Executive Summary

Introduction

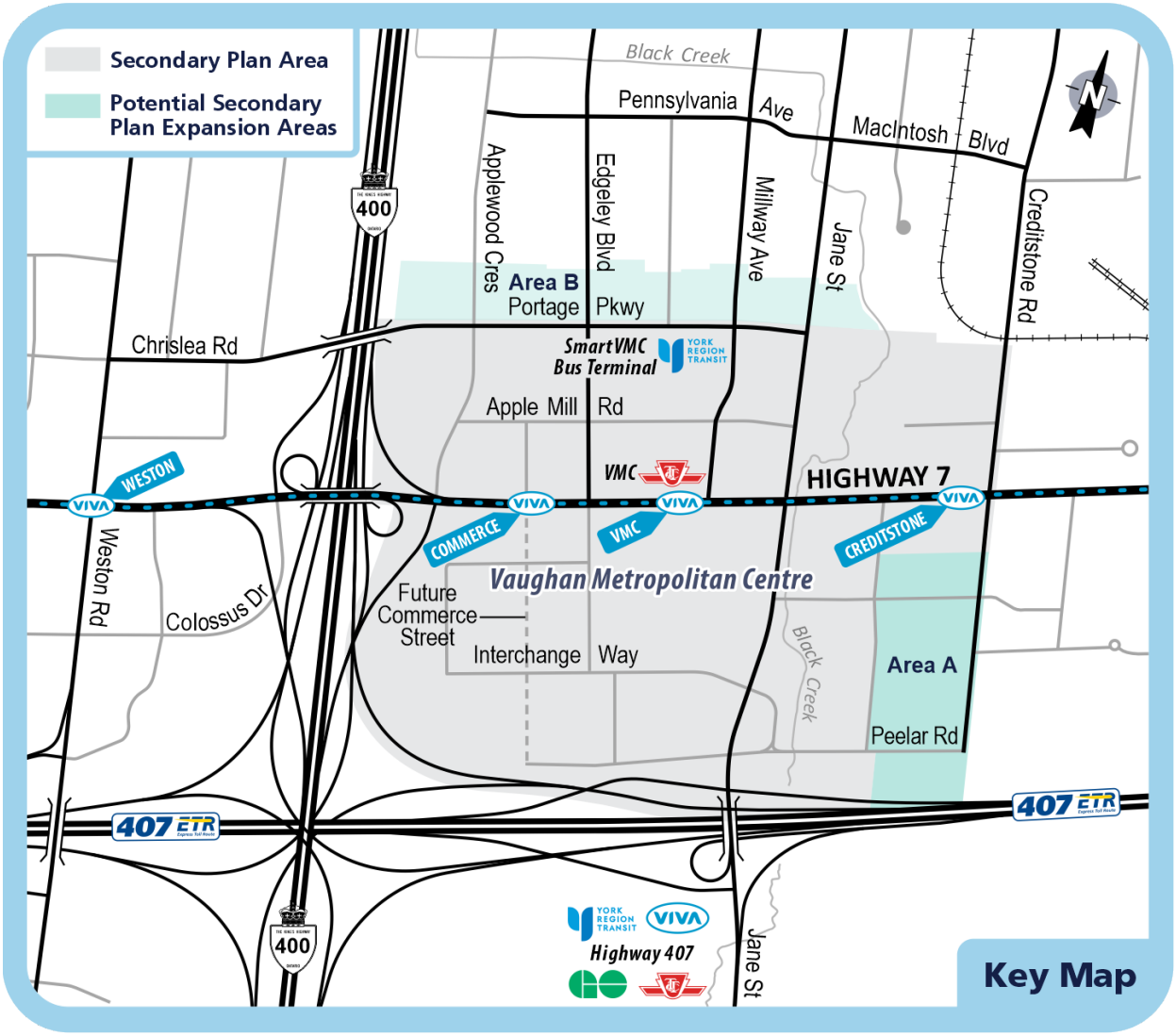
The Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) outlines a long-term vision for transportation in the VMC and sets out a multi-modal transportation network in the area at full build-out to 2051, accommodating 105,500 combined population and employment. It also contains policies 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 407 ETR to the south, as shown in **Figure ES - 1**.

Figure ES - 1: VMC TMP Study Area



The Transportation Master Plan Process

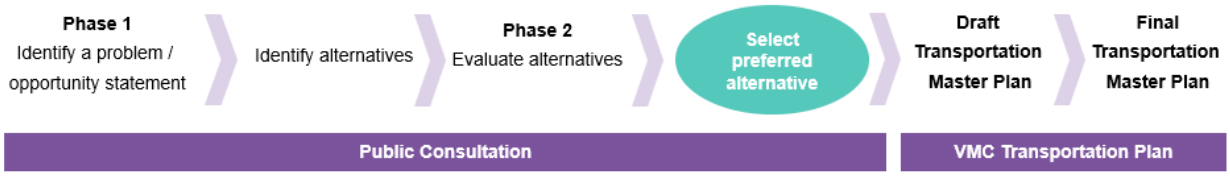
The study process and approach for the VMC TMP is summarized in **Figure ES - 2.** As a master plan, it was completed using phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process. The MCEA phases can be broken down as follows:

— **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 two separate reports, refer to Millway Avenue Environmental Study Report, Appendix K: Study Notifications and Correspondences, as well as Interchange Way Environmental Study Report, Appendix K: Study Notifications and Correspondences.

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 Transportation Demand Management (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. • There is a lack of active transportation crossings across Highway 400.	• 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 shared micromobility system (including bikes, e-bikes, e-scooters) in the VMC can encourage those without their own micromobility devices, or those with little previous experience using micromobility devices on urban roads, to utilize active transportation trails. • Bike parking near major transit stations can be used to motivate transit users to utilize cycling as a

	Constraints	Opportunities
		first and last mile solution and help alleviate concerns of bicycle theft.
Transit	• The VMC is served by multiple transit providers that are not fully integrated with each other. • Securing the necessary funding needed for big transit projects poses challenges.	• A transit circulator route could be suitable for the VMC to broaden transit coverage. • An underground concourse from the YMCA community centre to the Toronto Transit Commission (TTC) subway station and the York Region Transit (YRT) bus terminal can enhance pedestrian access to transit hubs. The underground concourse is planned to be extended to the south side of Highway 7. • 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 road crossings across Highway 400. • High truck volumes increase congestion	• A truck bypass is intended to be completed to divert trucks travelling through the VMC away from Highway 7 and Jane Street.

	Constraints	Opportunities
	and can lead to safety issues.	

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 Rail Yard.
- Langstaff Road full interchange at Highway 400.
- City of Toronto project: Steeles Avenue widening west of Jane Street (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).
- City of Toronto project: 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 was distributed between quadrants of the VMC, as itemized in **Table ES - 2**. The location of the quadrants is shown in **Figure ES - 4**.

