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Appendix A: Community Engagement Summary Report and Appendices





City of Vaughan Pedestrian and Bicycle Master Plan Update

Community Engagement Summary Report

Prepared by Lura Consulting in Collaboration with CIMA
Canada and Mobycon for the City of Vaughan

October 2018



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1. Introduction

The City of Vaughan initiated a study to develop an updated city-wide Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and riding, expand associated facilities and guide behavioural change in the community. The study built on the *2007 Pedestrian and Bicycle Master Plan* and the *2012 Transportation Master Plan Pedestrian and Bicycle Network Plan*.

Community engagement was a high priority when discussing a Vaughan Pedestrian and Bicycle Master Plan update. The voices of all residents and visitors was a vital component in shaping the future of walking, rolling and riding within the City of Vaughan. The community engagement process was a robust and transparent 3 Phase approach. This process was designed to ensure that local residents, visitors, businesses, and other stakeholders had multiple opportunities to participate in conversations about walking, rolling and riding in the City of Vaughan and provide feedback on ways to make non-motorized forms of transportation more desirable and commonplace.

This report provides a description of: the public consultation, communication and engagement activities undertaken as part of the Vaughan Pedestrian and Bicycle Master Plan Update (Section 2); a summary of the feedback received from the engagement activities (Section 3); and next steps in the project and engagement process (Section 4). More detailed summaries of participant feedback are included in the report appendices.

2. Public & Stakeholder Engagement

2.1 Engagement Process Overview

The community engagement program was delivered in three phases over 10 months (June 2017 – April 2018) that aligned with the major phases of developing the Pedestrian and Bicycle Master Plan and exceeded the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment Act (2000, as amended in 2011).



Figure 1 City of Vaughan Pedestrian and Bicycle Master Plan Update Community Engagement Timeline

The public and stakeholder engagement strategy combined methods of face-to-face and digital engagement while using various channels to promote and disseminate information about the Master Plan update. The City of Vaughan established a project specific website (www.vaughan.ca/cycling) and used Twitter, Facebook, project posters, and information cards to engage members of the community.

2.2 Engagement Tactics Overview

Pop-Up Community Conversations

The bulk of the public and stakeholder engagement was focussed on “bringing the consultation to people”. As such instead of hosting traditional Public Information Centres at strategic points in the study with a set time and location, the study team hosted Pop-up Community Conversations. The information that is traditionally presented at Public Information Centres was brought to existing community events, and places of gathering, and used to facilitate conversations with residents. The study team found that this approach resulted in significantly more feedback from a broader spectrum of residents.

Additional local capacity value was added to peer-to-peer engagement approaches with the onboarding of community ambassadors. Local community members were hired and trained to assist with much of the on-the-ground delivery of Pop-Up Community Conversations. Involving local community members in the processes also allowed for the added benefit of empowering local champions in the community beyond the completion of the project process.

Over 3,000 people were engaged through 128 hours of face-to-face conversations at 39 local events and places of gathering (i.e. community centres, parks, libraries, etc.) across all five wards of the City. Pop-up locations were strategized to reach a diverse array of residents. Some well-attended pop-ups included those held at: The City’s Concerts in the Park series; Neighbourhood Park Opening Events; Canada Day Celebration; Woodbridge Village Farmer’s Market; Christmas Tree Lighting and Menorah Lighting Ceremonies; Winterfest; and the City of Vaughan Earth Hour Celebration.

The opportunity to engage with community members at these events was also used to inform and educate people about the walking, rolling and biking opportunities in the City of Vaughan and York Region. Project team members were able to talk to residents one-on-one and provide support and resources as needed. Popular resource items included the York Region Trail Guide and Cycling Map, as well as walking, rolling, and riding buttons, pins and water bottles with the project’s logo and webpage stamped on them.

Digital Engagement

Increasingly, the public and stakeholders are expecting and seeking digital engagement opportunities in parallel with face-to-face engagement. Digital engagement opportunities were used throughout the engagement process to mirror Pop-Up Community Conversations but allowed people to provide feedback on their own time and at their own leisure.

The first digital platform used SurveyMonkey to administer a community survey with open-ended questions to explore current conditions and perceptions related to walking, rolling and riding through the City of Vaughan. The second digital platform, used Social Pinpoint to administer an interactive mapping survey tool to gather feedback on potential network improvements for specific locations throughout the city. This included the ability to drop a marker and include comments and/or photos for additional context. Participants also responded to specific survey questions and could indicate that they like or dislike other participants comments/feedback.

Over 900 people were engaged in digital engagement through the participation of both online survey platforms that were collectively open for public feedback for 14 weeks. Each of the digital engagement platforms were publicly promoted through various digital channels including the project established website (<http://vaughan.ca/cycling>), the City of Vaughan Facebook, Twitter and Instagram and various, digital boards.

The opportunity to engage with community members through online platforms was also used to inform and educate people about the walking, rolling and biking opportunities in the City of Vaughan and York Region. The project website hosted background information and additional resources to provide education, awareness and support to the public and stakeholders.

Stakeholder Advisory Group

A more in-depth approach to engagement was undertaken with the establishment of a Stakeholder Advisory Group (SAG). Key stakeholders were invited to share their feedback during workshop style meetings throughout the engagement process. This group of 65 key stakeholders, representing different perspectives, was formed to discuss and shape the development of the Pedestrian and Bicycle Master Plan Update. The SAG met once in each phase of engagement for a total of three times over the course of the Pedestrian and Bicycle Master Plan Update engagement process.

Some of the SAG members included City of Vaughan staff from various divisions and departments across the organization; York Region staff including representatives from York Region Transportation Services, York Region Community and Health Services, York Region Police, York Region Transit, etc.; Toronto and Region Conservation Authority (TRCA), Canadian Automobile Association; Central Counties Tourism; Smart Commute North Toronto/Vaughan; York Region Cycling Coalition; Vaughan Bicycle User Group (BUG); Metrolinx; Rate Payers Associations, to name a few. For a full list of participants see Appendix E.

The group provided an ongoing forum for advice, feedback and guidance to the City of Vaughan and the project team at key points during the plan update process. This group was also able to disseminate information about the project to their various networks. This group will continue to be involved as the project progresses.

Bicycle Friendly Communities Workshop and World Café

A Bicycle Friendly Communities Workshop and World Café was hosted in partnership with York Region and facilitated by Share the Road Cycling Coalition. Members of Council, City staff, Stakeholder Advisory Group members and the public were invited to participate. Both the workshop and world café were held on the same day and served as the third Stakeholder Advisory Group meeting. A total of 52 stakeholders and residents attended.

During each session, attendees were provided with a presentation about the “5 Es Approach” (Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning) to developing a more bicycle friendly Vaughan and shared their own perspectives, knowledge and experience with the project team.

The 4-hour afternoon workshop session guided participants through a strategic visioning exercise around policies, programming and public awareness of a Pedestrian and Bicycle Master Plan Update. Participants then developed a list of priority actions that could be undertaken in 2-years to help the vision become a reality.

The 2-hour evening world café session led a series of guided discussions around specific key themes that were identified during the afternoon workshop. Themes included, public awareness campaigns, communication about existing assets, bike month, community rides, and a signature cycling event in Vaughan.

2.3 Phase 1 Engagement Overview

The first phase of engagement occurred from June 14 to August 27, 2017. The purpose of the first phase of engagement was to:

- Understand the current experiences, perceptions, barriers and motivators to walking and biking of Vaughan residents;
- Explore what the public values about their mobility choices; and
- Collect data directly from the public to identify network opportunities.

Feedback was collected through online and in-person surveys, ‘Pop-Up Community Conversations’ events and an established Stakeholder Advisory Group (SAG). Full details are available in Appendix A.

Pop-Up Community Conversations

During Phase 1 a total of 19 Pop-Up Community Conversations events were conducted at community centres, parks, and events located in all five wards of the City. Participants were invited to share their perspectives on what motivates them to walk, roll or bike in Vaughan and what they find prevents them from doing so. Two large-format boards were used at pop-up events to solicit feedback.

The first asked residents to affix comments, using sticky notes, to two questions about walking, rolling or biking around Vaughan:

- 1) What motivates you to walk, roll or bike...
- 2) What prevents you from walking, rolling or biking...

A second board featured a map of the City, and colour-coded stickers were used for residents to indicate where they live and three destinations they frequent regardless of transportation mode. The data derived from this board was subsequently used by the project team to conduct an origin/destination analysis to understand how people move around Vaughan.

The main Pop-Up Community Conversation event held in Phase 1 was the Canada Day Event at Boyd Conservation Area on July 1st 2017. The project team and community ambassadors encouraged everyone to complete an online community survey and gave out project branded reusable water bottles to

participants who filled it out on the spot. Additionally, a free bike valet was offered to those that parked their bikes and a \$5 food voucher was provided to any of the event food vendors.

It is estimated that in total, over 1,700 people were engaged in conversations about walking, rolling and biking in Vaughan through Phase 1 pop-up community conversations.

Digital Engagement - Community Survey

A statistically significant survey was developed to collect information from community members to inform the development of the Master Plan update. The survey asked respondents multiple-choice and open-ended questions to identify attitudes towards walking, rolling and biking in the City. The survey also captured demographic information and suggestions for improving biking and walking facilities in the City.

The survey was delivered through a combination of online and in-person efforts and was administered through SurveyMonkey. Survey responses were solicited by the project team at numerous engagement events held across all five wards of the City. The team promoted engagement in the project and handed out information cards with a link to the survey. Incentives such as the opportunity to win a prize draw for a Fitbit Surge (\$270 value), as well as the distribution of free project branded reusable water bottles was offered as an incentive to encourage people to complete the survey and help randomize the responses.

The survey was available to participants from June 14 to August 4, 2017. A total of 654 surveys were completed, providing a statistical accuracy of +/- 3.8%, 19 times out of 20.

Stakeholder Advisory Group

The first SAG meeting was held on August 2, 2017 and was attended by 36 participants. The objectives of the meeting were to:

- Introduce and provide an overview of the project;
- Introduce and review the purpose and role of the SAG;
- Explore barriers and motivators to walking, rolling and biking in Vaughan; and
- Explore network improvement opportunities in Vaughan.

SAG members were provided with a presentation on mobility which included the history of cyclist culture in The Netherlands and opportunities to apply similar thinking in Vaughan. Members were later divided into small groups designated for both “Bicycling” and “Walking/Rolling” to discuss strengths, weaknesses and opportunities. Members were given the time to rotate between both groups and provide their personal perspectives in a collaborative format.

2.4 Phase 2 Engagement Overview

The second phase of engagement occurred from November 6 to December 17, 2017. The purpose of the second phase of engagement was to gather feedback on:

- Proposed draft cycling network;
- Proposed draft multi-use recreational trails network;
- Comfort levels of various active transportation facilities from the perspective of a pedestrian, cyclist or motorist; and
- Uses associated with various multi-use recreational trail surface treatments.

Feedback was collected through pop-up event conversations, online mapping engagement, and an established Stakeholder Advisory Group (SAG). Full details are available in Appendix B.

Pop-Up Community Conversations

A total of 11 pop-up conversations were conducted at community centres, libraries and events located in all five wards of the City. Participants were invited to share their perspectives on the proposed network and types of route facilities and treatments, as well as offer general comments about walking, rolling, and bicycling across the city. Five large format comment boards were used to capture feedback from the participants. During Phase 1 many respondents indicated the need for more and/or improved sidewalks, cycling facilities and multi-use recreational trails. Two boards displayed a first draft of the cycling and multi-use recreational trail networks developed using information gathered during Phase 1 consultation efforts. Residents were encouraged to offer general comments as well as comments specific to proposed routes. Feedback was recorded on sticky notes and then placed directly on the map.

Two other boards provided residents the opportunity to offer feedback on preferences for different pedestrian and cycling facility types, as well as surface options for multi-use recreational trails. Regarding trail surface options, a board displayed images of various surface treatments – ranging from concrete to an informal path – with spaces for attendees to offer comments on what they preferred and what activities they would use each for.

Another board provided diagrams of cross-sections with different pedestrian and cycling facilities. Comments could be offered on what attendees liked and did not like about each cross-section, and also provide an indication as to how comfortable they would feel using the corridor whether a pedestrian, cyclist or a driver. Using stickers, they were able to provide a rating between 1 (do not like) and 5 (like).

Resident input during Phase 2 engagement, was used to enhance the draft network plans with local knowledge and resulted in the inclusion of additional links to the ‘Vaughan Super Trail’, the Vaughan Metropolitan Centre, as well as additional cycling routes connecting to adjacent municipalities such as Hilda Avenue to Toronto and Lebovic Campus Drive to Richmond Hill, to name a few.

The main Pop-Up Community Conversation events held in Phase 2 was the Christmas Tree Lighting Ceremony at Vaughan City Hall on December 1st 2017 and the Menorah Lighting Ceremony at Garnet A. Williams Community Centre on December 17th 2017. The project team and community ambassadors encouraged everyone to provide feedback and gave out project branded Christmas ornaments at the Christmas Tree Lighting Ceremony and project branded reusable water bottles at the Menorah Lighting Ceremony.

In total, over 520 people were engaged in conversations about walking, rolling and biking in Vaughan through Phase 2 Pop-up Community Conversations.

Digital Engagement – Online Mapping Tool

Social Pinpoint was utilized to provide an online option to capture the same type of feedback sought during the Pop-up Community Conversations. The tool allowed participants to drop icons representing ‘Something I Like’, ‘Something I don’t like’, or simply comment directly onto specific locations on the Draft Cycling and Multi-use Recreational Trails Network map. Sidebar activities offered further opportunities for participants to provide general feedback on the network as well as rank comfort levels of different pedestrian and cycling facilities. Participants were also able to provide feedback on multi-use recreational rail surface options.

The digital engagement tool was open from November 6 to December 20, 2017. During that time, 169 comments were received on the proposed network maps and 30 people shared their insights on the facility and surface type activity. A total of 322 unique users visited the site and 37 participated in the engagement activities.

Stakeholder Advisory Group

The second SAG meeting was held on November 6, 2017 and was attended by 18 participants. The objectives of the meeting were to:

- Provide a project update;
 - Present highlights of feedback received through the first phase of engagement;
 - Present and receive feedback on preliminary on-road and off-road bicycle networks; and
 - Present and receive feedback on potential bicycle facility classifications.
- *Please note that as the engagement process progressed the terms on-road and off-road network were replaced with the terms multi-use recreational networks

A similar approach to public engagement activities was taken with the SAG to obtain more in-depth feedback on the proposed bicycle networks and obtain insights on route facility types. During this meeting, participants received a presentation on developing the draft preliminary bicycle network and then worked through two activities to provide feedback. The first activity reviewed the proposed bicycle networks in greater detail and participants discussed the following questions what they like, what they would change, what the project team should consider and which routes should be a priority for Vaughan. The second activity focused on discussions about comfort levels and facility classifications. The

purpose of the activity was to review the different classes of facilities and rank them in terms of comfort and to indicate where various facilities would be most appropriate on the network maps.

2.5 Phase 3 Engagement Overview

The third phase of engagement occurred from February 11 to April 16, 2018. The purpose of the third phase of engagement was to:

- Report back on the draft Preferred Cycling and Multi-Use Recreational Trail Network;
- Seek feedback on branding options;
- Inform the City’s Great Walks of Vaughan initiative; and
- Identifying priorities and implementation partners

Feedback was collected through pop-up event conversations and a Bicycle Friendly Communities Workshop facilitated by Share the Road Cycling Coalition. Full details are available in Appendix C.

Pop-Up Conversations

A total of nine pop-up conversations were conducted at community centres, and events located in all five wards of the City. Participants were invited to write comments on sticky notes and place them on the boards and/or map. Our project team and ambassadors also recorded comments for each conversation. Five large format comment boards were used to capture feedback from the participants. In an effort to report back to residents and stakeholders on progress and how feedback was being incorporated into the study, the first board displayed the draft preferred cycling and multi-use recreational trail networks developed using input received during Phase 1 and Phase 2.

One of the deliverables of the study was to look into developing an identity or brand for active transportation in Vaughan to be used during the study as well as moving forward as staff continue education and outreach efforts related to active transportation. The second board provided participants the opportunity to offer feedback on branding ideas. This board highlighted two identity options as a base thinking. Other suggestions were encouraged and welcomed. Residents were invited to provide comments for what they liked and did not like about the following two options: ‘Stroll & Roll Vaughan’ and ‘Walk, Roll & Ride City-Wide’.

The third board provided participants the opportunity to offer feedback on ideas to encourage advancing walking, rolling and biking across the City by: The City/Region; Public Organizations; Businesses; Individuals; and Other. This provided the opportunity to identify implementation partners and highlight that in order to make walking, rolling and biking more common place in Vaughan there is a shared responsibility.

The fourth and fifth boards invited participants to provide feedback on where they currently like to walk and what would make walking more fun. Feedback provided on the map was represented with dot stickers and feedback provided on the board was documented using sticky notes. The results of this activity were used to help inform the City’s Great Walks of Vaughan initiative. This initiative is developing a multi-

generational program aimed at encouraging residents – from young children to seniors – to physically explore and discover Vaughan’s outdoor trails as well as Region and Local parks through a series of promotional materials.

Additionally, participants were encouraged to share their walking and bicycling stories by completing a profile card responding to ‘Why I Bike; or ‘Why I Walk’. Stories, either written or drawn, were intended to demonstrate the diversity of people that walk, roll, and bike in Vaughan and highlight the reasons why people walk, roll, or bike to get around the City.

The main Pop-Up Community Conversation event held in Phase 3 was Winterfest at Vellore Village Community on February 11th, 2018. The project team and community ambassadors gave out project branded reusable water bottles to encourage people to who provided feedback and filled out profile cards.

Bicycle Friendly Communities Workshop and World Café

A Bicycle Friendly Communities (BFC) Workshop and World Café was hosted in partnership with York Region and facilitated by Share the Road Cycling Coalition. Members of Council, City staff, Stakeholder Advisory Group members and the public were invited to participate in two sessions on March 8th, 2018. The BFC Workshop and World Café was promoted to the public through the City’s website, social media channels, e-news letters and City TVs. Formal invitations were sent to Stakeholder Advisory Group members including City of Vaughan staff. A total of 52 stakeholders and residents participated in the Bicycle Friendly Community Workshop and World Café sessions.

Participants during each session received an overview presentation of the “5 Es Approach” (Engineering, Education, Encouragement, Enforcement and Evaluation and Planning) to developing a more bicycle friendly Vaughan and shared their perspectives, knowledge and experience with the project team. For the purpose of this BFC Workshop and World Café, participants were asked to focus on 4 “programmatically” Es which excluded Engineering.

The afternoon workshop session included a 4-hour strategic visioning exercise around policies, programming and public awareness of a Pedestrian and Bicycle Master Plan Update. Participants worked in small groups to brainstorm ways that the general public, City of Vaughan and other related partners could educate and encourage walking, rolling and biking across the City. After broadly envisioning programs and policies for a five-year timeline, participants were challenged to develop a two-year strategy. All attendees democratically selected three choices that could be considered to be implemented in two years and identified ways in which they personally, or the organization they were affiliated with, could support this program or policy. The intent of this exercise was to develop a short-term work plan for Vaughan while emphasizing that implementation of various programs and public awareness initiatives is a shared responsibility.

The evening World Café session included a 2-hour guided discussion around key themes that were identified during the afternoon session. Attendees were guided between three discussion topics to collectively share their personal experiences and collaboratively brainstorm opportunities of

improvement. The three areas of discussion were bike month, community and public awareness, and effective education.

3. 'What We Heard' - Summary of Feedback

The community's care and passion for shaping the future of walking, rolling and riding within the City of Vaughan was evident from what we heard throughout the engagement process. Many participants expressed excitement for the Pedestrian and Bicycle Master Plan update and were enthusiastic to provide their thoughts and opinions to the project team regarding this important city-driven initiative. Feedback collected through engagement activities was analyzed to inform the update and is summarized below. For full details refer to the appendices of this report.

3.1 Current Behaviours

The majority of respondents indicated that they drive their car alone every day or several times a week. However, a significant segment of the respondents indicated they walk or bike several times a week. Most respondents self-identified as recreational or occasional users of both walking and biking. A few participants noted that existing trails are working well for both walking and biking (i.e. Bartley Smith Greenway and Humber Trail). These trails were noted as being good for fun and enjoyable family activities. It was also noted that users of existing trails enjoy experiencing the outdoors and nature. Economic factors (i.e. no associated cost), environmental benefits, a way to experience natural surroundings and ease of getting around were also cited as motivations to walk, roll and ride more.

Overall, physical, mental and environmental health reasons were leading motivational factors in encouraging people to walk, roll and ride. Respondents noted that these forms of active transportation are important for the environment as well as being a fun, enjoyable exercise and leisure activities for individuals, families and groups. Several respondents also noted that these activities are good forms of stress relief for overall mental health and quality of life. This motivational rationale correlates with a strong indication of public willingness to walk, roll or ride more frequently, and for longer durations, for recreational purposes. The majority of respondents, for both walking/rolling and biking, indicated that they would consider it acceptable to spend 15-30 minutes for their commute to/from work, school or other frequent commitments, and 5-15 minutes for part of the trip to carry out tasks or errands. In terms of recreational activities, respondents were more willing to walk/roll or socially bike for 30 minutes or more.

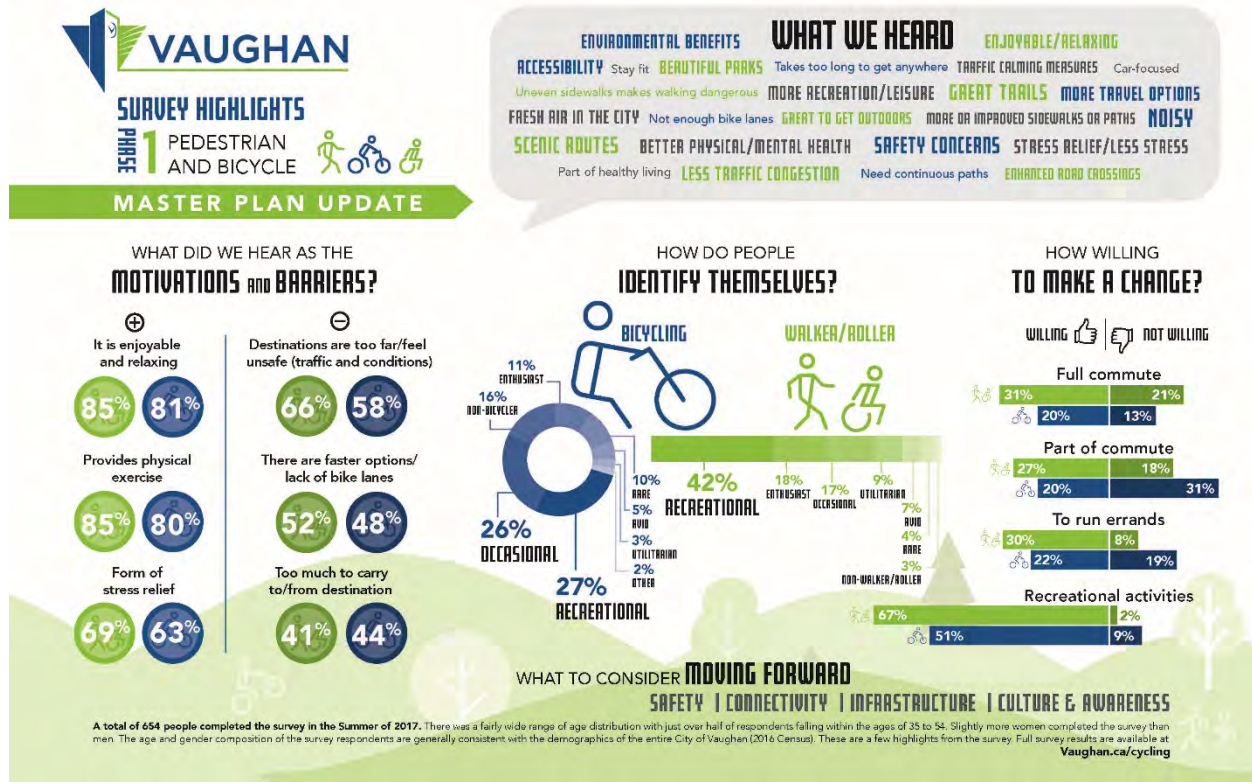


Figure 2 Survey highlights for City of Vaughan Pedestrian and Cycling Master Plan Phase 1 Engagement

3.2 Key Themes

Feedback collected through public and stakeholder engagement activities were analyzed and summarized into the following key themes.

Safety

Although there is a willingness to walk, roll and ride more throughout the City, safety is an extreme concern and was consistently expressed throughout the engagement process. There is a general lack of confidence in all modes of motorized and non-motorized forms of transportation being able to interact safely on the roads, and a concern that drivers are unaware of non-motorized forms of transportation. Regarding both walking and biking, many respondents noted they are currently uncomfortable moving through the City, regardless of the distance of travel required.

Regarding biking specifically, many respondents indicated that they feel uncomfortable, or very uncomfortable riding a bike in Vaughan. The majority of respondents also indicated that they would be more comfortable riding if they did not have to mix with traffic. Greater separation between all modes of transportation is preferred as a means of addressing safety concerns. This was especially noted between bike users and drivers, but concerns about walking, rolling and biking mixing safely was also mentioned. Additionally, the speed of traffic was a major area of concern, particularly in residential areas with long, straight road grid designs and all on-road and off-road networks predominately used by

families with young children. Traffic calming measures were recommended in school zones and around community centres in order for walking or biking to be a safer option for youth.

A sense of safety and comfort for walking, rolling and riding centers also around the level of comfort at road and intersection crossings, as well as connections between on-road and off-road networks. The prioritization of signal timing for pedestrians and cyclists was suggested along with right-of-way signaling and driver awareness of non-motorized forms of transportation. Off-road paths are important to provide safe bicycling options to busy arterial roads. Some specific areas mentioned when discussing safety were crossings at and around: Highway 400, Highway 407, Keele Street (up to Steeles Avenue), Rutherford Road, Major Mackenzie Drive, Jane Street and rail yards and railways.

More and improved sidewalks and pathways were also suggested to enhance comfort levels and address safety concerns for both those who are walking, rolling and biking. The need for pathways that are clear of debris and waste to enhance road conditions, especially for accessibility purposes, was noted. On-going maintenance was emphasized as important to users for new and existing sidewalks, bike facilities and trails. This is especially important for the ease of mobility of the ‘rollers’ of Vaughan. Lighting and/or cameras on trails were also noted.

Infrastructure

Many respondents indicated the need for more and/or improved sidewalks and bicycling facilities to increase non-motorized travel options. Several respondents indicated a preference for buffered bicycling facilities, particularly bollards, planters or other physical obstacles, rather than standard painted lanes. In-boulevard cycle track/multi-use paths and raised cycle tracks were most preferred by respondents in regards to comfort levels. Advisory Lanes were generally regarded as undesirable and potentially dangerous, whereas many appreciated the improvement with paved shoulders in comparison to the gravel surfaces prevalent on rural road segments. Curb and raised tracks were seen as a benefit in high-traffic/volume environments and preferred on primary/regional roads. Paved shoulders are seen as well-suited to rural routes. A General concern raised regarding infrastructure included how adding bicycling facilities will result in decreased road space/increased congestion for drivers.

Physical barriers and land use patterns for direct routes to destinations were important opportunities that were highlighted, particularly in reference to enhancing road crossing and accessibility. A few key locations include Highway 400, Major Mackenzie Drive, Rutherford Road, dead end streets and abrupt ending sidewalks. There was noted support for the Major Mackenzie Drive multi-use path and proposed Clark Avenue bike lanes. A few participants noted the importance of facilities for those who bike that use regional roads to go north of the City, as well as the need to extend existing lanes such as Dufferin Street.

Concrete surfaces were noted as suitable for walking and biking, but considered less preferable for running. Additionally, concrete is perceived as expensive and less environmentally sensitive in comparison to other options. Asphalt was noted as a better all-purpose surface, and good for accessibility and use in all kinds of weather. Respondents also noted support for gravel/limestone (and some suggestions for permeable paving) for biking and walking. However, some respondents also noted that gravel/limestone is not good in wet weather and will require proper on-going maintenance to be useable (particularly in

winter.

The 'Vaughan Super Trail' was noted as valuable to respondents. When the project team members spoke about the 'Vaughan Super Trail' idea, participants were excited and voiced strong support for the overall concept. Most participants indicated that it would be a great recreational opportunity and overall destination for residents and visitors of all ages.

Additionally, there was emphasis noted on maintenance for infrastructure for new and existing bike facilities and pathways.

Connectivity

The current lack of connectivity of active transportation networks across the City of Vaughan significantly impedes the motivation of respondents to walk, roll and ride more often. This greatly influences the comfort levels associated with safety concerns and is critical to the viability of active transportation across the City. Connections were recommended to be consistent, easily accessible, safe and linking to specific locations. Better connections were emphasized to major trails/roads, key destinations and facilities. Specific examples noted by respondents of key destinations to consider improving connectivity within the pedestrian and cycling networks included: GO Transit Stations; TTC stations; Viva/York Region Transit; Wonderland; CN Rail overpass; Vaughan Mills Mall; Future Edgeley Pond and Park; York University; Valley Vista/Freedom Trail; Finch hydro corridor trail; local schools; local community centres; and Vaughan Metropolitan Centre destinations. Many respondents also noted a need for pathway connections within communities and subdivisions especially connecting to schools so students can walk or cycle more easily and safely.

Access over physical barriers is also critical and extremely valuable to users connecting with specific facilities, institutions and parks through on-road and off-road networks. A few respondents also noted a need for pathway connections within communities and subdivisions, especially connecting to schools as well as linkages between trails and parks, such as Maple Nature Reserve and North Maple Regional Park. Connecting trails to key locations, such as the Bartley Smith Greenway where it ends at Langstaff Road, as well as Steeles Avenue where the network fails to connect with City of Toronto G. Ross Lord trail, were noted recommendations.

Awareness & Culture

Public awareness and a shift in culture is arguably the most important ingredient in successful implementation of a Pedestrian and Bicycle Master Plan Update for the City of Vaughan. There is a strong public perception that roads are primarily used by motorized vehicles and a shift in culture is strongly desired by respondents. An emphasis on education, encouragement and creating a culture of walking/rolling and biking is needed to enhance the public understanding about the importance of active transportation and the services available across the City of Vaughan. Training programs, education and marketing campaigns were repeatedly suggested to generate public awareness of existing cycling facilities and active transportation infrastructure to encourage a change in behaviour for the future.

Way-finding and signage branding was suggested in order to shift the current cultural perception, create awareness, and make it easy and convenient to get around the City by walking, rolling and cycling. Training programs and education for drivers and youth were particularly noted as important to include in any public awareness process as the project progresses.

Programs to encourage walking, rolling and biking were suggested such as community rides, signature cycling events during bike month, public awareness campaigns and communicating about existing assets. Additional feedback to support programs and policies included, data collection on key routes, bike valet services at public events and establishing community partners like a Cycling Advisory Committee and Active Transportation Committee.

3.3 Developing an Identity

Vaughan is currently perceived by many as a car dominated community. Overcoming that perception is the long-term objective of developing a walking and biking brand for the City. Brands are much more than logos, they are about perceptions and what people think about something. Developing an identity is not a graphic design exercise completed in isolation of community input, and thus community engagement was integral to initiate this process. To develop an identity for walking and biking in Vaughan, an understanding of the community's perceptions needed to be understood. Two messaging ideas for visual identity and marketing concepts were drafted and proposed to the public in order to create dialogue about the future brand of active transportation in Vaughan. Feedback was gathered about initial perspectives on whether or not the messaging resonates with the community, as well as if the concepts are catchy, visually appealing and appropriate.

Throughout the engagement process, 'Developing an Identity' ballots were provided for respondents to indicate preference on one of two proposed identities and/or suggest modifications and new ideas. A total of 113 ballots were completed and 77 (68%) were in favor of '*Walk, Roll & Ride city-wide*' and 36 (32%) were in favor of '*Stroll & Roll Vaughan*'. Those who indicated that they were in favour of '*Walk, Roll & Ride city-wide*' noted it is easy to read, and more inclusive of every family. However, some suggested it could be improved with a picture or Vaughan logo. Those who indicated that they are in favour of '*Stroll & Roll Vaughan*' noted it is catchy, short and simple. However, some noted suggestions for improvement indicated that it is too focused on wheels, sounds weird and is harder to read. Full details of feedback received is provided in Appendix C.

A few participants provided specific suggestions and/or modifications to each proposed branding identity. Some of these examples include the need for icon/picture-based imagery to incorporate more universal understanding and others suggested a blend of both options such as '*Stroll, Roll, and Ride*'.

4. Conclusion

This engagement summary report informed the development of an expanded Pedestrian and Cycling Network as well as future programs and policies around active transportation established by the City of Vaughan.

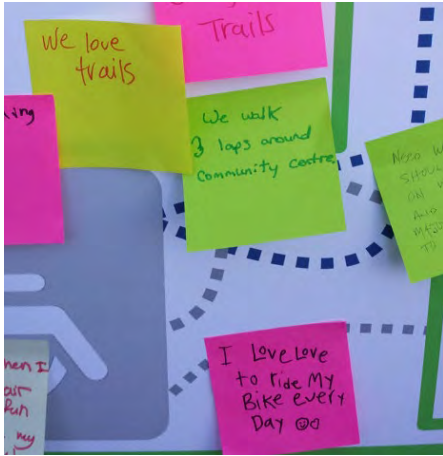
Furthermore, an Outreach, Education and Awareness Plan was derived from the information gathered, experiences shared and lessons learned administering the public and stakeholder engagement strategy for the study. This plan outlines strategies and tactics that the City of Vaughan could use to inform and motivate residents and visitors to participate in active transportation through activities and programs.

Appendix A – Phase 1 Summary



City of Vaughan Pedestrian and Bicycle Master Plan Update

Phase 1: Building an Understanding



Prepared by Lura Consulting in Collaboration with CIMA Canada and Mobycon for the City of Vaughan

October 2017



Phase One Community Engagement Summary Report

The Engagement Summary Report was prepared by Lura Consulting. If you have any questions or comments about this report please contact either:

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Appendices

Appendix A – Community Survey Approach and Questions

Appendix B – Pop-Up Community Conversations Summary Report

Appendix C – Stakeholder Advisory Group Meeting #1 Summary Report

Introduction

The City of Vaughan is updating its Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and biking in Vaughan. The strategy will guide the City and the Vaughan community by serving as a policy framework and action plan to change attitudes and behaviours around the use of non-motorized forms of transportation. This will include the expansion of associated facilities, as well as guide behavioural change in the community and fostering a culture shift.

Community and stakeholder engagement is a critical component of developing the updated plan to ensure it recognizes the needs and desires of a wide array of stakeholders. The community engagement program is being delivered in three phases that align with the major phases of developing the Pedestrian and Bicycle Master Plan and exceeds the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment Act (2000, as amended in 2011).



This report is a summary of the activities undertaken and feedback received during the first phase of engagement that occurred in the summer (June to August) of 2017. The purpose of this first phase of engagement was to:

- Understand the current experiences, perceptions, barriers and motivators to walking and biking of Vaughan residents;
- Explore what the public values about their mobility choices; and
- Collect data directly from the public to identify network opportunities.

Feedback collected during this phase of engagement feeds into pedestrian and bicycle network planning and analysis of policy and program options to support walking, rolling, and biking in Vaughan.

Overview of Phase One Engagement Program

To provide meaningful opportunities for community input into the Pedestrian and Bicycle Master Plan and to reach a broad audience, the project team hosted a range of in-person and digital engagement activities (described below).

Opportunities to engage were promoted through the City's communication channels:

- Dedicated project webpage on the City's website (www.vaughan.ca/cycling);
- Notice of Study Commencement posted on the City's website and distributed to stakeholders;
- City of Vaughan Twitter account and Facebook account; and
- Project posters and information cards displayed at City facilities.

Community Survey

A statistically significant survey was developed to collect information from community members to inform the development of the Master Plan update. The survey asked respondents multiple-choice and open-ended questions to identify attitudes towards walking, rolling and biking in the City. The survey also captured demographic information and suggestions for improving cycling and pedestrian facilities in the city. The purpose of the survey was to:

- Understand travel behaviours and what people value in their mobility choices;
- Explore perceptions related to walking and cycling;
- Understand real and perceived barriers to walking and cycling;
- Explore perceived benefits and motivators to walking and cycling;
- Gauge willingness to consider walking and cycling; and
- Explore preferred communications mechanisms for related information and initiatives.

The survey was delivered through a combination of online and in-person efforts and was administered through SurveyMonkey. Survey responses were solicited by the project team at numerous engagement events held across all five wards of the City. The team promoted engagement in the project and handed out cards with a link to the survey. In-person surveys were primarily conducted at an outreach event at the City's Canada Day celebration. The survey was also promoted on the City's website, community bulletin boards and social media feeds. A prize draw for a Fitbit Surge (\$270 value) was offered as an incentive to encourage people to complete the survey and help randomize the responses.



The survey ran from June 14 to August 4, 2017. A total of 654 surveys were completed, providing a statistical accuracy of +/- 3.8%, 19 times out of 20.

A copy of the survey questions can be found in **Appendix A** and the results summarized in the “What We Heard” section below.

Pop-Up Community Conversations

As part of the engagement program, ‘Pop-Up Community Conversations’ were designed and implemented to engage a broad spectrum of residents at locations and events where members of the community may already be visiting. The flexibility and accessibility of pop-up engagements were preferred to a standard Public Information Centre (PIC) style engagement which is set at a specific time and location. A total of 19 pop-up conversations were conducted at community centres, parks, and events located in all five wards of the City. Popular or highly frequented locations and events were selected as engagement sites, including the City’s Concerts in the Park series, the Canada Day 150 celebration, the opening of the Woodbridge Village Farmer’s Market and MPP Steven Del Duca’s Community Barbecue.

In total, over 1,700 people were engaged in the conversation about walking, rolling and biking in Vaughan. The following table provides a breakdown of the engagement activities and approximate number of people that participated.

Date	Pop-Up Location	Number of Participants Engaged
June 14, 2017	Vaughan City Hall (Concerts in the Park Event)	250
June 16, 2017	Vellore Village Community Centre (Ward 3 Movie Night)	127
June 17, 2017	Woodbridge Memorial Arena (Woodbridge Village Farmer’s Market)	123
June 21, 2017	North Thornhill Park (Concerts in the Park Event)	200
June 27, 2017	Secord Park Grand Opening	55
July 1, 2017	Boyd Conservation Area (Canada Day Event)	450
July 5, 2017	Sonoma Heights Park (Concerts in the Park Event)	72
July 11, 2017	Maple Community Centre	8
July 13, 2017	North Thornhill Park (Ward 4 Movie Night)	32
July 18, 2017	Al Palladini Community Centre	7
July 19, 2017	Mackenzie Glen District Park (Concerts in the Park Event)	184
July 20, 2017	Maple GO Station (outreach by Vaughan Bicycle User Group (BUG))	35
July 20, 2017	Garnet A. Williams Community Centre	19
July 22, 2017	Humber Trail/William Granger Greenway Trailhead at Rutherford Road	28
July 23, 2017	Clearview Park	13
July 25, 2017	Vellore Village Community Centre	9
July 29, 2017	Veneto Centre (Community BBQ Event)	45
Aug 2, 2017	York Hill District Park (Concerts in the Park Event)	30

City of Vaughan Pedestrian & Bicycle Master Plan Update – Phase 1 Engagement Summary Report

Aug 27, 2017	Pinecrest Farms (York Region Cycling Coalition Annual Summer Picnic)	45
Total		1,732*

*The number of participants is based on the approximate number of people who participated in the board exercises and/or accepted a survey card.



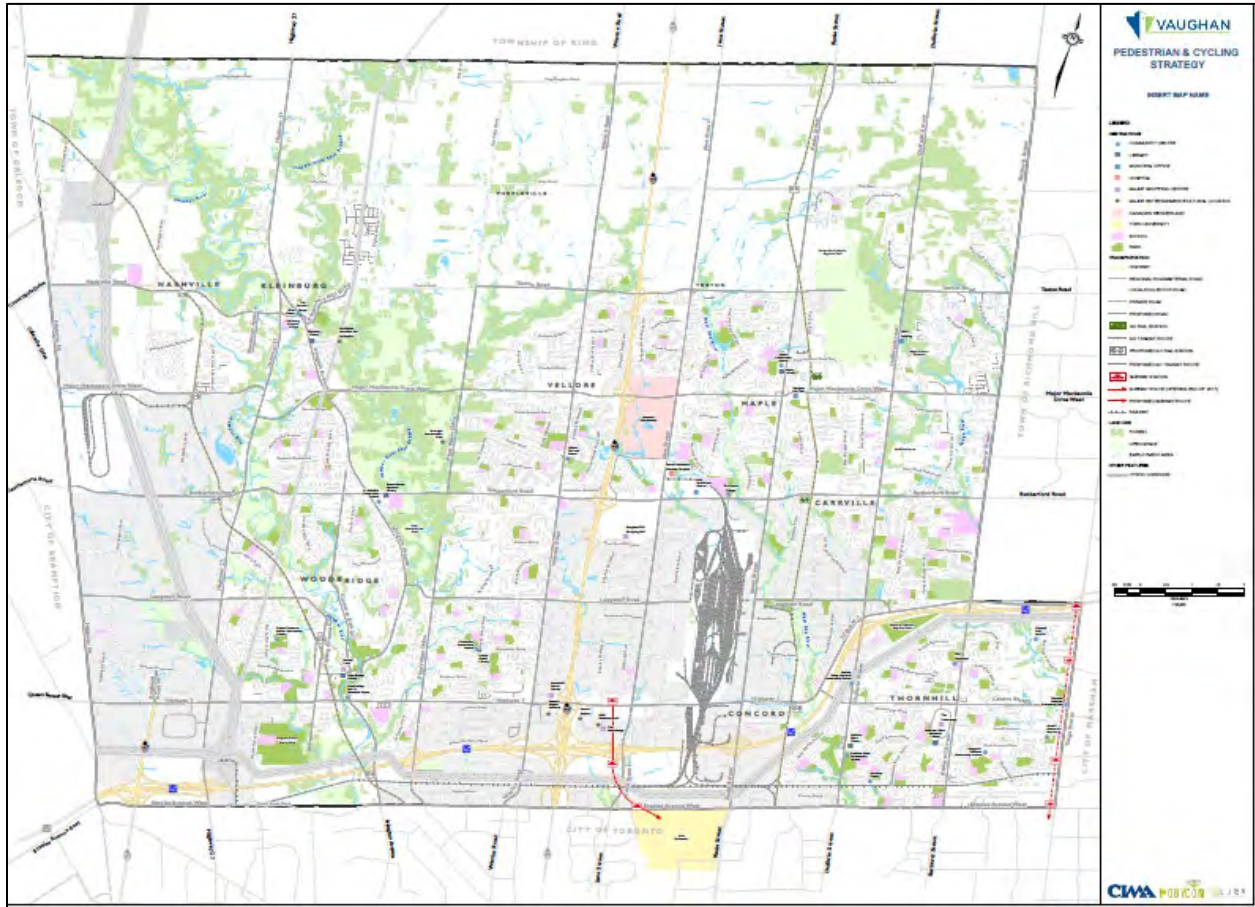


During the engagement activities, participants were invited to share their perspectives on what motivates them to walk, roll or bike in Vaughan and what they find prevents them from doing so. Two large-format boards were used at pop-up events to solicit feedback. The first asked residents to affix comments, using sticky notes, to two questions about walking, rolling or biking around Vaughan:

- 1) What motivates you to walk, roll or bike...
- 2) What prevents you from walking, rolling or biking...



A second board featured a map of the City and colour-coded stickers were used so residents could indicate where they live and identify three destinations they frequent. The data derived from this board was subsequently used by the project team to conduct an origin/destination analysis to understand how people move around Vaughan. Residents were also encouraged to complete the online survey at their convenience.



Laptop stations were set up at the Canada Day celebrations pop-up to allow surveys to be completed on site. A customized City of Vaughan/Canada 150 water bottle was provided as an additional incentive to complete the survey during the event.

The opportunity to engage with residents at these events were also used to inform and educate people on the pedestrian and cycling environment in the City of Vaughan and York Region. Project team members were able to talk to residents one-on-one and provide support and resource as needed. Popular resource items included the York Region Trail Guide and Cycling Map, as well as walking, rolling, biking buttons.

An overview of input received during ‘Pop-Up Community Conversations’ can be found in **Appendix B** and a summary is included in the “What We Heard” section below.

Stakeholder Advisory Group

A Stakeholder Advisory Group (SAG) was formed to provide an opportunity for key stakeholders, representing different perspectives, to discuss and shape development of the Pedestrian and Bicycle Master Plan Update. The role of the SAG is to provide an ongoing forum for advice, feedback and guidance

to the City of Vaughan and the project team at key points during the project. The SAG is intended to meet a total of three times over the course of developing the Master Plan. The first SAG meeting was held on August 2, 2017 and was attended by 33 participants.

An overview of input received during SAG Meeting #1 can be found in **Appendix C** and a summary is included in the “What We Heard” section below.

Summary of Feedback – What We Heard

The following information is an overview of the common themes and ideas that were identified from participant feedback during the first phase of engagement for the Pedestrian and Bicycle Master Plan Update.

Pop-Ups Community Conversations

The following is a summary of feedback collected from comment boards at the pop-up events. Comments were made directly by members of the public or added by the project team based on short conversations with participants. The feedback is organized by mode (walking/rolling, cycling) and by general comments on what the motivating factors to using that mode are and what the discouraging factors to using that mode are. A summary table is included below and comments received are documented in **Appendix B**.

