

Vaughan Tomorrow

OUR CITY OUR FUTURE

A NEW PATH



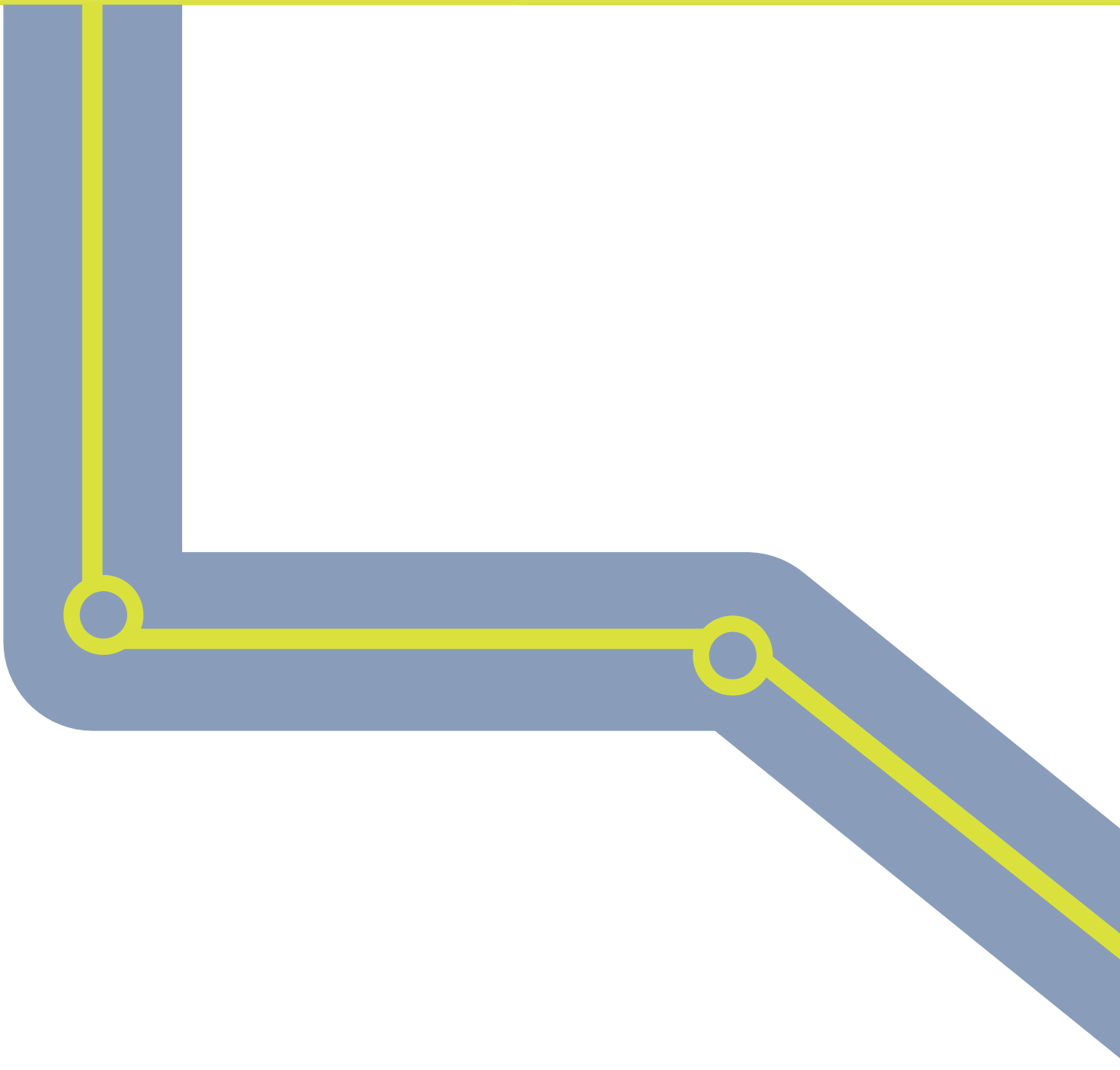
TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY





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A MESSAGE FROM THE MAYOR

The City of Vaughan is on the move. A dynamic and vibrant municipality, we continue to grow and evolve on our journey from a suburban community into a world-class City. Our Transportation Master Plan sets out a 'New Path' to achieve our transportation vision.

The 'New Path' is about sustainability, innovation and investment. It's about responsible planning that will support future growth with new and efficient forms of travel. It's about finding new ways for residents to move around the City and making it more bicycle and pedestrian-friendly to promote the overall health and well-being of our residents.

The 'New Path' is the future of transportation in Vaughan, one that is people-oriented and supports the future growth and changes coming to our community.

