

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 19, 2017

Item 8, Report No. 4, of the Finance, Administration and Audit Committee, which was adopted without amendment by the Council of the City of Vaughan on April 19, 2017.

**8 CYCLING AND PEDESTRIAN ADVISORY TASK FORCE
FINDINGS REPORT**

The Finance, Administration and Audit Committee recommends:

- 1) That the recommendation contained in the following report of the City Clerk on behalf of the Cycling and Pedestrian Advisory Task Force, dated April 3, 2017, be approved;
- 2) That the staff presentation and Communication C3, presentation material, entitled, "Connecting the Dots: The Vaughan Super Trail", be received; and
- 3) That the presentation by Mr. Mark Inglis, Co-Chair, Cycling and Pedestrian Advisory Task Force and Communication C2, presentation material entitled, "*Cycling and Pedestrian Advisory Task Force (CPATF) Recommendations*", be received.

Recommendation

The City Clerk on behalf of the Cycling and Pedestrian Advisory Task Force, forwards the following recommendation for Council's consideration:

1. That the Cycling and Pedestrian Advisory Task Force Findings Report, dated February 9, 2017, be received; and
2. That the Cycling and Pedestrian Advisory Task Force Findings Report be referred to staff for review and a report be provided to a future Finance, Administration and Audit Committee meeting.

Contribution to Sustainability

Greater integration of cycling and pedestrian perspectives in City processes that support land use planning, infrastructure planning and resource allocation are expected to contribute to environmental sustainability through the encouragement of environmentally friendly means of transportation.

Economic Impact

There is no specific economic impact associated with the receipt of the Task Force's Findings Report. Any future economic impact associated with the Task Force recommendations will be identified in the subsequent staff report to the Finance, Administration and Audit Committee.

Communications Plan

The report will be posted on the City's website and the outcome resulting in the review of this report will be communicated to the Task Force members.

Purpose

The purpose of this report is to provide the Cycling and Pedestrian Advisory Task Force Findings Report to Council for consideration.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 19, 2017

Item 8, Finance Report No. 4 – Page 2

Background - Analysis and Options

At its meeting on April 21, 2015, Council adopted Item 43 of Report No. 17 of the Committee of the Whole, entitled *Deputation – Ms. Diana Lee Vaughan Bicycle User Group (BUG) With Respect to a Cycling and Pedestrian Advisory Task Force*. In so doing Council requested that the City Clerk bring forward Terms of Reference for the establishment of a Cycling and Pedestrian Advisory Task Force to develop recommendations that would allow the City to better integrate cycling and pedestrian perspectives into land use, infrastructure, and resource allocation planning processes. The Terms of Reference were approved at the Council meeting of October 20, 2015 and the City Clerk's office began the recruitment process.

In accordance with the Terms of Reference, Council appointed 10 members to the Task Force representing various organizations and residents interested in cycling and/or pedestrian issues, as follows:

- Two (2) representatives & (1) alternate from Vaughan Bicycle User Group;
- One (1) representative from The Regional Municipality of York;
- One (1) representative from the Canadian Automobile Association (CAA);
- One (1) representative from York Regional Police (YRP);
- One (1) person representing the perspective of seniors;
- One (1) person representing the perspective of youth;
- Two (2) Vaughan residents expressing an interest in pedestrian and/or cycling issues.

Councillors Carella and Shefman were appointed to the Task Force as Council representatives.

The first meeting of the Task Force was April 6, 2016 and a comprehensive work plan was developed to determine priorities and identify recommendations. City staff from Sustainable Transportation, Transportation Engineering, Parks Development, Environmental Sustainability, Parks and Open Space Planning, Parks Development and Development Engineering and Infrastructure Planning, attended the meetings to provide advisory and technical support.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

The relationship of this report to the Term of Council Service Excellence Strategy Map (2014 - 2018) is as follows:

- The Findings Report of the Cycling and Pedestrian Advisory Task Force supports the 'Term of Council Priorities' to "Continue to develop transit, cycling and pedestrian options to get around the City" and the Service Excellence Strategic Initiatives, Citizen Experience and Service Delivery, Citizens Engaged in Decision Making – "Develop a meaningful and inclusive citizen engagement framework".

Regional Implications

There are no regional implications associated with the Findings Report of the Cycling and Pedestrian Advisory Task Force.

Conclusion

The Cycling and Pedestrian Advisory Task Force has completed its mandate and the City Clerk is forwarding the Task Force's Findings Report for Council's consideration.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 19, 2017

Item 8, Finance Report No. 4 – Page 3

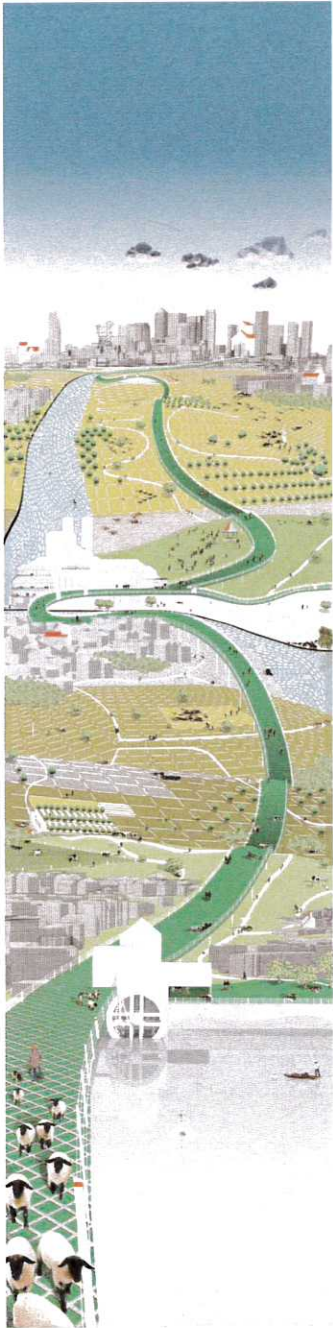
Attachments

Attachment 1 – Findings Report of the Cycling and Pedestrian Advisory Task Force

Report prepared by:

Rose M. Magnifico
Council / Committee Administrator

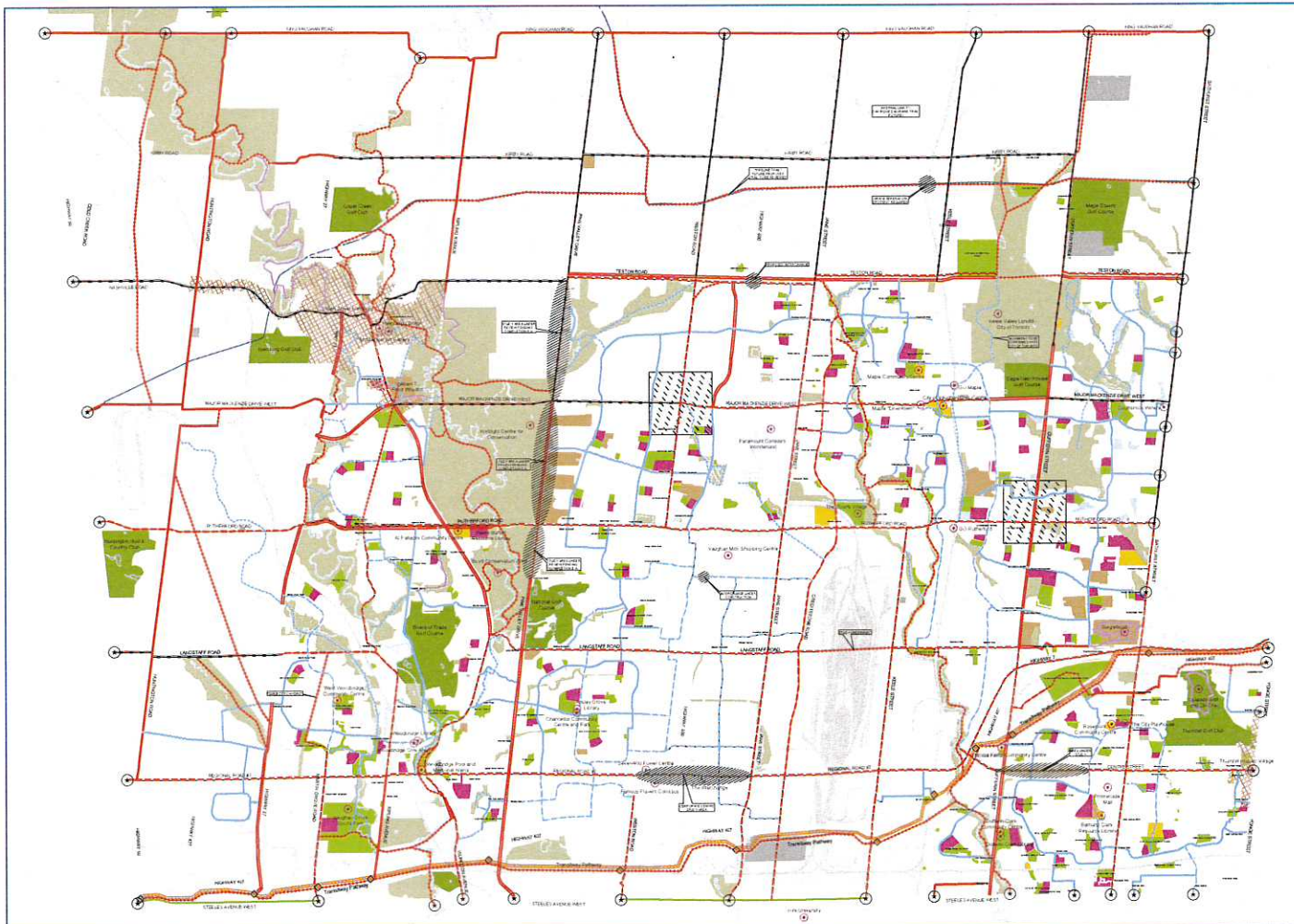
(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



C2
Communication
Finance, Administration and
Audit Committee
April 3, 2017
Item - 8

CONNECTING THE DOTS: THE VAUGHAN SUPER TRAIL

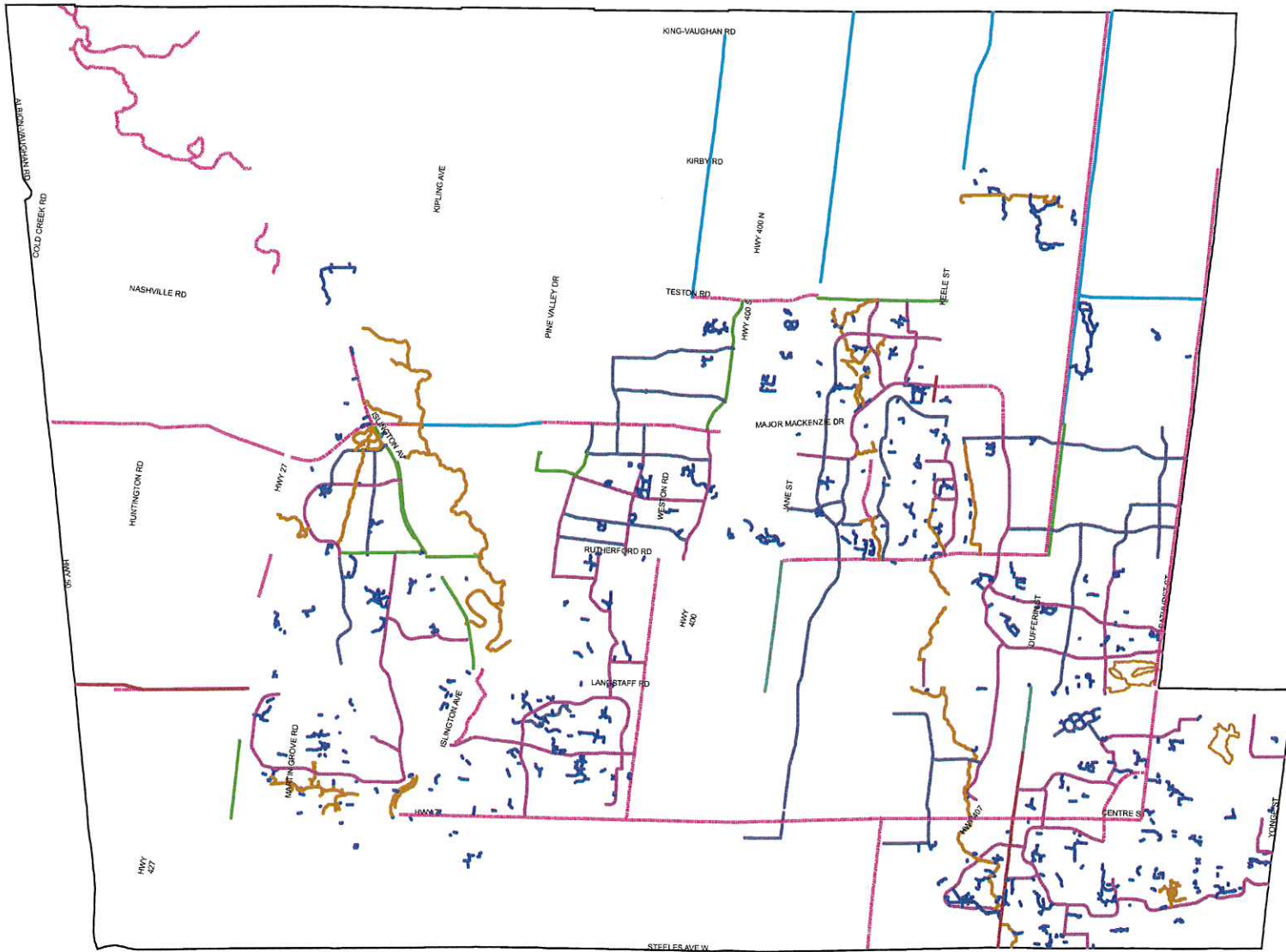
Finance, Administration, and Audit Committee
April 3, 2017



MAP 4 PEDESTRIAN AND BICYCLE NETWORK: FACILITY TYPES

- Class 1 Multi-use Recreation or Boulevard Pathway**
 - Community Multi-use Recreational Pathway (CMRP)
 - Neighbourhood Multi-use Recreational Pathway (NMRRP)
 - Community Multi-use Boulevard Pathway (CMBP)
- Class 2 Bike Lane / Paved Shoulder / Sidewalk**
 - Community Bike Lane - Formal pavement marking and signing (CL - NO WIDENING)
 - Community Bike Lane - Formal pavement marking and signing (CL - WIDENING)
 - Neighbourhood Bike Lane - Formal pavement marking and signing (NL - NO WIDENING)
 - Neighbourhood Bike Lane - Formal pavement marking and signing (NL - WIDENING)
 - Community Paved Shoulder Bikeway - Signed as bike route (CSB)
- Class 3 Bicycle Signed Route / Sidewalk**
 - Neighbourhood Signed Bike Route - No formal facility or pavement markings (NSR)
 - Community Signed Bike Route - No formal facility or pavement markings (CR)
- Class 4 Trail Facility**
 - Footpath / Hiking Trail
- Network Features**
 - Gateway
 - Key destination
 - Heritage Area
 - District Centre
 - Area Under Study
 - Community Centre
 - School
 - Park
 - Open Space
 - Golf Course
 - Woodlot
 - Cemetery
 - Paramount Canada's Wonderland
 - Storm Water Management Area
 - Hydro Utility Corridor
 - Trans-Canada Pipe Line
 - Proposed City of Toronto Bike Facility
 - Proposed 407 Transitway
 - Proposed 407 Transitway Station





EXISTING AND PROPOSED MULTIUSE/BIKE PATHWAYS/TRAILS

Legend

CLASSIFICATION

- BIKE LANE
- BOULEVARD TRAIL
- MULTI-USE
- PATHWAYS
- PAVED SHOULDER
- SHARROW
- SIGNED ROUTE
- UNSIGNED ROUTE
- Proposed Trail/On Road Pathways

September 2016



THE VISION

CREATING A WORLD CLASS DESIRABLE IDENTIFIABLE MEMORABLE SIGNATURE TRAIL LINKING COMMUNITIES TO EACH OTHER AND WITH CULTURAL, NATURAL, HERITAGE, PUBLIC SPACES AND DESTINATIONS ACCESSIBLE TO RESIDENTS AND VISITORS.

