

## ACTIVE TRANSPORTATION IMPLEMENTATION FRAMEWORK

**Routine Accommodation  
- Leveraging Capital  
Projects and New  
Development**

1. Through development:
  - Intensification Areas / Secondary Plan Areas - Vaughan Metropolitan Centre, Promenade, Weston/Highway 7, Concord, Vaughan Mills Centre, etc.
  - Block Plans, Subdivisions, Site Plans, etc.
2. As part of comprehensive capital projects:
  - a. Internal
    - Capital Projects - State of Good Repair (e.g. in conjunction with watermain replacement, road resurfacing, etc.)
    - Capital Projects - Growth (Sidewalks, Streetlighting, Cycling, Multi-use Recreational Trails and Pavement Markings, etc. in conjunction with new road construction and re-construction, intersection and crossing improvements, etc.)
    - Capital Projects - Traffic (in conjunction with corridor studies, operational reviews, pavement markings contracts, traffic calming, etc.)
  - b. External (Third Party)
    - York Region Road Widening Projects
      - Active Transportation facilities within the boulevard
      - Multi-use Recreational Trails Crossing opportunities
    - The Ministry of Transportation of Ontario, Metrolinx, Link427, Toronto and Region Conservation Authority, etc.
      - Active Transportation facilities incorporated into bridge and interchange designs
      - Multi-use Recreational Trails Crossing opportunities

**Active Transportation  
Programs - Bridging Gaps  
with Standalone Active  
Transportation Projects**

3. Standalone Sidewalk, Cycling and Multi-use Recreational Trail Projects
  - a. Sidewalk gaps in existing areas
  - b. Standalone Cycling Projects
    - Arterials / Collectors
      - With little to no residential frontage and on-street parking
      - Focused on connecting localized neighbourhood networks, intensification areas or Vaughan Super Trail
    - Collectors in existing local neighbourhoods
      - With residential frontages and on-street parking
  - c. Standalone Multi-use Recreational Trail Projects
    - Strategic gaps within the Vaughan Super Trail Network
    - Multi-use Recreational Trail Secondary Routes connecting to:
      - The Vaughan Super Trail
      - Regional/Primary/Local Centres
      - Major destinations/transit/community facilities

**Figure 3-2: Active Transportation Implementation Framework**

- 3-1** It is recommended that the City adopt a two-pronged implementation framework that utilizes routine accommodation and active transportation planning and implementation programs for an “all ages and abilities” network of physically separated pedestrian and cycling infrastructure (sidewalk and cycle track) and trail system.
- 3-2** The design and implementation for all roadway reconstruction, state of good repair, and operational improvement projects should consider the inclusion or at minimum protect for implementation of protected intersections, pedestrian and cycling facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system. This includes paving shoulders on rural / non-urbanized cross-sections for use by pedestrians and cyclists.