



**Western Vaughan Transportation Improvements
Individual Environmental Assessment
Review Agency Advisory Committee (RAAC) Meeting #1
January 22, 2008 - Meeting #1 Notes**

Attendees

RAAC Committee Members

Solange Desautels, MOE	Andrew Pearce, City of Vaughan
Dan Francey, GO Transit	Craig White, 407 ETR
Paul Kerry, CP Rail	Gary Wilkins, TRCA
Bill Kiru, TRCA	Carolyn Woodland, TRCA
Wayne McEachern, City of Vaughan	Dean Kemper, MTO
Murray McLeod, Peel Region	Fausto Conforti, 407 ETR
June Murphy, TRCA	Selma Hubjer, City of Vaughan

Project Team Members

Arup Mukherjee, York Region	Barry Darch, UMA
Steve Hollinger, York Region	Dick Gordon, UMA
Sue Cumming, Facilitator, Cumming+Company	Ian Dobrindt, GLL
	Marc Rose, GLL
	Mike Poskin, GLL
	Dave Crowley, Halcrow

Item	Description	Action By
Introductions, Welcome and Role of Committee	<p>Meeting called to order by Sue Cumming (Facilitator). Introductions of RAAC and Project Team Members. Overview of terms of RAAC Terms of Reference, role of Committee, Ground Rules for RAAC – hand out provided.</p> <ul style="list-style-type: none"> ▪ Meeting notes to be provided, not meeting minutes. Notes will be based on topics of discussion, noting key points, direction and required follow-up. ▪ Meeting Agenda with reference to importance of having time for presentation and discussion at each meeting. For future meetings where documents are to be discussed, these would be forwarded two weeks in advance so as to focus discussion on substantive content and not a line by line review. Confirmation of importance of RAAC to the overall project and opportunity for creative solutions. ▪ Arup Mukherjee described the project and overviewed the process noting the growing area and transportation needs to 2031. He stressed the importance of the project for York Region and appreciation of the role and commitment of the RAAC members. 	

<p>Project Overview</p> <p>Ian Dobrindt Gartner Lee Limited (Pages 10 – 24 on handout)</p>	<p>Ian Dobrindt presented the following:</p> <ul style="list-style-type: none"> ▪ What an Individual Environmental Assessment (IEA) is and how it differs from a Class EA ▪ Project schedule ▪ History Overview with Minister’s amendments ▪ Growth of area by population and employment ▪ What areas are protected and what is left to be developed ▪ Planned infrastructure 	
<p>Discussion</p>	<p>Key Discussion Points Noted:</p> <ul style="list-style-type: none"> ▪ Committee member raised concerns about the use of slide 23 and whether the land use and growth is shown correctly and what are the infrastructure implications. ▪ Committee member raised a question on how the First Nations Consultation Process is being handled and who is handling it. A discussion ensued on how the process is done and that it is a separate part of the process. Ian Dobrindt advised that First Nations Engineering Services Limited has been retained as part of the project team to lead this part of the consultation. ▪ Committee member asked how the proponent is going to address the City of Vaughan Official Plan noting that the Official Plan review was being undertaken in response to the Places to Grow Growth Plan and the projected population and employment numbers that the Regional planners are using may be different. ▪ A question was posed since the Region is the proponent, would they be dealing with improvements for local Vaughan Roads as well. Arup Mukherjee responded that the study would focus on the Region arterials but would identify if there were resulting local improvements on local arterial roads. ▪ Committee member raised a question on the 427 study and how this study would fit in with the Ministry of Transportation’s 427 EA. It was noted that the Region is coordinating with both MTO and Peel Region and looking at implications for the 427 Extension. Part of the study involves modelling and the assumptions and outputs are being shared between the regions and the Ministry. While the process is separate, there are some reasonable assumptions and technical considerations that will be integrated into the analysis for the Western Vaughan study. 	
<p>Purpose and Rationale for the Undertaking</p> <p>Dick Gordon UMA/AECOM</p> <p>Pages 25 to 35 of handout</p>	<p>Dick Gordon provided an overview of the project purpose and rationale and noted the following key points:</p> <ul style="list-style-type: none"> ▪ Description of missing links and how they impact all other areas in the study area ▪ Employment growth by traffic zones overview ▪ Travel forecasting model chart ▪ Overview as to how transportation planners develop the modeling in traffic forecasting ▪ Peak road network congestion through to 2031 ▪ Changes in travel patterns ▪ Forecasting for movement from east to west 	