GUIDANCE POLICIES AND DOCUMENTS

- VAUGHAN VISION 2020
- GREEN DIRECTIONS
- VAUGHAN OFFICIAL PLAN
- ATMP
- PEDESTRIAN AND BICYCLE MASTER PLAN



THE VAUGHAN SUPER TRAIL

TERM OF COUNCIL PRIORITIES

- CONTINUE TO DEVELOP TRANSIT CYCLING AND PEDESTRIAN OPTIONS TO GET AROUND THE CITY.
- CONTINUE TO CULTIVATE AN ENVIRONMENTAL SUSTAINABLE CITY.
- ENHANCE CIVIC PRIDE THROUGH A CONSISTENT CITY WIDE APPROACH TO CITIZEN ENGAGEMENT.
- SUPPORT AND PROMOTE ARTS, CULTURE, HERITAGE AND SPORTS IN THE COMMUNITY

A photograph of a gravel path leading to a pond, surrounded by lush greenery and a stone wall. The path is made of dark gravel and leads towards a bright, sunlit pond. On the left side of the path, there is a low wall made of large, light-colored stone blocks. The area is filled with various green plants and trees, creating a dense, natural setting. The lighting is bright, suggesting a sunny day, with shadows cast across the path and the stone wall.

PROMOTES THE CITY
ECONOMICALLY,
CULTURALLY AND
SOCIALY.

*Let's take a journey
and be back home by
dinner.*

ENHANCES QUALITY OF LIVING BY FOSTERING HEALTHY LIFESTYLES THROUGH SOCIAL PROGRAMMING WITHIN LOCAL COMMUNITY TRAIL NETWORKS.

Gallery of Modern Art
→

We can go anywhere

CONNECTS VAUGHAN'S SPECIAL FEATURES AND ATTRACTIONS: OPEN SPACE FEATURES, PARKS, NATURAL HERITAGE NETWORK, AND CULTURAL FEATURES.



Explore your neighbourhood, get to the next....

A person wearing a black jacket and a purple helmet is riding a fat bike on a snowy trail. The trail is surrounded by snow-covered evergreen trees. The sun is shining from the upper left, creating a bright glow and casting shadows on the snow. The overall scene is a winter forest setting.

PROVIDES A PLATFORM
FOR NEW COMMUNITY
AND CITY-WIDE
INITIATIVES AND
PROGRAMS THROUGH
INDEPENDENT
INTEREST GROUPS OR
PRIVATE PROMOTERS
I.E. CYCLING
TOURS, MARATHONS,
COMMUNITY WALKS,
THEMATIC WALKS.

*Anytime, any day,
any season!*



ENHANCES CIVIC PRIDE
BY CONNECTING AND
ENGAGING VAUGHAN'S
COMMUNITIES WITH A
COMMON IDENTIFIABLE
ELEMENT.

*Let's walk
together!*

LINK TO REGIONAL
SYSTEMS AND
ADJACENT
MUNICIPALITIES:
PAN AM PATH AND
LAKE TO LAKE TRAIL.



'The trail less
travelled'

THE GUIDING PRINCIPLES

The success of the Vaughan Super Trail rests on five basic principles to guide the process of selecting and delivering a suitable route.



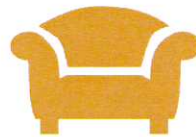
Connected

Provides choice, serves as a recreational and commuter route. Connects major public spaces, cultural landmarks, allows for direct access to open space, parks, transit and public amenities.



Safe

Non hazardous, avoids barriers or steep slopes, minimal level changes, accessible to all (AODA compliant).



Comfortable

Wide enough, well lit, allows for cycling, jogging, touring, and casual walking.



Charming

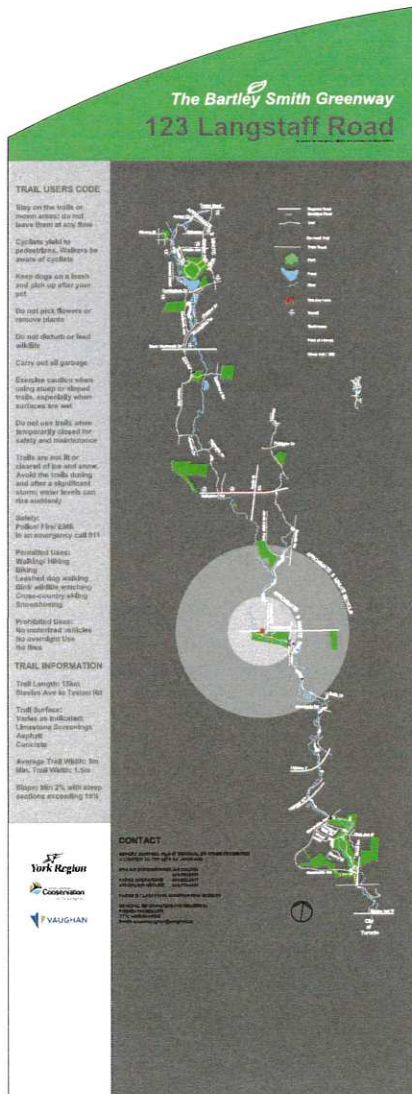
Memorable, provides for aesthetic enjoyment, identifiable and legible, promotes social interaction. Opportunities for points of interest, installations, and commemoration.



Multiseasonal

Allows for safe use and enjoyment of significant trail segments during various times of the year; cross country skiing, snow shoeing.

BRANDING & WAYFINDING



WAYFINDING, SIGNAGE, AND BRANDING TO IDENTIFY AND PROMOTE THE TRAIL.



BARTLEY SMITH GREENWAY
SIGNAGE PROGRAM

A COLLECTION OF TRAILS

UNIQUE AND CHARMING LOCAL TRAILS WITHIN A LARGER CITY WIDE SYSTEM.



