

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017**

Item 8, Report No. 6, of the Finance, Administration and Audit Committee, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2017.

**8 ONTARIO MUNICIPAL CYCLING INFRASTRUCTURE PROGRAM AND OTHER GRANT  
FUNDING OPPORTUNITIES**

The Finance, Administration and Audit Committee recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, the Deputy City Manager, Public Works, the Director of Development Engineering and Infrastructure Planning, the Director of Parks Development, the Director of Financial Planning & Development Finance and Deputy City Treasurer, and the Director of Transportation Services, Parks and Forestry Operations, dated June 6, 2017, be approved;
- 2) That the following be approved in accordance with Communication C1, memorandum from the Deputy City Manager, Public Works, dated June 2, 2017:
  1. That an application package be submitted for a grant opportunity from the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program for "Work Management Improvements to Track Asset Life Cycle Costs and Events";
  2. That, should the application be approved, the City commits to conducting the activities proposed in the application to the FCM's Municipal Asset Management Program;
  3. That the City fund its portion of the cost of this initiative from approved Capital Project EN-1958-13; and
- 3) That the following be approved in accordance with Communication C4, memorandum from the the Director, Financial Planning and Development Finance/Deputy City Treasurer, Director, Development Engineering and Infrastructure Planning, Director, Parks Development and Director, Infrastructure Delivery, dated June 6, 2017:
  1. That a capital project(s) be created in the capital plan for any project(s) submitted to the Ontario Municipal Commuter Cycling Program (OMCC) that are not currently approved in the capital plan, subject to the project(s) receiving funding approval, with the City funded portion to be accommodated from within existing approved capital funding envelope(s); and
  2. That any projects that require an amendment to the capital plan be reported through the City's Quarterly Fiscal Health Report presented at the Finance, Administration and Audit Committee.

**Recommendation**

The Deputy City Manager, Planning and Growth Management, the Deputy City Manager, Public Works, the Director of Development Engineering and Infrastructure Planning, the Director of Parks Development, the Director of Financial Planning & Development Finance and Deputy City Treasurer, and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Director of Infrastructure Delivery and the Chief of Corporate Initiatives and Intergovernmental Relations, recommend:

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1. That the City submit an application package for the second intake of the Ontario Municipal Cycling Infrastructure Program, once a call for applications is received;
2. That delegated authority be granted to the City Manager and Chief Financial Officer and City Treasurer to submit an application package to the York Region Pedestrian and Cycling Municipal Partnership Program and other grants from senior levels of government that may become available during the summer hiatus;
3. That upon notification of grant award(s), the City Clerk be authorized to execute any necessary agreements in a form satisfactory to the City Solicitor; and
4. That the City Clerk circulate this report to the Provincial MPP, Federal MP and Regional Municipality of York.

#### **Contribution to Sustainability**

The City's Community Sustainability and Environmental Master Plan, Green Directions Vaughan embraces a Sustainability first principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

Consistent with the goals and objectives of Green Directions Vaughan, the funding would advance priority cycling/ active transportation projects that support:

- Transformation of the transportation network and system supporting intensification, sustainable growth and development (Goal 2)
- Ensuring that Vaughan is a city that is easy to get around with a low environmental impact (Goal 3) through:
  - Establishing green and complete street network of sidewalks, paths and trails that support all modes of non-vehicular transportation (Objective 3.1)
  - Reducing single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit (Objective 3.3)

#### **Economic Impact**

It is anticipated that additional funding will become available this year under the Ontario Municipal Cycling Infrastructure Program (OMCIP) program. Although the program's guidelines and criteria have not yet been released, work has begun on developing a proposed list of projects for submission to ensure the City is well prepared for when a call for applications is announced.

Staff from a number of Departments have been reviewing capital projects that exist in the current capital plan and assessing additional priority projects. A list of projects that staff propose to submit an application for will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

#### **York Region Pedestrian and Cycling Municipal Partnership Program (MPP) and other grant opportunities from senior levels of government**

The York Region Pedestrian and Cycling Municipal Partnership Program guidelines have been released and the Region will contribute up to 50% of the construction cost of a project under this program. The partnership program is funded in the amount of \$500,000 per year and will be based on approved submissions for a particular budget year. Staff are seeking delegated

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authority to submit an application package for this program and for other grants from senior levels of government that may become available during the summer hiatus to ensure all opportunities can be explored during this period.

Should any of the grant applications submitted be successful, projects not currently approved would need to be added to the 2017 Capital Project Program with a funding source identified for the City portion. Any projects that require an amendment to the 2017 Capital Plan will be reported through the City's Quarterly Fiscal Health Report that is presented at the Finance, Audit and Administrative Committee. The required City portion of funding for these new or amended projects will need to be accommodated from within the existing approved capital funding envelope(s).

It should be noted that the successful award of applications for projects may require staff to review and reprioritize Department workloads.

#### **Communications Plan**

This report will be circulated to Provincial and Federal Members of Parliament, Regional Municipality of York Chair and CAO.

Although a formal communication plan is not required, successful grant applications may have required communication standards such as inclusion of funding partner logos and multi-stakeholder news releases etc. If so, Staff will ensure that the City remains compliant.

In addition, if not already undertaken, some of the identified projects will require public consultation.

#### **Purpose**

The purpose of this report is to request Council's approval to submit application(s) for the anticipated second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) once program guidelines and intake procedures are announced. In addition, staff is seeking delegated authority to submit an application package for the York Region Pedestrian and Cycling Municipal Partnership Program and for other grants from senior levels of government that may become available during the summer hiatus and to execute any agreements upon notice of successful award of funding.

#### **Background - Analysis and Options**

**On April 27, 2017, the Provincial Government released the 2017-2018 budget which included \$50 million for commuter cycling infrastructure**

Investing in cycling infrastructure is part of the provincial government's economic plan to build Ontario up and deliver on its number-one priority to grow the economy and create jobs.

In 2014, the Ontario government released #CycleON: Ontario's Cycling Strategy, a 20-year vision to encourage the growth of cycling and improve safety for cyclists across the province with a commitment to establish Ontario as a premier cycle tourism destination.

