



**CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (WORKING SESSION) AGENDA**

If you wish to speak to an item listed on the Agenda, please pre-register by completing a Request to Speak Form online, emailing clerks@vaughan.ca, or contacting Service Vaughan at 905-832-2281, by 12 noon on the last business day before the meeting.

Wednesday, April 2, 2025

1:00 p.m.

Woodbridge Room - Committee Rooms 242/243

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Indigenous Land Acknowledgement (prior to the commencement of the meeting)

	Pages
1. CONFIRMATION OF AGENDA	
2. DISCLOSURE OF INTEREST	
3. COMMUNICATIONS	
4. PRESENTATIONS	
5. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)	
1. MOVESMART MOBILITY MANAGEMENT STRATEGY 2025 ANNUAL REPORT Report of the Deputy City Manager, Public Works, with respect to the above.	3
2. NORTH MAPLE REGIONAL PARK FAMILY RECREATION AREA UPDATE APRIL 2025 Report of the Deputy City Manager, Infrastructure Development, with respect to the above.	59

3. 2024 TRANSPORTATION PLANNING UPDATE
Report of the Deputy City Manager, Infrastructure Development, with respect to the above.
6. ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION
7. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION
8. CONSIDERATION OF STATUTORY / AD HOC COMMITTEE REPORTS
9. STAFF COMMUNICATIONS
10. NEW BUSINESS
11. ADJOURNMENT

ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
PLEASE NOTE THAT THIS MEETING WILL BE AUDIO RECORDED
AND VIDEO BROADCAST

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Committee of the Whole (Working Session) Report

DATE: Wednesday, April 2, 2025

WARD(S): ALL

TITLE: MOVESMART MOBILITY MANAGEMENT STRATEGY 2025
ANNUAL REPORT

FROM:

Emilie Alderman, Deputy City Manager, Public Works

ACTION: FOR INFORMATION

Purpose

This report highlights the progress made under the MoveSmart Mobility Management Strategy (MoveSmart) that is outlined in the 2025 Annual Report. MoveSmart remains dedicated to developing and implementing transportation and mobility initiatives that are timely, innovative, data-driven, and aligned with current trends to meet the needs of a dynamic and growing city.

Report Highlights

- Momentum and advancements in road safety are progressing with 25 of the 29 initiatives either underway or completed.
- Key initiatives to combat speeding have been successfully implemented, including the launch of the Automated Speed Enforcement Program, approval of the Neighbourhood Traffic Calming and Speed Management Plan, and ongoing reductions in speed limits in residential areas.
- MoveSmart’s vision of a safer and more sustainable transportation network is being advanced through two road safety corridor reviews, implementation of the Safer School Zone Plan, completion of a pedestrian crossing warrant and guideline, and a Work Zone Safety and Construction Management Plan.
- The implementation of Advanced Traffic Management and Intelligent Transportation System technologies is expected to improve Mobility Management.
- The combination of traffic engineering, traffic calming measures, education, enforcement and evaluation led to speed reductions ranging from eight per cent to 28 per cent on local roads across the city.

Recommendations

1. That the 2025 Annual MoveSmart Report, as outlined in Attachment 1, be received; and
2. That the City Clerk forward a copy of this report to York Region, York Region's local Municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, and the Ministry of Transportation.

Background

MoveSmart consists of four programs: Road Safety, Mobility Management, Sustainable Mobility and Traffic Data Management

MoveSmart's overall objective is to improve mobility, enhance road safety, and improve transportation efficiency across the city by leveraging data, innovative technologies, and strategic planning with internal and external road safety stakeholders. It aims to provide a more responsive transportation network, ultimately designed to deliver initiatives that will support the city's growth while promoting sustainable transportation options to enhance the quality of life for residents. The strategy will be updated every five years to align with the City's most recent Term of Council Priorities.

MoveSmart supports the needs of all road users by combining effective communication strategies, enforcement programs, policy development, and robust data management practices to foster a cohesive and effective road safety and mobility management strategy.

Previous Reports/Authority

MoveSmart Mobility Management Strategy: [Extract from Council Meeting Minutes of March 10, 2021 \(Report No. 10, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

Establishing Speed Limits on City Roadways: [Extract from Council Meeting Minutes of June 22, 2021 \(Report No. 31, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

MoveSmart Mobility Management Strategy Annual Progress Report (2023): [Extract from Council Meeting Minutes of March 21, 2023 \(Report No.13, Item 3 of the Committee of the Whole \(Working Session\)\)](#)

Intelligent Transportation System Single Source Procurement of an Advanced Traffic Management System Report: [Extract from Council Meeting Minutes of October 17, 2023 \(Report No. 41, Item 4, of the Committee of the Whole 2\)](#)

Automated Speed Enforcement Report: [Extract from Council Meeting Minutes of December 12, 2023, \(Report No. 50, Item 1 of Committee of the Whole \(Working Session\)\)](#)

MoveSmart Mobility Management Strategy Annual Progress Report (2024): [Extract from Council Meeting Minutes of March 26, 2024 \(Report No.9, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

Neighbourhood Traffic Calming Plan Report: [Extract from Council Meeting Minutes of September 24, 2024, \(Report No. 29, Item 1 of Committee of the Whole \(Working Session\)\)](#)

Analysis and Options

Advancements in road safety are progressing with 25 of the 29 MoveSmart initiatives either underway or completed

MoveSmart continues to make significant strides toward creating a road environment that accommodates all modes of travel and promotes long-term mobility improvements for the entire community. Key initiatives, such as the Automated Speed Enforcement Program, the Neighbourhood Traffic Calming and Speed Management Plan and Policy, In-Road Safety Corridor Reviews, Safer School Zone Plan, Pedestrian Enhancement Plan, and the Work Zone Safety and Construction Management Plan have been developed to prioritize safety, reduce speeding, supplement traditional enforcement and introduce appropriate safety countermeasures in key focus areas.

The launch of the Automated Speed Enforcement program was a significant road safety advancement for the city

The Automated Speed Enforcement program will adopt a proactive strategy to mitigate speeding and improve road safety by utilizing traffic data. With its proven success in other municipalities, the Automated Speed Enforcement Program is expected to play a critical role in the City's ongoing efforts to change driver behaviour and lower speeds, which will serve to promote safer driving behaviours and protect vulnerable road users.

The City's Neighbourhood Traffic Calming Plan established a data-driven and standardized approach for the uniform application and implementation of traffic calming measures

The City's Neighbourhood Traffic Calming Plan included various traffic calming measures in alignment with national and industry best practices. Prior to its implementation, five pilot neighbourhoods were selected to assess the effectiveness of various traffic calming measures on the roadways. This pilot program was the first of its kind in Canada and was used to test and evaluate new tools, technologies, design considerations, data collection methods, operational improvements, and innovative engagement approaches. Leveraging data from the pilot program, the new Plan addresses road safety concerns to ensure appropriate traffic calming and speed management tools are integrated into the City's road network.

MoveSmart remains committed to proactively introducing and improving various plans to support a culture of road safety and deliver positive outcomes

Two additional In-Road Safety Corridor Reviews along Martin Grove Road and Huntington Road were initiated in 2024. By assessing traffic operations in each area, opportunities were identified to address road safety and improve the overall transportation experience for all users. In addition to examining vehicle speeds, traffic volumes, site conditions, existing traffic controls, and traffic calming measures, City staff collaborated with both communities to collect valuable feedback on existing conditions and the proposed recommendations. The projects will be completed in Q3 2025.

The Safer School Zone Plan and Active School Travel programs continue to drive advancements through education and road safety improvements to protect vulnerable road users. The Safer School Zone Plan includes guidelines to improve pick-up and drop-off in school zones and address parking, speeding, and traffic circulation during bell times. Maps are currently in development to highlight pedestrian walkways, pedestrian crossovers, school crossing guards, no parking areas, wayfinding signage, special pavement marking, and signage which are expected to assist school administrations in communicating and supporting active and safer travel for students. Partnerships with York Region, local school boards, and law enforcement are instrumental in achieving a comprehensive approach to enhancing pedestrian safety in school zones.

The Pedestrian Enhancement Plan aims to improve pedestrian safety, connectivity, and accessibility, particularly in high-priority areas such as school zones. A key component of this initiative is the establishment of clear criteria, standards, and guidelines for pedestrian crossovers to support consistency and safety in their implementation. The framework outlines the conditions for when and where crossovers should be installed, especially in areas with high pedestrian traffic, such as school zones. To complement the implementation of this new and upgraded infrastructure, City staff have partnered with York Regional Police to launch a pedestrian crossover educational initiative for students. This initiative includes an in-class presentation led by City staff, followed by a practical on-site demonstration conducted by York Regional Police. The program has been well received by school staff and students and will continue as part of Vaughan's Active School Travel Program.

The Pedestrian Enhancement Plan is also closely aligned with the City's Travel Demand Management Plan, which promotes sustainable travel choices, including walking, cycling, public transit, and carpooling as alternatives to single-occupancy vehicles. MoveSmart is enhancing the City's Travel Demand Management by integrating improvements in pedestrian infrastructure into the City's broader mobility strategies to ensure the necessary frameworks are in place to support and encourage alternative modes of transportation.

The Work Zone Safety and Construction Management Plan is currently under development and will prioritize the safety of workers and the public, minimizing the impacts on all forms of mobility, including automotive, pedestrian, and active transportation. The Work Zone Safety and Construction Management Plan will look to work with internal partners, leverage current technology to ensure timely, clear, and effective communication with the public, provide real-time updates on construction schedules, right-of-way work, and road closures, and offer options for alternative routes. This will help minimize disruptions to the movement of people and goods. Collaboration with partners will ensure the seamless coordination of City-run projects, third-party construction activities, and York Region projects to minimize disruptions to vital public services, such as transit, waste collection, and emergency response services, while maintaining the integrity and safety of the City's road network.

City speed limit reductions and the selection of new Community Safety Zones are evaluated annually based on the Speed Limit Policy and the Community Safety Zone Policy criteria. To supplement this effort, staff initiated a comprehensive public engagement and policy review in 2025 to determine the feasibility of implementing 30 km/h neighbourhoods throughout Community Safety Zones to further prioritize the safety of vulnerable road users.

Mobility Management is at the forefront of innovation with the installation of an Advanced Traffic Signal Management System

The City's first Advanced Traffic Signal Management System is being deployed and forms the foundation of the Intelligent Transportation System strategy. The traffic signal hardware is currently being upgraded, and once completed, the Advanced Traffic Signal Management System software will allow for remote monitoring and control of all 100 traffic signals and signalized pedestrian crossings across the city. The Advanced Traffic Signal Management System will enhance traffic signal coordination, improve traffic flow, and support the future integration of scalable smart mobility technologies. This initiative modernizes the City's traffic management infrastructure, supports signal timing optimization, and achieves interoperability with York Region, which is crucial for enhancing traffic flow and achieving efficient mobility management across the transportation network.

Continuing to build an automated data repository provides the foundation for a real-time, data-driven approach to prioritizing areas for safety improvements and measuring results

MoveSmart uses Traffic Engineering Software to analyze traffic patterns, identify high-risk areas, and develop targeted interventions. This initiative includes a cloud-based traffic data management system that allows real-time data sharing and analysis with York Region and other local partners. This growing network of data-sharing optimizes the effectiveness of MoveSmart's initiatives and improves transportation outcomes across the city, ensuring that decisions are aligned with broader safety and mobility objectives.

Network screening helps prioritize locations for safety improvements based on previous collision data and projection patterns. Automated Speed Enforcement data will be used to identify high-risk areas, enable targeted enforcement where it is most needed, and allow for ongoing assessment in real time. Automation streamlines data collection and analysis processes, ensuring that timely and accurate information is available for decision-making. These data sources will collectively support the City's efforts to monitor road safety progress, measure the effectiveness of interventions, and continuously improve outcomes.

Improvements in road safety are being observed as traffic calming measures and innovative road safety programs are implemented

Notably:

- Average speeds decreased by 28 per cent, or 13 km/h on average, after speed cushions were installed at eight locations across the city in 2024.
- Average speeds decreased by 19 per cent, or 7 km/h on average, at four new Active School Travel locations.
- Average speeds decreased by 12 per cent, or 5 km/h on average, following the installation of Flex Signs coupled with various other traffic calming measures.
- Average speeds decreased by 11 per cent, or 5 km/h on average, since Automated Speed Enforcement "Coming Soon" signs were installed at the first 10 locations across the city.
- Average speeds decreased by 8 per cent, or 3.5 km/h on average, in the 40 km/h Neighbourhood Blocks that were implemented in 2024.

Financial Impact

There are no financial impacts associated with this report. MoveSmart's operating and capital budgets are refined and monitored to meet program deliverables and timelines. If required, additional funding will be requested through the City's annual budget process. Staff will continue to explore opportunities through the City's Automated Speed Enforcement Program and new partnerships to help support the strategy's implementation.

Operational Impact

The successful launch of the City's Automated Speed Enforcement Program was a direct result of the collaboration and expertise of the City's internal Automated Speed Enforcement working group

By-law & Compliance, Licensing & Permit Services, Legal Services, the Office of the City Clerk, Procurement Services, Financial Services, Financial Planning & Development Finance, the Office of the Chief Information Officer, Risk Management, Transportation and Fleet Management Services, and Communications, Marketing, and Engagement worked to achieve the Automated Speed Enforcement Program launch in 2024. The internal working group ensured compliance with provincial regulations to administer the Automated Speed Enforcement Program in-house, negotiated various contracts, set up the technical infrastructure for penalty processing, and created the Administrative Penalty Bylaw.

Broader Regional Impacts/Considerations

Local partnerships with a shared vision of improving the transportation network are a key component of MoveSmart's success

Collaboration between York Region and the City is vital to the long-term success of road safety and sustainable mobility for residents and visitors as they travel throughout the transportation network. The Regional Traveller Safety Plan, developed in collaboration with York Region and local area municipalities, aims to reduce severe collisions by 10 per cent over five years and includes short-term and long-term solutions to improve road safety. Implementation of the Regional Traveller Safety Plan requires a shared commitment to data sharing and strategic coordination of road safety initiatives to advance a consistent approach to road safety across the Region and reduce traffic-related fatalities and injuries.

The City's Automated Speed Enforcement Program offers a platform for a unified approach to reducing speeding across the Region. This partnership supports York Regional Police in enhancing enforcement, promoting regional coordination in traffic safety initiatives, and creating a more cohesive and effective speed enforcement strategy across the Region.

Conclusion

MoveSmart remains dedicated to delivering a concept-to-execution methodology aimed at advancing road safety and mobility improvements for all road users

By focusing on strategic planning, fostering strong partnerships, and continuously adapting to new opportunities, MoveSmart's policies and processes remain effective, forward-thinking, and innovative. MoveSmart will proactively implement action plans based on current, evidence-based data, ensuring it remains relevant and anticipatory of the long-term needs associated with city growth and development.

For more information, please contact:

Steven Fantin, Director, Transportation and Fleet Management Services, ext. 6141

Attachment

1. 2025 Annual MoveSmart Report

Prepared by

Brenda Bisceglia, Manager of Mobility Management/MoveSmart, ext. 6144

2025 Annual Report

MOVESMART

MOBILITY MANAGEMENT STRATEGY



MOVESMART

MOBILITY MANAGEMENT STRATEGY



With a focus on improving the municipal road network, enhancing road safety and supporting more cycling and pedestrian infrastructure to create a fully connected and integrated community, MoveSmart positions the City of Vaughan to achieve the strategic goals and objectives set forth by Council.



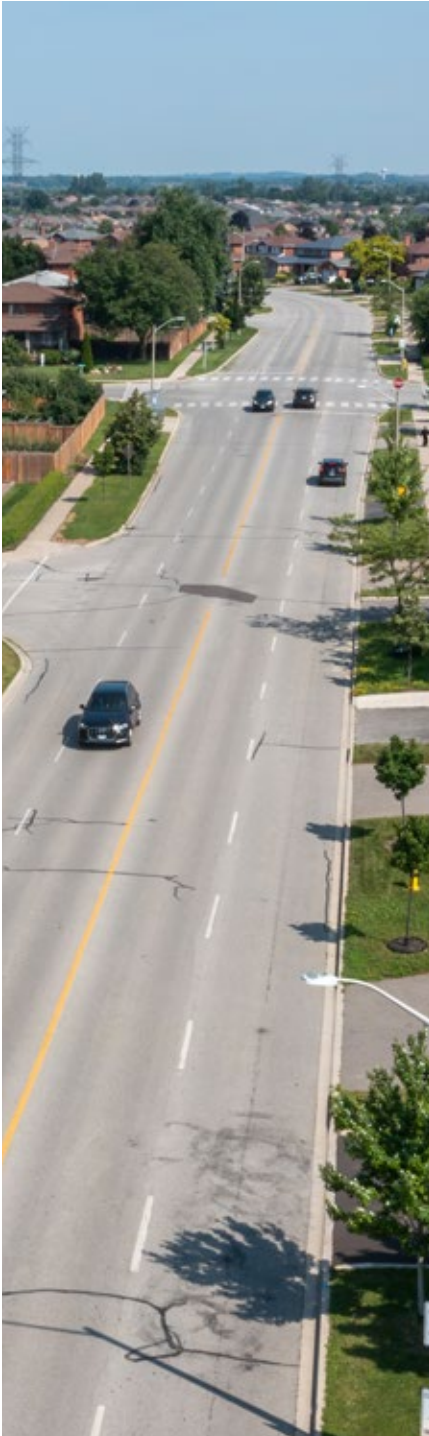


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Message from the Mayor



As Mayor, one of my top priorities is to keep our city moving. With initiatives like the MoveSmart Mobility Management Strategy and the Council-approved Action Plan to Fight Traffic Gridlock, we are making significant progress in improving Vaughan's transportation network.

MoveSmart is our long-term strategy to create a connected, safe and efficient transportation system. It prioritizes smart mobility solutions, traffic management improvements and sustainable transportation options like cycling, walking and transit. This approach ensures we can ease congestion, enhance road safety and improve travel choices for all residents.

At the end of 2023, Vaughan's population surpassed 350,000. By 2051, that number is expected to grow by 64 per cent to more than 576,000. As we grow, managing traffic, fighting gridlock and improving mobility will be more critical than ever, requiring innovative solutions to meet our city's evolving needs.

We are taking charge of our roads in bold ways. In January 2025, Council approved my Member's Resolution calling on York Region to immediately download key roadways to the City's control, including:

- Teston Road (Keele Street to Dufferin Street)
- Langstaff Road (Jane Street to Keele Street)
- Highway 7 (Pine Valley Drive to Martin Grove Road)

This is a vital step in ensuring that Vaughan has the local control needed to manage traffic flow, fight traffic gridlock and improve road safety in high-traffic areas.

I want to recognize our dedicated Public Works teams who keep our city running smoothly and our residents safe. Their achievements continue to receive national and international recognition for innovative thinking, best practices and a commitment to Service Excellence. I also want to thank our community partners and residents for their meaningful contributions to MoveSmart's success.

By working together, we will continue to build the safest, most efficient transportation system in Canada—one that supports Vaughan's growth while keeping residents moving.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven Del Duca'. The signature is fluid and cursive, written over a white background.

Steven Del Duca
Mayor of Vaughan

Message from the City Manager



At the City of Vaughan, ensuring the safety and well-being of our community – including residents, visitors and staff – is our top priority. We continue to be steadfast in advancing a safe, efficient and sustainable transportation system for all road users now and as our city continues to grow.

