CITY OF VAUGHAN
VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE
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, May 21, 2025
1:00 p.m.
Online via Electronic Participation
Vaughan City Hall

Pages

1. CONFIRMATION OF AGENDA

2. DISCLOSURE OF INTEREST

3. COMMUNICATIONS

4. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)

    1. VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER PLAN — 3
    Report of the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, with respect to the above.

5. ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION

6. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION

7. NEW BUSINESS

8. ADJOURNMENT

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VMC Sub-committee Report

DATE: Wednesday, May 21, 2025 **WARD:** 4

TITLE: VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER PLAN

FROM:
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: DECISION

Purpose

To seek approval of the 2025 VMC Transportation Master Plan, including the recommended future transportation networks, cross-sections and supporting policies as contained in Attachment 1 to this report.

Report Highlights

- The VMC Transportation Master Plan is a long-range transportation plan that identifies a multi-modal transportation network for the VMC and an associated implementation plan as the area evolves over time.
- A preferred multi-modal transportation network was determined based on a comprehensive assessment of a set of four alternatives in two stages leading to a recommended transportation system formed by an Active Transportation Network, a Transit Network, and a Street Network.
- The VMC Transportation Master Plan highlights several policy areas and brings to the forefront the role that designing complete streets and managing parking supply can play in mitigating congestion.

Report Highlights (continued)

- The implementation framework proposed by the VMC Transportation Master Plan is a structured approach to planning, protecting, and positioning the area to accommodate growth.
- The VMC Transportation Master Plan study concludes that the required implementation of a comprehensive multi-modal transportation network as well as broader City and Regional improvements are necessary to accommodate a maximum population and employment growth of 105,000 people and jobs by 2051.

Recommendations

The VMC Sub-Committee recommends Council approve:

1. The proposed 2025 VMC Transportation Master Plan, comprising the recommended future transportation networks, cross-sections and supporting policies as contained in Attachment 1 to this report; and
2. That staff be directed to implement the actions contained within the 2025 VMC Transportation Master Plan in accordance with the recommended timeline.

Background

The planned VMC road network was developed over a decade ago as part of the City's 2012 Transportation Master Plan. Since then, the transportation context in the city and its downtown has evolved, including the opening of the VMC TTC subway station and YRT bus terminal, which have been a catalyst in contributing to significant development activity surpassing the VMC Secondary Plan's original 2031 planning horizon forecasts. In support of these larger than anticipated growth forecasts, an update to the VMC Transportation Master Plan was initiated in September 2020 to provide direction on developing a refined multi-modal transportation network for the VMC area, promoting innovative mobility strategies and a strategic implementation plan to the new 2051 planning horizon. It focuses on street connectivity, accessibility, and support for multi-modal mobility including walking, cycling, transit, ride share, etc.

The study is coordinated with the draft new Vaughan Official Plan 2025, and updates to the Zoning By-law and the Vaughan Transportation Plan to inform policies, initiatives, and infrastructure improvements. The VMC Transportation Master Plan was carried out concurrently with the draft new VMC Secondary Plan and the recently completed and Council endorsed VMC Parks and Wayfinding Master Plan, ensuring an integrated and holistic approach to transportation and land use planning.

Previous Reports/Authority

Previous reports relating to the VMC Transportation Master Plan can be found at the following links:

VMC Studies Update - November 2024
VMC Studies Update - April 2023
VMC Studies Update - September 2022
VMC Transportation Master Plan Update - November 2021
VMC Studies Update - November 2020
Vaughan Metropolitan Centre Studies Update - May 2020
VMC Implementation and Construction Update - December 2019

Analysis and Options

A Notice of Study Commencement was issued in November 2020 and an Existing Conditions Assessment was completed

In 2020, the City retained WSP Canada to undertake the VMC Transportation Master Plan update with a Notice of Study Commencement issued in November 2020. Upon initiation, the consulting team completed Phase 1 of the study which is to identify the problems and opportunities and confirm transportation needs.

Following the completion of the 2012 Vaughan Transportation Master Plan, the City implemented various transportation network improvements in conjunction with York Region, Ministry of Transportation (MTO), Toronto Transit Commission (TTC), VIVA and York Region Transit (YRT) and local developers. As part of Phase 1, the consultants prepared an Existing Conditions Report that assessed and documented the current transportation networks, travel behaviours, policy context and traffic conditions.

The first round of public and stakeholder consultation was completed in early 2023 to establish a vision/problem and opportunity statement

Consultation and engagement with stakeholders, the public, and Indigenous Communities has been a key component of the process. An in-person **Public Information Centre** was held on Feb. 16, 2023, and all materials were made available online for public viewing and commenting (including an online survey) until Mar. 24, 2023, seeking feedback and input on key challenges and opportunities, and the identification of potential solutions to support the VMC Secondary Plan.

The first round of public consultation provided insights into existing conditions and potential improvements for active transportation, transit, and roads, as summarized in Table ES-1 of the 2025 VMC Transportation Master Plan Executive Summary contained in Attachment 1. Key themes included cycle tracks along major roadways, wide sidewalks, underground connections from the David Braley Vaughan Metropolitan Centre of Community to major transit hubs, better-protected bike lanes, and improved transit connections such as small shuttle services and connections to the Barrie GO Train line.

The vision developed through Phase 1 for VMC's transportation future integrated the following four key principles:

- Promoting sustainability
- Enhancing accessibility
- Improving connectivity for all modes of transportation
- Supporting all modes of transportation

The preferred multi-modal transportation network was determined based on a comprehensive assessment of a set of four alternatives in two stages

First, regional network alternatives were created based on the planned transportation infrastructure improvements contained within the York Region Transportation Master Plan, Vaughan Transportation Plan, and key improvements within the City of Toronto. These scenarios were assessed to help identify the maximum population and employment growth that can be accommodated in the VMC from a transportation perspective, as well as the regional network improvements that would be necessary to accommodate the projected growth. Based on this analysis, it was determined that the VMC can accommodate a maximum combined 105,500 people and jobs by 2051.

Second, once the regional network improvements were determined, the following four local network alternatives were identified:

- Alternative 1 – Existing Local Network
- Alternative 2 – Planned Network Improvements Only
- Alternative 3 – Enhanced Network Improvements
- Alternative 4 – Infrastructure-Intensive Network Improvements

The four alternatives were evaluated through a multiple account evaluation approach that summarizes the relative advantages and disadvantages of the local network alternatives in both a quantitative and qualitative way, to help compare the alternatives and select a preferred option.

The multiple account evaluation included the following seven criteria:

- Multi-modal network elements
- Travel demand and traffic impacts
- Planning and policy alignment
- Safety for pedestrians and cyclists
- Environment
- Equity
- Cost

Overall, the findings from the assessment identified Alternative 3 as the preferred alternative.

The recommended multi-modal transportation system is formed by an Active Transportation Network, a Transit Network, and a Street Network

Active Transportation Network

The recommended active transportation network, illustrated in Figure ES-6 of Attachment 1, was developed to make walking, cycling, and micromobility safe, convenient, and attractive modes of travel. It was designed to integrate seamlessly with the transit network to facilitate the start and end of longer-distance trips with active transportation.

Separated cycling facilities/cycle tracks will form the backbone and the bulk of the network, with planned facilities on all arterial and collector roads, supplemented with multi-use paths and trails, and mews allowing inexperienced riders to more comfortably travel at slower speeds in a separated or shared space with pedestrians. Active transportation paths and connections will fill missing links and improve network connectivity. Grade-separated active transportation facilities are also recommended to improve the experience of crossing wide roadways, including at multiple points along Highway 7 and Jane Street.

Transit Network

The recommended transit network, illustrated in Figure ES-7 of Attachment 1, incorporates TTC subway service, bus rapidways, the Highway 407 transitway, and an internal transit circulator route. Micromobility hubs are also identified in the plan as the integration between transit and active transportation modes is critical to bolstering transit ridership.

The core of the system lies at Highway 7 and Millway Ave, where the VMC TTC subway and the Highway 7 Rapidway stations interface. The Highway 7 Rapidway should remain a key east-west transit connection. Improving frequencies from current service levels will be an integral part in building a higher transit mode share.

The Jane Street Rapidway is another critical piece of the transit plan for VMC. The corridor should offer five-minute frequencies and work towards establishing connections to surrounding higher-order transit infrastructure.

A new internal transit circulator would provide local connections within the VMC and the neighbouring Weston Road / Highway 7 Secondary Plan Area, which is also expected to grow significantly. The circulator would connect residential and employment / commercial trips between the two neighbourhoods, as well as provide easy access to the Highway 407 TTC subway station and connect to key rapidway stations along Jane Street and Highway 7 within the VMC.

Street Network

The recommended street network, illustrated in Figure ES-8 of Attachment 1, includes a number of extensions of existing collector roads to create improved north-south and east-west connectivity. It also includes local streets and mews forming a grid network of pedestrian-focused slow-speed environments, planned more for placemaking rather than mobility. These streets will not offer through connections but rather serve to make up a more local and intimate portion of the street network. The higher traffic volumes expected in the VMC, as well as new roads, will also necessitate additional traffic signals to be installed at various intersections. In addition to the local network, the recommended street network also includes the regional network improvements illustrated in Figure ES-5 of Attachment 1.

The VMC Transportation Master Plan highlights several policy areas and brings to the forefront the role that designing complete streets and managing parking supply can play in mitigating congestion

Complete Streets

Street cross-sections, illustrated in Figures ES-9 to ES-20 in Attachment 1, were developed for the VMC in line with the Vaughan Complete Streets Guide to ensure space is prioritized for vulnerable road users and streets are positioned to accommodate micromobility and other emerging transportation technologies. Complete

Streets are people-first, multi-modal, safe, and equitable streets that fit their context and support active, healthy, and complete communities.

Transportation Demand Management

Transportation Demand Management is a set of policies and strategies that seek to reduce the need to travel and incentivize people to choose sustainable travel modes.

With the planned and projected growth in population and employment in the VMC, current auto mode shares cannot be sustained without resulting in significant congestion. Non-auto modes must be made more convenient and attractive to maintain congestion at more acceptable levels. The robust set of Transportation Demand Management policies outlined in Attachment 1 will play a key role in this.

Parking

A parking management strategy was developed based on a review of the existing and planned future transportation network, the draft new VMC Secondary Plan, current planning and transportation policy context, and a jurisdictional scan of parking approaches in other urban settings. A summary of parking-related recommendations for the VMC is provided in Table ES-2 of Attachment 1, including reduced maximum parking requirements, encouraging the use of smart parking technology, providing micromobility parking infrastructure, providing on-street parking, etc.

