

# 2025 Annual Report

## MOVESMART

### MOBILITY MANAGEMENT STRATEGY



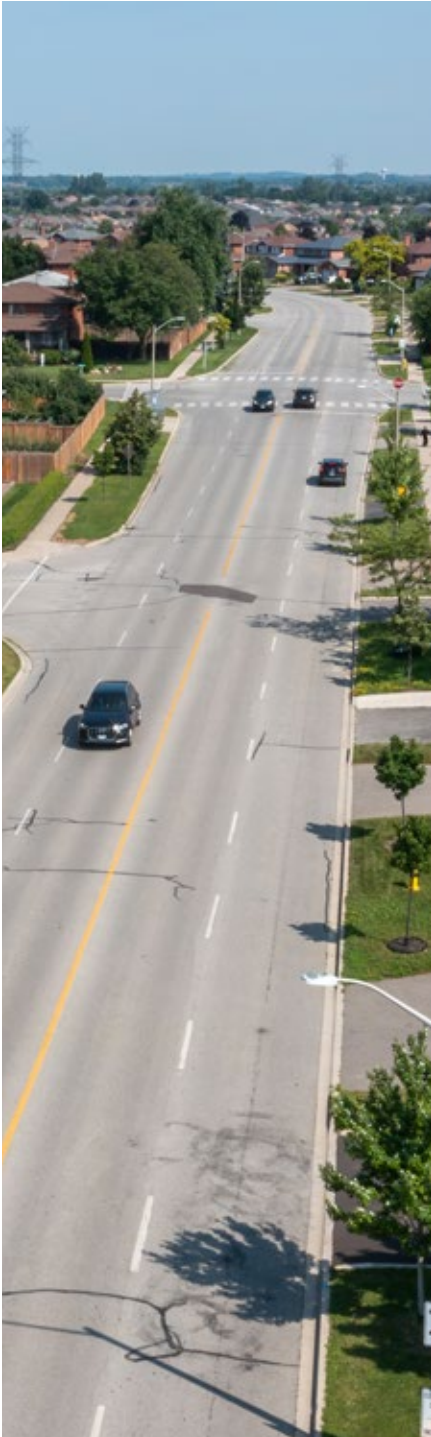
# MOVESMART

## MOBILITY MANAGEMENT STRATEGY



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





# Table of Contents

Message from the Mayor .....	4
Message from the City Manager .....	5
Message from the Deputy City Manager.....	6
Message from the Director.....	7
What is MoveSmart? .....	9
MoveSmart Mobility Management Strategy .....	10
MoveSmart: Year Four in Review .....	12
The MoveSmart Momentum Continues.....	14
Tackling Speeds with a Dual Approach .....	16
Mobility Management Program .....	30
Sustainable Mobility Program.....	34
Traffic Data Management Program .....	38
Public Awareness Initiatives.....	42
Horizon Chart .....	44
Moving Forward .....	46



# Message from the Mayor



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

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven Del Duca'.

Steven Del Duca  
**Mayor of Vaughan**

# Message from the City Manager



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

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

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

Thank you,

A handwritten signature in black ink, appearing to read 'Z. Postic', written over a faint circular stamp.

Zoran Postic  
**City Manager**



# Message from the Deputy City Manager

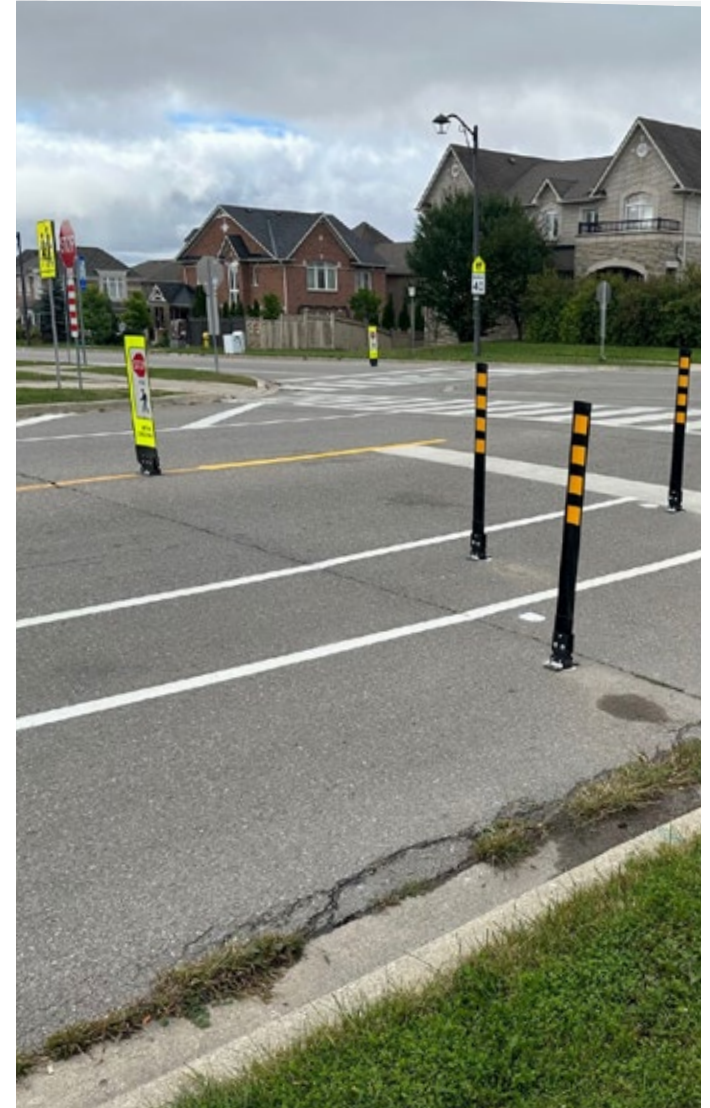


I am pleased to share the fourth annual MoveSmart Mobility Management Strategy report. With Vaughan's continued growth, the need for safe, efficient and sustainable transportation remains a top priority.