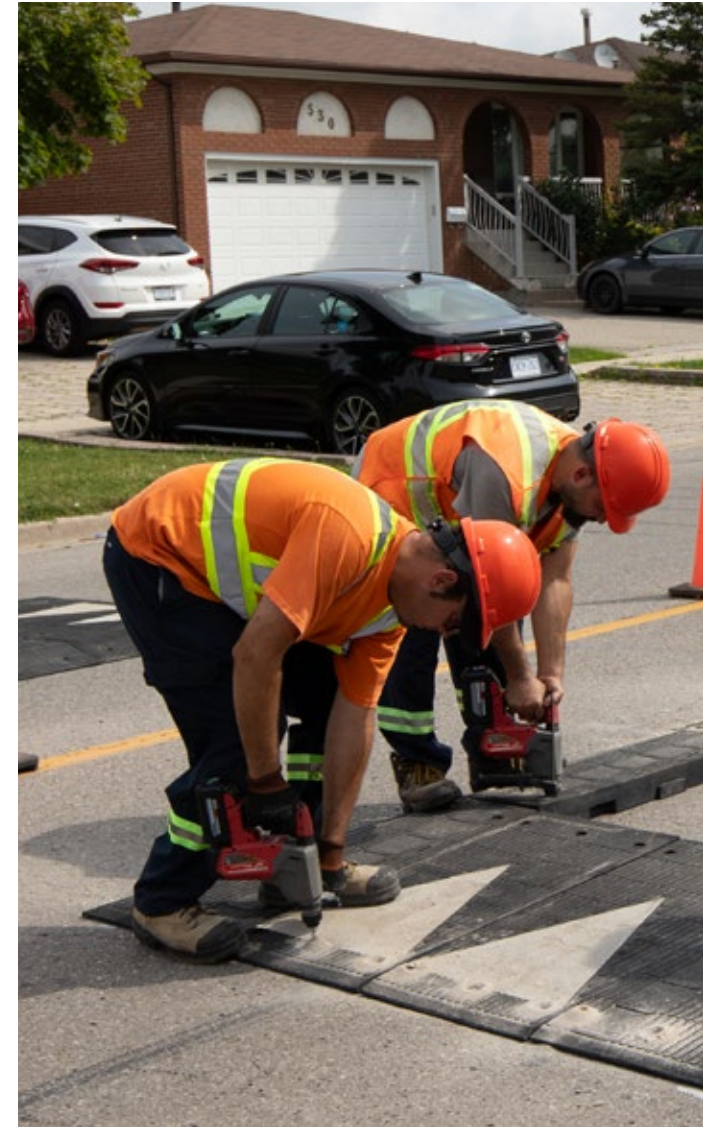
By leveraging modern technologies, using traffic and road safety data and collaborating with key stakeholders, we remain focused on working together to deliver Service Excellence and achieve our common vision and goals.

I want to congratulate City staff on the incredible progress made to date on the MoveSmart Mobility Management Strategy. I am confident we will continue to look for innovative solutions and apply evidence-based decision-making in enhancing safety and mobility throughout our transportation network to make Vaughan a more livable, workable and accessible community for everyone.

Thank you,

A handwritten signature in black ink, appearing to read 'Zoran Postic'. The signature is stylized and fluid, written over a light-colored background.

Zoran Postic
City Manager



Message from the Deputy City Manager



I am pleased to share the fourth annual MoveSmart Mobility Management Strategy report. With Vaughan's continued growth, the need for safe, efficient and sustainable transportation remains a top priority.

Our dedicated staff have made significant progress in advancing MoveSmart, leveraging data-driven decision-making and fostering strategic partnerships to achieve our goal of enhancing mobility and safety for all road users. We continue to make meaningful progress and engage with our residents, exploring new and innovative ways to meet the needs of a dynamic and growing city.

Our strong partnerships with York Region, York Regional Police, Public Health, York Region and York Catholic District School Boards, partner agencies and local community groups have been instrumental in our collective success. Together, we remain focused on making the city of Vaughan a more livable, workable and accessible community for everyone.

Emilie Alderman
Deputy City Manager, Public Works



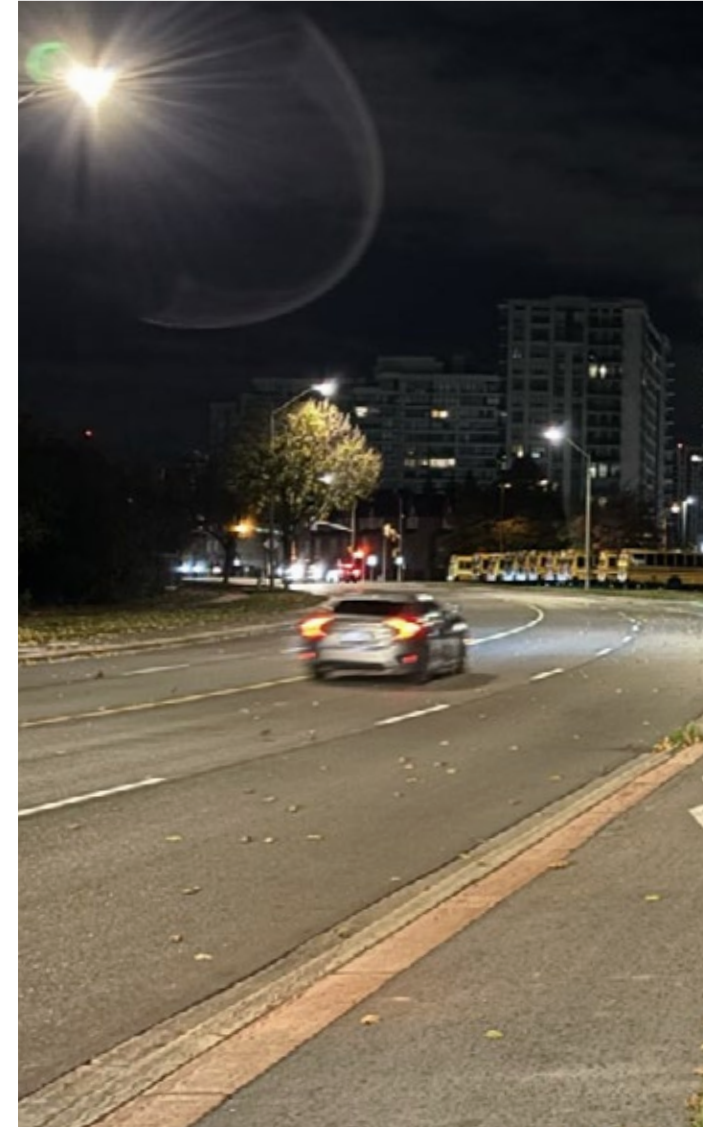
Message from the Director



I am excited to announce the fourth MoveSmart annual report. With the growth that the City has seen in the past, coupled with planned future growth, it is paramount we continue to invest in initiatives that keep our residents moving efficiently but in a safe manner as well.

In partnership with Vaughan City Council, York Region, York Regional Police and several others, significant advancements were made in 2024, leveraging industry best practices and the latest technology. 2025 will be yet another year of exciting change as we continue to work closely with our community stakeholders to implement changes that serve our changing resident needs. MoveSmart continues to be a leader in mobility management, quickly becoming a model for others to follow. I am extremely proud of all accomplishments achieved thus far and I cannot wait to see what the future holds for our community.

Steven Fantin
**Director, Transportation and
Fleet Management Services**

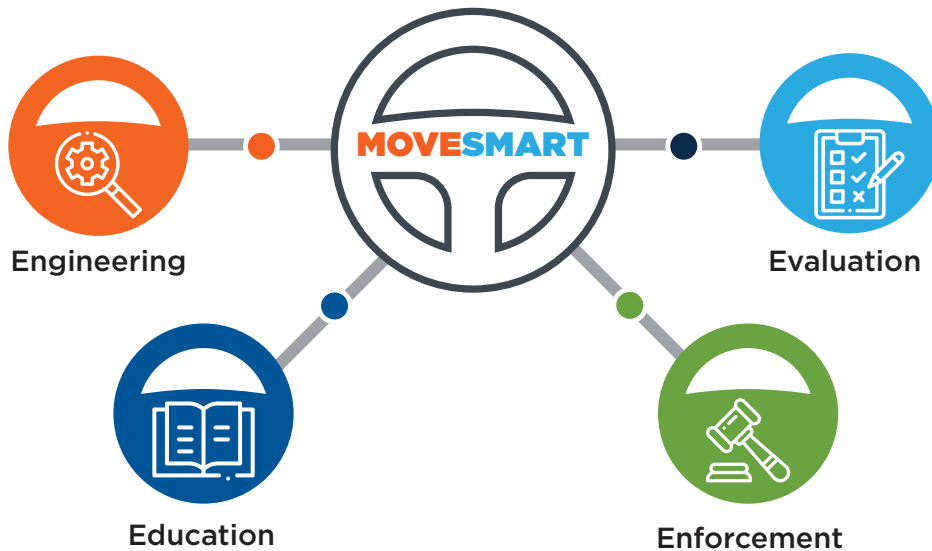


City growth and progress

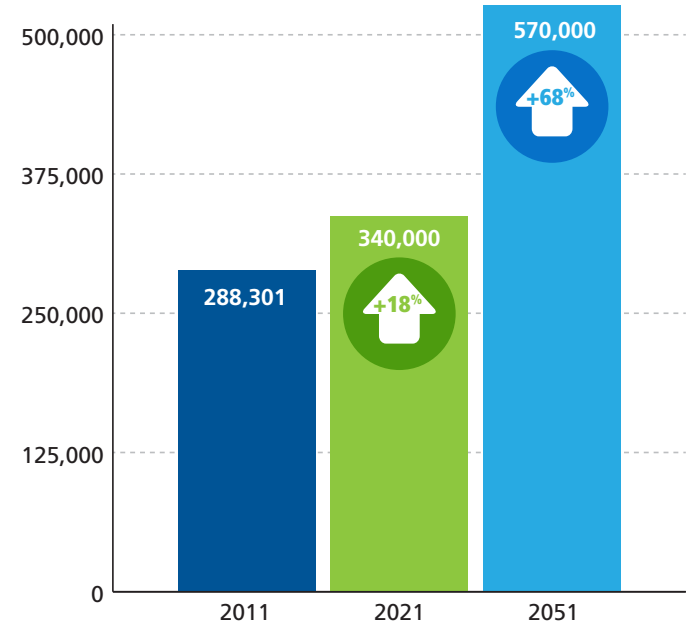
With thousands of businesses and more than 344,000 residents, Vaughan is one of Ontario's fastest-growing municipalities. To keep up with the increase in travel demand, the City initiated the MoveSmart Mobility Management Strategy (MoveSmart) in 2021.

Four E's of Road Safety

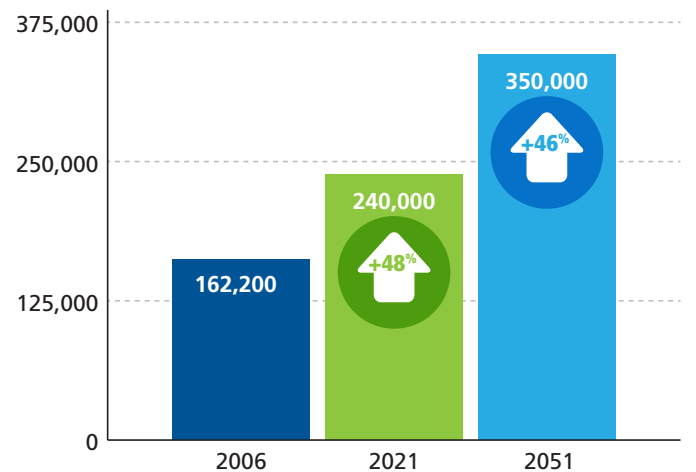
MoveSmart helps form and direct the City's vision to provide a safer, more efficient and sustainable transportation system. The City continues to focus on ensuring an efficient and reliable transportation system that ultimately gets citizens and businesses where they need to go.



Population



Jobs



What is MoveSmart?

Connecting people, places and communities

MoveSmart continues to develop and execute on four program areas that are highly integrated and supported by data:



Road Safety Program –

Increase road safety and raise public awareness

- To bring together key stakeholders to keep the city's streets safe for all road users and help foster a road safety culture.
- To take a more proactive approach to road safety by using data and proven statistical procedures identify additional road safety opportunities.



Mobility Management Program –

to improve efficiency through innovation and technology

- Modernize the City's traffic signals system, providing more efficient traffic flow and linking to existing and future technologies.
- To ensure pedestrians, cyclists and vehicle traffic continue to move safely and efficiently through signalized intersections and pedestrian crossings using the existing road network.



Traffic Data Management Program –

to assure the accuracy and availability of traffic data

- Modernize traffic data management with up-to-date traffic data to form the core of the Strategy and support data-driven and evidence-based decision-making.
- To have traffic data to allow for ongoing tracking of the performance of the transportation system over time.



Sustainable Mobility Program –

to support active and sustainable transportation

- Support the development of additional active and sustainable transportation options and ensure that these options focus on the safety of all road users.
- To support the expansion of the pedestrian and cycling network through consideration of the operations and maintenance services.



ROAD SAFETY PROGRAM

Increase road safety and raise public awareness

2021 / 2022



In-Service Road Safety and Corridor Operational Review

Identify safety measures for priority locations, community areas and corridors



Neighbourhood Traffic and Speed Management Plan

Improve safety and livability of neighbourhoods by calming traffic

2023



Construction Management and Work Zone Safety Plan

Develop guidelines to minimize impacts and maximize safety for construction workers and the public



Road Safety Strategic Plan

Foster partnerships and a data-driven approach for improving safety

2024



Network Screening and Annual Report

Prioritize safety resources for roads and intersections



Automated Speed Enforcement Plan

Use technology for enforcement in school zones and other community areas



Speed Compliance Plan

Address speeding behaviour with feedback to drivers

2025



Low-Cost Safety Countermeasures Plan

Implement low-cost measures such as pavement markings, signage, etc.

2026



Rail Transportation and Safety Plan

Improve mobility while minimizing noise at crossings near residential area



Heavy Traffic and Truck Routing Plan

Manage heavy vehicle and truck transport throughout the city



MOBILITY MANAGEMENT PROGRAM

Improve efficiency through innovation and technology

2021 / 2022



Traffic Signal Control System and Upgrades

Establish a traffic signal control system and upgrade field equipment



Pavement Markings and Signs

Replace and optimize markings and signs



Update Streetlights

Continue LED retrofit with smart adaptive features

2023



Traffic Signal Operations and Maintenance

Maximize the efficiency of traffic signal operations



Curbside Parking Management

Establish parking policies and procedures throughout the city



Traffic By-Law Consolidation

Consolidate the City's road-related by-laws



Intelligent Transportation System (ITS) Strategy and Plan

Establish a roll-out plan for existing and emerging smart mobility technologies

2024



Traveller Information Systems

Generate and present data to support travellers





SUSTAINABLE MOBILITY PROGRAM

Support active and sustainable transportation

2021 / 2022



School Crossing Guards

Manage the City's school crossing guard program



Safer School Zones Plan

Develop and implement safety measures near schools for traffic, pedestrians and pick-ups/drop-offs



Input into Development Planning

Provide insights to help the City's planning for future development

2023



Pedestrian Infrastructure Enhancement Plan

Optimize and upgrade the City's pedestrian infrastructure



Creation of Community Safety Zones

Develop guidelines to create and operate Community Safety Zones

2024



Cycling Network Expansion

Optimize and upgrade the City's cycling infrastructure



Travel Demand Management Plan

Share insights and decisions for the City's Travel Demand Management Plan



TRAFFIC DATA MANAGEMENT PROGRAM

Assure the accuracy and availability of traffic data

2021 / 2022



Traffic Data Needs Assessment

Identify traffic data requirements to support the MoveSmart Strategy



Traffic Data Management System

Procure and implement a traffic data management system

2023



Traffic Data Services

Enhance the City's traffic data collection programs and contracts



COMMUNICATIONS AND PUBLIC AWARENESS INITIATIVE

Ongoing awareness of tangible benefits through communication and education



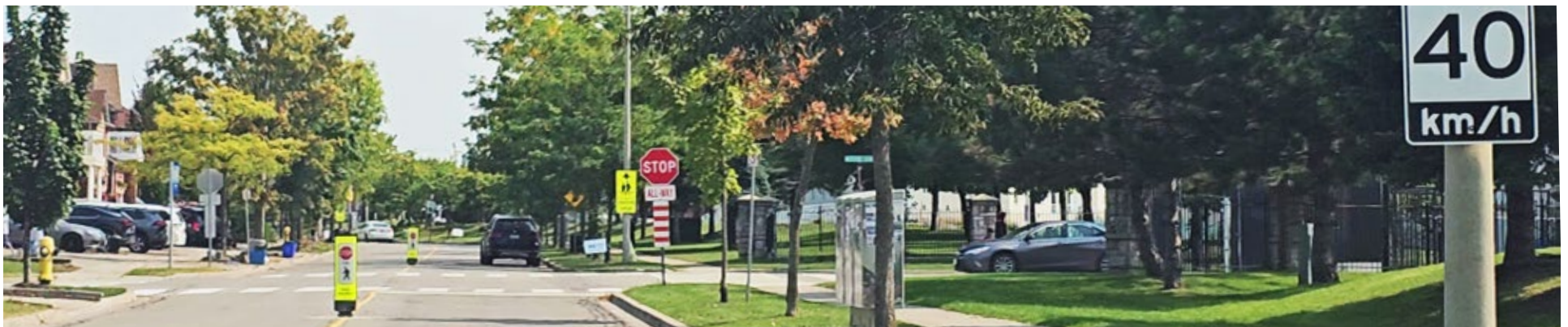
MOVESMART

Mobility Management Strategy

MoveSmart: Year Four in Review



- **Automated Speed Enforcement (ASE) program:** Advanced an ASE Administrative Penalties System Program (APS) and installed 10 mobile speed cameras that will rotate throughout the city's local road network. This program will help reduce speeds and protect vulnerable road users in Community Safety Zones.
- **Neighbourhood Traffic Calming Plan and Policy:** Established new policy, procedures, guidelines and a toolbox of traffic calming measures that ensures a consistent and effective approach to road safety across the city.
- **Safer School Zones Plan:** Developed an internal assessment tool and continuing to implement short-term recommendations in school zones.
- **Intelligent Transportation System program:** Procurement and initial equipment installation of the City's first Traffic Signal Control System (TSCS) setting the foundation for an Advanced Traffic Management System (ATMS) which is expected to set the stage for a fully integrated system by the end of 2025.
- **Community Safety Zones Policy:** Expanded to include 104 Community Safety Zones to support ASE.
- **Pedestrian Infrastructure Enhancement Plan:** Developed a warrant process and guidelines for enhancing pedestrian mobility access and connectivity, focusing on developing a framework for pedestrian crossovers.



Improvements are in the numbers

In 2024, the City:

- installed 10 ASE cameras at 10 locations across all five wards for 2025 deployment.
- implemented signage for 104 Community Safety Zones.
- installed 461 flex signs on municipal roads, 129 of which remained in place during the winter season.
- rotated 51 radar message boards across 236 locations.
- installed seasonal speed cushions at six locations.
- installed seasonal planter boxes at three locations.
- completed 37 quick build curb radius reductions with flex signs or pavement marking.
- installed additional tiger tails at 16 intersections.
- implemented four new pedestrian crossovers.
- painted approximately 700,000 metres of new or refreshed pavement markings, including 11,800 metres of new crosswalks.
- installed two new left turn lanes to improve mobility.
- serviced and maintained approximately 27,000 City streetlights.
- implemented 683 new streetlights.
- completed two rounds of service inspections at 97 traffic signal locations.
- inspected 18,000 traffic signs.
- added five new school crossing locations.
- added 23 new school crossing guards.
- completed 266 school crossing guard inspections.
- on-boarded four new Active School Travel (AST) schools.
- conducted 32 AST and City-led engagement events, with 2,500 students and community members engaged.
- conducted three surveys and five additional engagement opportunities, reaching more than 700 participants.
- distributed 9,250 #SlowDownVaughan signs city-wide.



- completed 900 counts of traffic data collection city-wide – an increase of 129 studies.
- added six new Neighbourhood 40 areas.
- approved 2,619 roadway permits.

The MoveSmart Momentum Continues



MoveSmart is driving success across the city. Here are some highlights from 2024:

- Established external partnerships, supported by industry-leading camera technology, to launch an ASE program in Q1 2025.
- Reformed the Neighbourhood Area Traffic Calming Policy by modernizing and standardizing the implementation of traffic calming measures.
- Continued efforts to reduce speeds for select neighbourhoods and city streets.
- Expanded the data warehouse by integrating new automated technologies to enhance traffic data collection and analysis. This integration of cloud-based traffic data management systems allows for real-time data sharing and analysis with local partners and York Region. This system supports evidence-based decision-making in all areas of MoveSmart, prioritizing safety improvements and optimizing traffic operations.
- Leveraged partnerships with local school boards and universities by engaging secondary and post-secondary students to advance initiatives and raise road safety awareness.
- Utilized multiple public events, communications and engagement strategies to inform and engage residents regarding ongoing and upcoming projects, helping to advance several MoveSmart initiatives.



STOP FOR PEDESTRIANS



TACKLING SPEED WITH A DUAL APPROACH



Neighbourhood Area Traffic Calming Policy and Automated Speed Enforcement program



Neighbourhood Area Traffic Calming Policy

The **Neighbourhood Area Traffic Calming Policy, Design and Speed Management Plan** exemplify the City's commitment to innovation and sustainable road safety. The plan development process took 24 months and included a condition assessment of more than 400 traffic calming assets, research of best practices, a comprehensive engagement program involving more than 2,000 residents, a pilot program of more than 75 measures in five communities, new policies, procedures, toolbox, guidelines and standards to advance implementation.

