

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

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

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**Please note there may be further Communications.**

# Active Transportation Update

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





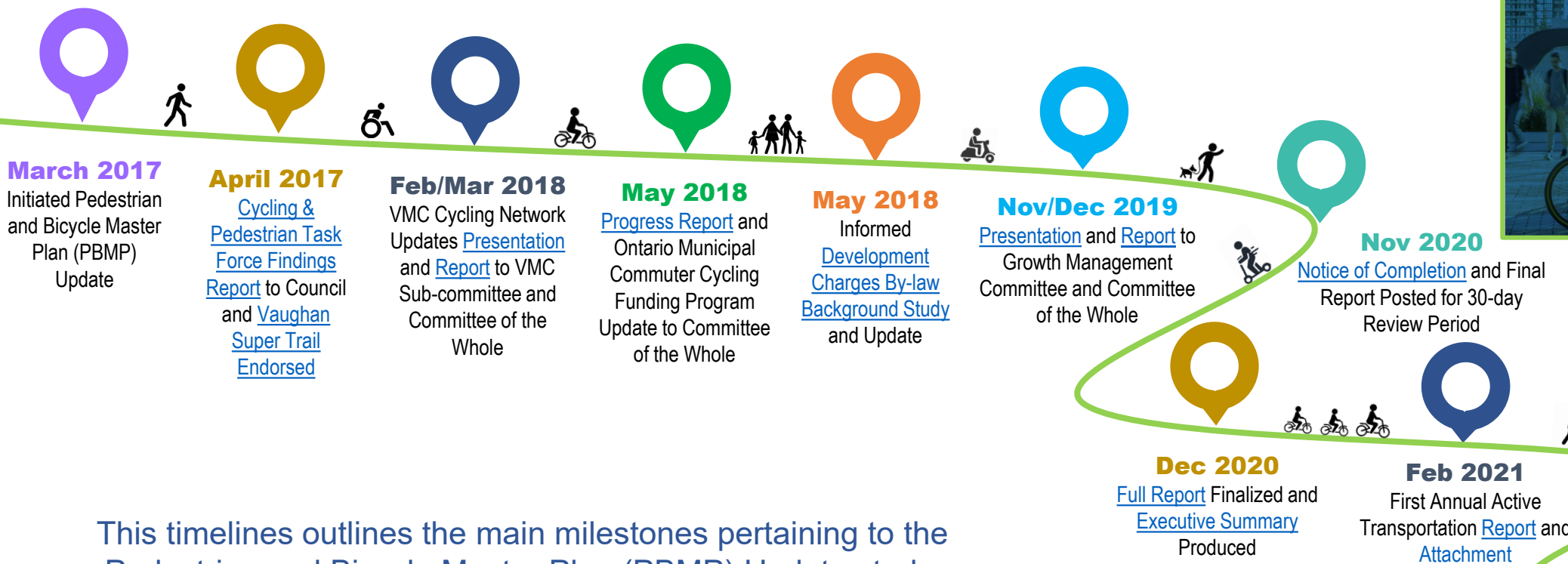
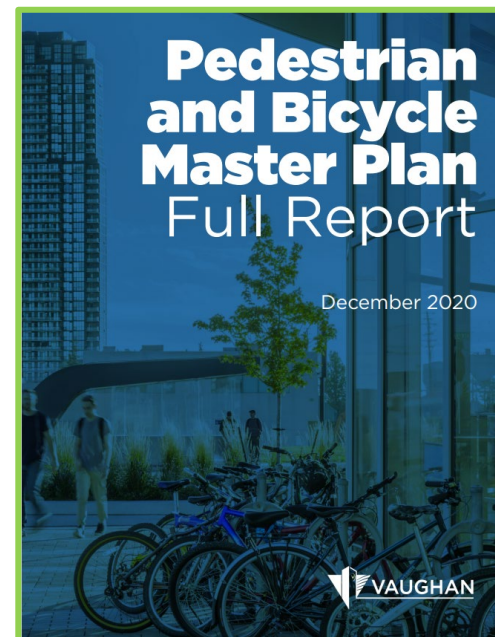
# Outline

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- 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 timeline 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](http://vaughan.ca/cycling)







