

Weston 7 Transportation Master Plan

Public Information Centre
June 21, 2023



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.

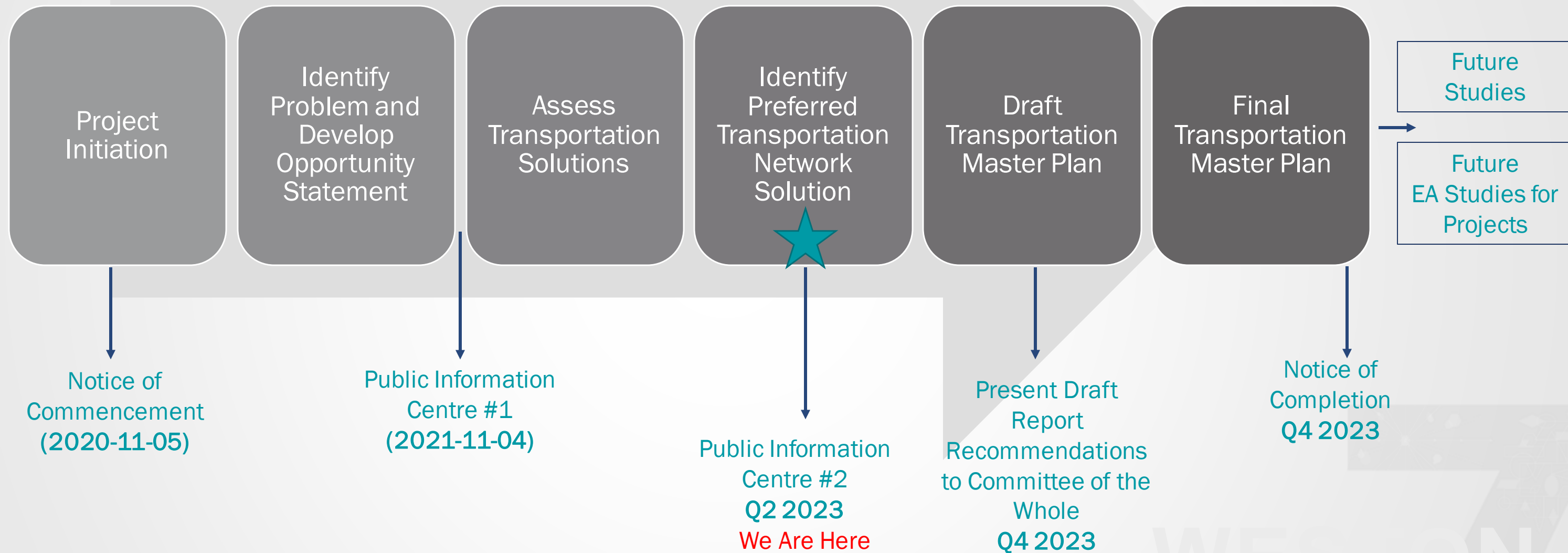


Status Update



Where We Are

The Weston 7 TMP is being carried out in accordance with the Municipal Class Environmental Assessment (MCEA) Process following Phases 1 and 2 for Master Plans.



The Transportation Master Plan is proceeding concurrently and in support of the Weston 7 Secondary Plan Study. Anticipated timeline to completion is subject to change.

Stakeholder Engagement

Stakeholder Groups

TAC

Federal, Provincial, and Regional Agencies
City of Vaughan Internal Stakeholders
MTO
407 ETR
York Region Transit
York Region
TRCA
Utilities

Landowner Group

Property Owners and Developers with the Secondary Plan Area



Transportation Master Plan Project Team

City of Vaughan and WSP Canada

Secondary Plan Project Team

City of Vaughan and The Planning Partnership

PUBLIC

- Community Associations within the Study Area
- General Public

INDIGENOUS COMMUNITIES

- First Nations
- Metis

Why a TMP for the Weston 7 Study Area?

Purpose

- i. Long Range Transportation Plan:
 - ❖ Develop a long-range transportation master plan that integrates infrastructure requirements for existing and future land use, with EA principles
 - ❖ At minimum, when complete, the TMP will address Phases 1 and 2 of the MCEA following the Master Plan Process
- ii. Key supporting components in support of the ongoing Weston 7 Secondary Plan Study:
 - ❖ Develop and identify a sustainable, accessible, and connected multi-modal network providing connectivity to, from, and within the area
 - ❖ Identify a corridor protection area on the west side of the Highway 400 for Colossus Drive Extension Across Highway 400



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Why a TMP for the Weston 7 Study Area?

Objectives

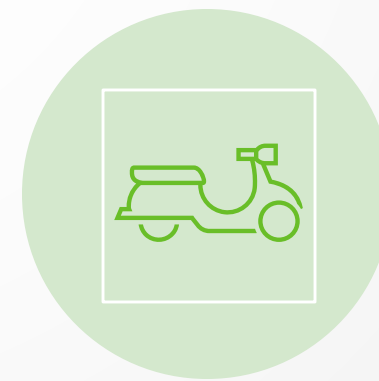
- ❖ Assess alternative transportation network options, including active transportation
- ❖ Use a multi-modal level of service approach to evaluate infrastructure requirements and network connections
- ❖ Evaluate the opportunities for integrating Smart Mobility options into the transportation network
- ❖ Policy development to support implementation (Travel Demand Management, Parking Strategies)



Active Transportation



Multi-Modal

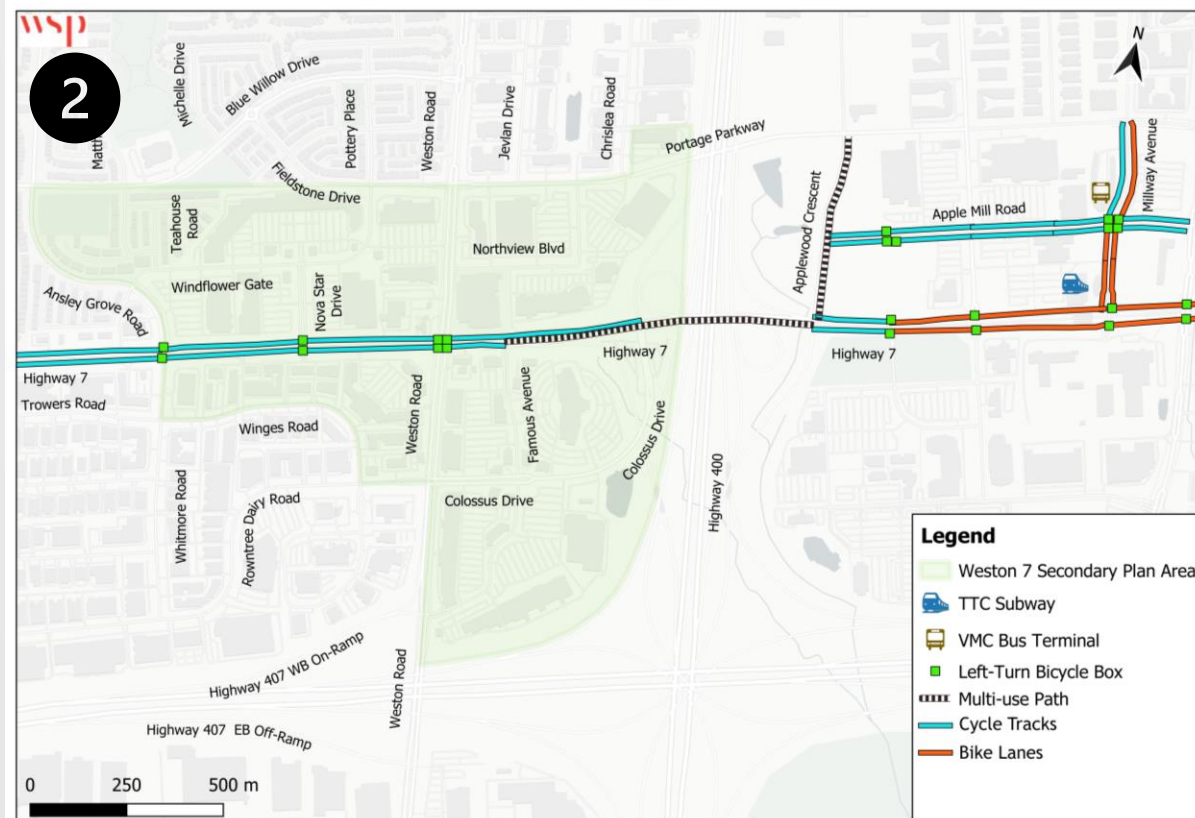


Smart Mobility



Location-Specific Policy
and Implementation

Active Transportation: Challenges



From the Feedback Received:

There are **insufficient** active transportation facilities or services to accommodate future growth. Sidewalks are mostly on one side of the street, creating a disjointed pedestrian network.

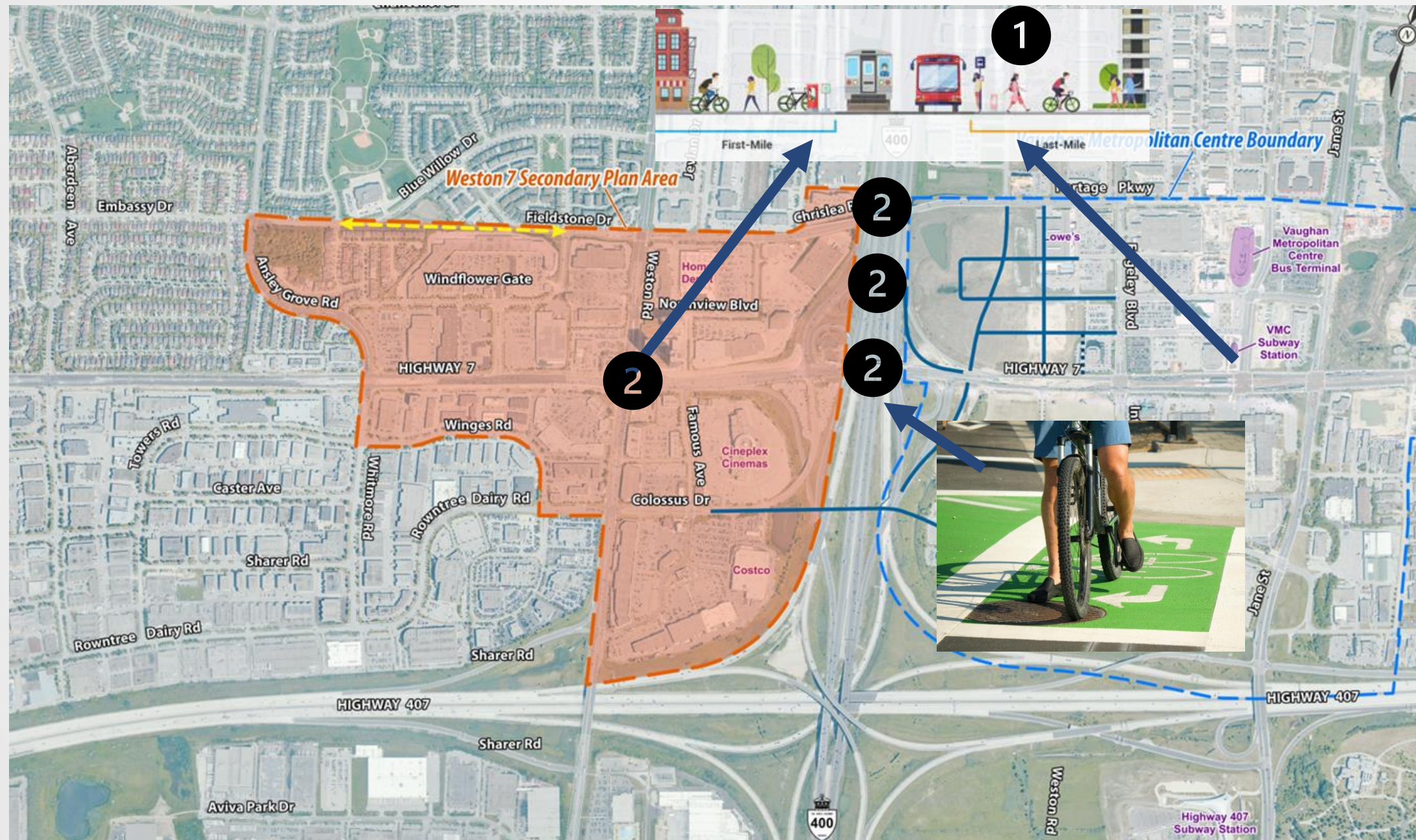
While there are cycle tracks along Highway 7 and Apple Mill Road, cyclists within Weston 7 rely on local and collector street to navigate in the Secondary Plan Area.