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

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

Emilie Alderman  
**Deputy City Manager, Public Works**





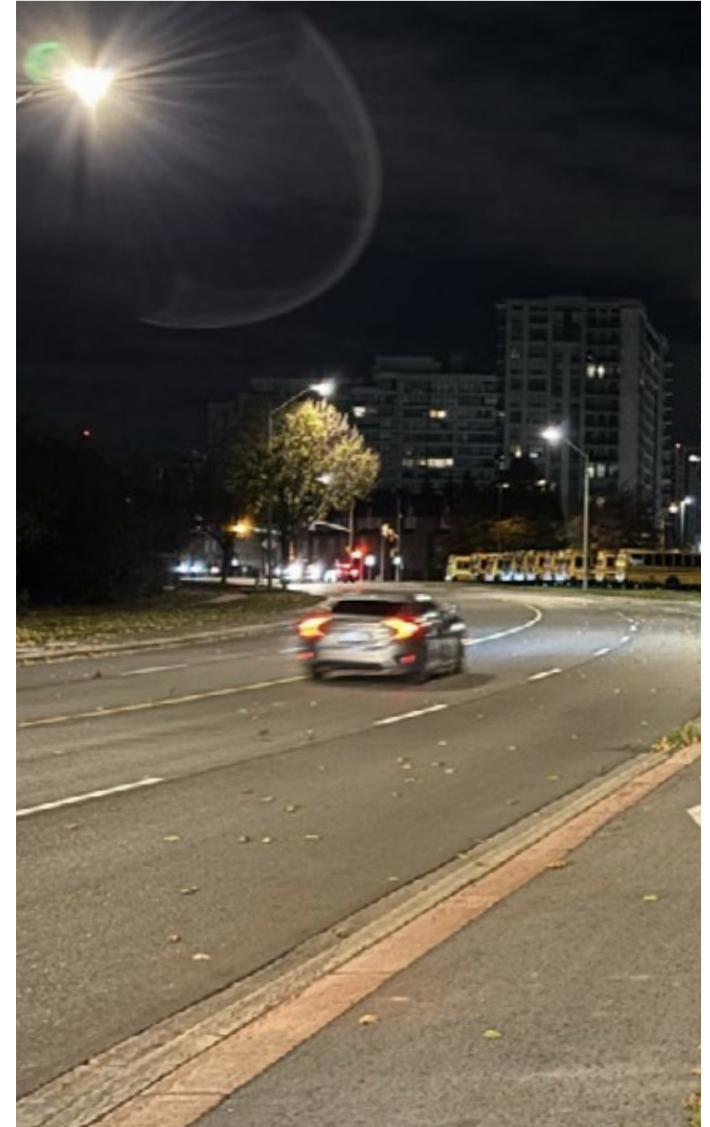
# Message from the Director



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

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

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

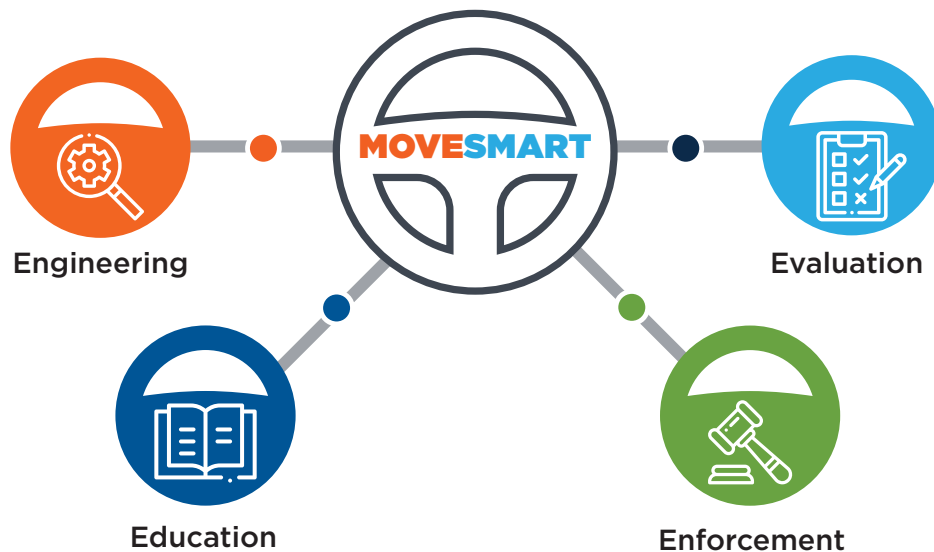


# City growth and progress

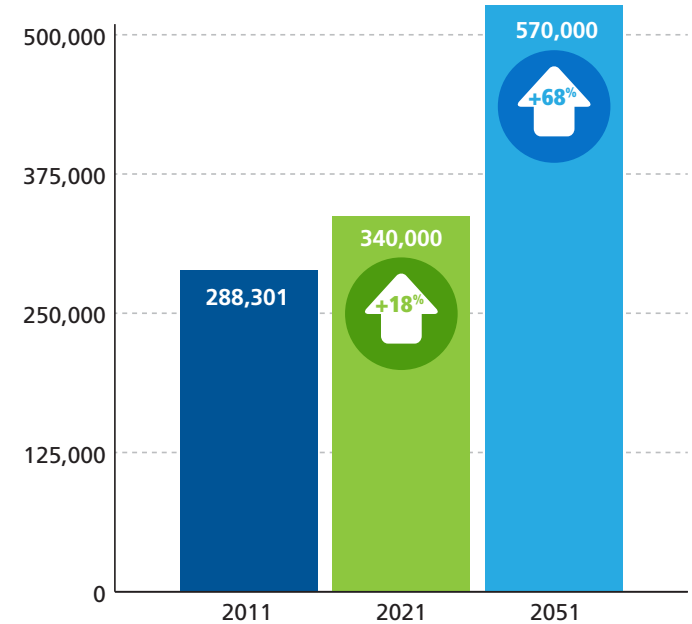
With thousands of businesses and more than 344,000 residents, Vaughan is one of Ontario's fastest-growing municipalities. To keep up with the increase in travel demand, the City initiated the MoveSmart Mobility Management Strategy (MoveSmart) in 2021.

## Four E's of Road Safety

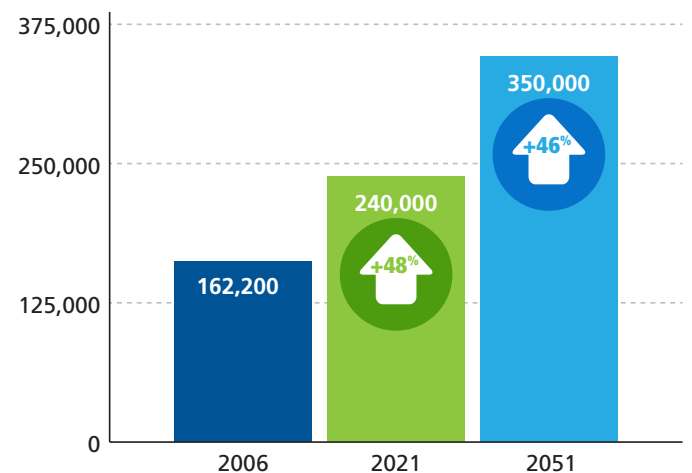
MoveSmart helps form and direct the City's vision to provide a safer, more efficient and sustainable transportation system. The City continues to focus on ensuring an efficient and reliable transportation system that ultimately gets citizens and businesses where they need to go.



