

**TRANSPORTATION AND INFRASTRUCTURE ADVISORY COMMITTEE –**

**MARCH 17, 2025**

**COMMUNICATIONS**

---

**Distributed March 13, 2025**

**Item**

C1. Presentation material.

1

**Disclaimer Respecting External Communications**

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

**Please note there may be further Communications.**

**C1**

**Communication**

**Transportation and Infrastructure**

**Advisory Committee – March 17, 2025**

**Item No. 1**

# **Vaughan Metropolitan Centre (VMC) Transportation Master Plan**

**Policy Planning and Special Programs**

**March 17, 2025**





# Presentation Outline

**Study Context and Overview**

**Project Consultation – Feedback Received**

**Assessing Transportation Solutions**

**Preferred VMC Multi-Modal Networks**

**Proposed Cross-Sections**

**Supportive Transportation Policy Elements**

**Next Steps**



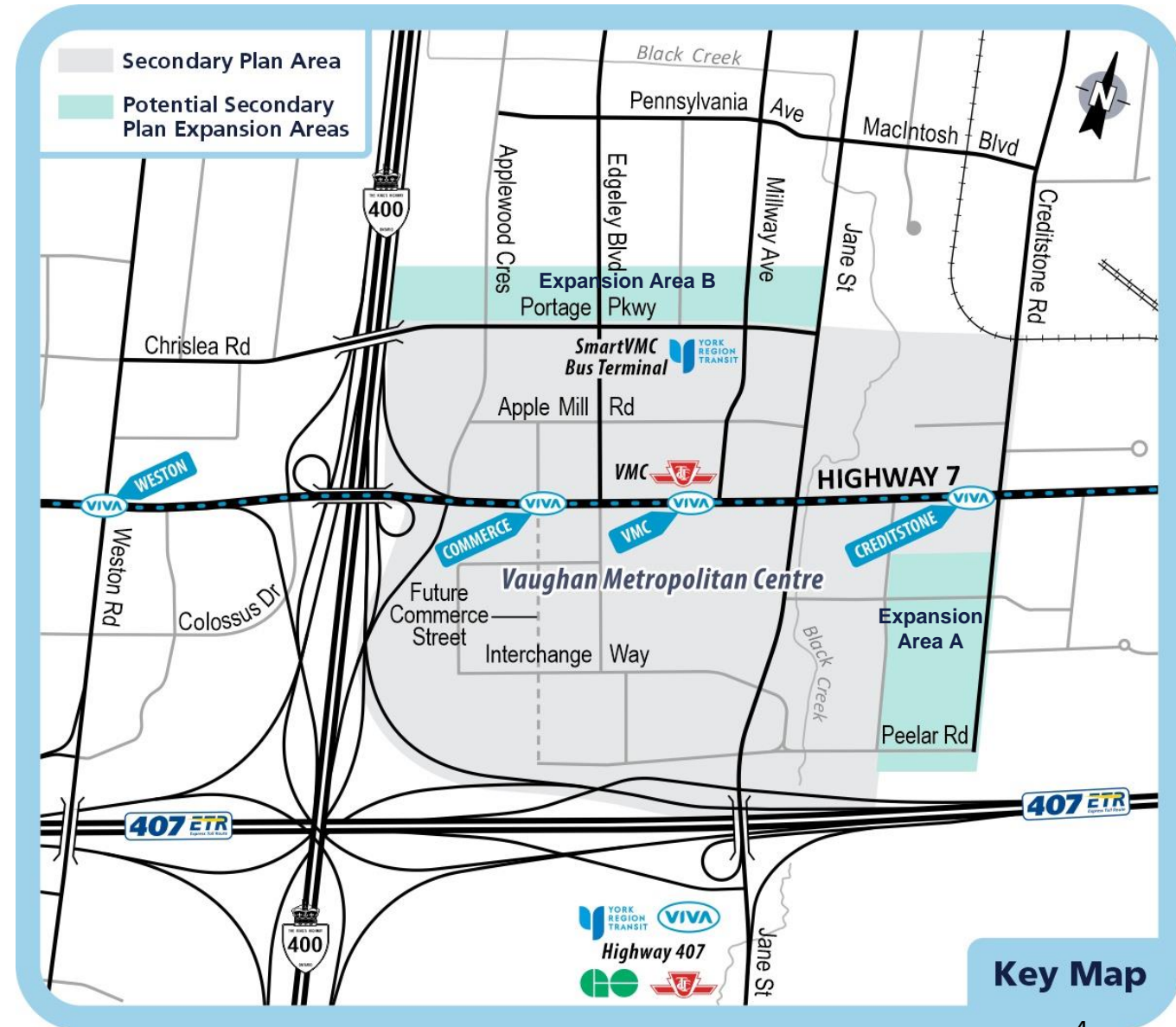


# Study Context and Overview



# Why Update the VMC TMP?

- Current VMC Transportation Master Plan (TMP) is over 10 years old.
- The TMP update will confirm transportation needs, supportive policies and a phasing strategy to 2051.
- The TMP update is being carried out concurrently with the update of the VMC Secondary Plan.





