



## Public Meeting Feedback Report

**PIC #1 - Tuesday, October 13, 2015**

### Public Meeting Feedback Report

This report outlines the key messages and input from Public Information Centre 1 (PIC) held on October 13, 2015 at the Vaughan Civic Centre. Notice for the PIC was published on October 1<sup>st</sup> and October 8<sup>th</sup> in the Vaughan Citizen. Letters and emails were distributed to Stakeholder Groups (landowners, first nations and aboriginal groups, ratepayer groups and the Vaughan Bicycle User Group) and to Technical Agencies (including Ministry of Transportation, Metrolinx and York Region). The purpose of PIC 1 was to provide information about the study, to learn about issues and challenges and to develop input on a future vision for the North Vaughan and New Communities Transportation Master Plan (TMP). The PIC was attended by 15 residents who provided input through information stations on:

- Existing conditions.
- Ideas for developing a vision for the TMP.
- Opportunities for supporting 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 Transportation Master Plan including an overview of background transportation conditions and planned improvements. Community members rotated around the information stations providing ideas and comments through writing on flipchart paper and display posters. Additional input was gathered through comment forms. 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. Identified concerns within or surrounding the community

Community members reviewed background existing transportation conditions and future planned improvements and identified the following top concerns within or surrounding the community:

- Existing traffic congestion and lack of east-west road connections.
- Concerns about how to prevent Kleinberg and Nashville from being inundated with traffic trying to go east to west (from Hwy. 400 to Peel Region).
- Better protection of Kleinberg from traffic infiltration through the community – i.e. dedicated turn lanes to incentivize motorists to use Pine Valley Road instead of Teston Road into Kleinburg. More focus on putting in place measures to reduce infiltration.
- Need for additional turn lanes from Nashville south to Hwy. 27 to allow for better traffic flow. It was noted that at present roads both south and west are one lane and it gets very congested.
- Better transit linkages from Kleinburg to Jane Street/Hwy.7 and into Toronto.
- Lack of connections for cyclists and pedestrians to safely cross over Hwy. 400.
- More accessible trails, cycling and walking paths and active transportation. More focus on accessibility is needed within the Natural Heritage System.
- Addressing how to integrate plans for Block 41 with the Transportation Master Plan vision and ultimate findings in a way that is implementable and creates better ease of movement for community members as a priority.

## 2. Key words/phrases that best describe ideas for the future vision of transportation in North Vaughan

The following key words/phrases were noted:

- Less congestion. More reliable and efficient travelling connections throughout the area.
- More connectivity and porosity through major blocks; more alternatives for drivers.
- Improved connections across the top of Vaughan. A GTA West that is at the King-Vaughan Line extending from Hwy. 404 to Hwy. 427.
- Better access for seniors to medical facilities – i.e. from Kleinberg/Nashville to hospitals.
- Better public transportation with better linkages to Toronto.
- Strategies for parking at GO Stations with more focus on convenient transit connections to get people to the train and back efficiently.
- Opportunities for cycling and walking through the extension of the transportation network.
- Improved safety for pedestrians including complete sidewalks.
- Improved safety for cyclists with better cycling facilities. More cycling/bike racks.
- More integration of active transportation with active recreation.
- More opportunities for recreation.
- Preservation of greenbelt and rural areas.
- Innovative/new ways of thinking about transportation.
- Transportation first, then development - Develop the transportation infrastructure upfront.
- Solve existing problems first, and then maybe move forward with development plans.

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

- Kirby and Teston connections
- Integrate active transportation: from where people live to their destination with priority for connecting to GO Stations, TTC, schools, big stores and medical facilities.
- Address missing links to create better connections.
- Take advantage of diagonal lines short cuts for pedestrians.
- Integrate (opens up access & opportunities) active transportation with active recreation areas, Natural Heritage Systems and in the Greenbelt.
- Integrate study processes by sharing data and resources and streamlining study timelines – i.e. coordinate Teston Road EA with planning in Block 41.

### 4. Key issues/challenges identified at the PIC

#### **Challenges with the road network:**

- a. Poor east-west connections. Lack of continuity from Keele to Dufferin on Teston.
- b. Poor highway crossings with the need for several Hwy. 400 crossings to reduce east/west blockage.
- c. Making the case for the Province to select the more northern route for the GTA West to improve aesthetics, to reduce backup and to reduce pollution (noise and other).
- d. Congestion at GO Stations. Too heavy reliance on driving to GO Stations resulting in high demand for parking.
- e. Traffic from areas outside of Vaughan (to the west and north mostly) driving into Vaughan to get to GO Station or to cross Hwy. 400.
- f. Poor access to existing and planning hospitals and medical facilities from areas like Kleinberg/Nashville to existing or planned hospitals.
- g. Poor conditions and need for more consideration for trucks/truck operation on steep grades.
- h. Half-empty Viva buses blocking traffic.
- i. Consider saying no to any new development until transportation infrastructure is built.

#### **Challenges for walking:**

- a. Missing links.
- b. Poor winter control or none.
- c. Few short cuts.
- d. Crosswalk signage that is inoperable.
- e. Crosswalk spacing is too far apart with the need for more crosswalks.