The final round of public and stakeholder consultation was completed in January 2025 to finalize the transportation network and policy recommendations

The final in-person Public Information Centre was held on Jan. 30, 2025, and all materials were made available online for public viewing and commenting (including an online survey) until Feb. 13, 2025, seeking feedback and input on the recommended transportation elements, including active transportation, transit, and street networks.

Key themes included support for cycle tracks, transit circulator routes, and street extensions of Portage Parkway and Colossus Drive to alleviate congestion. Suggestions emphasized improved pedestrian and cyclist access to the VMC and Highway 407 TTC subway stations, secure bicycle / micromobility storage, physical protection at intersections, better integration of local transit stops along Highway 7, and more dedicated bus lanes.

The implementation framework proposed by the VMC Transportation Master Plan is a structured approach to planning, protecting, and positioning the area to accommodate the expected 105,000 people and jobs by 2051

The above-recommended transportation networks and improvements should be implemented in a phased manner to ensure projects are built only when and where they are needed. This phased approach ensures that new residents and employees in the VMC will have access to the improvements they need when and where they move in. Proposed phasing for street network, standalone active transportation, and transit projects are shown in Table ES-3, Table ES-4, and Table ES-5, respectively, of Attachment 1.

Preliminary high-level capital costs have been estimated for the proposed transportation improvements to inform future capital budgets and decision-making processes, as shown in the table below in 2025 dollars.

Mode	Improvement Type	2041	2051	City of Vaughan TOTAL
Street Network	Widening and Reconstruction	$7,700,000	$66,700,000	$74,400,000
	New Street Construction	$-	$25,100,000	$25,100,000
	Cycle Track-New Construction	$-	$300,000	$1,800,000
	Colossus Drive Grade Separation	$193,800,000	$-	$193,800,000
	New Signal	$2,900,000	$3,400,000	$6,300,000
Standalone Active Transportation Improvement	MUP-New Construction	$600,000	$1,000,000	$1,600,000
	AT Link-Existing Structure Improvement	$5,400,000	$400,000	$5,400,000
	New AT Crossing over Highway 400	$-	$-	$-
	New AT Crossing over Highway 7	$-	$-	$-
	New Elevator	$8,000,000	$-	$8,000,000
TOTAL		**$218,400,000**	**$98,000,000**	**$316,400,00**

Altogether, $316.4 million worth of capital infrastructure improvements are recommended to improve VMC's area network, of which $193.8 million (61 per cent) reflects the cost of the Colossus Drive Grade Separation that is scheduled for completion by 2041. Approximately $218.4 million (69 per cent) in improvements is scheduled to be completed by 2041, with a further $98 million (31 per cent) by 2051.

Next Steps

Upon Council approval, the next steps include finalizing the VMC Transportation Master Plan report, issuing the Notice of Completion, initiating the formal 30-day public review period and addressing any final comments received during the review period.

Financial Impact

There are no immediate budgetary impacts resulting from the adoption of this report. Additional capital and operating funding will be required in future years as reviewed and updated as part of the City's annual budget process.

Operational Impact

The VMC Transportation Master Plan was developed in consultation with internal stakeholder departments through regular Technical Advisory Committee meetings and other engagement touchpoints. The various ongoing VMC plans and studies inform each other and are being closely managed to ensure their collective contribution to the Term of Council Strategic Priorities.

Broader Regional Impacts/Considerations

A Technical Advisory Committee comprised of various City departments and other government agencies was established and consulted throughout the duration of the study. Public agencies include York Region, Toronto and Regional Conservation Authority, School Boards, Ministry of Transportation, Infrastructure Ontario, Nav Canada, Ministry of Municipal Affairs and Housing, Toronto Transit Commission, Metrolinx and 407 ETR. The purpose of the group is to provide technical advice and insight on key aspects of the study.

Continuous collaboration is an important factor in realizing the success of the VMC. Key recommendations proposed in the VMC Transportation Master Plan will require coordination with regional stakeholders and external agencies to determine their feasibility and advance their design and implementation.

Conclusion

The VMC is transforming into a vibrant, modern urban centre for many Vaughan residents and businesses. The VMC Transportation Master Plan has accounted for the evolving transportation needs of the city's downtown, while engaging all stakeholders and coordinating with ongoing associated studies. The VMC Transportation Master Plan

aligns with the City's commitment to improve transportation and mobility as outlined in the 2022-2026 Term of Council Service Excellence Strategic Plan.

The VMC Transportation Master Plan study proceeded in parallel with the draft new VMC Secondary Plan and identifies a multi-modal transportation network to support up to 105,000 people and jobs, and an implementation plan to reach this growth forecast.

Upon Council approval, the next steps include finalizing the VMC Transportation Master Plan report, issuing the Notice of Study Completion, initiating the formal 30-day public review period and addressing any final comments received during the review period.

For more information, please contact: Christina Bruce, Director of Policy Planning & Special Programs, ext. 8231.

Attachment

1. 2025 VMC Transportation Master Plan Executive Summary.

Prepared by

Jillian Britto, Project Manager, Transportation, ext. 8410.
Musa Deo, Manager, Development Engineering (VMC), ext. 8295.
Christina Bruce, Director, Policy Planning and Special Programs, ext. 8231.

City of Vaughan

Vaughan Metropolitan Centre (VMC) Transportation Master Plan

May 2025

Executive Summary

Executive Summary

Introduction

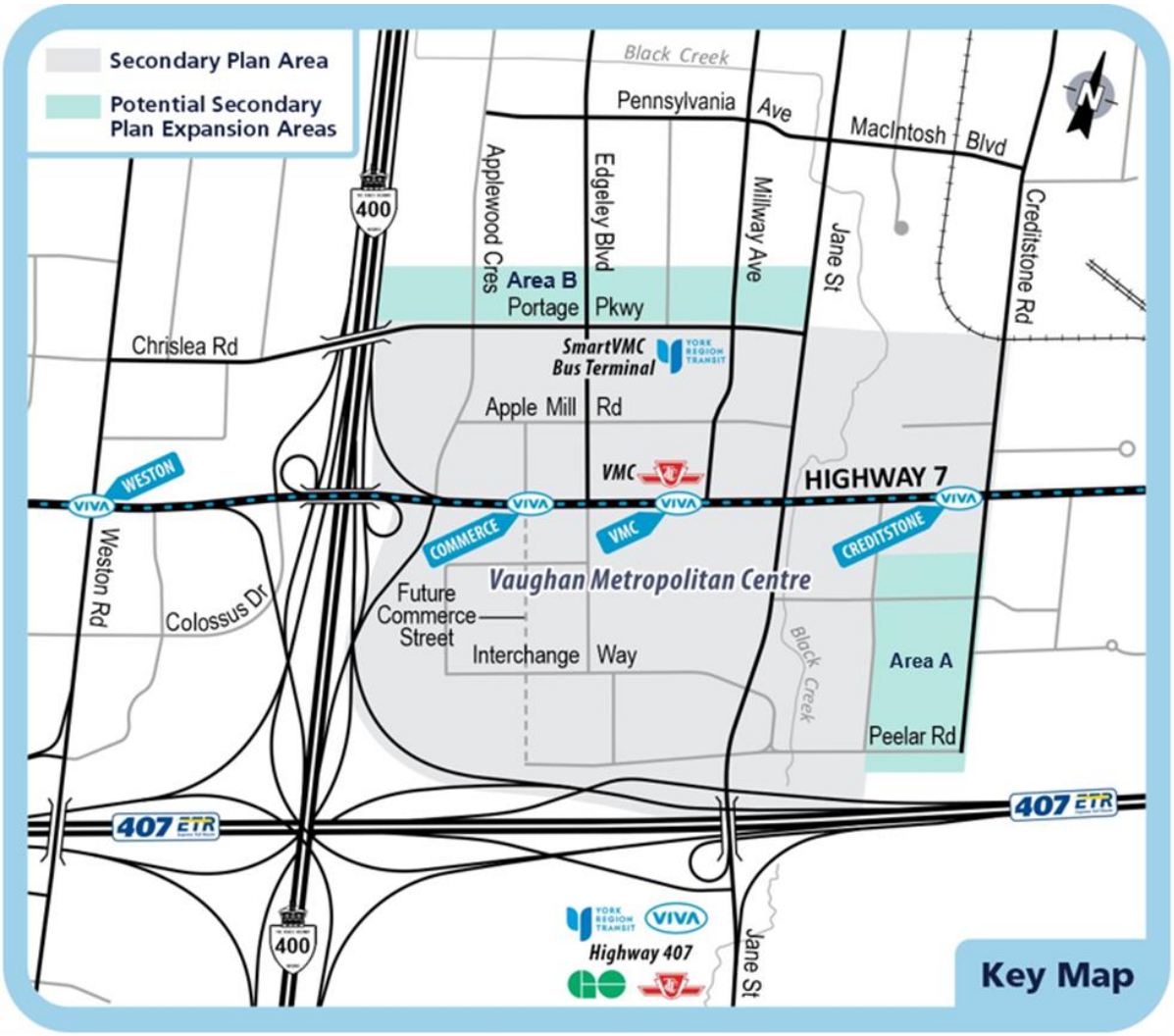
The Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) outlines a long-term vision for transportation in the VMC and sets out a multi-modal transportation network in the area at full build-out. It also contains policies and implementation strategies to support this recommended network. Developed through an integrated and holistic approach, the TMP seeks to improve accessibility and connectivity for all modes of transportation to support the substantial growth anticipated in the VMC.

What is a TMP?

A Transportation Master Plan is a strategic document that guides transportation planning in a community. It establishes the long-term vision and objectives for transportation and recommends a future network and supportive policies. A TMP is shaped by the community's goals and aspirations, and involves thorough analysis of the transportation system along with public consultation.

The Study Area for the VMC TMP is bound by Creditstone Road to the east, Portage Parkway to the north (including lands immediately north of Portage Parkway), Highway 400 to the west and the 407ETR to the south, as shown in **Figure ES - 1**.

Figure ES - 1: VMC TMP Study Area



The Transportation Master Plan Process

The study process and approach for the VMC TMP is summarized in **Figure ES - 2.** As a master plan, it was completed using phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process. The MCEA phases can be broken down as follows:

— **Phase 1** identifies existing and potential transportation needs in the VMC based on projected land uses. It also sets out opportunities to address these needs and improve the existing transportation system. Phase 1 culminates in a vision statement that guides

the rest of the TMP as well as a list of opportunities and constraints to meet growth targets in the VMC.

— **Phase 2** identifies alternative multi-modal transportation networks and evaluates them to determine a preferred network for the VMC. Phase 2 culminates in the identification of a preferred transportation network.