## Population



## Jobs





# What is MoveSmart?

## Connecting people, places and communities

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



### **Road Safety Program –**

Increase road safety and raise public awareness

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



### **Mobility Management Program –**

to improve efficiency through innovation and technology

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



### **Traffic Data Management Program –**

to assure the accuracy and availability of traffic data

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



### **Sustainable Mobility Program –**

to support active and sustainable transportation

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



## ROAD SAFETY PROGRAM

Increase road safety and raise public awareness

### 2021 / 2022



#### **In-Service Road Safety and Corridor Operational Review**

Identify safety measures for priority locations, community areas and corridors



#### **Neighbourhood Traffic and Speed Management Plan**

Improve safety and livability of neighbourhoods by calming traffic

### 2023



#### **Construction Management and Work Zone Safety Plan**

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



#### **Road Safety Strategic Plan**

Foster partnerships and a data-driven approach for improving safety

### 2024



#### **Network Screening and Annual Report**

Prioritize safety resources for roads and intersections



#### **Automated Speed Enforcement Plan**

Use technology for enforcement in school zones and other community areas



#### **Speed Compliance Plan**

Address speeding behaviour with feedback to drivers

### 2025



#### **Low-Cost Safety Countermeasures Plan**

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

### 2026



#### **Rail Transportation and Safety Plan**

Improve mobility while minimizing noise at crossings near residential area



#### **Heavy Traffic and Truck Routing Plan**

Manage heavy vehicle and truck transport throughout the city



## MOBILITY MANAGEMENT PROGRAM

Improve efficiency through innovation and technology

### 2021 / 2022



#### **Traffic Signal Control System and Upgrades**

Establish a traffic signal control system and upgrade field equipment



#### **Pavement Markings and Signs**

Replace and optimize markings and signs



#### **Update Streetlights**

Continue LED retrofit with smart adaptive features

### 2023



#### **Traffic Signal Operations and Maintenance**

Maximize the efficiency of traffic signal operations



#### **Curbside Parking Management**

Establish parking policies and procedures throughout the city



#### **Traffic By-Law Consolidation**

Consolidate the City's road-related by-laws



#### **Intelligent Transportation System (ITS) Strategy and Plan**

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

### 2024



#### **Traveller Information Systems**

Generate and present data to support travellers





## SUSTAINABLE MOBILITY PROGRAM

Support active and sustainable transportation

### 2021 / 2022



#### School Crossing Guards

Manage the City's school crossing guard program



#### Safer School Zones Plan

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



#### Input into Development Planning

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

### 2023



#### Pedestrian Infrastructure Enhancement Plan

Optimize and upgrade the City's pedestrian infrastructure



#### Creation of Community Safety Zones

Develop guidelines to create and operate Community Safety Zones

### 2024



#### Cycling Network Expansion

Optimize and upgrade the City's cycling infrastructure



#### Travel Demand Management Plan

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



## TRAFFIC DATA MANAGEMENT PROGRAM

Assure the accuracy and availability of traffic data

### 2021 / 2022



#### Traffic Data Needs Assessment

Identify traffic data requirements to support the MoveSmart Strategy



#### Traffic Data Management System

Procure and implement a traffic data management system

### 2023



#### Traffic Data Services

Enhance the City's traffic data collection programs and contracts



## COMMUNICATIONS AND PUBLIC AWARENESS INITIATIVE

Ongoing awareness of tangible benefits through communication and education



# MOVESMART

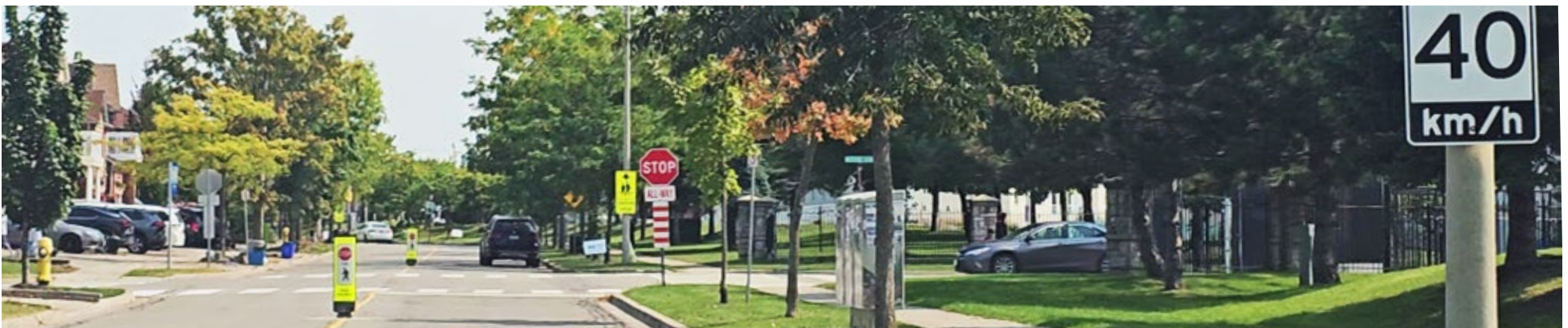
## Mobility Management Strategy



# MoveSmart: Year Four in Review



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



# Improvements are in the numbers

In 2024, the City:

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



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



# The MoveSmart Momentum Continues



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

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









# **TACKLING SPEED WITH A DUAL APPROACH**

An aerial photograph of a residential street. The left side of the image is overlaid with a semi-transparent blue triangle, and the right side is overlaid with a semi-transparent green triangle. The street features a white car parked on the right side, a crosswalk with white stripes, and traffic lights at an intersection. In the background, there are brick houses and green trees.

**Neighbourhood Area Traffic Calming Policy and  
Automated Speed Enforcement program**







# Neighbourhood Area Traffic Calming Policy

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

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

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

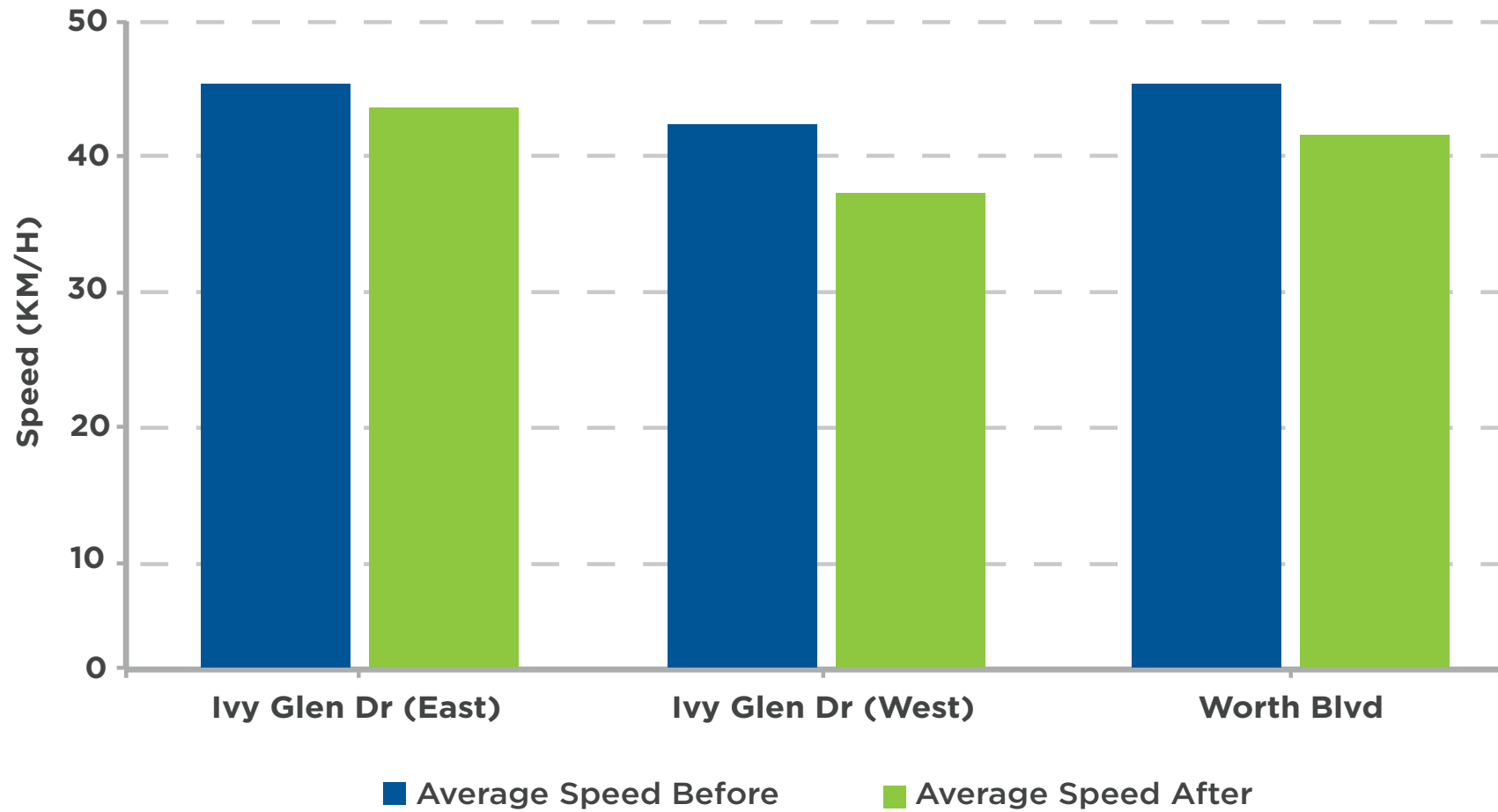


improvements across the city. By aligning long-term maintenance strategies with data-driven insights, Vaughan has created a sustainable framework for enhancing road safety city-wide.

