

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 15, 2022**

Item 6, Report No. 6, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 15, 2022.

#### **6. ACTIVE TRANSPORTATION PROGRAMS – SECOND 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 8, 2022:**

##### **Recommendations**

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



## Committee of the Whole (2) Report

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**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

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### **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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Jamie Bronsema, Director, Parks Infrastructure Planning & Development, ext. 8858



## **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

## **Prepared by**

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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

## **Approved by**



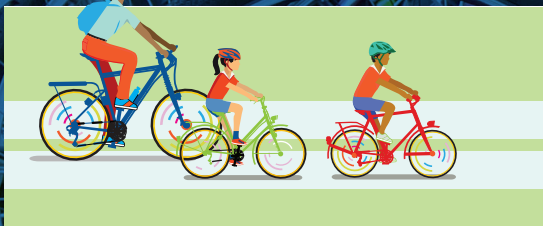
Vince Musacchio, Deputy City Manager,  
Infrastructure Development

## **Reviewed by**



Nick Spensieri, City Manager





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# 2021 Active Transportation

HIGHLIGHTS OF ACCOMPLISHMENTS



# 2021 Active Transportation

## HIGHLIGHTS OF ACCOMPLISHMENTS

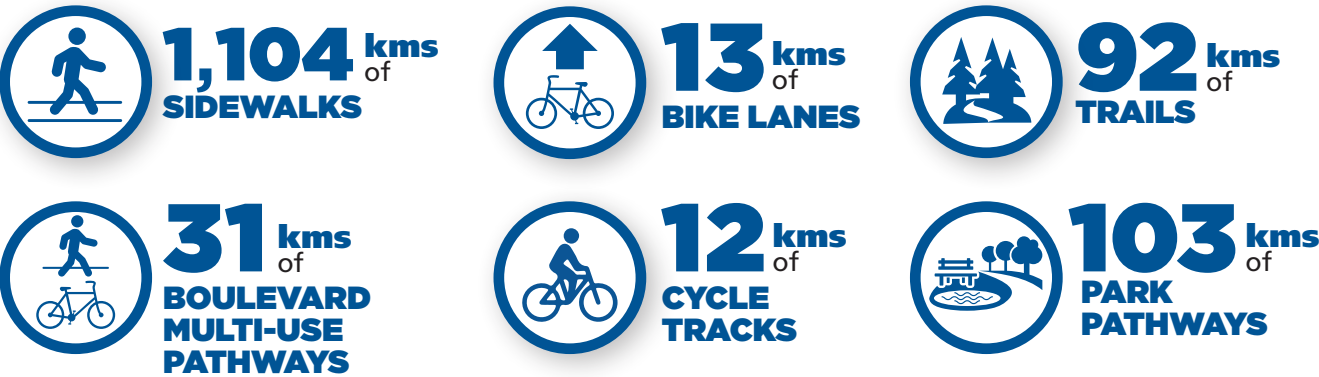
The year 2021 highlighted, more than ever, that Vaughan citizens wanted to get outside, get active and explore the city by bike and foot. The City of Vaughan's growing walking, cycling and multi-use recreational trail networks support citizens by encouraging healthy lifestyles and alternative forms of transportation. This aligns with the City's continued commitment to improving transportation and mobility, fostering sustainable communities and creating an active, safe and diverse community as outlined in the 2018-2022 Term of Council Service Excellence Strategic Plan.

In 2021, community priorities identified through the Pedestrian and Bicycle Master Plan study continued to guide the development of a pedestrian- and bicycle-friendly city. The achievements listed represent initiatives undertaken by various departments across the organization and our community partners to help meet and exceed active transportation goals.

