

Bridging the gap on transportation

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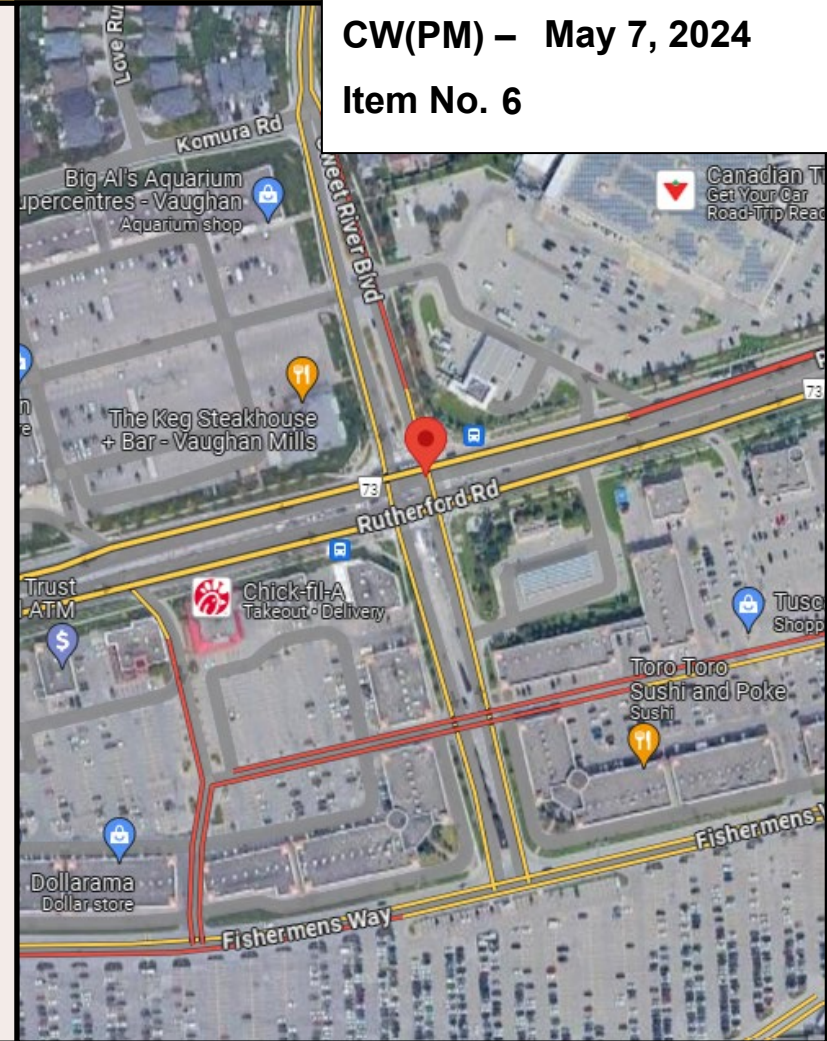
May 7, 2024

C30.

Communication

CW(PM) – May 7, 2024

Item No. 6



“

One of the most sincere forms of respect is actually listening to what another has to say.