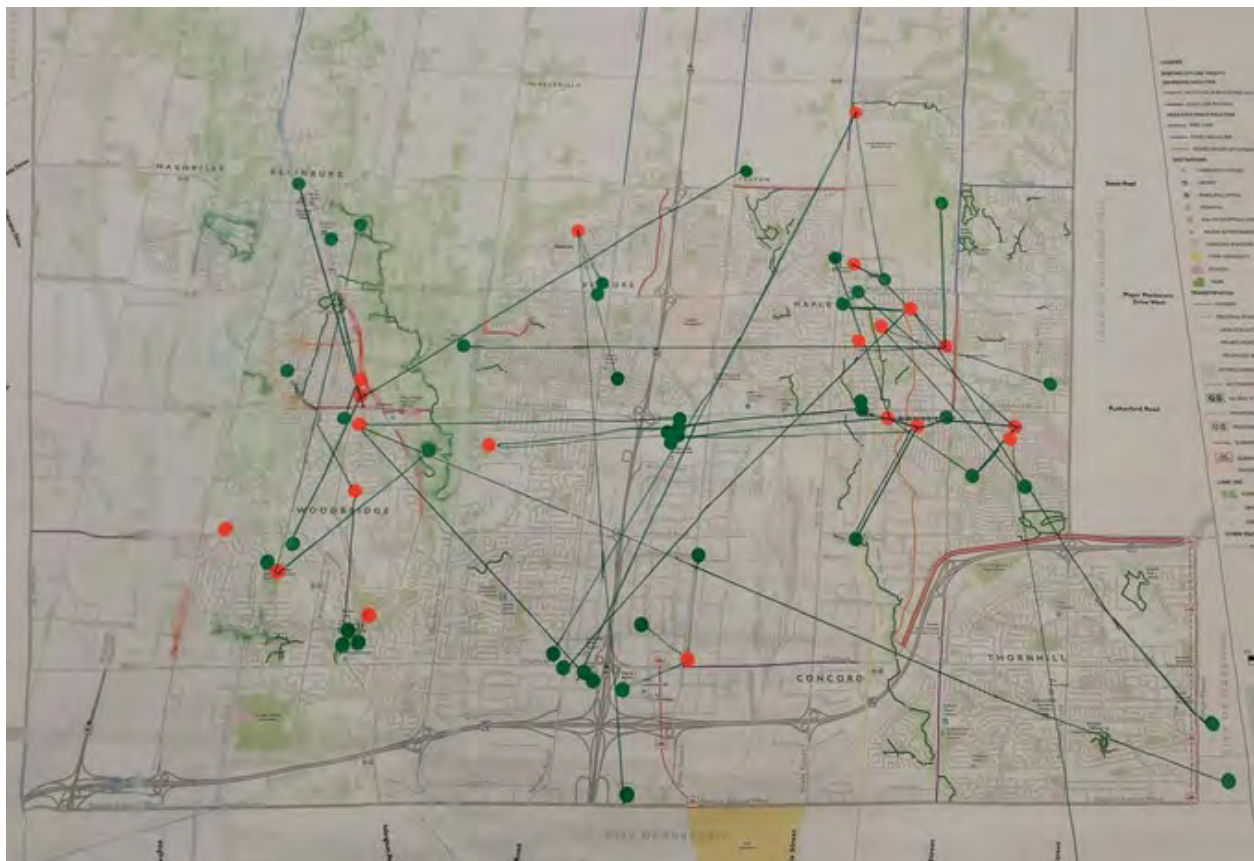
	Motivating	Discouraging
Walking/Rolling	<ul style="list-style-type: none"> • Good to get to nearby destinations • Good for the environment • A way to enjoy nature 	<ul style="list-style-type: none"> • Lack of sidewalks • Disconnected/dead end streets • Safety concerns (unsafe intersection crossings, high vehicle speeds) • Limited walkable destinations • Weather conditions
Biking	<ul style="list-style-type: none"> • Good existing trail system • Fun and enjoyable activity • Healthy activity • A great activity for families • Good for experiencing the outdoors and nature 	<ul style="list-style-type: none"> • Lack of dedicated bike lanes • Limited bike lanes in general • Safety concerns riding in mixed traffic • Knowledge of trail system • Limited trail connections • Deficiency of bike racks • Difficult to get to trails without driving • Adequacy of trail maintenance
General	<ul style="list-style-type: none"> • Way to get exercise and stay healthy • Good way to get fresh air 	<ul style="list-style-type: none"> • Destinations too far away and/or too slow to reach without a car

- Good for spending time with the family
- Allows for enjoyment of the outdoors and environment
- Has environmental benefits
- Exposure to the weather and seasonal variations

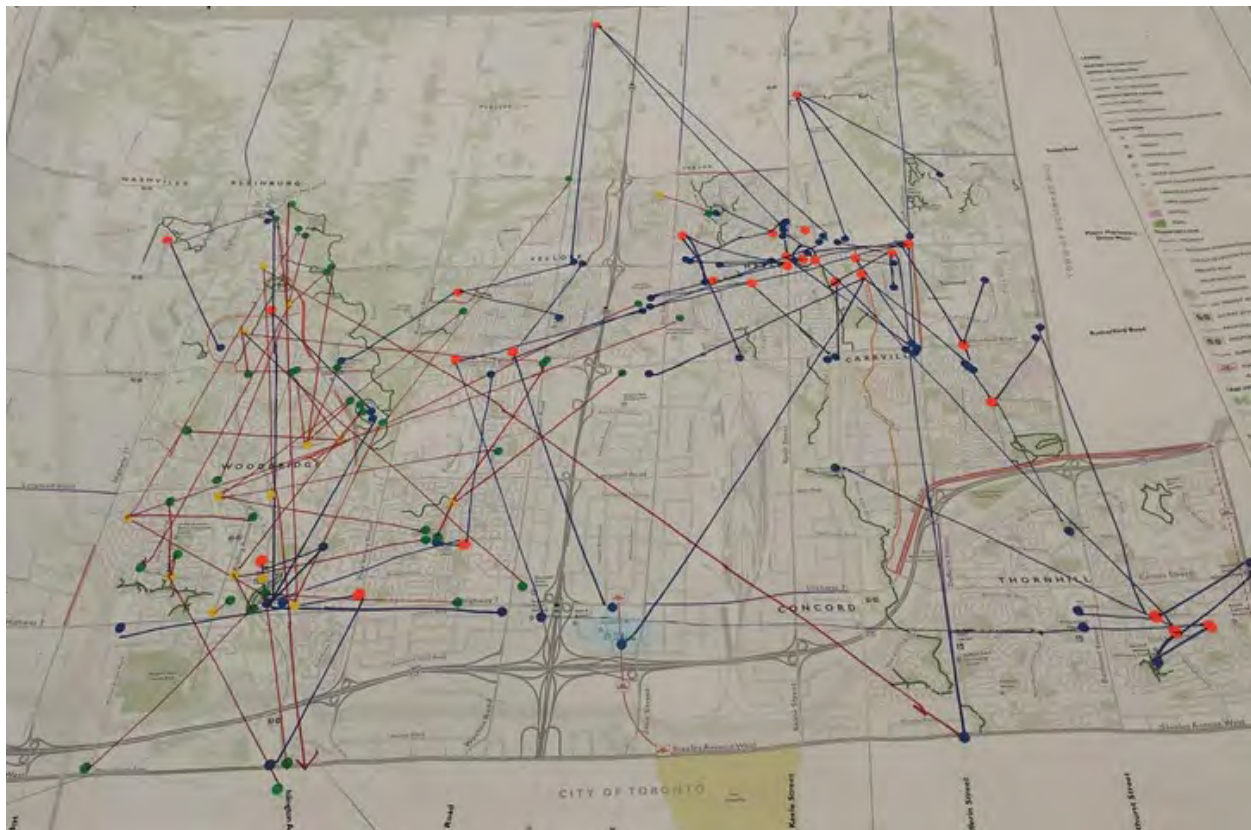
Additional General Feedback

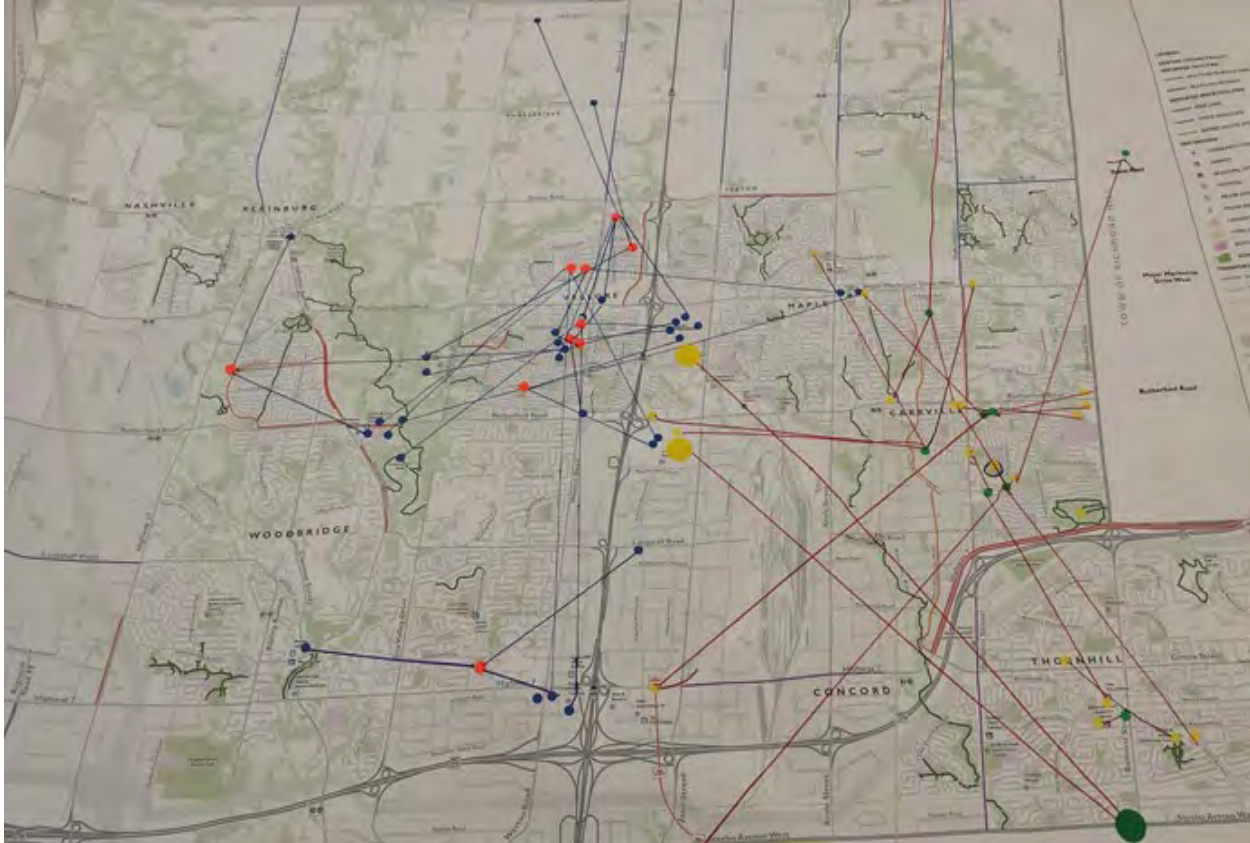
- Need for better connections to access GO Transit and TTC
- Need for pedestrian and cyclist safety and right-of-way training
- Roads are primarily used by cars and people do not drive safely

Feedback related to the network mapping exercise is presented in the following four maps. Note that each map was used at several pop-up events. The dots generally represent where people live and common destinations that they travel to within the City. Lines were drawn to connect where people live and where they commonly travel to indicate popular travel paths.



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Survey Responses

The online survey consisted of 31 questions to help understand travel behaviours, perceptions of walking and biking in Vaughan, perceived barriers and the conditions to overcome those barriers. Questions relating to communication preferences were also included.

Respondent Travel Behaviour

Respondents were asked to indicate the modes of transportation they use to get around Vaughan in a typical week. The majority of residents indicated that they drive their car alone every day (57%) or several times a week (24%). However, a significant segment of the respondents indicated they walk (31%) or bike (21%) several times a week.

Walking/Rolling

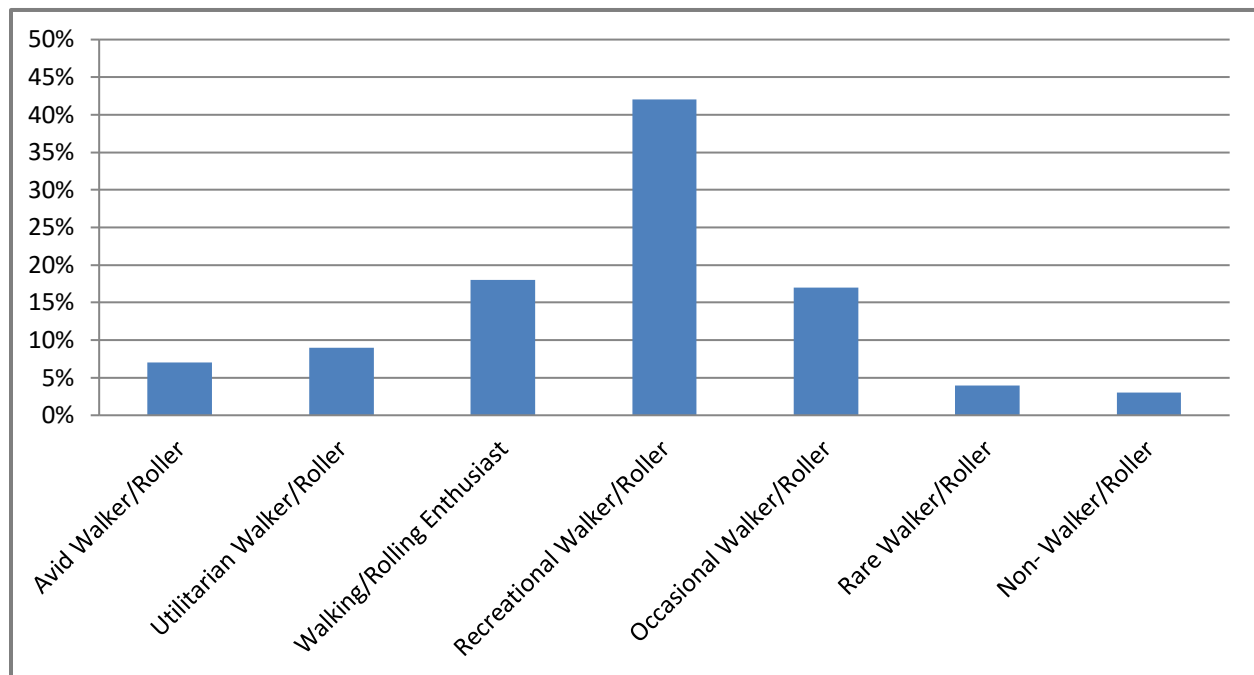
Current Behaviour – More People Walk/Roll Recreationally on a Regular Basis

Respondents were asked how frequently they walk or roll to travel to and from work, school or other frequent commitments, to carry out tasks or errands or for recreational/social purposes in a typical week. Results were evenly dispersed across all options with higher percentages seen for those who never walk as part of their regular travels. An additional notable observation is that 40% of respondents indicated that they walk or roll socially or recreationally several times a week. The table below displays the responses to each question.

	Every Day	Several Times a Week	Once a Week	Less than Once a Week	Never
Walk/roll to/from work, school or other frequent commitments	20.4%	19.7%	11.6%	14.2%	34.1%
Walk/roll for a portion of your commute to/from work, school or other frequent commitments	16.6%	20.4%	9.9%	15.4%	37.8%
Walk/roll to carry out tasks or errands	12.8%	24.8%	19.7%	20.9%	21.9%
Walk/roll for a portion of your trip to carry out tasks or errands	10.4%	25.2%	15.1%	22.2%	27.2%
Walk/roll/hike/run socially or recreationally	18.9%	39.7%	17.6%	15.7%	8.1%

Walk/Roll Identity – Most People Identify as a Recreational Walker/Roller

Respondents were asked to choose a walking/rolling identity that best suited them among the following: Avid Walker/Roller, Utilitarian Walker/Roller, Walking/Rolling Enthusiast, Recreational Walker/Roller, Occasional Walker/Roller, Rare Walker/Roller and Non-Walker/Roller. The majority of respondents considered themselves to be a “Recreational Walker/Roller”. The next highest identities were the “Walking/Rolling enthusiast” and “Occasional Walker/Roller”.



Barriers to Walking/Rolling – Many Destinations are Challenging to Get To

The top three reasons that prevent respondents from walking/rolling more were reported to be:

- Destinations are too far (66%)
- There are faster options (52%)
- Too much to carry to/from destination (41%)

Variations in weather, safety concerns and busy schedules/time constraints were also noted as constraints that limit respondents' ability to walk/roll more often.

Motivations for Walking/Rolling – Health and Enjoyment Motivate People

The top three motivators reported for walking/rolling were:

- It is enjoyable/relaxing (85%)
- Provides physical exercise (85%)
- Form of stress relief (69%)

Economic factors (i.e. no associated cost), environmental benefits, a way to experience surroundings and ease of getting around were also cited as motivations to walk/roll more.

Respondents were also asked to provide feedback on what would make it easier or more enticing to walk/roll more. Top responses included:

- More or improved sidewalks or paths (70%)
- Traffic calming measures (47%)
- Enhanced road crossings (43%)

In addition to the options provided in the survey, over 100 respondents provided enhanced comments including a call for improved surroundings (more seating, green space, trash bins and lighting), more signage (e.g. "Share the Road"), more transit options and better police enforcement of aggressive driving.

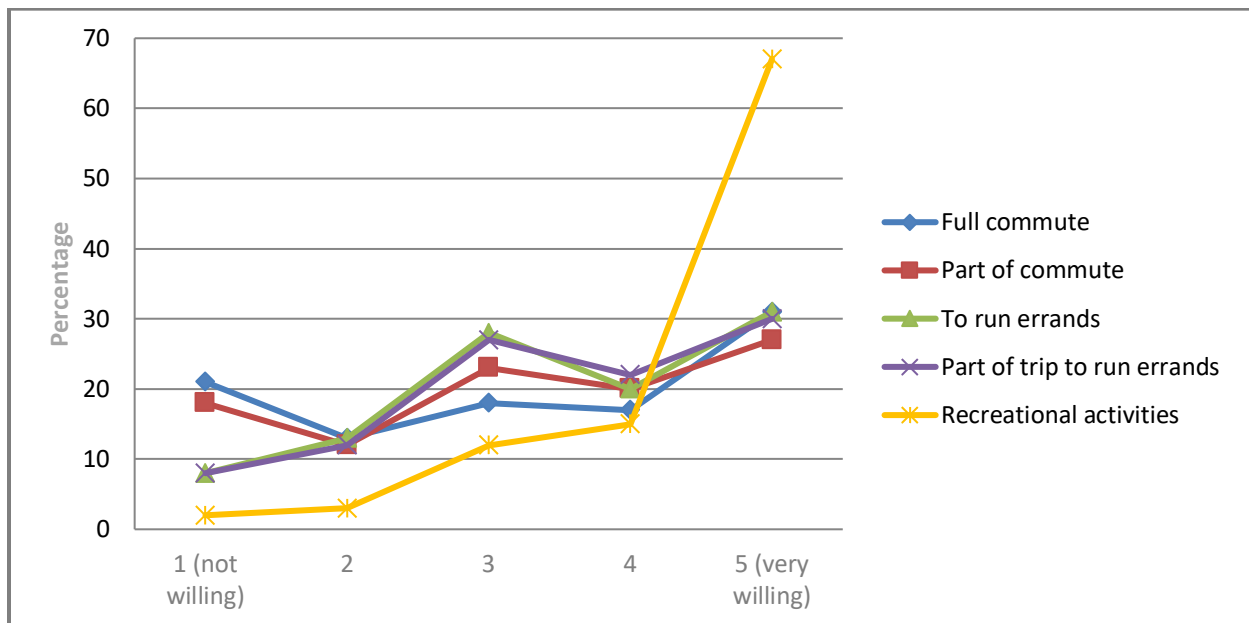
Time Spent Walking/Rolling – People are Willing to Walk/Roll Longer for Recreational Activities Rather than Functional Activities

The majority of respondents indicated that they would consider it acceptable to spend 15-30 minutes walking/rolling for all of their commute to/from work, school or other frequent commitments and 5-15 minutes walking/rolling for part of the trip to carry out tasks or errands. In terms of recreational activities, respondents were more willing to walk/roll 30 minutes or more (64%).

	Less than 5 Minutes	5-15 Minutes	15-30 Minutes	More than 30 Minutes
Walk/roll to/from work, school or other frequent commitments	6.4%	36.8%	44.4%	12.5%
Walk/roll for a portion of your commute to/from work, school or other frequent commitments	13.1%	49.6%	33.1%	7.0%
Walk/roll to carry out tasks or errands	7.5%	44.9%	38.1%	9.5%
Walk/roll for a portion of your trip to carry out tasks or errands	13.6%	48.5%	31.0%	7.0%
Walk/roll/hike/run socially or recreationally	2.7%	12.5%	21.2%	63.6%

Willingness to Walk/Roll – People are More Willing to Walk/Roll for Recreational Activities Compared to Functional Activities

For the final walking/rolling question, respondents were asked to indicate how willing they would be to undertake walking/rolling activities more frequently where 1 is not willing and 5 is very willing. On average, 30% of respondents indicated they would be very willing to walk/roll more frequently for all or part of their commute or to run errands, whereas 67% indicated they would be very willing to do more recreationally.



Biking

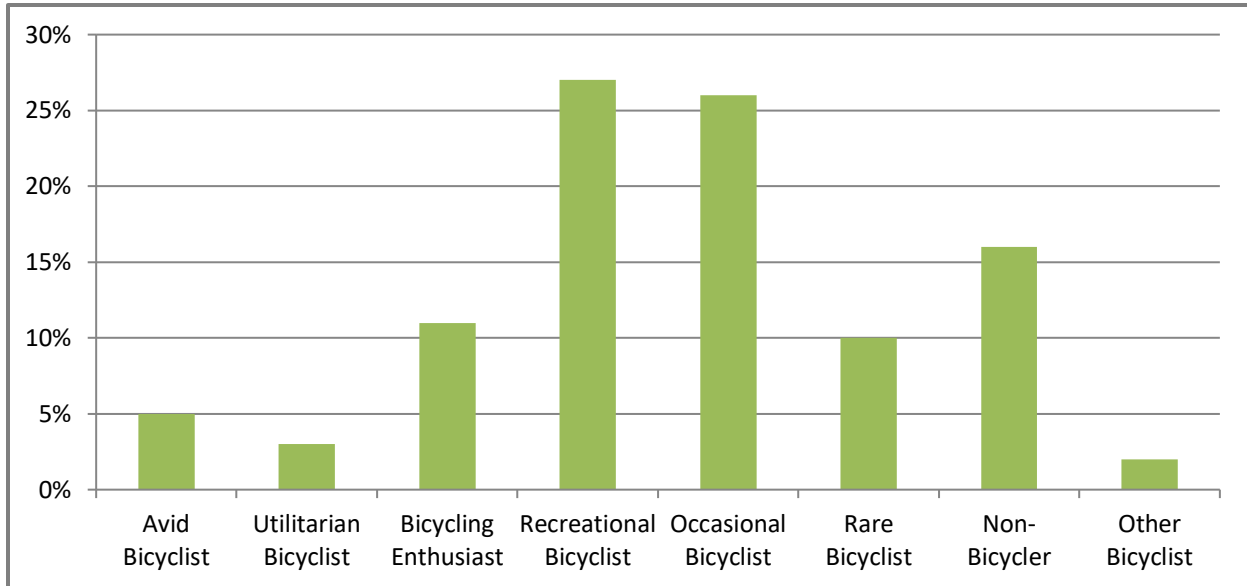
Current Behaviour – More People Bike Recreationally on a Regular Basis

Respondents were asked how frequently they bike to and from work, school or other frequent commitments, to carry out tasks or errands or for recreational/social purposes in a typical week. Approximately 50% of respondents indicated that they never bike to as part of their commute or to run errands; however, approximately one-third of respondents report biking at least once per week for all functional options provided. About three quarters of people report that they ride bikes recreationally and more than half report doing so on a semi-regular basis (at least once per week).

	Every Day	Several Times A Week	Once A Week	Less Than Once A Week	Never
Bike from work, school or other frequent commitments	9.3%	14.7%	8.9%	14.0%	53.2%
Bike for a portion of your commute to/from work, school or other frequent commitments	6.8%	13.6%	10.3%	12.3%	56.0%
Bike to carry out tasks or errands	6.8%	15.4%	12.9%	17.6%	47.3%
Bike for a portion of your trip to carry out tasks or errands	5.8%	15.8%	12.2%	17.8%	49.6%
Bike socially or recreationally	11.0%	28.5%	13.4%	23.0%	24.1%

Biking Identity – Most People Identify as Recreational or Occasional Bicyclists

Respondents identified themselves as either a “Recreational” (27%) or “Occasional” bicyclist (26%). The “Avid” or “Utilitarian bicyclist characterized 5% and 3% of respondents respectively whereas the “Rare” or “Non”- bicyclist characterized by 10% and 16% of respondents respectively.



Barriers to Biking – Safety Concerns and Physical Constraints Prevent Challenges to Biking

The top three reasons that prevent respondents from biking more were reported to be:

- Feeling unsafe (traffic and road conditions) (58%)
- Lack of bike lanes or pathways (48%)
- Too much to carry to/from destination (44%)

Seasonal variations, busy schedules/time constraints, and physical ability were also noted as conditions that limit respondents’ ability to bike more often.

Motivations for Biking– Health and Enjoyment Motivate People

Regular bicyclers were asked what motivates them to bike. The top three motivator to biking were reported to be:

- Enjoyable/relaxing (81%)
- Provides physical exercise (80%)
- Stress relief (63%)

Respondents also indicated that the low cost, ease and efficiency of getting around and environmental benefits of biking were motivations do it more often.

Safety – Many People are Uncomfortable Biking

Respondents were asked to rate their level of comfort for riding a bike in Vaughan from 1 to 5, where 1 was very uncomfortable and 5 was very comfortable. A quarter of the respondents indicated that they were either comfortable or very comfortable riding a bike in Vaughan whereas 45% felt uncomfortable or very uncomfortable.

Respondents were also asked if they would feel more comfortable riding a bike around Vaughan if they didn't have to mix with traffic. The majority (84%) said they would be more comfortable riding if they did not have to mix with traffic, 6% said no, it would not make a difference, and 10% were unsure.

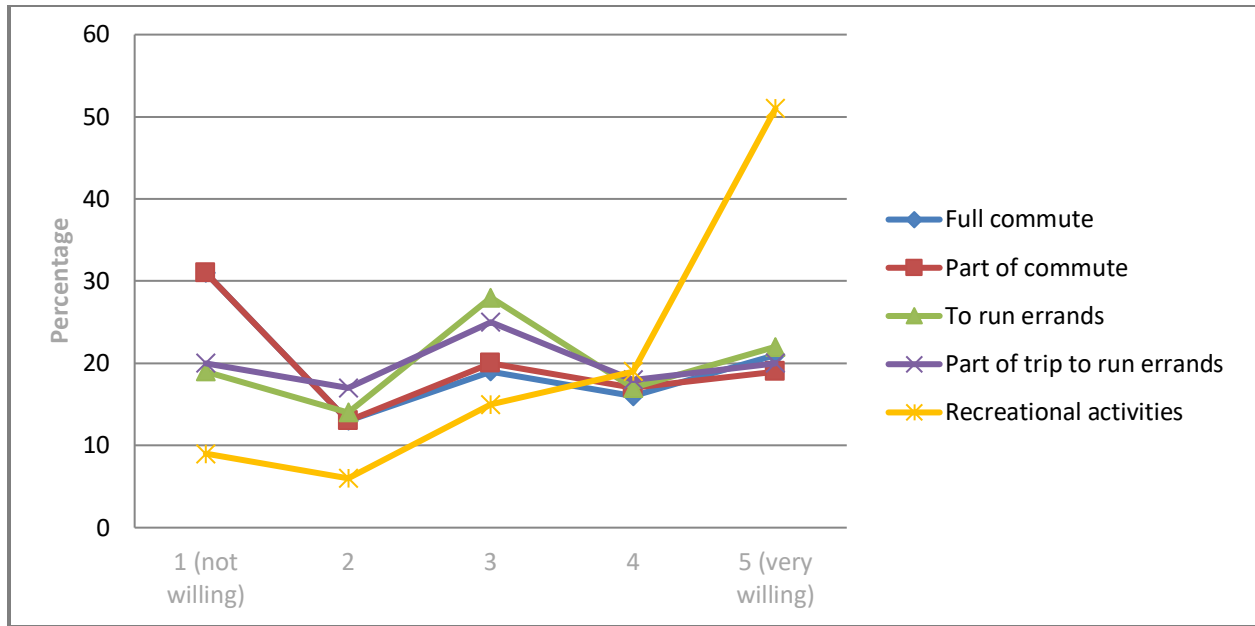
Time Spent Biking – People are Willing to Bike Longer for Recreational Activities Rather than Functional Activities

The majority of respondents (43%) indicated that they would consider it acceptable to spend 15-30 minutes biking for all of their commute to/from work, school or other frequent commitments. Respondents would prefer to bike to carry out tasks or errands if the trip was 5-15 minutes and 30 minutes or more for recreational or social riding.

	Less than 5 Minutes	5-15 Minutes	15-30 Minutes	More than 30 Minutes
Bike from work, school or other frequent commitments	8.7%	33.0%	43.1%	15.2%
Bike for a portion of your commute to/from work, school or other frequent commitments	13.7%	41.5%	34.4%	10.3%
Bike to carry out tasks or errands	11.9%	41.4%	35.5%	11.2%
Bike for a portion of your trip to carry out tasks or errands	14.4%	43.7%	32.3%	9.6%
Bike socially or recreationally	5.7%	13.6%	24.2%	56.5%

Willingness to Bike – People are More Willing to Bike for Recreational Activities Compared to Functional Activities

Respondents were asked to indicate how willing they would be to bike more frequently where 1 is not willing and 5 is very willing. In general, there was enough willingness to consider biking more often for one's commute or to run errands than there was unwillingness. Over half of the respondents would be willing to bike more recreationally.



Benefits of Walking, Rolling, and Biking

Respondents were asked what they would consider the greatest benefits to walk roll or bike more often. The top responses expressed by residents were:

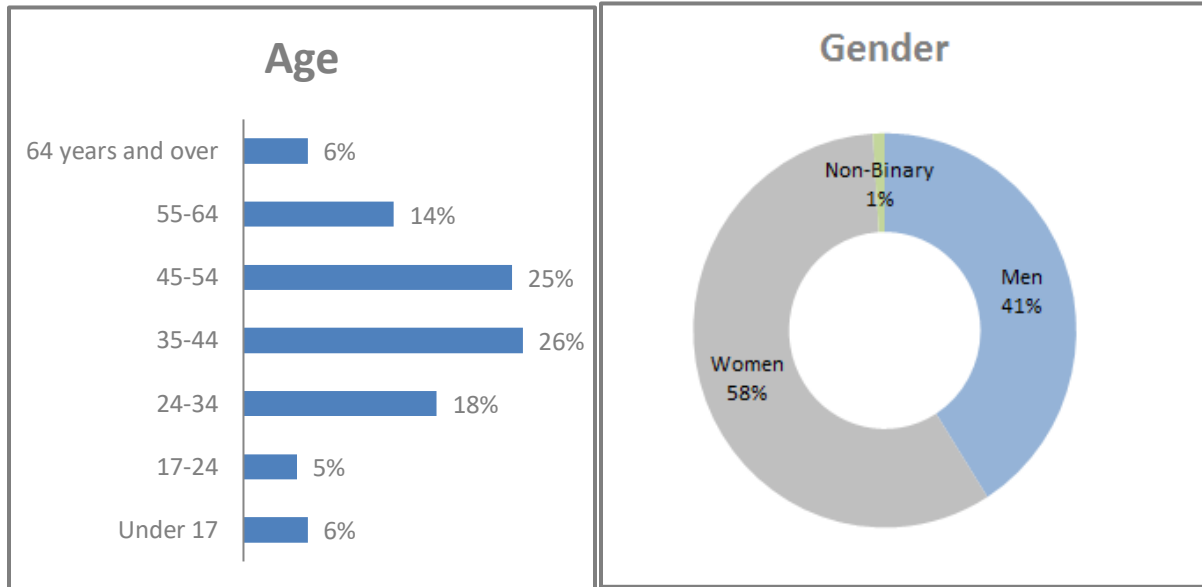
- Improved physical and mental health (91%)
- Less stress (66%)
- More recreation/leisure (67%)

Respondents were asked what the greatest benefits of having improved infrastructure to allow more people walk, roll or bike in Vaughan would be. The top responses expressed by residents were:

- Better physical/mental health (78%)
- Less traffic congestion (74%)
- Environmental benefits (68%)
- More travel options available (67%)

Survey Respondent Demographics

A total of 654 people completed the survey. There was a fairly wide range of age distribution with just over half of respondents falling within the ages of 35 to 54. Slightly more women completed the survey than men. The age and gender composition of the survey respondents are generally consistent with the demographics of the entire City of Vaughan (2016 Census).



Stakeholder Advisory Group

The Stakeholder Advisory Group (SAG) meeting sought similar feedback to what was collected during the community pop-up conversations. Below is a summary of the feedback received from the first meeting with the Advisory Group through small table discussions. A mapping exercise similar but more detailed than the one that was conducted with members of the public was also conducted with the SAG. A detailed summary of the SAG meeting, including the mapping exercise is available in **Appendix C**.

Bicycling in Vaughan	
Working Well	<ul style="list-style-type: none"> Existing trails (e.g. Bartley Smith Greenway and Humber Valley) Existing paths (surfaces, safety)
Challenges	<ul style="list-style-type: none"> Lack of connectivity both between trails and between on- and off-road networks Lack of signage and wayfinding Physical barriers (e.g. 400 highways, sidewalks ending abruptly) Lack of education about cycling Dominant car culture, lack of cycling culture Lack of infrastructure (e.g. adequate trails and bike lanes, fix-it stations)
Opportunities	<ul style="list-style-type: none"> More separated paths/trails Public awareness and education campaigns and programs, including for youth and drivers Working more with Metrolinx, YRT and TTC to improve multi-modal connections

Walking/Rolling in Vaughan	
Working Well	<ul style="list-style-type: none"> Existing recreational trails (e.g. Kortright/Boyd) Newer communities have more sidewalks, shorter driveways
Challenges	<ul style="list-style-type: none"> Safety Lack of infrastructure (surface maintenance, curb cuts, lighting on trails etc.) Lack of direct routes and lack of destinations (land use patterns) Accessibility
Opportunities	<ul style="list-style-type: none"> Education/marketing to encourage walking/rolling More crosswalks and better signal timing/prioritization for pedestrians and cyclists New developments, especially around the new TTC subway in Vaughan, GO Transit and Viva/YRT offering more mixed-use, higher density, and desirable destinations Better connections to major trails and reduce conflicts between users

Next Steps

The feedback captured through the first phase of engagement program will help shape the draft Pedestrian and Bicycle Master Plan. A second phase of engagement will occur in the fall of 2017 to obtain community input on the proposed options and concepts for the final plan.

Appendix A: Community Survey Approach and Questions

Objectives

- Identify key destinations and current travel choices;
- Explore perceptions related to walking, rolling and biking;
- Understand real and perceived barriers to walking, rolling and biking;
- Explore perceived benefits and motivators to walking, rolling and biking;
- Gauge willingness to consider walking, rolling and biking; and
- Explore preferred communication mechanisms for walking, rolling and biking related information and initiatives.

Approach

- All residents from the City of Vaughan will be encouraged to complete the survey. Residents who complete the survey will be entered into a draw for a chance to win a prize (a Fitbit is proposed as it promotes being active without promoting one mode over the other).
- The City of Vaughan has a population of 306,233 (2016). A total of 384 completed surveys are required to obtain a statistical accuracy of +/-5%, 19 times out of 20. A minimum of 384 completed surveys will be sought.
- Each survey will take approximately 7-10 minutes to complete.
- The survey will be deployed primarily online through Survey Monkey (hard copies will be available upon request).
- Residents will be encouraged to complete the survey online by informing them of the value of the survey to Vaughan, the chance to win a prize, and directing them to the survey link.
- Marketing mechanisms will include:
 - Include in Notice of Study Commencement to be published in local newspapers;
 - Posting on the City's website;
 - Posting on the City's Facebook page and Twitter feed. Lura will also promote the survey using their Twitter account;
 - Email blast to any City email lists;
 - Municipal and council newsletters;
 - Posters, with social media and survey links, in highly visible areas (municipal facilities, GO station, community hubs); and
 - Distribution of business cards with survey link at community events (i.e. Pop-Ups) and municipal facilities.
- Community Ambassadors will host approximately 20 pop-up community conversations throughout Vaughan encouraging residents to complete the survey online by providing a card with the survey link. City staff may also encourage completion of the survey at events and activities they are already attending.

Proposed Timing

- Finalize survey questions and online form: Early June 2017
- Aim to Launch online survey: June 14 2017
- Promote (communication and attending events): June – July 2017
- Close survey: August 1, 2017 (may be extended)

Introduction – Walking, Rolling and Biking in Vaughan

The City of Vaughan has initiated a study to develop a new city-wide Pedestrian and Bicycle Master Plan. The study will build on the 2007 Pedestrian and Bicycle Master Plan and the 2012 Transportation Master Plan Pedestrian and Bicycle Network with the objective:

“ To inspire trust, confidence and collaboration among stakeholders and residents of Vaughan to build support for walking, rolling and biking in the City by undertaking a robust and transparent engagement process in the development of a new Pedestrian and Bicycle Master Plan.”

By completing this survey you will have the option to enter your name into a draw for a chance to win a Fitbit! The survey should take approximately 7 minutes to complete.

As part of Phase 1 of the engagement process, the study team is undertaking this survey in order to:

- Identify key destinations and current travel choices;
- Explore perceptions related to walking, rolling and biking;
- Understand opportunities and barriers to walking, rolling and biking in Vaughan;
- Explore perceived benefits and motivators to walking, rolling and biking; and
- Gauge willingness to consider walking, rolling and biking.

Your input will be used to:

- Update the existing network plans and develop a draft network plan for further public and stakeholder input in Phase 2;
- Develop a brand for walking, rolling and biking in Vaughan;
- Shape the development of other components of Vaughan’s new plan including the outreach, education and awareness plan as well as identification of supportive policies, by-laws and procedures; and
- Inform future initiatives to provide residents with more travel choices based on preferences and opportunities identified.

The survey will close on August 4, 2017 and the prize will be drawn shortly afterwards.

Getting Around...

1. In a typical week, which of the following modes of transportation do you use to get around Vaughan?
(If you do not use a mode, please select “never”)

[Response required for all]

	<i>Everyday</i>	<i>Several times a week</i>	<i>Once a week</i>	<i>Less than once per week</i>	<i>Never</i>
Walk/Roll (not including getting to your car)					
Bicycle					
York Region Transit/VIVA/TTC					
GO Transit					
Carpool/Shuttle Program					
Drive car alone					
Other: _____					

2. What are your common destinations when travelling around Vaughan? Please list up to 3 locations and provide a street name or major intersection.

Walking/Rolling

3. When you think about walking/rolling in Vaughan, what is the first thing that comes to mind?
4. Thinking about the most recent time you walked/rolled, what was most pleasant about it? What would have made it more enjoyable?
5. Thinking about a **typical week**, how frequently would you do each of the following:

	Every Day	Several Times a week	Once a week	Less than Once Per Week	Never
Walk/roll to/from work, school or other frequent commitments					
Walk/roll for a portion of your commute to/from work, school or other frequent commitments (excluding getting to/from your car)					
Walk/roll to carry out tasks or errands					
Walk/roll for a portion of your trip to carry out tasks or errands					
Walk/roll/hike/run socially or recreationally					

6. In terms of walking/rolling, which of the following would you consider yourself to be? Please select one option that best describes you.
 - a. The Avid Walker/Roller: walk/roll absolutely everywhere [Skip to Question 8]
 - b. The Commuting Walker/Roller: walk/roll to/from work or school [Skip to Question 8]
 - c. The Walking/Rolling Enthusiast: walk to destinations as much as possible [Skip to Question 8]
 - d. The Recreational Walker/Roller: regularly walk/roll for pleasure (including dog walking, hiking, running) [Skip to Q 8]
 - e. The Occasional Walker/Roller: only walk/roll once in a while
 - f. The Rare Walker/Roller: only walk/roll when absolutely necessary
 - g. The Non-Walker/Roller: only walk/roll to and from the car

7. What prevents you from walking/rolling more?

[Check all that apply]

- a. Destinations are too far
- b. There are faster options
- c. Too much effort
- d. Too much to carry to/from destination
- e. Lack of sidewalks or pathways
- f. Sidewalks are too narrow
- g. Fee unsafe (e.g. traffic and road conditions)
- h. Variations in weather conditions (e.g. rain)
- i. Unable or difficult to do so
- j. Don't want to/don't enjoy it
- k. Other: _____

8. What entices you to walk/roll? Check all that apply.

- a. Enjoyable/relaxing
- b. Easy way to get around
- c. Efficient way to travel/more convenient than other modes
- d. Experience surroundings/visually interesting
- e. Provides physical exercise
- f. Relieves stress
- g. Provides for social interaction
- h. Is better for the environment
- i. Does not cost anything
- j. Is the only option available

Other: _____

9. What, if anything, would make it easier or more enticing for you to walk/roll more often?

[Check all that apply]

- k. More/improved signage or wayfinding
- l. More/improved sidewalks or paths
- m. Enhanced road crossings
- n. Traffic calming
- o. More on street amenities/street furniture
- p. Other: _____

10. How much time would you consider acceptable to spend walking/rolling to get to a destination?

	Less than 5 Minutes	5 – 15 Minutes	15 – 30 Minutes	More than 30 Minutes
Walk/roll to/from work, school or other frequent commitments				
Walk/roll for a portion of your commute to/from work, school or other frequent commitments (excluding getting to/from your car)				

Walk/roll to carry out tasks or errands				
Walk/roll to carry out a portion of tasks or errands				
Walk/roll/hike/run socially or recreationally				

11. Please indicate how willing you would be to undertake each of the following walking/rolling activities more frequently, where 1 is not willing at all and 5 is very willing.

	1 (not willing)	2	3	4	5 (very willing)
Walk/roll to/from work, school, or other frequent commitments					
Walk/roll for a portion of your commute to/from work, school, or other frequent commitments (excluding getting to/from your car)					
Walk/roll to carry out tasks or errands					
Walk/roll to carry out a portion of tasks or errands					
Walk/roll/hike/run socially or recreationally					

Biking

12. When you think about biking in Vaughan, what is the first thing that comes to mind?
[Open ended]

13. Thinking about the most recent time you rode a bike, what was most pleasant about it? What would have made it more enjoyable?
[Open ended]

14. Thinking about a **typical week**, how frequently would you do each of the following:

	Every Day	Several times per week	Once per week	Less than Once Per Week	Never
Bike to/from work, school or other frequent commitments					
Bike for a portion of your commute to/from work, school, or other frequent commitments					

Bike to carry out tasks or errands					
Bike to carry out a portion of tasks or errands					
Bike socially or recreationally					

Please specify any other biking activities and how frequently you do them:

15. In terms of riding a bike, which of the following would you consider yourself to be? Please select one option that best describes you.

- h. The Avid Bicyclist: bike absolutely everywhere [Skip to Question 17]
- i. The Utilitarian Bicyclist: bike to/from work, school or other frequent commitments [Skip to Question 17]
- j. The Bicycling Enthusiast: bike to destinations as much as possible [Skip to Question 17]
- k. The Recreational Bicyclist: regularly bike for pleasure [Skip to Question 17]
- l. The Occasional Bicyclist: only bike once in awhile
- m. The Rare Bicyclist: only bike when absolutely necessary
- n. The Non-Bicyclist: do not have access to a bicycle or would never consider biking
- o. Other Bicyclist: _____

16. What prevents you from biking more?

[Check all that apply]

- a. Destinations are too far
- b. There are faster options
- c. Too much effort
- d. Too much to carry to/from destination
- e. Lack of bike lanes or pathways
- f. Lack of bicycle parking/lock up locations
- g. Feel Unsafe (e.g. traffic and road conditions)
- h. Seasonal factors (e.g. winter)
- i. Variations in weather conditions (e.g. rain)
- j. Unable or difficult to do so
- k. Concern about being sweaty
- l. Concern about bicycle theft
- m. Don't want to/don't enjoy it
- n. Don't know how to ride
- o. Do not have access to a bicycle
- p. Other: _____

[Skip to Question 18]

17. What entices you to bike?

[Check all that apply]

- a. Enjoyable/relaxing
- b. Easy way to get around
- c. Efficient way to travel/more convenient than other modes
- d. Avoids traffic and congestion
- e. Experience surroundings/visually interesting
- f. Provides physical exercise
- g. Relieves stress
- h. Provides for social interaction
- i. Is better for the environment
- j. Does not cost anything
- k. Is the only option available
- l. Other: _____

18. On a scale of 1 to 5, how comfortable do you feel riding a bike in Vaughan, where 1 is very uncomfortable and 5 is very comfortable?

1 2 3 4 5

19. Please explain what makes you feel comfortable or uncomfortable about riding a bike in Vaughan.

20. Would you feel more comfortable riding a bike around Vaughan if you didn't have to mix with vehicular traffic?

a) yes b) no c) I'm not sure

21. How much time would you consider acceptable to spend biking to get to a destination?

	Less than 5 Minutes	5 – 15 Minutes	15 – 30 Minutes	More than 30 Minutes
Bike to/ from work, school or other frequent commitments				
Bike for a portion of your commute to/from work, school or other frequent commitments				
Bike to carry out tasks or errands				
Bike to carry out a portion of tasks or errands				
Bike socially or recreationally				

22. Please indicate how willing you would be to undertake each of the following biking activities more frequently, where 1 is not willing at all and 5 is very willing.

	1 (not willing)	2	3	4	5 (very willing)
Bike to/from work, school or other frequent commitments					
Bike for a portion of your commute to work, school or frequent other commitments					
Bike to carry out tasks or errands					
Bike to carry out a portion of tasks or errands					
Bike socially or recreationally					

Please specify any other biking activities and how willing you would be to do them:

Your Walking, Rolling & Biking Perspectives

23. What would you consider the greatest benefits to you personally of walking, rolling or biking more often? Check all that apply.

