

# Appendix G

## Policy Papers

- G1. Key Transportation Issues and Alternative Strategic Directions
- G2. Transportation Vision and Policy Framework

## G1. Key Transportation Issues and Alternative Strategic Directions

City of Vaughan

## **Key Transportation Issues and Alternative Strategic Directions Discussion Paper**

**Prepared by:**

**AECOM**

300 – 300 Town Centre Boulevard      905 477 8400    tel  
Markham, ON, Canada L3R 5Z6      905 477 1456    fax  
[www.aecom.com](http://www.aecom.com)

**Project Number:**

5309-020-00

**Date:**

November 20, 2009

## AECOM Signatures

**Report Prepared By:**

---

Kwame Awuah, M.A. GEO  
Project Manager, Transportation

**Report Reviewed By:**

---

Dick Gordon, P Eng., MCIP, RPP  
Manager, Transportation

## 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

Consultant accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of Consultant to use and rely upon the Report and the Information. Any damages arising from improper use of the Report or parts thereof shall be borne by the party making such use.

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.

# Table of Contents

## Statement of Qualifications and Limitations

	page
<b>1. Introduction</b> .....	<b>1</b>
<b>2. Context of GTA and Regional Trends</b> .....	<b>1</b>
<b>3. Growth Projections for the City of Vaughan</b> .....	<b>4</b>
<b>4. Summary of Existing Travel Patterns and Recent Trends</b> .....	<b>7</b>
<b>5. GTA and Regional Transportation Initiatives</b> .....	<b>10</b>
<b>6. Key Issues and Challenges</b> .....	<b>16</b>
6.1 From Issues to Challenges .....	17
<b>7. Strategic Options/Directions</b> .....	<b>18</b>

## List of Figures

Figure 1. York Region Population Growth 1971 To 2000 .....	2
Figure 2. York Region Employment Growth 1971 to 2006.....	3
Figure 3. Population Growth for York Region Municipalities (1971-2006) .....	4
Figure 4. York Region Municipalities Employment Growth Since 1971 .....	5
Figure 5. City of Vaughan Population Growth - 1971 to 2006 and Projected to 2031 .....	6
Figure 6. City of Vaughan Employment Growth - 1971 to 2006 and Projected to 2031 .....	6
Figure 7. Screenline Analysis – VC Ratios for East/West Corridors .....	7
Figure 8. Screenline Analysis – VC Ratios for North/South Corridors .....	8
Figure 9. Trips Originating from Vaughan– AM Peak .....	9
Figure 10. Mode of Travel – AM Peak.....	9
Figure 11. 15-Year Plan for Regional Rapid Transit and Highway Improvements .....	12
Figure 12. 25-Year Plan for Regional Rapid Transit and Highway Improvements .....	13
Figure 13. York Region 2031 Transit Network .....	14
Figure 14. York Region 2031 Road Network.....	15

## List of Tables

Table 1. Transportation Improvements .....	11
Table 2. Key Issues and Challenges.....	17
Table 3. Strategic Options.....	20

## 1. Introduction

Vaughan's Transportation Master Plan (TMP) is part of an ongoing Official Plan (OP) review. A critical component of TMP is the development of a long-term Transportation Vision, which will set the context for the more detailed plan. The preparation of this discussion paper is a key step in developing the Transportation Vision. The purpose of the paper is to stimulate discussion on the key issues and challenges that the City currently faces and subsequently the range of strategic directions that are open to the City to pursue. Through public reaction to this paper and the results of a special facilitated workshop on this topic, it is intended that a preferred strategic direction will emerge. This preferred strategic direction will form the basis for the development of the City's Transportation Vision.

The preparation of this paper goes hand in hand with the completion of four policy papers and a background report on City transportation policies, design standards and roadway classification criteria. Policy papers were prepared on the following topics:

1. Existing Transportation Conditions and Trends;
2. TDM and Active Transportation;
3. Vaughan's Role in Transit; and
4. Safety and Traffic Calming.

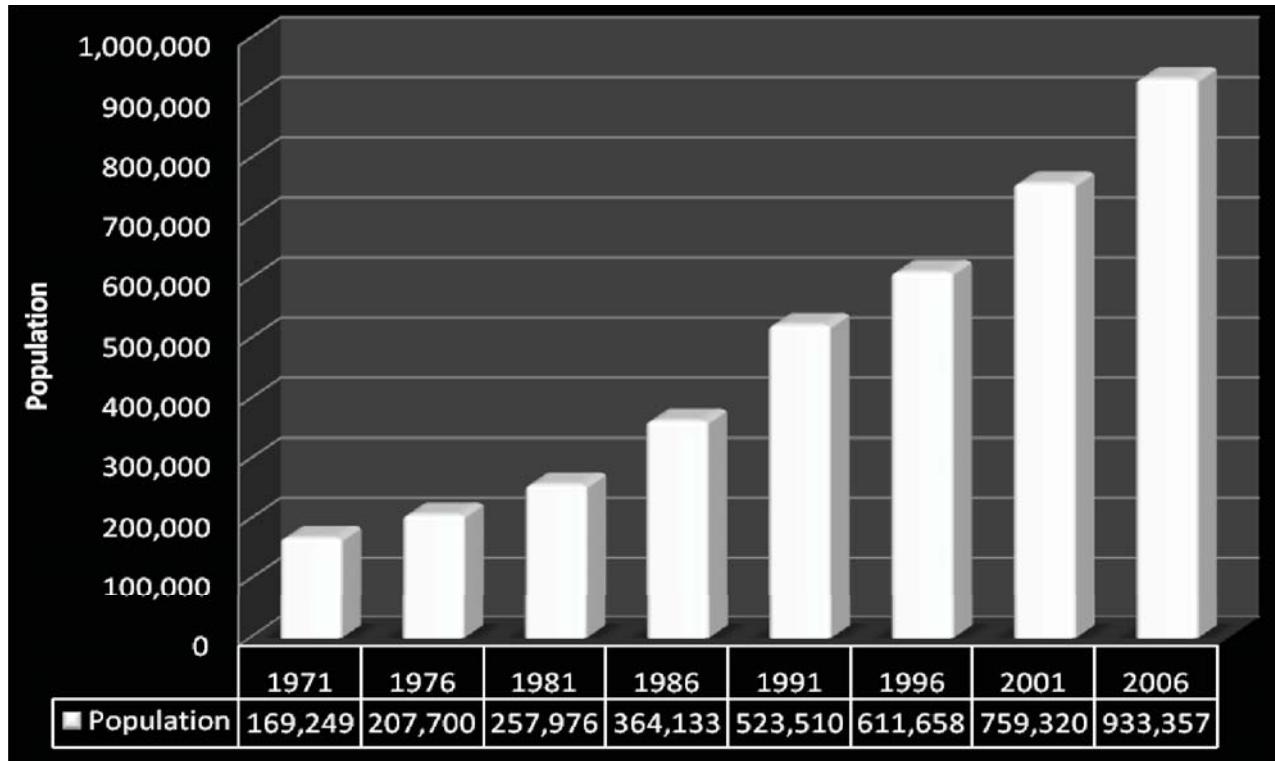
These papers outlined a range of policy options with respect to each specific topic and suggested the most appropriate directions for the City to consider. This paper builds on the findings and conclusions of the policy papers and the review of City transportation policies contained in the background report.

## 2. Context of GTA and Regional Trends

Encompassing the City of Vaughan and York Region, the Greater Toronto Area (GTA) with over 6 million people forms the economic heartland of Ontario and Canada. The area continues to attract significant numbers of migrants from the international sphere, other provinces and within Ontario.

The GTA has recovered strongly from the global transformation and restructuring of the economy that occurred during the 1990s and continued into the 21st century. Both population and employment growth levels were below expectations in the early to mid 1990's but have since recovered. Significant number of jobs continued to be created in the GTA through 2006, until the recent significant economic downturn through the past two years. Despite the recent recession, there is a general consensus amongst economists that the GTA has the long-term potential to continue providing the appropriate economic climate that will attract investment and lead to the creation of jobs and the migration of people to the area.

Since its inception in 1971, York Region's population together with that of Vaughan has more than quadrupled (as shown in Figure 1) rising from 169,000 in 1971 to 523,000 in 1991 and 933,000 by year-end 2006. This period of rapid growth was driven primarily by the migration of people into the Region and City who arrived in increasing numbers when the York-Durham servicing scheme was developed, opening up large areas of serviced land available for development.



Source: Statistics Canada; York Region Planning and Development Services Department

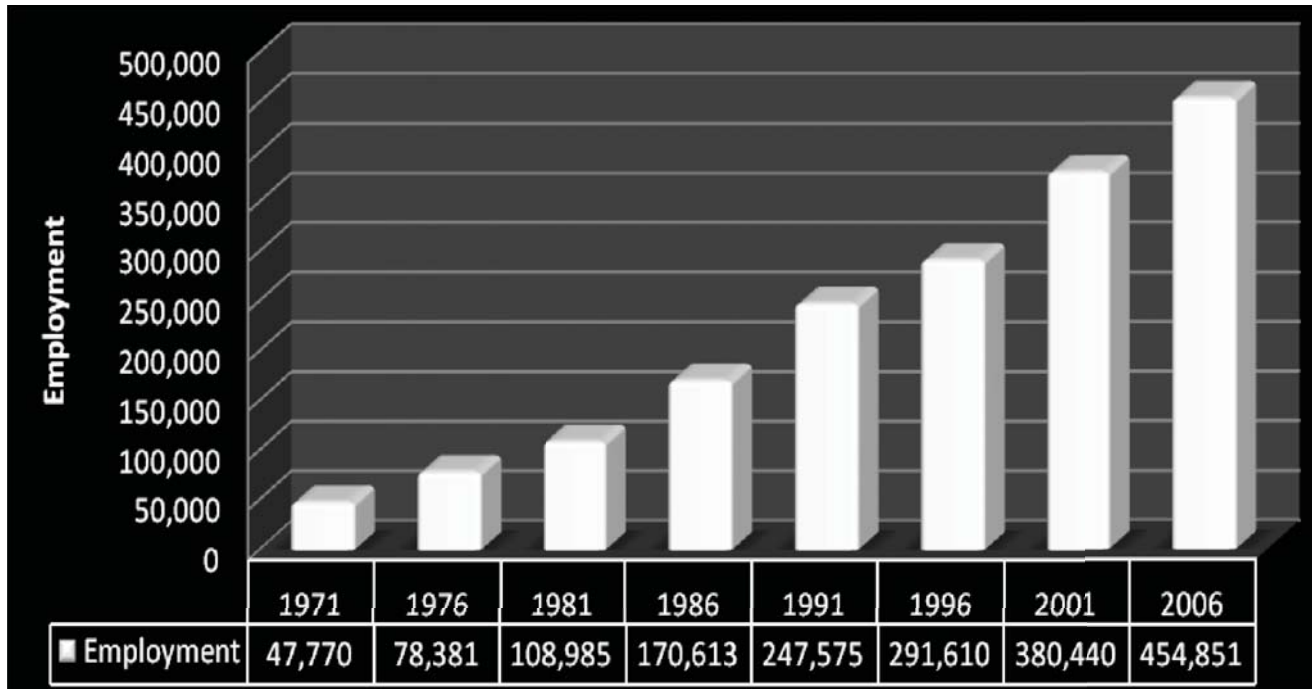
**Figure 1. York Region Population Growth 1971 To 2000**

Relative to the GTA and Canada, York Region the City of Vaughan currently has a population that is more family oriented, younger, wealthier and better educated. Throughout the last 10 years trends have emerged that indicate the Region together with the City will become increasingly diversified. The population is evolving into a more urban, cosmopolitan character. A slowdown in family formation, a more varied housing mix, increases in the number of lone parent families and people living alone, and a greater diversity in the ethnic composition of the population are trends that are expected to continue into the future, particularly within the City of Vaughan.

Employment growth has increased at a higher rate than population growth (see Figure 2), an indicator of the strength of the Region’s economy. York’s total employment increased from 49,000 in 1971 to 248,000 in 1991, 380,000 by 2000 and reached 454,000 by year-end 2006.

The global marketplace and the speed and intensity of technological innovation are transforming the economy of both the Region and Vaughan. Information processing, capital-intensive manufacturing, office automation and telecommunications are key factors that will continue to have significant impacts on future employment. Knowledge based industries that attract highly skilled employment opportunities will be the major employment generators in the future of York Region and Vaughan. The Region’s economy is in step with the global trend toward an information-based economy. Strong growth in recent years in the business services sector is an important indication of this trend. In 1988 this sector accounted for less than 6% of employment in the Region. By 1998 this sector accounted for 12% of employment and 34,000 workers. Since the 1980’s an increasing proportion of growth has come from the office sector, which includes information and cultural industries, finance, insurance and real estate, business services and public administration.





Source: Statistics Canada; York Region Planning and Development Services Department

**Figure 2. York Region Employment Growth 1971 to 2006**

The GTA population and employment share for York Region, including Vaughan, has continued to increase as a result of these robust population and employment growth levels. From 1986 to 1999 York's share of the GTA population increased from 9.4% to over 13%. Strong growth in the population and economic base in the Region throughout the 1970's, 1980's and 1990's puts York Region in the forefront to provide opportunities for future growth well into the 21st century.