Key Challenges:

1. Incomplete sidewalk network in Weston 7 Study Area
2. Lack of dedicated cycling infrastructure aside from Highway 7 and Apple Mill Road
3. Highway 400 is a crossing barrier between Weston 7 Study Area and VMC

- 1: Existing Pedestrian Network
- 2: Existing Cycling Network

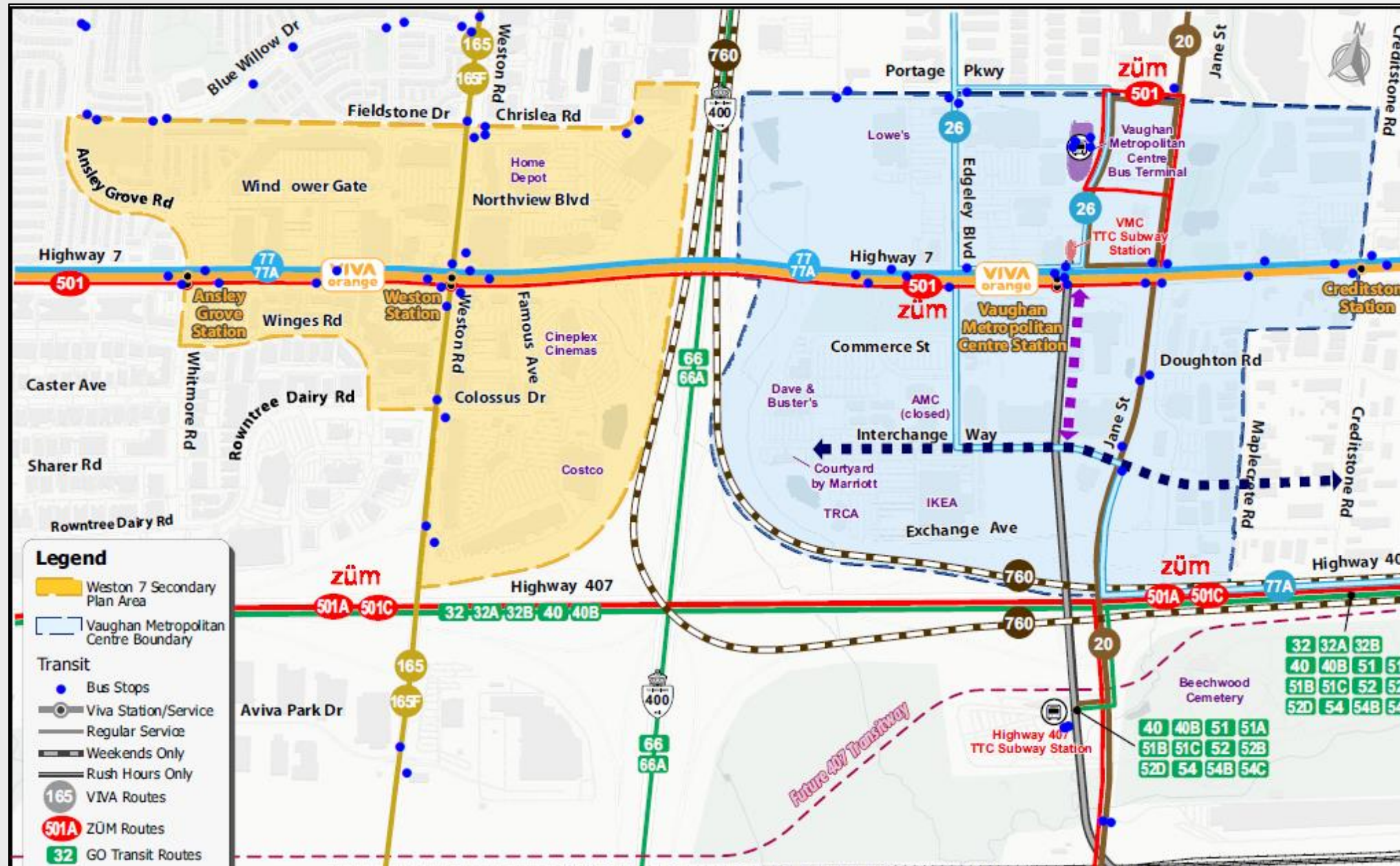
Active Transportation: Opportunities



Opportunities to address Active Transportation Challenges:

1. Provide First and Last Mile Connections between Major Transit Hubs in Weston 7 and VMC Study Areas
2. Commit to Grade-Separated Active Transportation Paths over Highways and Major Arterials

Transit Network: Challenges



From the Feedback Received:

Transit service is not frequent enough to accommodate future growth.

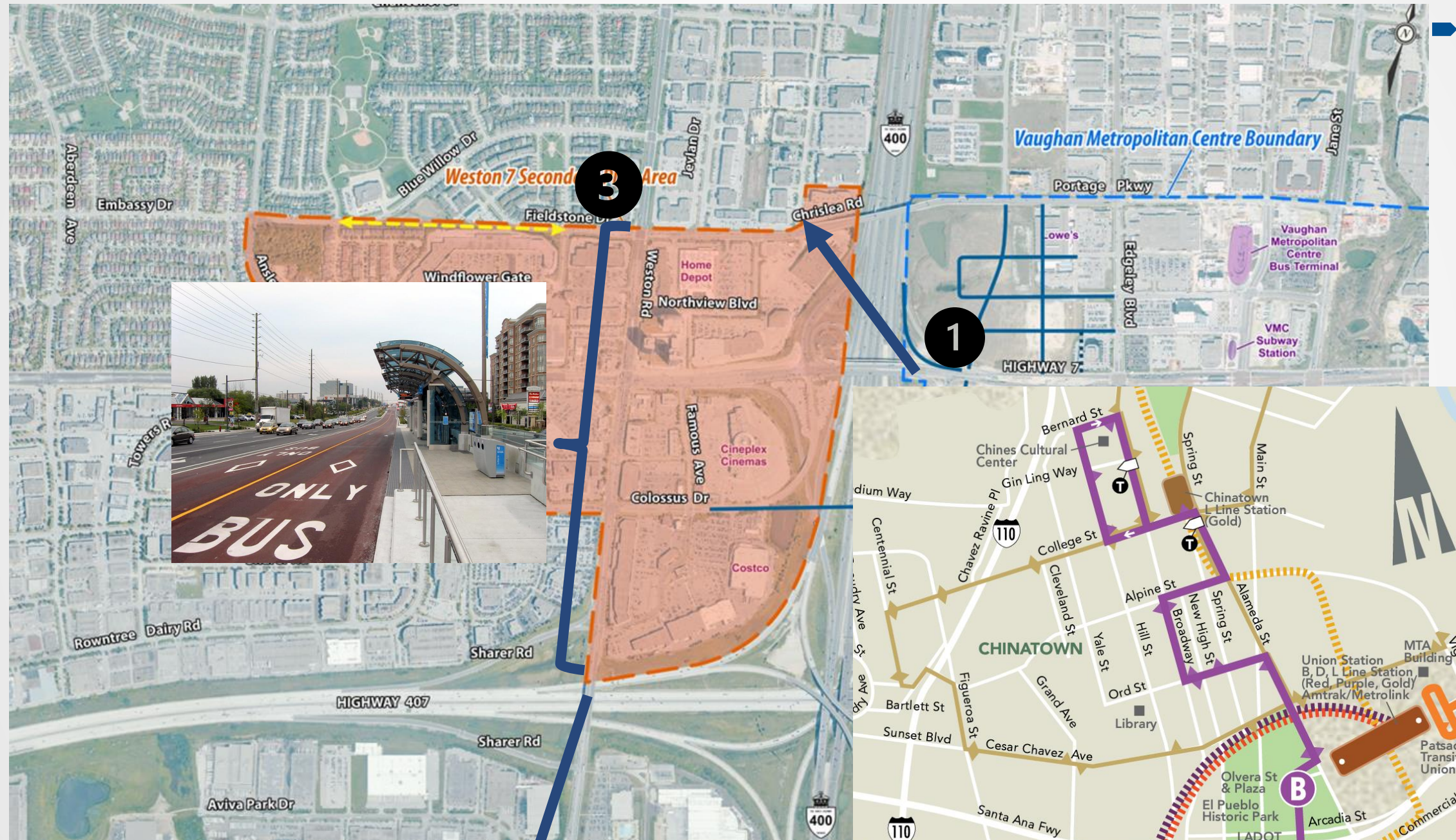
Rapid transit lanes allow buses to navigate through congestion, and provides a reliable connection to VMC TTC Station.

Key Challenges:

1. Buses in mixed traffic on Weston Road (no dedicated bus lanes)
2. Infrequent services on weekends and off-peak hours

- Existing Transit Network in Weston 7 and VMC Secondary Plan Areas
- The Weston 7 Secondary Plan is within 800m of transit stops on Weston Road and Highway 7

Transit Network: Opportunities



Opportunities to address Transit Challenges.