- a. Improved physical/mental health
- b. Less stress
- c. More enjoyable travel
- d. More recreation/leisure
- e. Using less gas/cost savings
- f. Less wear and tear on personal vehicle
- g. Reduced need for a personal vehicle
- h. Do not see a benefit
- i. Other: _____

24. From your perspective, what are the greatest benefits of having improved infrastructure so that more people can walk, roll and bike in Vaughan? Check all that apply.

- p. More travel options available
- q. More opportunity to interact with people
- r. Less traffic congestion
- s. Improved safety for all users
- t. Environmental benefits
- u. Community benefits (e.g. improved streetscape, less noise, livable community)
- v. Better physical/mental health
- w. Cost savings for commuters (gas, vehicle ownership)
- x. Other: _____

25. Do you have any issues or concerns about improving the pedestrian and biking infrastructure in Vaughan? Please explain.

Communication

26. What sources do you trust to provide information related to transportation choices? Check all that apply.
- Your employer
 - City of Vaughan
 - York Region
 - Your local municipal Councillor
 - Metrolinx
 - Transit providers
 - Community organizations
 - Family
 - Neighbours
 - Publications (books, magazines, journals)
 - Social media
 - Other: _____
27. What is your preferred way to receive information (e.g. news, City-related updates)? Please select your top three.
- Website/online resources
 - Twitter
 - Facebook
 - Email update/E-Newsletters
 - Newsletters (hard copy)
 - Newspaper, which ones: _____
 - Roadside signs
 - Displays/booths at events
 - Word of mouth
 - Community meetings
 - Neighbourhood association: _____
 - Other: _____

Demographics

28. What is your age?
- under 17 years
 - 17 - 24 years
 - 25 – 34 years
 - 35 - 44 years
 - 45 - 54 years
 - 55 – 64 years
 - 65 years and over

29. What is your gender?
[Check only one – option to skip]
- a. Male
 - b. Female
 - c. Non-binary

30. What is your postal code? _____

31. Please provide your email address if you wish to receive updates on the Pedestrian and Bicycle Master Plan update

Thank you for taking the time to complete this survey. If you are interested, please provide your name and contact information to be entered into the draw for a chance to win a Fitbit. For full contest rules click [here](#).

Name: _____

Email Address: _____

Phone Number: _____

Personal information provided through this survey is collected by The City of Vaughan pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used only as set out in this survey.

Appendix B – Pop-Up Comment Summary

What Motivates You to Walk / Roll/ Bike in Vaughan

Date	Pop-Up Location	Walking	Cycling	General
June 14, 2017	Vaughan City Hall (Concerts in the Park)	<ul style="list-style-type: none"> • I love biking the trails • I like to ride my bike because I have fun • I like to ride my bike because it makes me healthy • I like riding my bike because I can go anywhere I want! • I like riding bikes • It's fun to bike and faster than walking • I bike to work (on sidewalks) • Just bought a bike! Bike for fun and exercise! • I love to ride my bike around my neighbourhood with my friend • Scenery and nature while biking • I love to ride my bike every day 	<ul style="list-style-type: none"> • (staying) healthy. Walking to community centres and walking to shops • My wife! • I like to walk with my family • We walk 3 laps around the community centre • Designated walking trail in parks would be motivating • Walk to save the world, and my house is close • I like to walk because you don't pollute the air and it's the safest way of transporting • I like to walk because the breeze is good to feel. Walking is fun, you get to exercise your legs. 	<ul style="list-style-type: none"> • Exercise and staying fit • We love trails • I like that there's no graffiti • It's healthy • I like walking and biking because it is fun and it gives me exercise • Health! Environment! Economy! • I like when I get fresh air and have fun times my friends/family • Good exercise keeps my sugar down • Culture; creates positive enviro and culture. Happy citizens • I like gymnastics because it is fun
June 16, 2017	Vellore Village (Ward 3 Movie Night)	<ul style="list-style-type: none"> • It's fun to bike • Faster than walking to close locations • Nature paths (bike) are great! (x2) • It's fun to bike • Faster than walking to close locations 	<ul style="list-style-type: none"> • Walks to community centre • Walking in the mall (controlled temperature) 	<ul style="list-style-type: none"> • Work • Fun / exercise (x2) • Kids • Health • Family time • Scenery on trails • Good weather • Exploring

June 17, 2017	Woodbridge Village Farmer's Market	<ul style="list-style-type: none"> We love starting our day by biking to school 	<ul style="list-style-type: none"> The scenery, walking along the river Walking gets you moving and in touch with nature Walking is simple, no equipment necessary 	<ul style="list-style-type: none"> A beautiful day My dog When I discover a new trail Staying healthy
June 21, 2017	North Thornhill Park (Concerts in the Park)	<ul style="list-style-type: none"> Get my best ideas while biking! Fly by traffic!!! It's a great activity for families Staying healthy! :) Green space, staying active 		
June 27, 2017	Second Park Grand Opening			<ul style="list-style-type: none"> Kids motivate me Great potential for trails around reservoirs
July 1, 2017	Boyd Conservation Area (Canada Day)	<ul style="list-style-type: none"> Bicycling is a great sport which gets one out in the natural outdoors. Explore this amazing world around us!!! -Vinesh Sudhir 		<ul style="list-style-type: none"> Having fun Inhale fresh air! Meeting new people Getting out with my kids Health Keeps me fit :) Keeps my weight down Seeing all of the neighbourhood Good for health Fresh air / exercise / pumping blood / saving bus fare / Oh yeah, Pokemon Go Makes me happy Keeps you fit It is very fun To be active Staying active and healthy

July 5, 2017	Sonoma Heights Park (Concerts in the Park)	<ul style="list-style-type: none"> To have my daily dose of exercise and outside time. I also just really like to bike. 		<ul style="list-style-type: none"> Health and fitness Exercise, enjoy the weather, time with kids
July 11, 2017	Maple Community Centre			
July 13, 2017	North Thornhill Park (Ward 4 Movie Night)	<ul style="list-style-type: none"> Faster than walking Fun, especially downhill 	<ul style="list-style-type: none"> Office walk/refresher during the day Walking the dog (x2) 	
July 18, 2017	Al Paladini Community Centre			
July 19, 2017	Mackenzie Glen Park (Concerts in the Park)	<ul style="list-style-type: none"> Biking with your family Separated cycling routes I like to ride my bike for fun! To go fast Biking to the park More distance bike I like to bike because we don't need a license I get tired easily- biking means I don't have to walk 	<ul style="list-style-type: none"> My dog Short walk to the park Walk to burn calories Walk to get more energy I walk to exercise My dog I run for exercise 	<ul style="list-style-type: none"> My daughter / lack of available car Trails Peace for the mind Health :) Exercising To get fit / lose weight Need slower car speeds Active The nice breeze Like to use the trails To get fit and get to work Exercise Cause it is fun Fitness
July 20, 2017	Garnet A. Williams			

	Community Centre			
July 23, 2017	Clearview Park		<ul style="list-style-type: none"> • Not enough bike trails 	
July 25, 2017	Vellore Village Community Centre			
July 29, 2017	Veneto Centre (Steven Del Duca BBQ)	<ul style="list-style-type: none"> • Walk two dogs 	<ul style="list-style-type: none"> • To race bikes with friends • Safe infrastructure, bike lanes buffer 	<ul style="list-style-type: none"> • Fun, enjoyment • Exercise (x7) • To visit people • Exercise and health • To go places • Social activity • Keeps me outdoors, great exercise
Aug 2, 2017	York Hill District Park (Concerts in the Park)			

What Prevents You From Walking / Rolling / Biking in Vaughan

Date	Pop-Up Location	Walking	Cycling	General
June 14, 2017	Vaughan City Hall (Concerts in the Park)	<ul style="list-style-type: none"> • Disconnected bike lanes • Too far to bike to school • Would bike to Vaughan S.S. if there were bike lanes • Lack of dedicated bike trails • Not enough biking facilities. Need separations. • Bike lane along Major Mac (x3) • Bike lane from Nashville Heights to anywhere • More bike lanes (Jane, Keele, Weston, Teston, Kirby!) • Extend bike lane from Islington/Hwy 7. Join w/ one [in Toronto] that stops at Steeles • Disconnected bike lanes • Too far to bike to school 	<ul style="list-style-type: none"> • Feel isolated, nothing in walking distance [seniors' comment] • Weather prevents me from walking. Broken roads. • Lack of sidewalks (poor city planning???) 	<ul style="list-style-type: none"> • Traffic and safety (lack thereof). Lack of trails. • Please make Vaughan a pedestrian friendly city • Lack of parking at entrance to Kortright trails • Cannot get to trail without driving • Safety concerns and better lighting • Need to plan for seniors / aging population • Need wide shoulders on Weston and Jane from Major Mack to King Road • No sidewalks or disconnected (x2) • Please make Vaughan a city to be proud of! • Aging population
June 16, 2017	Vellore Village (Ward 3 Movie Night)	<ul style="list-style-type: none"> • Don't know how to bike • Feels unsafe; too much traffic and speeding • Need more bike paths • Afraid of getting hit by a car • Disconnected paths (e.g. Weston/Rutherford) 		<ul style="list-style-type: none"> • Scared of getting into an accident • Weather • Work long hours; hard to find the time • Don't know trails • Car is faster • Construction • Weather :(

<p>June 17, 2017</p>	<p>Woodbridge Village Farmer's Market</p>		<ul style="list-style-type: none"> • Lack of crossing guards at busy streets • Lack of direct connections; dead end streets need pathways for pedestrians • Scary trying to cross street with kids • Son got bumped by a car once at intersection going to school • Roads are unsafe for walking, esp. w/ a baby 	<ul style="list-style-type: none"> • Traffic • (need a) River Valley trail • Need a connection between Martin Grove and Woodbridge • Connection to Etobicoke • Connect Chancellor Park to entrance off Misty Meadows • Need trail between Langstaff and Willis • Make something like Martin Goodman Trail • Trails not maintained (potholes etc.) • People don't stop at stop signs • Roads are designed for cars, not pedestrians / biking • Unsafe drivers • Need places to go and things to see • Stuff is too far away • Have to take roundabout ways to destination; more direct connections required • Not enough trails and connections • Difficult to connect to GO (in Etobicoke) • Walk/ride to GO • Physical barriers. Safety at crossing main roads • Construction on Woodbridge Ave • Trails are starting to become overcrowded • No sidewalk when get to bridge on Highway 7 by Concord rail Crossing
<p>June 21, 2017</p>	<p>North Thornhill Park (Concerts in the Park)</p>	<ul style="list-style-type: none"> • Cars going in bike lanes • Need more bike-only trails and lanes • Bike on the sidewalk to avoid unsafe roads (e.g. Rutherford) 	<ul style="list-style-type: none"> • Ending sidewalks • It would be nice to have somewhere to walk to 	<ul style="list-style-type: none"> • Safety! • Broken trails! • Other ways to stay fit (gym, sports etc.) • Distance between destinations • Lack of easy connected routes within neighbourhoods • Lack of time • Disconnected trails, not good for kids

June 27, 2017	Second Park Grand Opening	<ul style="list-style-type: none"> No bike lanes to closest bus (Highway 50/7) More bike lanes that are separated and designated (pedestrian safety) No bike lanes! Don't know how to ride 	<ul style="list-style-type: none"> No sidewalk out of subdivision Drive to Kleinburg to walk Unsafe to walk out 	<ul style="list-style-type: none"> Need more trails Don't know how to connect to trails
July 1, 2017	Boyd Conservation Area (Canada Day)	<ul style="list-style-type: none"> Can't bike next to cars (darn scary!) Not enough bike trails 		<ul style="list-style-type: none"> Not enough trails Connectivity - connect to destinations, networks, other modes of transportation weather Highway interchange is a physical barrier At grade rail track Everything's too dang far, period
July 5, 2017	Sonoma Heights Park (Concerts in the Park)	<ul style="list-style-type: none"> Better separated bike paths 		<ul style="list-style-type: none"> Too many subdivisions, few nature/tree paths = boring. I go downtown and north Better connections between trails (e.g. to Toronto)
July 11, 2017	Maple Community Centre			
July 13, 2017	North Thornhill Park (Ward 4 Movie Night)	<ul style="list-style-type: none"> Safety, more separated bike spaces Need separated bike lanes to be safer Need a close community center to bike to 		<ul style="list-style-type: none"> Rain, other plans Weather (hot) Cars Pollution (Hwy 7 is a direct route but lots of traffic) Time Cars (no separation) Weather Safety
July 18, 2017	Al Paladini Community Centre			

July 19, 2017	Mackenzie Glen Park (Concerts in the Park)			
July 20, 2017	Garnet A. Williams Community Centre			
July 23, 2017	Clearview Park			
July 25, 2017	Vellore Village Community Centre			
July 29, 2017	Veneto Centre (Steven Del Duca BBQ)	<ul style="list-style-type: none"> Lack connectivity for sidewalks (construction zone) 	<ul style="list-style-type: none"> High traffic is dangerous for bikers 	<ul style="list-style-type: none"> Weather Tired Busy Rain Busy Safety Not enough time Too much traffic and noise High traffic is dangerous for bikers Missing sidewalks (at Rutherford Bridge/Weston) Rules of the road, not enough respect from motorists
Aug 2, 2017	York Hill District Park (Concerts in the Park)			

Appendix C: Stakeholder Advisory Group Meeting #1 Summary

Introduction

The City of Vaughan is updating its Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and biking in Vaughan. The strategy will guide the City and the Vaughan community by serving as a policy framework and action plan to change attitudes and behaviours around the use of non-motorized forms of transportation. This will include the expansion of associated facilities, as well as guide behavioural change in the community and fostering a culture shift.

Community and stakeholder engagement is a critical component of developing the updated plan to ensure it recognizes the needs and desires of a wide array of stakeholders. A Stakeholder Advisory Group (SAG) has been formed to provide an opportunity for key stakeholders representing different perspectives to discuss and shape development of the Pedestrian and Bicycle Master Plan Update. Specifically, the role of the SAG is to provide an ongoing forum for advice, feedback and guidance to the City of Vaughan and project team at key points during the project. SAG members were provided with a Terms of Reference which outlined the role of the group as well as provided guidelines for operation, including how and when meetings will take place.

Session Details and Objectives

Date: August 2, 2017

Time: 6:30pm – 9:00pm

Location: Multi-Purpose Room, Vaughan City Hall

The **objectives** of the first Stakeholder Advisory Group were to:

- Introduce and provide an overview of the project;
- Introduce and review the purpose and role of the SAG;
- Explore barriers and motivators to walking, rolling and biking in Vaughan; and
- Explore network improvement opportunities in Vaughan.



Session Participants

Agency	Name
City of Vaughan	Dorothy Kowpak (Transportation Planning)
	Margie Chung (Traffic)
	Michael Habib (Parks Development)
	Andrew Pearce (Development Engineering & Infrastructure Planning)
	Marta Roias (Transportation Planning)
	Richard Fournier (Parks Development)
	Dave Madore (By-Law & Compliance)
	Melissa Rossi (Policy Planning & Environmental Sustainability)
Warren Rupnarain (Accessibility)	
York Region	LoAn Ta-Young

	Jessica Wu
York Region Transit	Bhakti Rathod David Schleihauf
York Regional Police	PC Marc Merola
Township of King	David Van Veen Scott McDonald
City of Brampton	Nelson Cadete
Peel Region	Erica Duque
Metrolinx	Aslam Shaikh
Toronto and Region Conservation Authority (TRCA)	Adam Dembe
Canadian Automobile Association	Christine Allum
York Region Cycling Coalition	Michael Iacovelli Frank Fazzari Frank Mazzuca (Vento Cycling Club) Frank Ciccolini (Team Revolution) Sam Cascun (CyclePath Woodbridge)
Vaughan Bicycle User Group (BUG)	Mark Inglis Colin MacDougall Phil Madonia
Share the Road Coalition	Justin Jones
York Region Environmental Alliance	Gloria Marsh
Ratepayers Groups	Tony Lorini (Greater Woodbridge) Mario Racco (Brownridge) Mary Scott (Village of Woodbridge) Fred Winegust (Spring Farm)
Local Trails Advocate	Martha Bell

Consulting Team

Jeff Garkowski, Lura Consulting	Hans Moor, Mobycon
David Fleischer, Lura Consulting	Mary Hudson Embry, Mobycon
Alex Lavasidis, Lura Consulting	Justin Goulding, Mobycon
Stephen Keen, CIMA Canada	

See Appendix A for a list of stakeholders invited and a copy of the meeting invite.

Session Overview

Welcome and Introductions

Dorothy Kowpak, City of Vaughan, welcomed participants to the first Stakeholder Advisory Group meeting for the Vaughan Pedestrian and Bicycle Master Plan Update. She thanked everyone for their time and participation and provided a brief overview of the study purpose, engagement process, SAG purpose and anticipated study timelines. She explained that the project is being managed by Transportation Planning, Parks Development and Traffic and a collaborative effort with a number of other City departments including Infrastructure Delivery, Policy Planning, Urban Design, Accessibility, Economic Development, By-law & Compliance, Recreation Services, Financial Planning, Corporate Communications, etc. She explained that the focus of the study is to undertake a robust and transparent community engagement process by bringing everyone together through the collaborative development of Vaughan's new Pedestrian and Bicycle Master Plan. A three-phase engagement process is being undertaken with:

- **Phase 1** focused on building an understanding of the current context, opportunities and challenges (Summer 2017);
- **Phase 2:** exploring solutions and preferences and prioritizing potential initiatives (Fall 2017); and
- **Phase 3:** presenting a draft plan for feedback and discussion around implementation as well as moving forward with quick wins.



She concluded her introduction by taking a few moments to highlight some of the Phase 1 public engagement efforts that have taken place so far:

- Staff, consultant and local community ambassadors have undertaken 17 community pop-ups amounting to over 50 hours of face to face conversations with residents across the City about walking, rolling and biking
- Engagement approach with residents has been primarily about bringing the consultation to the people rather than bringing the people to us
- Attended local events such as Concerts in the Park every Wednesday, Canada Day Celebration which offered Free Bike Valet and food vouchers for those that biked to the event (~120 bikes), weekday community centre visits during peak usage times, park openings, trailhead visits, Woodbridge Farmers Market, outreach at Maple GO Station with the help of Vaughan BUG, etc.

Jeff Garkowski, Lura Consulting, facilitated a round of introductions and reviewed the meeting objectives and agenda. He introduced Lura's role in the project as the community engagement facilitator and CIMA Canada and Mobycon as the technical team.

Presentation on Mobility

Hans Moor, Mobycon, discussed his personal and professional history, demonstrating how in his native Netherlands, Dutch cyclists do not see themselves as avid cyclists but merely people who use their bikes to get around. He showed historic pictures of his neighbourhood, demonstrating how it evolved from a small town rebuilt for cars and then, through adoption of sustainable safety design measures, became safe for cyclists and pedestrians. He concluded that opportunities exist to apply similar thinking in Vaughan and encouraged SAG members to keep this in mind during the activities planned for the meeting.



Activity One – Looking at Vaughan

The group was divided into tables designated for “Bicycling” and “Walking/Rolling”. Participants were asked to spend 10 minutes thinking of their topic in terms of three questions:

- What is working well?
- What are the challenges?
- What are the opportunities to get people walking, rolling, and biking?



After 10 minutes, tables rotated to allow all participants to discuss both topics. At the end of the exercise, each table reported back on its discussions. A summary of the feedback provided by SAG members is summarized below. A more detailed compilation of inputs per group is available in Appendix B.

Bicycling – Working Well

- Existing trails (e.g. Bartley Smith Greenway and Humber Valley)
- Existing paths (surfaces, safety)

Bicycling – Challenges

- Lack of connectivity both between trails and between on- and off-road networks
- Lack of signage and wayfinding
- Physical barriers (e.g. 400 highways, sidewalks ending abruptly)
- Lack of education about cycling
- Dominant car culture, lack of cycling culture
- Lack of infrastructure (e.g. adequate trails and bike lanes, fix-it stations)



Bicycling – Opportunities

- More separated paths/trails
- Public awareness and education campaigns and programs, including for youth and drivers

- Working more with Metrolinx, YRT and TTC to improve multi-modal connections

Walking/Rolling – Working Well

- Existing recreational trails (e.g. Kortright/Boyd)
- Newer communities have more sidewalks, shorter driveways

Walking/Rolling – Challenges

- Safety
- Lack of infrastructure (surface maintenance, curb cuts, lighting on trails etc.)
- Lack of direct routes and lack of destinations (land use patterns)
- Accessibility



Walking/Rolling – Opportunities

- Education/marketing to encourage walking/rolling
- More crosswalks and better signal timing/prioritization for pedestrians and cyclists
- New developments, especially around the new TTC subway in Vaughan, GO Transit and Viva/YRT offering more mixed-use, higher density, and desirable destinations
- Better connections to major trails and reduce conflicts between users

Activity Two – Network Mapping

Justin Goulding, Mobycon, explained that the activity was about an integrated approach to considering how people move through their city by walking/rolling, riding a bike, and driving. He pointed out that while the Netherlands has a large network for bikes, most local roads are designed for low speeds (<30km/h) which makes sharing the road safe for everyone.



Mary Hudson Embry, Mobycon, explained participant input would be used to describe the most ideal network for Vaughan, using Mobycon’s Star Analysis method. It provides a birds-eye picture of origins and destinations, regardless of mode.

The SAG was again broken into six small groups and each group assigned to perform the network mapping exercise according to four target groups trip type:

- Commuter trips (2 groups);
- School trips (2 groups);
- Everyday trips (1 group); and
- Recreational trips (1 group).



Subsequent stages of the exercise used strings to identify, outline and amalgamate the most important/common origins and destinations and links between them for the different kinds of trips. Each group created maps of potential network opportunities.

Images of the finished maps are included in Appendix B.

Wrap-Up and Next Steps

Justin explained how the data collected in the mapping exercise will be used in conjunction with input from hundreds of Vaughan residents that participated in similar exercises through the Community Pop-ups as well as Transportation Tomorrow Survey, Strava and York Region transportation data on where Vaughan residents travel. The data will be used to understand where people go and which trips can be completed by walking, rolling or biking in order to identify active transportation network opportunities for Vaughan.

Jeff thanked participants for their time and efforts in attending the first meeting. He reviewed the next steps, noting that Phase Two of the consultation would be starting in the fall and members of the SAG would be advised of project progress and future SAG meetings.

Appendix A – List of Stakeholders Invited & Invitation Letter

Organization Invitees	
Beverley Glen Ratepayers' Association	Regional Municipality of York
Big Wheel Cycling Club	Rise Racing (Prof Women's Cycling Team)
Boyd Valley Estates Ratepayers' Association	Seniors Association of Vaughan (SAVI)
Brownridge Ratepayers' Association	Share the Road Coalition
Canadian Automobile Association - South Central Ontario	Silent Sports
Carrying Place Ratepayers' Association	Smart Commute, North Toronto, Vaughan
City of Brampton	Spin Kicks Cycling Club
City of Markham	Spring Farm Ratepayers' Association
City of Toronto	Sustainable Vaughan
City of Vaughan	Team Cannoli Cycling Club
Clean Air Partnership	Team Pavan
Concord West Ratepayers' Association	Team Revolution
Concord West Ratepayers' Association	The Mobile Bike Shop
Crop Circle Scooters	Thornhill African Caribbean Association
Cyclepath Woodbridge	Toronto & Region Conservation Authority
Evolution Cycling Club	Town of Richmond Hill
Exclusive Sport Rentals	Township of King
Faith & the Common Good	Township of King
First Chinese Senior Association of Vaughan	Vaughan Accessibility Advisory Committee
Glen Shields Ratepayers' Association	Vaughan Bicycle User Group
GO Transit / Metrolinx	Vaughan Chamber of Commerce
Greater Woodbridge Ratepayers' Association	Vaughan Community Health Centre
Harvester Bikes	Vaughan Veloforte Cycling Club
Human Endeavour	Vaughanwood Ratepayers' Association
Impala Bicycles	Vellore Woods Ratepayers' Association
King-Vaughan Cycling Club	Veneto Cycling Club
Kleinburg & Area Ratepayers' Association	Village of Woodbridge Ratepayers' Association
Kleinburg BIA	West Woodbridge Homeowners' Association
Lakeview Estates Ratepayers' Association	Weston Downs Ratepayers' Association
MacKenzie Ridge Ratepayers' Association	Windfall Centre
Millwood Woodend Ratepayers' Association	YCDSB / YRDSB - School Boards
Morning Glory Cycling Team	York Region Community and Health Services
National Estates Ratepayers' Association	York Region Cycling Coalition
Pedales Rapidos Cycling Club	York Region Environmental Alliance
Peel Region	York Region Police
Pinewood Estates Ratepayers' Association	York Region Transit (YRT)
Preserve Thornhill Woods Association	



Dear Stakeholder:

Re: Invitation to Participate on the Stakeholder Advisory Group for the update to Vaughan's Pedestrian and Bicycle Master Plan

The City of Vaughan has initiated a study to develop a new city-wide Pedestrian and Bicycle Master Plan. The study will build on the 2007 Pedestrian and Bicycle Master Plan and the 2012 Transportation Master Plan Pedestrian and Bicycle Network Plan. The plan's goals include "growing" walking, rolling and biking in Vaughan as well as inspiring trust, confidence and collaboration between stakeholders and residents through a robust and transparent engagement process.

A key component of developing this plan is strong engagement of a range of audiences within the City. This includes the creation of a multi-stakeholder Stakeholder Advisory Group. The City of Vaughan would like to take this opportunity to extend an invitation to you to participate on the Stakeholder Advisory Group.

The role of the SAG is to provide an ongoing forum for advice, feedback and guidance to the City of Vaughan and team of Consultants at key points during the project. We anticipate that the SAG will meet three times for sessions between August 2017 and May 2018. Details of the first meeting are as follows:

Wednesday, August 2, 2017
6:00pm – 8:30pm (light dinner provided)
Vaughan City Hall – Multi-Purpose Room (Main Floor)
2141 Major Mackenzie Dr., Vaughan ON

Please **confirm your intention to participate by July 25, 2017** by responding to Jeff Garkowski (Lura Consulting) at jgarkowski@lura.ca. If there is a representative from your organization or community that is better suited to participate, please provide their name and contact information. A representative from Lura Consulting will be following up with you to provide additional information related to the project and the Stakeholder Advisory Group.

We thank you for your interest in this important project and look forward to your participation as part of the Stakeholder Advisory Group. If you have any questions, please feel free to contact the undersigned.

Sincerely,

Dorothy Kowpak, P.Eng., RPP
City of Vaughan Project Manager
T: 905-832-8585 Ext. 8812
E: dorothy.kowpak@vaughan.ca

Stephen Keen, P.Eng.
Consultant Project Manager - CIMA Canada Inc.
T: 289-288-0287 Ext. 6834
E: stephen.keen@cima.ca

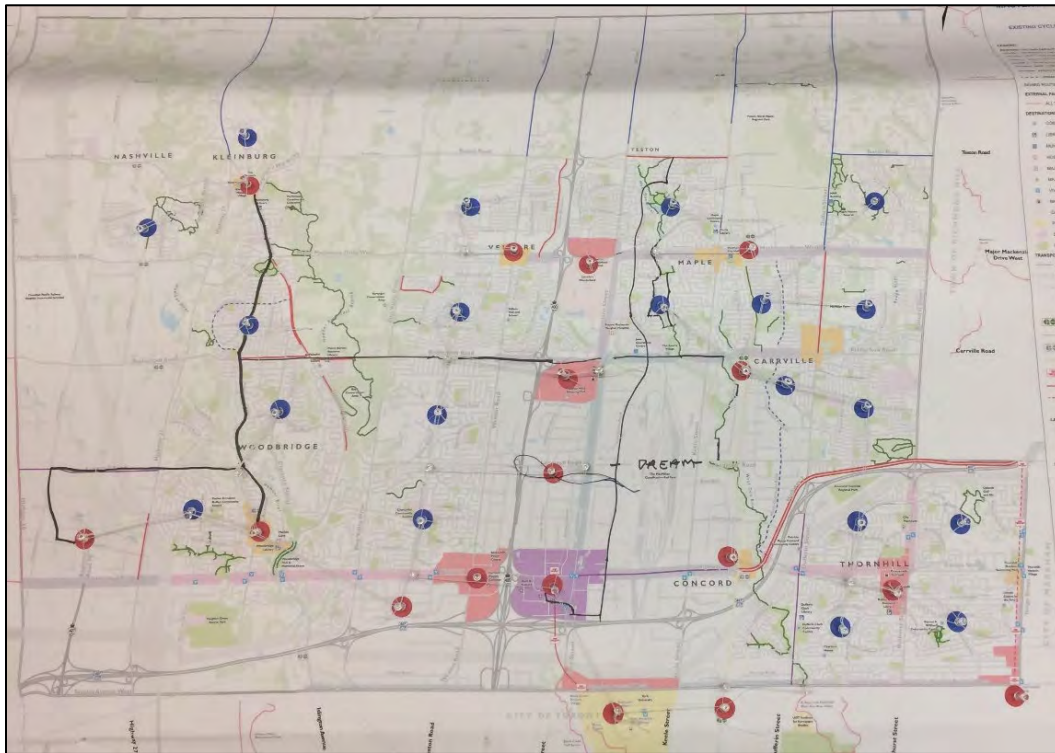
Appendix B – Summary of Activity Results

Exercise #1 – Looking at Vaughan Worksheet Input

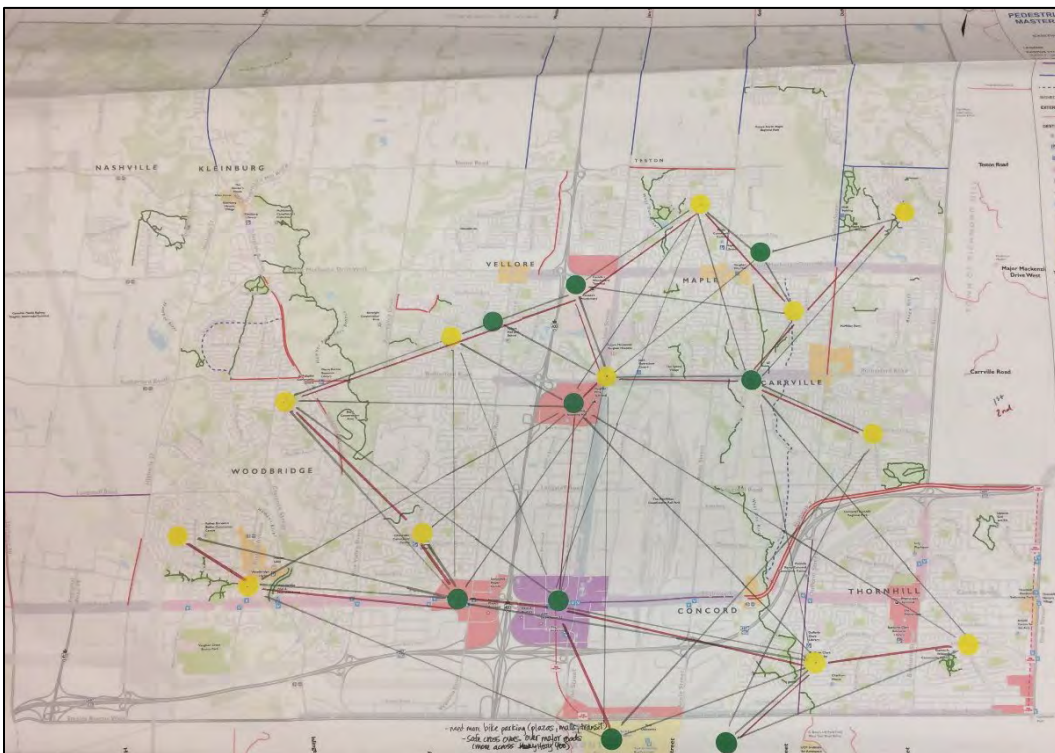
Bicycling in Vaughan		
Working well?	Challenges?	Opportunities?
<ul style="list-style-type: none"> • Paved trails and paths • Good surfaces • Trails patrolled by York Region Police • Granger Greenway Trail • Rural roads have paved/wider shoulders – good for cyclists • Newer sidewalks work for bikes as well • Growing awareness • Something attractive about Vaughan • Greener sides than Toronto • Two off-road N/S routes (Bartley Smith & Humber Valley) • Wide bike paths 	<ul style="list-style-type: none"> • Trails not lit at night • Lack of secure parking • Connectivity: trails stop at major roads and have hard curbs • Traffic and vehicle speeds • Hills • Drivers texting while driving • Lack of signage and wayfinding • Lack of design consistency • Mindset and culture of driving • Poor signage • Short trails • Lacking connectivity • Speed on roads • Barriers (400/427/rail) • No bike lanes • Parking on street • Confusion about lining on streets • Poor education about cycling • Lacking culture of cycling • Trail system is recreational and not good for commuter bikes • Interface between on and off-road networks is poor • Raised concrete shoulder meandering into road traffic (safety risk) • Bike racks needed at bus stops and commercial areas • Design communities to use bike lanes – within developments/community centres etc. • Car culture • Lack of political will/inter-departmental buy-in • Fix-it stations 	<ul style="list-style-type: none"> • Update Google Maps, build a wayfinding app and improve maps and wayfinding • Separated infrastructure to increase safety • Strong public awareness campaigns (e.g. about sharing the road) • Work with Metrolinx, TTC and YRT to expand opportunities for multi-modal transportation • Bike Share, bike parking, bike infrastructure to connect to transit hubs • Unofficial trails (e.g. hydro corridor) should be made official and have better access • Horizontal (E-W) connections • Driver training should include cycling awareness • Planning to avoid sprawl • GO stations and transit use is increasing and accessible (need connections) • Safer infrastructure for bicycles • Cycling events and programs • Youth cycling programs, camps and sporting events • Smooth speed-calming islands • More bike paths to subway/GO stations • Marketing/education • Bike shops • Partnering with transit

Walking and Rolling in Vaughan		
Working Well?	Challenges?	Opportunities?
<ul style="list-style-type: none"> • Bike and bus • Recreational trails • Signage along trails • Kortright and Boyd are good walking trails • New communities have more sidewalks and smaller driveways • Natural heritage system trails (Bartley Smith, McMichael, Granger Greenway) • Municipality clears sidewalks 	<ul style="list-style-type: none"> • Safety • Steep grades • Lack of infrastructure • Connections between paths • Bare pavement policy (min. maintenance) • Car prioritized • Length of trips • Education / wayfinding • Lack of connectivity • No direct routes • Winter cleaning (salting) • Handicap accessibility (curb cuts) • Traffic signals • Difficult to connect to parks and trails via walk/rolling • In communities like Thornhill it's difficult to walk/roll to paths/trails • Lighting and maintenance • Scale of land use patterns not conducive to walking in many places • Snow can get plowed onto sidewalks from the road • Educating children • Distances (e.g. from home to work and recreation) • Conflicts with different users on paths • Medium used for pathways makes it difficult for some users (e.g. concrete sidewalks vs. asphalt paths) • Roadway and intersection designs are built around cars and unsafe for vulnerable users • Funding from city • Crossing 4-8 lanes (e.g. Keele) • Bridges are few and expensive 	<ul style="list-style-type: none"> • Education/marketing • More crosswalks/signals • Traffic signals (timing and respond to presence of pedestrians) • Establish fixed washroom outlets on paths/trails • Public works to develop in reasonable time (public safety) • Subway and transit-oriented communities are coming more and more mixed-use and destinations to walk are coming • Aging population wants to stay active and demand for live/work/play communities • Developing side trails to connect to major trail system • Consider new standards to do 3m multi-use trail instead of sidewalks on new roads • Amend planning docs to ensure connectivity • Ensure implementation of new streetscaping guidelines (lifecycle analysis) • Transit hub-to-transit hub connections • Establish walking clubs • More greenways, pop-up parks and local shopping • Seamless pavement for rollers • High density residential near subway/GO • Money from federal/provincial governments coming

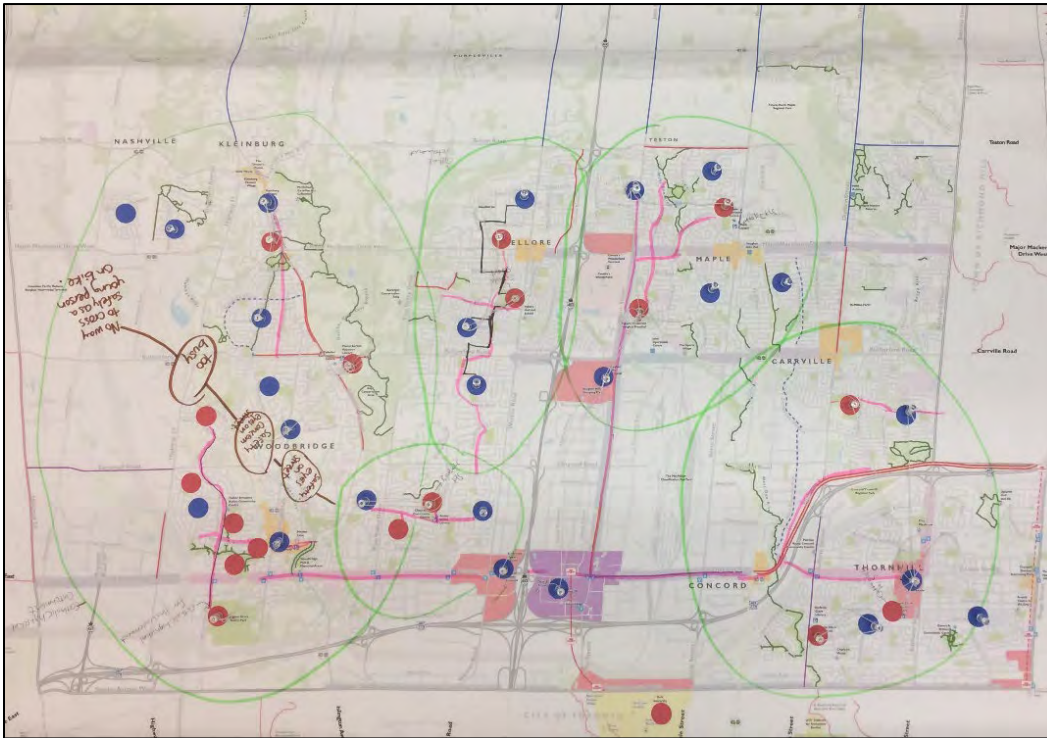
Exercise #2 – Network Mapping
Map 1 – Commuter Trips



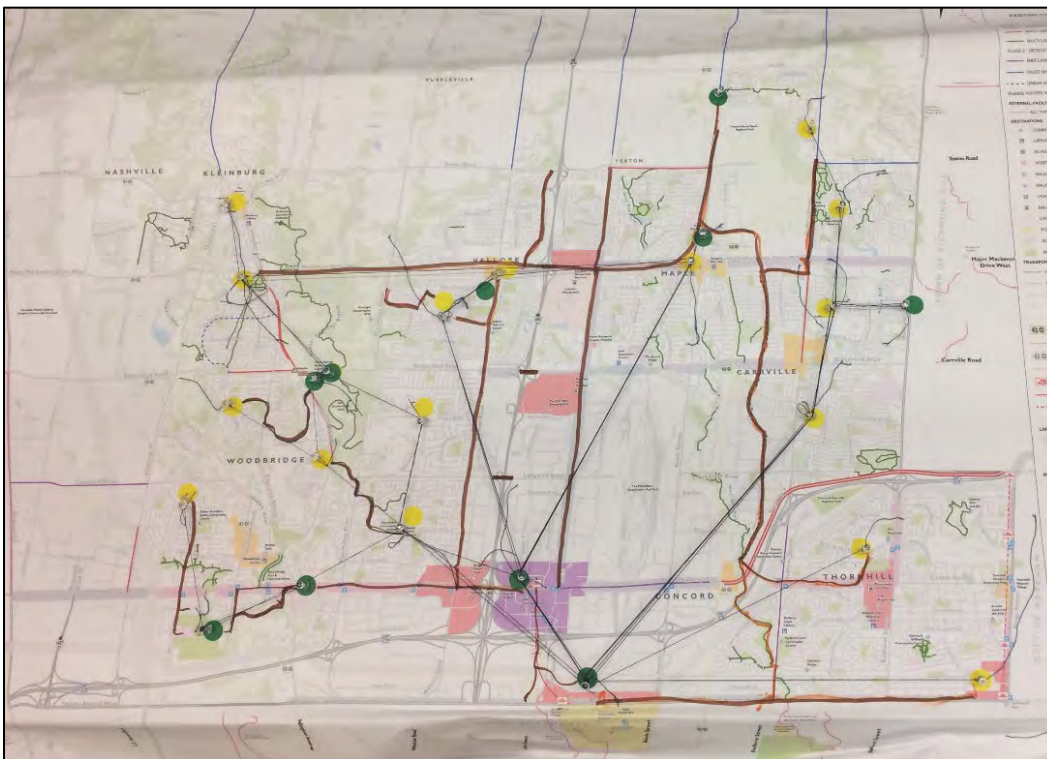
Map 2 – Commuter Trips



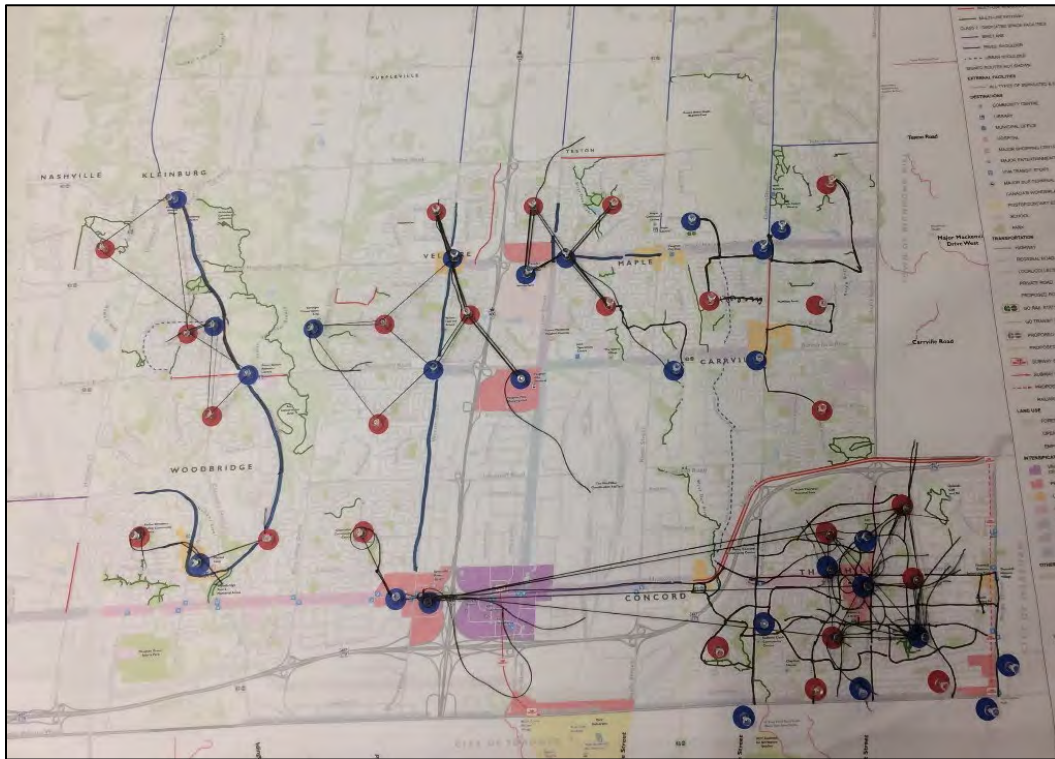
Map 3 – School Trips



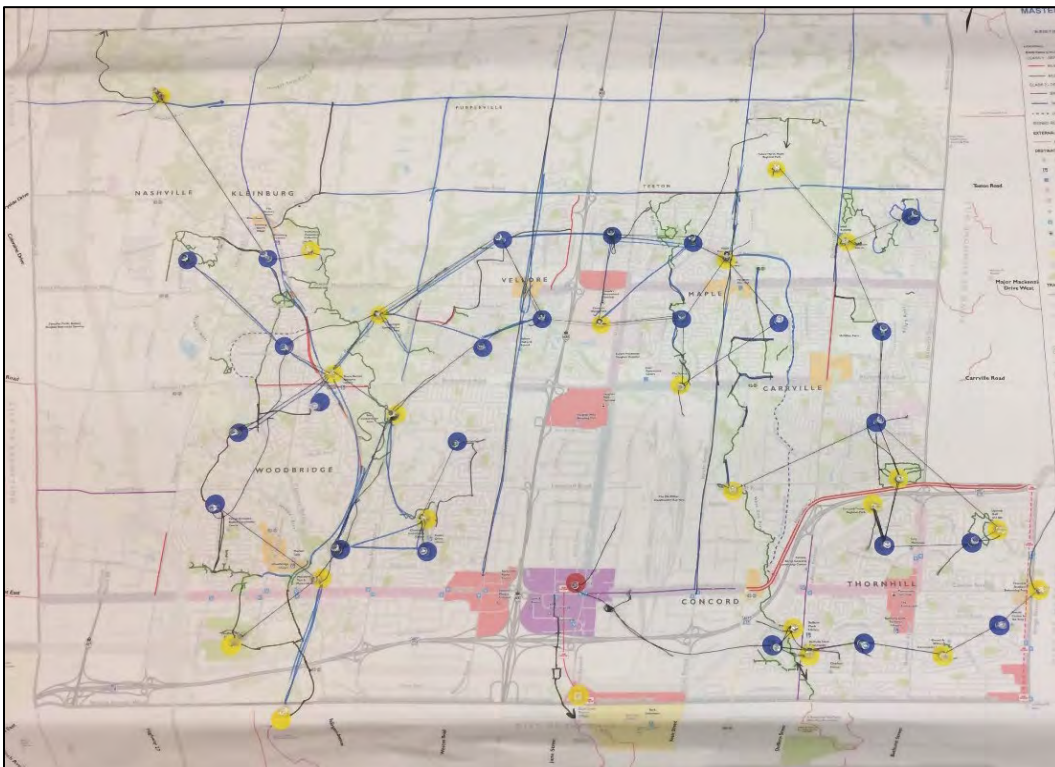
Map 4 – School Trips



Map 5 – Everyday Trips



Map 6 – Recreation Trips



Appendix C – Additional Feedback Received

The following is summary of feedback received by several SAG members that were not able to attend the first meeting as well as some follow up comments that were received from those that did attend.