**YRT Bus Terminal**



**Highway 7 BRT**



Credit: Jason van Bruggen

**VAUGHAN  
METROPOLITAN CENTRE**



**VMC Subway Station**

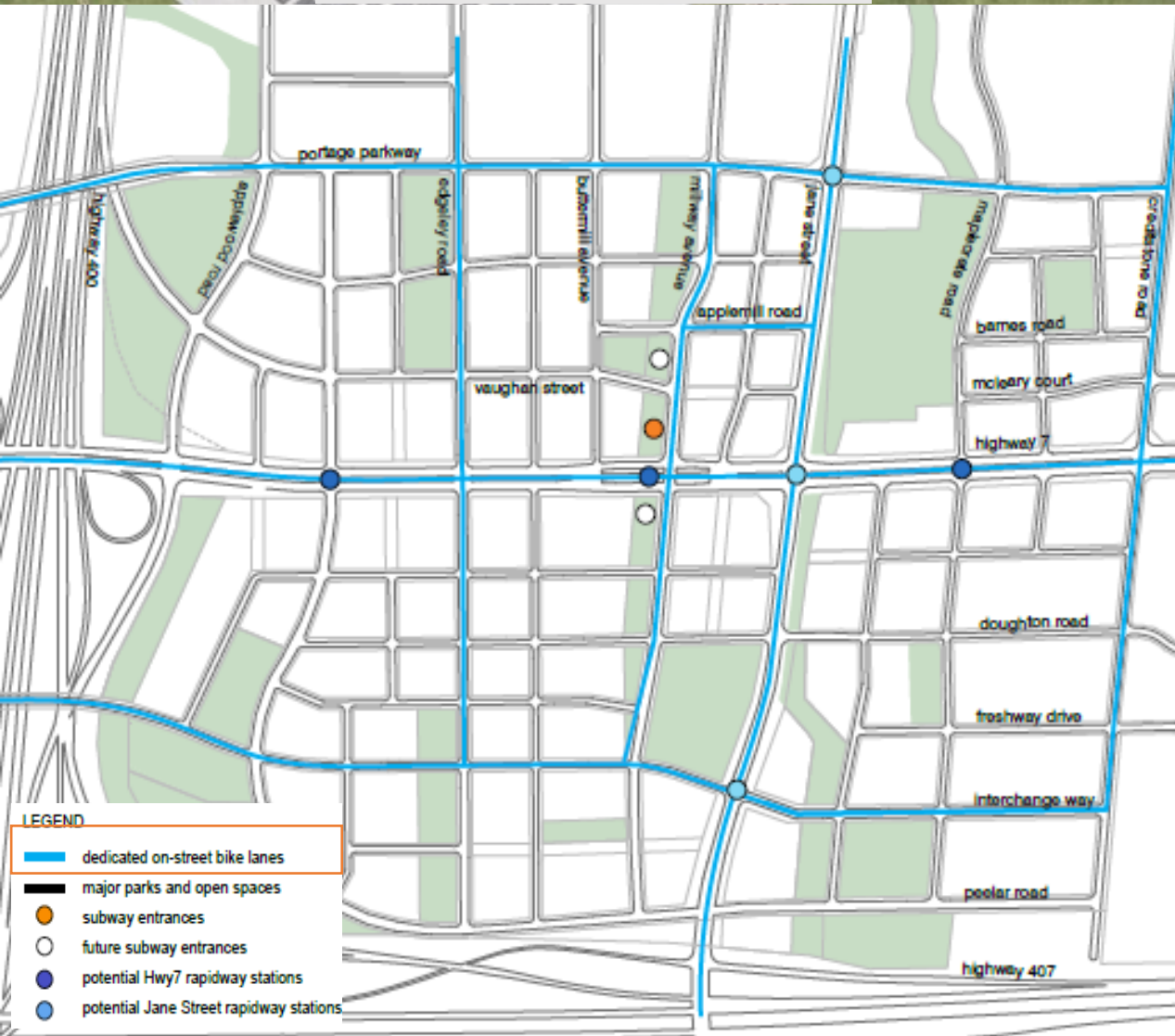


**VMC Subway Station**



# VMC Cycling Network Evolution

2010 Secondary Plan



2014 Streetscape and Open Space Plan



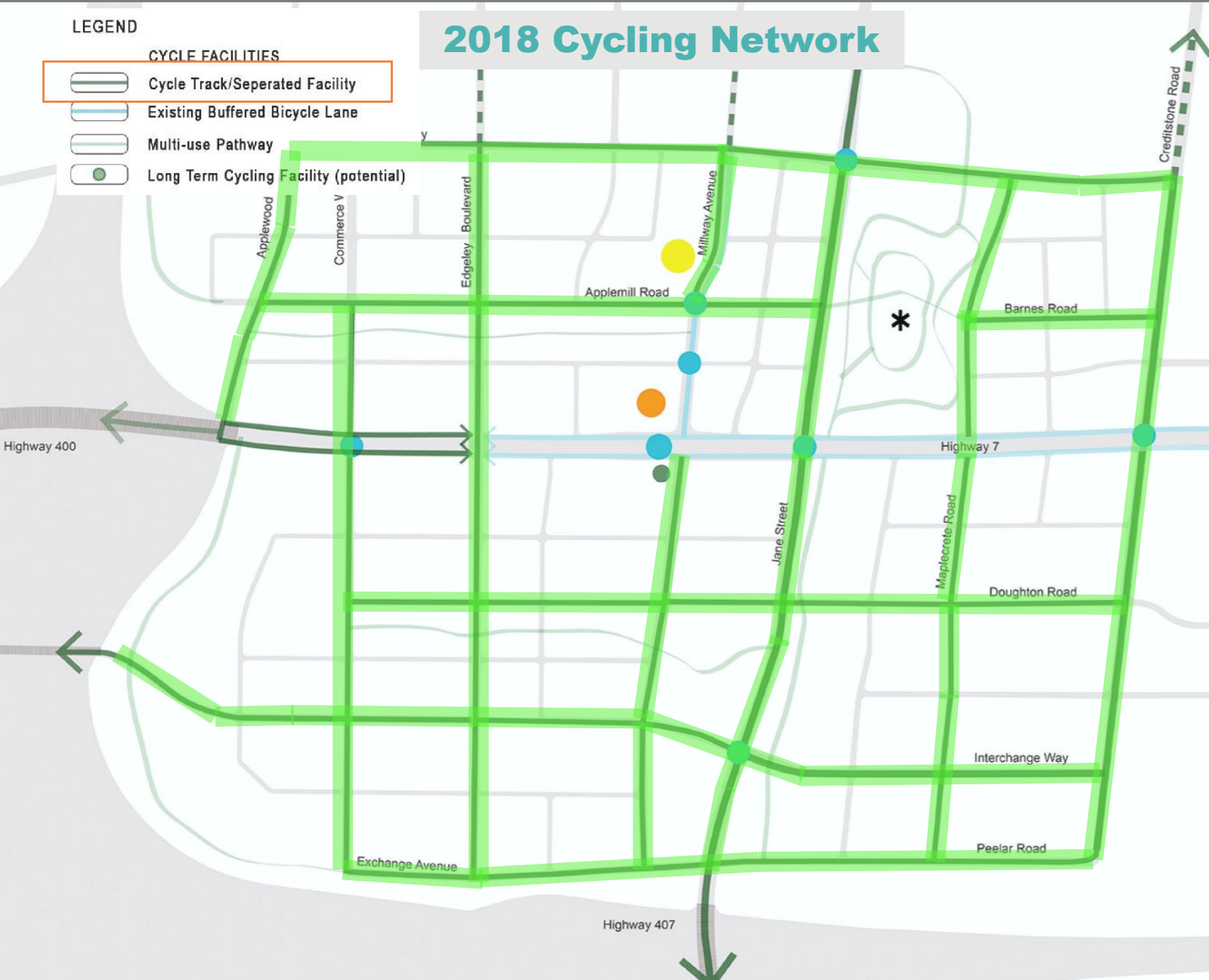
# VMC Cycling Network Evolution

## LEGEND

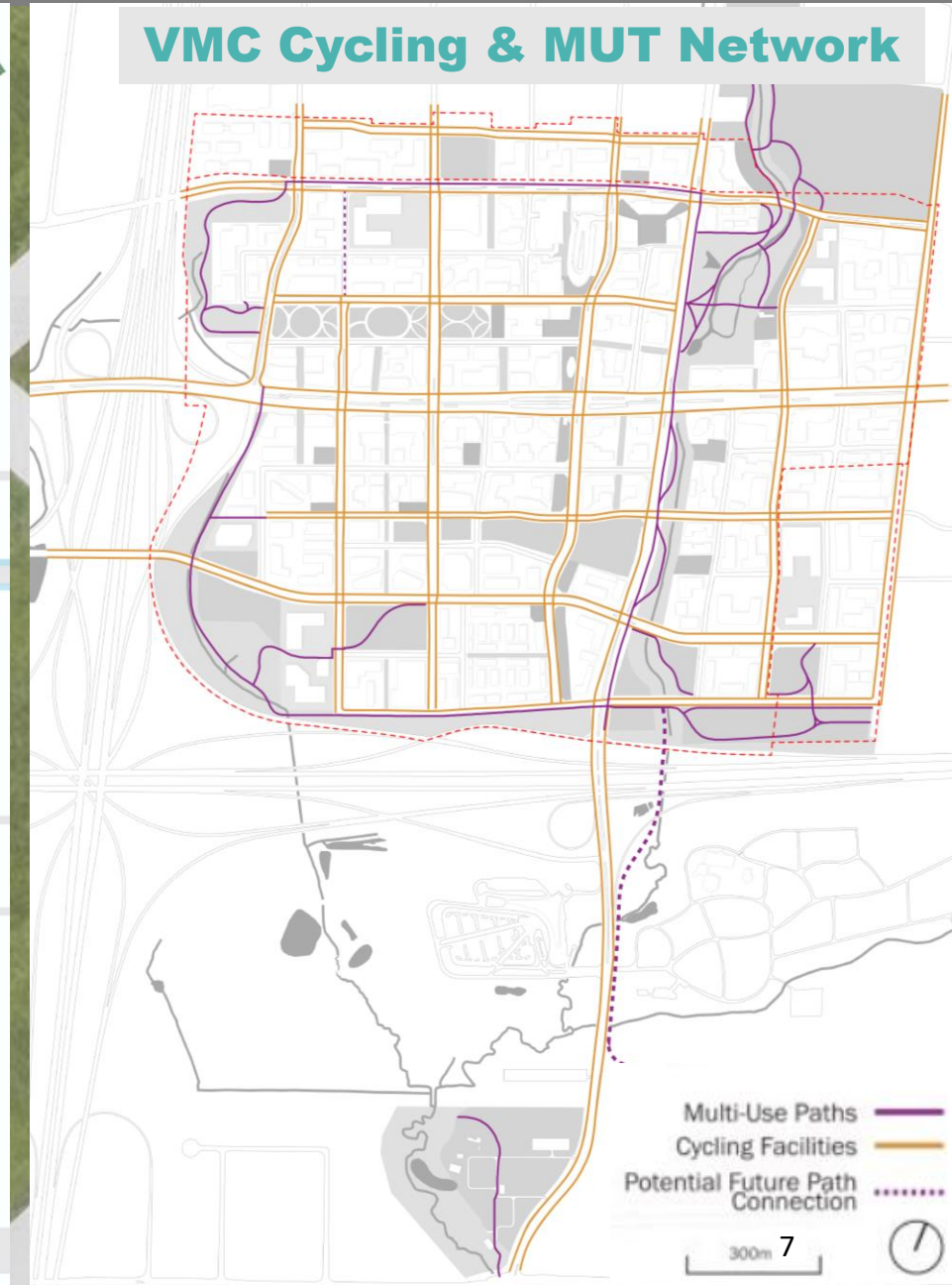
### CYCLE FACILITIES

- Cycle Track/Seperated Facility
- Existing Buffered Bicycle Lane
- Multi-use Pathway
- Long Term Cycling Facility (potential)

## 2018 Cycling Network

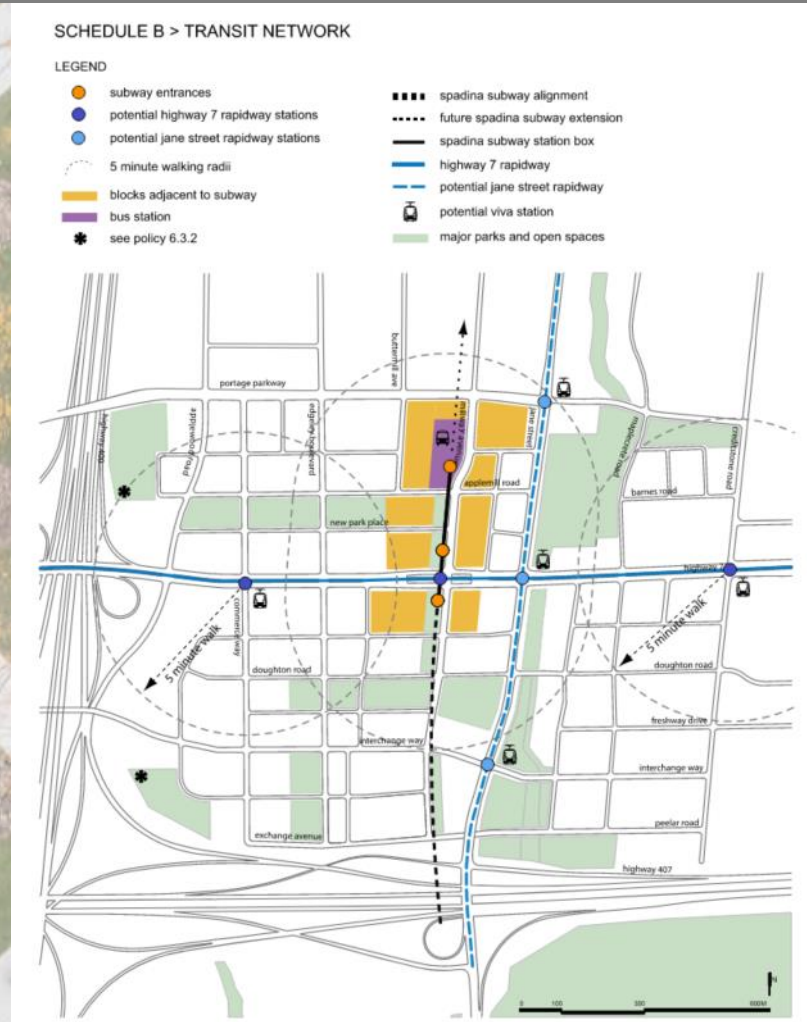
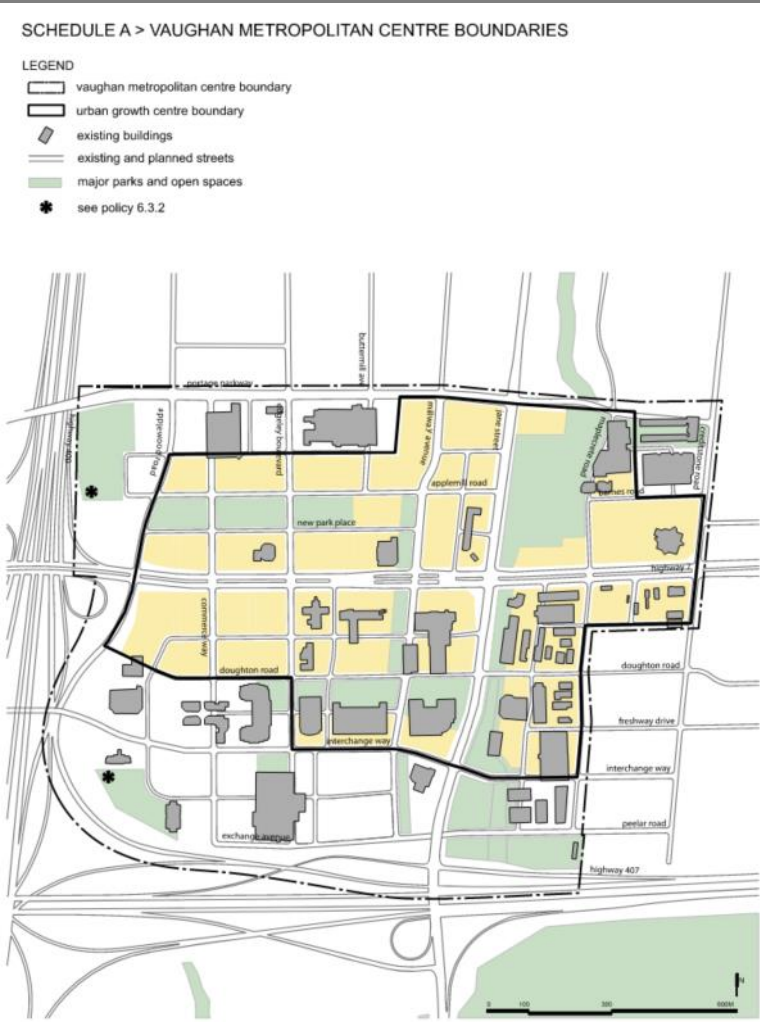


## VMC Cycling & MUT Network





# Existing VMC Secondary Plan



- The VMC Secondary Plan began in **November 2008**
- Official Plan 2010 including the VMC SP first was adopted by Council in **September 2010**
- The Plan established the context, planning framework and the policies that guided development of the VMC over the past 15 years



# Development Activity

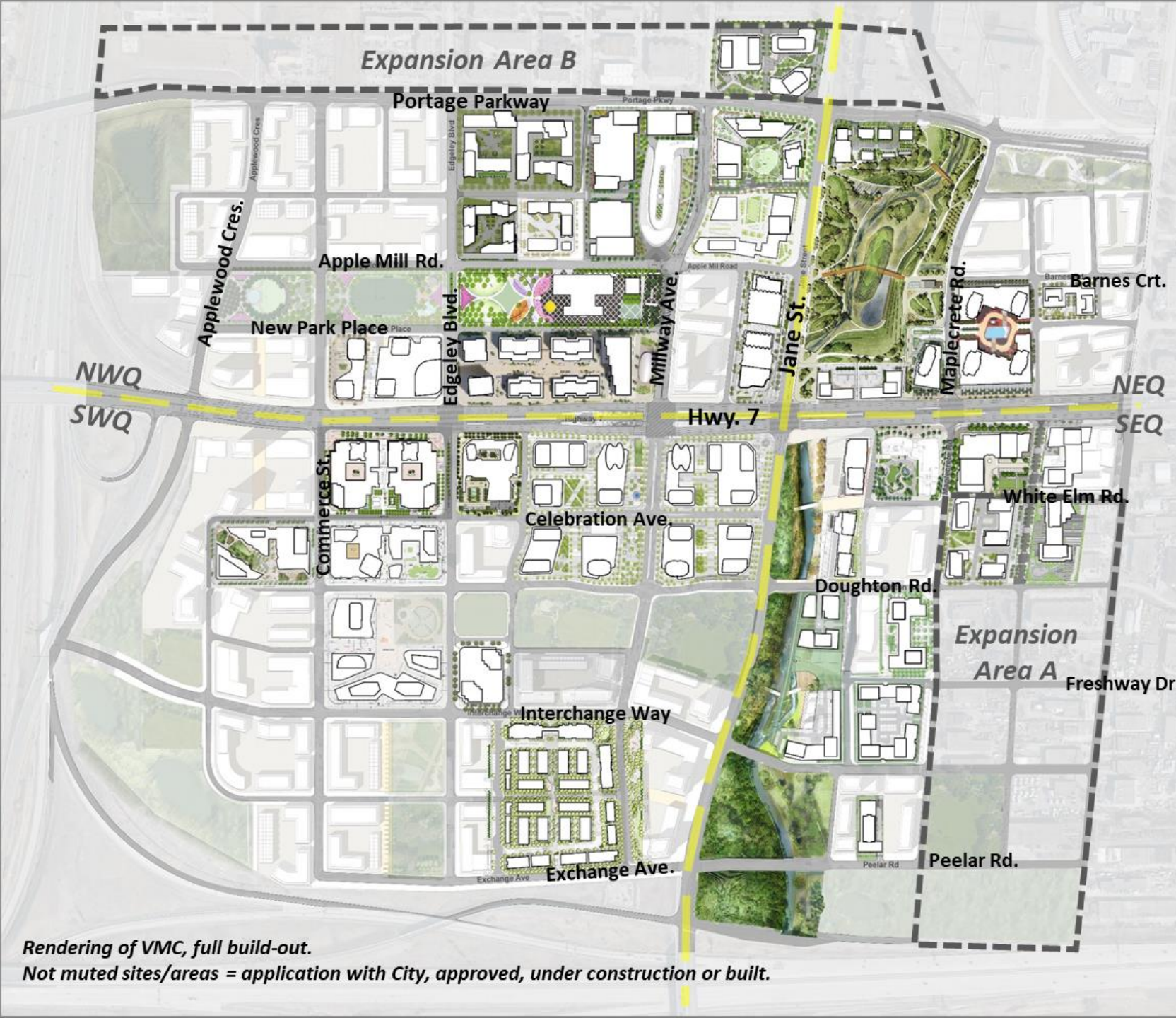
## VMC – Four (4) Quadrants:

Northwest (NWQ)  
Southwest (SWQ)

Northeast (NEQ)  
Southeast (SEQ)

## Updated Secondary Plan Area:

Expansion Area A  
Expansion Area B



Rendering of VMC, full build-out.

Not muted sites/areas = application with City, approved, under construction or built.



