

# City of Vaughan Transportation and Infrastructure Task Force

**COMMUNICATION C2.  
ITEM NO. 12  
COMMITTEE OF THE WHOLE (2)  
May 10, 2022**



Source: The Future of Transportation Part 4: Anticipating Changes in Multimodal Transportation - OHM Advisors; <https://www.ohm-advisors.com/insights/future-transportation-part-4-anticipating-changes>

## Final Findings and Recommendations Report

Committee of the Whole (2)  
May 10, 2022

Jillian Britto & Guillermo Rybnik



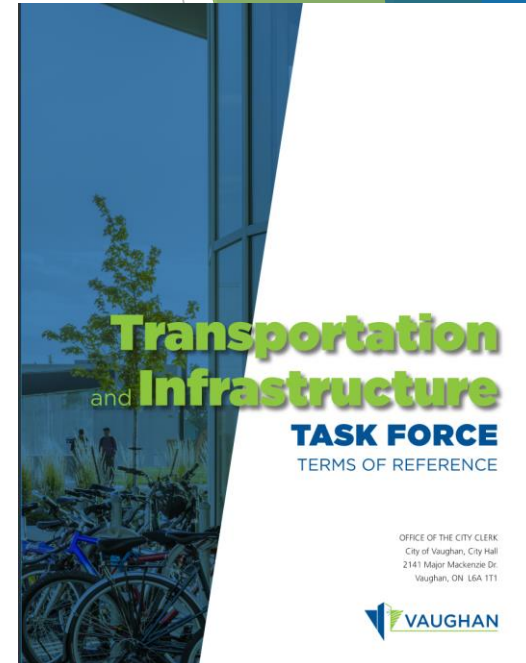
# Presentation Outline

- ▶ Task Force initiation & mandate
- ▶ Task Force members
- ▶ Special thank you
- ▶ Background
- ▶ Sub-committees & key strategic themes
- ▶ Summary of Recommendations
- ▶ Key Recommendations & Rationale

# Task Force Initiation & Mandate

- ▶ Established on May 14, 2019:
  - ▶ Councillor Rosanna DeFrancesca - Chair
  - ▶ Regional Councillor Gino Rosati - Vice-Chair
- ▶ Terms of Reference approved in October 2019
- ▶ Council approved task force mandate:

*“To assist the City in finding new and innovative ways to manage and make its transportation systems more sustainable amid the rapidly changing landscape of Vaughan. This will include developing a coordinated set of transportation priorities and identifying new revenue sources dedicated to making the City’s transportation system more reliable, efficient and better prepared to accommodate future growth.”*



# Task Force Members

## ▶ Council members:

- ▶ Councillor Rosanna DeFrancesca, Chair
- ▶ Regional Councillor Gino Rosati, Vice-Chair

## ▶ Technical members:

- ▶ Fabrizio Guzzo, Director, York Region Transit
- ▶ Margaret Mikolajczak, Senior Project Manager, Ontario Ministry of Transportation
- ▶ Doug Spooner, Director, Service Planning, Planning & Design, Metrolinx
- ▶ Brian Titherington, Director, Transportation & Infrastructure Planning, York Region

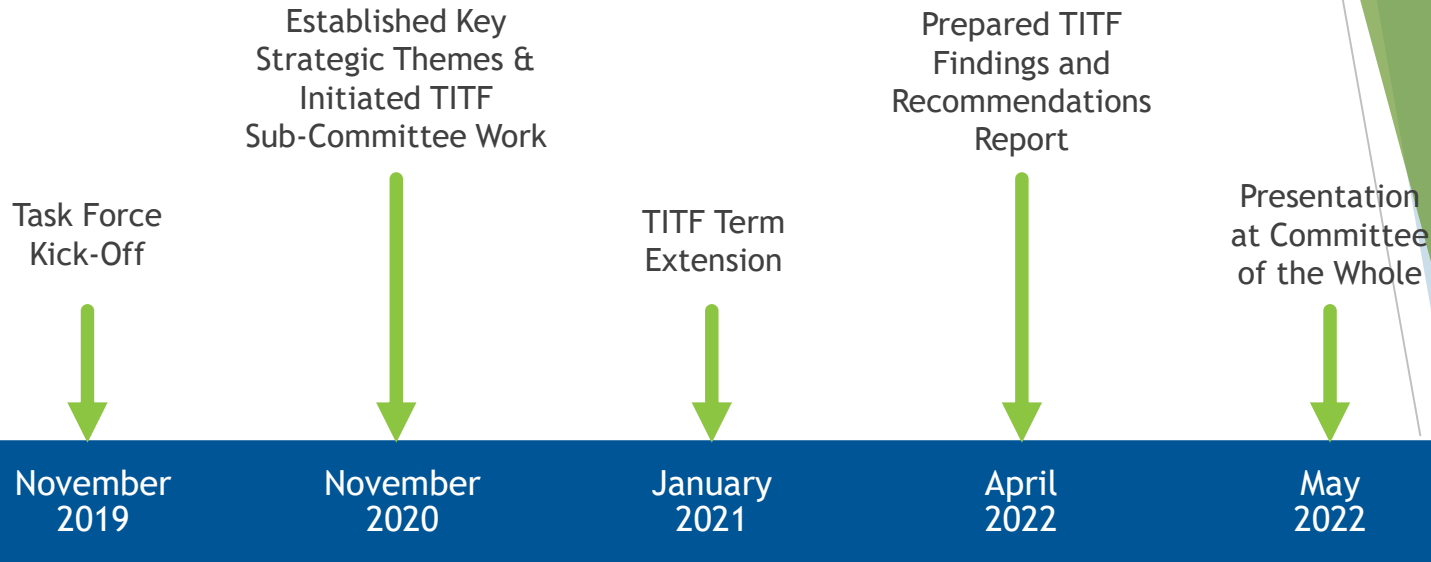
## ▶ Citizen members:

