

Committee of the Whole (2) Report

DATE: Tuesday, February 8, 2022

WARD(S): ALL

TITLE: ACTIVE TRANSPORTATION PROGRAMS – SECOND ANNUAL UPDATE

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To highlight the significant 2021 contributions in advancing active transportation in the City of Vaughan under four key community priorities – Awareness and Culture, Safety, Infrastructure and Connectivity that emerged from the 2020 Pedestrian and Bicycle Master Plan update. This report is the second annual update since the completion of the study.

Report Highlights

- **Awareness and culture** continue to be fostered through increased education and outreach efforts. In 2021, 30 public service announcements and 3 cycling safety and trail videos were produced.
- **Safety** continues to be prioritized through the implementation of physically separated infrastructure for all ages and abilities and connected multi-use trails with grade separated crossings. The emergence of micro-mobility devices in the City further confirms the need to provide separate sidewalks and cycle tracks within City and Regional boulevards.
- **Infrastructure** is being routinely accommodated by leveraging larger capital and development projects, as well as advanced through annual planning and implementation budgets. Over 130 kilometres of cycling facilities, multi-use pathways and trails were advanced through municipal, regional and partner projects in 2021.

Report Highlights continued

- **Connectivity** continues to be prioritized with the advancement of the Vaughan Super Trail (VST) initiative and by prioritizing infrastructure projects that connect to existing facilities. Key accomplishments in 2021 included the completion of Riverwalk Phase 2A, design of the Bartley Smith Greenway underpass at Langstaff Park and leveraging the development approval process to construct a trail within Block 55 Hydro Corridor as well as completion of the Humber Trail feasibility study and the initiation of the Bartley Smith Greenway feasibility study.

Recommendations

1. That the 2021 accomplishments outlined in this report and Attachments 1, 2, 3 and 4 be received for information.

Background

Active transportation is advanced through routine accommodation as well as dedicated cycling and trails programs

Active transportation is using your own power to get from one place to another primarily by walking, using a mobility device or riding a bike. Active transportation infrastructure is implemented by routine accommodation within larger capital projects and through standalone active transportation projects. Standalone active transportation projects are primarily advanced through the cycling as well as the Vaughan Super Trail and trails programs.

Advancing active transportation is a key objective of transportation and mobility but aligns with many other strategic priorities as identified within the 2018-2022 Term of Council Service Excellence Strategic Plan

The past year has highlighted more than ever that Vaughan citizens want to get outside, get active and explore the city by bike and foot. The City's growing walking, cycling and trail networks support citizens by encouraging healthy lifestyles and alternative forms of transportation. This aligns with the City's continued commitment to improving transportation and mobility, fostering sustainable communities and creating an active, safe and diverse city, as outlined in the [2018-2022 Term of Council Service Excellence Strategic Plan](#).

Demand for safer sidewalks, cycle tracks and multi-use trails has grown in the last ten years and even more so this past year

In the last ten years, there has been a steady increase in societal and governmental interest, support and understanding of cycling and walking as a viable and healthy mode of transportation and recreational activity. Demand for safer active transportation infrastructure, including separated pedestrian and cycling facilities within boulevards and continuous multi-use trails with grade separated crossings, has grown and even more so in light of the global pandemic. The City of Vaughan has seen significant increases in walking, cycling, trail and micromobility related inquiries and usage. In addition, preliminary monitoring suggests that there is a 60% increase in people cycling along Clark Avenue since the implementation of the new cycle tracks.

This report is the second annual update since the completion of the 2020 Pedestrian and Bicycle Master Plan study

The [Pedestrian and Bicycle Master Plan report](#) and [executive summary](#) were finalized in 2020. It outlines a path forward that is flexible, medium-term and focused on the needs of the community. It reflects lessons learned from the last 10 years and better state of practice. The Plan formalized the ongoing progress the City has made in making our community more walkable, bikeable and active.