# Development Activity

## VMC – Four (4) Quadrants:

Northwest (NWQ)  
Southwest (SWQ)

Northeast (NEQ)  
Southeast (SEQ)

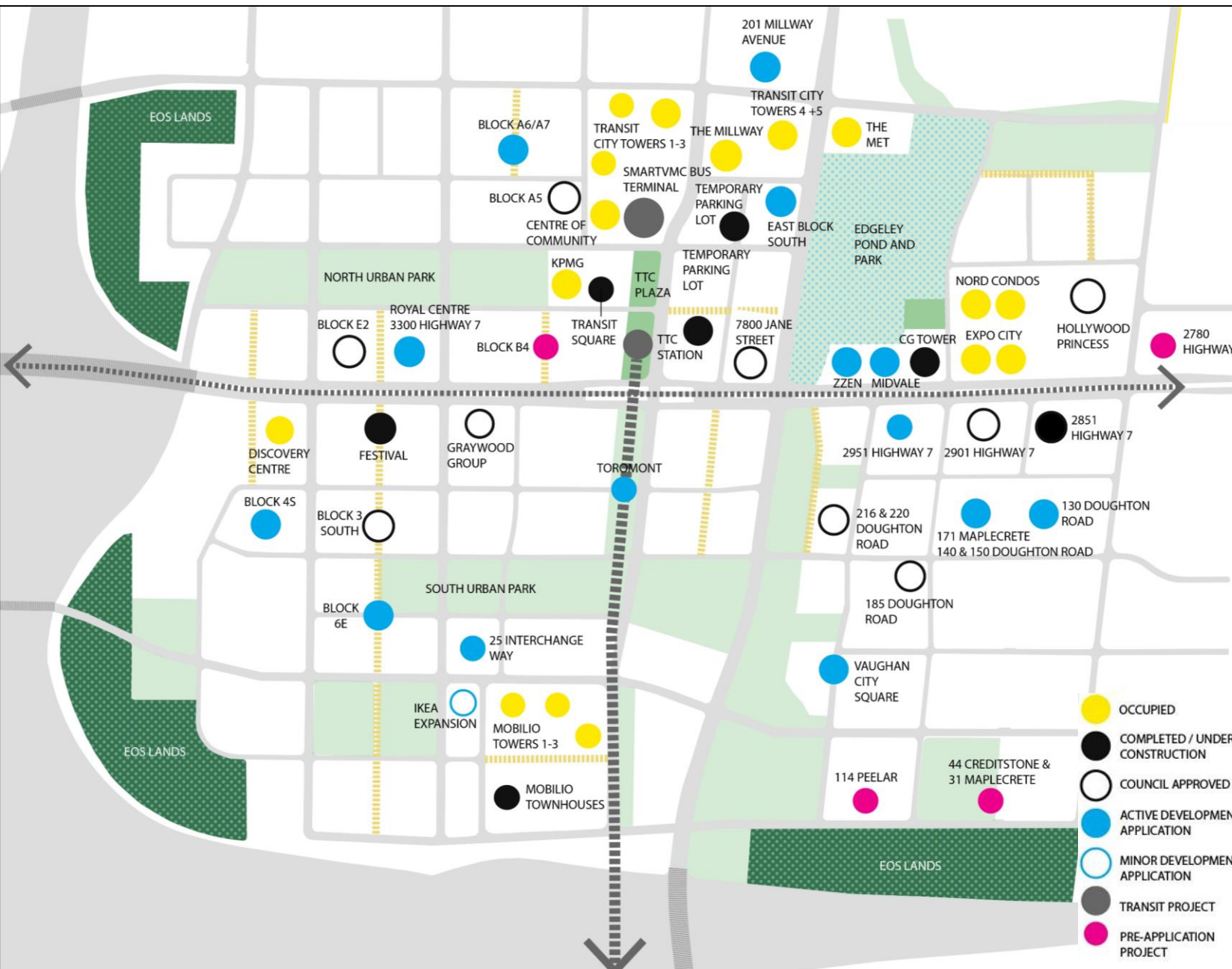
## Updated Secondary Plan Area:

Expansion Area A  
Expansion Area B

## Ongoing Developments:

326% Residential Units  
310% Population  
111% Office  
92% Retail

\*2023 numbers compared to the originally projected full build-out populations in the VMC Secondary Plan.



DOWNTOWN  
**vaughan**  
METROPOLITAN CENTRE



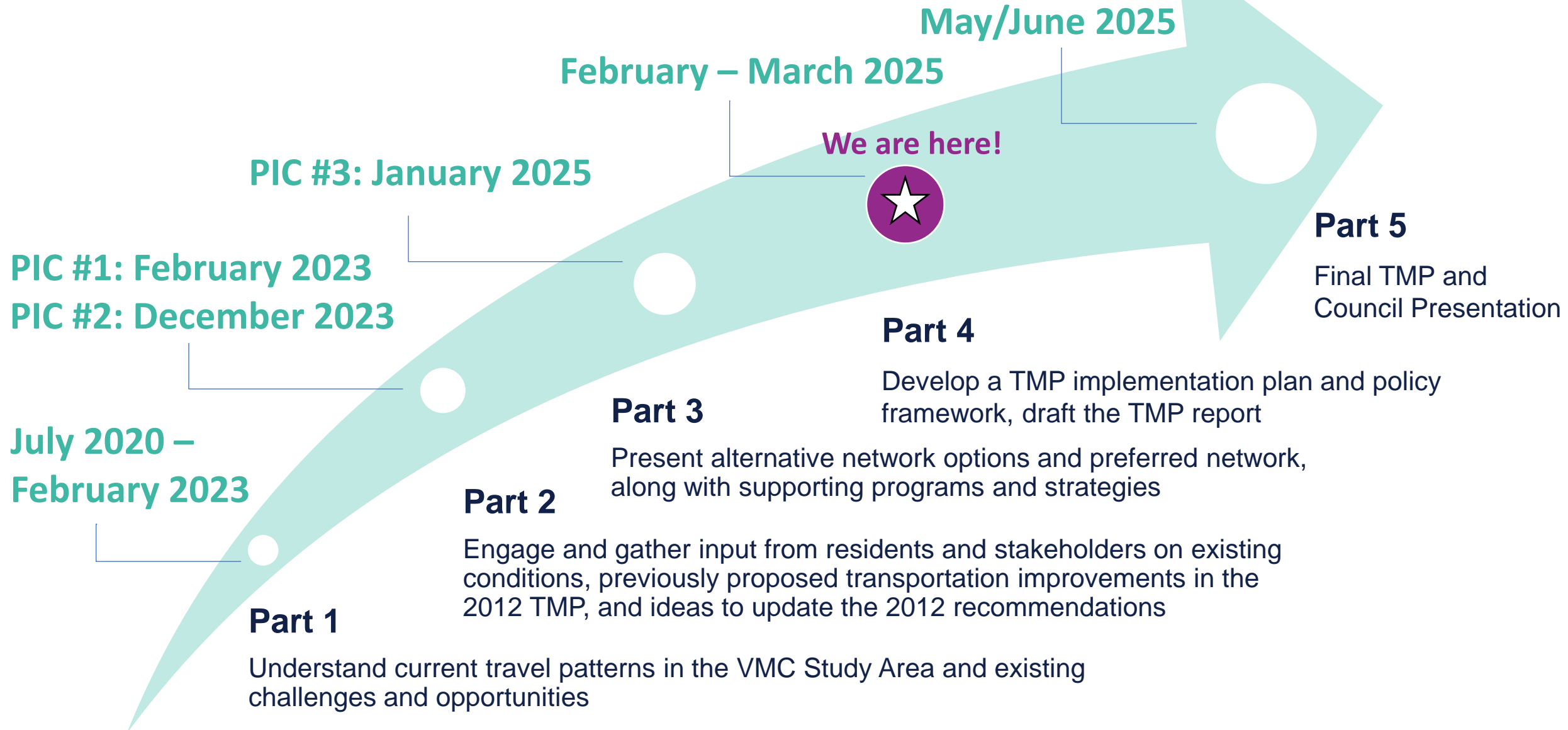
# VMC Conceptual Vision



Bird's eye view of VMC looking in the southwest direction – rendering of when VMC is fully built-out



# TMP Study Timeline



PIC#2 focused on Millway Avenue and Interchange Way EAs





**Project Consultation – Feedback Received**

# Stakeholder Groups and Public Consultation

## Stakeholder Groups

### Technical Agency Committee

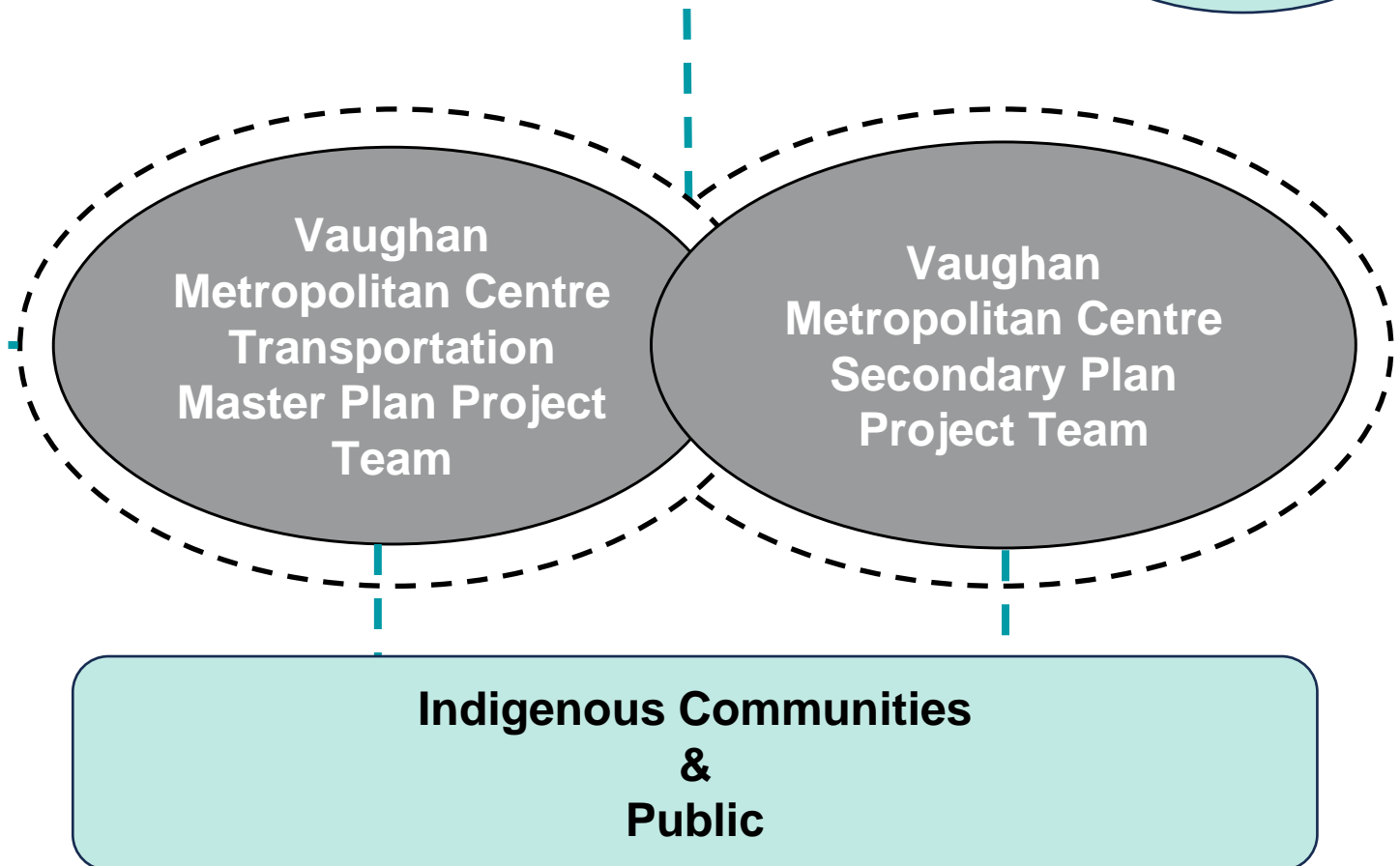
- Federal, Provincial, and Regional Agencies
- City of Vaughan Internal Stakeholders
- Ministry of Transportation
- Metrolinx
- 407 ETR
- York Region
- York Region Transit
- York Region Rapid Transit Corporation
- TRCA
- Utilities

### Landowner Group

Property Owners and Developers within the Secondary Plan Area



VMC Sub-Committee





# What We Have Heard – **Active Transportation**

Category	Suggestions
Mixed-Use Trails	<ul style="list-style-type: none"> <li>• <b>Promote wide trails</b> for both pedestrians and cyclists in areas with lower pedestrian traffic.</li> </ul>
Bike Lanes and Cycle Tracks	<ul style="list-style-type: none"> <li>• <b>Replace bike lanes with cycle tracks</b> along arterial and collector roads.</li> <li>• Install better-protected bike lanes or cycle tracks with physical barriers to prevent cars from encroaching.</li> <li>• Add flexible posts or cordons to existing cycle lanes.</li> <li>• Develop a citywide network of bike lanes to encourage use as the population grows.</li> <li>• Prohibit stopping on Highway 7 for subway drop-offs to maintain bike lane accessibility.</li> </ul>
Sidewalks/ Access	<ul style="list-style-type: none"> <li>• <b>Widen sidewalks</b> beyond current neighbourhood standards.</li> <li>• Install a central sidewalk on Highway 7 for better pedestrian access, reducing waits at Applewood traffic lights.</li> <li>• Enhance pedestrian access to transit stops with shelters and wayfinding.</li> </ul>
Underground Connection	<ul style="list-style-type: none"> <li>• <b>Create an underground link</b> from the YMCA Community Centre to TTC subway and YRT bus terminal.</li> </ul>
Safety on Hwy 7/ Jane	<ul style="list-style-type: none"> <li>• <b>Improve cyclist and pedestrian safety</b> at the Hwy 7/ Jane junction, especially during low visibility periods in the evening.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• <b>Address cars parking over bike lanes with physical barriers</b></li> <li>• Ensure proper <b>winter maintenance</b>.</li> </ul>



# PIC #1 - What We Have Heard – **Transit**



Category	Suggestions
Shuttle Service	<ul style="list-style-type: none"><li>• Introduce a shuttle service for convenient mobility between local developments and transportation hubs.</li></ul>
Transfer Stops	<ul style="list-style-type: none"><li>• Establish a transfer stop connecting the Viva BRT on Highway 7 to the Barrie GO Train line, enhancing access to the VMC for GO line commuters.</li></ul>
Bus Stops	<ul style="list-style-type: none"><li>• Relocate YRT bus stops from Highway 7 to the middle bus lane, since traffic congestion is caused when YRT bus stops in live traffic lanes.</li><li>• Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way for development sites.</li></ul>
Drop-off Zones	<ul style="list-style-type: none"><li>• Implement a drop-off zone at the Vaughan Metropolitan subway station, similar to existing zones at Finch and Sheppard West subway stations.</li><li>• Address challenges from Walmart's inconvenient relocation and limited transit access.</li><li>• Consider potential retail developments like a grocery store, superstore, and Shoppers Drug Mart in the area.</li></ul>
Coordination	<ul style="list-style-type: none"><li>• Improve coordination within the VMC and with neighboring municipalities (including Toronto).</li></ul>

# PIC #1 - What We Have Heard – **Roads**



Category	Suggestions
Traffic / Road Enhancements	<ul style="list-style-type: none"><li>• Widen Edgeley Boulevard, adding a centre left-turn lane from Highway 7 to Portage Parkway to alleviate congestion.</li><li>• Explore traffic solutions such as extending Portage Parkway and widening Apple Mill Road.</li></ul>





# Assessing Transportation Solutions

# Problem & Opportunity Statement

The vision of the VMC TMP is to accommodate transportation needs, supportive policies and a phasing strategy to 2051 with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of parking management with TDM (for example, walking, cycling, transit, ride share). The TMP will enhance the **sustainable** and **multi-modal** transportation system for the City with a network that supports **all users and all modes of transportation**. The City's transportation system will be **accessible** and promote **connectivity**, leveraging existing rapid transit infrastructure and service within and to and from the broader area.

