

VMC TMP Public Information Centre (PIC) #3

January 30, 2025

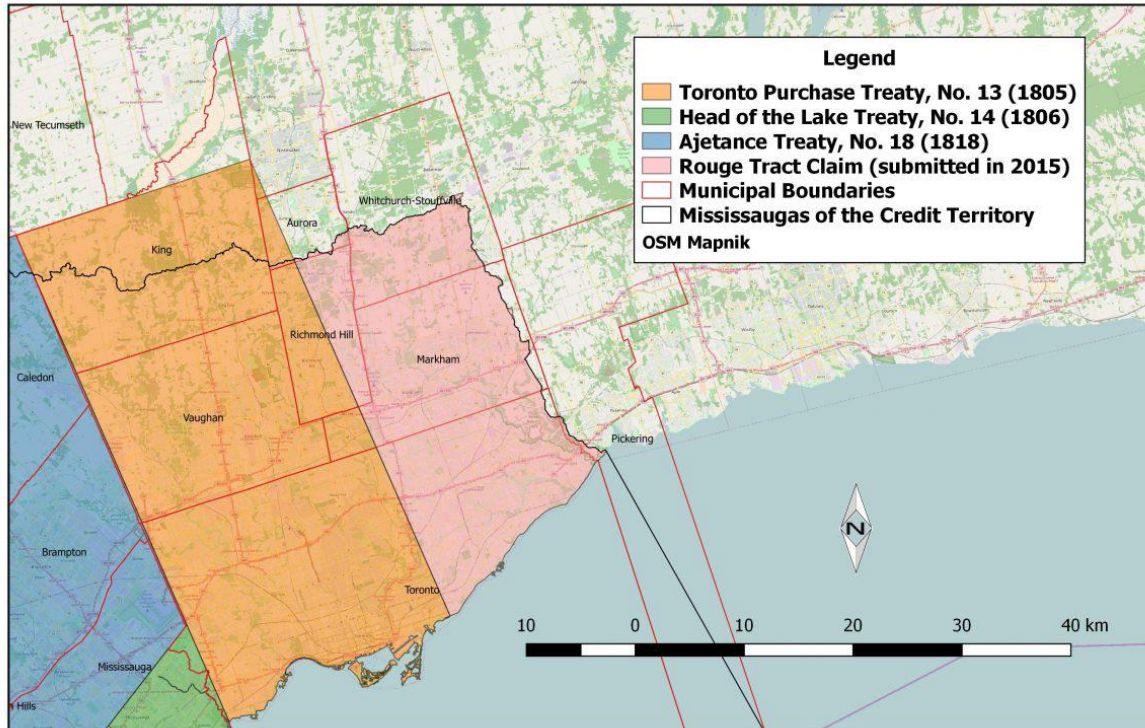


DOWNTOWN

vaughan

METROPOLITAN CENTRE

Land Acknowledgement



Municipal Boundaries Related to the Toronto Purchase Treaty, No.13 (1805)

- We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today.
- As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

Meeting Objectives

- 1 Provide an overview of the Transportation Master Plan Development Process
- 2 Provide an overview of what we heard from Public Information Centre #1
- 3 Present assessment of transportation solutions
- 4 Present recommendations for Active Transportation, Transit, and Roads
- 5 Discuss recommended strategies for Transportation Demand Management, Parking, and Eco-friendly Short Distance Transport
- 6 Gather feedback to finalize and complete the Transportation Master Plan



TMP Development Process

The **Municipal Class Environmental Assessment (E.A.)** provides a process in accordance with the E.A. Act for municipal **infrastructure projects**.

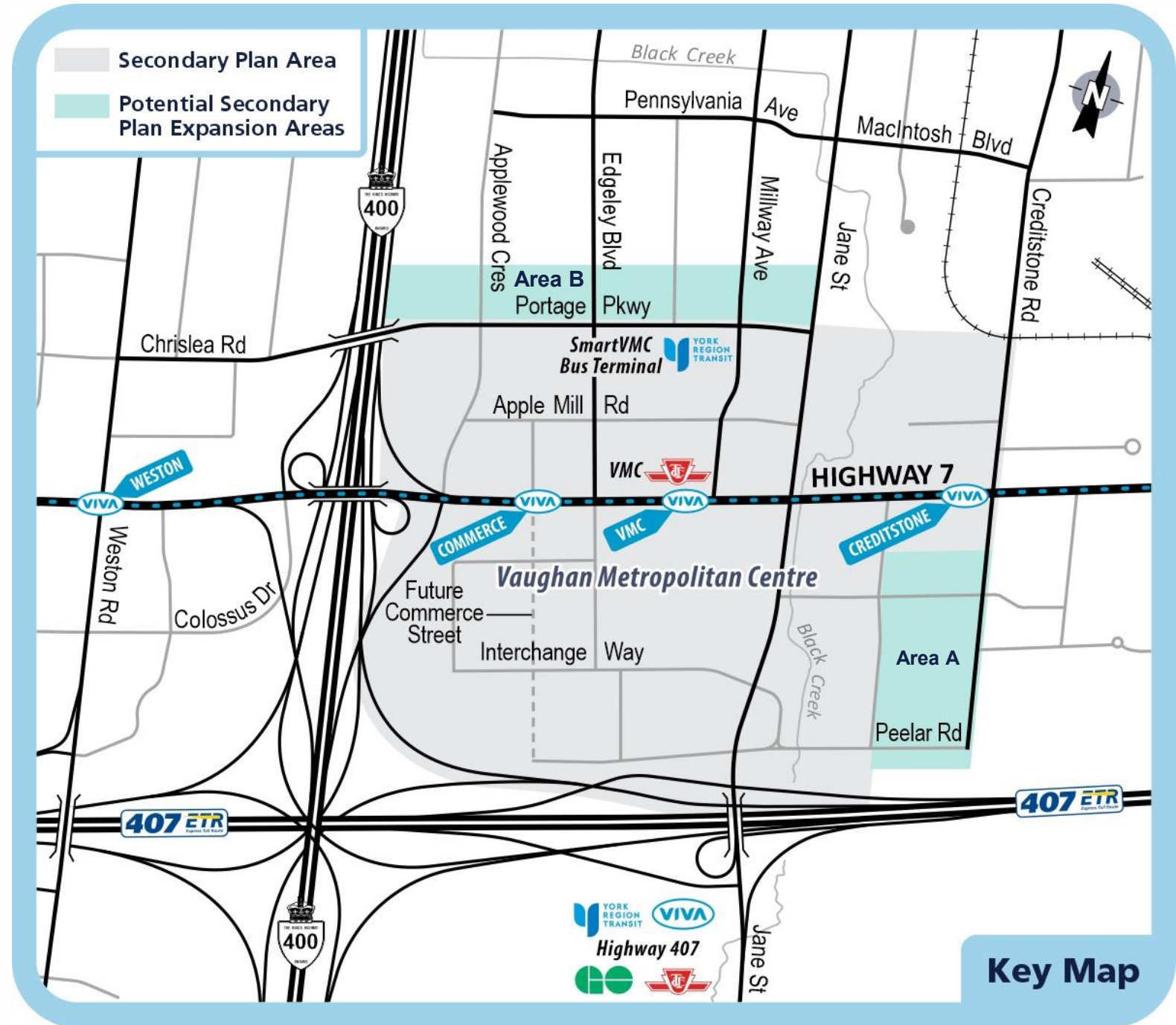
Master plans, such as this Transportation Master Plan, are **required to complete Phases 1 and 2** of the five phases of the Municipal Class E.A. process. The **plan is being completed consistent** with approach 1 of the E.A. Master Planning process and will include:



Approach 1 involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. The Master Plan document would be made available for public comment prior to being approved by the municipality.

Study Area

- The existing study area for the VMC TMP Update is bounded by Creditstone Road to the east, Portage Parkway to the north, Highway 400 to the west and 407 ETR to the south.
- There are two Secondary Plan Expansion Areas:
 - **Expansion Area A:** Extends the existing boundary east to Creditstone Road on the south side of Highway 7, resulting in a continuous east boundary line.
 - **Expansion Area B:** Extends the existing boundary north, incorporating the lots on the north side of Portage Parkway.



Key Map

Why Develop a TMP for the VMC Study Area?



- The current VMC road network was initially developed more than 10 years ago.



- Since then, the transportation context in the City and its downtown has evolved, including the opening of the VMC TTC subway station, which has contributed to significant residential development activity that surpassed the original 2031 forecasts.

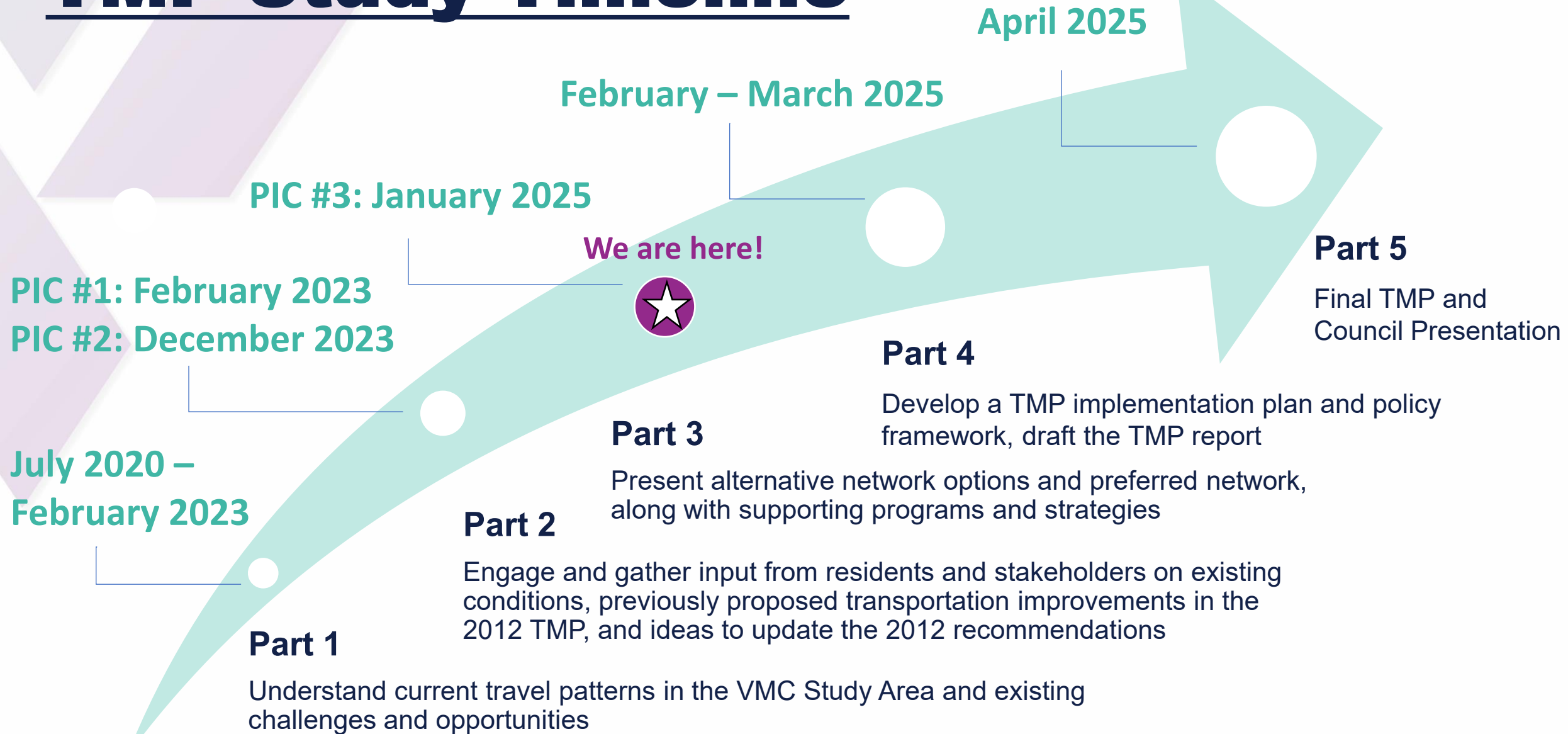


- The City is now developing a new TMP to confirm transportation needs, supportive policies and a phasing strategy to 2051.