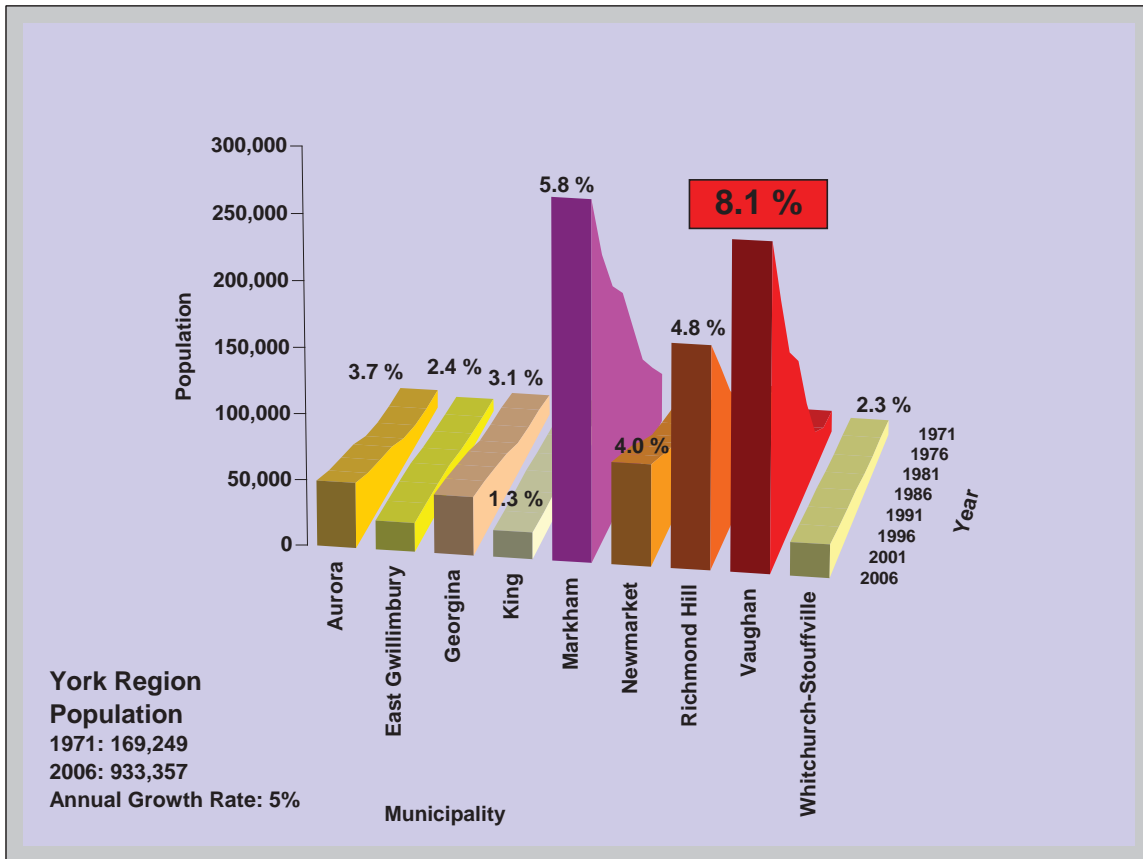
York Region together with the City of Vaughan is well positioned within the GTA market to take advantage of future growth opportunities. A number of key factors support this view:

- An excellent transportation network exists that links York Region with the City of Toronto and the surrounding regions in the GTA;
- The Region has a large short and long-term supply of vacant employment lands that support employment opportunities;
- The Region has the servicing capacity to support the increasing numbers of people and jobs expected to locate in York;
- The Region has a well developed and relatively new servicing and transportation infrastructure; and
- The Region has a stable and well-diversified tax base, including a comprehensive development charge rate structure.

It is therefore anticipated that the Region will continue to maintain a healthy share of the GTA's growth well into the 21st century.

### 3. Growth Projections for the City of Vaughan

The City of Vaughan is the fastest growing municipality in York Region with 27% of the Region’s population. Having grown by 181,000 people over the years 1986 to 2006, and over 15-fold since 1971, with an annual growth rate of over 8%, Vaughan has the highest growth rate among all municipalities across Canada. **Figure 3** shows percentages of population growth for York Region municipalities between 1971 and 2006. This rapid growth in population stemmed from the migration of people into the Region and the City following the development of the York-Durham Servicing Scheme, which opened up large areas of newly available serviceable land for development.



Source: York Region Website  
 1971 to 2001 based on Statistics Canada Census Data  
 All figures, excluded 2006, are as of mid-year.  
 2006 based on York Region Planning and Development Services forecasts

**Figure 3. Population Growth for York Region Municipalities (1971-2006)**

The annual employment growth rate of York Region, almost 7%, is higher than the annual population growth rate of 5% indicating the relative economic strength of the Region. Among the municipalities of the Region, Vaughan has the highest employment growth rate (8%) as depicted by **Figure 4**. The City’s total employment has increased steadily from 10,500 workers in 1971 to more than 162,000 in 2006

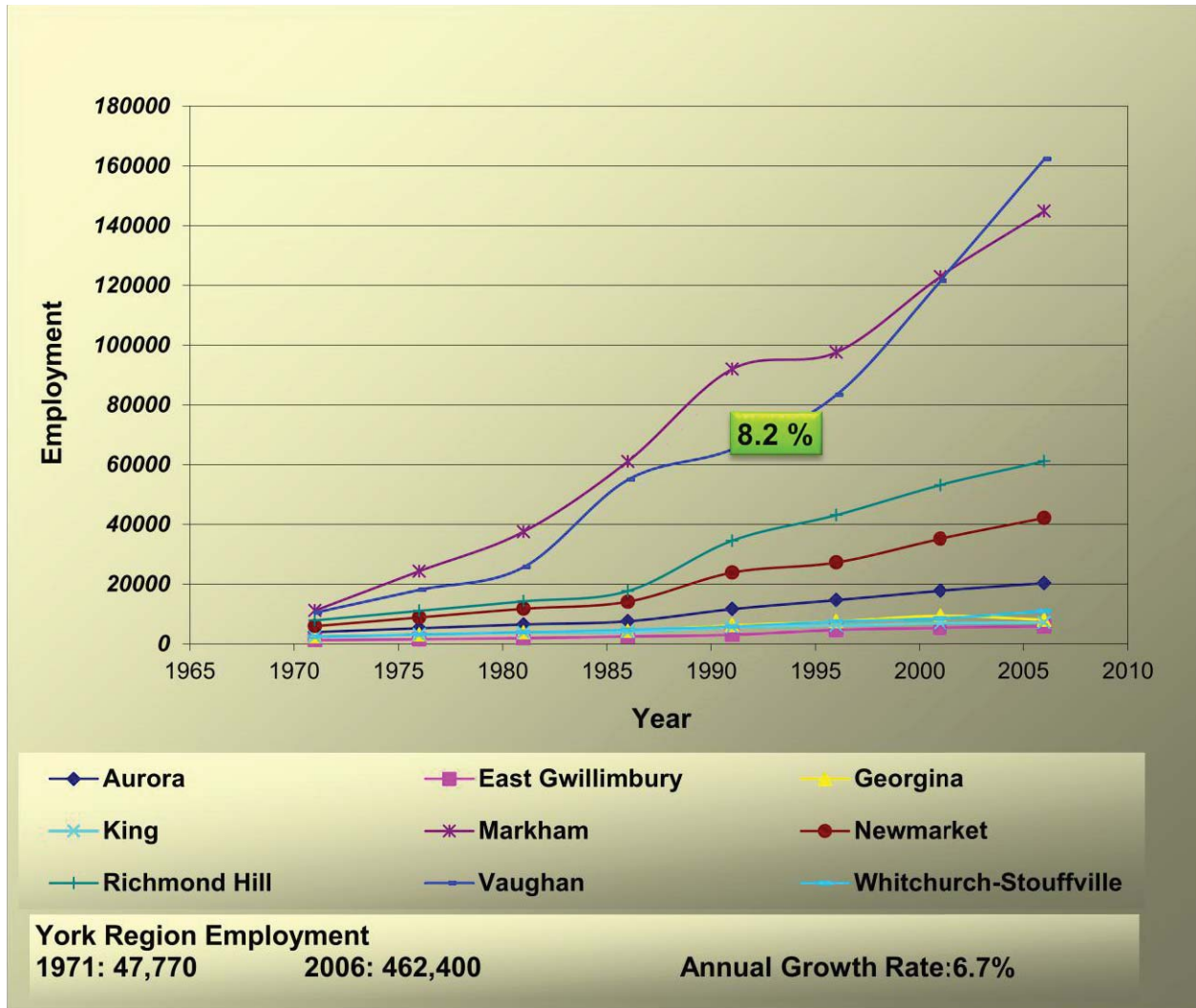


Figure 4. York Region Municipalities Employment Growth Since 1971

Analysis of demographic projections indicates that the City will continue to grow, but at a slower pace of approximately 2% annual rate for both population and employment. York Region has used the forecasts in the Provincial Growth Plan as input to a Region-wide population and employment forecast model update to determine the distribution of growth for the Region’s nine local municipalities. The results of this model application are updated forecasts of population and employment for York Region and its local municipalities. **Figures 5 and 6** present the City of Vaughan’s population and employment growth since 1971 and projected to 2031. The calculated growth rates between 1971 and 2006 are based on actual population and employment, while the illustrated growth rates from 2006 to 2031 are calculated based on the updated Regional population forecasts.

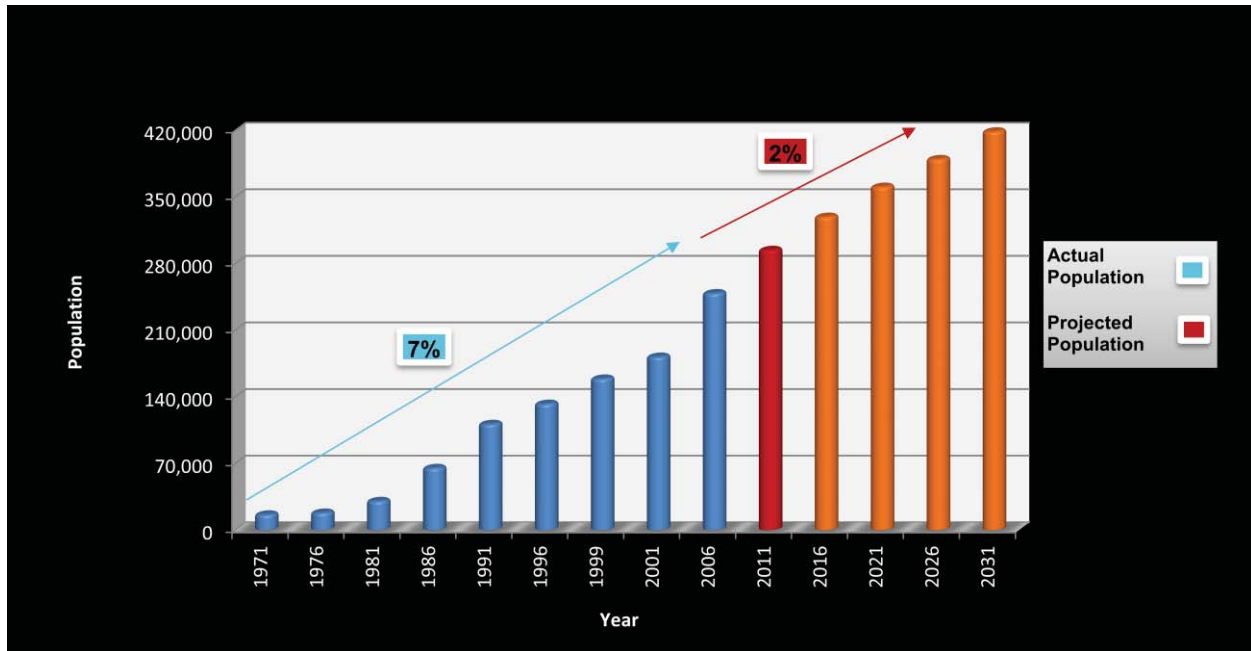


Figure 5. City of Vaughan Population Growth - 1971 to 2006 and Projected to 2031

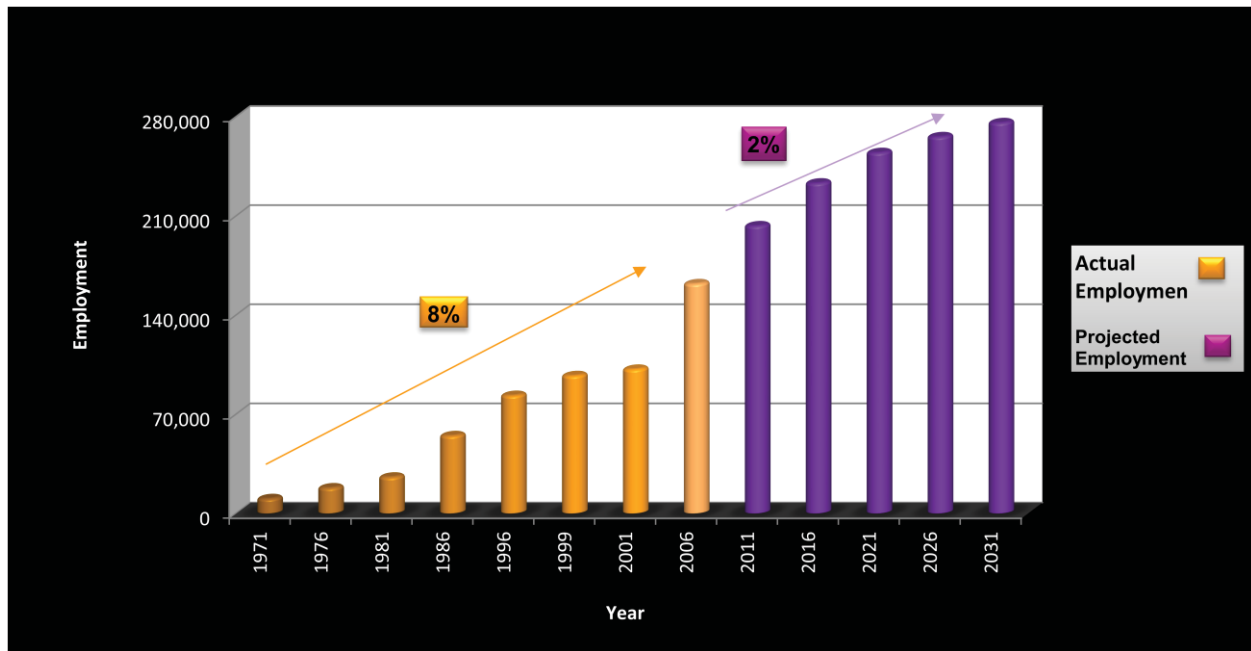


Figure 6. City of Vaughan Employment Growth - 1971 to 2006 and Projected to 2031

Based on the City’s rapid growth trends and projected growth rates, it must ensure that its roads, transit services and rail facilities keep pace with the needs of the growing population and expanding employment base. It is worth noting that the the population and employment growth patterns are reflective of Vaughan becoming more sel-fcontained.

