

## **Summary of Key 2019 Pedestrian and Bicycle Master Plan (PBMP) Recommendations**

### **Awareness and Culture**

- 1 Establish an annual education, outreach and awareness plan and program budget
- 2 Establish an annual communications plan and calendar for on-going annual messaging
- 3 Develop a consistent and recognizable public "identity" for active transportation
- 4 Continue to use annual City-wide events to reach, educate and inform residents
- 5 Celebrate and promote the opening of new active transportation facilities and educate on use
- 6 Develop resident facing Vaughan specific city-wide cycling and multi-use recreational trails maps or guides
- 7 Provide and promote bicycle skills training for people of all ages and abilities
- 8 Continually monitor and update the School Crossing Guard Program, as well as promote and build awareness of the program
- 9 Provide free bike valet services at large City-wide events and through event permitting require private events of certain size to provide bike valet services
- 10 Promote Bike Month in conjunction with Recreation and Parks Month
- 11 Provide an annual update to council on key active transportation priorities, ongoing initiatives and accomplishments
- 12 Consider re-establishing the Vaughan Cycling Forum for community members
- 13 Establish an internal active transportation working group
- 14 Educate internal staff on the key themes and recommendations of the PBMP
- 15 Expand internal knowledge base as it relates to active transportation by organizing learning sessions and webinars on a regular basis
- 16 Establish and expand dedicated coordination teams with expertise in strategic policy and network planning, infrastructure feasibility, design and implementation, education, outreach and communication, operations and maintenance, by-law and enforcement, data collection, monitoring and analysis
- 17 Develop a branding and wayfinding signage strategy for citywide trail networks such as the Vaughan Super Trail, identifiable systems such as the Bartley Smith Greenway, or local and neighbourhood loops
- 18 Partner with organizations and independent groups to develop educational, cultural and other engagement programs, to promote the trail network as a platform for special events and encourage active lifestyles
- 19 Develop community stewardship programs to support trail building programs, monitoring and maintenance

### **Safety, Infrastructure and Connectivity**

- 20 Provide active transportation infrastructure that is suitable for all ages and abilities
- 21 Identify and leverage larger capital projects and development to improve active transportation infrastructure (i.e. routine accommodation)
- 22 Identify, prioritize and incorporate infrastructure gaps not addressed through routine accommodation into the annual active transportation planning and implementation programs
- 23 Prioritize the development of localized mini-networks within existing Maple, Thornhill and Woodbridge communities and new intensification areas such as the VMC, Hwy 7/Weston, Promenade Mall and Concord GO areas
- 24 The completion of the 100km loop Vaughan Super Trail will be prioritized in the implementation of the Multi-use Recreational Trails Network
- 25 Continue to develop agreements with agencies and authorities where partnership would provide additional investment, synergies and support to implement active transportation network segments

- 26 The PBMP should inform policy updates to the Official Plan, Transportation Master Plan and other secondary plans and studies
- 27 Include an active transportation schedule(s) in the Official Plan
- 28 For the next update consider undertaking two separate studies, one for the pedestrian and cycling network within the road allowance and one for the multi-use recreational trails network within the open space system
- 29 Update the City-wide Engineering Design Criteria and Standard Drawings to consolidate all existing standards and guidelines and reflect current best practices in design of pedestrian, cycling and multi-use recreational trail design
- 30 Include cycling in the next update of the City-wide Streetscape Implementation Manual and Financial Strategy
- 31 Review, develop and maintain by-laws for pedestrian, cycling and multi-use facilities (in-boulevard and open space)
- 32 All new arterial and collector roads (both major and minor) shall include protected intersections, separated linear active transportation facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system in order to provide the most direct and comfortable route for pedestrians and cyclists
- 33 The design and implementation for all roadway reconstruction, state of good repair, and operational improvement projects should consider the inclusion or at minimum protect for implementation of protected intersections, pedestrian and cycling facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system
- 34 A "protected intersection" type design shall be the preferred intersection treatment for pedestrians and cyclists
- 35 The use of minimum width cycling facilities should be limited to constrained corridors where desirable or preferred cycling facility widths cannot be achieved after all other vehicular travel lanes or parking lanes (if applicable) have been narrowed to minimum widths appropriate for the context of the roadway
- 36 Grade separation infrastructure should be seriously considered when multi-use recreational trails intersect key barriers
- 37 Continue to use the Technical Appendix: Planning and Design Guidelines from the 2007 Pedestrian and Bicycle Master Plan, as well as the Accessibility Design Guidelines for York Regional Forest Trails, TRCA Trail Planning and Design Guidelines, and the Toronto Multi-use Trail Design Guidelines, until such time that the City or Region develop their own multi-use recreational trail standards and guidelines
- 38 review and update Technical Appendix: Planning and Design Guidelines from the 2007 Pedestrian and Bicycle Master Plan as per current best practices and standards for multi-use recreational trail planning and design
- 39 Through the comprehensive by-law update, the City should include provisions for bicycle parking City-wide in line with current best practices
- 40 All new development should require short and long-term bicycle parking
- 41 Undertake a review of existing bicycle parking (both short and long term) at all municipal buildings
- 42 Develop an annual city-wide bicycle parking program supported by a plan that outlines location, justification, purchase and installation of bike racks city-wide
- 43 Continue to research new and emerging trends and technologies such as bike share, e-bikes and e-scooters
- 44 Undertake a corporate-wide review and identify mechanisms to link operation and maintenance budget needs associated with capital infrastructure and development projects prior to project budget approval
- 45 Maintenance and operations staff should be a key stakeholder during the design and approval process for any new active transportation facilities

- 46 Integrate facility maintenance access requirements into open space systems which may dually serve as local trail connections
- 47 Identify service levels for active transportation facilities and associated financial requirements
- 48 Continue to develop a comprehensive inventory of all active transportation infrastructure including wayfinding and directional signage to understand the full life cycle costs
- 49 Develop a formal maintenance program and Standard Operation Procedures (SOPs) for the pedestrian, cycling, shared-use and multi-use recreational trail networks and assess the impact to operating budgets, equipment needs and resources
- 50 Regularly review the O. Reg. 239/02 Minimum Maintenance Standards for Municipal Highways, O. Reg. 191/11: Integrated Accessibility Standards and other applicable regulations standards to ensure City practices are consistent with them as they pertain to pedestrian facilities, bicycle facilities and multi-use recreational trails