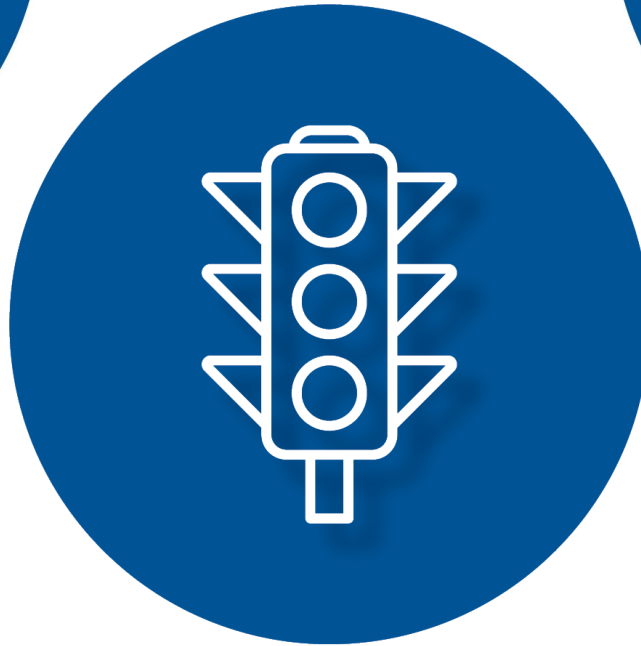
# **Community Priorities**

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**Awareness  
and  
Culture**

**Safety**



**Infrastructure**



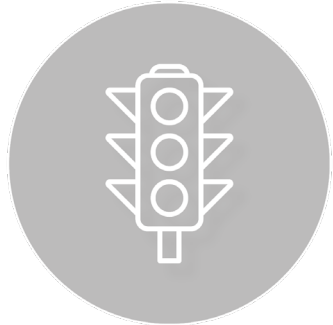
**Connectivity**







# 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



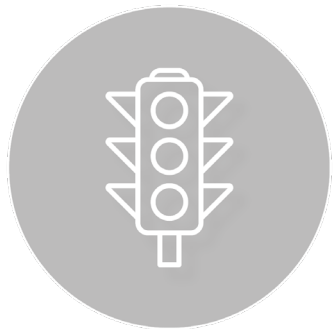
# Infrastructure

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## 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

