

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 17, 2021

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.

10. ACTIVE TRANSPORTATION PROGRAMS – FIRST ANNUAL UPDATE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Infrastructure Development dated February 9, 2021:

Recommendation

1. That this report be received for information.

Committee of the Whole (2) Report

DATE: Tuesday, February 09, 2021

WARD(S): ALL

TITLE: ACTIVE TRANSPORTATION PROGRAMS – FIRST ANNUAL UPDATE

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To highlight the significant 2020 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 Pedestrian and Bicycle Master Plan update. This report is the first annual update since the completion of the study.

Report Highlights

- **Awareness and culture** are being fostered through ongoing education and outreach initiatives. In 2020, initiatives included seven public service announcements, ongoing outreach through social media, online webinars, as well as self-guided programming such as the Great Walks of Vaughan and Ride and Seek Scavenger Hunt.
- **Safety** is being prioritized through the implementation of physically separated infrastructure for all ages and abilities. The City's first retrofit bike paths on Clark Avenue were substantially completed in 2020, a project that received over \$2 million in Provincial and Regional funding.
- **Infrastructure** on both Local and Regional corridors is being advanced by leveraging larger capital and development projects as well as annual planning and implementation budgets.
- **Connectivity** is being prioritized through bold initiatives including the build out of a separated cycling network in the Vaughan Metropolitan Centre (VMC), the Vaughan Super Trail (VST) and the Thornhill Sustainable Neighborhood Action Plan (SNAP).

Recommendations

1. That this report be received for information.

Background

Active Transportation is closely aligned with many Strategic priorities as identified within the 2018-2022 Term of Council Service Excellence Strategic Plan

Vaughan's growing cycling and multi-use network aligns with 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](#).

Demand for safer active transportation infrastructure including separated pedestrian and cycling facilities and multi-use recreational trails has grown

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. Demand for safer active transportation infrastructure including separated pedestrian and cycling facilities and multi-use recreational trails has grown. As a result, there has been significant advancement in strategies, policies, legislation and guidelines for the planning, design, implementation, education, and operation of safer active transportation networks.

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

The recently completed Pedestrian and Bicycle Master Plan update 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 on-going progress the City has made in making our community more walkable and bikeable.

To maintain momentum and flexibility, an update on key active transportation initiatives, accomplishments and any proposed amendments to the plan and program are being brought forward to Council through an annual update. This report is the first annual update since the completion of the Pedestrian and Bicycle Master Plan update.

The Official Plan Review, Vaughan Transportation Plan and ongoing secondary plan transportation studies will build on the recommendations of the Pedestrian and Bicycle Master Plan

The City is currently undertaking several key planning studies that will be informed by and build on the recommendations of the Pedestrian and Bicycle Master Plan pushing the City forward as a leader 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 Secondary Plan and Transportation Master Plan Study
- Vaughan Metropolitan Centre Secondary Plan Update and Transportation Master Plan Study

The outcomes of the Pedestrian and Bicycle Master Plan will inform the ongoing studies, and vice versa, as policy updates and secondary plan networks emerge from these studies, the Pedestrian and Bicycle Master Plan will be updated accordingly by means of the Active Transportation Programs Annual Update report to Council.

Previous Reports/Authority

Pedestrian and Bicycle Master Plan Update – [December 10, 2019, Committee of the Whole \(2\) \(Item 10, Report No. 41, Recommendation 1, 2 and 3\)](#)

Pedestrian and Bicycle Master Plan Update Progress Report & Ontario Municipal Commuter Cycling Program Funding Update – [May 23, 2018, Committee of the Whole \(Item 9, Report No. 18, Recommendation 1 and 2\)](#)

2018 City-wide and Area Specific Development Charge Background Study and By-laws Review Highlight Report (Referred) – [May 7, 2018, Finance, Administration and Audit Committee \(Item 2, Report No. 5\)](#)

Vaughan Metropolitan Centre Cycling Network Proposed Revisions – [March 20, 2018, Committee of the Whole \(Item 7, Report No.10, Recommendation 1 and 2\)](#)

Cycling and Pedestrian Advisory Task Force Findings Report - [April 19, 2017, Finance, Administration and Audit Committee \(Item 8, Report No. 4, Recommendation 1\)](#)

Connecting the Dots: The Vaughan Super Trail – [April 19, 2017, Finance, Administration and Audit Committee \(Communication C2\)](#)

Analysis and Options

Community priorities are shifting gears and are at the core of the active transportation program

Awareness and Culture, Safety, Infrastructure and Connectivity emerged as community priorities in the recent Pedestrian and Bicycle Master Plan update. These priorities are at the core of the active transportation program, an organization-wide initiative championed by Mayor Maurizio Bevilacqua and members of Council and supported by staff under each portfolio. The following annual report aims to highlight the significant 2020 contributions in advancing active transportation under the four community priorities. This report is not intended to be a comprehensive list of all initiatives. Please see Attachment 1 for the 2020 Active Transportation Highlights and Accomplishments.

