



## Workshop Feedback Report

### Stakeholder Workshop #1

Wednesday, August 19, 2015

#### Workshop Feedback Report

This report outlines the key messages and input from the Stakeholder Workshop held on August 19, 2015. The workshop was attended by 24 stakeholders representing landowners and developers, several ratepayer associations, First Nations, Vaughan Bicycle User Group (BUG) and City of Vaughan staff.

This purpose of the workshop was to develop input on a future vision for the North Vaughan and New Communities Transportation Master Plan (TMP). Stakeholders provided input through small group discussions on:

- Ideas for developing a vision for the TMP.
- Opportunities to support the growth and development of North Vaughan and New Communities.
- Key issues/challenges to be addressed in the TMP.
- Ideas for improving transportation service in North Vaughan and New Communities for cycling, walking, transit, road widenings and expansions.

Tyrone Gan of HDR Corporation gave a presentation on the context for the TMP including an overview of background transportation conditions and planned improvements. A participant workshop booklet was used together with flipchart paper to record ideas and responses. This report prepared by Sue Cumming, MCIP RPP, Cumming+Company, Consultation Facilitator provides a summary of what was heard through the plenary and group discussions. The workshop presentation is available at [www.nvnctmp.ca](http://www.nvnctmp.ca)

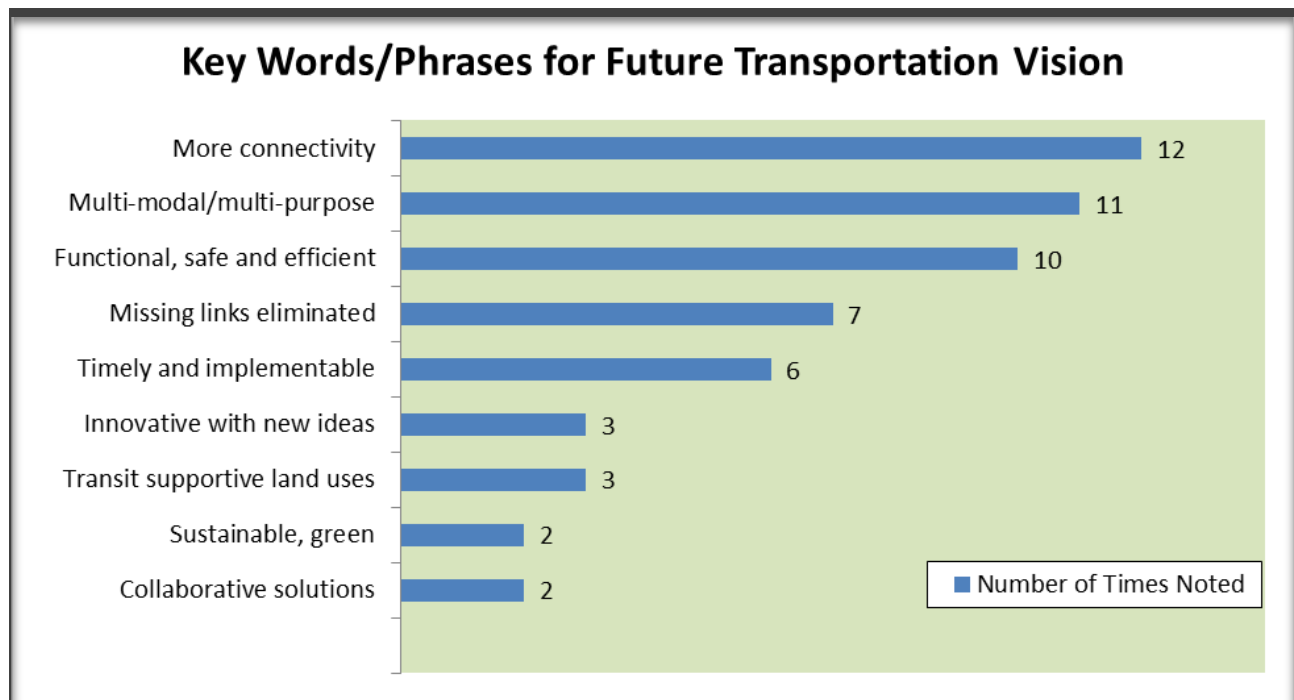
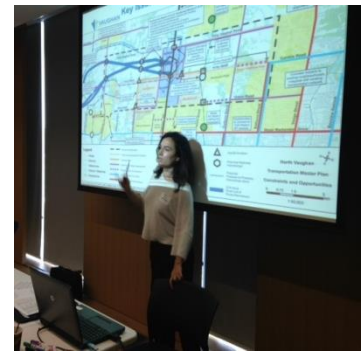


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# 1. Key words/phrases that best describe participants' visions for the future of transportation in North Vaughan.