#### **Challenges for cyclists:**

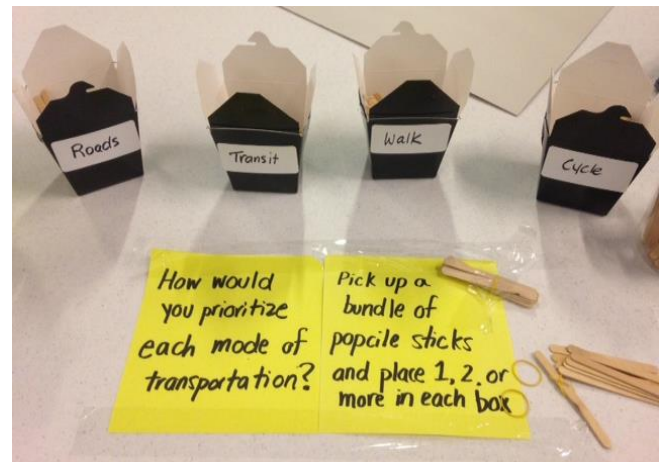
- a. Missing facilities. Need for more designated/segregated bike lanes.
- b. No safe bicycle parking and many places no bicycle parking at all.
- c. No winter control.
- d. Construction projects failing to provide for cyclists/accessibility.

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

Transportation Service	Ideas and suggestions for improving each transportation service
Cycling facilities	<ul style="list-style-type: none"> <li>• More natural paths – maybe through green areas.</li> <li>• More lanes like Peter Rupert – it is only paint.</li> <li>• Better protection of cycle lanes.</li> <li>• Consider using hydro lines, pipelines, other utility corridors for cycling.</li> <li>• More designated/segregated bike lanes.</li> </ul>
Sidewalks and trails for walking	<ul style="list-style-type: none"> <li>• Ban multi-use trails. Pedestrians and cyclists don't mix. Different speeds create conflicts.</li> <li>• Add crosswalks on regional roads.</li> <li>• Add overpasses or tunnels to cross regional roads/highways/creeks, etc.</li> <li>• More crossovers of highways.</li> </ul>
York Region Transit (YRT) Service	<p>I would take transit if...</p> <ul style="list-style-type: none"> <li>– The schedule was more convenient.</li> <li>– There was better service on Saturday mornings.</li> <li>– There was more focus on getting to key destinations i.e. schools, access to shopping areas and malls, more downtown routes, etc.</li> </ul>
GO Services	<ul style="list-style-type: none"> <li>• Key destinations where transit service is desired: <ul style="list-style-type: none"> <li>– More frequent service into downtown Toronto. Would like to have service on Saturdays from Maple to downtown for example.</li> <li>– Weekend service to Barrie.</li> </ul> </li> <li>• Kirby GO Station is a good idea.</li> <li>• Would like to see a new station in the northern part of Vaughan for riders from the north to connect to instead of having to come into Vaughan on our busy streets.</li> <li>• Less focus on using the car and more focus on efficient transit connections to the GO Station. Would like to see a review of parking undertaken to see where it could be reasonably reduced to encourage more transit ridership. It was noted that people should be able to connect with transit without having to drive and park at a GO Station.</li> <li>• Metrolinx/GO does a great job at communicating about GO Service and would like to see this continue.</li> </ul>
Road Widening and Road Expansions	<ul style="list-style-type: none"> <li>• Add more right-in, right out sections on arterial roads and reduce number of stop lights.</li> <li>• Create more capacity on east-west routes – vehicle movement is slow and there is too much traffic.</li> <li>• Address missing links and lack of connections.</li> <li>• Introduce synchronized traffic lights or smart technology (based on actual volumes). For example, for Colusus Drive at Hwy. 7 - "no right turn on red" could be switch on/off as needed.</li> </ul>

## 6. Ideas about prioritizing transportation infrastructure

At Station 6, community members could identify how they would prioritize each mode of transportation by placing one or more popsicle sticks (from a bundle of ten) into a box delineating a different mode. This provided community members the opportunity to address (at a high level) where emphasis should be placed in the Transportation Master Plan. It was observed that the prioritization was generally the same between roads, transit, walking and cycling with marginally more emphasis for roads and cycling over walking and transit.



## 7. Other comments/ideas

- Ensure that transportation numbers account for trips from people living outside of Vaughan.
- Review how we can improve access to the GO and to Highways for people north of Vaughan without their having to come into Vaughan.
- Survey people at the GO Station to get their ideas about improving connections to the GO.
- Promote the many benefits of improving car movements and reducing congestion: reduced pollution, more pedestrian opportunities through connected streets, better transit options, etc.
- Plan for better pedestrian areas.
- Improve snow ploughing on sidewalks and around long curbs in existing areas.



### For further information, contact:

Winnie Lai, P.Eng., Transportation Project Manager, Development Engineering & Infrastructure Planning Services, Vaughan | 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1  
 Bus: 905-832-8585 Ext. 8192 | Fax: 905-832-6145 | Email: Winnie.Lai@vaughan.ca

Jonathan Chai, P.Eng., Project Coordinator, HDR Corporation  
 Bus: 289-695-4629 | Fax: 289-695-4601 | Email: Jonathan.Chai@hdrinc.com

PIC #1 materials can be found at [www.nvnctmp.ca](http://www.nvnctmp.ca)

This PIC facilitated and report written by:

Sue Cumming, MCIP RPP  
 Cumming+Company  
 Consultation Facilitator  
 Bus: 866-611-3715  
 Email: cumming1@total.net