1. Provide a Transit Circulator system to connect points within Weston 7 and the VMC
2. Establish connections to 407 Transitway and South York Greenway
3. Dedicated HOV Lanes or Dedicated Transit Lanes along Weston Road



Problem / Opportunity Statement

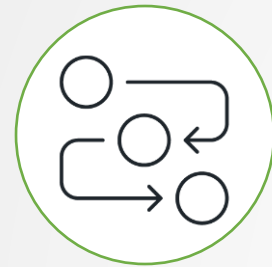
The vision for the future of Weston 7 integrates **four** key principles:



Enhancing **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity**



Supporting mobility for **all modes of transportation**

To address the challenges and to maximize opportunities for the Weston 7 area, the following **vision statement** has been developed:

*The vision of the Weston 7 Secondary Plan transportation network, is to accommodate and support future growth and transformation by enhancing the **sustainable** and **multi-modal** transportation system with a network that supports **all users and all modes of transportation**, **accessibility**, and improve **connectivity**, leveraging existing rapid transit infrastructure and service within and to and from the broader area.*



Public Information Centre #1: What We Heard

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What We Have Heard

Support For:

- i. Intensification of land uses
- ii. Multi-modal transportation network
- iii. Prioritization of Active and Sustainable Transportation
- iv. Street Furniture and Greenery
- v. Constructing CN Rail Overpass at Langstaff Road
- vi. Implementing One-Fare Policy (York Region & TTC)

Concerns Regarding:

- i. Existing and future traffic congestion
- ii. Grocery stores being replaced by high-rise development
- iii. Lack of parkland
- iv. Respecting the existing neighbourhoods bordering Secondary Plan Area
- v. Parking Management Impacts and Solutions
- vi. Corporate Business Development in the Weston 7 Study Area

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Assessing Transportation Solutions

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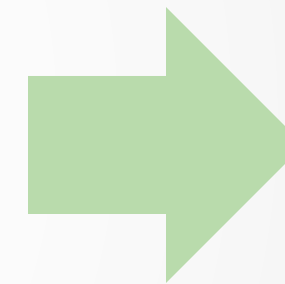
Transportation Network: Issues

1. Travel Demand Forecasting and isolating the network specific to the Study Area

Poor performance (at capacity) along Regional corridors, particularly along Highway 7 and Weston Road.



Issues in modelling vehicular traffic demand under the growth scenario (**62,300 persons and jobs**) in Weston 7, and full buildout under the approved VMC Secondary Plan



Necessitates adjustments to the approach to provide network performance-based indicators as input to evaluating solutions and isolating network needs specific to Weston 7



Transportation Network: Challenges

2. Challenges in providing a finer and connected multi-modal grid network in Study Area

- ❖ Reconciling and providing a finer grid network that is connected, multimodal with prioritization given to active transportation, and smart traffic controls
- ❖ Parking: Developing a parking strategy from the outset that limits supply and overtime reduces the amount of vehicular parking as key measures in managing travel demand and to support more sustainable modes of travel in Weston 7



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Network Solution Assumptions

Network Solution Scenario	Growth and Land Use Assumptions	Transportation Assumptions
Baseline	<ul style="list-style-type: none"> - 62,300 people and jobs full buildout (2051 and beyond) SP Demonstration Plan - York Region TMP (2016) Forecast all other zones outside W7 and VMC SP areas. - VMC full buildout scenario under approved Secondary Plan 	<ul style="list-style-type: none"> - Serves as a Do-Nothing for the purposes of evaluation - Regional and Provincial Plans - Regional Road improvements only, including: <ul style="list-style-type: none"> - Weston Road - Langstaff Road Widening and Crossing of CN Yard
Baseline and Colossus Drive Extension	<ul style="list-style-type: none"> - 62,300 people and jobs full buildout (2051 and beyond) SP Demonstration Plan - York Region TMP (2016) Forecasts all other zones outside W7 and VMC SP areas - VMC full buildout scenario under approved Secondary Plan 	<ul style="list-style-type: none"> - Assumes baseline Provincial and Regional Plans noted in Baseline - Extension of Colossus Drive from Weston 7 Study Area into the VMC, over Highway 400
Weston 7 Planning Solution Network	<ul style="list-style-type: none"> - 62,300 people and jobs full buildout (2051 and beyond) SP Demonstration Plan - York Region TMP (2016) Forecasts all other zones outside W7 and VMC SP areas - VMC full buildout scenario under approved Secondary Plan 	<ul style="list-style-type: none"> - Assumes baseline Provincial and Regional Plans, plus the Colossus Drive Extension from above - New and extended network of Local and Collector Streets - Active Transportation Links, including sidewalks on both sides all streets - Controlled Movement Signalization for Pedestrians - Dedicated cycling facilities on all Collector and Major Collector streets

Approach: Multiple Account Evaluation

Theme Areas:



Travel Demand, Behaviours and Patterns: establish a transportation network that supports growth and transformation while maximizing opportunities and addressing challenges.



Multi-Modal Network for All Users: increase infrastructure improvements focused on all modes for connectivity, mobility, and accessibility within, to, and from the Weston 7 Secondary Plan area.



Environmental Impact: impact of the Network Alternatives from a greenhouse gas (GHG) emission lens.



Implementation: alignment with current and emerging provincial and municipal planning policy frameworks in the creation and establishment of a transportation system and network that supports the transformation of the Weston 7 area into a complete and connected community.

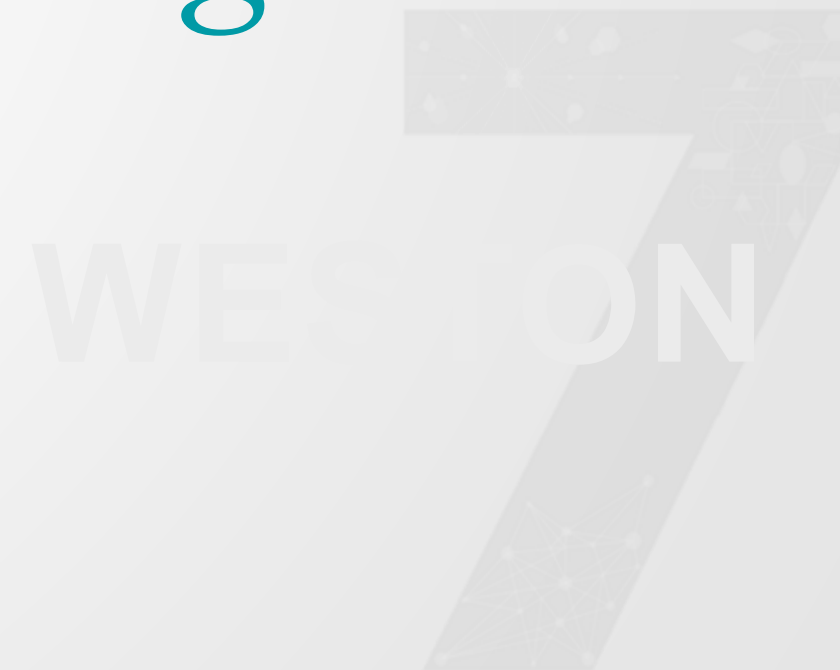
Methodology: Multiple Account Evaluation

Theme	Account	Criteria Addressing TMP Vision, Network Challenges and Opportunities
Travel Demand, Behaviour and Patterns	Travel Demand Mode Share Network Performance	How does the network alternative maximize opportunities to influence travel demand, behaviour and patterns? How does the network alternative address challenges related to network performance?
Multi-Modal Network Elements	Public Transit Coverage	How does the network solution contribute to providing more direct connections by sustainable mode to transit stations and stop?
	Active Transportation Connectivity	How does the network support active transportation?
	Street Network Connectivity	How connected are the links in the network?
	Green Space Access	Is green space available and accessible by active modes?
Environmental Impacts	Emission Impact (tonnes of GHG emitted)	How sustainable is the network from an environmental impact lens?
Implementation	Alignment with Provincial, Regional, and City Policy Frameworks	How does the network alternative contribute to and support implementation of policy directives?
	High-level cost of network implementation	What is the cost of the implementing the transportation network improvements, accounting for capital, operations and maintenance?