THE VAUGHAN
SUPER TRAIL



King

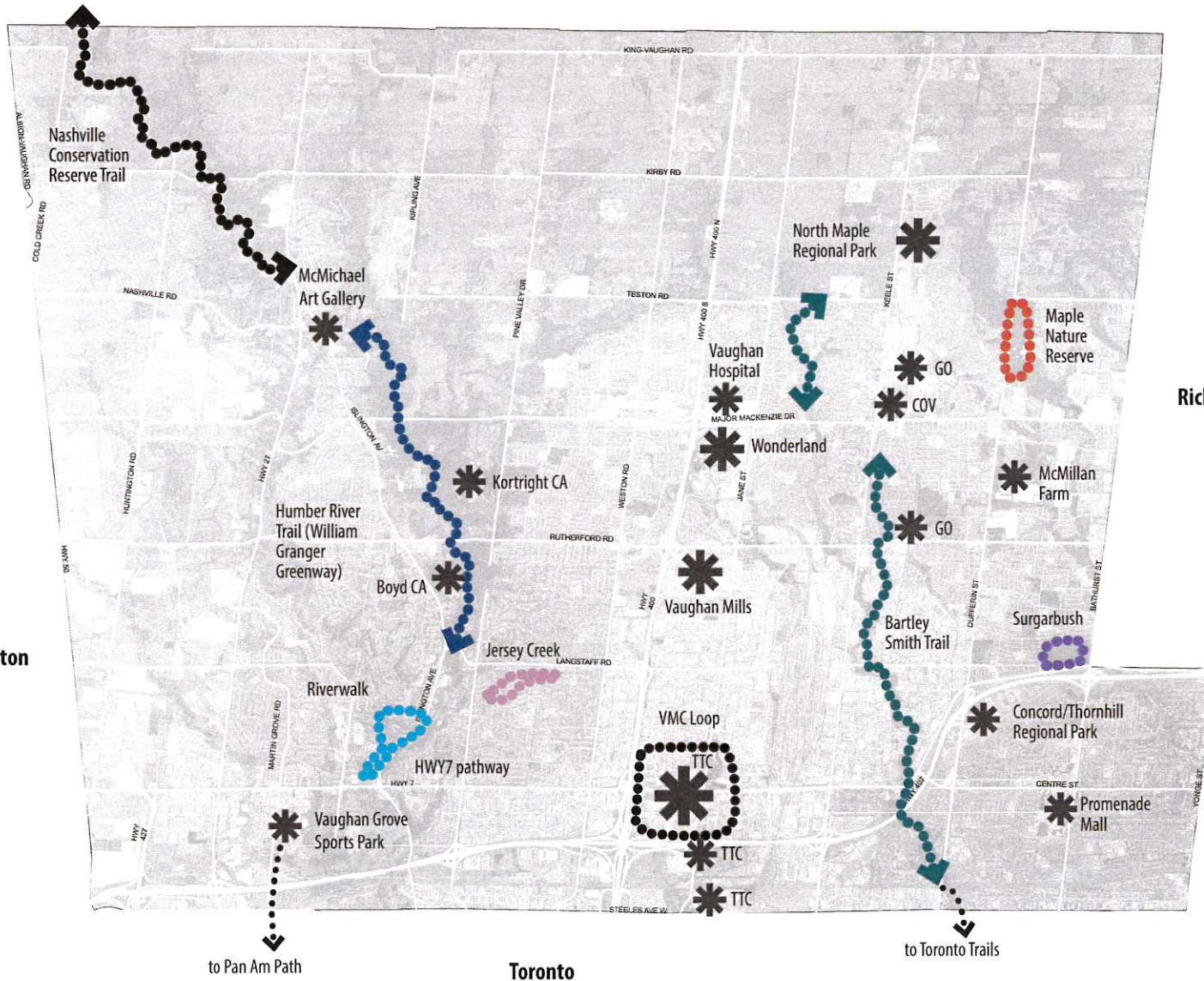
KEY DESTINATIONS

Caledon

Richmond Hill

Brampton

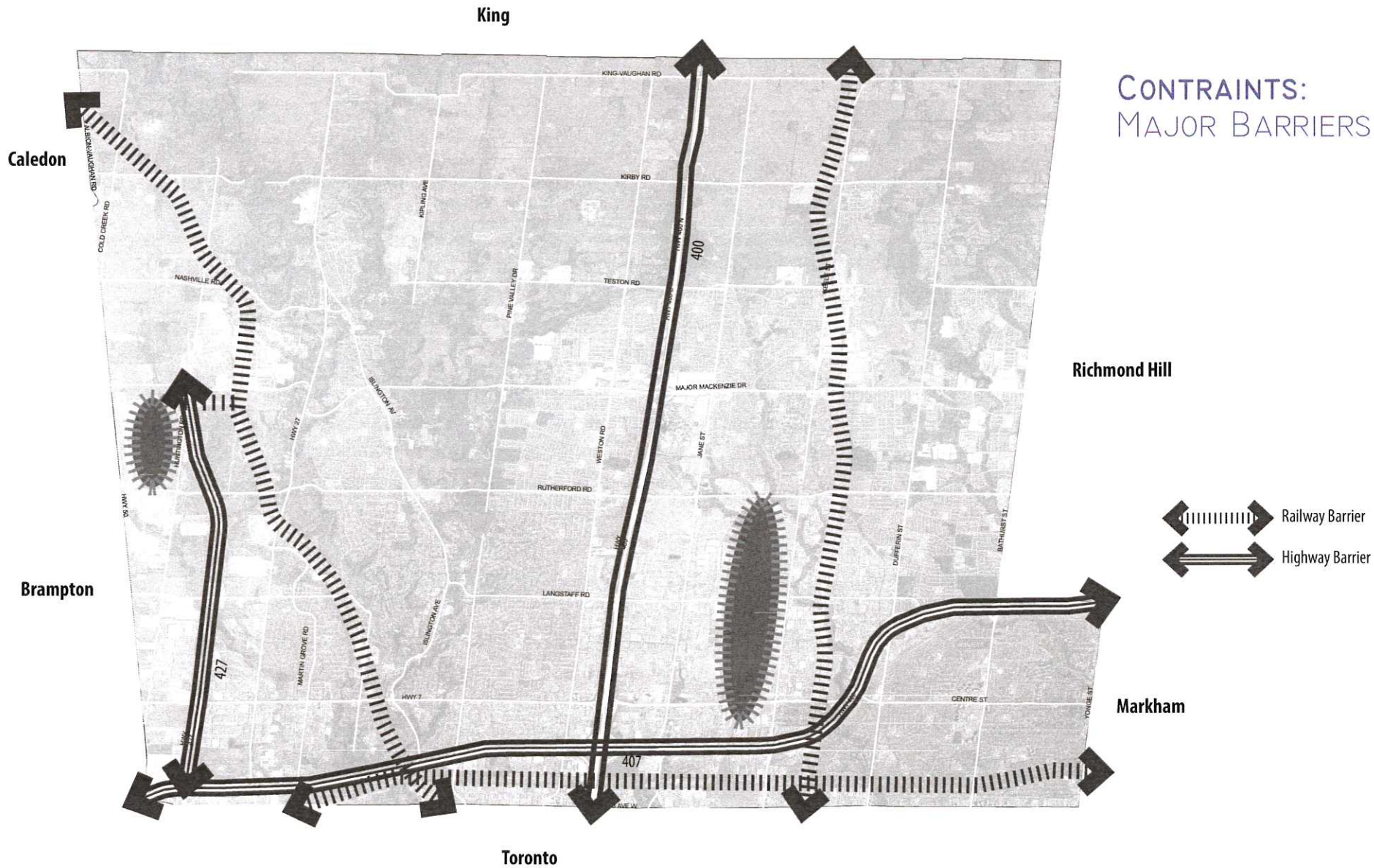
Markham

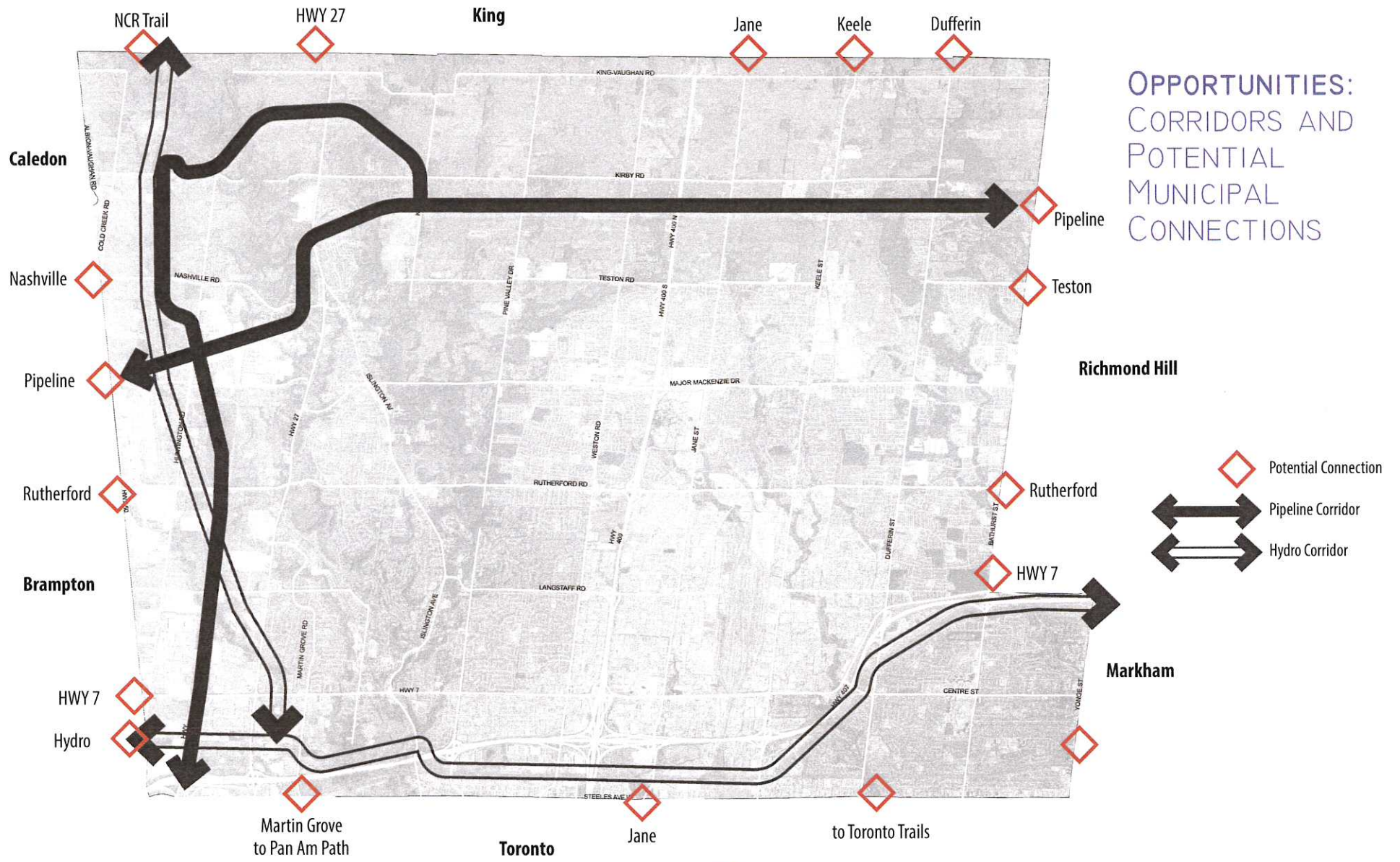


