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Communication

Vaughan Metropolitan Centre

Sub-Committee – May 21, 2025

Item No. 1

VMC Transportation Master Plan

Presentation to VMC Sub-committee

May 21, 2025

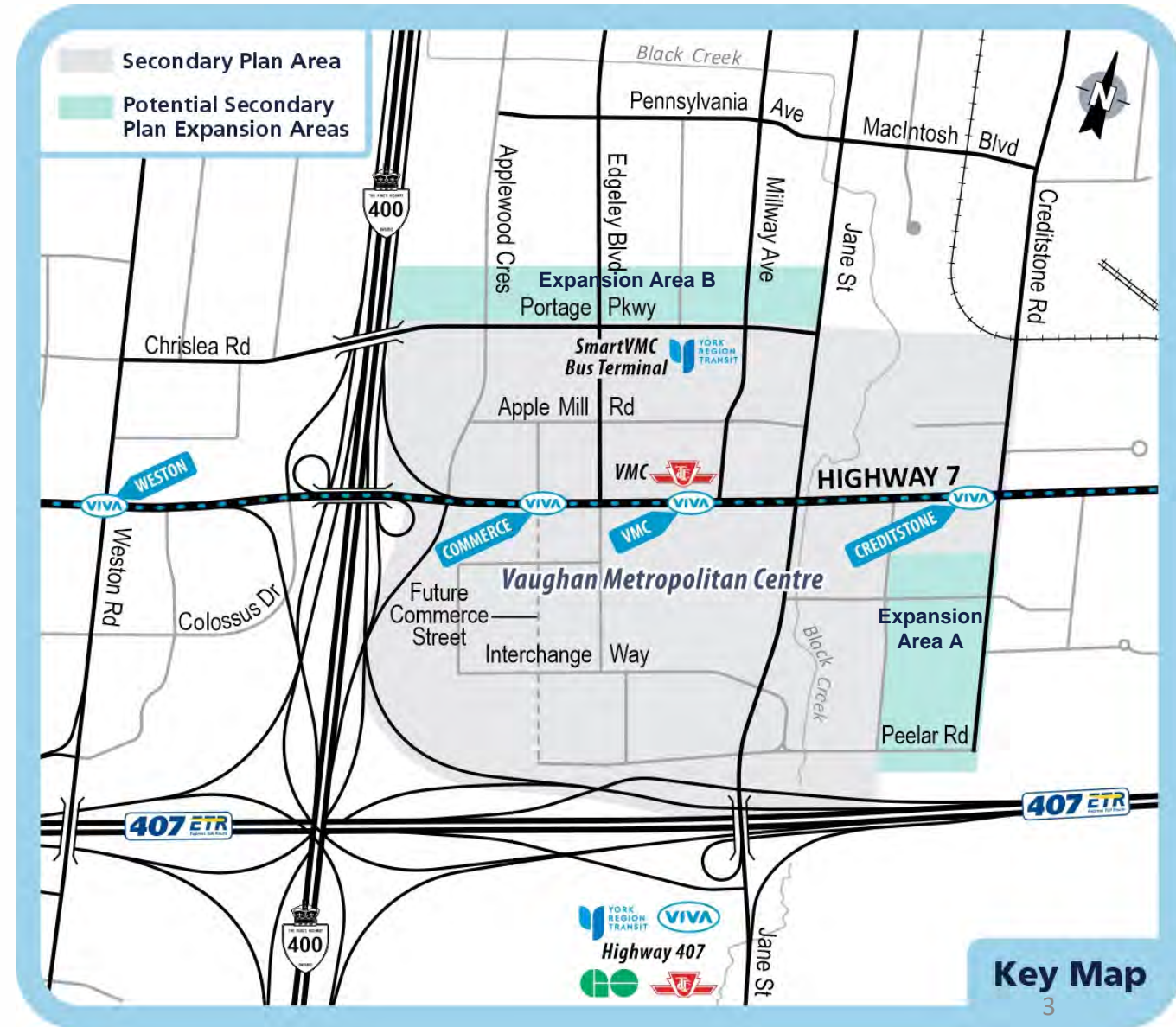
Agenda

- 1 Why Develop a VMC Transportation Master Plan (TMP) for the VMC Study Area?
- 2 Feedback received from Public Consultation
- 3 Preferred Multi-Modal Network and Street Cross-Sections
- 4 Recommended Transportation Policies
- 5 Implementation and Costing
- 6 Next Steps



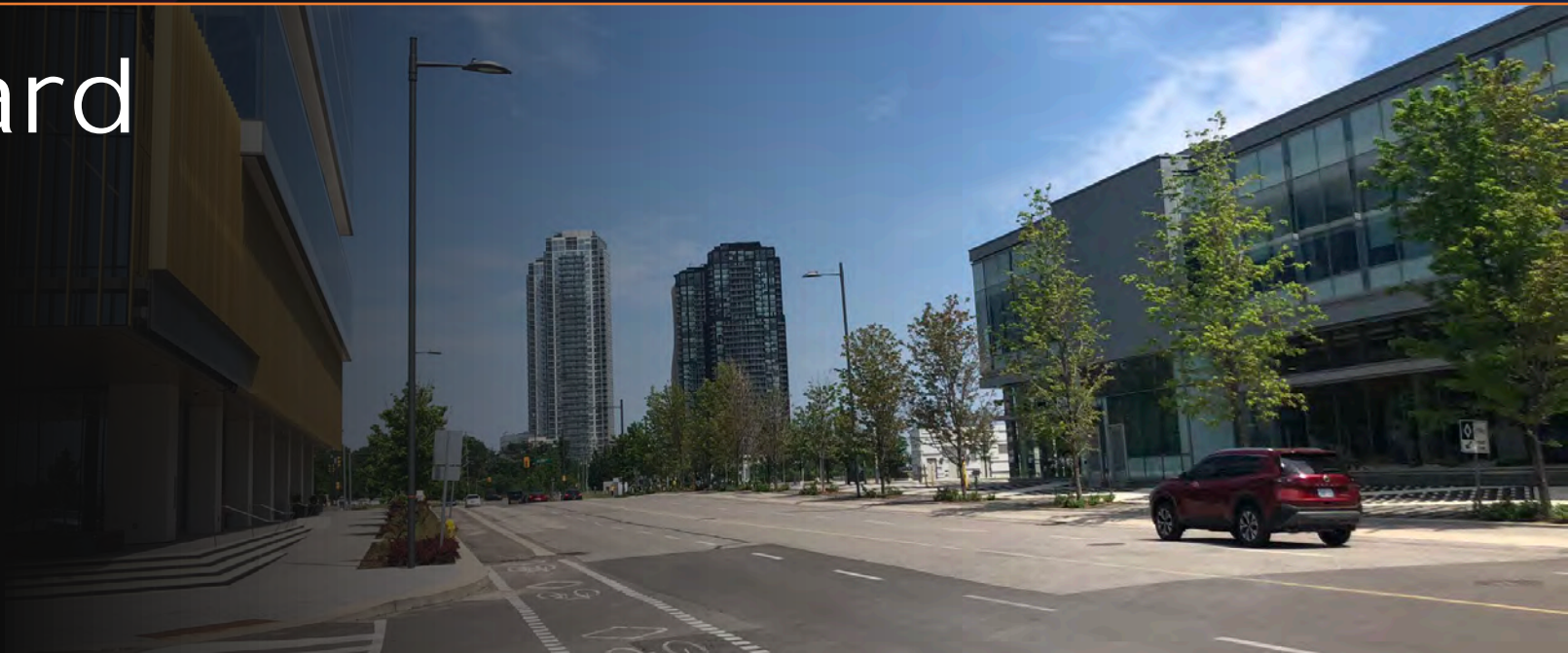
Why Develop a TMP for the VMC Study Area?

- Current VMC Transportation Master Plan (TMP) is over 10 years old.
- Transportation context has evolved; such as the opening of the VMC TTC subway station, which has contributed to significant residential development activity that surpassed the original 2031 forecasts.
- The new TMP will confirm transportation needs, supportive policies and a phasing strategy to 2051.
- The TMP is being carried out concurrently with the update of the Vaughan Metropolitan Centre Secondary Plan.