## 4. Summary of Existing Travel Patterns and Recent Trends

Travel patterns have evolved alongside the growth and development of Vaughan. The City is served by an extensive and complex multi-modal surface transportation system accommodating both passenger and freight transportation. The network is made up of roads, highways, transit and non-motorized transportation facilities. An analysis of the existing traffic conditions using screenline/corridor methodology was conducted to identify deficiencies within the existing road network. Capacity analysis reveals that many travel corridors are currently congested during the weekday peak periods. The results of volume/capacity (V/C) analysis completed for the City of Vaughan indicate that north-south corridors including Hwy 400 and Keele-Dufferin are all congested or nearing congestion in both AM and PM peak periods. Likewise, the east-west Rutherford corridor is congested in both directions during peak periods. It is, however, worth noting that other corridors such as Islington Avenue and Teston Road are under capacity as depicted by **Figures 7 and 8**.

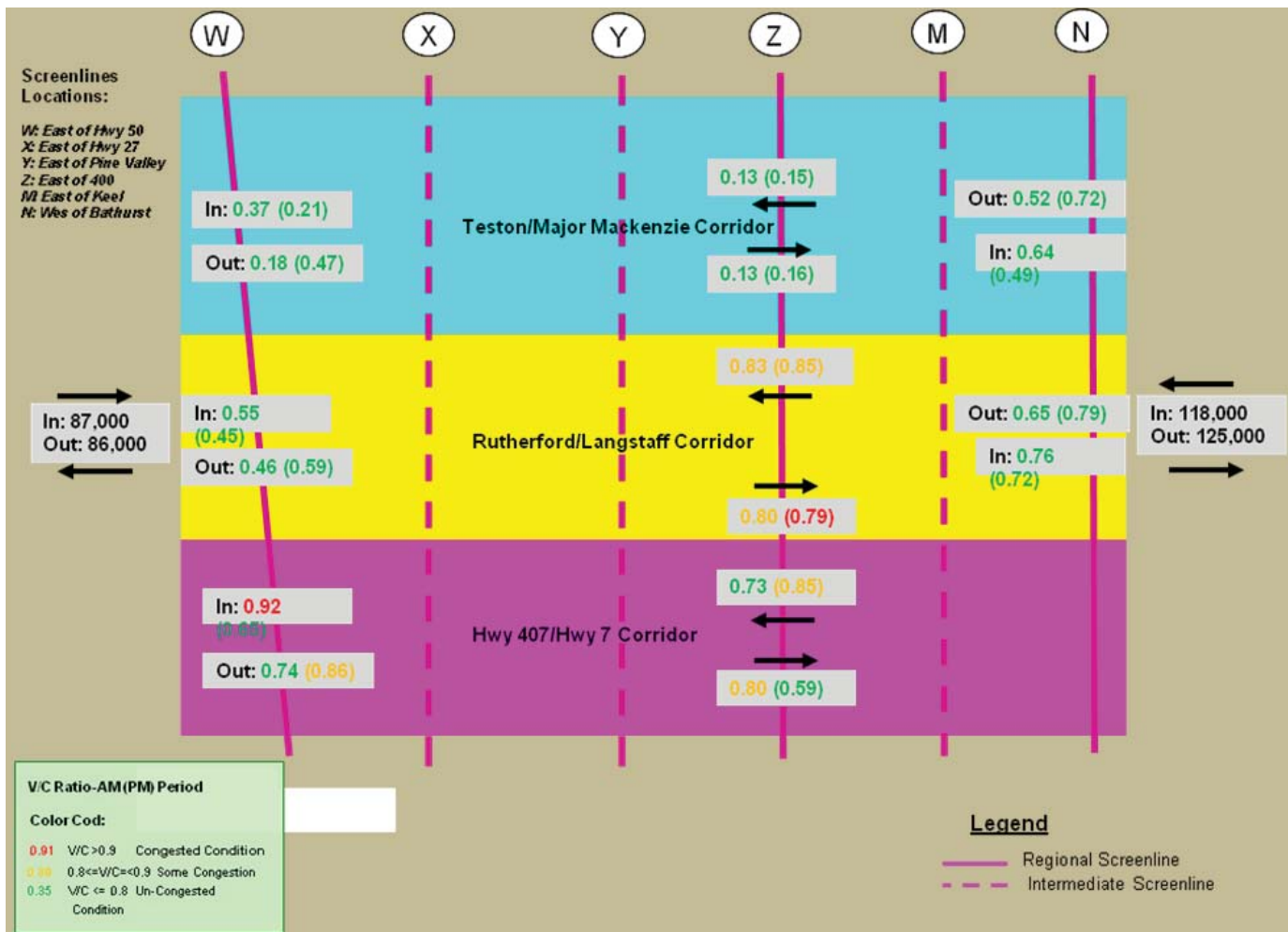


Figure 7. Screenline Analysis – VC Ratios for East/West Corridors



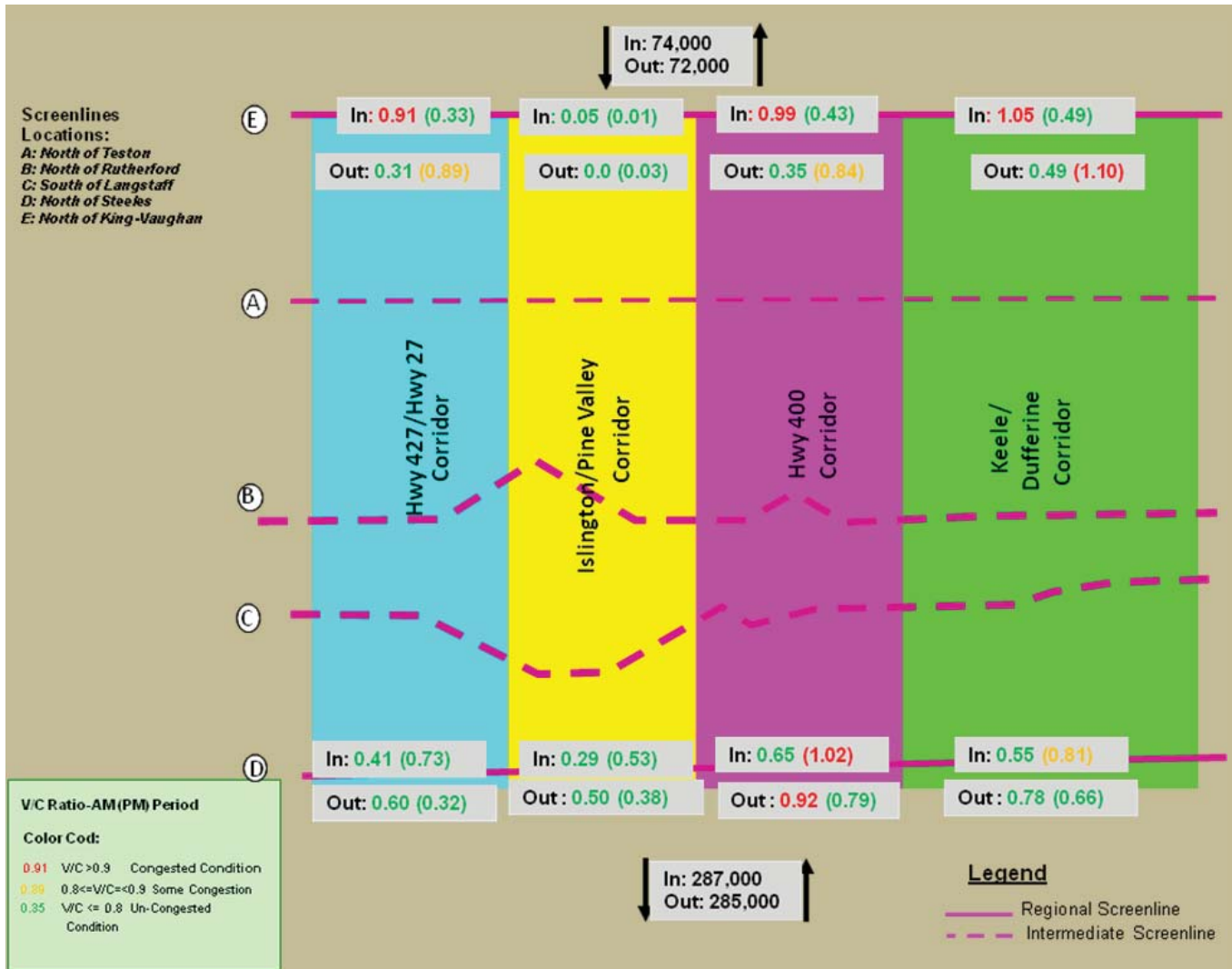


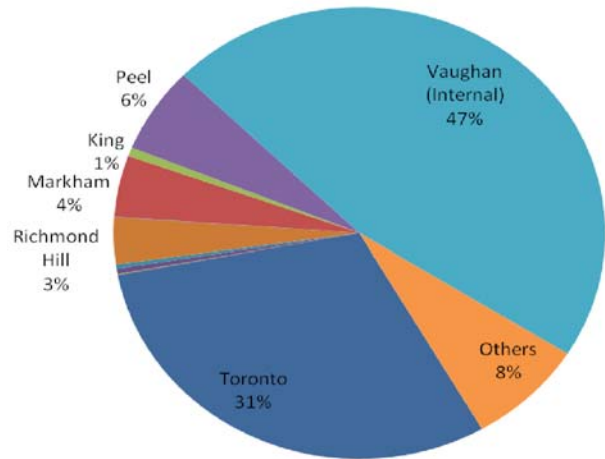
Figure 8. Screenline Analysis – VC Ratios for North/South Corridors

Truck traffic is a major contributor to roadway congestion, but varies significantly in relation to the level of 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 are specifically characterized as major truck routes within the City. The intermodal terminal located within this corridor and significant development activities in the area most likely contribute to this high level of truck traffic. 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.

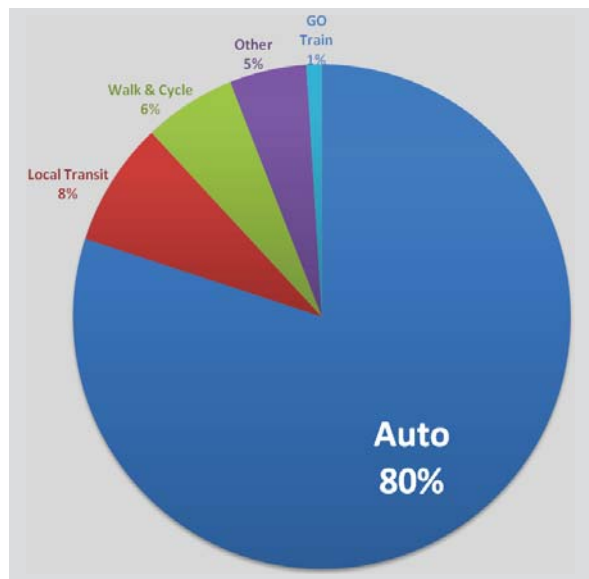
The north-south corridor congestion is reflected by the origin-destination of trips within the City of Vaughan. As evident by **Figure 9**, a significant proportion (31%) of all trips originating from Vaughan is destined for the City of Toronto. The opposite is true as a similar percentage of all trips arriving in Vaughan originate from Toronto. Peel Region follows Toronto as the jurisdiction with the second highest trip destination (8%). Other jurisdictions such as

Richmond Hill and Markham also show some meaningful traffic interaction with Vaughan as shown in **Figure 9**. With growing resident labour force that is increasingly commuting to internal destinations in the City for employment, Vaughan has become more self contained within the past 20 years.