### HIGHLIGHTS

- **Addressed all 18 recommendations** and began implementing key initiatives from the 2017 Cycling and Pedestrian Advisory Task Force Findings Report
- **Received \$4.25 million in grant funding** in the last five years for active transportation infrastructure and education
- **Contributed to the updated provincial planning and design guidelines for cycling facilities**, Ontario Traffic Manual Book 18, approved by the Ministry of Transportation in 2021
- **Approximately \$22 million was approved in 2021** for 2022 standalone active transportation infrastructure planning and design and construction projects

### TOTAL INVENTORY



# How the City moved forward in 2021

## AWARENESS AND CULTURE



- **30** Active Transportation-related public service announcements
- **3** cycling safety and trail videos
- **More than 20** student partnerships from local high schools and universities to support the active transportation programs
- **60%** increase in cycling along Clark Avenue following installation of cycle tracks
- **More than 500** citizens had their say on cycling and trail studies and projects

## SAFETY



- All active transportation facilities were advanced in accordance with the Pedestrian and Bicycle Master Plan's All Ages and Abilities Framework for facility selection
- Micromobility safety campaign launched in partnership with York Regional Police
- **More than 1,000 kms** of active transportation facilities were maintained in the winter by the City
- Speed limits reduced to **40 km/hr** in 84 school zones supporting the Active and Safe Routes to School program

## INFRASTRUCTURE

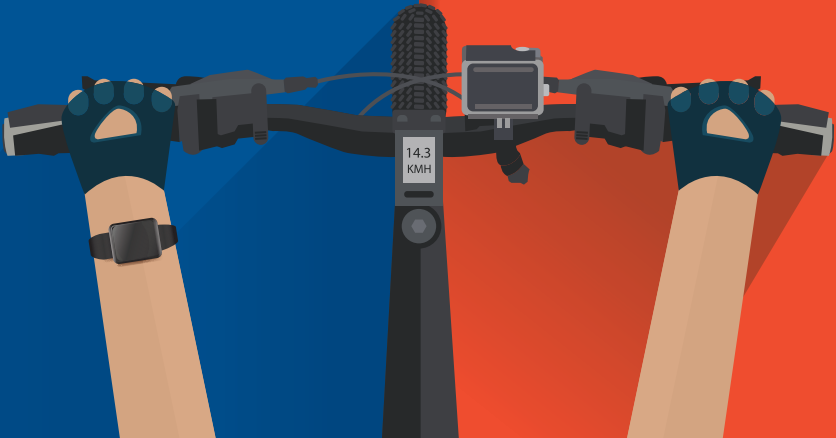


- **10-year** cycling and trails capital programs developed
- **More than 130kms** of cycling facilities, multi-use pathways and trails were advanced through municipal, regional and partner projects
- **More than 90** development applications included sidewalks, cycle tracks, multi-use pathways, trails and/or transportation demand management measures
- **8** Environmental Assessment studies included sidewalks, cycle tracks and crossings

## CONNECTIVITY



- Vaughan Super Trail advanced through a) **3** feasibility studies:
  - Bartley Smith Greenway
  - Humber River Trail in partnership with TRCA
  - South York Greenway by York Region
- b) **3** capital projects
- **10 kms** of city-wide trails advanced, including the Vaughan Super Trail
- **4** secondary plans, the Vaughan Transportation Plan and the Vaughan Official Plan Review advanced active transportation and recreational trails



Learn more about Vaughan's cycling and recreational trail networks at [vaughan.ca/cycling](https://vaughan.ca/cycling) and [vaughan.ca/trails](https://vaughan.ca/trails).





## memorandum

December 31, 2021

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

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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