- The TMP is being carried out concurrently with the update of the Vaughan Metropolitan Centre Secondary Plan.

TMP Study Timeline



PIC#2 focused on Millway Avenue and Interchange Way EAs

Stakeholder Groups and Public Consultation

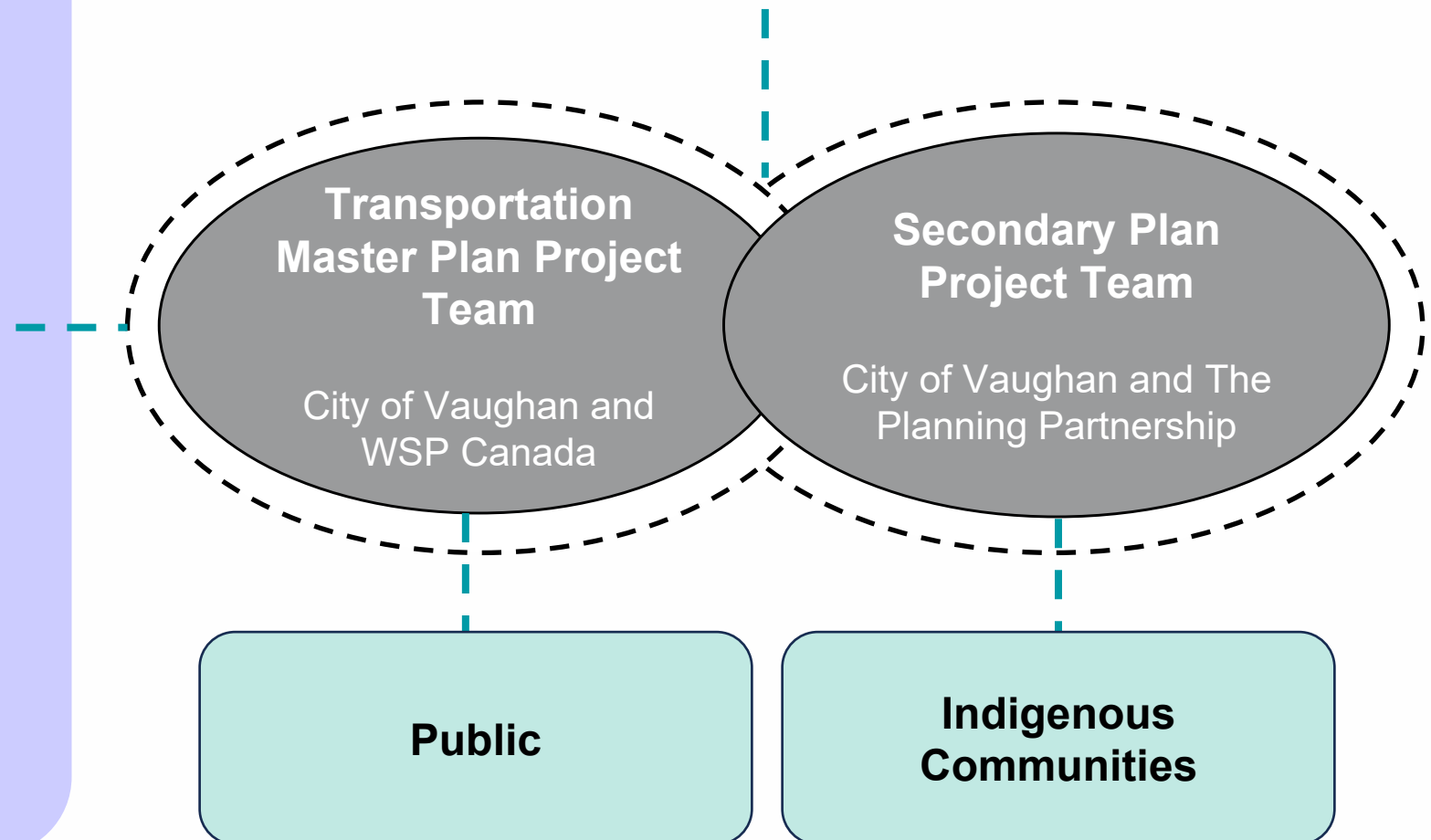
Stakeholder Groups

Technical Agency Committee

- Federal, Provincial, and Regional Agencies
- City of Vaughan Internal Stakeholders
- MTO
- 407 ETR
- York Region Transit
- York Region
- TRCA
- Utilities

Landowner Group

Property Owners and Developers within the Secondary Plan Area



Public Information Centre #1

What We Heard



PIC #1 - What We Have Heard – **Active Transportation**

Category	Suggestions
Mixed-Use Trails	<ul style="list-style-type: none">• Promote wide trails for both pedestrians and cyclists in areas with lower pedestrian traffic.
Bike Lanes and Cycle Tracks	<ul style="list-style-type: none">• Replace bike lanes with cycle tracks along arterial and collector roads.• Install better-protected bike lanes or cycle tracks with physical barriers to prevent cars from encroaching.• Add flexible posts or cordons to existing cycle lanes.• Develop a citywide network of bike lanes to encourage use as the population grows.• Prohibit stopping on Highway 7 for subway drop-offs to maintain bike lane accessibility.
Sidewalks/ Access	<ul style="list-style-type: none">• Widen sidewalks beyond current neighbourhood standards.• Install a central sidewalk on Highway 7 for better pedestrian access, reducing waits at Applewood traffic lights.• Enhance pedestrian access to transit stops with shelters and wayfinding.
Underground Connection	<ul style="list-style-type: none">• Create an underground link from the YMCA Community Centre to TTC subway and YRT bus terminal.
Safety on Hwy 7/ Jane	<ul style="list-style-type: none">• Improve cyclist and pedestrian safety at the Hwy 7/ Jane junction, especially during low visibility periods in the evening.
Parking	<ul style="list-style-type: none">• Address cars parking over bike lanes with physical barriers• Ensure proper winter maintenance.



PIC #1 - What We Have Heard – Transit



Category	Suggestions
Shuttle Service	<ul style="list-style-type: none">• Introduce a shuttle service for convenient mobility between local developments and transportation hubs.
Transfer Stops	<ul style="list-style-type: none">• Establish a transfer stop connecting the Viva BRT on Highway 7 to the Barrie GO Train line, enhancing access to the VMC for GO line commuters.
Bus Stops	<ul style="list-style-type: none">• Relocate YRT bus stops from Highway 7 to the middle bus lane, since traffic congestion is caused when YRT bus stops in live traffic lanes.• Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way for development sites.
Drop-off Zones	<ul style="list-style-type: none">• Implement a drop-off zone at the Vaughan Metropolitan subway station, similar to existing zones at Finch and Sheppard West subway stations.• Address challenges from Walmart's inconvenient relocation and limited transit access.• Consider potential retail developments like a grocery store, superstore, and Shoppers Drug Mart in the area.
Coordination	<ul style="list-style-type: none">• Improve coordination within the VMC and with neighboring municipalities (including Toronto).

PIC #1 - What We Have Heard – Roads



Category	Suggestions
Traffic / Road Enhancements	<ul style="list-style-type: none">• Widen Edgeley Boulevard, adding a centre left-turn lane from Highway 7 to Portage Parkway to alleviate congestion.• Explore traffic solutions such as extending Portage Parkway and widening Apple Mill Road.

Assessing Transportation Solutions



Problem & Opportunity Statement

The vision of the VMC TMP is to accommodate transportation 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 parking management with TDM (for example, walking, cycling, transit, ride share). The TMP will enhance the **sustainable** and **multi-modal** transportation system for the City with a network that supports **all users and all modes of transportation**. The City's transportation system will be **accessible** and promote **connectivity**, leveraging existing rapid transit infrastructure and service within and to and from the broader area.

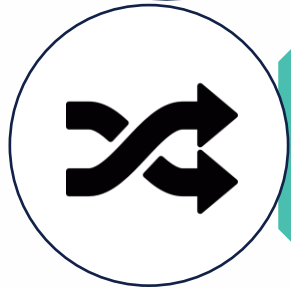
The vision for VMC's transportation future integrates FOUR key principles:



Promoting **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity** for All Modes of Transportation



Supporting Mobility for **All Modes of Transportation**

Assessment Process

Stage 1

Regional Network Modeling

Purpose:

1. Determine **regional** improvements required for a functional network

2. Determine the **maximum threshold** population and employment that can be accommodated at VMC from a traffic and transportation lens.

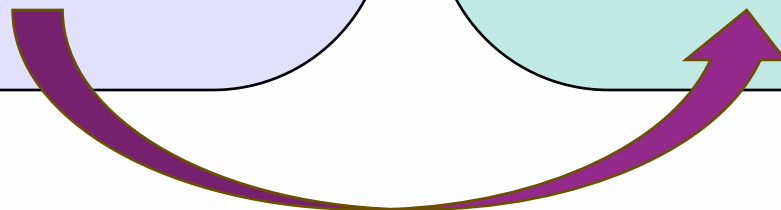
Stage 2

Local Network Assessment

Purpose:

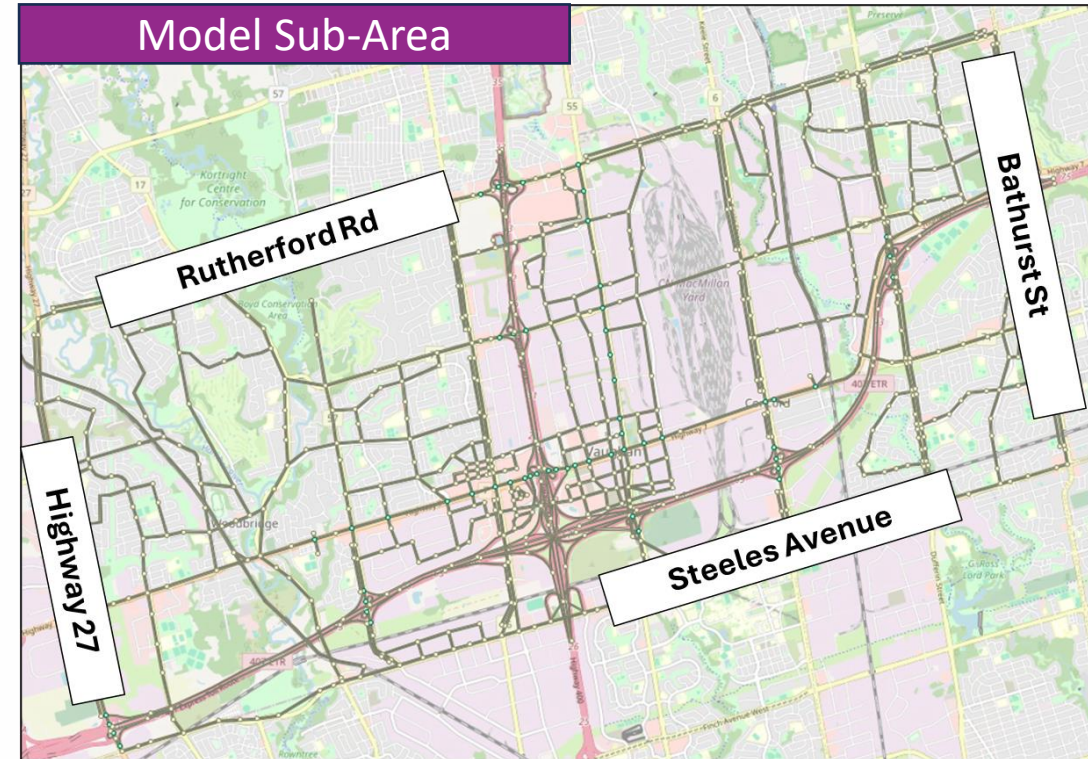
1. Evaluate a range of local network options through multiple lenses