What's Working Well/Opportunities

- Footpaths, trails and physically separated facilities from motor vehicles (e.g. grassy separation)
- Projects like the Vaughan Super Trail Concept
- Outreach and promotion
- Direct custom projects with external partners
- Routes through low volume, low speed, minimal truck traffic areas/subdivisions
- Wide paved shoulders, wide sidewalks
- Traffic calmed edge lines
- Quieter country roads
- Cycling club routes
- Facilities in good condition
- Appropriate road space and traffic speed

Challenges

- Hwy 400 Series - we need to provide safe and comfortable facilities to overcome these barriers similar to what is being proposed on Highway 7 over Highway 400 (centre median multi-use trail)
- Railways, waterways, other major physical barriers in Vaughan etc.
- More direct connections are needed especially to GO Transit Stations and other points of interest
- Needs to be both East-West and North-South bike routes
- Lack of interconnection to the north over the 407 from Thornhill
- Lack of interconnection to the south linking to existing Toronto Bike paths
- Needs to be proper secure bike parking for those reaching Steeles and wanting to reach the subway by transferring to the Bus at Yonge, Hilda, Bathurst, New Westminster & Dufferin
- Bike Parking located for those who would bike to the YRT/Viva stations, once they are built along Bathurst and Centre and the Go Concord station
- Lack of safe, connected, direct infrastructure to make cycling/walking more attractive
- Residents feel unsafe, safer infrastructure would have more people biking
- Vaughan needs development of live work learn places
- Strong lack of connectivity overall for cycling/walking, lack of infrastructure
- Environment for walking is scary – feels like your ‘brushing’ against traffic. Many lanes to cross
- Wouldn't want to walk or bike to Vaughan Mills (crossing the parking lot is dangerous)
- Confusing signs (ex. “cyclists dismount” on Portage Bridge)
- Speed bumps
- Walking and cycling infrastructure or lack of infrastructure makes it inconvenient
- Asphalt/surfaces in poor condition in some areas
- Speeding and traffic volumes, poor sight lines
- Truck traffic on some corridors
- Disconnected network
- More separation needed (ex. Weston, Jane and Pine Valley, etc.)

- Lack of mid-block crossings
- Lack of pedestrian and cycling signals
- Lack of paved shoulders on rural roads
- On street parking (e.x. edge lines not enough, need dedicated cycling facilities)
- Transitions between on and off-road facilities

Appendix B – Phase 2 Summary

City of Vaughan Pedestrian and Bicycle Master Plan Update

Phase 2: Where Do We Want to Go?



Phase Two Community Engagement Summary Report

Prepared by Lura Consulting in Collaboration with CIMA Canada and Mobycon for the City of Vaughan

December 2017

The Engagement Summary Report was prepared by Lura Consulting. If you have any questions or comments about this report please contact either:

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OR

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Lura Consulting

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Appendices

- Appendix A – Pop-Up Community Conversation Feedback
- Appendix B - Digital Engagement Feedback
- Appendix C – Stakeholder Advisory Group Summary Report

Introduction

The City of Vaughan is updating its Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and biking in Vaughan. The strategy will guide the City and the Vaughan community by serving as a policy framework and action plan to change attitudes and behaviours around the use of non-motorized forms of transportation. This will include the expansion of associated facilities, as well as guide behavioural change in the community and fostering a culture shift.

Community and stakeholder engagement is a critical component of developing the updated plan to ensure it recognizes the needs and desires of a wide array of stakeholders. The community engagement program is being delivered in three phases that align with the major phases of developing the Pedestrian and Bicycle Master Plan and exceeds the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment Act (2000, as amended in 2011).

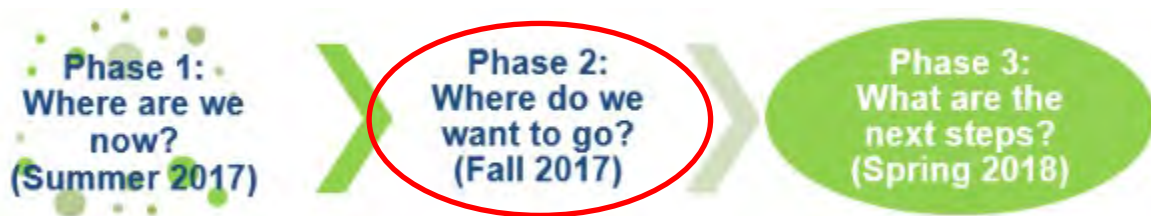


Figure 1 - Project timeline

The first phase, which took place in the summer (June-early August) of 2017, was aimed to:

- Understand the current experiences, perceptions, barriers and motivators to walking and biking of Vaughan residents;
- Explore what the public values about their mobility choices; and
- Collect data directly from the public to identify network opportunities.

Phase 2 advanced this work, seeking feedback on:

- Proposed draft cycling network;
- Proposed draft multi-use recreational trails network;
- Comfort levels of various active transportation facilities from the perspective of a pedestrian, cyclist or motorist; and
- Uses associated with various multi-use recreational trail surface treatments.

Phase two engagement occurred from November 6 to December 17, 2017. Feedback collected during this phase of engagement feeds into the proposed draft network and analysis of policy and program options to support walking, rolling, and biking in Vaughan. This report is a summary of the activities undertaken and feedback received during the second phase of engagement.

Overview of the Phase Two Engagement Program

To provide meaningful opportunities for community input into the Pedestrian and Bicycle Master Plan and to reach a broad audience, the project team hosted a range of in-person and digital engagement activities (described below).

Opportunities to engage were promoted through various communication channels:

- Dedicated project webpage on the City’s website (www.vaughan.ca/cycling);
- Project Update notice distributed to the Project Contact List, considering of people that signed up to received updates during the first phase of engagement;
- Information distributed to the Stakeholder Advisory Group and shared through their networks; and
- City of Vaughan Twitter account and Facebook account.

Pop-Up Community Conversations

‘Pop-Up Community Conversations’ events were designed and implemented to go out to the public and engage a broad spectrum of residents at locations and events where members of the community already visit. A total of 11 pop-up conversations were conducted at community centres, libraries and events located in all five wards of the City. In addition to participating in two well-attended municipal holiday events – the Christmas tree lighting at City Hall and menorah lighting at Garnet A. Williams Community Centre – the pop-ups aimed to engage with a diverse array of residents.



Figure 2- City of Vaughan social media post promoting the consultation.

A complete list of pop-ups is provided in the table below.

Date	Pop-Up Location	Number of Participants Engaged
Sat. Nov. 11, 2017	Al Palladini Community Centre	45
Wed. Nov. 15, 2017	Vellore Village Community Centre	40
Wed. Nov 22, 2017	Chancellor Community Centre	20
Sat. Nov. 25, 2017	Maple Community Centre	50
Tues. Nov. 28, 2017	Bathurst Clark Library	30
Thurs. Nov. 30, 2017	Woodbridge Library	20
Thurs. Nov. 30, 2017	Civic Resource Library (Pokemon League Event)	20
Fri. Dec. 1, 2017	Vaughan City Hall (Christmas Tree Lighting Ceremony)	200
Sat. Dec. 2, 2017	Garnet A. Williams Community Centre	40
Wed. Dec. 6, 2017	North Thornhill Community Centre	30
Sun. Dec 17, 2017	Garnet A. Williams Community Centre (Menorah Lighting Ceremony)	25
Total		520

*The number of participants is based on the approximate number of people who participated in the board exercises and/or spoke to the Project Team about the project.

During the engagement activities, participants were invited to share their perspectives on the proposed network and types of route facilities/treatments, as well as offer general comments about walking, rolling, and biking in Vaughan. Four large format comment boards were used to capture feedback from participants and included:

1. Proposed on-road primary and secondary network;
2. Proposed off-road primary and secondary network;
3. On-road bicycle facility type; and
4. Off-road trail surface treatments.

An overview of input received during ‘Pop-Up Community Conversations’ can be found in **Appendix A** and a summary is included in the “What We Heard” section below.

Network Maps

Two boards displayed the proposed on- and off-road networks developed through Phase 1. Each map contained both networks but one map highlighted the on-road network and the other the off-road network. Residents were encouraged to offer general comments as well as comments on specific locations that were then placed directly on the map. Attendees wrote comments on sticky notes and placed them on the map and/or ambassadors recorded comments.

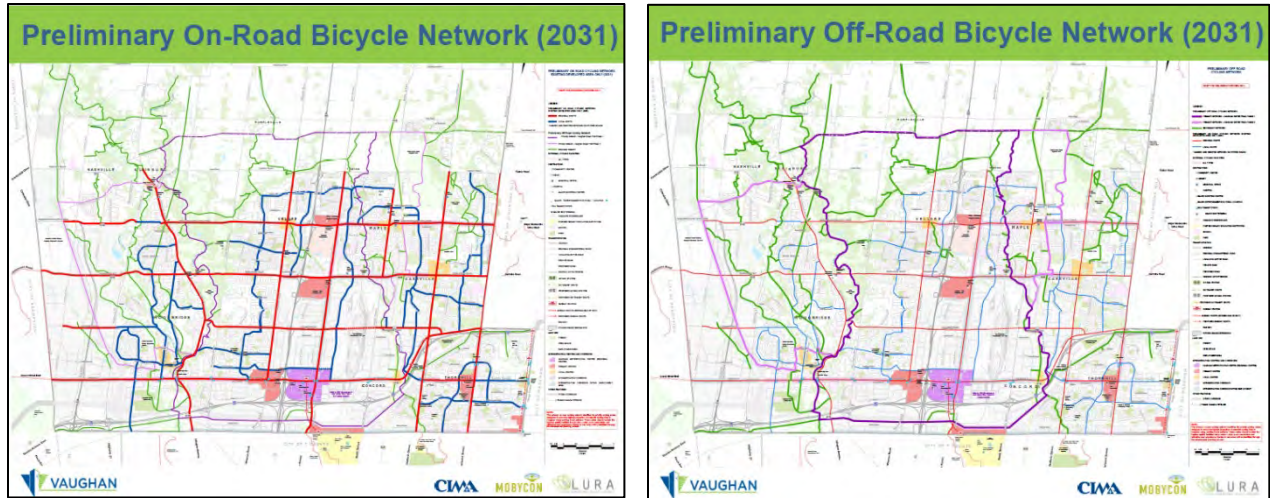


Figure 3 - On- and Off-Road network maps used at pop-ups

Off-Road Trail Surface Options and On-Road Facility Types

Two other boards provided residents the opportunity to offer feedback on preferences for design of proposed bicycle routes. Regarding trail surface options, a board displayed images of various surface treatments – ranging from concrete to an informal path – with spaces for participants to offer comments on what they preferred and what activities they would use each for.

Another board provided diagrams of various on-road facility types – including cycle tracks, bicycle lanes, advisory lanes and paved shoulders. Participants noted what they liked and didn't like about each facility type and also provided an indication as to how comfortable they would feel using each type of facility.. Using stickers, they were able to provide a rating between 1 (don't like) and 5 (like).

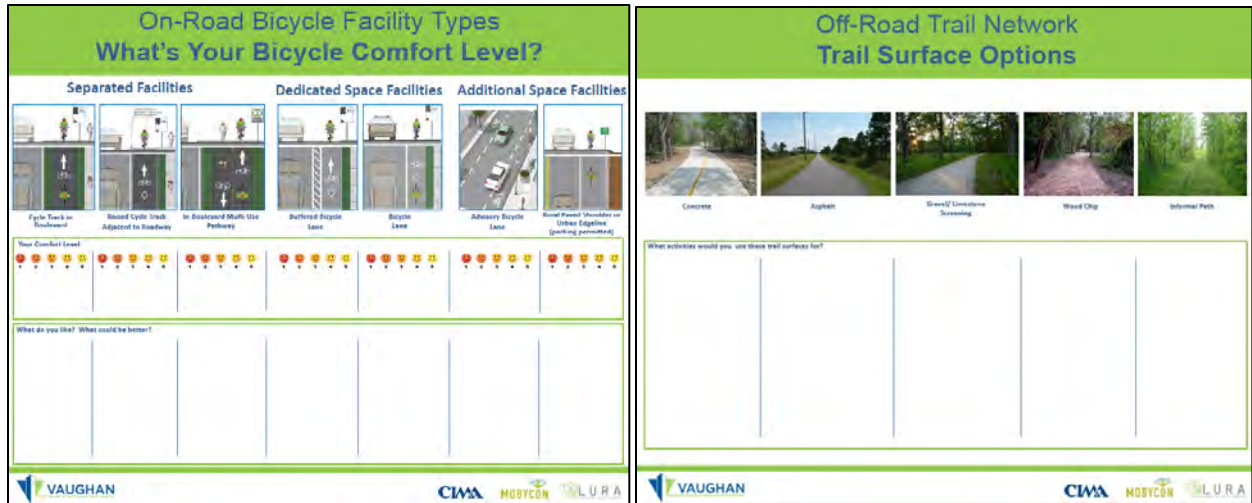


Figure 4 - Boards used for facility type and surface comments.

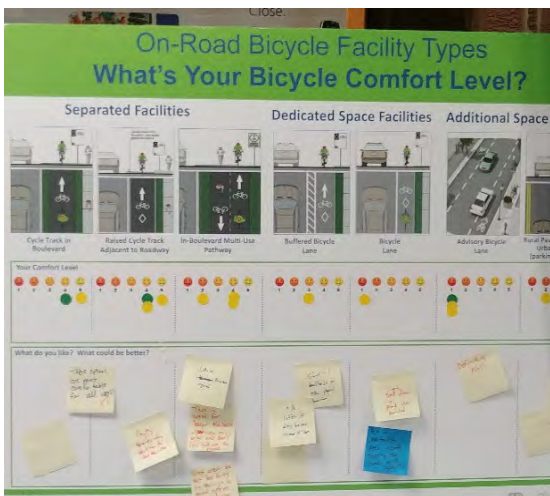
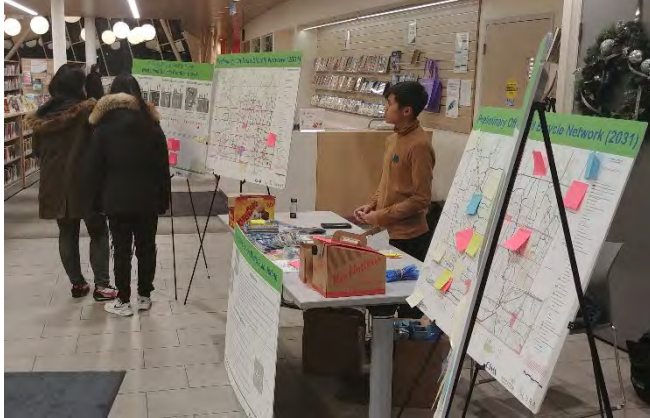
Education and Resources

The opportunity to engage with residents at these events were also used to inform and educate people on the pedestrian and cycling environment in the City of Vaughan and York Region. A core component of meaningful engagement is education and information. Project team members were able to talk to residents one-on-one and provide support and resources as needed. Popular resource items included the York Region Trail Guide and Cycling Map, as well as pins and colouring sheets. For the Christmas tree lighting, attendees were also given custom-branded Christmas ornaments produced for the event. These were distributed at the lighting and the remaining pop-up events.

Story Sharing

While engaging with the project team, residents were also encouraged to share their walking and bicycling stories by completing profile cards. Stories, either written or drawn, were intended to demonstrate the different people that walk, roll, and bike in Vaughan and the varieties of ways they do so, as well as the purposes for these trips. A list of verbatim responses written on 'Story Sharing Profile Cards' can be found in **Phase 3 Summary - Appendix B**.

City of Vaughan Pedestrian & Bicycle Master Plan Update – Phase 2 Engagement Summary Report



Digital Engagement

A digital engagement tool (Social Pinpoint) was utilized to provide an online option to capture the same type of feedback sought during the in-person ‘Pop-Up Community Conversations’. Participants could drop icons representing “Something I Like,” “Something I Don’t Like,” or simply comment, directly onto specific locations on the map. Sidebar activities offered further opportunities to offer general feedback on the network as a whole as well as rank “Your Bicycle Comfort Level” and provide feedback on “Trail Surface Options.”

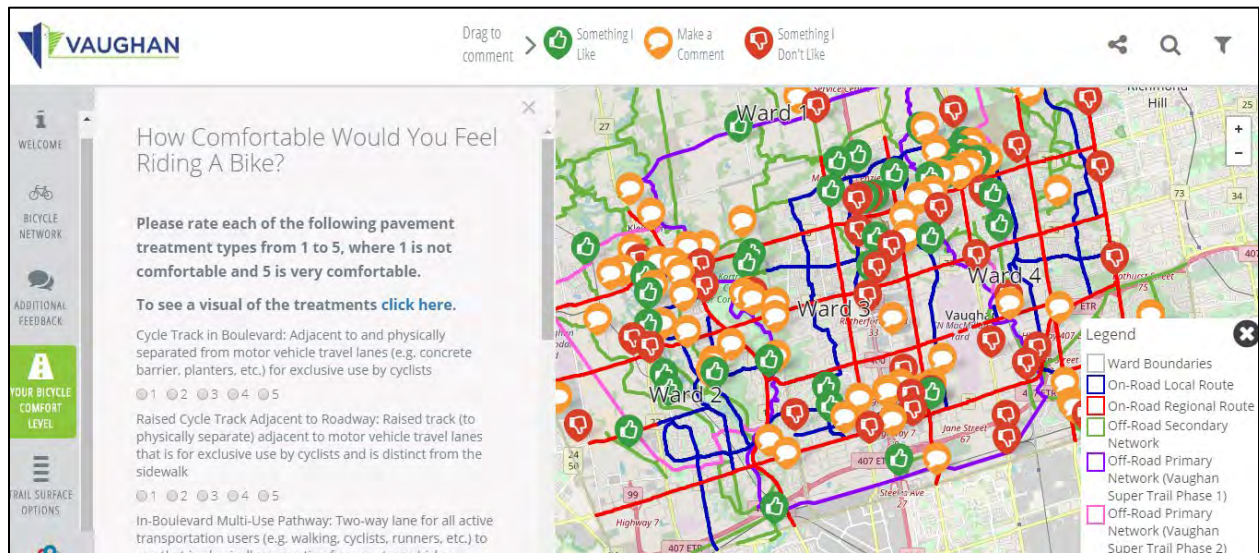
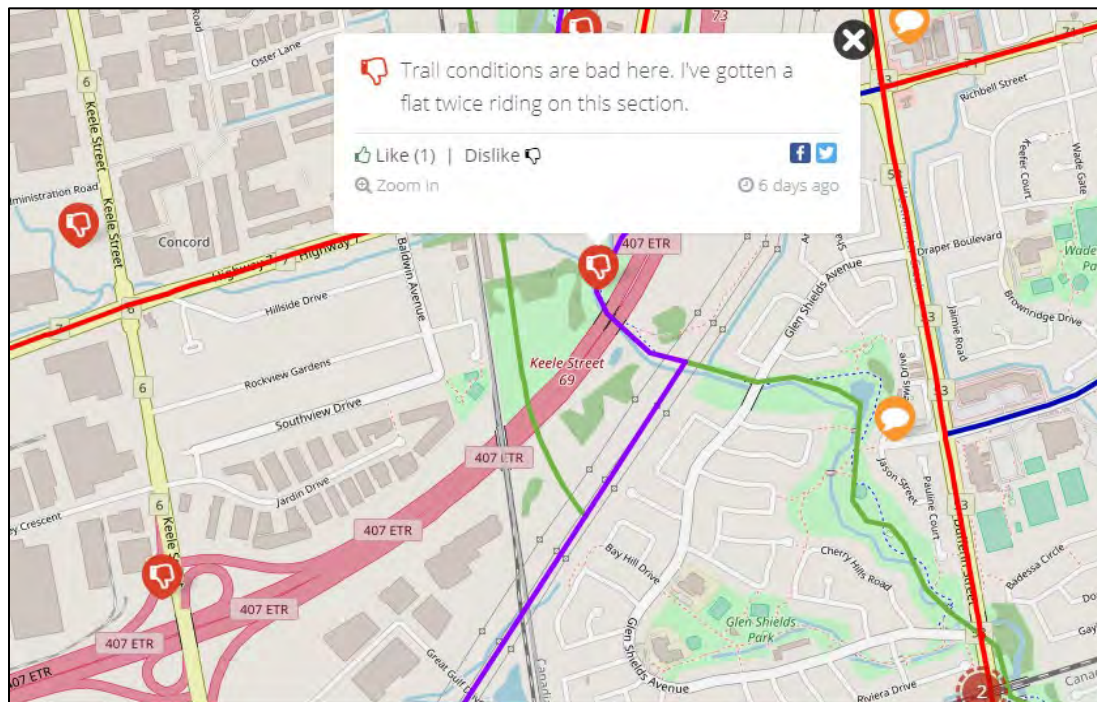


Figure 5 - Screen capture of online survey tool, with dozens of comments visible on the map.



The Social Pinpoint digital engagement tool, was open from November 6 to December 20, 2017. During that time, 169 comments were received on the proposed network maps and 30 people shared their insights on the facility and surface type activity. A total of 322 unique users visited the site and 37 participated in the sidebar engagement activities.

An overview of input received through Social Pinpoint’s online mapping tool can be found in **Appendix B** and a summary is included in the “What We Heard” section below.

Stakeholder Advisory Group

A Stakeholder Advisory Group (SAG) was formed to provide an opportunity for key stakeholders, representing different perspectives, to discuss and shape the development of the Pedestrian and Bicycle Master Plan Update. The role of the SAG is to provide an ongoing forum for advice, feedback and guidance to the City of Vaughan and the project team at key points during the project. The SAG is intended to meet a total of three times over the course of developing the Master Plan. The first SAG meeting was held on August 2, 2017 and was attended by 33 participants.

The second SAG meeting was held on November 6, 2017, just ahead of the start of the Phase 2 public engagement. This meeting was attended by 18 participants. A similar approach to the public engagement was taken with the SAG to obtain more in-depth feedback on the proposed bicycle networks and obtain insights on route facility types.

An overview of input received during SAG Meeting #2 can be found in **Appendix C** and a summary is included in the “What We Heard” section below.

What We Heard – Summary of Phase Two Feedback

The following is an overview of the common themes and ideas that were identified from the participant feedback during the second phase of engagement for the Pedestrian and Bicycle Master Plan Update.

Public Feedback

The following is a summary of feedback collected from comment boards at the ‘Pop-Up Community Conversations’ events and through the digital engagement tool. In-person feedback was provided directly by members of the public or added by the project team based on short conversations with participants. The feedback is organized into three categories: on-road network, off-road network, and general insights relating to walking, rolling or bicycling in Vaughan. The number in the bracket beside each comment is the number of times it was separately reported by individual people. It is important to note that there was general support for both the proposed on-road and off-road networks.

All feedback received during the pop-up community conversations is documented in **Appendix A** and feedback from the digital engagement tool is documented in **Appendix B**. In addition to the general and frequently heard comments below, residents also offered many valuable comments that were site-

specific and focused on local context; these are all included in the appendices. Numbers in brackets indicate the approximate number of times a comment regarding this subject was recorded.

Feedback on Proposed Bicycle Networks

On-Road Network	Off-Road Network	General
<ul style="list-style-type: none"> • Need to ensure connections and access over physical barriers, particularly Highway 400 at Major Mackenzie Drive and Rutherford (14) • Connections to GO stations are important and local roads (e.g. Valley Vista/Freedom Trail) can be used (9) • Need to connect on and off-road trails to schools, so students can bike and walk more easily and safely (6) • Develop adequate infrastructure and support in and around Vaughan Metropolitan Centre, including the subway station and to nearby destinations such as Vaughan Mills and Edgeley Pond (13) • Ensure facilities for the cycling clubs that use regional roads to go north on weekends (11) • Extend existing lanes on Dufferin Street (11) • Support for the Major Mackenzie Drive multi-use path and proposed Clark Avenue bike lanes (8) • Add Hilda Avenue connection from Clark Avenue into Toronto and Finch Station (and the east-west Finch hydro corridor trail) (5) 	<ul style="list-style-type: none"> • Strong support for the supertrail concept as an off-road network and recreational opportunity/destination (13) • Connections between the on- and off-road networks are critical (8) • Adequate parking at trailheads and clear access points for cyclists and pedestrians (6) • Connect trails at key locations, such as the Bartley Smith Greenway where it ends at Langstaff Road, and at Steeles Avenue, where it fails to connect with Toronto’s G. Ross Lord trail (5) • Linking parks, such as the Maple Nature Reserve and North Maple Regional Park (3) • Linking the TRCA-owned trails through Boyd Conservation Area and Kortright (2) 	<ul style="list-style-type: none"> • Any new trails/bike lanes are an improvement over the status quo – implementation prior to 2031 is preferred (13) • Any trails and bike lanes need to be properly maintained (11) • Other facilities are needed such as bike storage, lighting on paths, wayfinding and washrooms in addition to paths and trails (8) • Storage facilities are particularly important destinations such as the VMC subway station and under-development Mackenzie Health hospital (4) • Need for education programs for drivers, cyclists, students, etc. to change the culture in addition to physical infrastructure (12) • Satisfaction with ability to bike to Lake Ontario, York University and other key destinations (8) • Concerns about E-bikes and scooters co-existing on the network with cyclists (6) • General concerns about bike infrastructure coming at the cost of reduced road space and increased congestion for drivers (5)

<ul style="list-style-type: none"> • General lack of confidence in modes being able to interact safely (motorists and cyclists) 		<ul style="list-style-type: none"> • Safety concerns with cyclists and vehicle traffic (consistently expressed)
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Additionally, online survey users were able to indicate if they “like” or “dislike” comments made by others. The following are the top-rated comments with the number of “thumbs ups”, indicating support of the comment, noted in brackets.

- “This [separated facility on Major Mackenzie Drive] should be built ASAP. There are not enough safe ways to cross HWY 400.” **(9)**
- “Separate bike path on Keele St. Up to Steeles.” **(8)**
- “Infrastructure crossing the 400 is critical and will link to Go Transit. Current Go Bike Parking at Rutherford is full until October.” **(7)**
- “Need signalized crossing at Steeles [east of Dufferin Street]. Trail continues south of Steeles, but difficult to get to.” **(7)**
- “Need connections to York University.” **(7)**
- “The Trail needs to be connected north and south of the CN Rail overpass. This can be done on the north side of the West Don by a suspended path from the Dufferin Road bridge (same as Town of Newmarket did under Mulock Drive). This solution keeps pedestrians and cyclists off Dufferin. This solution directly links existing trails. This solution saves the existing pedestrian bridge. This solution is safe and economical.” **(6)**
- “Being able to bike to Wonderland would be fantastic for local families, and reduce summer congestion around the Major Mack/Jane intersection.” **(6)**
- “Hilda is a popular cycling connection into Toronto.” **(6)**

Only two comments received more than a single “thumbs down” and included:

- “Why is the facility [on Creditstone Road] on road? Is the boulevard deep enough to provide a separate path which would be much safer? This comment is valid for the entire corridor for Melville and Creditstone.” **(2)**
- “Major Mackenzie should have on-road bike lanes all the way from (at least) Weston to the Civic Centre library. This would allow cyclists to safely travel from shopping centres at Weston, to Wonderland, downtown Maple, the Maple Community Centre, and the Civic Centre Library. This should be a HIGH priority.” **(2)**

Feedback on On-Road Facility Types and Off-Road Trail Surfaces

On-Road Facility Types	Off-Road Trail Surfaces
<ul style="list-style-type: none"> • Concerns raised about pedestrians and cyclists mixing safely • Greater separation between all modes (particularly between bicycles and cars) is preferred • Cycle tracks, and raised cycle tracks, are preferred for primary/Regional roads • Curb and raised track seen as benefits in high-traffic/volume environments • General preference for a buffered bicycle lane over a standard lane, particularly if bollards, planters or other physical obstacles were introduced • Concerns about cycle tracks relate primarily to the costs to build and maintain • Painted lanes would be compromised if drivers parked in them and a greater psychological barrier could be created by painting the road surface differently in the lane • General concern and displeasure with the bicycle advisory lane and a lack of trust that either drivers or cyclists would negotiate it safely • Paved shoulders seen as well-suited to rural routes 	<ul style="list-style-type: none"> • Concrete surface suitable for walking and cycling but considered less preferable for running <ul style="list-style-type: none"> ○ Concrete is expensive and less environmentally sensitive than other options • Asphalt better regarded as all-purpose surface, good for accessibility and use in all kinds of weather • Support for gravel/limestone (and some suggestions for permeable paving) for biking or walking <ul style="list-style-type: none"> ○ Noted by some that gravel/limestone not as good in wet weather and requires proper maintenance to be useable • Woodchips regarded as a soft surface well-suited to walking and some biking <ul style="list-style-type: none"> ○ Woodchip less accessible, prone to slow-drying after rain and require maintenance (i.e. so the woodchips don't thin out, leaving a muddy surface beneath) • Informal paths seen as beneficial for leisurely walks, dogwalkers etc. <ul style="list-style-type: none"> ○ Informal paths contingent on weather and require maintenance so they do not become overgrown and inaccessible

A total of 513 inputs were received that ranked the perceived comfort levels of the seven on-road facility types on a scale from 1 (“don’t like”) to 5 (“like”). The average ranking for each of the facility types are as follows, from highest to lowest:

Facility Type	Average Score (out of 5)
In-Boulevard Cycle Track	4.66
Raised Cycle Track	4.57
In-Boulevard Multi-Use Path	3.80
Buffered Bicycle Lane	3.54
Bicycle Lane	3.36
Paved Shoulder	2.45
Advisory Lane	2.02

The general trend indicated by the ranking exercise is that residents prefer a greater degree of separation between cyclists/pedestrians and cars to feel safe on the road. While a few participants expressed concerns about pedestrians and cyclists co-existing on the multi-use path, it was still a highly ranked facility type.

Advisory Lanes were generally regarded as undesirable and potentially dangerous, whereas many appreciated the improvement with paved shoulders over the gravel surfaces prevalent on rural road segments.

Stakeholder Feedback

The following is a summary of feedback provided by the Stakeholder Advisory Group during phase two engagement. The complete ‘SAG Meeting #2 Summary’ with all of the feedback provided is available in **Appendix C**.

Feedback on Proposed Preliminary Bicycle Networks

- Key issues are safety (including separation of bikes from pedestrians and cars) and connectivity across the network, particularly on east-west corridors;
- Off-road paths are important to provide safe bicycling options on busy arterial roads;
- Improved infrastructure should include better lighting, signage/wayfinding, and standards for components like curb cuts;
- It is important within the larger network to have connections to schools, parks, and other destinations (e.g. historic, local hubs, and cultural areas);
- Bridges and crossings over major barriers, such as the two rail yards and 400-series highways, are very important; and
- Connections to neighbouring systems are important, including Toronto’s cycling paths and transit stations and stops.

Feedback on Facility Classifications

- Class 1 facilities are best for primary roads and areas like Vaughan Metropolitan Centre, where the infrastructure can be put in from scratch;
- The design of curb separations needs to be considered in terms of safety and also external impacts, such as road maintenance;
 - Flexi-posts (bollards) may be preferable to a curb as they can be removed in the winter;
- Safety was prioritized with facilities showing greater separation and reduced conflicts between modes getting higher ratings from participants; and
- The “Advisory Bicycle Lane” classification seemed like a hazard and should have limited use
- Class 3A was identified as more suitable for rural or low-speed areas.

Next Steps

The feedback captured through the first two phases of the engagement program will help shape the draft Pedestrian and Bicycle Master Plan. A third and final phase of engagement will occur in the spring of 2018 to obtain community input on the proposed options and concepts for the final plan.

Appendix A – Pop-Up Community Conversation Feedback

Record of Feedback on Proposed Bicycle Networks

Date	Location	Off-Road Network Comments	On-Road Network Comments
11/11/2017	Al Palladini Community Centre	<ul style="list-style-type: none"> • Viva stations need to have bike parking • Yes! [Centre Street bike lane] • Hilda Avenue connection to Finch Station • Major Mac is amazing • Cycling facilities needed! [Langstaff Road over railyard] • Stratified roads, focus on peds/cycling/bikes • Bike parking in VMC @ TTC and at YRT!! • Bike facility needed at [Mackenzie Health] hospital • Active transportation [connection] from communities north of hospital • I like here [around Chancellor Community Centre] and am supportive of this bike lane option – Kids could use it to get to high school • Tricky topography [Weston/Teston] • Any of this is positive, a step forward • Anything's better than what we have now • Looking forward to more pedestrian friendliness for Highway 7 • Condo at Pine Valley, lots of seniors want to walk • Islington already well-used! • Highway 27 is bad – fix road configuration before bike lanes • There is nothing to walk to in Woodbridge subdivisions – they are disconnected with nowhere to go • Link all schools, specifically high schools • Impressions, between Highway 27 and 50, not pedestrian friendly; very car centric; need speed bumps • More connections from new developments 	<ul style="list-style-type: none"> • Connect [Bartley Smith Greenway] to Toronto and Lake Ontario • Disconnected trail [BSG @ Langstaff] • Biking nightmare [BSG @ 407] • Like supertrail. Lanes should connect to GO stations • More emphasis on trails system. Promote as a tourist destination • Willis Bridge, no prev. for bikes. Langstaff Bridge too! • I live in Woodbridge/Kipling area. More connected trails, please. Thank you!! • Sonoma Heights - love the trail circling the soccer field. • Pinch point [Off-road trail where it crosses Vaughan Mills Road north of Langstaff Road] • Desire Line exists on west side of Humber River [between Rutherford and Langstaff] • Love the Vaughan supertrail idea! • Not pedestrian friendly. Love the Vaughan supertrail!
11/15/2017	Vellore Village Community Centre	<ul style="list-style-type: none"> • Confused about where to connect to trail (access points) • Slippery in winter and fence broken [Humber trail, south of Major Mackenzie] • Bridge broken across Lafontain – missing trail here (x2) 	<ul style="list-style-type: none"> • Freedom Trail – east/west connection to GO Station • Improve upkeep of trail [Humber] • Motorized bikes on [Humber] trail is problem

		<ul style="list-style-type: none"> Rutherford needs more capacity, widen – only direct connection to Brampton 	<ul style="list-style-type: none"> Bridge north of Rutherford [on Humber] says "No Exit to Rutherford" (x2) Hill [Rutherford east of Islington] is steep and needs to be maintained Separate biking and walking Cycling clubs take up a lane on Islington on the weekends, which ends up being a battle with cars People drive too quickly on our roads – it makes me too nervous to bike Driveway connects to trail – Napa Valley neighbourhood uses it to access Humber River Trail
11/22/2017	Chancellor Community Centre	<ul style="list-style-type: none"> I like the existing walking trail at Rutherford and Islington We definitely need more trails Good Idea! 	
11/25/2017	Maple Community Centre	<ul style="list-style-type: none"> We love the supertrail idea Great for family activities Go with kids on local trails Start investing in this ASAP! I'd be incentivized to use these trails if they were more complete / connected and advertised No sidewalks [Weston / Rutherford] Major Mac jammed – need facilities Hard for us to access school and home on either side of 400 – overpass between America and Canada Dr. is needed 	<ul style="list-style-type: none"> Bike options are important for youth to get them out of the house More connections to King / trail connections Lots of cyclists on Keele Street, going from Vaughan to King 2031 is too far away – I won't be able to cycle on road because of my age I like this [planned path through North Maple Regional Park] What is happening here [Rutherford between Keele/Dufferin] Pave! Need lights, education about etiquette etc. Need connection to new subway I want to be able to bike all the way down to Lake Ontario Connection to York University needed We need to change the culture, improve enforcement of people running stop signs
11/28/2017	Bathurst Clark Library	<ul style="list-style-type: none"> Amazing idea (supertrail) 	<ul style="list-style-type: none"> Love the idea of expanded networks – the lanes will need to be separated Connect road to green spaces (and trails) Need wayfinding

			<ul style="list-style-type: none"> • Majority of users of this library drive – people need options! • Consider bike share (integrated with Toronto?) • Have bike storage at subway at VMC • Connections through barriers (e.g. dead-end streets south of Highway 407) • I live in Toronto and work in Vaughan and would cycle, if there were facilities • Connect to Hilda to access Hydro corridor path (at Finch) and Centerpoint Mall • I love the current [buffered bike lane] on Dufferin Street • We need bylaws to prohibit bikes on sidewalks; no motorized scooters either • Consider bike lockers at transit hubs • Clark Avenue bike lane! • Create classes by the city for bike safety and maintenance. • Education needed for cyclists to keep people safe (maybe via school board) • For municipal facilities, install showers for employees so that cycling is realistic • Network is needed for high school kids
11/30/2017	Woodbridge Library (Seniors Social) / Civic Resource Library (Pokemon League)	<ul style="list-style-type: none"> • Supertrail good for cycle clubs • It's important to have places to get out to • I would bike more if it was more connected and there were commuter routes • Around City Hall, Major Mack, stop sign. Hole in the ground has been here for 2 years • More places for people to cross roads • Add railings to gray bike strips • Kipling to Highway 7, good walking trail that is used frequently by people in the summer • Access from the south side of Rutherford (near Boyd trail), better pavement • "Potholed" bike lane on Rutherford 	<ul style="list-style-type: none"> • Edgely lanes to connect VMC to Vaughan Mills • It's not China – you can't take lanes from traffic when you didn't build a high density city • Get GPS data from cycle clubs to see virtual desire lines • Safe bike parking needed at the subway • Islington (lanes) = fabulous • Great lanes (on Langstaff, near 50) but not connected • Need safe bike parking at (VMC) subway • Highway 27, St. Peter church area: uneven sidewalks, fix, dangerous when icy • Clean up construction Woodbridge Ave. and better streetscape

<p>12/1/2017</p>	<p>Christmas Tree Lighting, Vaughan City Hall</p>	<ul style="list-style-type: none"> • Love the Granger Greenway • Maintain spaces where families bike to prevent injuries • Need to connect MNR building to North Maple Regional Park and Maple Nature Reserve • Connection to park (south of Nature Reserve) – there's a great CN Tower lookout • Overpass over Dufferin to connect to Nature Trails • I'd love to see more recreational trails in Vaughan for my family! • Good connections between trails and transit needed • No dead-end trails! • Wayfinding tools and signage needed • Supertrail is a good idea • Think east-west trails as well • More maintenance on lanes and trails (hazardous materials) • Make sure there are bicycle lanes across 400 on Major Mack! • Fun to explore new trails 	<ul style="list-style-type: none"> • Need lanes on Major Mac! • Create walking spaces on vast open green spaces • Better maintenance required [at Maple Nature Reserve] – too much trash • I feel unsafe cycling on Vaughan's streets • Bike lanes can help with traffic • Lanes would be good for my e-bike • Bike lanes make cycling safe • Not enough lanes! • City is too busy building other things • Don't let bike lanes take away driving lanes on Regional roads • Safe connection needed over Highway 400 [at Rutherford so students can get to school on other side] • The forest on Confederation is full of trash! • Need bike lanes on Dufferin north of Highway 7! • Be sure to include cyclists and driver education for how to use cycling infrastructure • Highway 7 lanes are dangerous – nobody looks for bikes, • I don't know where Vaughan trails are – more promotion needed • No safe way for me to across the 400 Highway – needs a safe path
<p>12/2/2017</p>	<p>Garnet A Williams Community Centre</p>	<ul style="list-style-type: none"> • Bike lessons + education is good to keep people safe • You need water fountain facilities for cyclists to fill water bottles • Shuttle system for access points to trail system • Rest areas and benches are needed / snack spots and shops • Supertrail needs to be a priority • Trail info should to indicate usage levels • I want to take my kids biking but some trails are too busy • Highway 400 crossing is absolutely necessary and a good idea • Need a connection to G. Ross Lord trail in Toronto • Would love more trail for my family 	<ul style="list-style-type: none"> • I don't trust drivers • No washrooms; should be every 5km at least • Clark bike lanes needed for east/west travel • Hilda connection to Toronto (and subway) • Teston to America on Jane = death trap • Don't feel safe on any roads • Connect Maple Nature Reserve to North Maple Regional Park • Extend Dufferin into King • Regional roads should have facilities for biking • Dufferin not good north of Langstaff (continue bike lanes)

		<ul style="list-style-type: none"> • Need bike sharing system 	<ul style="list-style-type: none"> • Need to drive kids to trails now – safe on-road connections would be great • Scooters on sidewalks are bad • Inexperienced heavy e-bike users go on the sidewalk, etc.
12/6/2017	North Thornhill Community Centre	<ul style="list-style-type: none"> • Look up Atlanta Beltline; good concept for Supertrail! • Update map w/ most recent 427 Extension • Trails through all hydro corridors and pipelines • Need off-road trails into Toronto • Have off-road routes go south to Steeles 	<ul style="list-style-type: none"> • Live 15 minutes away from work (in Richmond Hill) and would like to bike, if it was a realistic option • The city needs to advertise trails better • Learn from Mississauga's plans • Connect bike trails to Humber River trail at Finch / Weston • Extend Jane lanes north and south for subway users • I'm scared for my life on Highway 7 and Major Mack • I bike to Mississauga and would love a trail connection • This needs to be faster than 2031! I want to use it, I want my kids to use it (x3) • I bike in my neighbourhood • Lanes need maintenance (Highway 7)
12/17/2017	Menorah lighting - Garnet A Williams Community Centre	<ul style="list-style-type: none"> • 2031 is too long to wait – can the network roll-out be quicker than 2031? (especially off-road trails for walking) • Love the idea of a loop! • Connect to bike trails in Bolton and Brampton • New to Vaughan, came from Vancouver, would love to see more here • More sidewalks • Steep cliff [on Humber trail north of Rutherford] - can be on west side of river • Show 427 extension • So exciting with subway opening – need transit, walking and bicycling connections • What about VMC? Subway opened today – how do we connect? • Continue [Bartley Smith] path between Glen Shields and Langstaff north to Rutherford and beyond and make continuous! 	<ul style="list-style-type: none"> • Ice and snow on sidewalks = dangerous biking • More education and paying attention needed • Any time there is separation between car and bike, is all good • Education and youth needs • Education is needed – Vaughan residents need to learn how to ride a bike and drive a vehicle

Record of Feedback on Off-Road Surfaces

Date	Location	Concrete	Asphalt	Limestone/Gravel	Woodchip	Informal Path
11/11/2017	Al Palladini Community Centre	<ul style="list-style-type: none"> • Too expensive • Not good for the environment (gravel is better) • Nervous about falling on hard surface • I like this one because you're above the cars and they won't hit you (age 9) • Good for pedestrians, especially seniors • Good for biking • Easier – like these hard surfaces • Nice for family biking • Love the multi-use trails in Vaughan • Cycling! • Expensive • More for road than a trail 	<ul style="list-style-type: none"> • Good for pedestrians and seniors • Like to separate pedestrians/cyclists, children/dogs • Ideally separated from both peds/cyclists but most important from motorists • Easier – like these hard surfaces the best • Riding my bike with kids • Good for running and cycling 	<ul style="list-style-type: none"> • Dogwalking (x2) • Good for biking and walking (x2) • Smooth, but has a grip • Needs to be maintained (ruts) • Natural, like the feel • Best of both worlds • Good mix of environmentally friendly and cyclist comfort 	<ul style="list-style-type: none"> • Less resistance than grass • Concrete is too hard for running • Nature walk with kids • Preference for walking/hiking • Love trails • Best for walking, no mud • Would use for walking and hiking • Too slippery to run • Walking only 	<ul style="list-style-type: none"> • Good when worn in • Slip too much when biking • Walking only • Love the natural feel of these • Good for walking, not cycling • Nature walk • Walking dog • Nature walk, geocaching • Good for walking • Gets muddy, don't like
11/15/2017	Vellore Village Community Centre	<ul style="list-style-type: none"> • Ices over too easily • Concrete and asphalt for biking • Favourite for walking (workout) • Good for all activities 	<ul style="list-style-type: none"> • Also good for cycling • Good for walking • Best for cycling • Good for ice • Rain damage 	<ul style="list-style-type: none"> • No bike (some like for biking but hard) • Good for workout • Favourite for walking with family 		

		<ul style="list-style-type: none"> • Good for speed • Good for walking • Key is maintenance and upkeep 	<ul style="list-style-type: none"> • Dangerous when wet for cyclists • Good for flat trails 	<ul style="list-style-type: none"> • Good for nature walk but slower • Softer, good for walking • Or if kids fall off bike • Good for ice conditions • Good feeling for walking 		
11/22/2017	Chancellor Community Centre		<ul style="list-style-type: none"> • Good for walking • Gets too hot in the sun 		<ul style="list-style-type: none"> • Dangerous – has the potential to move around and create uneven divots that can be hazardous 	<ul style="list-style-type: none"> • I like this one best, but it must be well maintained • Good for walking
11/25/2017	Maple Community Centre	<ul style="list-style-type: none"> • Better for cycling (concrete/asphalt) for family • Walking (concrete/asphalt) 	<ul style="list-style-type: none"> • Walk and biking • Dusty trails, good for dry weather 	<ul style="list-style-type: none"> • Good for walking and biking • Variety of surfaces good for biking (asphalt/gravel/wood) 	<ul style="list-style-type: none"> • Not good for strollers or skateboards • (Good for) pedestrian walks, possible mountain biking • Good for any weather, for walking, family time • Like a mix of surfaces for running (but not concrete/asphalt) • Dogwalkers use (and informal), so not as good for cyclists 	<ul style="list-style-type: none"> • Not good when it rains
11/28/2017	Bathurst Clark Library	<ul style="list-style-type: none"> • Do solar roadways • Impacts stormwater management 		<ul style="list-style-type: none"> • Use permeable paving 		
11/30/2017	Woodbridge Library (Seniors Social) / Civic Resource Library (Pokemon League)	<ul style="list-style-type: none"> • Expensive 	<ul style="list-style-type: none"> • More durable than gravel • Smoother ride • Good for accessibility, flat 	<ul style="list-style-type: none"> • Good – natural but easy to ride on 	<ul style="list-style-type: none"> • Good for running, not for strollers • Difficult for me to walk on (knees) • Not good for cycling 	<ul style="list-style-type: none"> • Good for hiking • Great for pedestrians but overgrowth if not used/maintained

						<ul style="list-style-type: none"> Green, soft underfoot (would be nice along Humber)
12/1/2017	Christmas Tree Lighting, Vaughan City Hall	<ul style="list-style-type: none"> Best for biking (or asphalt) Bikes Better to walk on than woodchips Cycling Cycling Smooth for running Bad for environment Good for a quick ride Maintenance is key! Lighting on trails needed 	<ul style="list-style-type: none"> I like this one. It's good in most weather Biking Biking, cruising, jog Smooth for running, it's perfect. Sidewalk isn't smooth enough Rollerblading Scooter Skateboarding 	<ul style="list-style-type: none"> Good – not as formal as concrete but not muddy Can't take scooter or rollerblade (or on wood/informal) Hiking Better for leisure (I like a mix of surfaces) 	<ul style="list-style-type: none"> Jog Walking/hiking 	<ul style="list-style-type: none"> Walking Running/walking Dogwalking! Jogging!
12/2/2017	Garnet A Williams Community Centre	<ul style="list-style-type: none"> Not concrete! Keep it as natural as possible Biking Concrete and asphalt are better for families Tough for jogging 	<ul style="list-style-type: none"> Biking 	<ul style="list-style-type: none"> Biking – looks natural Okay for biking This + wood chips + informal = best for supertrail Good compromise (between natural vs. paved) 	<ul style="list-style-type: none"> I'm not an off-roader – this (+informal) might be too difficult for me 	<ul style="list-style-type: none"> Great for walking and hiking
12/6/2017	North Thornhill Community Centre	[board not displayed]				
12/17/2017	Menorah lighting – Garnet A Williams Community Centre	<ul style="list-style-type: none"> Good for riding a bike (and asphalt) 		<ul style="list-style-type: none"> Good for walking (and woodchip) 		

Record of Feedback on On-Road Facility Types

Date	Location	Cycle Track	Raised Cycle Track	Multi-Use Path	Buffered Bicycle Lane	Bicycle Lane	Advisory Lane	Paved Shoulder
11/11/2017	Al Palladini Community Centre	<ul style="list-style-type: none"> Keep cyclists as far from cars as possible Good but expensive but good for new development and reconstruction I like this one because you're above the cars and they won't hit you (Age 9) Good for pedestrians and seniors 	<ul style="list-style-type: none"> Good for pedestrians, especially seniors Like to separate pedestrians/cyclists and children/dogs Ideally separated from both peds/cyclists but most important from motorists 	<ul style="list-style-type: none"> Inconvenient for runners/walkers Comfort for recreational purposes Separate from pedestrians Separate pedestrians and cyclists Like wide, multi-use paths for sharing Like it, more recreational Can't mix pedestrians and cyclists Too many people, children running out in front of cyclists (x2) 	<ul style="list-style-type: none"> Visibility, maintenance With bollards Enforcement needed. No parking!! Good option for retrofits. Other options (cycle track) too expensive. I'm a taxpayer. Like that peds/cyclists are separated Physical barrier in buffer 	<ul style="list-style-type: none"> Enforce no parking No good – get side swiped by cars 	<ul style="list-style-type: none"> Only for really low volume, low speed 	<ul style="list-style-type: none"> Good for rural Won't cycle on rural roads
11/15/2017	Vellore Village Community Centre	<ul style="list-style-type: none"> What's the most cost-effective? Completely separated from vehicles 	<ul style="list-style-type: none"> Completely separated from vehicles Best for main streets 	<ul style="list-style-type: none"> Most separation from cars Not a fan of pedestrians and bicycles on the same path (x2) Separate users 			<ul style="list-style-type: none"> Dangerous (x2) Uncomfortable 	
11/22/2017	Chancellor Community Centre	<ul style="list-style-type: none"> Good option for red routes 	<ul style="list-style-type: none"> Good to have everyone separated 	<ul style="list-style-type: none"> Won't interfere with traffic flows (take up lanes) 	<ul style="list-style-type: none"> Good option for blue routes Don't even notice bikes lanes when I'm 	<ul style="list-style-type: none"> Not safe for cars or bikes 	<ul style="list-style-type: none"> No way! I wouldn't feel safe using this 	<ul style="list-style-type: none"> Safety is a major concern – all road users need to be responsible

		<ul style="list-style-type: none"> Separating users makes the road safer for everyone I don't mind bike lanes if they're in the Boulevard like in this option This facility would be comfortable for my family to use Separate all users especially on regional roads 	<ul style="list-style-type: none"> Curb is good for separation Safer for pedestrians and cyclists Separate cyclists and motorists on regional roads 	<ul style="list-style-type: none"> Prefer if cyclists, pedestrians, and drivers are all separated 	<p>driving – give this a low score.</p> <ul style="list-style-type: none"> If you put bike lanes on the road on regional roads cyclists will get hit 			<ul style="list-style-type: none"> Education is needed for pedestrians on visibility, eye contact, using proper cross-walks etc.
11/25/2017	Maple Community Centre	<ul style="list-style-type: none"> Too expensive to implement I like this [and raised] for cycling but it's not good for drivers Anything off the road is good for kids If [or raised] is on one side of the road, can be tricky at intersections Good for kids 	<ul style="list-style-type: none"> Best for cyclists, separated from pedestrians and cars 	<ul style="list-style-type: none"> Like more separation – good for my kids Good idea but mixes bikes and pedestrians 	<ul style="list-style-type: none"> Requires not too much infrastructure change As long as you are not taking lanes away from motorists I'd rather ride on the road – faster and it gets where I need to go faster Good for commuter routes As long as you are not taking lanes away from motorists – first solve the congestion problem 	<ul style="list-style-type: none"> Prefer this as long as there is ample signage I can't take my kids on this! More separation needed – too scared to take kids on bike lanes 	<ul style="list-style-type: none"> Confusing 	
11/28/2017	Bathurst Clark Library	<ul style="list-style-type: none"> Do solar roadways Impacts stormwater management 		<ul style="list-style-type: none"> Use permeable paving 			<ul style="list-style-type: none"> I don't want to die on that! 	