Public Consultation Feedback

What We Heard



Stakeholder Groups and Public Consultation

Stakeholder Groups

Technical Agency Committee

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

Landowner Group

Property Owners and Developers within the Secondary Plan Area



VMC Sub-Committee

**Vaughan
Metropolitan Centre
Transportation
Master Plan Project
Team**

**Vaughan
Metropolitan Centre
Secondary Plan
Project Team**

**Indigenous Communities
&
Public**

Feedback from Public Information Centre #1



Active Transportation Network:

- Promote mixed-use trails for both pedestrians and cyclists
- Develop a citywide network of cycle tracks and bike lanes
- Widen sidewalks
- Create an underground link from the YMCA to TTC subway
- Improve cyclist and pedestrian safety
- Address cars parking over bike lanes and physical barriers



Transit Network:

- Introduce a shuttle service
- Establish a transfer stop connecting Viva BRT to the Barrie GO Line
- Relocate YRT local bus stops to the middle bus lanes
- Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way
- Implement a drop-off zone at VMC station, similar to Finch and Sheppard West subway stations



Street Network:

- Alleviate congestion by widening Edgeley Boulevard with a centre-left turn lane and exploring additional traffic solutions like extending Portage Parkway and widening Apple Mill Road

Feedback from Public Information Centre #3



Active Transportation Network:

- Improve pedestrian and cyclist access to VMC and Highway 407 Subway stations
- Secure bike/micromobility storage
- Provide physical protection at intersections for pedestrians and cyclists



Transit Network:

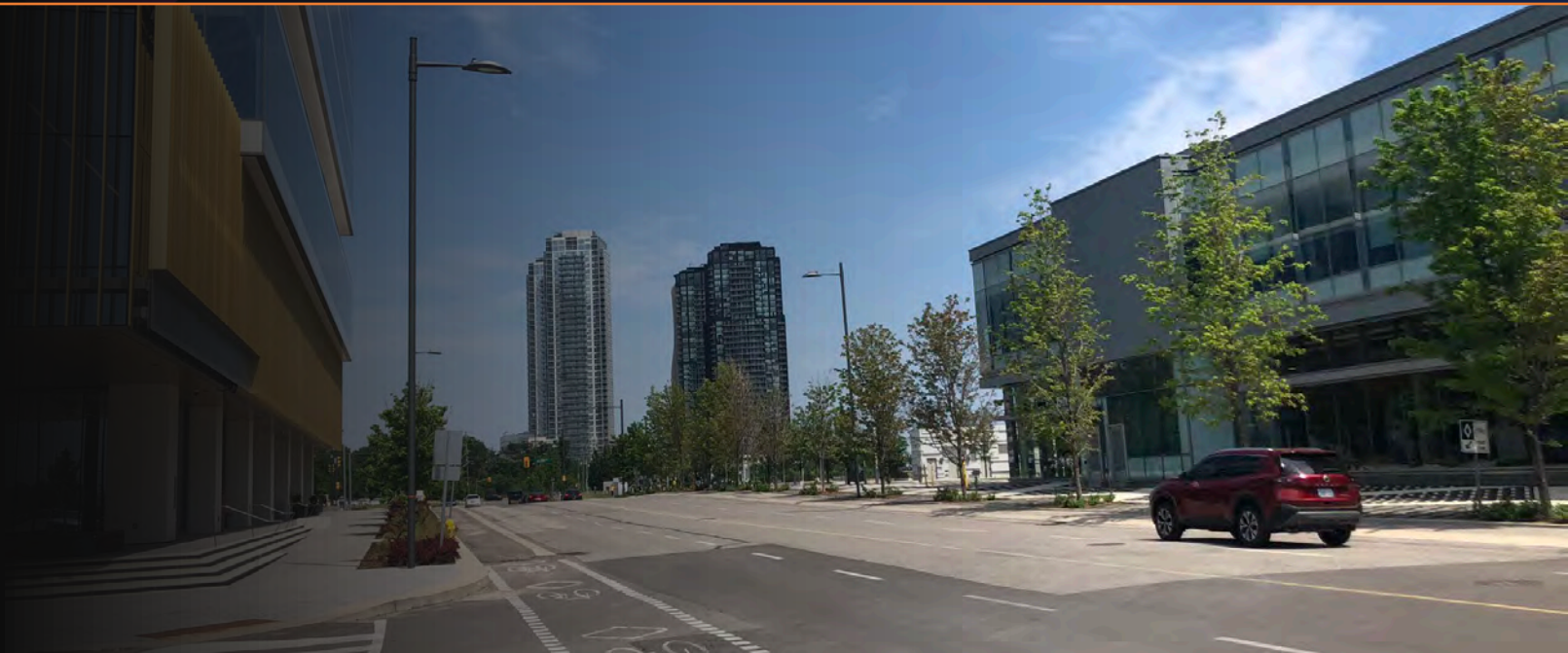
- Improve drop-off/pick-up areas at VMC station
- Create better integration of local transit stops along Highway 7
- Provide more dedicated bus lanes
- Provide more retail access near the subway station

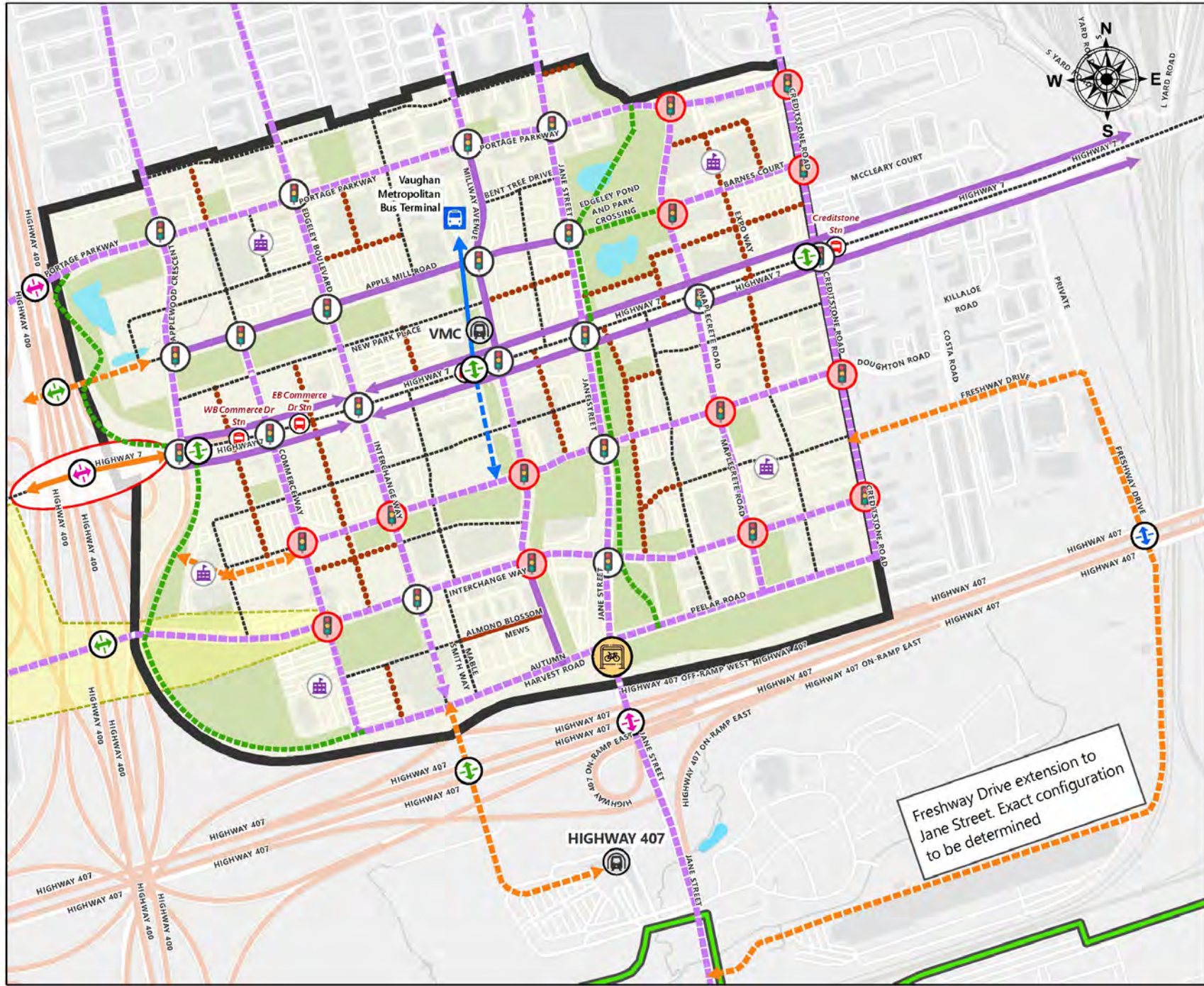


Street Network:

- Advanced pedestrian/ cyclist phasing at signals
- Stagger road construction to not overwhelm the community
- Provide alternative routes for transport trucks and one-way local roads to improve traffic flow

Preferred VMC Multi-Modal Network

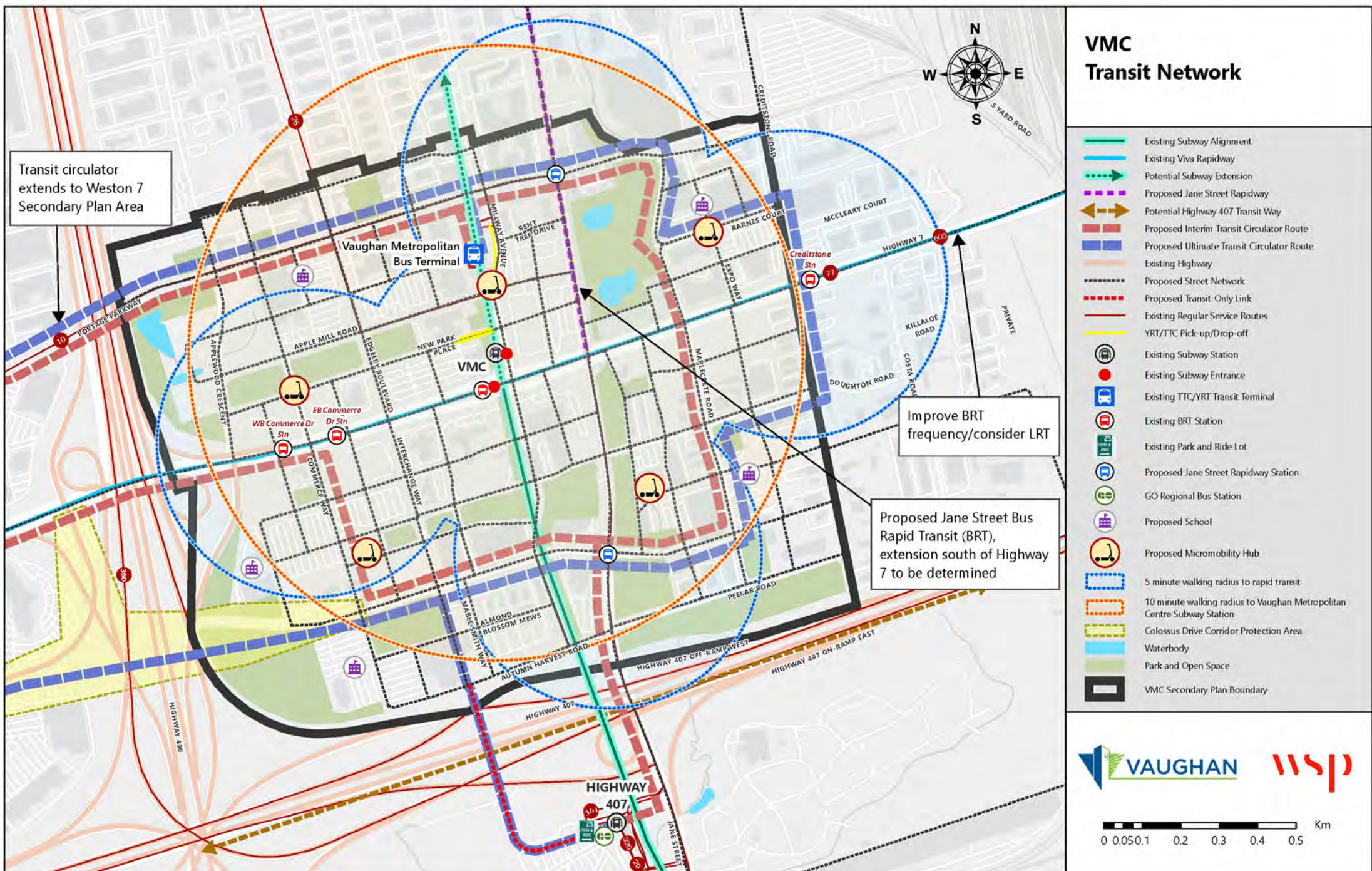


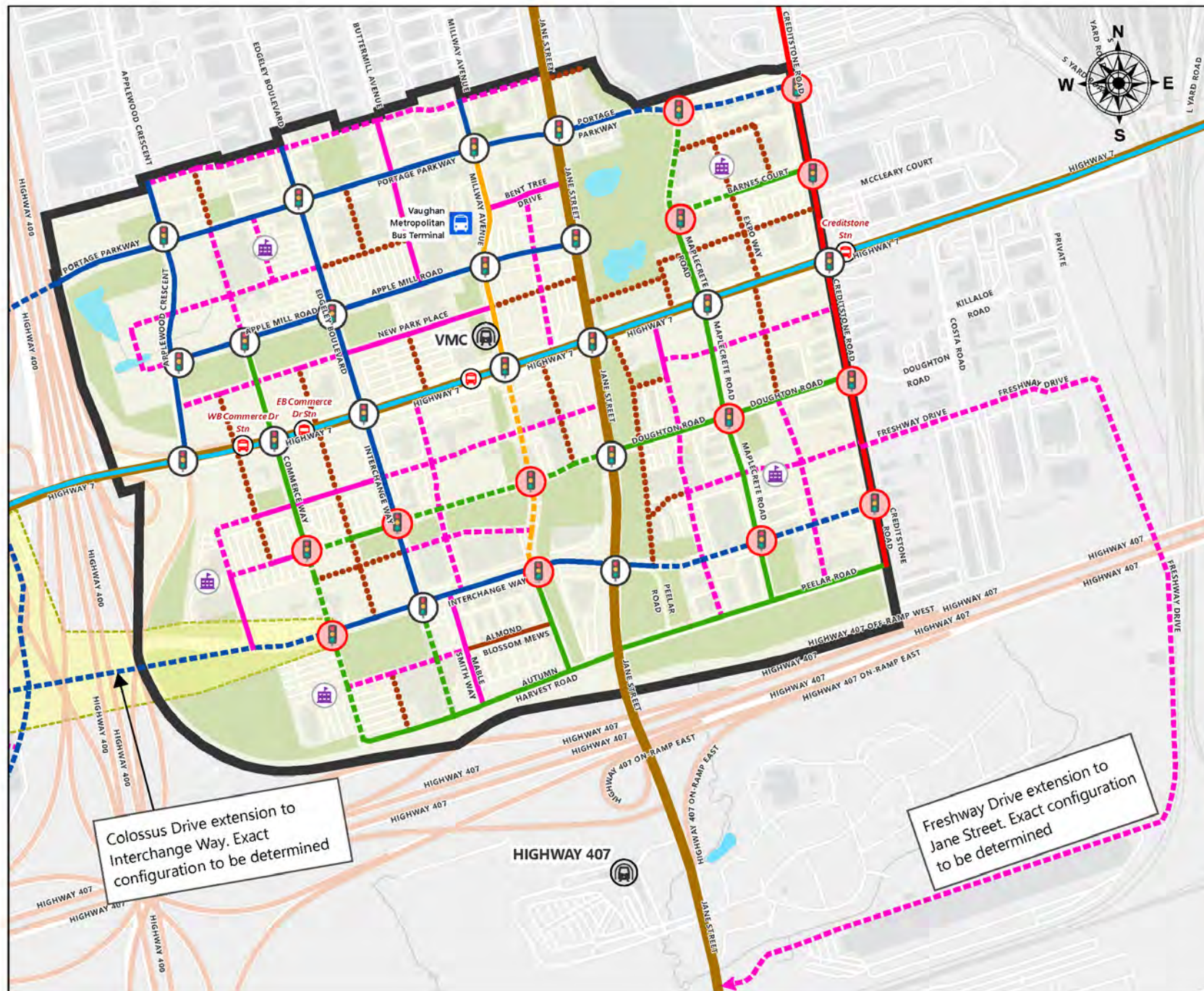


VMC Active Transportation Network

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

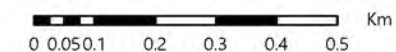
Freshway Drive extension to Jane Street. Exact configuration to be determined