Transit ridership provides another measure of trip interactions between Vaughan and neighbouring municipalities. Vaughan’s transit users are heavily oriented to the high concentration of employment in the Toronto downtown core, where transit (both TTC and the GO Transit) is highly accessible and where parking costs are prohibitive. While the City of Vaughan is not included in the Toronto Transit Commission (TTC) primary service area, TTC is contracted by York Region to provide limited services within the jurisdiction of Vaughan, indicative of the strong interrelationship between the Cities of Vaughan and Toronto. The Toronto downtown core has been consistent with its relatively high share of transit ridership from Vaughan. This is due in large part to the expansion of GO transit service in Vaughan coupled with the impacts of high downtown parking costs on transit ridership. The residential communities closest to The Maple Station and new Rutherford Station have experienced the highest rate of outbound GO ridership growth in the period between 1996 and 2006. In contrast, suburban Toronto, York Region, and Peel Region attract significantly less transit users, with a combined transit modal share of approximately 9% in 2006, 6.8% in 1996, and 14% in 1986. The drop in transit ridership in 1996 reflects cutbacks in support for public transit in both York Region and the City of Toronto during that period. The recovery in 2006 reflects the substantial improvements in transit service in York Region and Vaughan with the development of the improved YRT and VIVA services.



**Figure 9. Trips Originating from Vaughan– AM Peak**  
*Transportation Tomorrow Survey, 2006*



**Figure 10. Mode of Travel – AM Peak**  
*Transportation Tomorrow Survey, 2006*

There is little variation in the vehicle occupancy ratios in the City with an average of 1.1 persons per vehicle. Although historical data obtained from cordon counts from the Region of York indicate a slight decline of the vehicle occupancy over the last few years. It is not surprising that a breakdown of the trip patterns during the AM peak period (7am to 9am) reveals a disproportionate dependence on the automobile by the residents of Vaughan compared to other modes of travel. As an example, the majority of AM peak period trips (80%) are made with an automobile, while only 9% are made by York Region Transit, TTC, and GO Transit combined. Walking and cycling accounted for another 6% of the total trips made by Vaughan residents, while the remaining 5% are comprised of other modes such as motorcycles, school buses, and taxi passengers. **Figure 10** shows AM peak period person trips by mode of travel for a typical weekday in 2006.

In view of existing transportation trends within the context of projected growth, the City could play a significant role in helping to realize increased sustainable modes of transportation for its citizenry. A sustainable transportation approach focuses on promotion of public transit and alternative modes of travel, optimization of roads and overall reduction of the need to travel. These translate into such measures as:

1. Improved coordination of land use and transportation/transit planning, especially in areas where intensification of development within existing urbanized areas is planned, such as the three focus areas, including Vaughan Metropolitan Centre.
2. Planning to ensure that the public have convenient access to planned rapid transit and bus services as well as local streets being designed to make walking and cycling more convenient and competitive by providing direct walk routes and pedestrian/cyclist amenities.
3. Transportation Demand Management (TDM) which involves city-wide parking charges, provision of park and ride lots, carpooling programs, bicycle amenities, innovative fare policies and others to help minimize growth in demand.

## 5. GTA and Regional Transportation Initiatives

The identification of transportation issues and opportunities within the City of Vaughan is occurring within the context of significant GTA and Regional planned transportation initiatives prompted by the Provincial Places to Grow legislation and Growth Plan. These initiatives include:

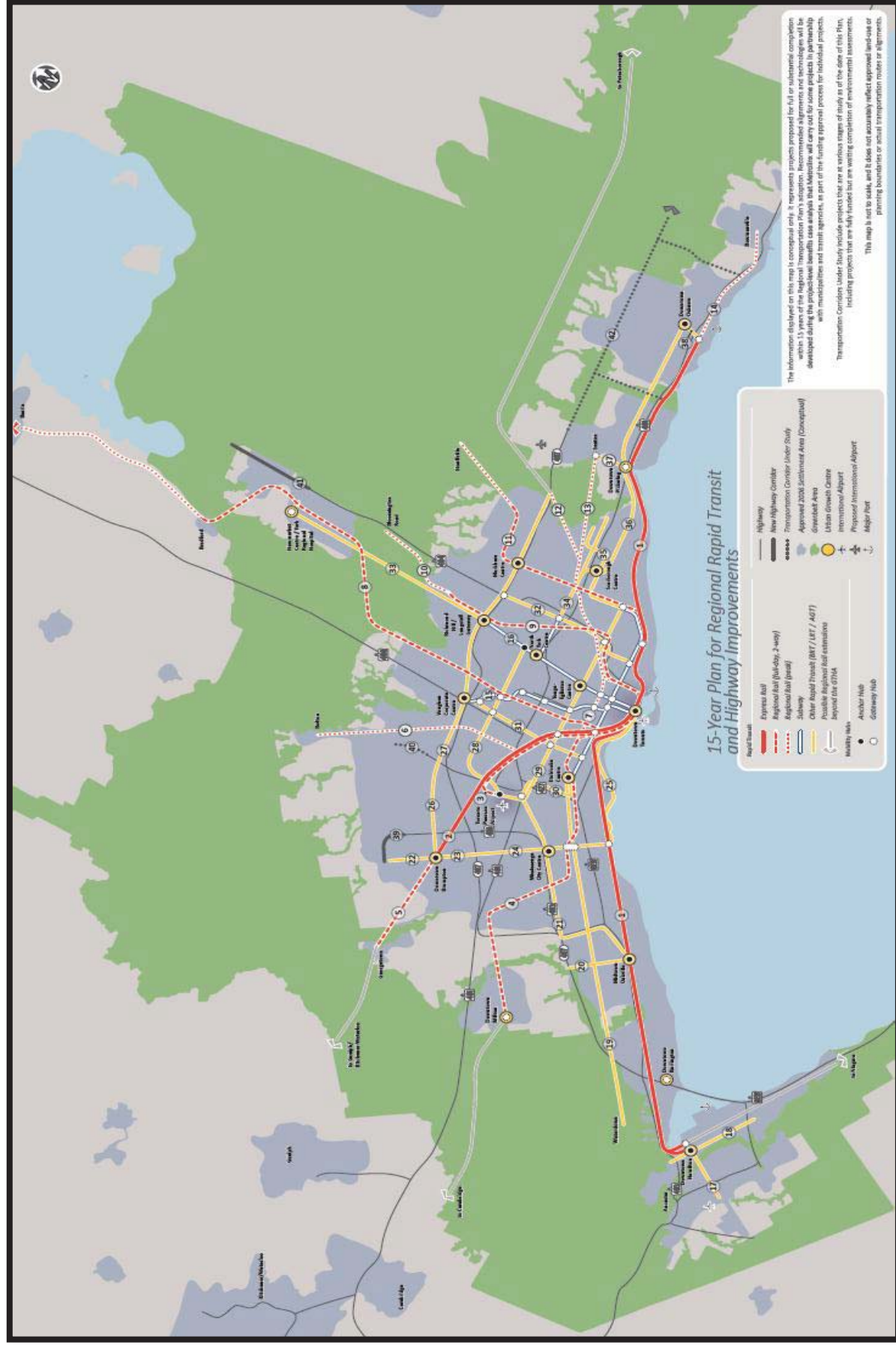
- The *Metrolinx Regional Transportation Plan* (Metrolinx RTP), which identifies a \$50 billion transit investment in the Greater Toronto and Hamilton Area (GTHA), including new express and commuter rail services, and bus and light rail transit services. **Figures 11** and **12** provide the Metrolinx 15 and 25-year plans for regional rapid transit and highway improvements respectively.
- GO Transit's Strategic Plan, *GO 2020*, which proposes increased service frequencies and provides for new rail service and extensions.
- The Ministry of Transportation's planned highway improvement program, including highway extension and expansion plans, and High Occupancy Vehicle (HOV) systems;
- A range of municipal transportation initiatives for road, transit and active transportation programs identified through Transportation Master Plans and Official Plans of York and Regions and the City of Vaughan. **Figures 13** and **14** provide York Region's Road and Transit improvement plans being proposed through the York Region TMP update just approved.

Table 2 lists all Metrolinx, Regional and Provincial projects within the City of Vaughan. Some of the major projects include: Transit – Highway 7 Rapid Transit, GO Rail Bolton, Spadina Subway Extension; Road Improvement – Highway 427 extension from Highway 7 to Major Mackenzie Drive and Highway.



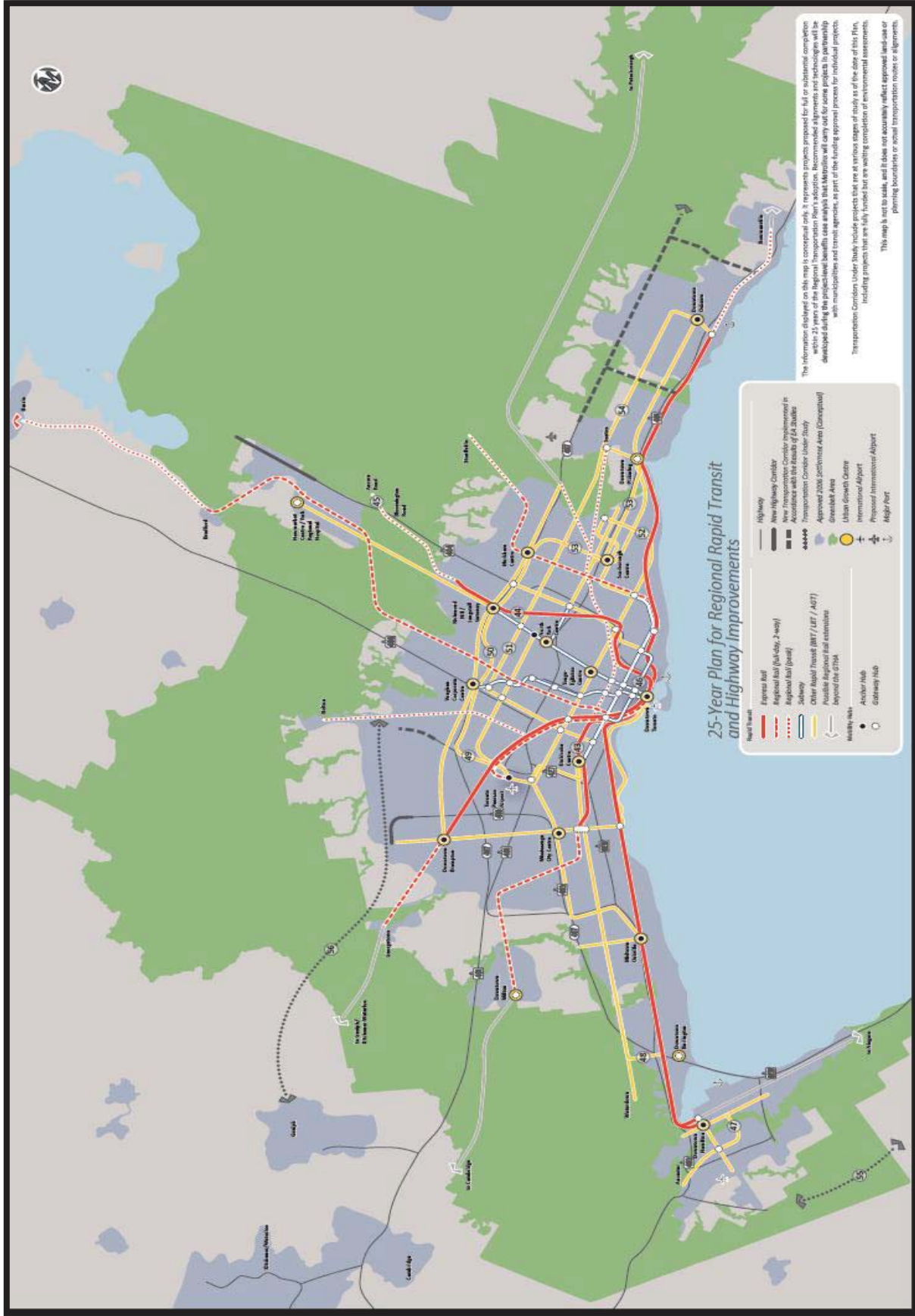
**Table 1. Transportation Improvements**