Hon. Maurizio Bevilacqua, P.C.
Mayor





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Vaughan Council, 2010-2014: (from lower left) Ward 1 Councillor Marilyn Iafrate, Maple/Kleinburg; Hon. Maurizio Bevilacqua, Mayor; Ward 4 Councillor Sandra Yeung Racco, Concord/Thornhill North; Regional Councillor Michael Di Biase; (from top left) Regional Councillor and Deputy Mayor Gino Rosati; Ward 2 Councillor Tony Carella, Woodbridge West; Ward 3 Councillor Rosanna DeFrancesca, Woodbridge East; Regional Councillor Deb Schulte; Ward 5 Councillor Alan Shefman, Thornhill.

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Vaughan's "New Path": Guiding the City to a More Sustainable Future

Vaughan's "New Path" is about planning for our future in a way that is more sustainable and responsible. It is about ensuring that future population and employment growth will be complemented with new, more reliable ways to travel. It is about seeking more innovative ways for residents to move around safely and affordably – particularly for those who cannot or do not own their own vehicle. It is about making investments in the health and well-being of our children by providing more bicycle facilities and sidewalks. In short, Vaughan's "New Path" is more about moving people – not cars.



Vaughan's "New Path" is also about enhancing the City's economic vitality by ensuring goods and services flow - all the while attracting new commerce and industry. It is an essential element of Vaughan's economy, and the City is committed to pursuing new policies and initiatives that promote more efficient freight travel.

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Over the next several years, the City of Vaughan through the adoption of its Transportation Master Plan – and in partnership with the Region of York and the Ontario government – will also invest in our neighbourhoods by providing new subway service, expanding local bus and rapid transit service, and enhancing on-street and off-street pedestrian and bike facilities. The City will pursue other measures designed to make sustainable modes of transportation more attractive, including



travel demand management and parking strategies that encourage multi-occupancy travel. Combined with more efficient and sustainable transportation options, the City’s “New Path” will be fully integrated with higher density residential and mixed-use development in key activity centres and along major transit corridors like Steeles Avenue, Highway 7, Major Mackenzie Drive, Jane Street, Dufferin Street, Bathurst Street and Yonge Street.

Between now and 2031, we know that we cannot build our way out of congestion. While the “New Path” and the Transportation Master Plan identify road improvements to support future growth, the focus is to identify new ways to manage growth more responsibly, recognizing that traffic congestion is a reality – now and in the future. This will result in a significant change to travel patterns which must be based on changes to the travel behaviours of Vaughan residents and employees. The City is pleased to choose this “New Path” – and indeed the right path – toward a healthier and more robust Vaughan.

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Planning for a Better Vaughan Today

Vaughan is a destination. People choose to live and work here. The City comprises a mix of housing types, employment opportunities and recreational options. Virtually, anyone can live and work in Vaughan – and enjoy a comfortable lifestyle too. By 2031, the City's population will have exceeded 400,000 residents. Likewise, employment forecasts suggest the City's labour market will comprise over one-quarter of a million jobs.



And while there are many benefits of growth, the City faces several challenges that must be managed in the future. Relative to Vaughan's transportation system, the key challenge is how to address future traffic congestion. Today, large segments of Highway 400, Highway 427, Rutherford Road, Dufferin Street and Keele Street are congested or nearing congestion during rush hour periods. By 2031, the City's new travel demand model forecasts continued congestion along these major roads and highways, as well as near gridlock conditions along Highway 7, Highway 407 and portions of Major Mackenzie Drive. The spill-over of traffic onto many of Vaughan's collector roads is likely.

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While building new roads or expanding existing roadway capacity may be seen as the answer to relieving traffic congestion, this measure alone will not resolve the issue. In fact, this traditional approach will lead to increased air pollution, noise and urban sprawl. Vaughan’s ultimate road network is largely in place and the City, together with its Provincial and Regional partners, must take the “New Path” approach. This will involve taking full advantage of the limited opportunities to expand the road network to provide a greater range of choices to the travelling public. At the same time, the City must initiate an extensive educational campaign for residents and business leaders on the need for changes in travel behaviour.



Through its Transportation Master Plan, the City of Vaughan has identified several measures designed to make more efficient use of its existing road system. Some of the measures support more sustainable modes of transportation, such as buses, rapid transit service, carpooling, walking and cycling. Other initiatives involve making existing roads “smarter” through new technologies and stricter control of driveway locations, and reducing the need for travel during peak hours through transportation demand management initiatives. Yet other measures are designed to affect the way future communities are planned by creating neighbourhoods that are compact, mixed-use, transit supportive and pedestrian-friendly. In concert with the City’s new Official Plan, these are the key elements of Vaughan’s “New Path” – designed to ensure the City is well prepared to address moving people efficiently and sustainably.