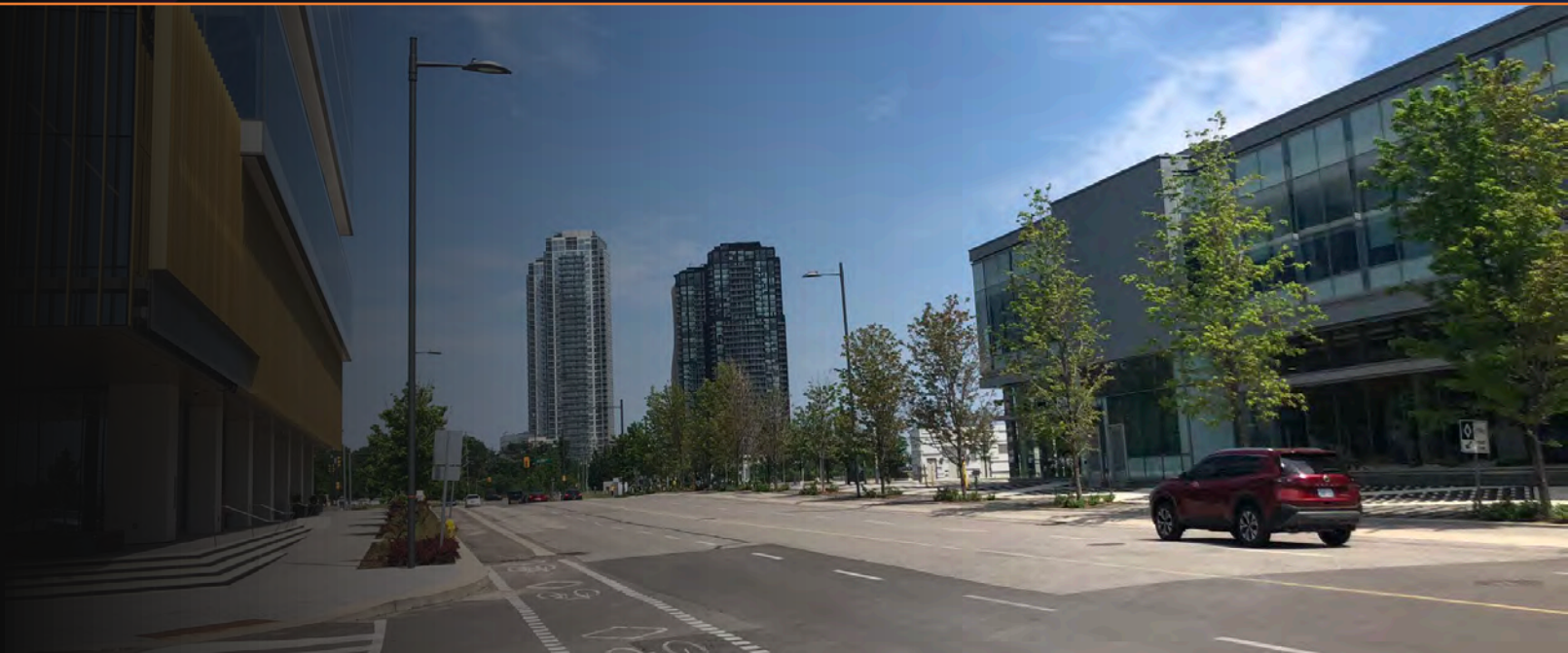


Street Network with Road Classification

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

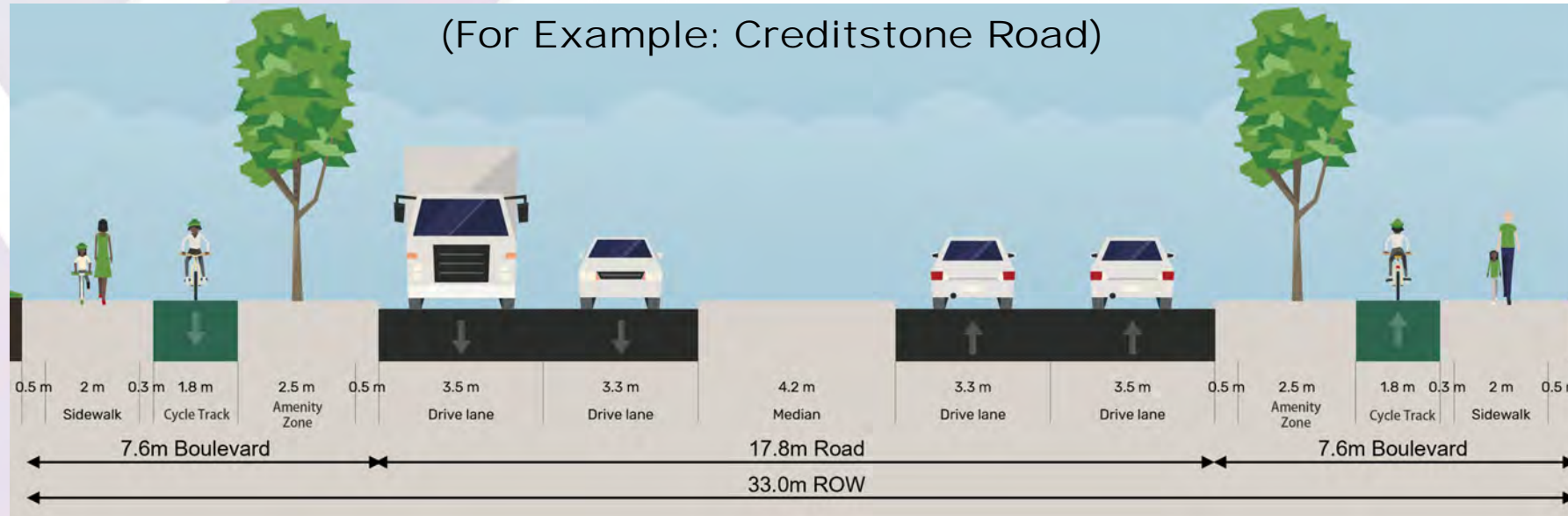


Proposed Cross-Sections



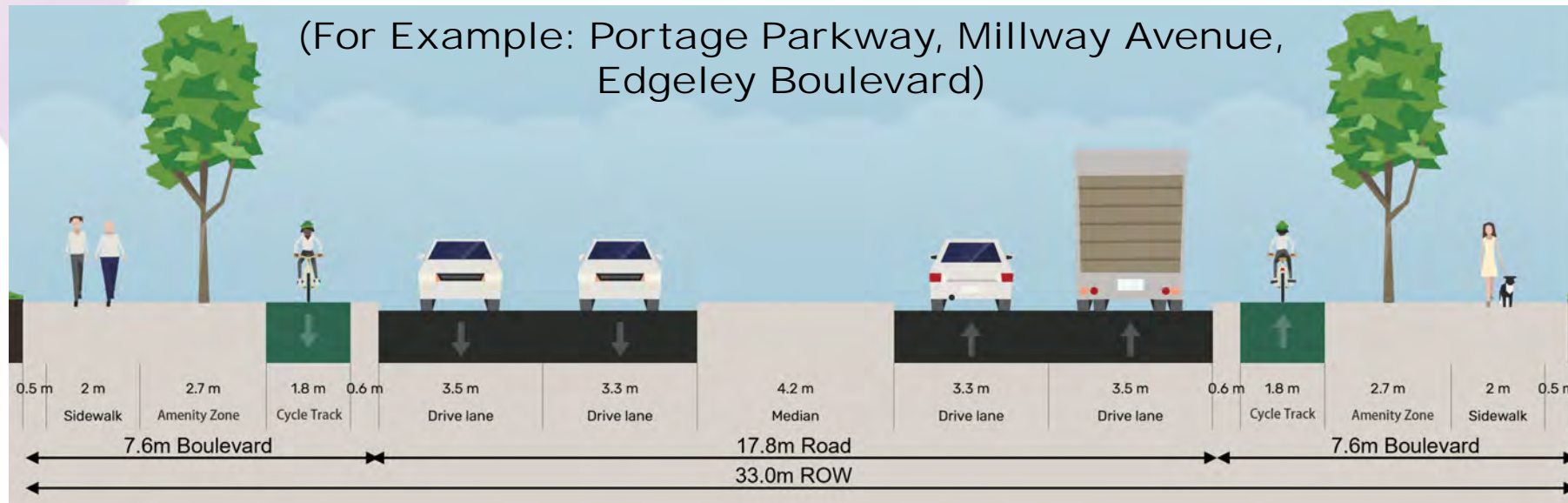
Minor Arterial and Major Collector

(For Example: Creditstone Road)



Minor Arterial

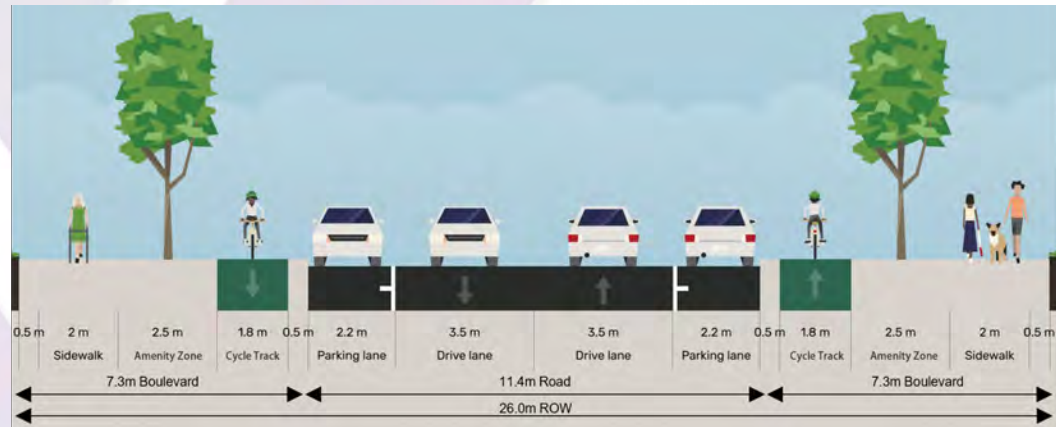
(For Example: Portage Parkway, Millway Avenue, Edgeley Boulevard)