Figure ES - 3: Proposed Regional Street Network Improvements

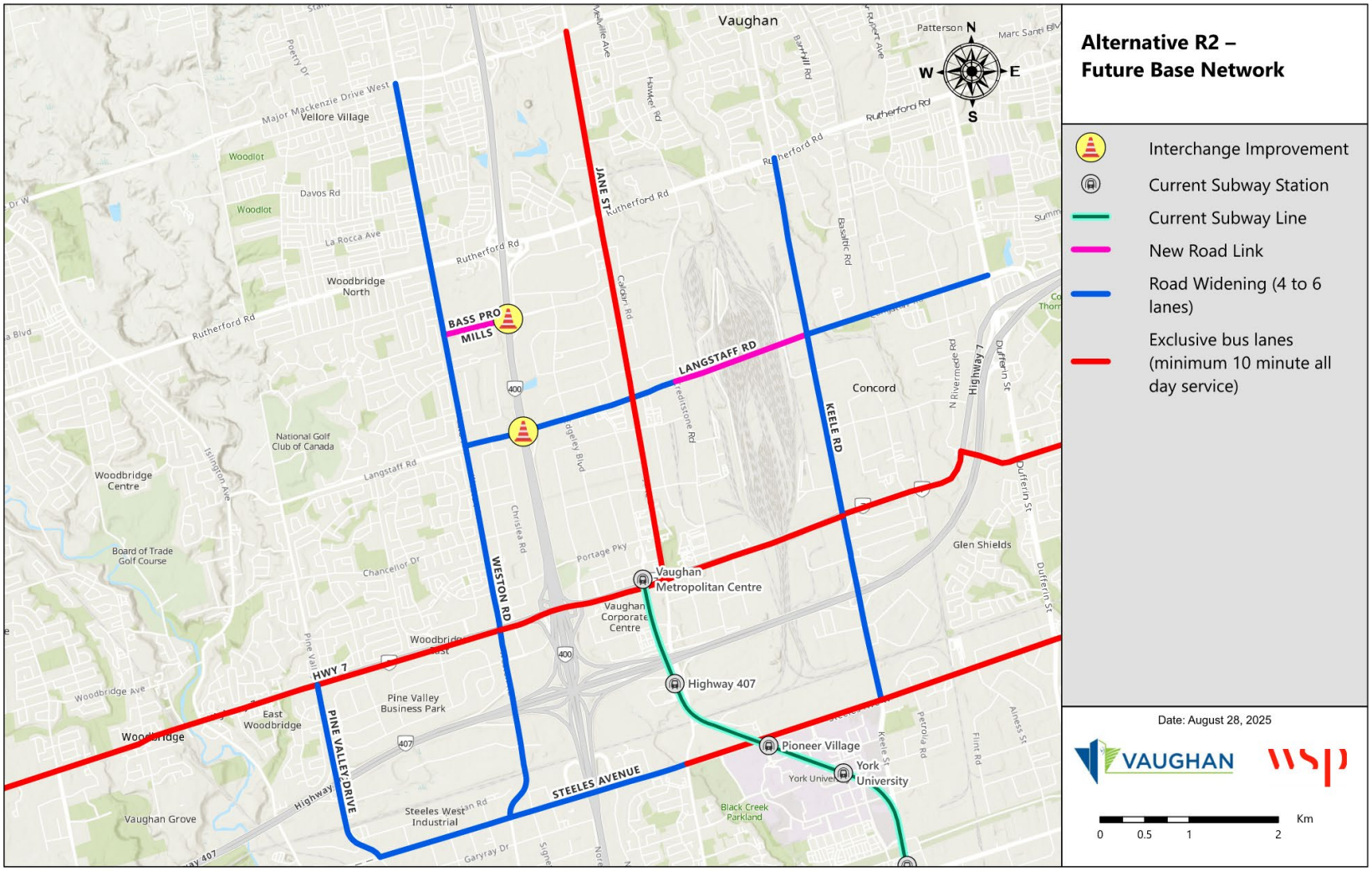
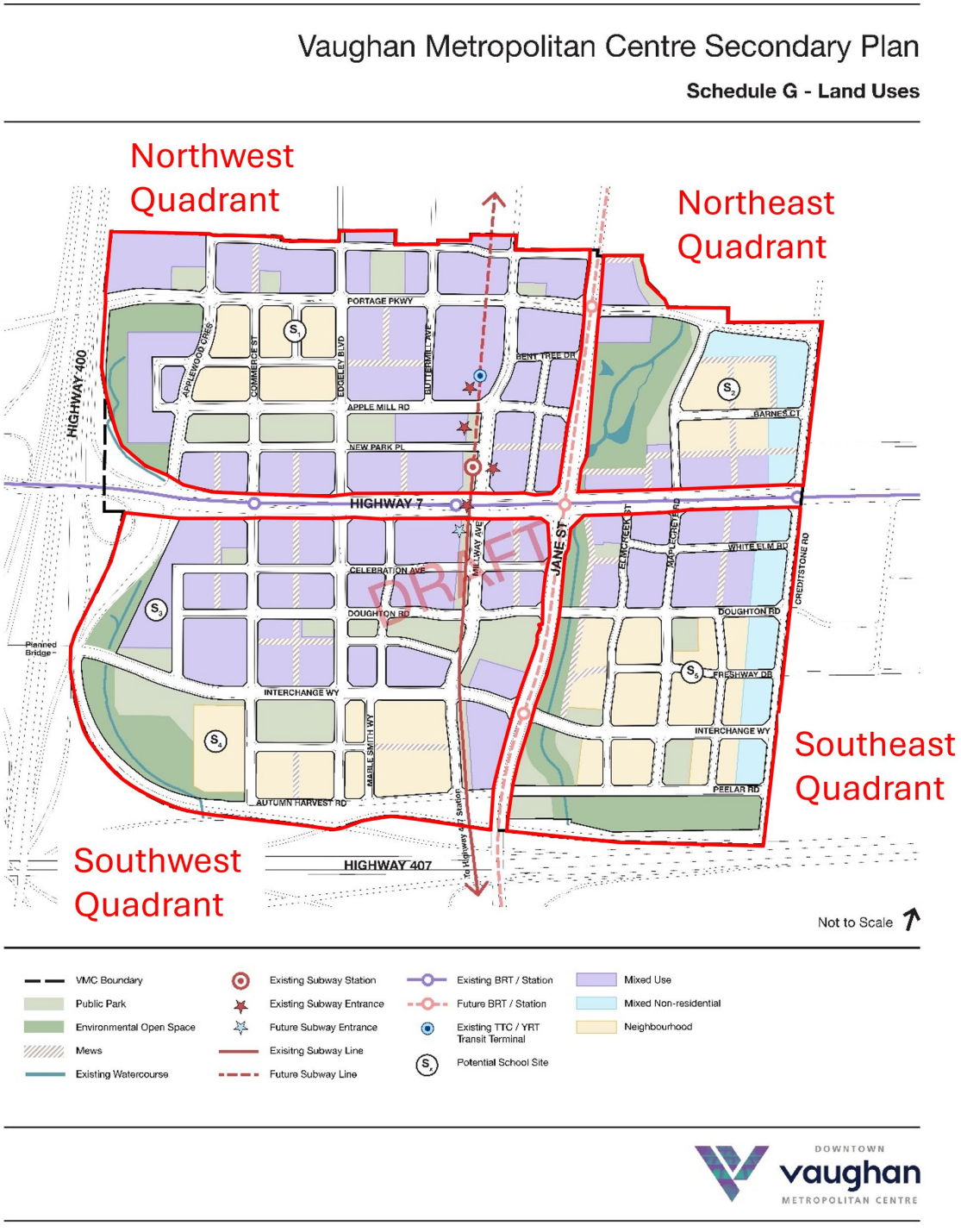


Table ES - 2: Distribution of VMC Forecast Population and Employment

Location	Population	Employment
NW quadrant	24,683	8,605
SW quadrant	30,455	15,649
SE quadrant	14,398	1,890
NE quadrant	7,886	2,050
Total	**77,423**	**28,194**

Note: These forecasts have been purposefully rounded to 105,500 for this report.