<b>A - Road Improvements</b>
<b>1) Transportation Master Plan (TMP)</b>
<b>a) Regional Improvements Under Construction</b>
<p><b>Road Widening from 2 lanes to 4 lanes</b>                      Teston Rd. from Jane St to Weston Rd.                      Weston Rd from Major Mackenzie Dr. to Teston Rd.                      Langstaff Rd. from Hwy 50 to Hwy 27</p> <p><b>Road Widening from 4 lanes to 6 lanes</b>                      Hwy 50 from Hwy 7 to Rutherford Rd.</p>
<b>b) Assumed Provincial Improvements</b>
<p><b>New 4 Lane Highway</b>                      Hwy 427 from Hwy 7 to Major Mackenzie Dr.</p> <p><b>Highway Widening to 10 Lanes</b>                      Hwy 400 from Langstaff Rd. to Teston Rd.                      Hwy 407 from Jane St. to Hwy 50</p> <p><b>Highway Widening from 4 lanes to 6 lanes</b>                      Hwy 427 from Hwy 7 to Major Mackenzie Dr.</p> <p><b>New Highway Interchanges</b>                      Hwy 400 at Teston Rd.                      Hwy 427 Extension at     Langstaff Rd.                        Rutherford Rd.                        Major Mackenzie Dr.</p>
<b>c) Planned Regional Improvements</b>
<p><b>Road Widening from 2 lanes to 4 lanes</b>                      Hwy 27 from Major Mackenzie Dr. to Nashville Rd.                      Pine Valley Dr. from Rutherford Rd. to Teston Rd.                      Major Mackenzie Dr. from Weston Rd. to Hwy 27</p> <p><b>Road Widening from 4 lanes to 6 lanes-General Purpose</b>                      Hwy 50 from Rutherford Rd. to Major Mackenzie Dr.                      Hwy 50 from Hwy 7 to Steeles Ave.                      Pine Valley Dr from Steeles Ave. to Hwy 7</p> <p><b>Road Widening from 4 lanes to 6 lanes- TPN</b>                      Weston Rd. from Steeles Ave to Major Mackenzie Dr.                      Hwy 27 from Steeles Ave. to Rutherford Rd.                      Rutherford Rd. from Hwy 27 to Weston Rd.                      Major Mackenzie Dr. from East of Highway 400 to Weston Road</p> <p><b>Jog Elimination</b>                      Major Mackenzie Dr. at Hwy 27</p>
<b>B - Transit Improvements</b>
<b>1) Infrastructure</b>
<p>Hwy 7 Rapid Transit, connecting to Brampton, VCC, Yonge St. and easterly Spadina Subway Extension to VCC                      GO Rail Bolton (2 stations only - at Highway 7 and Nashville Road)                      GO Rail Bolton (including 3rd station at Rutherford Rd., + additional service)                      Hwy 407 Transitway</p>
<b>2) Enhanced Express Bus Routes</b>
<p>GO Route 38 from Bolton to Malton GO Station via Hwy 50.                      Hwy 407 Transitway- additional stop at Hwy 427                      Freeway Express Bus Service along 400- additional stops</p>
<b>3) Extended/New York Region Transit (YRT) Routes</b>
<p>New Route along Hwy 27 from Steeles Ave to Major Mackenzie Dr.                      New Route along Huntington Rd. from Steeles Ave to Major Mackenzie Dr.                      Route 4 extended along Major Mackenzie Dr. from Hwy 400 to Hwy 50                      Route 85 extended along Rutherford Rd. from Hwy 27 to Hwy 50                      Shuttle Services on Huntingtone Rd and Hwy 27</p>
<b>4) Increased Transit Service Frequencies</b>
<b>5) Transit Priority Network (TPN)</b>
<p>Along Weston Rd. from Steeles Ave. to Major Mackenzie Dr.                      Along Rutherford Rd. from Hwy 400 to Hwy 27                      Along Hwy 27 from Steeles Ave. to Rutherford Rd.</p>
<b>6) Extended TPN</b>
<p>Along Major Mackenzie Dr. from Weston Rd. to Hwy 50                      Along Rutherford Rd. from Hwy 27 to Hwy 50                      Along Hwy 27 from Rutherford Rd. to Major Mackenzie Dr.</p>



Source: Draft Regional Transportation Plan and Investment Strategy, September 2008

Figure 11. 15-Year Plan for Regional Rapid Transit and Highway Improvements



Source: Draft Regional Transportation Plan and Investment Strategy, September 2008

Figure 12. 25-Year Plan for Regional Rapid Transit and Highway Improvements



TRANSPORTATION MASTER PLAN UPDATE

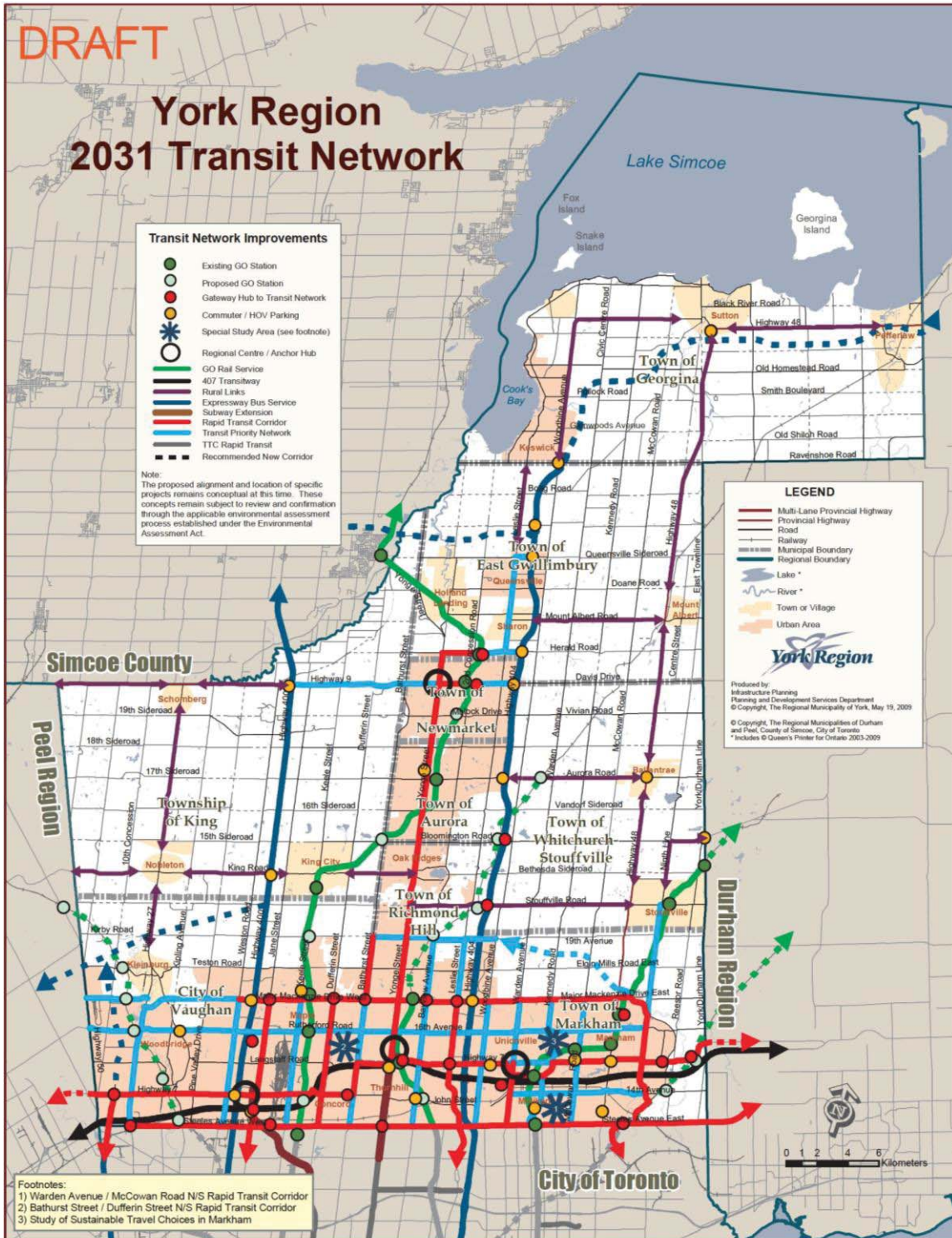


Figure 13. York Region 2031 Transit Network

TRANSPORTATION MASTER PLAN UPDATE

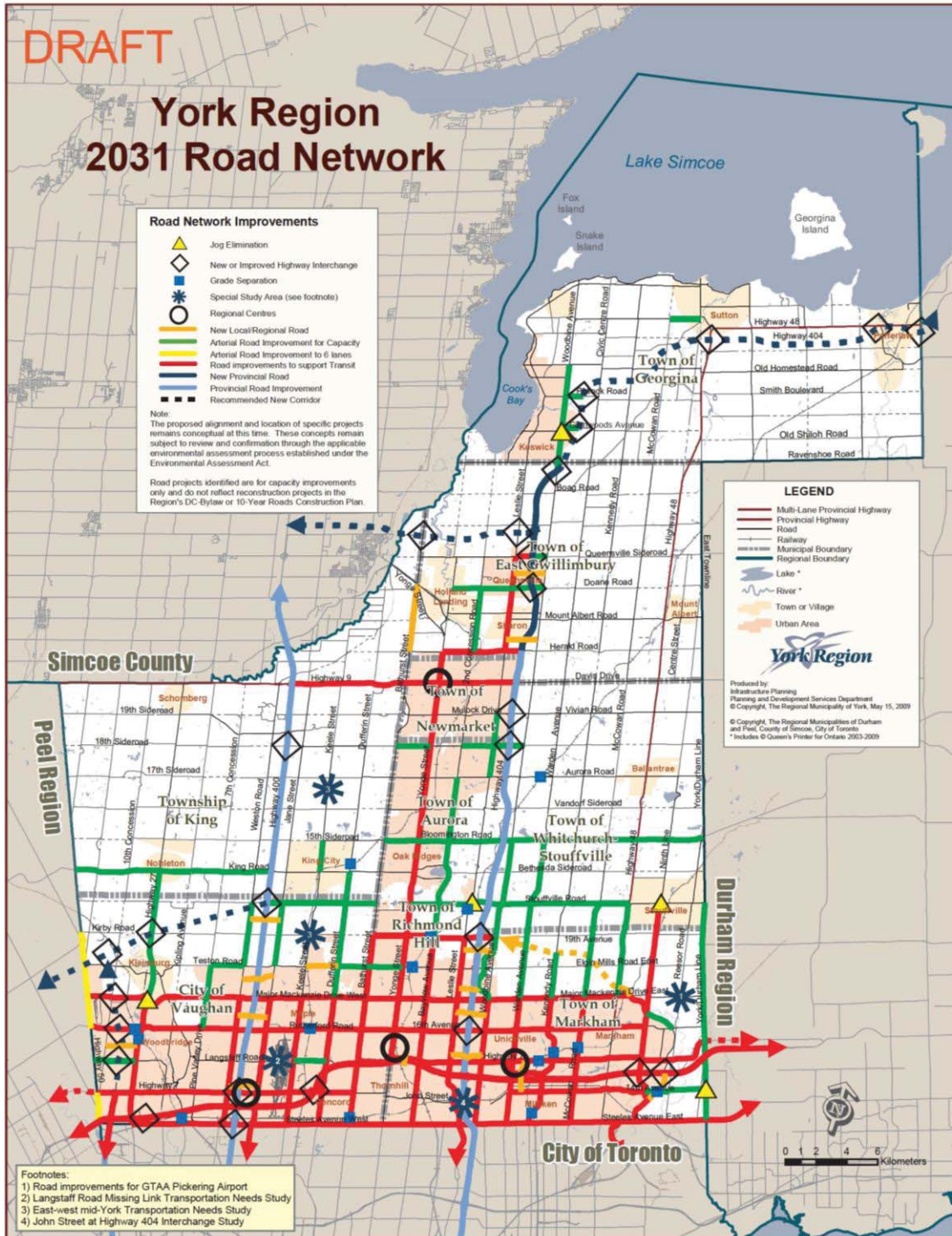


Figure 14. York Region 2031 Road Network



## 6. Key Issues and Challenges

As noted in the Introduction, one technical background report and four other discussion papers on specific transportation topics have been prepared in this initial phase of the Master Plan study. Through this effort many issues have been identified. In large part, the topics selected for discussion papers reflected the Study Team's initial thoughts on key issues and challenges, and identified areas where changes of direction should be considered. Based on the Study Team's subsequent review of these reports, the issues briefly discussed below have been identified as most important. Following this, the key issues will be translated into challenges.

### Key Issues

- a) **Can the City of Vaughan, together with Region of York, afford to supply sufficient transportation capacity to match the rapid growth in travel demand?**
  - population and employment growth is continuing at a rapid pace
  - residential and employment areas are still largely segregated
  - Vaughan's capital budget has increased recently, but may not be able to keep pace with growth due to other demands and funding limitations
- b) **Does the City want a society increasingly more dependent on the automobile?**
  - population
  - auto ownership is increasing (68% of households in Vaughan have 2 or more vehicles)
  - local transit modal split is declining (only 8% in 2006)
  - air quality is deteriorating partly due to increased emissions from motor vehicles
  - public transit investment has been well below road system investment, but this may be changing
- c) **Does Vaughan need additional sources of funding to accommodate growth and manage the resultant travel demands?**
  - municipalities only have access to property taxes and development charges
  - no contributions from Provincial or Federal governments
  - Metrolinx has no mandate to raise funds through sales taxes, fuel taxes or other mechanisms
  - cost of providing additional road and transit capacity will be somewhat higher in the future due to intensification of existing urbanized area
- d) **Should Vaughan travel be so heavily oriented to Toronto?**
  - north-south freeways and arterials are heavily congested
  - reverse commute (northbound in the a.m. peak and southbound in the p.m. peak) also heavy
  - transit modal split for trips to Toronto is relatively high
- e) **How can Vaughan provide for efficient movement of goods to support its economic vitality?**
  - goods movement is currently dominated by trucks and is continuing to increase
  - high percentages of commercial vehicles in traffic stream throughout the day, including peak periods
  - extended peak periods add to commercial vehicle delays
  - growing public pressure for truck restrictions

- f) **How should the City deal with the threat to its air quality posed by the rapid growth in auto and truck travel?**
- deteriorating air quality is linked to increasing vehicle emissions
  - incidence of asthma and other respiratory ailments is increasing
  - implementation of electric and hybrid engines has been slower than expected
- g) **Are current and planned development densities high enough to support efficient public transit?**
- Vaughan’s urban boundaries are expanding
  - Vaughan’s residents want more space than the City of Toronto offers
  - development approvals often reflect lower than planned densities

## 6.1 From Issues to Challenges

Once issues have been properly articulated, the challenges associated with them often become self-evident. **Table 2** lists various challenges related to each issue identified in the previous sub-section. Some are challenges if the issue (question) is answered in the affirmative; others if answered in the negative. Together they represent a comprehensive list of transportation related challenges now facing the City of Vaughan.