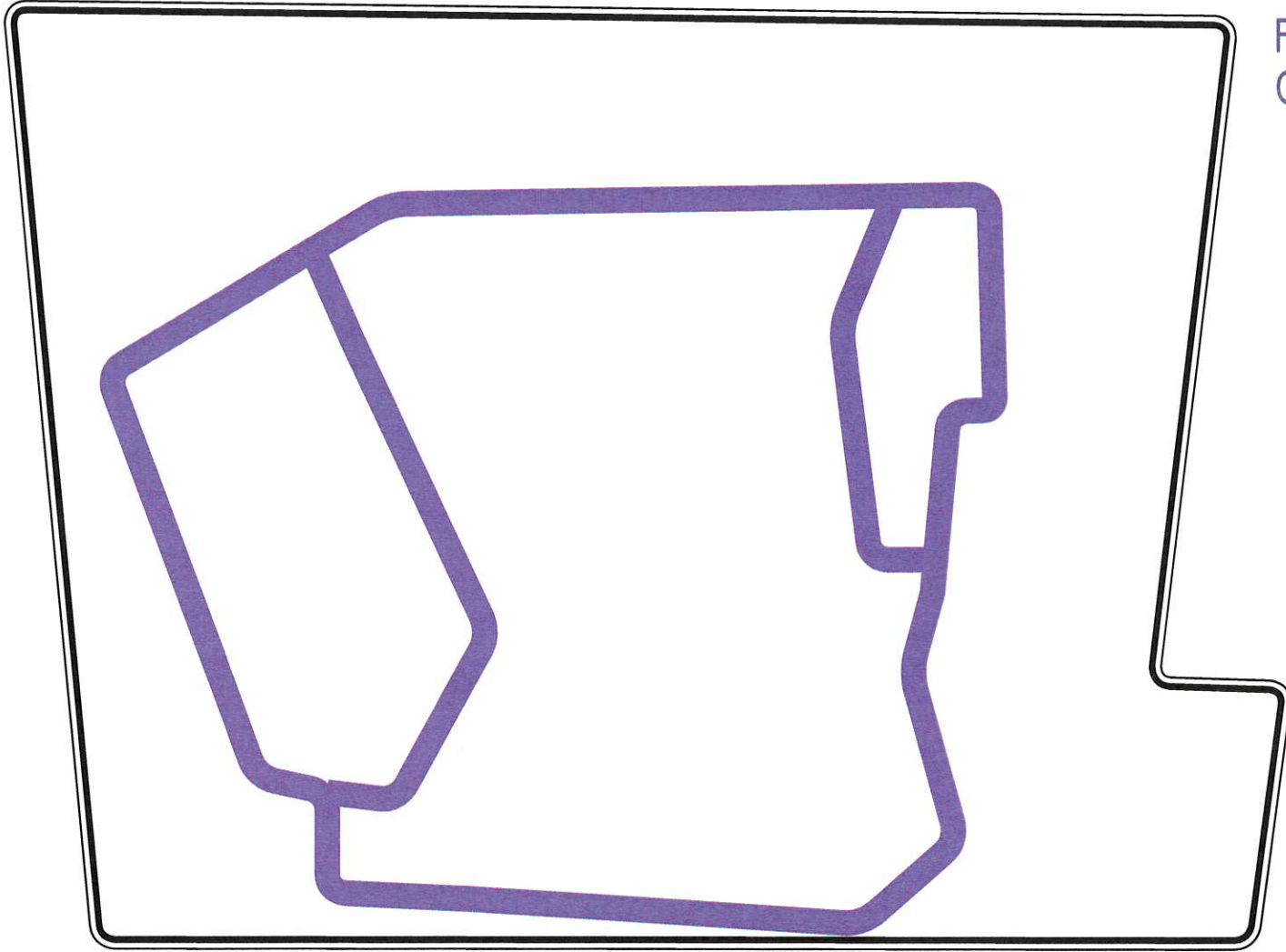
to Pan Am Path

Toronto

to Toronto Trails



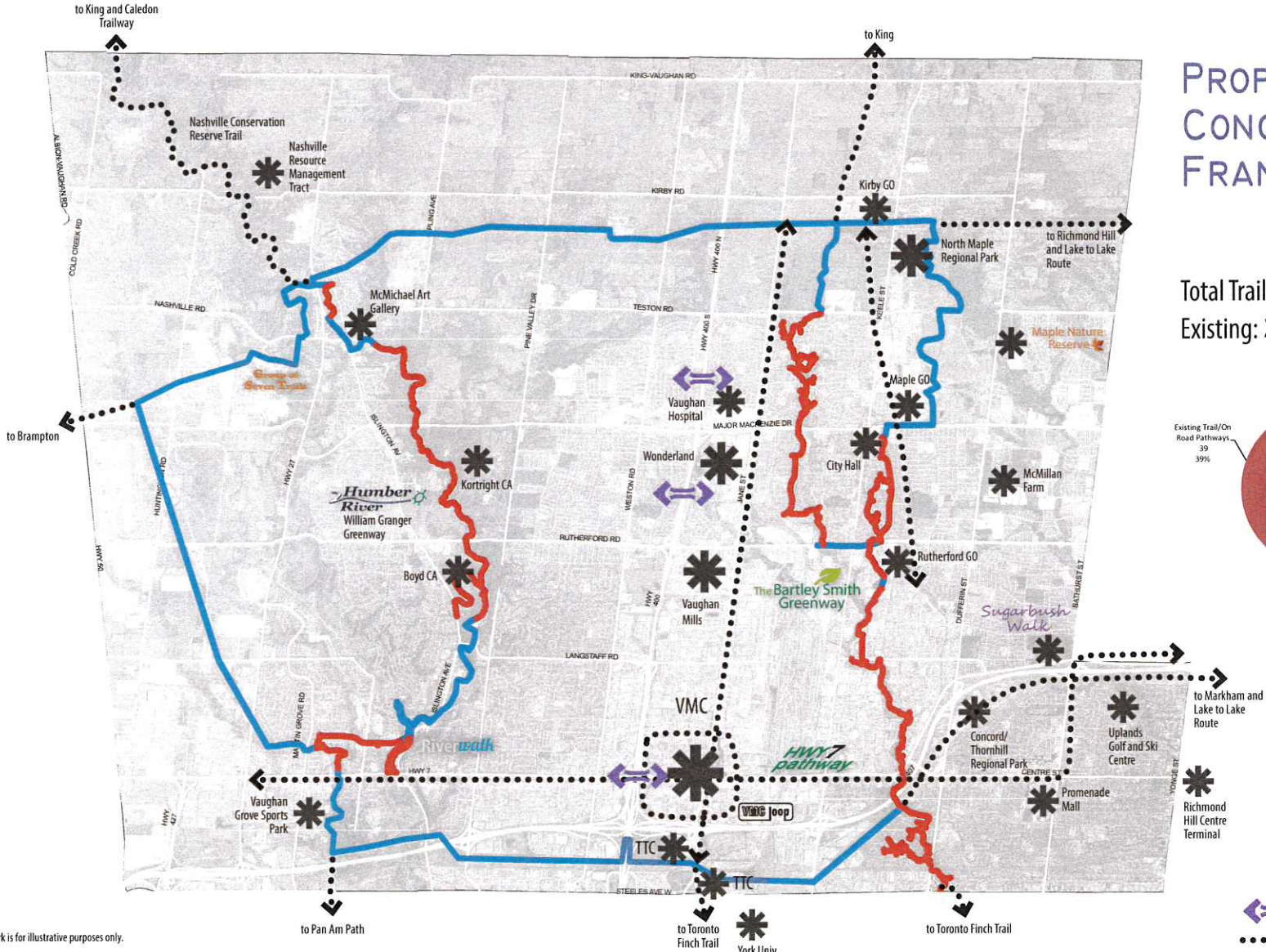
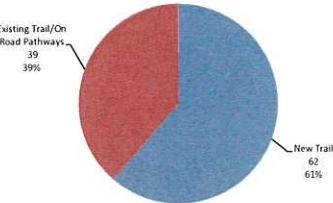




PROPOSED
CONCEPT

PROPOSED CONCEPT FRAMEWORK