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Sustainability Principles & Goals: Vaughan's Foundation for Transportation Decision-Making

In consultation with residents and key stakeholders, a total of 13 sustainability principles were identified to guide the direction of the Transportation Master Plan, as set out below:

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

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



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

Goal: Recognizing the importance of walking and cycling to the health of its citizens, the City will provide more opportunities for all road users, and all new streets in Vaughan will be designed using "Complete Streets" principles.

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

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





Principle 4: Preserve and enhance environmental resources

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

Principle 5: Promote reliable, convenient and seamless transit

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



Principle 6: Promote economic vitality

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

Principle 7: Support diverse transportation system funding

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





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Principle 8: Minimize use of fossil fuels

Goal: The City of Vaughan’s transportation needs should be met while lessening/reducing emissions that threaten public health, global climate, biological diversity or the integrity of essential ecological processes.



Principle 9: Avoid unnecessary capacity improvements

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

Principle 10: Reduce need for travel

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.



Source: York Region



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

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



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

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

Principle 13: Foster awareness of sustainable transportation

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

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

The Vaughan Transportation Master Plan will serve as the City's transportation "roadmap" to address an existing growth in a more sustainable manner and to consider the sustainability principles identified in the City's recent Consolidated Growth Management Strategy for 2031. The Transportation Master Plan will balance the need for land use development, transit, walking, cycling, and other modes of transportation. It will also address the need for parking at existing and future employment centres and other activity nodes, and will address the need for a more balanced and sustainable transportation system.

Vaughan Transportation Master Plan Public Open House
Between 5:30 and 7:00 p.m.
Start Transportation at 5:30 p.m.

June	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30		

Mark your Calendar

A complete list of recommendations will be presented to the public on June 8, 2010 at a Public Open House (see page 8) in the Vaughan Civic Centre.

How Vaughan will Grow more Sustainably: 1. Integration of Transportation and Land Use

The City's new Official Plan has introduced an updated urban structure to manage future growth in a way that will encourage transit use, walking and cycling. The urban structure identifies a hierarchy of centres, intensification corridors, and new growth areas, in addition to the City's natural areas and countryside, communities and employment areas. Key components of the City's future urban structure will include:

The Vaughan Metropolitan Centre will be a major focus for intensification for a wide range of residential, office, retail, cultural and civic uses. It is planned to become the City's downtown, centred on the planned future subway station at Highway 7 and Millway Avenue. The Vaughan Metropolitan Centre's concentration of the highest densities and widest mix of uses in the City will enable a multi-faceted and dynamic place - one that will be planned to support transit use, walking and cycling.



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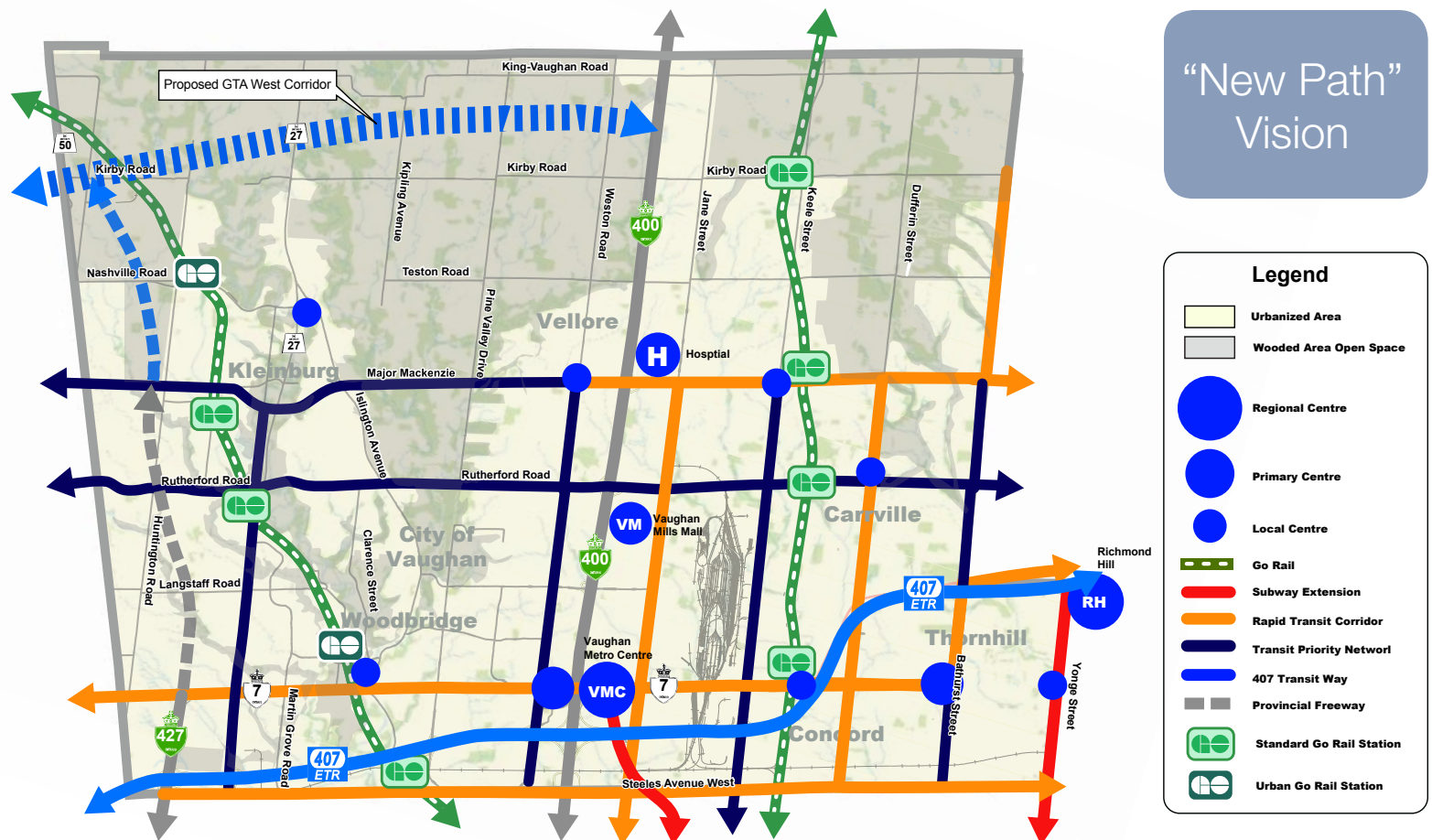