Figure ES - 2: The VMC TMP Process

Consultation and Engagement

Engagement with technical agencies, stakeholders and the public are a core component of the TMP and MCEA process. A comprehensive consultation program was implemented to inform the VMC TMP.

Phase 1 focused on identifying transportation opportunities and constraints in the VMC, gathering input on trends and preferences, and setting a direction for network improvements. **Phase 2** sought feedback on the draft multi-modal network.

The consultation and engagement program was designed with the intention of exchanging ideas with the following key audiences:

- **Technical Advisory Committee:** Representatives from federal and provincial ministries, regional transit agencies, City subject matter experts, 407 ETR, and utility companies.
- **Landowners Group:** Property owners, business owners, and developers within the Study Area.
- **Public:** Property owners within and adjacent to the Study Area, community associations, local VMC residents, and the general public.
- **Indigenous Peoples:** First Nations, Métis, and Inuit people and organizations.
- **City Staff:** Responsible for the implementation, execution, monitoring, assessment, and reporting of the TMP.

- **Council:** Councillors responsible for endorsement and oversight.

Rounds of Public Consultation

Round 1

Round 1 of public consultation provided insights into existing conditions and potential improvements for active transportation, transit, and roads. Key themes included cycle tracks along major roadways, wide sidewalks, underground connections from the YMCA Community Centre to transit hubs, better-protected bike lanes, and improved transit connections such as small shuttle services and connections to the Barrie GO Train line.

Round 2

Round 2 of public consultation and engagement activities primarily focused on the Environmental Assessments for Millway Avenue and Interchange Way. These activities are documented in a separate report.

Round 3

Round 3 of public consultation incorporated feedback from Round 2 consultation and gathered feedback on recommended transportation elements, including active transportation, transit, and street networks. Key themes included support for cycle tracks, transit circulator routes, and street extensions of Portage Parkway and Colossus Drive to alleviate congestion. Suggestions emphasized improved pedestrian and cyclist access to VMC and Highway 407 Subway stations, secure bike/micromobility storage, physical protection at intersections, better integration of local transit stops along Highway 7, and more dedicated bus lanes.

This engagement process has been critical in shaping the TMP to meet the needs and preferences of VMC's diverse stakeholders. The feedback received has guided development of the transportation network that prioritizes safety, connectivity and accessibility for all users.

Vision, Opportunities, and Constraints

The TMP is guided by its vision statement, which addresses Phase 1 of the MCEA. The vision statement is as follows:

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

Guided by this vision, the TMP examined the existing transportation networks for active transportation, transit, and roads, and identified opportunities and constraints to meeting VMC's growth targets, as identified in **Table ES - 1.**

Table ES - 1: Opportunities and Constraints to Meeting VMC's Growth Targets

	Constraints	Opportunities
Active Transportation	• The VMC has a disconnected existing pedestrian and cycling network, discouraging the use of active transportation.	• Pedestrian over- and underpasses can be leveraged to improve pedestrian safety, offer weather protection, shorten walking distances, and attract people to walk within and through the VMC. • Scramble crossings can be considered to improve pedestrian safety at signalized intersections. • A bike share system in the VMC can encourage those without bikes, or those with little previous biking experience on urban roads, to utilize biking trails. • Bike parking near major transit stations can be used to motivate transit users to utilize cycling as a first and last mile solution and help alleviate concerns of bicycle theft.
Transit	• The VMC is served by multiple transit providers that are not	• A transit circulator route could be suitable for the VMC to broaden transit coverage.

	fully integrated with each other. • Securing the necessary funding needed for big transit projects poses challenges.	• An underground concourse from the YMCA community centre to the TTC subway station and the YRT bus terminal can enhance pedestrian access to transit hubs. • Higher order transit along Highway 407 is planned, which has the potential to provide additional east-west transit options near the VMC. • Micromobility hubs can be strategically placed in the VMC to better integrate transit and micromobility. • A subway extension north may provide a solution to north-south traffic congestion in the area while improving connectivity in the city.
Roads	• Vehicle delays are common in the VMC, particularly along Highway 7. • There is a lack of crossings of Highway 400. • High truck volumes increase congestion and can lead to safety issues.	• A truck bypass is intended to be completed to divert trucks travelling through the VMC away from Highway 7 and Jane Street.

Recommended Transportation Network

The Process

To address the requirements outlined in Phase 2 of the MCEA process, the TMP identified a recommended transportation network for the VMC in 2051. To arrive at this recommendation, alternative transportation networks were evaluated in two stages.

First, regional network alternatives were created and assessed. This helped identify the maximum population and employment growth that can be accommodated in the VMC from a transportation perspective, as well as the regional network improvements that would be

necessary to accommodate this projected growth. The assessment considered the following regional network impacts: volume to capacity ratios, total vehicle kilometers and hours travelled in the VMC, and speeds along the network. The regional network analysis assumed a full implementation of the following broad improvements by 2041, as illustrated in **Figure ES - 3**:

- Bass Pro Mills extension from Highway 400 to Weston Road.
- Langstaff Road widening between Weston Road and Creditstone Road (4 to 6 lanes).
- Langstaff Road connection over the CN Yard.
- Langstaff Road full interchange at Highway 400.
- City of Toronto project: Steeles Avenue widening west of Jane Street (4 to 6 lanes).
- Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes).
- Weston Road widening north of Steeles Avenue (4 to 6 lanes).
- Keele Street widening north of Steeles Avenue (4 to 6 lanes).
- Steeles Avenue Transit Corridor (4 mixed traffic lanes plus dedicated transitway east of Jane Street).
- Jane Street Transit Corridor (4 mixed traffic lanes plus dedicated transitway between Major Mackenzie Drive and Highway 7, 10-minute headways).

Based on this analysis, it was determined that the VMC can accommodate a maximum combined population and employment of 105,500. The 105,500 population and jobs threshold was identified prior to the population forecasts detailed in the Secondary Plan exercise. Based on subsequent forecasting, the 105,500 population and jobs threshold generally aligns with the 2051 horizon.

Once the regional network was determined, local network alternatives were identified and evaluated through a multiple account evaluation (MAE). The MAE summarizes the relative advantages and disadvantages of the local network alternatives in both a quantitative and qualitative way, to help compare and contrast the alternatives and select a preferred option. The MAE considered 7 themes, including:

- Multi-modal network elements
- Travel demand and traffic impacts
- Planning and policy alignment
- Safety for pedestrians and cyclists
- Environment
- Equity

- Relative cost

The Recommended Network

A Multiple Account Evaluation (MAE) was employed to identify a preferred multi-modal transportation network for the VMC at full build-out, consisting of networks for active transportation, transit, and streets.

Active Transportation

The recommended active transportation network is shown in **Figure ES - 6**. This network was developed to make walking, cycling, and micromobility safe, convenient, and attractive modes of travel. It was designed to integrate seamlessly with the transit network to facilitate longer-distance trips to start and end as active transportation modes.

Separated bike facilities/cycle tracks will form the backbone and the bulk of the network, with planned facilities on all arterial and collector roads. This on-road network will be supplemented with multi-use path (MUPs) trails, allowing inexperienced riders to more comfortably bike at slower speeds in a shared space with pedestrians. Active transportation paths and connections will fill missing links and improve network connectivity. Grade-separated active transportation facilities have also been planned to improve the experience of crossing wide roadways, including at multiple points along Jane Street and Highway 7.

Transit

The recommended transit network is shown in **Figure ES - 7**. The network incorporates TTC subway service, rapidways, the Highway 407 transitway, and a transit circulator route. Micromobility hubs are also identified in the plan as the integration between transit and active transportation modes is critical to bolstering transit ridership.

The core of the system lies at Highway 7 and Millway Ave, where the VMC subway station and the Highway 7 Rapidway station interface. The Highway 7 Rapidway should remain a key east-west transit connection. Improving frequencies from current service levels will be an integral part in building a higher transit mode share, and an upgrade of the Rapidway to LRT could be considered over the longer-term.

The Jane Street Rapidway is another critical piece of the transit plan for VMC. The corridor should offer 10-minute frequencies and work towards establishing higher-order infrastructure.

A new transit circulator would provide local connections within the VMC and the neighbouring Weston Road / Highway 7 Secondary Plan Area, which is also expected to grow significantly. The circulator would serve the Highway 407 subway station and connect to key rapidway stations along Jane Street and Highway 7 within the VMC.

Streets

The recommended street network is shown in **Figure ES - 8**. It includes a number of extensions of existing collector roads to create improved north-south and east-west connectivity. It also includes local streets forming a grid network. These local streets will be pedestrian-focused slow-speed environments, planned more for placemaking and property access rather than mobility. These streets will not offer through connections but rather serve to make up a more intimate portion of the street network. The higher traffic volumes expected in the VMC, as well as new roads, will also necessitate additional traffic signals to be installed at various intersections.

The proposed street network also includes the regional network improvements shown in **Figure ES - 4**.