Bryant McGill

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The Study

Prepared for the use of
3300 Rutherford Developments Inc.
by LEA Consulting Ltd



3300 Rutherford Developments Inc.

TRANSPORTATION IMPACT STUDY

Proposed Mixed-Use Development

3300 Rutherford Road
City of Vaughan

Updated TIS Report
March 2024
23084

Agenda



Existing
Context



Traffic
Data



Future Site
Mobility



Rapid Transit
& TDM



In Closing

Existing Context

According to
the study

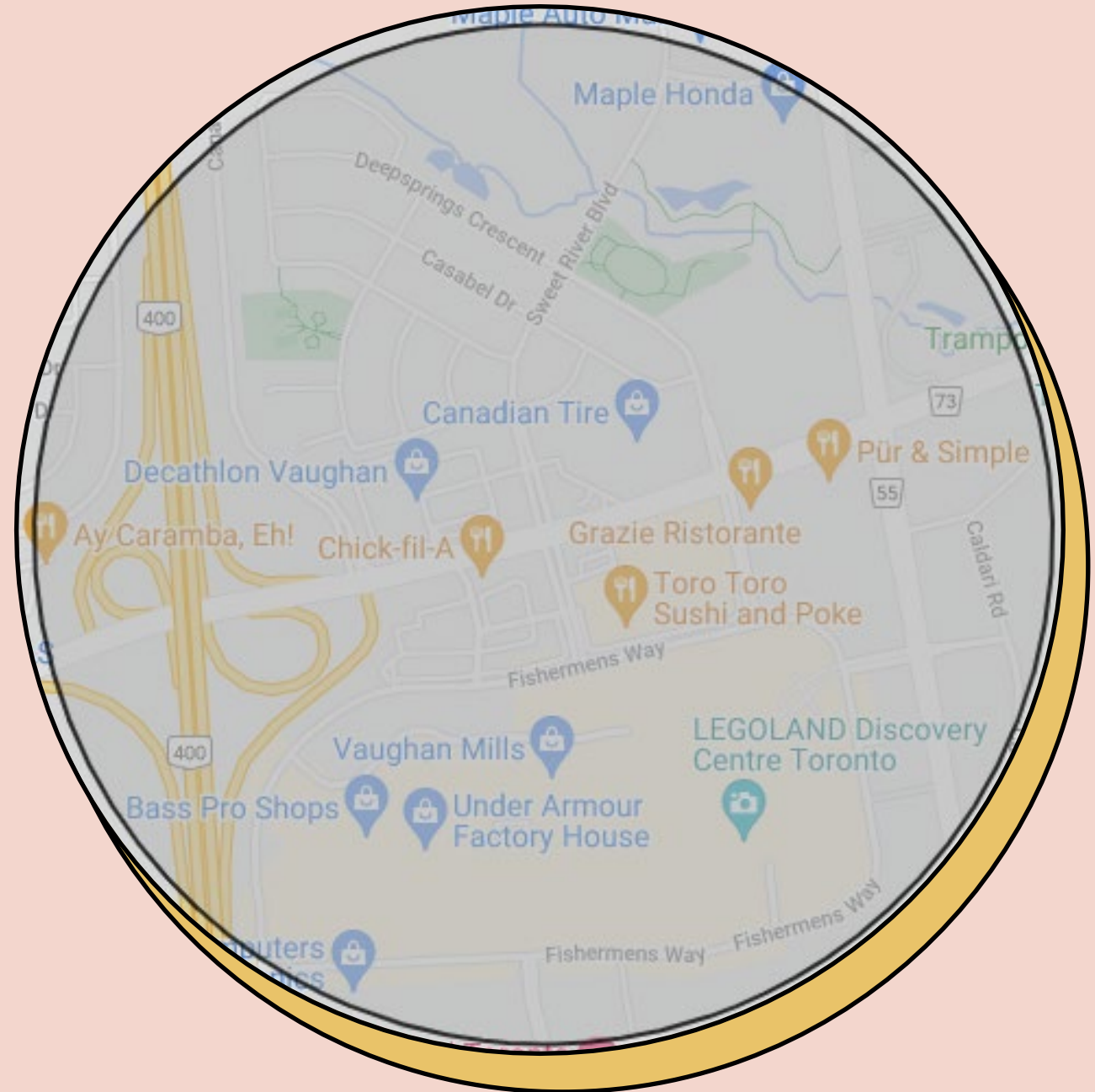
Existing Transportation Context: The existing transportation network provides access to several YRT surface transit routes, a limited cycling network, and a range of amenities available within walking distance. The study area provides good access to nearby retail and services to serve the needs of future residents, alleviating the need to leave the immediate area to accomplish most daily errands as a wide range of potential destinations can be reached within a 10-15 minute walk.

According to
real life experience

- Maple is filled with families – running errands by walking is an option that is just **not possible for many families**
- This is particularly true for those who live on roads **without a sidewalk** as it poses an unnecessary safety risk
- There is **no major grocery chain** in a 15-minute walk radius

Just walk?

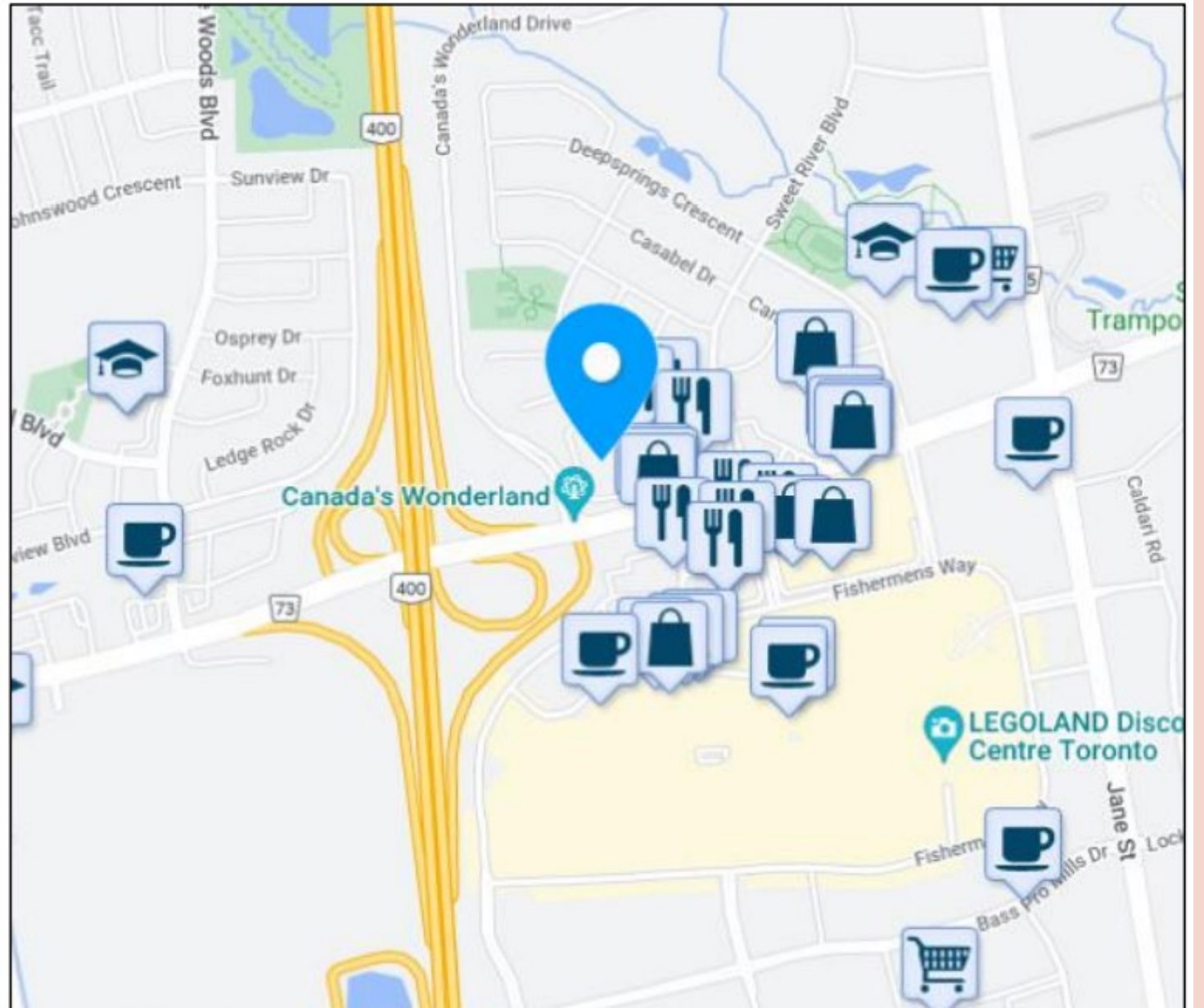
This diagram shows a rough 10-15
minute walk radius *from* 3300
Rutherford.