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

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

## Average Speed at Planter Box Locations



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

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



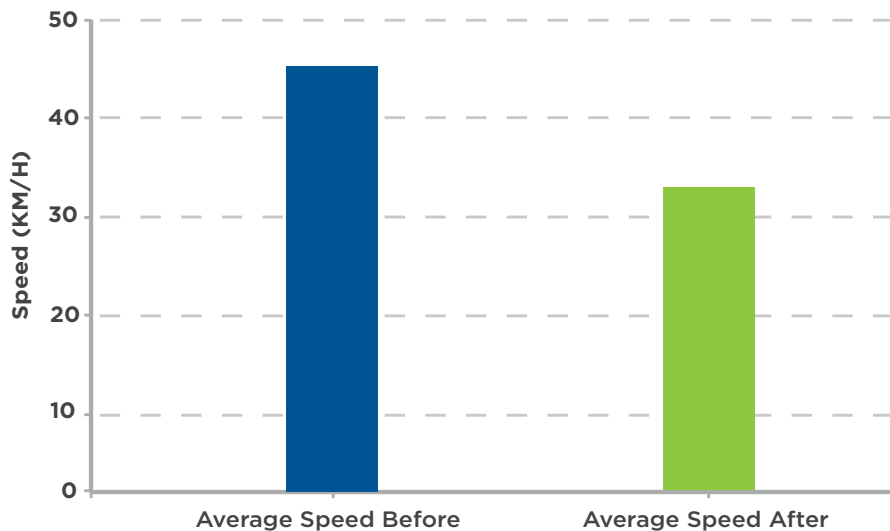
**Neighbourhood Traffic Calming Plan** offers several key benefits:

- **Enhanced road safety:** By implementing traffic calming measures that reduce vehicle speeds, the plan aims to continue to improve safety for all road users, including pedestrians, cyclists and motorists.
- **Community engagement:** Through close collaboration with community members, Vaughan Fire and Rescue Service, York Region and road safety partners like York Regional Police, the Plan ensures the measures are tailored to the specific needs of each neighbourhood.
- **Comprehensive approach:** The Plan includes a variety of traffic calming tools and measures, such as speed cushions, radar message boards and flexible posts, which are carefully selected based on the unique characteristics of each neighbourhood.
- **Data-driven decisions:** The Plan commits to include ongoing monitoring and evaluation of the traffic calming measures to ensure they are effective in advancing road safety in their communities. Data collected from these evaluations will help refine and improve the measures over time and where they will be most effective.
- **Policy update:** The Plan updates existing policies and procedures to ensure traffic calming measures are integrated into new and existing roads in Vaughan, setting a standard for safer roadways.