Figure ES - 5: Proposed Regional Street Network Improvements

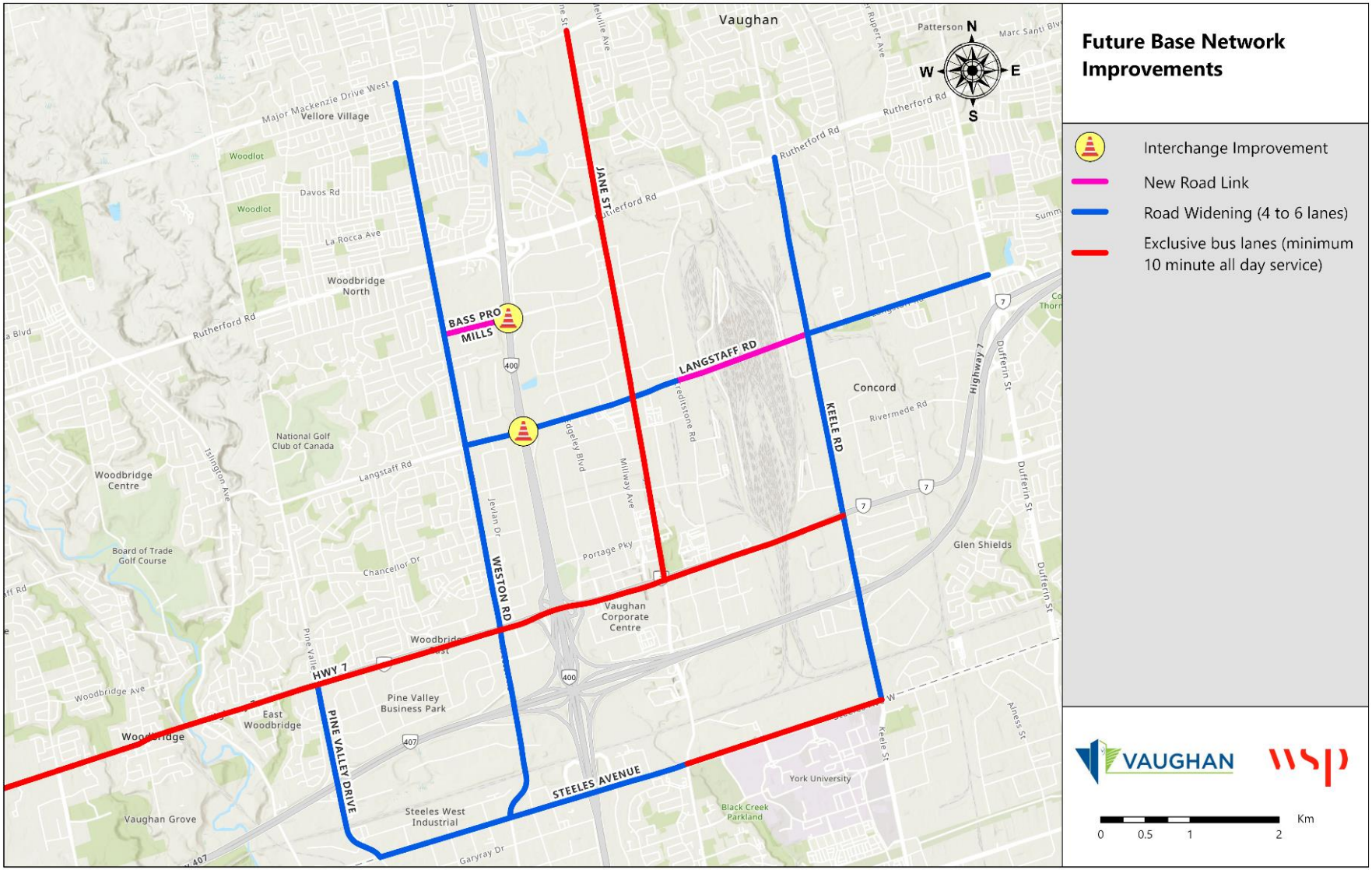


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Figure ES - 6: Proposed Active Transportation Network

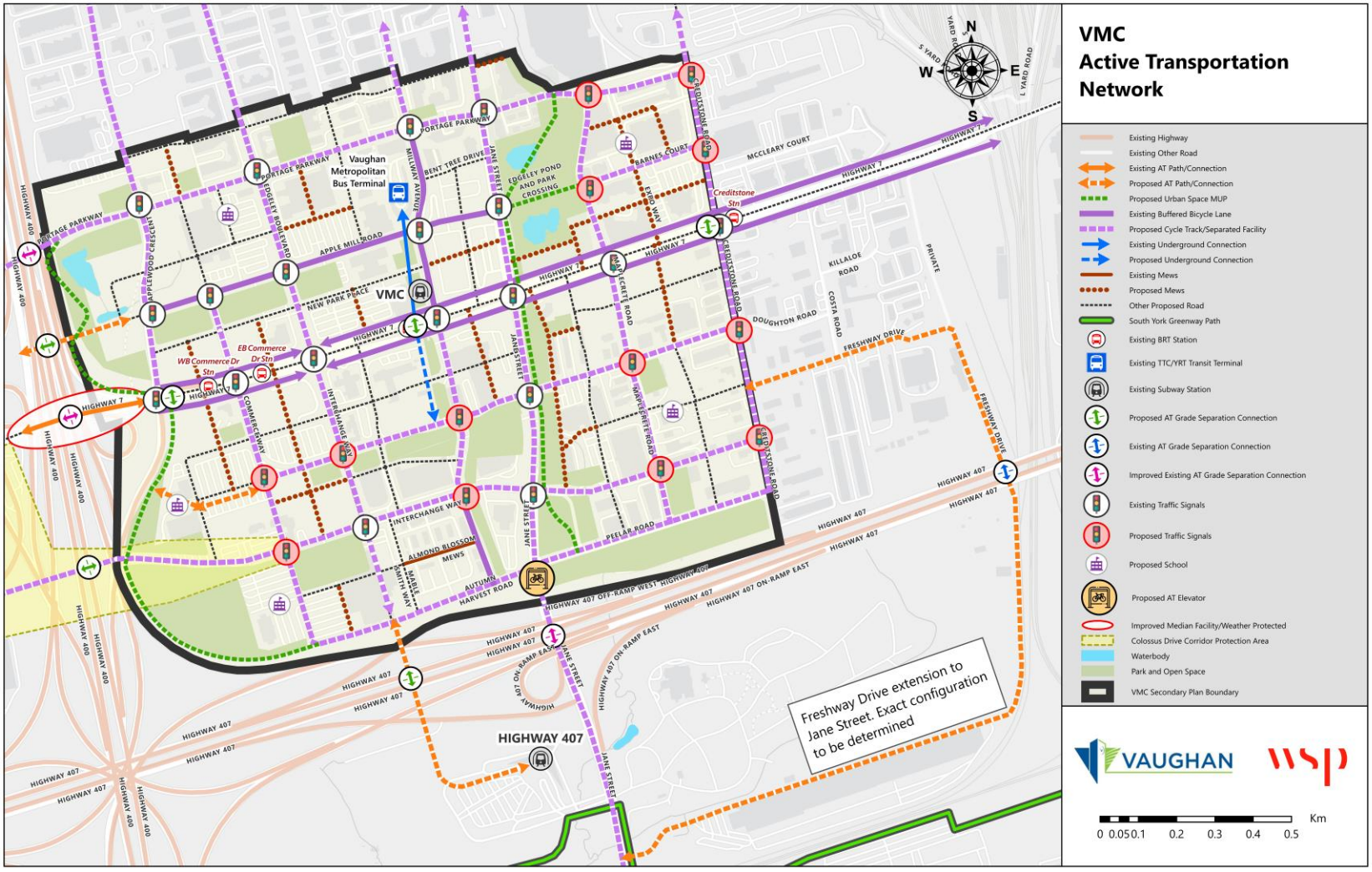


Figure ES - 7: Proposed Transit Network

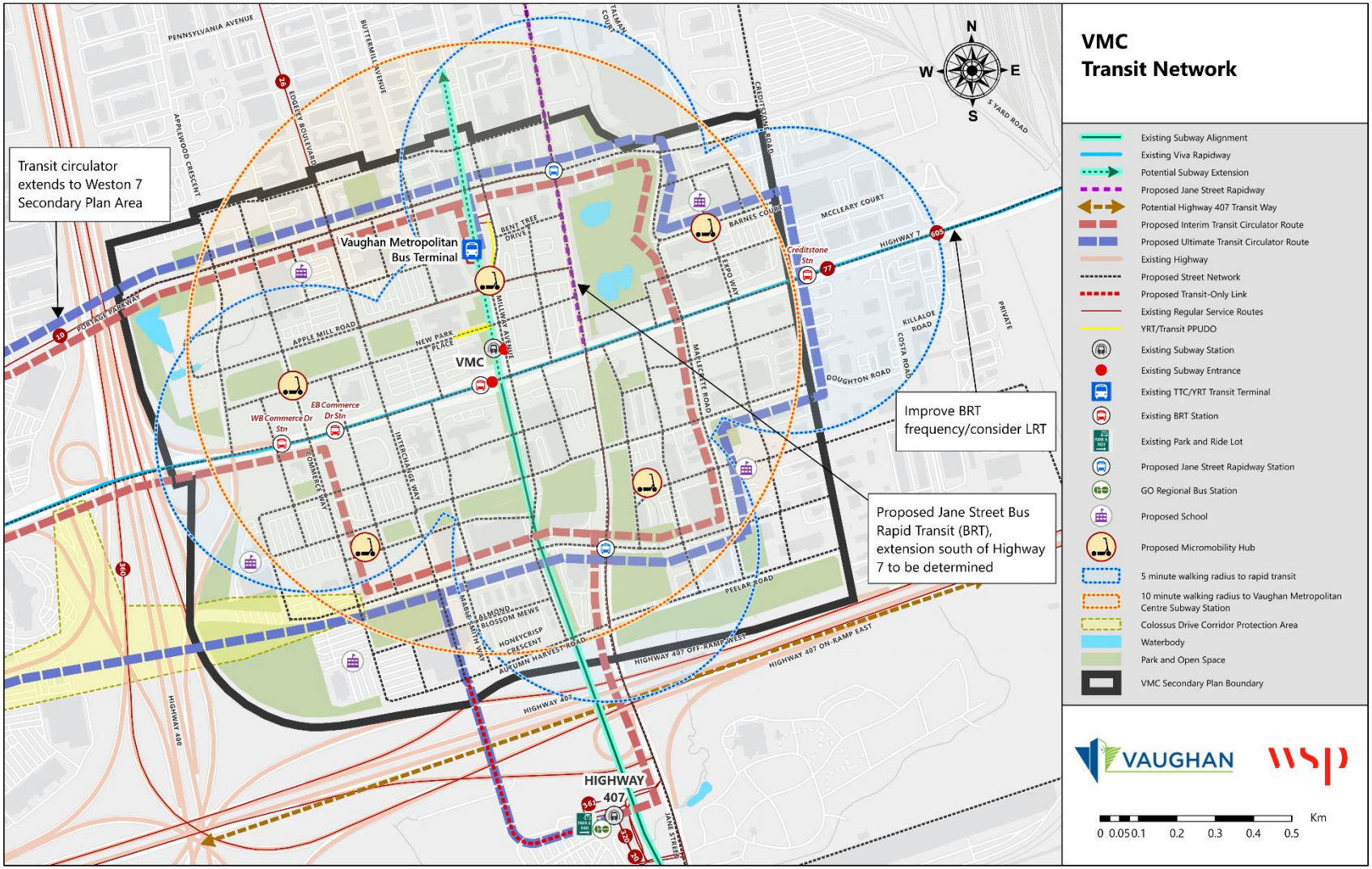
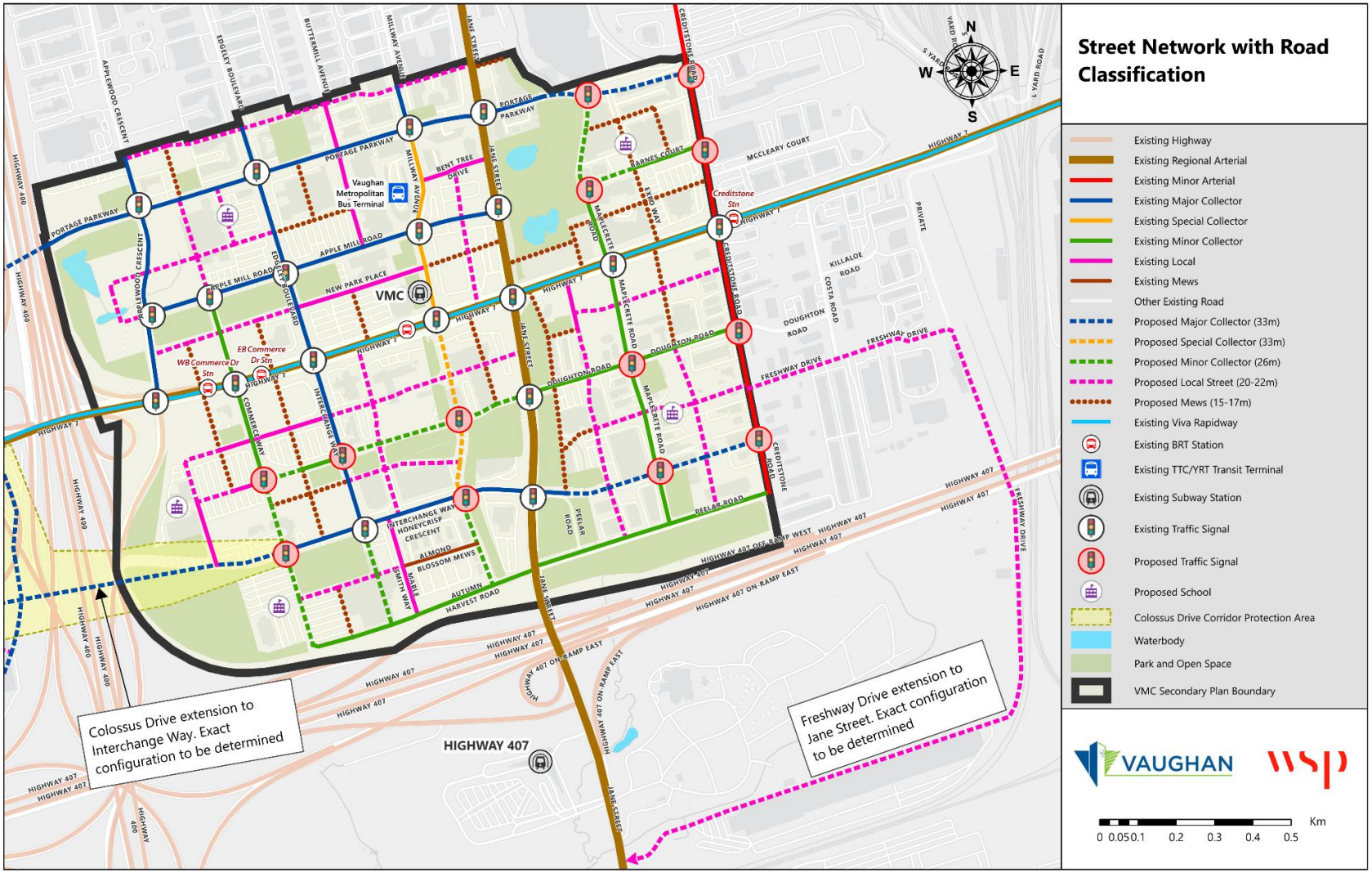