Figure ES - 4: VMC Quadrants



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

An 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 - 5**. 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 cycling facilities/cycle tracks will form the backbone and the bulk of the network, with planned facilities on all arterial and collector roads. This in-boulevard network will be supplemented with multi-use recreational trails (MURTs) 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 - 6**. 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 - 7**. 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 - 3**.

Figure ES - 5: Proposed Active Transportation Network

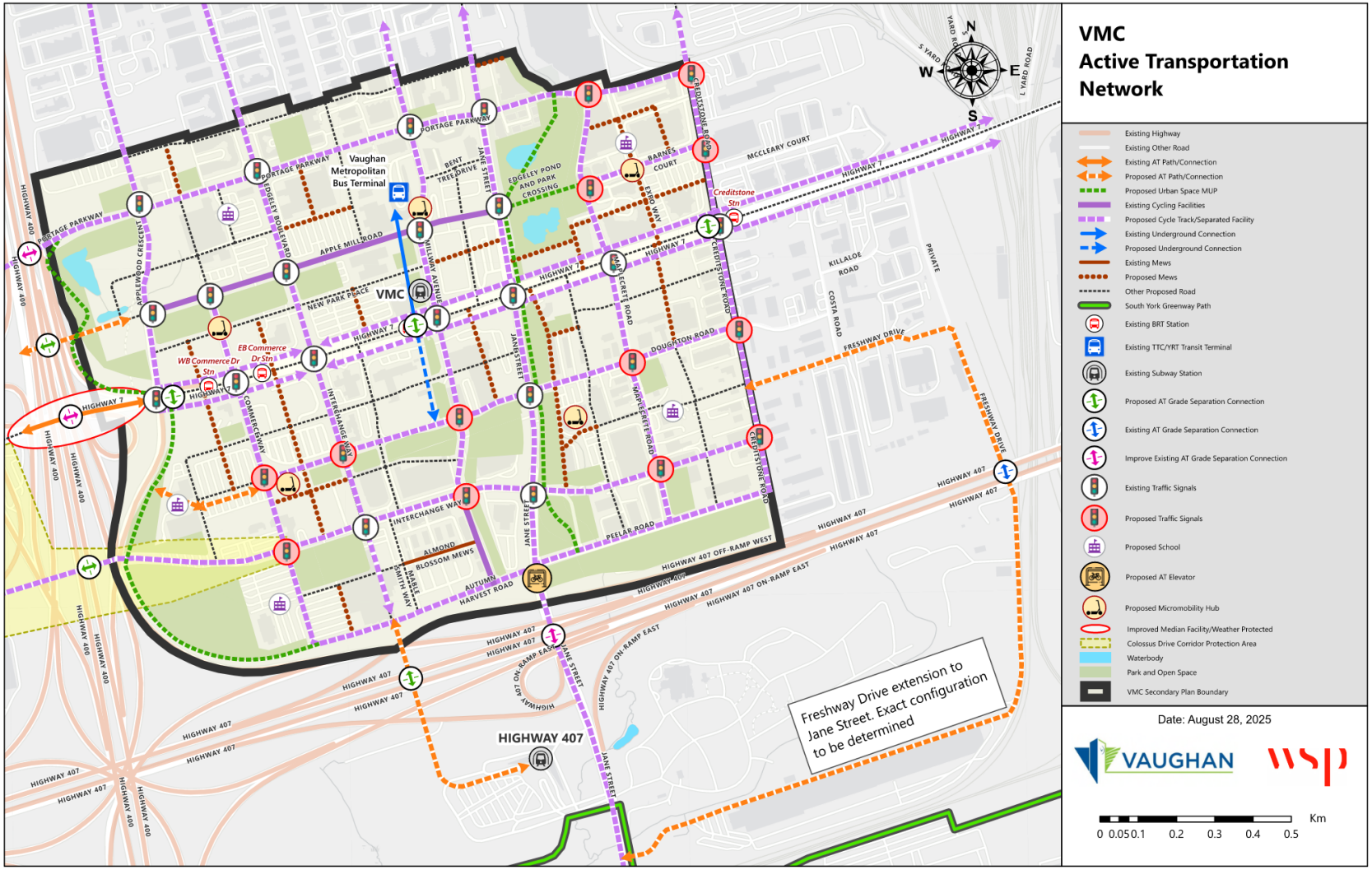


Figure ES - 6: Proposed Transit Network

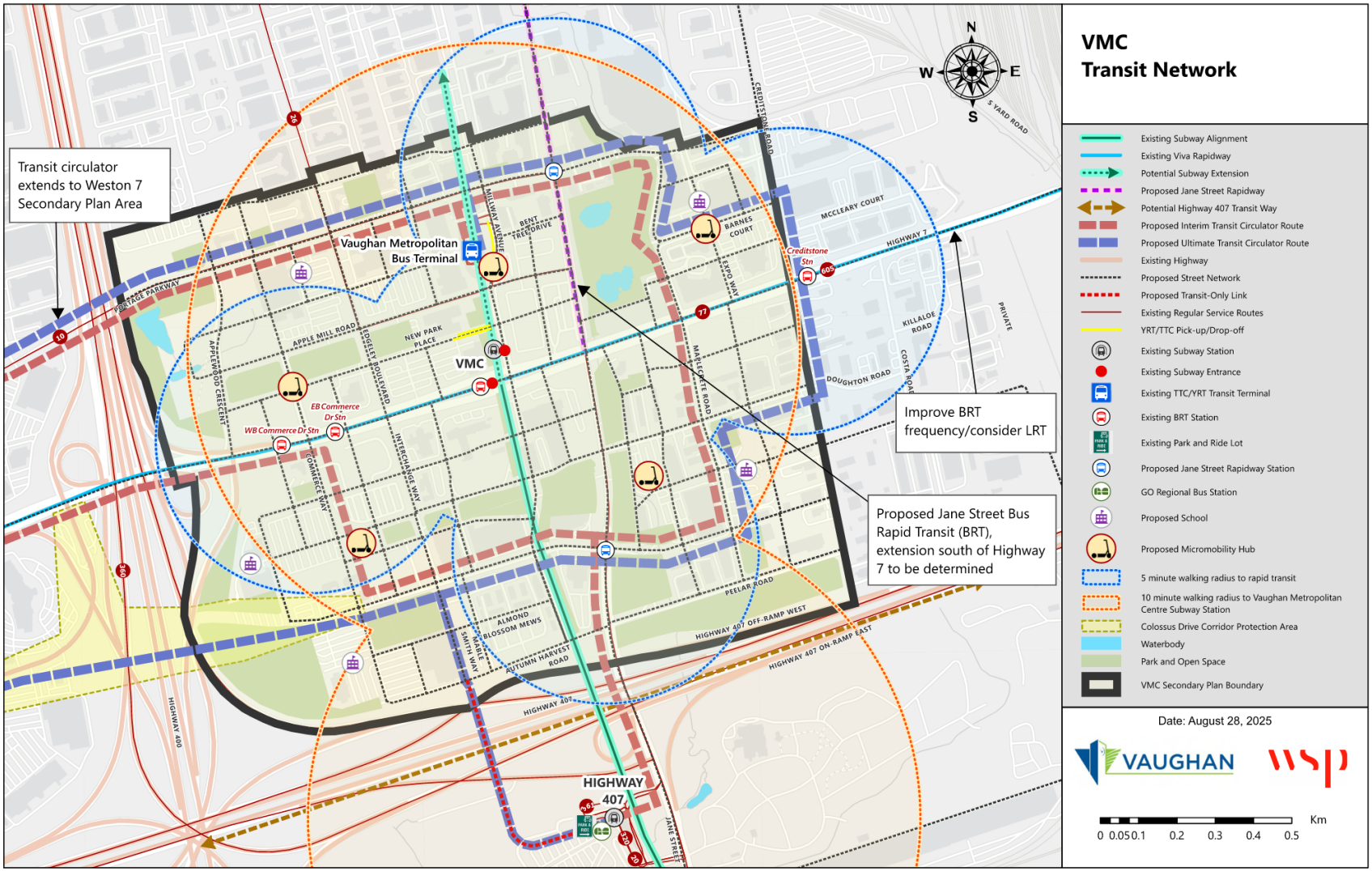
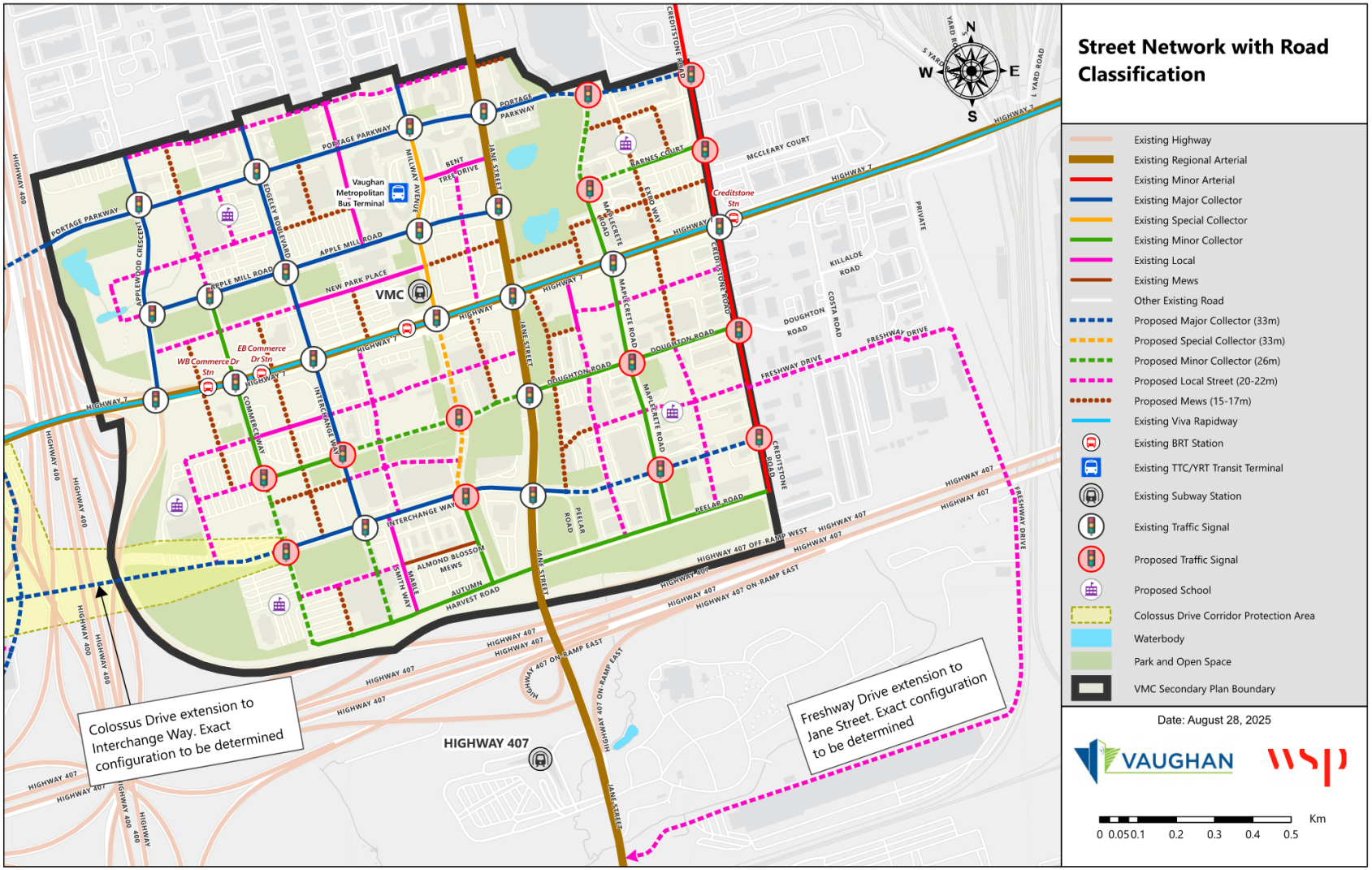


Figure ES - 7: Proposed Street Network with Road Classification



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 - 8** through **Figure ES - 19**.

Figure ES - 8: Minor Arterial Cross Section

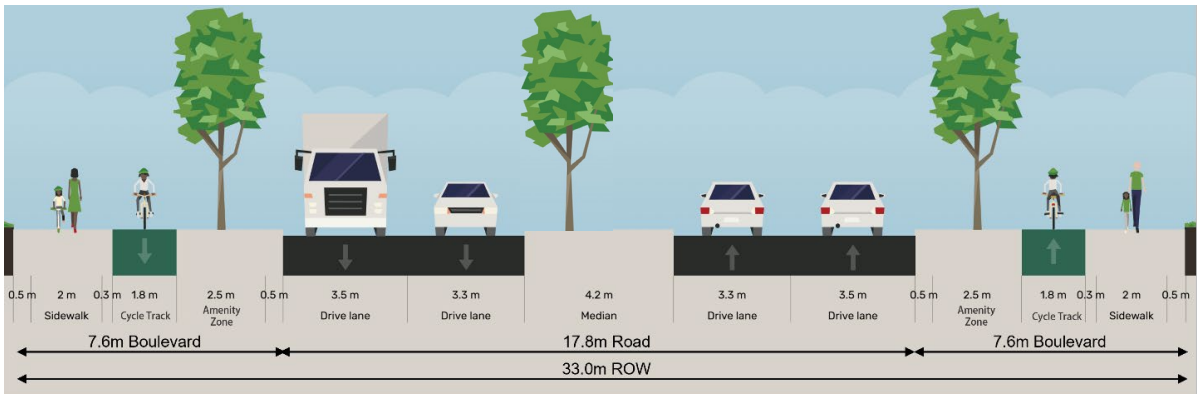


Figure ES - 9: Major Collector Cross Section

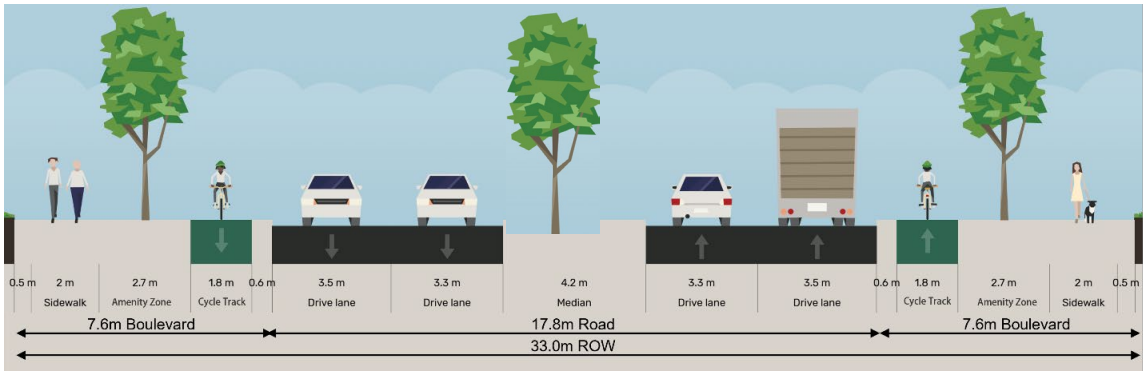


Figure ES - 10: Minor Collector Cross Section with Parking on Both Sides - Midblock