- Connectivity.
- Functional and efficient.
- Safe and easy connections for all types of transportation including cars, transit, cycling and walking.
- A connected multi-modal transportation network.
- Good fluidity with smooth movements, transition and flow of traffic in easterly and westerly direction.
- More straight roads.
- A complete system where missing links are eliminated.
- Better connections for King-Vaughan Road, Pine Valley Drive, Teston Road, Kirby Road and Langstaff Road.
- Timely and implementable transportation solutions.
- Transit supportive land uses.
- Sustainable, green and inclusive.
- Innovative: new ideas for transportation and development.
- Collaborative solutions with better consultation and communication.



## 2. Key opportunities that participants feel should be considered to support the growth and development of North Vaughan and New Communities

### a. Improve connectivity of transportation in North Vaughan by:

- Creating efficient east-west links in North Vaughan connecting to the New Communities.
- Eliminating existing boundary road jogs. Start by implementing jog eliminations that are already approved.
- Improving connections for Kirby Road and Teston Road including widening of Kirby Road.
- Addressing needs for improving north-south connections.

### b. Prioritize connectivity to Highway 400 and to the future GTA West Corridor by:

- Creating multi-modal connections across Highway 400 between Blocks 27 and 41.
- Expanding King-Vaughan Road to accommodate traffic from the GTA West Corridor.
- Advocating for capital spending by the City of Vaughan, Region of York and Province of Ontario and prioritize transportation infrastructure to create connections enabling Highway 400 Crossings and linkages to the GTA West Corridor.

### c. Create an interconnected 24 hour transit network by:

- Creating a mobility hub (more than a transit stop) with the convergence of multiple systems and system providers – GO, YRT, VIVA and TTC.
- Planning for the GO Station in Block 27 with supportive densities, parking, integrated pedestrian and cycling connections and potential for interface with other transit providers.
- Establishing/advocating for the planning of the GO Station in Phase 1 of Block 27 to create impetus for multi-modal transportation early on. Support transitioning of the GO Station over time as the community develops and evolves.
- Planning for land use and mixed use and densities that will support higher transit usage.
- Recognizing importance of efficient public transportation systems for aging populations.
- Including transit routes at the outset of the building process so that transit is in place when people move in.
- Implementing a seamless multi-use transit pass to make it easier to use – i.e. Presto.

### d. Integrate multi-use pathways and cycling by:

- Developing a system of well-connected multi-use paths with effective consideration for using the natural terrain for trails and walkways.
- Considering how to use the Trans Canada Pipeline for active transportation.
- Creating walking and cycling connections and facilities to the GO Station.
- Implementing engineering design for multi-use paths on regional road rights-of-ways similar to what is being explored for Rutherford Road.
- Creating on street and off street cycling infrastructure.

### e. Don't just plan for it, build it by:

- Involving government stakeholders early on to ensure timely decisions can be made.
- Implementing approvals already in place for planned transportation infrastructure.
- Advocating for York Region to begin the EA process for developing east-west connections to the GTA West Corridor by the end of 2015.
- Integrating transportation improvements in the block plan approval process and implementation policies in secondary plans.
- Exploring cost funding through private public partnerships, development charges and by providing incentives for developers to front-end costs.

### 3. Key issues/challenges identified in the workshop discussion

#### a. Existing community buy-in and support for transportation infrastructure improvements:

- Concerns of existing communities about impacts of new growth and need for transportation infrastructure to better manage east-west and north-south travel.
- History of controversy over planning for major road linkages and connections – i.e. Pine Valley EA.
- Safety is a significant community concern on major roads for all modes.
- Increased sensitivity to having more traffic and concern about neighbourhood traffic infiltration.
- Impacts on existing transportation during construction of new communities.
- Increasing congestion relative to missing links and poor east-west connections.
- Importance of looking at interface with existing communities. Can't plan for new communities in isolation of existing communities to the south.