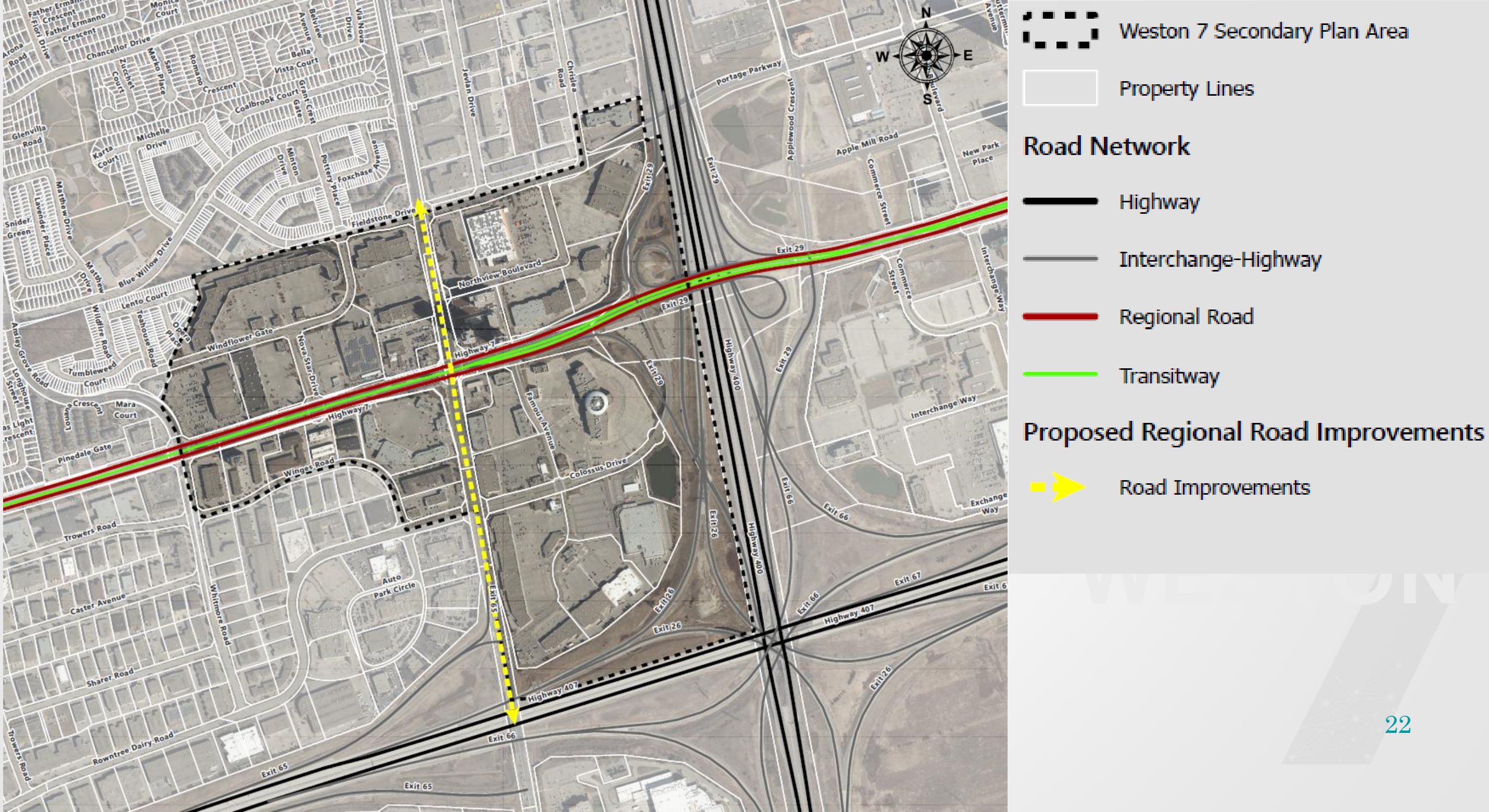
3.1

Network Planning Solutions



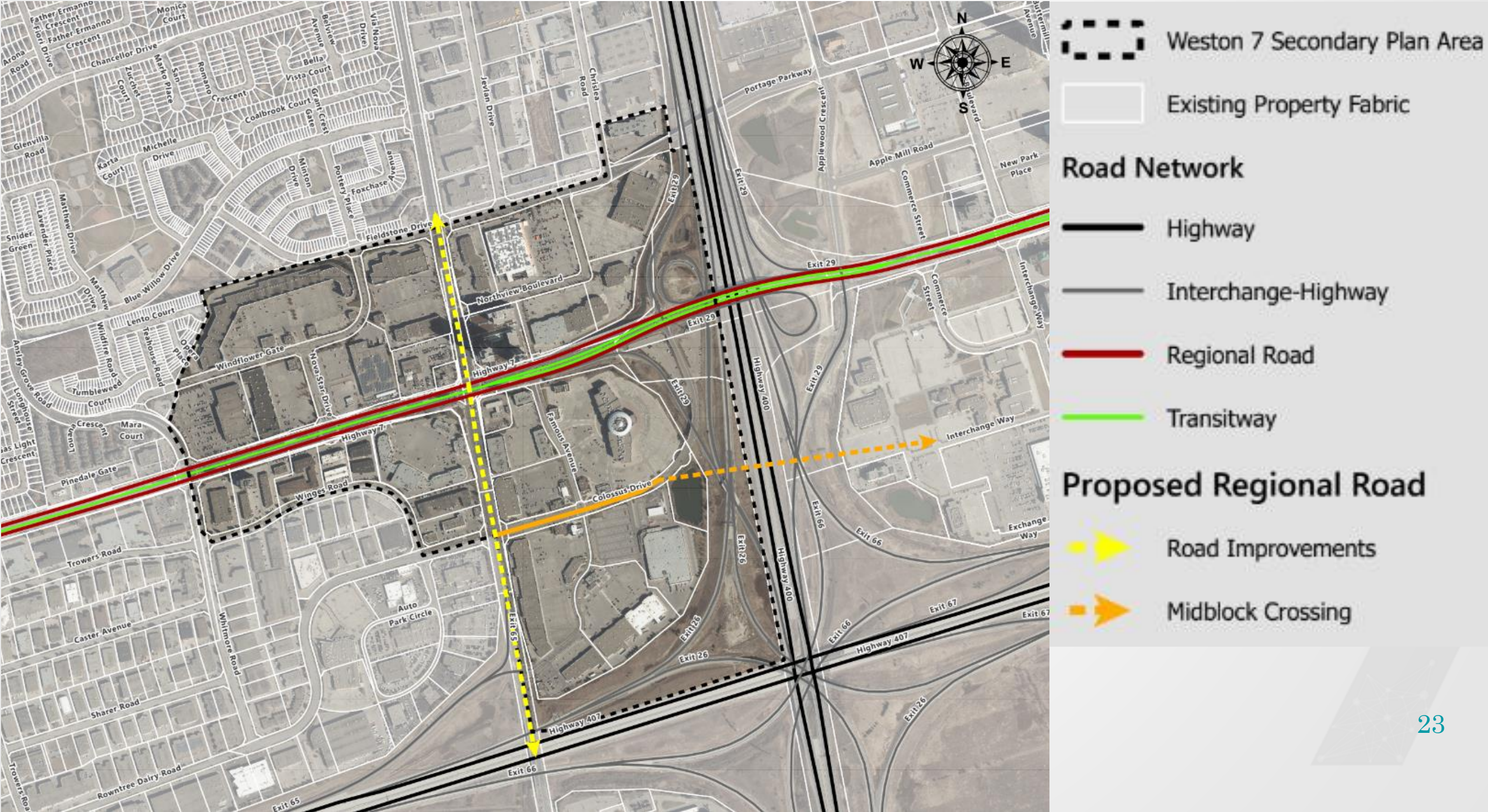
Stage 1 – Network Planning Solutions

1. **Baseline – York Region Improvements:** Scenario where no City improvements are included, and only Regional planning improvements are reflected. Used as the baseline for purpose of evaluation.



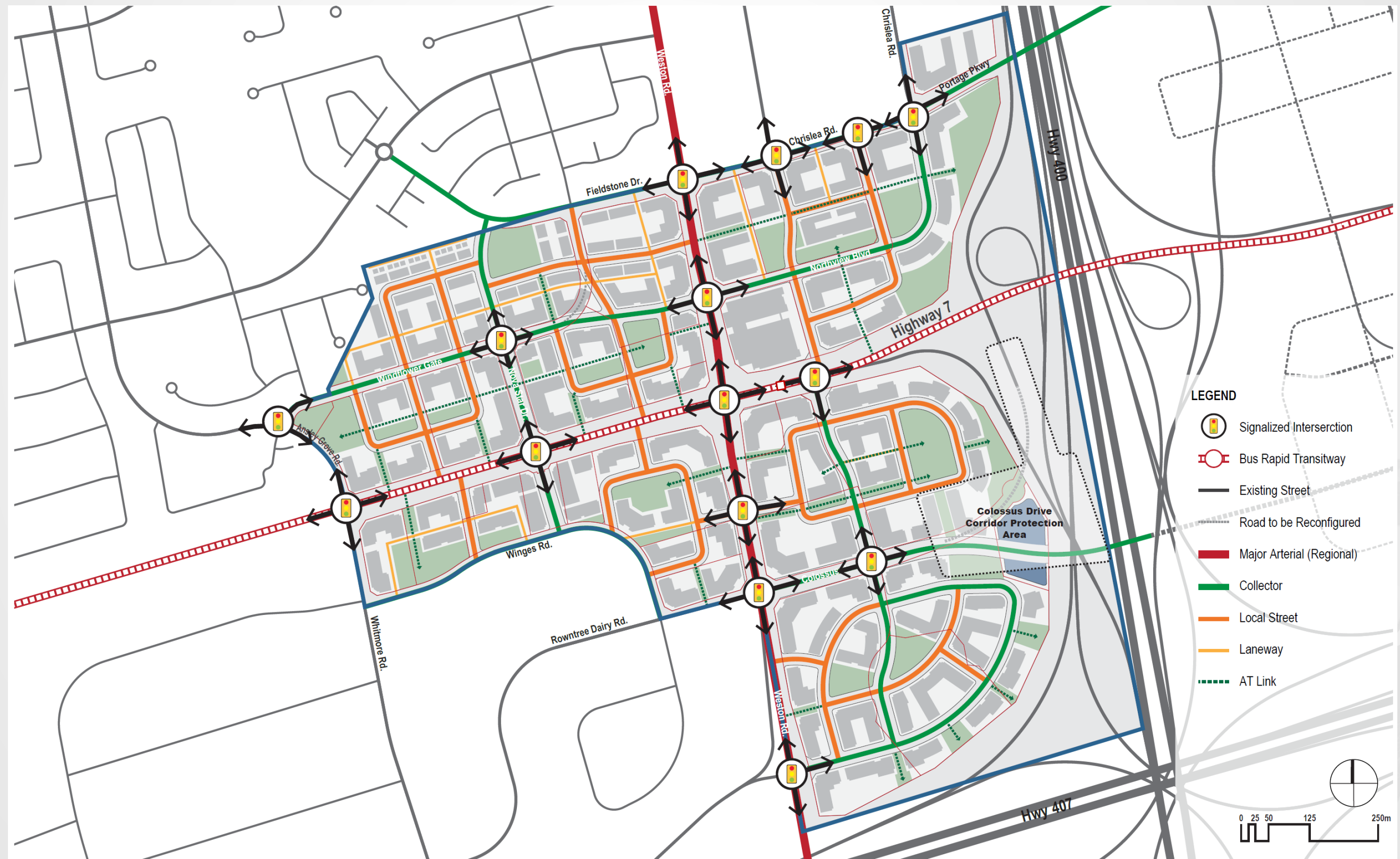
Stage 1 – Network Planning Solutions

2. Network with York Region Planning Improvements and Colossus Drive Extension: Combination alternative includes the extension of Colossus Drive with network improvements with Regional improvements in Weston 7 and the VMC.



Stage 1 – Network Planning Solutions

3. **Weston 7 Planning Network:** uses the Weston 7 Transportation Demonstration Plan that includes a refined collector and local street network, additional walking and cycling facilities, and dedicated transit lanes on Weston Road.