The initiative has significantly improved road safety in Vaughan through comprehensive assessments, data-driven strategies and proactive planning. More than 400 traffic calming devices were evaluated for their physical condition, Accessibility for Ontarians with Disabilities Act (AODA) compliance and safety performance, resulting in prioritized updates integrated into the City's multi-year capital program. Traffic data analysis identified speeding patterns, safety inequities and high-risk areas, enabling a systematic approach to prioritizing traffic calming requests and selecting pilot project locations. Pilot initiatives in five neighbourhoods tested innovative tools, technologies and seasonal measures, achieving 10 to 20 per cent reductions in average speeds and enhancing pedestrian and cyclist safety.

These findings informed updates to Vaughan's traffic calming policies, engineering standards and guidelines, embedding safety considerations into new developments and ensuring equitable

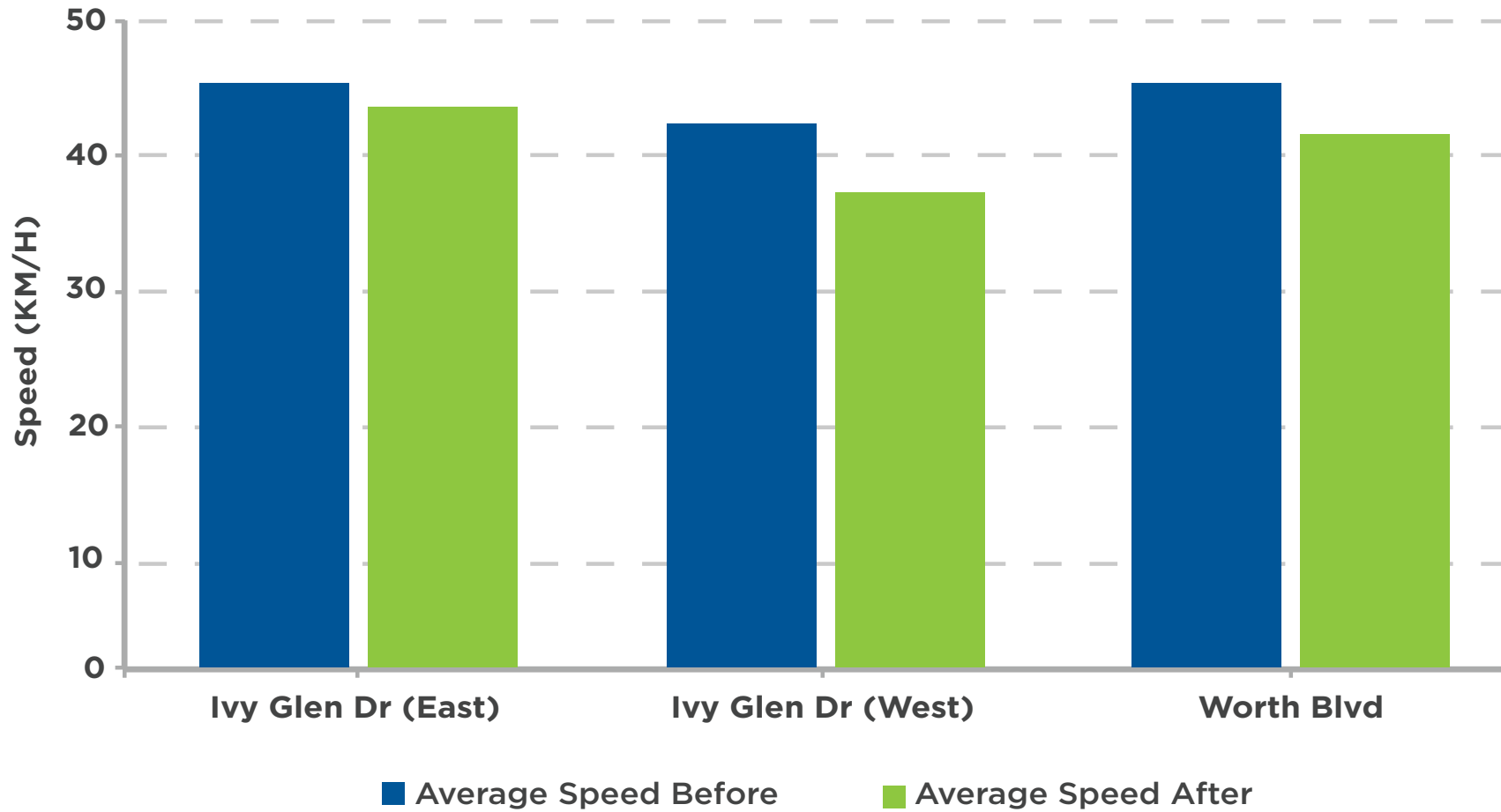


improvements across the city. By aligning long-term maintenance strategies with data-driven insights, Vaughan has created a sustainable framework for enhancing road safety city-wide.

The insights gained from this project have resulted in the development of a transparent and proactive approach to traffic calming and road safety in Vaughan. Through this project, the City is setting a new standard for road safety for other municipalities.

The lessons learned from this project have broad applicability to municipalities of all sizes seeking to create safer and more inviting streets for their communities.

Average Speed at Planter Box Locations



Average speeds **decreased by 10% or 4 km/h** on average, after planter boxes were installed at three locations city-wide in 2024.

Locations were selected based on priorities determined by various data sources and network screening.



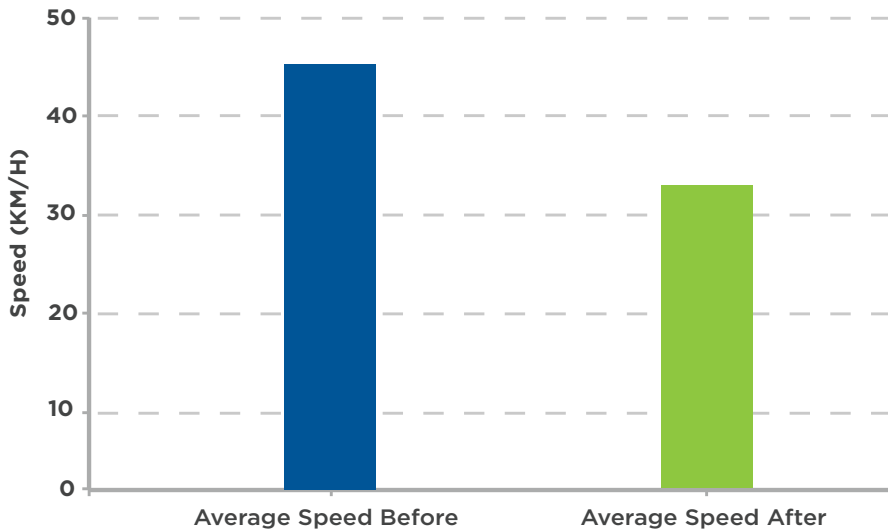
Neighbourhood Traffic Calming Plan offers several key benefits:

- **Enhanced road safety:** By implementing traffic calming measures that reduce vehicle speeds, the plan aims to continue to improve safety for all road users, including pedestrians, cyclists and motorists.
- **Community engagement:** Through close collaboration with community members, Vaughan Fire and Rescue Service, York Region and road safety partners like York Regional Police, the Plan ensures the measures are tailored to the specific needs of each neighbourhood.
- **Comprehensive approach:** The Plan includes a variety of traffic calming tools and measures, such as speed cushions, radar message boards and flexible posts, which are carefully selected based on the unique characteristics of each neighbourhood.

- **Data-driven decisions:** The Plan commits to include ongoing monitoring and evaluation of the traffic calming measures to ensure they are effective in advancing road safety in their communities. Data collected from these evaluations will help refine and improve the measures over time and where they will be most effective.
- **Policy update:** The Plan updates existing policies and procedures to ensure traffic calming measures are integrated into new and existing roads in Vaughan, setting a standard for safer roadways.

Overall, the Neighbourhood Traffic Calming Plan was designed to enhance road safety, engage the community and create a more sustainable and people-friendly environment in Vaughan.

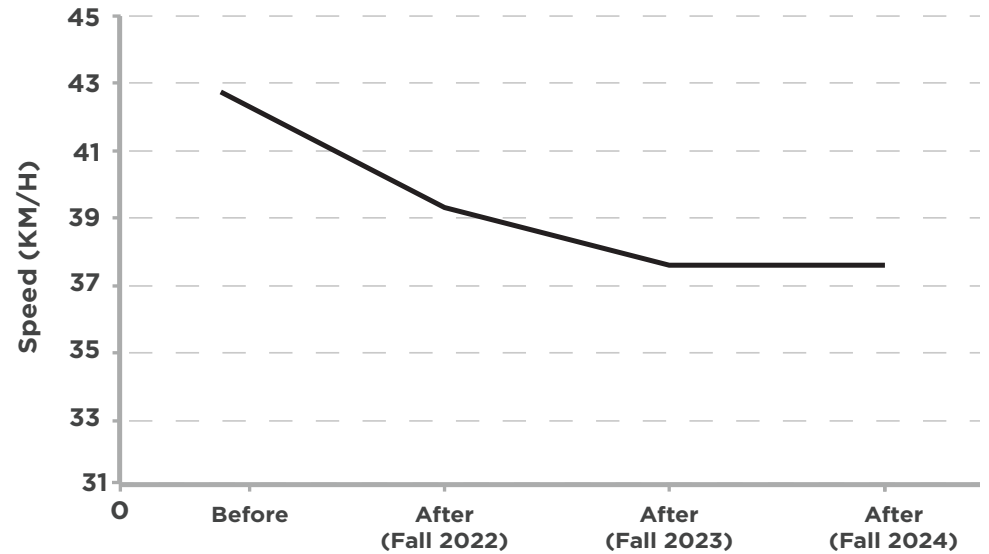
Average Speeds at Speed Cushions



Average speeds **decreased by 28% or 13 km/h** on average, after speed cushions were installed at eight locations city-wide in 2024.

Locations were selected based on priorities determined by various data sources and network screening.

Average Speed at Flex Signs, supplemented by Various Traffic Calming Measures



Studies were completed at Flex Sign locations – combined between new and returning locations.

Average speeds **decreased by 12% or 5 km/h** on average, since implementation.

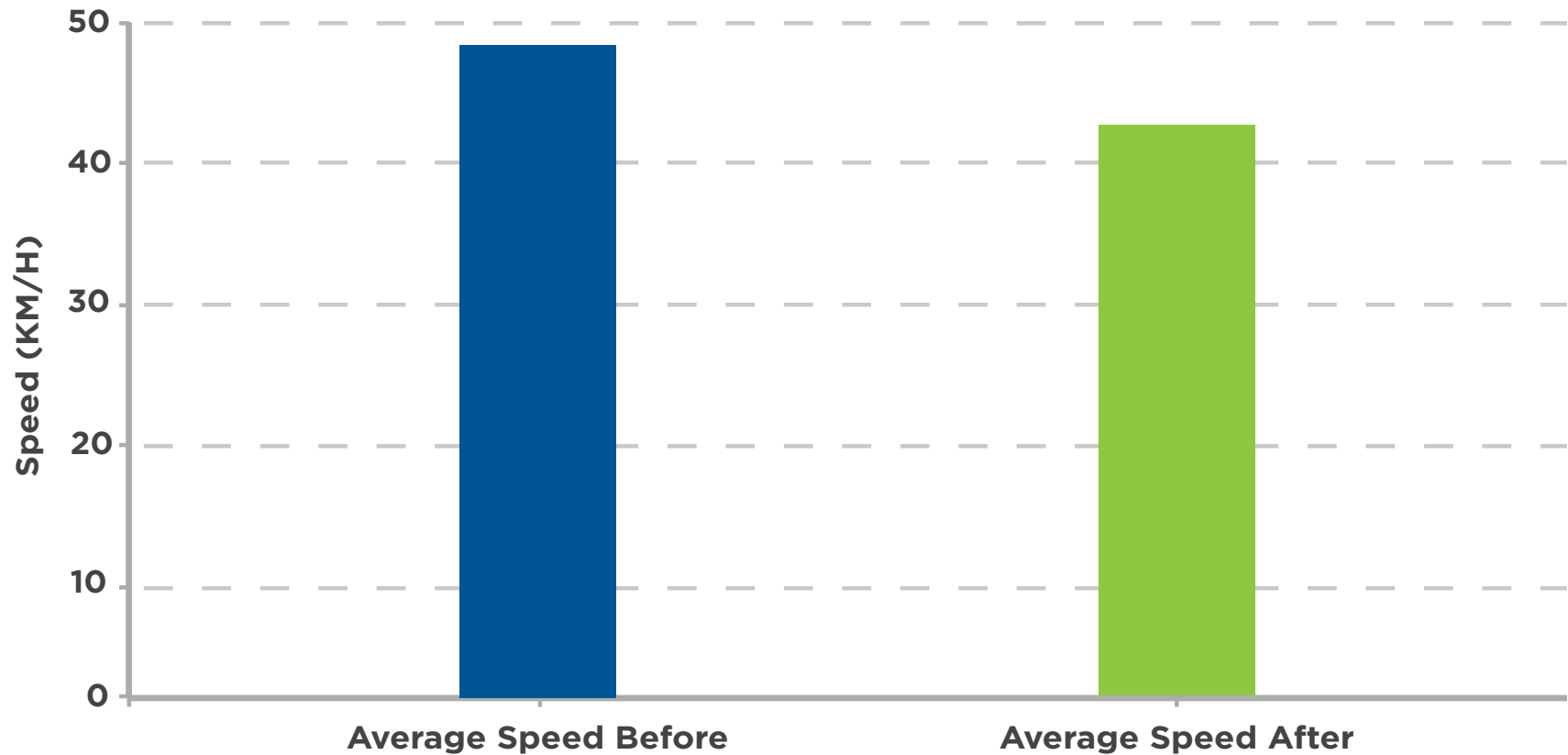
Automated Speed Enforcement program

The Automated Speed Enforcement (ASE) program is anticipated to be one of the most effective tools in the City's road safety toolbox. The successful launch of the ASE program in Vaughan was a direct result of the collaboration between the ASE internal working group and external stakeholders. By ensuring compliance with provincial regulations, setting up the required internal and external technical infrastructure to facilitate ticket processing, updating necessary by-laws, and ensuring appropriate staffing compliments along with a robust communication plan, the stakeholder group worked diligently to ensure ASE's successful launch.

The ASE program will significantly benefit the City and its residents by enhancing road safety and promoting responsible driving through an internal City-led Administrative Penalty System (APS). The program will use camera systems to monitor and enforce speed limits in high-risk areas, such as Community Safety Zones, including school zones, where speeding is a frequent concern. Speed cameras have been shown to reduce the average speed and number of speed-related accidents, injuries and fatalities in other municipalities. It is anticipated the ASE program will act as a deterrent to reckless driving, encouraging drivers to adhere to posted speed limits. ASE will also support York Regional Police in their efforts to reduce speeds on local roads. The program will create a safer, more efficient environment for both drivers and pedestrians.



Average Speed at Automated Speed Enforcement “Coming Soon” Sign Locations



Average speeds **decreased by 11% or 5 km/h** on average, since Automated Speed Enforcement “Coming Soon” signs were installed at the first 10 locations.

ASE can also significantly enhance data collection and help prioritize where cameras will be allocated in the future through:

- **Data-driven insights:** The system continuously collects vehicle speed data across different areas, providing valuable insights into traffic patterns and locations with high speeding incidences. City staff are developing critical dashboards to monitor the program's effectiveness.
- **Targeted deployment:** By using historical data on speeding behaviour, ASE can be deployed more strategically, prioritizing locations where speeding is most prevalent and where enforcement is most needed.
- **Performance tracking:** Continuous monitoring allows staff to assess the effectiveness of automated speed enforcement during specific periods, making it easier to shift rotational schedules or adjust to permanent camera locations in the future based on real-time data.

The data collected through ASE will inform future traffic management decisions, supporting the expansion of the program and ongoing efforts to improve overall road safety and quality of life in Vaughan.





SPOTLIGHT



In-road Safety Corridor Reviews:

MoveSmart continues to further its commitment to road safety by conducting In-Road Safety Corridor Reviews. These reviews examine the current and future transportation planning and mobility infrastructure needs for corridors within Vaughan. In 2024, two In-Road Safety Corridor Reviews commenced at Huntington Road (Major Mackenzie Drive to Kirby Road) and Martin Grove Road (south of Highway 27 and north of Highway 7) to analyze existing conditions and identify opportunities for ongoing transportation improvements. The Huntington Road safety review remains ongoing with final recommendations expected by the end of Q3 2025. A proactive approach to road safety was employed, analyzing all aspects of each corridor, including vehicular speeds, road users, traffic volumes, pavement marking and signage conditions, stop compliance and collision analysis.

In-Road Safety Corridor Reviews involve extensive public and technical stakeholder consultations, detailed

data collection and analysis, and field reviews to develop proactive, data-driven recommendations to enhance traffic operations and road safety.

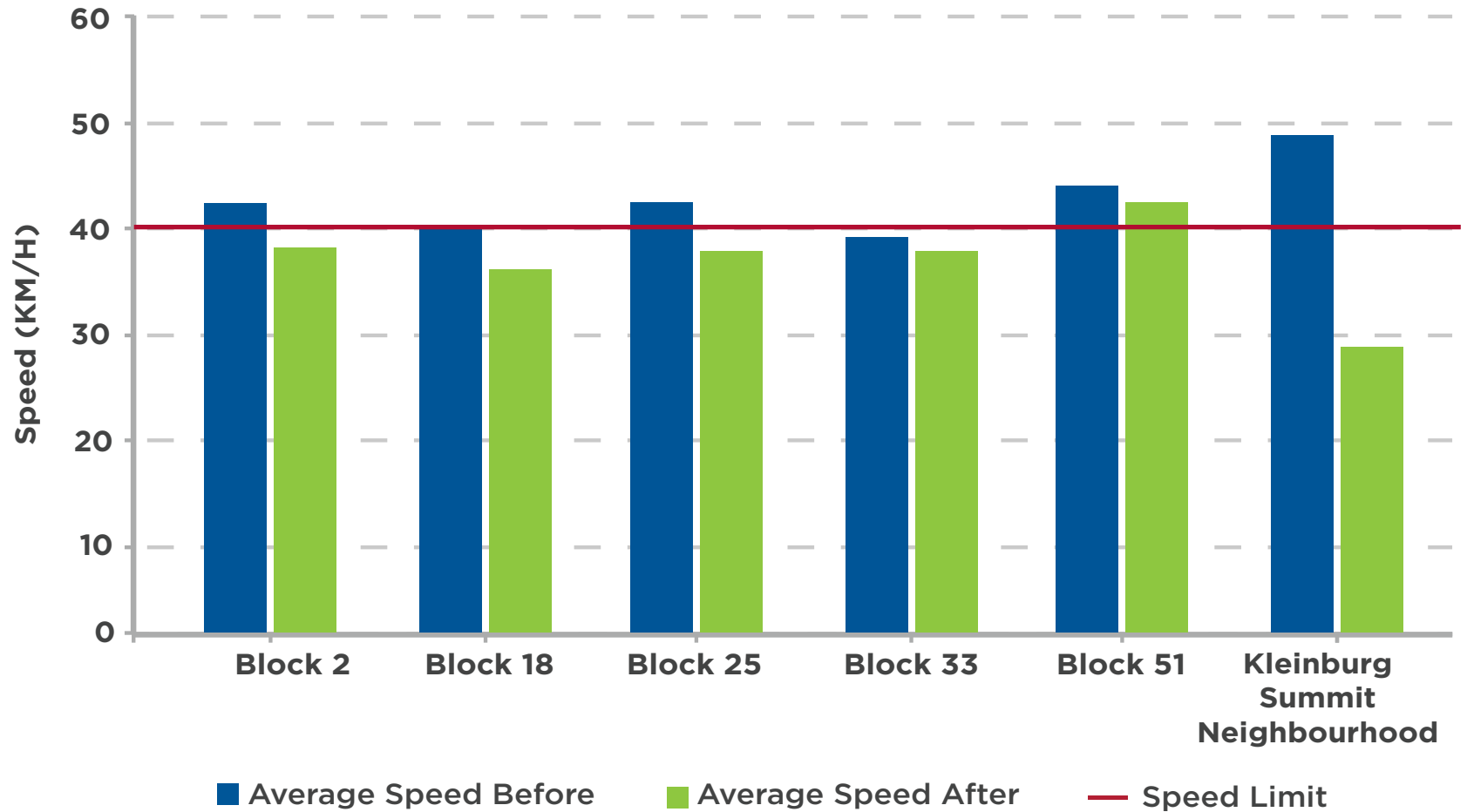
Initial recommendations for the Martin Grove In-Road Safety Corridor Review includes short- and long-term implementation plans to address specific priorities for the area. Below are some highlights:

- Implement traffic calming measures, such as speed cushions and left-turn traffic calming, to manage vehicular speeds in residential areas.
- Implement signal timing changes, such as Leading Pedestrian Intervals, to enhance pedestrian safety.
- Adjust roadway geometry to manage driver speeds and improve sightlines through pavement markings and horizontal traffic calming measures such as flex posts and planters.