- ▶ Alexander Bonadiman
- ▶ Anthony Francescucci (resigned January 2021)
- ▶ Celia Lewin (resigned October 2021)
- ▶ Daniel Henrique
- ▶ Guillermo Rybnik
- ▶ Jillian Britto
- ▶ Lito Romano
- ▶ Lucio Polsinelli
- ▶ Majid Babaei (resigned October 2021)
- ▶ Maurizio Rogato
- ▶ Thanh Nguyen

# Special Thank You

- ▶ City of Vaughan Staff:
  - ▶ Vince Musacchio,  
Deputy City Manager, Infrastructure Development
  - ▶ Selma Hubjer,  
Acting Director, Infrastructure Planning and Corporate Asset Management
  - ▶ Peter Pilateris,  
Director, Transportation and Fleet Management Services
  - ▶ Margie Chung,  
Manager of Traffic
  - ▶ Christopher Tam,  
Transportation Project Manager
  - ▶ Dorothy Kowpak,  
Transportation Project Manager
  - ▶ Winnie Lai,  
Transportation Project Manager
  - ▶ Catherine Vettese,  
Communication Advisor Partner, Communication Engagement
  - ▶ Adelina Bellisario,  
Council / Committee Administrator





# Background



## Presentations received:

- ▶ Vaughan Transportation Master Plan;
- ▶ Vaughan Traffic Management Strategy;
- ▶ Vaughan Shared Mobility Pilot - Feasibility Study;
- ▶ York Region Transportation Master Plan;
- ▶ Vaughan Environmental Assessment Updates;
- ▶ An Update on York Region's Municipal Comprehensive Review;
- ▶ Vaughan MoveSmart Mobility Management Strategy;
- ▶ Vaughan Active Transportation Update;
- ▶ Vaughan Micro-Mobility Framework;
- ▶ GTA West Transportation Corridor Route Planning, Preliminary Design and EA Study - Stage 2; and
- ▶ City of Vaughan Strategic Plan (2022-2026).

# Sub-Committees & Key Strategic Themes

Improving System Sustainability	Channeling Innovation
 <p>Improvements to existing communities to support alternative modes of transportation.</p>	 <p>New and emerging technologies to complement a transportation system.</p>
 <p>Multi-modal streets - balancing road widening with active transportation improvements.</p>	
 <p>Value for money in infrastructure improvements.</p>	

# Summary of Recommendations

1. Incentivize major employment developments within the City so that residents can live and work in Vaughan.
2. Implement the Rutherford Maple GO Mobility On-Request Pilot Project to reduce the number of transit users who drive and park at GO stations.
3. Implement the MoveSmart Mobility Management Strategy, specifically the Road Safety Program, the Sustainable Mobility Program, and the Active School Travel Pilot to encourage greater use of alternative modes.
4. Design 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.
5. Implement recommendations of the Pedestrian and Bicycle Master Plan, including providing separated pedestrian and cycling facilities consistent with the Contextual Guidance for Selecting All Ages and Abilities Cycling Facilities.
6. Continue implementing the Transportation Demand Management Guidelines which encourage new developments to incentivize transit ridership and provide bicycle parking and amenities.
7. Implement a transportation pilot program which will test new forms and methods of offering non-auto travel to residents and businesses.



# Summary of Recommendations continued...

8. Encourage and promote development in intensification areas and corridors by reducing reliance on single-occupant vehicles through lowered mandatory parking requirements for residents, increasing transit frequency and affordability, and enhancing transit and active transportation coverage and safety.
9. Improve 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.
10. Incorporate mixed-use or residential developments above and surrounding existing or new parking structures at transit hubs.
11. Design signalized intersections along the BRT corridors for all ages and abilities with adequate signal timing plans to manage conflicts between u-turning and right-turning vehicles.
12. Develop a set of guidelines for micro-mobility devices including where and how they are permitted to operate, park, and charge, and an appropriate licensing regime.
13. Incorporate charging facilities for electric vehicles at existing and new parking lots, and at all City facilities.
14. Reduce minimum parking requirements in identified intensification areas and corridors, major transit station areas, etc. as currently prescribed in the Vaughan Comprehensive Zoning By-Law No. 001-2021.