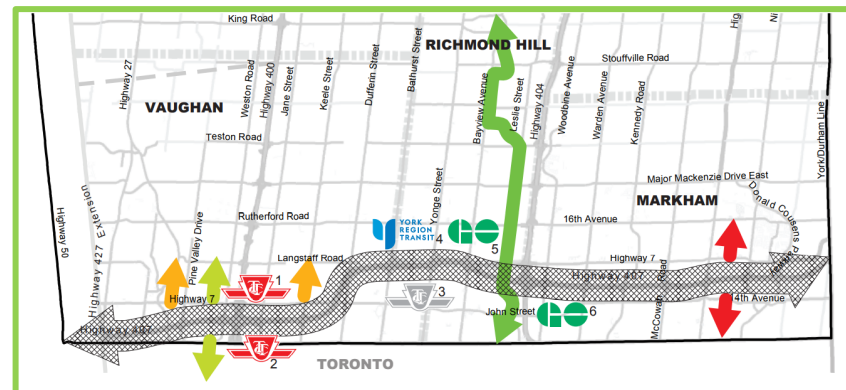




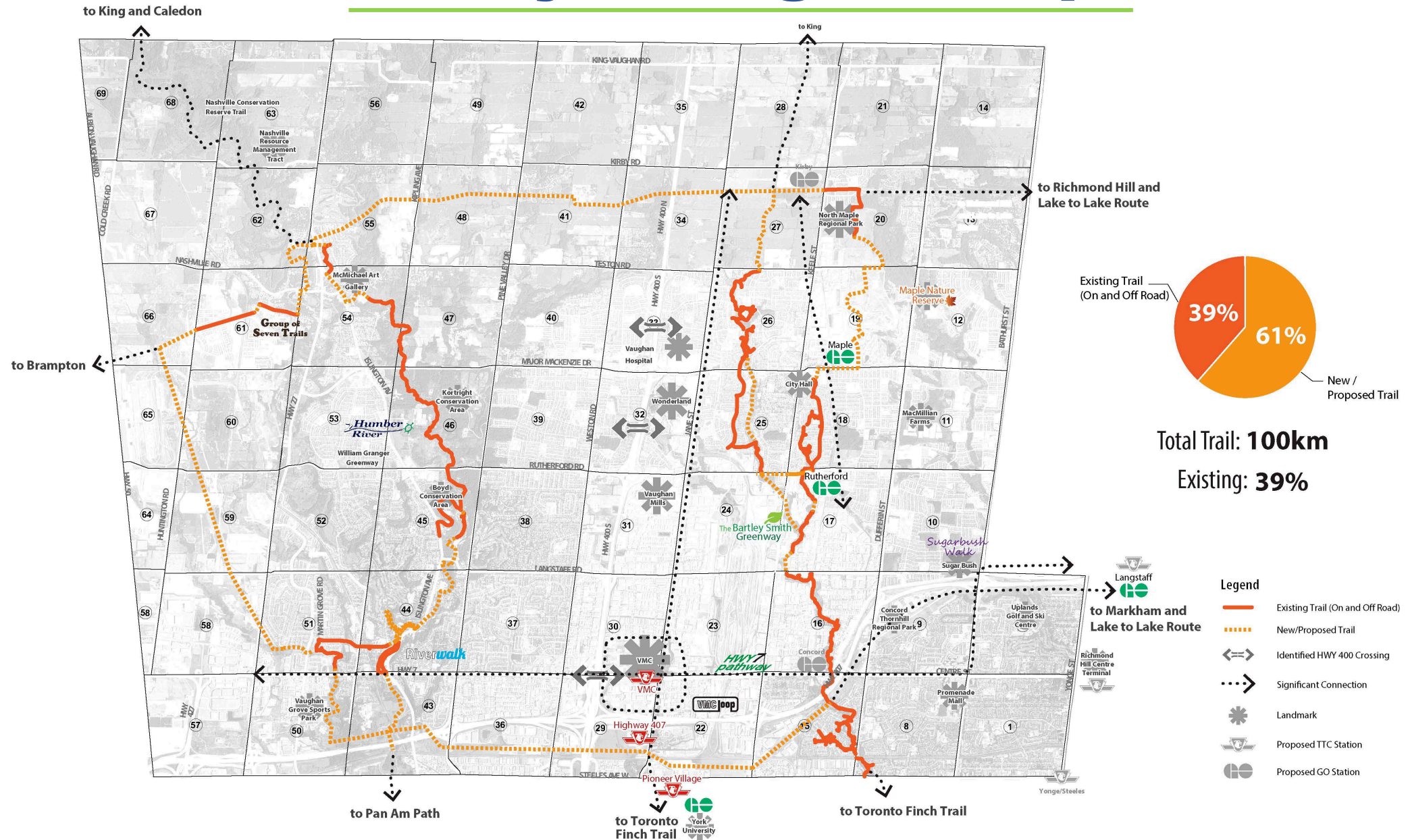
# Connectivity

## 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](https://vaughan.ca/cycling)  
[vaughan.ca/trails](https://vaughan.ca/trails)

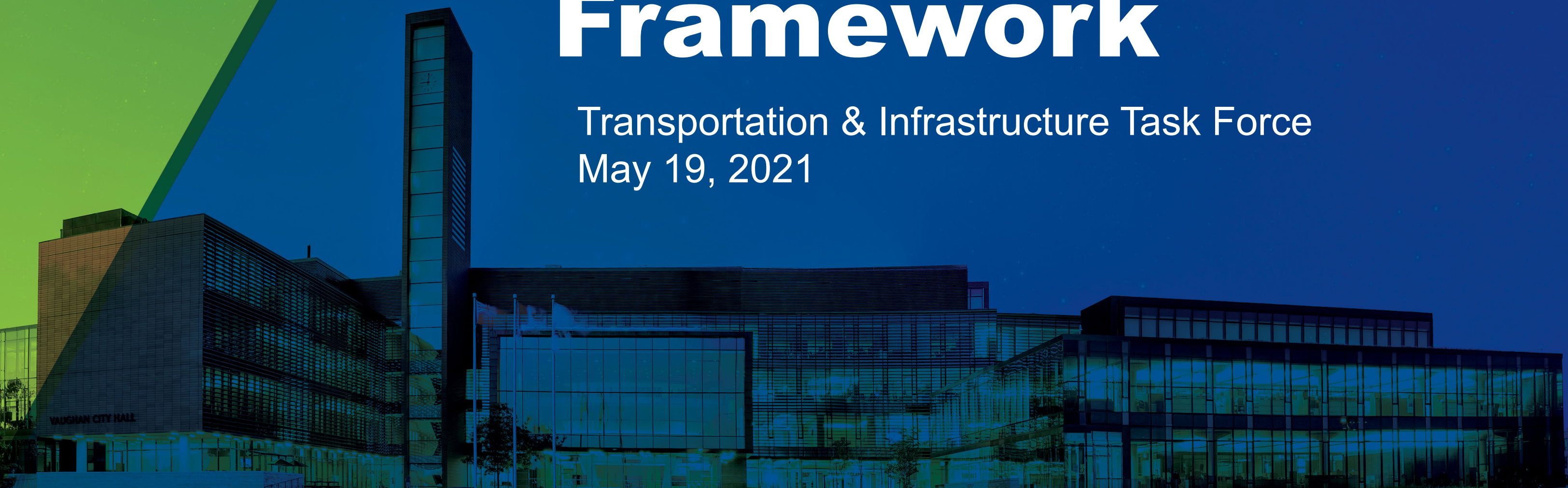




C2  
Communication  
Transportation and Infrastructure Task  
Force - May 19, 2021  
Item # 2