The #CycleON plan received \$25 million in provincial investments when it was originally announced. As part of #CycleON Action Plan 1.0, the Ministry of Transportation (MTO) established a \$10 million Ontario Municipal Cycling Infrastructure Program (OMCIP), to help municipalities build new and improve existing cycling infrastructure. The two-year program was

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launched in 2015 and helped 37 municipalities pay for 50 percent of eligible local project costs to a maximum of \$325,000. The program objectives include developing better cycling networks, promoting safety, encouraging innovation, supporting partnerships, collecting data and enabling cycling to be better recognized as a viable transportation option.

**It is anticipated that additional funding through the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year**

As part of Ontario's climate change strategy, the Province is investing \$50 million in 2017-2018 for commuter cycling infrastructure to give Ontarians a safer and low-cost commuting alternative that effectively reduces GHG emissions. It is anticipated that a second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year.

Strategically anticipating the provincial budget announcement, as well as planning for the 2018 municipal budget, staff were already reviewing approved 2017 capital projects and 2018-2019 recognized capital projects as well as identifying new projects to determine a list of priorities.

Staff from Development Engineering and Infrastructure Planning, Infrastructure Delivery, Parks Development as well as Transportation Services, Parks and Forestry Operations have been reviewing a list of priority projects and discussing feasibility of delivery. The purpose of these meetings is to ensure preparatory work takes place to ensure the City is ready to submit any grant applications and other information when requested by the Province.

To assist in refining the review of projects, the following criteria has been applied:

- Alignment with program objectives – projects that directly aligned with the program objectives and anticipated evaluation considerations
- Alignment with City's strategic objectives – projects that support the City's vision for a broad transportation system
- Network connectivity – projects that connect existing and planned cycling infrastructure, and/or connect to key destination points
- Project readiness and feasibility of implementation – non-controversial projects that are likely able to be completed within a 2-year timeframe, preference has been given to projects that are underway and public consultation has been initiated or completed, if deemed necessary
- Cost of project – projects that are under \$1 million in total project costs

A detailed list of proposed projects will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

The timeframe and funding anticipated for the second intake of the OMCIP has required staff to consider projects that have not yet been approved. Those projects that are selected as part of the prioritized list and receive program approval would need to proceed and conditional approval of those projects would be sought. Projects that do not receive program approval will be prioritized for the 2-5 year Pedestrian and Cycling Strategy Action Plan.

The timing of the provincial budget announcement and anticipated funding is aligned with a number of existing cycling-related initiatives and will help support the advancement of cycling projects in the City of Vaughan.

Staff will continue to monitor announcements on the OMCIP and for any other senior level of government grant opportunities. Once grant intakes are announced, staff will complete

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application packages that align with the announced program guidelines for submission in accordance with the program deadlines established. As this may occur during Council's hiatus, it is recommended that Council pass a resolution authorizing the submission of applications at this time.

#### **The City has the opportunity to capitalize on existing and anticipated funding opportunities to advance the implementation of some high-priority projects in support of the City's new Pedestrian and Cycling Strategy**

Staff recently commenced the development of the City's new Pedestrian and Cycling Strategy with anticipated completion by Q2-2018. One of the Strategy deliverables will be a 2-5 year action plan which will identify "quick wins" for immediate implementation as well as other priority projects for the next 5 years. The City has the opportunity to capitalize on funding opportunities and advance the implementation of some high-priority projects in the short-term. The implementation of projects shortly after the completion of the study will support the momentum that is anticipated to be generated during the execution of the study.

In addition, accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

#### **The Cycling and Pedestrian Advisory Task Force Findings Report recommended actively pursuing applications for funding**

In addition, earlier this year the Cycling and Pedestrian Advisory Task Force completed its mandate. On April 19, 2017 the recommendations outlined in the Cycling and Pedestrian Advisory Task Force Findings Report as well as the Vaughan Super Trail Concept were presented and received by Council. A total of 18 recommendations were tabled including the recommendation to actively pursue applications for funding. The anticipated OMCIP and other funding would also directly support the following recommendations:

- Moving forward with the Vaughan Super Trail concept
- Connecting off-road cycling and hiking pathways
- Establishing priorities for cycling and hiking infrastructure
- Working with York Region and the Ministry of Transportation to establish safe, connected cycling infrastructure
- Improving safety with protected cycle routes

#### **Provincial and other funding can support the opportunity to provide a grid network of separated cycling facilities in the Vaughan Metropolitan Centre**

Significant development is occurring in the Vaughan Metropolitan Centre (VMC), the City's new downtown. The vision for the VMC, as established in the Secondary Plan, is to build a diverse, sustainable, pedestrian and bicycle-friendly, transit-oriented downtown for the City of Vaughan – a hub of social, economic and cultural activity. The mobility hub consists of major transit stations with surrounding areas of high development and vibrant destinations supported by all modes of transportation. A mix of uses and appropriate densities will support transit use and promote walking and cycling.

As part of the Pedestrian and Cycling Strategy update, staff are revisiting the VMC Cycling Network as proposed in the Streetscape and Open Space Plan and are looking at opportunities to provide a grid network of separated cycling facilities.

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In the last five years there has been significant advancement in the planning, design, implementation and operation of active transportation facilities. Nearly all major cities across North America are building protected cycling infrastructure many of which are now retrofitting their downtowns to include a network of cycle tracks. These cities have seen major economic benefits by making the City more attractive to live, work and play.

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

Aligned with the City's strategic vision of being "a city of choice that promotes diversity, innovation and opportunity for all citizens, fostering a vibrant community life that is inclusive, progressive, environmentally responsible and sustainable", the recommendations of this report support the following Term of Council priorities:

- T02 – Continue to develop transit, cycling and pedestrian options to get around the City
- T03 – Facilitate the development of the VMC
- T06 – Invest, renew and manage infrastructure and assets
- T07 – Continue to ensure the safety and well-being of citizens
- T10 – Attract investment and create jobs
- T12 – Continue to cultivate an environmentally sustainable city

#### **Regional Implications**

There are no Regional implications anticipated as a result of the recommendations of this report. The proposed projects are in support of both the City's, as well as the Region's overall vision for active transportation in Vaughan. If it is determined that there are Regional implications during the detailed design or implementation phase of specific projects, staff will engage and consult with the Region at that time.

#### **Conclusion**

Since the 1970s, Vaughan has been one of the fastest growing municipalities in Canada. This growth has taken place in a primarily suburban form and auto-oriented structure. The historical pattern of growth has created a number of significant issues for the City including increased traffic congestion and strain on the transportation system.

