

COMMITTEE OF THE WHOLE (WS) – MAY 3, 2023**COMMUNICATIONS****Distributed April 28, 2023****Item No.**

- | | | |
|-----|--|---|
| C1. | Presentation material titled “ <i>Vaughan Transportation Plan</i> ”. | 2 |
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Distributed May 2, 2023

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|-----|---|---------|
| C2. | Jean-François Obregón, Laurel Valley Court, Concord, dated May 2, 2023. | 1 |
| C3. | Pauline Giancroce, Dunstan Crescent, Woodbridge, dated May 2, 2023. | 2 |
| C4. | Irene Ford, dated May 2, 2023. | 1 and 2 |
| C5. | Alexandra Ney, King Vaughan Road, dated May 3, 2023. | 2 |

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Please note there may be further Communications.

Vaughan Transportation Plan

Committee of the Whole (Working Session)

May 3, 2023

Communication : C1
Committee of the Whole (Working Session)
May 3, 2023
Agenda Item # 2

Infrastructure Planning and Corporate Asset Management

VAUGHAN CITY HALL

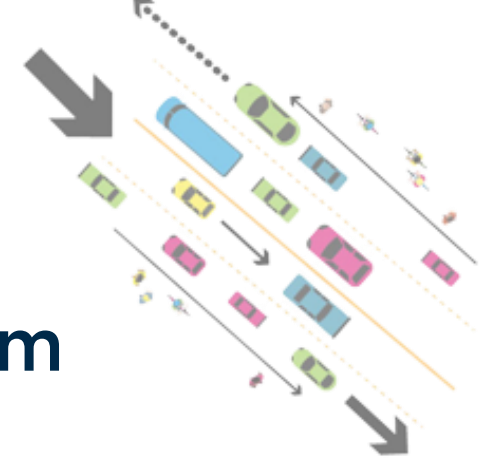


Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

Agenda

1. Vision: Building a Modern Transportation System
2. Consultation and Engagement
3. Immediate Actions
4. Future Transportation System
5. Next Steps

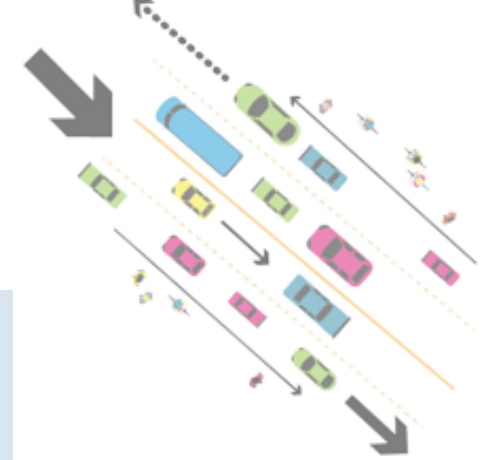
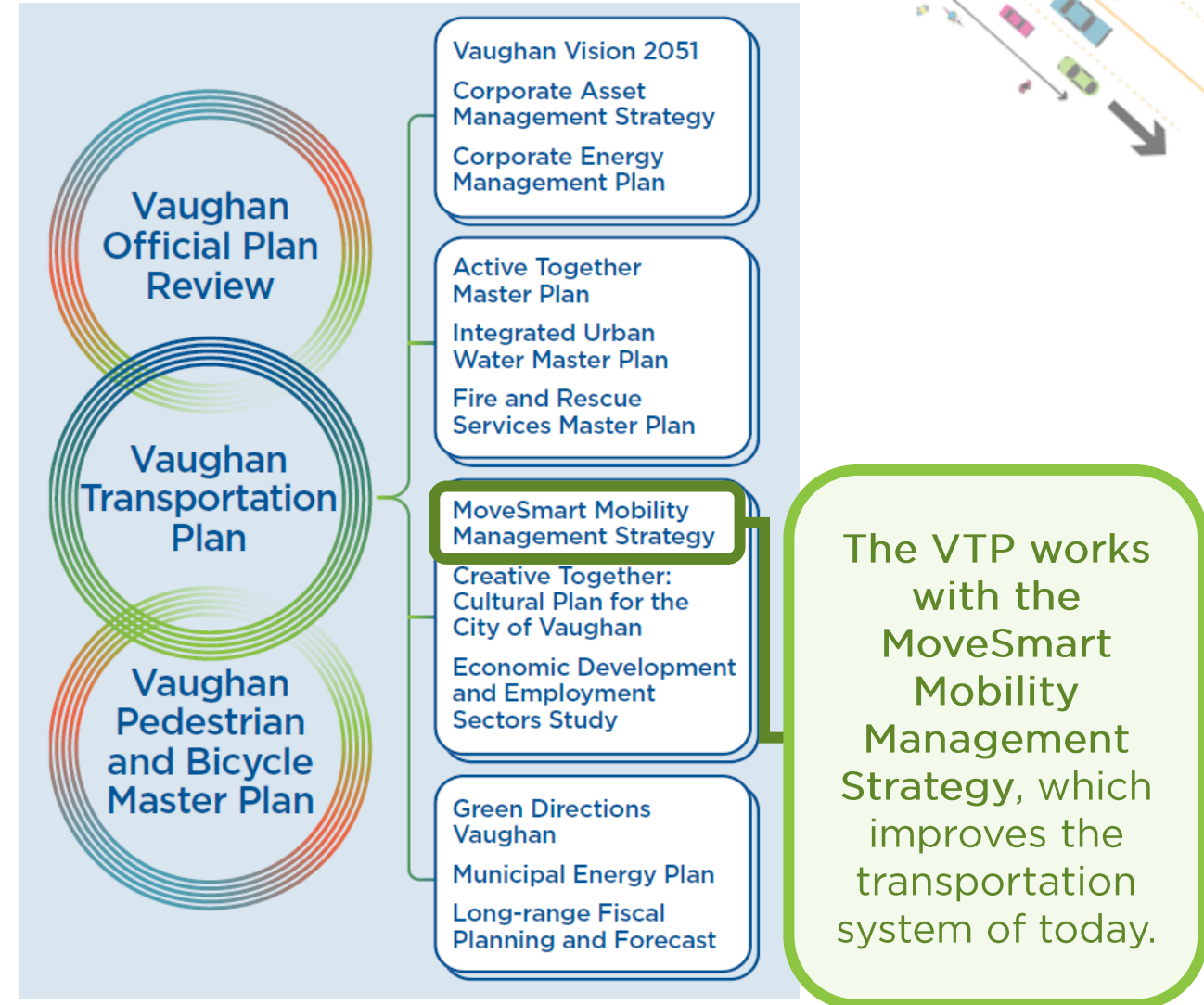


Building a Modern Transportation System

The Vaughan Transportation Plan (VTP) is the blueprint for the transportation system of tomorrow.

The VTP:

- Proposes new infrastructure;
- Sets new policies, and;
- Recommends short, medium, and long-term actions.



Vision

To provide high-quality, attractive, competitive and sustainable mobility choices to every resident, business and visitor in Vaughan.