# Micro-mobility Framework

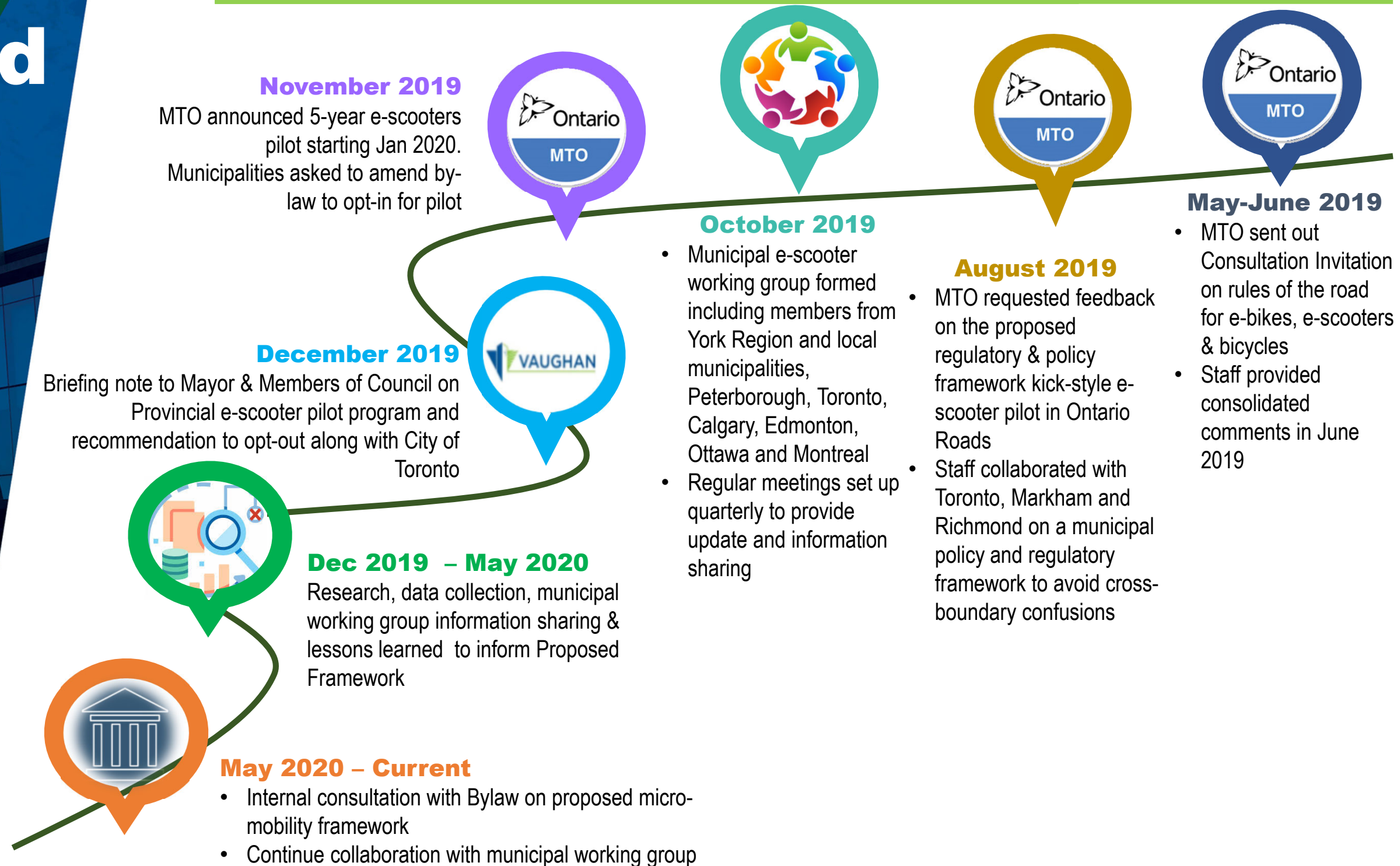
Transportation & Infrastructure Task Force  
May 19, 2021





# Background

## How we got here?





# Outline

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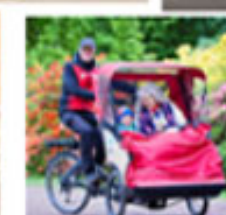
1. What is micro-mobility?
2. Rules & Regulations
3. Opportunities & Challenges
4. Lessons Learned
5. Next steps