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



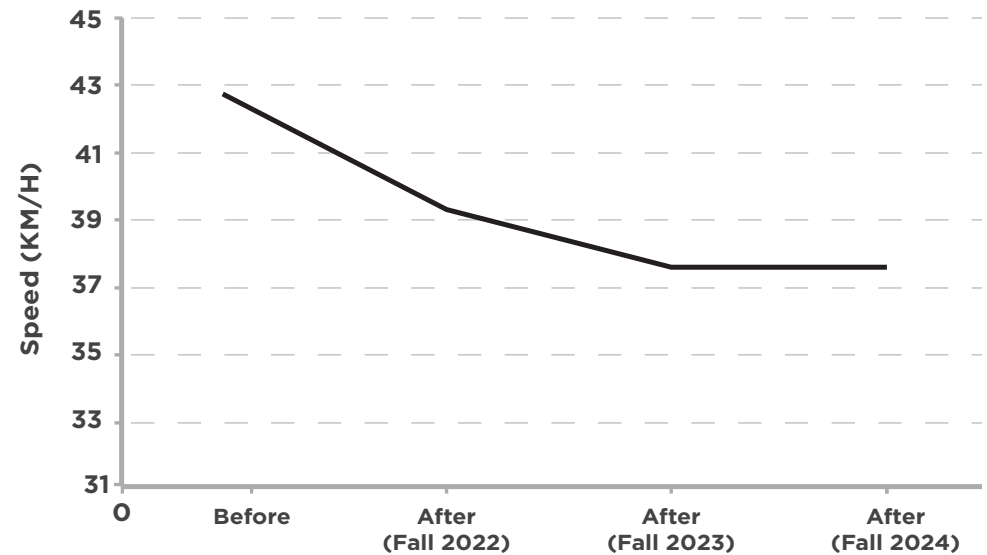
## Average Speeds at Speed Cushions



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

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

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



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

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

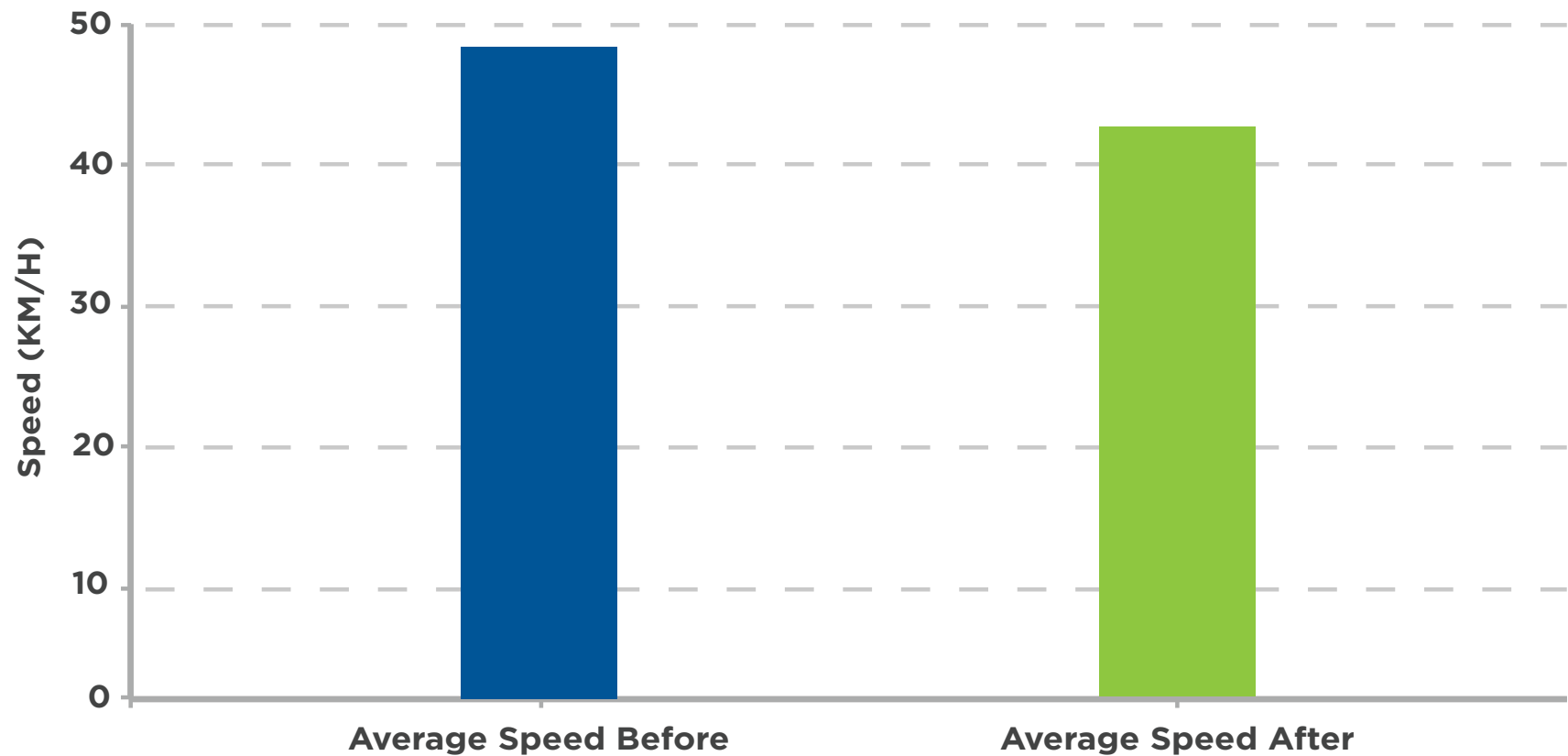
# Automated Speed Enforcement program

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

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



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



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

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

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

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







## SPOTLIGHT



### **In-road Safety Corridor Reviews:**

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

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

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

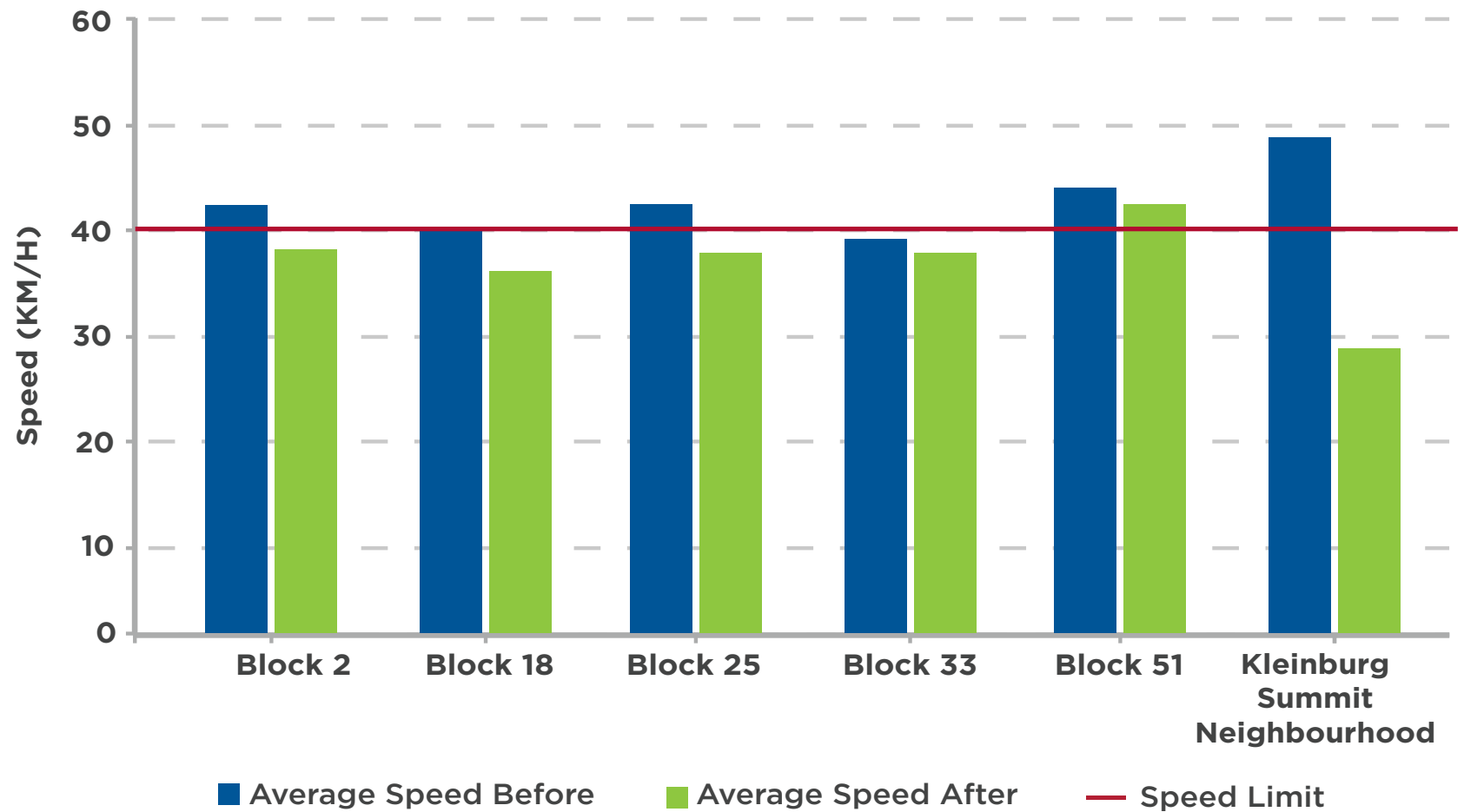
Initial recommendations for the Martin Grove In-Road Safety Corridor Review includes short- and long-term implementation plans to address specific priorities for the area. Below are some highlights:

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

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

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

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



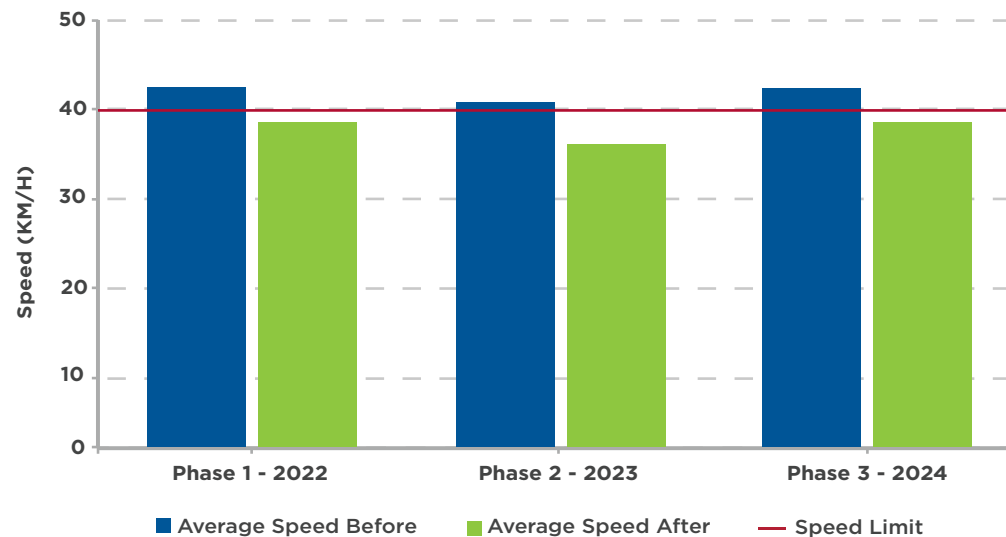
Average speeds **decreased by 8% or 4 km/h**, on average in Area 40 km/h Blocks that were implemented in 2024.



## NEW OR UPCOMING

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

**Average Speeds in All 40 km/h Block Locations**



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

## SPOTLIGHT



### **Construction Management and Work Zone Safety Plan:**

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

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

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



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

# Mobility Management Program

## COMPLETED OR ONGOING

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

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

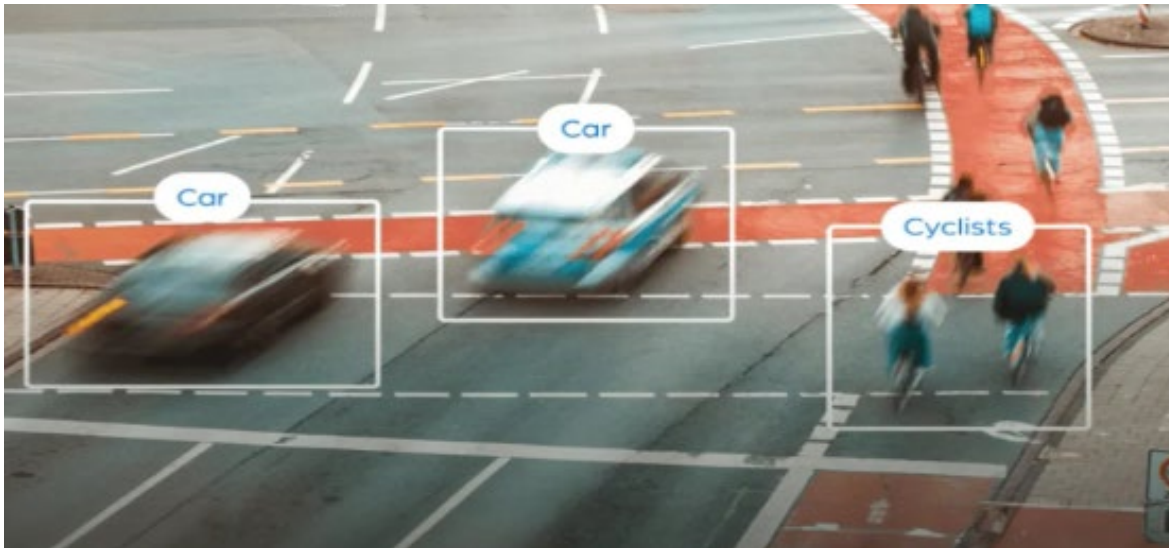
By implementing this ATMS solution, the City is positioned for immediate improvements in traffic management and long-term gains in efficiency, sustainability and overall quality of life for residents.