Key Milestones



Establishes a Vision

What will the future look like?



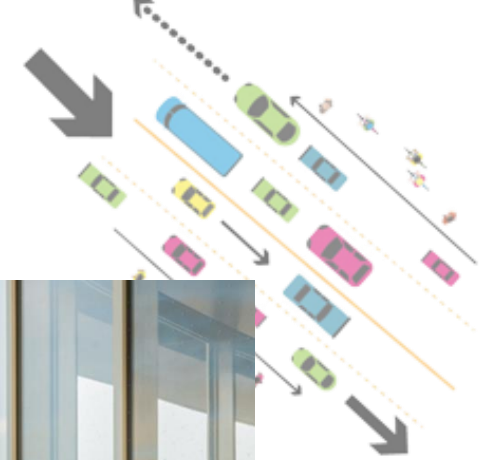
Assesses Existing & Future Conditions

Identify transportation needs and opportunities

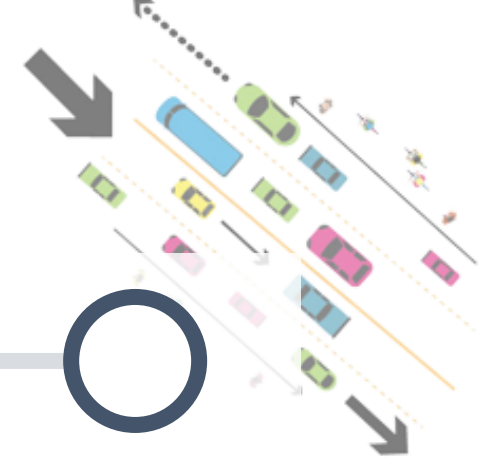


Defines Actions & Policy Direction

Recommend improvements and policy decisions



Consultation with Council



2019

Notice of
Commencement

Transportation
and
Infrastructure
Task Force

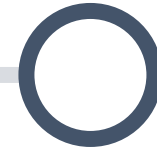
Communication

Meetings and
Presentation



2020

Meetings with
Councillors



2021

Older Adult Task
Force

Progress Update
#1

Notice of Virtual
Public
Information
Centre



2022

Notice of Final
Virtual Public
Information
Centre

Progress Update
#2

Public Consultation and Engagement

Consultation by the Numbers

 **10,000** visits to the project website

 **400+** responses to community survey

 **225** in-person interactions at 2020 Winterfest and B2B Expo

 **~700** visits to virtual public open house

Phase 1:
Background, Opportunities, Challenges,
and Plan Goals

Phase 2:
Problem and Opportunity Statement,
Alternative Solutions

Phase 3:
Draft Preferred Alternative Solutions



What We Heard

Build Infrastructure



- Create a safer walking environment
- Create protected bike routes so people can cycle
- Address gaps in the street network, particularly in the east-west direction

Empower Choice

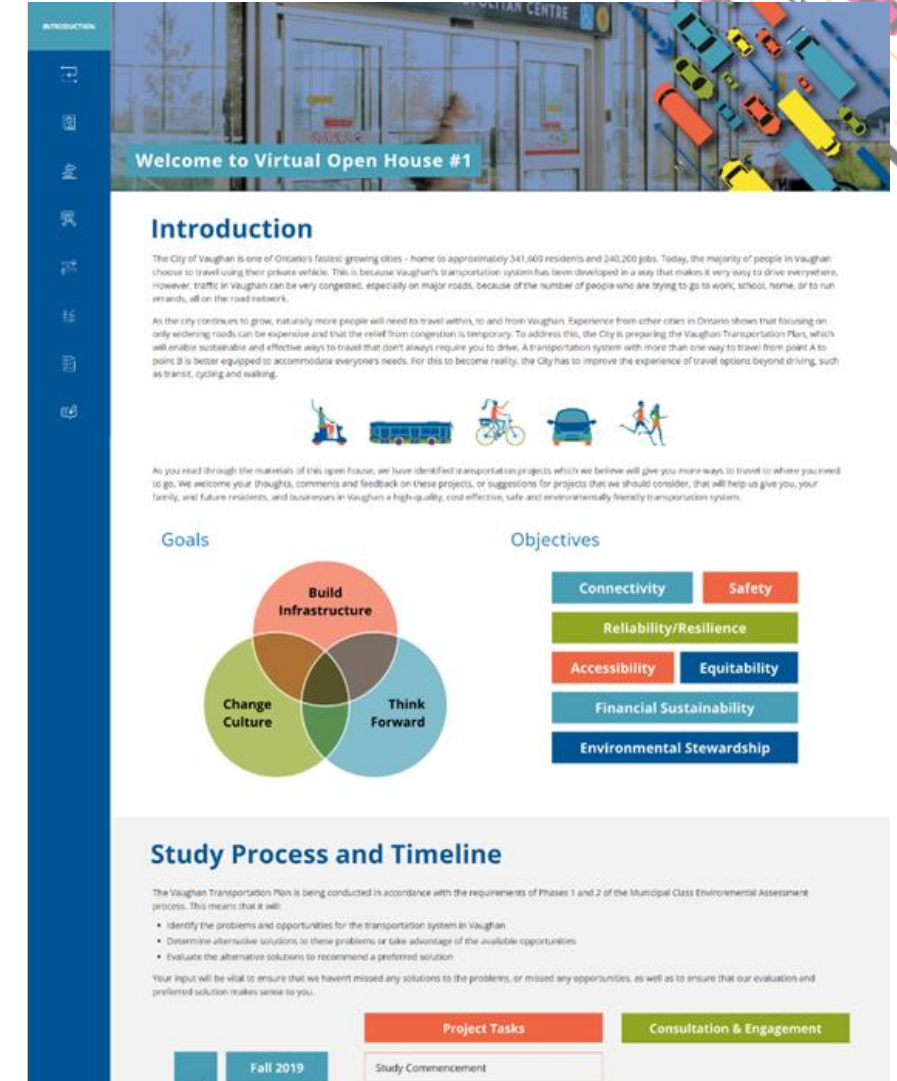
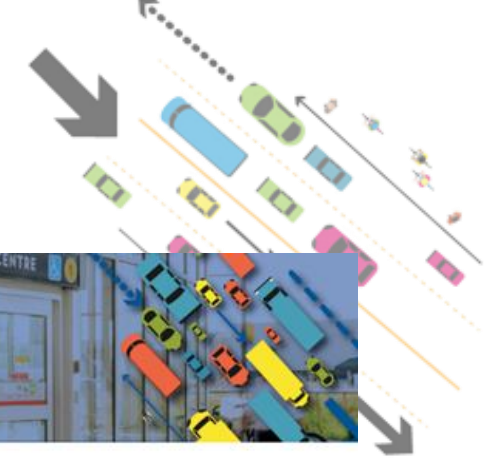


- Focus on building complete communities to reduce travel
- Support improved, frequent and reliable transit service
- Encourage employers to add bike racks, change and shower facilities

Think Forward



- Encourage new development to include electric vehicle charging stations
- Consider new services such as electric on-demand transportation to improve equity
- Support for green initiatives to address climate change



Welcome to Virtual Open House #1

Introduction

The City of Vaughan is one of Ontario's fastest growing cities - home to approximately 341,600 residents and 240,200 jobs. Today, the majority of people in Vaughan choose to travel using their private vehicle. This is because Vaughan's transportation system has been developed in a way that makes it very easy to drive everywhere; however, traffic in Vaughan can be very congested, especially on major roads, because of the number of people who are trying to go to work, school, home, or to run errands, all on the road network.