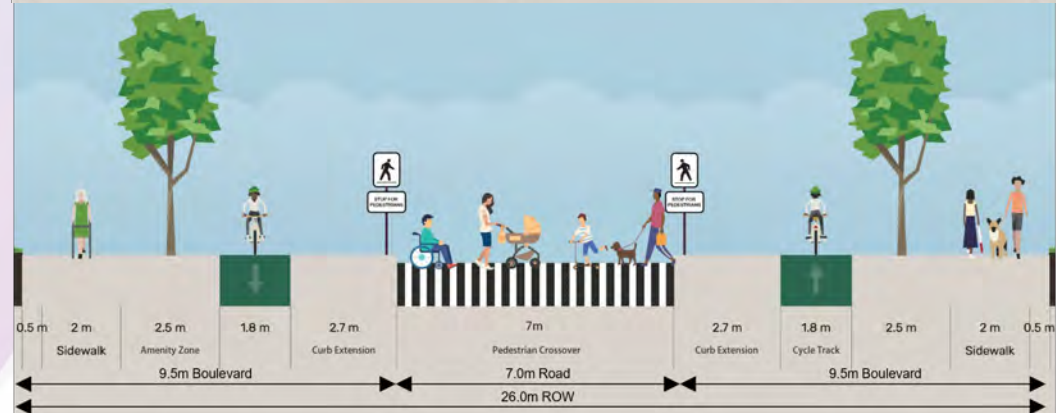
Major Collector

Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Autumn Harvest Road)



Midblock



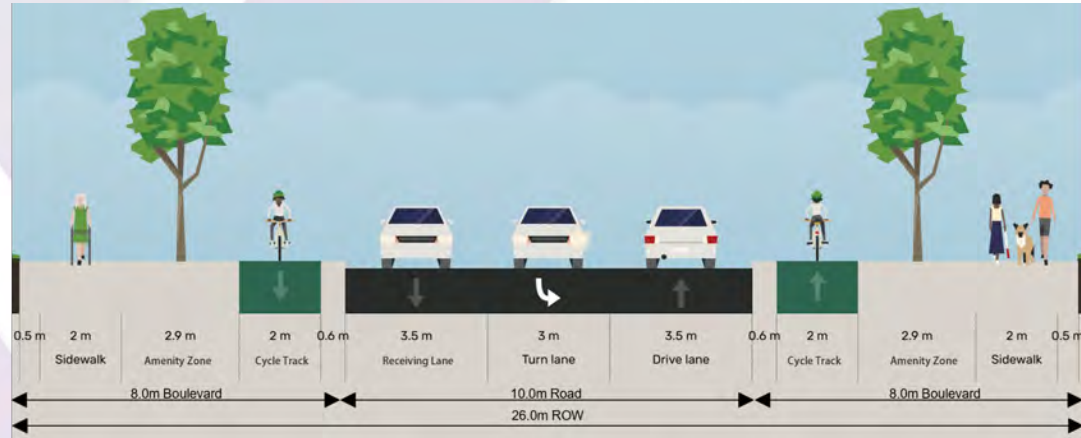
Midblock Pedestrian Crossing



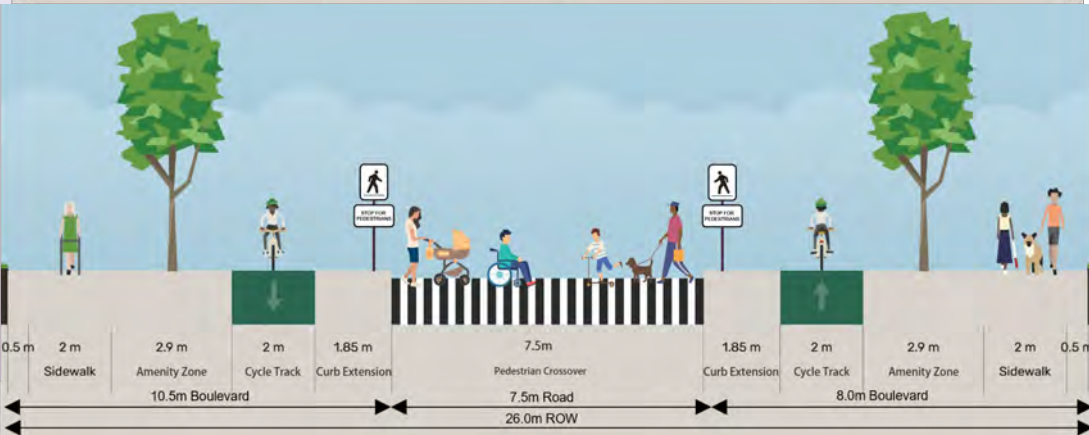
Intersection

Minor Collector - Parking on One Side

(For Example: Maplecrete Road, Doughton Road, Autumn Harvest Road)