Figure ES - 8: Proposed Street Network with Road Classification



Supporting the Recommended Transportation Network

Complete Streets

It is recommended that the street network in the VMC is developed according to Complete Streets principles, as laid out in the Vaughan Complete Streets Guide. This will ensure that space is prioritized for vulnerable road users and streets are positioned to accommodate micromobility and other emerging transportation technologies. Complete Streets are people-first, multi-modal, safe, and equitable streets that fit their context and support active, healthy, and complete communities.

Street cross sections were developed for the VMC in line with the Vaughan Complete Streets Guide and are shown in **Figure ES - 9** through **Figure ES - 20**.

Figure ES - 9: Minor Arterial Cross Section

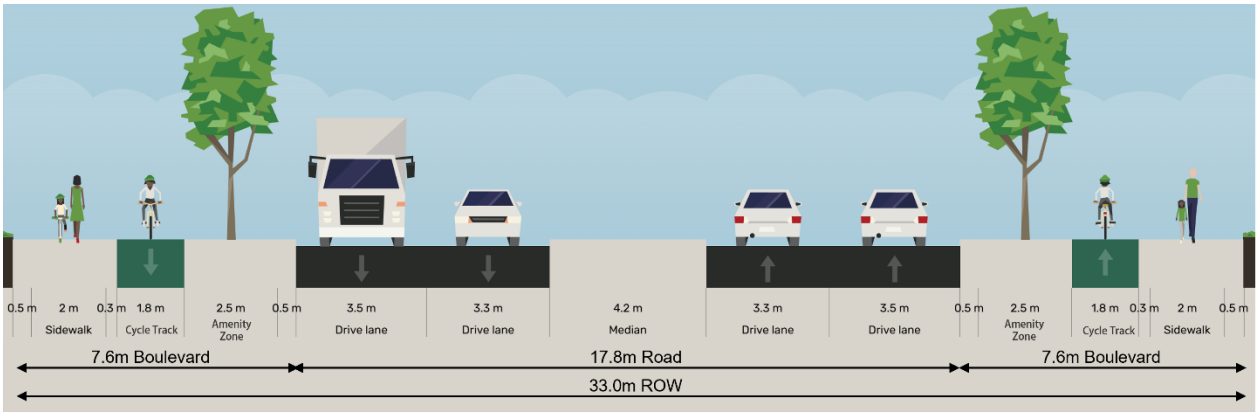


Figure ES - 10: Major Collector Cross Section

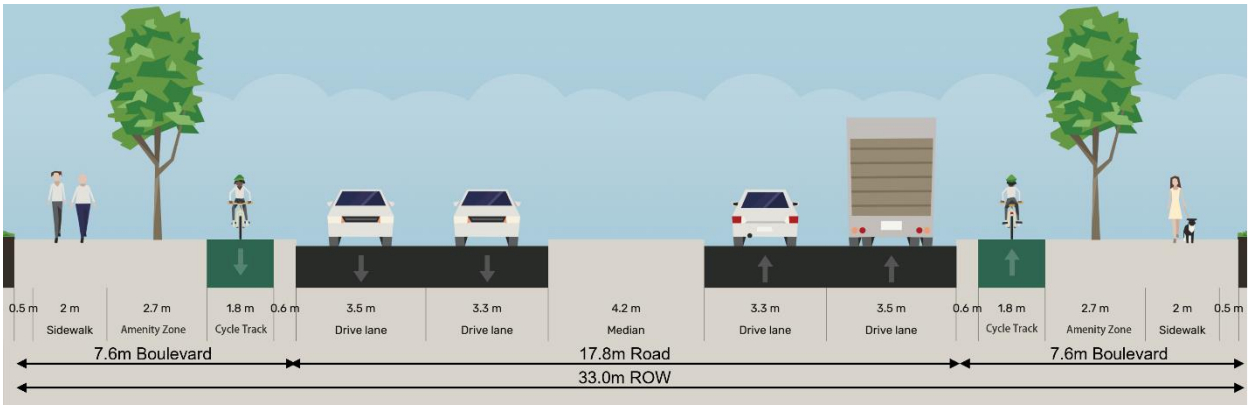


Figure ES - 11: Minor Collector Cross Section with Parking on Both Sides - Midblock

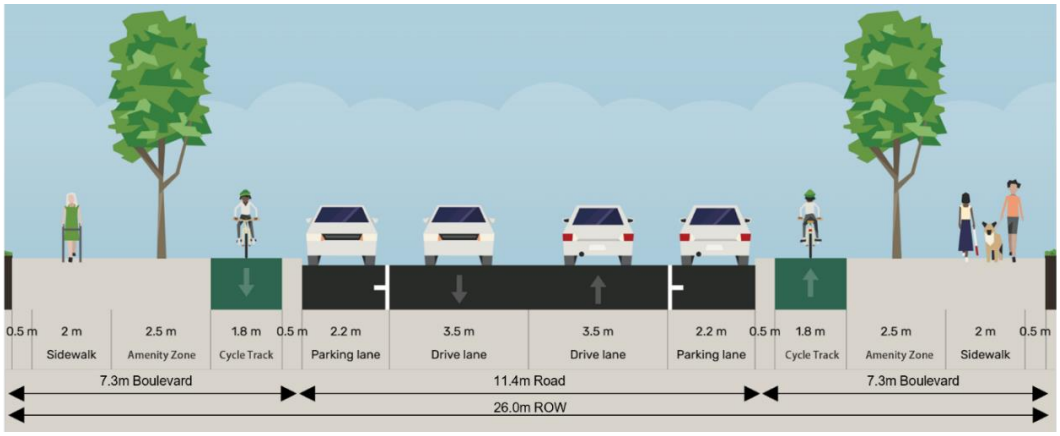


Figure ES - 12: Minor Collector Cross Section with Parking on Both Sides - Midblock Pedestrian Crossing

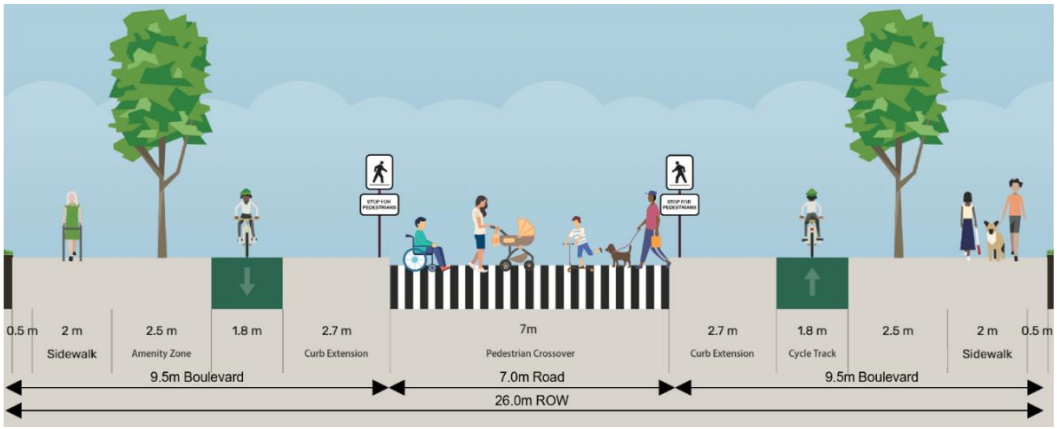


Figure ES - 13: Minor Collector Cross Section with Parking on Both Sides - Intersection