As the city continues to grow, naturally more people will need to travel within, to and from Vaughan. Experience from other cities in Ontario shows that focusing on only widening roads can be expensive and that the relief from congestion is temporary. To address this, the City is preparing the Vaughan Transportation Plan, which will enable sustainable and effective ways to travel that don't always require you to drive. A transportation system with more than one way to travel from point A to point B is better equipped to accommodate everyone's needs. For this to become reality, the City has to improve the experience of travel options beyond driving, such as transit, cycling and walking.

As you read through the materials of this open house, we have identified transportation projects which we believe will give you more ways to travel to where you need to go. We welcome your thoughts, comments and feedback on these projects, or suggestions for projects that we should consider, that will help us give you, your family, and future residents, and businesses in Vaughan a high-quality, cost-effective, safe and environmentally friendly transportation system.

Goals

Build Infrastructure, Change Culture, Think Forward

Objectives

- Connectivity
- Safety
- Reliability/Resilience
- Accessibility
- Equitability
- Financial Sustainability
- Environmental Stewardship

Study Process and Timeline

The Vaughan Transportation Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process. This means that it will:

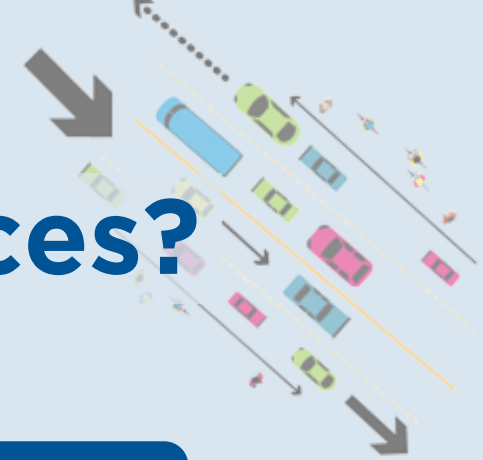
- Identify the problems and opportunities for the transportation system in Vaughan
- Determine alternative solutions to these problems or take advantage of the available opportunities
- Evaluate the alternative solutions to recommend a preferred solution

Your input will be vital to ensure that we haven't missed any solutions to the problems, or missed any opportunities, as well as to ensure that our evaluation and preferred solution makes sense to you.

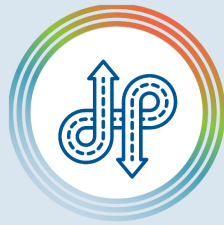
Project Tasks

- Fall 2019: Study Commencement
- Consultation & Engagement

How to enable more mobility choices?



Build Infrastructure



Investing in accessible, safe and efficient infrastructure offers residents, businesses and visitors more mobility choices.

Empower Choice



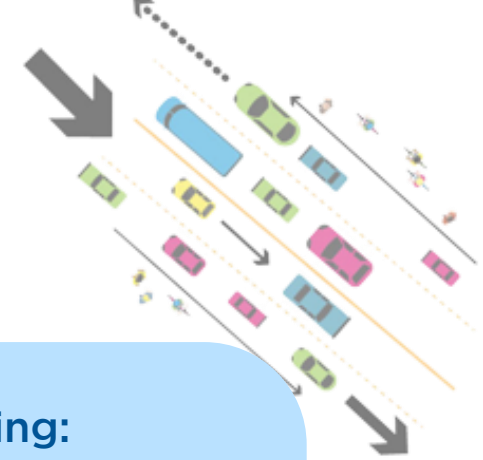
Enabling people to choose the transportation option that works best for them.

Think Forward



New ways to move around may provide pleasant experiences for users while also being more sustainable.

How is Vaughan accelerating change to more sustainable travel?

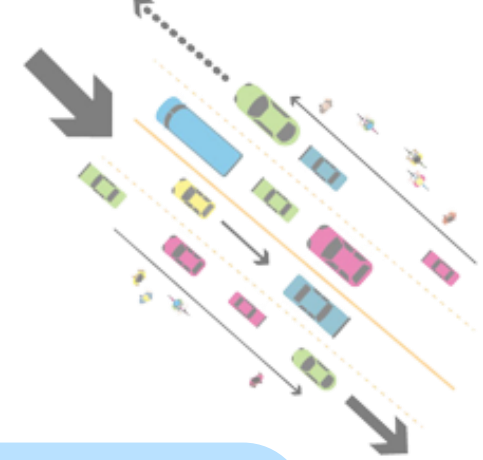


Build Infrastructure

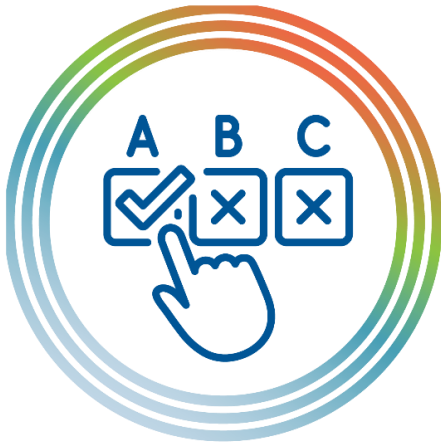


- **Planning street improvements and connections including:**
 - Kirby Road extension from Bathurst Street to Dufferin Street
 - Colossus Drive flyover
 - Creditstone Road improvements
- **Partnering with York Region, MTO, CP and CN to accelerate implementation of key road bottlenecks and missing links**
- **Advancing signature Pedestrian and Cycling projects including:**
 - Jane Street Uptown Link
 - The Vaughan Super Trail
- **Defining roles and responsibilities regarding ownership, maintenance and use of streets**
- **Continue to coordinate and work with new developments to implement fine-grained street and active transportation networks**

How is Vaughan accelerating change to more sustainable travel?

