

TRANSPORTATION AND INFRASTRUCTURE TASK FORCE – MAY 19, 2021**COMMUNICATIONS****Distributed May 19, 2021****Item**

- | | | |
|-----|------------------------|---|
| C1. | Presentation material. | 1 |
| C2. | Presentation material. | 2 |

Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

Active Transportation Update

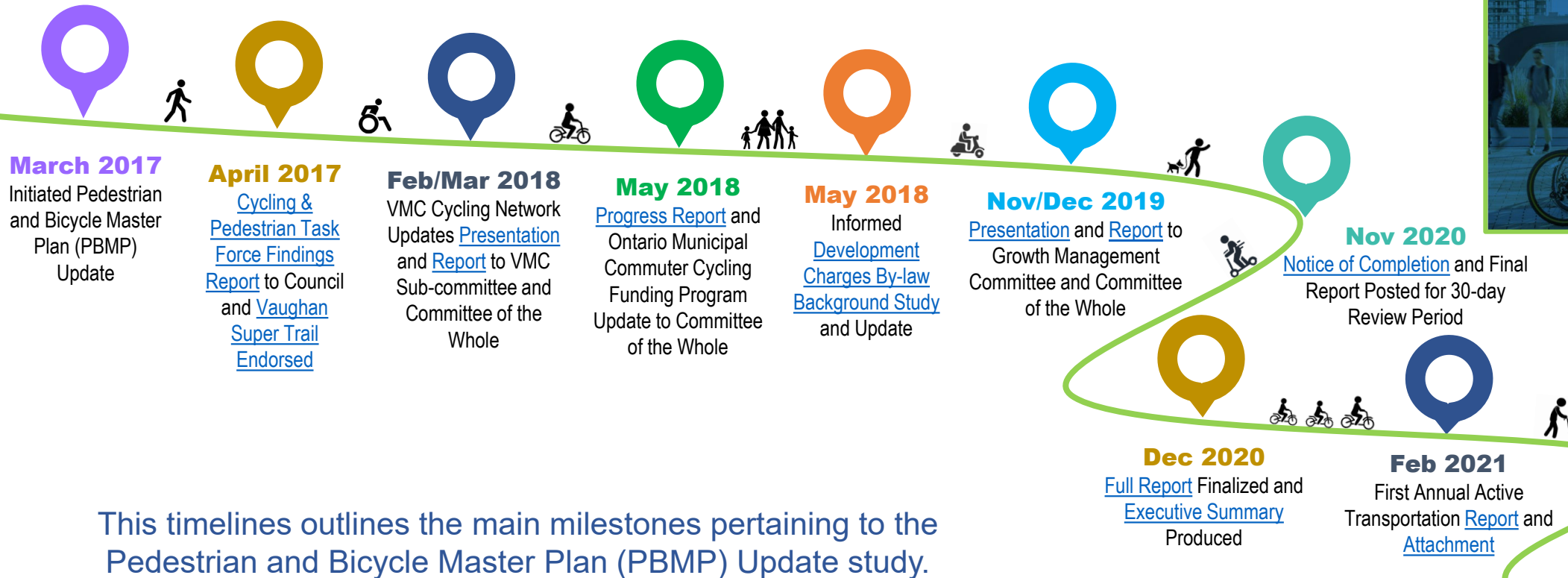
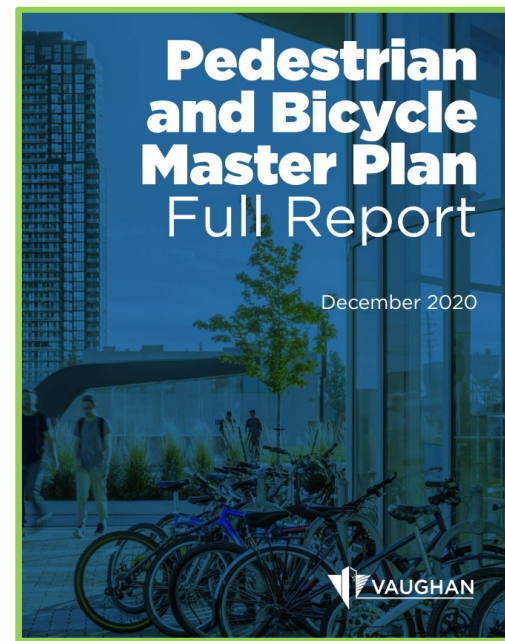
Presentation to the Transportation & Infrastructure Task Force
May 19, 2021