### Attachment 3 - 2021 Active Transportation Capital Infrastructure Projects<sup>1, 2, 3</sup>

	Project Type	Phase	Primary Facility Type(s)		Location	From	To	Length	Delivery Agent
1	Routine Accommodation	Completed	Sidewalk	In-boulevard Cycle Tracks	Clark Avenue	Jason Street	Yonge Street	4.5	City of Vaughan
2	Routine Accommodation	Completed		In-boulevard Multi-use Pathway	Major Mackenzie Drive	Hwy 50	Hwy 427	2.0	York Region
3	Routine Accommodation	Completed		In-boulevard Multi-use Pathway - south side	Major Mackenzie Drive	Hwy 427	Pine Valley Drive	6.0	York Region
4	Routine Accommodation	Completed		Multi-use Recreational Trail	Nashville Conservation Reserve Trail	Huntington Road	Kirby Road	1.4	Toronto and Region Conservation Authority (TRCA)
5	Routine Accommodation	Completed		Multi-use Recreational Trail	Riverwalk Phase 2A - Doctors McLean District Park	Picnic Shelter	Islington Avenue	0.4	City of Vaughan
6	Standalone	Completed		Pedestrian Cross-over (Type B)	York Hill Boulevard	at Eifz Chaim School		0.1	City of Vaughan
7	Routine Accommodation	Construction		On-road Bike Lanes	Keele Street	Steeles Avenue	Great Gulf Drive	1.0	York Region
8	Routine Accommodation	Construction		In-boulevard Multi-use Pathway - south side	Major Mackenzie Drive	Jane Street	Hwy 400 SB ramps	1.5	York Region
9	Routine Accommodation	Construction	Sidewalk	In-boulevard Cycle Tracks	Major Mackenzie Drive	Jane Street	Keele Street	2.0	York Region
10	Routine Accommodation	Construction		Multi-use Recreational Trail	North Maple Regional Park Phase 2 - Trails Upgrade	Various		2.0	City of Vaughan
11	Routine Accommodation	Construction	Sidewalk	In-boulevard Cycle Tracks	Rutherford Road	Jane Street	Westburne Drive	2.6	York Region
12	Routine Accommodation	Construction		In-boulevard Multi-use Pathway - both sides	Rutherford Road	Westburne Drive	Peter Rupert Avenue	0.9	Metrolinx on behalf of York Region
13	Routine Accommodation	Design		Multi-use Recreational Trail	Bathurst Clark Resource Library	Promenade Circle	Clark Avenue	0.2	City of Vaughan
14	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Bathurst Street	Highway 7	Major Mackenzie Drive	3.8	York Region
15	Routine Accommodation	Design		Active Transportation Underpass	Bartley Smith Greenway	at Langstaff Park		0.1	City of Vaughan
16	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Canada Drive-America Avenue Bridge	Cityview Boulevard	John Deisman Boulevard	0.5	City of Vaughan
17	Standalone	Design		In-boulevard Multi-use Pathway - north side	Courtland Avenue	Jane Street	Edgeley Boulevard	0.8	City of Vaughan
18	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Dufferin Street	Major Mackenzie Drive	Teston Road	2.0	York Region
19	Routine Accommodation	Design		In-boulevard Multi-use Pathway - east side	Huntington Road	Langstaff Road	Rutherford Road	2.0	City of Vaughan
20	Routine Accommodation	Design		In-boulevard Multi-use Pathway - east side	Huntington Road	Rutherford Road	McGillivray Road	1.8	City of Vaughan
21	Routine Accommodation	Design		In-boulevard Multi-use Pathway - east side	Huntington Road	East Corner's Boulevard	Nashville Road	1.2	City of Vaughan
22	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Islington Avenue	Hwy 27	Major Mackenzie Drive	2.3	City of Vaughan
23	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Jane Street	Portage Parkway	Teston Road	8.4	City of Vaughan
24	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Keele Street	Rutherford Road	Teston Road	4.0	City of Vaughan
25	Standalone	Design		In-boulevard Multi-use Pathway - east side	Keele Street	Teston Road	Kirby Road	2.0	City of Vaughan
26	Standalone	Design		Multi-use Recreational Trail	Kilian Lamar Connection and lighting	Major Mackenzie Drive	MathewsonStreet	0.1	City of Vaughan
27	Routine Accommodation	Design		In-boulevard Multi-use Pathway - both sides	Kirby Road	Dufferin Street	Bathurst Street	2.0	City of Vaughan
28	Routine Accommodation	Design		Active Transportation Bridge	Major Mackenzie Drive	at GO Rail		0.1	Metrolinx
29	Standalone	Design	Sidewalk	In-boulevard Cycle Tracks	Martin Grove Road	Steeles Avenue	Rainbow Creek Park	2.0	City of Vaughan
30	Routine Accommodation	Design		In-boulevard Multi-use Pathway	Nashville Road	Hwy 27	Islington Avenue	1.5	City of Vaughan
31	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	New Westminster Drive	Bathurst Street	Clark Avenue	2.0	City of Vaughan
32	Routine Accommodation	Design		Pedestrian Cross-over (Type B)	New Westminster Drive	at Katerina Avenue		0.1	City of Vaughan
33	Routine Accommodation	Design		Active Transportation Underpass	Purple Valley Trail	at Teston Road		0.1	York Region
34	Routine Accommodation	Design		Active Transportation Bridge	Rutherford Road	at GO Rail		0.1	Metrolinx
35	Routine Accommodation	Design		Active Transportation Facilities	Rutherford Road	Peter Rupert Avenue	Bathurst Street	2.8	York Region
36	Routine Accommodation	Design		In-boulevard Multi-use Pathway - north side	Stegman's Mills Road	Islington Avenue	Kleinburg Summit Way	1.3	City of Vaughan
37	Routine Accommodation	Design	Sidewalk	In-boulevard Cycle Tracks	Teston Road	Pine Valley Drive	Weston Road	2.0	York Region
38	Standalone	Design	Sidewalk	In-boulevard Cycle Tracks	Weston Road	Major Mackenzie Drive	Teston Road	2.0	City of Vaughan
39	Routine Accommodation	Design		In-boulevard Multi-use Pathway	Weston Road	Hawkview Boulevard	Bass Pro Extension	1.3	York Region
40	Routine Accommodation	Design		In-boulevard Multi-use Pathway	Weston Road	Chrislea Road	Highway 407	1.1	York Region
41	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Bass Pro Mills Drive	Weston Road	Romina Dr for AT	1.8	City of Vaughan
42	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Interchange Way	Commerce Street	Creditstone Road	1.3	City of Vaughan
43	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Kirby Road	Jane Street	Dufferin Street	4.0	City of Vaughan
44	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Langstaff Road	Weston Road	Highway 7	6.7	York Region
45	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Millway Avenue	Hwy 7	Interchange Way	0.5	City of Vaughan
46	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	New Collector Street	Hwy 7	Ortona Court	0.6	City of Vaughan
47	Routine Accommodation	Environmental Assessment	TBD		Teston Road	Hwy 400	Bathurst Street	5.2	York Region
48	Routine Accommodation	Environmental Assessment	Sidewalk	In-boulevard Cycle Tracks	Teston Road	Kleinburg Summit Way	Pine Valley Drive	2.3	City of Vaughan
49	Standalone	Feasibility Study		Multi-use Recreational Trail	Bartley Smith Greenway	McNaughton Road	Rutherford Road	3.0	City of Vaughan
50	Standalone	Feasibility Study		Multi-use Recreational Trail	Humber Trail	Hwy 7	Boyd Conservation Area	7.0	Toronto and Region Conservation Authority (TRCA)
51	Standalone	Feasibility Study		Multi-use Recreational Trail	South York Greenway	Hwy 50	Yonge Street	23.0	York Region
52	Standalone	Needs Assessment Study		Multi-use Recreational Trail	Crestlawn Community Trail	North of Langstaff Rd		2.0	City of Vaughan and Ryerson University
53	Standalone	Needs Assessment Study		Multi-use Recreational Trail	Yonge Bathurst Rail Trail	Bathurst Street	Yonge Street	2.0	City of Vaughan and Ryerson University