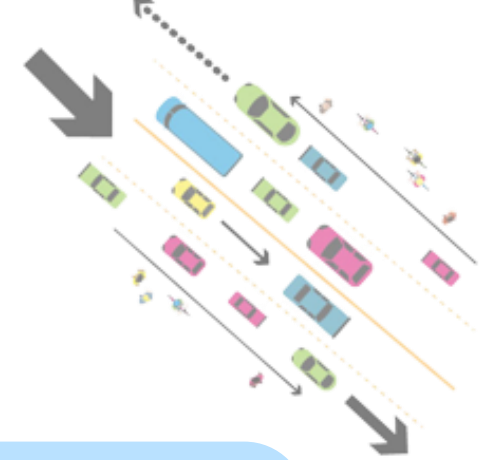


Empower Choice



- Continuing education and outreach activities within and outside the organization to promote sustainable transportation options
- Developing a made-in-Vaughan Micromobility policy
- Developing the City's Transportation Demand Management (TDM) Guideline (2021) for all new development applications
- Creating Complete Streets Guidelines in partnership with Urban Design
- Updating Engineering Design Criteria and Standard Drawings in partnership with the Infrastructure Development portfolio

How is Vaughan accelerating change to more sustainable travel?

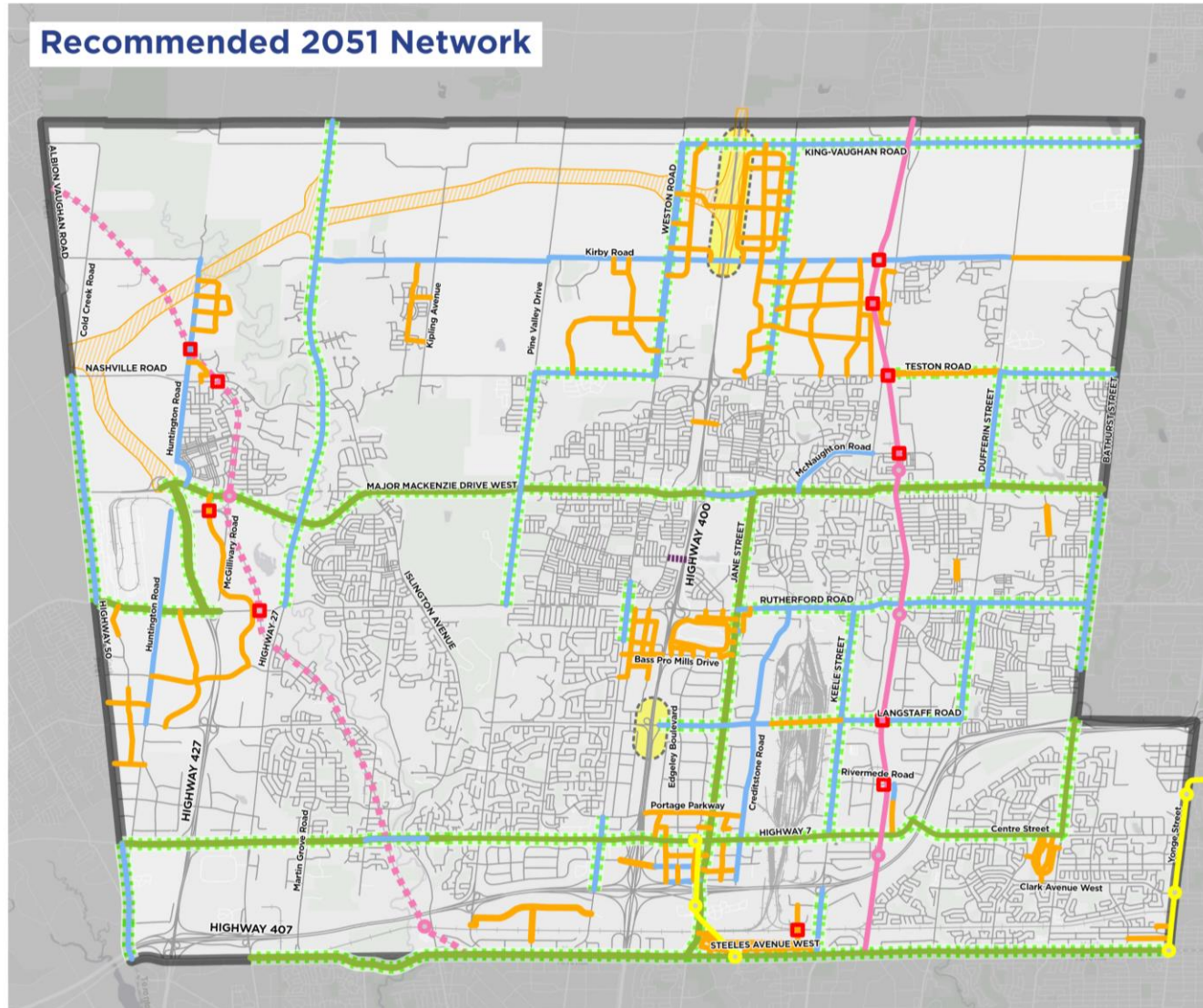


Think Forward



- Creating the Transportation Innovation Program in partnership with Economic Development
- Piloting On-Demand Micro-Transit Projects
- Continuing to advocate and investigate transit service improvements with York Region and Metrolinx
- Development of a Business Plan to introduce shared micromobility services to Vaughan
- Collecting and utilizing new forms of transportation data

What will the future transportation system look like?



Legend

Multi-Modal Alternative Improvements

- New Road
- Road Widening
- Proposed Midblock Crossing*
- Bus Rapid Transit
- Two-way, All-day GO Transit Service
- Subway Extensions
- Proposed Caledon-Vaughan GO **
- Grade Separated Rail Crossings
- GO Rail Station
- TTC Subway Station
- York Region Projects

Base Map Features

- Road Base
- Railways
- Proposed Highway 413 Corridor
- Planned Interchange in this Area ***
- City of Vaughan Boundary

Notes:

* Block 32 mid-block flyover is technically justified but will not be implemented as per council resolution.

** As identified in 2022 York Region TMP, GO Rail corridor and station locations subject to further study.

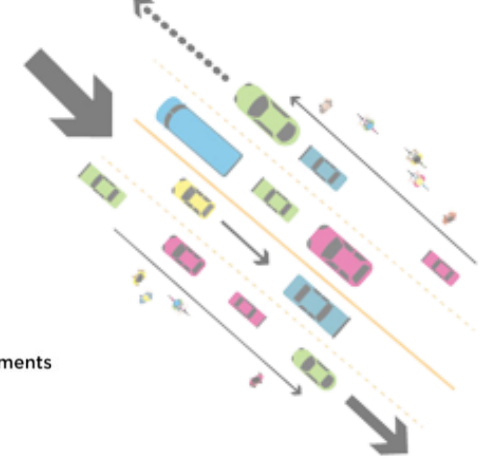
*** North interchange between Kirby Road and King-Vaughan Road subject to outcome of Provincial Environmental Assessment Study.

Grade separations will be delivered by rail authority.



