

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2018

Item 9, Report No. 18, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2018.

**9 PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE PROGRESS
REPORT AND ONTARIO MUNICIPAL COMMUTER CYCLING
PROGRAM FUNDING UPDATE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated May 8, 2018:

Recommendations

1. THAT staff continue to advance the Clark Avenue cycling facility project and commit to delivery by December 30, 2020 as per the Transfer Payment Agreement (TPA) through the Ontario Municipal Commuter Cycling.
2. THAT staff continue to identify cycling projects that may be advanced should more Ontario Municipal Commuter Cycling Program funding become available in 2018, 2019 and 2020.

Item:



Committee of the Whole Report

DATE: Tuesday, May 08, 2018

WARD(S): ALL

TITLE: Pedestrian and Bicycle Master Plan Update Progress Report & Ontario Municipal Commuter Cycling Program Funding update

FROM:

Stephen Collins, Deputy City Manager, Public Works

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To provide a progress report on the City-wide Pedestrian and Bicycle Master Plan Update ("the update") and to inform Council of the project to which the Ontario Municipal Commuter Cycling (OMCC) Program funding will be applied.

Report Highlights

- Public and stakeholder consultations have been the backbone of the Pedestrian and Bicycle Master Plan Update process
- In 10 months 3,089 residents have been engaged through 123 hours of face-to-face conversations at 39 local events and two public workshops
- The cycling network will identify priority routes designed to service the highest proportion of prospective cycling trips in Vaughan, as well as the Vaughan Super Trail as a key priority for the Multi-Use Recreational Trail Network
- The City received \$908,612.25 for the implementation of cycling infrastructure through the Ontario Municipal Commuter Cycling Program (OMCC)
- Cycling facilities on Clark Avenue between Jason Street and Yonge Street will be implemented using OMCC Program funding
- City staff are in the final phase of the Pedestrian and Bicycle Master Plan Update which will be brought to Council for approval in early 2019

Recommendations

1. THAT staff continue to advance the Clark Avenue cycling facility project and commit to delivery by December 30, 2020 as per the Transfer Payment Agreement (TPA) through the Ontario Municipal Commuter Cycling.
2. THAT staff continue to identify cycling projects that may be advanced should more Ontario Municipal Commuter Cycling Program funding become available in 2018, 2019 and 2020.

Background

In April 2017, staff initiated an update of the 2007 City-wide Pedestrian and Bicycle Master Plan, a Term of Council priority. Since 2007 and particularly over the last five years, there has been significant advancement in the development of strategies, policies, legislation and guidelines for the planning, design, implementation and operation of safer cycling and walking facilities. The new plan aims to reflect these changes as well as address the needs and wants of our citizens today. Public and stakeholder consultations have been the primary focus of the study.

Previous Reports/Authority

Ontario Municipal Commuter Cycling Program – Enabling By-law for Transfer Payment Agreement Execution – [February 21, 2018, Council \(Addendum Item 1\)](#)

Vaughan Metropolitan Centre Cycling Network Proposed Revisions – [March 20, 2018, Committee of the Whole \(Item 3, Report No.10, Recommendation 1 and 2\)](#)

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

Ontario Municipal Cycling Infrastructure Program and Other Grant Funding Opportunities – [June 27, 2017, Finance, Administration and Audit Committee \(Item 8, Report No. 6, Recommendation 1 and 3\)](#)

Award of Contract RFP17-017 Consulting Services for the Development of a Pedestrian and Cycling Strategy City-wide - [March 21, 2017, Finance, Administration and Audit Committee \(Item 6, Report No. 3, Recommendation 1\)](#)

Analysis and Options

Vaughan Official Plan 2010 calls for a transportation transformation in how people move around Vaughan

Since the 1970s, Vaughan has been one of the fastest growing municipalities in Canada. This growth has taken place in a primarily suburban form and auto-oriented structure focused on moving vehicles rather than people. Vaughan Official Plan 2010 (VOP 2010) calls for a transportation transformation in how people move around

Vaughan. This is to be done by establishing a comprehensive transportation network that allows a full range of mobility options, including walking, cycling and transit.