Outline

- Pedestrian & Bicycle Master Plan Timeline
- Outreach and Engagement
- Community Priorities
 - ✓ Awareness & Culture
 - ✓ Safety
 - ✓ Infrastructure
 - ✓ Connectivity
- 2020 Highlights

Note: All reference reports are linked on this page.

High-level Timeline



This timelines outlines the main milestones pertaining to the Pedestrian and Bicycle Master Plan (PBMP) Update study.

For an update on Vaughan's growing cycling and multi-use network as well as key accomplishments from 2020 read the Active Transportation Programs [First Annual Report](#) and [Attachment](#).

Graphic modified from Winnie Lai

PBMP Consultation Summary

TIMELINE OF ENGAGEMENT



ACTIVITIES



2
BICYCLE
FRIENDLY
COMMUNITY
WORKSHOPS



2
STAKEHOLDER
ADVISORY
GROUP
MEETINGS



39
POP-UP
EVENTS



128
HOURS OF
FACE-TO-FACE
ENGAGEMENT

ENGAGED PUBLIC



65
STAKEHOLDER
ADVISORY GROUP
MEMBERS

REPRESENTING
19 DIFFERENT
ORGANIZATIONS/
AGENCIES



654
RESPONDENTS
TO SURVEY



322
RESPONDENTS
TO ONLINE
MAPPING TOOL



507
PEOPLE SIGNED
UP FOR PROJECT
EMAIL LIST



3,089
RESIDENTS ENGAGED
THROUGH POP-UPS
AND WORKSHOPS

MEDIA PROMOTION OF STUDY



City of Vaughan
Twitter



City of Vaughan
Facebook

32 tweets
138 likes
4 comments
120 retweets

4 posts
14 likes
3 shares
3 comments



**WINTER
AND SUMMER
RECREATION GUIDE**
distributed to 80,000
homes and 10,000
civic locations
and events



9 LIBRARY
book
displays



**10 COMMUNITY
CENTRES**
received
handout
information

Also...

- Newspaper notices
- City eNewsletters
- Councillor Newsletters
- City TVs
- Digital Signs

PEDESTRIAN AND BICYCLE MASTER PLAN

Community POP-UP Events



vaughan.ca/cycling



Community Priorities



**Awareness
and
Culture**

Safety



Infrastructure

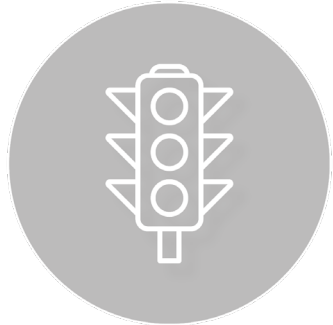


Connectivity





Awareness and Culture



2020 Cross-Departmental Highlights:

1. 7 Public Service Announcements
2. 30% increase in resident inquiries
3. Increased social media messaging and website updates
4. Parks and Recreation Ontario Award for Great Walks of Vaughan
5. Partnered with Smart Commute and York Region on six outreach initiatives



Safety

2020 Cross-Departmental Highlights:

1. First retrofit in-boulevard cycle tracks on Clark Ave
2. Adopted an all ages and abilities framework for cycling facilities
3. Advanced updates to the City-wide Engineering Design Standards
4. Assessed separated AT facilities in 5 City-led EAs
5. Completed the Inclusive Design Guidelines
6. Updated the School Crossing Guard Program
7. Engaged on new provincial e-bike legislation



