

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.

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