**Table 2. Key Issues and Challenges**

Issues	Challenges
1. <b>Can Vaughan afford to supply sufficient capacity to match rapid growth in travel demand?</b>	A. How to achieve development growth aspirations with reduced increases in travel demand (i.e. smart growth). B. How to accommodate greater portions of travel demand by non-auto modes. C. How to secure additional sources of funding.
2. <b>Does Vaughan want a society increasingly more dependent on the automobile?</b>	B. How to accommodate greater portions of travel demand by non-auto modes. D. How to make travelling by auto more difficult and/or expensive. E. How to reduce the length of auto trips.
3. <b>Does Vaughan and/or the Region need additional sources of funding to accommodate/manage growth and resultant travel demands?</b>	C. How to secure additional sources of funding. F. How to make best use of existing infrastructure, so as to minimize new capital expenditures. G. How to allocate limited funds to most cost-effective projects. H. How to maintain our infrastructure in a state of good repair.
4. <b>Should Vaughan travel be so heavily oriented to Toronto?</b>	I. How to develop a more self-contained City.
5. <b>How can Vaughan provide for efficient movement of goods to support its economic vitality?</b>	J. How to spread truck traffic to off-peak periods. K. How to enhance attractiveness of rail mode. L. How to support more efficient movement of goods by truck.
6. <b>How should the City deal with the threat to its air quality posed by the rapid growth in auto and truck travel?</b>	B. How to accommodate greater portions of travel demand by non-auto modes. E. How to reduce the length of auto trips. M. How to reduce emissions from autos and trucks.
7. <b>Are current and planned development densities high enough to support efficient public transit?</b>	N. How to make new development more transit friendly, without necessarily increasing densities. O. How to rely more on infill development.

## 7. Strategic Options/Directions

Three distinctive alternative transportation directions, identified below, are apparent based on the preceding identified trends and issues. Consideration of these options will help identify the most appropriate direction for the City, keeping in mind the City's evolving growth management strategy.

**Option 1:** Continued Auto Dominance (Status Quo)

**Option 2:** Strong Transit and Alternative Modes Thrust

**Option 3:** Aggressive Transportation Demand Management (TDM)

A brief description of each option is provided below.

The *continued auto dominance option* refers to the preservation of the status quo which would involve increases in travel demand being largely accommodated by new and widened roadways (with significantly increased capital funding). The result would be that transit modal split would decrease further, perhaps to 4 or 5%. However, this should not be interpreted as a “do nothing” transit option as some transit capital improvements are committed, namely the Spadina subway extension and BRT service across Hwy 7.

The *Strong Transit and Alternative Modes Thrust* Option would involve significant focus on transit with a major increase in transit capital expenditures. Considerable capital expenditures for road improvements would still be needed, but road expansion would take place at a slower rate and be focussed on supporting transit, cycling and walking. The City would take an active role in facilitating transit use through the following measures:

- Provide mid-block collectors for bus routes
- Promote mixed-use centers in transit accessible locations
- Expand pedestrian and cycling network for improved transit access
- Increase development densities along transit corridors
- Restrict new office development to locations served by rapid transit or high frequency bus service
- Implement TDM programs upgraded to focus on transit, cycling and walking

Transit capital expansion would be supplemented with widespread application of surface transit priority measures such as exclusive bus or HOV lanes, traffic signal priorities and other special intersection treatments, together with other transit incentives. Growth in travel demand would be accommodated, but largely through a significant increase in transit modal split (perhaps a doubling to about 16%). Support for active transportation (walking and cycling) as alternative modes of travel would also be strongly encouraged, by both expanding and promoting more convenient and continuous systems of sidewalks and cycling lanes/routes on both Regional and local roads.

The option of *Aggressive Transportation Demand Management (TDM)* will seek to minimize the growth in travel demand through auto disincentives (as well as the usual programs to provide incentives for telecommuting, 4 day work weeks, variable work hours, car pooling, and the greater use of transit, cycling and walking). Auto disincentives would include greater use of freeway tolls, congestion pricing in urban centers, significantly reduced parking supply requirements and city-wide parking charges.

Through consideration of these three distinct directions, it could be concluded that a blend of two might be most appropriate. Twelve indicators have been identified in an attempt to fully characterize the three strategic options, as follows:

1. compatibility with the City's evolving new Official Plan
2. degree of public sector intervention



3. development implications
4. degree of capital expansion
5. auto ownership and dependence
6. environmental and social impacts
7. peak period auto modal split
8. peak period auto occupancy
9. emphasis on Travel Demand Management (TDM) initiatives
10. emphasis on Transportation System Management and Intelligent Transportation System initiatives
11. peak period level of service: road and transit
12. implications for the City's capital program and operating budget

**Table 3** uses the above indicators to compare the three strategic options. The indicators can also be used as evaluation criteria, in an attempt to select a preferred strategic option. As noted in assessing the options, it is possible that a hybrid option or options will emerge, as the best parts of various options are sought. Such an assessment has purposely not yet been done in an attempt to stimulate a broader discussion and debate at and following the December 9, 2009 workshop. It is hoped that through such a process, a consensus opinion will emerge on a preferred strategic direction, and this would be presented at the "Transportation Vision" workshop early in 2010.

Table 3. Strategic Options

	Indicators	Option 1 Continued Auto Dominance (Status Quo)	Option 2 Strong Transit and Alternative Modes Thrust	Option 3 Aggressive Transportation Demand Management
1.	Compatibility with Official Plan	<ul style="list-style-type: none"> <li>low</li> </ul>	<ul style="list-style-type: none"> <li>high</li> </ul>	<ul style="list-style-type: none"> <li>high</li> </ul>
2.	Public Sector Intervention	<ul style="list-style-type: none"> <li>modest</li> </ul>	<ul style="list-style-type: none"> <li>significant</li> </ul>	<ul style="list-style-type: none"> <li>significant</li> </ul>
3.	Development Implications	<ul style="list-style-type: none"> <li>minimal limits on growth</li> <li>little intensification</li> </ul>	<ul style="list-style-type: none"> <li>significant intensification in urban areas &amp; in areas well served by future transit</li> </ul>	<ul style="list-style-type: none"> <li>significant intensification in urban areas &amp; in areas well served by future transit</li> </ul>
4.	Capital Expansion	<ul style="list-style-type: none"> <li>substantial road; limited transit</li> </ul>	<ul style="list-style-type: none"> <li>very substantial transit; road improvements focused on transit, cycling and walking</li> </ul>	<ul style="list-style-type: none"> <li>substantial transit; minimal roads</li> </ul>
5.	Auto Ownership & Dependence	<ul style="list-style-type: none"> <li>increases</li> </ul>	<ul style="list-style-type: none"> <li>slightly reduced</li> </ul>	<ul style="list-style-type: none"> <li>significantly reduced</li> </ul>
6.	Environmental/Social Impacts (e.g. emissions)	<ul style="list-style-type: none"> <li>increased significantly</li> </ul>	<ul style="list-style-type: none"> <li>same as today or slightly reduced</li> </ul>	<ul style="list-style-type: none"> <li>significantly reduced</li> </ul>
7.	Peak Period Auto Modal Split	<ul style="list-style-type: none"> <li>increases</li> </ul>	<ul style="list-style-type: none"> <li>decreases</li> </ul>	<ul style="list-style-type: none"> <li>decreases significantly</li> </ul>
8.	Auto Occupancy	<ul style="list-style-type: none"> <li>slightly lower</li> </ul>	<ul style="list-style-type: none"> <li>slightly higher</li> </ul>	<ul style="list-style-type: none"> <li>significantly higher</li> </ul>
9.	TDM* Emphasis	<ul style="list-style-type: none"> <li>modest</li> </ul>	<ul style="list-style-type: none"> <li>medium</li> </ul>	<ul style="list-style-type: none"> <li>strong</li> </ul>
10.	TSM/ITS* Emphasis	<ul style="list-style-type: none"> <li>modest TSM, but strong ITS on road side</li> </ul>	<ul style="list-style-type: none"> <li>medium (roads), strong (transit)</li> <li>significant transit priorities</li> </ul>	<ul style="list-style-type: none"> <li>strong (road &amp; transit)</li> <li>very significant transit priorities</li> </ul>
11a.	Peak Period Level of Service - Road	<ul style="list-style-type: none"> <li>worse</li> </ul>	<ul style="list-style-type: none"> <li>slightly worse</li> </ul>	<ul style="list-style-type: none"> <li>better (reduced levels of congestion)</li> </ul>
11b.	Peak Period Level of Service – Transit	<ul style="list-style-type: none"> <li>slightly better (more service but subject to greater levels of congestion)</li> </ul>	<ul style="list-style-type: none"> <li>much better</li> </ul>	<ul style="list-style-type: none"> <li>considerably better</li> </ul>
12a.	Implications on Vaughan's Capital Program	<ul style="list-style-type: none"> <li>increased program to administer, but Region's \$ share remains about the same (due to new sources of revenue being available)</li> </ul>	<ul style="list-style-type: none"> <li>increased program to administer with increased emphasis on cycling and walking, but Region's \$ share increased significantly to expand transit</li> </ul>	<ul style="list-style-type: none"> <li>increased program to administer with increased emphasis on cycling and walking, but Region's \$ share decreased</li> </ul>
12b.	Implications on Vaughan's Operating Budget	<ul style="list-style-type: none"> <li>significant increase due to expanded road system</li> </ul>	<ul style="list-style-type: none"> <li>significant increase primarily due to road improvements, but also expanded TDM programs. Region's share also increased significantly to provide higher levels of transit service</li> </ul>	<ul style="list-style-type: none"> <li>significant increase primarily due to aggressive TDM programs such as implementation and enforcement of parking supply and pricing</li> </ul>

\*TDM: Transportation Demand Management; TSM: Transportation System Management; ITS: Intelligent Transportation Systems

## G2. Transportation Vision and Policy Framework

City of Vaughan

# Transportation Vision and Policy Framework

**Date:**

January, 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

Consultant accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of Consultant to use and rely upon the Report and the Information. Any damages arising from improper use of the Report or parts thereof shall be borne by the party making such use.

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.

# Table of Contents

## Statement of Qualifications and Limitations

	page
<b>1. Introduction.....</b>	<b>1</b>
<b>2. Feedback from Workshop No. 1.....</b>	<b>1</b>
<b>3. Selection of Preferred Strategic Option .....</b>	<b>1</b>
<b>4. Preliminary Transportation Vision.....</b>	<b>3</b>
<b>5. Achieving the Vision.....</b>	<b>5</b>
<b>6. Role of Transportation Master Plan.....</b>	<b>10</b>

## List of Tables

Table 1. Options – Alternative Strategic Directions .....	2
Table 2. City Policy Instruments for Achieving the Transportation Vision .....	9

## Appendices

Appendix I. A Blueprint to Move Vaughan Workshop #1 – December 9, 2009	
--	--

## 1. Introduction

The purpose of this second discussion paper is to set the context for a visioning exercise to be held on February 3, and set the framework for a long-term Transportation Vision for the City. The first policy discussion paper set out three strategic transportation options to help determine the direction the City should follow. The visioning exercise will involve assessing strategic options and identifying a preliminary Vision for the City and stakeholder's consideration. Developing a long-term Transportation Vision based on principles of sustainability will in turn set the context for a more detailed plan, thereby providing impetus for Growth Management Strategies. The Vision can be used to guide City Council decisions concerning "unplanned" transportation proposals or development proposals with major transportation impacts. Finally, the visioning exercise itself is based on a City-wide public consultation process, which ensures that the interests and concerns of as many of Vaughan's residents as possible have been taken into account.

## 2. Feedback from Workshop No. 1

The City of Vaughan hosted *A Blueprint to Move Vaughan Workshop* on December 9, 2009. 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 should evolve to address new growth, increased traffic congestion, environmental concerns and other major challenges. The workshop was held twice, afternoon and evening, to accommodate all participants. In total, 40 individuals attended the two sessions. The first policy discussion paper was distributed to all workshop participants.

The presentation and discussion at the workshop centred on three key issues, including increasing transit use in Vaughan, managing travel demand and encouraging more active modes of transportation, and promoting sustainability to the public. **Appendix I** provides summary notes from the discussions. The responses from the various stakeholders could generally be summed up as very positive in terms of moving Vaughan forward in the area of sustainable transportation.

## 3. Selection of Preferred Strategic Option

The first policy discussion paper on Key Issues, Challenges and Strategic Options outlined three strategic options:

1. Continued Auto Dominance - Status Quo,
2. Strong Transit and Alternative Modes Thrust, and
3. Aggressive Transportation Demand Management (TDM).

**Table 1** presents the three strategic options and uses 13 indicators to compare and distinguish them. Based on the discussions from the Blue Print Workshop, the consulting team has slightly revised these indicators and confirmed their appropriateness. This exercise, for example, led to broadening the scope of defined indicator 3 (Development Implications) to Growth Management Implications.