To maintain momentum and flexibility, an update on key active transportation initiatives, accomplishments and any proposed amendments to the Plan and associated programs are being brought forward to Council through an annual update. This was both a recommendation of the 2020 Pedestrian and Bicycle Master Plan Update, as well as the [2017 Cycling and Pedestrian Advisory Task Force Findings Report](#).

This report is the second annual update since the completion of the Pedestrian and Bicycle Master Plan update. It summarizes the collaborative efforts across the organization and our community partners in advancing active transportation and is not intended to be a comprehensive list of all initiatives. Attachment 1 highlights a selection of achievements detailed below.

The Official Plan Review, Vaughan Transportation Plan and ongoing secondary plan studies are building on the recommendations of the Pedestrian and Bicycle Master Plan

The City is currently undertaking several key planning studies that have been informed by and build on the recommendations of the Pedestrian and Bicycle Master Plan

establishing the City of Vaughan as leaders in advancing active transportation. These include but are not limited to:

- Vaughan Official Plan Municipal Comprehensive Review
- Vaughan Transportation Plan (City-wide)
- Promenade Secondary Plan and Transportation Study
- Concord GO Secondary Plan and Transportation Master Plan Study
- Weston and Hwy 7 Secondary Plan and Transportation Master Plan Study
- Vaughan Metropolitan Centre Secondary Plan Update and Transportation Master Plan Study

Furthermore, as policy updates and secondary plan networks emerge from these studies, if necessary, the Pedestrian and Bicycle Master Plan will be updated accordingly by means of the Annual Update to Council. Figures 6-1, 6-3, 9-3 and 9-4 in the 2020 Pedestrian and Bicycle Master Plan Report will be updated in accordance with **Attachment 4**.

Previous Reports/Authority

[2021 Active Transportation Programs – First Annual Update](#) – Item 10, Report No. 6 of the Committee of the Whole which was adopted without amendment by the Council of the City of Vaughan on February 17, 2021.

[Pedestrian and Bicycle Master Plan Update](#) – Item 10, Report No. 41 of the Committee of the Whole which was adopted without amendment by the Council of the City of Vaughan on December 17, 2019.

[Pedestrian and Bicycle Master Plan Update Progress Report & Ontario Municipal Commuter Cycling Program Funding Update](#) – Item 9, Report No. 18, of the Committee of the Whole, which was adopted without amendment by Council of the City of Vaughan on May 23, 2018.

[2018 City-wide and Area Specific Development Charge Background Study and By-laws Review Highlight Report \(Referred\)](#) – Item 2, Report No. 5, of the Finance, Administration and Audit Committee, which was adopted, as amended, by Council of the City of Vaughan on May 23, 2018.

[Vaughan Metropolitan Centre Cycling Network Proposed Revisions](#) – Item 7, Report No.10, of the Committee of the Whole, which was adopted without amendment by Council of the City of Vaughan on March 20, 2018.

[Cycling and Pedestrian Advisory Task Force Findings Report and Vaughan Super Trail Communication C2](#) - Item 8, Report No. 4, of the Finance, Administration and Audit Committee, which was adopted without amendment by Council of the City of Vaughan on April 19, 2017.

Analysis and Options

All 18 recommendations of the 2017 Cycling and Pedestrian Advisory Taskforce Findings Report have been initiated or addressed

As of the end of 2021, staff have initiated or addressed all 18 recommendations of the 2017 Cycling and Pedestrian Advisory Task Force (CPATF) Findings Report. Attachment 2 summarizes the main initiatives that have been completed or are in motion by departments across the organization pertaining to each CPATF recommendation. This memo was shared with Mayor and Members of Council in November 2021 and will be shared with CPATF Members following this report. Moving forward, progress will continue to be reported in relation to the four community priorities as outlined in the 2020 Pedestrian and Bicycle Master Plan.