- Institute a Seniors Safety Zone to better accommodate older adult populations through increased signal crossing times, enhanced pavement markings, signage improvements and infrastructure.
- Enhance the roadway in front of the school property to facilitate safe school pick-up and drop-off activities through designated parking areas, improved pavement markings and signage enhancements.
- Install curb radius reductions at select locations to enhance pedestrian safety and reduce vehicular turning speeds.
- Upgrade pedestrian infrastructure to ensure compliance with AODA standards.
- Identify long-term options to convert existing all-way stop intersections to mini-roundabouts or traffic circles to enhance road safety.

Extensive engagement with residents and stakeholders were undertaken throughout the project to inform project recommendations.

Phase 3: Average Speeds in Area 40 km/h Blocks

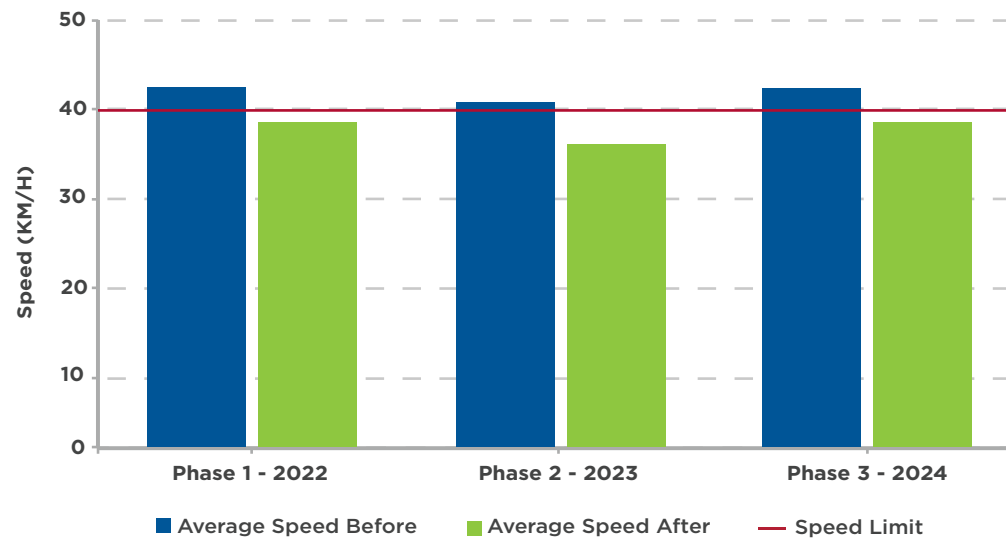


Average speeds **decreased by 8% or 4 km/h**, on average in Area 40 km/h Blocks that were implemented in 2024.

NEW OR UPCOMING

- **ASE program:** After a full year in operation, City staff will report back on the status of the ASE program in 2026 and look to expand the program by adding additional cameras.
- **30 km/h Community Safety Zones:** Comprehensive public consultation and policy review to assess public and stakeholder support for reducing speed limits in Community Safety Zones from 40 to 30 kilometres per hour, with a focus on school safety. Findings may inform potential updates to applicable City policies. Staff will report back in Q4 2025 to present engagement findings and policy options for Council.
- **Traffic studies:** Continue in-depth road traffic safety reviews in areas of focus.
- **York Region's Vision Zero Traveller Safety Plan (TSP):** Multi-agency collaboration on road safety. The TSP was developed in collaboration with York Region and local municipalities and aims to reduce severe collisions by 10 per cent over five years. Ongoing quarterly meetings allow for continued collaboration and insight into road safety strategies and ensure all local partners remain on track in implementing recommendations made under the TSP.

Average Speeds in All 40 km/h Block Locations



Since launch of the initiative in 2022, average speeds in all Area 40 km/h blocks have **decreased by 8% or 4 km/h**, on average.

SPOTLIGHT



Construction Management and Work Zone Safety Plan:

Given the ongoing rapid growth throughout the city, road construction management and work zone safety are paramount, and MoveSmart is taking on the challenge. This plan will outline key initiatives the City is planning to address regarding the impacts construction has on the efficient mobility of people and goods, standards and conditions of city assets, safety of work zones and interactions with the broader public. The plan will look to improve internal processes, develop policies regarding road closures, update external permitting procedures, enhance public communications, minimize mobility impacts, maximize road safety for construction projects and enhance corridor control management on local roads. The plan is being designed

to ensure construction activities are conducted safely and efficiently, with minimal disruptions to traffic and the surrounding community with a focus on enhanced coordination and collaboration with local partners, including York Region. Some of the short-term measures already completed or in progress include:

- updated the Road Occupancy Permit (ROP) fee structure
- updating ROP and Road Closure application forms



- developing Right of Way Management Policies and standards, and a Lane Closure Schedule Policy
- implemented a Road Closure Public Mapping Pilot (Google, Apple, Bing)
- updating the Excess Load Permit requirements, processes and fees
- enhancing York Region liaison and coordination
- developing an Enhanced Inspection Program
- initiating the design of an online permit system
- designing specialized permit processes
- updating Municipal Consent Application Forms
- implementing a Utility Performance Dashboard

Mobility Management Program

COMPLETED OR ONGOING

- The procurement of a **Traffic Signal Control System (TSCS)** as a part of the Advanced Traffic Management System (ATMS) has been completed. The TSCS deployment, integration and ongoing traffic signal controller conversion in the field are anticipated to be achieved by the end of Q4 2025. This cloud-based solution is designed to optimize traffic flow, enhance operational efficiency, and improve safety across the City. The ATMS will provide several key benefits, including but not limited to:
 - Remote and real-time proactive monitoring and management of traffic signals, helping to reduce congestion and delays.
 - Emergency Service Pre-emption, which allows priority access to emergency service vehicles.
 - Support signal timing optimization and allow for the coordination of traffic signal operations between the City and York Region, enhancing mobility management across the city's transportation network.

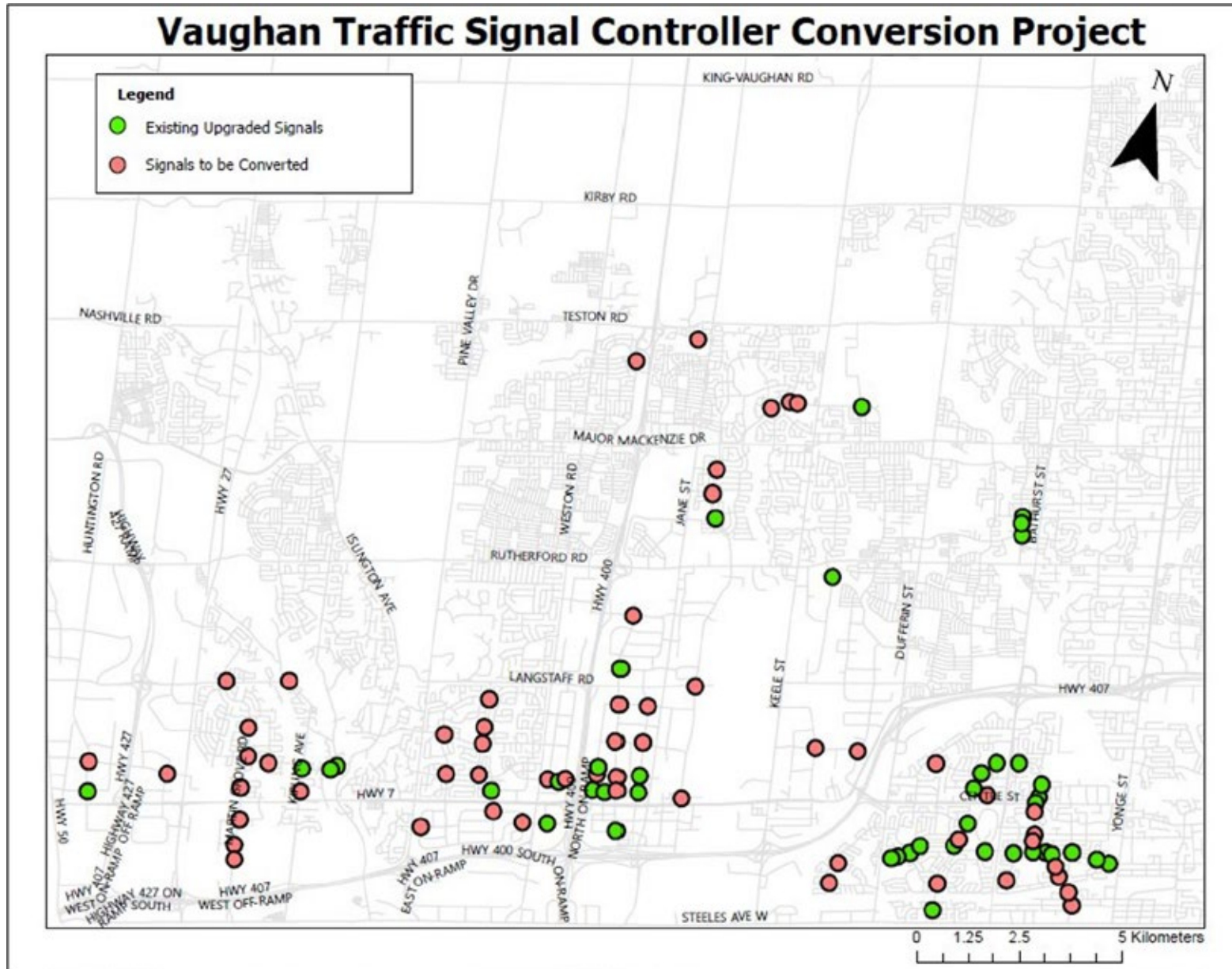
- Scalable technologies will provide real time data and insights to support traffic signal and road operations.
- Increase reliability and responsiveness across the road network, facilitating timely diagnosis, troubleshooting and maintenance, which will help reduce traffic disruptions.

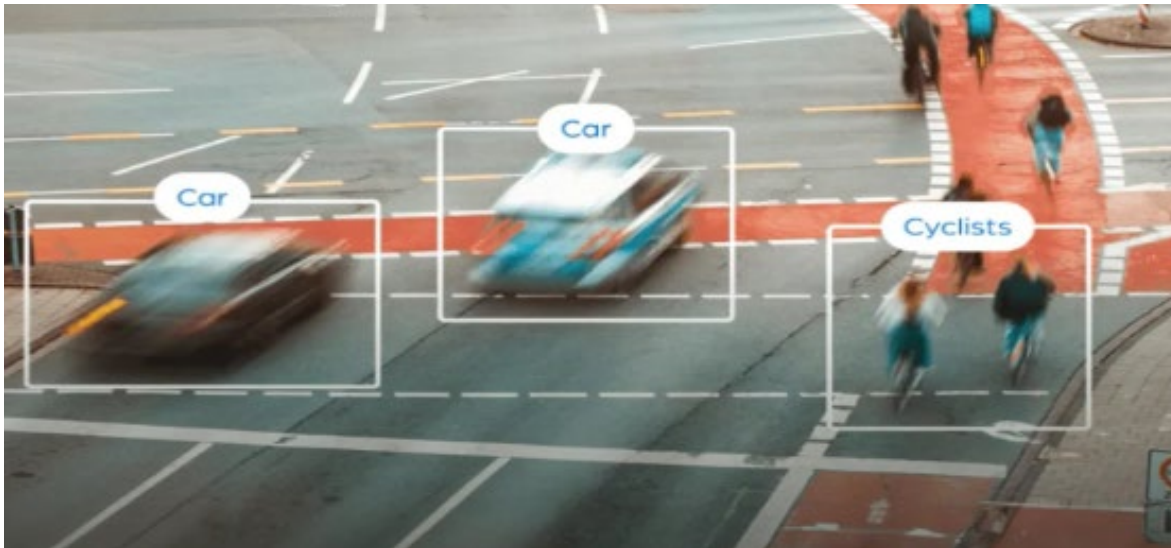
By implementing this ATMS solution, the City is positioned for immediate improvements in traffic management and long-term gains in efficiency, sustainability and overall quality of life for residents.

- By-law consolidation is an important exercise that aims to organize, update and ensure consistency within the municipality's traffic regulations. This process involves reviewing and consolidating traffic-related by-laws enacted over the past 30 years. It requires a thorough examination of historical documents - including the already completed digitization of older by-laws - and identifying and resolving any conflicts between older and newer by-laws.



Vaughan Traffic Signal Controller Conversion Project





Integrating by-law data into Geographic Information Systems (GIS) will be completed shortly, allowing for more efficient and quicker responses to future by-law related inquiries. Additionally, fieldwork will be conducted this year to verify the accuracy of traffic signage and ensure it aligns with the consolidated by-laws.

This initiative will streamline the by-law framework and support enforcement efforts while ensuring that all regulations are current, clear and aligned with best practices. A consolidated By-law Report will be presented to Council in Q1 2026.

NEW OR UPCOMING

- **Traveller Information Systems (TIS):** These systems are vital to progressive transportation networks and their effectiveness is greatly enhanced by Intelligent Transportation Systems (ITS). ATMS leverages advanced technologies in ITS such as sensors, cameras and data analytics to collect and analyze real-time information about traffic conditions, incidents, road closures and conditions, and weather impacts. This data is then processed and shared with travellers through TIS in various platforms including mobile apps, variable message signs, websites and more. The accurate, timely and continuously updated traveller information disseminated via TIS allows users to make informed decisions about their routes and helps to reduce delays and travel time. The primary benefits of this initiative include reduced congestion, improved road safety and more efficient travel - all of which contribute to a better overall transportation experience. Once the integration of the ATMS is fully operational, further exploration and expansion of ITS capabilities regarding TIS will continue.



Sustainable Mobility Program



COMPLETED OR ONGOING

Safer School Zones Plan (SSZP): Working with road safety and community partners, the Safer School Zones Plan is a comprehensive strategy to improve safety within school zones and help increase active school travel among elementary and secondary school students. The City and its partners are committed to finding new ways to set standards to improve school zone safety.

The City developed recommendations for both school zone operational and infrastructure improvements. As the city continues to grow and our corridors evolve, there is an increasing need to balance the requirements of more road users and prioritize the needs of school-aged children, one of the most vulnerable user groups. Staff are now actively working to implement recommendations. To achieve these goals, staff will:

- Develop a standard school zone guideline which will be used to assess both new and existing school zones.
- Begin implementing site-specific recommendations for the 20 'hot spot' schools already assessed through the SSZP. These recommendations are categorized into short-, medium- and long-term improvements, including additional pavement markings,

signage upgrades and new pedestrian crossovers (PXOs).

- Continue to advance Vaughan's Active School Travel program into new elementary schools and expand Vaughan's Transportation Youth Ambassador program for secondary school students in collaboration with Infrastructure Planning and Corporate Asset Management (IPCAM).

Community Safety Zone Policy:

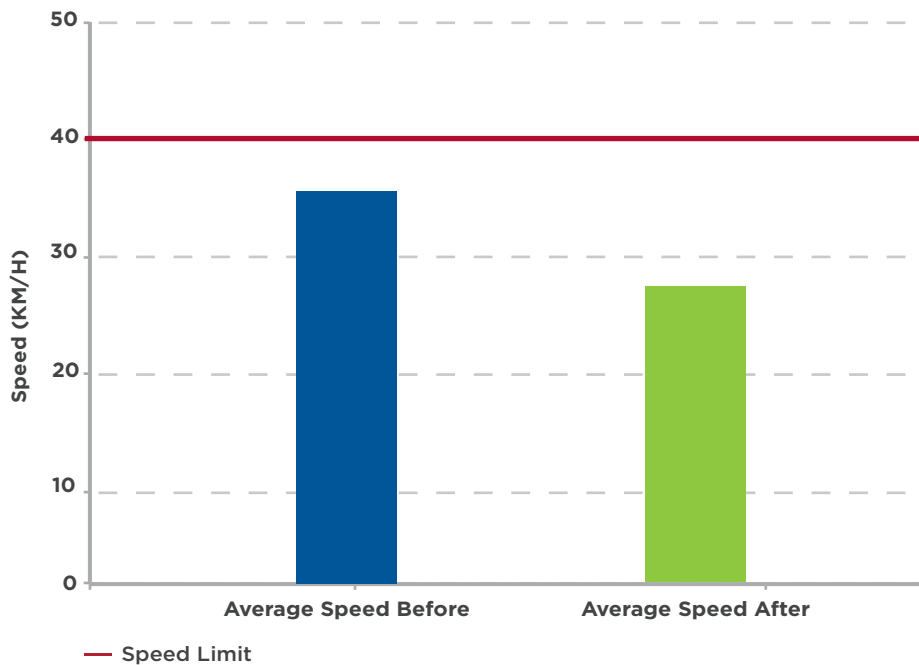
104 Community Safety Zones were installed in the field by Q3 2024 to ensure compliance with ASE legislation.

Pedestrian Infrastructure Enhancement Plan:

Established guidelines for pedestrian mobility. This plan provides a detailed framework for selecting suitable pedestrian crossings and enhancing pedestrian infrastructure throughout Vaughan. The plan includes guidelines for designing and implementing PXOs based on industry standards and municipal best practices. It aims to improve pedestrian safety and connectivity by identifying priority areas for infrastructure improvements, ensuring that pedestrian facilities are accessible and establishing standard operating procedures to ensure they continue to be well-maintained and monitored.



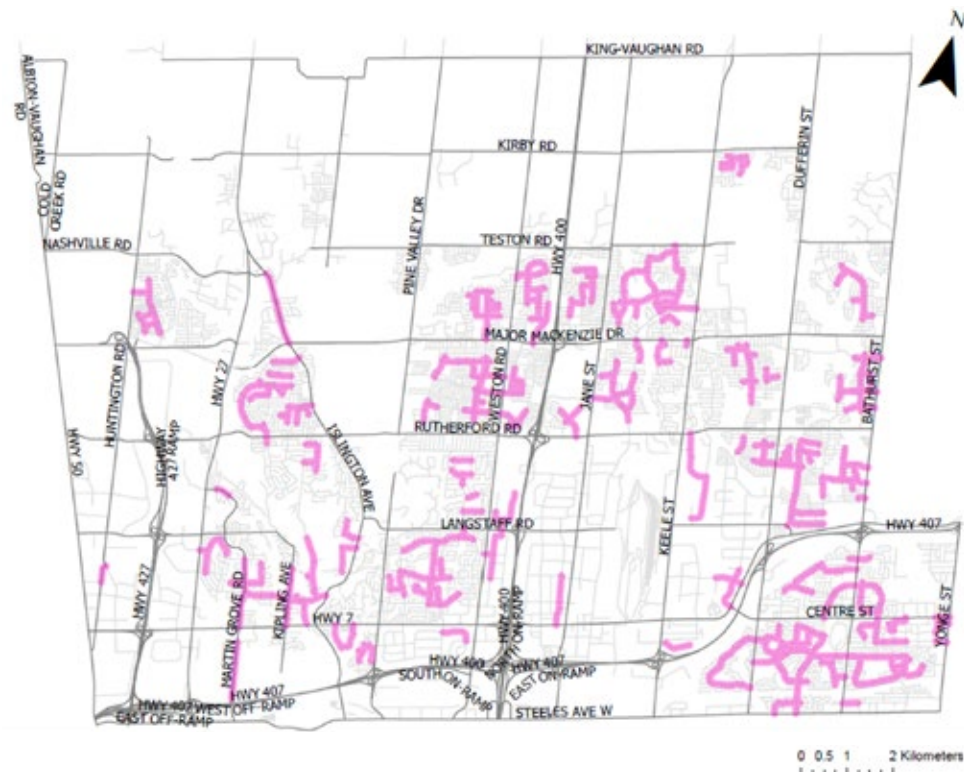
Average Speeds at Active School Travel Locations



Four new Active School Travel schools introduced in 2024.

Average speeds **decreased by 19% or 7 km/h on average**, at Active School Travel schools after measures were implemented.

Map of City of Vaughan Community Safety Zones



As PXOs are relatively new in Vaughan, it's crucial to educate both pedestrians and drivers on their safe use. To complement the new and upgraded infrastructure, City staff have partnered with York Regional Police to launch a PXO educational initiative for students. This initiative includes an in-class presentation about PXOs led by City staff, followed by a practical on-site demonstration at the PXO conducted by York Regional Police. The program has been well received by school staff and students and will continue as part of Vaughan's Active School Travel program. The Pedestrian Infrastructure Enhancement Plan supports Vaughan's commitment to creating a walkable and pedestrian-friendly city.