A simple rating system of assigning numeric scores ranging from 1 to 5 was used to assess the strategic options based on the 13 indicators. A high score for an option relative to a particular indicator translates to a good performance. The opposite is true, in that a low score for an option with regard to an indicator means a poor performance. **Table 1** shows the ratings of the options for each indicator. Overall, the *Continued Auto Dominance (Status Quo) Option* scored the least, while the two other options scored significantly higher with Option 3 the highest. It has become apparent through the rating exercise that both options 2 and 3 - *Strong Transit and Alternative Modes Thrust and Aggressive Transportation Demand Management* – possess many good elements worth consideration which should be reflected in Vaughan's Transportation Master Plan.

Table 1. Options - Alternative Strategic Directions

No.	Indicators	Continued Auto Dominance (Status Quo)		Strong Transit and Alternative Modes Thrust		Aggressive Transportation Demand Management	
		Performance Measure	Rating	Performance Measure	Rating	Performance Measure	Rating
1.	Compatibility with Official Plan	• low	1	• high	5	• high	5
2.	Public Sector Intervention	• modest	5	• significant	2	• significant	1
3.	Growth Management	• minimal limits on growth • little intensification	1	• significant intensification in urban areas & in areas well served by future transit	5	• significant intensification in urban areas & in areas well served by future transit	5
4.	Capital Expansion	• substantial road; limited transit	3	• very substantial transit; road improvements focused on transit, cycling and walking	1	• substantial transit; minimal roads	2
5.	Auto Ownership & Dependence	• increases	1	• slightly reduced	3	• significantly reduced	5
6.	Environmental/Social Impacts (e.g. emissions)	• increased significantly	1	• same as today or slightly reduced	3	• significantly reduced	4
7.	Peak Period Auto Modal Split	• increases	1	• decreases	3	• decreases significantly	5
8.	Auto Occupancy	• slightly lower	1	• slightly higher	3	• significantly higher	5
9.	TDM* Emphasis	• modest	1	• medium	3	• strong	5
10.	TSM/ITS* Emphasis	• modest TSM, but strong ITS on road side	1	• medium (roads) strong (transit)	3	• strong (road & transit)	4
11a.	Peak Period Level of Service -Road	• worse	1	• much better	5	• better (reduced levels of congestion)	3
11b.	Peak Period Level of Service – Transit	• slightly better (more service but subject to greater levels of congestion)	2	• much better	5	• considerably better	4
12a.	Implications on Vaughan's Capital Program	• increased program to administer, but Region's \$ share remains about the same (due to new sources of revenue being available)	3	• increased program to administer with increased emphasis on cycling and walking, but Region's \$ share increased significantly to expand transit	3	• increased program to administer with increased emphasis on cycling and walking, but Region's \$ share decreased	3
12b.	Implications on Vaughan's Operating Budget	• significant increase due to expanded road system	3	• significant increase primarily due to road improvements, but also expanded TDM programs. Region's share also increased significantly to provide higher levels of transit service	2	• significant increase primarily due to aggressive TDM programs such as implementation and enforcement of parking supply and pricing	1
13	Economic Development	• significant employment growth oriented to the highway system and Greenfield areas	5	• significant employment in urban areas, particularly those areas well served by future transit	4	• significant intensification in urban areas, particularly those areas well served by future transit	3
		<b>• TOTAL RATING</b>	<b>30</b>	<b>• TOTAL RATING</b>	<b>50</b>	<b>• TOTAL RATING</b>	<b>55</b>
		<b>• Maximum Rating</b>	<b>75</b>	<b>• Maximum Rating</b>	<b>75</b>	<b>• Maximum Rating</b>	<b>75</b>

\*TDM: Transportation Demand Management; TSM: Transportation System Management; ITS: Intelligent Transportation Systems



Options 2 and 3 are quite similar. The following highlights the key differences between Options 2 and 3.

- While transit initiatives under Option 2 are very ambitious and favourable to the City, the transit capital cost under Option 2 is very high and out of the City's control. This introduces some uncertainties regarding the ability for Option 2 to be realized. Option 3 on the other hand would rely on less transit capital cost but would require permitting the introduction of more transit priority (e.g., HOV or exclusive bus lanes) on the road network. However, the overall transit initiatives under Option 3 are not as ambitious as under Option 2.
- TDM measures under Option 2 are focused on transit and active transportation with less emphasis on parking management, particularly pricing. Parking management under Option 2 is mainly focused on addressing demand and supply. Option 3 involve aggressive TDM programs such as reduced parking supply requirements coupled with City-wide parking charges, provision of park and ride lots, carpooling programs, bicycle amenities, innovative fare policies and others to help minimize growth in peak period travel demand.
- Peak period road capacity would be less in Option 3 than Option 2 since more transit priority initiative would be implemented.

Through the rating process it is apparent that both Options 2 and 3 possess good elements, the realization of which would be beneficial to the City. With a strong transit and alternative mode thrust, Option 2 encompasses expansive transit infrastructure consistent with York Region's Plan together with strong support for a number of active transportation which will help reduce auto dependency significantly. However, since the provision of the transit infrastructure is capital intensive and not controlled by the City, there is considerable uncertainty as to whether it will come to fruition. Also, Option 2 is relatively weak in providing needed policy initiatives particularly, in the parking area, to achieve the maximum potential transit ridership. Option 3, on the other hand, is more effective in helping to achieve overall transportation sustainability as it helps to minimize the growth in travel demand and therefore the need for costly infrastructure improvements with its strong TDM measures including parking supply and pricing, carpooling, and congestion management. By being less reliant on the full set of capital projects, Option 3 may be more realistic in terms of coming to fruition. However, with its strong implementation measures comes the requirement for more public sector intervention and policy support which could present some challenges for its success.

Based on the preceding discussion of pros and cons for these two options within the context of insights and preliminary conclusions drawn from Phase 1 of the study as a whole, a hybrid of options 2 and 3 is proposed as the preferred strategic option. This *Hybrid Option* is comprised of as the best parts of Options 2 and 3 (as reflected in **Table 1**) and the subsequent discussion of the key differences between them. Determining a preferred strategic option leads to the formation of the long-term transportation vision.

## 4. Preliminary Transportation Vision

Based on the various technical analyses together with the consultation with City representatives and other stakeholders, the preferred Transportation Vision for Vaughan's Transportation Master Plan is evolving to focus largely on **reducing automobile dependence and moving the City closer to achieving the goal of a more liveable sustainable community**. The evolving Vision is consistent with Transportation Goals and objectives of the proposed Official Plan. It reflects the transit focus of the Metrolinx Regional Transportation Plan for the GTA and Hamilton, and the direction of the recent approved York Region 2009 Transportation Master Plan Update.

**The preliminary Transportation Vision** represents a significant policy shift compared to current trends in terms of the provision of transportation infrastructure, land use approaches, and policy directions. Under this option, a **“Transit First”** approach will be used to identify and prioritize improvements and policies, and the approach will include the following strategic directions:

- Develop and implement strong land use and growth management policies which reduce the need to travel, reduce average trip lengths, support a higher proportion of travel by non-auto modes and achieve an improved directional balance of travel on roads and transit services within the City. This approach, consistent with the evolving OP, represents a re-thinking of the City’s current land use to require new growth accommodation through urban intensification, with no more than 30-40% of the growth representing new greenfield development. This approach is more aggressive than the new provincial policies covering growth management in the Greater Golden Horseshoe. Development density in new areas would achieve the 50 persons + jobs per hectare target that is also established in the provincial growth plan, representing a transit supportive land use pattern. Intensification would be focussed on the proposed Vaughan Metropolitan Centre and at new Transit Oriented Development (TOD) nodes along Regional transit corridors, with policies to support densities that could generate ridership levels that can support higher order transit services.
- Transit service would be enhanced with a view to achieving up to a 15% overall transit mode share and 35% within the VMC. It would significantly improve the competitive position of public transit through transit supportive measures such as providing mid-block collectors for bus routes, promoting mixed-use centres in transit accessible locations, expanding pedestrian/cycling networks for improved transit access, increasing development densities along transit corridors, restricting new office development to locations served by rapid transit or high frequency bus service, and implementing TDM programs focused on transit, cycling and walking. It is expected that this scenario would be supported by the proposed transit infrastructure improvements documented in the 2009 York Region TMP such as the Spadina and Yonge Subway extensions into Vaughan, enhancement of the VIVA rapid transit system on Hwy 7, new rapid transit corridors on Jane Street, Dufferin/Bathurst Street and Major Mackenzie Drive, and new GO commuter rail service through western Vaughan to Bolton.
- The VMC would be the major focus centre for residential and employment growth and also maintain a role as of cultural and business centre for the City. Increased residential/employment growth in the VMC would require a significant change to the policies governing parking issues, and may include a broader City-wide parking management framework that considers managing supply and introducing paid parking in transit nodes and along corridors outside the VMC. The approach to VMC parking policies in this scenario would focus on limiting the growth in long-term parking supply and increasing prices to levels comparable with cities that have rapid transit lines. Short term parking supply and pricing strategies would be developed with a focus on supporting a broader VMC retail base. The City would need to take a lead role in managing the VMC parking infrastructure through strategic property acquisitions and investments in new parking infrastructure. Policies that restrict the development of new private parking lots for non-residential uses in the VMC area and other centres would be implemented.
- Active transportation infrastructure would play a more significant role in the City, increasing the level of investment well beyond today’s trend, plus developing a primary network of trails, sidewalks and bike lanes that would be maintained during the winter months to standards that match those applied to roadways. The City would implement a suite of new policies to encourage active transportation usage with a view to increasing the share significantly beyond the current 6% share of peak hour trips.
- TDM activities would also play a more prominent role with a more aggressive approach, focusing on City-wide parking management, community outreach, employer based TDM programs, incentive programs to encourage people to use transit or other modes, and a more direct and targeted education and promotion approach. The TDM initiatives would involve significantly reduced parking supply requirements coupled with City-wide parking charges, provision of park-and-ride lots, carpooling programs, bicycle amenities, innovative fare policies and others to help minimize growth in travel demand.

- Road network improvements would be limited to strategic corridors that support transit, support goods movement, or where transit cannot compete well with the automobile. Improvements that compete with transit would be deferred at least until enhanced transit services are up and running and have an established ridership base. Road improvements to address future capacity deficiencies that are not addressed by reduction in auto demand from TDM or enhanced transit will only be identified where the facility is forecast to exceed the practical capacity of the roadway.

## 5. Achieving the Vision

Achieving the Transportation Vision involves a clear articulation of its principles together with associated goals and actions. The principles define the underlying values of the Vision, while the goals embody the overall aspirations of the City with regard to the defined values. The actions refer to the means of achieving the defined goals and ultimately, the Vision. The following identifies the principles, goals and actions to achieve the City's proposed Transportation Vision.

### Principle 1. Provide safe, affordable, efficient transportation options for everyone.

**Goal:** 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 safe, affordable, reliable and efficient transportation options.

**Action:** Protect public rights-of-way for transit, bicycle, and pedestrian facilities from encroachment.

**Action:** Identify and implement strategies to maximize access to the transportation system, including alternative modes of transportation.

**Action:** Design and operate transportation systems which can be used by everyone - especially the physically challenged.

**Action:** Develop strong policies on continuous mid-block collectors that support alternative modes of transportation.

### Principle 2. Make Vaughan's neighbourhoods as pedestrian-friendly and as bicycle friendly as possible.

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

**Action:** Encourage land use patterns and designs that promote safe and convenient walking, bicycling, and transit.

**Action:** Replace "Wider, Straighter, Faster" with Context Sensitive Solutions that enhance safety.

**Action:** Ensure the provision of sidewalks, cycling lanes and amenities to support pedestrian use.

### Principle 3. Expand sustainable lifestyle choices by co-ordinating land use and transportation.

**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.

**Action:** Support infill development and the concentration of new commercial development and office space in activity centres that can be interconnected by transit, bikeways, and sidewalks.

**Action:** Support the clustering of homes and work locations together to support live-work opportunities.

**Action:** Identify appropriate locations for higher densities – and ensure those densities are directly connected to existing or future transit service.

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

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

**Action:** Preserve, protect and where possible enhance Vaughan’s environmental resources to ensure that they are not compromised by urban development and its related activities.

**Action:** 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.

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

**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.

**Action:** Locate transit stops and stations within convenient walking distance of major development areas.

**Action:** Ensure sufficient service on all transit routes.

**Action:** Improve service integration with adjacent transit operators.

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

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

**Action:** Provide direct access to employment centres and other activity nodes – for all travel modes.

**Action:** 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.

**Action:** Develop a freight strategy that supports other transportation priorities.

**Action:** Support provincial and regional initiatives for highway expansion.

**Action:** Make the Vaughan Metropolitan Centre a priority.

### 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.
- Action:** Strengthen the "user pay" component of transportation system funding (i.e., parking, roads, etc.).
- Action:** Work with the Province and the Region to seek sustainable transportation funding that is stable and predictable, dedicated and transparent.
- Action:** Lobby the province to resume transit deficit payments.

### Principle 8. Support measures to maintain air quality and 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.
- Action:** Reduce air emissions and their impacts by supporting energy efficient development and retrofitting, and alternatives to single occupant vehicle use and automobile travel.
- Action:** 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 the City of Vaughan's vehicular fleet includes low and zero emissions vehicles to showcase available technologies.

### Principle 9. Optimize the use of existing transportation systems to 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.
- Action:** Give priority to the management of existing infrastructure before adding new infrastructure.
- Action:** Utilize new transportation technologies to lengthen the operational life or increase the capacity of existing facilities.
- Action:** Consider the use of roundabouts to improve road efficiencies.