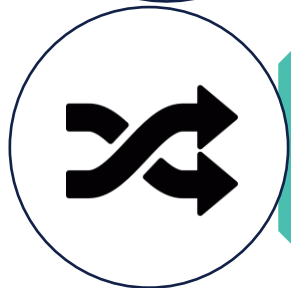
The vision for VMC's transportation future integrates FOUR key principles:



Promoting **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity** for All Modes of Transportation









Supporting Mobility for **All Modes of Transportation**



# Regional Network Scenarios and Results

- Regional network modeling examined the capacity of regional roadways and arterials to accommodate a range of development levels
- ALL Scenarios assumed a 2041 horizon year for background traffic and a combined population and employment of 26,000 in the adjacent Weston 7 Secondary Plan Area, in line with W7 TMP recommendations

Local Network Solution Scenario	Combined VMC Population and Employment	Transportation Assumptions	Result
Scenario A	42,000	Existing Regional Network	
Scenario B	42,000	Future Base Network	
Scenario C	105,000	Existing Regional Network	
Scenario D (Threshold)	105,000	Future Base Network	
Scenario E	156,000	Future Base Network	
Scenario F	156,000	Second Stage Network	



# Recommended Future Base Network Improvements

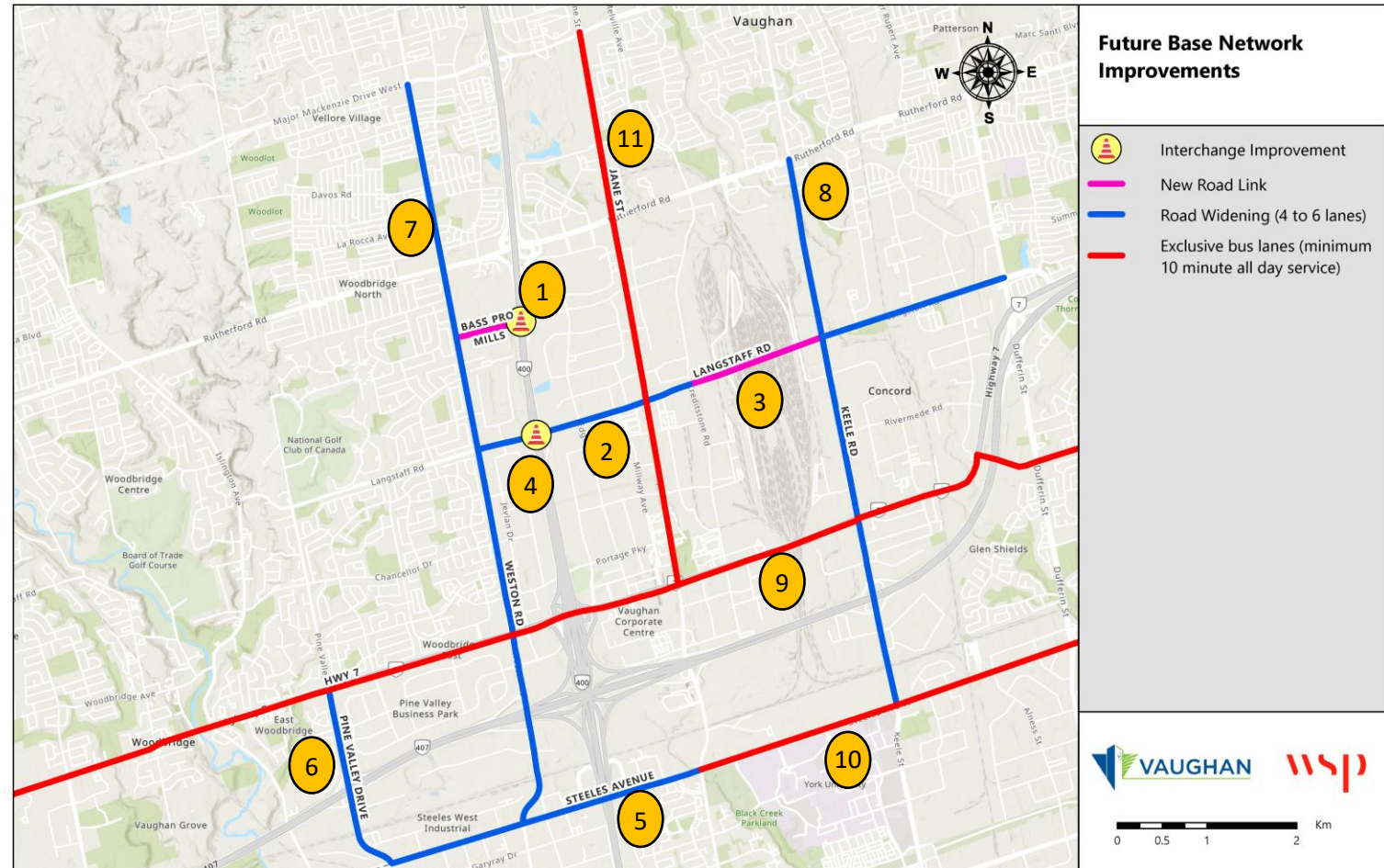
Broad network improvements are **REQUIRED** to accommodate background traffic growth and must be in place by 2041 to accommodate any degree of further development at VMC

## Future Base Network Improvements Include:

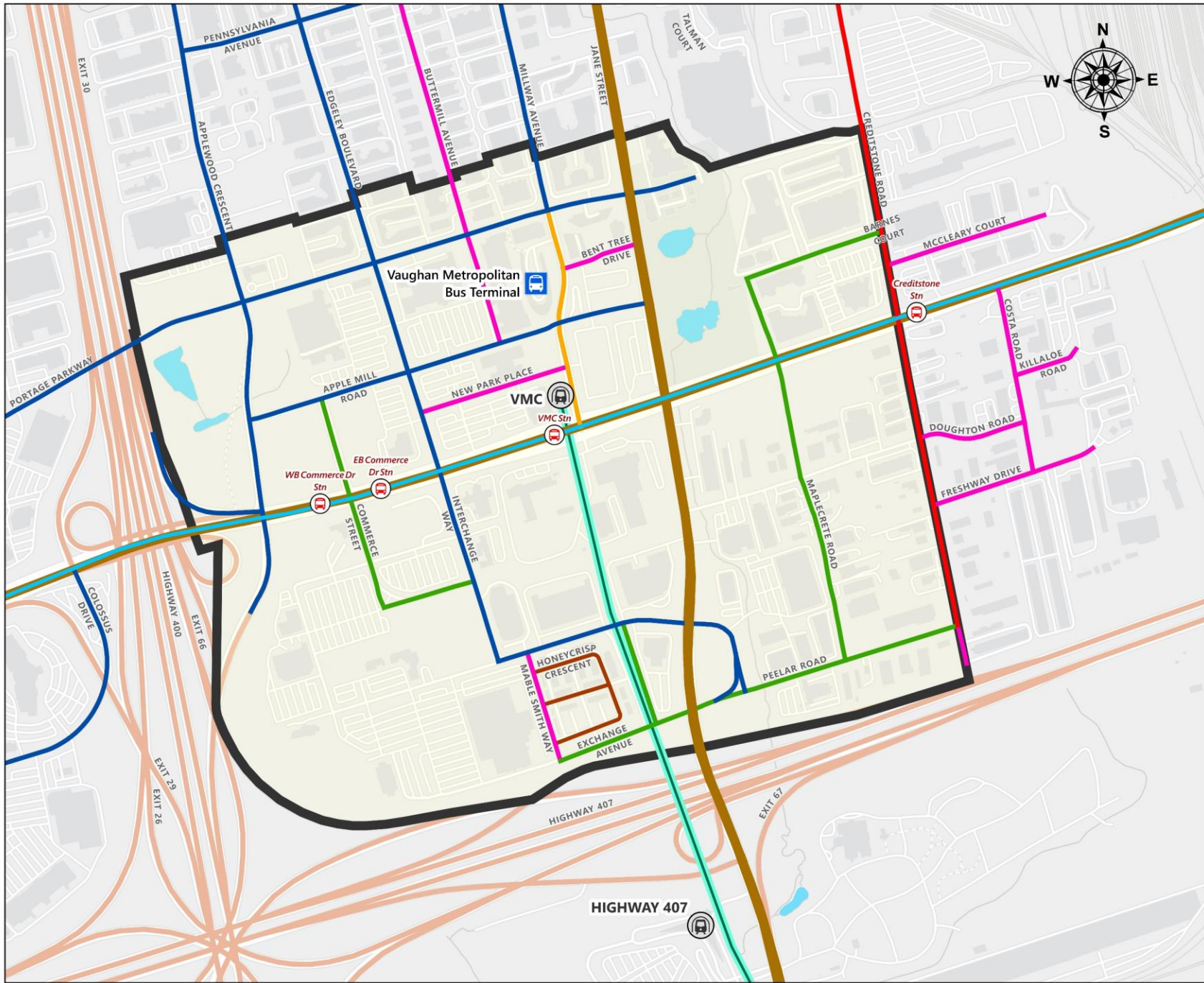
1. Bass Pro Mills extension: Highway 400 to Weston Road
2. Langstaff Road widening: Weston Road to Creditstone Road (4 to 6 lanes)
3. Langstaff Road connection over CN Yard
4. Langstaff Road full interchange at Highway 400
5. Steeles Avenue widening west of Jane Street (4 to 6 lanes)
6. Pine Valley Drive widening: Highway 7 to Steeles Avenue (4 to 6 lanes)
7. Weston Road widening: north of Steeles Avenue (4 to 6 lanes)
8. Keele Street widening: north of Steeles Avenue (4 to 6 lanes)
9. Highway 7 rapid transit corridor (Viva, 10-minute headway)
10. Steeles Avenue Transit Corridor: 4 mixed traffic lanes + transitway east of Jane Street
11. Jane Street Transit Corridor: 4 mixed traffic lanes + transitway, Highway 7 to Major Mackenzie Drive (10-minute headways)

A 105,000 population and jobs maximum threshold is identified through regional network modeling




A 156,000 population and jobs were evaluated and cannot be accommodated based on the tested improvements

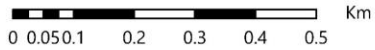




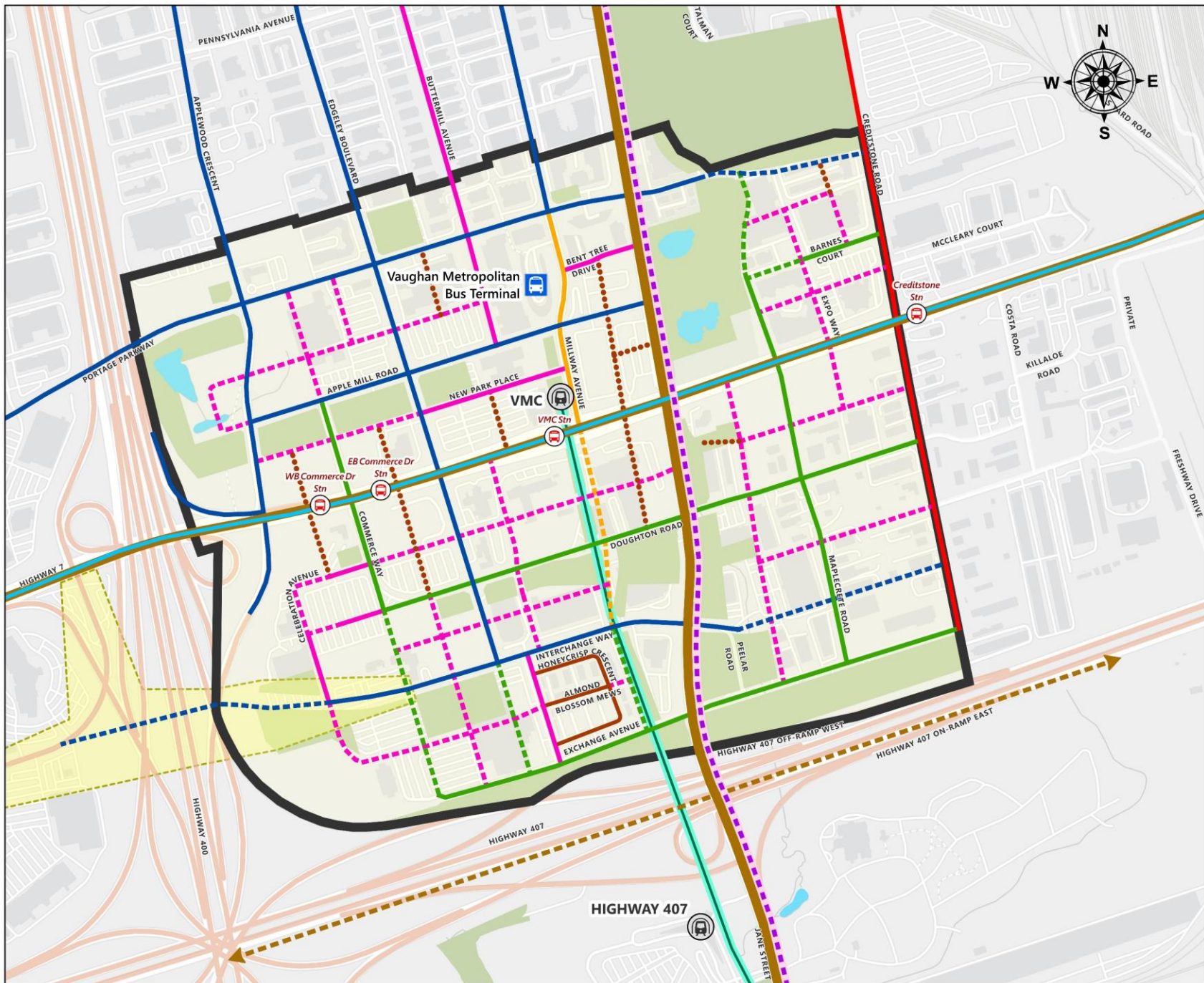


## Alternative 1: Existing Local Network

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Existing Subway Alignment
- Existing Viva Rapidway
-  Existing BRT Station
-  Existing TTC/YRT Transit
-  Existing Subway Station
- Waterbody
- VMC Secondary Plan Boundary