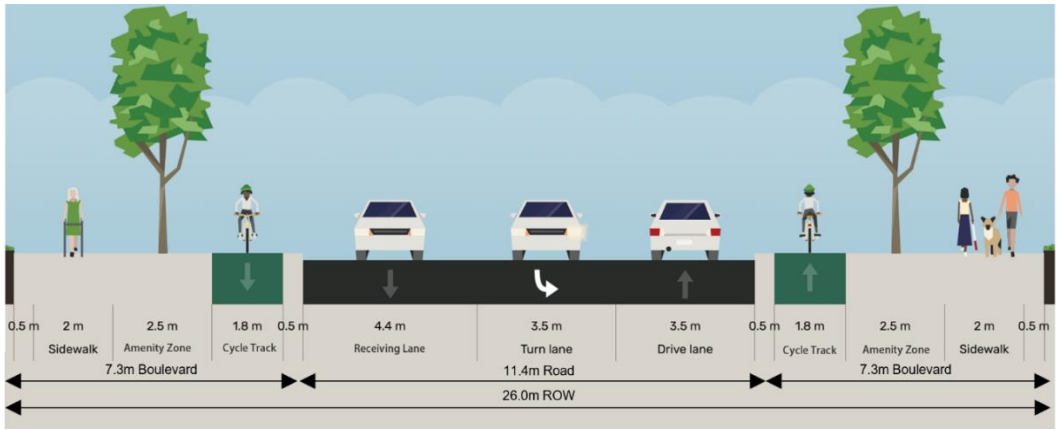


Figure ES - 14: Minor Collector Cross Section with Parking on One Side - Midblock

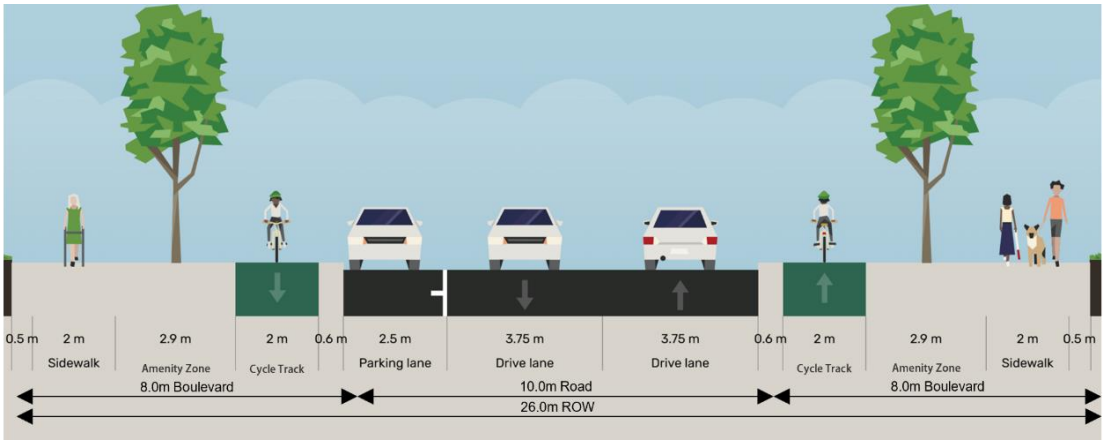


Figure ES - 15: Minor Collector Cross Section with Parking on One Side – Midblock Pedestrian Crossing

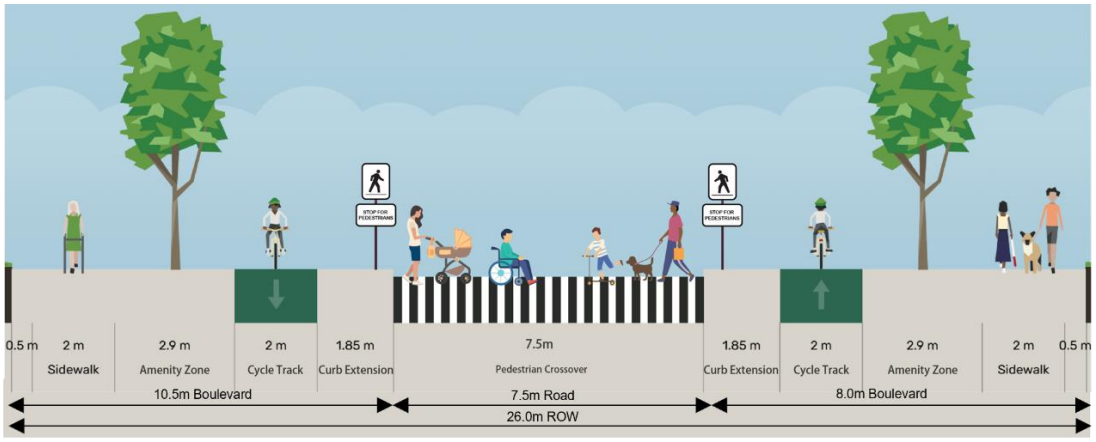


Figure ES - 16: Minor Collector Cross Section with Parking on One Side - Intersection