Primary Centres will be locations for intensification accommodated in the form of primarily mixed-use high-and mid-rise buildings, developed at densities supportive of transit.

Local Centres will encompass a mixed-use focus within local neighbourhoods, designed to promote more efficient modes of travel.

Intensification Corridors will provide connections between the Vaughan Metropolitan Centre, Primary and Local Centres, and accommodate rapid transit service. The corridors will include the interregional corridors, such as Highway 7 and Yonge Street, and regional corridors including sections of Jane Street, Major Mackenzie Drive, Steeles Avenue, Rutherford Road and Dufferin/Bathurst Streets. Intensification Corridors will evolve as active places, comprising mixed-use, retail, institutional, residential and employment uses.

Intensification areas (centres and corridors) are anticipated to accommodate nearly 45% of the City's future population growth.



2. Improved Active Transportation

Active transportation will become an increasingly important element of Vaughan's transportation system. The City's commitment to enhance walking and cycling opportunities will result in less congested roads, fuel cost savings, a smaller carbon foot print, and a practical way to achieve recommended levels of physical activity. It will also increase transit ridership by improving access to transit stations and shelters. In 2007, the City of Vaughan adopted a Pedestrian and Bicycle Master Plan that comprises a two-tier system: a primary network (the Community System) linking adjacent municipalities and providing access to employment and residential areas; and the secondary tier (the Neighbourhood System or local system) within each secondary plan area that will form the largest portion of the network.

Building on the 2007 Pedestrian and Bicycle Master Plan, the Transportation Master Plan identifies recommendations to expand the pedestrian and bicycle network, particularly for more compact development areas in the Western Vaughan Employment Area, the Vaughan Metropolitan Centre, the Woodbridge Core and Nashville-Kleinburg communities. The updated Pedestrian and Bicycle Network is attached to this Executive Summary.

The strategies supported by Vaughan to increase walking and cycling, include:

- Protecting public right-of-ways for transit, bicycle and pedestrian facilities from encroachment;
- Connecting sidewalks to all transit stops;
- Providing a continuous sidewalk pedestrian system and bike network;
- Ensuring an interesting, vibrant and textured public realm to encourage walking; and
- Building complete communities with elements within easy walking and cycling distance of each other.

To assist in achieving transit modal share targets, the active transportation system will be expanded so that all residents within Vaughan will have convenient and reasonably direct access to transit stops and particularly all rapid transit stations.