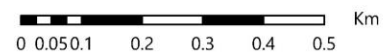




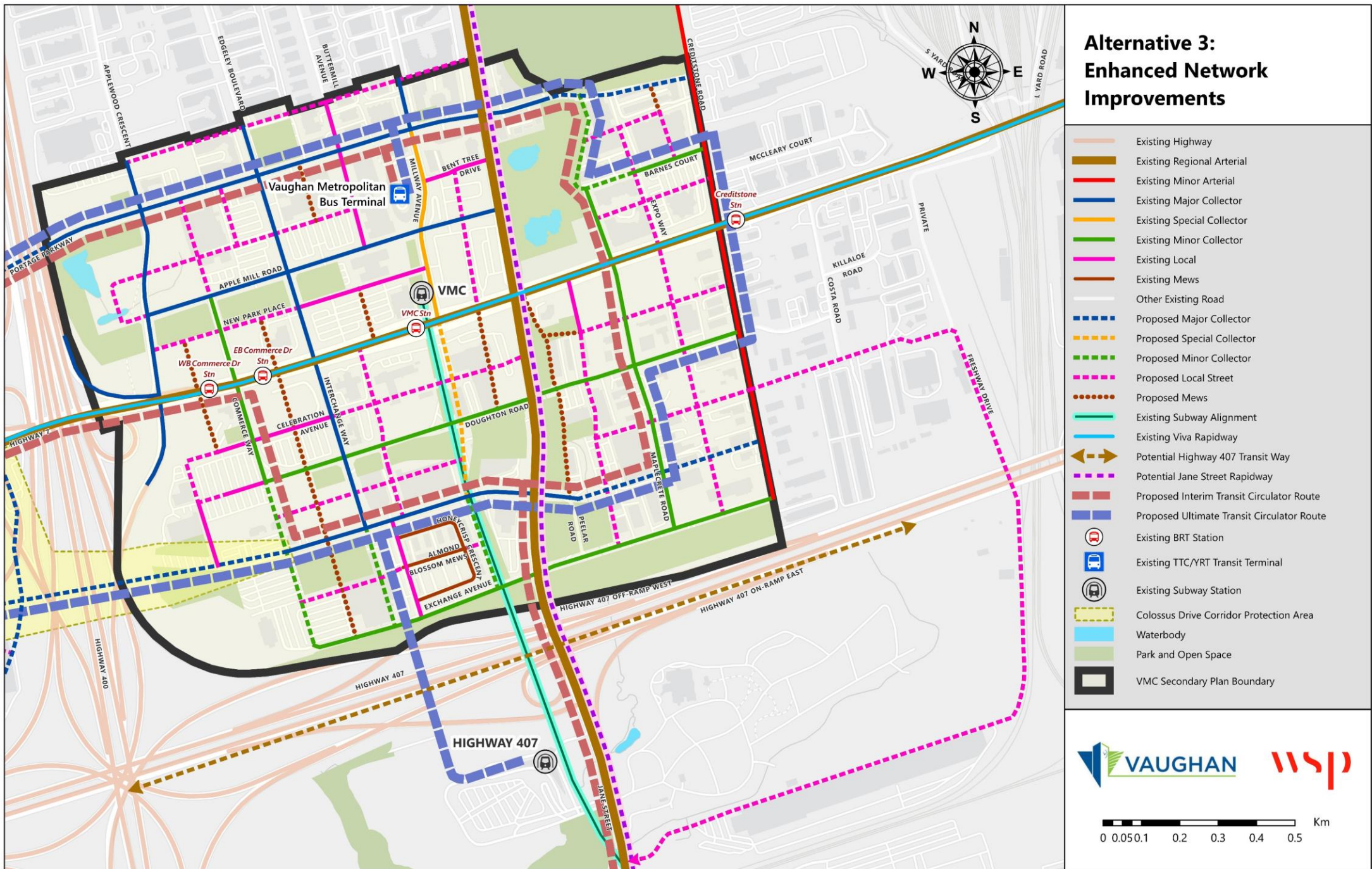


## Alternative 2: Planned Network Improvements Only

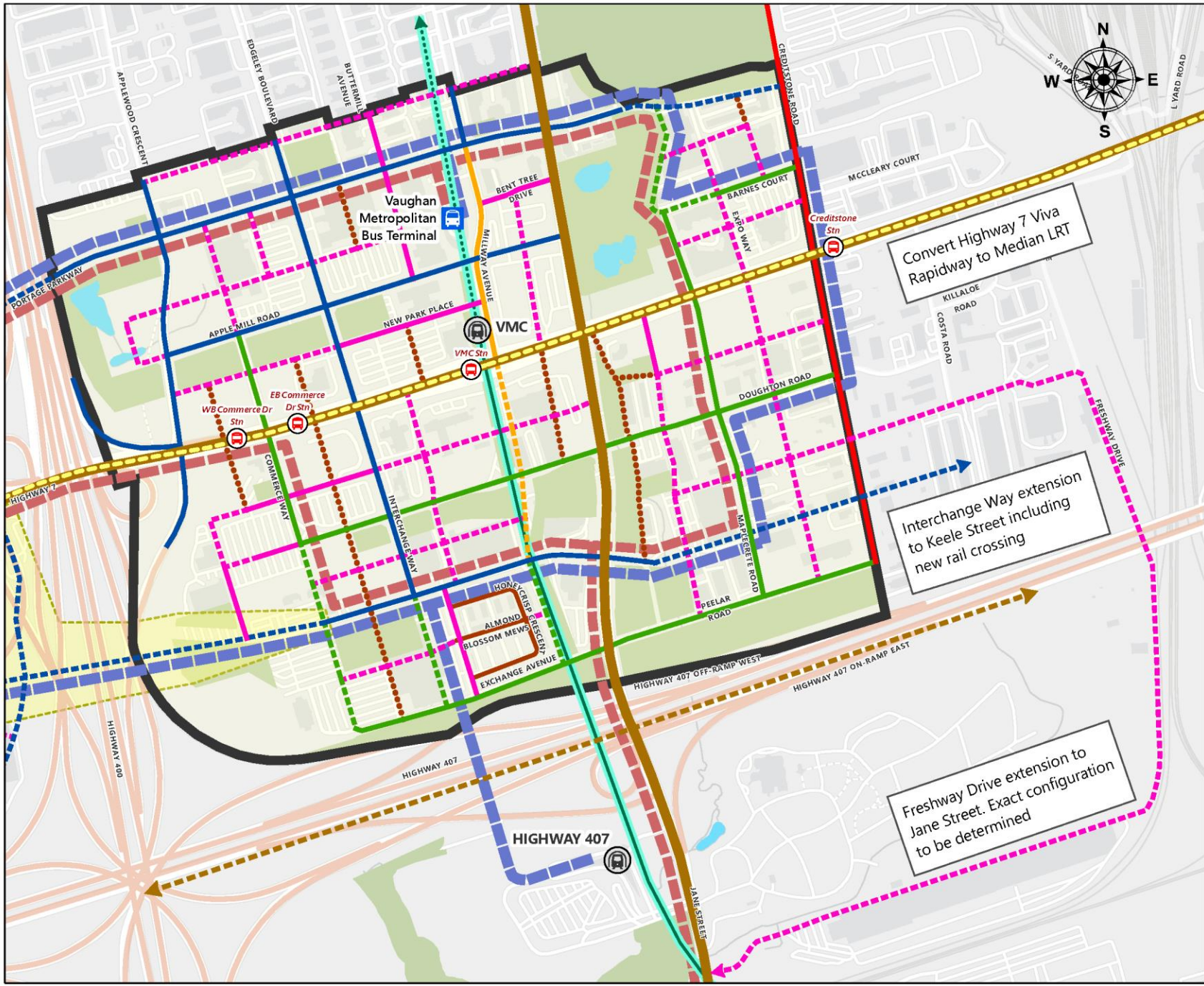
- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- - - Proposed Major Collector
- - - Proposed Special Collector
- - - Proposed Minor Collector
- - - Proposed Local Street
- - - Proposed Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- <- - - -> Potential Highway 407 Transit Way
- - - Potential Jane Street Rapidway
- Ⓡ Existing BRT Station
- Ⓡ Existing TTC/YRT Transit Terminal
- Ⓡ Existing Subway Station
- Colossus Drive Overpass Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary





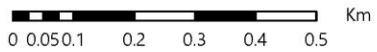






## Alternative 4: Infrastructure-Intensive Network Improvements

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- - - Proposed Major Collector
- - - Proposed Special Collector
- - - Proposed Minor Collector
- - - Proposed Local Street
- - - Proposed Mews
- Existing Subway Alignment
- - - Potential Subway Extension
- - - Potential Highway 7 LRT
- - - Potential Highway 407 Transit Way
- - - Proposed Interim Transit Circulator Route
- - - Proposed Ultimate Transit Circulator Route
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary



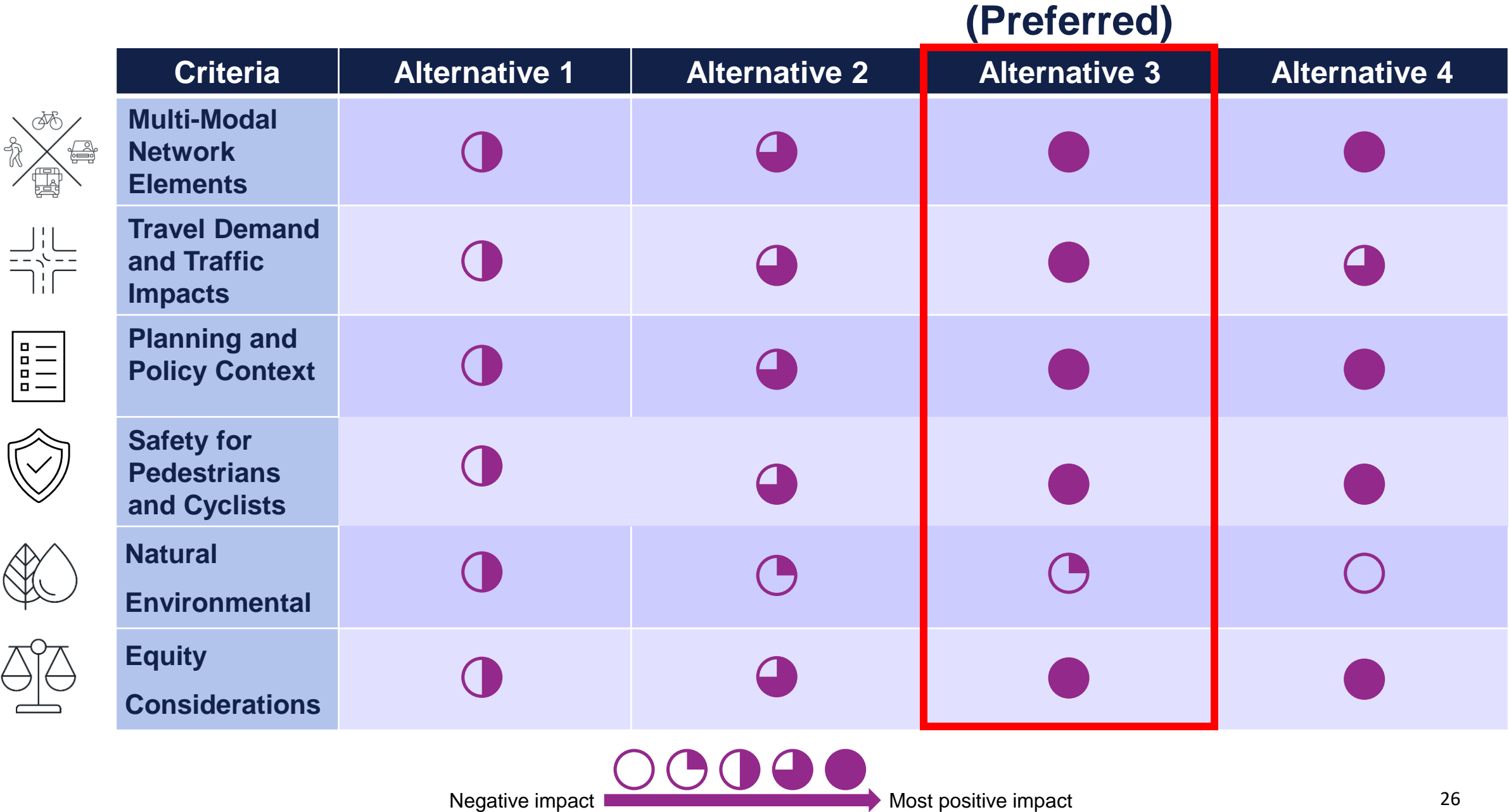


# Approach: Multiple Account Evaluation



Criteria	Motivation
<b>Multi-Modal Network Elements</b>	<ul style="list-style-type: none"> <li>Describes the supply and coverage of pedestrian, cycling, and transit elements</li> <li>Assessed quantitatively relative to baseline conditions</li> </ul>
<b>Travel Demand and Traffic Impacts</b>	<ul style="list-style-type: none"> <li>Responds to the need for a multimodal transportation network in the VMC study area and identifies how the alternatives impact both transit and auto demand</li> <li>Assessed quantitatively relative to baseline conditions</li> </ul>
<b>Planning and Policy Context</b>	<ul style="list-style-type: none"> <li>Scenario alignment with Provincial, Regional, and City directions for integrated sustainable transportation, as outlined in their respective guiding policy documents</li> <li>Assessed qualitatively relative to baseline conditions</li> </ul>
<b>Safety for Pedestrians and Cyclists</b>	<ul style="list-style-type: none"> <li>Highlights safety implications of network modifications for cyclists and pedestrians</li> <li>Assessed quantitatively relative to baseline conditions</li> </ul>
<b>Natural Environmental</b>	<ul style="list-style-type: none"> <li>Assesses emissions and impacts to the natural environment generated by each alternative</li> <li>Assessed quantitatively and qualitatively relative to baseline conditions</li> </ul>
<b>Equity Considerations</b>	<ul style="list-style-type: none"> <li>Highlights impacts for defined user-groups to capture advantages and disadvantages across a broad range of people</li> <li>Assessed qualitatively relative to baseline conditions</li> </ul>

# Methodology: Multiple Account Evaluation

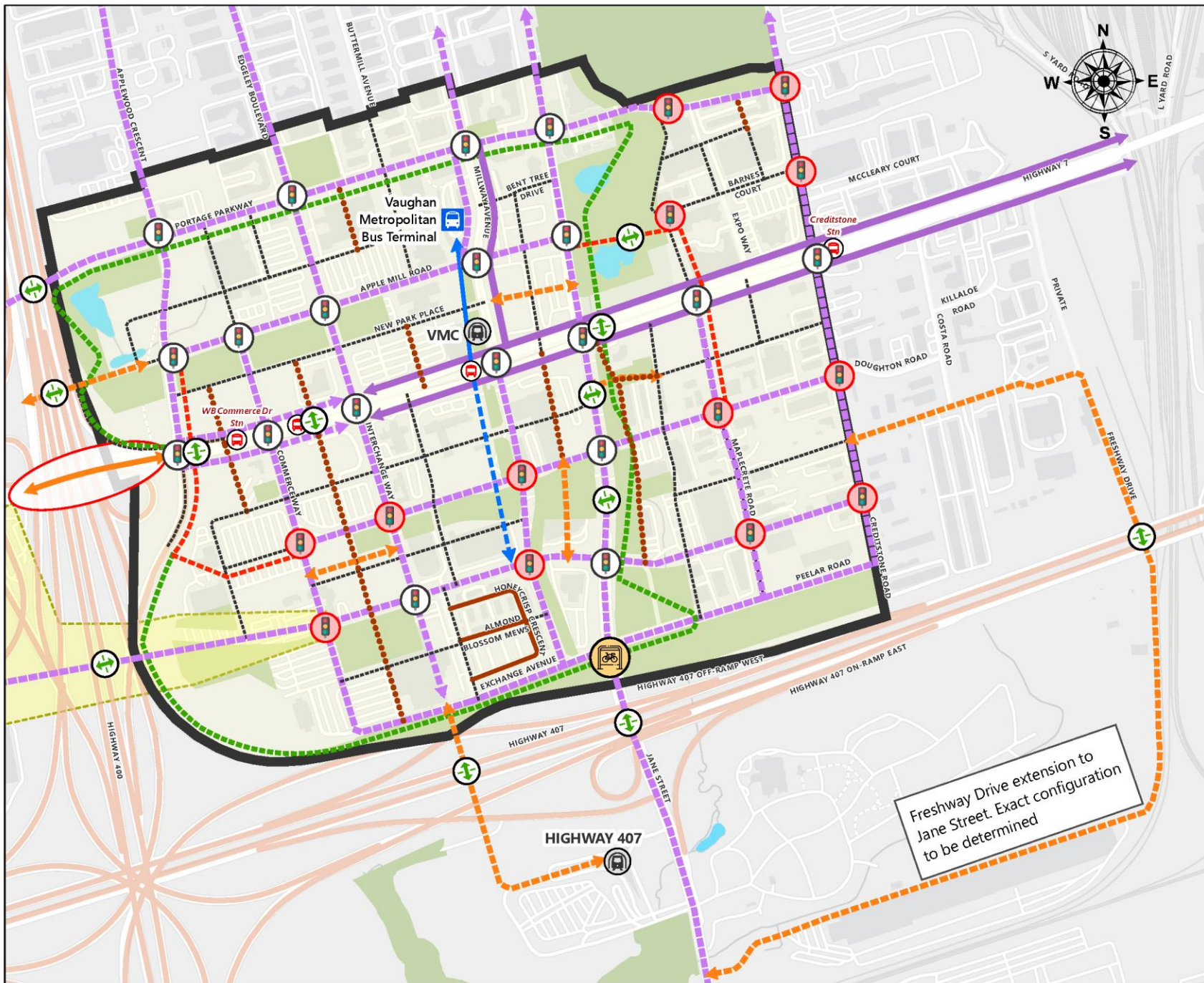






**Preferred VMC Multi-Modal Networks**



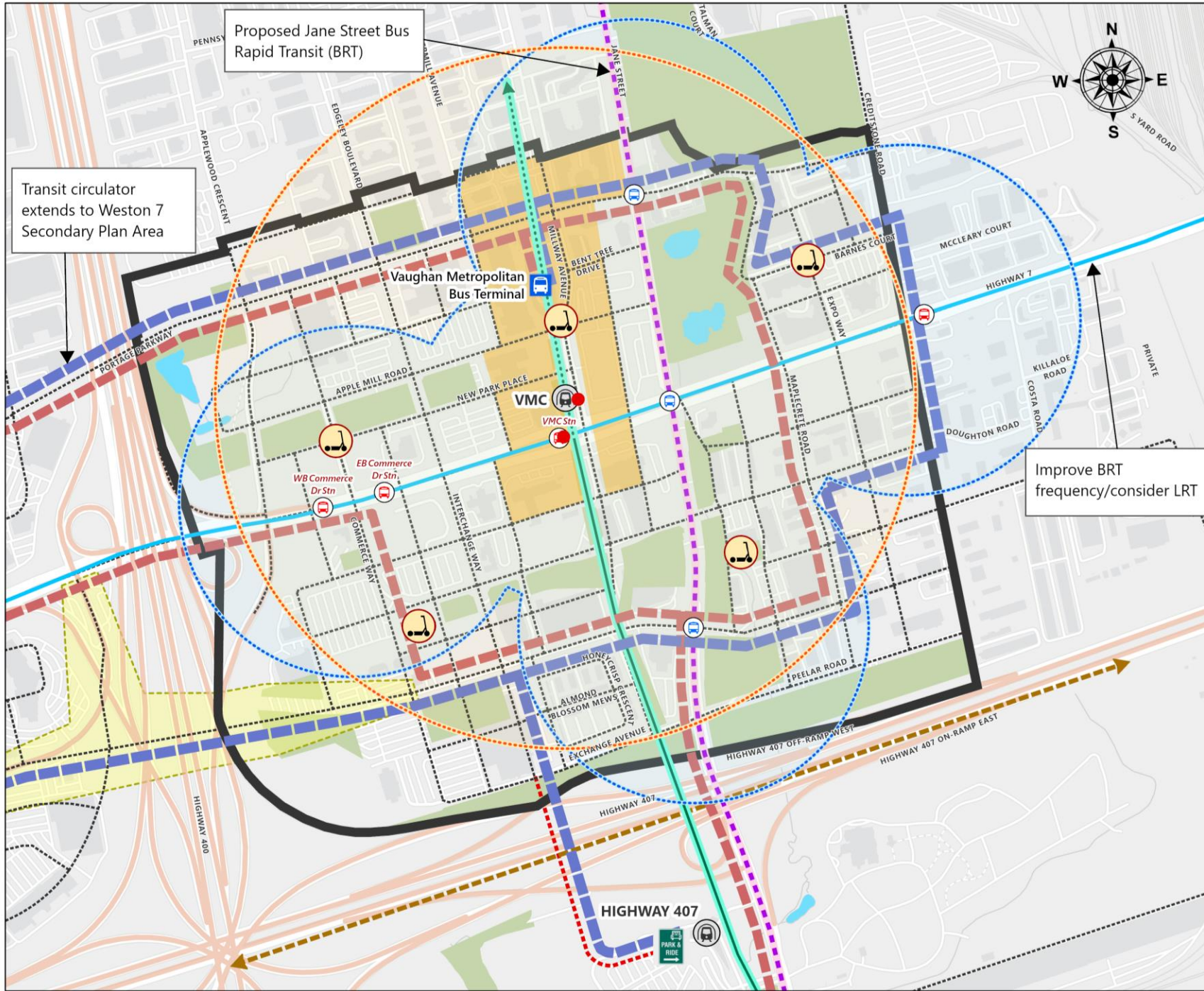


# VMC Active Transportation Network

- Existing Highway
- Existing Other Road
- Existing AT Path/Connection
- Proposed AT Path/Connection
- Proposed Urban Space LOOP
- Proposed Urban LOOP MUP
- Existing Buffered Bicycle Lane
- Proposed Cycle Track/Separated Facility
- Existing Underground Connection
- Proposed Underground Connection
- Existing Mews
- Proposed Mews
- Other Proposed Road
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Proposed AT and Pedestrian Grade Separation
- Existing Traffic Signals
- Proposed Traffic Signals
- Proposed AT Elevator
- Improved Median Facility/Weather Protected
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary





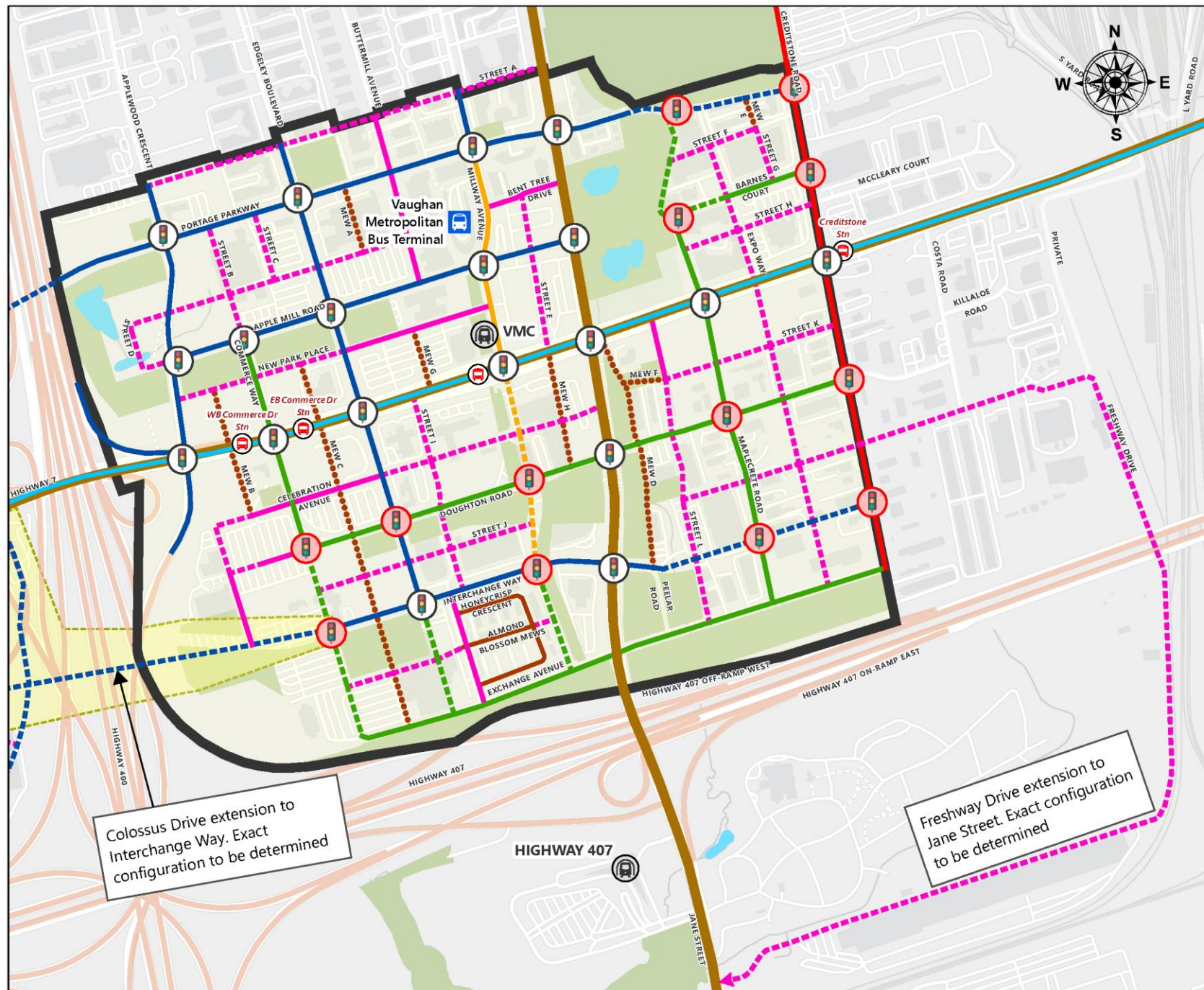


## VMC Transit Network

- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Subway Extension
- Proposed Jane Street Rapidway
- Potential Highway 407 Transit Way
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing Highway
- Proposed Street Network
- Proposed Transit-Only Link
- Existing Subway Station
- Existing Subway Entrance
- Existing TTC/YRT Transit Terminal
- Existing BRT Station
- Existing Park and Ride Lot
- Proposed Jane Street Rapidway Station
- Proposed Micromobility Hub
- 5 minute walking radius to rapid transit
- 10 minute walking radius to Vaughan Metropolitan Centre Subway Station
- Blocks Adjacent to Subway
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