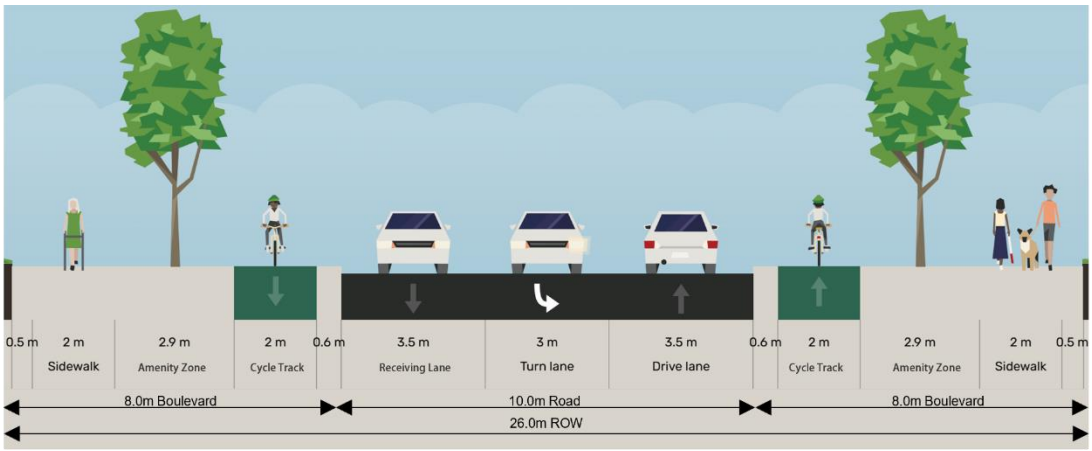


Figure ES - 17: Local Street Cross Section with Parking on Both Sides

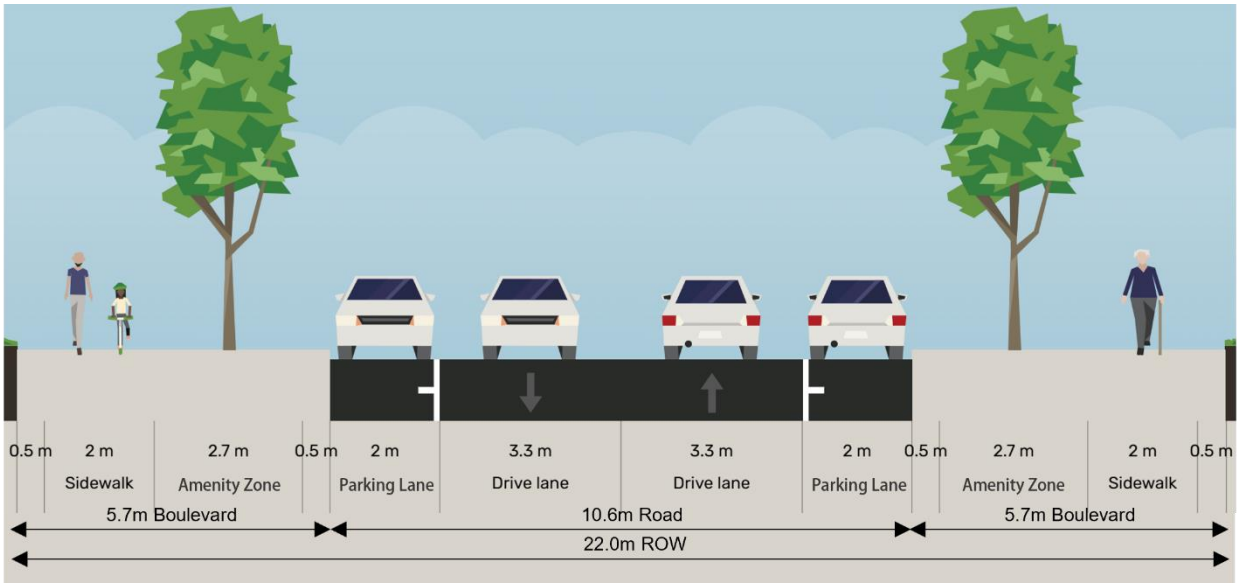


Figure ES - 18: Local Street Cross Section with Parking on One Side

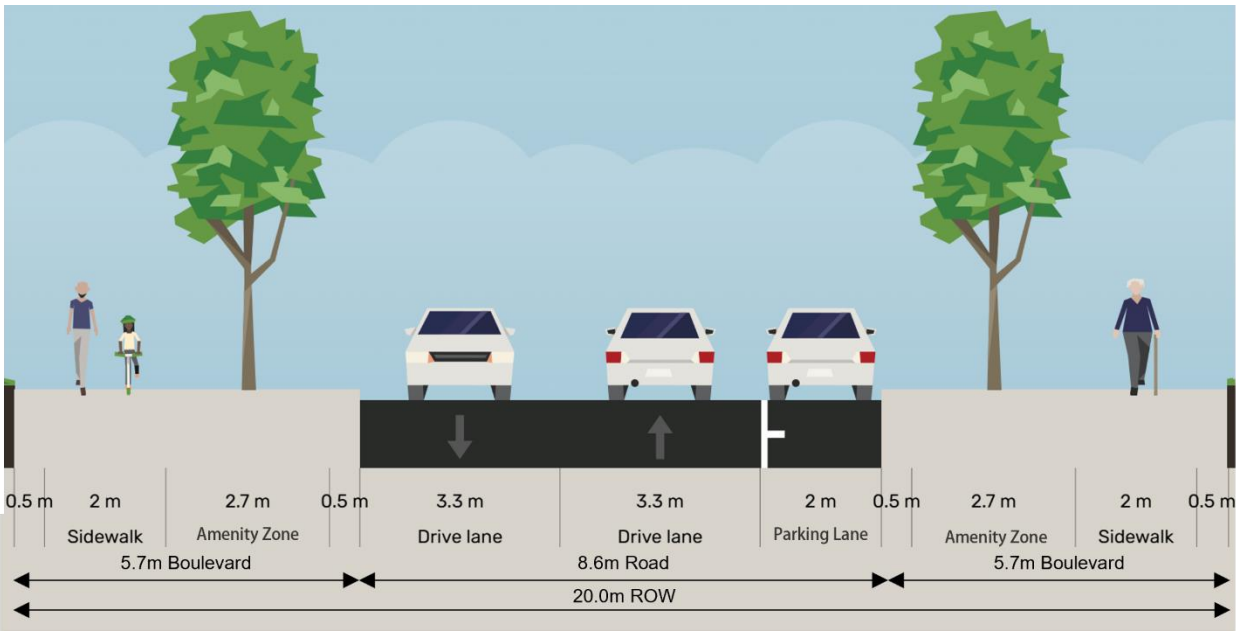


Figure ES - 19: Mews Street with Laneway

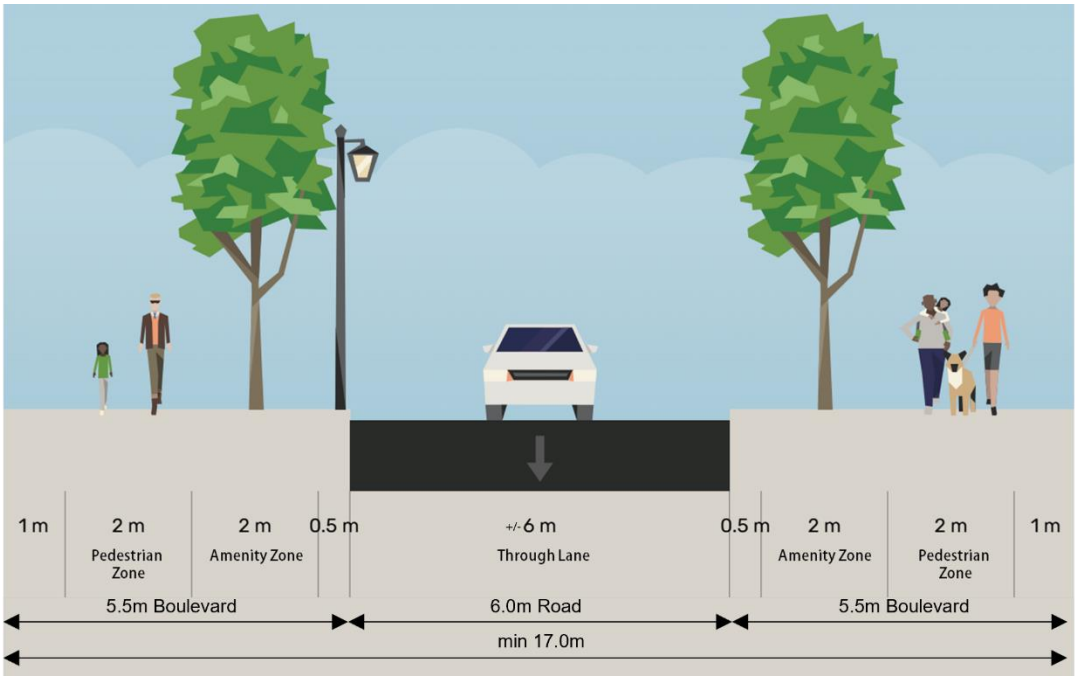


Figure ES - 20: Mews Street without Laneway

Transportation Demand Management

Transportation Demand Management (TDM) is a set of policies and strategies that seeks to reduce the need to travel and incentivize people to choose sustainable travel modes.

With the planned growth in population and employment in the VMC, current auto mode shares cannot be sustained without resulting in significant congestion. Non-auto modes must be made more convenient and attractive to maintain congestion at more acceptable levels. TDM will play a key role in this.

The following TDM initiatives are recommended for the VMC:

Policy Support

- Implement comprehensive TDM measures for all municipal employees and at all municipal buildings to lead by example.
- Add guidance for maintenance, data collection, and monitoring relating to individual TDM strategies as a part of the City TDM Guideline and Toolkit.
- Incorporate TDM measures from the VMC Urban Design Guidelines and the City Complete Streets Guide in streetscape and road design for existing and new roads to manage automobile access and prioritize non-auto modes.
- Work with the Region to require workplaces to partner with Smart Commute as a prerequisite to access financial incentives such as the YRT Employer Pass Program.
- Continue to develop, promote, and incentivize telework and flextime through Smart Commute with a VMC-tailored approach.
- Collaborate with the Region and school board to expand the AST program to all schools in and around VMC.
- Explore the feasibility of a municipal or private bike-share or scooter-share program in VMC.
- Coordinate with freight rail operators to maximize use of nearby terminals.
- Partner with local businesses and major delivery companies to consolidate deliveries and explore the use of smaller vehicles more appropriate to VMC.
- Work with the Province to explore the need and feasibility of road pricing to reduce congestion.
- Work with the Region to improve transit frequencies and service.

Education and Awareness:

- Inform and educate new residents and employers of TDM programs and incentives early to shape desirable travel behaviour.
- Emphasize AST to form sustainable travel behaviour at a young age and leverage Region offerings like the Making Tracks program to equip educators.
- Promote MyRide Travel and MyTrip to ensure people are equipped with the skills to ride transit independently.
- Offer transit vouchers, transit schedules, real-time transit information, bicycle shop gift certificates, or micromobility discounts, and other incentives to residents and employees to encourage sustainable travel.

Infrastructure Measures:

- Design pedestrian-oriented spaces and local streets, such as car-free and car-light realms.
- Improve active transportation connections to be safe, direct, and convenient.
- Ensure universal design of infrastructure to attract users of all abilities.
- Implement complete streets and traffic calming to street design to provide high-quality, safe, and convenient facilities for sustainable transportation.
- Work with the Region to improve the design of transit stops, for example by including bike parking.
- Consolidate driveways and eliminate accesses onto arterial roads where possible.

Road Safety

Ensuring road safety is crucial to maintaining the health and comfort of all road users, especially those most vulnerable. All severe injuries and fatalities caused by road collisions are avoidable and should be mitigated through various initiatives such as design interventions, regulations, enforcement, engagement, and education. Beyond saving lives, safe streets decrease burdens on the public health system, reduce economic losses, and improve quality of life for VMC's residents. Road safety should continue to be a top priority, building on existing initiatives in Vaughan.

To continue to build on the success of road safety initiatives throughout Vaughan, the City should focus on the following initiatives for VMC:

- Develop a comprehensive road safety strategy, including clear goals and KPIs, a traffic safety toolkit, embedded equity considerations, and a network screening process incorporating Vision Zero and the Safe Systems Approach.
- Implement advanced data collection tools to better inform network screening.
- Report annually on progress towards road safety goals.
- Identify and establish more CSZs and School Zones where appropriate in VMC.
- Establish municipal road safety initiatives for all City employees.
- Develop a public online dashboard and interactive mapping tools to communicate road safety statistics.
- Expand public awareness campaigns regarding speeding, distracted driving, and driving under the influence, among other issues.
- Explore opportunities for partnerships with local employers to promote safe driving behaviours such as ridesharing.
- Engage VMC residents and businesses to identify community concerns surrounding road safety.
- Explore grater opportunities for collaboration with emergency response services to include them in road safety planning and enforcement.

Parking

A parking management strategy was developed based on a review of the existing and planned future transportation network, the VMC Secondary Plan, current planning and transportation policy context, and a jurisdictional scan of parking approaches in other urban settings.

A summary of parking-related recommendations for the VMC is shown in **Table ES - 2**.

Table ES - 2: Parking Recommendations

Recommendation		Key action items to be undertaken by the City
1	Apply updated vehicular parking requirements	- Update the Zoning By-law parking requirements to remove minimum parking requirements and develop reduced maximum requirements for all applicable land uses

Recommendation		Key action items to be undertaken by the City
2	Update bicycle parking requirements as part of future Zoning By-law reviews	- Monitor bicycle parking demands and emerging trends - Update the Zoning By-law, if required. This can be done as part of regular Zoning By-law updates.
3	Permit privately operated paid public parking for non-resident parking	- Approve through development review
4	Apply EV parking requirements	- Update the Zoning By-law
5	Permit implementation of smart parking technology	- Consider Secondary Plan TMP policies in the development review process
6	Provide micromobility hubs including bicycle and scooter parking at strategic locations	- Conduct a study to determine appropriate micromobility hub design and locations - Incorporate shared micromobility docking stations when this service is available
7	Provide Transportation Innovation Programs	- Pursue opportunities to establish or participate in programs providing shared micromobility devices
8	Provide micromobility parking outside of micromobility hubs	- Develop a curbside management strategy for VMC to determine appropriate conditions for providing micromobility parking - Develop a micromobility parking plan
9	Provide micromobility wayfinding	- Develop and implement an appropriate pavement markings and signage plan
10	Provide on-street parking, PUDO, and loading zones	- Develop a curbside management strategy for VMC to determine appropriate conditions for providing on-street parking, PUDO and loading zones - Develop an on-street parking plan including PUDO and loading zones, if appropriate
11	To encourage trip planning, provide multimodal transportation and parking information for VMC in an online portal	- Develop a VMC transportation information portal accessible by mobile app, social media and website

Recommendation		Key action items to be undertaken by the City
		- Regularly update the transportation information portal to show current information - Advertise the transportation information portal to promote its use

Implementation Plan

Phasing

The proposed transportation networks and improvements should be implemented in a phased manner to ensure projects are built when and where they are needed. This phased approach ensures that new residents and employees in the VMC will have access to those improvements they need right when and where they move in.

The broad regional improvements illustrated in **Figure ES - 21** are required by 2041 for network functionality, regardless of growth trajectories at Vaughan Metropolitan Centre. The proposed phasing for VMC-area street network projects, standalone active transportation projects, and transit projects is shown in **Table ES - 3**, **Table ES - 4**, and **Table ES - 5,** respectively.