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





[illegible]



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

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

## NEW OR UPCOMING

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







# Sustainable Mobility Program



## COMPLETED OR ONGOING

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

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

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

signage upgrades and new pedestrian crossovers (PXOs).

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

### **Community Safety Zone Policy:**

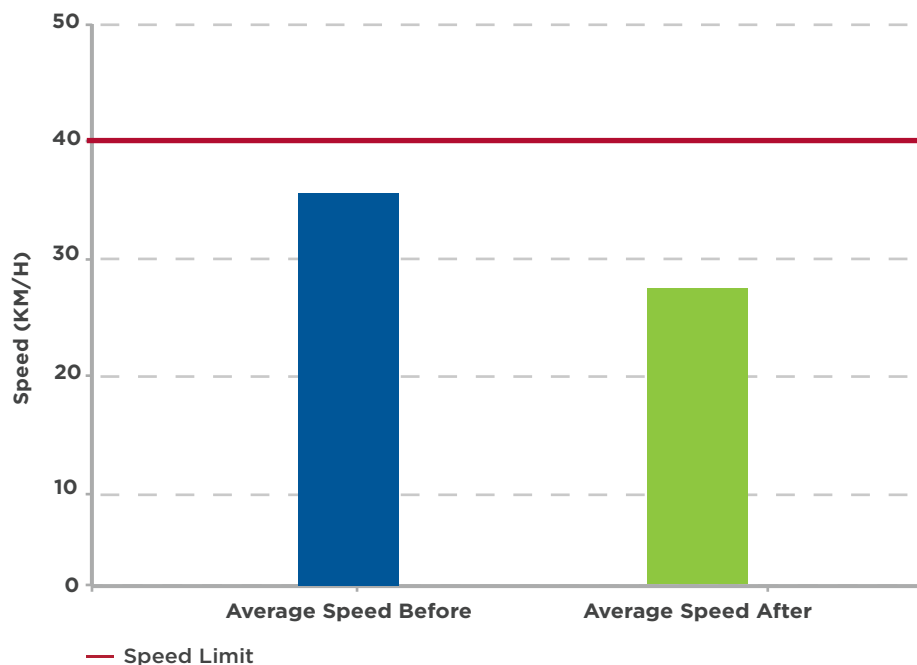
104 Community Safety Zones were installed in the field by Q3 2024 to ensure compliance with ASE legislation.

### **Pedestrian Infrastructure Enhancement Plan:**

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



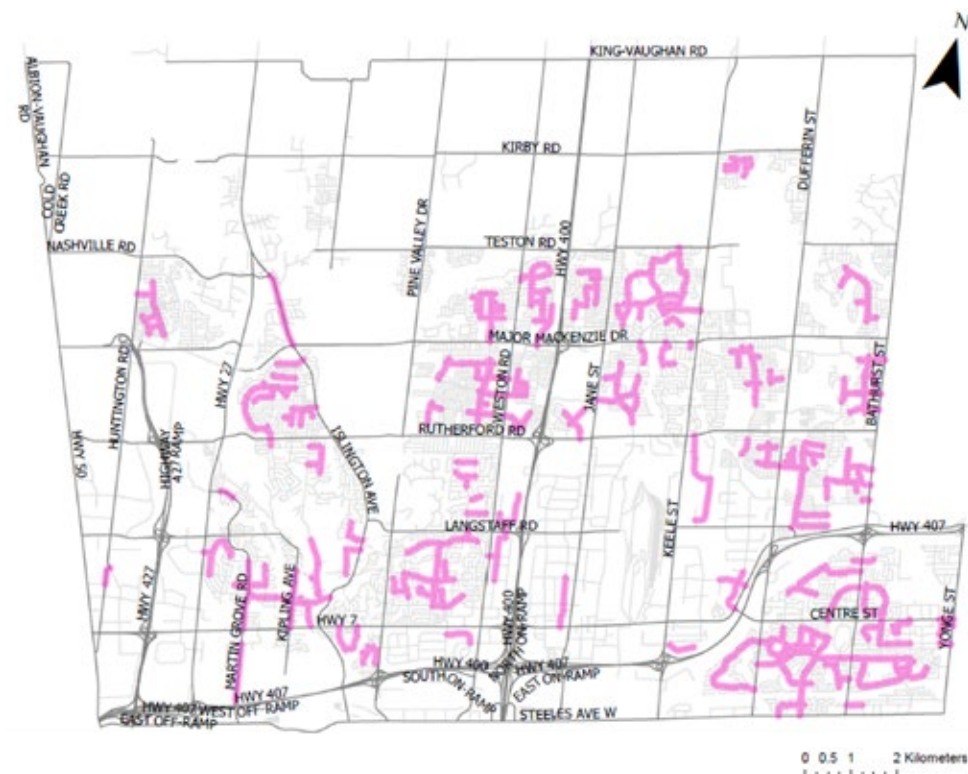
## Average Speeds at Active School Travel Locations



Four new Active School Travel schools introduced in 2024.

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

## Map of City of Vaughan Community Safety Zones



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

## NEW OR UPCOMING

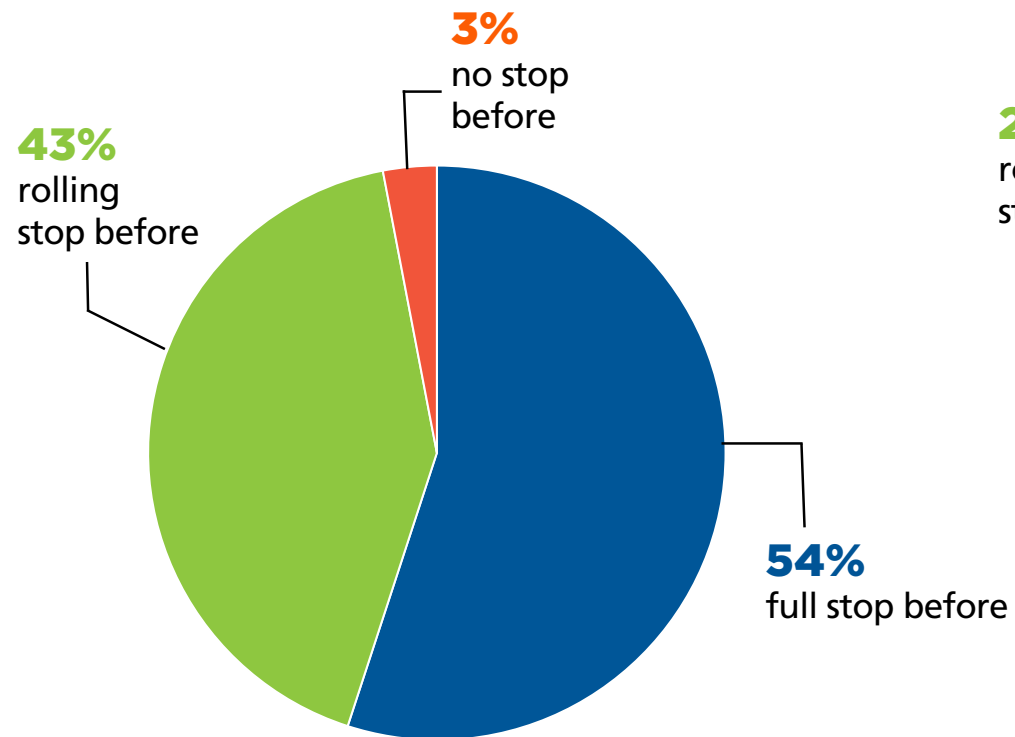
- **Travel Demand Management (TDM) Plan:** MoveSmart continues to play a role in the City's overall Travel Demand Management Plan by supporting sustainable mobility options such as public transit, cycling, walking and carpooling - all aimed at reducing the use of single-occupancy vehicles. The City's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