Identifying that the City has a major role to play in leading the implementation of walking and cycling facilities, staff are updating the 2007 Pedestrian and Bicycle Master Plan

The 2012 Transportation Master Plan further indicates that it will take more than just large investments in transit infrastructure to cope with future transportation demand. With transit under Regional jurisdiction, the City has a major role to play in the implementation of walking and cycling facilities. In April 2017, staff initiated a study to update the 2007 Pedestrian and Bicycle Master Plan. Key deliverables include:

1. Extensive public and stakeholder engagement, as well as branding and marketing guidance
2. Walking/cycling network improvements for input into the 2018 DC By-law Update
3. Updated Pedestrian and Bicycle Master Plan document including:
 - a. Outreach, Education and Awareness Plan
 - b. Supportive Policies, By-laws and/or Procedures
 - c. Cycling and Multi-Use Recreational Trail Network Plan
 - d. Operations and Maintenance Plan
 - e. Organizational Structure/ Roles and Responsibilities/ Staff Plan
 - f. Investment, Partnership and Funding Opportunities
 - g. Other considerations moving forward
4. Implementable and realistic 5-year Action Plan

Public and stakeholder consultations have been the backbone of the Pedestrian and Bicycle Master Plan Update process

The goal of the study is to inspire trust, confidence and collaboration among stakeholders and residents of Vaughan to build support for walking, rolling and biking in the City. This is being done by undertaking a robust and transparent engagement process in the development of a new Pedestrian and Bicycle Master Plan. Over the last 10 months, the study team has undertaken 39 Community Pop-ups at local events and places of gathering across the City as well as two public workshops. The intent of the Community Pop-ups has been to “bring the consultation to the citizens” rather than making citizens come to us. This has resulted in 123 hours of face-to-face conversations with more than 3,089 residents about walking, rolling and biking.

Community pop-ups and workshops were complemented with two online engagement initiatives to allow residents to provide feedback from the comfort of their own home. The online engagement initiatives were broken down into two phases. Phase 1, a resident survey, received 654 responses. Phase 2, an online community mapping tool

exercise, received 322 respondents with 169 comments on the proposed cycling and trail networks.

In addition, several internal and external stakeholder group meetings have been held, and ongoing communications and study promotion has been undertaken through various avenues including a dedicated webpage (www.vaughan.ca/cycling), City of Vaughan social media channels (twitter, Facebook and Instagram), City TV ads, through the Recreation Guide, City Update and Councillor e-newsletters, etc.

The cycling network will identify priority routes designed to service the highest proportion of prospective cycling trips in Vaughan

The preliminary cycling network in the Pedestrian and Bicycle Master Plan Update is based on technical analysis vetted through the extensive public and stakeholder engagement process outlined above. It is designed to service the highest proportion of prospective cycling trips in Vaughan using existing travel patterns as well as anticipated near-term future travel patterns in select development areas. Priority routes are founded on the following goals:

- Maximize service of existing trips that can be undertaken by bike
- Develop localized mini-networks in focus areas with high internal trip counts
- Build on existing or imminent Local and Regional facilities (focus on building a connected network as opposed to individual segments)
- Facilitate key movements where Regional network currently lacks service
- Improve connections to intensification centres and corridors
- Improve accessibility to schools, parks, community centres and other social services for users of all ages and abilities

The Vaughan Super Trail will be identified as a key priority for the Multi-Use Recreational Trail Network

The Vaughan Super Trail is a bold initiative to create a world-class, identifiable city-wide trail loop that connects a variety of off-road pathways and on-road pedestrian and cycling systems. The proposed loop is approximately 100 km in length of which 40% currently exists. A key goal of the Vaughan Super Trail is to link communities and people with local nature, cultural heritage, communities and special destinations throughout the City of Vaughan. It strives for the development of an integrated, accessible and sustainable City, placing Vaughan at the forefront in offering residents and visitors an enhanced quality of life while creating a variety of recreational opportunities and visitor experiences.

The Vaughan Super Trail was included as one of the recommendations presented in the Cycling and Pedestrian Advisory Task Force Findings Report dated April 3, 2017 presented to the Finance, Administration and Audit Committee and will be identified as a key priority in the Pedestrian and Bicycle Master Plan Update.

The updated Plan will reflect new provincial policies, legislation and guidelines for the planning, design, implementation and operation of safer cycling facilities

In the last ten years, there has been a steady increase in societal and governmental interest and support in cycling as a viable and healthy mode of transportation. With the release of the #CycleON: Ontario's Cycling Strategy in 2013, there has been significant support and advancement in the last five years, particularly at the provincial level, for cycling through the development of strategies, policies, legislation and guidelines for the planning, design, implementation and operation of safer cycling and walking facilities. The new plan will reflect provincial directions.

