

Channeling Innovation Sub-Committee Recommendations - Attachment 2				
Key Themes	Understand the Problem (Existing Issues)	Determine Outcomes (What will it look like when the problem is solved?)	Identify Solutions	Revised Recommendations
Micro-Mobility including e-bikes, scooters, and other self-powered equipment	Currently it is illegal to operate these vehicles in Vaughan, with the exception of recreational denominated areas within York Region	Low cost transportation	Licensing Micro Mobility one time fee for accountability and identification purpose. Setup clear rules of operation to share sidewalk	
		Can be used to get to public transit		13. Implementing a licensing regime for micro-mobility devices. 14. Clarifying where and how micro-mobility devices are permitted to operate, park, and charge.
	Plans at transit hubs? Storage/Charging locations			
	Safety regulations: Helmet, etc			
EV Charging infrastructure in the City and parking standards	EV Charging will be required at parking lots		City of Toronto already started developing parking standards, City of Vaughan will need updating it. City of Toronto also eliminated partially the requirement for parking spots initially in the main corridors and later all over the city.	15. Incorporating charging for electric vehicles at existing and new parking lots. 16. Reducing minimum parking requirements as currently prescribed in By-Law 001-2021, Vaughan Comprehensive Zoning By-Law.
	zoning categories require a number of parking spots depending of location and type of building			
	This brings an issue of housing affordability because cost of parking is subsidized by the whole building.		Increasing transit frequency and availability to make it easier to make people to move away from cars	
	Electric System capacity - is the city prepared for EV charging systems			
	Availability of charging stations in public places		City to consider public charging at community centers	17. Incorporating charging for electric vehicles at all City facilities.

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YRT and public transit. Mobility on Demand	Need to make it easier for passengers to get to the transit system		Mobility on Demand currently in pilot program, very limited area	
	Current pandemic brings issues about the use of public transit		Some developers provide preloaded PRESTO cards for new buyers	6. The implementation of the Transportation Demand Management Guidelines which encourage new developments to incentivize transit use.
	Price of fare is the same for short distance or long distance, discouraging public transit for short distance		Mobility on request is available during pandemic for qualified users.	
			Fare integration is a regional level discussion	
			Off-peak distance is also being discussed	
Big data/Consolidation of data collection/Digital twin of the City	There is lots of data generated in the City, but it is not easy to get it all together for analysis.	Identify areas where there are issues, more accidents, traffic jams, crime	Entering agreements with technology companies Analizing historic information on traffic patterns, accidents and fatalities, public transit	18. Collecting and analyzing additional sources of transportation data, including sources such as Open Data, GPS, Bluetooth, embedded sensors and commercially available datasets.
	Sensors are added to the system after the road is built		Adding sensors as part of construction planning to avoid doing it later	19. Incorporating data collection devices into all transportation construction projects.
			Utilizing existing open data available by YRT	

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Urban planning -pedestrian only streets	Opportunity of making the city a more pleasant place, more places for meeting people.	Making the city a more pleasant place, promoting certain events on a temporary or permanent fashion	consider pedestrian usability on streets as a general recommendation	20. Using streets as temporary pedestrian zones for special events.
Cycling - improving safety and completing a cycling friendly city	Some areas of the city are very dangerous for cycling		Whenever a bike lane is built, it has to be safe to ride, avoiding just 'painting a line on the road' Some areas of the City are very dangerous or unsafe for cycling. The Committee recommends the City consider safety design measures to ensure bicycling safety and to consider safety measures within existing bike lanes and future bike lanes as part of future Master Plans and Transportation Plans.	