#### b. Prioritizing transportation connections through environmental features:

- How to move forward with missing links/ connections given the history relative to protecting environmental features. It was noted that connections are impeded by trees, wetlands and other recognized important natural features.
- How to build better case for transit/roads as essential infrastructure within the Greenbelt Plan to achieve connectivity.
- How to develop more innovative solutions that would enable road crossings while preserving natural environment.
- Impacts to greenbelt and archaeological finds and importance of maintaining and enhancing these areas.

#### c. Barriers for developing an integrated multi-modal transportation network:

- Overcoming the barrier effect of Highway 400.
- Planning for the efficient movement of goods and truck traffic to designated employment areas and community issues with truck traffic.
- Unknown location of the transit hub.
- Not enough multi-use paths in the Pedestrian/Cycling Master Plan.
- Need for a strategy for building multi-use pathways and trails – how can these become more convenient and be supported by more financial resources.
- Less buy-in to transit opportunities resulting from perception that transit today is not convenient.
- Traffic congestion at existing GO Stations discourages ridership.
- Long-term problems relating to missing links – i.e. Kirby Road, Teston Road, Pine Valley which limits multi-modal and traffic movements.
- Difficulty integrating the TransCanada Pipeline - community and safety concerns.
- Connections between Block 27 and Block 26 – road and transit connections.

#### d. Slow implementation of plans and financial impediments:

- Delay in implementing transportation plans – perception of government inaction once a plan is approved.
- Lack of financial resources to pay for transportation infrastructure.
- Perception of lack of coordinated City, Regional and Provincial financial strategy to expedite building of infrastructure.
- Regional capital spending is not in sync with timing of development.
- High cost of servicing.
- Need for timelier resolution of NHN to inform future plans.

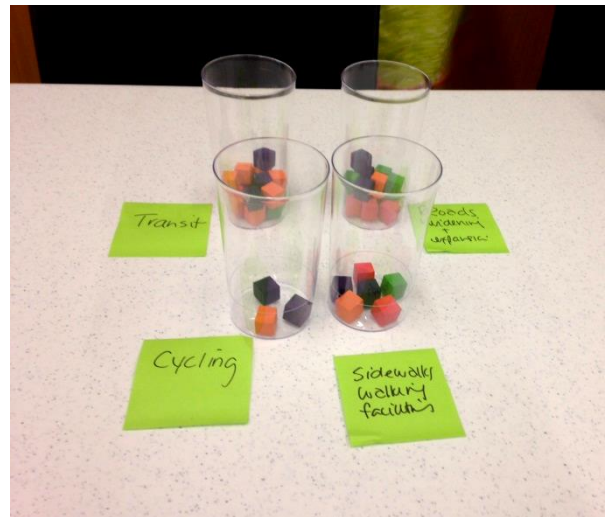
## 4. Key Ideas for improving transportation service and infrastructure for North Vaughan and New Communities

Transportation Service	Workshop ideas and suggestions for improving each transportation service
Cycling facilities	<ul style="list-style-type: none"> <li>▪ Plan for both “commuter” vs. “recreational” cyclists.</li> <li>▪ Create more multi-use paths connected throughout the city (TCPL, Greenbelt, Natural linear features, etc.).</li> <li>▪ Consider building more multi-use paths to increase safety and connectivity instead of sidewalks.</li> <li>▪ Ensure clear divisions between pedestrians/cyclists, rollerbladers etc.</li> <li>▪ Plan for better use of R.O.W widths (land consumption).</li> <li>▪ Create cycling infrastructure – parking, lockers, etc.</li> <li>▪ Address concerns with on road bike paths (reference to plastic separators (some participants would rather have bike lanes off road altogether).</li> <li>▪ Establish more east/west cycling connections.</li> <li>▪ Cycling trails (concrete/asphalt/gravel).</li> <li>▪ Encourage integration with transit by having Bike racks on transit.</li> <li>▪ Include bigger R.O.W for blue path connecting to greenspace.</li> <li>▪ Investigate private/public partnerships to provide incentives to cycle.</li> </ul>
Sidewalks and trails for walking	<ul style="list-style-type: none"> <li>▪ Create better conditions for sidewalks with lighting, reflective lights, shade trees and pedestrian amenities and rest stops.</li> <li>▪ Ensure sidewalks and multi-use pathways meet accessible standards.</li> <li>▪ Construct sidewalks on both sides for collector roads.</li> <li>▪ Coordinate sidewalks and trails with transit stops.</li> <li>▪ Review where multi-use pathways would be better than sidewalks in key locations along major routes. Ensure that these are sized to accommodate all pedestrians and cyclists. Consider buffers, setbacks and other safety considerations.</li> <li>▪ Connect and build sidewalks and multi-use pathways from existing routes and systems. Avoid dead – ends in trail systems. Use different materials to create visual changes.</li> <li>▪ Use greenspace as trails (low impact).</li> <li>▪ Utilize the TransCanada pipeline for one continuous trail system.</li> <li>▪ Develop an integrated multi-use path/trails system in new community areas (Blocks 27 + 41) with connections to parks/parkettes, community facilities and transit.</li> <li>▪ Promote grid system for road network to allow for shorter pedestrian routes.</li> </ul>
York Region Transit (YRT) Service	<ul style="list-style-type: none"> <li>▪ Increase hours of operation to promote ridership outside of peak hours.</li> <li>▪ Create more permeability through the blocks to allow for efficient transit route planning and connections to existing residences i.e. for Block 26 - don’t stop bus three blocks away from the high school</li> <li>▪ Develop a better network of strategic and safe stops.</li> <li>▪ Create a seamless bus pass through all transit systems (YRT, GO, TTC).</li> <li>▪ Increase special shuttle bus services.</li> <li>▪ Develop more bus friendly roads.</li> <li>▪ Computerize bus service alerts at bus stops – real time information.</li> </ul>

