COMMITTEE OF THE WHOLE – OCTOBER 11, 2011

COMMUNICATIONS

Received at the October 11, 2011 Committee of the Whole (Working Session) Meeting		Item No.
C1.	Presentation material, entitled "Vaughan Transportation Master Plan".	2
C2.	Mr. Cam Milani, dated October 11, 2011.	2

Please note there may be further Communications.

CW(WS) OCTOBER 11/2011 C1
Item #2

Where urban transitions to rural

Complete communities

A variety of housing types

Thriving
Employment
Areas

Continued
Growth of the
employment/
industrial base

Growth and
diversification
of the retail
sector

Where people
live, work and
play in close
proximity

With high-quality
design and public
spaces

Places that are
supportive of
high-level transit

Focus on transit as the priority
VAUGHN

Link growth to rapid transit investments

Mix uses to allow fewer and shorter car trips

Most importantly...

...In Vaughan Tomorrow, transportation is about moving people, not vehicles which requires a multi-faceted strategy

Increased Transit Use is Essential
Today
Targets for 2031
City-wide
10%
30%
Intensification Corridors
Intensification Corridors
VMC
40%
50%

Metrolinx – Regional Transportation Plan
THE BIG MOVE

Planned Regional & Provincial Transportation Improvements
"New Path" Vision
Legend

Transit/HOV Lanes on Dufferin Street

Vaughan's Role in Supporting Transit

	Vaughan Role	
	Primary	Support
Promote mixed-use Centres in transit accessible locations	✓	
Increase densities along transit corridors	✓	
Create "Complete Streets"	✓	✓
Expand pedestrian and cycling networks for improved transit access	✓	
Provide mid-block collectors for greater bus route penetration	✓	✓
Initiate complementary mode shift measures through travel management plans	✓	✓
Reduce parking supply standards and charge for parking in intensification areas	✓	

Transportation Master Plan
Key Vaughan Elements

Strategic Road Improvements

Mid-block Crossings of 400 Series Highways

Strengthening the Road Grid: New Mid-block Connections across Hwy. 400

- Supports OP policy for continuous mid-block collector roads.
- Provides alternative routes for improved connectivity between local communities on either side of Highway 400.
- Supports transit, cycling and pedestrian connections to schools and community centres.
- Provide better choice than congested adjacent arterials for local residents.
- Improves community safety through reduced EMS response times.
- Support development in VMC.

Incorporate into Highway 427 Extension as well

Vaughan Metropolitan Centre (VMC)

Key Improvements:

1. Spadina Subway extension
2. Millway realignment, widening and extension south of Highway 7
3. BRT service along Highway 7
4. Portage Pkwy. widening and extension to Creditstone
5. Creditstone widening
6. Colossus extension and Highway 400 overpass
7. Highways 7/400 interchange improvements

Walking and Cycling

Managing Travel Shapes New Behaviours

Managing travel results in:

- Less trips made by single occupant vehicles (and more by walking, cycling, transit and carpooling)
- Reducing the number of both person and vehicle trips
- Shortened trip lengths
- Shifting trips outside peak hours or diverting them away from highly congested routes

Managing Travel Objectives

1. Trip Reduction
- Work at home
- 4-day work week

2. Shifting Time of Travel
- Flexible hours
- Shift time definitions

3. Shifting Mode of Travel
- Transit
- Active transportation (walking and cycling

4. Increasing Vehicle Occupancies
- HOV lanes
- Carpool lots
- Carpool matching service

Strategy for Managing Travel in Vaughan

	Vaughan Role	
	Primary	Support
Confirm City role with Metrolinx and York Region	✓	✓
Develop community design standards supporting increased use of transit, walking and cycling	✓	
Develop Travel Management program for City employees	✓	
Develop and implement pilot school program	✓	
Develop criteria for use in Site Plan approvals	✓	✓
Prepare new parking zoning by-law	✓	
Develop City mandate for parking management in intensification areas	✓	

Summary

- Vaughan Tomorrow will include: "traditional" communities, employment areas, "uptowns" and "downtowns", and natural areas.
- A mix of transportation solutions will be essential.
- Regional transit and road improvements have been planned to link existing and future communities.
- Vaughan's strategic road improvements will address road network gaps.
- "Complete Streets" approach balances vehicle, transit, cycling, and walking needs.
- The TMP envisions a reduced reliance on the car over time.