11/30/2017	Woodbridge Library (Seniors Social) / Civic Resource Library (Pokemon League)	<ul style="list-style-type: none"> • Would separated facilities decrease parking spots? • Parents have the most peace of mind when kids are separated from others 	<ul style="list-style-type: none"> • Not just about infrastructure but changing psychology of road users • More protection (concrete barrier) even better • Safer if cyclists are going against/facing traffic 	<ul style="list-style-type: none"> • How would you make sure it will be safe for pedestrians? • Landmine, commuters dodging tourists, kids etc. 	<ul style="list-style-type: none"> • Good with bollards • Not safe on Highway 7 • Puts fear into you, riding next to semis • Drivers don't respect painted lines 	<ul style="list-style-type: none"> • E-bikes don't mix well with bikes (need speed limits) • Dangerous, can get doored • Good if painted a different colour (like in Mississauga) 		
12/1/2017	Christmas Tree Lighting, Vaughan City Hall	<ul style="list-style-type: none"> • This would be good on Major Mac 		<ul style="list-style-type: none"> • Not an issue sharing bikes and pedestrians 	<ul style="list-style-type: none"> • Not good if people park in lanes 			<ul style="list-style-type: none"> • This is fine in low-traffic areas if it doesn't get filled with debris
12/2/2017	Garnet A Williams Community Centre	<ul style="list-style-type: none"> • I don't ride my bike on the road – feel unsafe 	<ul style="list-style-type: none"> • (Both cycle tracks) are the most comfortable • Anything separated where I don't have to look behind me 	<ul style="list-style-type: none"> • Like Barcelona = good • This is great for Major Mackenzie – I ride my bike there • Most areas are not too busy so this is a good option unless busy 	<ul style="list-style-type: none"> • Could be safer if doing beside bus lane • Good with bollards or other physical barrier • Bike lanes? On our narrow streets? Where are you going to fit them? In the boulevard is okay 	<ul style="list-style-type: none"> • Cars still drive and park if just painted • As a motorist, I feel unsafe sharing the road with cyclists 		
12/6/2017	North Thornhill Community Centre	<ul style="list-style-type: none"> • Separated facilities are more comfortable for motorists (both cycle tracks) • Good for new developments – like the separation 	<ul style="list-style-type: none"> • Physically separated bike lanes are good for cyclists because it keeps cars off the dedicated path 	<ul style="list-style-type: none"> • Curves and turns can be complicated for shared paths • Seems dangerous • Only in high-use areas – spend money wisely 	<ul style="list-style-type: none"> • Psychologically safer than just the lane • Good for existing roadways and the more separation the better 	<ul style="list-style-type: none"> • Not a fan – choose alternative routes 		<ul style="list-style-type: none"> • Good for small roads

		<ul style="list-style-type: none"> • What are the impacts to tax dollars? • Best to separate all users – creates better environment for all 						
12/17/2017	Menorah lighting – Garnet A Williams Community Centre	<ul style="list-style-type: none"> • Separated facilities are needed. All road users need their own space 	<ul style="list-style-type: none"> • Issue with cyclists on sidewalks – all users need their own space 	<ul style="list-style-type: none"> • Can't negotiate with a car when on bike but can when on bike with pedestrians 				

Appendix B – Digital Engagement Feedback

Record of Feedback on Proposed Bicycle Networks

Comment	Thumbs Up	Thumbs Down
Where are the cycling facilities in the VMC?	0	0
Where are the cycling facilities in the VMC?	0	0
Clark is a 4-lane 60kph roadway with curves. It is dangerous for bicycles to use Clark - consider converting on car-lane to a separate bike-lane.	0	0
Wonderfully wide sidewalk for kids to walk to/from York Hill PS	0	0
To get from York Hill PS to York Hill Park, kids must cross through an active parking lot - this is dangerous and could be easily solved with a separate sidewalk going around the parking lot.	0	0
There is no stop-sign along Winding Lane, so kids coming out of the park are at risk when they try to cross towards Jonathan Gate.	0	0
This section of York Hill has signage for bicycles, however it is not suitable for biking on the road. There is quite a bit of traffic (it is often used to bypass Hilda, and is also used for test-drives by nearby dealerships). There is poor visibility due to the curve. For safety, we have to use the sidewalk to bicycle. The road is wide enough to accommodate a bike lane.	0	0
A right-of-way here from Joanna directly to Yonge would open up a much shorter and less-hilly walking and cycling path between residential and commercial areas.	0	0
There do not appear to be any cycling connections to Vaughan Mills Mall.	0	0
This portion of the suggested Super Trail seems a little disconnected. The trail starts and stops at areas that are not intuitive or continuous. Is there a better route that would be more connected and continuous?	0	0
The inter-modal rail station is a major impediment to east-west travel. We need a connection over the CN MacMillan Yard.	2	0
Critical connections needed into existing and proposed Toronto trail systems.	2	0
It is critical that we build more safe crossings over or under the 400-series highways. The lack of safe crossings is a major impediment to east-west travel.	0	0
It is critical that we build more safe crossings over or under the 400-series highways. The lack of safe crossings is a major impediment to east-west travel.	1	0
It is critical that we build more safe crossings over or under the 400-series highways. The lack of safe crossings is a major impediment to east-west travel.	0	0
The Vaughan Super Trail is an amazing idea, especially the second phase. There is very little cycling infrastructure taking people to the employment zones in the south-west end of the city. This will be one of the best connectors. Let's build it sooner rather than later!	0	0
The bike lane isn't continuous on dufferin northbound. I would like some way to extend the footpath on the bridge to include a cycle lane, and overpasses so cyclists and pedestrians can go over the entrance and exit ramps. Also, The right turn exits coming up of langstaff is kind of awkward for bikes, you either have to merge early or cross as a pedestrian. Mabye have a separated cycle lane north of langstaff, and a no right on red so cyclists can cross before the light turns green.	0	0

Continuous bike lanes on Keele St. from Steeles to Major Mackenzie	1	0
Continuous bike lanes on Keele St. from Steeles to Major Mackenzie	1	0
Continuous bike lanes on Keele St. from Steeles to Major Mackenzie	3	0
"As someone who bike to York University everyday down Keele St, I am very familiar with the need for bike lanes going up and down the busy stretches, from Steeles to Teston Rd. So many close calls with semi-trucks as well as cracked and broken road.		
A bike lane project down Keele would stimulate a lot of ridership towards Toronto, so that people may commute work and school."	3	0
There should be a bridge/tunnel/traffic light on Rutherford for cyclists and pedestrians using the trail.	2	0
This off-trail piece of the Bartley Green Trailway is essential. Planchett Road is full of trucks and garbage on the road (screws, pieces of metal).	3	0
I would like to see on-road routes raised to the level of the sidewalk, esp. on Dufferin and Centre.	1	0
Any on-road route here should be raised (same level as the sidewalk). Otherwise most cyclists would find it too dangerous.	4	0
There should be a trail connection from the proposed hydro corridor trail to Pioneer Village Station.	5	0
Trail conditions are bad here. I've gotten a flat twice riding on this section.	2	0
I like this off-road bike option. Ideally, the end of the trail should be as close to the HWY 407 subway station as possible.	4	0
Consider adding Hilda Avenue as a connection into Toronto	4	0
Need more direct connections to GO stations from adjacent neighbourhoods. Tunnels or bridges so that people can walk or ride a bike to the GO Station.	1	0
Are there opportunities to provide more/direct connections from local neighbourhoods to existing and planned trails?	0	0
A trail loop would be amazing and provide the recreational opportunities Vaughan residents seek. Also would attract visitors to our City. Very supportive of plan to include trail along the Trans Canada Pipeline - potentially work with Richmond Hill to connect to the Lake to Lake Route?	2	0
Edgeley should be considered as part of the network - key connection between Vaughan Mills Mall area and the new downtown/VMC	1	0
Jane street should be a priority for the Region from a cycling perspective. Connects to many points of interest including the new downtown/VMC, Vaughan Mills Mall, new hospital, etc. Also a major transit corridor - coupled with walking and cycling infrastructure would provide travel options for Vaughan residents.	0	0
Special path for cyclists is needed.	0	0
Please ensure bike paths are safe along this route and in this area.	0	0
This is the future downtown. Bike paths/infrastructure is a must.	2	0
No bike path along Edgeley Pond and Park? Communication and collaboration with Parks on this would be great.	0	0
No bike path in the Edgeley Pond and Park? Communication and collaboration with Parks on this would be great.	0	0
Show proposed network in the VMC! VMC should be a priority. Construct more of what is being constructed on Applemill and Millway	3	0
Looking forward to this connection!	1	0

Existing sidewalk/path much too close to Islington (pollution, noise, roadspray, etc.). Too bad since there is a nice view into the Boyd lands. Something to consider when planning multi-use paths (conservation area, parks, other green spaces) in the future!	1	0
Rough path already exists, time for a paved upgrade. Better yet a complete roadway and north-south connection to relieve surrounding regional road traffic and access for all!	1	0
Great idea to link existing path from Boyd to Langstaff. Surprised this hasn't been considered and constructed.	1	0
Largely unknown trailhead. Another link that would function much better: signage at Canada Company Road and Islington indicating connection to Humber Trail especially for residents of Sonoma Heights and others.	1	0
Needs parking from vehicles (similar to Rutherford and Humber Trail convergence). This was previously proposed and highly considered by York Region during community meetings re: widening of regional roads a few years ago.	1	0
Great idea and connectivity of subdivisions and from the traffic, noise, pollution on Major Mac.	2	0
Proposed some years ago (community meetings with York Region RE: sidewalks/pathways to cut through existing path on the north side of Sonoma Heights Community Park) to link to path trailhead at Noah Cres. Paths need to away from heavy traffic, noise, pollution on Major Mac.	1	0
Greenway path crosses roads, most having no road markings warning vehicular traffic, which at times park and block the path.	1	0
This needs to continue NW to Old King St/ existing Humber Valley Trail to complete the link rather just a dead-end.	1	0
This would make a much better link through Elder Mills Reserve to Rutherford, rather than the proposed path on the east side of 27 with its heavy, noisy, polluted traffic, nevermind building a path through a low lying wet area along the river.	0	0
Great idea!	1	0
Noticed previous comment of mixed use not being compatible. Problem as I often encounter is dogs running around unleashed, dog feces, along this trail both north and south of Rutherford.	0	0
Looking forward to this completion of dead-end in Elder Mills Reserve!	0	0
Looking forward to this completion and extension from dead-end trail/bridge in Elder Mills Reserve. This extension would then link up from old existing (to be updated) link to Noah Cres. (currently locked-up)	2	0
Currently path is gate-locked at Noah Cres. Needs to be unlocked, existing path (formerly "farm"? road) to intersection (Major Mac & 27) needs to renovated. This would be an important link from Sonoma Heights subdivision to Kleinburg/Nashville Heights/Humber Valley Trail. Looking forward to this completion.	1	0
Road needs to be widened to accommodate sidewalk and bikepath.	1	0
This is a dead end?	0	0
Drummond/Melville route connects two elementary schools, a high school, multiple trails and parks and community centre. More signage/on-road painting is needed to let pedestrians know its ok to use the road. Cars still go too fast in spite of speed bumps. I love this route and I'd love to see more kids ride to school.	0	0
Great, I use it all the time.	0	0

There better be designated bike lanes with green paint going along Highway 7 in Richmond Hill & Markham. It would better if it's shared along the sidewalk as there are too many trucks and large vehicles creating this route dangerous. No parent will allow their children ride up and down Highway 7 without a designated/shared path closer to the sidewalk.	0	0
Need to widen the path or have a separate lane for bikes and pedestrian. Sidewalk to small. Imagine the foot/ bike traffic once the subway opens up. Vaughan needs to get their act together and be proactive than reactive. It will save our tax dollars + your time going round in circles.	0	0
Good Path.	0	0
There are too many cars during rush hour in this location. Advance green for turning left and drivers turning right is usually in a rush. I've witness an accident here once as drivers forget to look both ways before proceeding. It would be great to have painted signs or barricade to promote biking, especially with the VMC over the portage bridge.	0	0
The slope of this bridge is really steep. Dismount sign is here which is make sense but it would be ideal if there was a special bike lane over highway 7 bridge.	0	0
Need another crossing bridge over 400 as Rutherford is jammed due to Vaughan Mills	2	0
Since re-paving and re-alignment in summer 2017, due to HOV lanes, traffic stops on right lane going to 400S and in centre/right lane continuing on Maj Mack. Lanes need re-marking as it has now caused a bottleneck eastbound on Maj Mack from CityView.	1	0
I wish there would be more room for riders up here. This is a great ride but I don't feel safe on the road as there is limited room.	1	0
I would like to see a center turning lane on Major Mac (Keele-Jane). This would help with congestion as well make it safer for cyclists.	0	0
Access to new Subway station is a must-have if city is giving the priority to cyclists/pedestrians, but I really do not feel safe driving on the same road with cars and be at risk of some driver making mistake that will cost a cyclist a life or health. Also keep in mind the future hospital that people will want to access from TTC Subway. Bike lane need to be physically separated. Maybe using part of boulevard. Cycling must be safe.	1	1
Access to GO Train station is a must-have if city is giving the priority to cyclists/pedestrians, but i really do not feel safe driving on the same road with cars and be at risk of some driver making mistake that will cost a cyclist a life or health. Also keep in mind the future hospital that people will want to access from GO Train. Bike lane need to be physically separated. Maybe using part of boulevard. Cycling must be safe.	0	0
About time we got a way to cross the railroad within the residential area! Are there going to be more of these crossings between Major Mac and Rutherford?	0	0
I sincerely hope we dont have to wait till 2031 for this!	1	0
Would it be possible to have an off road facility to be constructed in conjunction with the Major Mackenzie realignment from McNaughton to Keele? I think the blvd is wide enough and the sidewalk needs to be replaced anyway. What do you think?	1	0
"Why is the facility on road? Is the blvd deep enough to provide a separate path which would be much safer?		

This comment is valid for the entire corridor for Melville and Creditstone."	0	2
Major trip generator and destination area. Provide a more direct link to Toronto	2	0
Need some bike infrastructure in the VMC. This area should be a priority, but nothing is proposed!	4	0
Paved shoulders needed on King-Vaughan Road	0	0
Show on-road to off-road connection from Clark Ave West	2	0
Show on-road to off-road connection	0	0
Continue Keele north to Kirby GO Station	0	0
Hwy 50 has a multi-use path on the west side	0	0
Continue Langstaff to connect to Brampton	2	0
Potential crossing from Colossus to Interchange Way?	0	0
Low-street connections to Vaughan Mills: Julliard, Sweet River. But the crossing at Rutherford is uncomfortable.	1	0
I thought the path would use the underpass being built by Metrolinx	0	0
Need to take the future path (part of the Viva work) on the connector road to get from Hwy 7 to Bathurst	1	0
Hilda is a popular cycling connection into Toronto	6	0
Need signalized crossing at Steeles. Trail continues south of Steeles, but difficult to get to.	7	0
Need direct connection to Promenade Mall	0	0
Barrhill/Basaltic/Bowes is a good alternative to Keele Street from Major Mackenzie to Hwy 7.	0	0
Need connections to York University	7	0
Trail connectivity from William Granger Greenway through Kortright is needed	2	0
Hwy 407 Hydro Corridor Trail is a great opportunity and should be a priority.	5	0
Next phase of Hwy 7 cycle tracks will end at Bruce Street. There will be a gap to Islington.	1	0
This should connect to something.	1	0
Not enough of a cycling network in Vaughan's future downtown. Need a denser network! Edgeley is needed to get from Vaughan Mills to the Subway	2	0
Some serious hills here that need to be paved. Loose gravel is hazardous.	0	0
Trail underpass of Major Mackenzie	1	0
Linework is not accurate	0	0
Church Street is a bike-friendly alternative to Major Mac, but needs a contraflow bike lane for the one-way section from Jackson to Keele. Then there's a pedestrian signal crossing on Keele to get to City Hall.	0	0
Mill Street is a good connection to historic district on Yonge Street in Richmond Hill	1	0
Need to consider connections into Richmond Hill. Lebovic Campus Drive/Weldrick is a popular route.	2	0
Marc Santi is a good local route to connect Peter Rupert to Hillcrest Mall	2	0
The City just installed new sidewalks here. Upgrading to multi-use paths now is not practical or cost-effective.	0	0
Linework isn't very accurate here	0	0
There's already wide paved shoulders on Teston from Dufferin to Bathurst. Show it on the plan to make connections in the network.	0	0
Ensure that bike connections go right to the future Kirby GO Station	1	0

There's a centre median here that should be removed, as cyclists get squeezed into traffic. It serves no purpose.	1	1
This is one of dozens (hundreds?) of places there should be a curb cut to allow cyclists to connect from paths to street, This particular place is one of 5 or 6 that I know should be "no brainers": high demand, exiting onto a lightly used street.	0	0
MTO's design intended to get cars on/off 400 quickly with no thought to cyclists or pedestrians.	1	0
Existing 400 crossing is MTO's standard killer design.	2	1
Does this overpass still have a sign telling cyclists to dismount.	1	0
The idea that the bike path goes through the railway bridge is crazy. I am a very experienced cyclists and this one of two or three places in York Region I would never ride.	0	0
Almost every crossing of a 400 series highway is unsafe for cyclists.	2	0
There's a sidewalk connection off of Barli that provides a great crossing to the GO Station. I'd use Freedom Trail/Valley Vista (less traffic, lower speed) instead of Major Mackenzie even if there were bike facilities on Major Mac.	0	0
This is a critical gap to get to the Humber River trail in Toronto and should be a priority.	4	0
Potential trail from Black Creek Pioneer Village to Hwy 407 Station is not shown	3	0
High priority crossing of 400 should extend to close loop to Jane Street.	5	0
"The Trail needs to be connected north and south of the CN Rail overpass. This can be done on the north side of the West Don by a suspended path from the Dufferin Road bridge (same as Town of Newmarket did under Mulock Drive). This solutions keeps pedestrians and cyclists off Dufferin.		
This solution directly links existing trails.		
This solution saves the existing pedestrian bridge		
This solution is safe and economical.	6	0
Go station Link!	0	0
On road bike lane across Rutherford road to and over the 400 is critical for commuting. Needs of commuters are different from recreational or pleasure riding. When I commute I want the shortest pathway and I want to ride quickly.	5	0
Current Multi-Use pathway just completed here is a major accident waiting to happen. I choose to ride on the road because it is safer but now you have a HOV lane ending, while traffic tries to get on the 400 and with bicycle vehicle traffic also merging. It was bad before it is worse now.	2	0
Link to Go Station is vital for commuting	4	0
Also nice wide shoulders here. Well paved!	0	0
I currently ride this route North on Weekends (Recreationally), wide paved shoulder is incredible. I prefer Jane to Weston because the shoulder is wider and in better shape.	2	0
Infrastructure crossing the 400 is critical and will link to Go Transit. Current Go Bike Parking at Rutherford is full until October	7	0
Need a commuter network that crosses the 400. This is good if it's on road. Boulevard multi-use path currently on Major Mac isn't well integrated and ends abruptly at a merge point for traffic and the 400 ramp.	3	0
I think this is a great initiative that residents of all ages can benefit from. Would be great if community centres has "How to Ride a Bike" program for all ages.	1	0

With all the construction taking place from Edgely to now Centre street, cyclists are unable to come this route - Forced to detour	0	0
No bike paths along Hwy 27 to martin grove. Highly unsafe for riders on this route	1	0
This would be a great bike path.	3	0
How about a bike path here?	1	0
This bike path can hang around the parkette, avoiding the scarp and bringing you back to Vaughan Mills road or the court as originally intended. There is strong potential here but it seems as if this was drawn without any knowledge of the area and land.	2	0
We need cycling and walking infrastructure in this area now. Those of us who live along Major Mack west of 27 have no safe way to exit our subdivisions on foot or bicycle. Humber Bridge Trail? Try getting there from Timber Creek Blvd.	2	1
Separate bike path on Keele St up to Steeles	8	0
Extend bike path all the way to Steeles along Keele St	2	1
Extend bike paths on Keele all the way to Steeles	3	0
Railroad crossing - unsafe if done on the same level.	0	0
We need cycling lanes or path along Major Mack between 27 and 50. It is dangerous to cycle and to walk.	2	0
Off-Road Primary network crossing the tracks south of Nashville. We need this in our subdivision. Living on Woodgate Pines Drive, it is dangerous to leave the subdivision as you have to go on Major Mack. This portion of Major Mack is an antiquated infrastructure with heavy traffic, including large trucks and construction vehicles. No sidewalks. No cycling lanes. No paved shoulders.	2	0
This trail end can connect to the Humber Valley trail once the bridge is reconstructed.	3	0
Stephenson Road has an unopened road allowance that would be important to create a link between the Nashville Tract and points south.	2	0
This connection should be made	2	0
Being able to bike to Wonderland would be fantastic for local families, and reduce summer congestion around the Major Mack/Jane intersection.	6	0
I like the North/South route along Jane, but not as much as the Creditstone option. Jane is a much busier street, and cars travel at higher speeds. These would have to be separated from traffic (maybe next to the sidewalk? Or replace the sidewalk with a multi-use path). But either Jane or Creditstone should be a top priority - we need a good North/South route to the new subway station.	5	0
The West side of MacNaughton (from Major MacKenzie to Keele) is pretty good already - the lanes are wide, so there's plenty of room for cyclists. Painted lines would be nice, but shouldn't be a priority over some of the other projects.	2	0
It would be nice to have a way to travel from Teston down to HWY 7 along Weston. It's a busy street, so maybe a multi-use path (parallel to the road) would make the most sense. It depends on how many commuters will use this route in the winter, and how well the path will be maintained.	2	1
This should be built ASAP. There are not enough safe ways to cross HWY 400.	9	0
On-road bike lanes should connect the Maple Community Centre to cycling infrastructure on Major MacKenzie, and to Drummond, at a minimum. South of Major MacKenzie would be nice, but lower priority (especially if there are bike lanes on Major Mack)	2	0

Major Mackenzie should have on-road bike lanes all the way from (at least) Weston to the Civic Centre library. This would allow cyclists to safely travel from shopping centres at Weston, to Wonderland, downtown Maple, the Maple Community Centre, and the Civic Centre Library. This should be a HIGH priority	1	2
This shouldn't be a high priority. Drummond/Melville (to Major MacKenzie) has fairly wide shoulders, and traffic moves slowly (because of the many speed bumps) - pretty safe for cycling already.	1	0
I would love to see this built ASAP. My preference here would be on-road bicycle lanes, as multi-use trails aren't as effective for commuters (and less safe - they'd have to cross several busy/blind intersections)	4	0
I much prefer the Creditstone option for a North/South route. Trails are less useful for commuters.	0	1
Connect through Uplands to the adjoining streets, including Yonge.	0	0
Dufferin and Bathurst on road should extend to the limit of Vaughan.	1	0
Please show the highway and a comment about the extent of the opening for a trail passage.	2	0
Have not shown the 427 extension, but please ensure that trails are accommodated through the barrier of the highway.	5	0
Melville/Creditstone is an excellent choice for on-road cycling lanes. I don't like biking on this road right now though, because the "traffic calming" concrete blocks that stick out into the road force cyclists into traffic. Having a central North-South to the vicinity of the new subway station at HWY 7 will be invaluable, and I see this as being the best option. For commuting, on-road cycling lanes are the best option in my opinion. I'd use these often.	4	1
Why no trail here?	0	0
Ground truthing required. There is a scarp here.	1	0
Public land - works yard - could be used for access	1	0
A route west of Islington following the Humber and connecting to the former United Church site, would connect the school via off road route.	2	0
Route under the hydro towers has ridiculous speed bumps (old design premises) that should be removed. Consideration should be given to a stop on the motorized road pavement to give priority to pedestrians and cyclists crossing.	3	0
This route needs to be established at least in concept to ensure that developers include it in preliminary planning.	0	0
I believe this line follows the double track gravel path. This is bad for both riders, dog owners and pedestrians as they all don't mix really well. Better to develop a single track trail by committee by simply giving them permission to carve a trail out. Mountain Bikers are extremely respectful to forests - clean garbage when they see it, donate if the trails are awesome and stay off gravel paths to leave room for pedestrians / dog walkers etc...put out a trail committee for Vaughan -	1	0

Appendix C: Stakeholder Advisory Group Meeting #2 Summary

Introduction

The City of Vaughan is updating its Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and biking in Vaughan. The strategy will guide the City and the Vaughan community by serving as a policy framework and action plan to change attitudes and behaviours around the use of non-motorized forms of transportation. This will include the expansion of associated facilities, as well as guide behavioural change in the community and fostering a culture shift.

Community and stakeholder engagement is a critical component of developing the updated plan to ensure it recognizes the needs and desires of a wide array of stakeholders. A Stakeholder Advisory Group (SAG) has been formed to provide an opportunity for key stakeholders representing different perspectives to discuss and shape development of the Pedestrian and Bicycle Master Plan Update. Specifically, the role of the SAG is to provide an ongoing forum for advice, feedback and guidance to the City of Vaughan and project team at key points during the project. SAG members were provided with a Terms of Reference which outlined the role of the group as well as provided guidelines for operation, including how and when meetings will take place.

Session Details and Objectives

Date: November 6, 2017

Time: 1:30-4:00 pm

Location: Multi-Purpose Room, Vaughan City Hall

The **objectives** of the first Stakeholder Advisory Group were to:

- Provide a project update;
- Present highlights of feedback received through the first phase of engagement;
- Present and receive feedback on preliminary on-road and off-road bicycle networks; and
- Present and receive feedback on potential bicycle facility classifications.

Session Participants

Agency	Name
City of Vaughan	Dorothy Kowpak (Transportation Planning) Michael Habib (Parks Development) Selma Hubjer (Transportation Planning)
York Region Community and Health Services	Pauline Gillen Jessica Wu
York Region Transportation Services	Shawn Smith
York Regional Police	PC Marc Merola
Vaughan Community Health Centre	LoAn Ta-Young
Metrolinx	Sanathan Kassiedas
Toronto and Region Conservation Authority (TRCA)	Adam Dembe Mike Bender
Canadian Automobile Association	Christine Allum

Central Counties Tourism	Sandra Quitena
Vaughan Bicycle User Group (BUG)	Mark Inglis Phil Madonia
Ratepayers Groups	Tony Lorini (Greater Woodbridge) Robert Kenedy (Mackenzie Ridge)
Smart Commute North Toronto / Vaughan	Stewart Slaymaker

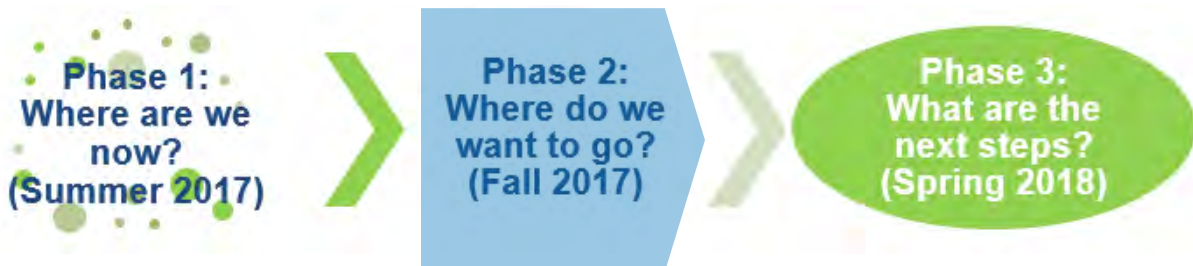
Consulting Team	
Jeff Garkowski, Lura Consulting	Peter Brocks, CIMA Canada
David Fleischer, Lura Consulting	Stephen Keen, CIMA Canada
Ryan Adamson, Lura Consulting	Justin Goulding, Mobycon
Niki Lavasidis, Lura Consulting	

Session Overview

Welcome and Introductions

Jeff Garkowski, Lura Consulting, welcomed everyone to the second Stakeholder Advisory Group meeting and introduced the project team. He facilitated a round of introductions and reviewed the meeting objectives and agenda. He recapped the planned, three-phase engagement process:

- **Phase 1:** Completed over the summer of 2017, focused on building an understanding of the current context, opportunities and challenges related to walking, rolling, and biking in Vaughan.
- **Phase 2:** Initiating with this SAG meeting and taking place through the fall, is aimed at plotting the path forward and looking at options for the future network.
- **Phase 3:** Taking place in the spring of 2018, will involve presenting a draft plan for feedback and discussion around implementation.



Jeff presented highlights of the first phase of engagement, noting that 654 online surveys were completed and more than 1,700 residents were engaged in face-to-face conversations. The first SAG meeting provided important information on barriers and motivators for walking, rolling, and biking in Vaughan and the mapping activities directly informed the draft network being presented at this meeting. Key points from the community engagement included:

- The majority of residents considered themselves either a recreational or occasional cyclist or walker.
- When it came to a willingness to walk, roll, or bike more than they already do, recreational uses far outpaced commuting or errand-based/utilitarian activities.

- Moving forward, the key issues raised in the first phase, including safety, connectivity, infrastructure, and culture and awareness will be addressed.

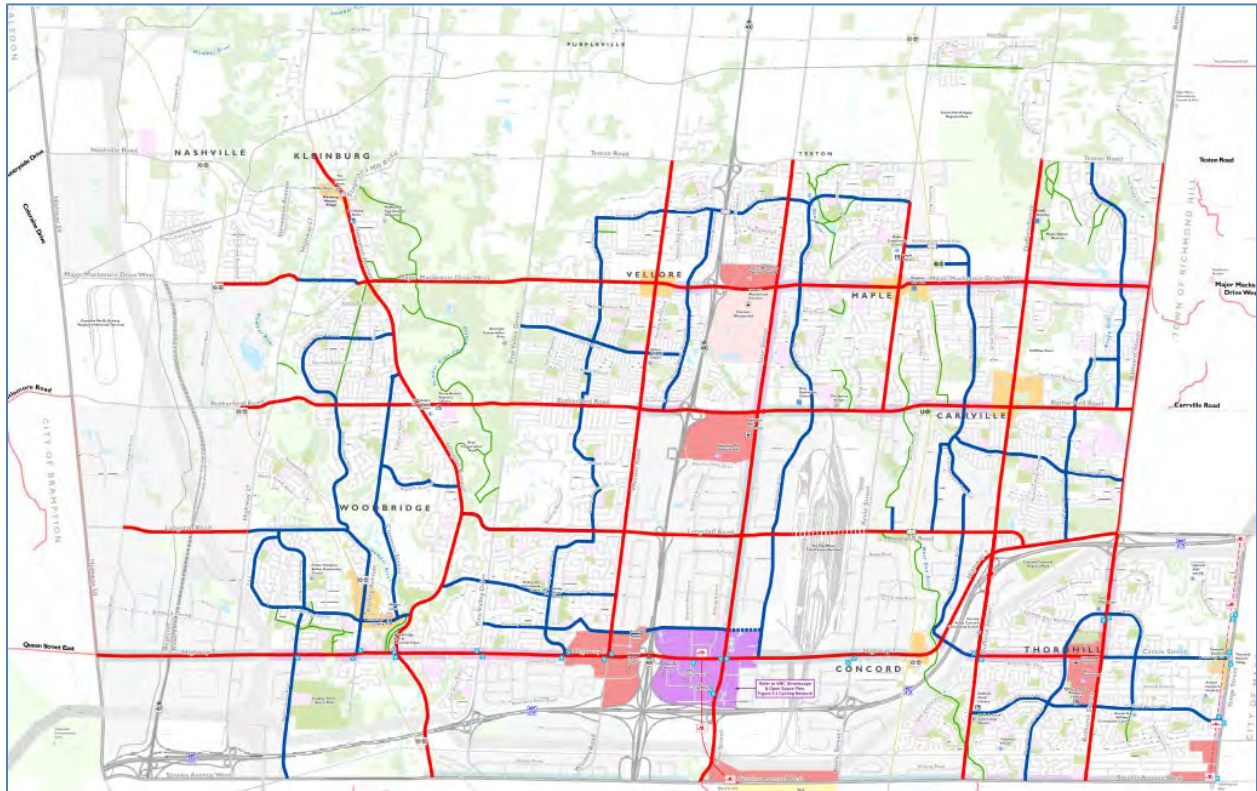
Presentation on Developing Preliminary Bicycle Network

Justin Goulding, Mobycon, explained how the Star analysis methodology was used to visualize desire lines, identify common origin and destination points, and select optimal routes for the planning of Vaughan’s on- and off-road bicycling network. Public and stakeholder input was analyzed in conjunction with transportation origin-destination data.

Building on input from the first phase of engagement, there is an indication that people who bike prefer to be separated from traffic, like a continuous network, and want to feel safe. Generally, people prefer routes that are flat and attractive.

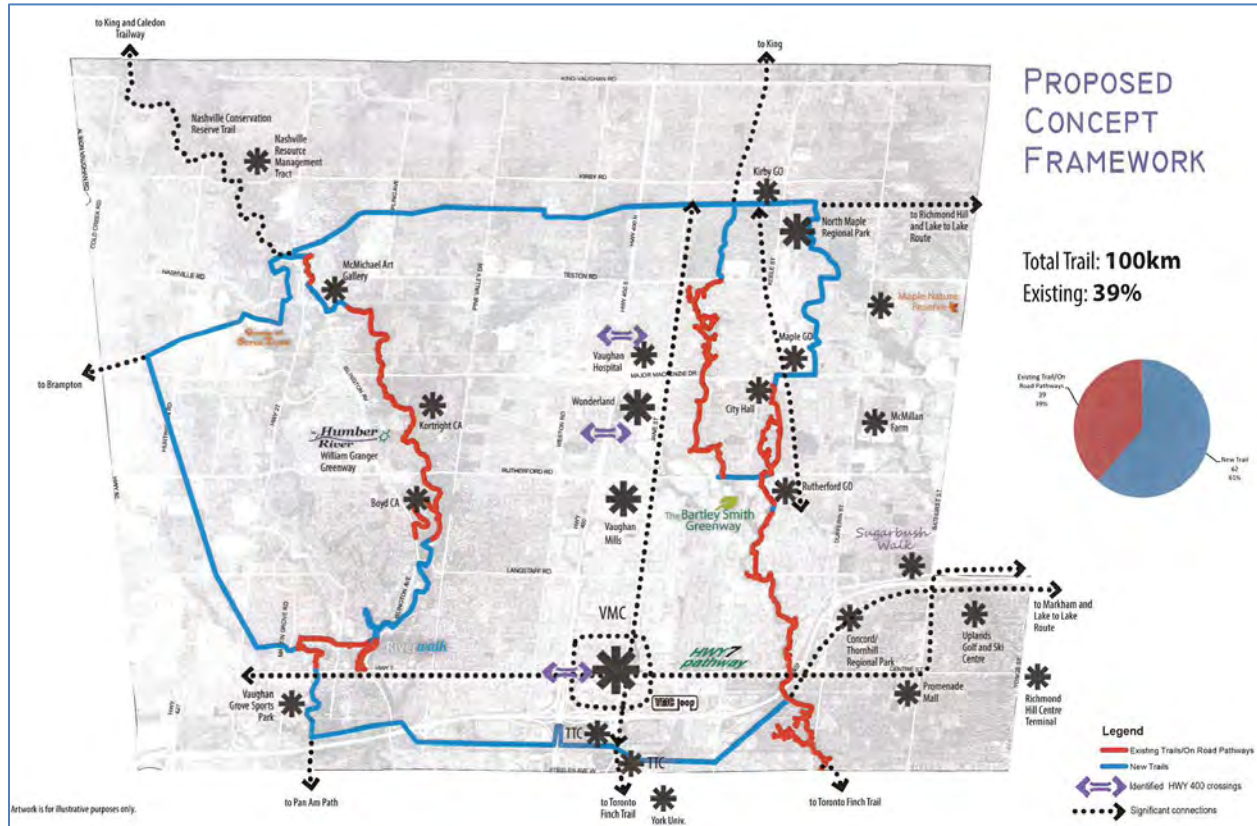
Justin presented the preliminary on-road draft network with Regional Routes in red (primary roads that are comfortable, direct and straight) and Local Routes in blue. He explained the map is not meant to be a comprehensive map of all potential facilities in the City of Vaughan, merely its core network.





Peter Brocks, CIMA Canada, presented the preliminary off-road draft network, noting that it was designed to be for both avid and amateur cyclists and to link together the existing, fragmented multi-use path system.

Red lines on the preliminary network indicate existing segments of Vaughan’s planned ‘Vaughan Super Trail’ off-road loop, with the William Granger Greenway and Bartley Smith Greenway providing key north-south links. The Vaughan Super Trail, identified by the City as a key off-road network, is designed to be both an attraction of its own and a platform for other projects, maximizing connectivity and use of City-owned lands and providing options for cyclists.



Activity One – Reviewing Proposed Bicycle Networks

The SAG was divided into four tables designated as either on-road or off-road networks to review and provided feedback on the preliminary proposed networks. Each table was provided with maps of the proposed networks and worksheets to facilitate discussion. Each group worked on their network for 25 minutes and then switched to the other network, so that all groups had an opportunity to review and discuss both networks.

At the end of the exercise, each table reported back on its discussions. A summary of the feedback provided by SAG members is summarized below. A more detailed compilation of what participants wrote on their worksheets (per group) is available in **Appendix A** alongside photographs of the marked-up maps, in **Appendix B**.

Highlights of Feedback on Proposed Preliminary Networks

- Key issues are safety (including separation of bikes from pedestrians and cars) and connectivity across the network, particularly on east-west corridors;
- Off-road paths are important to provide safe cycling options on busy arterial roads;
- Improved infrastructure should include better lighting, signage/wayfinding, and standards for components like curb cuts;
- It is important within the larger network to have connections to schools, parks, and other destinations (e.g. historic, local hubs, and cultural areas);

- Bridges and crossings over major barriers, such as the two rail yards and 400-series highways, are very important; and
- Connections to neighbouring systems are important, including Toronto’s cycling paths and transit stations and stops.

Activity Two – Bicycle Comfort Level/Cycling Facility Classifications

Justin Goulding, Mobycon, explained that a minimum standard for each planned bicycle facility will be established. The proposed on-road cycling facilities are categorized by the level of separation from motor vehicle traffic, presented in order from highest to lowest separation the categories include:

- Class 1: Separate Facilities: completely separated from vehicular traffic (e.g. cycle tracks and multi-use trails), generally proposed for the primary network due to the speed and volume of traffic on arterial roads.
- Class 2: Dedicated Space Facilities: dedicated space adjacent to vehicular traffic (e.g. bicycle lanes), generally proposed as minimum for all local network routes.
- Class 3: Additional Space Facilities: use of additional space (e.g. paved shoulder) as a minimum for other routes, particularly in the City’s rural northern sections.

The purpose of the activity was to review the different classes of facilities and rank them in terms of comfort and to indicate where various facilities would be most appropriate on the network maps.

The SAG broke into four groups which spent 40 minutes on the exercise after which they reported back to the group. A summary of the feedback provided by SAG members is summarized below. A more detailed compilation of comments is available in **Appendix C**. Groups also reused the maps from the first activity for their comments.

Highlights of Feedback on Facility Classifications

- Class 1 facilities are best for primary roads and areas like Vaughan Metropolitan Centre, where the infrastructure can be put in from scratch;
- The design of curb separations needs to be considered in terms of safety and also external impacts, such as road maintenance;
 - Flexi-posts (bollards) may be preferable to a curb as they can be removed in the winter;
- Safety was prioritized with facilities showing greater separation and reduced conflicts between modes getting higher ratings from participants; and
- The “Advisory Bicycle Lane” classification seemed like a hazard and should have limited use
- Class 3A was identified as more suitable for rural or low-speed areas.

Wrap-Up and Next Steps

Jeff thanked participants for their time and efforts in attending the meeting and reiterated that their input was kicking off the second phase of consultation, which would include pop-up and online components. He reviewed the next steps, which included analysis of the community input and then scheduling a third SAG meeting for early in the winter, before a draft plan is completed.