**Total kms 131.4**

<sup>1</sup> Select municipal, regional and partner projects with pedestrian and cycling facilities or recreational trails

<sup>2</sup> Does not include active transportation infrastructure advancements made through development application approval process

<sup>3</sup> As of December 31, 2021



**LEGEND**

**PRIORITY CYCLING**

- REGIONAL ROUTE
- LOCAL ROUTE
- \* DASHED LINE DENOTES NETWORK ON FUTURE ROADS

**MULTI-USE RECREATIONAL TRAIL**

- PRIMARY NETWORK - VAUGHAN SUPER TRAIL
- SECONDARY NETWORK

**EXTERNAL CYCLING FACILITIES**

- ALL TYPES

**DESTINATIONS**

- COMMUNITY CENTRE
- LIBRARY
- MUNICIPAL OFFICE
- HOSPITAL
- MAJOR SHOPPING CENTRE
- MAJOR ENTERTAINMENT/CULTURAL
- VIVA TRANSIT
- MAJOR BUS
- CANADA'S WONDERLAND
- POSTSECONDARY EDUCATION
- SCHOOL
- PARK

**TRANSPORTATION**

- HIGHWAY
- REGIONAL ROAD/ARTERIAL
- LOCAL/COLLECTOR ROAD
- PRIVATE ROAD
- PROPOSED ROAD
- HIGHWAY 427 EXTENSION
- GO RAIL STATION
- GO TRANSIT ROUTE
- PROPOSED GO RAIL STATION
- PROPOSED GO TRANSIT
- SUBWAY STATION
- SUBWAY ROUTE (OPENING END OF 2017)
- PROPOSED SUBWAY
- RAILWAY
- FUTURE GRADE