Source: York Region

Pedestrian and Bicycle Network: Facility Types

Legend

- Class 1 Multi-use Recreation or Boulevard Pathway**
- Community Multi-use Recreational Pathway
 - Neighbourhood Multi-use Recreational Pathway
 - Community Multi-use Boulevard Pathway

Class 2 Bike Lane/Paved Shoulder/Sidewalk

- Community Bike Lane - Formal pavement markings and signing (CL - NO WIDENING)
- Community Bike Lane - Formal pavement markings and signing (CL - WIDENING)
- Neighbourhood Bike Lane - Formal pavement markings and signing (NL - NO WIDENING)
- Neighbourhood Bike Lane - Formal pavement markings and signing (NL - WIDENING)
- Community Paved Shoulder Bikeway - Signed as Bike Route

Class 3 Bicycle Signed Route/Sidewalk

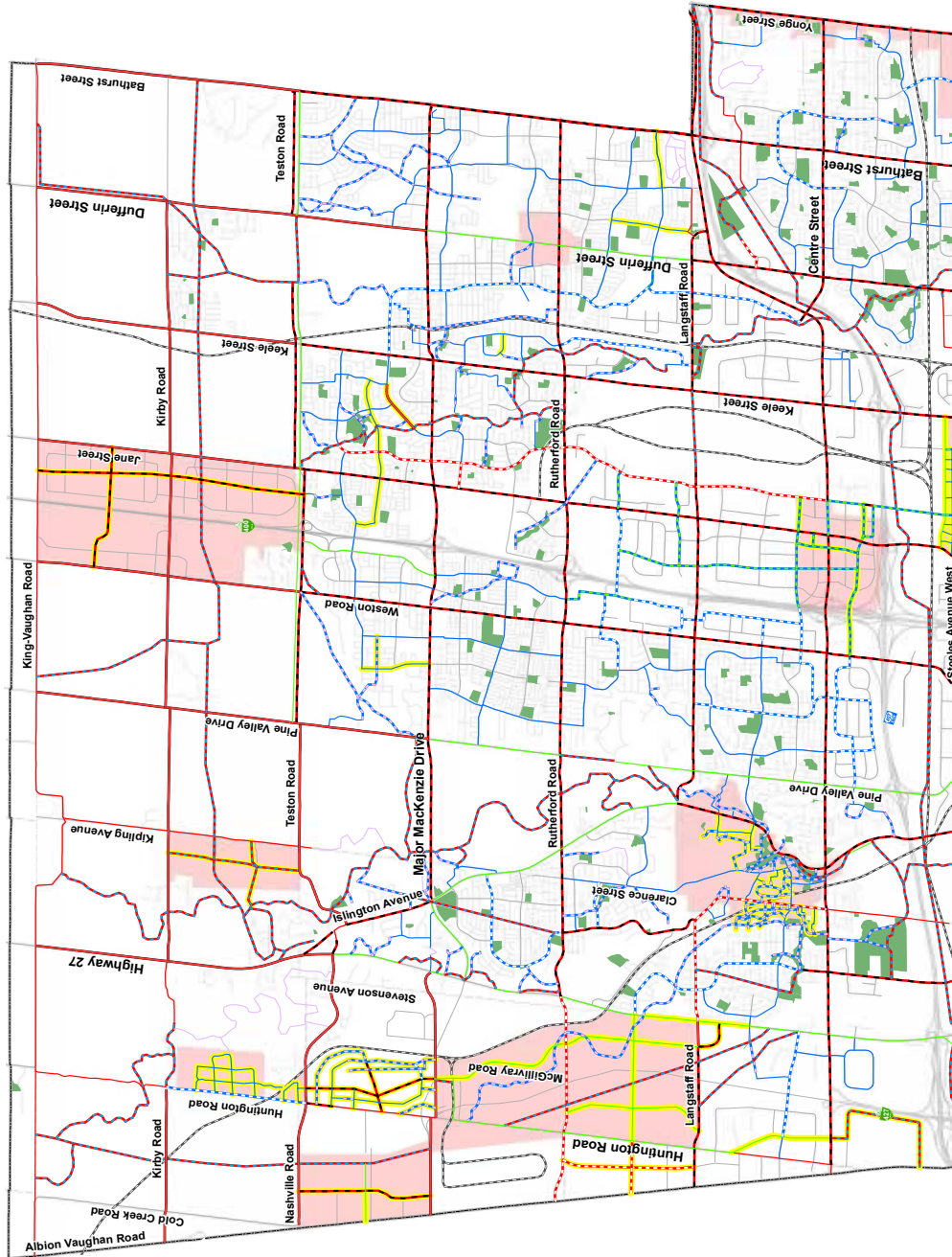
- Neighbourhood Signed Bike Route - No formal facility or pavement markings
- Community Signed Bike Route - No formal facility or pavement markings

Class 4 Trail Facility

- Foot Path/Hiking Trail

TMP Additional Bike Facilities

- Proposed Network Additions to 2007 Pedestrian and Bicycle Master Plan
- Areas subject to Secondary Plan