	<ul style="list-style-type: none"> ▪ More residents are moving through and within the study area and not leaving for Toronto to work ▪ Rationale for the Undertaking ▪ Specific problems within the study area and where they exist ▪ Project schedule overview 	
Discussion	<p>Key Discussion Points Noted:</p> <ul style="list-style-type: none"> ▪ Comment noted: Important to ensure connectivity with the CP Intermodal terminal at Highway No. 50. Coordination with trucks to rail is key to moving goods from rail to other areas. Connectivity from rail to Hwy 50 is crucial. ▪ Concern about how congestion is being shown on Highway 407 in future. Modelling of 407 is basic and can be addressed in future. Capacity assumptions on 407 and future change is not as bad as is shown. 407 is at a pretty good level of service now and should not be shown as red in the future. ▪ What is the destination of people and how is that addressed? ▪ GO Transit is providing movement through the area. Transit improvements have been assumed – built into modelling. What about planned road improvements. HOV by-law was described to group as any 4 lane road improvement to 6 lanes in York Region will have 2 HOV lanes. 427 extension was assumed. Presentation materials should show pattern of transit growth, destination of people within the study area and where they are going and coming from. Also, show planned assumptions to everyone in the public so that they know what is being shown and where it came from. ▪ Are there other considerations being made than just improving roads? Changing behaviours is needed to really effect change. <i>Response from Arup Mukherjee: Another study is being done to improve and extend bike paths and trails. This study is far enough along to provide feedback to this EA. City of Vaughan is undertaking a pedestrian and bike plan as well.</i> ▪ Should show 427 extension as a dashed line to show that it is a planned route. ▪ How will traffic patterns change when 427 expands? <i>Response from Project Team: Trying to show transportation to 2031 and only assumed a route based on known information but it will be changed. Assumptions made as to where improvements will be made. The arterial road system will be in much worse condition.</i> ▪ Should show assumptions for traffic perspective and improvements that are made. ▪ The bigger study area for this IEA enables the broader community traffic and travelling patterns to be examined. A key question to be addressed is how the pattern of travel and destinations will change. There are changes in destinations because of what is going on now and these patterns will change in the future. What are the drivers to improvements? Show highway congestions and show arterial roads. New subway line to York University will change patterns in area. If you live in Kleinberg today and want to get to York University your route may change based on this improvement. ▪ The City of Vaughan representatives indicated that the future 	<p>Less red to be shown for 407 in the future on PCC materials.</p> <p>Share other study info at PCC's</p> <p>Show 427 as dotted or dashed line and reference 427 EA.</p> <p>Show assumptions for modeling.</p>

	<p>population and employment numbers could be higher in the future.</p> <ul style="list-style-type: none"> ▪ Comment about population and employment numbers being used. City of Vaughan representatives indicated that a new Official Plan is being developed by the City. A Transportation Master Plan will also be done and the City will be generating population and employment numbers and these could be higher than the Region's numbers. ▪ Transit needs to be part of the solution and has an important role for reducing congestion. ▪ Would like to see a focus on a broader community planning approach in the EA. Need to look at sustainability objectives. ▪ Could use more diagrams and fewer words for the transportation side of the presentation. ▪ Would suggest describing the options and what is going to be looked at. ▪ Discussion of how to show congestion on highways followed. If the 407 does get congested as it does on some days now, then this traffic will go somewhere and it spills over to the arterial roads. How are constraints being addressed as far as infiltration into neighborhoods? ▪ Would like to have discussion about the solutions and constraints within the study area. How have travel patterns (from the City of Vaughan) been addressed? Need to understand role of Major Mackenzie. ▪ Kleinburg is a Heritage District and residents will want their roads to remain the same. ▪ Improving transit is imperative. 	<p>More discussion about solutions and constraints in study area at subsequent meetings.</p>
<p>Overview of First PCCs</p>	<ul style="list-style-type: none"> ▪ Sue Cumming distributed a draft notice for the first round of Public Consultation Centres being held on February 12, 13 and 20th. The format of these is a drop-in open house. The materials to be used at the PCCs would be refined to incorporate the RAAC member comments. All were encouraged to attend one of the sessions. ▪ RAAC members were encouraged to liaise with Arup Mukherjee and consultants with any ongoing comments and discussions. The next meeting of the RAAC would be held in the spring. ▪ RAAC members confirmed that their names could be posted on the project web site. 	
<p>Discussion</p>	<ul style="list-style-type: none"> ▪ How does the population growth slide account for the City of Vaughan Official Plan review and OPAs that will be higher in growth? ▪ Create story boards to describe the overall community planning perspective. These could include text to indicate the nature of employment growth (i.e., destination or more local particularly for the Nashville Area, destination for areas along Hwy 400). ▪ Add text boxes to any maps, graphics explaining status of 427 EA and assumptions of Region. Show 427 extension as a dashed line to indicate that it is a planned route. ▪ Continue to show the highways as congested in the future but 	

	<p>show without thicker lines.</p> <ul style="list-style-type: none"> ▪ Show more diagrams and fewer words for the transportation side of the presentation. Show methodology with diagrams ▪ When referring to/showing 407ETR care must be given to how it is depicted in the future. Future changes expected to not be as bad as shown on project team's presentation. Representatives indicate that it won't get that congested due to pricing and other strategies. Sixth lane for transitway and HOV should be noted. ▪ Need to reference/locate CP Intermodal terminal. ▪ Show pattern of transit growth including Viva and GO Transit. GO Transit improvements to be noted on presentation boards. Show Bolton and Woodbridge. ▪ Show destination of people within the study area and outside area traffic to show more reflective picture of where people are going and coming from. ▪ Acknowledge broader picture with need for changing travel behavior. 	
	<ul style="list-style-type: none"> ▪ The meeting adjourned at 4:00 p.m. 	