Total Trail: **100km**
Existing: **39%**

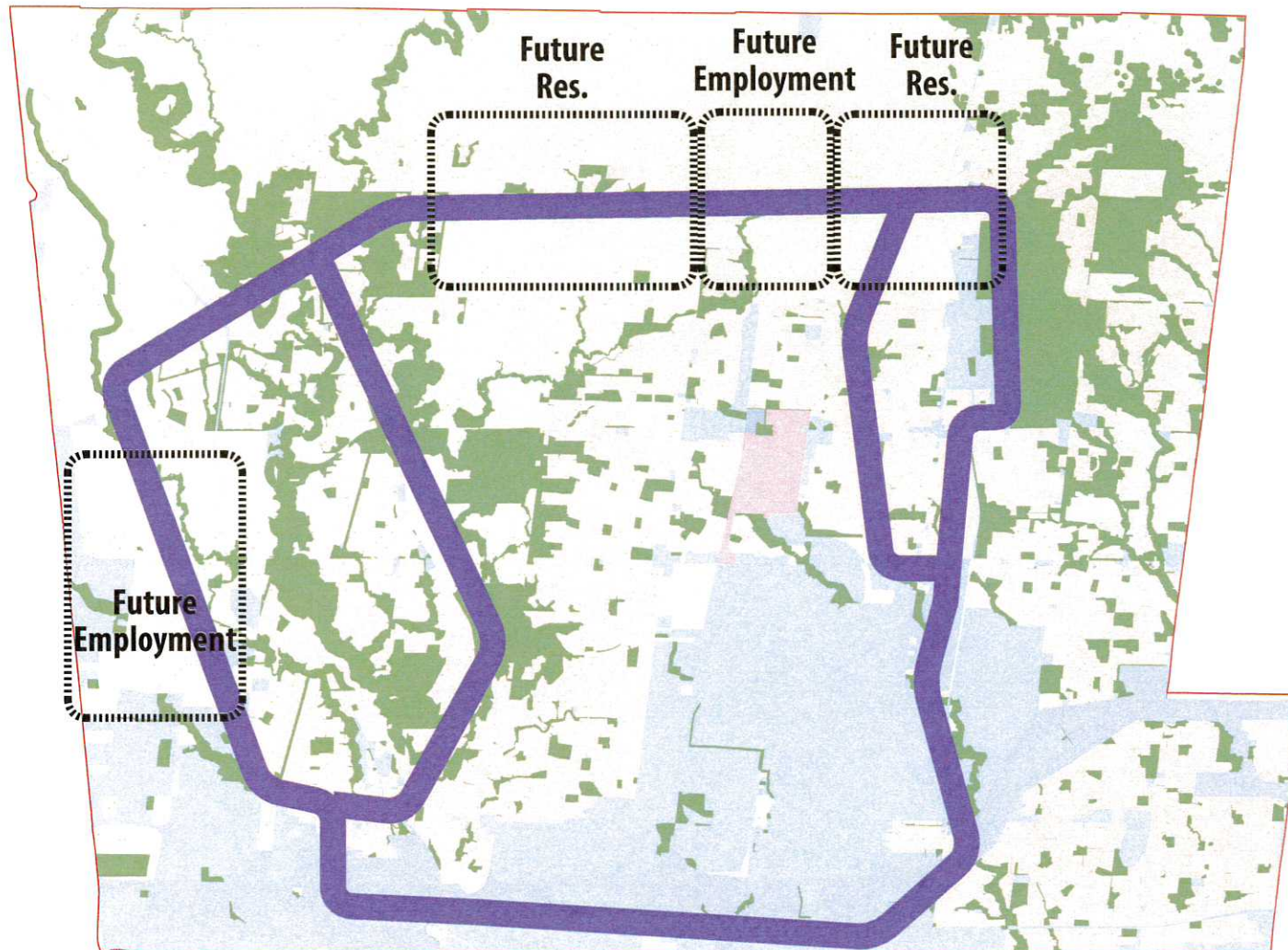


- Legend**
- Existing Trails/On Road Pathways
 - New Trails
 - ↔ Identified HWY 400 crossings
 - ⋯ Significant connections