Stage 1 – Network Analysis Summary

Criteria	Solution 1: York Region Planned Improvements	Solution 2: York Region Planned Improvements and Colossus Drive Extension	Solution 3: Weston 7 Planning Solutions Network
Travel Demand, Patterns, and Behaviour	●	●	●
Multi-Modal Elements	●	●	●
Environmental Impact	●	●	●
Implementation	●	●	●



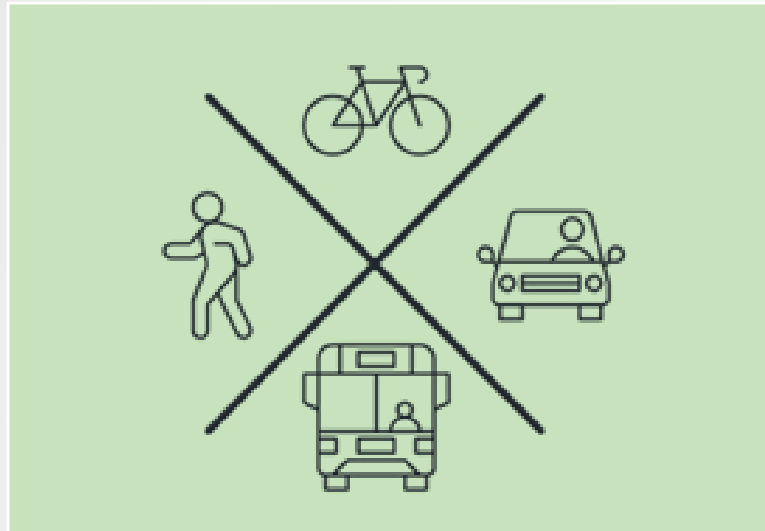


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Alternative Network Development



Transportation Network: Opportunities



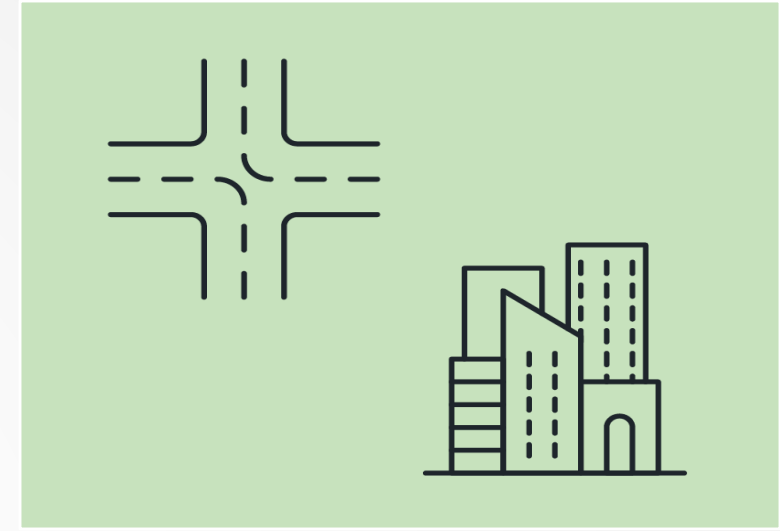
Multi-Modal

- ❖ Active Transportation
- ❖ Transit Connectivity
- ❖ Finer Grid Network



Policy

- ❖ Complete Streets
- ❖ Vision Zero (Road Safety Plan)
- ❖ Transportation Demand Measures (TDM)
- ❖ Parking Management

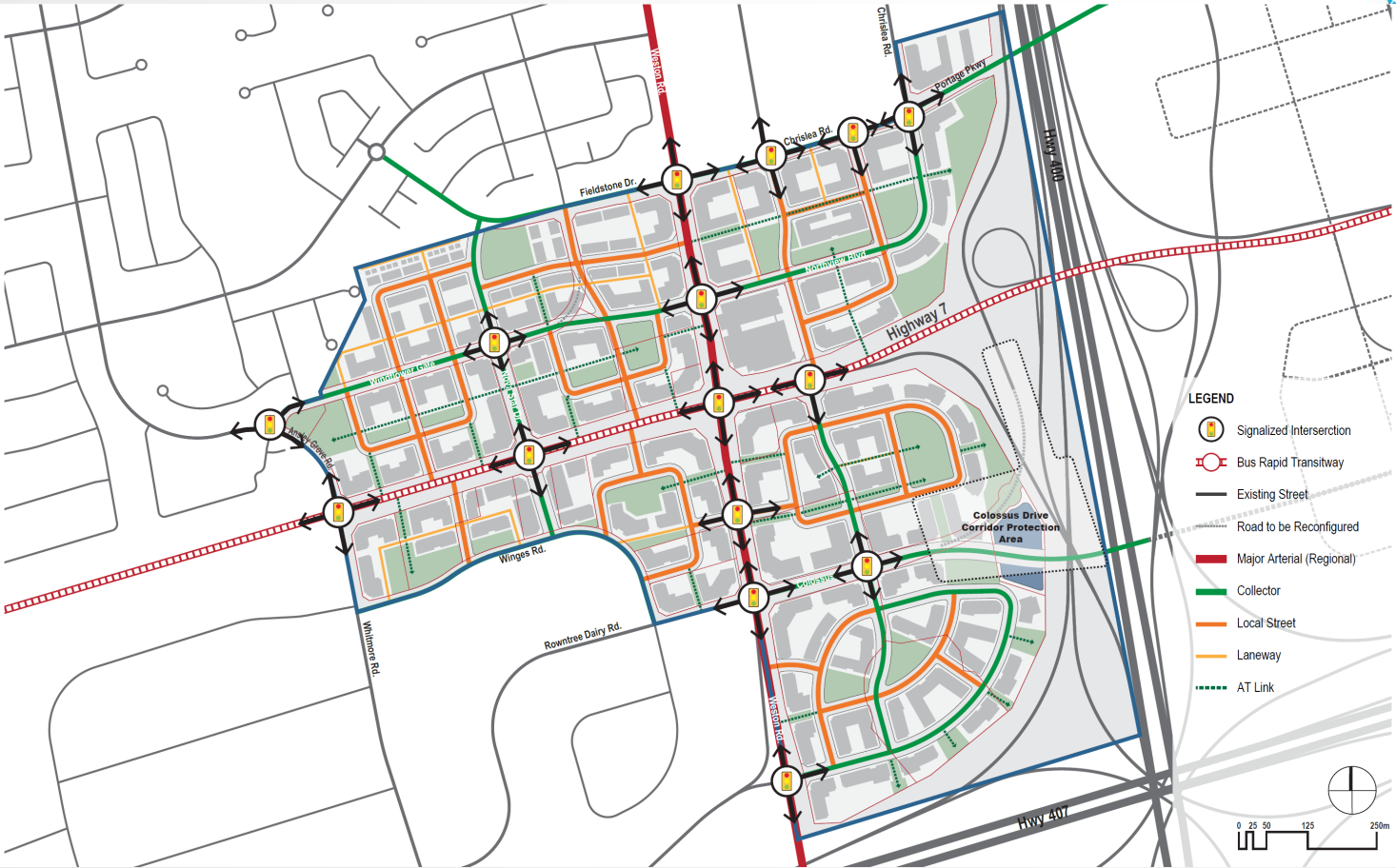


Big Moves

- ❖ Colossus Drive Extension to Interchange Way
- ❖ Portage Parkway West/Chrislea Road Extension
- ❖ South York Greenway
- ❖ Dedicated Separated Pedestrian Connections

Stage 2 - Weston 7 Network

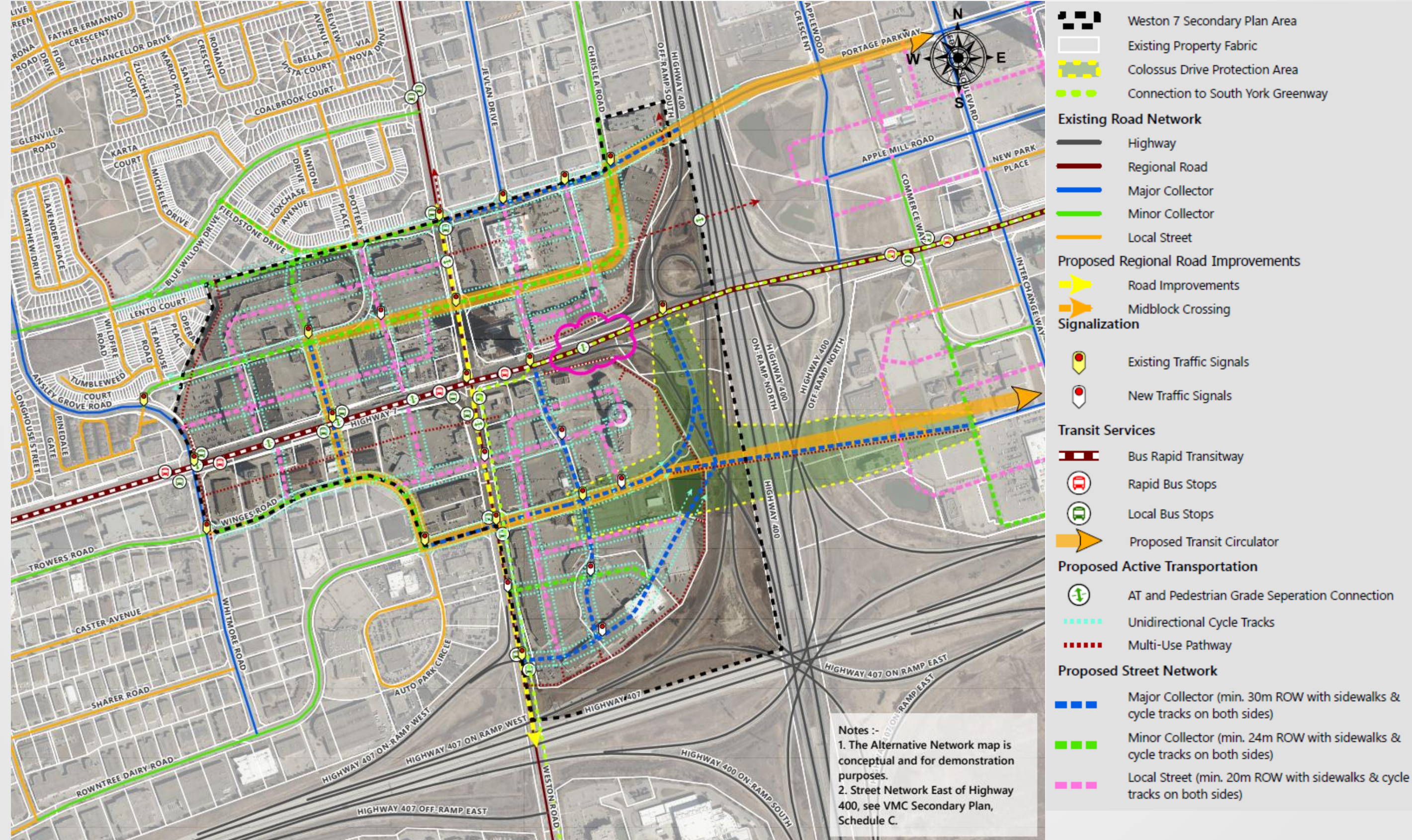
Structure Framework Plan: Providing basis for land use and growth forecast estimates as well as a potential network, shown as a demonstration.



Weston 7 Network: The Secondary Plan Demonstration Plan begins to identify an alternative multimodal network for evaluation, using the Structuring Plan as a base.

Stage 2 – Weston 7 Alternative Network

Weston 7 Alternative Network: Building from the Structuring Framework and elements from the Demonstration Plan begin to identify an alternative multimodal network for evaluation.