Infrastructure

2020 Cross-Departmental Highlights:

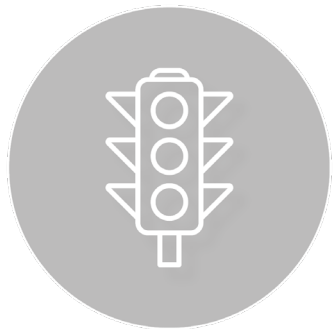
1. Advanced AT as part of 16 ongoing capital projects
2. Continued to secure AT through development applications
3. Initiated design of 7 new stand-alone AT projects
4. Included city-wide bicycle parking in the Comprehensive Zoning By-law Review



Infrastructure

Implementation Framework:

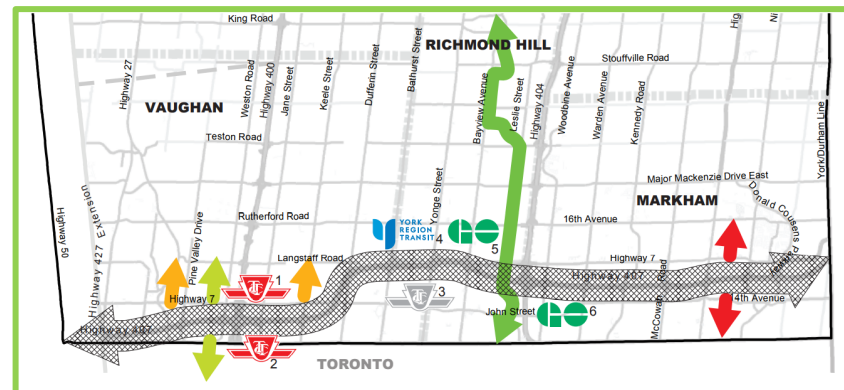
- 1. Leverage capital projects and development**
 - “Routine Accommodation”
- 2. Identify and prioritize network gaps**
 - Annual planning and implementation programs
 - Standalone AT capital projects