Awareness and culture within the organization and broader community are being fostered through ongoing education and outreach initiatives

Usually, staff from various departments collaborate with the Recreational Services Events team to utilize existing city-wide events to connect with citizens and deliver face-to-face education and outreach related to active transportation. However, with the onset of COVID-19 in March of 2020, all large-scale in-person events were temporarily put on hold and other methods of communication were expanded.

Throughout the year, Corporate and Strategic Communications in collaboration with its service partners released seven Public Service Announcements (PSAs) on Vaughan's growing cycling network, cycling facility types, as well as pedestrian, cycling, and school zone safety and etiquette. Citizen inquiries were used to focus key messaging. It is estimated that the City staff received approximately 30 percent more active transportation related inquiries compared to previous years. PSAs were complimented with ongoing social media outreach and used to promote Bike Month and iWALK Month, provide construction updates, as well as other initiatives. In addition, the www.vaughan.ca/cycling and www.vaughan.ca/trails main landing pages and secondary webpages were updated throughout the year to provide citizens with up-to-date information.

In July and August, Policy Planning and Environmental Sustainability staff partnered with Smart Commute and York Region to bring Vaughan citizens a five-part webinar series geared toward adjusting to the “new normal” way of life during the global COVID-19 pandemic. The webinars featured helpful information about staying active by walking, safe cycling tips, bike maintenance and a transportation-focused design challenge.

In addition, during Bike Month, the City of Vaughan partnered with Smart Commute and York Region to create a self-guided Ride & Seek Scavenger Hunt throughout Vaughan and the Region, where participants were encouraged to ride their bike to a list of landmarks and could snap and submit a photo for a chance to win prizes, courtesy of York Region. Landmarks in Vaughan included historic buildings, parks, trails and conservation areas, City facilities, the McMichael Canadian Art Collection and the Vaughan Metropolitan Centre subway station.

In November 2020, Community Services was recognized for the Great Walks of Vaughan, with the Parks and Recreation Ontario Award. The Great Walks of Vaughan is a multi-generational program that promotes physical activity, healthy living and wellness in the community with a guide that highlights 12 walks along 41.8 kms of local trails.

Finally, the City is continually recognized for its accomplishments towards advancing active transportation by being invited to present at provincially and nationally significant conferences. Parks Planning presented the Vaughan Super Trail 100-km Concept: Multi-use trail framework at the 2020 Ontario Bike Summit closing session: “Connecting the cycling network with trails.” In addition, Infrastructure Planning and Corporate Asset Management presented the consultation accomplishments and implementation framework that emerged through the City’s Pedestrian and Bicycle Master Plan study at the Virtual Ontario Traffic Council (OTC) Transportation Planning Symposium as well as at the Transportation Association of Canada (TAC) Conference in 2020.

Safety is being prioritized through the implementation of physically separated infrastructure for all ages and abilities as well as the evolution of policies and legislation to align with or exceed current best practices.

Through the Pedestrian and Bicycle Master Plan Update, the City adopted an all ages and abilities framework for the selection of cycling facilities adopted from the National Association of City Transportation Officials (NACTO) based on international best practice. The framework formalizes and allows the City to continue to select and design cycling facilities that are safer, more comfortable, and equitable for people of all ages and abilities. Lesser accommodation requires additional justification. Numerous projects with physically separated pedestrian and cycling facilities are underway at varying stages of design and construction.