2. Determine a preferred local network that prioritizes active transportation and public transit at VMC.



Regional Network Modeling

- The base model used for this study is the York Region Travel Demand Forecasting (YRTDF) model that was recalibrated in 2014.
- Model represents **AM Peak Hour**
- Model changes include:
 - Updated population in the study area
 - Updated employment totals and employment distribution in the study area.
 - 60% 0-car households assumed for VMC.
 - Parking cost: \$30 per day.
 - Reduced trip generation to account for active transportation and impact of local trips in a dense, urban area



Networks Examined:







Existing Regional Network

Future Base Network

Secondary Stage Network

Regional Network Scenarios and Results

- Regional network modeling examined the capacity of regional roadways and arterials to accommodate a range of development levels
- ALL Scenarios assumed a 2041 horizon year for background traffic and a combined population and employment of 25,000 in the adjacent Weston 7 Secondary Plan Area, in line with W7 TMP recommendations

Local Network Solution Scenario	Combined VMC Population and Employment	Transportation Assumptions	Result
Scenario A	42,000	Existing Regional Network	
Scenario B	42,000	Future Base Network	
Scenario C	105,000	Existing Regional Network	
Scenario D (Threshold)	105,000	Future Base Network	
Scenario E	156,000	Future Base Network	
Scenario F	156,000	Second Stage Network	



Recommended Future Base Network Improvements

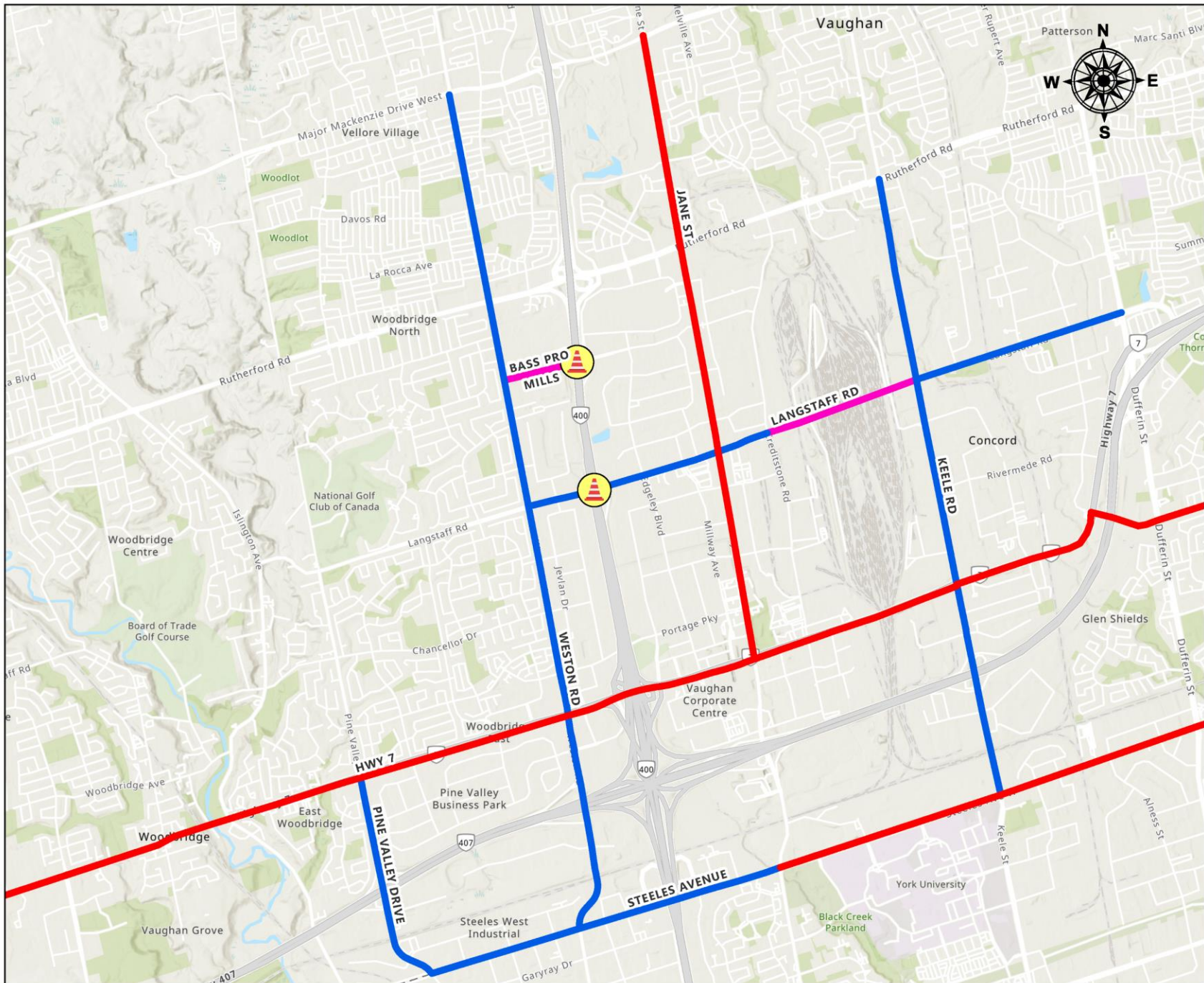
Broad network improvements are REQUIRED to accommodate background traffic growth and must be in place by 2041 to accommodate any degree of further development at VMC

Future Base Network Improvements Include:





- 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 CN Yard
- Langstaff Road full interchange at Highway 400
- Steeles Avenue widening west of Jane Street (4 to 6 lanes)
- Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes)
- Weston Road widening north of Steeles Avenue (4 to 6 lanes)
- Keele Street widening north of Steeles Avenue (4 to 6 lanes)
- Highway 7 rapid transit corridor (Viva headway 10 minutes)
- Steeles Avenue Transit Corridor (4 mixed traffic lanes + transitway east of Jane Street)
- Jane Street Transit Corridor (4 mixed traffic lanes + transitway between Highway 7 and Major Mackenzie Drive, 10 minute headways)

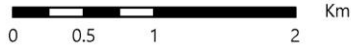
A 105,000 population and jobs maximum threshold is identified through regional network modeling

A 156,000 population and jobs were evaluated and cannot be accommodated based on the tested improvements



Future Base Network Improvements

-  Interchange Improvement
-  New Road Link
-  Road Widening (4 to 6 lanes)
-  Exclusive bus lanes (minimum 10 minute all day service)

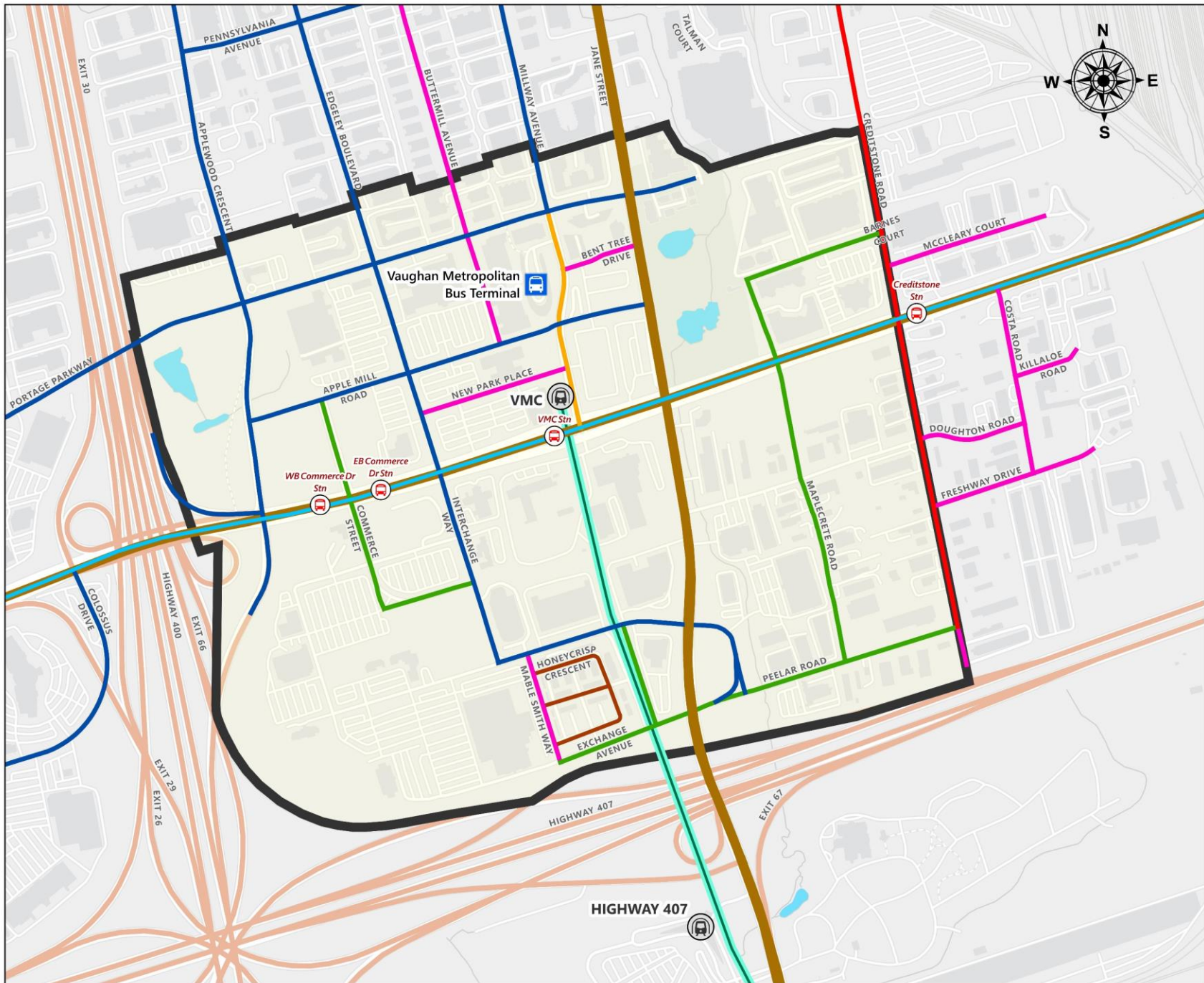


Alternative Local Network Solutions
















- **Alternative modes of travel:** for example, provide bicycle parking, and subsidized transit passes, complementary parking requirements.
- **Alternative routes:** for example, restrictions on specific vehicle routes during peak hours.
- **Trip-making behaviour:** for example, create a culture of walking or cycling, and car-free days (social marketing techniques).
- **Alternative work arrangements:** for example, teleworking, flexible work schedules outside of working hours to spread out travel demand over time.
- **Integrating Transportation Demand Management (TDM) Strategies in new developments:** for example, incorporate data tracking, identify effectiveness of TDM measures, and inform developers.
- **Additional road network improvements:** including Interchange Way and Millway Avenue.

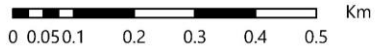
A combination of solutions will be needed to meet future demand.