The City plans to take advantage of provincial funding opportunities to implement short-term action items identified in the updated Plan

The province is investing in cycling through a variety of programs which the City may take advantage of to implement short-term action items identified through the Pedestrian and Bicycle Master Plan update. One such program is the Ontario Municipal Commuter Cycling (OMCC) Program. OMCC is a non-competitive, four-year program that will provide direct, dedicated, annual funding to Ontario municipalities for the implementation of commuter cycling infrastructure.

City of Vaughan received a year-one funding allocation of \$908,612.25 for the implementation of commuter cycling infrastructure through the OMCC program

In June 2017, Council authorized City staff to apply for the Ontario Municipal Commuter Cycling (OMCC) Program. An application including a preliminary list of potential projects was submitted on August 2, 2017. On December 4, 2017, the Province announced a total year-one funding of \$93 million for 120 municipalities across Ontario including an allocation of \$908,612.25 to the City of Vaughan.

Cycling facilities on Clark Avenue between Jason Street and Yonge Street have been selected for advancement using OMCC Program Funding in advance of the finalization of the updated Plan

Clark Avenue has been selected for advancement using OMCC program funding in advance of the finalization of the updated Plan for the following reasons:

- Thornhill has been identified as one of the primary locations for developing localized networks in the Pedestrian and Bicycle Master Plan Update and currently exhibits some of the highest internal trip levels that can be undertaken by bike
- There are several existing destination points including community centres, schools, places of worship, etc within the Clark Avenue corridor
- Provides connection between the existing Bartley Smith Greenway Trail system and the Dufferin Street Bike Lanes to the future Yonge Street separated facilities and rapid transit

- Will complement the planned Frequent Transit Network curbside service planned for Clark Avenue as part of the YRT/Viva Rapid Transit Network expansion project creating a “complete street”
- Opportunity to coordinate the implementation of the cycling facilities with the upcoming watermain replacement and road resurfacing project along Clark Avenue
- Was approved as an eligible project by the Ministry of Transportation for the OMCC Program

The project must be delivered by December 30, 2020 as per the Transfer Payment Agreement (TPA).

Staff are in the final phase of the Pedestrian and Bicycle Master Plan Update which is anticipated to be brought to Council for approval in early 2019

Staff are in the final phase of the Pedestrian and Bicycle Master Plan Update. The updated Plan is expected to be completed by the end of 2018 and brought forward for Council consideration in early 2019.

Financial Impact

There is no financial impact as a result of this report.

Funding needs for the implementation of the Updated Pedestrian and Bicycle Master Plan will be brought forward for Council consideration in early 2019.

Staff are currently undertaking the Clark Avenue West Bikeway Feasibility Study and Costing exercise to better understand the overall design and construction cost of the project. In addition, staff are evaluating operational and maintenance requirements and associated costs. A capital budget submission for the design and construction as well as operations and maintenance will be included in the 2019 budget submission.

Broader Regional Impacts/Considerations

There are no Regional impacts resulting from the information presented and recommendations of this report.

York Region staff, including representatives from York Region Transportation Services, York Region Community and Health Services, York Region Police, York Region Transit, York Region School Boards, etc., are directly involved in the Pedestrian and Bicycle Master Plan update as members of the Stakeholder Advisory Group.

It is anticipated that the updated Plan will be brought forward to Council for consideration in early 2019 and at that time it will be recommended that City Clerk forward a copy of the report to the Region.

Conclusion

The Pedestrian and Bicycle Master Plan Update is nearing completion. With the recent OMCC Program funding allocation of \$908,612.25 for the City of Vaughan, cycling facilities on Clark Avenue are being advanced in conjunction with the upcoming Clark Avenue watermain replacement and road resurfacing project. Operations and maintenance will be evaluated and used to inform budget submissions.

For more information, please contact:

Selma Hubjer, Manager of Transportation Planning, x 8674

Martin Tavares, Manager of Parks & Open Space Planning, x 8882

Attachments

None

Prepared by

Dorothy Kowpak, Active & Sustainable Transportation Project Manager, x8812

Michael Habib, Parks & Open Space Project Manager, x8092

In Consultation With

Margie Chung, Manager of Traffic, x6173

Gino Martino, Capital Programming Coordinator, x8746

Maurizio Barbon, Facility Planning Project Manager, x8370

Vito Di Venosa, District Supervisor of Roads and Parks, x8448