Vaughan Transportation Master Plan

Questions

C2
CW - WS (Item 2)
OCTOBER 11/2011

Tarantini, Maria

From: Cam Milani [cammilani@bellnet.ca]
Sent: Tuesday, October 11, 2011 8:56 AM
To: Clerks@vaughan.ca
Cc: Carella, Tony; Schulte, Deb; Bevilacqua, Maurizio; Racco, Sandra; Shefman, Alan; Rosati, Gino; Di Biase, Michael; Iafrate, Marilyn
Subject: Transportation Master Plan Committee of the Whole Oct 11th
Attachments: Attachment 1.pdf; Map 11 Regional OP Transit.pdf

Mr, Abrams,

Please include this for Committee of the Whole Working Session this morning.

Please see comments below from last Transportation Master Plan meeting. They remain the same.

Cam Milani

From: Cam Milani [mailto:cammilani@bellnet.ca]
Sent: June-09-11 7:00 PM
To: 'Clerks@vaughan.ca'
Cc: 'maurizio.bevilacqua@vaughan.ca'; 'michael.dibiase@vaughan.ca'; 'Carella, Tony'; 'deb.schulte@vaughan.ca'; 'marilyn.iafrate@vaughan.ca'; 'sandra.racco@vaughan.ca'; 'Shefman, Alan'; 'rosanna.defrancesca@vaughan.ca'; 'Rosati, Gino'; 'Pearce, Andrew'; 'Robinson, Bill'; 'commissionerofplanning@vaughan.ca'; 'John.MacKenzie@vaughan.ca'
Subject: Transportation Master Plan - Item 1 Report 5, Priorities and Key Initiatives $50 Million Tax Savings

Mr. Abrams,

Please include these as public comments on the item listed.

Dear Members of Council,

I have reviewed the Transportation Master Plan Item referenced in the subject panel of this email. We have also had discussion with the Vaughan Engineering department as well as the Region.

Our concerns are mainly around the opening of Kirby Side Road vs. Teston Rd. We again reiterate our positions of the past where we are in support of the initiative to open Kirby Side road. As the sole landowner surrounding Kirby on the north and south sides, and as a willing neighbour, the EA process to open Kirby would be a smooth one. One point we disagree with in the report however, is the timing of this. According to the action plan in attachment number 3, item 44, staff is recommending an EA be commenced between years 2016-2021. We believe a more appropriate timing for EA to determine Kirby rd should be immediate.

We understand this City TMP has considered background works such as the Region of York's Transportation Master Plan and make a variety of assumptions such as the Region actually completing the works that they have identified under timelines that they have indicated. As a focus on an east west corridor for traffic relief across the entire City, it would make sense that new corridors need to be opened. As such, the Region has identified Teston Rd between Dufferin and Keele to be constructed within the next 10 years. This assumingly would serve to relieve some of the congestion on other east west corridors. Vaughan engineers have said, amongst other

things, that if Teston Rd is built by the Region, then Kirby is not likely needed until after 2021 in order to serve the east west traffic needs of Vaughan.

1. By itself, in our opinion, Teston has been given an inappropriate priority over Kirby as an east west corridor. In Attachments 1 and 2, the Region of York has illustrated Gamble (Which is the extension of Kirby into Richmond Hill east of Bathurst St) as a Regional Transit Priority Network and a 6 lane arterial road with HOV Lanes as well as an extension all across to Markham and south. Gamble/Kirby is currently 4 lanes with a center turn lane with construction to 6 lanes in the next 5 years east of Bathurst. Contrast that with Elgin Mills (Which is the extension of Teston Rd into Richmond Hill east of Bathurst) which is currently only 2 lanes with a center turn lane and identified for little improvements as any east west priority.