**LAND USE**

- FOREST
- OPEN SPACE
- EMPLOYMENT

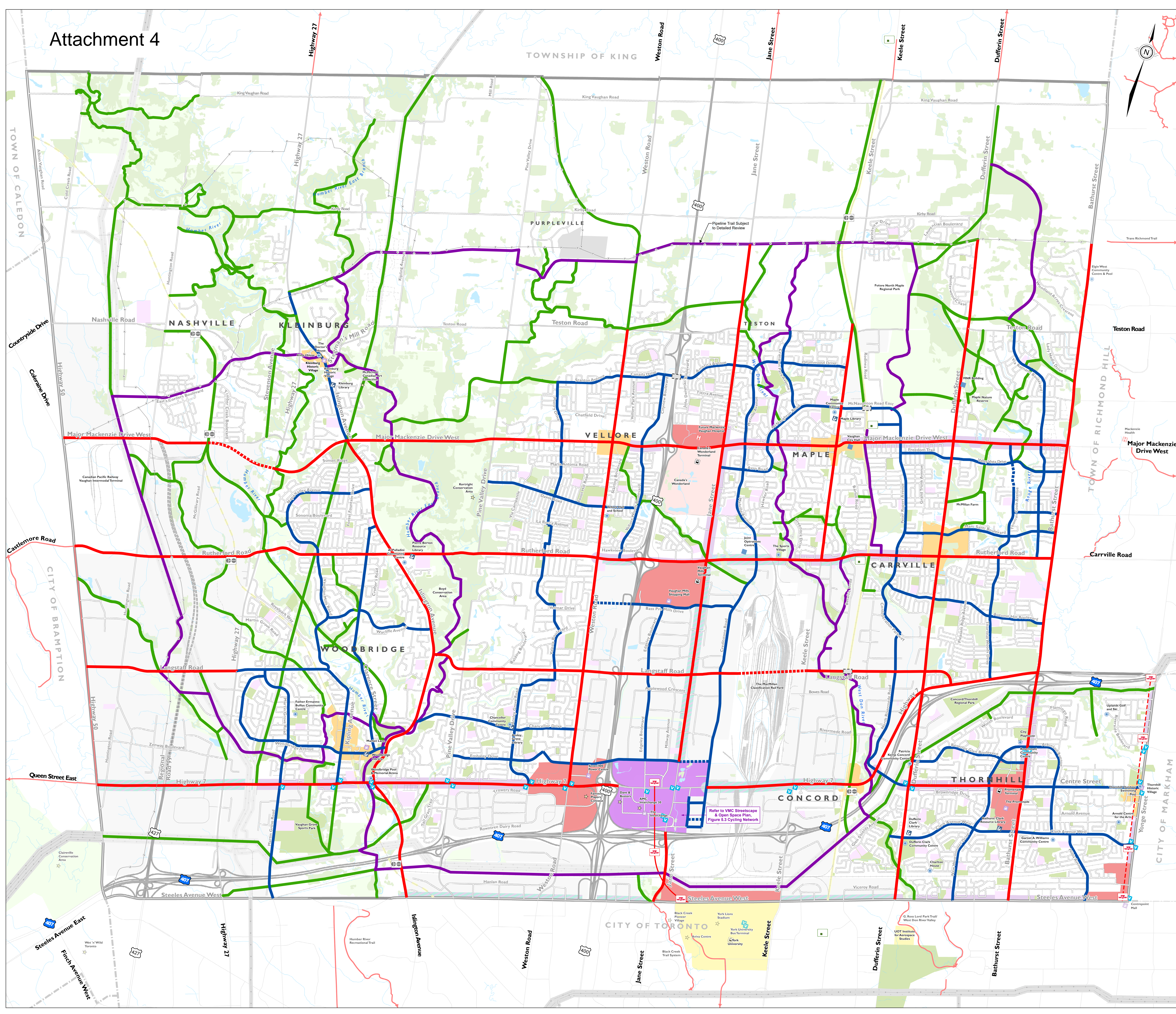
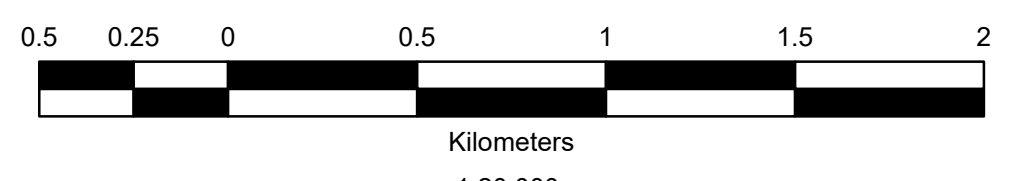
**INTENSIFICATION CENTRES AND**