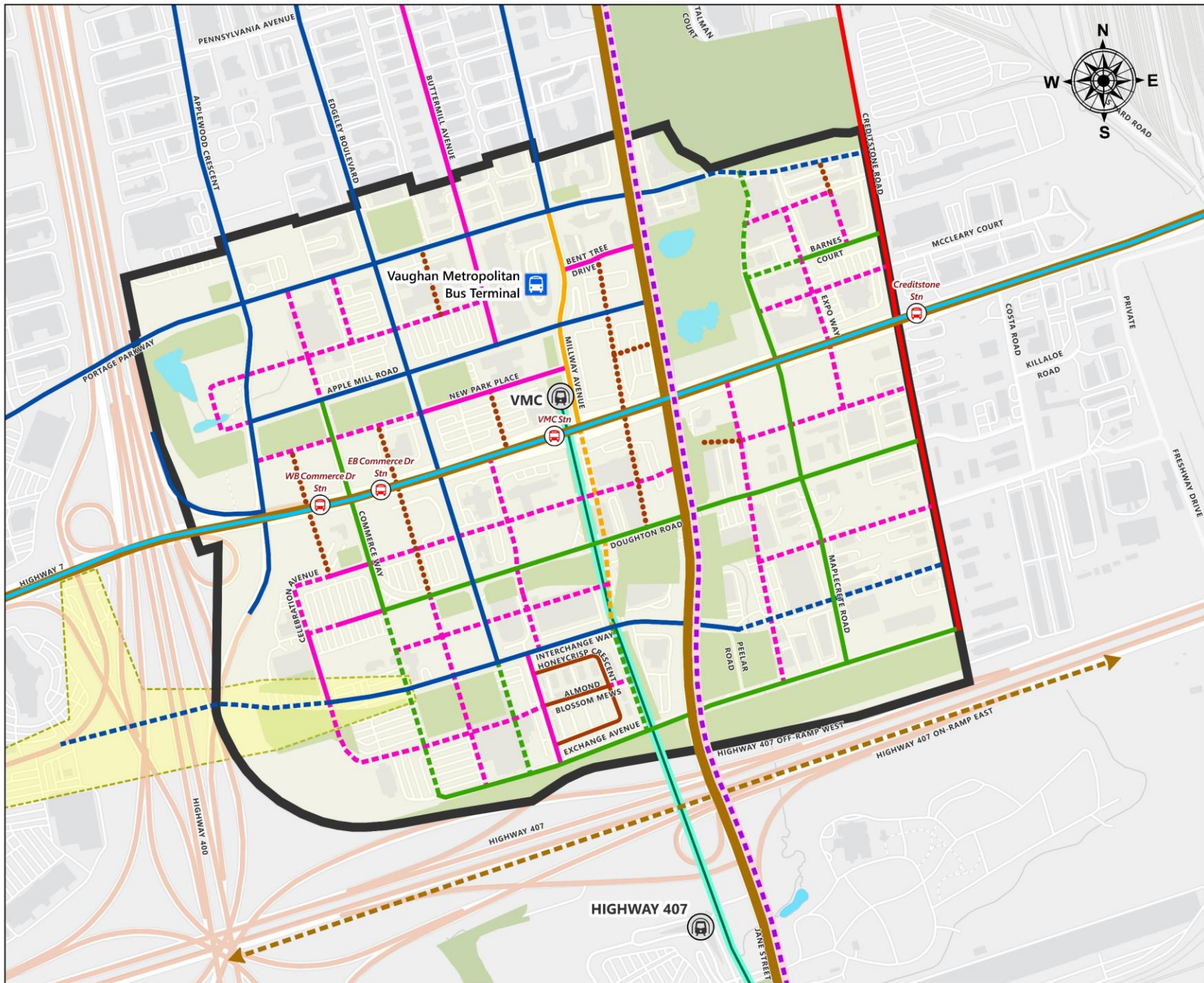




Alternative 1: Existing Local Network

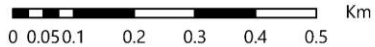
-  Existing Highway
-  Existing Regional Arterial
-  Existing Minor Arterial
-  Existing Major Collector
-  Existing Special Collector
-  Existing Minor Collector
-  Existing Local
-  Existing Mews
-  Existing Subway Alignment
-  Existing Viva Rapidway
-  Existing BRT Station
-  Existing TTC/YRT Transit
-  Existing Subway Station
-  Waterbody
-  VMC Secondary Plan Boundary

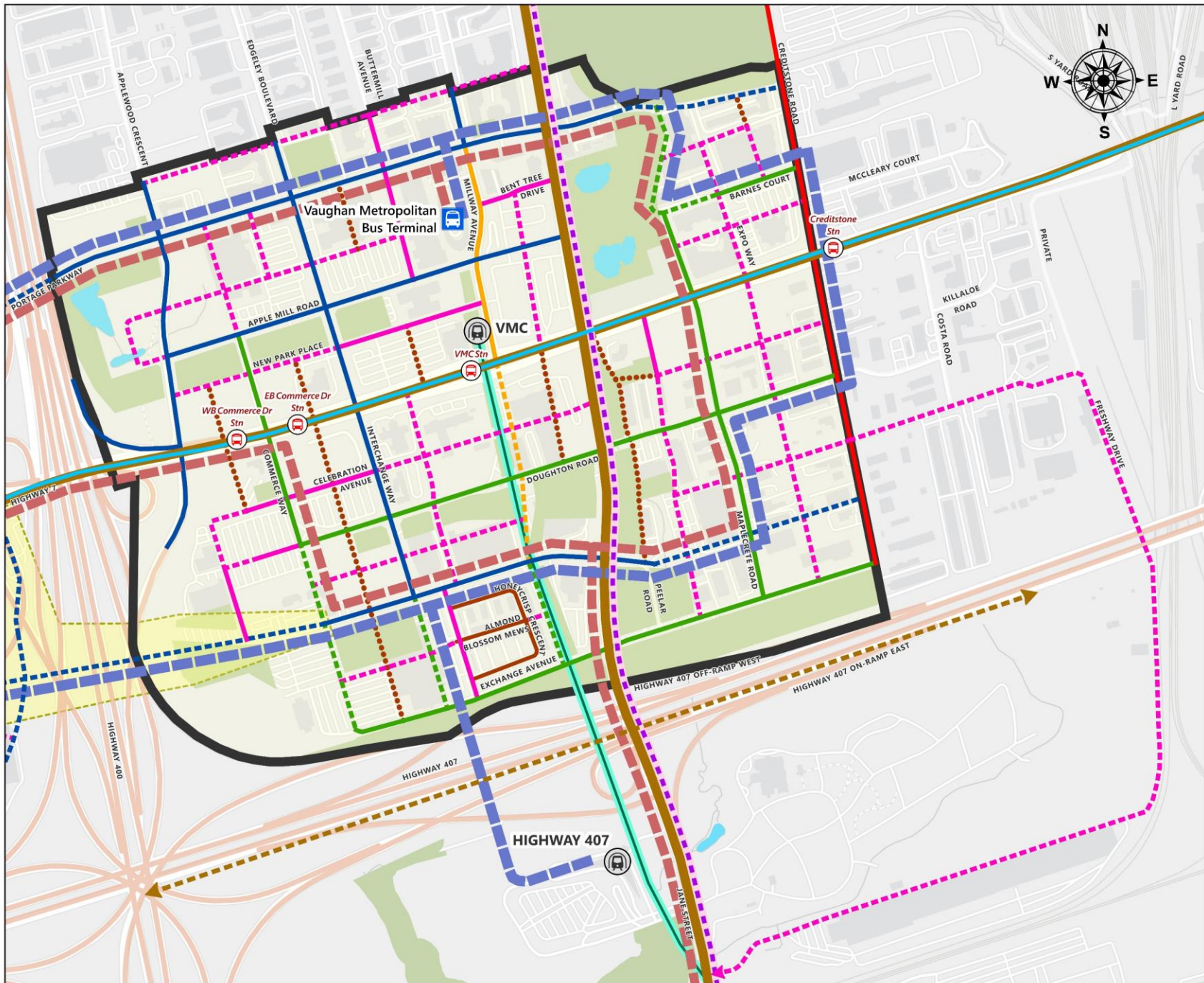




Alternative 2: Planned Network Improvements Only

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Highway 407 Transit Way
- Potential Jane Street Rapidway
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Overpass Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary





Alternative 3: Enhanced Network Improvements

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Highway 407 Transit Way
- Potential Jane Street Rapidway
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

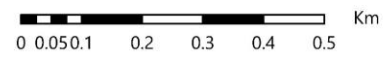
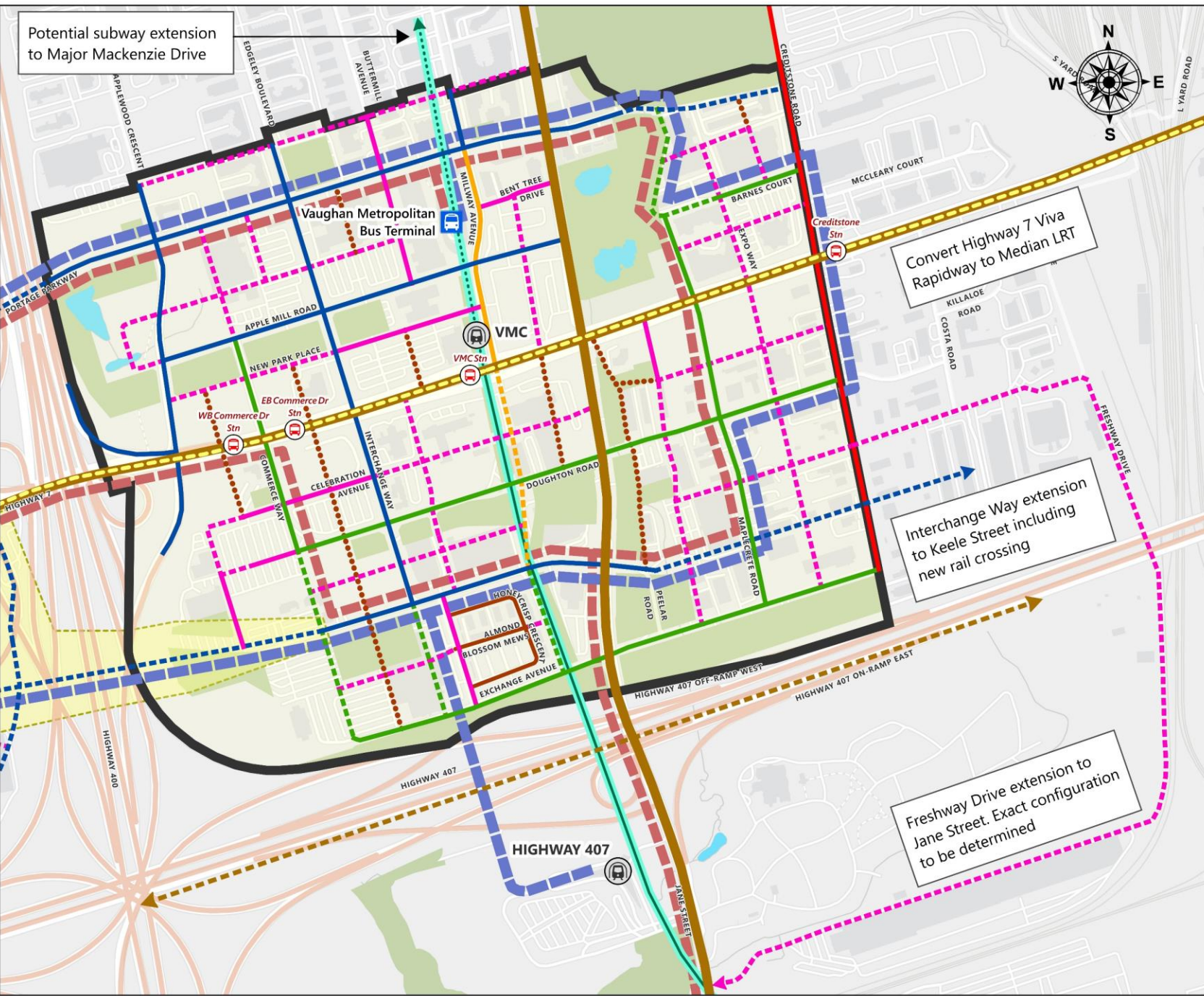