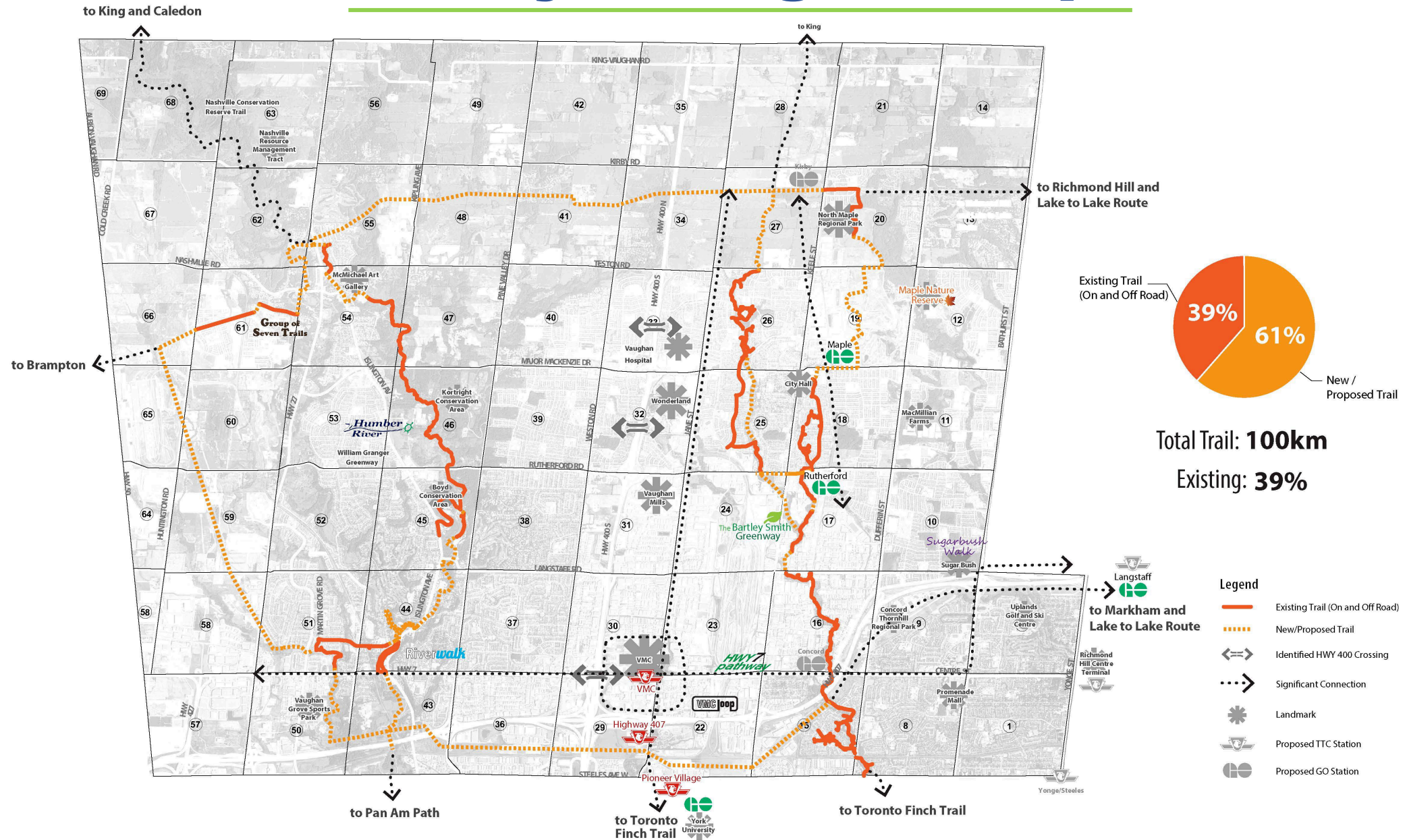
Connectivity

2020 Cross-Departmental Highlights:

1. Advanced Vaughan Metropolitan Centre (VMC) Separated Cycling Network through 7 developments
2. Advanced the design of the VMC multi-use recreational trails network
3. Advanced five key initiatives related to the Vaughan Super Trail
4. York Region initiated the South York Greenway feasibility study
5. Advanced AT within the Thornhill Sustainable Neighbourhood Action Plan
6. Advanced AT policy and planning for Vaughan Transportation Plan, four ongoing secondary plans and Official Plan Review



Connectivity - Vaughan Super Trail



Connectivity - VMC Network



LEGEND

- ~ 15 km separated cycling facilities
- ~ 1.5 km existing buffered bike lanes
- ~ 6 km Multi-use Recreational Trails
- Existing
- In design or designed
- * Edgeley Pond & Park Trails designed



Final Thoughts.

For more info:
vaughan.ca/cycling
vaughan.ca/trails



C2
Communication
Transportation and Infrastructure Task
Force - May 19, 2021
Item # 2