Multi-modal Elements of the Alternative Network



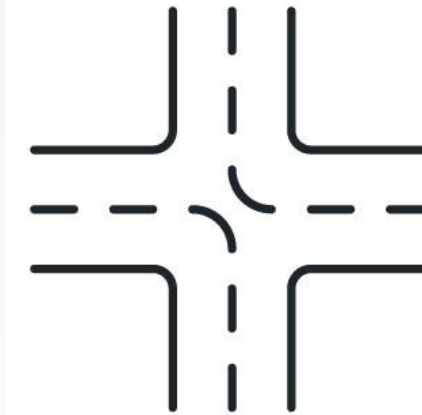
Transit Connectivity

- ❖ Transit circulator between Weston 7 Study Area and the VMC, connecting to VMC Subway Station
- ❖ Dedicated Transit Lanes on Weston Road
- ❖ Five-Minute service frequency on Highway 7 and Weston Road



Active Transportation

- ❖ Weather protected multi-use pathways on Highway 7, across Highway 400
- ❖ Dedicated cycling facilities on Portage Parkway
- ❖ Grade Separated Active Transportation Connections:
 - ❖ Highway 400 connecting to Apple Mill Road
 - ❖ Underpass of Highway 7 at Famous Avenue
 - ❖ Pedestrian causeways across Highway 7, between Ansley Grove Road and Famous Avenue
- ❖ Sidewalk on both sides of all streets
- ❖ Dedicated cycling facilities on some local streets, and all Minor and Major Collector streets



Street Network

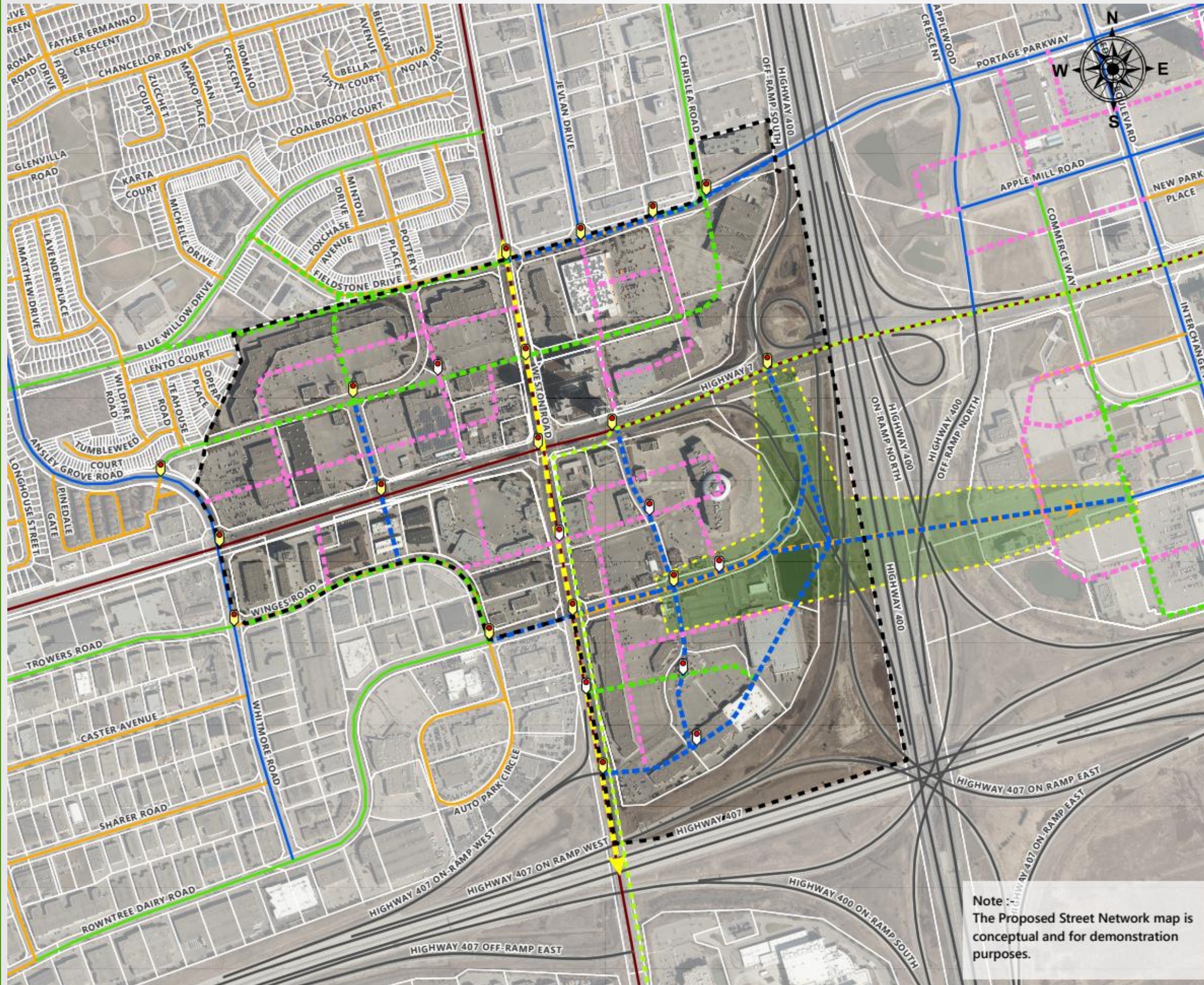
- ❖ Colossus Drive Extension to Interchange Way (2 lanes each direction of travel)
- ❖ Nova Star Drive Extension (2 lanes each direction of travel)
- ❖ Expanded grid network



Preliminary Preferred Multi-Modal Network Elements



Street Network



- Weston 7 Secondary Plan Area
 - Existing Property Fabric
 - Colossus Drive Protection Area
 - Connection to South York Greenway
- Existing Road Network**
- Highway
 - Regional Road
 - Major Collector
 - Minor Collector
 - Local Street
- Signalization**
- Existing Traffic Signals
 - New Traffic Signals
- Proposed Regional Road Improvements**
- Road Improvements
 - Midblock Crossing
- Proposed Street Network**
- Major Collector (min. 30m ROW with sidewalks & cycle tracks on both sides)
 - Minor Collector (min. 24m ROW with sidewalks & cycle tracks on both sides)
 - Local Street (min. 20m ROW with sidewalks & cycle tracks on both sides)

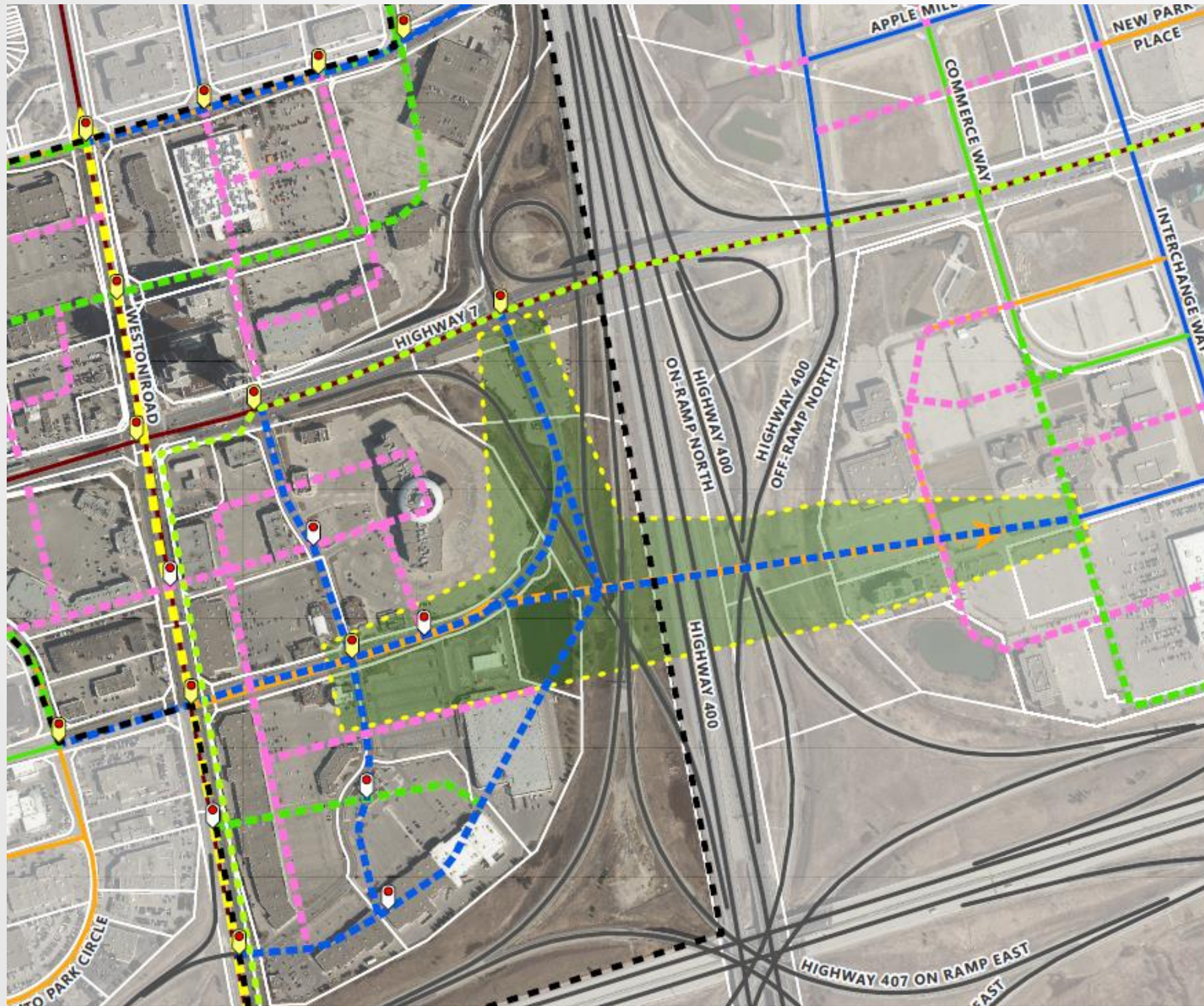
Note:
The Proposed Street Network map is conceptual and for demonstration purposes.

Street Network Elements

Developing a finer grid network with added local streets, as well as added minor and major collectors.