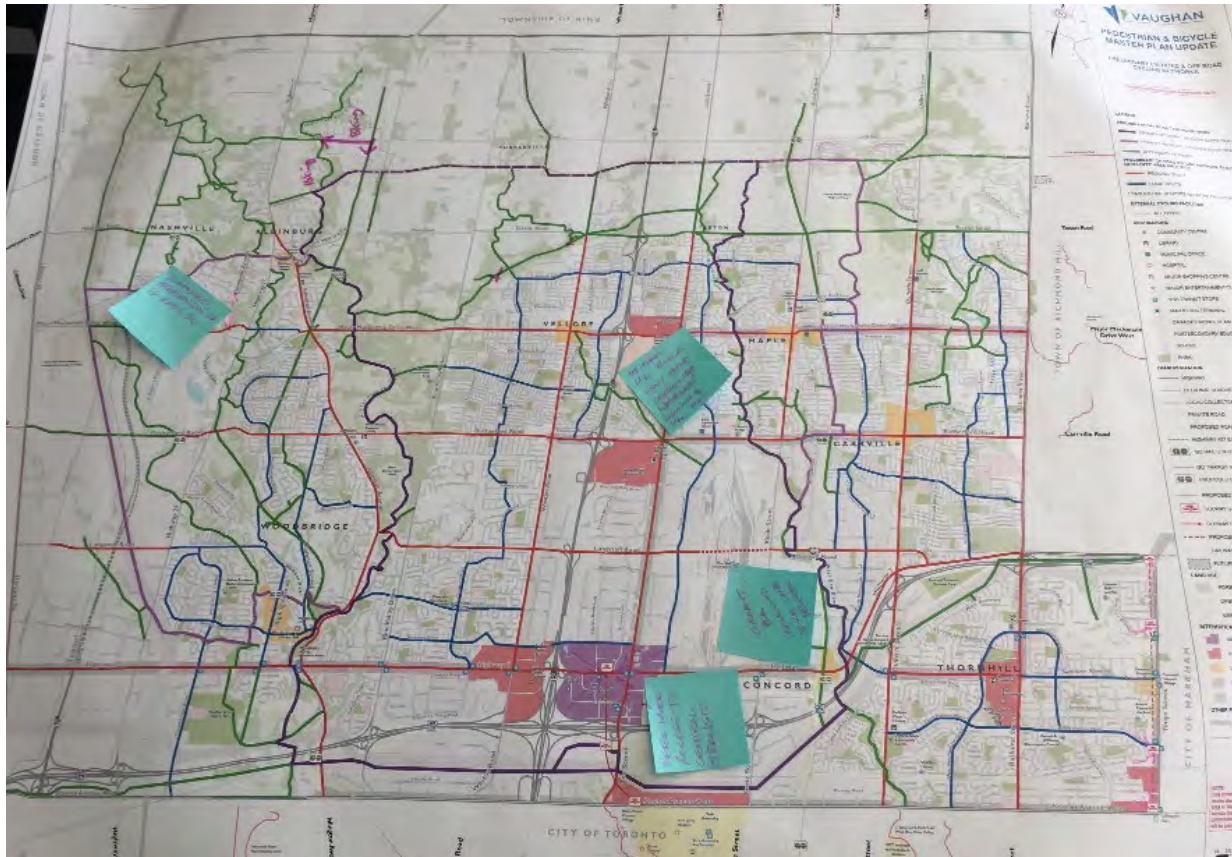
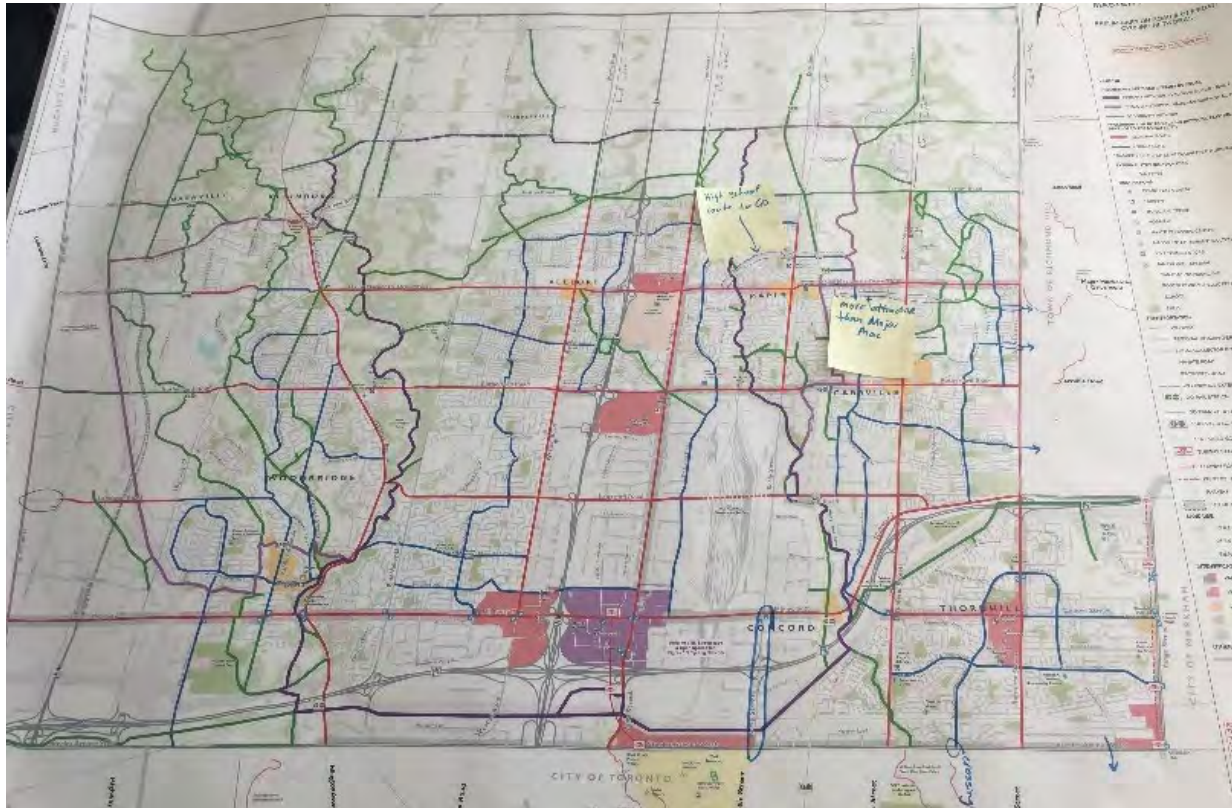
Appendix A – Proposed Bicycle Network Activity Worksheet Feedback

Proposed Bicycling Networks (On Road)			
What do you like?	What would you change?	What should we consider?	Which routes should be looked at first?
<ul style="list-style-type: none"> • Go stations are serviced • 2031 implementation deadline • Main roads have space for bike lanes • Grid network on major streets 	<ul style="list-style-type: none"> • North/South regional connections are limited • More connectivity between regional and local roads • Add signage about shared roads and enforcement • Bike lanes on collector roads • Grid pattern of existing and proposed networks • Extend paths to Vaughan’s western boundary • Expand north of Teston 	<ul style="list-style-type: none"> • Add lanes to major roads that have the space • Separated bike lanes • Safety • Hydro corridors for active travel opportunities • Add more permeable networks that facilitate easier navigation • Diagonal walkways and bike paths • Build bridges for pedestrians and cyclists only • Install bike path signage with clear markings • EA’s should include active transportation considerations • Connect on and off-road trails • Extend multi-use paths along high-traffic use • Careful consideration of how to cross Highway 400 • Separated bike lanes for roads that are 50Km/h+ • Bike boulevards on arterial roads • Connect to high schools 	<ul style="list-style-type: none"> • All connecting arteries • Highway Crossings (x2) • Cycle lanes to York University • Vaughan/Toronto border • GO and TTC stations (x2) • Major Mackenzie • Islington Ave • Highway 7 • Connectivity to City of Toronto bike routes • Dufferin St • From Vaughan Metropolitan Centre (VMC) south to trail network and York University

Proposed Bicycling Networks (Off Road)			
What do you like?	What would you change?	What should we consider?	Which routes should be looked at first?
<ul style="list-style-type: none"> • Nature and green spaces • Multiuse pathways • Accessible • Connections to major routes • Connected network • “Super Trail” /the large loop (x3) • Connections to Go, TTC, YRT 	<ul style="list-style-type: none"> • Destinations are limited • Better infrastructure and standards • Nashville/Kleinburg area proposed off-road may not be suitable due to topography • Show where separated bike paths will be • Add local neighbourhood trails 	<ul style="list-style-type: none"> • Winter care • Lighting • Wayfinding signage (x2) • Connectivity • Safety • Flexiposts (not curbs) • Connections to neighbouring municipalities • Enforcement of bylaws and consistent patrols • Granular pavement • Parking for those who drive to the trails • Bike parking stations at transit stations • Layer transit services map on top of bike trail map • Attract bike share programs and facilities to Vaughan (prioritize transit stations) • Digital map of bike paths 	<ul style="list-style-type: none"> • All connecting arteries • Highway crossings (x3) • Cycle lanes to York University • Vaughan/Toronto border • GO and TTC stations (x2) • Major Mackenzie • Islington Ave • Highway 7 • Connectivity to City of Toronto bike routes • Dufferin St • From VMC south to trail network and York University • Complete the primary network • Connect the gaps of major trails • Focus on cultural hub areas (i.e. Kleinburg, Woodbridge)

Appendix B – Network Feedback Mapping Activity Feedback







Appendix C – Cycling Treatment Facility Activity Feedback

Proposed Treatments (Class 1 – Separated Facilities)		
Raised Cycle Track Adjacent to Roadway	Cycle Track Adjacent and Level to Roadway	In Boulevard Multiuse Pathway
What do you like?	What do you like?	What do you like?
<ul style="list-style-type: none"> • Dedicated space (x2) • Little conflict with pedestrians • Safety • Green buffer between path and sidewalks • Easy to cross road with bike 	<ul style="list-style-type: none"> • More separation from other modes of transit • More green space • Wider lane with buffer • The curb 	<ul style="list-style-type: none"> • More green space • Bigger pedestrian and cyclist path
What could be better?	What could be better?	What could be better?
<ul style="list-style-type: none"> • Horizontal clearance • Natural barrier • Allocate buffer between bike lane and road 	<ul style="list-style-type: none"> • Keep raised area/curb • More space for cyclists • Remove concrete curb separation for drainage and maintenance 	<ul style="list-style-type: none"> • It could replace a sidewalk, may lead to pedestrian and cyclist conflicts • Segregate pedestrians and cyclists (x2)
What is the Best Application?	What is the Best Application?	What is the Best Application?
<ul style="list-style-type: none"> • Not on main roads • Primary roads • VMC (ensure parking, underground pedestrian concourse) • Where space is limited 	<ul style="list-style-type: none"> • Main roads, regional roads (x2) • Primary and secondary roads • High density areas 	<ul style="list-style-type: none"> • Secondary roads • New subdivision • Commercial developments • Low density areas • On long stretches of road with few intersections
Comfort Level	Comfort Level	Comfort Level
3.3 rating out of 5	4.5 rating out of 5	<ul style="list-style-type: none"> • 3.5 rating out of 5 for cyclists • 2 rating out of 5 for pedestrians

Proposed Treatments (Class 2 – Dedicated Space Facilities)	
Buffered Bicycle Lane	Bicycle Lane
What do you like?	What do you like?
<ul style="list-style-type: none"> • Buffer (x2) 	<ul style="list-style-type: none"> • Dedicated space (x2)
What could be better?	What could be better?
<ul style="list-style-type: none"> • Raised • Separation • Green infrastructure in space between bike path and sidewalk • Install flexiposts or planter boxes along the buffer to protect cyclists • Flexiposts/bollards • Address parking concerns 	<ul style="list-style-type: none"> • Install flexiposts or planter boxes along the buffer to protect cyclists • Wider • Deal with intersections and right turning vehicles
What is the Best Application?	What is the Best Application?
<ul style="list-style-type: none"> • Along local roads with moderate traffic • Along roads that lead to high schools, community centres, and other local destinations • Local roads (i.e. Creditsone, Martin Grove and Clark) 	<ul style="list-style-type: none"> • Local roads with low to moderate traffic (i.e. Barthill and Autumn Hill)
Comfort Level	Comfort Level
3.5 rating out of 5	3 rating out of 5

Proposed Treatments (Class 3 – Additional Space Facilities)	
Buffered Bicycle Lane	Bicycle Lane
What do you like?	What do you like?
<ul style="list-style-type: none"> • Can see that the cyclist is on the road • Dedicated bike lane 	<ul style="list-style-type: none"> • Enforceable
What could be better?	What could be better?
<ul style="list-style-type: none"> • Buffers • Avoidance of vehicular traffic entering bike lanes • Bollards • Requires education 	<ul style="list-style-type: none"> • Wide road • Upgrade to Class 2
What is the Best Application?	What is the Best Application?
<ul style="list-style-type: none"> • Local roads • Very local • Rural roads • Not a busy subdivision 	<ul style="list-style-type: none"> • Local roads • In areas prior to off-road cycling facilities • Rural roads
Comfort Level	Comfort Level
1.65 rating out of 5	2 rating out of 5

Appendix C – Phase 3 Summary



City of Vaughan Pedestrian and Bicycle Master Plan Update

Phase 3: What are the Next Steps?



Phase Three Community Engagement Summary Report

Prepared by Lura Consulting in Collaboration with CIMA Canada and Mobycon for the City of Vaughan

April 2018



The Engagement Summary Report was prepared by Lura Consulting. If you have any questions or comments about this report please contact either:

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Appendices

Appendix A - Pop-Up Community Conversation Feedback

Appendix B – Profile Card Feedback

Introduction

The City of Vaughan is updating its Pedestrian and Bicycle Master Plan to foster a culture that is supportive of walking, rolling and biking in Vaughan. The strategy will guide the City and the Vaughan community by serving as a policy framework and action plan to change attitudes and behaviours around the use of non-motorized forms of transportation. This will include the expansion of associated facilities, as well as guide behavioural change in the community and fostering a culture shift.

Community and stakeholder engagement is a critical component of developing the updated plan to ensure it recognizes the needs and desires of a wide array of stakeholders. The community engagement program is being delivered in three phases that align with the major phases of developing the Pedestrian and Bicycle Master Plan and exceeds the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment Act (2000, as amended in 2011).



Figure 1 - Project timeline

Phase 1, which took place in the summer (June to August) of 2017, was aimed at:

- Understanding experiences, perceptions, barriers and motivators to walking and biking;
- Exploring what people value about their mobility choices; and
- Collecting data directly from the public to identify needed network improvements.

Phase 2, which took place in the winter (November to December) of 2017, gathered feedback about:

- Proposed primary and secondary on-road network;
- Proposed primary and secondary off-road network;
- Cyclist comfort levels with various on-road facilities; and
- Uses associated with various off-road trail surface treatments.

Phase 3, which took place in the spring (March to April) of 2018, was to:

- Report back on the draft Preferred Cycling and Multi-Use Recreational Trail Network;
- Seek feedback on branding options;
- Inform the City's Great Walks of Vaughan initiative; and
- Identifying priorities and implementation partners

Phase 3 engagement occurred from February 11 to April 16, 2018. Feedback collected during this phase of engagement will inform the analysis of policy and program options to support walking, rolling and biking in Vaughan. This will include consideration for "great walks" and general commentary of the preferred

bicycle network as well as feedback and suggestions on establishing an “identity” for the overall culture and branding of non-motorized transportation across the city of Vaughan. This report is a summary of the activities undertaken and feedback received during the third phase of engagement.

Overview of the Phase Three Engagement Program

To provide meaningful opportunities for community input into the Pedestrian and Bicycle Master Plan and to reach a broad audience, the project team hosted a range of face-to-face engagement opportunities through pop-up events and workshops.

Opportunities to engage were promoted through various communication channels:

- Dedicated project webpage on the City’s website (www.vaughan.ca/cycling);
- Project Update notice distributed to the Project Contact List, considering of people that signed up to received updates during Phase 1 and Phase 2 of engagement;
- Information distributed to the Stakeholder Advisory Group and shared through their networks; and
- City of Vaughan Twitter account and Facebook account.

Pop-Up Community Conversations

Pop-up community conversations were designed and implemented to go out to the public and engage a broad spectrum of residents at locations and events where members of the community already visit. A total of nine pop-up conversations were conducted at community centres, and events located in all five wards of the City. In addition to participating in two well-attended municipal events – Winter Fest and City of Vaughan Earth Hour– the pop-ups aimed to engage with a diverse array of residents.

A complete list of pop-ups is provided in the table below.



Figure 2- City of Vaughan social media post promoting community engagement events.

Date	Pop-Up Location	Number of Participants Engaged
Sun. Feb. 11, 2018	Vellore Village Community Centre (Winterfest Event)	400
Thur. Feb. 15, 2018	Al Palladini Community Centre	20
Sat. Feb. 17, 2018	North Thornhill Community Centre	35
Sat. Feb. 24, 2018	Chancellor Community Centre	30
Sun. Mar. 4, 2018	Garnet A. Williams Community Centre	18
Thur. Mar. 15, 2018	Woodbridge Library (Senior Social Community Showcase and Presentation)	31
Sat. Mar. 24, 2018	Vaughan City Hall (City of Vaughan Earth Hour Event)	150
Thur. Apr. 5, 2018	Chancellor Community Centre (City of Vaughan Public Works All Portfolio Meeting)	60
Mon. Apr. 16, 2018	Elder’s Mill Public School (Eco Fair Event)	75
Total		819

*The number of participants is based on the approximate number of people who participated in the board exercises and/or spoke to the Project Team about the project.

Participants were invited to share their perspectives on the draft network and proposed project branding ideas for a future project identity. Participants were also invited to place a dot on a map of Vaughan and offer general comments about their current walking, rolling, and biking habits across the city and indicate what would encourage them to walk more. Participants were invited to write comments on sticky notes and place them on the boards and/or map. Our project team and ambassadors also recorded comments for each conversation. Five large format comment boards were used to capture feedback from the participants. The five boards include:

1. Network Map
2. Developing an Identity
3. Advancing Walking, Rolling, and Biking
4. What would make walking more fun for you?
5. Where do you like to walk in Vaughan?

A list of verbatim responses received during ‘Pop-Up Community Conversations’ can be found in **Appendix A** and an overview is included in the “What We Heard” section below.

Pop-Up Boards

1. Network Map

The ‘network map’ board displayed the draft network map developed based on feedback through Phase 1 and Phase 2. The map contained both on-road and off-road networks and the public was invited to offer general comments by writing on sticky notes and placing them on the board.

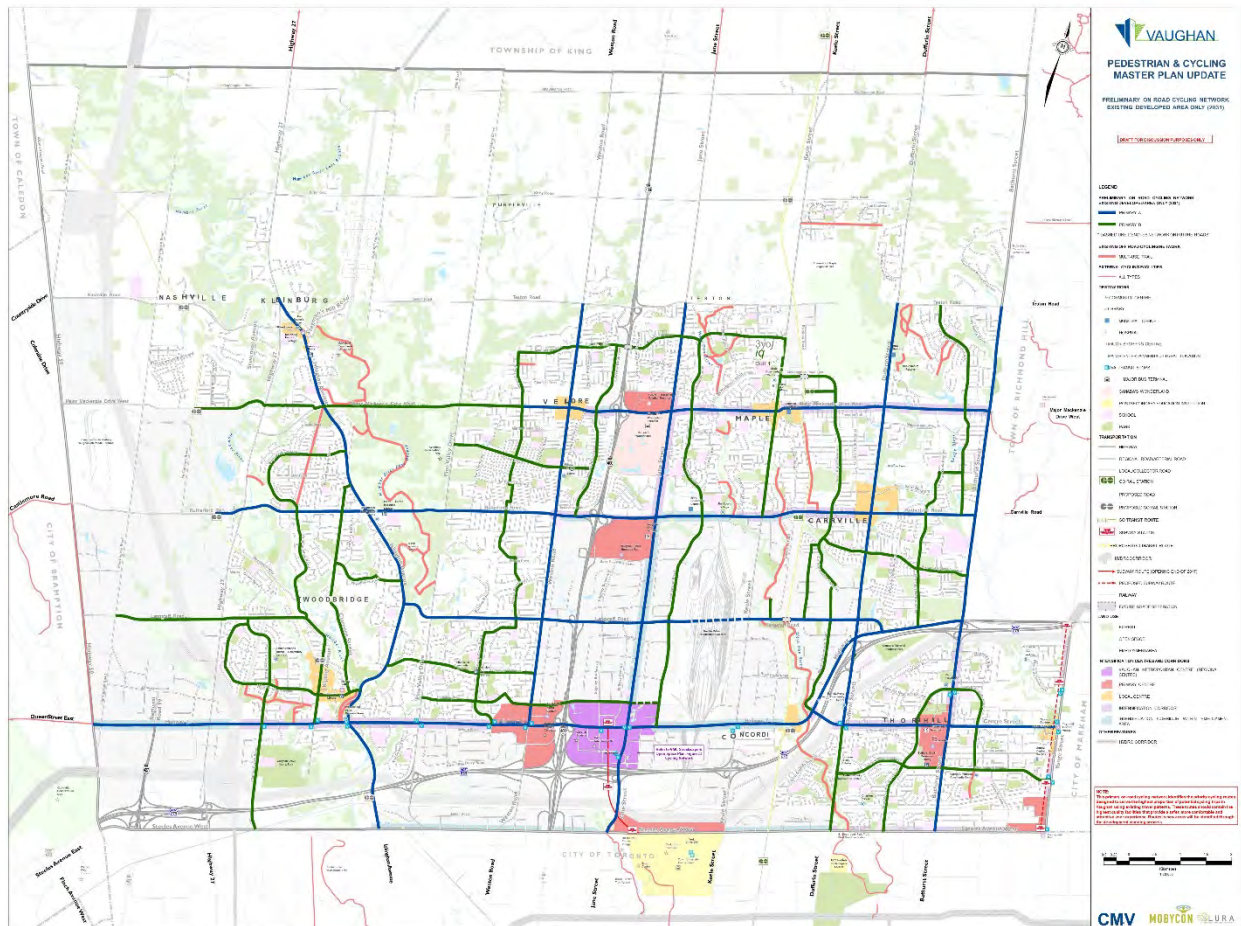




Figure 3 – Draft network map Pop-Up board

2. Developing an Identity

The ‘Developing an Identity’ board invited participants to provide feedback on branding ideas for an overall project identity. This board highlighted two identity idea options as a base thinking. Other suggestions were encouraged and welcomed. ‘Stroll & Roll Vaughan’ and ‘Walk, Roll & Ride City-Wide’ were voted on and participants were invited to provide comments for what they liked and did not like about either option.

Developing an Identity

Option A	Option B	Other Ideas?
		
<p>What do you like?</p> <p>What could be better?</p>	<p>What do you like?</p> <p>What could be better?</p>	







   

Figure 4 – ‘Developing an Identity’ ballot card

Developing an Identity

Which identifier best represents walking, rolling, and biking in Vaughan?

	
<input type="checkbox"/>	<input type="checkbox"/>

(Pick one)

Suggestions: _____

Figure 5 – ‘Developing an Identity’ Pop-Up board

3. Advancing Walking, Rolling & Riding

The ‘Advancing Walking, Rolling & Riding’ board invited participants to provide ideas to encourage advancing walking, rolling and biking across the city by varying groups categorized as follows: By City/Region; By Public Organizations; By Businesses; By You; and By Others.

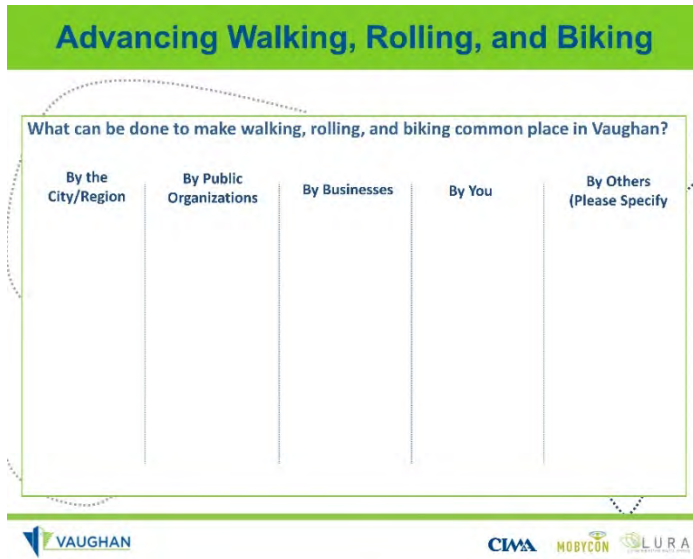


Figure 6 ‘Advancing Walking, Rolling and Riding’ Pop-Up board

4. What would make walking more fun for you?

The ‘What would make walking more fun for you?’ board invited participants to provide comments and ideas to make walking more desirable and commonplace. Participants offered written comments about walking and cycling.

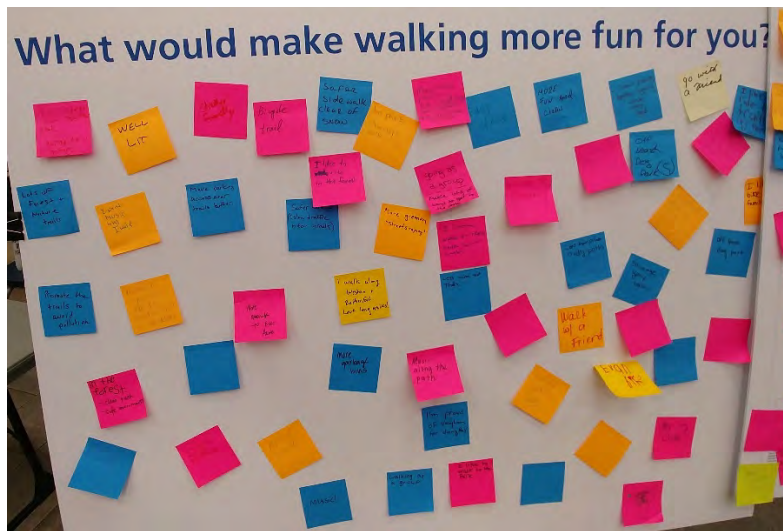


Figure 7 ‘What would make walking more fun for you?’ Pop-Up board

5. Where do you like to walk in Vaughan?

The ‘Where do you like to walk in Vaughan?’ board invited participants to provide feedback about specific locations in the City that are currently desirable for walking. Participants indicated locations about walking

and cycling by putting a sticker dot on a large-scale map. Over 200 data points were recorded which will be used to help inform the Great Walks of Vaughan initiative (www.vaughan.ca/greatwalks).



Figure 8 'Where do you like to walk in Vaughan' Pop-Up board

Education & Resources

The opportunity to engage with residents in face-to-face dialogue through 'Pop-Up Community Conversations' was also used to inform and educate people on the pedestrian and cycling environment in the City of Vaughan and York Region. Project team members were able to talk to residents one-on-one and provide support and resource as needed. Popular resource items included the York Region Trail Guide and Cycling Map, as well as pins. For some events, attendees were also given custom-branded 'City of Vaughan Walking, Rolling and Biking' water bottles.

Story Sharing Profile Cards

While engaging with the project team, residents were also encouraged to share their walking and cycling stories by completing a profile cards responding to 'Why I Bike' or 'Why I Walk'. Stories, either written or drawn, were intended to demonstrate the different people that walk, roll, and bike in Vaughan and the variety of ways and reasons that they get around the city. A list of verbatim responses written on 'Story Sharing Profile Cards' can be found in **Appendix B**.

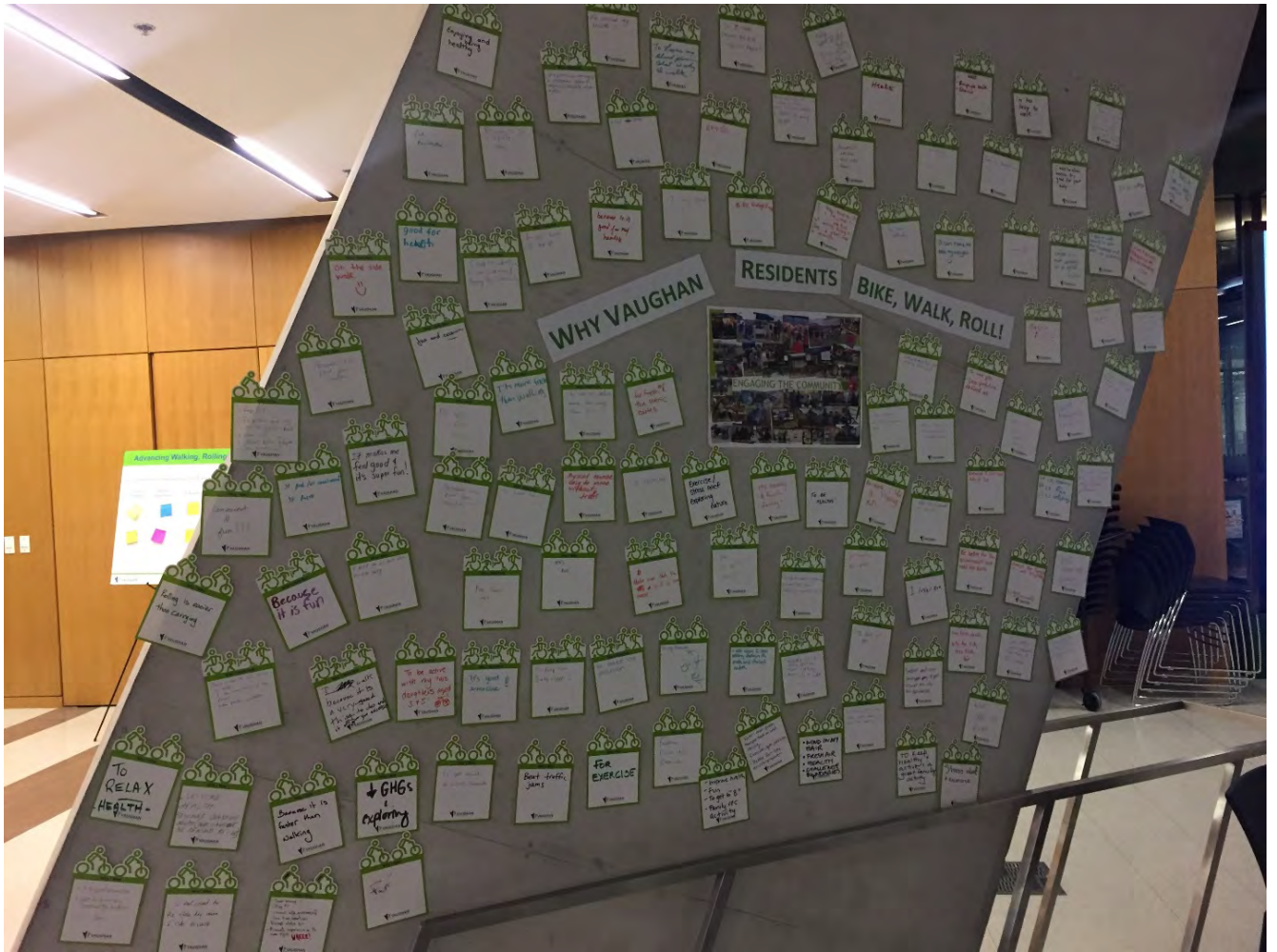


Figure 9 Wall mural of completed profile cards of 'Why Vaughan residents bike, walk and roll!'

Bicycle Friendly Community Workshops

A Bicycle Friendly Communities Workshop and World Café was hosted in partnership with York Region and facilitated by Share the Road Cycling Coalition. Members of Council, City staff, Stakeholder Advisory Group members and the public were invited to participate. Both the workshop and world café were held on March 8th, 2018 and served as the third Stakeholder Advisory Group meeting. A total of 52 stakeholders and residents attended.

The purpose of this Workshop was to help identify a path forward for the area to become more bicycle friendly through the development of new programs, projects and partnerships to make cycling more comfortable and accessible to all residents and visitors to the area. During each session, attendees were provided with a presentation about the "5 Es Approach" (Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning) to developing a more bicycle friendly Vaughan and shared their own perspectives, knowledge and experience with the project team.

The afternoon workshop session included a strategic visioning exercise around policies, programming and public awareness of a Pedestrian and Bicycle Master Plan Update. This 4-hour session was attended by 40 people.

During the workshop, participants helped to:

- identify the existing cycling assets and some of the challenges faced within each of their communities;
- discuss opportunities for developing new programs, projects and partnerships to foster a stronger culture of cycling in Vaughan;
- articulate a five-year vision for cycling in Vaughan; and
- develop a two-year workplan for making progress toward that vision.

The evening workshop session included a ‘world café’ style discussion around key themes such as: public awareness campaigns, communication about existing assets, bike month, community rides, and a signature cycling event in Vaughan. This 2-hour session was attended by 12 people. Participants, working in small groups, were invited to rotate between discussion topics and provide comments about present conditions and share ideas for future improvements.

An overview of feedback received is included in the “What We Heard” section below.

What We Heard – Summary of Phase Three Feedback

The following information is an overview of the common themes and ideas that were identified from participant feedback during the third phase of engagement for the Pedestrian and Bicycle Master Plan Update.

Community Feedback

The following is a summary of feedback collected from comment boards, profile cards and developing an identity ballots at the pop-up events. Face-to-face feedback was provided directly by members of the public or added by the project team based on conversations with participants. The feedback is organized by pop-up board and relating to walking, rolling or bicycling in Vaughan.

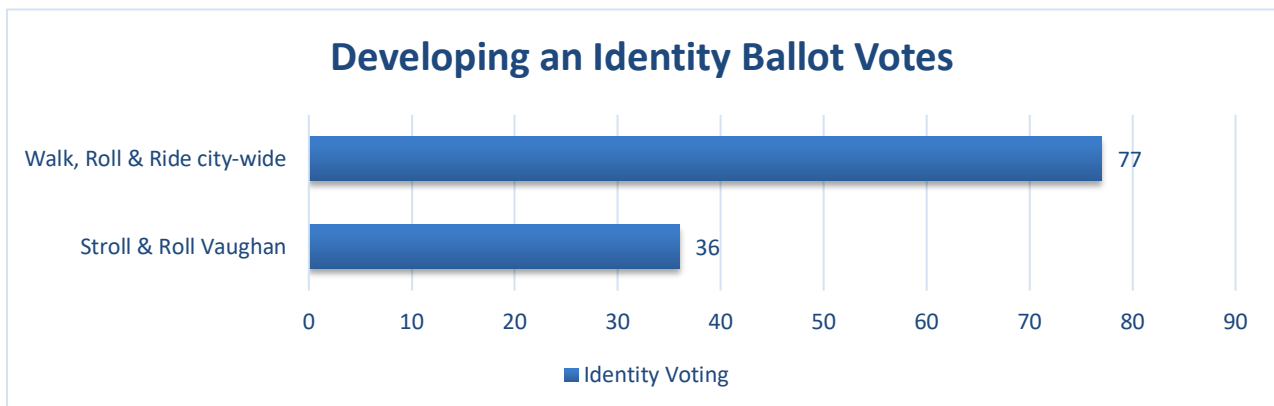
All feedback received during the pop-up community conversations are documented in **Appendix A** and story sharing profile cards are documented in **Appendix B**. In addition to the general and frequently heard comments below, residents also offered many valuable specific, locally focused comments that are all included in the appendices.

Feedback on ‘Draft On-Road & Off-Road Network Map’

Participants noted general interest and support of the draft on-road and off-road network map. General public commentary about the network map was primarily questions of clarity on specific areas and timeline of when it would be expected to be completed. This board was primarily a discussion started point and then participants would provide additional feedback in other areas.

Feedback on ‘Developing an Identity’

There were 113 ‘Developing an Identity’ ballots completed. 36 votes, accounting for 32% of all votes, were recorded for ‘Stroll & Roll Vaughan’ and 77 votes, accounting for 68% of all votes, were recorded for ‘Walk, Roll & Ride city-wide’.



Those who indicated that they are in favour of ‘Stroll & Roll Vaughan’ noted it is catchy, short and simple. However, some noted improvement suggestions indicated that it is too focused on wheels, sounds weird and is harder to read. Those who indicated that they were in favour of ‘Walk, Roll & Ride city-wide’ noted

it is easy to read, and more inclusive of every family. However, some suggested it could be improved with a picture or Vaughan logo. A few participants provided specific suggestions and/or modifications to each marketing campaign option. Some of these examples include the need for icon/picture-based imagery to incorporate more universal understanding and others suggested a blend of both options like ‘Stroll, Roll, and Ride’. A list of verbatim responses received are documented in **Appendix A**.

Feedback on ‘Advancing Walking, Rolling and Biking’

The following is a summary of feedback collected from the ‘Advancing Walking, Rolling and Biking’ comment boards at the pop-up events. Comments were made directly by members of the public or added by the project team based on short conversations with participants. The feedback is organized by category of group that the suggestion pertains to. A list of verbatim responses received are documented in **Appendix A**.

The following table summarizes the suggestions received for

	Feedback Received
<p>City/Region</p>	<ul style="list-style-type: none"> • Consistent paved paths and on-going maintenance for accessibility (4x) • More separation between cars and bikes (2x) • More safe, dedicated bike lanes to increase safety (6x) • Lighting/safety cameras on trails • Bike safety programs • Kid friendly trails • Promotion and awareness (i.e., way-finding signs, online platform, mobile app, etc.) (6x) • Activities and events for different age groups (2x) • More maps • Destinations and points of interests near routes (2x) • Continuous routes (2x) • Bike Share Program (2x) • Bike parking/storage facilities (2x) • Water fountains on routes • More scenic trails (i.e., increase trees and plants) • Reduce noise from cars
<p>Public Organizations</p>	<ul style="list-style-type: none"> • Promote walking/biking groups and tours for different ages and during all seasons (4x) • Provide classes to teach adults how to ride bikes • Promote event ads in supermarkets and community centres • Establish more bike racks
<p>Businesses</p>	<ul style="list-style-type: none"> • Provide incentives/discounts to clients who bike or walk to businesses (2x) • Establish bike parking facilities

	<ul style="list-style-type: none"> • Provide bike locks, maintenance, clinics and education
You	<ul style="list-style-type: none"> • Dedicate time to walking/biking(2x) • Health commitment to more active transportation (2x) • Encourage others to bike • Organize walking groups • Bike to local errands
Other	<ul style="list-style-type: none"> • Charitable bike donations

Feedback on ‘What would make walking more fun for you?’

Participants provided a number of elements that would make walking, and biking, more fun. A summary is provided below.

- **Safety** for crossings and connections to trails as well as clear paths of debris and waste were noted examples. Lowering speed limits around community centres and trails and providing better lighting was also recommended.
- **Infrastructure** was noted in a few ways. Participants noted the desire for greater separation between pedestrians, bikes and cars as well as better paved trails for accessibility purposes. A few participants also recommended sidewalks on major streets like Rutherford Road are needed.
- **Maintenance** was noted as a means of improving parks, sidewalks and trails which makes it more appealing for families. Winter maintenance was specifically noted.
- **Connectivity** between trails and points of interests such as key destinations, dog parks, community centres and peoples’ homes were noted. Participants also expressed interest in short loops and continuous trails with connections to other trails.
- **Environment** with more green streetscapes, trees, plants and ponds were noted. Participants expressed the desire for less noise and traffic when walking or biking on nature trails.
- **Amenities** such as parking access, garbage bins water stations and art pieces (like McMichael grounds) were noted.
- **Awareness and education** was noted to include clear signage of paths and distances, nature programs and community events on and around trails. More advertising and public awareness was recommended for the public to be more aware of what already exists. A centralized webpage/tool was also suggested as a visual interactive communication mechanism.
- **Activities** such as organized group walks and events on and around trails during all seasons was noted. One participant suggested activities should be more nature focused rather than commercial events.

Feedback on ‘Where do you like to walk in Vaughan?’

Participants generally noted that they enjoy walking, and biking, on trails, to parks/forests, around the block and near destinations. A few specific examples noted are Rivermede Road Pond, Richmond Hill trails, and Maria Antonia Road.

Bicycle Friendly Community Workshop Feedback

The following is a summary of feedback provided at both Bicycle Friendly Community Workshop sessions during phase three engagement.

40 participants attended a 4-hour afternoon workshop session which included a strategic visioning exercise around policies, programming and public awareness of a Pedestrian and Bicycle Master Plan Update. Participants worked in small groups to brainstorm ways that the general public, City of Vaughan and other related partners could educate and encourage walking, rolling and biking across the city. After broadly envisioning programs and policies for a 5-year timeline, participants were challenged to develop a 1-year strategy.

Suggested 1-year priority strategies include:

- Creating a Vaughan Active Transportation Committee
- Hosting More Social Rides
- Using Data Collection more creatively to make the case for investment in cycling
- Hosting Bike Valet events
- Undertaking a Bylaw review
- Launching a public awareness campaign

All attendees, through a dot-voting activity, selected 3 choices that could be considered to be implemented in 1-year and identified ways in which they personally, or the organization they were affiliated with, could support this program or policy. The top three items were: Data collection on key routes; Bike valet services at public events; and establishing community partners like a Cycling Advisory Committee.

12 participants attended a 2-hour evening world café session to discuss key themes that emerged from the afternoon workshop. Attendees were guided between discussion topics to collectively share their personal experiences and collaboratively brainstorm opportunities of improvement. Themes included, public awareness campaigns, communication about existing assets, bike month, community rides, and a signature cycling event in Vaughan. All of the feedback received during the Workshop and World Café Sessions were compiled by Share the Road Staff. An overview of feedback is summarized below:

A Signature Cycling Event in Vaughan:

- Needs to be family-oriented, a welcoming space for people of all ages and abilities
- Road closures need to be integrated
- At least one ride per year – ideally one event at the start of the season (May) and one at the end of the season (September)
- Bike Dine and Dance event – slow, 10-15 km bike ride, community dinner and a concert in a public area
- BikeFest – Bike decorating contests for kids, giveaways and information sessions, rides, bike rodeos and vendors all focused on cycling
- OpenStreets Event to serve as the foundation for the signature cycling event

Community Rides

- Organized and delivered by community partners, but shared with the entire community
- Example: Seniors' Centres, City Councillors, Faith Groups, Sustainable Vaughan, Vaughan BUG, Service Clubs could all organize rides
- Slow, Social events to show people the good routes in the City
- Biking Brunches – integrate food into the event
- Family Friendly Rides – Kidical Mass events where family cycling is encouraged.
- Need to have insurance – potentially provided by the City
- Bike-In-Movies

Bike Month

- June is Bike Month, it's a good month for it in Vaughan
- Run events weekly at least. Bike Valet at GO Stations for Commuters, Commuter energizer stations with giveaways of coffee, snacks and supplies
- Bike Rodeos
- Bike to School week and Bike to Work Day – make them big events
- Bike repair workshop at the start of the month
- Expand Vaughan's Most Unlikely Cyclist promotion to a community event to encourage new riders

Communicating about existing assets

- Many people don't know about the existing trails or quieter residential streets
- Newspaper readership is down
- People ignore Social Media sometimes
- Maybe create an App for cycling in Vaughan to push data out?
- Communicate with neighbourhood groups and other groups that people listen to
- Utility Bill Inserts or inserts with Property Tax Bills to get the word out
- More Social Media messaging about cycling to promote the existing assets
- Radio ads

Public Awareness Campaigns

- 1m Safe Passing law not known about or understood – need to run a blitz in Vaughan
- Sidewalk cycling is common – people don't feel safe
- Bike lights and helmets – many riders don't have them
- Need to humanize people on bikes

Next Steps

The feedback captured throughout all three phases of the engagement program will ensure the Pedestrian and Bicycle Master Plan is well informed by public consultation. A fourth phase of engagement is proposed to occur as the plan is implemented in order to provide education, awareness and support behavioural change across the City of Vaughan.

Appendix A – Pop-Up Community Conversation Feedback

Developing an Identity' Board Comments

Option A – 'Stroll & Roll Vaughan'

There were 36 votes for 'Stroll & Roll Vaughan' recorded out of a total of 113 votes received. This represents 32% of votes favourable for this slogan/logo.

What do you like?

- Because it's catchy
- Catchier & easier to say
- Combo, stroll/roll
- Font is eye-catching and clear and straightforward message
- I like it because it is catchy and easy to remember
- Short, catchy, neat, cool, font
- Shorter and catchy
- Simpler, and says "Vaughan"
- States it's in Vaughan
- This IS clear as to what it is
- great

What could be better?

- Stroll and roll makes me think of a baby stroller
- too much about wheels
- Walk, Roll and Ride Vaughan (city-wide term may be criticized)
- Decipher zone; is too long
- Harder to read
- Walk, Roll and Ride Vaughan (city-wide term may be criticized)
- Logo is too complicated
- S&R is too much about wheels
- Sounds weird

Option B – 'Walk, Roll & Ride city-wide'

There were 77 votes for 'Walk, Roll and Ride city-wide' recorded out of a total of 113 votes received. This represents 68% of votes favourable for this slogan/logo.

What do you like?

- Cleaner/fewer fonts
- Easy to understand
- Easier to read
- Easier to read and says "City-wide"
- This one is catchy!
- Rolls off the tongue
- more inclusive for every family
- :)
- is more clear
- easier to identify
- is more inclusive of every family
- Sounds like "rock and roll"

What could be better?

- Needs Vaughan logo
- Need picture

Other Ideas?