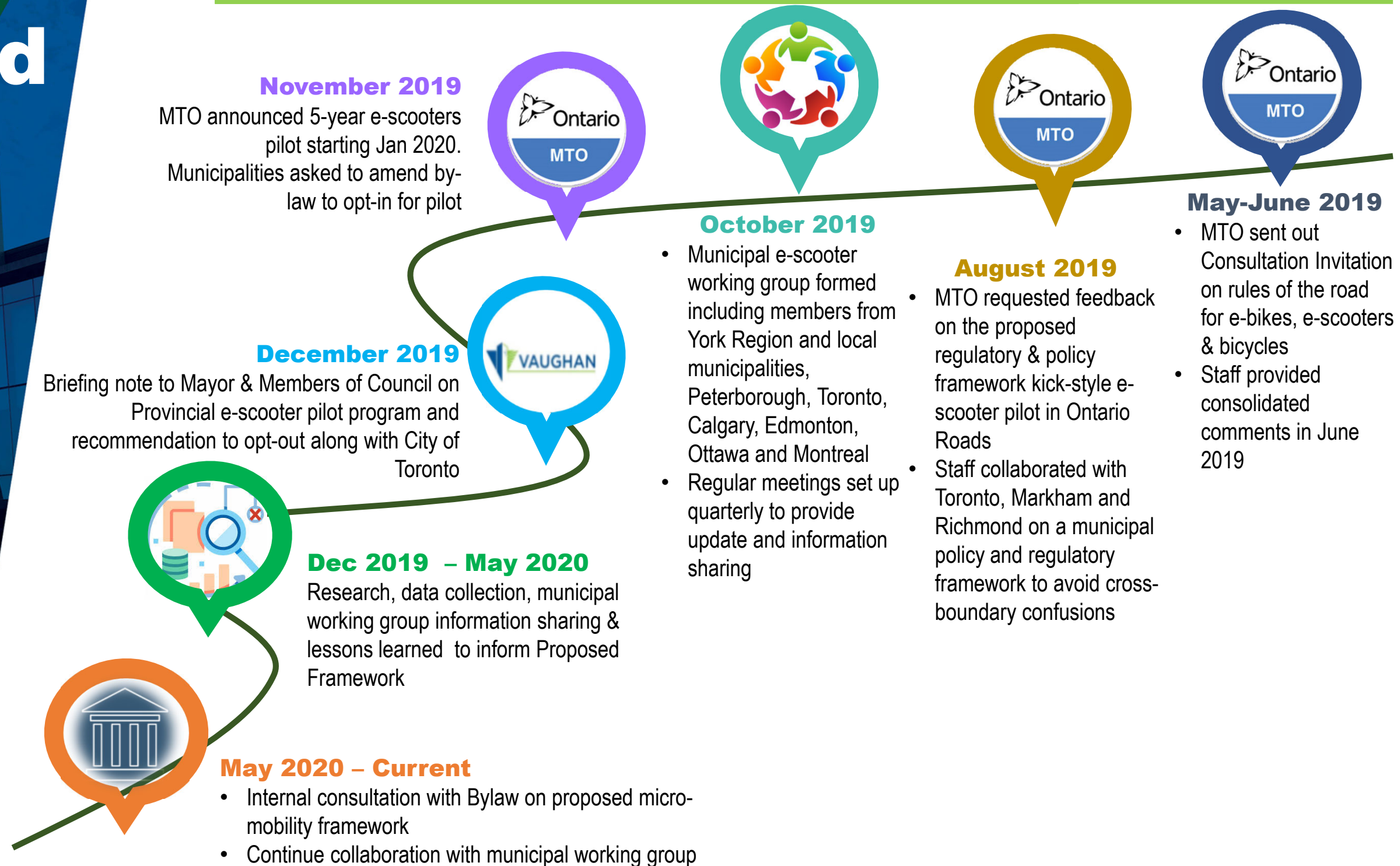
Micro-mobility Framework

Transportation & Infrastructure Task Force
May 19, 2021



Background

How we got here?



