



memorandum

December 31, 2021

Cycling and Pedestrian Advisory Task Force (CPATF) Recommendations: Progress Update as part of the Second Annual Active Transportation Programs Update

In 2015 Council approved the Terms of Reference for the establishment of a Cycling and Pedestrian Advisory Task Force (CPATF). The Task Force first met in April 2016, developing a work plan to determine priorities and identify recommendations. City staff from various departments attended the meetings to provide advisory and technical support until April 2017 at which point the CPATF brought forth a Findings Report for Council's consideration. The CPATF identified 18 recommendations under two strategic opportunities:

1. Infrastructure-related; and
2. Organizational and Management Strategies.

Since that time, staff have made significant progress on all 18 CPATF recommendations including the completion of the 2020 Pedestrian and Bicycle Master Plan. On February 9, 2021, the [Active Transportation Programs First Annual Update](#) was brought to Committee of the Whole (2) detailing the City's efforts in advancing active transportation in 2020. This attachment forms part of the Second Annual Update. The annual updates organize the City's progress under four overarching community priorities that emerged from the Pedestrian and Bicycle Master Plan. The following memo organizes the City's progress under the 18 CPATF recommendations to show that all 18 CPATF recommendations have been addressed or are in progress. The memo highlights a selection of achievements and is not intended to be a comprehensive list of all initiatives.

1. INFRASTRUCTURE-RELATED RECOMMENDATIONS:**1.1 Promote the “Vaughan Super Trail”, to inform an updated Pedestrian and Cycling Master Plan**

- ✓ Vaughan Super Trail (VST) identified as a signature project in the 2020 Pedestrian and Bicycle Master Plan Update.
- ✓ Internal working group established to support the implementation of the VST.
- ✓ Presented the Vaughan Super Trail Framework at the 2020 Ontario Bike Summit closing session: “Connecting the cycling network with trails” to over 65 attendees.

1.2 Connect off-road cycling and hiking pathways such as the Bartley Smith and William Granger Greenways; build east-to-west, off-road pathways such as the Trans Canada Pipeline trail and the 407 Hydro Corridor Trail

- ✓ City Staff are working with York Region on the South York Greenway Feasibility Study (“407 Hydro Corridor Trail”), anticipated for completion in Q3 2022. The Feasibility Study will include an implementation plan. The Vaughan corridor segment will span approximately 23 kilometres and form the southern alignment of the Vaughan Super Trail.
- ✓ City Staff continue to work with the Trans Canada Pipeline (TCPL) to explore the opportunity to provide the northern east-west alignment of the Vaughan Super Trail through the TCPL corridor.
- ✓ As discussions continue with TCPL, staff are working with York Region to provide an interim east-west Vaughan Super Trail connection along Major Mackenzie Drive or Teston Road.

Other accomplishments in connecting missing links in the multi-use trail and hiking pathway networks within the Humber River Trail (aka William Granger Greenway) and Bartley Smith Greenway include:

- ✓ The Humber Trail Feasibility Study and Public Consultation was completed in Q2 2021. Final report to Council (COW (2) – November 9, 2021) identifying key recommendations, preferred routes, and Phase 1 implementation projects. The study developed options to complete development of a seven-kilometre gap from Boyd Conservation Area to Steeles Avenue and identified short term projects.
- ✓ The Bartley Smith Greenway Trail Gap Feasibility Study started in June 2021. The Study investigated route options to complete development of a critical three-kilometre gap in the trail between McNaughton Road to Keele Street. An online platform and survey were launched in October 2021 to solicit public feedback on route options. The anticipated completion is Q3 2022.

- ✓ Ongoing capital projects include developing Phase 2 of the Riverwalk Trail in Woodbridge, lighting of the pedestrian underpass at Major Mackenzie Drive, and pedestrian connection under the rail bridge at Langstaff Park along the Bartley Smith Greenway.