Community priorities continued to shift gears and are at the core of the pedestrian, cycling and multi-use trail programs

Awareness and Culture, Safety, Infrastructure and Connectivity emerged as community priorities in the 2020 Pedestrian and Bicycle Master Plan update building on the principles of the 2017 Cycling and Pedestrian Advisory Task Force (CPATF) Findings Report. These priorities are at the core of the active transportation programs.

The following second annual report summarizes the collaborative efforts from departments across the organization and our community partners in advancing active transportation and multi-use trails in 2021, under these four community priorities. This report is not intended to be a comprehensive list of all initiatives. Attachment 1 highlights a selection of achievements detailed below.

Awareness and culture continued to be fostered through virtual means including the release of 30 public service announcements and 3 videos in 2021

Generally, staff utilize existing city-wide events to connect with citizens and deliver face-to-face education and outreach. However, with the continuation of COVID-19 through 2021, all large-scale events continued to be delivered and expanded virtually. If in 2022, city-wide events transition back to in-person, they will be leveraged to deliver in-person education and outreach. Attachment 1 '2021 Active Transportation Highlights of

Accomplishments' will be summarized into a postcard for distribution to citizens at these events.

Throughout the year, Corporate and Strategic Communications, in collaboration with its service partners, composed several news articles and released 30 active transportation related Public Service Announcements (PSAs), an increase from seven in 2020. Topics included Vaughan's growing networks, school zone safety and etiquette for those walking, cycling and using trails, micromobility safety, active and safe routes to school, as well as project specific PSAs related to the Bartley Smith Greenway Trail Feasibility Study, the Humber Trail Feasibility study and the opening of the Clark Avenue Cycle Tracks. For a full list of PSAs visit the [Vaughan.ca/news](https://vaughan.ca/news) media centre. PSAs were complimented with ongoing social media outreach. These will be used as the basis for 2022 communications.

The [Vaughan.ca/cycling](https://vaughan.ca/cycling) and [Vaughan.ca/trails](https://vaughan.ca/trails) main landing pages and associated secondary webpages were continually updated to provide citizens with up-to-date information. In addition, the first two 'Safe Cycling in Vaughan' videos ([how to use cycle tracks](#) and [making a left turn](#)) were produced to complement the opening of the new cycle tracks along Clark Avenue and integrated on the City's Safe Cycling webpage. A [Bartley Smith Greenway Trail](#) video was also developed and embedded on the trails webpage to promote the ongoing feasibility study. These and other approaches are being explored to share information with citizens through a variety of platforms. These public engagement efforts have been supplemented with online public open house and virtual *Have Your Say* platforms that attracted input from over 500 residents.

Though virtual and social media can be effective in delivering some information to citizens, in-person workshops and conversations are the most effective way to educate citizens on how to safely use sidewalks, cycle tracks and shared spaces such as in-boulevard multi-use pathways and trails. The Pedestrian and Bicycle Master Plan recommends that staff use existing annual events such as Winterfest, Earth Hour, Environmental Days, Public Works Day, Concerts in the Park, etc. as a means of reaching, educating, and informing residents. In the past, staff have organized bike rodeos, mechanics 101 workshops, and bike valet to support these events.

In addition, special events, such as celebrating the opening of a new facility or "learn to use" workshops, should be offered. Similar to when a new pool opens and the City offers swimming lessons, it is vital that as new pedestrian, cycling and trails facilities are implemented, they are supported by on-going education and outreach. To provide this level of education and outreach as new facilities are built, dedicated staff are required to develop and manage or help deliver these programs.

The City is continually recognized for its accomplishments towards advancing active transportation by being invited to present at provincially and nationally significant conferences

This year, Infrastructure Development staff presented the Clark Avenue Cycle Tracks project at the Virtual Ontario Traffic Council (OTC) Transportation Planning Symposium, as well as at the Transportation Association of Canada (TAC) Conference as a finalist for the 2021 TAC Sustainable Mobility Award.