### 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.
- Action:** Reduce the amount of vehicle miles traveled on area roads.
- Action:** Support requirements for new developments to manage its transportation demand.
- Action:** Develop strategies that encourage residents to live near where they work and shop.

### Principle 11. Enhance 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.
- Action:** Promote connections between transportation modes that support the effective shipment of freight.
- Action:** Encourage improvements that enhance the area's regional and global competitiveness.
- Action:** Discourage through truck traffic from traveling within residential neighbourhoods.
- Action:** Ensure that land use planning supports freight accessibility by rail.
- Action:** Ensure that the construction of the Highway 427 extension supports rerouting of truck transportation from residential neighbourhoods.

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

- Goal:** The City of Vaughan will develop strategies that reduce the demand for parking at existing and future employment centres and other activity nodes.
- Action:** Assess parking supply, utilization, location and price relative to their impact on travel behaviour and mode-choice.
- Action:** Identify strategies that support sustainable transportation through parking management, shared parking and other initiatives.
- Action:** Explore the establishment of a Parking Authority to manage parking.
- Action:** Work with York Region to permit on-street parking on regional arterials in urban areas.
- Action:** Provide ample parking near rapid transit stations and at major transit hubs.

### 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.
- Action:** Develop creative strategies to ensure more active and meaningful participation in future master plans.
- Action:** Identify "new media" (i.e., iPhone, Facebook, Twitter) to promote sustainable transportation to Vaughan residents.
- Action:** 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.
- Action:** Promote awareness among seniors of available transit options – and co-ordinate with York Region on ongoing accessibility improvements.
- Action:** Develop strategies that encourage children and high school students to use transit.



- Action:** Partner with TTC, York Region and other agencies to pursue a U-PASS program for York University students.
- Action:** Develop marketing programs for non-captive riders.
- Action:** Recognize local achievements in sustainable transportation initiatives by hosting an awards ceremony.

It is important to understand that because these principles are integral to the Vision, they must be considered in making decisions affecting land use and transportation. The commitment to achieving the objectives embodied in the Preferred Hybrid Strategic Option also requires significant change in the approach to planning and operations.

It is worth noting that achieving the Vision will require considerable political will. The City and Regional Councils will need to co-ordinate decision-making and ensure that specific actions are implemented by York Region Transit and relevant operating departments. Public policy instruments or levers will be needed, together with a common set of Land Use and Transportation Principles to guide future transportation decisions. Policy Instruments (or levers) cover the range of authority that can be exercised by City and Regional Councils that directly or indirectly influence performance of the transportation system. **Table 2** provides some examples of the types of levers over which City Council has control.

**Table 2. City Policy Instruments for Achieving the Transportation Vision**

<b>Official Plans, Zoning and Secondary Plans</b>	<ul style="list-style-type: none"> <li>● Activities (Permitted land uses)</li> <li>● Densities (e.g., Intensification in Corridors and around transit nodes)</li> <li>● Travel Demand Management</li> <li>● Mixing of Land Use</li> <li>● Mid-Block Collector Road Rights-of-Way</li> </ul>
<b>Transportation Capital Investment</b>	<ul style="list-style-type: none"> <li>● Project Timing (by route and mode) Allocation of Funds:                             <ul style="list-style-type: none"> <li>- Preservation/rehabilitation of infrastructure</li> <li>- Expansion of pedestrian and cycling infrastructure</li> <li>- Transit vehicle replacement</li> </ul> </li> </ul>
<b>Design Standards</b>	<ul style="list-style-type: none"> <li>● Urban Design                             <ul style="list-style-type: none"> <li>- Building Heights and Setbacks</li> <li>- Pedestrian, Bicycle and Transit Friendly Street Design</li> </ul> </li> <li>● Transportation                             <ul style="list-style-type: none"> <li>- Choice of Technology</li> <li>- Capacity of local, collector and minor arterial roads</li> <li>- Parking Supply for new developments</li> <li>- Loading and Unloading Facilities for new developments</li> </ul> </li> </ul>
<b>Operating Budgets</b>	<ul style="list-style-type: none"> <li>● Maintenance and Operations</li> </ul>
<b>Regulation</b>	<ul style="list-style-type: none"> <li>● Priority Treatment for Transit/ HOV or reserved bus lanes on collectors or minor arterial</li> <li>● Truck Routes</li> <li>● Traffic Control (Includes ITS)</li> <li>● Parking (on-street and off-street)</li> <li>● Rights of Other Transit Operators (e.g., GO Transit, TTC)</li> <li>● Competition from Private Sector Operators</li> </ul>
<b>Pricing</b>	<ul style="list-style-type: none"> <li>● Objectives and Targets (e.g., Cost recovery for transit)</li> <li>● Mechanisms (e.g., Development charges/legislation)</li> <li>● Parking</li> </ul>

Since the Preferred Strategic Direction and Vision encompass a broad mix of objectives and represent the interests of many constituents, there will be conflicts among the objectives and the associated principles. Such conflicts may

arise over the principles related to transit priority, bicycle lanes and efficient goods movement. For example, introducing bicycle lanes might reduce road capacity for single occupant vehicles and likely result in increased congestion for some, as well as the increased emissions in the short term, or until such time as other objectives of the Vision are achieved. Thus, every principle will not apply in every case and, in the process of implementing the Transportation Plan, different tradeoffs will be appropriate in different areas of the City.

## 6. Role of Transportation Master Plan

The Vision and the associated principles, once adopted or modified as the basis of planning, must be translated into a course of action for achieving the implied end state. Preliminary versions of these actions guided by the Vision and associated principles, are presented in Section 5. Refined final versions of these actions will be reflected in the City Transportation Master Plan and ultimately, the Official Plan. The Master Plan document itself will spell out these actions in three broad categories, namely,

1. Formal Land Use and Transportation Policies:
2. Priorities for Transportation Capital Investment; and
3. Supportive Programs and Other Initiatives.

As well as the formal land use and transportation policies, the priorities for transportation capital investment, and the integrated long term road and transit network plan should all be incorporated into the new City Official Plan.

A key distinction between policies and investment priorities is their relative financial impact. Many policies can be pursued without funding, while priorities for capital investment require funding commitments. Nevertheless, in order to solicit funding assistance from senior governments or approval for mechanisms to generate new revenues for transportation, it is important to have some idea of the magnitude of funds required. Thus priorities and funding needs must be established at the earliest possible time.

Since the Vision is essentially one of reducing automobile dependency, these policies and priorities should focus on improving the attractiveness of using public transportation. Early implementation of these actions will also serve as a gauge of how the transportation system that eventually emerges actually corresponds to the Vision.

Over the long term, the Vision implies that general transit enhancements and TDM strategies for more efficient use of road space on a City-wide basis, in combination with appropriate land use policies, are the most important means of improving the competitive position of public transportation and reducing automobile dependence.

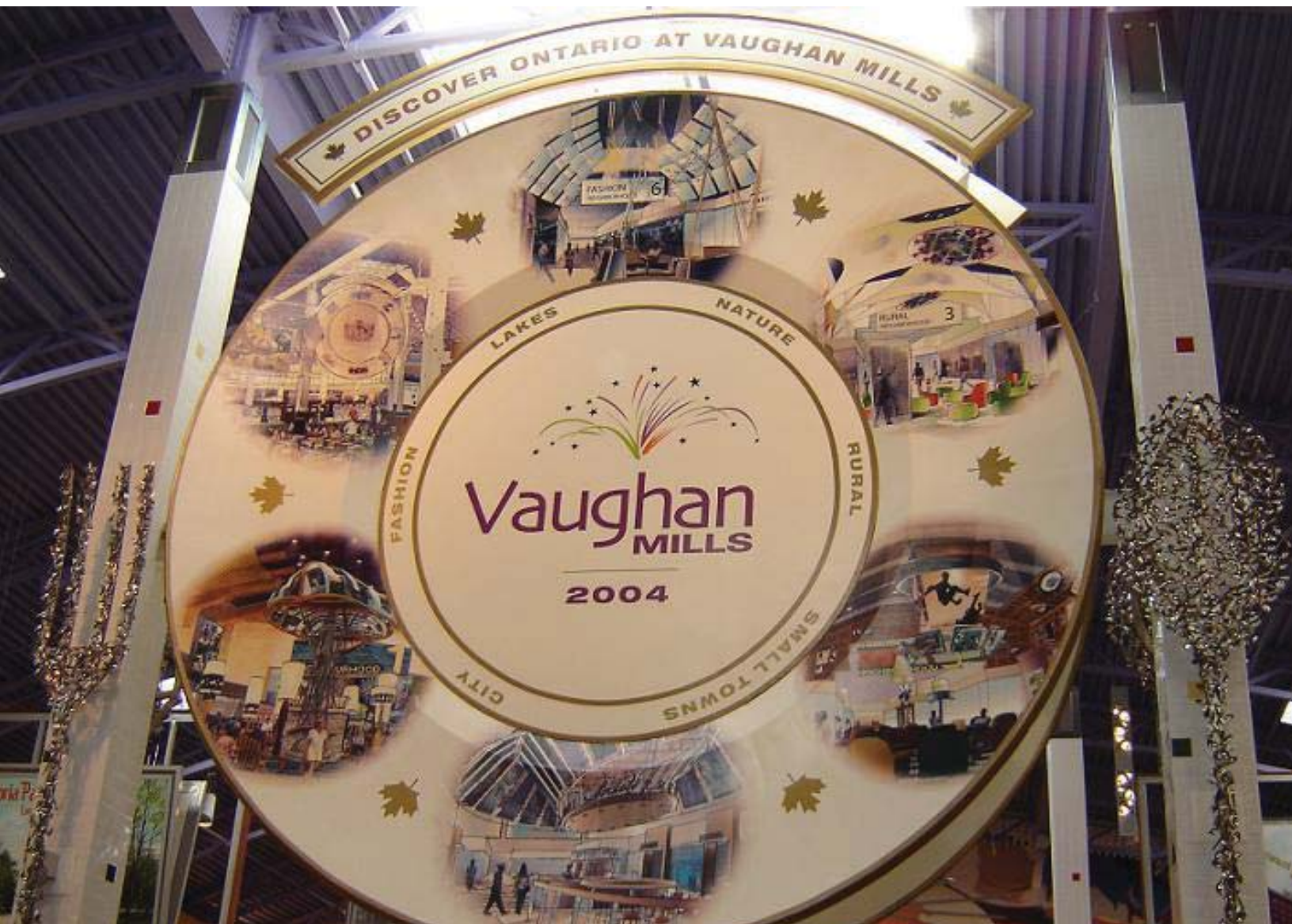


# Appendix I

A Blueprint to Move Vaughan  
Workshop #1 – December 9, 2009

# A Blueprint to Move Vaughan

## - Summary of December 9, 2009 Workshop



City of Vaughan

## **A Blueprint to Move Vaughan - Summary of December 9, 2009 Workshop**

**Prepared by:**

AECOM

300 – 300 Town Centre Boulevard      905 477 8400    tel  
Markham, ON, Canada L3R 5Z6      905 477 1456    fax  
[www.aecom.com](http://www.aecom.com)

**Project Number:**

60114438-110294

**Date:**

January, 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:

- are subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations")
- represent 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
- have not been updated since the date of issuance of the Report and their accuracy is limited to the time period and circumstances in which they were collected, processed, made or issued
- must be read as a whole and sections thereof should not be read out of such context
- were 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

Unless expressly stated to the contrary in the Report or the Agreement, Consultant:

- shall not be responsible for any events or circumstances that may have occurred since the date on which the Report was prepared or for any inaccuracies contained in information that was provided to Consultant
- agrees that the Report represents its professional judgement as described above for the specific purpose described in the Report and the Agreement, but Consultant makes no other representations with respect to the Report or any part thereof
- in the case of subsurface, environmental or geotechnical conditions, is not responsible for variability in such conditions geographically or over time

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

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

Any use of this Report is subject to this Statement of Qualifications and Limitations. Any damages arising from improper use of the Report or parts thereof shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report.

# Table of Contents

	page
<b>1. Background: the Vaughan Transportation Master Plan .....</b>	<b>1</b>
<b>2. City Hosts “A Blueprint to Move Vaughan” Workshop .....</b>	<b>1</b>
2.1 Presentation & Discussion #1: How Can We Increase Transit Use in Vaughan?.....	1
2.2 Presentation & Discussion #2: Assessing Other Sustainable Modes of Transportation: Are We Measuring Up to Our Expectations?.....	3
2.3 Presentation & Discussion #3: Promoting Sustainability to the Public – How Can We Succeed in Vaughan?.....	4
2.4 Additional Input Received Through One-on-One Stakeholder Dialogue.....	4
<b>3. Next Steps .....</b>	<b>4</b>

## 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

The City of Vaughan hosted A Blueprint to Move Vaughan workshop on December 9, 2009. 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.

The workshop was held once in the afternoon and again in the evening to accommodate all participants. In total, 40 individuals attended the two sessions.

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.

### 2.1 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.

**2.2 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.



### 2.3 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.

### 2.4 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 relative to 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.

## 3. Next Steps

Based on the input received at A Blueprint to Move Vaughan, as well as information obtained through earlier consultation, the Project Team will develop a set of transportation options and strategies that will be presented to the same group of stakeholders in early 2010. Similar information is scheduled to be presented to the public in the spring.