Midblock



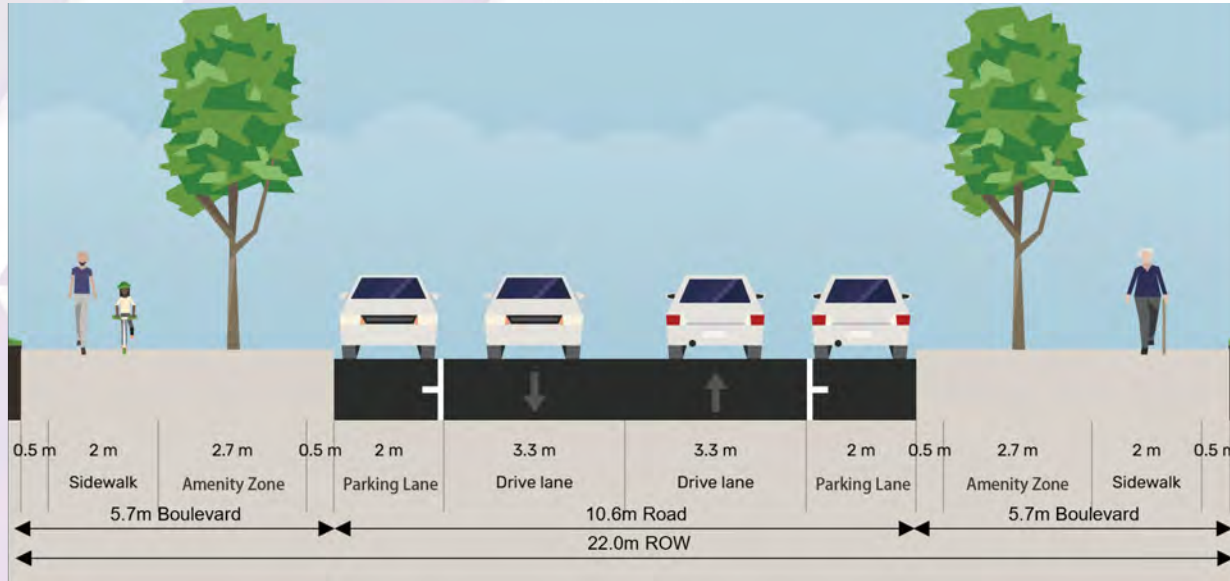
Midblock Pedestrian Crossing



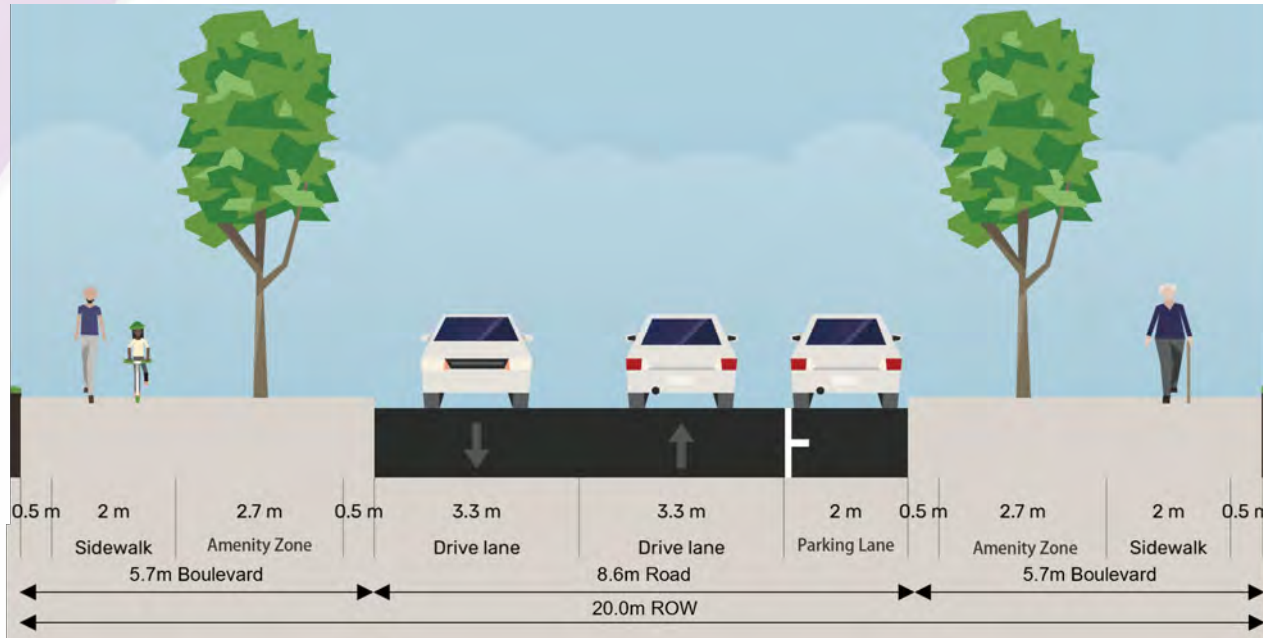
Intersection

Local

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



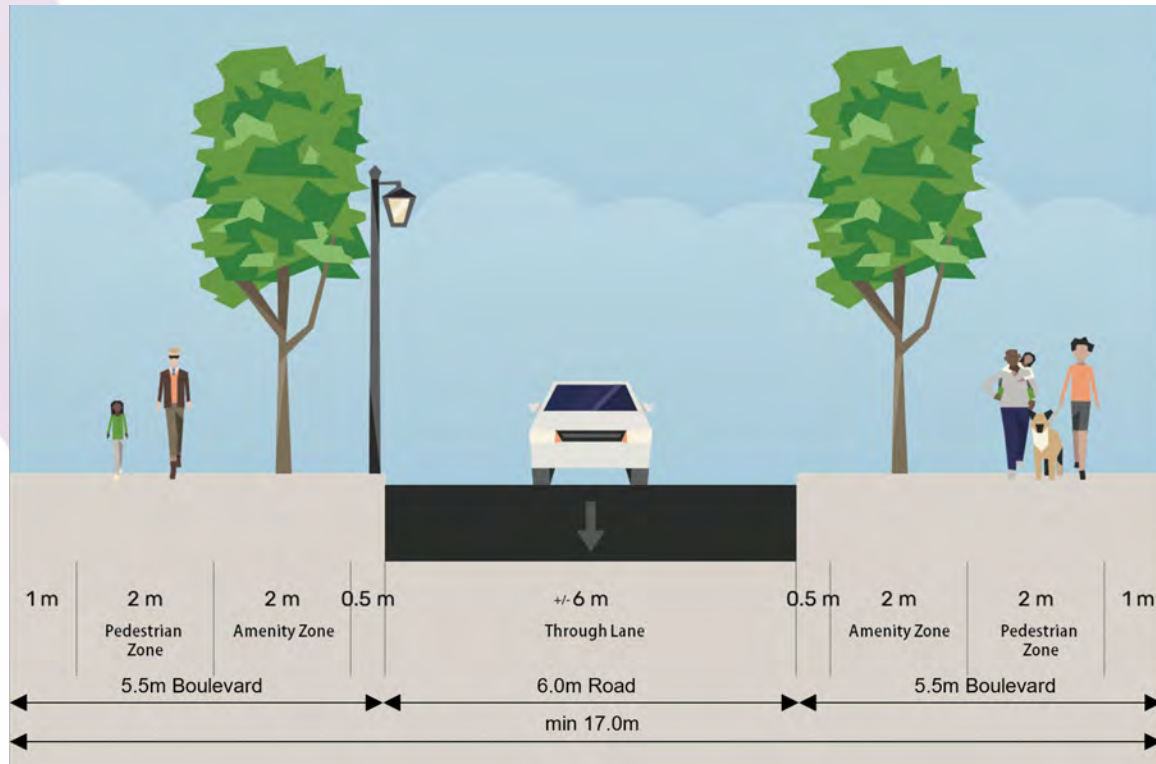
Parking on Both Sides



Parking on One Side

Vehicular and Non-Vehicular Mews

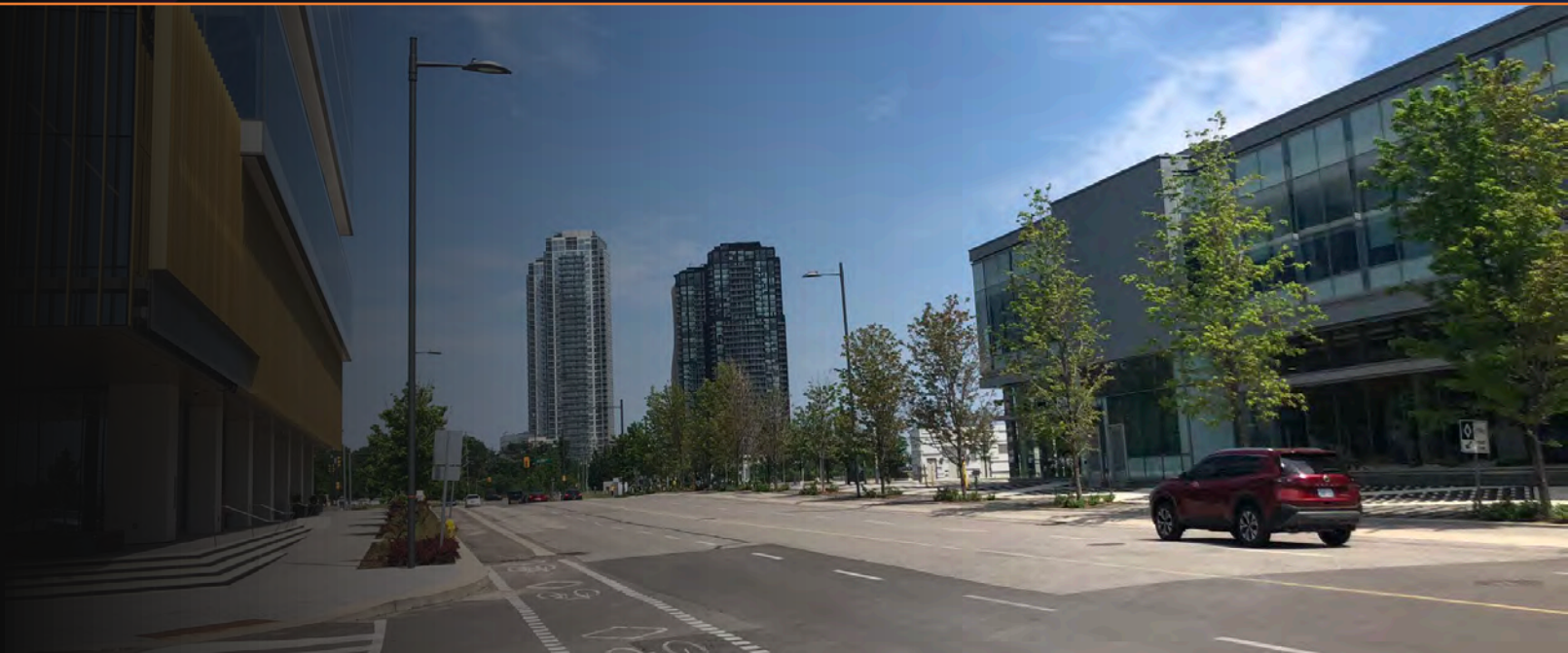
Mews Street with Laneway



Mews Street without Laneway



Supportive Transportation Policies



Transportation Demand Management

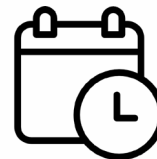


Policy Recommendations

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

Education & Outreach Recommendations

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



Infrastructure Recommendations

- Design pedestrian-oriented spaces and streets, such as car-free and car-light realms
- Implement a network of All Ages and Abilities separated cycling facilities to support biking and micromobility use
- Improve active transportation connections
- Ensure universal design for all ages and abilities
- Work with the Region to improve transit stop design
- Consolidate/eliminate driveways and accesses on major collector and arterial roads where possible