# 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



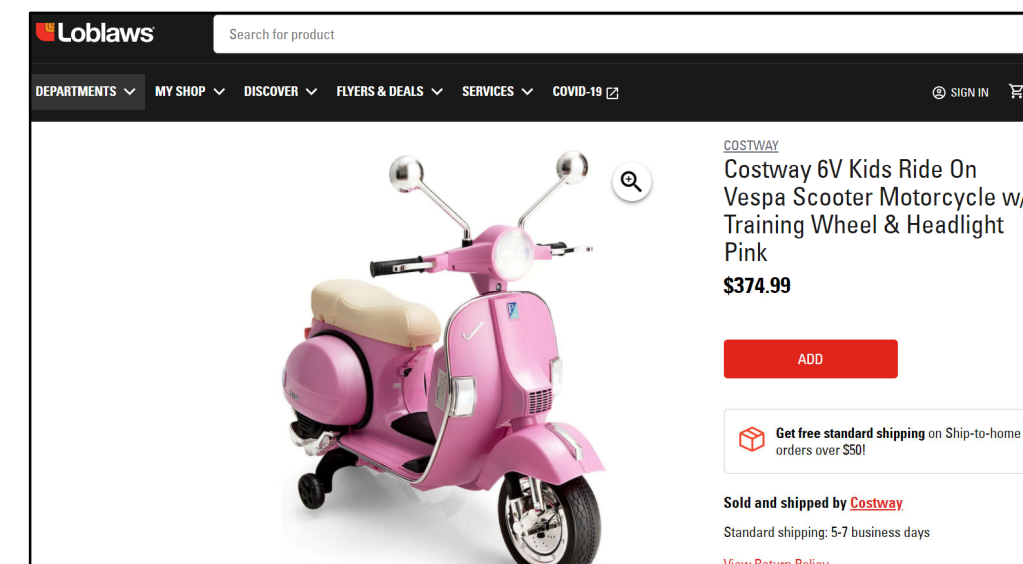
E-Bikes, E-Scooters



# Micro-mobility

## Micro-mobility Devices

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







# Micro-mobility

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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.**

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# Rules & Regulations

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

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
<b>Cargo e-bike</b> 	<p><b>Currently, cargo e-bikes are not permitted in Vaughan.</b></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><b>City of Vaughan is currently not participating in the cargo e-bike pilot.</b></p>



# Rules & Regulations

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

# Rules & Regulations

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

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





# Learning from Canadian pilots

## Lessons Learned

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- 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?

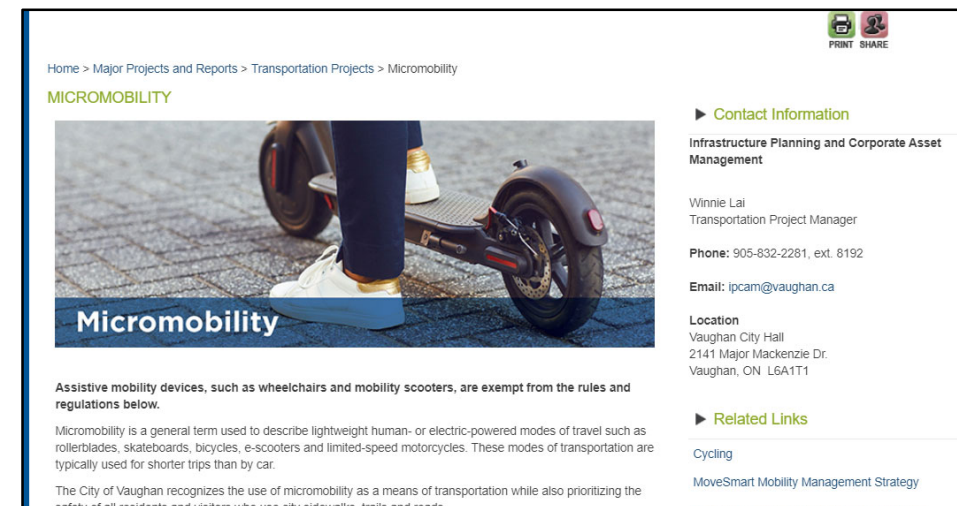
- Created a Micro-mobility web page (April 2021)
- Published Publish Public Service Announcements (April 2021 & on-going)
- Met with resident representative to address concerns
- Met with York Region Police on positive public engagement strategy (i.e. positive tickets, etc.)



POSITIVE TICKET



POSITIVE TICKET





# Next Steps

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- 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

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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