1.3 Establish priorities for making decisions relating to cycling and hiking infrastructure:

a. Connect with pathways of adjacent municipalities, especially abutting York Region municipalities

- ✓ The South York Greenway is intended to span approximately 40 kms, within the vicinity of the Highway 407 corridor, from the western limit of Vaughan, from Peel Region to the eastern limit of the City of Markham linking southern York Region Municipalities.
- ✓ VMC Black Creek Renewal Project is intended to connect with the City of Toronto's planned 25-kilometre Jane Jacobs Promenade and Bikeway.
- ✓ Humber Trail Feasibility Study is intended to connect with the City of Toronto's existing Humber River Recreational Trail.

b. Regional roads/local collector roads should be given priority when it comes to designated cycling routes, where they will connect to existing routes

- ✓ Through the Pedestrian and Bicycle Master Plan Update the City adopted an all ages and abilities framework for the implementation of separated pedestrian and cycling facilities with priority given to higher-class roads such as Regional Arterial and Local Arterial and Collector Roads.
- ✓ City staff have established 10-year capital cycling, Vaughan Super Trail and trail infrastructure programs based on the recommendations of the Pedestrian and Bicycle Master Plan as well as other criteria and alignment with other capital projects.

1.4 Establish criteria for assessing a roadway's suitability for pedestrian and cycling friendly upgrades

- ✓ Criteria for assessing a roadway's suitability for pedestrian and cycling friendly upgrades was established through the Pedestrian and Bicycle Master Plan
 - All roadways are considered for pedestrian and cycling facilities.
 - Sidewalks are required on ALL roads. Policies on whether sidewalks are provided on one side or both sides of the road are based on road classification, proximity to transit and proximity to community amenities.

- Separated cycling facilities are required on ALL collector and arterial roadways. Local roads are dependent on motorist speeds, volumes, number of lanes and other key operation considerations. To aid in appropriate facility selection during the implementation of the cycling network, the Pedestrian and Bicycle Master Plan lays out a decision guide that responds to the needs of users of all ages and abilities, adopted from the National Association of City Transportation Officials (NACTO).

1.5 Establish annual financial targets for expanding the cycling and hiking infrastructure network

- ✓ In 2018, the City of Vaughan secured over \$100M in development charges to support the advancement of active transportation and transportation demand management.
- ✓ 10-year active transportation programs have been established to inform the annual budget approval process and as such annual financial targets vary based on the annual capital program.

1.6 Develop warrants to determine whether improvements to cycling and hiking infrastructure should be made when road renewal (i.e., widening, repaving, etc.) takes place

- ✓ The City's Pedestrian and Bicycle Master Plan mandates the accommodation of active transportation infrastructure as a routine part of any planning, construction, operation and maintenance projects within the road allowance and open space system. As such, this policy requires all road renewal projects to implement or protect for separated pedestrian and cycling facilities.
- ✓ A two-pronged implementation framework was established for the implementation of pedestrian, cycling and multi-use trail facilities. First, new capital infrastructure and development projects are required to provide active transportation infrastructure as per the "all ages and abilities" framework. The City refers to this policy as "routine accommodation". Although routine accommodation provides good value for money and has served well in advancing active transportation infrastructure, as a sole strategy it often does not result in a connected network of facilities. Secondly, standalone, dedicated AT planning and implementation programs and budgets have been established to address the gaps in the network that are not addressed through the routine accommodation policy. These dedicated resources allow the City to flexibly respond to the active transportation infrastructure needs of the community and build upon the emerging network created by routine accommodation. Together,

these complimentary approaches create a cost-effective, yet timely and cohesive AT infrastructure network.