Most notably, the City’s first retrofit project implementing cycle tracks on Clark Avenue was substantially completed in 2020 by Infrastructure Delivery. This project received over \$2 million in Provincial and Regional funding and has been selected as one of six finalists for the 2021 Transportation Association of Canada Sustainable Mobility Award. This project was the first of its kind for Vaughan and builds on the cycle tracks

constructed on Centre and Bathurst Streets as part of the VivaNext Bus Rapid Transit (BRT) project, opened in January 2020. The cycle tracks extend 4.5 km along the full length of Clark Avenue in Vaughan between the Barley Smith Greenway and Vaughan Super Trail easterly to Yonge Street and the future Yonge North Subway Extension.

The construction of Metrolinx Rutherford GO Station improvements and first phase of the Regional road widening project along Rutherford Road continued throughout 2020. Phase one will include a multi-use pathway between Westburne Drive and Peter Rupert Avenue and subsequent phases will expand on these facilities with in-boulevard separated cycling facilities adjacent to the sidewalk from Jane Street to Bathurst Street spanning a total of 6 km. The project also includes an active transportation bridge over the Rutherford Road underpass offering a key connection along the existing multi-use recreational trail within Block 18 and enhancing active transportation commuter network.

Other select Municipal, Regional and partner agency capital projects with physically separated pedestrian and cycling infrastructure, as well as open space multi-use recreational trails that reached significant milestones in 2020 include:

Construction completed:

- In-boulevard multi-use pathway
 - McNaughton Avenue, Major Mackenzie Drive and Keele Street
 - Islington Avenue, Arista Gate and Rutherford Road
- Active transportation crossing
 - Pedestrian Cross-over (Type B), Valley Vista Drive near Southdown Avenue
 - Underpass, Major Mackenzie Drive east of McNaughton Avenue West (York Region)

Construction initiated or continued:

- In-boulevard multi-use pathway
 - Major Mackenzie Drive, Pine Valley Drive to Highway 50 (York Region)
- Multi-use recreational trail
 - Within Doctors Mclean District Park, Islington to picnic shelter building
 - Enhancements between Kirby Road and Huntington Road in the Nashville Conservation Reserve by the Toronto and Region Conservation Authority (TRCA).

Design initiated or continued:

- Sidewalk and in-boulevard cycle tracks
 - Jane Street, Portage Parkway to Teston Road
 - Martin Grove Road, Steeles Avenue to Rainbow Creek Park
 - Weston Road, Major Mackenzie Drive to Teston Road

- Major Mackenzie Drive, Jane Street to Keele Street (York Region)
- In-boulevard multi-use pathway
 - Keele Street, Teston Road to Kirby Road
 - Courtland Avenue, Jane Street to Edgeley Boulevard
 - Huntington Road, Langstaff Road to Nashville Road
 - Major Mackenzie Drive, Highway 400 SB ramps to Jane Street (York Region)
 - Teston Road, Pine Valley Drive to Weston Road (York Region)
- Active transportation crossing
 - Trail underpass, Teston Road at Purple Valley (York Region)
 - Bridge, Major Mackenzie Drive adjacent to GO Rail (in partnership with Metrolinx)
 - Bartley Smith Greenway Trail underpass at Langstaff Park (in partnership with Metrolinx)

Ongoing Environmental Assessment (EA) Studies:

- Bass Pro Mills Drive Extension, Highway 400 to Weston Road
- Kirby Road Widening, Jane Street to Dufferin Street
- Teston Road, Kleinburg Summit Way to 250 metres west of Pine Valley Drive
- Interchange Way Extension, Commerce Street to Creditstone Road
- Millway Avenue Extension, Highway 7 to Interchange Way
- New Collector Street, Highway 7 to Ortona Court
- Langstaff Road, Weston Rd to Highway 7 (York Region)
- Teston Road, Highway 400 to Bathurst Street (York Region)

The above lists only represent select Municipal, Regional and partner agency capital projects that reached significant milestones. There are other projects that have contributed to the build out of the City's active transportation networks as well as even more projects that have been advanced through development.

In 2020, the Office of the Chief Human Resources Officer completed the City of Vaughan Inclusive Design Guidelines. The City of Vaughan intends to be a leader in developing accessible environments for all, embracing the principles of "universal design". This document demonstrates this leadership as it goes beyond legislative requirements under the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code (OBC).

With the safety of children going to school continually a top priority, Transportation and Fleet Management Services completed a review of the School Crossing Guard Program (SCGP) last year that resulted in three key updates. Primary updates included aligning warrant and implementation policies with the 2017 Ontario Traffic Council (OTC) School Crossing Guard Guide, establishing consistent administration procedures, as well as

expanding education, outreach, and communication around the program. This program is vital in providing assistance to elementary school families when crossing roads on their way to and from school in support of the Active School Travel Program.