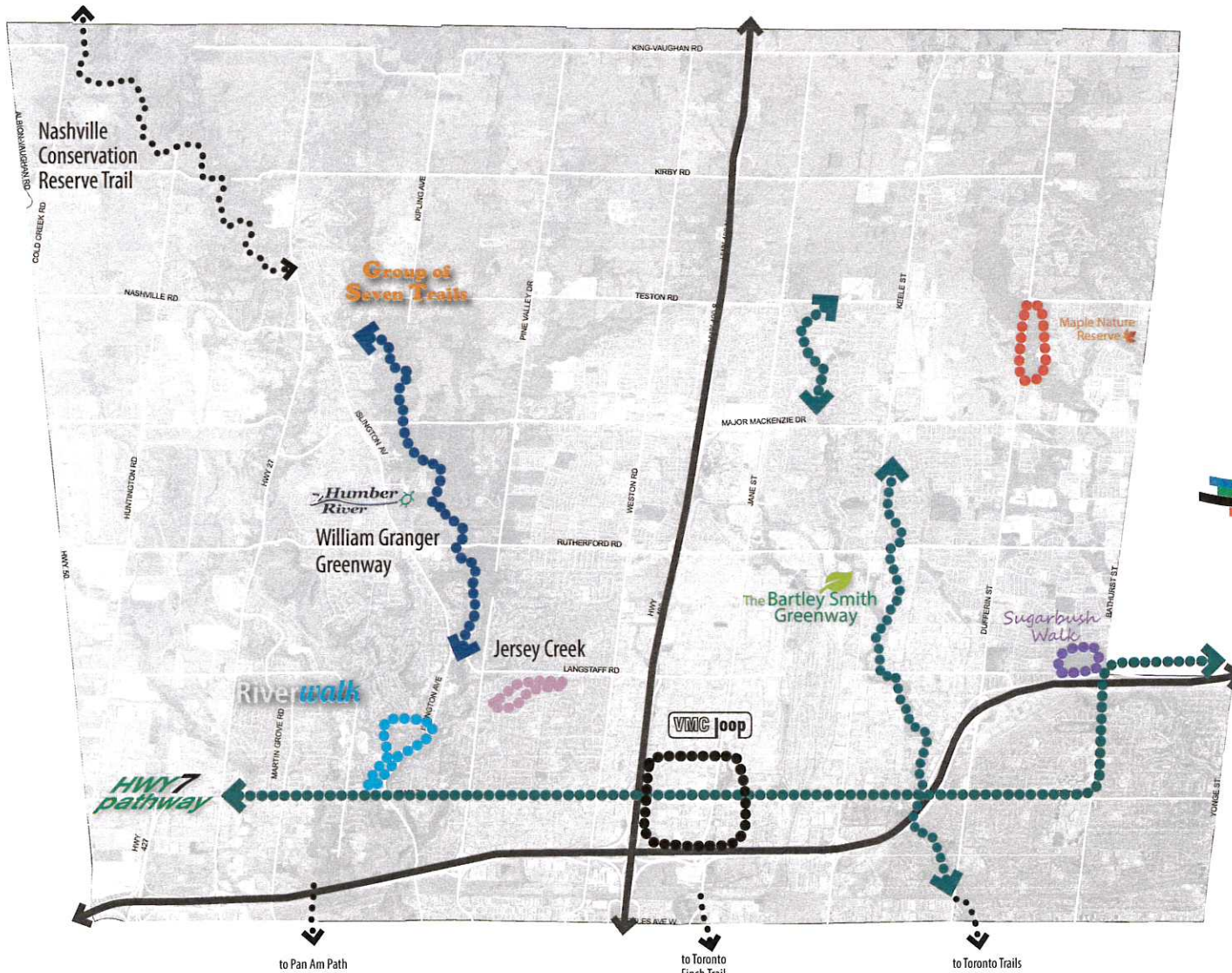
⋯ Vaughan Super Trail

Artwork is for illustrative purposes only.

LAND USE OVERLAY



- Legend**
- Residential
 - Commercial/Industrial/Employment/Civic
 - Theme park commercial
 - Healthcare
 - Agriculture/ORM
 - Open Space
 - Parkway belt



FIRST STEPS:
 IDENTIFY LOCAL
 PILOT PROJECTS
 AND
 DEVELOP A
 BRAND



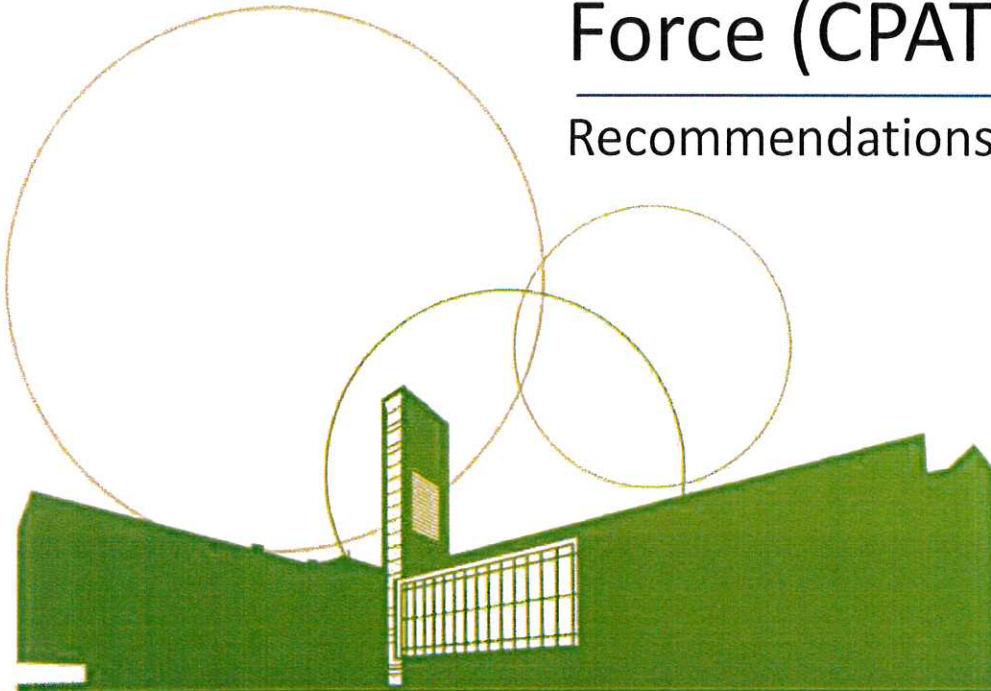


PROPOSED NEXT STEPS

1. VERIFY ALIGNMENT OPTIONS THROUGH EXISTING INFORMATION, DATA COLLECTION, GROUND TRUTHING, AND LAND USE FEASIBILITY.
2. IDENTIFY QUICK WINS/PILOT PROJECT LOCATION, SPECIALIST CONSULTANT SCOPES AND BUDGETS, AND IMPLEMENTATION COSTS.
3. DEVELOP A ROADMAP FOR COMMUNITY OUTREACH, TIMELINE, OPTIONS, AND PILOT PROJECT APPROVAL.
4. SUBMIT CAPITAL BUDGET REQUEST FOR CONSULTANT SERVICES AND PILOT PROJECT IMPLEMENTATION.
5. INTEGRATE INITIATIVE WITH PED AND BIKE MASTER PLAN UPDATE.
6. PILOT PROJECT IMPLEMENTATION AND PROMOTION.