1.7 Work with York Region and the Ministry of Transportation to establish safe, connected cycling infrastructure that spans the barriers known as 400-series highways

- ✓ Staff continue to work with York Region and the Ministry of Transportation to establish safe, connected infrastructure over 400-series highways and other regional rights-of-way. Examples include:
 - Centre median multi-use pathway on Highway 7 Bridge over Hwy 400 as part of the VivaNext BRT Project – opened in 2017
 - Separated pedestrian and cycling facilities on Centre Street under Hwy 407 as part of VivaNext BRT Project – opened in 2020
 - Underpass/tunnel below Major Mackenzie Drive in partnership with York Region to provide a grade separated crossing of Major Mackenzie Drive as part of the Bartley Smith Greenway north-south trail system and a key component of the Vaughan Super Trail – opened in 2019
 - South side Multi-use Pathway as part of Major Mackenzie Drive Road Widening over Hwy 400 – on-going, completion anticipated late 2022
 - Separated pedestrian and cycling facilities as part of Canada America Bridge Detailed Design over Hwy 400 – on-going, construction completion anticipated 2023
 - Separated pedestrian and cycling facilities as part of the Bass Pro Mills Extension EA over Hwy 400 – on-going, construction to be programmed
 - Various crossings under review to provide connectivity across Highway 407, 427, 400, and rail corridors as part of the South York Greenway Feasibility Study – on-going
 - Identified 21 grade separated active transportation crossings as part of the 2018 DC By-law Update
 - In partnership with Metrolinx and York Region, the City is working on implementation of two pedestrian and cycling bridges proposed across Major Mackenzie Drive and Rutherford Road to provide direct and comfortable pedestrian and cycling access to Maple and Rutherford GO Stations, respectively

2. ORGANIZATIONAL AND MANAGEMENT STRATEGIES RECOMMENDATIONS:

2.1 Enlist a cycling advisory group, drawn from interested community members, to meet with staff and Council members regularly.

- ✓ The Transportation and Infrastructure Task Force was formed as one of the City of Vaughan 2018-2022 Term of Council task forces. The task force's mandate is to assist the City in finding new and innovative ways to manage and make its transportation system more sustainable amid the rapidly changing landscape of Vaughan. The task force has divided into two sub-groups: Channeling Innovation and Improving System Sustainability, both of which address the topic of active transportation. Active Transportation staff continue to support this task force.
- ✓ Parks Infrastructure Planning and Development staff continue to work on the Vaughan Super Trail planning, design and development initiatives, through an interdepartmental working group formed in 2019 to review and coordinate open space and in-boulevard priority active transportation projects within its 10-year capital plan.

2.2 Establish a comprehensive communications plan to inform residents of the availability of cycling and hiking routes and how to be safe when using them.

- ✓ The Annual Active Transportation Communication and Outreach Plan was completed in Q1 2021 building on the communication efforts from 2020. It outlines general communication and in-person outreach initiatives that are proposed to occur on an annual basis. The annual initiatives will be complimented by one-off communications and outreach for specific projects.
- ✓ The promotion of the Vaughan Super Trail and the Annual Active Transportation Programs Update are also components of the Communication and Outreach Plan.
- ✓ Summary of 2021 efforts:
 - On-going Website updates (cycling, trails, etc.)
 - More than 30 active transportation related Public Services Announcements and associated social media
 - Clark Avenue focused communications plan
 - Humber River Trail feasibility study communications plan
 - Bartley Smith Greenway Study communications plan
 - Responding to increased resident inquiries related to active transportation
 - Three videos including [How to Use Vaughan's Cycle Tracks](#), [Making a Left Turn](#) and [Bartley Smith Greenway Trail](#)

- Partnership with York Region Police to help with on-the ground education and outreach in areas identified for enhanced patrolling and engagement (e.g. along Clark Avenue)
- [Updated York Region Cycling Map](#) published at the end of 2021

2.3 Prepare a cycling and hiking route map for general distribution to the public.

- ✓ As a cost-effective approach we are continuously working with York Region to ensure their cycling maps and Trail Guide include infrastructure available within the City of Vaughan. An updated York Region Cycling Map was published at the end of the 2021.
- ✓ In 2019, a Great Walks of Vaughan trail guide was created that includes 12 hiking trail maps and their locations.