November 2012

0 1 2 Kilometers

3. Expanded Local and Rapid Transit Services

The City of Vaughan strongly supports the Region and Province's commitment to expand local, express and rapid transit services. The expansion of transit services and infrastructure will be augmented with other strategies designed to make transit service more convenient and reliable, including exclusive bus and High Occupancy Vehicle (HOV) lanes, and transit signal priority measures designed to extend the "green" time for transit vehicles approaching signalized intersections. Additional improvements that will enhance transit service in Vaughan include:

- Toronto-York Spadina Subway Extension, to comprise three Vaughan stations by 2015;
- The planned Yonge subway extension to Highway 7;
- New commuter rail service to Bolton with potentially five stations serving Vaughan;
- More frequent service and two new GO Transit stations along the existing Barrie commuter rail line;
- Rapid Transit service along segments of Steeles Avenue, Highway 7, Major Mackenzie Drive, Jane Street and Dufferin / Bathurst Streets;
- Designation of several "transit priority corridors", which will include HOV lanes, signal priority measures and/or queue jump lanes;
- 407 ETR Transitway traversing the City;
- Provisions for expanded highway bus services on Highway 400 and Highway 427; and
- Support for multi-modal travel through initiatives such as bike racks on buses, allowing bikes on subways, and bike racks, bike rentals and commuter parking at transit stations.

As set out in Vaughan's new Official Plan, transit service should be provided within 500 metres of at least 90% of Vaughan residences and the majority of jobs and other activities throughout the City, and within 200 metres of at least 50% of residences in the urban area.





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In support of expanded transit services, the City will:

- Promote higher density and mixed-use development in centres and along transit corridors;
- Focus new office development in locations served by Rapid Transit or high frequency bus service;
- Provide mid-block collectors to accommodate local bus routes; and
- Provide more sidewalks, trails and on-street cycling facilities that connect with transit stations and stops.

Furthermore, the City also recommends that transit service be introduced into new developments as early as possible to ensure those communities are provided reliable travel options at the outset, thus facilitating changes in travel behaviour.

4. Reducing the Demands for Automobile Travel

Transportation Demand Management (TDM) strategies and policies are designed to reduce the growth in automobile traffic, particularly during weekday peak periods. To help manage future transportation demand, the City supports the following four objectives:

- Overall trip reduction (through initiatives that support flexible working programs such as telecommuting and four-day work weeks);
- Mode of travel shifts (from auto to transit, cycling or walking);
- Time of travel shifts for necessary auto trips (shifting trips out of the peak periods); and
- Increases in vehicle occupancy for necessary auto trips (through car and vanpooling initiatives).

To achieve these objectives, the Transportation Master Plan sets out a TDM strategy comprised of the following six initiatives for the City:

1. Support Transportation Management Associations (TMAs), promote TDM by making residents and local businesses aware of its benefits, and monitor effective implementation of TDM measures in Vaughan;
2. Work with the City's largest employers to develop and implement TDM plans to encourage/enhance the use of sustainable transportation through ongoing action before and after occupation;
3. Leverage the development approvals process to secure TDM enhancements in new developments and require TDM plans for all new developments with greater than 2,000 square metres of office use or 50 residential units;
4. Develop and implement school based TDM programs at both the elementary and high school levels;
5. Support the integration of bicycle and public transit travel, including improved cycling access and bicycle storage at transit stops and stations, bike racks on buses and allowing bikes on subway trains; and
6. Lead by example and establish a state-of-the-art TDM program for City of Vaughan employees.

5. Managing Parking in Centres and Corridors

In support of the City's vision to reduce auto dependence and promote sustainability, the City will adopt parking strategies that provide lower parking requirements generally and particularly for new developments in centres and corridors well served by transit. The City's 2010 parking study also identifies several measures designed to essentially serve as "disincentives" to park and drive in Vaughan, including revising the parking supply and the way in which it is supplied, without contributing to extensive oversupply and inefficient land use.

Generally, parking will reflect Vaughan's status as a major, growing, transit-supportive and pedestrian-friendly city, and will be responsive to all types of movement. Given the projected strong growth in future travel demand, the City will pursue disincentives to driving by reducing parking supplies, while supporting parking charges along transit corridors and in centres and nodes, including the Vaughan Metropolitan Centre. The City will also seek/provide on-street parking opportunities before establishing any large surface parking lots, particularly in designated centres and along intensification corridors. On-street parking supports retail activities while serving to calm traffic and provides a buffer between car and pedestrian traffic. Surface parking, particularly in intensification areas, is an inefficient land use that can create gaps in the urban form.

More specific initiatives include working with the Region and Metrolinx to implement a network of carpool lots within the City along freeway and HOV corridors and an additional park-and-ride facility north of the Vaughan Metropolitan Centre linked to the Spadina subway extension.