NEW OR UPCOMING

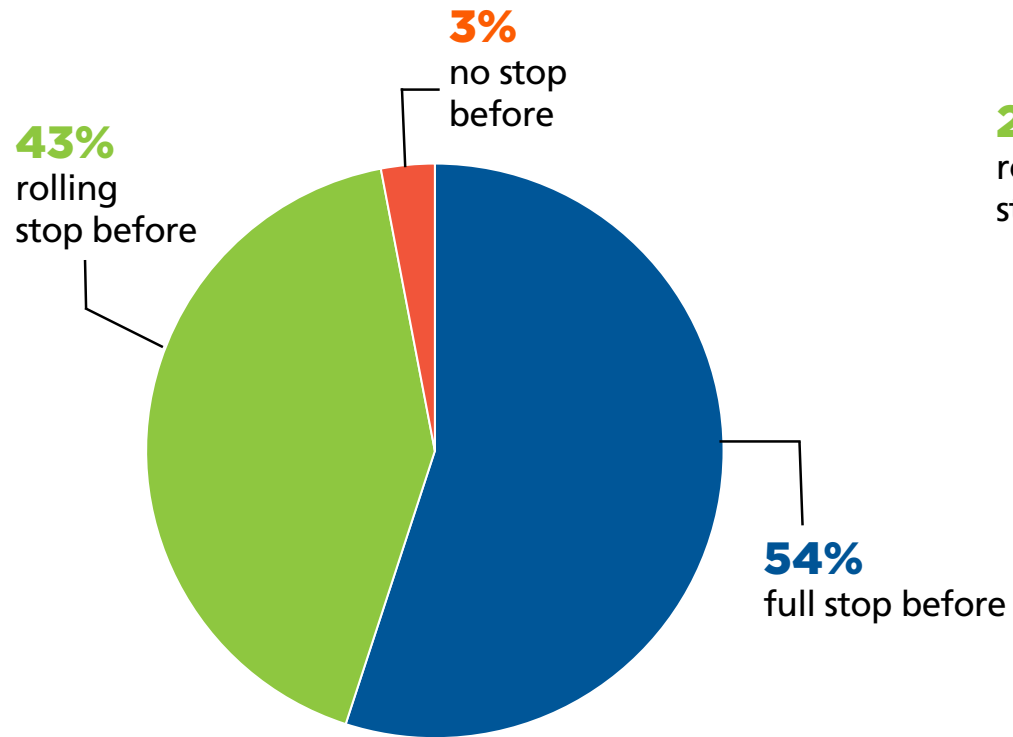
- **Travel Demand Management (TDM) Plan:** MoveSmart continues to play a role in the City's overall Travel Demand Management Plan by supporting sustainable mobility options such as public transit, cycling, walking and carpooling - all aimed at reducing the use of single-occupancy vehicles. The City's TDM strategies include expanding active transportation infrastructure, improving public transit access and using new technologies like the ITS and ATMS to manage and optimize traffic flow and help reduce congestion. Programs like the Active School Travel program encourage students to walk, wheel or bike to school, promoting healthier transportation choices for families. These efforts are part of Vaughan's broader transportation strategy, which integrates education, land use planning and development policies to ensure efficient and sustainable transportation options. This can help accommodate future growth and allow residents more options to keep them moving across our road network.

- **Cycling Network Expansion:** MoveSmart continues to actively support the expansion and rehabilitation of the cycling network in new and existing locations by collaborating with our partners in IPCAM to enhance cycling infrastructure, offering operational support to ensure successful implementation.

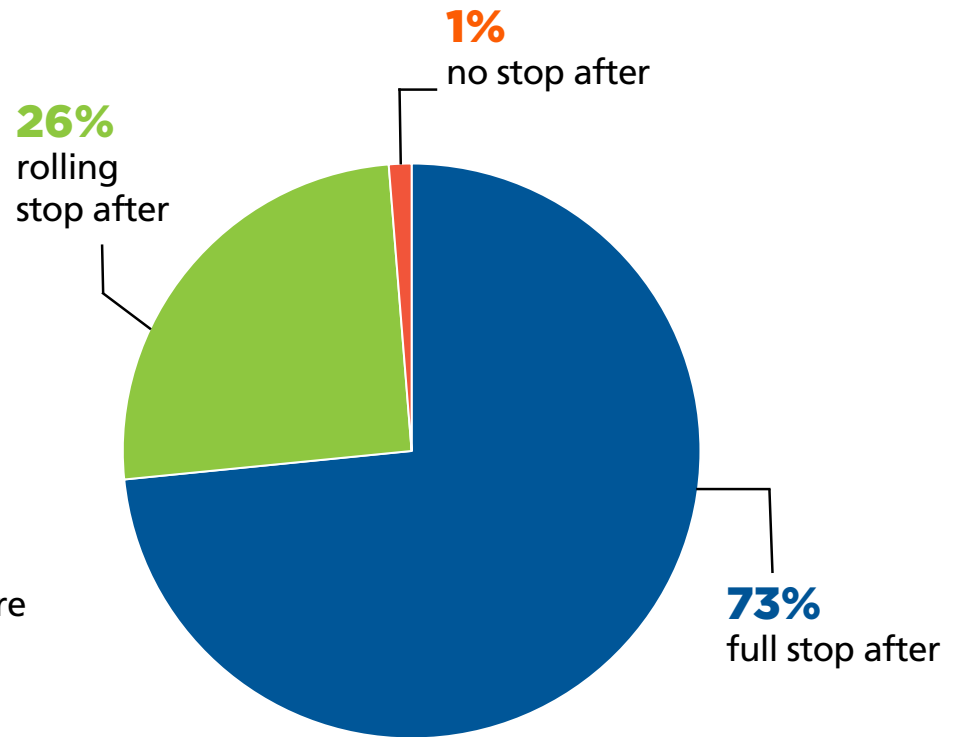


Stop Compliance with New Tiger Tails

BEFORE INSTALLATION



AFTER INSTALLATION

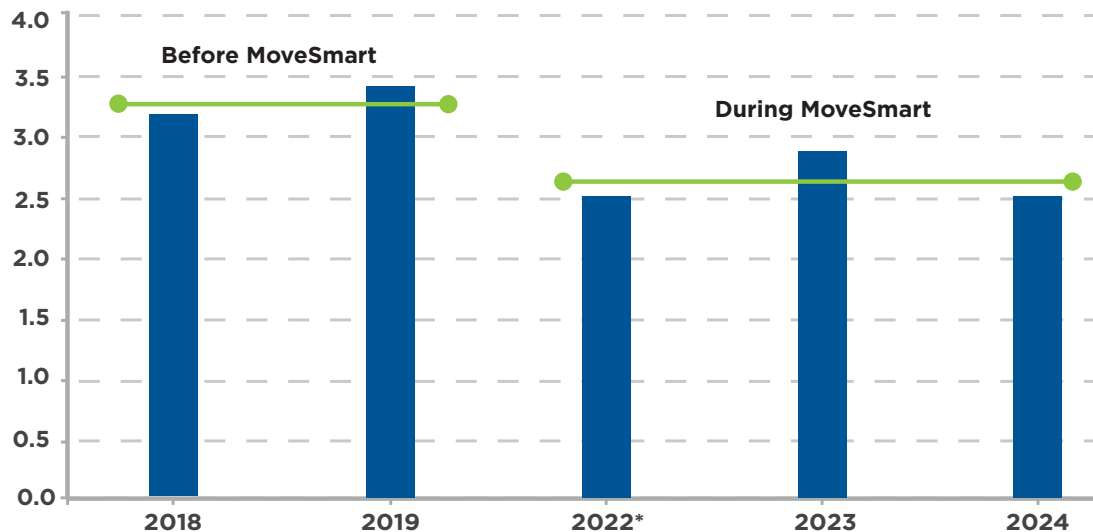


Traffic Data Management Program

COMPLETED OR ONGOING

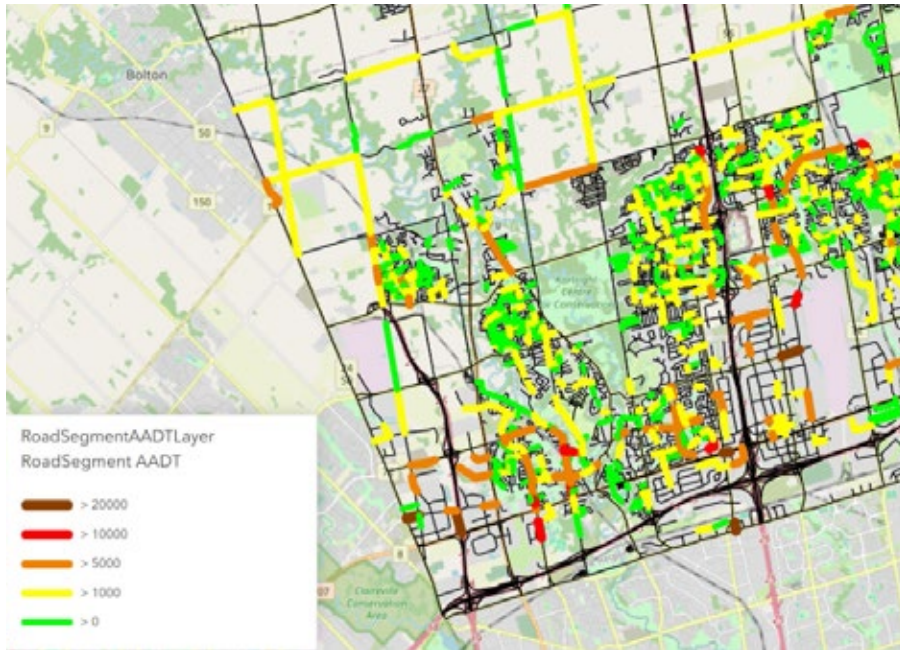
- **Network Screening:** The City established a road safety tool to identify data gaps, outline areas prone to speeding and collisions, and prioritize locations that require countermeasures. Network Screening also supports the overall objectives of York Region's Vision Zero Traveller Safety Plan.
- **Transportation Engineering Software (TES):** The City implemented a cloud-based regional traffic data system, with ongoing customization to further automate the selection of appropriate countermeasures in the field, supporting various initiatives within the strategy.
- **Annual Count Program:** The City initiated the first proactive annual traffic data collection program, gathering data at key locations each year. This proactive approach will provide valuable insights into both short-and long-term trends, ensuring that countermeasures are applied effectively over time.
- **Transportation Data Modernization and advanced traffic detection:** The City upgraded transportation data collection and analysis tools and equipment through partnerships with internal and external agencies, such as the Ontario Vehicle Innovation Network (OVIN). The OVIN Demonstration Zone is part of an initiative in Ontario that is focused on testing and implementing innovative transportation technologies, including autonomous vehicles and smart transportation systems, as well as related infrastructure improvements.

Collisions Per 1000 Residents on Local Roads



*Collision numbers may still be impacted by irregular COVID travel patterns

Collisions on local roads, per thousand Vaughan residents have **decreased by 15%** since before MoveSmart initiatives began. Excludes 2020 and 2021, due to irregular COVID travel patterns.



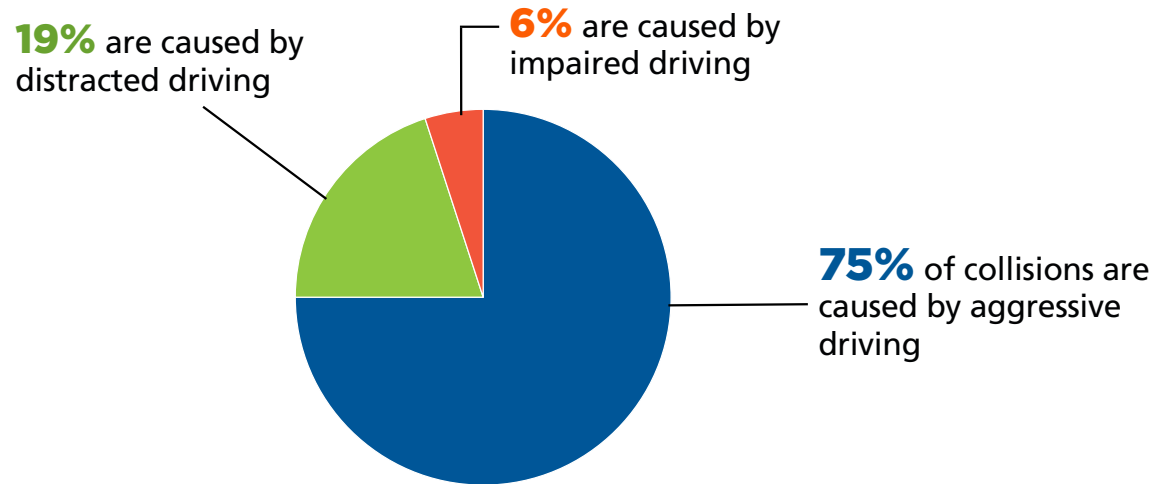
NEW OR UPCOMING

- The City of Vaughan's ongoing Transportation Planning Data Management Strategy, led by IPCAM, focuses on improving the collection, analysis and utilization of transportation-related data to inform decision-making and improve the city's transportation systems. Key components of the strategy include data analysis through traffic modelling and predictive tools to forecast demand, performance monitoring of transportation systems, and evaluating existing projects and procedures using data to engage the public and provide transparency and consistency in its application. The strategy also aligns with broader frameworks like the Transportation Master Plan, Travel Demand Management and MoveSmart initiatives, ensuring that Vaughan's transportation network and data security principles is efficient, sustainable and capable of supporting long-term growth.
- Additional transportation data modernization initiatives are planned to ensure the City stays ahead of evolving trends in data collection and innovative technologies. By keeping pace with advancements, MoveSmart will remain effective in its road safety and mobility management objectives.

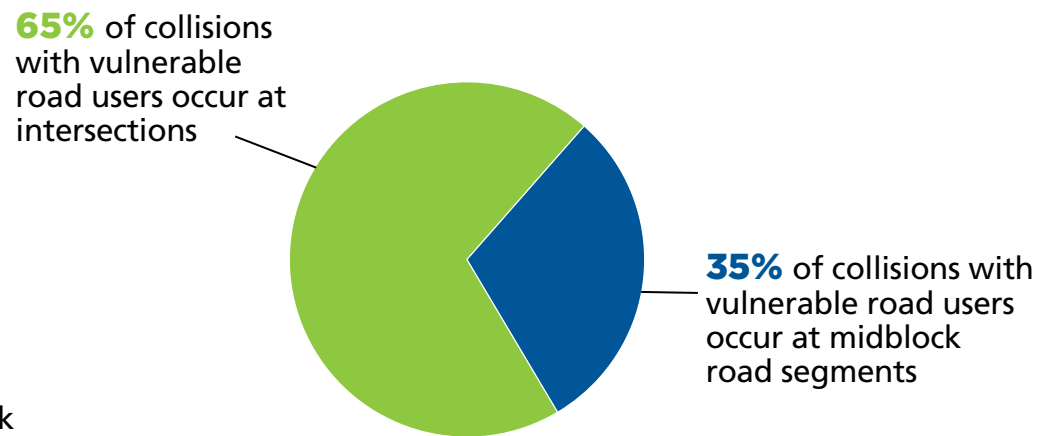
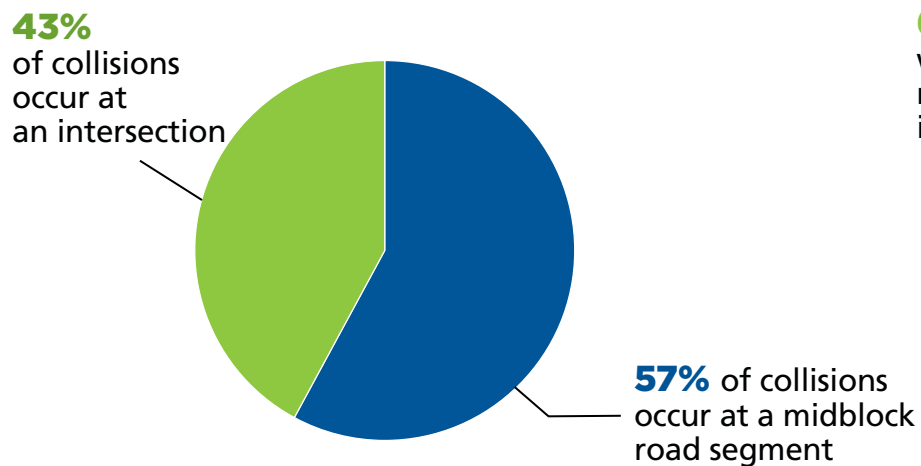


New data tools and platforms enhance analysis in key areas, enabling the City to adopt a proactive, collaborative approach to reducing risk factors and improving safety on local roads.

Collisions on Local Roads in which Driver Behaviour is a Factor



Collision Locations on Local Roads





Public Awareness Initiatives



Vaughan's residents are helping steer MoveSmart toward success. The achievements realized under MoveSmart are only possible because of the support of residents and road safety partners.

The Communications, Marketing and Engagement department supports MoveSmart with a comprehensive communications approach that includes:

- Social media messaging shared with more than 87,000 followers.

- Public Service Announcements and News Releases published on vaughan.ca and shared with local and cultural media for each project.
- Email newsletters delivered to more than 3,000 subscribers.
- Numerous dedicated web pages and projects featured on vaughan.ca.
- Digital sign network garnering more than 112 million impressions annually.





ROAD SAFETY PROGRAM



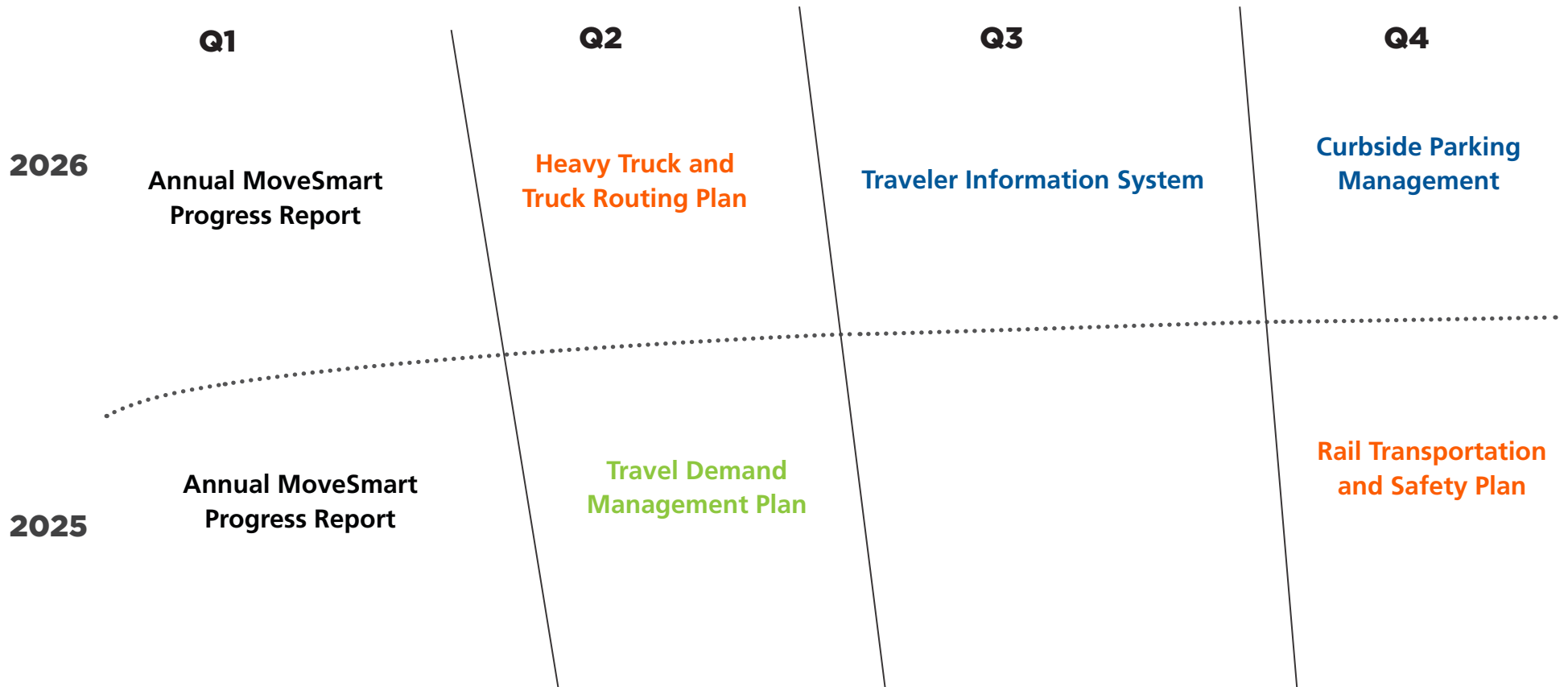
MOBILITY MANAGEMENT PROGRAM



SUSTAINABLE MOBILITY PROGRAM



TRAFFIC DATA MANAGEMENT PROGRAM





Slowing down Vaughan and moving safety forward



MoveSmart continues to deliver on its mandate to confront speeding, enhance road safety and increase mobility through its comprehensive and integrated approach. The City of Vaughan continues to leverage MoveSmart to cultivate a robust road safety culture – one that is led by operational outputs that drive tangible positive outcomes, driven by initiatives that build strong partnerships, promote transparency, create an environment for educational and engagement opportunities, and value citizen input. With a focus on enhancing data collection, data management and data automation, MoveSmart sets clear, measurable performance standards while delivering real results. The growing momentum behind MoveSmart is a testament to the passion and accountability that fuel its success.