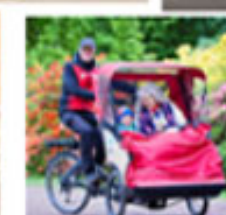
Outline

1. What is micro-mobility?
2. Rules & Regulations
3. Opportunities & Challenges
4. Lessons Learned
5. Next steps

Micro-mobility

What is Micro-mobility

- ways of getting around on small wheeled devices that aren't cars



Diverse

Micro-mobility

Micro-mobility

The most common shared micro-mobility devices

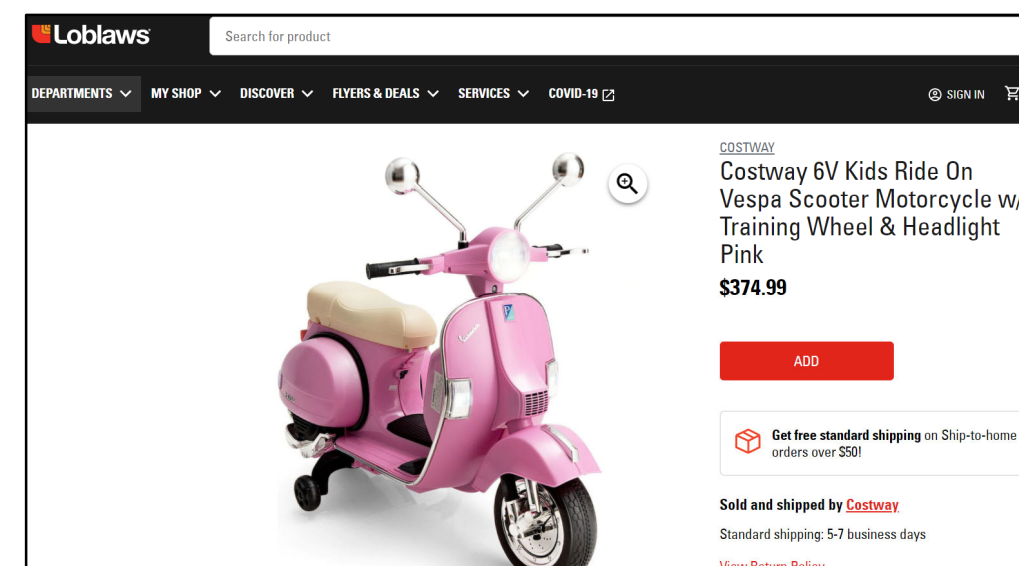


E-Bikes, E-Scooters

Micro-mobility

Micro-mobility Devices

The most common privately owned and/or operated micro-mobility devices:





Micro-mobility

TORONTO STAR

This copy is for your personal non-commercial use only. To order presentation-ready copies of Toronto Star content for distribution to colleagues, clients or customers, or inquire about permissions/licensing, please go to: www.TorontoStarReprints.com

GTA

E-scooters are selling fast in Toronto, retailers report. The catch: they're illegal on city streets

By **Ben Spurr** Transportation Reporter
Wed., Feb. 24, 2021 | 4 min. read

Article was updated 16 hrs ago

[JOIN THE CONVERSATION \(6 \)](#)

In an article posted to its website last month, a company called TekTrendy outlined the “key benefits of using e-scooters in Toronto in 2021.”

The electric-powered kick-style scooters “help save time, save money and make travelling more fun,” according to the Toronto-based company, which is just one of a number of retailers selling e-scooters in the city and whose site lists four models for sale, ranging in price from \$699 to \$1,099.

“Many of our customers happily use their scooter to commute to the nearest TTC (stop),” the company reported.

There’s just one catch: in Toronto in 2021, it’s illegal to ride e-scooters on city streets, sidewalks, bike lanes, trails, or virtually any other public place. (TekTrendy’s website does advise customers to check the regulations in their area).

The devices are allowed on private property, however, and it’s not illegal to sell them. That grey area has helped foster a growing retail trade that’s troubling to critics who warn e-scooters pose a safety risk.

“It is a loophole that needs to be investigated,” said Councillor Kristyn Wong-Tam (Ward 13, Toronto Centre).

She chairs the Toronto Accessibility Advisory Committee, which opposes legalizing e-scooters on the grounds the near-silent vehicles can harm blind people and others with accessibility challenges if they’re ridden or parked on sidewalks.

“Unless somebody has a very large backyard that’s paved over that they plan to exclusively use that e-scooter in, there’s a very good chance that they’re going to take it out” on public streets or sidewalks after they buy it, “and none of that is permitted,” she said.

She acknowledged that outright banning their sale in Toronto may not be the best solution, because a prohibition could easily be circumvented through online retailers. The committee is set to debate e-scooters Thursday.

TekTrendy didn’t return requests for comment. It’s far from the only company selling e-scooters in Toronto, however. A handful of independent retailers offer them, and Canadian Tire lists at least six models available at its Toronto locations.