Potential subway extension to Major Mackenzie Drive



Alternative 4: Infrastructure-Intensive Network Improvements

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Potential Subway Extension
- Potential Highway 7 LRT
- Potential Highway 407 Transit Way
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary



Approach: Multiple Account Evaluation



Criteria	Motivation
Multi-Modal Network Elements	<ul style="list-style-type: none">• Describes the supply and coverage of pedestrian, cycling, and transit elements• Assessed quantitatively relative to baseline conditions
Travel Demand and Traffic Impacts	<ul style="list-style-type: none">• Responds to the need for a multimodal transportation network in the VMC study area and identifies how the alternatives impact both transit and auto demand• Assessed quantitatively relative to baseline conditions
Planning and Policy Context	<ul style="list-style-type: none">• Scenario alignment with Provincial, Regional, and City directions for integrated sustainable transportation, as outlined in their respective guiding policy documents• Assessed qualitatively relative to baseline conditions
Safety for Pedestrians and Cyclists	<ul style="list-style-type: none">• Highlights safety implications of network modifications for cyclists and pedestrians• Assessed quantitatively relative to baseline conditions
Natural Environmental	<ul style="list-style-type: none">• Assesses emissions and impacts to the natural environment generated by each alternative• Assessed quantitatively and qualitatively relative to baseline conditions
Equity Considerations	<ul style="list-style-type: none">• Highlights impacts for defined user-groups to capture advantages and disadvantages across a broad range of people• Assessed qualitatively relative to baseline conditions

Methodology: Multiple Account Evaluation

(Preferred)



Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Multi-Modal Network Elements	◐	◑	●	●
Travel Demand and Traffic Impacts	◐	◑	●	◑
Planning and Policy Context	◐	◑	●	●
Safety for Pedestrians and Cyclists	◐	◑	●	●
Natural Environmental	◐	◑	◑	○
Equity Considerations	◐	◑	●	●



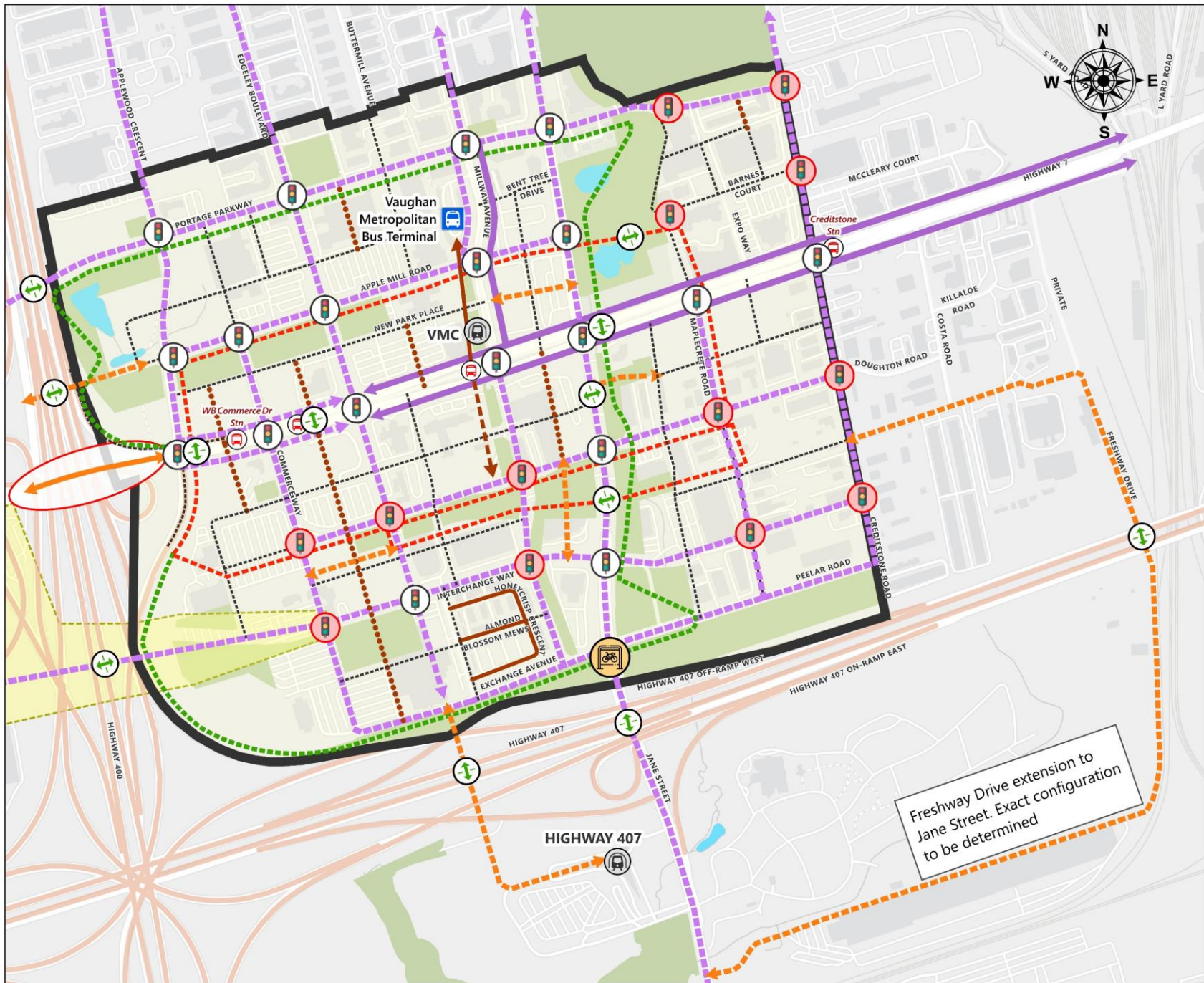
Negative impact



Most positive impact

Preferred VMC Multi-Modal Network



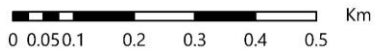


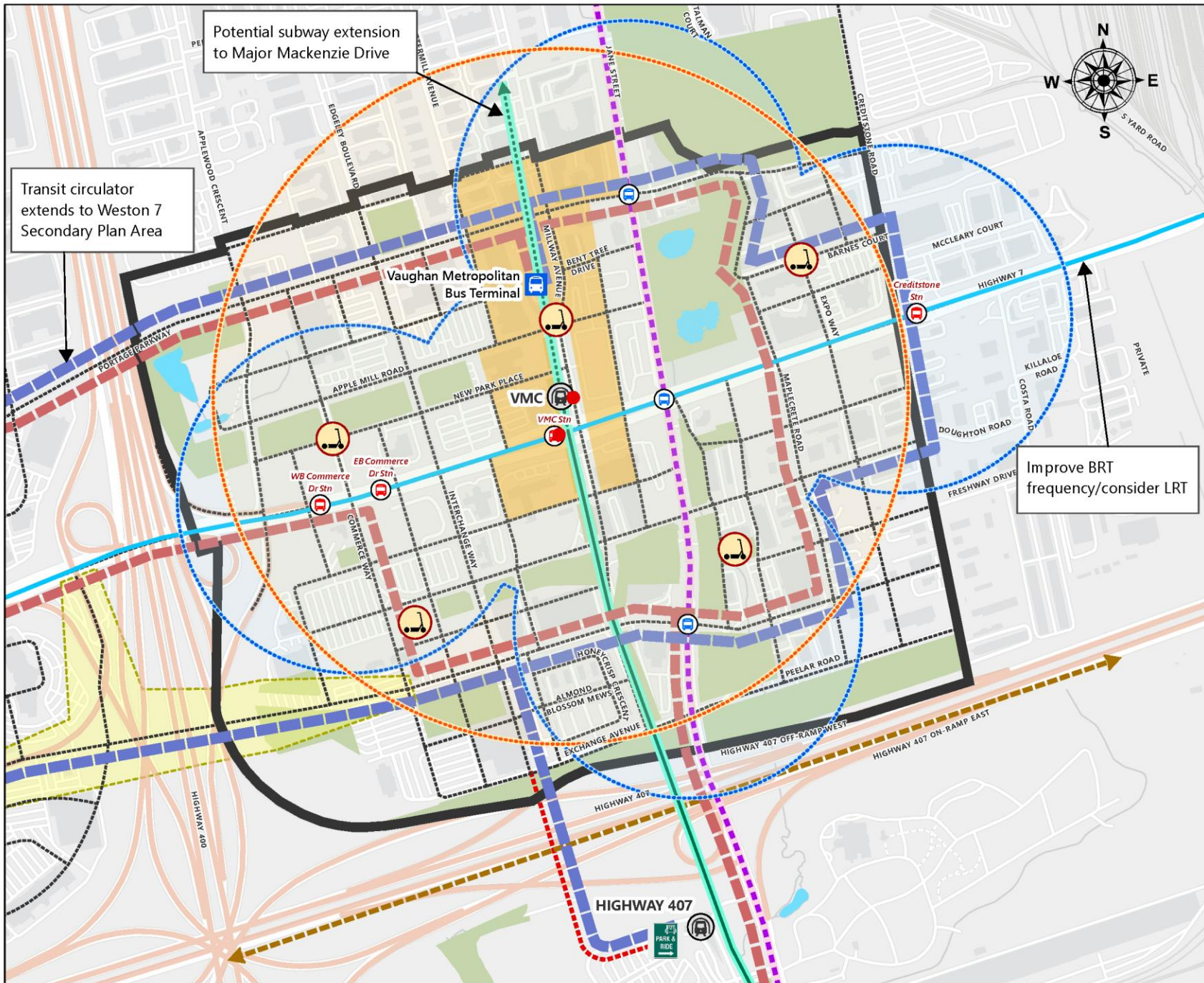
Freshway Drive extension to Jane Street. Exact configuration to be determined

VMC Active Transportation Network



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





Potential subway extension to Major Mackenzie Drive

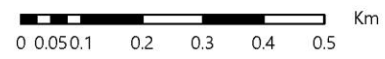
Transit circulator extends to Weston 7 Secondary Plan Area

