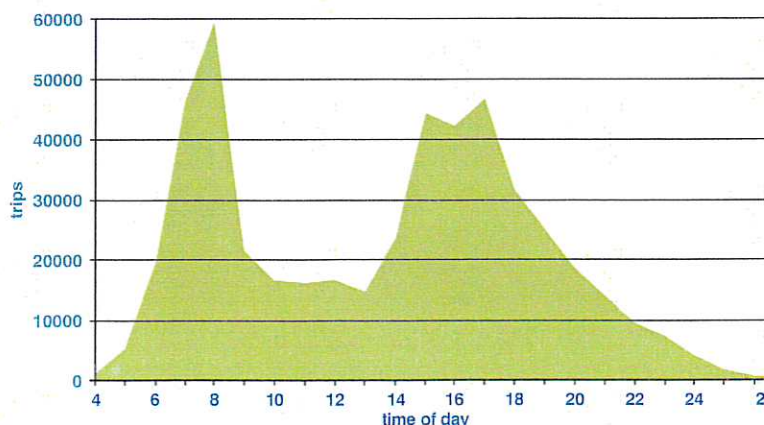
Current Road Network

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



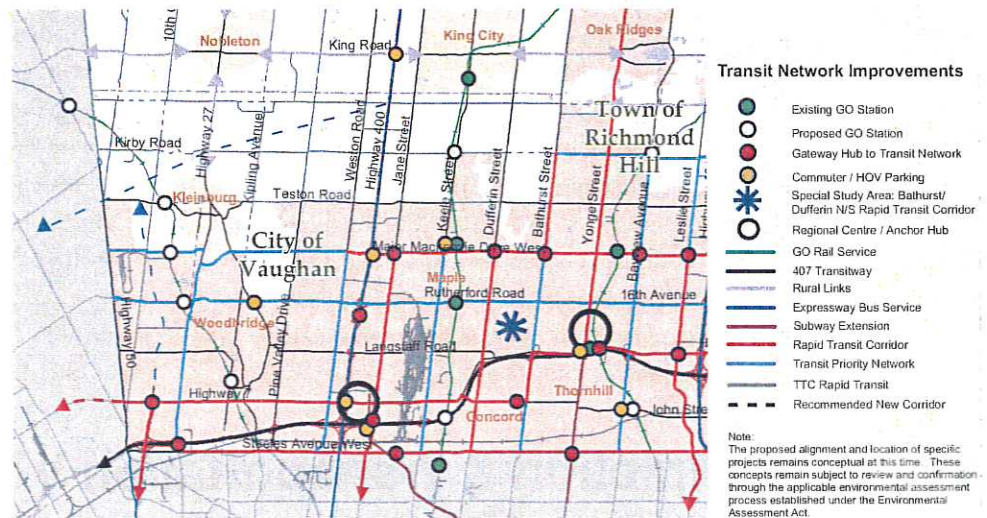
Some highlights of key objectives and associated analyses that will be completed as part of the City's Transportation Master Plan include:

- 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.