Barry Nisan, owner of Epic Cycles, said demand for e-scooters is growing fast. He recently opened a new location in Toronto’s Junction neighbourhood, in addition to his flagship store in Vaughan (where officials say e-scooters are also barred from public roads). His shops primarily sell electric bicycles, but **he said sales of e-scooters have quadrupled every year since he started stocking them about four years ago. He estimates Epic sold close to 500 of them last year.**

She chairs the Toronto Accessibility Advisory Committee, which opposes legalizing e-scooters on the grounds the near-silent vehicles can harm blind people and others with accessibility challenges if they’re ridden or parked on sidewalks.

“Unless somebody has a very large backyard that’s paved over that they plan to exclusively use that e-scooter in, there’s a very good chance that they’re going to take it out” on public streets or sidewalks after they buy it, “and none of that is permitted,” she said.







She acknowledged that outright banning their sale in Toronto may not be the best solution, because a prohibition could easily be circumvented through online retailers. The committee is set to debate e-scooters Thursday.

TekTrendy didn’t return requests for comment. It’s far from the only company selling e-scooters in Toronto, however. A handful of independent retailers offer them, and Canadian Tire lists at least six models available at its Toronto locations.

Barry Nisan, owner of Epic Cycles, said demand for e-scooters is growing fast. He recently opened a new location in Toronto’s Junction neighbourhood, in addition to his flagship store in Vaughan (where officials say e-scooters are also barred from public roads). His shops primarily sell electric bicycles, but he said sales of e-scooters have quadrupled every year since he started stocking them about four years ago. He estimates Epic sold close to 500 of them last year.




Rules & Regulations


Micro-mobility type	Operating requirements, rules and regulations
<p>E-bikes</p>   <p>Motor-assisted bicycle</p>  <p>Power-assisted bicycle</p>    <p>Limited-speed Eelectric motorcycle/moped</p>	<p>Operating requirements:</p> <ul style="list-style-type: none"> do not need a driver's license ≥16 years of age wear an approved bicycle/ motorcycle helmet follow the same rules of the road as regular cyclists <p>What is permitted: Those operating e-bikes can ride their e-bike on most roads and highways where conventional bikes are permitted</p> <p>What is not permitted: Those operating e-bikes cannot ride:</p> <ul style="list-style-type: none"> on 400 series highways on municipal roads, including sidewalks, where bicycles are banned under municipal by-laws on municipal roads, sidewalks, bike paths, bike trails or bike lanes where e-bikes are prohibited

Class: Power-Assisted Bicycle (E-Bike) – not a motor vehicle
 Label: Yes (Federal Compliance Label)
 Weight: 120kg or less
 Max. Speed: 32 km/h with motor assistance




Rules & Regulations

Micro-mobility type	Operating requirements, rules and regulations
Cargo e-bike 	<p>Currently, cargo e-bikes are not permitted in Vaughan.</p> <p>Municipalities that want to allow cargo e-bikes to operate on their roads must pass by-laws to permit their use and set out specific requirements based on what is best for their communities.</p> <p>City of Vaughan is currently not participating in the cargo e-bike pilot.</p>

Rules & Regulations

Micro-mobility type	Operating requirements, rules and regulations
<p>E-scooters</p>  <p>Battery powered with a platform, are steered with waist-high handlebars.</p> <ul style="list-style-type: none"> • max speed 24 kph, max weight 45kg • max power = 500 watts • no baskets, pedals/ seats allowed • must have two wheels and brakes • must have horn or bell, one white light on front, one red light on rear and reflective material on sides • max wheel diameter of 431mm (17") <p>(based on Ministry of Transportation Ontario e-scooter pilot program)</p>	<p>Operating requirements:</p> <ul style="list-style-type: none"> • be at least 16 years of age • not carry passengers/ cargo • stand at all times • wear a helmet (those under 18 years old) <p>What is permitted:</p> <ul style="list-style-type: none"> • All Highway Traffic Act (HTA) rules of the road apply • Penalties in HTA s. 228(8) will apply to violations of pilot regulation (fine of \$250 to \$2,500) • Not allowed on controlled access highways <p>What is not permitted:</p> <ul style="list-style-type: none"> • e-scooters are only allowed on public right of ways in municipalities that opt-into the provincial e-scooter pilot program and must pass a by-law to allow them on municipal roads. <p>City of Vaughan is currently NOT participating in the cargo e-bike pilot.</p>