0 1.25 2.5 5
Kilometers

April 2023



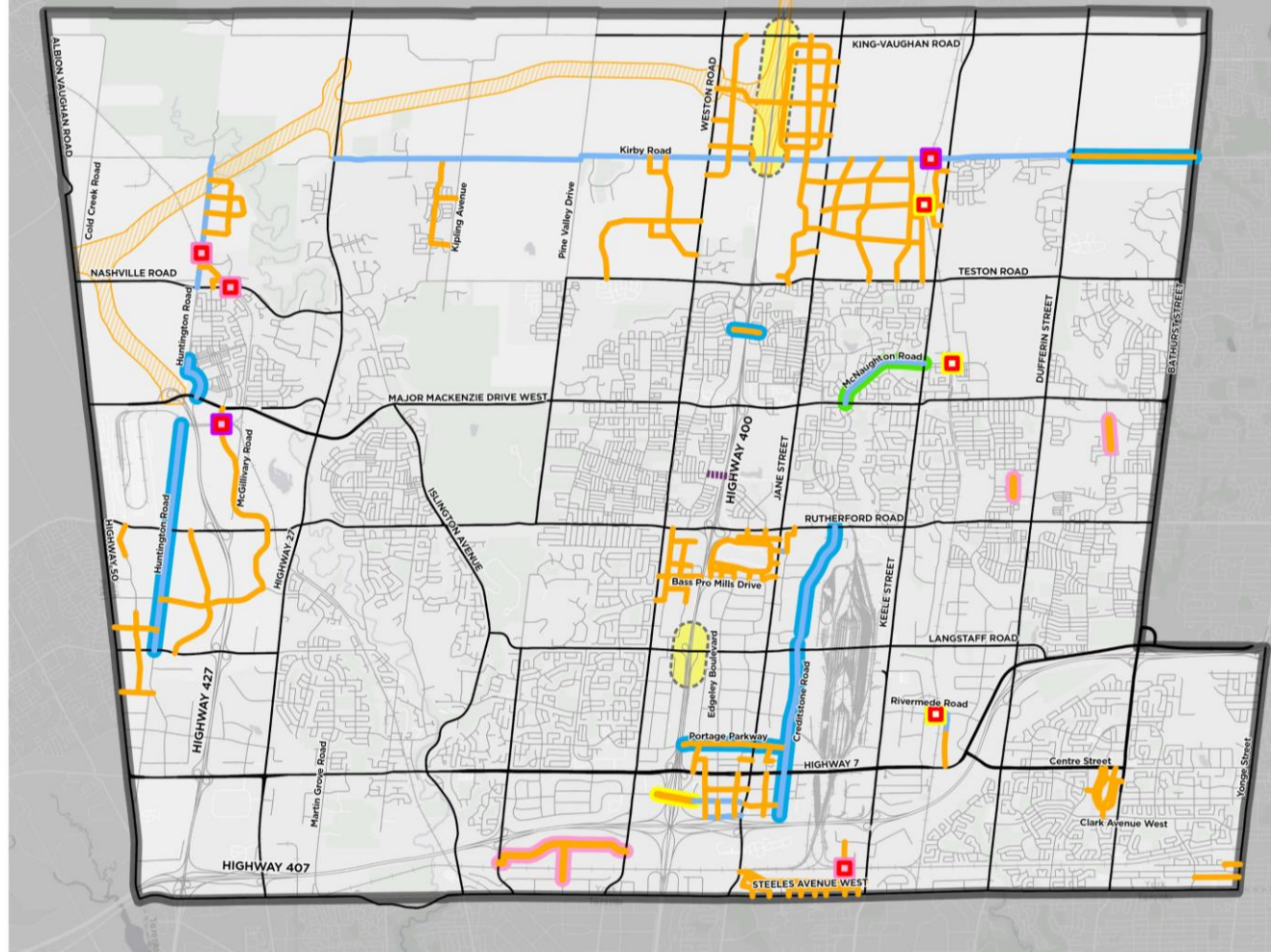
A diagram of a multi-lane highway with a solid orange center line and dashed orange edge lines. A large grey arrow on the left points towards the highway. A black arrow indicates a vehicle moving from the left lane to the right lane. A dotted line at the top left shows a vehicle's path. Several cars of different colors (blue, green, yellow, pink, red) and a motorcycle are shown in various lanes, moving in different directions.

2051 Active Transportation Network

The map illustrates the 2051 Active Transportation Network in Vaughan, Ontario. It shows a comprehensive network of roads and trails, color-coded to represent different types of infrastructure. Major roads are shown in red, while local roads are in blue. Green lines represent trails, and orange lines indicate transit routes. The map includes labels for various roads and highways, such as Highway 401, Highway 404, Highway 7, and Highway 427. It also shows the locations of existing and proposed transit stations, including the Vaughan Centre Station and the Vaughan Mills Station. The map is titled "2051 Active Transportation Network" and includes a legend for the different types of roads and trails.

How will we implement the future transportation system?

Recommended 2051 Network - Implementation



Legend

Multi-Modal Alternative Improvements

- New Road
- Road Widening
- Proposed Midblock Crossing*
- Grade Separated Rail Crossings

Road Network Implementation

- 0-4 Years
- 5-8 Years
- 9-20 Years
- 20+ Years

Grade Separation Implementation

- 5-8 Years
- 9-20 Years
- Deliver with Development
- 0

Base Map Features

- Road Base
- Railways
- Proposed Highway 413 Corridor
- Planned Interchange in this Area **
- City of Vaughan Boundary

Notes:

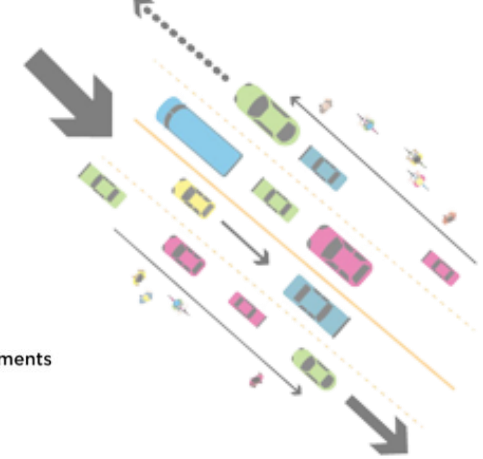
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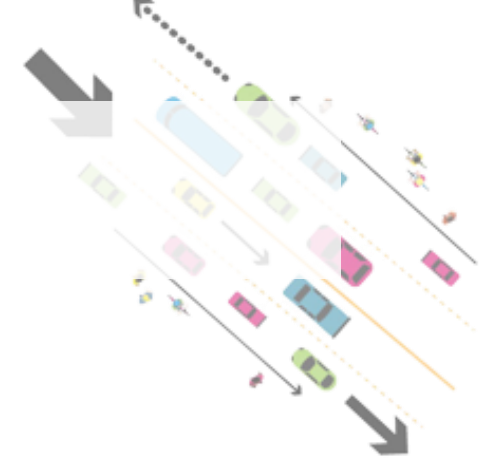
Grade separations will be delivered by rail authority.