The 2012 Transportation Master Plan travel forecast indicated that it will take more than just very large investments in transit infrastructure to manage future transportation demand. A substantial change in travel behaviour will also be needed in order to manage future congestion on the road network that serves the City. Investment in infrastructure that supports alternate modes of transportation such as cycling and walking will support the City's broad transportation vision and will provide the framework for a major transformation in how Vaughan residents and workers travel throughout the City.

The City has an opportunity to capitalize on existing and anticipated funding opportunities to provide critical infrastructure to support the viability of cycling in Vaughan and improve safety for our vulnerable road users.

#### **Attachments**

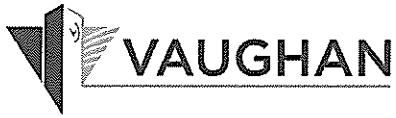
None

#### **Report prepared by:**

Dorothy Kowpak, Active and Sustainable Transportation Project Manager – ext. 8812  
Rita Selvaggi, Manager, Financial Planning & Analysis – ext. 8438



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## memorandum

C 1  
**COMMUNICATION**  
FAA - June 6/2017  
ITEM - 8

**DATE:** June 2, 2017

**TO:** Mayor and Members of Council

**FROM:** Stephen Collins, Deputy City Manager – Public Works

**RE:** COMMITTEE OF FINANCE, ADMINISTRATION AND AUDIT – JUNE 6, 2017  
GRANT FUNDING OPPORTUNITY – MUNICIPAL ASSET MANAGEMENT PROGRAM

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### Recommendation

Further to Item 8 of the June 6, 2017 meeting of Finance, Administration and Audit Committee, the Deputy City Manager of Public Works, in consultation with the Chief Corporate Initiatives and Intergovernmental Relations Officer, the Director of Financial Planning & Development Finance and Deputy City Treasurer recommend:

1. That an application package be submitted for a grant opportunity from the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program for "Work Management Improvements to Track Asset Life Cycle Costs and Events";
2. That, should the application be approved, the City commits to conducting the activities proposed in the application to the FCM's Municipal Asset Management Program;
3. That the City fund its portion of the cost of this initiative from approved Capital Project EN-1958-13.

### Contribution to Sustainability

**The Federation of Canadian Municipalities (FCM) has launched a Municipal Asset Management Program (MAMP) to strengthen asset management (AM) practices within municipalities, recognizing that improvements to municipal AM practices play a key role in financial sustainability.**

In May 2017, the FCM announced the MAMP, a five-year, \$50-million program funded by Infrastructure Canada. The grant program will support financial sustainability in municipalities by building their capacity to make capital and operating decisions with consideration for long-term performance, cost and risk impacts over the full life cycle of the assets.

**Staff propose to apply to the MAMP funds to support the City's on-going initiative to implement work management improvements to track asset life cycle costs.**

This improvement need was identified in the City's 2014 Corporate Asset Management (CAM) Strategy, which identified Computerized Work Management as a priority initiative that would enable the City to track asset life cycle costs, as well as asset maintenance, failure and repair events. This life cycle data would then be used to make better capital and operating decisions, based on performance, cost and risk impacts over the full life cycle of our assets.



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## Economic Impact

**Should the MAMP grant application be successful, the estimated \$300,000 project cost would be funded as follows: \$250,000 from the existing Gas Tax funds, and \$50,000 from the MAMP.**

For the first phase of this Corporation-wide initiative, the work order improvements will be implemented and rolled out in three of the City's 11 operational areas. It is expected that this phase of the improvements will cost approximately \$300,000. This amount is currently allocated in Capital Project EN-1958-13 (Corporate Asset Management Strategy), funded from Gas Tax.

Should the MAMP grant application be successful, the City would contribute an estimated \$250,000 toward implementation of work management improvements, and the remaining \$50,000 would be funded by the MAMP. The requested grant contribution would be well within the MAMP's 50% maximum toward project software costs.

Unused Gas Tax funds would then be applied to other Corporate Asset Management Strategy initiatives, including work management improvements for other asset types, asset data collection and implementation of an asset management planning system.

## Communication Plan

Should the MAMP application be successful, Staff will ensure that the City remains compliant with FCM's communication requirements.

## Purpose

The purpose of this Communication is to request Council approval to submit an application for the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program (MAMP) for "Work Management Improvements to Track Asset Life Cycle Costs and Events".

This Communication is associated with Item 8, which recommends that delegated authority be granted to the City Manager and Chief Financial Officer and City Treasurer to submit applications for funding grants that may become available during the summer hiatus. Although such a recommendation would authorize staff to submit an application to the FCM's MAMP, the MAMP Application Guideline requires that applications include a Council resolution that demonstrates the City's commitment to the specific project being proposed for MAMP grant funding, to the activities being proposed as part of the project, and to the amount of the City's financial contribution toward the proposed project.

## Background – Analysis and Options

**Based on the MAMP application guideline, the work management improvements to track asset life cycle costs is the best candidate project for this grant.**

The MAMP application guideline states that MAMP grants will be limited to a maximum of \$50,000. Moreover, MAMP contributions are limited to a maximum of 80% of eligible project costs, or 50% in the case of costs relate to software. Moreover, projects that receive funding must be completed within 11 months after award.

Staff reviewed capital projects existing in the current capital plan and the CAM Strategy. It was determined that the work management improvements to be implemented for the first Phase of roll-outs would be the most appropriate candidate project for this application, because of the following:





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- The City is applying for a \$50,000 MAMP grant to support this project. Should this amount be awarded, the City would contribute \$250,000 of Gas Tax funds, which are already available in Capital Project EN-1958-13.
- The \$50,000 grant request represents 16.7% of the total \$300,000 budget for this scope of the work. This proportion is well within the MAMP's 50% maximum for project software costs.
- This project is currently in the procurement stage. It is expected that the project will begin this summer, and be completed within 11 months of the expected MAMP award date, as required by the MAMP guideline.

**Work order management improvements will provide the City with important asset information to make better decisions about how the City maintains, repairs and renews its assets.**

The proposed work management improvements will enable the City to track asset life cycle costs, as well as failure and maintenance events. This information will allow the City to analyze the trade-offs between asset performance, cost and risk over the life of the asset, and use those insights to decide how to best to allocate its precious resources.