2.4 Improve safety by promoting protected cycle routes.

- ✓ The Pedestrian and Bicycle master plan update includes an All Ages and Abilities (AAA) design framework policy. Within the framework, established by National Association of City Transportation Officials (NACTO), physical separation is a key component when selecting a cycling facility for a corridor. Some examples of this policy in action are:
 - Clark Ave Cycle Tracks (Status: Completed)
 - Jane Street Cycle Tracks (Status: Detailed Design)
 - Securing cycle tracks through all applicable developments City-wide
 - Including cycle tracks in all planning study updates including the Vaughan Transportation Plan, On-going Secondary Plans, EAs, etc.
- ✓ How to use Vaughan's Cycle Tracks Video publicly posted October 2021

2.5 Set a deadline for a cycling/hiking strategic plan update to be in place no later than June of 2018.

- ✓ The Pedestrian and Bicycle Plan update was completed and provides guidance to the Vaughan Transportation Plan, Municipal Comprehensive Review of the Official Plan, and other ongoing planning study updates and EAs, as well as helped inform the 10-year cycling, Vaughan Super Trail and trail infrastructure programs.

2.6 Ensure that there is a staff person permanently assigned to the cycling/active transportation portfolio.

- ✓ Several new staff were hired since the inception of the Task Force to assist with timely implementation of active transportation facilities. These resources were placed

in key departments (Infrastructure Planning and Corporate Asset Management (IPCAM), Parks Infrastructure Planning and Development (PIPD), and Development Engineering (DE)) to ensure coverage across the City and that active transportation opportunities are leveraged. There are four staff with the primary responsibility of advancing active transportation with a recently approved Project Manager position to manage the Pedestrian and Cycling Infrastructure Implementation Program in the Infrastructure Delivery (ID) Department.

- Active Transportation Specialist, IPCAM
 - Active and Sustainable Transportation Project Manager, IPCAM
 - Trails Coordinator, PIPD
 - Transportation Demand Management Coordinator, DE
 - Project Manager – Pedestrian and Cycling Infrastructure Implementation Program, ID
- ✓ Ongoing internal education and outreach has expanded the knowledge base, for advancing active transportation, of staff in various departments across the organization. The achievements highlighted in this memo and the 2020 and 2021 Annual Active Transportation Programs Updates are a testament to the organizations commitment to advancing active transportation.

2.7 Present an annual report to Council on the development and management of cycling and pedestrian infrastructure.

- ✓ The First Annual Active Transportation Update was brought to Council in February 2021 following the completion of the Pedestrian and Bicycle Master Plan Update. This memo forms an attachment to the second annual update brought to Council in February 2022.

2.8 Establish and reinforce partnerships to promote active transportation (walking and bicycling) with schools in the City.

- ✓ Traffic Engineering staff are actively working with the York Region School Boards, York Region Police, and York Region Transportation on a safer school zone/active school travel.
- ✓ Traffic Engineering staff in collaboration with Corporate Communications, Bylaws and Compliance, Vaughan Fires, York Region School Boards, York Region Police, and York Region Transportation and Public Health, working with Members of Council promoting Road and School Zone Safety.
- ✓ Speed Policy approved by Council on June 22, 2021 reducing speed limits from 50 to 40 kilometres per hour in 84 school zone areas.

- ✓ A review and update of the School Crossing Guard Program (SCGP) was completed in 2020.
- ✓ On-going Public Service Announcements and social media outreach on School Zone Safety, and safe driving with new speed limit policy.

2.9 Actively pursue applications for funding from the various sources (York Region, Ontario, gas tax) to support the development of cycling/hiking infrastructure.