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6. Strategic Road Improvements

Vaughan's Transportation Master Plan has identified City road improvements to support Regional initiatives and future development areas, while accommodating transit, sidewalks and on-street cycling lanes and routes. Most City road improvements will be phased in over time as new growth occurs. Proposed City road network improvements are concentrated in the following areas:

- The West Vaughan Employment Area
- The Kleinburg-Nashville Focus Area
- Highway 400 North Employment Lands
- Yonge Street Corridor
- Steeles West (between Keele Street and Jane Street)
- Mid-block collector roads crossing the Highway 400 corridor
- Vaughan Metropolitan Centre and broader area

As part of the Transportation Master Plan, a detailed transportation study was completed to support the secondary plan for the Vaughan Metropolitan Centre. The study was undertaken to support a new mixed-use and more transit-oriented vision for a downtown refocused on the east side of Highway 400. A stronger grid road network was developed in part to provide options for truck traffic to by-pass the new Centre. In the Vaughan Metropolitan Centre area, a concerted effort by the City, in partnership with the Region, to early implementation of key elements will be needed to support the planned level of intensification. Those key elements include:

- Widening Portage Parkway from Edgeley Boulevard to Jane Street and extending it from Jane Street to Creditstone Road to provide relief for Highway 7 and function as a northern bypass (particularly for trucks).
- Altering the Highway 7/Highway 400 interchange to replace the current westbound to northbound on-ramp with a connection from the proposed local VMC road network.
- Widening Creditstone Road to five lanes to divert traffic away from Highway 7 and Jane Street.
- Extending Colossus Drive across Highway 400 to increase east-west roadway capacity at the Highway 400 barrier, reduce congestion on Highway 7, improve travel times, and facilitate truck movements and enhanced transit service.

Forming a strong frame for the Vaughan Metropolitan Centre road network, these elements will be fundamental to establishing alternative truck routes as part of a comprehensive truck strategy for the area. Other significant Regional improvements north of the Vaughan Metropolitan Centre will also be essential, including the provision of a full interchange at Highway 400 and Langstaff Road, and the connection of Langstaff Road between Keele Street and Creditstone Road.

The full 2031 Street Network and Right of Way Requirements is included in this Executive Summary.