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

This project falls within the Term of Council Priority, "T06 – Invest, Renew and Manage Infrastructure Assets", and progress is being reported in the Service Excellence Dashboard as "T06.3 – Corporate Asset Management". The asset life cycle data will also support S2.5 Financial Framework – Financial Master Plan as this information will support better asset investment decision-making.

### **Regional Implications**

None.

### **Conclusion**

Staff request Council approval to submit an application for the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program (MAMP) to support the City's existing initiative to implement work management improvements to track asset life cycle costs and events. This life cycle data would then be used to make better capital and operating decisions, based on performance, cost and risk impacts over the full life cycle of our assets.

### **Attachments**

N/A

### **Report prepared by**

Elaine Chang, Manager of Corporate Asset Management, ext. 8303

Respectfully submitted,

*Elaine Chang for*

Stephen Collins  
Deputy City Manager, Public Works



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memorandum

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Tim Simmonds, Chief Corporate Initiatives and Intergovernmental Relations Officer

Lloyd Noronha, Director, Financial Planning and Development Finance and Deputy City Treasurer



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## memorandum

C 4  
COMMUNICATION  
FAA - June 6/2017  
ITEM - 8

**DATE:** JUNE 6, 2017

**TO:** MAYOR AND MEMBERS OF COUNCIL

**FROM:** LLOYD NORONHA, DIRECTOR, FINANCIAL PLANNING AND DEVELOPMENT  
FINANCE/DEPUTY CITY TREASURER  
ANDREW PEARCE, DIRECTOR, DEVELOPMENT ENGINEERING AND  
INFRASTRUCTURE PLANNING  
JAMIE BRONSEMA, DIRECTOR, PARKS DEVELOPMENT  
JACK GRAZIOSI, DIRECTOR, INFRASTRUCTURE DELIVERY

**RE:** FINANCE, ADMINISTRATION AND AUDIT COMMITTEE – JUNE 6, 2017  
ITEM # 8, ONTARIO MUNICIPAL CYCLING INFRASTRUCTURE PROGRAM  
AND OTHER GRANT FUNDING OPPORTUNITIES

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### Recommendation

The Director of Financial Planning and Development Finance and Deputy City Treasurer, the Director of Development Engineering and Infrastructure Planning, Director of Parks Development and the Director of Infrastructure Delivery, recommend:

1. That a capital project(s) be created in the capital plan for any project(s) submitted to the Ontario Municipal Commuter Cycling Program (OMCC) that are not currently approved in the capital plan, subject to the project(s) receiving funding approval, with the City funded portion to be accommodated from within existing approved capital funding envelope(s); and
2. That any projects that require an amendment to the capital plan be reported through the City's Quarterly Fiscal Health Report presented at the Finance, Administration and Audit Committee.

### Economic Impact

Staff reviewed projects currently in the capital plan and identified other additional priority projects that may qualify for funding from the Ontario Municipal Commuter Cycling Program (OMCC). A preliminary list of potential projects has been compiled for consideration. To date, a total of 11 on-road or in-boulevard opportunities have been identified with a total estimated cost of approximately \$18.3 million and potential Provincial funding of up to \$14.6 million. And a total of 7 off-road opportunities have been identified with cost estimates to be determined. Staff are continuing to explore additional opportunities that may qualify for program funding. The decision



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on project eligibility for the program and the final project to be included in the application will be determined after the full program criteria are released.

Should the application be successful, projects currently not approved in the capital plan would need to be added to the 2017 Capital Plan with a funding source identified for the city portion. Any projects that require an amendment to the 2017 Capital Plan will be reported through the City's Quarterly Fiscal Health Report that is presented at the Finance, Administration and Audit Committee. The required City portion of funding for these new or amended projects will need to be accommodated from within the existing approved capital funding envelope(s).

It should be noted that the successful award of applications for projects may require staff to review and reprioritize departments' workloads.

### **Background**

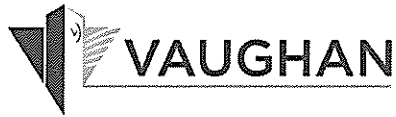
On May 29th, 2017, Bike to Work Day, Transportation Minister Steven Del Duca and Eleanor McMahon, Minister of Tourism, Culture and Sport, announced the launch of the new Ontario Municipal Commuter Cycling Program (OMCC). The OMCC builds on the Ontario Municipal Cycling Infrastructure Program which is helping 37 municipalities across the province build or improve cycling infrastructure. The province is investing another \$50 million dollars this year from its carbon market to fund this and other new initiatives that support commuter cycling infrastructure.

OMCC is a four-year program that will provide direct, dedicated, annual funding to Ontario municipalities to support the implementation of commuter cycling infrastructure. It is supported by proceeds from Ontario's cap and trade program, with \$42.5 million available in the first year. Funding for future years will be determined based on availability of cap and trade proceeds. All Ontario municipalities are eligible for annual OMCC funding to support up to 80 per cent of costs associated with their implementation of eligible commuter cycling projects.

Municipalities must declare their interest in participating in the program each year, identify their eligible projects annually, and confirm that they will be able to fund at least 20% of each project's cost. The annual funding allocation for each participating municipality will be based upon the number of participating municipalities and the available funds in each funding year. Municipalities may also pursue funding partnerships with third parties, including other municipalities, conservation authorities and municipal service agencies. Funding is to be used for capital investments for new commuter cycling infrastructure and enhancements to existing cycling infrastructure to better support and provide safer facilities for commuting cyclists (e.g. widening of paved shoulders or addition of bollards to conventional / buffered bike lanes).



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Complete OMCC Program Details and online application forms will be available on June 5, 2017. The deadline for applications this year is August 18, 2017 and funding announcements will be made September 25, 2017. The deadline for applications and declaration of participation for subsequent years (2018, 2019, 2020) will be April 30<sup>th</sup> of the respective years.

Strategically anticipating the provincial budget announcement, as well as planning for the 2018 municipal budget, staff reviewed approved 2017 capital projects and 2018-2019 recognized capital projects as well as identified new projects for consideration for the OMCC funding. Table 1 attached, outlines an initial list of potential projects for consideration in the program application in absence of program details.