Together, we share the responsibility of road safety and the vision of a more sustainable and healthier transportation network for Vaughan.





Committee of the Whole (Working Session) Report

DATE: Wednesday, April 2, 2025

WARD(S): ALL

TITLE: NORTH MAPLE REGIONAL PARK FAMILY RECREATION AREA
UPDATE APRIL 2025

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To provide a progress update on the detailed design for the Family Recreation Area project at North Maple Regional Park (NMRP) and to seek Council approval related to the consulting services contract.

Report Highlights

- The Family Recreation Area project continues to be advanced as a priority project for design and construction at NMRP for this Term of Council.
- In May 2024, a 30% detailed design was presented to Council to demonstrate the overall vision and program elements for playgrounds, waterplay, pathways, boardwalks, skating trail, a four-season washroom, a major picnic area and pavilion and flower beds.
- A 90% detailed design package is now complete with tender documents on track to be issued to Pre-qualified Bidders to move the project quickly into construction in Q2-2025 for a planned park opening in 2026.
- The Class A cost estimate projects construction costs for the Family Recreation Area is within the approved budget allocation for the project.
- A conditional approval was provided towards the Green Municipal Fund Grant to secure funding towards the Family Recreation Area.
- Council approval is required to increase and amend the consulting services contract (SSA24-094) to People and Place Consulting from \$2.7M to approximately \$3.75M to respond to design changes and additional support during construction.

Recommendation

1. THAT the contract for People and Place Consulting for design and delivery of the Family Recreation Area project be increased to an upset limit of approximately \$3.75M funded from approved Capital Project PK-6636-19 for the North Maple Regional Park program.

Background

The Family Recreation Area project at NMRP remains a priority project for construction during this Term of Council

In September 2023, Council was presented with a preliminary concept plan for the Family Recreation Area, which envisioned a variety of year-round recreational amenities for all ages, including natural playgrounds, water play, shade shelters, ice skating trail, and a four-season washroom building.

In November 2023, a refined concept plan was presented to Council, incorporating additional design elements identified by the NMRP Program Committee, such as boardwalks along the pond, a major picnic pavilion, flower beds, and expanded parking.

In May 2024, the 30% design development was completed and presented to Council along with a preliminary budget estimate. The projected construction cost, including the expanded scope, was estimated at \$20.2 million and has been further refined to the current Class A estimate of approximately \$26.5M.

In June 2024, a contractor pre-qualification process was conducted to secure industry professionals and skilled trades for the construction of key Family Recreation Area elements including playgrounds, water play features, an artificial ice-skating trail, pavilions, picnic shelters, site furnishings, and natural landscaping. This pre-qualification was a strategic step to support the 2026 delivery timeline set by Council.

Through the Family Recreation Area design process, the design team and NMRP staff have worked closely with the members of the NMRP Program Committee, NMRP Collaboration Team, and key department representatives to ensure a fully aligned and integrated approach to detailed design process is achieved.

The NMRP team in collaboration with People and Place Consulting, continues to advance the projects design development keeping it on track for successful delivery in 2026.

Previous Reports/Authority

[North Maple Regional Park Program Update October 2024](#), Item 1, Report No. 34 of the Committee of the Whole (Working Session), October 9, 2024

[North Maple Regional Park Family Recreation Area Update May 2024](#), Item 1, Report No. 19 of the Committee of the Whole (Working Session), May 8, 2024

[North Maple Regional Park Family Recreation Area Update November 2023](#), Item 2, Report No. 48 of the Committee of the Whole (1), November 28, 2023

[North Maple Regional Park Program Update September 2023](#), Item 2, Report No. 35 of the Committee of the Whole (Working Session) September 13, 2023

Analysis and Options

Detailed Design and Tendering

The 90% detailed design package for the Family Recreation Area at North Maple Regional Park is now complete with tendering in process.

The consulting team has developed detailed design for key program elements, on a variety of programming and facilities including:

- Playground areas
- Water play
- Ice skating trail
- Boardwalks, pathways
- Picnic pavilion
- All season washroom facility
- Parking area
- Flower beds

Regular design coordination meetings continue with the consulting team, NMRP staff, and key stakeholders including the NMRP Program Committee and Collaboration Team to ensure a fully aligned and integrated design process.

The next phase focuses on finalizing the detailed design and tendering process, allowing the project to proceed into construction in Q2-2025, keeping the 2026 opening timeline on track.

Costing and Budget

The Class A construction cost estimate based on the 90% design package confirms the project remains within the approved budget of \$26.5 million, plus tax, administration costs, and project contingency.

Should the tender bids exceed the approved budget, staff may return to Council with a budget amendment request prior to awarding the construction contract.

Grant Funding Applications

The City has applied for two Grants in Q4 2024 to support the Family Recreation Area:

1. Growing Canada's Community Canopies (GCCC)

- A \$291million national initiative under the Federation of Canadian Municipalities' Green Municipal Fund.
- Supports urban tree planting and forest restoration through the Government of Canada's 2 Billion Trees Program.
- They City has applied for up to \$1.97 million to plant:
 - 2800 trees city-wide
 - 130 trees & 2,772 seedlings at NMRP

2. Ontario Community Sports and Recreation Fund (CSRIF)

- Supports new community sports and recreation facilities.
- The City applied under Stream 2: New Builds, which offers up to \$10 million to cover 50% of eligible costs.
- The application remains under provincial review.

Financial Impact

Funding for this project is allocated through the Capital Project PK-6636-19, which supports:

- Capital project implementation
- Consulting services
- Administration
- Project Management

An increase in the consulting services for the Family Recreation Area was previously requested to respond to design requirements associated with the Class D cost estimates.

To reflect unforeseen design changes or issues and support during construction, additional funding is required to increase and amend the consulting services contract (SSA24-094) to People and Place Consulting from \$2.7M to approximately \$3.75M. This upset limit value represents a consulting fee of approximately 39% based on the updated project construction costs of \$26.5M. This ensures the project can incorporate critical design updates and maintain a contingency for unforeseen issues during construction. The City's Procurement Policy provides criteria which must be met to

procure via a Single Source Procurement, such as where, the ability of the Supplier to deliver the services within a specific timeframe, and where the Supplier has special knowledge, skills and expertise. Without this adjustment, there are project risks related to increased change orders, schedule delays, potential cost escalations, and risk of jeopardizing project completion and opening in 2026.

Given the amount of the award, Council approval is required to amend the Single Source Procurement contract to People and Place Consulting to recognize an additional \$1.05M, which includes additional contingency.

Staff continue to explore additional funding sources, including Federal and Provincial grants, advertising, and sponsorships to help advance the 900-acre vision.

Operational Impact

Successful completion of the Family Recreation Area project will require ongoing coordination with internal departments to ensure operational readiness. A staff Collaboration Team has been established to:

- Integrate design with City Operations
- Plan for maintenance and staffing needs
- Ensure public access and programming readiness for the 2026 opening

Broader Regional Impacts/Considerations

The NMRP project requires continued coordination with external agencies and stakeholders, including obtaining regulatory approvals from the Toronto and Region Conservation Authority for design and construction plans related to the pond and wetland areas. Staff will also coordinate communication plans and funding announcements as required.

Conclusion

Advancing the 900-acre vision for NMRP remains a Council priority. The NMRP team in collaboration with People and Place Consulting have finalized the detailed design and tendering to ensure the successful delivery of the Family Recreation Area by 2026. Upon completion of the award of contract, construction will begin in Q2-2025, ensuring the park remains on schedule for its planned 2026 opening.

For more information, please contact: Stefan Tzianetas, Director, Facilities and Parks Delivery, ext. 8196

Attachments

None

Prepared by

Jennifer Cappola-Logullo, Manager, Design & Construction, Facilities and Parks
Delivery, ext. 8433

Anna Dara, Director, Recreation Services, ext. 8028

Shanon Kalra-Ramjoo, Director, Parks, Forestry and Horticulture Operations, ext. 6146

Pooja Nagra, Procurement Services, ext. 8306

Cristina Prinzo, Program Manager, Municipal Partnerships and Corporate Initiative, ext.
8187

Committee of the Whole (Working Session) Report

DATE: Wednesday, April 2, 2025

WARD(S): ALL

TITLE: 2024 TRANSPORTATION PLANNING UPDATE

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To celebrate the strides made by the City and its partners in 2024 towards building a multi-modal transportation system in Vaughan, including walking, riding bikes, using micromobility devices (e-bicycles and kick-style e-scooters), and driving. Also to highlight the efforts in advancing the overall transportation system in support of the 2022-2026 Term of Council Service Excellence Strategic Plan.

The 2024 Transportation Planning update represents the amalgamation of the annual reports for both the Active Transportation Program and the Vaughan Transportation Plan. It marks the fifth annual update for the Active Transportation Program since the 2020 Pedestrian and Bicycle Master Plan update, and the second update following the completion of the 2023 Vaughan Transportation Plan. By merging these two transportation reports into a single, cohesive document, we aim to provide a more comprehensive perspective on transportation trends, challenges, and opportunities. This consolidation facilitates a seamless narrative that interconnects various facets of transportation, thereby enhancing cross-referencing and streamlining the review process. As a result, Council and the public may be better equipped to make informed decisions based on a thorough understanding of the multifaceted factors influencing the City's multi-modal transportation system.

Report Highlights

- The Vaughan Transportation Plan and the Pedestrian and Bicycle Master Plan work together to delineate comprehensive steps aimed at enhancing Vaughan's street and active transportation networks, advocating for superior public transit options, and advancing emerging modes of transportation.
- This 2024 Update marks the 5-year annual review of the Pedestrian and Bicycle Master Plan since its approval in 2020. This milestone highlights the continued commitment and progress in enhancing active transportation over the last few years and reflects the City's dedication to creating a safer, more accessible and sustainable network for all ages and abilities.
- Significant progress has been made to achieving the Mayor's Nine (9) Point Action Plan to Fight Traffic Gridlock. In 2025, updates include ongoing work for two additional east-west bridges over Highway 400, initiation of the widening of Highway 7 between Wigwoss Drive and Kipling Avenue, and anticipated Ministry of Environment, Conservation and Parks (MECP) approval of the Individual Environmental Assessment (IEA) for Teston Road between Keele and Dufferin Streets.
- In 2024:
 - 2 km of new cycle tracks were constructed on New Westminster Drive and the construction began for the Jane Street (Active Transportation) Uptown Link from Portage Parkway to Major Mackenzie Drive, with anticipation completion in 2025.
 - Technical work for the McNaughton Road West Environmental Assessment and the Yonge-Steeles Corridor Collector Roads Environmental Assessment was completed. These two EAs improve and create important connections to support the existing Maple community, and the future Yonge-Steeles community. The Notice of Completion for these two studies is expected to be filed in mid-2025.
- In 2025:
 - Residents and visitors can expect the development of more cycle tracks, in-boulevard multi-use pathways and sidewalks and supportive programs for active transportation, including 3km of new multi-use pathway on Islington Avenue from Highway 7 to Kiloran Avenue, 2km of new cycle tracks as part of the second phase of the Jane Street Uptown Link between Major Mackenzie Drive to Teston Road and the Micromobility Pilot Launch in Spring 2025.
 - Environmental assessments for the Colossus Drive Extension over Highway 400 and the Highway 7 widening between Wigwoss Dr and Kipling Ave will commence.

Recommendation

1. That the 2024 accomplishments in advancing Vaughan's multi-modal transportation system, as outlined in this report, be received for information.

Background

The Service Excellence Strategic Plan has designated Transportation and Mobility as a strategic priority for the 2022-2026 Term of Council

To achieve the objectives outlined in this priority area, the Vaughan Transportation Plan and the Pedestrian and Bicycle Master Plan (referred to now as Master Plans) work together to delineate comprehensive steps aimed at enhancing Vaughan's street and active transportation networks, advocating for superior public transit options, and advancing emerging modes of transportation, such as micromobility usage. Active transportation (AT) refers to the movement of people or goods powered by human activity whereas micromobility refers to lightweight electric-powered modes of travel.

The Master Plans work in alignment with other key city initiatives, including the MoveSmart Mobility Management Strategy. For more comprehensive look at the City's progress since the completion of the Master Plans, see previous updates to Council linked in the next section.

By 2051, Vaughan's population is anticipated to surpass 570,000, with over 350,000 people employed within the city. Currently, the majority of Vaughan residents travel by private vehicle, a preference rooted in the city's development, which has historically prioritized vehicular movement. Consequently, destinations such as workplaces, schools, grocery stores, and other amenities are often situated too far from most homes to be accessible by walking or cycling. Our urban layout also poses significant challenges for providing frequent and convenient public transit services. As a result, Vaughan experiences traffic congestion during peak hours, particularly on major roadways.

The forthcoming phase of growth in Vaughan necessitates innovative and diverse investments in transportation

Substantial investments are required in major transportation infrastructure, including new and enhanced streets and arterial roads, a comprehensive network of sidewalks and cycle tracks, and new and improved transit services, all of which contribute to an accessible and convenient transportation system. Additionally, modern life has

introduced new dynamics such as remote work, e-commerce, work-life balance adjustments, and the gig economy, which continue to reshape our travel patterns. The transportation system must cater to users of all ages and abilities, especially youth and older adults. Changing demographics will place unique demands on the transportation system, and safeguarding and enhancing mobility will require a broader range of options. Future investments must focus on managing congestion while simultaneously empowering mobility choices by maximizing available travel options. Both Master Plans outline the necessary steps to capitalize on available opportunities and tackle the challenges ahead.

This Transportation Programs Update report encapsulates the ongoing efforts to transform the transportation system into one that is high-quality, attractive, and offers sustainable mobility choices

To ensure Vaughan remains a world-class city and a preferred destination for new residents and businesses, it is imperative to develop a transportation system that is reliable, accessible, and seamless. The Master Plans aim to balance the transportation needs of all travel modes while supporting a flexible and fiscally sustainable strategy that can adapt to external factors such as shifting travel patterns, climate change impacts, economic conditions, and evolving provincial infrastructure investment priorities. To achieve this, staff employ a multi-modal approach encompassing the principles of Building Infrastructure, Empowering Choice, and Forward Thinking.

Refer to **Attachment 1: 2024 Vaughan Transportation Highlights**

Previous Reports/Authority

[2024 First Annual Update – 2023 Vaughan Transportation Plan](#) – Item 4, Report No. 10 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 26, 2024.

[2024 Active Transportation Programs – Fourth Annual Update](#) – Item 5, Report No. 10 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 26, 2024.

[2023 Vaughan Transportation Plan](#) – Item 2, Report No. 22, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on May 16, 2023.

[2023 Accommodating Micromobility \(E-Bikes and E-Scooters\) and Initiate a Shared Pilot](#) – Item 1, Report No. 35 of the Committee of the Whole (WS) adopted without amendment by the Council of the City of Vaughan on September 26, 2023.

[2023 Active Transportation Programs – Third Annual Update](#) – Item 6, Report No. 9 of the Committee of the Whole adopted without amendment by the Council of the City of Vaughan on February 22, 2023.

[Five Quick Wins to Address Member’s Resolution – Thinking Globally, Acting Locally in Vaughan](#) – Item 2, Report No. 38 of the Committee of the Whole which was adopted without amendment by Council of the City of Vaughan on November 29, 2022.

[Transportation and Infrastructure Task Force Findings and Recommendations Report](#) – Item 12, Report No. 24 of the Committee of the Whole adopted as by Council of the City of Vaughan on May 17, 2022.

[2022 Active Transportation Programs – Second Annual Update](#) – Item 6, Report No. 6 of the Committee of the Whole which was adopted without amendment by the Council of the City of Vaughan on February 15, 2022.

[2021 Active Transportation Programs – First Annual Update](#) – Item 10, Report No. 6 of the Committee of the Whole adopted without amendment by the Council of the City of Vaughan on February 17, 2021.

[Pedestrian and Bicycle Master Plan Update](#) – Item 10, Report No. 41 of the Committee of the Whole adopted without amendment by the Council of the City of Vaughan on December 17, 2019.

Analysis and Options

5-Year Review of the Pedestrian and Bicycle Master Plan

The Pedestrian and Bicycle Master Plan has guided the City’s active transportation, trails and micromobility network since its adoption in 2020. This Master Plan laid the foundation for a more connected and pedestrian and bicycle-friendly City. This 2024 Update is the 5-year annual review of the Plan and is a significant milestone. This milestone highlights the ongoing commitment and progress in enhancing active transportation over the last few years and brings together the principles of Building Infrastructure, Empowering Choice, and Forward Thinking. Significant strides have been made in building infrastructure through standalone active transportation projects and

routine accommodations as well as empowering choice through policies to support safer and more accessible options for residents and visitors.

The Pedestrian and Bicycle Master Plan identified approximately 250km of routes that would be prioritized as standalone active transportation projects to be in place by 2030. In the last five years, 24% of the network was successfully constructed and an additional 10% is currently under construction. 11% is under detailed design and 6% is under the functional design phase. In total, about 51% of the priority network is either complete or actively being developed, aligning with the anticipated progress targets. For more details on the progress of the priority network, please refer to **Attachment 2: 2025 Pedestrian and Bicycle Master Plan Progress Map**.

Transportation Programs Update

In April 2023, Vaughan Council endorsed Mayor Del Duca's Member's Resolution to Combat Traffic Gridlock. This comprehensive initiative includes a series of crucial infrastructure projects aimed at reducing traffic congestion across all wards. By 2025, significant progress has been made on all nine actions. Key highlights include ongoing work on two additional east-west bridges over Highway 400, the initiation of the widening of Highway 7 between Wigwoss Drive and Kipling Avenue. The draft IEA for Teston Road between Keele and Dufferin Streets was completed in late 2024 and is currently with MECP for review and approval. For a detailed status update on all nine projects, please see Attachment 1.

In addition to advancing the Mayor's Action Plan, staff continue to implement transportation projects under the three focus areas: Build Infrastructure, Empower Choice and Think Forward.

Build Infrastructure

Investing in accessible, safe and efficient infrastructure is key to offering residents, visitors and businesses more mobility choices. Ensuring that all users, whether they are walking, cycling, riding a bus or driving, can move around safely and efficiently is a cost-effective and environmentally friendly strategy to manage congestion and accommodate growth in the transportation system.

In 2024, Vaughan accelerated change for more sustainable travel through building infrastructure and completed the following achievements:

- Refer to **Attachment 3: 2025 Active Transportation Network Progress Map** and **Attachment 4: 2025 10-Year Roads Growth Capital Program Map**
- Active transportation improvements to New Westminster Drive from Clark Avenue to Bathurst Street were completed in 2024 with a \$250K contribution from the York Region Pedestrian and Cycling Municipal Partnership Program. Enhancements included 2 kilometres of new cycle tracks, a new signalized mid-block pedestrian crossing at St. Elizabeth Catholic High School, and upgrades to existing street lighting, transit stops, existing signalized intersections and mid-block crossings, and sidewalks and crossings to meet accessibility standards.
- Vaughan received a \$9.6M contribution from the Government of Canada's Active Transportation Fund and a \$3.2M commitment by York Region towards the Jane Street Uptown Link. Once complete, the Jane Street Uptown Link will include eight kilometres of new in-boulevard cycle tracks, four kilometres of new sidewalks and four kilometres of streetlight enhancements along Jane Street, from Highway 7 to Teston Road. The first phase of this project from Highway 7 to Major Mackenzie Drive started construction in June 2024.
- Through ongoing review of **43 Third-Party Projects**, Vaughan continues to work effectively with our partners at York Region, Ontario's Ministry of Transportation, Metrolinx and national railway carriers to advocate for enhanced transit and GO rail service and enable upgrades to essential links in the road network. Major Third-Party Projects which continue to be monitored include the Yonge North Subway Extension, the Teston Road Extension between Dufferin Street and Keele Street, and the proposed Highway 413.