- Participant drew a person and a bike (english wording not helpful to those who cannot read)
- Need icon/picture that is universal and quick to understand
- Symbols or Icons only
- Go clean-cut and simple with the logo

- none of these options work because of wording
- "too much letters"
- Additional 5 suggestions for neither option but rather picture based symbol for universal understanding
- Put pictures
- Make something easier to read
- Should be a picture based so all languages can relate
- the logo should have more visual to it like a bike or bike lane
- stroll, roll and ride x5
- Walk, ride and EXPLORE (not sure what "Roll" means"
- Integrate image of shoeprint into S
- Use "explore," makes people more curious
- Vaughan Super Trail
- Announcements at concerts, awareness beyond electronically
- Encourage more park use
- Walk with family and friends x3

'Advancing Walking, Rolling and Biking' Board Comments

City/Region

Infrastructure

- Actually build the proposed network
- Active maintenance (x2)
- Winter maintenance for accessibility and paving gravel paths
- More separation between cars and bike (e.g. wider shoulders)
- Consistent paved bike paths/sidewalks for families to ride on
- More Bike Lanes
- Like to bike without traffic or a bike path away from the road

Safety

- Bike safety programs
- Improve road safety
- Make bike lanes safe!
- More kid-friendly bike trails (off-road)
- Making sure infrastructure (e.g. sidewalks) are in place to safely and easily give people access to trails
- Safety for cyclists and pedestrians (e.g. sidewalks, crossings)
- Dedicated bike lanes to increase safety
- Lighting/safety cameras on trails, emergency buttons
- Something safer than bike lanes on the road

Awareness

- More awareness of trails
- Wayfinding signage
- promotion and awareness
- Apps for the local biker
- Councillors should promote biking for constituents
- Walking clubs promoted thru fitness centre
- Awareness of trails (e.g. easier online platform and advertising)
- Large signs at trail entrances to raise awareness (E.g. Rutherford, near GO station)
- Activities that are fun for kids and parents and different age groups
- Events by trails \$5 events, Bonfire in parks by trails (7-9pm teach kids and games)
- more maps in Kortright centre

Connectivity

- Place points of interest close to trails (places to stop and have lunch etc.)
- Parks and destinations that connect to trails
- Continuous routes
- Creating continuous pedestrian walkways

Other

- Better lock / storage facility
- Bike share (x2)
- Promote winter biking (Find ways to make easier)
- Better bike parking at VMC
- More scenic trails (trees plants, not just fields)
- Water fountains on trails
- Reduce noise from cars
- Marita Paine Park Wading Pool (Is the city going to finish this)

Public Organizations

- More bike racks
- Promote walking tours, even in winter
- Promote walking groups for different age groups
- Have classes to teach adults to ride bikes
- Promote group cycling events (based out of CCs)
- Put ads in supermarkets and CC programs
- Group trail rides/walks (start at community centres)

Businesses

- Business and property owners can have their own bike parking facilities
- Give incentives to people who bike to store
- Provide bike lock areas
- Discount for bikers and walkers
- bike shops (maintenance, clinics, 101)

You

- Take bike to local errands where possible
- My commitments to health
- Commit to making myself healthier by biking/walking
- encouraging my friends to ride
- Find more time
- Dedicate time to walking/biking
- Organize retirement walking groups

Other

- Charitable bike donations

‘What would make walking more fun for you?’ Board Comments

Safety

- Safer sidewalk, clear of snow
- Safer access (calm traffic near trails)
- In the forest, clean path, safe environment
- Clear paths, better lighting XXX
- Safe path to go on at night etc.
- Walking routes separate from bikes and cars
- Make the trails safer/greener
- Safe crossings to connect trails
- Lower speed limits and better enforcement around community centres and trails
- slow down traffic on Willis Road
- Increased safety on the trails (wide open trails with far visibility)

Accessibility

- Accessibility paved nature trails
- Better Accessibility for strollers on trails

Infrastructure

- Well lit
- Stroller friendly
- Bicycle trail
- Less bumps/muddy paths
- More trails
- Sidewalks on Rutherford
- Sidewalks on major streets
- Designation for cyclists and pedestrians-each have their own lanes
- Long sight lines so I can walk as my son bikes ahead
- Designated areas/routes
- Separation from bikes
- Clear trail entrances

Maintenance

- improving parks and finishing wading pool in the Glensfield Area
- Smoother/better sidewalk maintenance
- Enforcement to keep trails clean
- Clean and clear paths (no litter or mud) makes it more appealing for families with small kids
- Winter Maintenance

Connectivity

- Make lots of ways to get to the park
- Points of interest
- Off-leash dog park(s) (2x)
- Bus access to community centres
- Short Loops
- Continuous trails
- Points of interest along trails
- Dog parks
- Destinations to walk to (small cafes, places to eat/drink)
- Places to walk to
- More skating ponds to walk to
- More connecting trails to destinations
- Bus routes that get me to Community centre and trails in reasonable time
- connection of all trails
- More trails within walking distance of home

Environment

- Lots of forest and nature trails
- More "green streetscaping"
- Less noise and traffic
- Natural trails like the woodlot tracts
- More trails and trees
- More nature trails and trees
- Not just grass. Trees, trails, plants, ponds etc. in parks
- For different trails bring in unique characteristics from surrounding communities

Amenities

- Make parking access near trails better
- Trailheads need more parking
- More garbage bins
- Art pieces, like McMichael grounds
- Water along the route

Awareness & Education

- Promote the trails to avoid pollution
- Clear signage of paths and distances
- Cleaner trails (program to stop people dumping)
- Kids nature programs (to get them into trails/outdoors more (e.g. Rouge Park KIWI)
- More events to create a sense of community around trails
- Family scavenger hunts
- More advertising
- Public awareness
- There is demand for trails and activities but people don't know what currently exists
- Need to know about trails to use them
- A centralized tool/web page to find out about volunteer orgs (2x)
- Clarity on where/what trails are (video/pictures/maps)
- Let people know (online) if trails are paved or not
- More people would be inclined to walk/cycle if the map could be downloaded on a phone
- Trail markers (e.g. coloured lines to follow that let you know time and distance)

Activities

- I want music while I walk
- Going as a group
- Going as a group
- Music along the path
- Walking as a group
- Music
- Winter nature programming
- Go with a friend
- Encourage group walks
- Walk with a friend
- Someone to walk with
- Organized group walks
- Organized nature walks (e.g. partner w/ Earth Rangers and other org for meals, lessons)
- Nature focused instead of commercial (e.g. jumping castle) events
- More activities by trails
- More events on + around trails
- Activities to walk to in my subdivision
- More informal walking activities (e.g. geocaching, how-to sessions)
- adding activities for families (winter & summer) in Boyd Park

Other

- Easy trails and close to home
- Fast shoes
- More fun and clean
- More summer :)
- Parks-why sand and wood chips? Cushion cleaner and more sanitary

'Where do you like to walk in Vaughan?' Board Comments

- I will like to walk around the block
- I like to ride in the forest
- Dog park through walking trail
- I like the trails, It's very nice.
- I like to bike with my family
- I'm proud of Vaughan for doing this!
- I like to walk to the park
- Rivermede Road Pond and Trail
- I love walking, just the weather isn't always great
- Trails near destinations

- We go to Richmond Hill trails because Vaughan doesn't get word out
- "The Forest" around Maria Antonia Road. More trails like that one

Appendix B – Storying Sharing Profile Cards

Why I Bike Profile Cards

- I like to ride bike for exercise
- Exercise/stress relief exploring nature
- I like to ride a bike because it's fun
- Keep fit, explore our city and neighbourhood, have fun
- Meet new people
- See nature
- Bike every time
- I bike because it is a fun and fast way to get around. Biking is also a great way to exercise
- Because it is good for health
- Because it is a sport
- So I can drink beer guilt free
- Good for health
- It is healthy
- Fast and easy way to move around actively
- Because it is fun to
- It is so much fun
- I like to bike because it is exercise
- Exercise
- I like to bike because there's no pollution added
- I bike because it's good exercise and instead of using cars you can bike
- I bike because I love being outside and enjoying the trails in Kortright centre
- At St. Cecilia or Pheasant park
- Because it helps with pollution and it is fun
- It is fun and I love to be outside
- I bike because it saves energy and I still go fast
- Like to ride to the park and for exercise
- I like to bike because it gives you exercise / is good exercise. It is also fun and good for environment
- It's fun, good exercise
- To be healthy
- I bike because it is good exercise and is also fun
- It makes less pollution and it's really fun
- Because it does not need gas that makes pollution and it also saves energy and it is fun. Ding ding
- Well why I like to bike is because it is fun and when it is hot it is the best thing to do so you can get cold air
- I like to bike because I don't waste energy
- I like to bike because you can save electricity and I can see the ponds

- It's fun, instead of driving walking would be a better option for environment
- I like to walk because it doesn't cause pollution. It's fun
- Save energy
- I like riding my bike because it is fun and better for the environment
- Because it's fun
- It is fun to save our environment
- I like to bike because it's healthy and I like the fresh air
- I like to ride my bike in the park and around the houses
- I bike because I help the environment by lessening pollution
- Great way to enjoy nature and get to meet others with same interests
- I bike because it is good for you and it is really fun
- To get exercise, to get fresh air, it's fun
- It gives you exercise
- Stress relief + exercise
- To get fresh air
- To keep healthy & active & a great family activity
- It is a good way to get fresh air
- Because it is fun
- I like to ride my bike because it's an awesome ride and it doesn't give pollution and gives you exercise
- It's fun
- It is fun
- Good exercise, fun, gets to places quick
- Enjoyment and to be an example for my children
- Health, money saving, exercise
- To support autism
- It is exercise, it is fun, it is relaxing
- Enjoying and being healthy
- To save energy
- I'm too lazy to walk
- To exercise
- For exercise – my health
- It's healthy & fun with family!
- To be active with my two daughters aged 3-5
- For keeping fit
- Do some sports keep you healthy
- Leisure, health, discover unknown areas (than cannot be reached by car)
- TO keep me fit and have my kids happy
- To keep me fit and have my kids happy
- Convenient & fun
- Kick start the heart
- Rolling is easier than carrying

- Meet up, slow roll Vaughan. York region cycling coalition, Vaughan region, York Region – bike map
- Recreational, exercise, keep active, hobby
- Exercise + because when I ride my mind is free
- Beat traffic jams
- To relax, health
- I feel great for the whole day when I ride to work
- Because it is faster than walking
- GHG reduction & exploring
- It's my favourite
- To get around – do errands/ commute
- I bike because I love biking through the trails and through nature
- Wind in my hair, fresh air, health, challenges boundaries
- Convenient, quick, easy, cheap, good exercise and most importantly, Fun!
- Less cars on the road
- For exercise
- Freedom, clean air, exercise
- Faster than public transportation and driving, Exercise, get sunshine, better for the environment
- Improve health, fun, to get to "B", family recreation activity
- Fun
- Save money, stay fit, connect with environment, save time sometimes, disrupt status quo, pleasant experience in its own right. Wheeeee
- Physical exercise, easy to move without traffic
- It is good exercise, get to know my community better, it is fun
- Because it is good for health
- Because I can have lots of fun
- It's faster than walking
- For exercise & fun
- I do not drive, I love to cycle and have done so all my life (I am 76 years old) and hope to continue for a long time yet
- Biking is kind of nature way for us it is healthy way
- It's fun
- Because the forests are so pretty
- To exercise
- It can make me lose my weight
- Fastest and convenient way to get around the city plus daily exercise!
- It is faster to get to my friend's house
- It is fun, I like to bike to school, It is a good way to start a day
- So I can see my community
- It's energetic
- I walk my dogs
- Exercise / Enjoyment of Nature

- To stay healthy
- Exercise and Spend time with kids
- Love the fresh air!
- Exercise and fresh air!
- To be in shape and it's healthy for you
- It's fun
- Environmental reasons
- Carpooling between City Hall and JOC - Use an App
- Enjoyment and health
- To enjoy riding to the scenery
- Good for environment
- Fresh air and exercise!
- Enjoy the outdoors and fresh air
- Exercise
- I love the subway, easy, quick, no need to drive
- It makes me happy
- To get my kids more active
- Healthy, Great Enjoyment
- I ride my bike to stay fit and help eliminate stress

Why I Walk/Roll – Profile Cards

- I Love to walk along the river paths in Woodbridge and Kleinberg. It is a special time in nature. My dog and I do it for good health.
- I think it is the best exercise in the world. I love to hike in the woods especially. I feel healthy moving in the fresh air and seeing the countryside and I do many tasks when walking around town.
- It's good for exercise
- Helps the environment
- For fresh air
- To be healthy
- I walk because it's good exercise and I love being active. I do cross country because I enjoy being active and walking.
- I walk because it is a very good thing to do and it will give you exercise
- For recreation
- Health
- Walk – Improve health, exercise
- To lower my blood pressure; that is why I walk
- To make sure that I'm still doing some exercise
- It's a great use of exercise. It's fun to hang around nature & admire it's beauty
- I walk to school because it's good for you
- I like to walk around in Vaughan because it's good for your body to get exercise and its fun
- On the sidewalk

- For good health for being fit
- Because it is fun
- To keep fit and active also good way of knowing the community
- I like to exercise when I walk. And it's fun to ride a bike and go explore faster, and I do not need to always ride in a car seems it pollutes the world.
- Better health
- I like to walk because it helps the environment and gets me exercise
- It makes me feel good & it's super fun
- Fun and exercise
- Scenery
- Exercise
- It relieves stress and I like to walk near nature environments. It's really calming
- Because it prevents pollution and good for exercising
- I walk everyday to lower my blood pressure
- To maintain an active lifestyle also hiking is a safe exercise
- Be with nature & because it's fun
- I like to walk because if you're in a car your polluting but to work you don't pollute
- It's fun
- I walk to have my daily exercise. I like to walk in all types of parks but mainly around my neighbourhood. I also walk to look at the view
- To celebrate earth hour
- It's peaceful and calm
- I like to walk to exercise
- There is a lot of nice places to walk. I like the trails at the parks. Nice parks available
- I walk/hike on the Humber River Trail often because I love the positive energy and pure fresh air the trees give off. The trails are well-maintained, and I feel safe!
- So we can exercise and get some energy and enjoy.
- Because it's for the exercise
- Because when I walk I don't create pollution
- I walk so I don't have to damage the environment by using cars
- It is very fun, and it is also good exercise
- I enjoy the green space and hangout paths
- Because I always get carsick
- I like walking because it's fun
- I would walk to get more exercise
- It's relaxing and helps me calm down
- Fun times outside with the kids, love fresh air
- To burn some fat
- TO save gas, less pollution – fresh air
- Better than driving a car and polluting the air, plus it's fun and great exercise
- To work out, reduce waste, save energy. Clean air
- Be better for the environment and help the earth

- Lose weight exercise
- Like walking all around neighbourhood every morning for fun + exercise
- I like to walk in the greenery and well-lit trail. Walking is good for health
- To save on gas
- I love run
- To have fun
- Fresh air & the scenic routes
- Run to support charities
- Because I like it. Having fun
- To keep the earth clean
- Because it is more active than sitting down in a car
- To reduce carbon pollution
- I walk because to save energy
- Because it's good exercise and good for the earth!
- To enjoy the nature
- I like riding my bike because it is exercising and makes you stay skinny
- Look at nature for exercise, it's fun
- Less fossil fuel emissions! Clean air = healthy planet!
- Because it is good for my health
- To keep active
- Vaughan is a great community to be outside
- Scenery is very beautiful. Watch the wildlife
- It's refreshing, energizing and enjoyable. Helps to organize thoughts, ideas and plan.
- To maintain health and be active
- To enjoy the beautiful parks, homes and views in Vaughan!
- I need to get my goal of 10,000 steps a day
- Exercise, Environment, Sustainability, Fun with kids
- I like nature
- To maintain good health and look at nature. So I can fit in my pants.
- To maintain the health and be energetic all times with happiness.
- better health, to be fit, safe the environment
- Riding a bike makes me feel good
- To get out and think with the dogs - LOL!
- Exercise with my kids
- Exercise, Explore
- For my health & environment/pollution
- To get fit and to meet people
- Sunshine
- Saves time for workout
- Exercise
- I like to walk and photo nature
- Car pool - less cars on the congested roads

- Good exercise, enjoy outdoors, lifts your mood
- I like to walk with my wife. Good conversations. Sometimes I listen. Lol
- Spend time with my dog!!
- To promote greet direction and environmental sustainability
- For better health, reduce heart disease, reduce belly fat, to be healthy
- To keep my health well. Reduce heart disease. Reduce belly fat.
- Walk is good for cardio
- Exercise
- For better health, spend time with family
- Enjoy the outdoors, exercise
- Family time with kids



Vaughan

Bicycle Friendly Communities Workshop

March 8, 2018

Summary Report and Recommendations

Prepared by the Share the Road Cycling Coalition

Vaughan Bicycle Friendly Communities Workshop – March 2018

Summary Report

On March 8, 2018 as part of the City of Vaughan's ongoing development of an Active Transportation Master Plan, The Share the Road Cycling Coalition facilitated a Bicycle Friendly Communities Workshop and a Community-based World Café for the City of Vaughan. The purpose of this Workshop was to help identify a path forward for the area to become more bicycle friendly through the development of new programs, projects and partnerships to make cycling more comfortable and accessible to all residents and visitors to the area. More than 70 community members, Municipal staff and City councilors heard new ideas and contributed their local expertise about how Vaughan can become a better place for cycling during a full-day, stakeholder focused workshop and a community World Café session.

The Bicycle Friendly Communities Workshop focused the efforts of attendees on developing strategies to advance new programs to support cycling – the City's plan for new cycling infrastructure is already well underway through the development of the ATMP, and it was the goal of this workshop to identify ways that new programs can serve to support the future infrastructure development and start to build a stronger culture of cycling in Vaughan.

During the workshop, participants helped to:

- identify the existing cycling assets and some of the challenges faced within each of their communities;
- discuss opportunities for developing new programs, projects and partnerships to foster a stronger culture of cycling in Vaughan;
- articulate a five-year vision for cycling in Vaughan; and
- develop a two-year workplan for making progress toward that vision.

FIVE-YEAR VISION

The following vision for Vaughan to build a more bicycle-friendly community over the next five years (or sooner) was compiled based on the feedback received from workshop attendees and on best practices from other Bicycle-Friendly Communities across North America. The vision also takes into consideration available resources within the community.

By 2023, Vaughan aspires to be great places for people to ride their bikes. Over the next five years,

- Vaughan residents will have new opportunities to learn cycling skills, both on bikes and in a classroom setting, to help to build a stronger culture of respect on the roads.
- Vaughan's schools will have active transportation ingrained into their everyday activities through efforts like School Travel Planning and the development of new cycling education programs
- Residents will have access to a wide variety of special events where walking and cycling are a key component of the event experience, including Open Streets events, community rides and a Vaughan Cycling Day.
- Incentive programs, Bike Share and Bike Valet programs will make riding a bike a rewarding and enjoyable experience in Vaughan
- York Regional Police will play an expanded role in promoting safe cycling and responsible road use by all users through the development of new bylaw enforcement units, positive ticketing campaigns and more.
- Strong Complete Streets and Development Policies will ensure that future development in Vaughan is done in such a way that walking and cycling are easy choices for new residents.
- Ongoing data collection, including through automated counters, video detection, resident surveys and more will help to make the case for further investment in active transportation in Vaughan.

While this vision may sound ambitious, through collaborative action focusing on the essential elements of being a Bicycle Friendly Community, we are confident that Vaughan can achieve meaningful progress towards these goals, especially if undertaken in tandem with infrastructure improvement. The essential programmatic elements of a more Bicycle Friendly Vaughan by 2023 are:

- **Education** – A more coordinated effort will be made by the various agencies and stakeholders working on cycling to ensure that education about cycling – both teaching people how to ride bikes safely and teaching people how to share the road with cyclists when driving, is made more available to the community. Vaughan will have several trained cycling instructors, and will offer courses to new and experienced riders to help encourage safe, legal cycling practices. All schools in Vaughan will have access to Bike Rodeos and other cycling education programs, and all schools will have an Active School Travel Plan to help students get to school actively and safely where possible. Educational efforts will also include public awareness campaigns designed to create better interactions between people driving and people cycling, as well as a focused campaign discussing the value of active transportation to the community.
- **Encouragement** – introducing new programs designed to get residents excited about cycling again is key to creating a culture of cycling. Vaughan will host a variety of different events during Bike Month which will make it easy and fun for residents to get back on their bikes. Bike Valet will be provided at popular community events and high-demand locations to ease the burden on parking spaces, and more information about cycling will be available online. Community rides, signature cycling events and Open Streets events will be regular features in Vaughan, and will help to grow the culture of cycling in the community.
- **Enforcement** – York Regional Police and local bylaw officers will patrol Vaughan’s trails and roads by bike more often, making cycling a more visible part of the City’s identity. Vaughan will have bylaws relating to cycling that will reflect best practices across the province, and will engage community partners, including the YRP, in educating the public about changes to the Highway Traffic Act.
- **Evaluation & Planning** – Vaughan will be a leader in Ontario in the field of data collection about cycling, including cataloguing near-misses, gathering trip to school data and utilizing technology to count active transportation users, including permanent counters and video detection. More information about active transportation in Vaughan will be collected and shared publicly, including trail user surveys and economic impact assessments. Bike counters and GIS data will be collected regularly to assess the success of Vaughan’s cycling programs.

The workplan that follows, organized under the 5 Es of the BFC Program (with the exception of Engineering), outlines recommended actions Vaughan could take in the next two to three years to help it work towards achieving this 5 year vision. With more than 70 attendees between the workshop and World Café, it was not surprising that the initial list of potential actions was quite long and varied, and contained far more than would be realistic to achieve in a short time as outlined within this report. The initial list of brainstormed actions has been refined to include a number of high-impact activities, many of which are proven to be best practices in communities across North America.

It is important to remember that there are many ways to build a more bicycle-friendly community. This report contains suggestions for one path that could be followed to get there, however, it may be possible for Vaughan to substitute other actions that are not included in this plan and still achieve this five year vision for increasing bicycling.

WORKPLAN

FOUNDATIONAL ACTIONS: *This workplan features recommendations from across the 5 Es of the Bicycle Friendly Communities Program – Engineering, Education, Encouragement, Enforcement and Evaluation and Planning, but these recommendations will have the most impact if the suggestions in this section are undertaken first.*

Many of the actions in this document will rely on communication, partnerships and the sharing of resources across departments in Vaughan. For this reason, it is suggested that the City immediately take steps to:

- **Create a Vaughan Active Transportation Committee (VATC)** to coordinate various programs and projects moving forward -
 - Many of the suggestions presented in this document rely on more than one stakeholder to ensure success. A strong Active Transportation Committee can ensure that the required partnerships are in place to ensure the success of these new programs. Consider including engineering, planning and parks staff from the City and York Region, representatives from the cycling community, members of the York Regional Police and York Region Public Health and representatives from the local school boards, then structure this committee to have subcommittees or working groups focused on different areas, including education, encouragement, Bike Month and more to ensure that the broader committee can focus on building partnerships and discussing “big picture” topics.
 - It is also **strongly recommended** that this committee have an annual budget to organize and run events and invest in infrastructure projects like bike racks, bike repair stands etc as the committee deems necessary.
- **Establish an Active Transportation Coordinator position** to ensure that programs identified by the VATC are implemented and that new partnership opportunities are developed.
 - Vaughan has good staffing resources working on active transportation, but those resources will have a significant amount of new work once the City’s Pedestrian and Bicycle Master Plan is finalized and new infrastructure begins to roll out. It is Share the Road’s experience that having a dedicated staffing resource on the Active Transportation **programming** file (as opposed to working on infrastructure design and development) is an extremely effective way of building a stronger culture of cycling within a community the size of the City of Vaughan, and it is **strongly recommended that the City follow through with this initiative**. This coordinator can help to minimize the duplication of efforts across the City, identify new funding opportunities and work to ensure regional implementation of new Active Transportation projects. Having a committee and a coordinator in place will dramatically improve the chances of success for this workplan.

This workplan will refer to the Vaughan Active Transportation Committee (VATC) frequently, but in most places those suggestions would best be done with the support of an Active Transportation Coordinator, reflecting the importance of the coordination role that these resources will play in moving the elements of this plan forward. If these pieces are not put in place, many elements of this plan can still be moved ahead by other agencies and stakeholders, but the implementation will be made considerably easier if these resources are in place.

Workplan: Bike Parking

A consistent topic identified at the workshop was the need for more bike parking all across Vaughan. Below are suggestions to make bike parking more easily accessible across the City.

<p>Expand the availability of bike parking all over Vaughan, with a specific focus on trip generators – major employment areas, downtowns, recreation centres etc.</p>	<p>Undertake a bike parking inventory to determine where bike parking is available and where gaps exist. Ensure that bike parking is available at all municipally owned facilities, and work to ensure that bike parking is provided at major destinations in the community. Ensure that all new bike parking provided adheres to the standards created by the Association of Pedestrian and Bicycle Professionals (APBP) found here.</p>	<p>Engineering staff Parks and Recreation Staff Operations / Public Works Staff VATC</p>	<p>ASAP</p>
<p>Create local Bike Parking Ordinances to ensure that new developments and employment areas have adequate, ample bike parking</p>	<p>Especially as Vaughan sees new growth, a strong Bike Parking Ordinance will ensure that people who ride have a safe, secure place to park their bike when they arrive at their destination by setting requirements for the provision of bike parking in new (and existing) developments. For an example of a best practice bike parking ordinance, see Cambridge, MA's ordinance here. Also ensure that all new bike parking provided adheres to the standards created by the Association of Pedestrian and Bicycle Professionals (APBP) found here.</p>	<p>Planning Staff Municipal Councils VATC</p>	<p>VATC to coordinate on policy in 2018, Council to approve in 2019.</p>
<p>Consider partnering with a local high school to manufacture new bike racks</p>	<p>There are excellent examples from around Ontario where municipalities and BIAs have partnered with local Secondary or Post-Secondary schools to fabricate new bike racks¹. Consider a similar partnership to create visually interesting bike parking solutions BIAs in Vaughan.</p>	<p>VATC, BIAs, Chambers of Commerce, High Schools</p>	<p>2018</p>
<p>Create a Bike Rack Partnership program, where the City purchases a large number of</p>	<p>Small business owners and other community stakeholders have a lot on their plate – researching best practices for bike racks is not likely to be high on their task list. Ensure that the bike parking</p>	<p>Chamber of Commerce, BIAs, Local Businesses, Public</p>	<p>2018</p>

¹ For an excellent example of such a partnership, see page 9 of the 2016 Bicycle Friendly Communities Yearbook, profiling bike racks built at Belleville's Loyalist College: http://www.sharetheroad.ca/files/2016_Yearbook_FINAL_web.pdf

<p>bike racks and makes them available at cost to businesses and other stakeholders</p>	<p>that they provide on their property is of sufficiently high quality by purchasing a large number of racks, making them available at cost and helping them select an installation site and offer installation assistance as well². Also consider offering businesses the opportunity to be included on the City's cycling map if they can show that they have adequate bike parking, or if they agree to purchase new bike parking capacity.</p>	<p>Works / Operations Staff</p>	
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² For an excellent example of a program like the one described here, see what Thunder Bay has done with their Bike Racks for Businesses program: http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation/Bike_Parking/Bike_Racks_for_Business.htm

EDUCATION:

- *Cycling Education:* Giving people of all ages and abilities the skills and confidence to ride a bicycle by offering educational programs and activities designed to engage with residents on how to ride safely and conveniently throughout the community.
- *Driving Education:* Educating car and truck drivers about how to share the road safely with cyclists, demonstrating respect and care for all road users.

Attendees identified improved education as a major priority for Vaughan to move forward in becoming more bicycle friendly. Attendees felt that area-wide efforts were required to better educate all residents about the value of sharing the road safely, with a special focus on cycling education for youth.

Education Workplan: Community and Public Awareness

Vaughan’s work to engage with the community during the Pedestrian and Bicycle Master Plan Update has been very effective. Attendees at the Workshop expressed a desire to see the dialogue with the community continue once the plan is completed – we suggest creating a communications and engagement strategy to ensure that the conversation about cycling continues through the implementation phase of the plan. Below are a suite of suggestions for more effectively engaging City Residents in the conversation about cycling and sharing the road.

Recommended Actions	Description	Groups	Timeline
Establish a cycling education subcommittee as part of the VATC to help coordinate the development and delivery of educational campaigns throughout the City.	When it comes to cycling education, there are many existing programs that can be adapted or simply utilized as they already exist in Vaughan. This subcommittee can identify the programs that would be the best fit for the community and can pool resources from all of the community partners to create new materials or modify existing campaigns.	School Boards, Municipal Staff, York Region Staff, Public Health, YRPS, YMCA, Parents	2018– establish committee 2019 – begin programs
Identify education programs/ campaigns that could be replicated or modified for use in Vaughan to help engender a spirit of cooperation among all	Other communities have created and tested education videos and campaigns, so why reinvent the wheel? Adapting existing resources and developing a dissemination plan can yield impressive results at a reduced cost. Good examples of existing programs include Thunder	VATC	2018

road users on the roads in Vaughan.	Bay's cycling education videos ³ and You Know Me, I Ride a Bike campaign ⁴ or Waterloo Region's Thumbs Up! Campaign ⁵ . For rural communities in the areas near Vaughan, messaging that focuses on large agricultural vehicles is also available from The Blue Mountains ⁶ . Share the Road has also developed a new campaign focused on the 1m safe passing law and the new penalties for not having adequate lighting on your bike. Those resources are available to all communities here .		
Utilize your existing community assets to deliver cycling education to youth, seniors and New Canadians	Consider integrating cycling skills education into activities already taking place at community destinations like the YMCA, Recreation Centres, Libraries, Senior's Centres, newcomers' centres and more. You can offer introduction to cycling courses, bike maintenance clinics or Try-A-Bike Bike rental programs at these existing community assets. A cycling skills day could be a great addition to a Day Camp program or an ongoing physical activity program.	VATC YMCA, Stakeholder agencies like Seniors' Centres and Newcomers' Groups. Parks and Recreation Staff	2019
Create and distribute cycling maps highlighting low-stress routes, including the time it takes to travel from one popular destination to another within Vaughan	One of the topics of discussion that came up several times at the Workshop was the fact that Vaughan residents may not know about some of the safe, comfortable bike routes that exist in the community. Producing a user-friendly, easy-to-read map that highlights the difficulty level ⁷ of each route can help to show more people in Vaughan that cycling in the City is possible on low-stress routes, including neighbourhood streets. Once these routes are identified on a map, install signage including distance and estimated	VATC Parks Staff Engineering Staff Communications Staff	2018

³ http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation/Resources.htm

⁴ <http://www.safecyclingthunderbay.com/article/you-know-me-i-ride-a-bike-127.asp>

⁵ <http://thumbsupwr.com/resources/>

⁶ <http://www.thebluemountains.ca/share-the-road.cfm>

⁷ For an example of a bike map that identifies the difficulty of each route, see what Victoria, BC has done here: INSERT LINK

	<p>time to key destinations⁸ and install traffic calming elements to make the routes more comfortable for inexperienced residents to ride a bike⁹.consider branding them as Community Bikeways¹⁰ and include them on your cycling maps.</p>		
<p>Partner with York Region to launch a Vaughan Bike Ambassadors Program</p>	<p>Summer students and members of the VATC could serve as models for good cycling behaviour, and can also spread the word about cycling in the area by talking to colleagues, tourists, friends and local businesses about why they choose to ride. Have these ambassadors lead weekly social and informational rides to show people the routes to get around Vaughan as well!</p>	<p>VATC, York Region Staff Community Members</p>	<p>2019</p>
<p>Bring cycling safety education to where community members already are by creating a mobile cycling education and repair booth</p>	<p>The most important thing about cycling education is not reaching those who are already biking – it’s reaching those that aren’t cycling yet. Create a booth to be deployed at community events that has educational materials, including information about basic bike repair, to help encourage residents and visitors to try cycling again.</p>	<p>VATC</p>	<p>2018</p>

⁸ For an easy way to create and deploy signage that includes time and key destinations, try using Walk [Your City] to create signage along key routes. <https://walkyourcity.org/>

⁹ Consider establishing routes as a “Neighbourhood Greenway” or an “Active Transportation Priority Street” where cut-through vehicle traffic is discouraged and design elements force people driving to slow down in residential areas. For guidance on implementation, see here: <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/> or consult OTM Book 18.

¹⁰ For a good example, see what Carmel, Indiana has done to brand their Carmel Access Bikeways here: <http://www.carmel.in.gov/living/fun-things-to-do/bike-carmel/carmel-access-bikeways>

Ensure that the dedicated portal for cycling on the City of Vaughan's website is relevant and always up to date	Having a website for Vaughan's Cycling information is a great step forward. Be sure to produce promotional materials to let residents know about the website, and ensure that City Staff communicate with members of the cycling community on a regular basis to keep content up-to-date and relevant to the community's needs.	VATC Communications Staff	Ongoing
Create educational resources to distribute to parents in Vaughan about sharing the road with cyclists and encouraging their kids to get to school actively	Parents are role models to their children – if they share the road safely, ride legally and wear bike helmets, their kids are more likely to do those things as well. Send resources home with kids from school to reach parents at home encouraging them to ride with their kids and informing them of upcoming events that include bikes. Resources are available on the Active and Safe Routes to School website here.	VATC School boards Public Health	2018
Establish Targeted Cycling Education Materials	There is no one-size fits all approach to teaching residents how to ride a bike safely and legally. Workshop attendees suggested creating a variety of cycling education resources, specifically: <ul style="list-style-type: none"> • Senior's cycling education¹¹ • Family cycling education and bike clubs • Women-specific cycling education¹² • Bike Maintenance workshops¹³ • Educational efforts targeted at new Canadians 	VATC Cycling Instructors	Spring 2018 and ongoing
Run "Stay Safe, Stay Back" trucking campaign within Vaughan ¹⁴	Local professional truck drivers should be ambassadors for safe driving practices and training them on how to share the road safely with cyclists will help them be good role models. All materials for this campaign are available from Share the Road.	Public Health, Peel Regional Staff, City Staff Large Employers	2018

¹¹ For an excellent example of a Senior's cycling education program, see the information from Thunder Bay included in Appendix C of this report.

¹² See more information about creating women's only cycling courses, see Safe Cycling Thunder Bay's Toolkit on page 34 here: http://www.safecyclingthunderbay.com/upload/documents/cycling_toolkit.pdf

¹³ A version of a bike maintenance workshop curriculum developed by New Hope Community Bikes in Hamilton is included in the appendices of this report.

¹⁴ This campaign has recently been adopted by the City of Toronto, City of Ottawa, Tomlinson, Cavanagh and Karson Group. Digital resources are "ready-made" for printing and sharing online. Contact bfc@sharetheroad.ca for more details or visit www.staysafestayback.ca

<p>Illustrate challenges and opportunities for improvement by organizing Bike Tours with City Staff</p>	<p>When it comes to cycling, seeing is often believing. Providing City Staff with the opportunity to experience some of the new cycling infrastructure in City can highlight the benefits of the infrastructure, and can also provide first-hand experience regarding gaps and challenges.</p>	<p>VATC Planning and Engineering Staff City Councillors</p>	<p>2018 and beyond</p>
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Education Workplan: Schools and Youth

One of the keys to creating a community where cycling is more accessible and comfortable is to engage residents who aren't able to drive and to provide them with safe, reliable alternatives to being reliant on automotive transportation. Youth, by definition, cannot drive, so creating safe routes for them to cycle to school and providing them with the tools that they need to make the active, healthy choice to walk or bike to school are key to creating a great cycling community. Attendees at the Workshop and the World Café offered many great suggestions to help get more youth cycling in Vaughan. Those suggestions are presented below.

<p>Develop a City-wide In School Cycling Education Plan through the VATC</p>	<p>Attendees at the workshop created an outline of a proactive, comprehensive plan to educate more students about safe riding practices.</p> <ul style="list-style-type: none"> • Grade 3: All schools host Bike Rodeos, teaching students basic bike handling • Grade 6: All students go through On-road cycling education¹⁵, teaching them the rules of the road on a bike • Every September and May, Local YRPS will engage in Positive Enforcement¹⁶ campaigns near schools • Each school will host “Bike your kids to school days” to encourage parents to get involved in active travel • Schools will host “Cycling Skills Refresher courses” at Parent Teacher Interview days, where students will have access to a short refresher course on safe cycling. <p>These are suggestions to form a foundation of a cycling education plan in Vaughan – each school will be different, but the important thing is to ensure that each school has access to cycling education as the students progress through the grade levels.</p>	<p>VATC Education Subcommittee and Local Schools</p>	<p>Develop plan in 2018, Pilot program in schools in 2018-2019 school year</p>
<p>Work to organize new programs to help to get students to school actively and safely, including bike</p>	<p>In many cases, parents are already involved in their kids' transportation to school, driving them distances that are easily walkable or bikeable. Work through the VATC with School boards and local community groups to recruit parents to lead bike trains or walking school buses</p>	<p>VATC, School Representatives Parents</p>	<p>2018</p>

¹⁵ A good example of on-road cycling education programs for students in the 10-13-year-old range is Cycling Into The Future in Waterloo Region. More information about the program can be found here: <http://www.cyclingintothefuture.com/our-program-1>

¹⁶ For more information about Positive Ticketing, see the Enforcement Section of this report.

trains and walking school buses¹⁷.	to help get kids to school actively and safely, and to teach healthy transportation habits for life.		
Ensure that there is funding available to train cycling a pool of cycling instructors to be able to deliver cycling education in Vaughan¹⁸	The educational programs suggested in the following recommendations will be most effective if taught in a universally accepted fashion. It is recommended that the VATC work with Share the Road to identify the most up-to-date resources for cycling education, to train those instructors and to have them available to deliver new educational materials within the community.	VATC, Community Members, Share the Road	2018 – Host Instructor Training Late 2018 – Begin Program delivery
Work with schools to deliver School Travel Planning¹⁹ programs and Active and Safe Routes to School programming to all schools.	The importance of active school travel came up repeatedly throughout the workshop, so it is suggested that there be a specific effort through the VATC to work with schools to implement School Travel Planning Projects in Vaughan on an ongoing basis. In order to ensure that School Travel Planning can succeed, it is recommended that the VATC work with the local school boards and York Region Public Health to hire a School Travel Planning Coordinator ²⁰ . The Ontario Active School Travel Fund makes funding available to hire STP Coordinators and bring STP programs into your community – be sure to apply for the Fall 2018 round!	VATC School representatives Municipal Staff Public Health	2018

¹⁷ For a wide variety of resources about encouraging cycling to school, see this guide:

[http://www.hastebc.org/files/uploaded/mikesmith/Cycling%20Manual%20EN\(1\).pdf](http://www.hastebc.org/files/uploaded/mikesmith/Cycling%20Manual%20EN(1).pdf) and for more information on how to start your own bike train program, see this guide from HASTe in BC <http://www.hastebc.org/resources/walking-school-bus-bicycle-train>

¹⁸ The Ministry of Tourism, Culture and Sport is currently working towards a new cycling education program across Ontario. The new program will make a consistent curriculum widely accessible across the province, will expand the number of potential instructors and will help to modernize the lessons taught to people who want to learn about cycling. For more information, check out www.sharetheroad.ca/education for updates.

¹⁹ For resources on how to create school travel plans, see here: <http://ontarioactiveschooltravel.ca/steps-to-success-the-5-es/>

²⁰ A wide variety of school travel planning resources, including a coordinator job description, is available for free here: <http://ontarioactiveschooltravel.ca/school-travel-planning/school-travel-planning-toolkit/>

Spotlight on: Effective Cycling Education



Employees in Thunder Bay learn cycling skills during their lunch hour.

Cycling Education:

- Should be taught by a certified cycling instructor.
- Should be offered at flexible times, with a variety of courses available – consider a focus on beginner cycling courses*.
- Should ideally be offered on-site at large employers as a lunch and learn series.
- Should feature simple messaging for new riders, such as “stay off the sidewalks”, “stay visible and predictable”, and “always signal your intentions”.



Volunteers with Cycle Toronto hand out lights to riders to keep them visible while riding at night

Throughout the workshop, attendees emphasized that many residents don't know the rules of the road as they apply to bikes – whether they're on a bike or behind the wheel. Every effective cycling education campaign has two main parts – one focused on those who ride and one on the general public.

Education for people who drive:

- Should emphasize that people on bikes have a right to be on the road.
- Should focus on safe, courteous passing in accordance with the 1m safe passing law.
- Should feature messaging that emphasizes that people cycling are neighbours and community members.



Thunder Bay's “You Know Me, I Ride A Bike” campaign emphasizes that people on bikes are members of the community just like people who drive.

Attendees identified some key ideas to create better relationships between people driving and people cycling.

1. Humanizing the people on bikes – encouraging riders to tell their story, to highlight the fact that they're community members and neighbours.
 2. Getting community leaders, especially Municipal Councillors, on bikes to better understand what the infrastructure and experience is like on two wheels.
 3. Broad promotion of the rights and responsibilities of each road user – encouraging cyclists to signal, ride legally etc. and letting drivers know what to expect from riders – it's the unpredictability that often causes animosity.
- Follow along with our progress at www.sharetheroad.ca/education and be sure to reach out to our staff before undertaking any education activities to see what support we offer.

*Note – Share the Road is currently working to modernize the cycling education curriculum in Ontario to make it more user-friendly. Follow along with our progress at www.sharetheroad.ca/education and be sure to reach out to our staff before undertaking any education activities to see what support we offer.

ENCOURAGEMENT: *Creating a strong bike culture that welcomes and celebrates bicycling through incentives, promotions and events that inspire and enable people to ride.*

Attendees felt that there was significant room to grow the encouragement efforts within Vaughan. Attendees identified a number of programs to encourage Vaughan residents to get back on their bikes, & also highlighted the importance of working with schools and businesses in the area to make cycling more comfortable for their employees & their guests. The workplan outlined here identifies programs that fall into 3 categories: **Shifting Up** are programs that already have a foundation in Vaughan, but could be expanded to have a bigger impact. **Sprint** programs are those that don't require a significant investment of time and resources to get off the ground, but that could help to build momentum and support for cycling. **Long Haul** programs are those that would require more investment of time and resources, but could have a significant impact on how residents travel around Vaughan in the long run.

Encouragement Workplan: Shifting Up

These programs are either already underway in Vaughan or they have a strong foundation laid for their success. In most cases, these suggestions are to take what the City is already doing and expand it to reach more people.

Recommended Actions	Description	Groups Involved	Timeline
<p>Expand your offerings of Bike Valet²¹ at a variety of community events in Vaughan, including at Canada's Wonderland, Canada Day Festivities, Farmers Markets and more.</p>	<p>Bike Valet can be a great way to reduce the parking burden at a popular event or location. Ideally the materials for the Bike Valet would be purchased by the City and deployed at special events, and would be staffed by volunteers recruited by the VATC. It was suggested at the workshop that Vaughan require Bike Valet as a condition under the Special Events Permitting requirements through the City, which would be a Best Practice in Ontario when it comes to Bike Valet. Vaughan could offer bike valet on an ongoing basis at places like Farmers' Markets to increase the visibility and uptake of cycling in the community. See the "Spotlight on: Bike Valet" section of this report for more details.</p>	<p>Parks Staff, Events Staff, VATC</p>	<p>Purchase materials in 2018, Host bike valet on an ongoing basis.</p>

²¹ For a great description of what Bike Valet is and how to run one, see here: <http://www.ibike.org/engineering/event-parking.htm>

<p>Organize more social rides in Vaughan to give more residents an opportunity to ride as a group. Host Slow Rides with family-friendly destinations to encourage new riders.</p>	<p>Attendees were pleased to see social rides already happening in Vaughan during Bike Month, but felt that the number of offerings could be expanded. Ensure that rides offer variety for residents – family rides should be done at a no-rider-left-behind pace, with other social rides like touring rides and mountain bike trips also offered to build a culture of cycling in Vaughan. See the “Spotlight on: Social Rides” section of this report for more information and suggestions</p>	<p>VATC and community partners</p>	<p>Ongoing</p>
<p>Create a Vaughan Cycling Wayfinding Strategy to provide riders with</p>	<p>As Vaughan moves to completion of the Pedestrian and Bicycle Master Plan, establish a consistent, easily understandable set of wayfinding standards that include popular destinations and time estimates to arrive. These can help give new riders a better understanding of what is possible by bike in their community.</p>	<p>VATC, York Region Active Transportation Staff</p>	<p>As part of the Pedestrian and Bicycle Master Plan</p>
<p>Create a Stakeholder Outreach strategy, including a web-based portal to better connect with key groups who help move cycling forward.</p>	<p>Attendees highlighted the importance of stakeholder collaboration to ensure that the goals and objectives of the Pedestrian and Bicycle Master Plan are met. By engaging with stakeholder groups you can identify new avenues for outreach (by attending community events, reaching out into new community centres, pushing information out on alternative email lists etc), identify new champions for cycling in the community and ensure that stakeholders are speaking with consistent messaging. Consider creating a stakeholder email list and a dedicated web site for stakeholders where all relevant information, including program updates, public awareness campaign materials etc, can be found.</p>	<p>VATC</p>	<p>2018</p>
<p>Expand the number of local businesses participating in the Ontario By Bike Network</p>	<p>Ontario By Bike provides an excellent resource for cycle tourism in your community. Encourage businesses to play a more active role in promoting cycling by talking to them about the benefits of joining Ontario By Bike, and encouraging more businesses to provide bike parking, water bottle refills and other amenities for cyclists.</p>	<p>VATC, Economic Development, BIAs Chamber of Commerce, Ontario By Bike</p>	<p>2018</p>

<p>Continue to host Bike Month festivities in 2018 and beyond, expanding the number and variety of programs each year.</p>	<p>June is Bike Month in Ontario – and it is a great time to encourage new riders to get back on their bikes. Bring community partners together to form a Vaughan Bike Month working group to decide what kinds of events should be held and to organize those events. See the “Spotlight on Bike Month” section of this report for more information and suggestions, and check out Share the Road’s collection of Bike Event “Recipe Cards” for more inspiration.</p>	<p>VATC</p>	<p>Ongoing</p>
<p>Offer Bike Repair workshops at more community events</p>	<p>Attendees were pleased to see the inclusion of a bicycle repair workshop at Environment Days, and felt that this program was something that could be expanded to serve more people within the community. Partner with local bike shops to offer Bike Repair 101 at community events, and to offer more advanced bike repair courses to keen residents a couple of times a year, potentially through the parks and recreation department.</p>	<p>VATC, Local Bike Shops, Parks and Recreation Staff</p>	<p>Ongoing</p>

Spotlight on: Bike Valet



Volunteers in Windsor greet riders at their bike valet. Well-trained volunteers are a key component to a successful bike valet!

Bike Valet works like a coat check, but for your bike. You arrive at an event, check your bike in at a staffed, secure, fenced location and receive a ticket. At the end of the event, you trade your ticket in to receive your bike. Attendees were excited about the idea of a Bike Valet service in Vaughan, and felt that it would be a positive addition to the City's cycling efforts.