Once full program details and application forms are released, staff will review the list of projects in Table 1 based on the program funding criteria and determine which project(s) will be submitted in the application package for the OMCC. Staff may consider phasing projects and apply for funding of projects in part or additional projects may be considered depending on the program funding criteria.

## **Conclusion**

Staff are continuing to explore opportunities that may qualify for program funding. The decision on project eligibility for the program and the final project(s) to be included in the application will be determined after the full OMCC program criteria are released. Staff may consider phasing projects and apply for funding of projects in part or additional projects may be considered depending on the program funding criteria.

A report will be brought forward to a future Finance, Administration and Audit Committee when, and if, notification of award of the grant is received.

Respectively submitted,

Lloyd Noronha, CPA, CMA

Director, Financial Planning and Development Finance and Deputy City Treasurer



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memorandum

Andrew Pearce,  
Director, Development Engineering and Infrastructure Planning

on behalf of

Jamie Bronsema,  
Director, Parks Development

Jack Graziosi,  
Director, Infrastructure Delivery

C.

Daniel Kostopoulos, City Manager

John Mackenzie, Deputy City Manager, Planning and Growth Management

Stephen Collins, Deputy City Manager, Public Works

Laura Mirabella, Siddall, Chief Financial Officer and City Treasurer

Tim Simmonds, Chief of Corporate Initiatives and Intergovernmental Relations

Zoran Postic, Director of Transportation Services, Parks and Forestry Operations

Table 1: Initial List of Projects for Consideration for OMCC Program

Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
1	CD-2001-16	Kirby Rd Paved Shoulders (Kipling Ave to Pine Valley Dr) ~ 2km	\$1,200,000	\$960,000	<ul style="list-style-type: none"> <li>- In conjunction with already planned 2018 Road Rehab Works</li> <li>- COV Regional Rural Roads experience high usage already (source: Strava Data counts) paved shoulders will provide a safer place for our cyclists to ride</li> <li>- The Province is advocating for the inclusion of paved shoulders as part of Municipal and Region road rehab works</li> <li>- Connects to existing and future cycling facilities including paved shoulders in the area</li> <li>- Identified in Master Plan - Paved Shoulders proposed along Kirby Rd and Pine Valley Dr</li> </ul>
		Pine Valley Dr Paved Shoulders (Kirby Rd to King Vaughan Rd) ~ 2km			
		King Vaughan Rd Paved Shoulders (Pine Valley Dr to Kipling Ave) ~ 2km			
1	CD-2026-17	Kirby Road Paved Shoulders (Pine Valley Dr to Keele St) ~6.2km	\$1,200,000	\$960,000	<ul style="list-style-type: none"> <li>- In conjunction with already planned 2019 Road Rehab Works</li> <li>- Identified in Master Plan - Paved Shoulders proposed</li> <li>- COV Regional Rural Roads experience high usage already (source: Strava Data counts) and provides connection between future Canada Pipeline Trail/Vaughan Super Trail on the west and Keele Street (high demand cycling corridor) on the east, including the future Regional Park</li> <li>- The Province is advocating the inclusion of paved shoulders with Municipal and Region road rehab works</li> </ul>
1 & 4	NEW	McNaughton Rd East In-Boulevard Multi-Use Trail on South-West side (Keele St to Major Mackenzie Dr) ~ 1.6km	\$640,000	\$512,000	<ul style="list-style-type: none"> <li>- The addition of a 1m asphalt path was planned adjacent to the existing sidewalk for the south west side of McNaughton Rd East (EN-1865-11)</li> <li>- Recommending a scope change to implement a multi-use path in place of sidewalk</li> <li>- Metrolinx is planning a grade separation at McNaughton Rd</li> <li>- Identified in Master Plan as part of the Bicycle Network</li> <li>- Key connection to Maple GO Station and transit hub as well as other existing and forecasted cycling infrastructure along Major Mackenzie Drive, Peter Rupert, Melville Ave, etc.</li> <li>- Highly used local north-south connector in east Vaughan</li> </ul>
1 & 4	NEW	Credistone Rd/Belleville Ave/Drummond Dr/Buffered Bike Lanes (Hwy 7 to Keele St) ~ 9.5km	\$340,000	\$272,000	<ul style="list-style-type: none"> <li>- Identified in Master Plan - Community Bike Lanes recommended</li> <li>- Connects to existing and planned cycling infrastructure as well as key points of interest in Block 26 (e.g. schools, parks, etc.) as well as several transit routes along corridor</li> <li>- Connects to the east limit of VMC - Barnes Street/Apple Mill Road can be used to connect to Edgeley Pond &amp; Park as well as to the Subway Station and Transit Hub</li> <li>- South piece will form part of the VMC cycling grid network</li> <li>- No residential frontage between Highway 7 and Roseheath Dr (6km)</li> <li>- Traffic Calming line work already exists between Roseheath Dr and Keele which provides opportunity for conversion to bike lanes</li> </ul>
2	NEW	Martin Grove Rd Bike Lanes (Steeles Ave to Hwy 7) ~ 2km	\$40,000	\$32,000	<ul style="list-style-type: none"> <li>- In conjunction with already planned 2019 Road Rehab Works</li> <li>- Identified in Mater Plan - Community Bikes Lanes recommended</li> <li>- Will provide a dedicated facility for cyclists and connection to and from Highway 7 cycling facilities</li> </ul>
2 & 3	NEW	Willis Rd/Chancellor Dr Bike Lanes (Islington Ave to Weston Rd) ~ 3km	\$60,000	\$48,000	<ul style="list-style-type: none"> <li>- In conjunction with already planned 2018 Road Rehab Works</li> <li>- Existing neighbourhood signed bike route (as identified in the Master Plan), dedicated facility would provide more comfort and safety to users and support the Provincial mandate in providing more dedicated and separated facilities and improve safety of facilities between neighbourhoods</li> <li>- Key local connector between Islington Ave and Weston Rd and planned MUTTs</li> <li>- Connects to Chancellor Community Centre, Library, Chancellor and Doctors McLean District Parks and schools</li> <li>- Traffic issues have been identified along corridor, some parking restrictions already exist and some traffic calming line work already exists which provides opportunity for conversion to bike lanes</li> </ul>
3	NEW	Weston Rd In-Boulevard Multi-Use Trail on West side (Major Mackenzie Dr to Teston Rd) ~ 2km	\$800,000	\$640,000	<ul style="list-style-type: none"> <li>- Existing gap in sidewalk system and has been identified for implementation</li> <li>- The implementation of a multi-use trail would provide a separated facility for both pedestrians and cyclists</li> <li>- Will provide connection between Teston Rd and Major Mackenzie Multi-Use Trail and ultimately extended down to Highway 7 cycling facilities</li> <li>- Identified in YR Master Plan with separated cycling facility proposed</li> </ul>