With the impending deregulation of e-bikes at the Federal Level, Infrastructure Planning and Corporate Asset Management and By-law and Compliance have been consulting with the Ministry of Transportation Ontario (MTO) on a new provincial e-bike legislation and monitoring potential impacts to municipal regulations.

Infrastructure on both Municipal and Regional corridors is being advanced by leveraging larger capital and development projects as well as annual planning and implementation budgets

Identifying and leveraging comprehensive capital projects and urban grown developments to improve active transportation infrastructure, also known as routine accommodation, is the most cost-effective way to implement or enhance the pedestrian, cycling and multi-use recreational trail networks. As detailed above, the City and the Region have advanced construction of active transportation infrastructure through various ongoing capital projects in 2020.

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 active transportation planning and implementation programs have been established to establish flexibility in response to active transportation needs and gaps within the pedestrian, cycling and multi-use recreational trails networks. Gaps along key corridors with no upcoming routine accommodation opportunities have been identified, prioritized and incorporated into the active transportation planning and implementation programs and are being reviewed and confirmed through the annual budget approval process.

Through the review and approval of development applications, the City continues to secure pedestrian, cycling and multi-use recreational trails infrastructure. The development community has demonstrated 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. For example, staff have been able to advance pedestrian and cycling infrastructure through development as identified in the Concord GO and Vaughan Mills Secondary Plans and supporting transportation studies. In addition, the multi-use recreational trail network has been advanced within the hydro corridor adjacent to Kleinburg Summit Way in Block 55 including a small section of the Trans Canada Pipeline corridor and the edge of the valley within buffer blocks as well as along each side of the existing CP Railway corridor, within the Block 61 East and West development area.

Staff continue to request and secure bicycle parking as part of site development through the development application process. For all multi-unit residential projects across the City, City staff have requested bicycle parking rates consistent with Section 3.8.2 of Zoning By-law 1-88. The development community continues to comply with these requests by staff, understanding the importance of encouraging cycling and travel by more sustainable modes of transportation.

Staff have been intensely working through the Comprehensive Zoning By-Law Review. The Comprehensive Zoning By-Law will be 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 are expected to stipulate a gradient of rates for both residential and non-residential uses. Minimum bicycle parking requirements will be greatest in the VMC and Mixed-use Areas, with less intensive requirements for all other areas of the City.

Connectivity is being prioritized through bold initiatives such as the Vaughan Super Trail, the emerging Vaughan Metropolitan Centre Cycling Network, and Thornhill Sustainable Neighbourhood Action Plan

The planned Vaughan Super Trail is a 100-km city-wide loop system of which 40 per cent of the trail already exists. The initiative strives to contribute to the ongoing development of an integrated, accessible and sustainable city, placing Vaughan at the forefront in offering residents an enhanced quality of life and visitor experiences. In 2020, staff advanced a number of planning, design and development initiatives that contribute to the overall vision, including completing the seven-km Humber Trail draft feasibility study, initiating a feasibility study for a three-km gap along the Bartley Smith Greenway and putting forward a 2021 capital budget item to develop a wayfinding and signage strategy for the Vaughan Super Trail. In 2020, York Region initiated the South York Greenway Cycling and Pedestrian Corridor feasibility study in partnership with the Cities of Vaughan, Richmond Hill and Markham. 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 envisioned will span approximately 23 kms and form the southern boundary of the Vaughan Super Trail with the initial Phase 1 section being from Jane Street to Yonge Street.

The separated cycling network in the City's emerging downtown is quickly being realized through the ongoing collaboration between the Vaughan Metropolitan Centre (VMC) Program team, internal stakeholders and development community. Most of the north-west quadrant has been designed or implemented in ultimate or interim form

alongside ongoing development. The following active transportation infrastructure advancements were made within the VMC in 2020:

- Sidewalk and in-boulevard cycle tracks
 - Portage Parkway east of Jane Street constructed as part of the MET development
 - Portage Parkway, Applewood Crescent and Jane Street detailed design
 - Interchange Way detailed design as part of Block 2 (Mobilio), Block 3 (Festival) and Icona developments
 - Jane Street, Highway 7 to Portage Parkway detailed design:
 - west boulevard being designed as part of development applications East Block North (Transit City 4 & 5 and rental tower), East Block South and Metrus
 - east boulevard as part of Edgeley Pond and Park Phase 1
- East-west pedestrian mews, linear park and mid-block crossing in Block 2 (Mobilio development) currently under construction
- Multi-use pathway on the west side of Maplecrete Road designed as part of Expo 5 (CG Tower development)
- Multi-use recreational trails network integrated with stormwater management infrastructure within an environmental open space is being designed as part of Edgeley Pond and Park Phase 1 (90% Detailed Design was completed)
- Short and long-term bike parking as part of all development applications in accordance with Section 3.8.2 of Zoning By-law 1-88

In addition to advancing infrastructure, three important studies were initiated that will further refine the City's plans for active transportation within its emerging downtown – the VMC Secondary Plan Update, the VMC Transportation Master Plan in support of the VMC Secondary Plan Update as well as the VMC Parks and Wayfinding Master Plan.

The Toronto and Region Conservation Authority (TRCA) in partnership with the City of Vaughan is undertaking a Sustainable Neighbourhood Action Program (SNAP) in Thornhill. The goal of SNAP is to make older neighbourhoods more sustainable by accelerating the implementation of environmental improvements and urban renewal at the neighborhood scale. SNAP takes an integrated approach to overcome urban challenges and address a broad range of sustainability objectives with locally tailored solutions. The Thornhill SNAP encompasses the integrated project idea Connected People, Places and Ecosystems, which includes a Complete Streets Signature Project. City and TRCA staff hosted a virtual workshop in July 2020 to bring the community and partners together to co-develop a shared vision for complete streets within the neighbourhood, focusing on Atkinson Avenue, Hilda Avenue and Centre Street. These streets were chosen based on community feedback and alignment with the Pedestrian

and Bicycle Master Plan study to develop neighbourhood level active transportation networks. The outcomes of the workshop are being integrated into the broader action planning process to create the Thornhill SNAP Action Plan.

The City's operations and maintenance practices for active transportation require compliance with provincial minimum maintenance standards

Public Works has commissioned a City-wide service level review, which will include recommendations for municipal sidewalks, multi-use pathways and cycling facilities. Service level recommendations are expected to be submitted to Council for approval this calendar year and will be timely for upcoming stand-alone 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.

In addition to active transportation 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, in recent 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. Demand for safer cycling facilities has grown and best practices have evolved to providing separated facilities for all ages and abilities. Steadily, more cycling facilities are being designed and implemented in the boulevard adjacent to the sidewalk (e.g. Phases 2 and 3 of Rutherford Road widening) or adjacent to the curb (e.g. Centre and Bathurst Streets cycle tracks as part of the VivaNext BRT project). 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.

Infrastructure Planning and Corporate Asset Management is in the process of renewing existing Asset Management Plans to ensure the City's Asset Management Plans for "core assets" meet the requirements established by O.Reg.588/17 and are publicly available on the City's website by July 1, 2021. Though active transportation is not identified as a "core asset" as defined by O. Reg. 588/17, with the City's growing network of active transportation facilities, the Asset Management Plan for municipal sidewalks and cycling facilities is being advanced for intended completion later into 2021. Operating and maintaining the active transportation network will require a service

level and financial commitment from the City that will be embedded into the asset management plans.

Financial Impact

There are no financial impacts as a result of this report.

All active transportation projects, programs, staffing requests, and operational funding items are brought forward through the annual budget approval process.

There have been a number of changes made to the Planning Act, initiated with Bill 108, the More Homes, More Choice Act, 2019, which received Royal Assent on June 6, 2019. However, the original amendments proposed through Bill 108 were substantially amended through Bill 138, the Plan to Build Ontario Together Act, 2019 and Bill 197, the COVID-19 Economic Recovery Act, 2020. These provincial changes to the Planning Act create substantive changes to the policy and regulatory regime for parkland dedication process (Sections 42 and 51), Development Charges (DCs) and the collection of community benefits (Section 37). The new Community Benefits Charge (CBC) will replace existing density and height bonusing (Section 37 of the Planning Act). These changes may impact the City of Vaughan's ability to implement City-wide and local multi-use recreational trails network including the Vaughan Super Trail.