Safety continued to be prioritized through the implementation of physically separated infrastructure for all ages and abilities, connected multi-use trails with grade separated crossings as well as the evolution of policies and legislation to align with or exceed current best practices

The City continues to routinely include, select and design pedestrian, cycling and multi-use facilities that are safer, more comfortable and equitable for people of all ages and abilities. In addition to prioritizing physically separated infrastructure and grade separated crossings, City staff have been developing or updating planning and design policies and legislation to align with or exceed current best practices. Select 2021 accomplishments include:

- Staff continue to consult with the Ministry of Transportation Ontario (MTO) on a new provincial legislation and monitoring potential impacts to municipal regulation following Transport Canada's decision to repeal its definition of "power assisted bicycle" in February 2021, leaving it up to provinces to standardize categories and basic safety standards for e-bikes and micromobility devices.
- Staff continue to partner with the York Region School Boards and York Region Police on Active and Safe Route to School initiatives.
- February 2021: Council approved the leading Inclusive Design Standards. This document demonstrates leadership in "universal design" as it goes beyond legislative requirements under the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code (OBC).
- June 2021: Council approved the Speed Limit Policy which included reducing speed limits in all 84 school zones from 50 to 40 km/hr; implementation was completed in time for the commencement of the 2021 school year. Furthermore, the Region also reduced speed limits in all school zones along Regional roads.
- June 2021: The Ministry of Transportation of Ontario approved Ontario Traffic Manual Book 18, the updated provincial planning and design guidelines for cycling facilities with contributions from City of Vaughan staff.
- October 2021: Council approved the Final Zoning By-Law that includes a gradient of bicycle parking rates for both residential and non-residential uses to be used in the review of development applications in 2022.

- December 2021: The First Draft Cycling Design Guidelines were completed and will be shared with internal stakeholders in Q1 2022.

Emergence of micro-mobility devices in the City confirms the need to provide separate sidewalks and cycle tracks within City and Regional road allowances

In 2021, the city saw a significant increase in citizen inquiries related to and the use of micro-mobility devices in Vaughan including e-bikes, kick-style e-scooters, Vespa scooters, electric hover boards, and golf carts in some cases. These devices are often used for recreational and short distance commute purposes. The emergence of these diverse types of micro-mobility devices in the City confirms the need to provide separated pedestrian and cycling facilities (i.e., sidewalk and cycle track), as the City explores the opportunity to accommodate micro-mobility devices within spaces previously dedicated exclusively for cyclists.

Furthermore, there is a need for a micro-mobility strategy to ensure safety of all citizens and visitors using the public right-of-way. Development of a New Mobility Policy and a Micro-mobility Strategy are underway, which started with the launch of public safety and education campaign in spring 2021, in partnership with York Region Police. The campaign included the development of a micro-mobility webpage, Curbex signs, enhanced police patrolling and education efforts at key locations, the development of an online reporting survey administered through Access Vaughan, as well as information postcards for distribution to the public.

Infrastructure continued to be advanced through routine accommodation or standalone municipal, regional and partner projects with over 130 kilometres in design or construction in 2021

Municipal, Regional and partner capital projects that have reached significant milestones in 2021 are listed in Attachment 3. Identifying and leveraging comprehensive capital projects to implement active transportation infrastructure, also known as routine accommodation, is the most cost-effective way to implement or enhance the pedestrian, cycling and multi-use trail networks. Although routine accommodation provides good value for money and has served well in advancing active transportation infrastructure in the City, as a sole strategy it often does not result in a cohesive network of facilities in a timely manner. Annual cycling and trail planning and implementation programs have been established to connect routine accommodation projects. These opportunities have been identified, prioritized, and incorporated into the planning and implementation programs and confirmed through the annual budget approval process.

As the City continues to advance new cycling facilities, Schedule H, Part 1 and Part 2, Traffic By-law 284-94 as amended, will be further amended to designate these facilities to prohibit motor vehicles from accessing or parking them.