April 2023



Recommended Actions and Policies to support more mobility choices



Build Infrastructure



- Develop 10-year Capital Program
- Develop Resilient Infrastructure Design Guidelines
- Develop a sustainable Goods Movement Strategy

Empower Choice



- Develop VTP Education, Promotion and Outreach Program
- Develop 15-Minute Neighbourhood and Private Streets Policies and Guidelines
- Develop framework for Community Mobility Hubs
- Develop Curb and Street Management Policy
- Create a Sustainable Transportation Working Group within the City

Think Forward



- Enhance existing traffic data collection by leveraging “big data” technologies and multi-modal data sources
- Continue to research and evaluate new forms of transportation or repurposing existing forms of transportation for new uses.
- Continue to leverage partnerships and funding opportunities with public and private organizations to provide transportation infrastructure, programs and services.

Next Steps

- Place VTP on the public record for a 30-day review period
- Work with our partners in Policy Planning to inform the Official Plan update process
- Provide annual updates to Council
 - **First priorities:**
 - Develop 10-year Capital Program through cross-departmental and program consultation
 - Develop policy and guideline workplan report back on key initiatives and accomplishments



Thank you



VAUGHAN CITY HALL

From: Jean-François Obregón [REDACTED]
Sent: Tuesday, May 02, 2023 6:57 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Communication - Direction for Ward Boundary and Council Composition Review 2023

Dear City of Vaughan Council and Staff,

I am concerned by the lack of local representation on regional issues. This can be solved by changing how Local and Regional Councillors get elected. I favour Option 2 in the Staff Report (pg. 5). Given that the province has intervened in a number of municipal matters, I suggest that Council re-affirm its authority to change its composition and how members are elected by updating its By-law. I understand this step has not been taken since 1970.

Improving the local responsibilities of Local and Regional Councillors would improve their accountability to citizens. Regional matters like transit, regional roads, and housing can better reflect local needs. For instance, the impending re-paving of Dufferin St. is a missed opportunity for integrating local concerns. I have raised issues with pedestrian and cyclist safety on Dufferin St. between Glen Shields Ave. and Steeles Ave. soon after its re-design and re-construction in 2009. When I drive, I have not noticed the pavement's present conditions to have an immediate necessity for replacing. Pausing the re-surfacing for a year would allow time for needed road design improvements to improve pedestrian and cyclist safety. I have highlighted the need for improved pedestrian and cyclist already on the map and public board as part of the consultation for York Region's Traveller Safety Plan 2023-2027. Making this section of Dufferin St. safer for pedestrians, commuters who walk, and cyclists would encourage further reduction in car trips over time. This would also align with Vaughan's active transportation and sustainability priorities. Thus, electing Local and Regional Councillors on a ward basis could lead to better representation of the local electorate's needs.

Electing Local and Regional Councillors at a ward-level has been done before in the City of Toronto, which most Council members would remember. When Metro Toronto existed, Metro Councillors (upper-tier) were elected at the ward level as of the 1988 municipal election. (1) If the City of Vaughan implemented this approach for the 2026 municipal election, it needs to look at Metro Toronto as an example. It was well-regarded by urbanists and there have been recent calls for improving representation in this way in Toronto. (2)

The province's interventions into municipal matters since 2018 has eroded the strength of local democracy. It is worrying that the Regional Chair of York Region continues to be appointed by the

province. Electing Local and Regional Councillors at a ward-level would improve local representation at York Regional Council and offer a useful counterbalance to provincial intervention on these matters. To be clear, I do not support adding a sixth Local Councillor for the 2026 municipal election.

In summary, I ask that the City of Vaughan Council and Staff take my ideas seriously. Municipal politics is on the front lines of public health, housing and climate change. Having effective local representation and accountability for Local and Regional Councillors would help to address these issues. The City must use its authority to do this.

Thank you.

Jean-François Obregon
Laurel Valley Court, Concord, ON, L4K 2B3

- (1) Toronto Aldermen gearing up for first direct Metro election". [Toronto Star](#), July 16, 1985 via Wikipedia: https://en.wikipedia.org/wiki/1985_Toronto_municipal_election#cite_ref-gearing_2-1
- (2) <https://www.thestar.com/opinion/star-columnists/2022/11/10/toronto-was-created-by-a-premier-forcing-his-will-on-us-so-whats-changed-in-25-years.html>

Communication : C 3
Committee of the Whole (Working Session)
May 3, 2023
Agenda Item # 2

-----Original Message-----

From: Pauline Giancroce [REDACTED]
Sent: Tuesday, May 02, 2023 12:06 AM
To: Clerks@vaughan.ca
Subject: [External] Council Meeting - May 3, 2023

Hi,

Unfortunately, I have another Committee meeting at the same time as the City of Vaughan Council meeting so I'm not able to attend.

I felt the need to share my concerns so I'm submitting a written communication (attached) related to the 2023 Vaughan Transportation Plan on the Council's agenda to be forwarded to the Council members.

Thank you

Pauline Giancroce
[REDACTED] Dunstan Cres
[REDACTED]

2023 Vaughan Transportation Plan

I am struggling with the fact that the congestion on our roads, specifically along Hwy 7 between Jane and Martin Grove is restricting my ability to live my life.

I'm deeply concerned as I hear of 25 high tower condo buildings going in the SE corner of Weston and Hwy 7, with many more planned in the vicinity. Based on the "Notice of Development Signs" posted, basically wherever there is retail space now, as well as the Board of Trade lands, there will be high density development.

When I review the 2023 Vaughan Transportation Plan being considered by Council, for my area, I see no relief for the congestion on Hwy 7 (Pine Valley to Martin Grove), Islington, Kipling, Woodbridge Avenue, and in fact it will only get much worse.

Upon reviewing the 2023 Vaughan Transportation Plan I have the following comments;

- I'm happy to see a proposed Caldedon-Vaughan GO line but I don't see any road widening on Islington or Clarence to get the 2000 - 3000 cars from the homes/multiplex units built on the Board of Trade lands to the GO parking or other arterial roads.
- I see the widening of the Hwy 7 between Bruce and Martin Grove in the 2051 plan but no implementation timeline. I realize this is a regional road and the work is currently unfunded, but I believe the approval of the condo's is within the jurisdiction of the City Council and I believe that a freeze must be placed on any high density condo development close to Hwy 7 from Hwy 400 to Hwy 427 until this stretch of Hwy 7 has been widened. It clearly needs to happen, yes it will be challenging but every day that we delay will only make it harder. As Hazel McCallion would say, "Do your homework, plan, get the support, get the funding and then build." We seem to have the cart before the horse building condo's and worrying about funding the infrastructure to support it later. Pearson Airport Phase 3 was not approved by Mississauga Council until the funding issue was resolved. Developers should not be approved to build next to our already congested roadways totally paralyzing our residents.
- I'm happy to see the Colossus Flyover to Interchange Way. Is it possible to include ramps for the thousands of cars from the 25 towers to be built at Weston/Hwy 7 to get directly on and off Hwy 400 without clogging up Hwy 7?
- The Islington and Hwy 7 intersection will always be a problem (congestion, accidents due to poor visibility and speed coming down the hill, and ice on the steep hill) unless something major is done. I would suggest that City Planners consider raising up Hwy 7 east/west over Islington such that the hill is not as steep and having Islington north/south going under it. In this way, there would be no traffic lights required, saving countless hours. Land would need to be taken from the four corners for turning ramps but this does not appear to be impossible. By raising up Hwy 7 substantially, it may also aid in the issue of the bridge for the train over Hwy 7 needing to be widened. If the land was raised up, the bridge may not be as essential making widening considerably easier.