Vaughan is renowned for their special events - people come from all over Ontario and beyond to attend the festivals and celebrations in the area, and each event is a great opportunity to reduce the burden of parking and demonstrate the community's commitment to cycling! To ensure a successful bike valet, be sure to:

- Put the bike valet in a highly visible, convenient location. Make Bike Valet the best option for parking!
- Staff the Bike valet with knowledgeable volunteers or staff who are able to engage patrons in discussions about safe cycling in Vaughan – use Bike Valet as an opportunity to educate while parking bikes.
- Make the Bike Valet look professional and welcoming with a tent, tables, chairs, fencing and plenty of bike storage.
- Advertise before hand, and ensure that Bike Valet is available consistently at community events – the more residents and visitors see it, the more likely they are to try it!

Attendees identified the Elvis Festival and the weekly Farmers Market as good places to host Bike Valet, although that should not be considered an exhaustive list. Every time there is an event in Vaughan where large numbers of people are gathering in a central location, Bike Valet is a great opportunity to reduce parking demand and show support for cycling in a highly visible way!

Ensure that the Bike Valet is in a visible, conspicuous location close to the areas people want to visit – making biking to the event the easiest option for parking is the best way to get more people to leave their cars at home!

Be sure to include the costs of setting up and running a Bike Valet in event budgets, and also consider offering incentives for people who use the bike valet (discounted tickets, special offers, giveaways etc) for the first little while until the valet service well-known enough to be self-sustaining.

Encouragement Workplan: Sprints

These are new programs suggested by attendees that don't require a significant investment of resources to get off the ground. While the impact of each individual program may not be transformative, when taken together, all of these suggestions would result in significant development to the cycling culture in Vaughan.

Recommended Actions	Description	Groups Involved	Timeline
Support stakeholders working on cycling by developing a Cycling Education and Innovation Fund to support new programs and projects within the community	Often, stakeholders within the community are ideally situated to deliver new programs, but they lack the necessary resources to do so. Consider creating a Cycling Education and Innovation Fund for Vaughan to support community partners in developing new cycling programs and scaling up their existing efforts. This is an excellent way to support your cycling champions and to ensure that they are able to use their connections to grow the culture of cycling in Vaughan.	VATC, City Council, Grants Committee	ASAP
Create a series of cycling incentives at various workplaces and shops in the City	Sometimes people need a “push” to try something new. Consider launching an incentive program for employees and for customers through various businesses in Vaughan, including discounts on products for people who arrive by bike, a Commuter Challenge draw, Free Bike Tuneups at the Farmers Market and VIP access to community events for people that arrive by bike during Bike Month	VATC, BIAs, Employers and City Staff	2018
Launch Bike to Shop, Bike to Church / Mosque and other campaigns aimed at normalizing Everyday cycling	Only about 20% of the trips people make are for commuting purposes, yet Bike to Work is often one of the only focal points of promotional efforts. Often, community destinations like local stores, churches, mosques, recreation centres etc are all close enough to bike to, but most residents still choose to drive. Create campaigns to encourage and normalize trips to these popular destinations.	VATC Faith leaders BIAs Parks and Recreation staff	2018
Work with Seniors' Groups in the community to offer a series of Seniors Social Rides	Whether it is Seniors, Women, New Canadians or any other group, people tend to like riding with other people with similar skill levels and interests as themselves. Consider utilizing pre-existing social connections already built up through Seniors Centres to host social	VATC Seniors' Centres	2018

	rides to reintroduce seniors to cycling. It can help keep seniors active and mobile, and lead to a more age-friendly community.		
Host Open Streets events in Vaughan²².	Open Streets events are expanding across North America, giving residents a chance to experience their community at a more human scale. Look to incorporate the Open Streets idea into existing community events which already focus on the pedestrian and community experience ²³ , and to create new opportunities for Open Streets events where community members can explore their City on foot or by bike. Consider hosting an event in 2019 to both celebrate the completion of the Pedestrian and Bicycle Master Plan. Work to identify a project budget, a location, a community partner list, sponsors and have Economic Development and Culture Staff lead the development of the program.	VATC Planning, Parks and Economic Development Staff	2019

²² 8-80 Cities has recently released a toolkit to host your own Open Streets Event. See it at <http://www.healthiestpracticeopenstreets.org/>

²³ A great example of a successful Open Streets Event is Peterborough – see information here: <http://www.ptbopulse.com/>

Encouragement Workplan: Long Hauls

These are new programs suggested by attendees that would require a higher level of investment of time and resources, but that could create substantial changes in how Vaughan residents get around their community. There are programs that may take 2-3 years to get off the ground, may require feasibility studies and likely require coordination among a number of stakeholder groups, but that will provide strong return for that effort.

<p>Consider launching a bike share system in Vaughan as a way to help residents bridge the first and last mile gap to transit</p>	<p>With Vaughan’s growing connectivity to higher-order transit, including 2 Subway stops, 2 GO Stations, Viva Rapidway expansion and more, there is an opportunity for Bike Share systems to help residents access those transit options without relying on a personal car. Consider providing Bike Share access within 3 km of those higher order transit systems, and be sure to connect the system to important destinations in Vaughan like the VMC, Vaughan Mills Mall and Canada’s Wonderland.</p>	<p>VATC, Engineering Staff, York Regional Transit, Metrolinx</p>	<p>2019</p>
<p>Work with community groups to establish a Bike Co-Op or Community Bike Hub in Vaughan</p>	<p>Bike Co-Ops can help to get bikes into the hands of those that need them most, can provide new skills for underserved youth, can provide a meeting space for new riders who don’t feel comfortable going into a traditional bike shop and can provide a space where bike culture can grow. Consider supporting the development of a Co-Op by providing space²⁴ and start up funding.</p>	<p>VATC Economic Development and Culture Staff</p>	<p>2019</p>
<p>Host a signature cycling event in Vaughan to provide residents with an easy access point to cycling</p>	<p>While Vaughan has many smaller cycling events and larger events that focus on community building, the City does not have a specific event to celebrate cycling as a community. Consider creating a signature cycling event similar to what Kitchener does with BikeFest, or what is done in Carmel, Indiana with their “Bike, Dine and Dance” event. Use these events to introduce residents to the benefits of cycling, and to give them a sense of what is possible when travelling by bike in their community. Be sure to work with your local YRPS to</p>	<p>VATC, Tourism Staff, Parks and Recreation Staff, special Events Staff</p>	<p>2018-2019</p>

²⁴ An excellent example of a Bike Co-Op supported by the local municipality is Cobourg’s Cycle Transitions – learn more here: <http://cycletransitions.org/>

	facilitate road closures where possible to make the experience even more family-friendly!		
Create a Vaughan Cycling App	Attendees expressed a desire to see an app dedicated to cycling in Vaughan – one that provides residents with information about route selection, cycling events, bike parking locations and even cycling related incentives. There was also a demand to integrate the opportunity to provide feedback to the City regarding unsafe road conditions, near misses and collisions. Be sure to work with existing app providers, including York Region and private entities like BikeMaps.org to integrate existing functionality into the app.	GPS and Data Staff York Region Staff	2019 and beyond

Spotlight on: Social Rides



Bike-In Movies welcome cyclists to a public screening of a film – plenty of fun for the whole family!



Tweed Rides are popular around the world, giving riders a chance to dress up in their finest vintage outfits.

Social rides can provide an excellent entry point for new riders and for riders who haven't been on their bike for a while. They're a great way to build cycling culture and to raise the profile of cycling in Vaughan. See below for some of the many suggestions for Social Rides that could be hosted in Vaughan.

Suggestions for Social Rides include:

- Culinary tours of Vaughan – cafe tours, restaurant rides.
- A Tour of Vaughan's Public Art
- A Family Cycling Skills Day at the Recreation Centre and on the trails where children can learn how to ride safely without cars.
- Ice Cream rides – family friendly routes and shorter distances to encourage kids to participate.
- Bicycle brunches (a short ride followed by a group brunch at a local restaurant)
- A Bikes and Bites event – a Price Fixe dinner at 3-4 different restaurants by bike (appetizer at one location, main course at a second, dessert at a third)
- Women's Only Rides
- A Picnic in the Park by bike
- Bike parades / best decorated bike awards in preexisting parades.
- Seniors Rides in conjunction with local Seniors Activity Centres
- Glow Rides (night rides with lights and glowsticks adorning the bikes)
- Bicycle Scavenger Hunt / Amazing Race style events



Kidical Mass events give parents an opportunity to ride with their kids in a slow, safe group.



Canada Day Bike Parades give kids a chance to decorate their bikes and show off their Canadian Pride!

The great thing about Social Rides is that they really only require one or 2 dedicated people to make them happen! Give people the chance to explore their interests and lead a ride that showcases things they're passionate about, and you'll find that you start to see more people express an interest in leading a ride in the future!

ENFORCEMENT: *Ensuring drivers and cyclists share the road safely through equitable laws and activities that hold both groups accountable for their behavior and actions on the road.*

Attendees were happy to see the prohibition of motorized vehicles on local trails, but emphasized that there were opportunities for the YRPS in Vaughan to be more involved in making cycling safer, including by engaging in positive ticketing and being engaged in more training about cycling as it relates to the Highway Traffic Act.

Enforcement Workplan

Recommended Actions	Descriptions	Groups Involved	Timeline
Have officers engage in “Positive Ticketing” campaigns.	Consider having officers distribute coupons for treats or items like pool passes to youth “caught” wearing helmets while riding. Ensure ‘positive tickets’ support and reinforce healthy living (i.e. swim passes etc). More information on healthy rewards for children can be found here .	YRPS, Public Health, City Staff	2018
Have officers engage in Safety Blitzes relating to cycling safety changes contained in Bill 31	Officers can disseminate information about the 1m safe passing law and the changes to penalties for not having lights on bikes during RIDE checks; consider encouraging officers to undertake these types of programs.	YRPS, VATC	2018 and beyond
Organize a “Ride a Mile in My Shoes” event including plainclothes police officers and cycling advocates ²⁵	This type of ride around common cycling routes allows officers to experience first-hand what regular cyclists face on their journeys. (Drivers often behave differently - safer - around police officers in uniform.) It also helps to build/strengthen the relationship between police and cycling advocates	YRPS VATC	Once each year

²⁵ This recommendation is based on a successful ride like this in Toronto. You can read more about it on page 21 of the 2015 BFC yearbook in the article, Ride a Mile in My Cycle Shoes. The yearbook can be found here: <http://issuu.com/mrbikesabunch/docs/2015-yearbook-final-web>

<p>Undertake an evaluation of the City’s current bylaws that relate to cycling in comparison to best practices in other Ontario Communities</p>	<p>Establish an Active Transportation Bylaw Review Task Force made up of interested residents and City Staff to review the existing bylaws, determine where some of the gaps and inconsistencies may be, and work to rectify the inconsistencies. Attendees identified the need to strengthen the bylaws relating to parking in bike lanes as a priority for Vaughan as they move forward.</p>	<p>Municipal Staff, VATC Members, YRPS</p>	<p>Ongoing</p>
<p>Have officers engage in enforcement of the 1m safe passing law using handlebar mounted radar tools</p>	<p>In other jurisdictions in Ontario, a small handlebar mounted device has been used to detect infractions of the 1m safe passing law, allowing officers to engage in education and enforcement about the law. Ottawa has lent the device to other municipalities to engage in enforcement blitzes – consider using the device to raise the profile of the 1m law, and consider investing in the device to help enforce the law more regularly in Vaughan and York Region.</p>	<p>YRPS VATC</p>	<p>2018</p>
<p>Create a unit of bylaw enforcement officers whose role is to patrol bike lanes in the area and keep them clear of parked vehicles</p>	<p>In Toronto, the Bylaw enforcement unit now employs several officers who patrol the bike lanes of Toronto ticketing people who park in bike lanes. Their presence has resulted in increased awareness of the risks of parking in a bike lane, and has led to the creation of similar units in Hamilton and Halton Region.</p>	<p>YRPS and local bylaw enforcement</p>	<p>2018</p>
<p>Ensure that collision data is shared between local law enforcement and municipal staff, and that residents are encouraged to report near misses using non-emergency reporting as well</p>	<p>Collisions involving people on bikes can often be prevented or mitigated through design and infrastructure changes. Consider working with the YRPS to identify collision “hotspots” in Vaughan, and coming up with a plan to address each area. Also consider encouraging residents to self-report near misses using BikeMaps.org to help the City to identify potential problems before a collision occurs.</p>	<p>VATC, Engineering and Planning Staff, YRPS</p>	<p>2018</p>
<p>Consider working to offer a ticket diversion program in York Region</p>	<p>Ticket diversion programs offer people who commit a traffic infraction the choice between paying the fine or attending an educational program such as a safe cycling course. Consider making this available to people driving and people cycling if they commit a cycling-related infraction.</p>	<p>YRPS</p>	<p>2019</p>

EVALUATION & PLANNING: Processes that measure results, and planning for bicycling as a safe and viable transportation option.

Attendees appreciated the new Transportation Master Plan in Vaughan, and were pleased to learn that the City is investing in bike and pedestrian counters for the trails, but felt that more data should be collected to show the value of cycling and active transportation in Vaughan. With that in mind, Attendees came up with a number of metrics that could potentially be incorporated into an **Active Transportation Evaluation Strategy** that could be integrated into the future Active Transportation Plan for the City. Suggested metrics to begin collecting now, and think about collecting in the future include:

- **Trail Counter Data:** while portable counters are excellent, permanent counters at key locations are even better. They show how cycling and walking changes in a community over time, and help to corroborate the findings of other, more periodic evaluation techniques. Consider investing in 2-3 of these counters every year to create a network of counters to monitor the progress of Vaughan's cycling network.
- **Survey Data:** Attendees suggested collecting survey data from trail users, businesses, bike shops and other residents to get a better understanding of how the impact of cycling is being felt in Vaughan.
- **Data from Vaughan Cycling App:** A GPS enabled App would help residents provide the City with real-time feedback about which routes are being chosen, how residents feel about those routes and more.
- **Collision data:** How many cyclists are involved in a collision in Vaughan each year?
- **Bike Parking Utilization Counts:** How many bikes are parked in key locations around City? Good examples include downtown areas, grocery stores, schools and large employers.
- **Bike Share Data:** If Bike Share is implemented, how many trips are being made annually? What routes and destinations are most popular among riders?
- **Bike Sales and Repair volumes:** are local bike shops seeing more bikes sold and serviced each year?
- **Bike Valet usage:** How many people are using the Bike Valet service when it is offered at City events?
- **Event and program attendance:** How many residents are participating in cycling events in Vaughan? How many youth are being trained on how to ride safely and legally?
- **Trip to School data:** Using a simple Hands-Up survey program like [BikeWalkRoll](#), how are travel patterns changing in schools within Vaughan?
- **Video Reach:** How many people are seeing the Public Service Announcements being publicized by the VATC and other stakeholders?
- **Tourism Inquiries:** How many visitors are asking about cycling when they visit Vaughan?
- **Resident Surveys:** What do your residents think about active transportation in Vaughan? What would help them choose to walk or bike more?

As you collect this data, it is of vital importance to share the progress that the City is making with your residents. With a strong focus on data collection, Vaughan could create a “State of Cycling Report²⁶” for the City every 2-3 years, detailing the progress being made on various important metrics like connectivity, safety and resident perception. The communication of the City’s vision for active transportation and the progress being made is vital to ensure community support.

Evaluation & Planning Workplan

Recommended Actions	Description	Groups Involved	Timeline
Approve and budget for a Short-Term, High Impact Cycling Implementation Strategy as part of Phase 1 of the Bicycle and Pedestrian Master Plan	When it comes to encouraging cycling, experience from around North America ²⁷ is showing that implementing a complete network of cycling infrastructure in a small area has a more significant impact than spreading out investments over time. As part of the BPMP, identify the priority gaps that should be filled quickly, and create a Short-Term Implementation Strategy to provide a complete network of cycling infrastructure in key areas within Vaughan where access to services and transit are already high.	VATC, Engineering and Planning Staff, City Council	2018
Collect data about the number of cyclists using the existing facilities in Vaughan ²⁸	This data collection should include volunteers counting the number of users on Vaughan’s roads and trails on weekdays and weekends ²⁹ and the number of bikes parked in existing bike racks to establish a baseline of cycling use in Vaughan.	VATC, Public Health, Public Works Staff	In year 1

²⁶ For an excellent example of a community collecting cycling data, see what the city of Calgary is doing here: <http://www.calgary.ca/Transportation/TP/Pages/Cycling/Bike-Data.aspx> and see what York Region has done here: http://www.york.ca/wps/portal/yorkhome/newsroom/news/yorkregioncycling%20yearbook!/ut/p/a0/04_Sj9CPykssy0xPLMnMz0vMAfGjzOKNjEzMPAyDbzc3SzNDTzDgj38TN1NDQ3cjPQLsh0VATqIFPQ!/#.WhcTD7T82CQ

²⁷ A Good example can be found in Edmonton, Alberta: https://www.edmonton.ca/projects_plans/downtown/bike-network.aspx where ridership doubled in the first month of their new network being operational: <http://www.cbc.ca/news/canada/edmonton/edmonton-bike-cycle-lane-usage-traffic-car-bike-city-friendly-1.4242814>

²⁸ For a comprehensive guide to performing cycling counts, see here: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_797.pdf

²⁹ For an excellent example of a community monitoring and reporting on the number of people cycling on weekdays and weekends, see what is being done in Eugene, Oregon here: <http://thempo.org/356/Bicycle-Counts>

<p>Host biannual meetings with various stakeholder groups to provide updates about what is happening with regards to cycling in Vaughan</p>	<p>While many of the relevant stakeholders are represented on the Cycling Task Force, and will be represented on the VATC, some stakeholders will not be fully represented, even though they have an interest in, and feedback about, the cycling developments within the City. Consider hosting 2 meetings a year where VATC members and City Staff can update the community about what is happening with regards to cycling, and can receive feedback from the cycling community about what could and should come next.</p>	<p>VATC Municipal Staff, Cycling Clubs, Bike Shops and other stakeholders</p>	<p>2018 – consider using this report as the basis to host the first of these meetings</p>
<p>Create an OpenStreetMap Inventory of Vaughan’s existing road network to help with future analysis of the City’s network</p>	<p>Providing an Open Source data set can have many benefits – it gives the City a head start to use the Bicycle Network Analysis Tool developed in the United States, and can provide information about where small investments in the cycling network can create better connections.</p>	<p>Engineering and GIS Staff VATC</p>	<p>2018 and ongoing updates to the map</p>
<p>Ensure that the City’s Development Standards include connections to existing trails and improvements to the active transportation network</p>	<p>While it is difficult and expensive to retrofit past developments to be better connected and safer places to walk or bike, it is much easier and cheaper to create connected, safe networks for walking and cycling by requiring connectivity to existing trails for new developments³⁰ and requiring high quality infrastructure to be constructed when a new development is built³¹. Be sure that your planning documents create communities that are connected, safe and multi-modal.</p>	<p>Planning Staff, City Council, Developers</p>	<p>ASAP</p>

³⁰ For a good example of simple planning requirements, see what the Town of Collingwood has done:

<http://www.collingwood.ca/files/photos/docs/Collingwood%20Development%20Standards.pdf> (See page 53, Section 4.10.4 – Trailways)

³¹ For example, the City of Ottawa has released their Better and Smarter Suburbs design guidelines, which highlight that building a raised cycle track in a new development is \$41,000 per km cheaper than building on-road bike lanes in that same development.

http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/BBSS_final_en.pdf

<p>Support provincial cycling advocacy efforts through the Ontario Cycling Advocacy Network (OntarioCAN).</p>	<p>Many activities of provincial scope were highlighted throughout the workshop that would help to improve cycling conditions in Vaughan. This includes cycling education in schools, investments in infrastructure and driver training. Once the VATC is formed, they should ensure that they represent the Vaughan as part of the Ontario Cycling Advocacy Network. This Network is facilitated by Share the Road and our aim is to have 1 representative in each electoral district (provincially)</p>	<p>VATC, Share the Road, Municipal Staff</p>	<p>Ongoing</p>
<p>Conduct an active transportation and trails survey in Vaughan, asking current users and people that aren't currently walking or cycling their opinions of active transportation in the region.</p>	<p>Collect more qualitative data about how people are using active transportation: why they're using it, how often they use it, how they get to where they walk or bike, what improvements they would like to see to the existing network etc. Perhaps more important than the opinions of the people that are already walking or biking are the opinions of those that are not – find out what barriers are preventing them from travelling actively more often, and identify a plan to mitigate those barriers.</p>	<p>Public Health, Active Transportation Coordinator, VATC</p>	<p>2019</p>
<p>Approve a Complete Streets Policy³² to ensure that all road work accommodates all road users in the future.</p>	<p>Building a roadway to accommodate all road users is cheaper to do when the road is being constructed rather than having to retrofit it – ensure that all road users are considered when creating new or updating existing infrastructure. This policy should also include a paved shoulder policy to ensure that all municipal roads have paved shoulders added when they are being resurfaced.</p>	<p>City Council, Engineering and Planning Staff, Public Health, VATC</p>	<p>2018 – Draft Policy 2019 – Finalize and pass at Council</p>
<p>Create an Annual Report Card on Vaughan's cycling implementation</p>	<p>As new projects and programs are implemented, it is important to be able to quantify and communicate the benefits to the community. Consider publishing a report card annually that reports on important metrics like rideship levels, the number of children walking and biking to school, demographics of riders, the number of trips taken in Vaughan, the number of vehicle kilometers travelled avoided because of cycling and information about road safety and the impact of cycling and traffic calming initiatives on collisions for all road users.</p>	<p>Public Health, VATC, City Communications Staff</p>	<p>2018</p>

³² <http://completestreetsforcanada.ca/policy-elements>

<p>Enact zoning bylaw changes that add requirements for end of trip facilities like bike parking, locker rooms and showers in all new multi-unit residential and commercial developments.</p>	<p>Employers, developers and other property owners can help to reduce the barriers to cycling by providing end of trip facilities that make cycling easier. Consider requiring secure bike storage, permitting bike parking in lieu of car parking, and provide development bonuses for items like locker rooms, showers, bike parking rooms etc to help make it easier for people to use their bike for utilitarian purposes. The City of Kitchener has developed new draft zoning guidelines that could be a good template for Vaughan – see those guidelines here.</p>	<p>City Council Planning Staff Operations Staff Engineering Staff</p>	<p>2017-2018</p>
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Appendix C: Additional Materials:

Cycling Education Toolkit from Safe Cycling Thunder Bay – detailed information about creating new bike education courses in your community. http://www.safecyclingthunderbay.com/upload/documents/cycling_toolkit.pdf

Share the Road’s Bicycle Friendly Communities Yearbooks: For further inspiration, including other programs or projects that could assist Vaughan in becoming more bicycle friendly:

2015 Yearbook: http://www.sharetheroad.ca/files/2015_Yearbook_final_web.pdf

2016 Yearbook: http://www.sharetheroad.ca/files/2016_Yearbook_FINAL_web.pdf

Share the Road’s work on updating the CAN-BIKE Curriculum with Cycle Canada can be found here:

<http://www.sharetheroad.ca/cycling-education-can-bike-update-s17213>

Appendix D – Additional Feedback



Discover your inner Cyclist . . .

Supporting Safer Cycling in Vaughan

July 6, 2017

Mrs Dorothy Kowpak
City of Vaughan Project Manager
Development Transportation Infrastructure Planning Department

RE: Phase 1 City of Vaughan Pedestrian and Bicycle Master Plan Update

Dear Dorothy,

As most Vaughan Bicycle User Group executive members were not be able to attend the Vaughan's Canada Day 150 Event at Boyd Conservation Area and visit your booth, we are respectfully providing the following comments regarding Phase 1 of the City of Vaughan Pedestrian and Bicycle Master Plan Update: Where are we now?

To focus on the reasons guiding residents when choosing their mode of transportation, particularly whether they will walk or bike at all, it is our understanding they are basing their options on safety, convenience and habits. In terms of safety, let's remember the City of Vaughan still fails to provide an actual cycling facility network to cyclists; although many bike lanes were identified in the 2007 Pedestrian and Bicycle Master Plan, none have been built, even when budgets have been allocated to implement these projects.

Residents going to work, shop, school and play are hard pressed to use bicycles as there are neither facilities for them to ride safely nor any adequate parking to leave their bikes when they get to their destination. Lack of safety is the number one concern when people are asked about transportation choices.

Several cyclists from the BUG are also pedestrians during the winter months or during rain events. They point out sidewalks are built to follow streets designed for cars while they wished sidewalks followed actual pedestrian paths through short cuts and diagonals. They also wished the number of street crossings between traffic lights was increased on regional roads. Pedestrian tunnels and bridges, common in other cities, are rarely seen in Vaughan. They often deplore the lack of winter maintenance on sidewalks. It seems to be performed without a thought for the actual users, i.e. windrows blocking pathways, street corners not cleared, icy sidewalks and so on.

Habits are based on cultural differences and convenience. Changes occur when new role models are proposed to replace the usual ones. Families going to shop on their bikes, young people going to school walking, women cycling to work in business attire, these are images that resonate in people's mind and influence habits. Modeling the behavior and showing alternatives to driving is essential to change. A visual campaign such as posters or using the AV systems in schools, shopping malls, community centres and work places might be a start.

Vaughan BUG appreciates having been circulated directly with the Notice of Study Commencement and would welcome any further correspondence on this project.

The Vaughan BUG's main mission is to promote cycling as an effective and a sustainable transportation option, encourage safe cycling, increase driver's awareness and seek improved cycling facilities and infrastructure in Vaughan.

Thank you for your time and consideration.

Sincerely,

Peter DeSouza
Sponsorship & Operations

CC: Stephen Keen
Consultant Project Manager – CIMA Canada Inc

 vaughanbug@gmail.com

 <http://vaughanbug.ca>

 [@VaughanBUG](https://twitter.com/VaughanBUG)

 facebook.com/TheVaughanBUG

 Vaughanbug.tumblr.com

From: Ian Crookshank [<mailto:ian.crookshank@ryerson.ca>]

Sent: March-05-18 3:55 PM

To: Development Engineering and Infrastructure Planning <developmentengineering@vaughan.ca>

Subject: Re: Vaughan cycling workshop attendance

Hi there,

I had hoped to attend the workshop this Thursday at noon and had registered for the event, however, I've had a few meetings come up at work that can't be rescheduled. Could you please cancel my registration.

I've also included points that I would have brought up:

- 1) different riders have different needs (recreational, sport, commuter) and it's important there is infrastructure that matches. Commuters need direct routes either demarcated lanes or protected lanes. Recreational riders need paths, sport riders need long stretches of lanes or paved shoulders.
- 2) commuting corridor to Go Transit rail needs to be prioritized. Specifically this should be direct routes over the 400 using Rutherford and Major Mackenzie. Lane would make crossing 400 "safer" and allow commuters to bypass snarled traffic in the evening.
- 3) slower speeds in residential neighbourhoods specifically grid designed (long straight roads) need speed control
- 4) Major Mackenzie west of the 400 is no longer safe as a commuter. The termination of the HOV lane with an entrance to a gas station and merge lanes with the 400 is a death waiting to happen. It was dangerous before, now it is a route I avoid. Plus, I was in Peterborough and there are traffic signs (for autos) that should be on this road telling cars to yield to cyclists using the path when making right turns.
- 5) all major road construction and resurfacing should include at least a painted Lane. I frequently ride north along Jane and across 15th sideroad into Richmond Hill where there is a lane and I always feel safe on these rides.
- 6) truck traffic - for the most part cars leave space and can pass safely on multi lane roads. Larger vehicles (which in my opinion are far too frequently using main roads completely across the region) do not. Not sure what the solution is here but as someone who commutes, rides with my kids, rides for sport on weekends I have had far too many encounters with large vehicles not moving over when passing.
- 7) more covered parking at Go rail stations. Maple and Rutherford are maxed out in the summer time
- 8) discounted rail pass for cyclists to encourage others.
- 9) infrastructure needs to be connected. 1km of bike lanes on Jane St. As an example is a complete waste. The network needs to connect, span the region and connect directly with transit.

I appreciate you taking the time to seek input. As someone who rides close to 3,000 km per year in the city I'm excited to see what comes out of it.

Please don't hesitate to contact with questions.

Best,

Ian

Ian Crookshank
Director, Housing and Residence Life
Ryerson University
www.ryerson.ca/housing

OACUHO - President Elect and Finance Director

Book a meeting:
<https://calendly.com/ian-crookshank>

Sent from my iPhone

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November 15, 2019

Ms. Dorothy Kowpak, P. Eng. RPP
Active and Sustainable Transportation Project Manager
Infrastructure Planning and Corporate Asset Management
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: Dorothy.Kowpak@vaughan.ca

Dear Ms. Kowpak:

RE: Pedestrian & Bicycle Master Plan
Our File: PAR 41219

Thank you for your email dated October 28, 2019 requesting comments on the Draft Preferred Cycling and Multi-Use Recreational Trail Network on the City's website. As you may know, we are the planning consultants for TransCanada PipeLines Limited (TransCanada), an affiliate of TC Energy Corporation (TC Energy). The following are our initial comments on behalf of TransCanada PipeLines Limited ("TCPL") for the City's consideration.

TransCanada's pipelines and related facilities are subject to the jurisdiction of the Canadian Energy Regulator (CER) – formerly the National Energy Board (NEB), which has a number of requirements regulating development in proximity to its pipelines. Any crossing of TCPL's facilities may impact TCPL's federally regulated operations.

Written consent from TCPL must be obtained before any of the following:

1. Constructing or installing a facility across, on, along or under the pipeline right-of-way;
2. Conducting ground disturbance on or within the prescribed area (30 metres from the centerline of a pipeline);
3. Driving a vehicle, mobile equipment or machinery across a pipeline right-of-way outside the travelled portion of a highway or public road;
4. Using any explosives within 300 m or 1,000 ft of the pipeline right-of-way; and,
5. Using the prescribed area for storage purposes.

It appears some of the proposed trail network is crossing land that is privately owned by TCPL located within Block 41. Given the nature of the operations that take place at the compressor station, it would

not be appropriate (and TransCanada cannot agree to) having trails crossing the compressor station lands.

Any trail in the vicinity of TCPL's pipelines would be required to adhere to TCPL's specifications and safety requirements, based on site-specific conditions. As such, policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL. TCPL should be consulted with as soon as possible in the design phase for any proposed trails. This information was provided to the City through comments on the North Vaughan New Communities Transportation Master Plan (NVNCTMP) process and a letter to the Parks Department in May 2018.

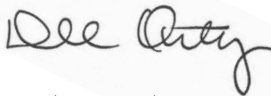
The following general design guidance should be included in the Master Plan in relation to the pipeline right-of-way. This guidance outlines some of TCPL's regulatory requirements, best practices, safety requirements, and CSA standards which are subject to change. As such, policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL:

- Pathways crossing over TCPL shall be installed as close as possible to a ninety (90) degree angle to the TCPL pipelines;
- The width of the pathway shall not exceed three (3) meters;
- Pathways shall maintain a minimum five (5) metre separation from the edge of TCPL's pipeline(s);
- Where the installation of a pathway requires a ground disturbance, and the pathway crosses the pipeline, within five (5) meters of the pipeline, TCPL's pipeline must be hand- exposed at certain intervals to be determined, as directed by TCPL's regional field representative; and
- The presence of the pipeline is clearly visible through the installation of above ground pipeline signage. Signage is to be installed at all road, pathway, and other crossings; throughout the development area at intervals of 100 meters. Signage will be double sided.

As noted, TCPL's guidelines and best practices may change over time due to revised federal regulations. As such, it is recommended that these guidelines are verified prior to planning and design and prior to any application for approval from TCPL.

Thank you for the opportunity to comment. We look forward to receiving the final Draft Master Plan for review and additional comment. We would also appreciate confirmation of the approval process related to this plan. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,



Darlene Quilty,
Planning Coordinator
On behalf of TransCanada PipeLines Limited

November 27, 2020

Ms. Dorothy Kowpak, P. Eng. RPP
Active and Sustainable Transportation Project Manager
Infrastructure Planning and Corporate Asset Management
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: Dorothy.Kowpak@vaughan.ca

Dear Ms. Kowpak:

RE: Pedestrian & Bicycle Master Plan Final Report
Our File: PAR 41219

As you know, we are the planning consultants for TransCanada Pipelines Limited ("TCPL"), an affiliate of TC Energy Corporation ("TC Energy") and that TCPL has a number of large diameter, high-pressure natural gas transmission pipelines throughout the City.

On November 15, 2019, we provided comments on the Draft Preferred Cycling and Multi-Use Recreational Trail Network. A copy of those comments is attached. We have now reviewed the Pedestrian and Bicycle Master Plan report posted October 29 2020 and we note the following:

1. The report does not reference nor include any of the comments or requirements outlined in our previous letter.
2. Proposed trail routes 06, 01D, 28, 13, 14 & 02 set out in Figure 9.3, attached, are still shown as being located within portions of TCPL's pipeline rights-of-way. TCPL would have to review detailed trail plans being proposed in the vicinity of its pipelines prior to consenting to any portion of a trail being constructed across, on, along, or anywhere within its pipeline easements.
3. The Vaughan Supertrail, a multi-use recreational trail network, as well as the Secondary Trail network is still shown crossing TCPL's industrial facility Station 130, privately owned lands. TCPL does not consent to trails crossing its privately owned, industrial, compressor station lands. The figures in the report need to be updated to remove the trail network from TCPL lands. Not only is the drawing inaccurate, it could be confusing or lead to later disappointment for the public.

As stated in our previous response, the following should be included in the Master Plan:

“Any trail in the vicinity of TCPL’s pipelines would be required to adhere to TCPL’s specifications and safety requirements, based on site-specific conditions. As such, policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL. TCPL should be consulted with as soon as possible in the design phase for any proposed trails. This information was provided to the City through comments on the North Vaughan New Communities Transportation Master Plan (NVNCTMP) process and a letter to the Parks Department in May 2018.

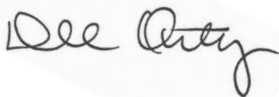
The following is general design guidance for trails in relation to the pipeline right-of-way. This guidance outlines some of TCPL’s regulatory requirements, best practices, safety requirements, and CSA standards which are subject to change. Policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL:

- *Pathways crossing over TCPL’s pipeline(s) shall be installed as close as possible to a ninety (90) degree angle to the TCPL pipelines;*
- *The width of the pathway shall not exceed three (3) meters;*
- *Pathways shall maintain a minimum five (5) metre separation from the edge of TCPL’s pipeline(s);*
- *Where the installation of a pathway requires a ground disturbance, and the pathway crosses the pipeline, within five (5) meters of the pipeline, TCPL’s pipeline must be hand-exposed at certain intervals to be determined, as directed by TCPL’s regional field representative; and*
- *The presence of the pipeline is clearly visible through the installation of above ground pipeline signage. Signage is to be installed at all road, pathway, and other crossings; throughout the development area at intervals of 100 meters. Signage will be double sided.*

TCPL’s guidelines and best practices may change over time due to revised federal regulations. As such, it is recommended that these guidelines are verified prior to planning and design and prior to any application for approval from TCPL”

We would appreciate being advised that these changes are being incorporated into the final Plan. If you have any questions or require any additional information please don’t hesitate to contact our office.

Sincerely,



Darlene Quilty,
Planning Coordinator
On behalf of TransCanada PipeLines Limited

Attach.

November 15, 2019

Ms. Dorothy Kowpak, P. Eng. RPP
Active and Sustainable Transportation Project Manager
Infrastructure Planning and Corporate Asset Management
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: Dorothy.Kowpak@vaughan.ca

Dear Ms. Kowpak:

RE: Pedestrian & Bicycle Master Plan
Our File: PAR 41219

Thank you for your email dated October 28, 2019 requesting comments on the Draft Preferred Cycling and Multi-Use Recreational Trail Network on the City's website. As you may know, we are the planning consultants for TransCanada PipeLines Limited (TransCanada), an affiliate of TC Energy Corporation (TC Energy). The following are our initial comments on behalf of TransCanada PipeLines Limited ("TCPL") for the City's consideration.

TransCanada's pipelines and related facilities are subject to the jurisdiction of the Canadian Energy Regulator (CER) – formerly the National Energy Board (NEB), which has a number of requirements regulating development in proximity to its pipelines. Any crossing of TCPL's facilities may impact TCPL's federally regulated operations.

Written consent from TCPL must be obtained before any of the following:

1. Constructing or installing a facility across, on, along or under the pipeline right-of-way;
2. Conducting ground disturbance on or within the prescribed area (30 metres from the centerline of a pipeline);
3. Driving a vehicle, mobile equipment or machinery across a pipeline right-of-way outside the travelled portion of a highway or public road;
4. Using any explosives within 300 m or 1,000 ft of the pipeline right-of-way; and,
5. Using the prescribed area for storage purposes.

It appears some of the proposed trail network is crossing land that is privately owned by TCPL located within Block 41. Given the nature of the operations that take place at the compressor station, it would

not be appropriate (and TransCanada cannot agree to) having trails crossing the compressor station lands.

Any trail in the vicinity of TCPL's pipelines would be required to adhere to TCPL's specifications and safety requirements, based on site-specific conditions. As such, policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL. TCPL should be consulted with as soon as possible in the design phase for any proposed trails. This information was provided to the City through comments on the North Vaughan New Communities Transportation Master Plan (NVNCTMP) process and a letter to the Parks Department in May 2018.

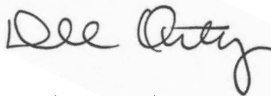
The following general design guidance should be included in the Master Plan in relation to the pipeline right-of-way. This guidance outlines some of TCPL's regulatory requirements, best practices, safety requirements, and CSA standards which are subject to change. As such, policies should reference the need to consider the most up to date guidelines from TCPL as part of any trail planning and application for approval from TCPL:

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- The width of the pathway shall not exceed three (3) meters;
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- Where the installation of a pathway requires a ground disturbance, and the pathway crosses the pipeline, within five (5) meters of the pipeline, TCPL's pipeline must be hand- exposed at certain intervals to be determined, as directed by TCPL's regional field representative; and
- The presence of the pipeline is clearly visible through the installation of above ground pipeline signage. Signage is to be installed at all road, pathway, and other crossings; throughout the development area at intervals of 100 meters. Signage will be double sided.

As noted, TCPL's guidelines and best practices may change over time due to revised federal regulations. As such, it is recommended that these guidelines are verified prior to planning and design and prior to any application for approval from TCPL.

Thank you for the opportunity to comment. We look forward to receiving the final Draft Master Plan for review and additional comment. We would also appreciate confirmation of the approval process related to this plan. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,



Darlene Quilty,
Planning Coordinator
On behalf of TransCanada PipeLines Limited

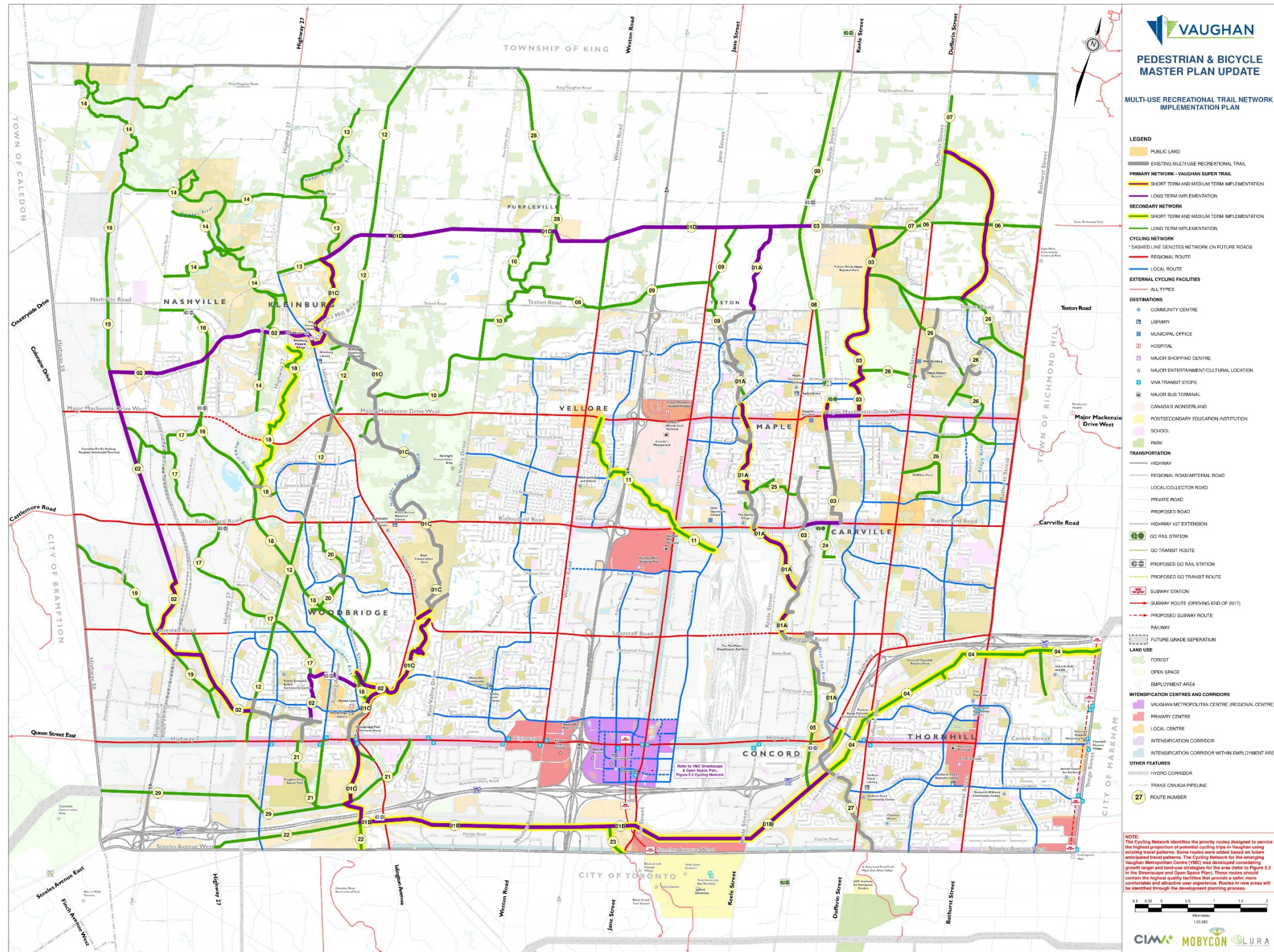


Figure 9-3: Multi-use Recreational Trails Network 5 Year Plan

Appendix E – SAG Member List

Stakeholder Advisory Group List of Participants

1. Dorothy Kowpak, City of Vaughan, Transportation Planning
2. Michael Habib, City of Vaughan, Parks Development
3. Andrew Pearce, City of Vaughan, Development Engineering
4. Vince Musacchio, City of Vaughan, Infrastructure Planning and Corporate Asset Management
5. Selma Hubjer, City of Vaughan, Transportation Planning
6. Margie Chung, City of Vaughan, Traffic
7. Marta Roias, City of Vaughan, Transportation Planning
8. Mani Shahrokni, City of Vaughan, Transportation Planning
9. Christopher Tam, City of Vaughan, Transportation Planning
10. Richard Fournier, City of Vaughan, Parks Development
11. Brett Luckyk, City of Vaughan, Parks Development
12. Dave Madore, City of Vaughan, By-Law & Compliance
13. Marlene Hackson, City of Vaughan, By-Law & Compliance
14. Albert Chan, City of Vaughan, By-Law & Compliance
15. Melissa Rossi, City of Vaughan, Policy Planning & Environmental Sustainability
16. Warren Rupnarain, City of Vaughan, Accessibility
17. Joerg Hettman, City of Vaughan, Maintenance & Operations
18. Jay Todd, City of Vaughan, Maintenance & Operations
19. Vito Di Venosa, City of Vaughan, Maintenance & Operations
20. Carmine Mainella, City of Vaughan, Maintenance & Operations
21. Gino Martino, City of Vaughan, Infrastructure Delivery
22. Tony Iacobelli, City of Vaughan, Environmental Sustainability
23. Thi Nguyen, City of Vaughan, Corporate Communications
24. Mae Caldarelli, City of Vaughan, Corporate Communications
25. Carmela Antolino, City of Vaughan, Corporate Communications
26. Robbie Shifman, City of Vaughan, Recreation Services
27. Gerardo Paez Alonso, City of Vaughan, VMC Parks Development
28. LoAn Ta-Young, York Region
29. Jessica Wu, York Region
30. Pauline Gillen, York Region
31. Shawn Smith, York Region
32. Bhakti Rathod, York Region Transit
33. David Schleihauf, York Region Transit
34. PC Marc Merola (#2059), York Regional Police
35. PC Christopher Morrison (#2073), York Regional Police
36. David Van Veen, Township of King
37. Scott McDonald, Township of King
38. Jacob Meyer-Reed, Township of King

39. Josh Ward, Richmond Hill
40. Nelson Cadete, City of Brampton
41. Erica Duque, Peel Region
42. Aslam Shaikh/Sanathan Kassiedas/Matt Pinder, Metrolinx
43. Stewart Slaymaker, Smart Commute
44. Sandra Quitena, Central Counties Tourism
45. Adam Dembe, Toronto Regional Conservation Authority
46. Michael Bender, Toronto Regional Consultation Authority
47. Christine Allum, Canadian Automobile Association
48. Michael Iacovelli, York Regional Cycling Coalition
49. Frank Fazzari, York Region Cycling Coalition
50. Frank Mazzuca, York Region Cycling Coalition, Vento Cycling Club
51. Frank Ciccolini, York Region Cycling Coalition, Team Revolution
52. Sam Cascun, York Region Cycling Coalition, CyclePath Woodbridge
53. Mark Inglis, Vaughan Bicycle User Group
54. Colin MacDougall, Vaughan Bicycle User Group
55. Phil Madonia, Vaughan Bicycle User Group
56. Peter DeSouza, Vaughan Bicycle User Group
57. Odette McIntyre, Vaughan Bicycle User Group
58. Justin Jones, Share the Road Coalition
59. Gloria Marsh, York Region Environmental Alliance
60. Tony Lorini, Greater Woodbridge Ratepayers' Association
61. Mario Racco, Brownridge Ratepayers' Association
62. Mary Scott, Village of Woodbridge Ratepayers' Association
63. Fred Winegust, Spring Farm Ratepayers' Association
64. Robert Kennedy, MacKenzie Ridge Ratepayers' Association
65. Martha Bell, Local Trail Advocate