2. It just does not stand to reason that Kirby/Gamble would be such a priority east west mover of traffic all across the Region east of Bathurst with buses, HOV lanes and 6 lanes of traffic, only to dead end at Bathurst Street in Vaughan. In our opinion, that movement should not be forced south on Bathurst as they move westbound. In our discussions with the Region during their master planning process the last few years, they indicated that they could not look at Kirby because it was owned by the City of Vaughan. I had found that statement somewhat incredulous as I pointed out to the Region that they had identified portions of King Vaughan Line as appropriate areas for Regional infrastructure improvement when it is also owned by the City of Vaughan. Regional staff then indicated their political direction was to not look at Kirby at that time. That was last Vaughan Regional Council.

3. In addition to what seems as an illogical traffic management layout, there are the fiscal considerations. According to the Region of York and other background studies, the Teston Road Extension between Dufferin and Keele is estimated to cost **$55 Million** because of the extensive bridge crossings as well as Keele Valley Landfill considerations. According to our engineers, Kirby's estimated construction costs are between **$3.7 Million and $5 Million** depending on variety of factors. These cost estimates would of course be verified through the EA process, however they do serve as a good base to make some political policy directions on master Planning.

Setting aside the planning arguments outlined in paragraphs 1 and 2, which are valid on their own, the fiscal management of tax dollars should be an important consideration of this Council. It seems to us to be a vastly wasteful way to spend infrastructure money on the construction of a $55 Million dollar extension of Teston Rd including a 200 meter bridge to relieve east west congestion, when perhaps the same alleviation could be done for 1/10th of the cost by opening up Kirby Road instead. That is not to say that Teston is not needed *ever*, but perhaps it is not needed *at this time* considering the financial constraints and the reasonable alternatives such as Kirby Side Rd.

Conclusion:

In our opinion Vaughan should pass a resolution prioritizing the Kirby Rd extension over the Teston Rd extension and request the Region to do the same. **It seems the taxpayers could save upwards of $50 Million if our priorities are re-examined.**

I am available via email or telephone if you have any questions.

Cam Milani
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MAP 11

TRANSIT NETWORK

Urban Transit Service

- Towns and Villages
- Regional Centre
- Potential Commuter Rail Line
- Existing Commuter Rail Line
- Proposed GO Station
- Existing GO Station
- Railyards
- Regional Rapid Transit Corridors
- Special Study Areas ▲
- Rural Transit Links
- Subway Extension
- Highway 407 Transit Way
- Regional Transit Priority Network
- Regional Transit Priority Network Proposed
- Highway Bus Service
- Highway Bus Service Proposed
- Railway

Provincial Highways

- Existing

Controlled Access Highway

- Under Construction
- Proposed *
- Conceptual - Alignment Not Defined **

▲ Warden Avenue / McCowan Road N/S Rapid Transit Corridor and Bathurst Street / Dufferin Street N/S Rapid Transit Corridor.

* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
Highway 427 extension to Major Mackenzie Drive West EA approved

**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

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MAP 12
STREET NETWORK

Provincial Highways

- Provincial Highway

Controlled Access Highways

- Existing
- Under Construction
- Proposed *
- Conceptual - Alignment Not Defined **

Regional Planned Basic Street Widths

- Up to 60 metres
- Up to 45 metres
- Up to 43 metres
- Up to 40 metres
- Up to 36 metres
- Variable 30 to 36 metres
- Up to 30 metres
- Up to 26 metres
- Proposed Up to 26 metres
- Up to 20 metres
- Proposed Up to 36 metres
- Proposed Up to 43 metres

Other Arterial Streets ***
Planned Basic Street Widths

- Up to 36 metres
- Up to 26 metres
- Up to 30 metres
- Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
Highway 427 extension to Major Mackenzie Drive West EA approved

**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

***Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

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