Rules & Regulations

Micro-mobility type	Operating requirements, rules and regulations
Other devices Electric skateboard/hoverboard 	only permitted on <u>private property</u> in Vaughan.
Unicycle 	
Segway 	

Proposed Regulatory Approach (MTO)

- Update the definition of e-bikes*
- Amend the definitions & requirements for mopeds and limited speed motorcycles*
- Create a pilot program for Cargo E-bikes
- *Public input May 12 – June 10, 2021

Opportunities & Challenges

- Ensure the safety and comfort for users and others
- Understand how the speed, weight, and size of these devices impact safety and comfort for users of the devices and other road/path users
- Understand how these devices operate under different road conditions (road surface quality, weather elements, lighting and visibility, etc.)
- Understand the financial and environmental sustainability of these devices
- Understand the economic development potential



Learning from Canadian pilots

Canadian Pilots

- City of Montreal, Quebec
- City of Waterloo, Ontario
- City of Vancouver, British Columbia
- City of Calgary, Alberta



Learning from Canadian pilots

Lessons Learned

- Enforcement challenges with parking/ placement of these devices
- Accidents to unexperienced riders and other road users
- Reliability of devices
- Riders not obeying rules of the road
- Risk and liability



What has been done?

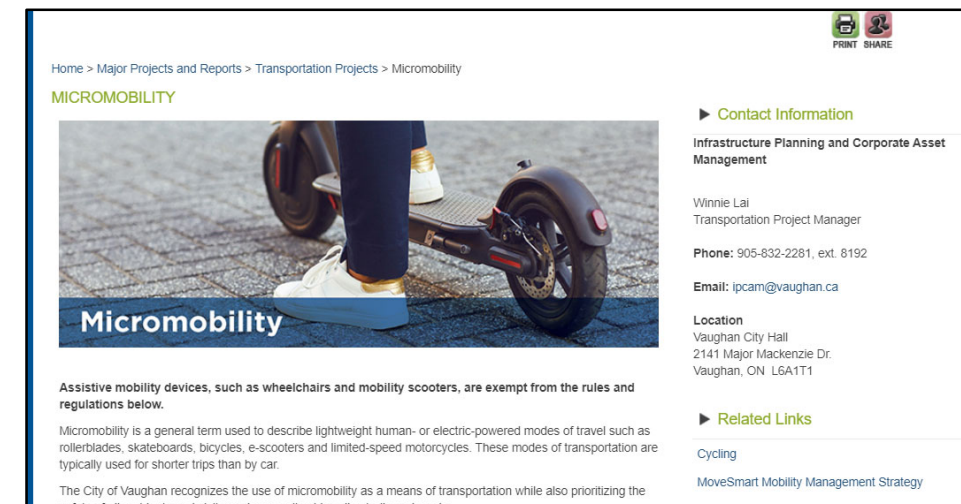
- Created a Micro-mobility web page (April 2021)
- Published Publish Public Service Announcements (April 2021 & on-going)
- Met with resident representative to address concerns
- Met with York Region Police on positive public engagement strategy (i.e. positive tickets, etc.)



POSITIVE TICKET



POSITIVE TICKET



Next Steps

- Confirmation of Framework / Council report (Q2/Q3 2021)
- Form internal working committee (Q3 2021)
- Work with Corporate Communication to establish a more proactive public communication plan (Q3 2021)
- Monitor the use of these devices (on-going)
- Establish top priority areas based on public input and work with bylaw and YRP to devise enhanced patrol plan

Next Steps

Next steps

Need to do more work to study trends, volumes, and impacts, and explore how to regulate devices through:

- advocate to the Provincial Government for updates to the Highway Traffic Act to provide more clarity and direction
- work with Bylaw to strategically pilot in the City
- explore the needs for bylaw amendments



Thank You