Transportation Service	Workshop ideas and suggestions for improving each transportation service
GO Services	<ul style="list-style-type: none"> <li>▪ More integration with YRT, TTC, etc.</li> <li>▪ Improve accessibility to promote ridership. More focus on creating an accessible and efficient interface with roads and other modes.</li> <li>▪ Better plan for GO Station as transit hubs and not just massive parking lot. Better integrate with the surrounding community. Establish dual purpose parking to incorporate business demand in surrounding areas.</li> <li>▪ Develop better connection to employment areas.</li> <li>▪ Establish all day two-way service to increase ridership.</li> </ul>
Road Widenings and Road Expansions  (Please identify specific roads and locations)	<ul style="list-style-type: none"> <li>▪ Build it before they come.</li> <li>▪ Reducing lanes for urban development is too premature for Vaughan.</li> <li>▪ Widen roads for add traffic calming features.</li> <li>▪ Widen road shoulders to accommodate cyclists.</li> <li>▪ Plan for bike lane in addition to road (not on road). Possible separation – green strip.</li> <li>▪ If widening roads consider better streetscaping</li> <li>▪ Introduce a centre boulevard on arterials to achieve human scale and pedestrian safety (appropriate for “gateways”).</li> <li>▪ Remove entry features into communities and replace with pedestrian friendly form i.e. benches (some noted that these areas could have both).</li> <li>▪ Place hydro wires/lanes underground.</li> </ul>

## 5. Ideas about prioritizing transportation infrastructure

Participants discussed, at a very high level, the prioritization of transportation infrastructure. Each of the four workshop groups was provided with a different set of 10 coloured blocks to use in identifying how they would prioritize spending on either transit, road widenings and expansions, cycling and/or sidewalk and walking facilities. It was observed that the spending on road widenings and transit was pretty even with fifteen blocks each. The remaining ten blocks were split between cycling and sidewalk and walking facilities. It was noted that the latter two transportation services should be combined to better reflect the significance of combined cycling/walking multi-use facilities. Additional discussion identified the following comments:



- Roads widenings and expansions are needed to facilitate transit, cycling and walking.
- A multi-modal TMP is important for North Vaughan so as to integrate different services and modes.
- There are lots of things to consider and all are important. A comprehensive inclusive transportation plan/program is needed.
- An important direction for the TMP is to have more choice and different choices for getting around.

## 6. Other comments/ideas for supporting a multi-modal transportation network for the NVNCTMP?

- Make “flow” happen!
- The TMP should have a strategy for implementing and building infrastructure in a timely fashion.
- Get the financial model in place upfront.
- Would like to better understand the timing and have the TMP coordinated with announcement by the Province on the preferred alignment of the GTA West Corridor.
- GO Station should be more than a single provider station. Would like to see more focus on building an integrated transit hub.
- To be effective, transit must be convenient for residents – easy to get to, high level of service and efficiency and fast.
- There are opportunities for combining cycling and walking into multi-use paths.
- Regional representative attendance at the next workshop is important.
- Facilitate involvement of ratepayer associations at the workshops.



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The Workshop Presentation and other background material can be found at [www.nvnctmp.ca](http://www.nvnctmp.ca)

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