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

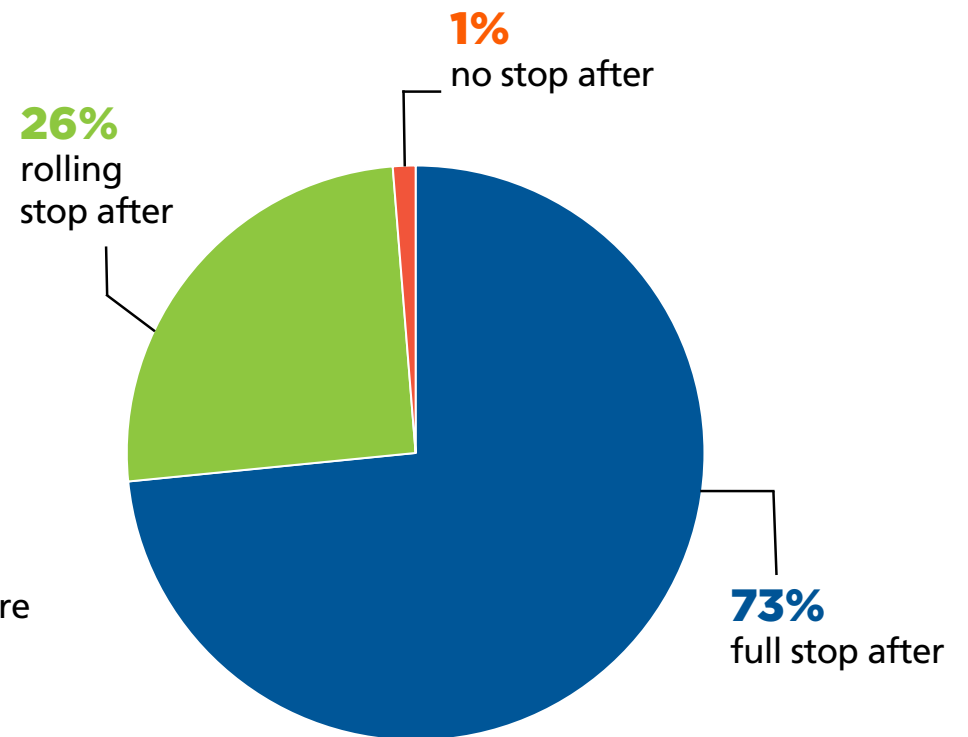


## Stop Compliance with New Tiger Tails

### BEFORE INSTALLATION



### AFTER INSTALLATION



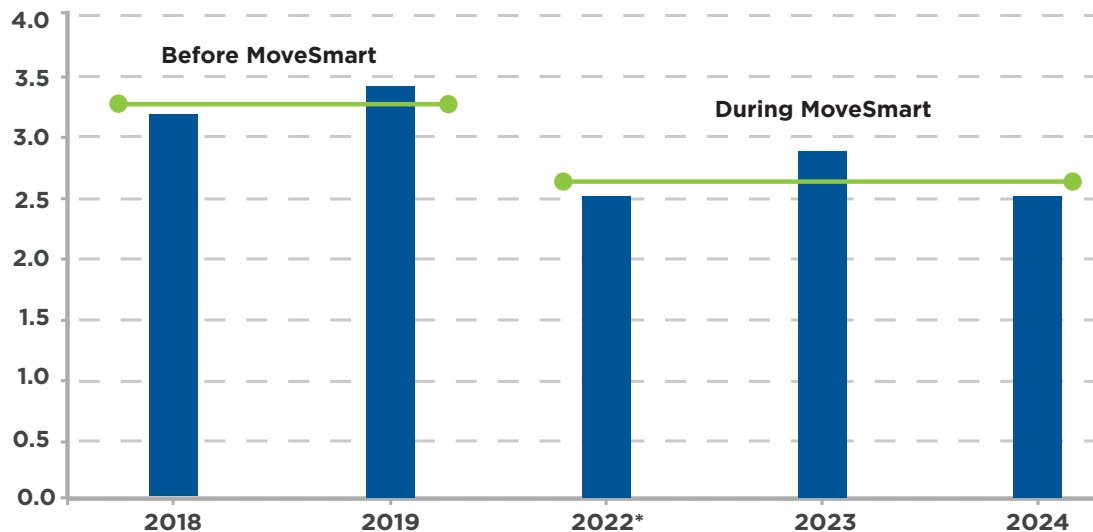


# Traffic Data Management Program

## COMPLETED OR ONGOING

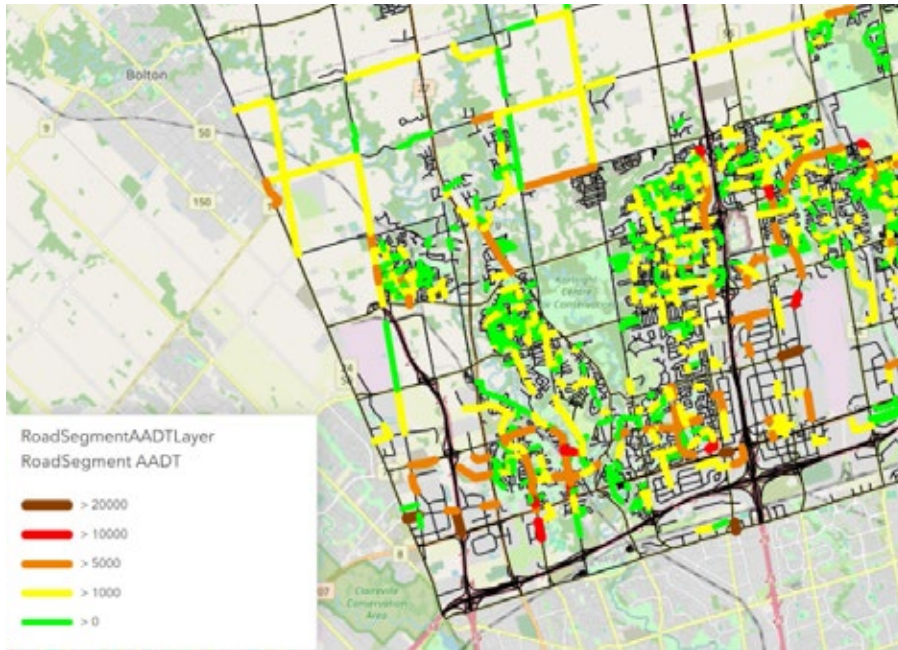
- **Network Screening:** The City established a road safety tool to identify data gaps, outline areas prone to speeding and collisions, and prioritize locations that require countermeasures. Network Screening also supports the overall objectives of York Region's Vision Zero Traveller Safety Plan.
- **Transportation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