Table 1: Initial List of Projects for Consideration for OMCC Program

Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
3	NEW	Pine Valley Drive In-Boulevard Multi-Use on East side (Strada Dr to Club House Rd) ~ 3.8 km	\$1,520,000	\$1,216,000	<ul style="list-style-type: none"> <li>- Existing gap in sidewalk system and has been identified for implementation</li> <li>- The implementation of a multi-use trail would provide a separated facility for both pedestrians and cyclists</li> <li>- Identified in Master Plan - Community Multi-use Boulevard Pathway</li> <li>- Potential connection into Boyd Conservation Area trail system and proposed recreational pathway north of Club House Rd from Hwy 7 cycling facilities and ultimately will provide a separated cycling corridor (Hwy 7 and Pine Valley Dr) for VMC residents to Boyd Park Conservation Area</li> </ul>
4	NEW	Jane St In-Boulevard Multi-Use Trail West Side and Intersection Cross Rides (Hwy 7 to Teston Rd) ~ 8km	\$3,050,000	\$2,440,000	<ul style="list-style-type: none"> <li>- A 1.5 m sidewalk was planned for implementation on the west side of Jane between Highway 7 and Langstaff EN-1865-11 and ID-2035-17</li> <li>- A scope change is recommended to implement a multi-Use Trail west side of Jane extending from Highway 7 to Major Mackenzie</li> <li>- Will provide cycling connection to planned VIVA NEXT Rapid Transit Stations along Jane Street and Highway 7</li> <li>- Will provide a significant north-south cycling connection between VMC and Wonderland, Mackenzie Vaughan Hospital, Vaughan Mills Mall, various transit hubs along corridor, etc. and via Apple Mill Road will connect to Subway Station</li> <li>- Jane Street is identified as a Secondary Route for the Province-Wide Cycling Network</li> <li>- Identified in YR Master Plan with separated cycling facility proposed</li> </ul>
4	NEW	Edgeley Pond and Park Pedestrian and Cyclist Bridge and Barnes Road Bike Lanes ~0.6km	\$6,000,000	\$4,800,000	<ul style="list-style-type: none"> <li>- Will provide connection between Apple Mill Cycle Tracks/Jane Street Separated Facilities and Barnes Court/ Creditstone Future Cycling Facilities</li> <li>- Key feature of Edgeley Pond and Park and VMC vision</li> <li>- Supports Province's mandate to provide safer cycling facilities in high residential and employment areas including grade separated routes</li> </ul>
5	NEW	Clark Avenue Cycle Tracks (Dufferin St to Yonge St) ~ 4.3km	\$3,450,000	\$2,760,000	<ul style="list-style-type: none"> <li>- Existing high cycling and pedestrian demand (Strava Data)</li> <li>- Feasibility Study being undertaken this year to determine appropriate facility type (cost estimate is based on Cycle Tracks)</li> <li>- Would be implemented in conjunction with already planned Road Rehab and Water works between Bathurst St and Yonge St</li> <li>- Provides key east-west connection between existing Bartley Smith Greenway Trail / Dufferin Street Bike Lanes to future Yonge Street Separated Facility</li> <li>- Connects to Dufferin Clark Community Centre and Library</li> <li>- Identified as a priority by the Pedestrian and Cycling Task Force</li> </ul>
<b>TOTAL ON-ROAD</b>			<b>\$18,300,000</b>	<b>\$14,640,000</b>	
<b>OFF-ROAD TRAILS</b>					
ALL	PK-6405-17	Implement branding and wayfinding signs for Off Road Multiuse Pathways, locations TBD	\$110,000	\$88,000	<ul style="list-style-type: none"> <li>- Develop a coordinated city wide branding and wayfinding strategy to increase awareness of existing community multiuse pathway networks and supplement outreach efforts in soliciting support from the local community for future infrastructure projects to deliver key network connections</li> </ul>
1	PK-6094-13	Bartley Smith Greenway South Trail GAP North of Rutherford	TBD	TBD	<ul style="list-style-type: none"> <li>- Minor existing funds will remain after current phase Don River/Bartley Smith OS Trail Development north of Woodlot to Waterside marsh</li> <li>- Would contribute to the larger Bartley Smith Greenway Trail System</li> <li>- Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors.</li> <li>- Signature trail on the East Side of Vaughan</li> </ul>
1	NEW	Heritage bow string bridge in ROW at Kirby and Langstaff/Islington Ave.	TBD	TBD	<ul style="list-style-type: none"> <li>- Provides safe access northbound to the Nashville Tract trails and to future trails in the Humber River valley near Boyd Conservation Area.</li> </ul>
1, 4	NEW	Trail connections to North Maple Regional Park	TBD	TBD	<ul style="list-style-type: none"> <li>- Provides connections with Block 19/20 from Maple Go Station and the future Kirby GO station towards North Maple Regional Park.</li> <li>- Help the City leverage advancement of Phase 2 North Maple Regional Park development including the Golf Canada opportunity.</li> <li>- Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors.</li> </ul>