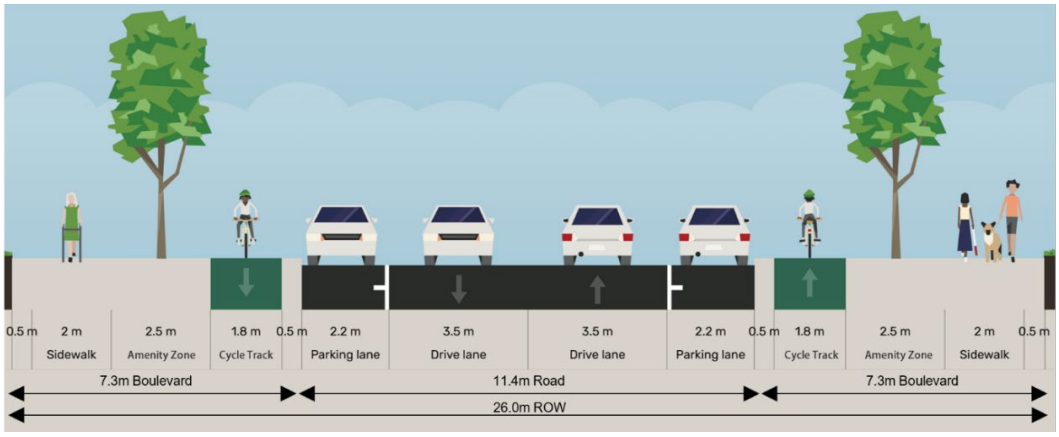


Figure ES - 11: Minor Collector Cross Section with Parking on Both Sides - Midblock Pedestrian Crossing

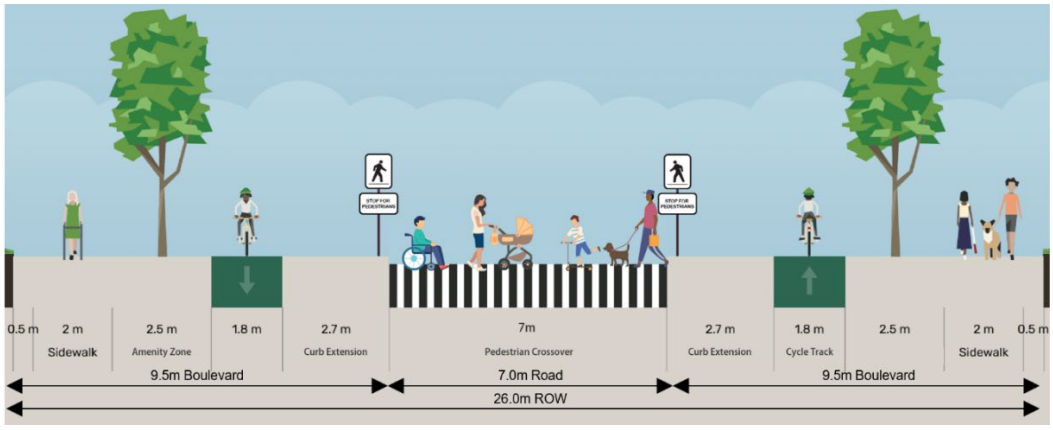


Figure ES - 12: Minor Collector Cross Section with Parking on Both Sides - Intersection

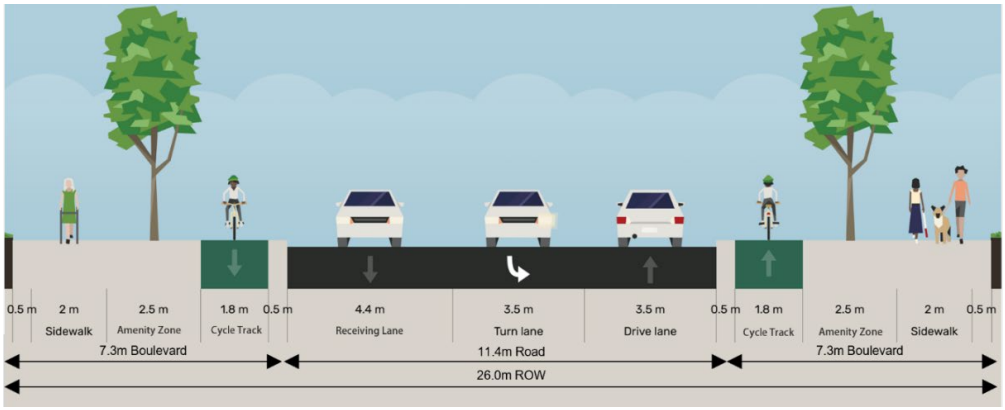


Figure ES - 13: Minor Collector Cross Section with Parking on One Side - Midblock

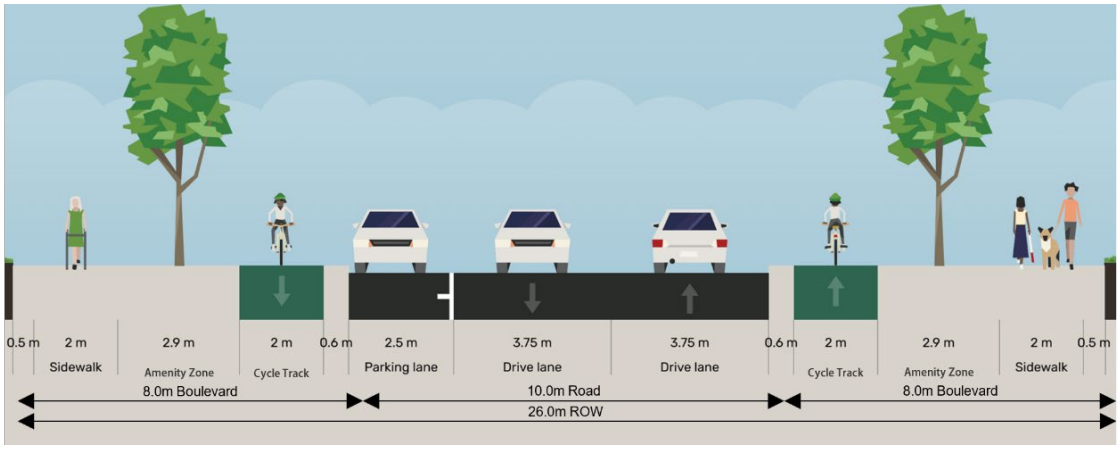


Figure ES - 14: Minor Collector Cross Section with Parking on One Side – Midblock Pedestrian Crossing