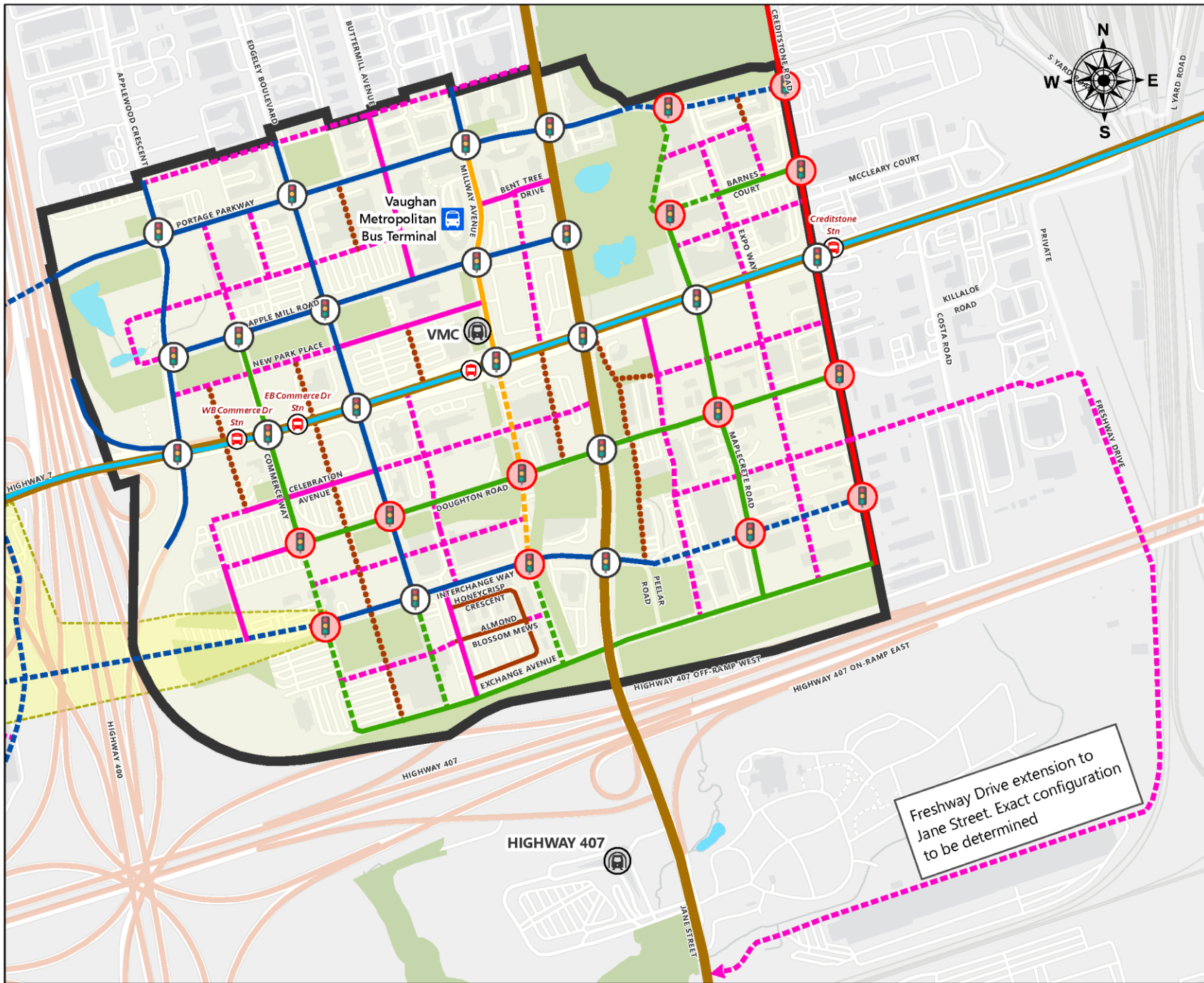


Improve BRT frequency/consider LRT

























VMC Transit Network

- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Subway Extension
- Proposed Jane Street Rapidway
- Potential Highway 407 Transit Way
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing Highway
- Proposed Street Network
- Proposed Transit-Only Link
- Existing Subway Station
- Existing Subway Entrance
- Existing TTC/YRT Transit Terminal
- Existing BRT Station
- Existing Park and Ride Lot
- Proposed Jane Street Rapidway Station
- Proposed Micromobility Hub
- 5 minute walking radius to rapid transit
- 10 minute walking radius to Vaughan Metropolitan Centre Subway Station
- Blocks Adjacent to Subway
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary





Street Network with road classification

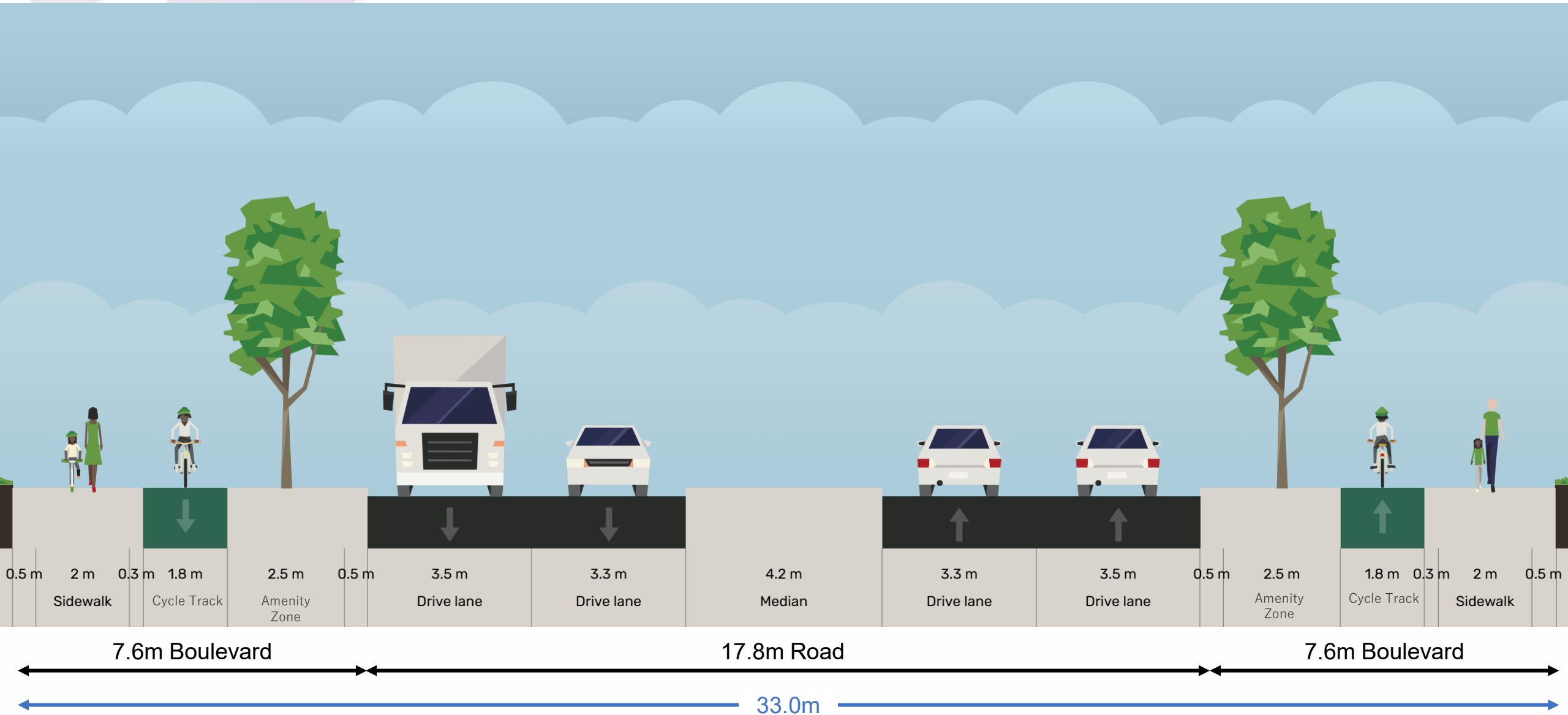
-  Existing Highway
-  Existing Regional Arterial
-  Existing Minor Arterial
-  Existing Major Collector
-  Existing Special Collector
-  Existing Minor Collector
-  Existing Local
-  Existing Mews
-  Other Existing Road
-  Proposed Major Collector (33m)
-  Proposed Special Collector (33m)
-  Proposed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



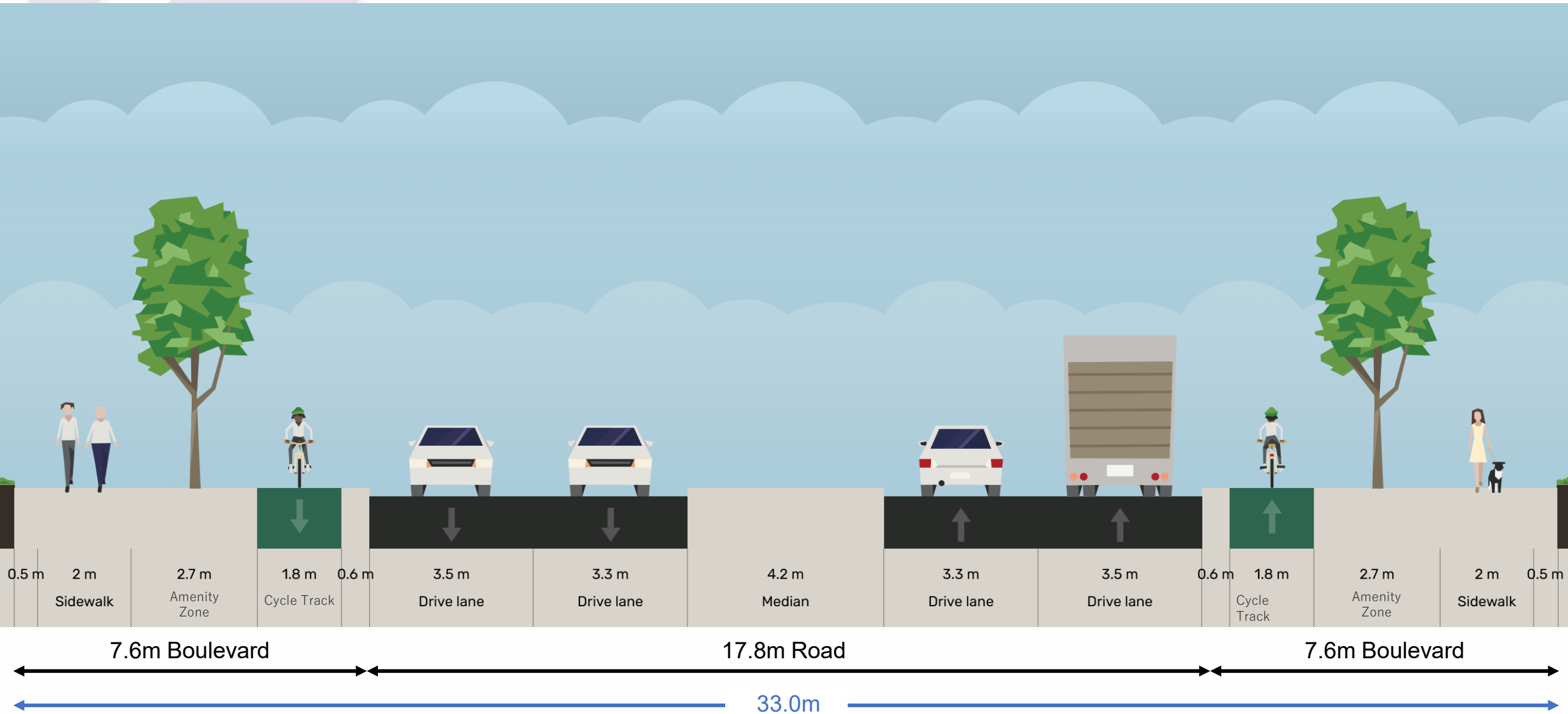
Proposed Cross-Sections



Minor Arterial (For Example: Creditstone Road)

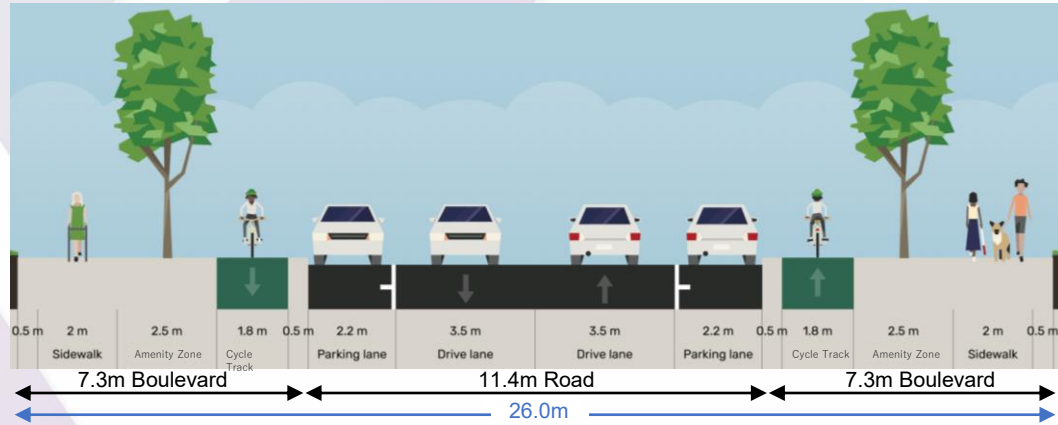


Major Collector (For Example: Portage Parkway, Millway Avenue, Interchange Way)