Cycling and Pedestrian Advisory Task Force (CPATF)

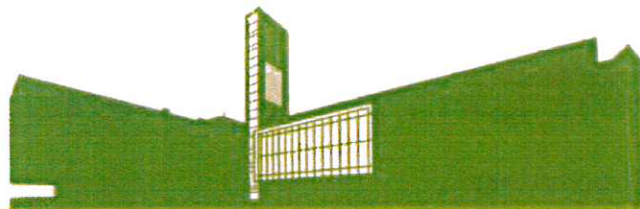
Recommendations



Cycling and Pedestrian Advisory Task Force

Mandate / Objectives

The Task Force shall be **responsible for developing recommendations** that would allow the City to better **integrate cycling and pedestrian perspectives** into land use, infrastructure, and resource allocation planning processes.



2



Rationale for Vaughan Pedestrian and Cycling Improvements

Consistent with the city's Vision 2020 and its commitments to service excellence, including activities designed to:

- Promote Community Safety, Health & Wellness
- Lead and Promote Environmental Sustainability
- Demonstrate Excellence in Service Delivery

Rationale for Vaughan Pedestrian and Cycling Improvements

Money Sense magazine's 2016 rankings of the Best Places to Live in Canada

- Vaughan placed 20th overall, based on a variety of indicators
- Difference between Vaughan and Ottawa (#1) is: the ease of walking or biking to work
- Ease of walking / biking is 6% of the criteria that makes a city a Best Place to Live



Cycling and Pedestrian Advisory Task Force

Methodology

- Established CPATF terms of reference
- Engaged stakeholders to form CPATF
- Studied existing cycling and pedestrian program and infrastructure
- Arranged interviews with / presentations by staff, police and cycling groups
- Recognized and accepted Super Trail Concept as a framework
- 18 Recommendations in two categories:
 - **Infrastructure-related;**
 - **Organizational and Management Strategies**

Task Force Recommendations

Infrastructure-related

- Promote the “**Vaughan Super Trail**”
- **Connect off-road cycling and hiking pathways**
- Establish priorities for cycling and hiking infrastructure
- Establish **criteria** for assessing a roadway’s suitability for pedestrian and cycling-friendly upgrades
- Establish annual **financial targets**
- Develop **warrants to determine whether improvements to cycling and hiking infrastructure**
- Work with York Region and the Ministry of Transportation to **establish safe, connected cycling infrastructure**

Task Force Recommendations

Organizational and Management Strategies

- Enlist a **cycling advisory group**
- Establish a **comprehensive communications plan**
- Prepare a **cycling and hiking route map**
- Improve safety by promoting **protected cycle routes**
- Set a **deadline for a cycling/hiking strategic plan update**
- Have a staff person permanently assigned to the **cycling/active transportation portfolio**
- Present an **annual report** to Council
- **Promote active transportation** (walking and bicycling) with schools in the City
- Actively pursue **applications for funding**
- Develop and install consistent, **Vaughan-identifiable way-finding signage**
- Establish a **long-term budget**

**CYCLING AND PEDESTRIAN ADVISORY TASK FORCE
FINDINGS REPORT**

Recommendation

The City Clerk on behalf of the Cycling and Pedestrian Advisory Task Force, forwards the following recommendation for Council's consideration:

1. That the Cycling and Pedestrian Advisory Task Force Findings Report, dated February 9, 2017, be received; and
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Economic Impact

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Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

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Regional Implications

There are no regional implications associated with the Findings Report of the Cycling and Pedestrian Advisory Task Force.

Conclusion

The Cycling and Pedestrian Advisory Task Force has completed its mandate and the City Clerk is forwarding the Task Force's Findings Report for Council's consideration.

Attachments

Attachment 1 – Findings Report of the Cycling and Pedestrian Advisory Task Force

Report prepared by:

Rose M. Magnifico
Council / Committee Administrator

Respectfully submitted,

Barbara A. McEwan
City Clerk

Report of the Cycling and Pedestrian Advisory Task Force

February 9, 2017

Mandate

On January 19, 2016, Vaughan City Council approved the creation of the Cycling and Pedestrian Advisory Task Force (CPATF), to make recommendations on how (1) to better integrate cycling and pedestrian perspectives into municipal land use, infrastructure, and resource allocation processes; and (2) to identify opportunities for improving cycling and walking conditions in the City along shared or separate routes across the city.

Council's action was consistent with the city's Vision 2020 and its commitments to service excellence, including activities designed to:

- Promote Community Safety, Health & Wellness
- Lead and Promote Environmental Sustainability
- Demonstrate Excellence in Service Delivery

Furthermore, the priorities listed in the Term of Council Service Excellence Strategy Map for 2014-18 include: "Continue to develop transit, cycling and pedestrian options to get around the City".

Further Rationale for the Task Force

In *Money Sense* magazine's 2016 rankings of the Best Places to Live in Canada, Vaughan placed 20th overall, based on a variety of indicators---low unemployment; high incomes; affordable housing; access to health care; healthy population growth; low taxes; low crime; easy to walk, bike; take transit; good weather; strong arts and sports communities. (Data is supported by Environics Analytics, a leading marketing analytics company in Canada. For details on its methodologies, see <http://www.moneysense.ca/save/financial-planning/canadas-best-places-to-live-2016-methodology/>.)

When compared to Ottawa, *Money Sense's* top-ranked city, one difference between Vaughan and Ottawa is immediately identified: the ease of walking or biking to work. While Ottawa has 2.5% of population walking or biking, Vaughan has 0.17! In the view of the CPATF, this represents a great opportunity: if Vaughan can improve this one indicator---whose weighting is 6% of all criteria, it would have a significant impact on Vaughan's overall ranking, making it an even better place to live in Canada.

Recommendations from the CPATF

The CPATF identified two strategic opportunities:

1. Infrastructure-related

The CPATF believes that the staff report "Connecting the Dots: The Vaughan Super Trail" constitutes a viable strategy for significant improvements in the extent and variety of pedestrian corridors, hiking trails and bicycle routes. Being able to travel throughout the City---whether for work or play---is critical to the development of a comprehensive plan for active transportation in the City.

Recommendations

- 1.1 Promote the “**Vaughan Super Trail**”, to inform an updated Pedestrian and Cycling Master Plan.
- 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 TransCanada Pipeline trail and the 407 Hydro Corridor trail.
- 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 (i.e., King, Richmond Hill, and Markham)
 - b. Regional roads/local collector roads should be given priority when it comes to designating cycling routes, where they will connect to existing routes.
- 1.4 Establish **criteria** for assessing a roadway’s suitability for pedestrian and cycling-friendly upgrades
- 1.5 Establish annual **financial targets** for expanding the cycling and hiking infrastructure network.
- 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.
- 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.

2. **Organizational and management strategies:**

The CPATF heard from stakeholder groups, police, and City staff from the planning, parks and transportation departments. It is clear that implementation of the infrastructure strategy will require on-going adjustments to the programming of pedestrian and cycle routes as well as regular consultation with many stakeholders.

Recommendations

- 2.1 Enlist a **cycling advisory group**, drawn from interested community members, to meet with staff and Council members regularly.
- 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.
- 2.3 Prepare a **cycling and hiking route map** for general distribution to the public.
- 2.4 Improve safety by promoting **protected cycle routes**.
- 2.5 Set a **deadline for a cycling/hiking strategic plan update** to be in place no later than June of 2018.
- 2.6 Ensure that there is a staff person permanently assigned to the **cycling/active transportation portfolio**.
- 2.7 Present an **annual report** to Council on the development and management of cycling and pedestrian infrastructure.
- 2.8 Establish and reinforce partnerships to **promote active transportation (walking and bicycling) with schools** in the City.

- 2.9 Actively pursue **applications for funding** from the various sources (York Region, Ontario, gas tax) to support the development of cycling/hiking infrastructure.
- 2.10 Develop and install consistent, **Vaughan-identifiable way-finding signage** wherever cycling/hiking routes are established.
- 2.11 Establish a **long-term budget** to support all aspects of the Pedestrian and Cycling Masterplan.