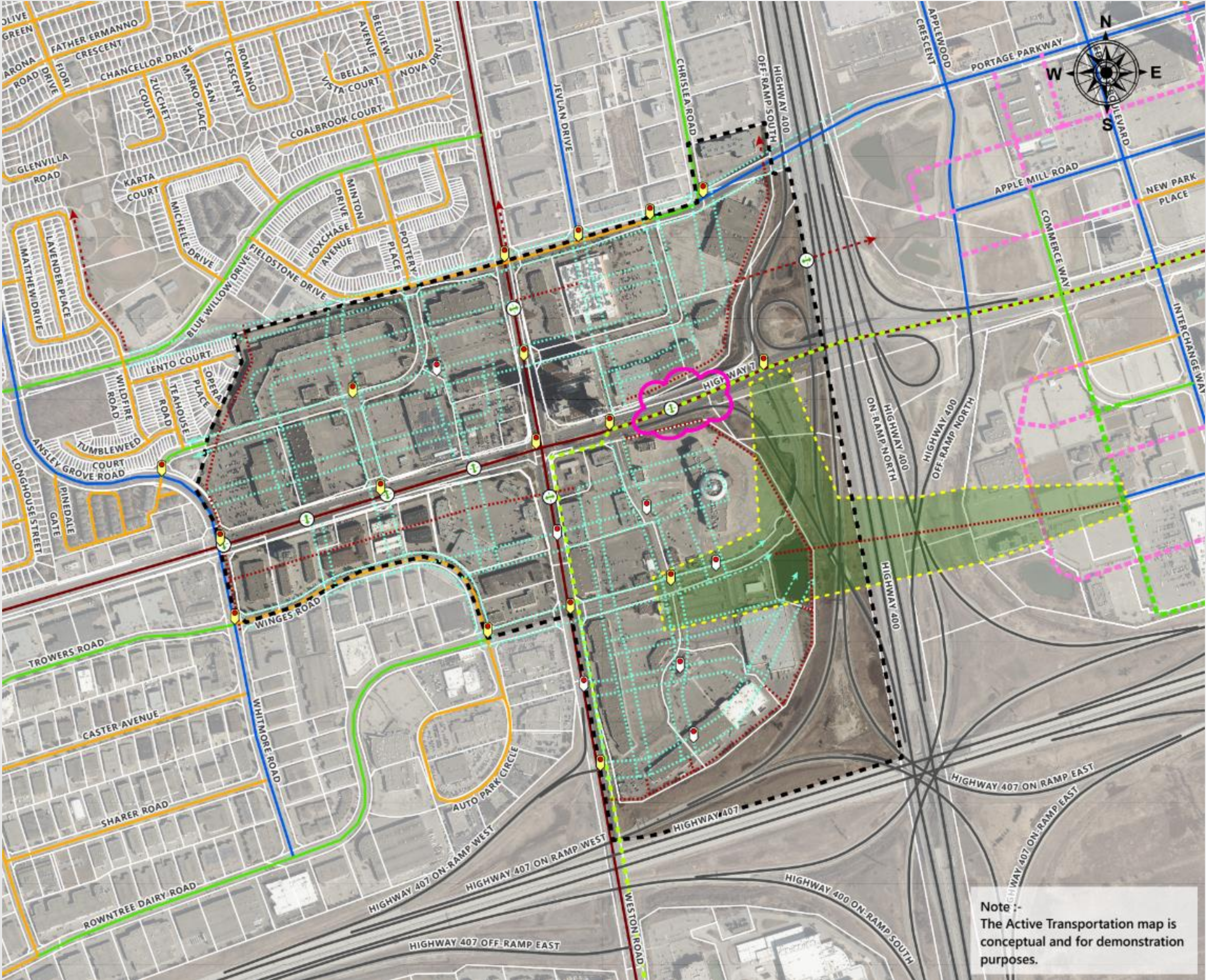
Corridor Protection Elements



The VMC Secondary Plan includes a policy that protects for a corridor area, protecting for the Colossus Drive to Interchange Way, eastbound over Highway 400.

The Corridor Protection Area on the west side of Highway 400 is subject to future Environmental Assessment.

Active Transportation Network



- Weston 7 Secondary Plan Area
- Existing Property Fabric
- Colossus Drive Protection Area
- Connection to South York Greenway

Existing Road Network

- Highway
- Regional Road
- Major Collector
- Minor Collector
- Local Street

Signalization

- Existing Traffic Signals
- New Traffic Signals

Proposed Active Transportation

- AT and Pedestrian Grade Separation Connection
- Multi-Use Pathway
- Unidirectional Cycle Tracks

Note :-
The Active Transportation map is conceptual and for demonstration purposes.

Active Transportation Elements

Implementation of unidirectional cycle tracks and multi-use pathways on local and all collector streets, including weather protected facilities on Highway 7 and dedicated cycling facilities on Portage Parkway, across Highway 400.

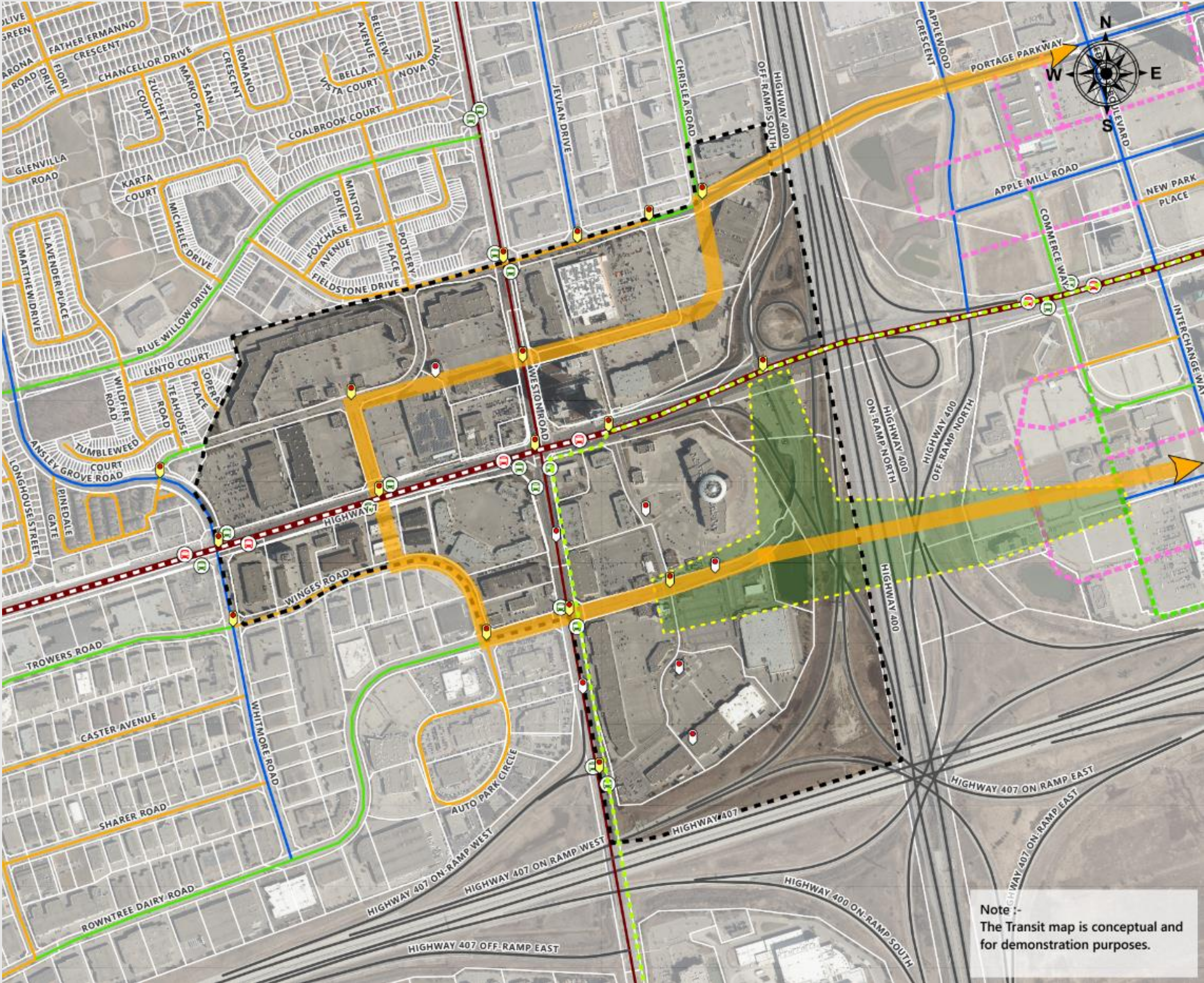


Active Transportation Elements

Providing grade separated pedestrian crossing, such as causeways or elevated bridges across Highway 7, between Ansley Grove Road and Famous Avenue. Implementing sidewalks on both sides of all streets and an underpass at Highway 7 and Famous Avenue.



Transit Network

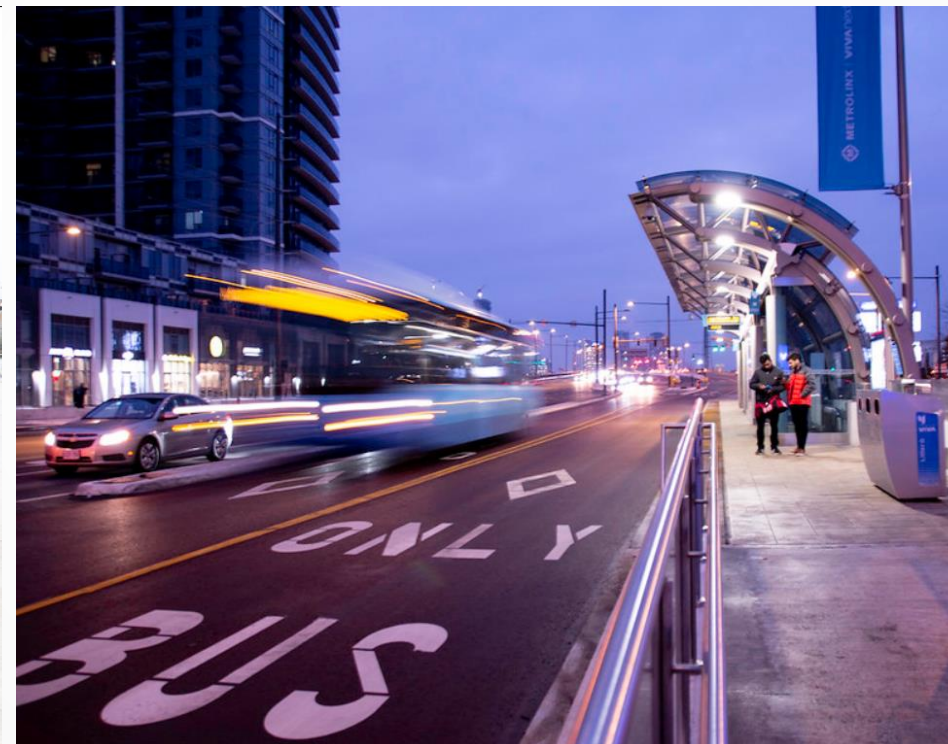


- Weston 7 Secondary Plan Area
 - Existing Property Fabric
 - Colossus Drive Protection Area
 - Connection to South York Greenway
- Existing Road Network**
- Highway
 - Regional Road
 - Major Collector
 - Minor Collector
 - Local Street
- Signalization**
- Existing Traffic Signals
 - New Traffic Signals
- Transit Services**
- Bus Rapid Transitway
 - Rapid Bus Stops
 - Local Bus Stops
 - Proposed Transit Circulator

Note :-
The Transit map is conceptual and for demonstration purposes.