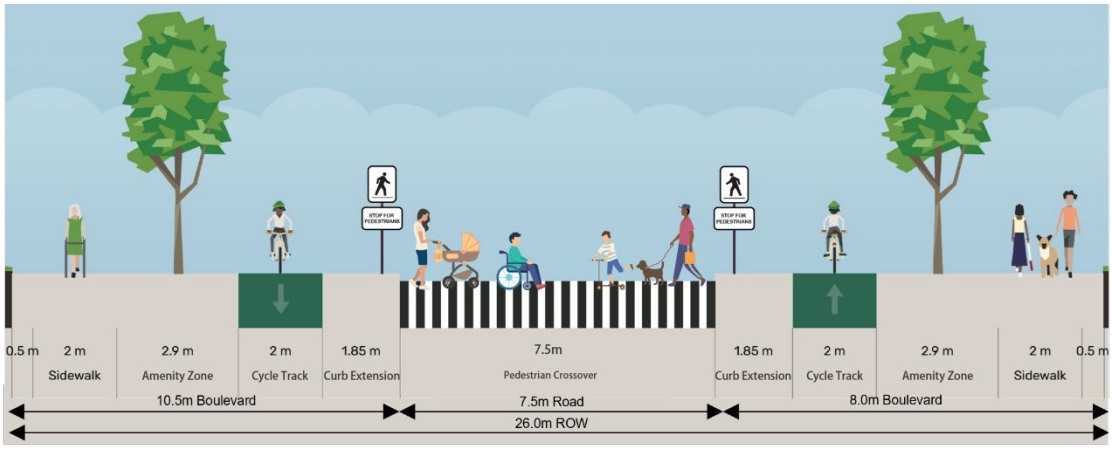


Figure ES - 15: Minor Collector Cross Section with Parking on One Side - Intersection