Table ES - 6: Description and Phasing of Street Network Projects

ID #	Corridor	Improvement	Timing	Phasing Requirements
EW1 ***SIG-2***	Portage Parkway	Widening and Reconstruction (Highway 400 to Black Creek); New Construction (Black Creek to Creditstone Road).	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for

ID #	Corridor	Improvement	Timing	Phasing Requirements
				development approval
EW2 ***SIG-4***	Barnes Court	Multi-use path (Jane Street to Maplecrete Road); New Construction (Maplecrete Road to Expo Way); Widening and Reconstruction (Expo Way to Creditstone Road).	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
EW3 ***SIG-6*** ***SIG-7*** ***SIG-8*** ***SIG-9***	Doughton Road	MUP construction (West Side Trail to Commerce Way); New Construction (Commerce Way to Mew C); Widening and Reconstruction (Mew C to Edgeley Boulevard); New Construction (Edgeley Boulevard to Jane Street); Widening and Reconstruction (Jane Street to Creditstone Road).	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval

ID #	Corridor	Improvement	Timing	Phasing Requirements
EW4 ***SIG-11***	Interchange Way	New Construction (Celebration Avenue to Commerce Way); Widening and Reconstruction (Commerce Way to Mew D); New Construction (Mew D to Creditstone Road).	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
EW5	Autumn Harvest Road	Widening and Reconstruction (Commerce Way to Creditstone Road)	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
NS1	Applewood Crescent	Cycle Track-New Construction (Portage Parkway to Highway 7)	2051 or earlier	- Securing of land requirements to the City as a holding condition for development approval
NS2	Commerce Street	Cycle Track-New Construction (Apple Mill Road to Highway 7); Widening and Reconstruction	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding

ID #	Corridor	Improvement	Timing	Phasing Requirements
		(Highway 7 to Celebration Avenue); New Construction (Celebration Avenue to Exchange Avenue)		condition for development approval
NS3	Edgeley Boulevard	Widening and Reconstruction (Street A to Interchange Way); New Construction (Interchange Way to Exchange Avenue)	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
NS4	Millway Avenue	Widening and Reconstruction (Street A to Portage Parkway); New Construction (Highway 7 to Exchange Avenue)	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
NS5	Maplecrete Road	New Construction (Portage Parkway to Barnes Court); Cycle Track-New Construction (Barnes Court to Highway 7);	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for

ID #	Corridor	Improvement	Timing	Phasing Requirements
		Widening and Reconstruction (Highway 7 to Exchange Avenue)		development approval
NS6 ***SIG-1*** ***SIG-3*** ***SIG-5*** ***SIG-10***	Creditstone Road	Widening and Reconstruction (Portage Parkway to Exchange Avenue)	2041	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
W7-4 ***SIG-12*** ***SIG-13***	Colossus Drive connector	Colossus Drive grade separated crossing of Highway 400; extend Colossus Drive across Highway 400 to align with Interchange Way	2041	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval

Table ES - 7: Phasing of Standalone Active Transportation Projects

ID #	Project Name	Improvement	Timing	Phasing Requirements
AT1	West Side Trail	Construct new MUP network in the southwest and northwest quadrants	2051 or earlier	- Securing of land requirements to the City as a holding condition for development approval

ID #	Project Name	Improvement	Timing	Phasing Requirements
		connecting Exchange Avenue, Highway 7, and Portage Parkway		
AT2	Black Creek Trail	Construct new north-south MUP along the Black Creek linear parkway in the southeast and northeast quadrants connecting Exchange Avenue to Portage Parkway	2041 or earlier	- Securing of land requirements to the City as a holding condition for development approval
EL-1	Jane Street Active Transportation Elevator	Design and construct an elevator to provide direct access to the Jane Street overpass from Exchange Avenue	2041	- Completion of Jane St-Highway 407 AT study - To be implemented in collaboration with project ATC-4, which will examine how best to facilitate safe and direct AT crossings of Highway 407 along a widened Jane Street overpass. - Securing of land requirements to the City as a holding condition for development approval

ID #	Project Name	Improvement	Timing	Phasing Requirements
ATC-1	Highway 7 AT Crossing at Applewood Crescent	Provide a safe grade-separated crossing across Highway 7 near the western extents of VMC	Development-driven	- May require a specific study to examine format, connections, and implementation - Envisioned to be developer-constructed
ATC-2	VMC Subway Station Pedestrian Tunnel Extension to Interchange Way	Extend the existing pedestrian tunnel that connects VMC bus terminal with the Subway station south to Interchange Way.	Development-driven	- Envisioned to be developer-constructed based on established implementation format for the existing tunnel
ATC-3	Highway 7 AT Crossing at Creditstone Road	Provide a safe grade-separated crossing across Highway 7 near the eastern extents of VMC	Development-driven	- May require a specific study to examine format, connections, and implementation - Envisioned to be developer-constructed
ATC-4	Jane Street Structure AT Improvements	Widen the Jane Street overpass to support a	2041	- Completion of Jane St-Highway 407 AT study - To be implemented in collaboration with

ID #	Project Name	Improvement	Timing	Phasing Requirements
		MUP across Highway 407		project EL-1; project is envisioned to be led by York Region and will require collaboration with 407-ETR.
W7-1	Portage Parkway Structure AT Improvements	Widen the Portage Parkway overpass to support a MUP across Highway 400	2041	- Completion of Weston 7 AT Network Implementation study - Secure land requirements as identified in the Implementation study
W7-2	New AT-only Crossing of Highway 400 (at Apple Mill Road)	Construct a new AT-only crossing of Highway 400, connecting VMC to Weston 7	Tied to Weston 7 development progression	- Completion of Weston 7 AT Network Implementation study - Secure land requirements as identified in the Implementation study
W7-3	Highway 7 Weather Protection	Cover the existing Highway 7 central median AT crossing over Highway 400 to improve the quality of the connection between VMC and the Subway station and the Weston 7 area	2041 or earlier	- Completion of Weston 7 AT Network Implementation study - Secure land requirements as identified in the Implementation study - Project is envisioned to be led by York Region

Table ES - 8: Phasing of Transit Projects

ID #	Project Name	Improvement	Timing	Phasing Requirements
TR1	Highway 7 Rapid Transit (10 minute service)	Service frequency improvement to 10-minute headways	2041	- Reliant on YRT servicing strategy - Requires YRT allocation of capital cost for additional buses and incremental operating costs
TR2	Jane Street Rapidway	New Bus Rapid Transit service in designated lane space, operating at 10 minute headways	2041	- Project led by YRRTC - Completion of BRT TRPAP - Detailed design and construction - YRT allocation of capital cost for buses and incremental operating costs
TR3	Transit circulator	New bus circulator connecting VMC and Weston 7 Secondary Plan Areas and connecting to Subway stations	2041	- Reliant on YRT servicing strategy - Requires YRT allocation of capital cost for additional buses and incremental operating costs

Costing

Preliminary high-level capital costs have been estimated for the proposed transportation improvements to inform future capital budgets and decision-making processes, as shown in

Table ES - 9. All costs provided are in 2025 dollars and include projected commitments for City of Vaughan-led initiatives only. Costs exclude property acquisition and reflect the capital cost of construction only, which is consistent with the City of Vaughan's Transportation Plan. York Region, YRT, and development-driven projects are not reflected in the cost summary provided.

Altogether, $316.4M worth of City-led capital infrastructure improvements are recommended for Vaughan Metropolitan Centre. $193.8M (61%) are associated with the Colossus Drive Grade Separation that is scheduled for completion prior to 2041.

$301.4M (95%) are directed towards multimodal improvements to the local street network while $15.0M (5%) are directed towards standalone active transportation improvements. Transit capital and operations-related improvements, as well as capital improvements along Regional facilities, are not costed in this TMP as they will be implemented by other agencies.

Altogether, $218.4M (69%) worth of City of Vaughan-led improvements are scheduled to be completed by 2041, with a further $98.0M (31%) by 2051.

Table ES - 10: Cost Summary

Mode	Improvement Type	2041	2051	City of Vaughan TOTAL
Street Network	Widening and Reconstruction	$7,700,000	$66,700,000	$74,400,000
	New Street Construction	$-	$25,100,000	$25,100,000
	Cycle Track-New Construction	$-	$300,000	$1,800,000
	Colossus Drive Grade Separation	$193,800,000	$-	$193,800,000
	New Signal	$2,900,000	$3,400,000	$6,300,000
Standalone Active Transportation Improvement	MUP-New Construction	$600,000	$1,000,000	$1,600,000
	AT Link-Existing Structure Improvement	$5,400,000	$400,000	$5,400,000
	New AT Crossing over Highway 400	$-	$-	$-
	New AT Crossing over Highway 7	$-	$-	$-
	New Elevator	$8,000,000	$-	$8,000,000
TOTAL		**$218,400,000**	**$98,000,000**	**$316,400,00**

Measuring and Monitoring Progress

It is recommended that the City of Vaughan monitor both the implementation of recommended improvements and their impacts on the vision**.** An initial data collection framework was developed to serve as a plan for monitoring progress, as shown in **Table ES - 11**.

It is recommended that, in addition to this initial monitoring plan, the City identify:

- Which department within the City is responsible for collecting and analyzing the data.
- A target for each KPI. Progress towards the target can be analyzed by setting the existing available indicators as a baseline and ensuring the indicators are updated when appropriate.
- A plan for the actions the City intends to take when a target is met or not met.
- A plan to regularly create status updates and progress reports.

Table ES - 12: Multi-modal data collection framework with key indicators

#	Mode	Indicator	Unit	Data Source	Frequency
1	Active Transportation	Total kilometres of on-road and off-road cycling facilities	Km	City of Vaughan York Region	Every 2 years
2	Active Transportation	Total kilometres of new sidewalks	Km	City of Vaughan	Every 2 years
3	Active Transportation	Number of collisions with pedestrians or cyclists	/	City of Vaughan	Every year
4	Active Transportation/ Transit	Number of existing and new bicycle end-trip facilities (bike parking, bike share, bus units with bike racks)	/	City of Vaughan	Every year
5	Transit	Number of kilometres of existing and new transit routes (Transit coverage)	Km	York Region Transit	Every 2 years

#	Mode	Indicator	Unit	Data Source	Frequency
6	Transit	Ridership	/	York Region Transit GO Transit	Every year
7	Transit	Effective kilometres travelled by transit units	Km	York Region Transit GO Transit	Every year
8	Car	Private vehicle ownership per household	Index (registered vehicles / household)	Transportation Tomorrow Survey (TTS)	Every 5 years
9	Car	Number of collisions with motorists	/	York Region Police OPP	Every year
10	Car	Total lane kilometres of new, repaved or newly-treated roads	Lane-km	City of Vaughan York Region	Every 3 years
11	Car	Daily Vehicle Kilometres Travelled (VKT)	Km	City of Vaughan (through York Region ABM)	Every 5 years
12	Car	Daily Vehicle Hours Travelled (VHT)	Hours	City of Vaughan (through York Region ABM)	Every 5 years
13	Car	Screenline analysis (volume/capacity)	Index (A.M. peak volume/capacity)	City of Vaughan (through York Region ABM)	Every 5 years
14	All Modes	Modal split (all trips)	Percentage of trips	City of Vaughan (through York Region ABM)	Every 5 years
15	All Modes	Number of daily trips per capita	Index (trips / capita)	Transportation Tomorrow Survey (TTS)	Every 5 years