### Collisions Per 1000 Residents on Local Roads



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

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

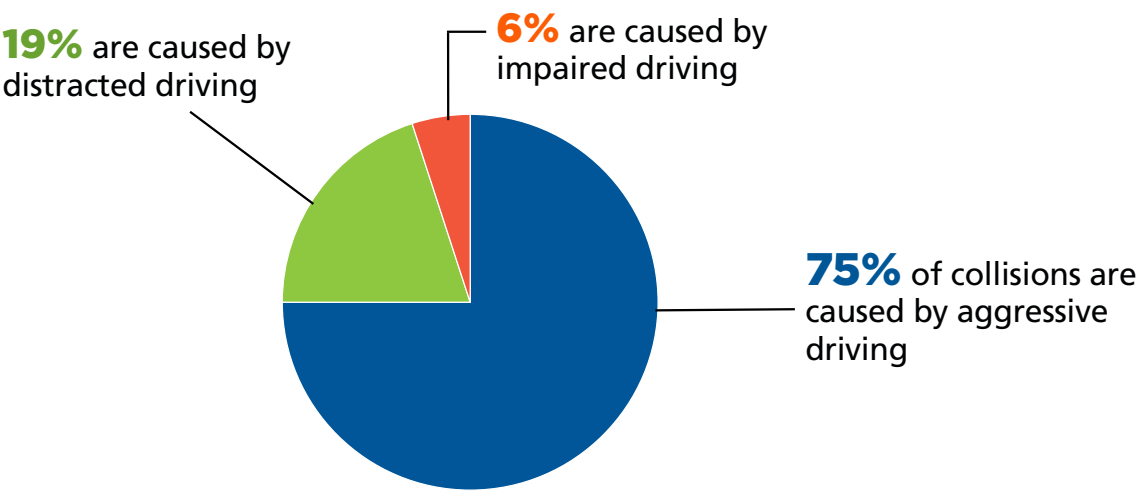


## NEW OR UPCOMING

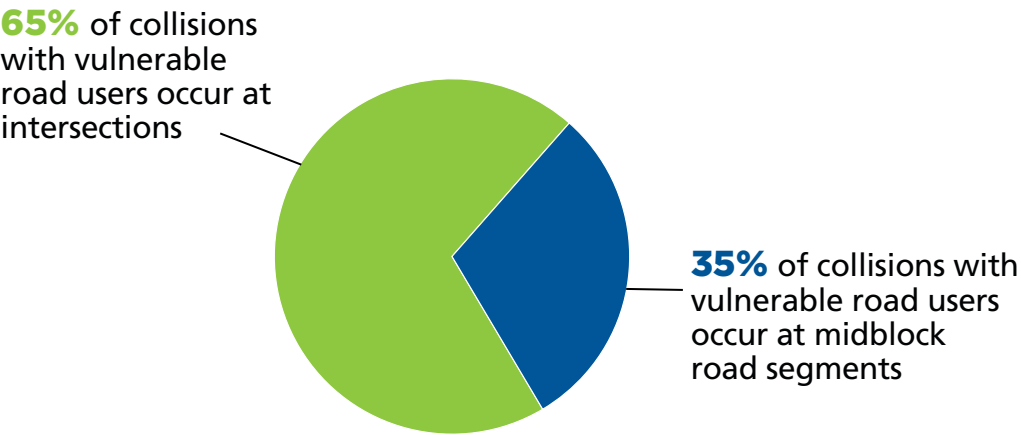
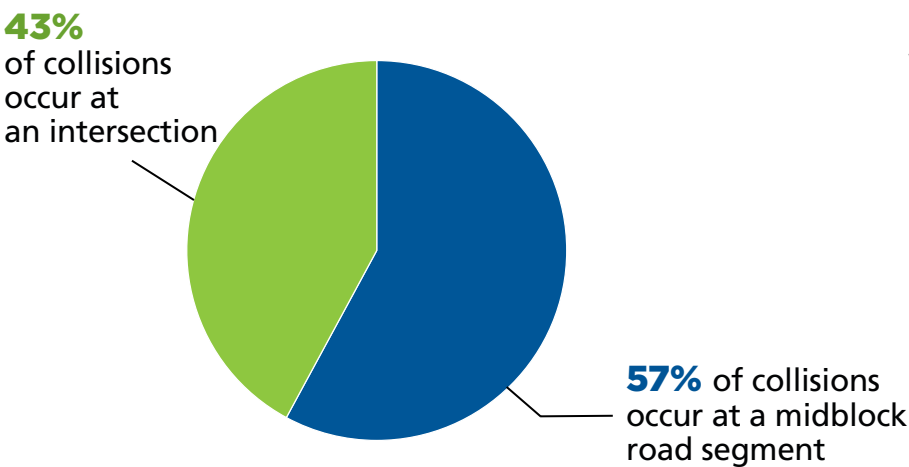
- The City of Vaughan's ongoing Transportation Planning Data Management Strategy, led by IPCAM, focuses on improving the collection, analysis and utilization of transportation-related data to inform decision-making and improve the city's transportation systems. Key components of the strategy include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

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

**Collisions on Local Roads in which Driver Behaviour is a Factor**



**Collision Locations on Local Roads**









# Public Awareness Initiatives



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

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

- Social media messaging shared with more than 87,000 followers.
- Public Service Announcements and News Releases published on [vaughan.ca](http://vaughan.ca) and shared with local and cultural media for each project.
- Email newsletters delivered to more than 3,000 subscribers.
- Numerous dedicated web pages and projects featured on [vaughan.ca](http://vaughan.ca).
- Digital sign network garnering more than 112 million impressions annually.









## ROAD SAFETY PROGRAM



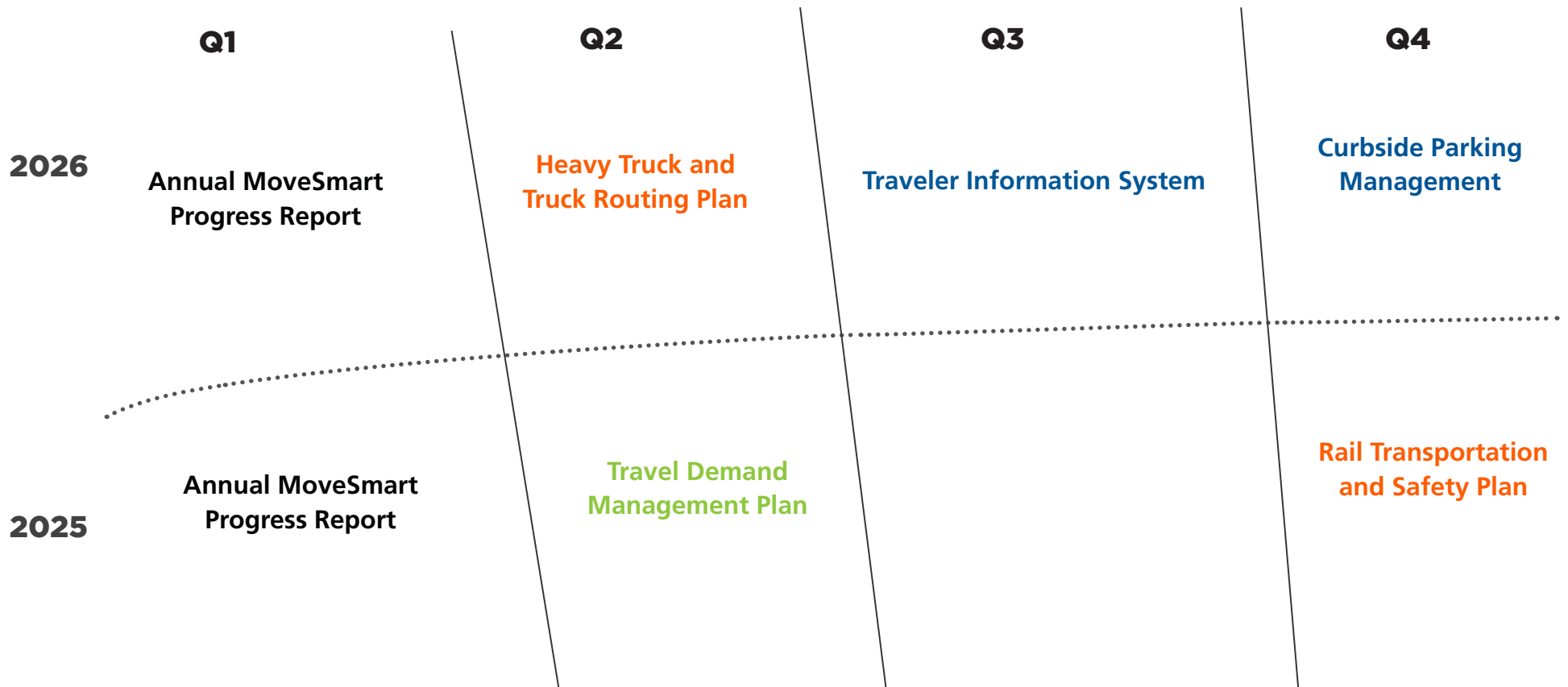
## MOBILITY MANAGEMENT PROGRAM



## SUSTAINABLE MOBILITY PROGRAM



## TRAFFIC DATA MANAGEMENT PROGRAM







pwc

NOW RENTING  
at THE MILLWAY.CA



# Slowing down Vaughan and moving safety forward



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

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







[vaughan.ca/MoveSmart](http://vaughan.ca/MoveSmart)