Future Street Network and Right of way Requirements - 2031

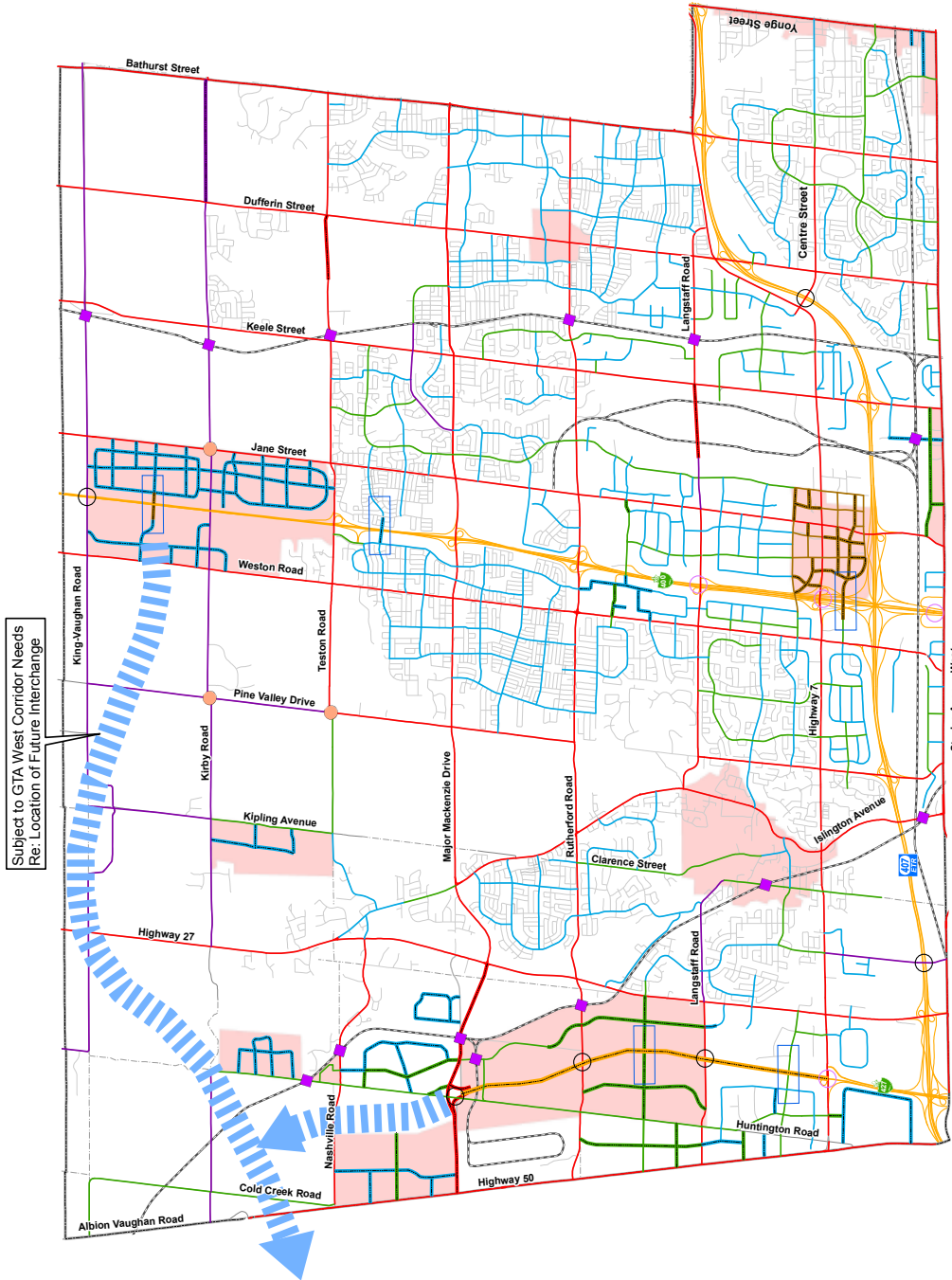
Legend

- Interchange Improvements
- New Interchanges
- Grade Separation
- Jog Elimination
- Existing Railway
- ▭ Hwy 400/Hwy 427 Road Crossings
- ▭ Areas subject to Secondary Plan

Road Classification

- Freeway (Provincial)
- Major Arterial (Regional)
- Minor Arterial (36m)
- Major Collector (26m)
- Minor Collector
- (24m Proposed/23m Existing)
- Special Classification (Refer to Secondary Plans)
- Proposed New Road Link¹
- ▬ GTA West Corridor² and HWY 427 Extension³

1. Alignments are Conceptual
 2. Alignments are Conceptual and subject to Environmental Assessment
 3. Alignment and Corridor currently under construction by the Province



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Investing in a Sustainable Vaughan

The City of Vaughan, in partnership with the Federal, Provincial and Regional governments, is committed to investing in the transportation infrastructure and programs necessary to accommodate future population and employment growth. In previous years, investments in transportation favoured road improvements. Today, the City is committed to a more balanced approach – paving the way to more than simply roads, but the necessary enhancements to make the way we get around more efficient and sustainable.

Based on the “New Path” vision, the City’s Implementation Strategy was developed based on the following priorities:

Proposed Capital Investment in Transportation Infrastructure - \$7.1 billion

- Federal Share – 22%
- Provincial Share – 29%
- Regional Share – 43%
- Vaughan Share – 6%

1 *Transit First Approach*

Every transportation and land use decision should consider the critical role of transit and all transportation planning should explicitly address future transit modal share targets.

2 *Mobility Choices for New Development*

When people move to a new place of residence or work, there is a good opportunity for their travel behaviour to change. It is therefore important for reliable transit service and TDM programs to be in place early in newly developing areas so that travel by auto is not the only choice.

3 *Higher Priority for Pedestrian and Cycling Infrastructure*

Stronger investments in pedestrian and cycling infrastructure will greatly assist in reducing automobile dependence. The initial focus will be on improving access to bus stops and new rapid transit stations as they are opened.

4 *Immediate Focus on Travel Demand Management*

The City places a high priority on reducing the growth in travel demand. Through such initiatives, the need for costly transportation improvements will be minimized. Since most travel demand management initiatives are employer based, the City is in the best position among public sector agencies to assume a leadership role.

5 *Enhance Vaughan Metropolitan Centre’s Infrastructure*

The Vaughan Metropolitan Centre will be the City’s pre-eminent “Centre” and area for intensification. While the City is strongly committed to expanding rapid transit service to Vaughan’s future downtown area, there are new road network elements that are needed to support growth and provide alternative truck routes to Highway 7- the centre’s main east-west avenue. To promote



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intensification and early achievement of the City's downtown, a number of strategic road improvements should receive attention as top priorities.

Chapter 7 highlights the proposed investment in the City's transportation system to 2031, identifies a phasing strategy based on immediate, short-term and long-term needs and presents an Action Plan to kick-start implementation. Chapter 8 illustrates the monitoring required to measure the strengths and weaknesses of program implementation, and outlines City staffing needs to help ensure TMP goals are achieved.





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