- ✓ The City continues to actively pursue grant opportunities to fund active transportation infrastructure projects with the following successful applications:
 - 2017 Ontario Municipal Commuter Cycling Fund – Received approx. \$908K for Clark Avenue Cycle Tracks.
 - 2017 York Region Municipal Partnership Program – Received approx. \$100K for the Bartley Smith Greenway Wayfinding Signage.
 - 2019 York Region Municipal Partnership Program – Received approx. \$250K for the McNaughton Multi-use Pathway.
 - 2020 York Region Municipal Partnership Program – Received approx. \$1.14M for Clark Avenue Cycle Tracks.
 - 2021 Canada Community Revitalization Fund – Applied for funding for the Keele Street Multi-use Pathway (North Maple Regional Park AT Gateway) – awaiting confirmation
 - 2021 Investing in Canada Infrastructure Program – Received approximately \$1M funding for North Maple Regional Park (NMRP) trail routing, mapping and development opportunities for potential design and construction.
 - 2021 National Active Transportation Funding – awaiting intake information.
- ✓ The City also pursues grant opportunities to fund active transportation planning, education, and outreach projects.
 - 2018 Ontario Sports and Recreation Communities Fund – Great Walks of Vaughan – Received approx. \$70K.
 - 2018 Ontario Ministry of Tourism, Culture and Sport (MTCS) Safe Cycling Fund – Bike Lights Purchase – Received approx. \$7.5K.
- ✓ The City secured \$100M for active transportation and transportation demand management in 2018 DC By-law Update.
- ✓ Other select partnerships:
 - 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 Boyd Conservation Area to Steeles Avenue West.

- York Region is funding a feasibility study for the South York Greenway Cycling and Pedestrian corridor in the vicinity of the Highway 407 corridor.
- Partnered with York Region to complete a 46-metre-long and 6-metre-wide asphalt trail underpass/tunnel below Major Mackenzie Drive in partnership with York Region.
- In partnership with Metrolinx and York Region, the City is working on the implementation of two pedestrian and cycling bridges proposed across Major Mackenzie Drive and Rutherford Road to allow direct and comfortable pedestrian and cycling access to Maple and Rutherford GO Stations, respectively.
- Partnered with Ryerson University School of Urban and Regional Planning working with students to advance key projects including a trail along the rail corridor from Yonge Street to Bathurst Street in Thornhill, assessing trail routes with Woodbridge, and completion of a focused active transportation plan as part of the Sustainable Neighbourhoods Action Plan (SNAP) initiative with the Toronto Regional Conservation Authority (TRCA).

2.10 Develop and install consistent, Vaughan-identifiable way-finding signage wherever cycling/hiking routes are established.

- ✓ In 2017 wayfinding signage was designed and installed along the 15km Bartley Smith Greenway with funding received through the York Region Municipal Partnership Program.
- ✓ The VMC Parks and Wayfinding Strategy was initiated in May 2020 with the goal of creating a compact, balanced, and meaningful parks and open space network reflective of the urban context within the VMC boundary.
- ✓ A Wayfinding and Signage RFP for the Vaughan Super Trail is anticipated for release in 2022 that will provide trail branding strategy, wayfinding, and signage guidelines for trail signage.

2.11 Establish a long-term budget to support all aspects of the Pedestrian and Cycling Masterplan.

- ✓ Cycling, Vaughan Super Trail and trail planning, and infrastructure programs have been established based on the recommendations of the Pedestrian and Bicycle Master Plan as well as other criteria and alignment with other capital projects.

- ✓ A Transportation Education and Outreach Program has been established to support on-going education and outreach for active transportation as it relates to the road allowance.
- ✓ The City secured \$100M for active transportation and transportation demand management in 2018 DC By-law Update.

Background Reports

[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

[Appointments to the Cycling and Pedestrian Advisory Task Force](#) – Item 8, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 19, 2016

[Cycling and Pedestrian Advisory Task Force Terms of Reference](#) – Item 1, Report No. 35, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 20, 2015

[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

[2020 Pedestrian and Bicycle Master Plan Update](#) – Item 10, Report No. 41 of the Committee of the Whole (2) which was adopted without amendment by the Council of the City of Vaughan on December 17, 2019