- As mentioned in the report, a significant part of the Woodbridge issue is that there are very few east/west and north/south continuous routes, leaving very little options to get across in a reasonable time. I don't see anything in the plan that addresses this. For instance, our Richmond Hill friends play pickleball 3 days a week however, for us to play in Vaughan, the closest location is the Dufferin/Clark Community Centre 13 km and 45 minutes across a congested Hwy 7 with no other continuous route. If there was a way to extend Langstaff from Islington to Kipling that would provide great relief for the area. Would this not be possible before the Board of Trade lands are developed?
- Hwy 427 should be extended to Hwy 9 to provide another north/south option before the land required is built up but I imagine that would also be a regional road.

The VTP recommends that strong measures be taken to reduce the reliance of new and existing residents on driving, including vastly improving options to walk, cycle, and take transit, because in the long run, it is critical for both financial and environmental sustainability reasons that fewer trips are taken by automobile.

We walk 70,000 steps/week and like to go biking however, this is limited by requiring nice weather, ample time, physical ability, and no heaving/bulky items, etc. I hope Council is not seriously banking on a major portion of the residents of Vaughan biking 25 km to work off the transit corridor with multiple briefcases, walking 8 km to the grocery store with a cart to wheel home their family's weekly groceries, or walking 3 km in the rain to catch a bus in the evening to go out with friends. In our busy lives, unless you live and work close to a major transit line e.g. subway, GO, or Hwy 7 express buses, the vast majority of our travel will require a car and we require the Vaughan transportation infrastructure to be able to "drive" in our cars to get to where we need to go. Idling in traffic is not good for the environment or our quality of life. If our limitations don't allow additional continuous routes, subways, GO trains, express buses, additional lanes, to accommodate more residents while maintaining quality of life, then we need to look to other vast areas of the province still underdeveloped to build the affordable housing so desperately needed. The residents of Vaughan are relying on our City Planners and Council members to adequately PLAN for our future.

Respectfully Submitted,

Pauline Giancroce
 Dunstan Cres

Communication : C 4

Committee of the Whole (Working Session)

May 3, 2023

Agenda Items 1 and 2

From: IRENE FORD [REDACTED]
Sent: Tuesday, May 02, 2023 11:33 AM
To: Clerks@vaughan.ca; Council@vaughan.ca
Cc: Christopher Raynor <christopher.raynor@york.ca>; Wayne Emmerson <wayne.emmerson@york.ca>; Minister (MMAH) <minister.mah@ontario.ca>
Subject: [External] May 3 Working Session

Clerks and Vaughan Council,

Please find my comments below on the 2 agenda items.

To be clear the authority to add another local councillor, to decide how we elect local and regional councillors is within the authority of Vaughan Council.

No new local councillor has been added since the 70's, how we elect our regional council members has not been reaffirmed by any Vaughan Council in over 50 years yet three Council members have been added at the regional level. Representation in Vaughan is no longer fairly balanced because Vaughan Council has increased regional representation three times in the absence of understanding and responding the impacts upon local representation.

Vaughan Council can't add another regional council member but they can decide how they are elected - at-large or by ward/area. It would appear the appropriate place to understand the roles and responsibilities of Regional Councillors, how they are accountable to Vaughan residents is at Vaughan Council. There is no mechanism at York Region council to review council composition to understand if we have fair and equitable representation that also contemplates difference in the responsibilities of our 'local and regional council members' vs. local council members.

- 1 [DIRECT ON FOR WARD BOUNDARY AND COUNCIL COMPOSITION REVIEW 2023](#)
- 2 [2023 VAUGHAN TRANSPORTATION PLAN](#)

Ward Boundary Review And Council Composition Review

Suggested items for inclusion and direction to staff to guide the study on a council composition and ward boundary review

- a council composition review to enhance fair and equal representation of
 - Vaughan Council (lower tier) that includes all voting Council members - local and regional
 - York Region Council (upper tier) that includes all voting Vaughan Regional Council members - regional councillors & Mayor and representation of their distinct and different responsibilities from lower tier Council members
- contemplates and reviews for the first time since the 70's how local and regional councillors are elected by ward or at-large and specifically if Regional Councillors should be elected at large or by ward/area to enhance fair and equal representation and
- how provincial legislation has and/or may change to affect municipal representation of lower and upper tier municipalities as per Bill 23 (which removes regional planning responsibilities at a future date), Bill 39 which gave strong mayor powers to Regional Chairs, could give Strong Mayor powers to Vaughan in the future and how the impending provincial regional government review could impact local representation.

Background

When I learned of the ward boundary review in the midst of the pandemic late 2020 I was surprised and frustrated. The review was structured to be futile, regional representation was excluded (even though a new regional councillor was being added). It was a costly exercise solely focused on moving ward boundary lines on a map as per Council direction. Vaughan has not had a new local/ward councillor added since 1970, but as of the last election we've had 3 Regional Councillors added. I argued that Vaughan doesn't have fair or equal representation because local issues are underrepresented due to the imbalance of having 5 Council members represent the City as a whole and York Region (4 Regional Councillors + Mayor) vs. only 1 local Councillor who represents each of our five wards. When I compared York Region representation by municipality based on 2020 population what I found was that Vaughan is the most locally underrepresented municipality in York Region yet has the highest regional representation.

It took me 5 months to get a straight answer from the Clerk on a two part question:

- 1) Do any by-laws have to be updated to confirm the addition of a new Regional Councillor and what by-law approved/authorizes how we elect Regional Councillor members - elected at-large or by ward?
- 2) Who has the authority to decide how we elect our Councillors and add a new local Councillor?

It turns out our by-law for how we elect our councillors has not been updated since the 70's and the authority to decide if Vaughan's Council members can be elected at-large or by ward is within the authority of Vaughan Council. It is also within the authority of Vaughan Council to add new local councillors.

In the end it was never clearly articulated in Council chambers that the authority to change Council composition and how our Council members are elected at-large/by ward is within the authority of Vaughan Council, that it hasn't been reaffirmed by any Vaughan Council in over fifty years in any updated by-law or otherwise. I think it's important that the public and Council supports a study with this understanding front and center. My efforts did not change much other than perhaps documenting Vaughan residents frustration with Regional representation; who call themselves local and regional councillors b/c they vote at both the local council (Vaughan) and regional council (York Region).

Media [story](#) and [letter written](#) for background.

I did not, nor do I necessarily want a 6th local Councillor, what I would like is better representation from our regional council members. I fundamentally believe that Vaughan residents would have more fair and equal representatives if our Regional Councillors were elected by ward/area and accountable to that part of the City. At present it's like we have 1 Mayor, 4 Mini-Mayors and 5 local Councillors.