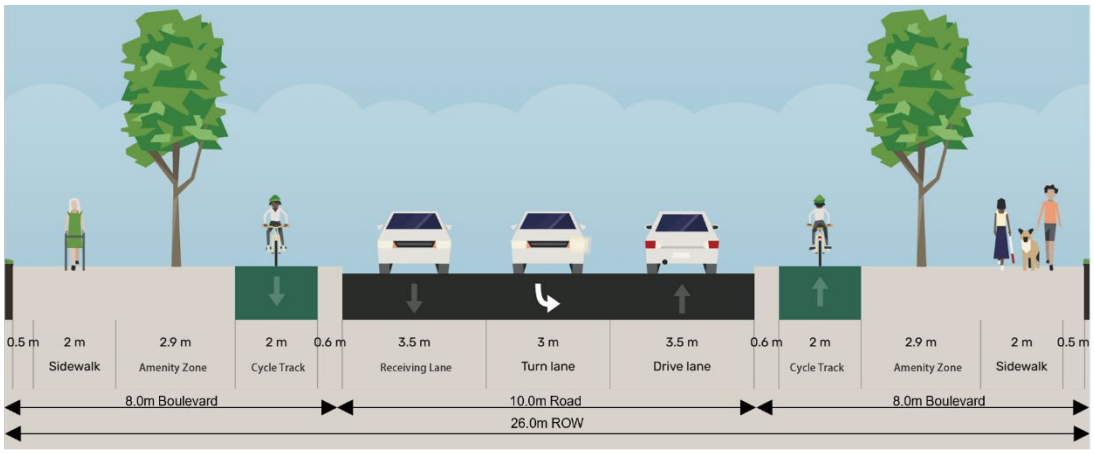


Figure ES - 16: Local Street Cross Section with Parking on Both Sides

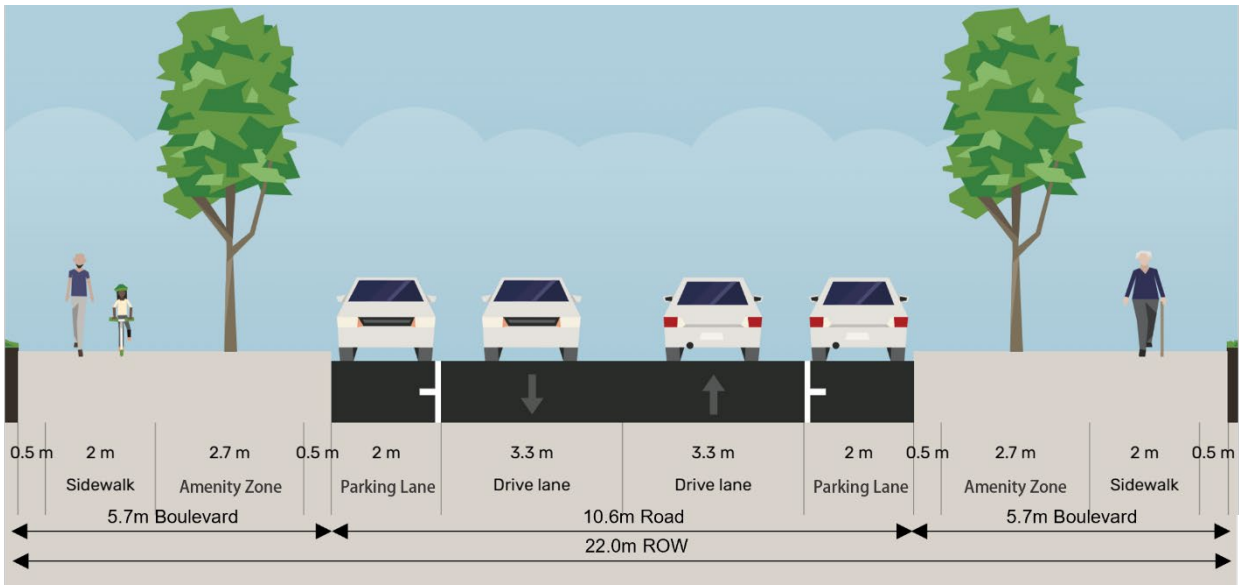


Figure ES - 17: Local Street Cross Section with Parking on One Side

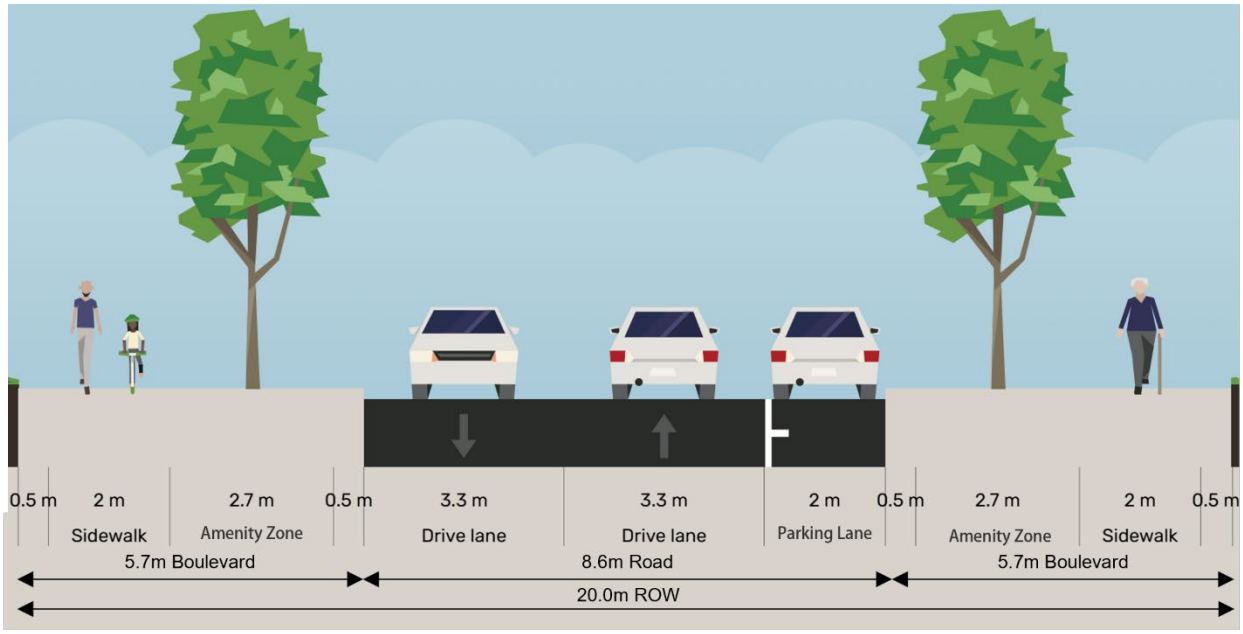


Figure ES - 18: Mews Street with Laneway

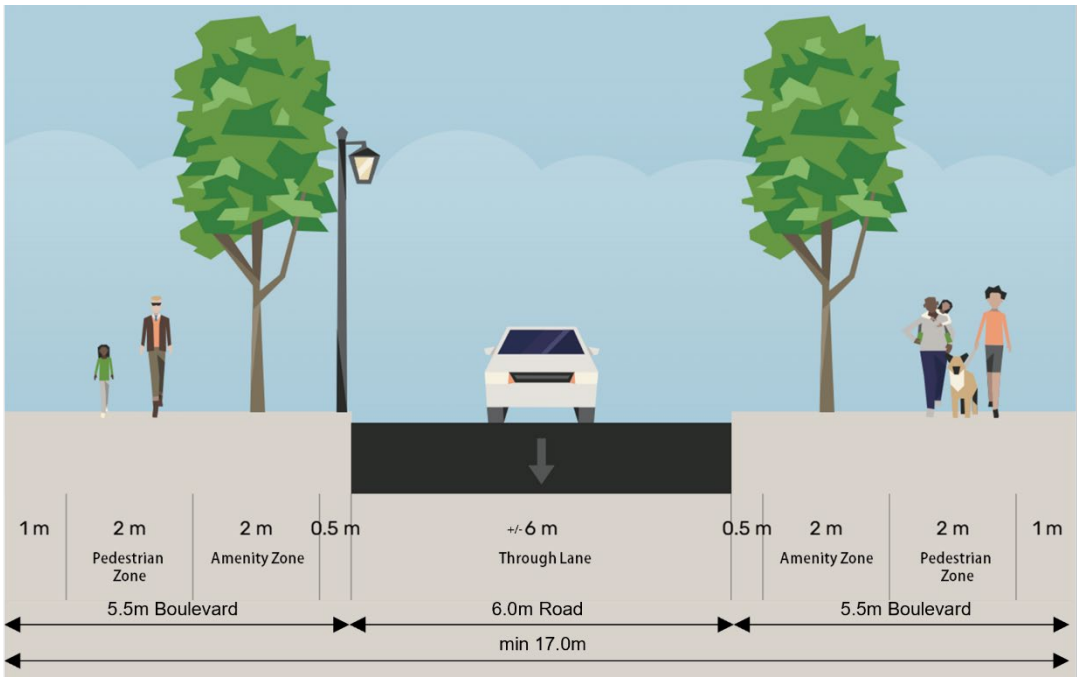
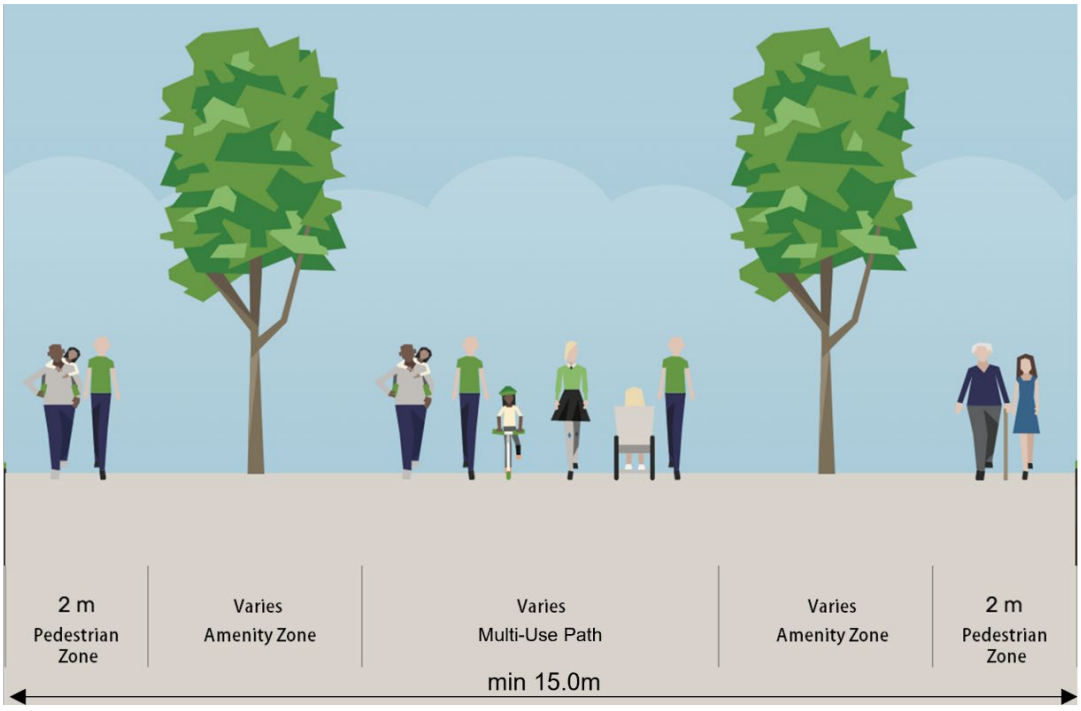


Figure ES - 19: Mews Street without Laneway



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:

1-1 Implement comprehensive TDM measures for all municipal employees and at all municipal buildings to lead by example.

1-2 Add guidance for maintenance, data collection, and monitoring relating to individual TDM strategies as a part of the City TDM Guideline and Toolkit.

1-3 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.

1-4 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.

1-5 Continue to develop, promote, and incentivize telework and flextime through Smart Commute with a VMC-tailored approach.

1-6 Collaborate with the Region and school board to expand the AST program to all schools in and around VMC.

1-7 Explore the feasibility of a municipal or private bike-share or scooter-share program in VMC.

1-8 Partner with local businesses and major delivery companies to consolidate deliveries and explore the use of smaller vehicles more appropriate to VMC.

1-9 Work with the Region to improve transit frequencies and service.