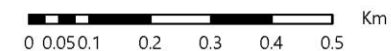






## Street Network with road classification

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- - - Proposed Major Collector (33m)
- - - Proposed Special Collector (33m)
- - - Proposed Minor Collector (26m)
- - - Proposed Local Street (20-22m)
- - - Proposed Mews (15-17m)
- Existing Viva Rapidway
- Ⓜ Existing BRT Station
- Ⓜ Existing TTC/YRT Transit Terminal
- Ⓜ Existing Subway Station
- Ⓜ Existing Traffic Signal
- Ⓜ Proposed Traffic Signal
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

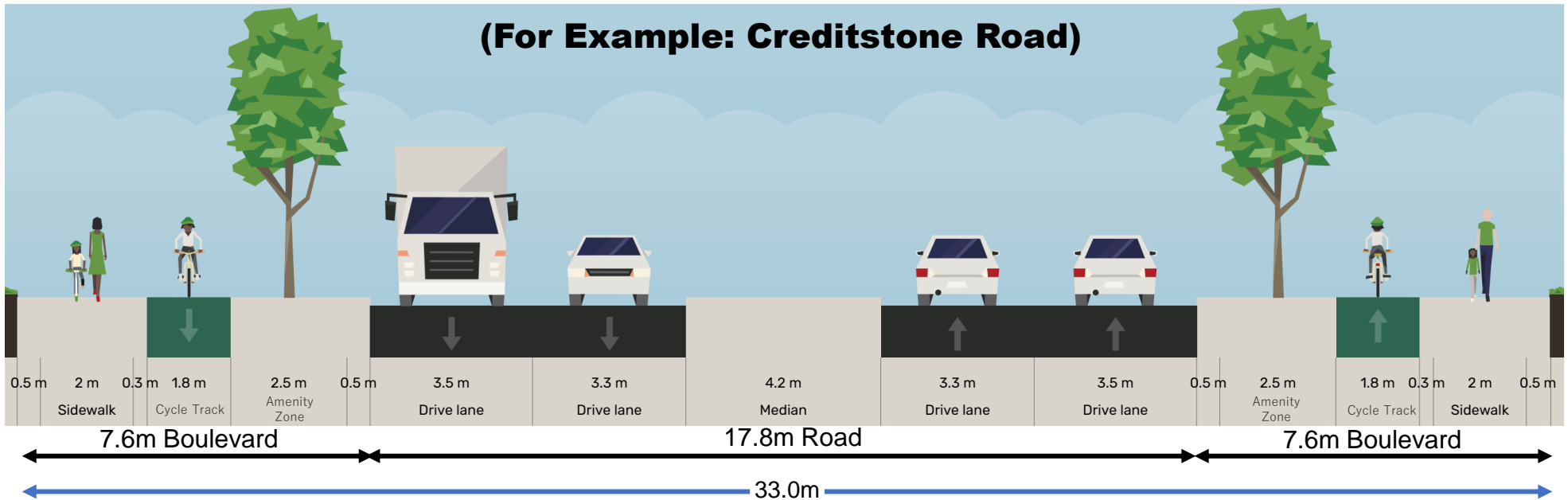




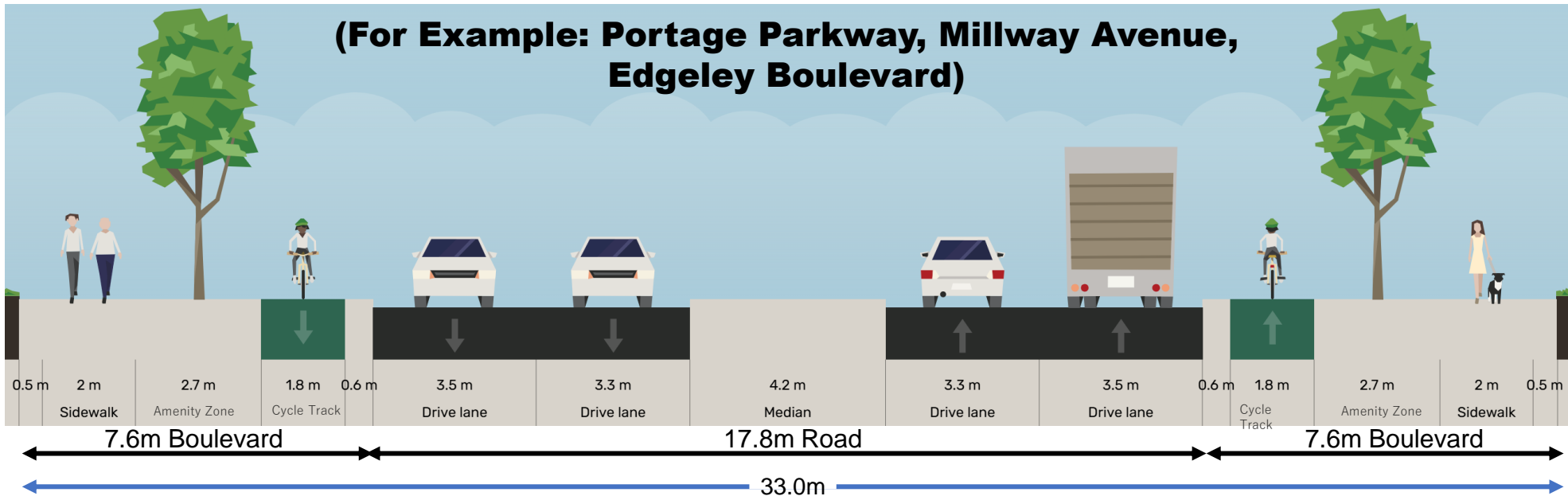


# Proposed Cross-Sections

# Minor Arterial and Major Collector



Minor Arterial

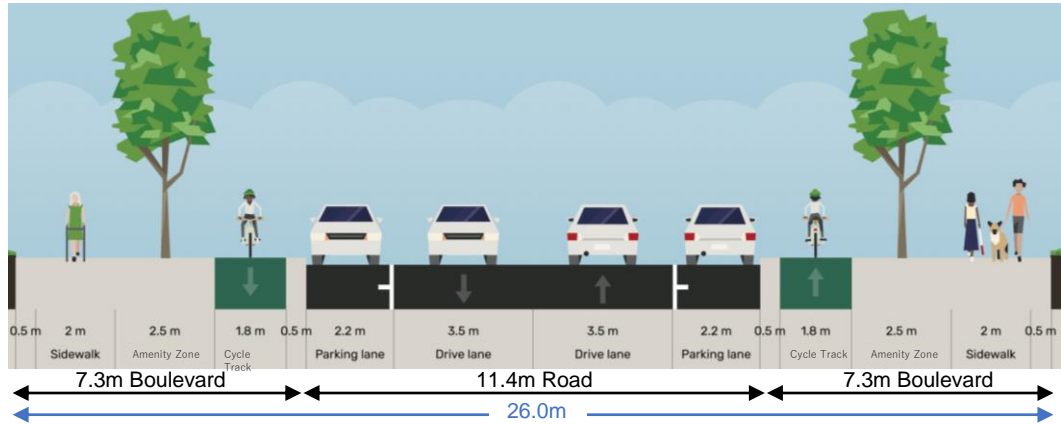


Major Collector

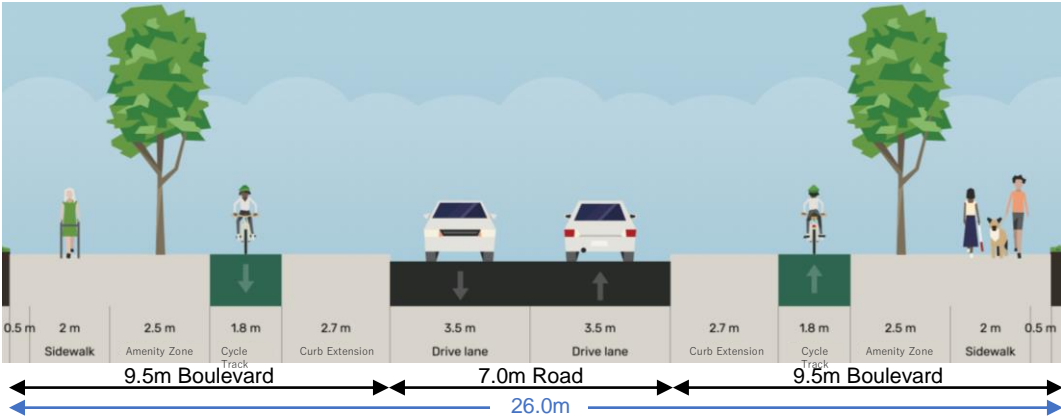


# Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock



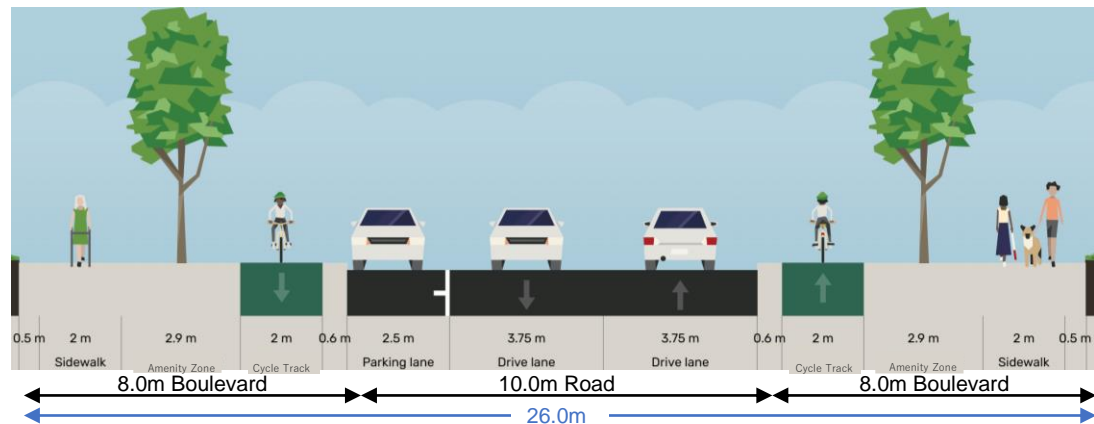
Midblock Pedestrian Crossing



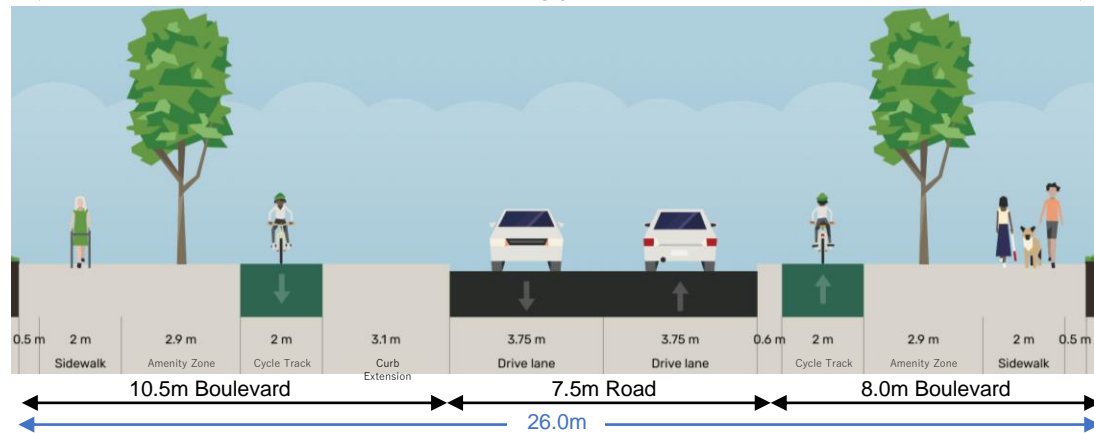
Intersection

# Minor Collector - Parking on One Side

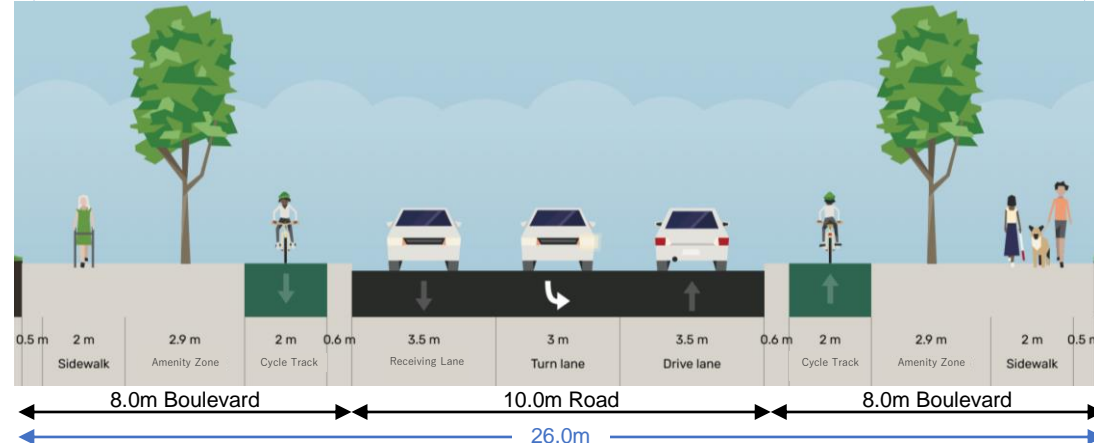
(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock



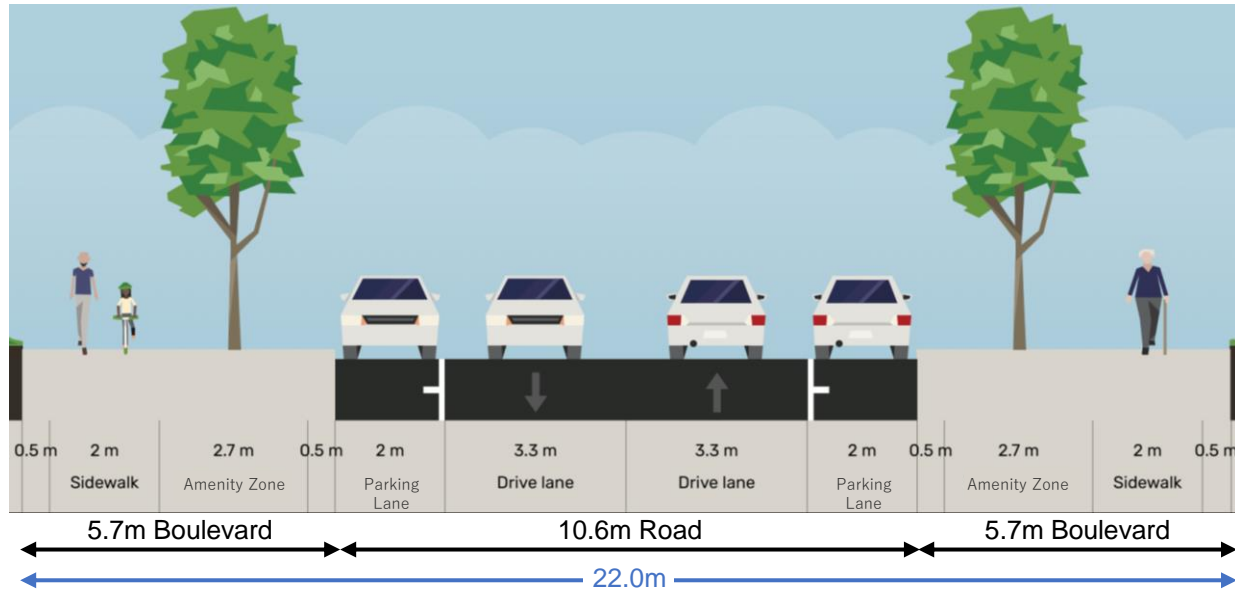
Midblock Pedestrian Crossing



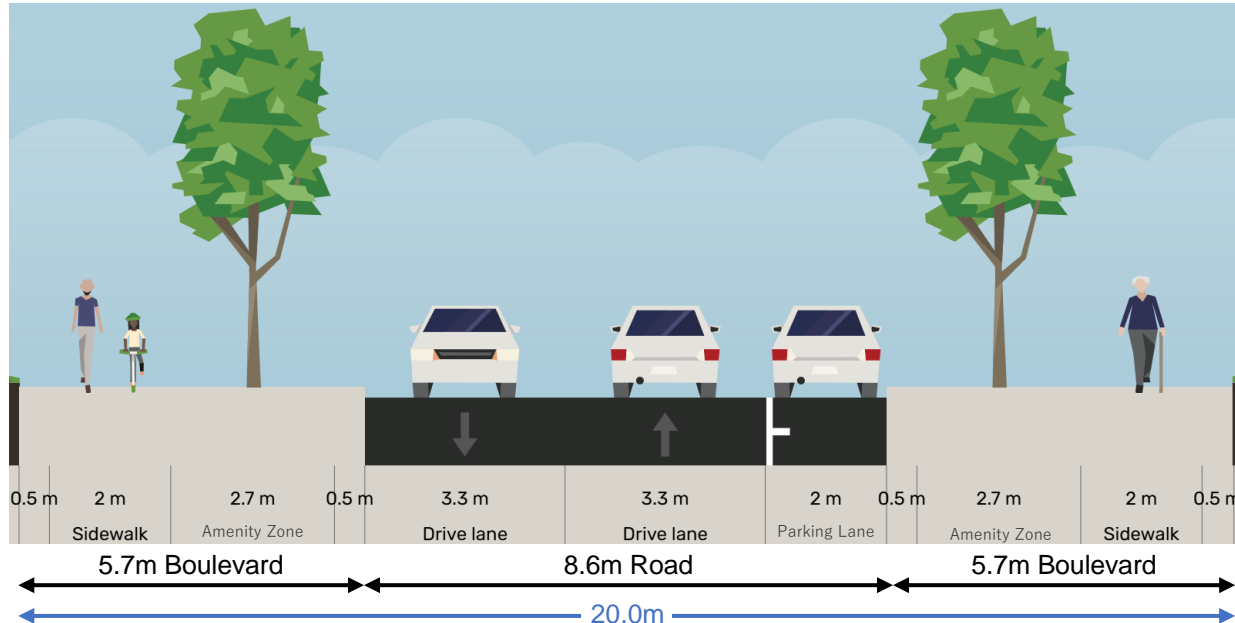
Intersection



# Local (For Example: New Park Place, Mable Smith Way, White Elm Street)



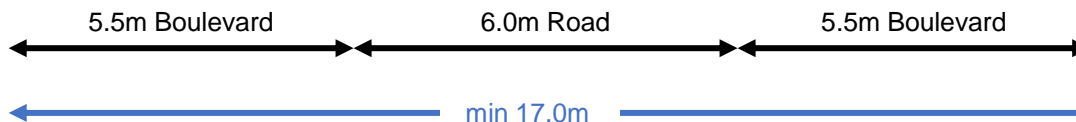
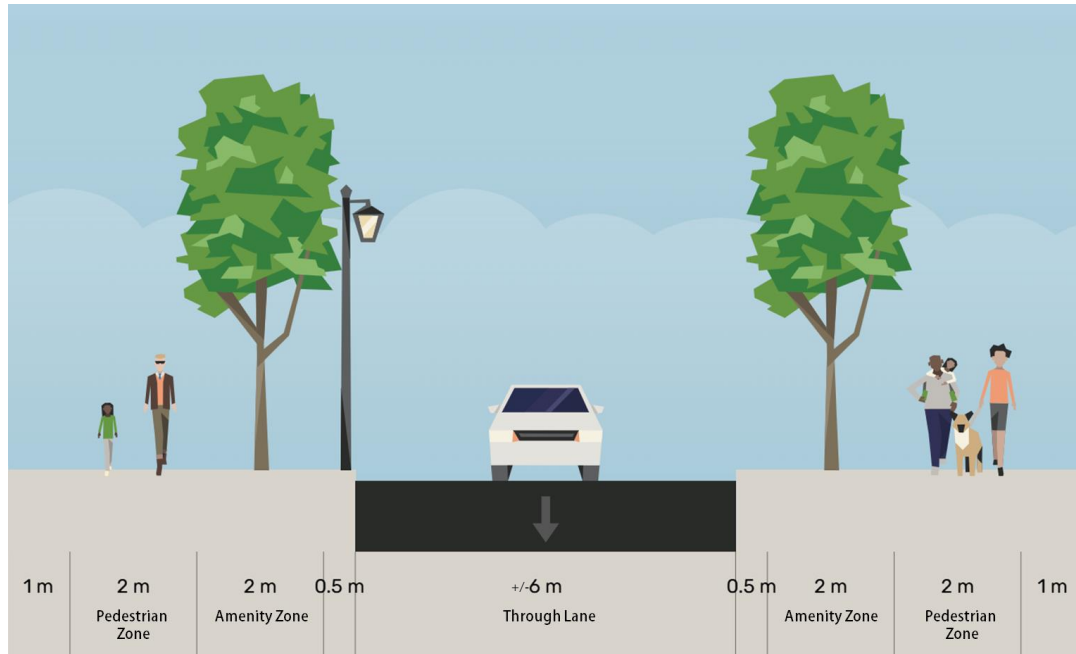
Parking on Both Sides



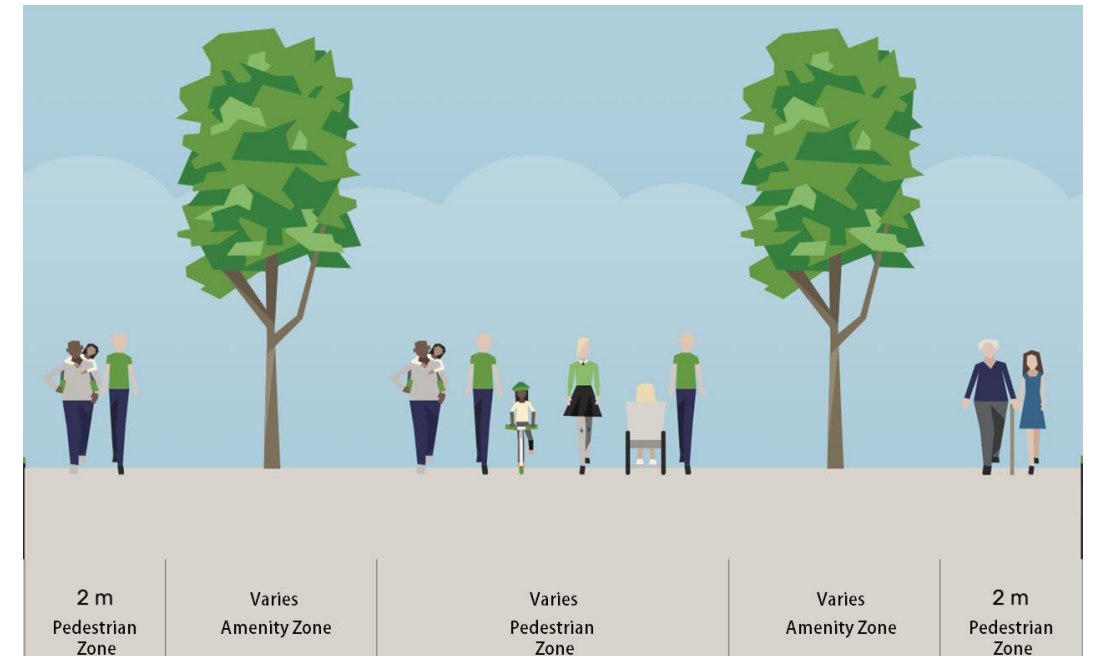
Parking on One Side

# Vehicular and Non-Vehicular Mews

## Mews Street with Laneway



## Mews Street without Laneway







**Supportive Transportation Policy Elements**

# Transportation Demand Management



## Policy Recommendations

- Implement TDM measures for City employees and City-owned facilities.
- Explore bike/scooter share program feasibility.
- Work with the Region to enhance transit frequency and service and incentivize Smart Commute partnerships.

## Education & Outreach Recommendations

- Inform new residents and employees of TDM programs and incentives.
- Emphasize active school travel starting at a young age and train educators through the Making Tracks program.
- Promote MyRide Travel & MyTrip to ensure people are confident riding transit.
- Offer transit vouchers, schedules, real-time information, bicycle shop certificates, or micromobility discounts to encourage sustainable travel.



## Infrastructure Recommendations

- Design pedestrian-oriented spaces and streets, such as car-free and car-light realms
- Improve active transportation connections
- Ensure universal design for all ages and abilities
- Work with the Region to improve transit stop design
- Consolidate/eliminate driveways and accesses on major collector and arterial roads where possible





# Parking

## New Parking Recommendations

- Remove minimum parking requirements and reduce maximums.
- Expand the area for paid parking and consider raising parking fees.
- Develop a curbside management strategy that considers micromobility hubs and parking, pick-up drop-off facilities, and short-term parking uses.



# Eco-friendly Short Distance Transport

## New Recommendations

- Encourage residential and public e-mobility (e-bikes, e-scooters) unit charging.
- Plan and commission a carshare and e-bike / e-scooter share service for residents and visitors.



# **Next Steps**

- 1** Summarize and process input received
- 2** Adjust and refine improvements to the transportation network and prepare TMP Report
- 3** Present Report to Council - Committee of the Whole (May/June 2025)
- 4** File the TMP Report and initiate the 30-day commenting period

# **Extended Presentation**

Watch an extended online presentation and consultation materials for more information via:

[www.vaughan.ca/VMCTMP](http://www.vaughan.ca/VMCTMP)

## **Presented by:**

**Jillian Britto, P.Eng., PTOE**  
Transportation Project Manager  
Development Engineering (VMC)  
E: [jillian.britto@vaughan.ca](mailto:jillian.britto@vaughan.ca)  
Tel: (905) 832-8585 ext. 8410



# Connect with the VMC Program

**Christina Bruce**

Director, Policy Planning and Special Programs

[Christina.Bruce@vaughan.ca](mailto:Christina.Bruce@vaughan.ca)

**Musa Deo**

Manager, Development Engineering, VMC Program

[Musa.Deo@vaughan.ca](mailto:Musa.Deo@vaughan.ca)

## Thank you