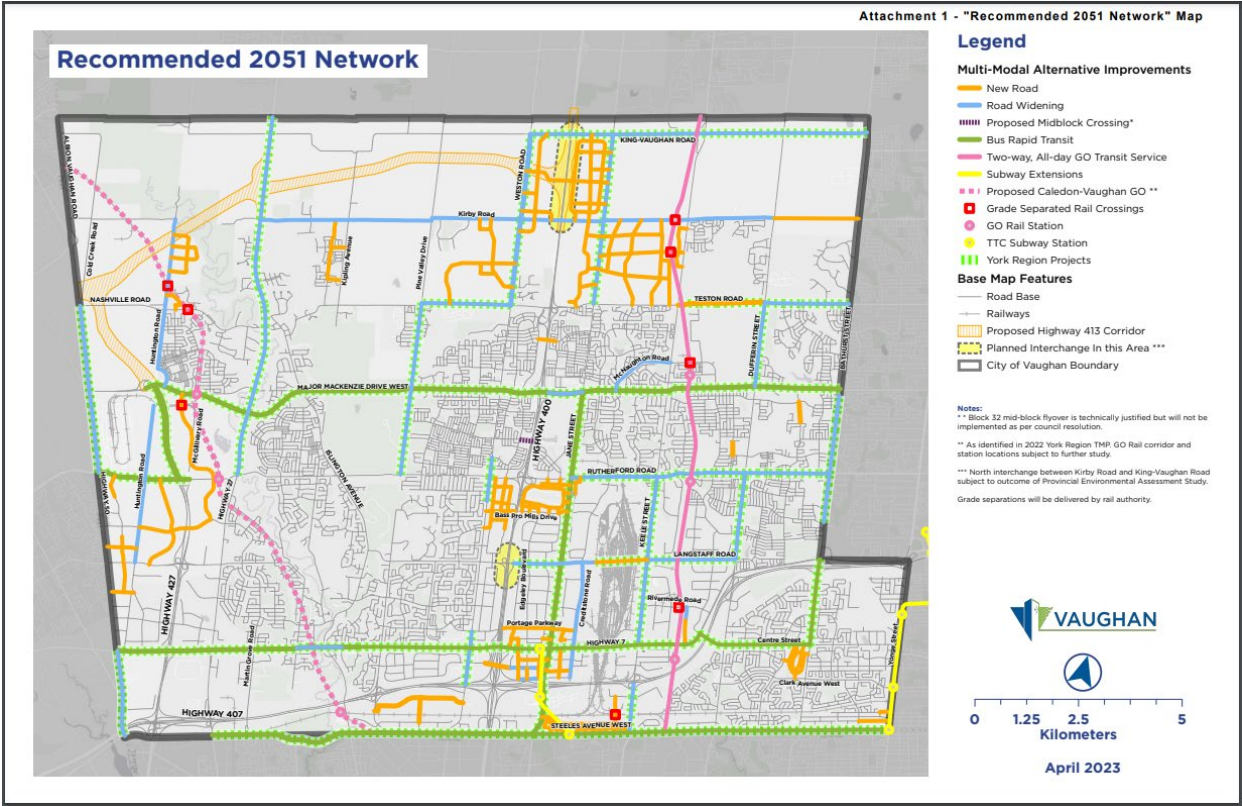
Since this time provincial [Bill 23, More Homes Built Faster Act](#) and [Bill 39, Better Municipal Government Act](#) have added additional uncertainty surrounding Mayoral and regional representation. Bill 23 proposes to remove Regional Planning responsibilities. Of the multitude of undemocratic things about Bill 23 the timing with the municipal election and permitting Vaughan to elect a new Regional Councillor when the province clearly knew that the roles and responsibilities of Regional Council members really takes the cake. On top of this Bill 39 appointed Regional Chairs, intends to give strong mayor (chair) powers to these same provincially appointed regional Chairs and announced the province's intention to conduct a second review of regional governments. On the lines of undemocratic representation the Province released Bill 39 the day before York Region's inaugural meeting in which they were to vote in a new Chair. Minister Clark sent a letter basically saying this legislation will be applied retroactively if you don't vote for the Chair of my choosing; Wayne Emmerson. An article by the [G&M](#) as well as [York Region News](#). This is the second time the province intervened to ensure that Wayne Emerson would get the job, in 2018 we were supposed to publicly elect the Chair but the province change the legislation at the 11th house, Emmerson wasn't going to run but then changed his mind when the role reverted back to being appointed (voted-in) by York Region publicly elected Council.

I will be honest and say that I am concerned that Vaughan will undertake this study and the province will change the legislation, again, and it will all be for naught. Nonetheless, I still think staff should proceed to conduct the study in a more wholesome way than in the past.

Item 2 Vaughan Transportation Master Plan

The below diagram is for the Vaughan Transportation Master Plan. It appears there will be a 30 day public review period so I plan to formulate more comments. I see far to much road widening and not nearly enough focus on functional, accessible transit. Of course Highway 413 is there and even though Vaughan Council passed a motion not supporting the highway, staff still have to include this because it is a provincial project being planned. The Vaughan-Caledon Go Line as well as the Concord Go Station appear to be responses to land use decision made by MZO's by Minister Clark and less about responsible transportation planning, based on where people live and need transit right now. Needless to say it's disappointing to see this prioritized when so much else should come first.

Thanks,
Irene



Communication : C 5
Committee of the Whole (Working Session)
May 3, 2023
Agenda Item # 2

Item #2, 2023 Vaughan Transportation Plan

May 3rd, 2023

Dear Mayor, Councillors and Regional Councillors,

Reading through the overview of the 2023 Vaughan Transportation plan, summary of the future transportation network, noted, a road running parallel east side of Weston Road, to King Vaughan Road. From my understanding, this illustration shows it going through potentially environmentally sensitive lands (understand future EA will be done), coming out onto an already busy road, and across from the homes of existing residents on the north side of King Vaughan Road, as well as Residents South of King Vaughan Rd and east of Weston Road.

I ask that this section of road be removed/excluded before Council approves in principle the 2023 Vaughan Transportation Plan. As it stands, please do not use this to set the direction for the City's future transportation plan or use it to incorporate into the City's Official Plan, until amended.

Would the existing road area become traffic chaos, if the concept road was left as proposed so close to an existing intersection (Weston Rd/King Vaughan Rd)? Thereby defeating the objective – providing Residents and Businesses a high quality and sustainable choice.

Should developing a quality future be at the expense of existing Residents? **Please remove the road running parallel on the East side of Weston Road, exiting onto King Vaughan Road,** as shown on Maps 1 and 2 of Recommended 2051 Network/Implementation, before Council approves in principle the 2023 Vaughan Transportation Plan.

Thank you for considering my comments.

Respectfully,

Alexandra Ney
Resident of King Vaughan Road