1-10 Work with public and private-sector partners to encourage the establishment of a public-facing car-share service for VMC. A point-to-point or return-to-base car-share service allows subscribers to access automobiles for short-term rental periods, providing access to a car when needed. Studies have shown that providing casual access to a vehicle enables many individuals to sell or avoid the purchase of a private automobile, resulting in significant trip reduction and personal microeconomic benefits.

Education and Awareness:

1-11 Inform and educate new residents and employers of TDM programs and incentives early to shape desirable travel behaviour.

1-12 Emphasize AST to form sustainable travel behaviour at a young age and leverage Region offerings to equip educators.

1-13 Promote MyRide Travel and MyTrip to ensure people are equipped with the skills to ride transit independently.

1-14 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:

1-15 Design pedestrian-oriented spaces and local streets, such as car-free and car-light realms.

1-16 Improve active transportation connections to be safe, direct, and convenient.

1-17 Ensure universal design of infrastructure to attract users of all abilities.

1-18 Implement complete streets and traffic calming to street design to provide high-quality, safe, and convenient facilities for sustainable transportation.

Reduction in drive lane widths to conform to the Vaughan Complete Streets guideline

1-19 Work with the Region to improve the design of transit stops, for example by including bike parking.

1-20 Consolidate driveways and eliminate accesses onto arterial and major collector 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:

2-1 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.

2-2 Implement advanced data collection tools to better inform network screening.

2-3 Report annually on progress towards road safety goals.

2-4 Identify and establish more Community Safety Zones (CSZs) and School Zones where appropriate in VMC.

2-5 Establish municipal road safety initiatives for all City employees.

2-6 Develop a public online dashboard and interactive mapping tools to communicate road safety statistics.

2-7 Expand public awareness campaigns regarding speeding, distracted driving, and driving under the influence, among other issues.

2-8 Explore opportunities for partnerships with local employers to promote safe driving behaviours such as ridesharing.

2-9 Engage VMC residents and businesses to identify community concerns surrounding road safety.

2-10 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 - 3**.

Table ES - 3: Parking Recommendations

Recommendation		Key action items to be undertaken by the City
3-1	Apply updated vehicular parking requirements	- Update the City's Comprehensive Zoning By-law parking requirements to remove minimum parking requirements and develop reduced maximum requirements for all applicable land uses
3-2	Update bicycle parking requirements as part of future Zoning By-law reviews	- Monitor bicycle parking demands and emerging trends - Update the City's Comprehensive Zoning By-law, if required. This can be done as part of regular Zoning By-law updates
3-3	Permit privately operated paid public parking for non-resident parking	- Approve through development review
3-4	Apply EV parking requirements	- Update the Zoning By-law
3-5	Permit implementation of smart parking technology	- Consider Secondary Plan Streets and Transportation policies in the development review process

Recommendation		Key action items to be undertaken by the City
3-6	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
3-7	Provide Transportation Innovation Programs	- Pursue opportunities to establish or participate in programs providing shared micromobility devices
3-8	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
3-9	Provide micromobility wayfinding	- Develop and implement an appropriate pavement markings and signage plan
3-10	Provide on-street parking, Pick-Up & Drop-Off (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
3-11	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 - 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 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 - 4, Table ES - 5**, and **Table ES - 6,** respectively.

Table ES - 4: 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 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	Doughton Road	MURT construction (West	2051 or earlier	- Completion of Municipal Class EA or suitable

ID #	Corridor	Improvement	Timing	Phasing Requirements
SIG-6 ***SIG-7*** ***SIG-8*** ***SIG-9***		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)		equivalent to the satisfaction of the City - Securing of land requirements to the City as a holding condition for development approval
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	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the

ID #	Corridor	Improvement	Timing	Phasing Requirements
		to Creditstone Road)		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 (Highway 7 to Celebration Avenue) New Construction (Celebration Avenue 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
NS3	Edgeley Boulevard	Widening and Reconstruction (Street A to Interchange Way) New Construction (Interchange Way	2051 or earlier	- Completion of Municipal Class EA or suitable equivalent to the satisfaction of the City - Securing of land requirements to

ID #	Corridor	Improvement	Timing	Phasing Requirements
		to Exchange Avenue)		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) Widening and Reconstruction (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
NS6 ***SIG-1*** ***SIG-3*** ***SIG-5***	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

ID #	Corridor	Improvement	Timing	Phasing Requirements
SIG-10				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 - 5: Phasing of Standalone Active Transportation Projects

ID #	Project Name	Improvement	Timing	Phasing Requirements
AT1	West Side Trail	Construct new MURT network in the southwest and northwest quadrants connecting Exchange Avenue, Highway 7, and Portage Parkway	2051 or earlier	- Securing of land requirements to the City as a holding condition for development approval
AT2	Black Creek Trail	Construct new north-south MURT along the Black Creek linear parkway in the southeast and northeast	2041 or earlier	- Securing of land requirements to the City as a holding condition for development approval

ID #	Project Name	Improvement	Timing	Phasing Requirements
		quadrants connecting Exchange Avenue to Portage Parkway		
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
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

ID #	Project Name	Improvement	Timing	Phasing Requirements
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 MURT across Highway 407	2041	- Completion of Jane St-Highway 407 AT study - To be implemented in collaboration with 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 MURT across Highway 400	2041	- Completion of Weston 7 AT Network Implementation study

ID #	Project Name	Improvement	Timing	Phasing Requirements
				- 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 - 6: 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 - 7.** 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, $265.9M worth of capital infrastructure improvements are recommended to improve VMC's area network. $143.3M (54%) is associated with the City of Vaughan's two-third cost contribution to construct the Colossus Drive Grade Separation, which is scheduled for completion prior to 2041.

$250.9M (94%) are directed towards multimodal improvements to the local street network while $15.0M (6%) 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, $167.9M (63%) worth of City of Vaughan-led improvements are scheduled to be completed by 2041, with a further $98.0M (37%) by 2051.

Table ES - 7: 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	$-	$1,800,000	$1,800,000
	Colossus Drive Grade Separation*	$143,300,000	$-	$143,300,000
	New Signal	$2,900,000	$3,400,000	$6,300,000
Standalone Active	MURT-New Construction	$600,000	$1,000,000	$1,600,000

Mode	Improvement Type	2041	2051	City of Vaughan TOTAL
Transportation Improvement	AT Link-Existing Structure Improvement	$5,400,000	$-	$5,400,000
	New AT Crossing over Highway 400	$-	$-	$-
	New AT Crossing over Highway 7	$-	$-	$-
	New Elevator	$8,000,000	$-	$8,000,000
TOTAL		**$167,900,000**	**$98,000,000**	**$265,900,000**

*Costs to City of Vaughan shown exclusively in this table. City of Vaughan is assumed to be responsible for two-thirds of the total cost of the Colossus Drive Grade Separation, with York Region responsible for the remaining third.

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 - 8**.

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 - 8: Multi-modal data collection framework with key indicators

#	Mode	Indicator	Unit	Data Source	Frequency
1	Active Transportation	Total kilometres of existing and new in-boulevard and open space cycling and	Km	City of Vaughan York Region	Every 2 years

#	Mode	Indicator	Unit	Data Source	Frequency
		shared use facilities			
2	Active Transportation	Total kilometres of existing and new sidewalks	Km	City of Vaughan	Every 2 years
3	Active Transportation	Number of collisions with pedestrians or cyclists	/	York Region Police	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
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

#	Mode	Indicator	Unit	Data Source	Frequency
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