The development community continued to demonstrate their commitment to advancing active transportation infrastructure in 2021

Through the review and approval of development applications, the City continues to secure pedestrian, cycling and multi-use trail infrastructure. It is estimated that in 2021, 90 development applications included sidewalks, cycle tracks, multi-use trails and/or transportation demand management measures such as bicycle parking, all key elements in advancing active transportation. The development community continues to demonstrate an understanding and appreciation of the importance of providing this infrastructure, contributing to the City's objective of encouraging sustainable travel and celebrating natural areas.

The Final Zoning By-Law was presented to Committee of the Whole and approved without amendments by Council in October 2021. The updated Zoning By-law is a critical step to ensuring cycling opportunities are provided through development, with a key change involving long-term and short-term bicycle parking being required City-wide. The bicycle parking requirements stipulate a gradient of rates for both residential and non-residential uses. Minimum bicycle parking requirements are greatest in the Vaughan Metropolitan Centre (VMC) and 'Mixed-use Areas', with less intensive requirements for all other areas of the City. These rates will be used in the review of development applications in 2022.

Connectivity continued to be prioritized with the advancement of the Vaughan Super Trail initiative

The planned Vaughan Super Trail is a 100-kilometre city-wide loop system, of which 42 percent of the trail has been completed. Key accomplishments in 2021 included the completion of Riverwalk Phase 2A, design of the Bartley Smith Greenway underpass at Langstaff Park and leveraging the development approval process to construct a trail within Block 55 Hydro Corridor. In addition, staff completed a feasibility study for a seven-kilometre gap along the Humber Trail and initiated a feasibility study for a three-kilometre gap in Bartley Smith Greenway.

The City continued to work with York Region on the South York Greenway Cycling, Pedestrian and Micromobility Corridor feasibility study. The South York Greenway concept spans approximately 40 kms, within the vicinity of the Highway 407 corridor, from the western limit of Vaughan to the eastern limit of Markham. The Vaughan segment will span approximately 23 kms and forms the southern segment of the Vaughan Super Trail.

Pedestrian, cycling and multi-use trail networks are being realized within the Vaughan Metropolitan Centre (VMC) through both city-led and development community-led projects

The VMC Program team, internal stakeholders, and development community continued to work together to build out a pedestrian and bicycle-friendly downtown through both city-led and development community-led projects. The VMC has one of the most progressive downtown cycling network plans that upon full build out will put all VMC residents and employees within 250 metres of a separated cycling facility.

The VMC Secondary Plan Update and supporting Transportation Master Plan, as well as the VMC Parks and Wayfinding Master Plan, are three important studies that continued throughout 2021 further refining plans for sidewalks, cycle tracks and multi-use trails within the City's emerging downtown.

The implementation of the Sustainable Neighbourhood Action Plan (SNAP) is underway, with the completion of the Clark Avenue active transportation improvements and the initiation of the New Westminster Drive detailed design

In 2021, the Toronto and Region Conservation Authority (TRCA), in partnership with the City of Vaughan completed the Sustainable Neighbourhood Action Program (SNAP) for Thornhill. The goal of SNAP was to make older neighbourhoods more sustainable by accelerating the implementation of environmental improvements and urban renewal at the neighborhood scale. A key outcome of the Thornhill SNAP Action Plan recommended pedestrian and cycling improvements for Clark Avenue, Atkinson Avenue, New Westminster Drive, Hilda Avenue and Centre Street based on community feedback and alignment with the 2020 Pedestrian and Bicycle Master Plan. An additional outcome through investigative work, completed in collaboration with Ryerson University, is proposing a new trail segment along south of the rail corridor connecting Yonge Street and Bathurst Street. The implementation of the Sustainable Neighbourhood Action Plan (SNAP) is underway with the completion of the Clark Avenue active transportation improvements and the initiation of the New Westminster Drive detailed design. The Thornhill local community active transportation network is anticipated to be implemented by 2025.