An environmental assessment is a planning and decision-making process used to promote environmentally responsible decision-making. Recently, the Province has proposed significant changes to the Environmental Assessment Act in an effort to streamline and simplify the 50-year-old environmental assessment processes for what are considered "low-risk" municipal infrastructure projects. Under the proposed new regime, the City remains committed to ensuring effective consultation, design and completion of any environmental studies in order to support the construction of roads infrastructure.

Ongoing Class Environmental Assessments:

- McNaughton Road West

- Yonge-Steeles Corridor Collector Roads - *supports #7 of Mayor's 9-Point Action Plan*
 - Initiating Highway 7 widening between Wigwoss Drive and Kipling Avenue - *supports #1 of Mayor's 9-Point*
 - Initiating the Colossus Drive Extension over Highway 400 - *supports #5 of Mayor's 9-Point*
- The City of Vaughan has already taken active steps towards supporting the progressive transition towards electric vehicles by deploying six public electric vehicle chargers close to City buildings, including administrative buildings, community centre or the library. In addition, the City established a Workplace Charging Policy for its own employees, indicating guiding principles for employees wishing to take advantage of charging while at work. A strategy has been developed to best support equitable charging access for residents or visitors who do not currently have access to charging of their EV at home and establish a concrete action plan to set the course for deploying a successful public charging network.

Empower Choice

Transportation patterns are influenced by the built environment, land use, and historical travel behaviors. One of the primary strategies for realizing both Master Plan visions is to empower individuals to choose more sustainable travel options. Both Master Plans establish a comprehensive framework for strategies and programs designed to promote the adoption of sustainable modes of transportation. This not only reduces the necessity for expensive new road construction and expansions but also contributes to the reduction of greenhouse gas emissions.

In 2024, Vaughan accelerated change for more sustainable travel through empowering choice through the following achievements:

- In 2024, approximately 57 Public Service Announcements (PSAs), social media posts and news releases contained active transportation and micromobility messaging. Topics included Bike Month, school zone safety and etiquette for walking, cycling and using trails, sidewalk cycling, micromobility safety, and active school travel.
- In 2024, staff engaged with the community at all six Concerts in the Park, five Active School Travel events, including a Walk with the Mayor, and during Public Works Week and Take Your Kid to Work Day to provide education and receive

feedback on pedestrian, cycling and micromobility rules, regulations and road safety, how to share spaces and sidewalk cycling.

- Vaughan was awarded the Transportation Association of Canada's (TAC) 2024 Workforce Development Achievement Award for the Transportation Youth Ambassador Program. This program supports youth-focused engagement initiatives developed and delivered by young adults to their peers, showcasing innovation in program delivery and encouraging more young adults to enter the transportation sector. In 2024, five Transportation Youth Ambassadors were awarded certificates. Initiatives under this program are identified into the following two categories:
 - Peer to Peer Engagement for Youth Input: two focus groups gathering feedback on strategies for youth engagement, 143 surveys conducted to understand youth perceptions on micromobility and other emerging transportation modes, and the "Advise Your Council" series was developed to offer teachers a ready-to-use educational tool that brings municipal decisions into the classroom, while also functioning as a graded assignment.
 - Peer to Peer Outreach for Youth Education: four youth engagement games were developed (Jeopardy, What Would You Do, Blooket, and Escape Room) and presented to students at Emily Carr Secondary School, and Youth Ambassadors attended the Club Fair at Stephen Lewis Secondary School.
- Continued progress on the City's Mobility Action Plan (MAP). The City's MAP will develop smart solutions to address mobility challenges, such as accessibility, connectivity, and traffic congestion, for Vaughan residents. The MAP is key to implementing the recommendations of the Master Plans and includes a Communications and Outreach Strategy, with a focus on youth and older adults. A more comprehensive update on the MAP will be provided in the next year once the first phases of the MAP are complete.
- The Complete Streets Guide was endorsed by Council in January 2024. It is a design and implementation guideline that ensures a consistent approach to planning, designing, rehabilitating, operating, and maintaining Complete Streets, which will enable safe use of the street network for all users while also creating high quality public realm.
- An internal Sustainable Transportation Action Team (STAT) held its first meeting. The purpose of STAT is to lead, co-ordinate, promote, and communicate sustainable transportation activities across the City in a centralized and integrated manner. As a key recommendation of the 2023 VTP, STAT recognizes the importance of coordinating the City's action to build and manage a more sustainable transportation system. Topics to date include:

- Overcoming implementation barriers to Complete Streets
- Maintenance of Active Transportation facilities
- Development of Community Mobility Hub Guidelines

Think Forward

Innovative technologies, including automated, connected, electric, and shared vehicles, micromobility, and evolving smartphone applications, are revolutionizing the way travelers perceive and utilize roadways, public transit, and other transportation services. The Master Plans provide comprehensive policies and guidelines to ensure that Vaughan is well-equipped to leverage these emerging technologies. This strategic approach aims to expand travel options and optimize the use of both existing and new infrastructure, thereby maximizing value for all users. Additionally, it emphasizes proactive planning for future travel needs and readiness to capitalize on funding opportunities

In 2024, Vaughan accelerated change for more sustainable travel through thinking forward through the following achievements:

- The first demonstration projects for the Transportation Innovation Program (TIP) were deployed in 2024. The TIP is an initiative that position the city as a testbed for smart mobility innovations and progress to date includes:
 - 41 applications received
 - 7 demonstrations have been approved by the Review Committee
 - 5 demonstrations launched in Fall 2024
 - Technology Showcase to highlight projects in December 2024
 - Gold Winner at 2024 International Economic Development Council (IEDC) Awards
 - Community Economic Development Award from Economic Developers Council of Ontario (EDCO)
- New development areas such as Yonge-Steeles, Weston/7 and Concord are planned to provide a balanced transportation system proving options for all modes of travel by implementing fine-grained street and active transportation networks. Staff are actively working with Policy Planning to ensure that strong policies are in place to tie development approvals with infrastructure milestones, thereby mandating that developers undertake essential improvements either prior to occupancy or concurrently with construction activities.

- To offset the financial impact of the transportation programs, the City continues to leverage grant opportunities and partnerships with other stakeholders and organizations. A summary of the funding received in 2024 and the funding partners involved is summarized in Table 1:

Table 1: Summary of Funding Partners in 2024

Project	Project Status	Funding Partner or Program	Funding Amount	Agreement Year
Jane Street Uptown Link – Sidewalk and Cycle Tracks	Construction – underway	York Region	\$3.2M	2024
Jane Street Uptown Link – Sidewalk and Cycle Tracks	Construction – underway	National Active Transportation Fund - Capital Stream	\$9.6M	2024
		TOTAL RECEIVED	\$12.8M	

Looking Ahead to 2025/2026

The year 2024 has been marked by significant change and disruption in our transportation planning and implementation practices. Amidst the uncertainty surrounding provincial legislation, efforts to position the City to accelerate housing, and geo-political issues that could have domestic repercussions, we have and continue to navigate a challenging landscape. The transportation planning work completed thus far, along with the proposals for 2025/2026, is designed to be future-ready while maintaining the flexibility to adapt to an evolving environment. The forthcoming plan has been developed to ensure that the Council can pivot effectively should unforeseen circumstances arise. Priority projects for 2025 include:

- Support the Development Charges By-Law Update
- Initiate the Central Vaughan Transportation Study
- Complete the Weston 7 Transportation Master Plan
- Initiate the Highway 7 Environmental Assessment
- Initiate the Colossus Extension Environmental Assessment
- Support the Yonge North Subway Extension
- Continued expansion of the City’s all-ages and abilities active transportation network

- Enhance the transportation education and outreach program with a focus on youth and older adults
- Initiate the Shared Micromobility Pilot Project
- Complete the first phase of the Transportation Innovation Program
- Finalize the Transportation Planning Data Management Strategy

Financial Impact

There are no financial impacts as a result of the report. All initiatives described in the report have been or will need to be approved through the annual budget process.

Operational Impact

The successful execution of the transportation recommendations requires collaboration across city departments, with a particular emphasis on partnering with the MoveSmart program. Although these two program areas function independently, their synergy ensures that the City effectively addresses its strategic priorities in the realm of Transportation and Mobility for the 2022-2026 Term of Council.

As we advance through the implementation phase, ongoing consultation with internal stakeholders is vital. These stakeholders encompass diverse parties within the City, all contributing to the iterative process of shaping and refining the recommendations from the Master Plans. These departments include:

- Transportation and Fleet Management Services
- Development Engineering
- Policy Planning and Special Programs
- Infrastructure Delivery
- Development and Parks Planning
- Facilities and Parks Delivery
- Economic Development

Broader Regional Impacts/Considerations

Continued collaboration between City of Vaughan and York Region on active transportation and road improvements led to successes in enhancing mobility options within Vaughan

The implementation strategies of the Master Plans are consistent with the 2022 York Region Transportation Master Plan. Staff will continue to collaborate with York Region and York Region Transit to enable a seamless and connection transportation system for all users.

The City of Vaughan has continued to work closely with York Region on various initiatives, including the design and construction of sidewalks, cycle tracks, and grade-separated crossings as well as regional road widening, first/last mile connections to transit, and the development of regional-scale trails like the South York Greenway.

Conclusion

The City of Vaughan has made great advances in providing residents and visitors multi-modal transportation options, including extensive sidewalks, cycle tracks, multi-use pathways, and recreational trails. This network is continually expanding as the City evolves, ensuring Vaughan remains a world-class city and reflecting the city's dedication to awareness, safety, culture, infrastructure, and connectivity.

By enhancing all modes of transportation, the Master Plans balance the needs for users of all ages and abilities and ensure that recommendations work together to create a transportation system that is reliable and accessible while remaining flexible to external impacts.

The Pedestrian and Bicycle Master Plan, Vaughan Transportation Plan and the draft 10-Year Roads Growth Capital Program map serve as invaluable tools to building an interconnected city. They collectively steer us toward a sustainable transportation system, one that offers high-quality, attractive, competitive, and environmentally responsible mobility choices for every resident, business, and visitor in Vaughan.

For more information, please contact Selma Hubjer, Director, Infrastructure Planning and Corporate Asset Management, ext. 8674.

Attachments

1. 2024 Transportation Accomplishment Highlights, February 2025
2. 2025 Pedestrian and Bicycle Master Plan Progress Map, February 2025
3. 2025 Active Transportation Network Progress Map, February 2025
4. 2025 10-Year Roads Growth Capital Program Map, February 2025

Prepared by

Sandy Yang, Project Manager, Transportation, ext. 8569

Alicia Jakaitis, Program Manager, Transportation Planning & Research, ext. 8754

Dorothy Kowpak, Program Manager, Active and Sustainable Transportation, ext. 8812

Christopher Tam, Manager, Transportation Planning and Engineering, ext. 8702

2024 Vaughan Transportation Highlights



MOBILITY ACTION PLAN



Building Infrastructure

Improve, maintain and construct new roads, and expand multi-use recreational trails and cycling facilities networks for all ages and abilities.



Empowering Choice

Expand transportation options through accessibility, inclusivity, coverage and service frequency.



Thinking Forward

Strategically plan and design policies and initiatives to adapt to growth and changing environments.



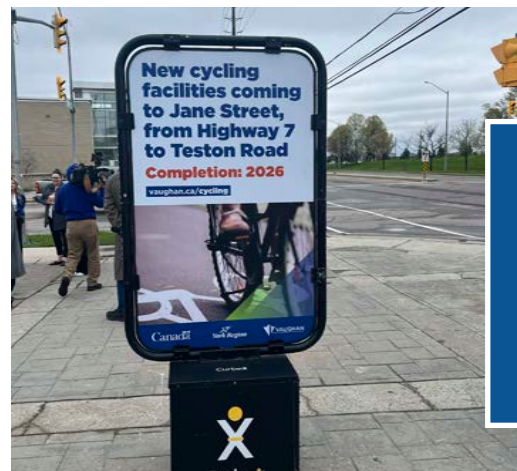
**Micromobility
Pilot launch in
Spring 2025**

Transportation Innovation Program

The Transportation Innovation Program is an initiative that will position the city as a testbed for smart mobility innovations. The Transportation Innovation Program is a transparent, streamlined and fair process established to partner with companies who wish to test their innovative and/or emerging transportation technologies that align with the City of Vaughan's transportation and mobility objectives.

New technologies may include:

- shared mobility solutions.
- the integration of smart traffic signals and connected infrastructure.
- automated vehicles for passenger or delivery purposes.
- advancements in pavement materials or construction methods.
- expansion of electric vehicle charging infrastructure.
- dynamic signage and wayfinding systems.



Year 1:

- 6 companies participated
- 5 new technologies adapted

Other Highlights



**Electric Vehicle (EV)
Strategy (complete)**



**7
Community partners
engaged**



**16
EV charging stations**



**15
Engagement events**



**2
Environmental
Assessments
underway**



**1
Transportation
Association of
Canada (TAC) 2024
Workforce Development
Achievement Award**



**43
Third Party Projects**





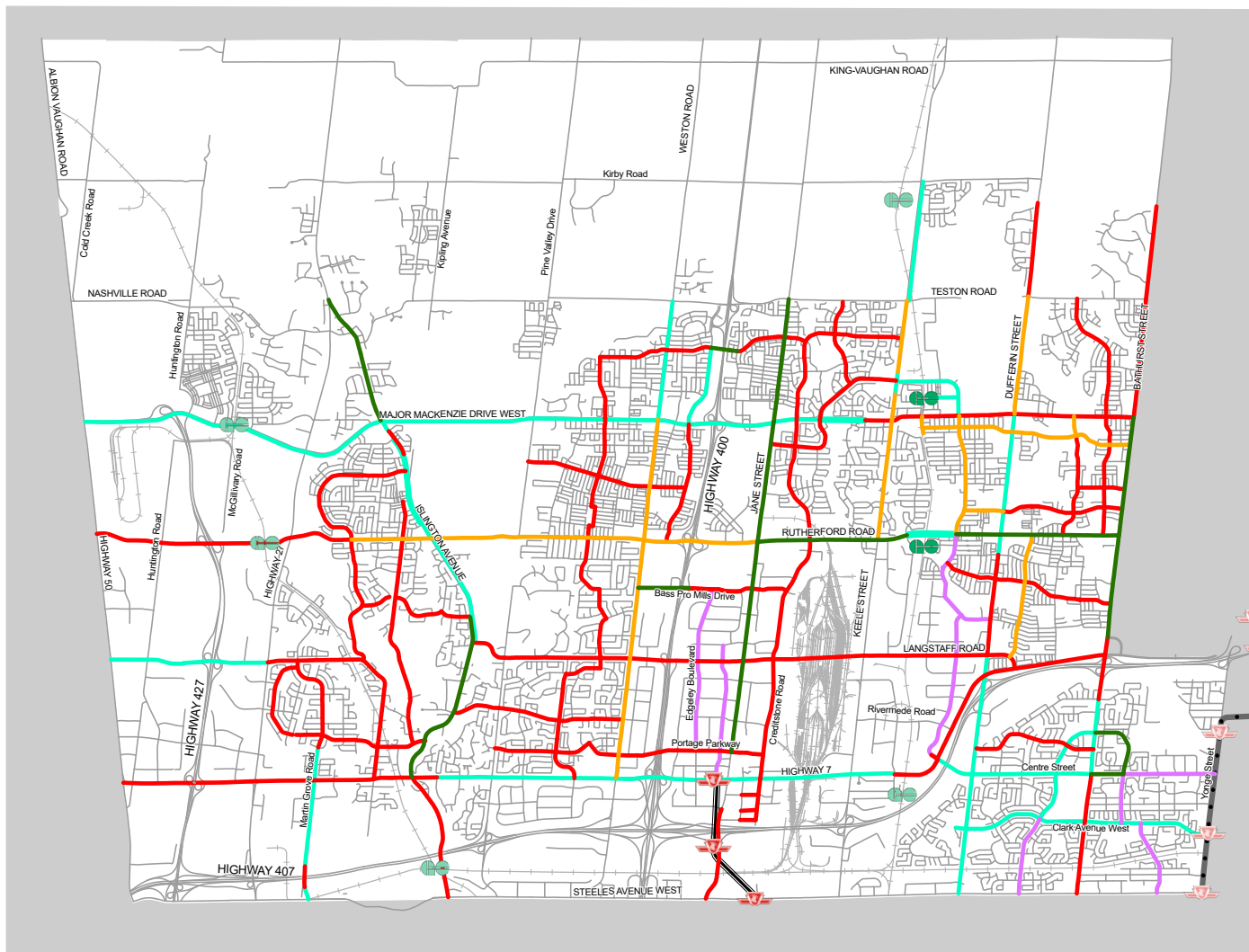
PEDESTRIAN AND BICYCLE MASTER PLAN



Pedestrian and Bicycle Master Plan

Year Five Network Progress Map

The 2020 Pedestrian and Bicycle Master Plan has guided us in creating a pedestrian and bicycle-friendly city. We are proud of what has been accomplished over the first five years, and excited to continue our journey towards a more sustainable and active community.



Legend

- Existing
- Under Construction / Going to Construction in 2025
- Under Detail Design / Detail Design Completed
- Under Functional Design / Functional Design Completed
- Planned

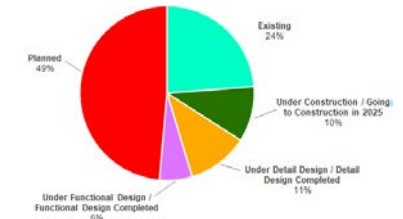
Transit

- Existing Planned
- GO Rail Station
 - TTC Subway Station
 - Subway

Base Map Features

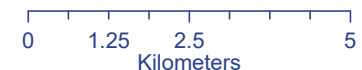
- Road Base
- Railways

Stage	Length (KM)	%
Existing	59.6	24%
Under Construction / Going to Construction in 2025	25.6	10%
Under Detail Design / Detail Design Completed	28.3	11%
Under Functional Design / Functional Design Completed	15.2	6%
Planned	121.6	49%
Total	250.3	100%



Notes:

Every reasonable effort has been made to ensure that the information appearing on this map is accurate and current as of the last updated date. We believe the information to be reliable, however the City of Vaughan assumes no responsibility or liability due to errors or omissions. Please report any discrepancies to the Infrastructure Planning & Corporate Asset Management Department.



February 2025



Highlights

2020



Finalized and adopted the Pedestrian and Bicycle Master Plan

2022



First ever active transportation bridge over a road with connection to GO Station

2023



29 km updated multi-use pathways and trails

2021



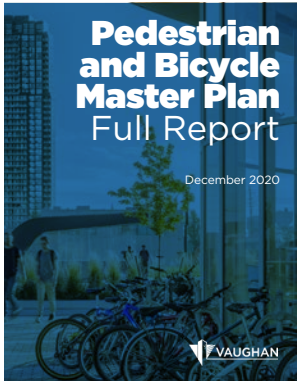
Over 14 km of new cycle tracks, multi-use pathways and recreational trails

2024



\$9.6 M of funding was received from the Government of Canada's Active Transportation Fund

Looking Back: 2020



Finalized and adopted the Pedestrian and Bicycle Master Plan



28.4 km of multi-use trails and pathways and **9.1** km of bike lanes



First Annual Active Transportation Programs Update



First ever Pedestrian Cross-Over at Valley Vista Drive (near Southdown Avenue)



Bathurst and Centre Rapidway Project (cycle tracks and pedestrian clearways)

Looking Back: 2021



Over **14 km** of new cycle tracks, multi-use pathways and recreational trails



4.5 km cycle tracks on Clark Avenue

- City's first retrofit cycle tracks
- Awarded Ontario Public Works Association's Transportation Project of the Year and selected as one of six finalists for the 2021 Transportation Association of Canada Sustainable Mobility Award.