Parking

New Parking Recommendations

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



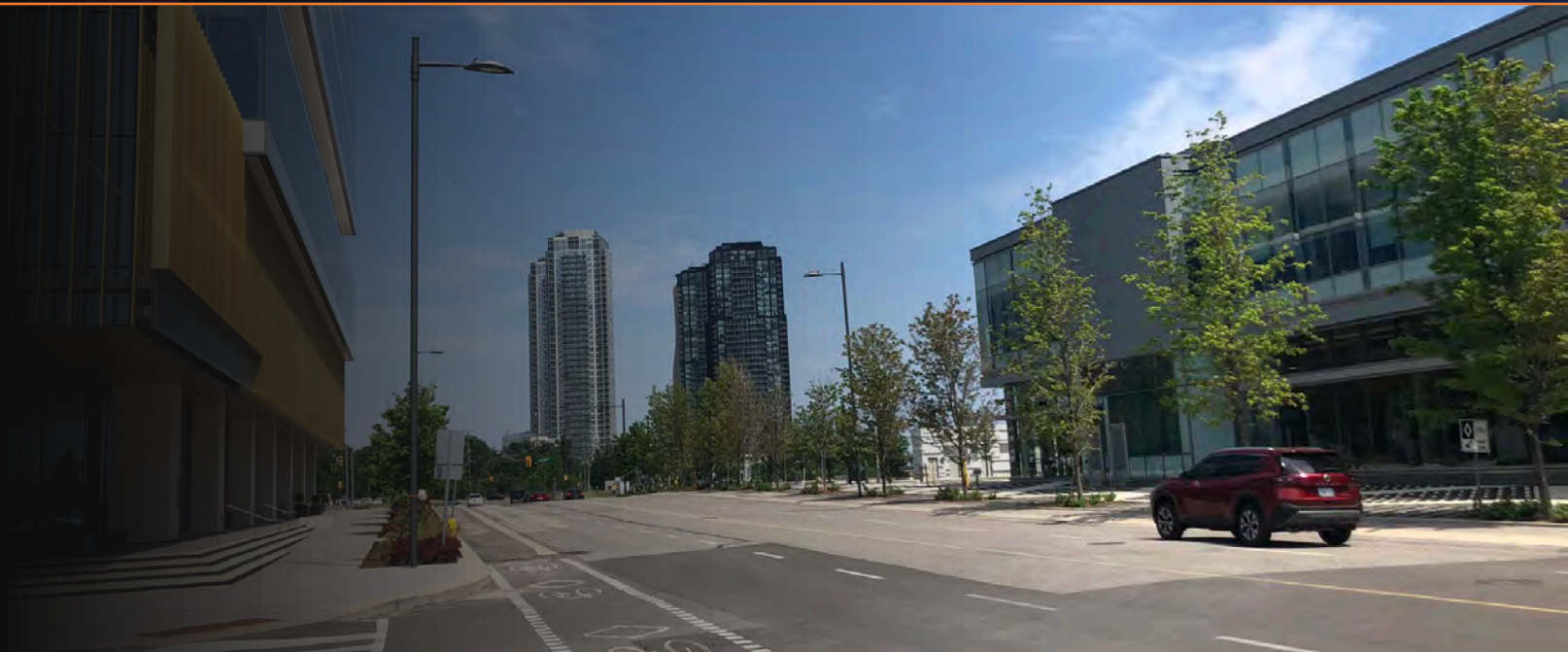
Eco-friendly Short Distance Transport

New Recommendations

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



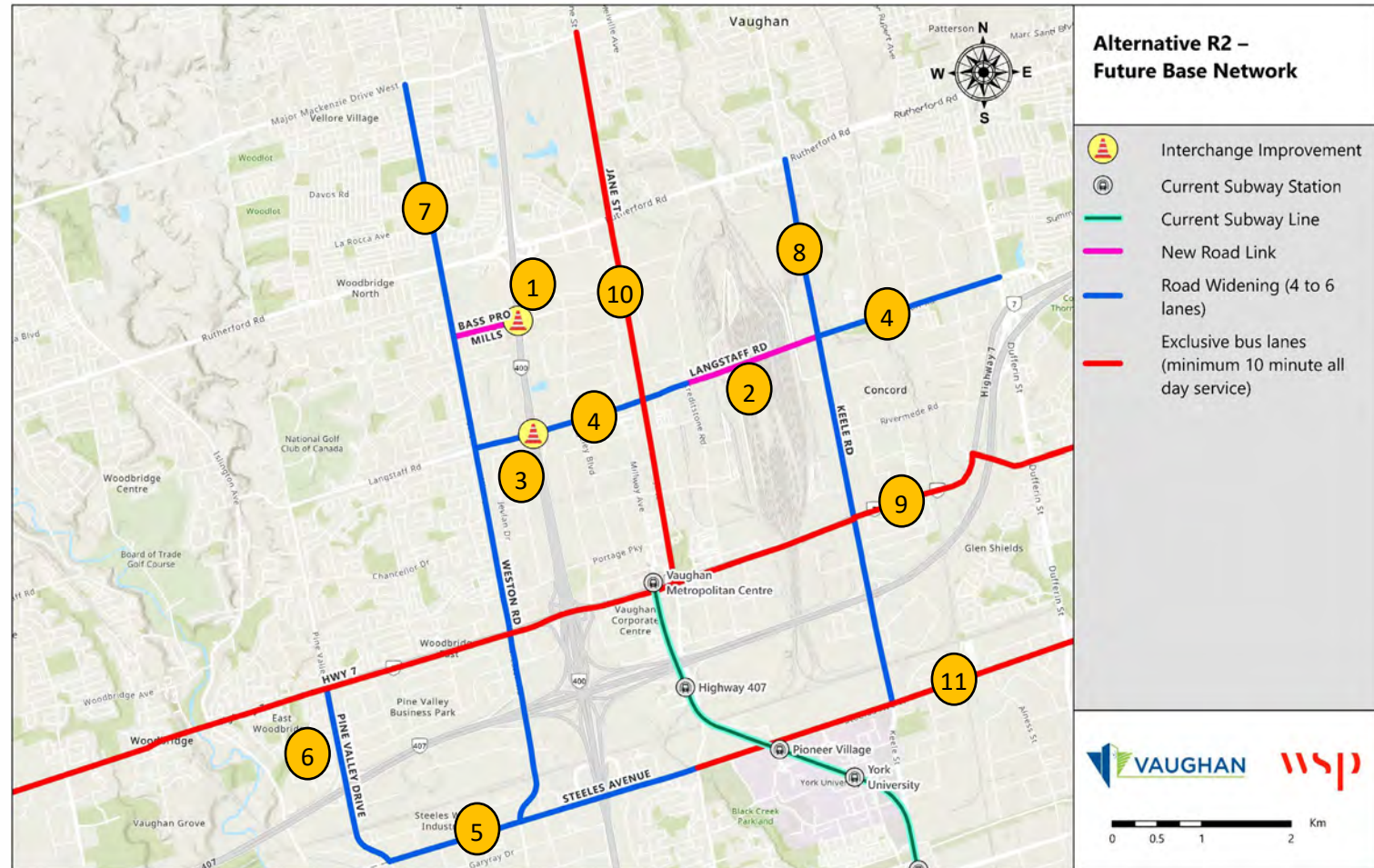
Implementation & Costing



2041 Regional Network Improvements

Summary of Improvements:

1. **Bass Pro Mills** extension from Highway 400 to Weston Road
2. **Langstaff Road connection** at CN Yard
3. **Langstaff Road full interchange** at Highway 400
4. **Langstaff Road widening** between Weston Road and Dufferin Street
5. **Steeles Avenue widening** between Jane Street and Pine Valley Drive
6. **Pine Valley Drive widening** between Highway 7 and Steeles Avenue
7. **Weston Road widening** between Steeles Avenue and Major Mackenzie Drive
8. **Keele Street widening** between Steeles Avenue and Rutherford Road
9. **Highway 7 viva 10 minute frequency**
10. **Jane Street Rapidway with 10-minute frequency** between Highway 7 and Major Mackenzie
11. **Steeles Avenue Bus Rapid Transit** between Kennedy Road and Jane Street



Summary of Local Priorities

Short-Term Improvements



Millway Ave protected bicycle lanes



Portage Parkway widening Applewood Crescent to Jane Street



Portage Parkway active transportation improvements over Hwy 400



Black Creek Trail (Portage Parkway to Peelar Road)



Shared micromobility pilot



Car-share program



Permanent paid parking program



Portage Parkway extension Black Creek to Creditstone Road



Colossus Drive crossing of Hwy 400 to align with Interchange Way

Summary of Local Improvements

Medium-Term Improvements (by 2041)

 Highway 7 Rapid Transit (10-minute service)

 Jane Street Rapidway (10-minute service)

 Transit circulator connecting VMC and W7

 Jane Street Active Transportation Elevator

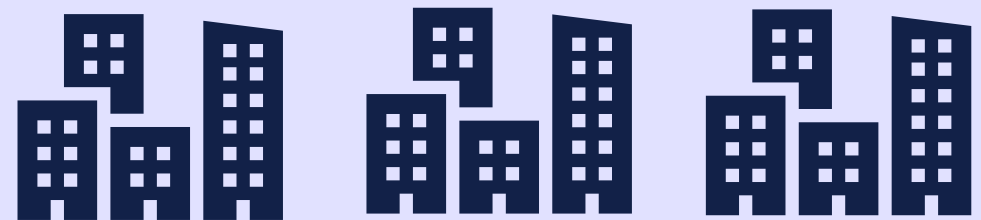
 Jane Street Structure AT Improvements across
407-ETR

 Highway 7 Weather Protection

- Cover Hwy 7 median across Hwy 400

 Creditstone Road

- Widening and reconstruction (Portage Pkwy to Exchange Ave)