Transit Elements

Introduce a transit circulator between the Weston 7 Study Area and VMC, strengthening first and last mile connections, specifically access to TTC. Introduce dedicated transit lanes along Weston Road, like that of Highway 7. Increase the frequency of transit on Highway 7 and Weston Road with 5-minute service to meet travel demands.



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Role of a Transit Circulator in Weston 7

The proposed Weston-7 / VMC circulator is focused on:

- **First and Last Mile Connection:** connecting all areas of Weston 7 effectively and efficiently to all areas of Vaughan Metropolitan Centre; allowing residents and employees from both neighbourhoods to easily access all zones in both communities without an automobile
- **Subway Connections:** Vaughan Metropolitan Centre as well as Highway 407
- **Expanding area coverage and direct access** to users who live and work at distances that exceed a 5 minute walk to current Viva stations
- **Providing intra-neighbourhood connectivity** for residents with mobility challenges
- **Providing alternatives for connections** in periods of inclement weather, which reduce the need to own and operate an automobile

The planned combined population and employment of Weston 7/ VMC is in line with major North American Downtown cores:

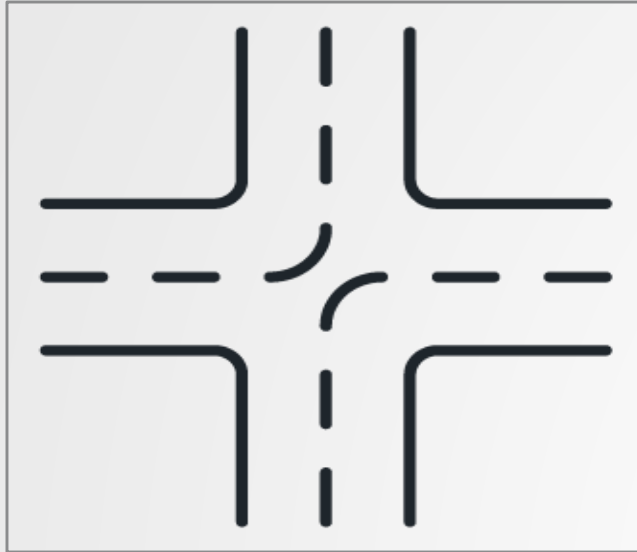
Location	Population and Employment	Circulator Type (# Routes)
Downtown Los Angeles	Pop: 82,000; Emp: 500,000 Combined: 582,000	Bus (6 routes)
Downtown Austin	Pop: 16,000; Emp: 96,000 Combined: 112,000	Bus (2 routes)
Downtown Louisville	Pop: 4,000; Emp: 61,000 Combined: 65,000	Bus (2 routes)
Downtown Miami	Pop: 92,000; Emp: 190,000 Combined: 282,000	Elevated people mover / train (3 routes)
Downtown Detroit	Pop: 10,000; Emp: 180,000 Combined: 190,000	Elevated people mover / train (1 route)
Weston-7 and VMC	Pop: 170,000; Emp: 35,000 Combined: 205,000	Bus (1 route proposed)



Supportive Transportation Policy Elements



Complete Streets Framework



Complete Streets: Policies that guide the City to develop a comprehensive capital program and budget for sustainable travel infrastructure. **The goal is to accommodate cycling, pedestrian and transit facilities, in addition to automobile movement.**

Approach: The policy framework is guided by the City of Vaughan's work on Complete Streets Guidelines, informing network improvements to accommodate all modes of travel in Weston 7, including Cross-Section Designs



Vision Zero Road Safety Framework

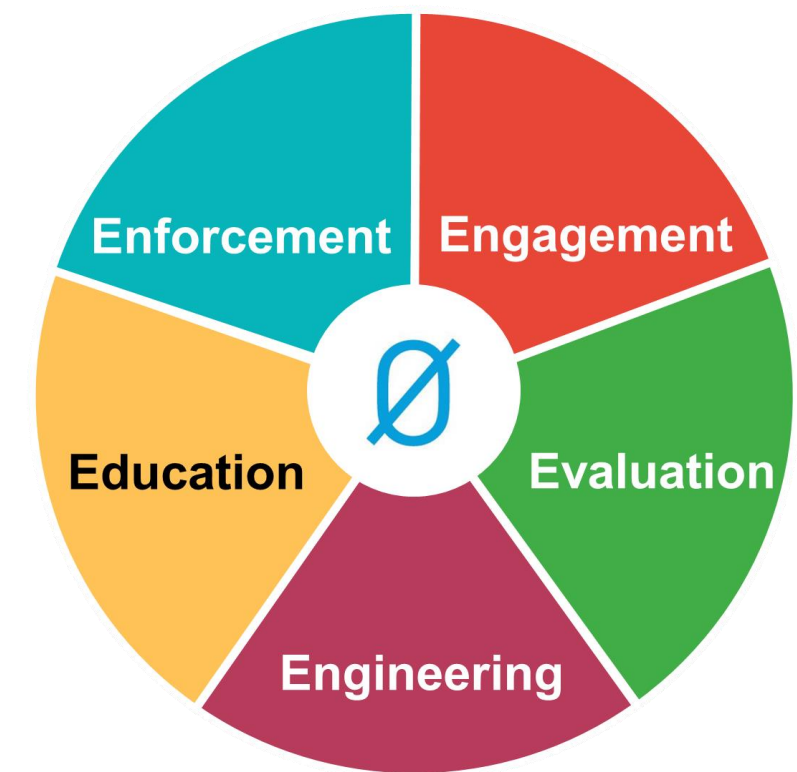


Vision Zero (Road Safety Plan): Evidence-based policies and solutions that are focused on safe systems in the design of new transportation infrastructure. Policies are intended to enhance road safety.

Approach: Any roadway fatalities or serious injuries are unacceptable.

Adopted **across the world** as a baseline for new transportation development.

Clearly **define responsibilities** using the **five E's**:



Parking Management Strategy Framework



Parking Management: Managing parking supply, implementing parking management measures, also integrated with TDM, **to balance needs of users and support businesses**, while promoting reduced dependency on automobile use.

Approach: Charging for parking over time, shared parking, bike parking facilities, introduce parking locator technology, and update requirements for parking in new developments. Focusing on managing parking supply to minimize parking demand and serve as a mechanism of mode shift.



Transportation Demand Management Framework



Transportation Demand Management (TDM): A series of programs, policies and/or services tailored to the City's needs that focus on **influencing travel behaviour**.

Approach: Measures will focus on **increasing the efficiency** of the transportation network by promoting **active and sustainable transportation** and reducing the need to drive during peak hours. TDM policies will be combined with land use policies for integration with the Secondary Plan.





Looking Forward: Next Steps

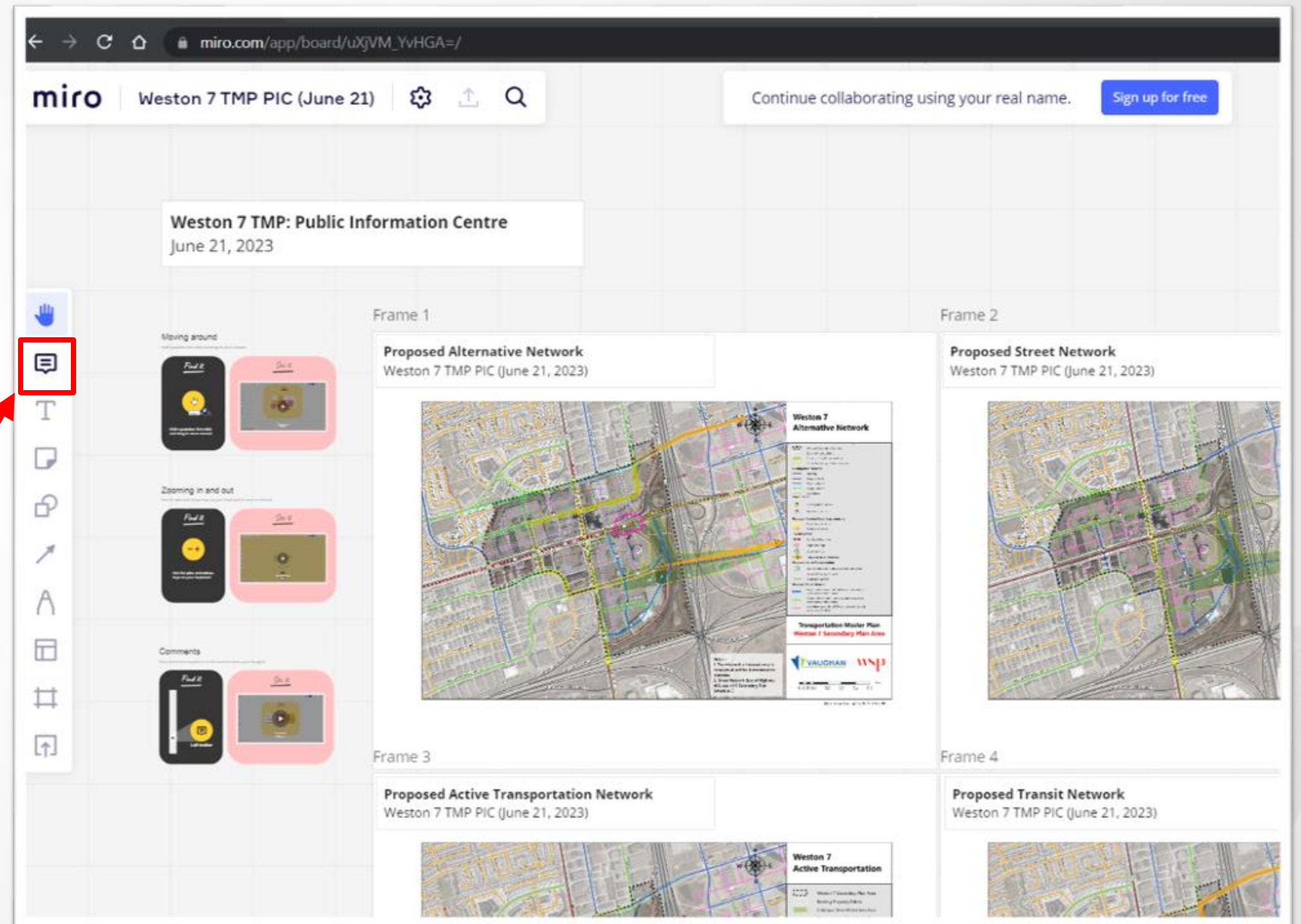


Thought of a Comment After Today?

1. Visit vaughan.ca/Weston7 and follow the link below to access the maps on Miro:

https://miro.com/app/board/uXjVM_YvHGA=/?share_link_id=230005238057

2. Use the comment tool to mark up the network and provide your comments!



Next Steps in the TMP

- 1 Seek Feedback from Engagement Session & Refinements to Preliminary Preferred Alternative
- 2 Prepare the Draft TMP Report
- 3 Fall 2023: Draft TMP Report – Council Committee Presentation

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