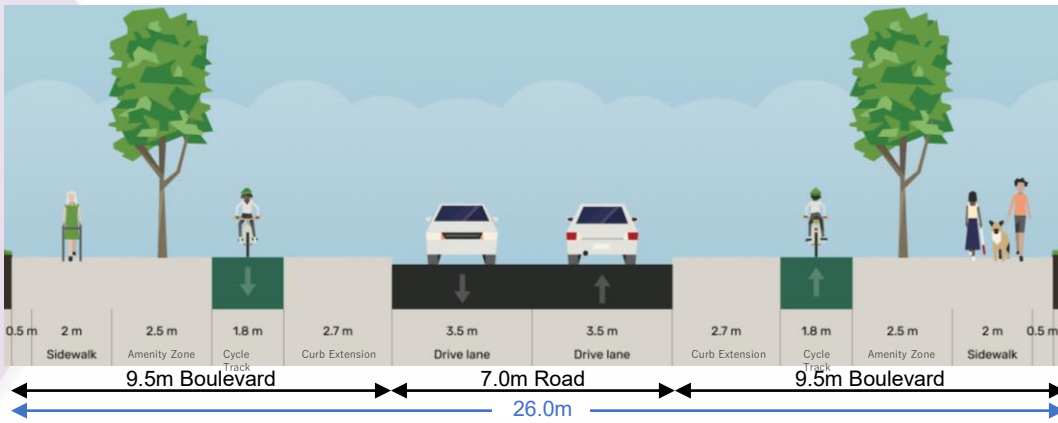


Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock



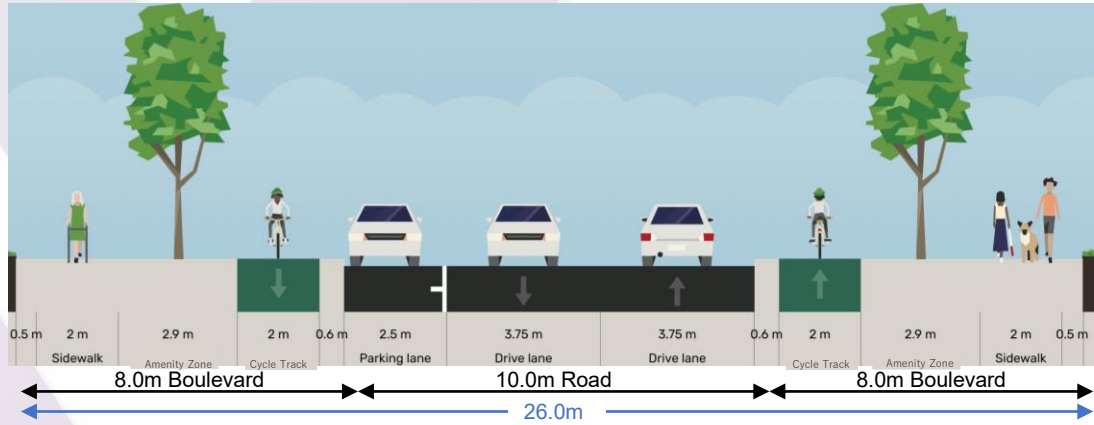
Midblock Pedestrian Crossing



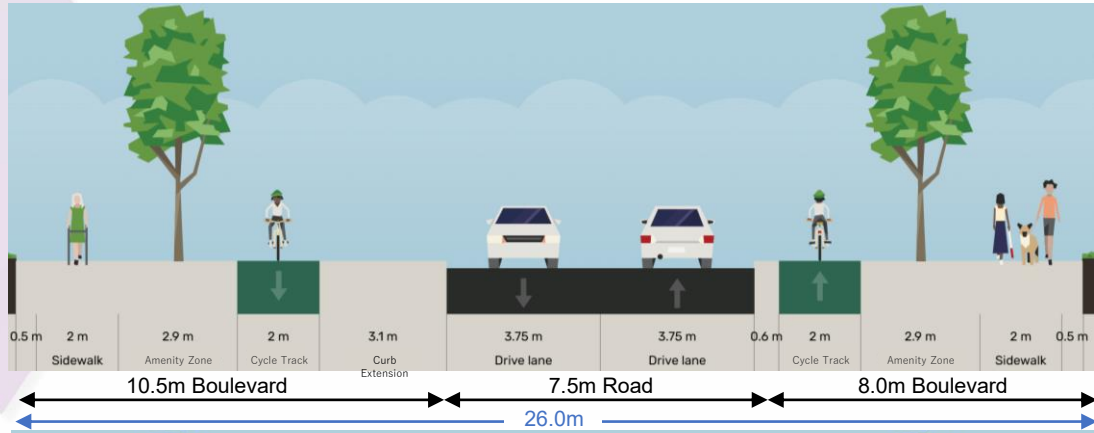
Intersection

Minor Collector - Parking on One Side

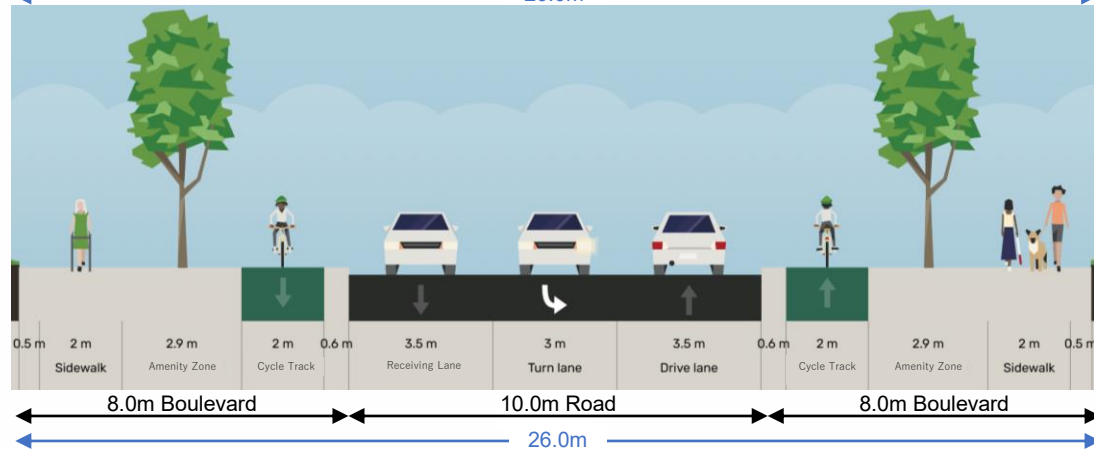
(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock

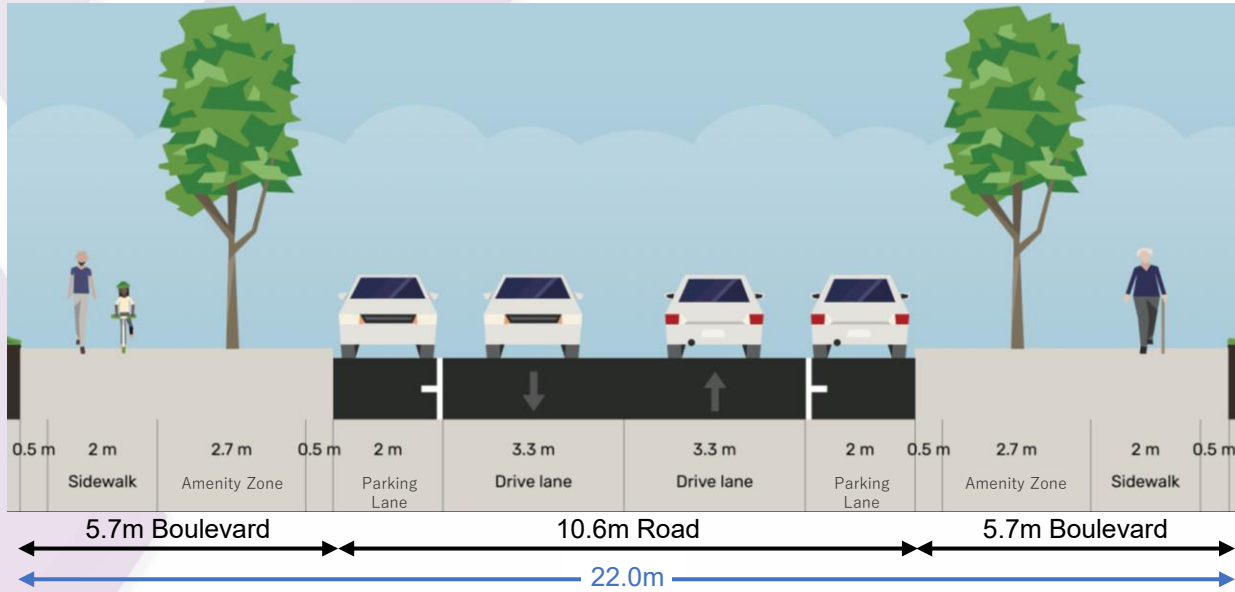


Midblock Pedestrian Crossing

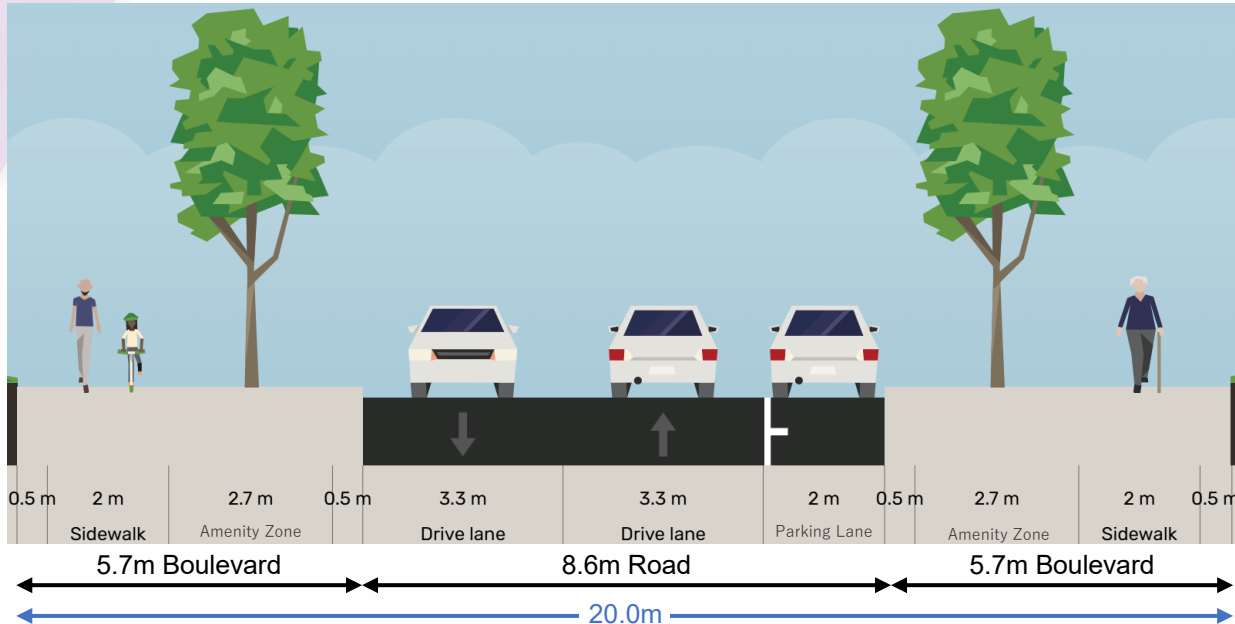


Intersection

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



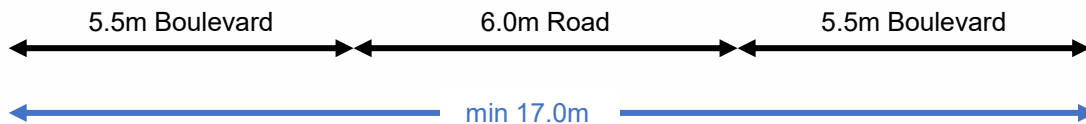
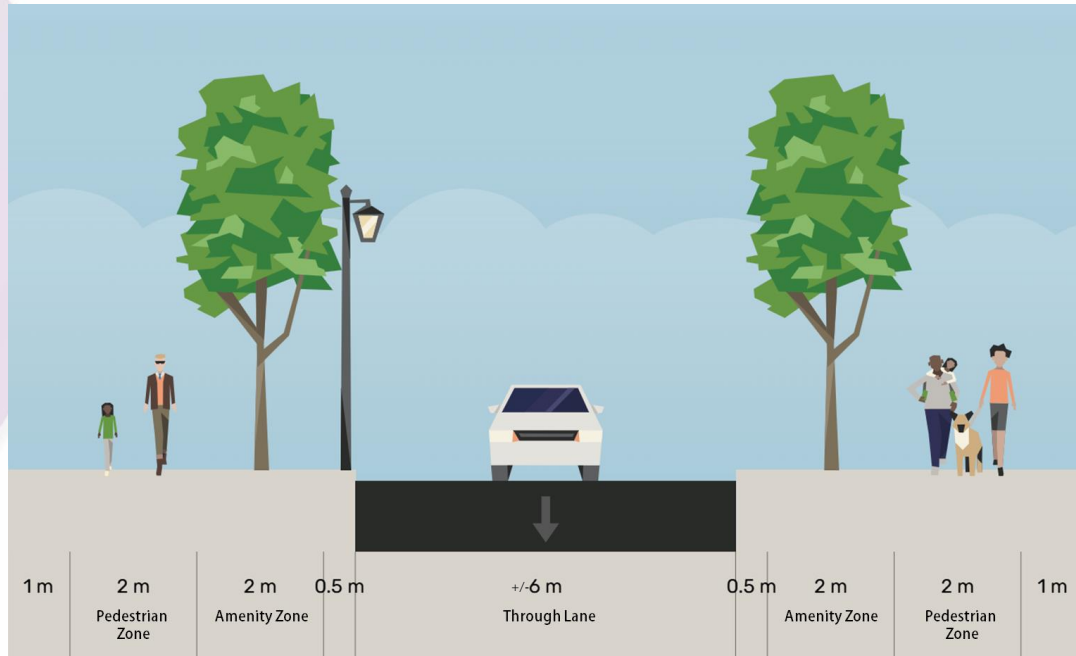
Parking on Both Sides



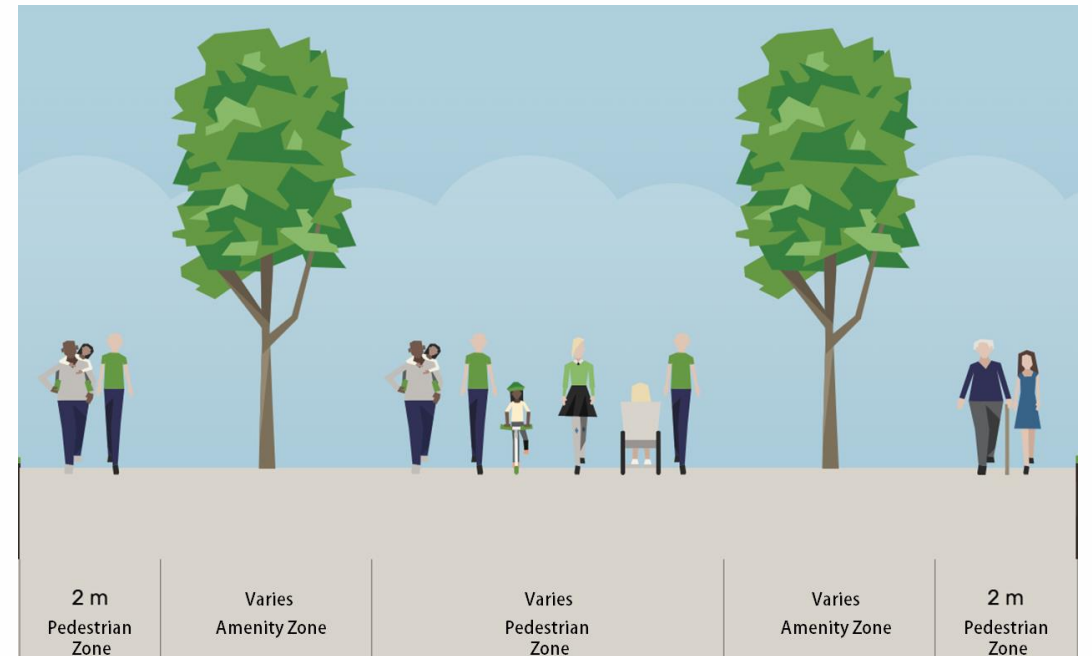
Parking on One Side

Vehicular and Non-Vehicular Mews

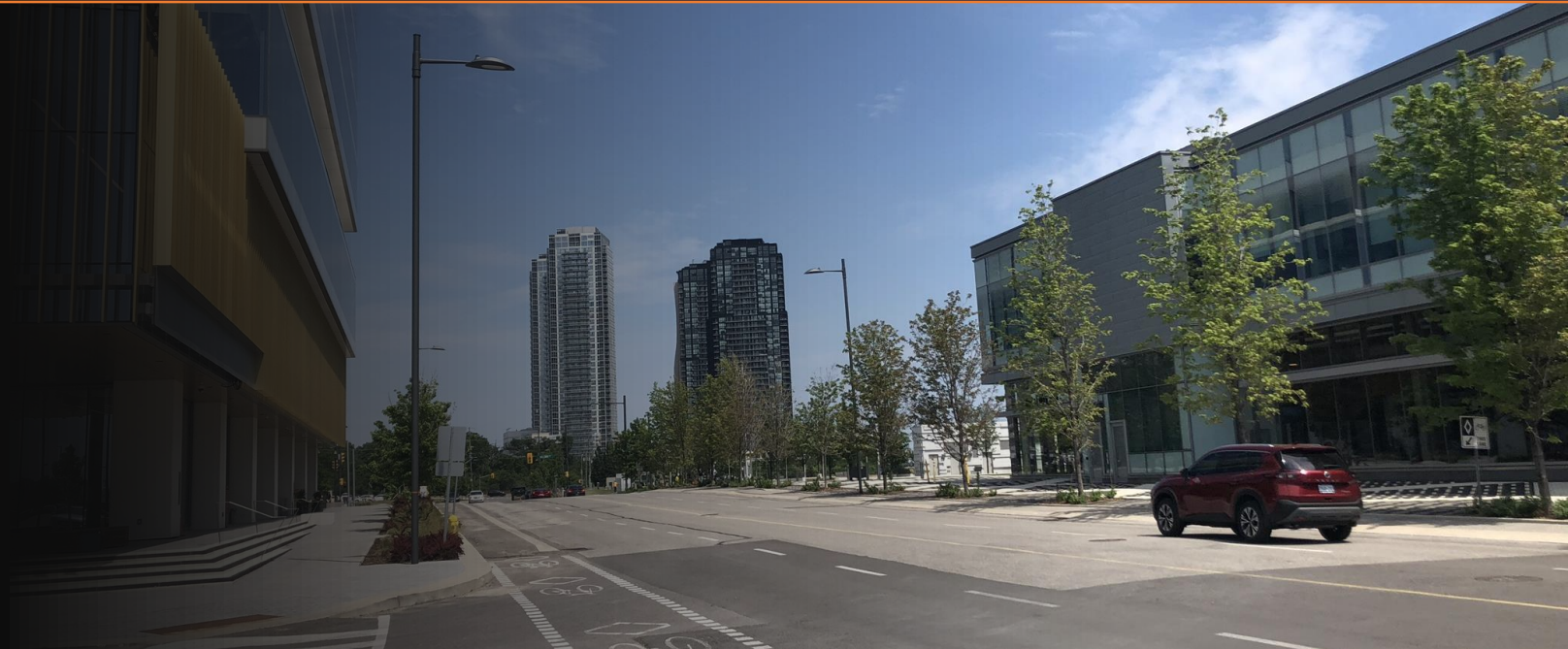
Mews Street with Laneway



Mews Street without Laneway



Supportive Transportation Policy Elements



Transportation Demand Management



Policy Recommendations

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

Education & Outreach Recommendations

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



Infrastructure Recommendations

- Design pedestrian-oriented spaces and streets, such as car-free and car-light realms
- Improve active transportation connections
- Ensure universal design for all ages and abilities
- Work with the Region to improve transit stop design
- Consolidate/eliminate driveways and accesses on major collector and arterial roads where possible

Parking

Parking Recommendations

- Remove minimum parking requirements and reduce maximums.
- Require dedicated parking spaces for carshare and carpool vehicles.
- Continue to require the provision of both short and long-term bicycle parking.
- Continue to unbundle parking from unit costs.
- Expand the area for paid parking and consider raising parking fees.
- Establish dedicated pick-up and drop-off zones.
- Utilize smart parking technology such as digital parking permits and mobile payment systems.
- Develop a curbside management strategy that considers micromobility hubs and parking, pick-up drop-off facilities, and short-term parking uses.



Eco-friendly Short Distance Transport

Recommendations

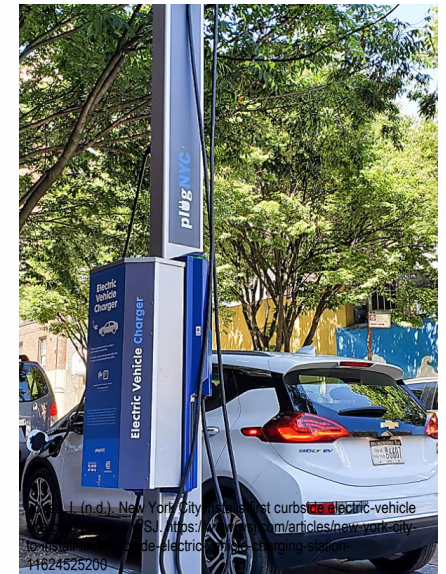
- Encourage residential and public e-mobility (e-bikes, e-scooters) unit charging.
- Plan and commission a carshare and e-bike / e-scooter share service for residents and visitors.
- Facilitate convenient curbside pick-up/drop-off to support ridesharing and deliveries.
- Designate and plan for neighbourhood e-mobility hubs, as well as corrals for on-street e-mobility parking.



Intelligent Transport, Richard Dilks – CoMoUK, published 26 March 2021, <https://www.intelligenttransport.com/transport-articles/120069/mobility-hubs-uk/>



Bike Share Toronto to introduce single-fare option, published June 26, 2018, <https://www.cp24.com/news/bike-share-toronto-to-introduce-single-fare-option-1.3989638>



(n.d.), New York City unveils first curbside electric-vehicle charging station, published June 26, 2018, <https://www.cbs2.com/articles/new-york-city-unveils-first-curbside-electric-vehicle-charging-station>

Next Steps

- 1** Summarize and process input received (please provide input by Feb. 13th)
- 2** Adjust and refine improvements to the transportation network and prepare TMP Report
- 3** Present Report to Council - Committee of the Whole (April 2025)
- 4** Filing the TMP Report and initiate the 30-day commenting period

Video Presentation and Survey

Watch an online presentation and please provide input on the alternative solutions and preliminary preferred strategy to 2051. Share your feedback through this anonymous survey link.



Contact Information

Thank you for contributing to the Transportation Master Plan!

Visit vaughan.ca/VMCTMP for more information. Email vmctmp@wsp.com to be added to study's mailing list.



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