Table 1: Initial List of Projects for Consideration for OMCC Program

Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
2	PK-6372-12 PK-6306-11	William Granger Greenway/Humber River Trail GAP South of Langstaff	TBD	TBD	<ul style="list-style-type: none"> <li>- Pedestrian/Bicycle Masterplan (Off Rd) available for design and construction south of Langstaff and for design north of Langstaff</li> <li>- Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors.</li> <li>- Would contribute to the larger Humber River Trail System a signature trail on the West Side of Vaughan</li> <li>-The Humber River Trail/William Granger Greenway is a significant existing trail, and part of the Carrying-Place Trail, Vaughan's Supertrail, and Nashville Conservation Reserve Trail.</li> <li>-The trail is a key destination that forms part of the GTA collection of cultural and natural heritage trails and provides a unique off road experience that can connect HWY 50 starting in Bolton to the Finch Trail in Toronto.</li> <li>- Connects key tourist destinations including Nashville Conservation Lands, Kleinburg, McMichael Art Gallery, Boyd Conservation area, Old Woodbridge, Doctors Mclean District Park, and Highway 7 separated facilities that will connect into the VMC - subway station, transit hub, VivaNEXT, etc.</li> </ul>
2	NEW	Riverwalk North trail at Doc Mclean Park	TBD	TBD	<ul style="list-style-type: none"> <li>- Expands on the existing Nort Johnston Park trail within Doc Mclean Park along the humber trail and building on the Riverwalk initiative.</li> <li>- Some funding exists through developer contribution.</li> </ul>
4	NEW	MacMillan Farm Trails	TBD	TBD	<ul style="list-style-type: none"> <li>- Provide connections from MacMillan to surrounding NCC lands and surrounding communities</li> </ul>
	TOTAL		TBD	TBD	

**ONTARIO MUNICIPAL CYCLING INFRASTRUCTURE PROGRAM AND OTHER GRANT FUNDING OPPORTUNITIES**

**Recommendation**

The Deputy City Manager, Planning and Growth Management, the Deputy City Manager, Public Works, the Director of Development Engineering and Infrastructure Planning, the Director of Parks Development, the Director of Financial Planning & Development Finance and Deputy City Treasurer, and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Director of Infrastructure Delivery and the Chief of Corporate Initiatives and Intergovernmental Relations, recommend:

1. That the City submit an application package for the second intake of the Ontario Municipal Cycling Infrastructure Program, once a call for applications is received;
2. That delegated authority be granted to the City Manager and Chief Financial Officer and City Treasurer to submit an application package to the York Region Pedestrian and Cycling Municipal Partnership Program and other grants from senior levels of government that may become available during the summer hiatus;
3. That upon notification of grant award(s), the City Clerk be authorized to execute any necessary agreements in a form satisfactory to the City Solicitor; and
4. That the City Clerk circulate this report to the Provincial MPP, Federal MP and Regional Municipality of York.

**Contribution to Sustainability**

The City's Community Sustainability and Environmental Master Plan, Green Directions Vaughan embraces a Sustainability first principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

Consistent with the goals and objectives of Green Directions Vaughan, the funding would advance priority cycling/ active transportation projects that support:

- Transformation of the transportation network and system supporting intensification, sustainable growth and development (Goal 2)
- Ensuring that Vaughan is a city that is easy to get around with a low environmental impact (Goal 3) through:
  - Establishing green and complete street network of sidewalks, paths and trails that support all modes of non-vehicular transportation (Objective 3.1)
  - Reducing single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit (Objective 3.3)

**Economic Impact**

It is anticipated that additional funding will become available this year under the Ontario Municipal Cycling Infrastructure Program (OMCIP) program. Although the program's guidelines and criteria have not yet been released, work has begun on developing a proposed list of projects for submission to ensure the City is well prepared for when a call for applications is announced.

Staff from a number of Departments have been reviewing capital projects that exist in the current capital plan and assessing additional priority projects. A list of projects that staff propose to submit an application for will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

### **York Region Pedestrian and Cycling Municipal Partnership Program (MPP) and other grant opportunities from senior levels of government**

The York Region Pedestrian and Cycling Municipal Partnership Program guidelines have been released and the Region will contribute up to 50% of the construction cost of a project under this program. The partnership program is funded in the amount of \$500,000 per year and will be based on approved submissions for a particular budget year. Staff are seeking delegated authority to submit an application package for this program and for other grants from senior levels of government that may become available during the summer hiatus to ensure all opportunities can be explored during this period.

Should any of the grant applications submitted be successful, projects not currently approved would need to be added to the 2017 Capital Project Program with a funding source identified for the City portion. Any projects that require an amendment to the 2017 Capital Plan will be reported through the City's Quarterly Fiscal Health Report that is presented at the Finance, Audit and Administrative Committee. The required City portion of funding for these new or amended projects will need to be accommodated from within the existing approved capital funding envelope(s).

It should be noted that the successful award of applications for projects may require staff to review and reprioritize Department workloads.

### **Communications Plan**

This report will be circulated to Provincial and Federal Members of Parliament, Regional Municipality of York Chair and CAO.

Although a formal communication plan is not required, successful grant applications may have required communication standards such as inclusion of funding partner logos and multi-stakeholder news releases etc. If so, Staff will ensure that the City remains compliant.

In addition, if not already undertaken, some of the identified projects will require public consultation.

### **Purpose**

The purpose of this report is to request Council's approval to submit application(s) for the anticipated second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) once program guidelines and intake procedures are announced. In addition, staff is seeking delegated authority to submit an application package for the York Region Pedestrian and Cycling Municipal Partnership Program and for other grants from senior levels of government that may become available during the summer hiatus and to execute any agreements upon notice of successful award of funding.

### **Background - Analysis and Options**

**On April 27, 2017, the Provincial Government released the 2017-2018 budget which included \$50 million for commuter cycling infrastructure**

Investing in cycling infrastructure is part of the provincial government's economic plan to build Ontario up and deliver on its number-one priority to grow the economy and create jobs.

In 2014, the Ontario government released #CycleON: Ontario's Cycling Strategy, a 20-year vision to encourage the growth of cycling and improve safety for cyclists across the province with a commitment to establish Ontario as a premier cycle tourism destination.

The #CycleON plan received \$25 million in provincial investments when it was originally announced. As part of #CycleON Action Plan 1.0, the Ministry of Transportation (MTO) established a \$10 million Ontario Municipal Cycling Infrastructure Program (OMCIP), to help municipalities build new and improve existing cycling infrastructure. The two-year program was launched in 2015 and helped 37 municipalities pay for 50 percent of eligible local project costs to a maximum of \$325,000. The program objectives include developing better cycling networks, promoting safety, encouraging innovation, supporting partnerships, collecting data and enabling cycling to be better recognized as a viable transportation option.

**It is anticipated that additional funding through the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year**

As part of Ontario's climate change strategy, the Province is investing \$50 million in 2017-2018 for commuter cycling infrastructure to give Ontarians a safer and low-cost commuting alternative that effectively reduces GHG emissions. It is anticipated that a second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year.