Summary of Local Improvements

Long-Term Improvements (by 2051)



West Side Trail

- MUP connecting Exchange Ave, Hwy 7 and Portage Pkwy



Barnes Court

- MUP, widening, new construction and reconstruction (Jane St to Creditstone Rd)



Doughton Road

- MUP, new construction, widening and reconstruction (west of Commerce Way to Creditstone Rd)



Interchange Way

- New construction, reconstruction and widening (Celebration Ave to Creditstone Rd)



Autumn Harvest Road/Peeler Road

- Widening and Reconstruction (Commerce Way to Creditstone Rd)



Applewood Crescent

- Cycle track construction (Portage Pkwy to Hwy 7)



Commerce Street

- Widening, new construction, reconstruction and construction of new cycle track (Apple Mill Rd to Exchange Avenue)



Edgeley Boulevard

- Widening, reconstruction, new construction (New Street A to Exchange Ave)



Millway Avenue

- Widening, reconstruction and new construction (New Street A to Exchange Ave)



Maplecrete Road

- New construction, construction of new cycle track, widening and reconstruction (Portage Pkwy to Exchange Ave)

Summary of Local Recommendations

Development Driven Improvements



Highway 7 AT Crossing near Applewood Crescent



VMC Subway Station Pedestrian Tunnel to Interchange Way

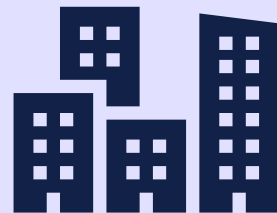


Highway 7 AT Crossing near Creditstone Road



New AT-only Crossing of Highway 400 (at Apple Mill Road)

➤ Connects VMC to W7



Implementation & Costing

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 Signals	\$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 Elevator	\$8,000,000	\$-	\$8,000,000
TOTAL		\$218,400,000	\$98,000,000	\$316,400,000

Values reflect capital cost of construction only and exclude land acquisition-related costs

Next Steps

- 1 Obtain Council Approval - Committee of the Whole (June 2025)
- 2 File the TMP Report and initiate the 30-day commenting period
- 3 Implement TMP Recommendations

Presented by:

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Thank you



DOWNTOWN

vaughan

METROPOLITAN CENTRE