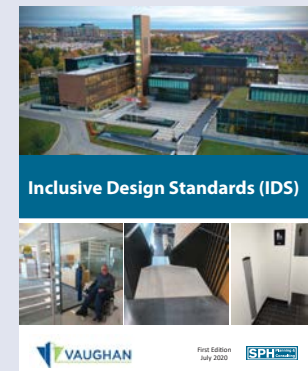
10-year cycling and trails capital programs developed



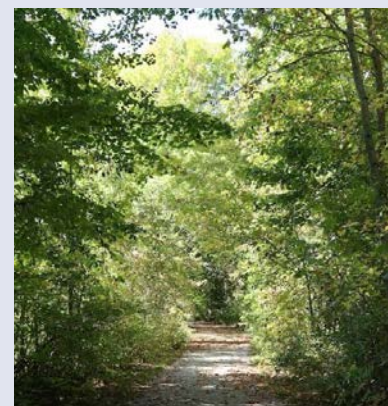
Approximately **\$2 M** approved for standalone active transportation infrastructure planning, design and construction projects



Major Mackenzie Drive multi-use path



Inclusive Design Standards (IDS)



Nashville Conservation Reserve

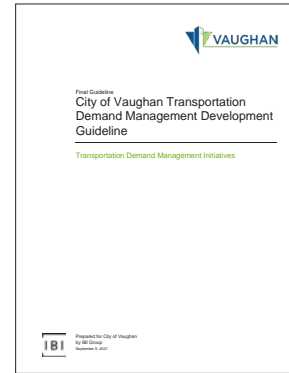


Zoning By-Law including bicycle parking rates

Looking Back: 2022



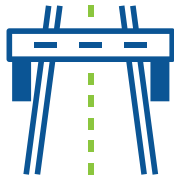
- Transportation and Infrastructure Task Force 16 of 21 recommendations to Council
- Supported advancing walking, cycling, micromobility use and/or transit



- Transportation Demand Management (TDM) Guidelines completed.
- TDM toolkit was required for new applications and more than 100 requests were made



2 km of updated multi-use recreational trails



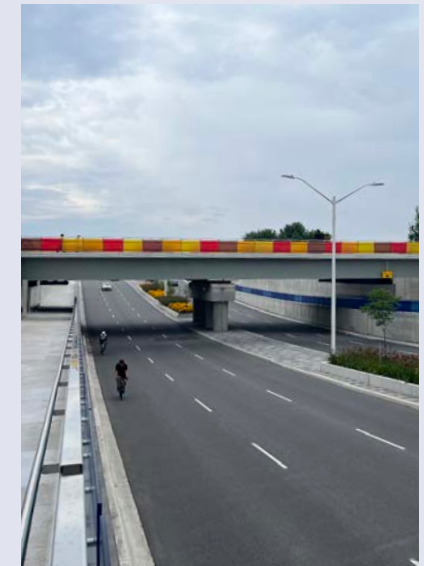
First ever active transportation bridge over a road with connection to GO Station



4.7 km of new multi-use pathways



Courtland Avenue multi-use path



Rutherford GO active transportation bridge

Looking Back: 2023



Over **11 km** of new cycle tracks and multi-use pathways



29 km updated multi-use pathways and trails



Updated by-law for e-scooters



Martin Grove cycle tracks created first ever protected intersections



Weston Road sidewalk and cycle tracks



North Maple Regional Park Gateway multi-use pathway

Looking Back: 2024



2 km of new cycle tracks



Jane Street Uptown Link
ground breaking



\$9.6 M of funding
was received from the
Government of Canada's
Active Transportation Fund



\$3.2 M York Region
funding announcement



New Westminister Cycle Tracks and PXO



St. Elizabeth Catholic High School Pedestrian Crossover

Looking Forward: 2025



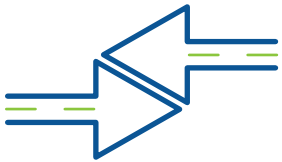
Islington Avenue multi-use Pathway will be constructed

- Highway 7 to Kiloran Avenue



Islington Avenue cycle tracks will begin construction

- Major Mackenzie Drive to Highway 27



Jane Street Uptown Link

- Between Portage Parkway and Major Mackenzie Drive will be completed and Major Mackenzie Drive to Teston Road will begin construction



Cycle tracks on Teston Road (York Region project)

- Pine Valley Drive to Weston Road



York Region is installing new cycle tracks along Rutherford Road, from Jane Street to Westburne Drive, and from Peter Rupert Avenue to Bathurst Street. This project is anticipated to be completed in 2025.



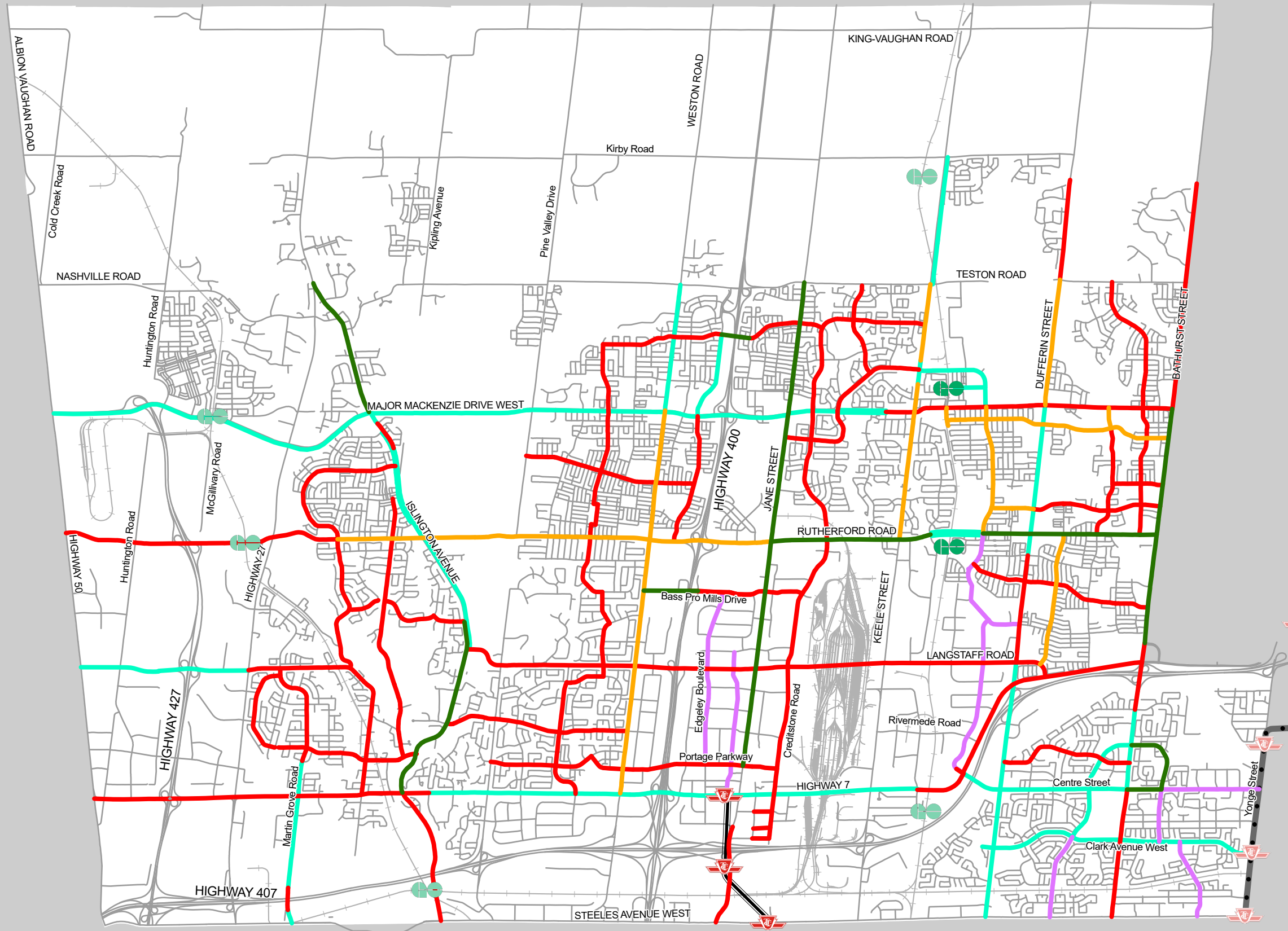
Jane Street Uptown Link

Nine Point Action Plan to Fight Traffic Gridlock

PROJECT		STATUS
1	Widening Highway 7 to six general-purpose lanes of traffic between Wigwoss Drive and Kipling Avenue	Environmental Assessment
2	Connecting Langstaff Road over the CN MacMillan Yard and upgrading the interchange at Langstaff Road and Highway 400	Environmental Assessment
3	Connecting Kirby Road between Dufferin and Bathurst Streets	Design
4	Connecting Teston Road between Keele and Dufferin Streets	Design
5	Building two additional east-west bridges over Highway 400, one linking Colossus Drive to the southern Vaughan Metropolitan Centre south of Highway 7 and the other linking Canada Drive and America Avenue north of Major Mackenzie Drive	<ul style="list-style-type: none"> • Design • Construction
6	Building the extension of Bass Pro Mills Drive to Weston Road to help improve general traffic flow without negatively impacting existing residential neighbourhoods	Design
7	Continuing Council's strong support for the Yonge North Subway Extension	Design
8	Continuing Council advocacy for GO Train service for Woodbridge and Kleinburg-Nashville, and for new GO stations on the Barrie GO corridor at Concord and Kirby	Pre-Engineering
9	Continuing support for York Region Rapid Transit's plan to deliver Bus Rapid Transit on Jane Street, Major Mackenzie Drive and Steeles Avenue	Pre-Engineering

● Pre-engineering
 ● Environmental Assessment
 ● Design
 ● Construction
 ● Project Completed

2025 Pedestrian and Bike Master Plan Network Progress Map



Legend

- Existing
- Under Construction / Going to Construction in 2025
- Under Detail Design / Detail Design Completed
- Under Functional Design / Functional Design Completed
- Planned

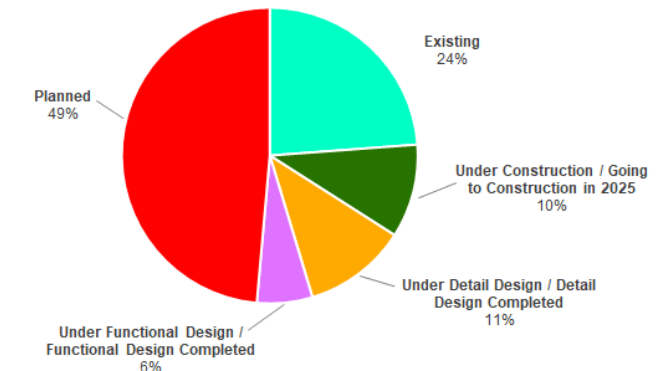
Transit

- Existing Planned
- GO Rail Station
 - TTC Subway Station
 - Subway

Base Map Features

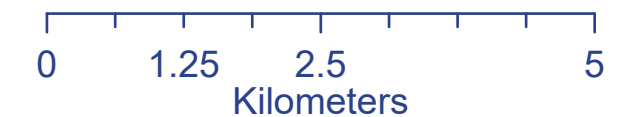
- Road Base
- Railways

Stage	Length (KM)	%
Existing	59.6	24%
Under Construction / Going to Construction in 2025	25.6	10%
Under Detail Design / Detail Design Completed	28.3	11%
Under Functional Design / Functional Design Completed	15.2	6%
Planned	121.6	49%
Total	250.3	100%



Notes:

Every reasonable effort has been made to ensure that the information appearing on this map is accurate and current as of the last updated date. We believe the information to be reliable, however the City of Vaughan assumes no responsibility or liability due to errors or omissions. Please report any discrepancies to the Infrastructure Planning & Corporate Asset Management Department.



February 2025

2025 Active Transportation Network Progress Map

Legend

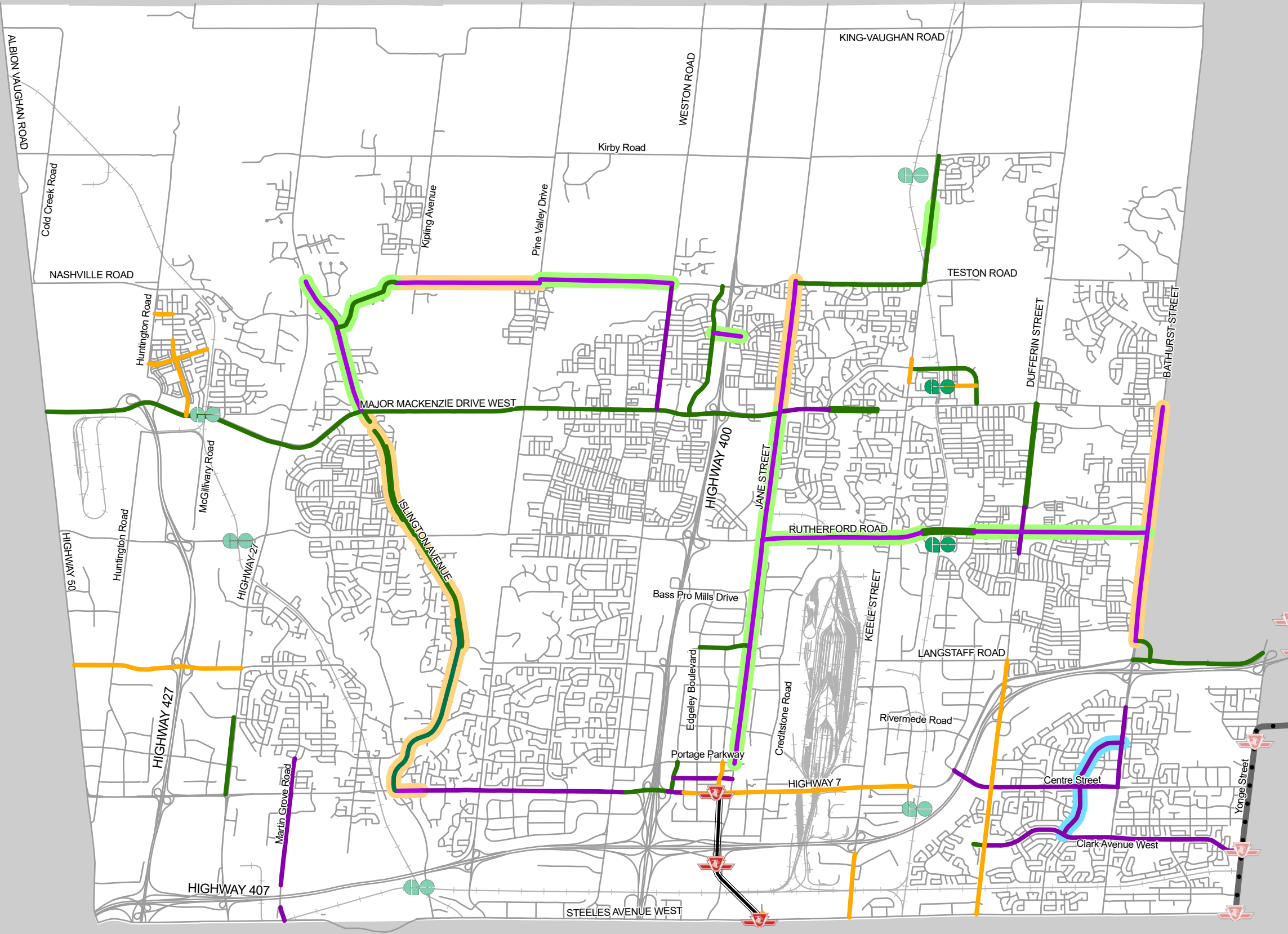
- 2024 Construction Completed
- Under Construction
- 2025 Construction Start

Facility

- In-Boulevard Multi-Use Pathway
- Cycle Track
- Bike Lane

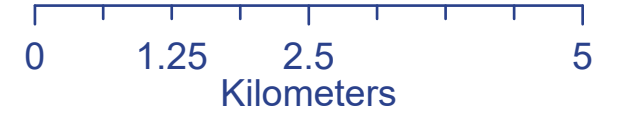
Base Map Features

- Road Base
- Railways
- Subway
- GO Rail Station
- TTC Subway Station



Notes:

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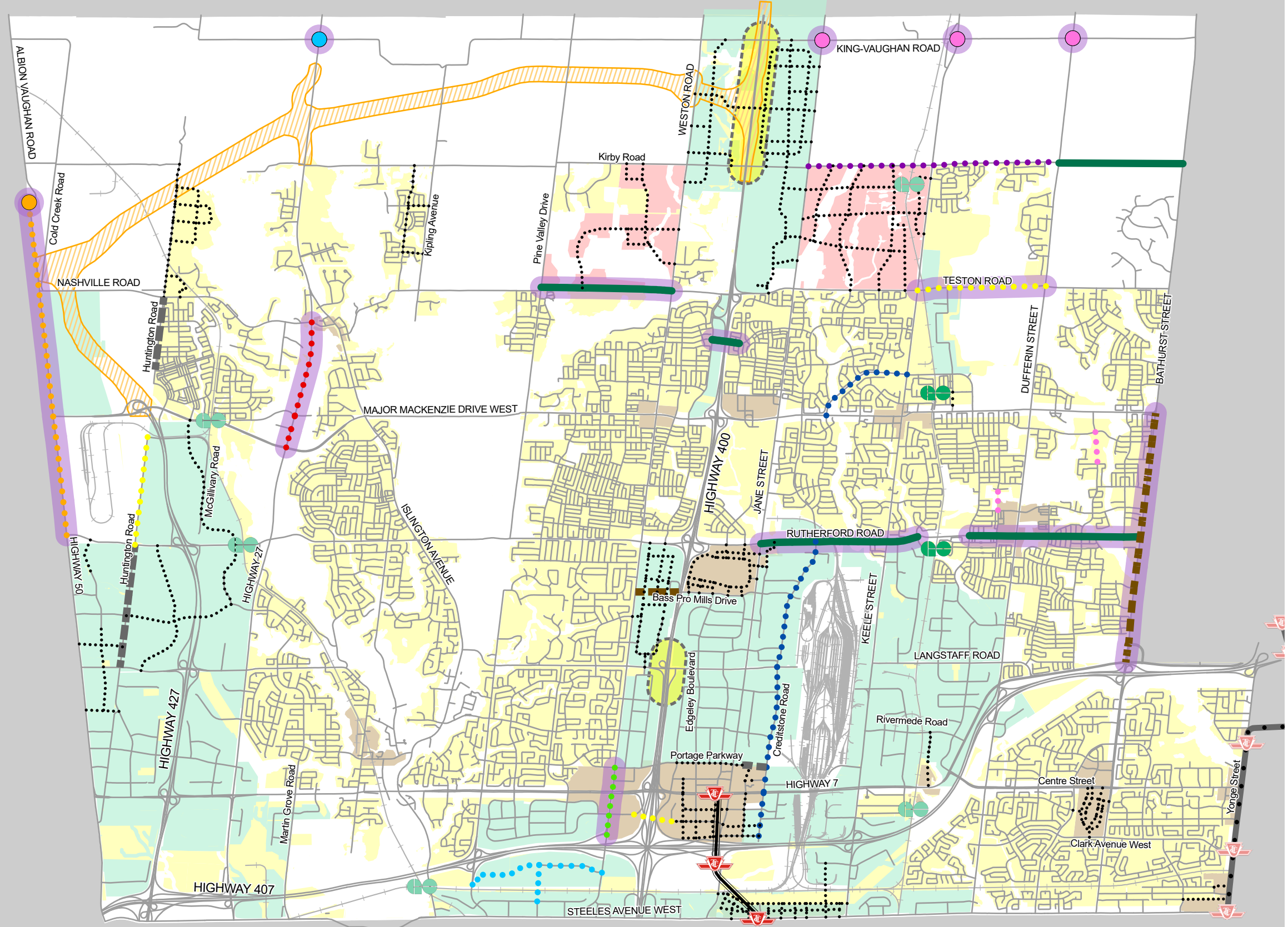


February 2025

2025 10-Year Growth Roads Implementation Program *

Legend

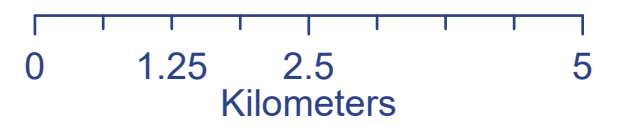
- Construction Start Year¹**
- Under Construction
 - 2025 } 2025 Budget (Approved)
 - 2026 } 2026 Financial Plan (Recognized)
 - 2027
 - 2028
 - 2029
 - 2030
 - 2031
 - 2032
 - 2033
 - 2034
- 2027 - 2034 Program (Planned)**
- Built as Development Proceeds
 - York Region 2025 Proposed 10-Year Growth Capital Construction Program
 - Intersection Improvement
- Transit**
- | | |
|-----------------|----------------|
| Existing | Planned |
| | |
| | |
| | |
- Base Map Features**
- Road Base
 - Railways
 - Proposed Highway 413 Corridor
 - Planned Interchange In this Area²
 - Community Areas
 - New Community Areas
 - Employment Areas
 - Intensification (Local and Primary Centres and Vaughan Metropolitan Centre)



Notes:

1. Construction start year as identified in 2024 Budget (Approved), 2025-2026 Financial Plan (Recognized) and the 2027-2033 Program (Planned).
2. North interchange between Kirby Road and King-Vaughan Road subject to outcome of Provincial Environmental Assessment Study.

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February 2025