Strategically anticipating the provincial budget announcement, as well as planning for the 2018 municipal budget, staff were already reviewing approved 2017 capital projects and 2018-2019 recognized capital projects as well as identifying new projects to determine a list of priorities.

Staff from Development Engineering and Infrastructure Planning, Infrastructure Delivery, Parks Development as well as Transportation Services, Parks and Forestry Operations have been reviewing a list of priority projects and discussing feasibility of delivery. The purpose of these meetings is to ensure preparatory work takes place to ensure the City is ready to submit any grant applications and other information when requested by the Province.

To assist in refining the review of projects, the following criteria has been applied:

- Alignment with program objectives – projects that directly aligned with the program objectives and anticipated evaluation considerations
- Alignment with City's strategic objectives – projects that support the City's vision for a broad transportation system
- Network connectivity – projects that connect existing and planned cycling infrastructure, and/or connect to key destination points
- Project readiness and feasibility of implementation – non-controversial projects that are likely able to be completed within a 2-year timeframe, preference has been given to projects that are underway and public consultation has been initiated or completed, if deemed necessary
- Cost of project – projects that are under \$1 million in total project costs

A detailed list of proposed projects will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

The timeframe and funding anticipated for the second intake of the OMCIP has required staff to consider projects that have not yet been approved. Those projects that are selected as part of the prioritized list and receive program approval would need to proceed and conditional approval of those projects would be sought. Projects that do not receive program approval will be prioritized for the 2-5 year Pedestrian and Cycling Strategy Action Plan.

The timing of the provincial budget announcement and anticipated funding is aligned with a number of existing cycling-related initiatives and will help support the advancement of cycling projects in the City of Vaughan.

Staff will continue to monitor announcements on the OMCIP and for any other senior level of government grant opportunities. Once grant intakes are announced, staff will complete application packages that align with the announced program guidelines for submission in accordance with the program deadlines established. As this may occur during Council's hiatus, it is recommended that Council pass a resolution authorizing the submission of applications at this time.

**The City has the opportunity to capitalize on existing and anticipated funding opportunities to advance the implementation of some high-priority projects in support of the City's new Pedestrian and Cycling Strategy**

Staff recently commenced the development of the City's new Pedestrian and Cycling Strategy with anticipated completion by Q2-2018. One of the Strategy deliverables will be a 2-5 year action plan which will identify "quick wins" for immediate implementation as well as other priority projects for the next 5 years. The City has the opportunity to capitalize on funding opportunities and advance the implementation of some high-priority projects in the short-term. The implementation of projects shortly after the completion of the study will support the momentum that is anticipated to be generated during the execution of the study.

In addition, accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

**The Cycling and Pedestrian Advisory Task Force Findings Report recommended actively pursuing applications for funding**

In addition, earlier this year the Cycling and Pedestrian Advisory Task Force completed its mandate. On April 19, 2017 the recommendations outlined in the Cycling and Pedestrian Advisory Task Force Findings Report as well as the Vaughan Super Trail Concept were presented and received by Council. A total of 18 recommendations were tabled including the recommendation to actively pursue applications for funding. The anticipated OMCIP and other funding would also directly support the following recommendations:

- Moving forward with the Vaughan Super Trail concept
- Connecting off-road cycling and hiking pathways
- Establishing priorities for cycling and hiking infrastructure
- Working with York Region and the Ministry of Transportation to establish safe, connected cycling infrastructure
- Improving safety with protected cycle routes

**Provincial and other funding can support the opportunity to provide a grid network of separated cycling facilities in the Vaughan Metropolitan Centre**

Significant development is occurring in the Vaughan Metropolitan Centre (VMC), the City's new downtown. The vision for the VMC, as established in the Secondary Plan, is to build a diverse, sustainable, pedestrian and bicycle-friendly, transit-oriented downtown for the City of Vaughan – a hub of social, economic and cultural activity. The mobility hub consists of major transit stations with surrounding areas of high development and vibrant destinations supported by all modes of transportation. A mix of uses and appropriate densities will support transit use and promote walking and cycling.

As part of the Pedestrian and Cycling Strategy update, staff are revisiting the VMC Cycling Network as proposed in the Streetscape and Open Space Plan and are looking at opportunities to provide a grid network of separated cycling facilities.

In the last five years there has been significant advancement in the planning, design, implementation and operation of active transportation facilities. Nearly all major cities across North America are building protected cycling infrastructure many of which are now retrofitting their

downtowns to include a network of cycle tracks. These cities have seen major economic benefits by making the City more attractive to live, work and play.

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

Aligned with the City's strategic vision of being "a city of choice that promotes diversity, innovation and opportunity for all citizens, fostering a vibrant community life that is inclusive, progressive, environmentally responsible and sustainable", the recommendations of this report support the following Term of Council priorities:

- T02 – Continue to develop transit, cycling and pedestrian options to get around the City
- T03 – Facilitate the development of the VMC
- T06 – Invest, renew and manage infrastructure and assets
- T07 – Continue to ensure the safety and well-being of citizens
- T10 – Attract investment and create jobs
- T12 – Continue to cultivate an environmentally sustainable city

### **Regional Implications**

There are no Regional implications anticipated as a result of the recommendations of this report. The proposed projects are in support of both the City's, as well as the Region's overall vision for active transportation in Vaughan. If it is determined that there are Regional implications during the detailed design or implementation phase of specific projects, staff will engage and consult with the Region at that time.

### **Conclusion**

Since the 1970s, Vaughan has been one of the fastest growing municipalities in Canada. This growth has taken place in a primarily suburban form and auto-oriented structure. The historical pattern of growth has created a number of significant issues for the City including increased traffic congestion and strain on the transportation system.

The 2012 Transportation Master Plan travel forecast indicated that it will take more than just very large investments in transit infrastructure to manage future transportation demand. A substantial change in travel behaviour will also be needed in order to manage future congestion on the road network that serves the City. Investment in infrastructure that supports alternate modes of transportation such as cycling and walking will support the City's broad transportation vision and will provide the framework for a major transformation in how Vaughan residents and workers travel throughout the City.

The City has an opportunity to capitalize on existing and anticipated funding opportunities to provide critical infrastructure to support the viability of cycling in Vaughan and improve safety for our vulnerable road users.

### **Attachments**

None

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