

| Improving System Sustainability Sub-Committee Recommendations - Attachment 1        |                                                                  |                                                                            |                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                      |
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| Key Themes                                                                          | Understand the Problem<br>(Existing Issues)                      | Determine Outcomes<br>(What will it look like when the problem is solved?) | Identify Solutions                                                                                                                                                                                                                                                                                                         | Revised Recommendations                                                                                                                                                                                                                                                                                                                                                              |
| Improvements to existing communities to support alternative modes of transportation | Lack of TDM measures for existing communities                    |                                                                            | MoveSmart - implement the recommendations of the program (traffic calming safer school zone plans), active school travel pilot project.<br>Maple/Rutherford GO Station Pilot transit project - working with York Region and Metrolinx                                                                                      | 1. Implementation of the MoveSmart Mobility Management Strategy, specifically the Road Safety Program, the Sustainable Mobility Program, and the Active School Travel Pilot in order to encourage greater use of alternative modes.<br><br>2. The Rutherford Maple GO Mobility On-Request Pilot Project to reduce the number of transit users who drive and park at the GO stations. |
|                                                                                     | Lack of incentives to switch from private auto to non-auto modes |                                                                            | Fare integration<br>Urban planning (universities and hospitals etc. as major generators, increasing density on main corridors - less complicated process for developers)<br>MoveSmart - implement the recommendations of the program (traffic calming safer school zone plans)<br>Encourage more pilot projects as needed. | 21. Advancing discussions with Metrolinx and neighbouring transit agencies with respect to fare integration, distance-based fares and minimizing additional fares across jurisdictional boundaries.<br><br>7. Implementing a transportation pilots program which will test new forms and methods of offering non-auto travel to residents and businesses.                            |
|                                                                                     | Lack of businesses/major headquarters being located in Vaughan.  |                                                                            | Incentivize major employment developments within the City so that residents can live and work within the City.                                                                                                                                                                                                             | 3. Incentivizing major employment developments within the City so that residents can live and work in Vaughan.                                                                                                                                                                                                                                                                       |

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| Multi-modal streets:<br>balancing road widening with active transportation improvements | Islands (medians) along the entirety of streets push traffic and u-turns to intersections, causing backups and making it more unsafe for pedestrians. This is mostly a problem along residential streets like Centre Street. The design has increased traffic in residential areas, leading to pushback against high-density developments (i.e. at Bathurst and Flamingo) |                                                                                                                                                                                                                                                                         | Ensure standards accommodate all ages and abilities when designing roads and intersections, and the design adheres to the latest Provincial/Regional guidelines to ensure adequate access management.                                                         | 4. Designing streets for people of all ages and abilities, consistent with the Pedestrian and Bicycle Master Plan, the upcoming Vaughan Complete Streets Guidelines, and the future update of the Engineering Design Criteria and Standard Drawings.<br><br>8. Implementing Access Management Guidelines for streets under the jurisdiction of the City. |
|                                                                                         | The city needs to understand the car culture of some residential areas (i.e. Thornhill) where traffic is the number one concern of residents                                                                                                                                                                                                                              | Although this is the outlook today, our vision should be something similar to Toronto in future and maintain focus on a multi-modal approach. Future vision should be that the combination of transit and active transportation should be more convenient than driving. | Enhance convenience of transit through enhanced frequency, coverage, transit priority measures, safety and affordability. Need to work with York Region and Metrolinx to ensure the transit is feasible when congestion increases even further in the future. | 9. Planning intensification areas and corridors with a focus on reducing reliance on single-occupant vehicles by reducing mandatory parking requirements for residents, increasing transit frequency and affordability, and enhancing transit and active transportation coverage and safety.                                                             |
|                                                                                         | Densities coming in are too high to accommodate traffic volumes on the road                                                                                                                                                                                                                                                                                               | Society is moving towards non-auto modes of travel and higher densities are required to support it.                                                                                                                                                                     | Support higher density corridors and nodes to enhance accessibility for existing and future residents.                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                          |

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| Multi-modal streets:<br>balancing road widening with active transportation improvements (cont'd) | Pedestrians are not being prioritized at signalized intersections                                                                                                                                                              |                                                                            | Scramble at major intersections once the densities can support it. Enhance pedestrian crosswalks with visible ladder pavement markings, upgrade pedestrian signals to include countdown timers, provide lead green time for pedestrians at selected intersections to minimize vehicle and pedestrian conflicts.                                                                                         | 10. Improving safety at pedestrian crossings through the MoveSmart Mobility Management Strategy, including the consideration of improved pavement markings, providing pedestrian signals and/or countdown timers, incorporating leading pedestrian intervals at signalized intersections and implementing pedestrian "scramble" phases at appropriate locations. |
|                                                                                                  | Lack of separated cycling facilities along major roadways                                                                                                                                                                      |                                                                            | <p>Increase and connect the cycling network through the Bicycle and Trails Master Plan. An example for future consideration is separated cycling facilities within the BRT lanes.</p> <p>Combination of localized and City-wide DC.</p>                                                                                                                                                                 | 5. Implementing the recommendations of the Pedestrian and Bicycle Master Plan, including providing separated pedestrian and cycling facilities consistent the Contextual Guidance for Selecting All Ages and Abilities Cycling Facilities.                                                                                                                       |
|                                                                                                  | Issues along Highway 7 between Martin Grove and Islington Avenue - continuity of the BRT beyond to Brampton                                                                                                                    |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                  | Very congested major intersections/locations get backed up during the peak driving conditions such as Weston/Rutherford intersection, Highway 7 west of Islington (CP rail line narrowing the roadway causing a choking point) |                                                                            | Advocate for through the on-going Transportation Master Plan for grade separation of turning lanes at major congestion intersections to improve traffic flow. Through traffic will be on one grade and the turns on another, instead of just widening the intersection/roads. For other locations consider maintaining a consistent cross-section to eliminate choking points along the major roadways. | <p>22. The feasibility of implementing grade-separated turn lanes at key intersections in Vaughan without affecting transit and active transportation.</p> <p>23. Eliminating lane reductions which occur on arterial roadways between signalized intersections, including on Highway 7 west of Islington.</p>                                                   |

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| Value for money in<br>infrastructure<br>improvements                         | Existing or future parking structures could have mixed-use or residential developments above them                                                            |                                                                                  | Consider this through the Official Plan Review.                                                                                                                                                                                                                                                                                                                                                   | 11. Incorporating mixed-use or residential developments above existing or new parking structures in the Official Plan Review.                                                               |
|                                                                              | Lack of resources to fund potential transportation improvements                                                                                              |                                                                                  | Advertising at bus stations/shelters and vehicles                                                                                                                                                                                                                                                                                                                                                 | 24. Investigating new or enhancing existing non-fare revenue to fund future improvements.                                                                                                   |
| Additional Concerns                                                          | Daylight triangles in relation to the BRT causing an increase in u-turns and conflicts between u-turns and right-turns (example: highway 7 and pine valley). |                                                                                  | Ensure standards accommodate all ages and abilities when designing roads and intersections, and the design adheres to the latest Provincial/Regional guidelines to ensure adequate access management along with adequate signal timing plan improvements to manage the increase in u-turns. Additionally, the design should allow for flexibility in the size of the required daylight triangles. | 12. Providing additional flexibility with respect to daylight triangle requirements at intersections in situations where they result in an increase between u-turn and right turn vehicles. |