Their view

Figure 3-4 from the Transportation Impact Study which shows a plethora of non-descript options for errands.

Figure 3-4: Destinations Within Walking Distance



Source: [walkscore.com](https://www.walkscore.com), accessed February 2024

Traffic Data

According to
the study

clear the intersection. The **eastbound left turn queue** will typically fully occupy the existing storage lane but **all vehicles can generally clear during the advanced left turn phase**. No queueing calibration adjustments were applied to the existing conditions analysis given the volume adjustment that was applied based on 2019 TMC data.

According to
real life experience

- Previous in the report, it states York Region requested the change to counts **based on 2019 TMC data** – why? Construction? Construction will be happening forever.
- We should **not** be using 2019 data, which is prior to so many current developments
- I don't know of a single neighbour who would agree with this assessment from our **real life experience** – often waits can be 2-3 full lights

Future Site Mobility

According to
the study

The site TDM strategy will underpin the target mode split of 55% auto, an assumption which was reflected in the site trip generation and future total analysis contained in this TIS report. This target was selected because it represents an achievable goal for future site mobility that will be supported by the TDM plan and reinforced through the site parking strategy, which will ensure that a limited parking supply of 0.60 residential spaces per unit is provided in all development phases.

According to
real life experience

- Making the assumption that 45% of the entire neighbourhood will not use cars because they will be willing to take a new bus they set up is absurd
- Have they taken a poll of the community to see who would take this option? How do we know that 40-45% of new residents would be fine with this?
- According to StatsCan, roughly 74% of Toronto CMA workers commute by car¹

¹ GTA: Getting there by automobile
Government of Canada
<https://www.statcan.gc.ca/o1/en/plus/2697-gta-getting-there-automobile>

Rapid Transit & TDM

According to
the study

The long-term implementation of these projects will help the Vaughan Mills Centre area (and adjacent lands such as the subject site) evolve into a transit-oriented community with reduced reliance on the use of private vehicles for both commuting and discretionary trips. The challenge facing new development in the area is the lack of existing transit connectivity and uncertain timelines related to future transit projects, as none have been identified for short- or medium-term implementation.

According to
real life experience

- The study acknowledges that this will all be built on the long-term premise of a transit-oriented community that hasn't even been fully planned yet
- The TDM (Transportation Demand Strategy) of some shuttle buses, \$156 one-time Presto card, bike parking/repair, and limited parking for new units is not enough
- Why are we putting the cart before the horse here? Finish the Rapid Transit initiatives before significantly impacting peoples' lives in an irreversible way

In Closing.

Arguments covered

- The analysis of existing **context is misleading**
- The traffic data has **poor assumptions** at its base
- Future assumptions are even worse
- They're looking to make **irreversible development** based on a very uncertain future

In summary

- There's clear disagreement on how this will impact transportation
- The **study does not coincide with community members experience**
- Until there are more certain plans and better data, **it would be irresponsible to move forward**

Arguments missed

- Nobody signed up for this
- This would be a detriment to the community members
- This would be a detriment to the businesses in the area
- This isn't a time to say "well, why don't you just move" – look at this economy

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