Staff continue to utilize grant opportunities and partnerships with upper tier governments to fund the construction of active transportation projects. Through the 2017-2018 Ontario Municipal Commuter Cycling (OMCC) Funding Program the City received \$908,000 for the implementation of Clark Avenue Cycle Tracks and \$7,500 for safe cycling public education. The City also received \$250,000 from York Region's 2019 Pedestrian and Cycling Municipal Partnership Program for the McNaughton Road East Active Transportation Facility capital project as well as \$1,138, 287 which included a combination of 80% the Region's OMCC funding and 20% Regional contribution through the Pedestrian and Cycling Municipal Partnership Program. The impact of the grant opportunities and partnerships will be the requirement for agreements for the operations and maintenance of the active transportation projects.

Broader Regional Impacts/Considerations

Staff continually work with York Region staff on the design and implementation of Regional road widening projects throughout the City. As part of this continual process, the coordination of efforts on the design of pedestrian and cycling infrastructure and grade-separated multi-use recreational crossings have led to real successes throughout the City of Vaughan. Recent examples include the emergency culvert replacement east of McNaughton Road on Major Mackenzie, the widening of Major Mackenzie between

Jane Street and Highway 50 and the upcoming road widenings along Rutherford Road between Jane Street and Bathurst Street.

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 Vince Musacchio, Director of Infrastructure Planning and Corporate Asset Management, x8311

Attachment

1. 2020 Active Transportation Highlights and Accomplishments.

Prepared by

Dorothy Kowpak, Active and Sustainable Transportation Project Manager, x8812
Selma Hubjer, Manager, Transportation Planning and Engineering, x8674

In Consultation With

This report was prepared in consultation with the following departments that have significantly contributed to the active transportation program:

- Parks Infrastructure Planning and Development
- Infrastructure Delivery
- Transportation and Fleet Management Services
- Parks, Forestry and Horticulture Operations
- Policy Planning and Environmental Sustainability
- Development Planning
- Vaughan Metropolitan Centre (VMC) Program
- Development Engineering
- Recreation Services

- Office of the Chief Human Resources Officer
- Corporate and Strategic Communications

Approved by

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Nick Spensieri, Deputy City
Manager, Infrastructure
Development

Reviewed by

A handwritten signature in black ink, appearing to read 'Jim Harnum', with a long horizontal line extending to the right.

Jim Harnum, City Manager

2020 Active Transportation Highlights and Accomplishments

Vaughan's growing cycling and multi-use network aligns with the City's commitment to improve transportation and mobility, foster sustainable communities and create an active, safe and diverse city as outlined in the 2018-2022 Term of Council Service Excellence Strategic Plan.

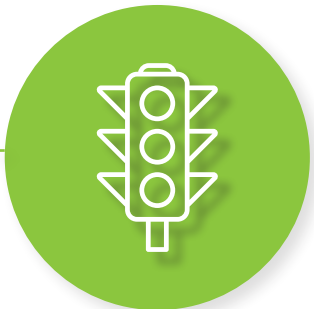
“Community priorities are shifting gears.”

Highlights and Accomplishments Through the Four Priorities of the Pedestrian and Bicycle Master Plan in 2020



Awareness and Culture

1. Released seven Public Service Announcements
2. Responded to a 30 per cent increase in resident inquiries
3. Increased social media messaging and website updates
4. Received the Parks and Recreation Ontario Award for the Great Walks of Vaughan
5. Partnered with Smart Commute and York Region on six outreach initiatives



Safety

1. Constructed the City's first retrofit in-boulevard cycle tracks on Clark Avenue
2. Adopted an all ages and abilities framework for cycling facilities
3. Advanced updates to the City-wide Engineering Design Standards
4. Assessed separated active transportation in five City-led Environmental Assessment studies
5. Completed the Inclusive Design Guidelines
6. Updated the School Crossing Guard Program
7. Engaged on new provincial e-bike legislation



Infrastructure

1. Advanced construction of active transportation infrastructure as part of 16 ongoing capital projects
2. Continued to secure active transportation through development applications
3. Initiated the design of seven new stand-alone active transportation projects
4. Included city-wide bicycle parking in the Comprehensive Zoning By-Law review



Connectivity

1. Advanced the Vaughan Metropolitan Centre (VMC) Separated Cycling Network through seven 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 the Active Transportation Plan within the Sustainable Neighbourhood Action Plan (SNAP)
6. Advanced the Active Transportation Policy and planning for the Vaughan Transportation Plan, four ongoing secondary plans and the Official Plan Review



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