The City's operations and maintenance practices for sidewalks, cycle tracks, bicycle lanes and multi-use trails are compliant with provincial minimum maintenance standards

Public Works has commissioned a City-wide service level review, which will be focused on winter maintenance with recommendations for municipal sidewalks, multi-use pathways and cycling facilities. Winter maintenance service level recommendations are expected to be submitted to Council for approval in Q2 2022 and will be timely for upcoming cycling facilities, which do not have approved service levels at this time. Currently, active transportation assets are operated and maintained within provincial minimum maintenance standard O. Reg. 366/18.

With no guidance provided within the Municipal Act, formal operations and maintenance practices for cycling facilities within Regional boulevards are under review and require further discussion with York Region

In addition to sidewalks and cycling facilities within municipal road allowances and lands, the City is responsible for the operations and maintenance of all sidewalks within the Regional road allowances, as mandated by Section 55(1) of the Municipal Act. Traditionally, cycling facilities within Regional road allowances have been implemented on the road and therefore operations and maintenance was undertaken by York Region in conjunction with Regional road maintenance. However, cycling facilities are now being designed and implemented in the boulevard as per current best practices in providing cycling facilities that are safe and comfortable for all ages and abilities. With no guidance provided within the Municipal Act, formal operations and maintenance practices for cycling facilities within Regional boulevards are still under review and require further discussion with York Region.

The City is developing a dedicated Active Transportation Asset Management Plan

In July 2021, Asset Management Plans for “core assets” were made publicly available on the City’s website to meet the requirements established by O.Reg.588/17. With the City’s rapidly growing network of active transportation facilities, a dedicated Active Transportation Asset Management Plan is being developed for municipal sidewalks, walkways, in-boulevard multi-use pathways, cycle tracks, bike lanes, multi-use trails and park pathways. The dedicated asset management plan is anticipated to be completed by the end of 2022. Operating and maintaining the active transportation network will require a service level and financial commitment from the City.

To successfully advance active transportation, an increase in dedicated staff is required

Though the City is making significant advancements in active transportation, the Pedestrian and Bicycle Master Plan suggests that to successfully advance active transportation, an increase in dedicated resources is required. The City should establish and expand dedicated pedestrian, cycling and trails coordination teams with expertise in the following functional areas:

- Strategic Policy and Network Planning
- Infrastructure Feasibility
- Infrastructure Design and Implementation
- Education, Outreach and Communication
- Operations and Maintenance
- By-law and Enforcement
- Data Collection, Monitoring and Analysis

Financial Impact

There are no financial impacts because of this report.

Staff have established 10-year cycling, Vaughan Super Trail and trail capital programs.

All active transportation projects, programs, staffing requests, and operational funding items are brought forward through the annual budget approval process. For 2022, approximately \$22M was approved for standalone active transportation infrastructure planning, design, and construction projects, including the approval of a project manager in the Infrastructure Delivery department, to advance the delivery of these projects. Additional budgets have been approved for active transportation facilities being delivered as part of larger capital projects.

In 2023, it is anticipated that the City will be undertaking \$39M worth of standalone active transportation infrastructure planning, design and construction projects in addition to routine accommodation projects. With this pending work, increased staff resources dedicated to the pedestrian, cycling and trail programs are required to support upcoming work and linked to expected level of service.

These requests will be evaluated and prioritized accordingly and if supported, come through the annual budgeting process.

Staff have applied to all known and applicable grants in 2021, as well as continually leverage cost-sharing and in-kind partnerships to support the active transportation programs.

Staff continue to exemplify fiscal responsibility in advancing active transportation by utilizing grant opportunities and partnerships to fund and provide in-kind support for various infrastructure projects, education and outreach materials and programs. In the last five years, the City has received \$4.25M for active transportation infrastructure and education. In 2021, staff applied to all known and applicable grants and were successful in receiving \$1M in funding.