- VAUGHAN METROPOLITAN CENTRE (REGIONAL CENTRE)
- PRIMARY CENTRE
- LOCAL CENTRE
- INTENSIFICATION
- INTENSIFICATION CORRIDOR WITHIN EMPLOYMENT AREA

**OTHER FEATURES**

- HYDRO CORRIDOR
- TRANS CANADA PIPELINE
- TCPL COMPRESSOR LANDS

**NOTE:**  
The Cycling Network identifies the priority routes designated to service the highest proportion of potential cycling trips in Vaughan using existing travel patterns. These routes should contain the highest quality facilities and follow the All Ages and Abilities Framework to provide safer, more comfortable and attractive user experience. Networks in emerging or changing areas will be identified through focused studies such as Secondary Plans and/or through the development planning process.





**LEGEND**

**PUBLIC LAND**

**EXISTING MULTI-USE RECREATIONAL TRAIL**

**PRIMARY NETWORK - VAUGHAN SUPERTRAIL**

**SHORT TERM AND MEDIUM TERM IMPLEMENTATION**

**LONG TERM IMPLEMENTATION**

**SECONDARY NETWORK**

**SHORT TERM AND MEDIUM TERM IMPLEMENTATION**

**LONG TERM IMPLEMENTATION**

**DESTINATIONS**

**COMMUNITY CENTRE**

**LIBRARY**

**MUNICIPAL OFFICE**

**HOSPITAL**

**MAJOR SHOPPING CENTRE**

**MAJOR ENTERTAINMENT/CULTURAL LOCATION**

**VIVA TRANSIT STOPS**

**MAJOR BUS TERMINAL**

**CANADA'S WONDERLAND**

**POSTSECONDARY EDUCATION INSTITUTION**

**SCHOOL**

**PARK**

**TRANSPORTATION**

**HIGHWAY**

**REGIONAL ROAD/ARTERIAL ROAD**

**LOCAL/COLLECTOR ROAD**

**PRIVATE ROAD**

**PROPOSED ROAD**

**HIGHWAY 427 EXTENSION**

**GO RAIL STATION**

**GO TRANSIT ROUTE**

**PROPOSED GO RAIL STATION**

**PROPOSED GO TRANSIT ROUTE**

**SUBWAY STATION**

**SUBWAY ROUTE (OPENING END OF 2017)**

**PROPOSED SUBWAY ROUTE**

**RAILWAY**

**FUTURE GRADE SEPARATION**

**LAND USE**

**FOREST**

**OPEN SPACE**

**EMPLOYMENT AREA**

**INTENSIFICATION CENTRES AND CORRIDORS**

**VAUGHAN METROPOLITAN CENTRE (REGIONAL CENTRE)**

**PRIMARY CENTRE**

**LOCAL CENTRE**

**INTENSIFICATION CORRIDOR**

**INTENSIFICATION CORRIDOR WITHIN EMPLOYMENT AREA**

**OTHER FEATURES**

**HYDRO CORRIDOR**

**TRANS CANADA PIPELINE**

**ROUTE NUMBER**

**TCPL COMPRESSOR LANDS**

**NOTE:**  
The Cycling Network identifies the priority routes designed to service the highest proportion of potential cycling trips in Vaughan using existing travel patterns. Some routes were added based on future anticipated travel patterns. The Cycling Network for the emerging Vaughan Metropolitan Centre (VMC) was developed considering growth target and land-use strategies for the area (refer to Figure 5.3 in the Streetscape and Open Space Plan). These routes should contain the highest quality facilities that provide a safer, more comfortable and attractive user experience. Routes in new areas will be identified through the development planning process.