# Summary of Recommendations continued...

15. Collect and analyze additional sources of transportation data such as Open Data, GPS, Bluetooth, embedded sensors and commercially available datasets.
16. Incorporate data collection devices into all transportation construction projects.
17. Encourage more pedestrian-only streets within the City.
18. Advance discussions with Metrolinx and neighbouring transit agencies with respect to fare integration, distance-based fares and minimizing additional fares across jurisdictional boundaries.
19. Explore innovative ways to improve congestion at major intersections in Vaughan.
20. Eliminate lane reductions on arterial roadways between signalized intersections.
21. Investigate new or enhance existing non-fare transit revenue to fund future improvements.

# Key Recommendations & Rationale

## Recommendation #1

Incentivize major employment developments within the City so that residents can live and work in Vaughan.

- ▶ Lack of businesses and/or major headquarters choosing to locate in Vaughan;
- ▶ Need employment uses to support mixed-use communities and shorter trips;
- ▶ Need employment uses to support working and living in Vaughan; and
- ▶ Many barriers to locating offices in Vaughan.



# Key Recommendations & Rationale continued...

## Recommendation #8

Encourage and promote development in intensification areas and corridors by reducing reliance on single-occupant vehicles through lowered mandatory parking requirements for residents, increasing transit frequency and affordability, and enhancing transit and active transportation coverage and safety.

- ▶ Traffic congestion is one of the major concerns among residents;
- ▶ Maintain a focus on multi-modal transportation;
- ▶ Future vision: combination of transit and active transportation is more convenient than driving;
- ▶ Society shift towards non-auto modes of travel;
- ▶ Increase transit frequency and availability;
- ▶ More transit and non-auto modes of transportation options will result in less parking demand; and
- ▶ High mandatory parking requirements leads to issues of housing affordability; and
- ▶ Cost savings should feed into transit, new mobility and non-auto transportation infrastructure improvements.



# Key Recommendations & Rationale continued...

## Recommendation #4

Design 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.

- ▶ Centre BRT lanes has increased U-turns at intersections;
- ▶ Increased congestion and aggressive driving behavior hindering pedestrian safety;
- ▶ Lack of separated pedestrian and cycling facilities along major roadways;
- ▶ Cyclists mixing with general traffic and pedestrians walking on the shoulder are safety concerns;
- ▶ Drivers are unaware of pedestrians and cyclists, especially at intersections; and
- ▶ Need physical separation for bike lanes.



# Key Recommendations & Rationale continued...

## Recommendation #12

Develop a set of guidelines for micro-mobility devices including where and how they are permitted to operate, park, and charge, and an appropriate licensing regime.

- ▶ Currently, mostly illegal to operate micro-mobility devices such as e-bikes, scooters and other self-powered vehicles in Vaughan;
- ▶ Exceptions in designated recreational areas within York Region;
- ▶ Low-cost mode of transportation that is an attractive first and last mile option to access public transit services;
- ▶ No clear guidance on how or where they can be used, safety regulations, licensing, etc.;
- ▶ Potential for future pilot project.



# Key Recommendations & Rationale continued...

## Recommendation #15

Collect and analyze additional sources of transportation data such as Open Data, GPS, Bluetooth, embedded sensors and commercially available datasets.

- ▶ Travel demand only increasing;
- ▶ Road improvements cannot keep up with the population and economic growth;
- ▶ Use innovation and technology to maximize efficiency, reliability and sustainability for all users;
- ▶ Various sources of data are available within the public and private sectors;
- ▶ Data can be used to identify areas of higher traffic accidents, congestion, crime, etc.; and
- ▶ Plan and design transportation infrastructure to include the required sensors and equipment for data collection prior to the construction.



# Key Recommendations & Rationale continued...

## Recommendation #17

Encourage more pedestrian-only streets within the City.

- ▶ City streets currently function as places to drive;
- ▶ Streets need to be a more pleasant place to live and meet people;
- ▶ Pedestrian-only streets make communities more vibrant, livable, and walkable;
- ▶ Pedestrian-only streets prioritize people in areas of high commercial activity such as in mixed-use developments or downtown locations; and
- ▶ Examples:
  - ▶ Temporary closures to vehicular traffic for existing streets; and
  - ▶ Woonerfs or living streets in new development applications.





A photograph of the Vaughan City Hall building, featuring a prominent brick clock tower and a modern glass facade. The building is set against a clear blue sky. In the foreground, there is a green lawn and a tree. The image is overlaid with abstract geometric shapes in shades of blue and green. The text "THANK YOU" is centered in white, bold, uppercase letters.

**THANK YOU**

VAUGHAN CITY HALL