- Investing in Canada Infrastructure Program (ICIP) – funding for North Maple Regional Park trail routing, mapping and development for potential design and construction – received \$1M
- Canada Community Revitalization Fund – funding for the Keele Street Multi-use Pathway (North Maple Regional Park AT Gateway) – awaiting confirmation
- York Region Municipal Partnership Program – funding for the Martin Grove Cycle Tracks – not selected
- Healthy Communities Initiatives Grant in partnership with Point A – funding for Walk, Roll & Ride Campaign for Thornhill Community – not selected

Staff have been monitoring and consulting with the Federal Government regarding the 2021 National Active Transportation Funding announcement which is anticipated to fund up to 80% to an upset limit of \$10M for a single project. No in-take information has been provided to date; however, the City is positioning itself to leverage this opportunity once available.

Other cost sharing and in-kind partnerships in 2021 included, but are not limited to:

- Partnered with the TRCA through a funding agreement to develop a feasibility study for the completion of the seven-kilometre Humber Trail feasibility study connecting to the City of Toronto from Steeles Avenue to the Boyd Conservation Area Trail
- York Region is funding a feasibility study for the South York Greenway Cycling, Pedestrian and Micromobility corridor in the vicinity of the Highway 407 corridor
- Partnered with Ryerson University and local high schools to support the active transportation programs primarily completing trail feasibility studies for the City
- Partnered with Metrolinx and York Region, on the implementation of two active transportation bridges proposed across Major Mackenzie Drive and Rutherford

Road to allow public access via foot, bike or micromobility device to the Maple and Rutherford GO Stations

- Partnered with York Region Police to deliver the micromobility and bike safety campaigns in response to increased micromobility usage and the opening of the Clark Avenue cycle tracks, respectively
- Continued to partner with York Region District School Board on Active School Travel initiatives

To date, other avenues of funding include leveraging Development Applications that trigger community benefits through Section 37 of the Planning Act to improve or enhance local trail routes. The new Community Benefits Charge (CBC) will replace existing density and height bonusing (Section 37 of the Planning Act) which may impact the City of Vaughan's ability to fund works for City-wide and local multi-use trails network that may not be eligible through Development Charge funding.

Broader Regional Impacts/Considerations

Staff continually work with York Region staff on the design and implementation of Regional road widening projects, first/last mile connections to transit and regional scale trails, such as the South York Greenway feasibility study currently underway. As part of this continual process, the coordination of efforts on the design and construction of pedestrian, cycling and multi-use trail infrastructure and grade-separated crossings have led to real successes throughout the City of Vaughan. Formal operations and maintenance practices for cycling facilities within Regional boulevards are under review and require further discussion with York Region as this will impact the operating budget of the City.

Conclusion

The support generated through the Pedestrian and Bicycle Master Plan study process, and recent delivery of state-of-the-art infrastructure, is crystallizing the vision for vibrant, walkable and bikeable neighbourhoods in Vaughan. The City is well underway in advancing active transportation as part of the City's commitment to improve transportation and mobility, foster sustainable communities and create an active, safe and diverse city – all priorities outlined in the [2018-2022 Term of Council Service Excellence Strategic Plan](#).

For more information, please contact:

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Attachments

1. 2021 Active Transportation Highlights of Accomplishments, December 2021
2. Cycling and Pedestrian Advisory Task Force (CPATF) Recommendations Update, December 2021
3. 2021 Active Transportation Capital Infrastructure Projects, December 2021
4. Pedestrian and Bicycle Master Plan Priority Cycling and Multi-use Recreational Trail Networks Map and Multi-use Recreational Trail Network Implementation Plan, February 2022

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In Consultation with

This report was prepared in consultation with the following departments that have significantly contributed to the cycling, Vaughan Super Trail and trails programs:

- Parks Infrastructure Planning and Development
- Infrastructure Delivery
- Transportation and Fleet Management Services
- Parks, Forestry and Horticulture Operations
- Policy Planning and Special Programs
- Development Planning
- Development Engineering
- Recreation Services
- Office of the Chief Human Resources Officer
- Legal Services
- Corporate and Strategic Communications

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