

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, Report No. 14, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on April 2, 2007.

1 5 YEAR PAVEMENT MANAGEMENT PROGRAM

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 20, 2007, be approved; and**
- 2) That the presentation by the Supervisor, Infrastructure Management, and presentation material submitted entitled, “5-Year Pavement Management Program”, be received.**

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Finance and Corporate Services recommends:

1. That the proposed 5 Year Pavement Management Program be approved; and
2. That the Commissioner of Engineering and Public Works be authorized to engage external professional services for the preliminary engineering and design of the projects proposed in the 5 Year Pavement Management Program upon approval of the 2007 Capital Budget Item EN-1655-07 Pre-Engineering Pavement Management Program.

Economic Impact

The 5 Year Pavement Management Program will require an investment of \$46,732,600 (excluding interest). The capital component of \$45,752,600 compares to the \$45,000,000 (excluding interest) which would be required over the next 5 years under the previous Roads Program. Capital Funding is provided through the issuance of debentures while maintenance related costs are funded through the Operating Budget. The issuance of the long term debt will have an estimated interest cost of \$13,500,000 when the projects are complete.

The requirement per annum is broken down as follows:

Year	Long Term Debenture (LTD) Amount	Annual Principal & Interest On Issue	Annual Maintenance	Total Operating Budget Impact	Annual Impact of Tax Rate (=1,014,037)	Cumulative Operating Budget Impact
07	\$10,815,000	\$1,400,592	\$200,000	\$1,600,592	1.58%	1.58%
08	\$6,592,000	\$853,694	\$240,000	\$1,093,694	1.08%	2.66%
09	\$9,064,000	\$1,173,830	\$240,000	\$1,413,830	1.39%	4.05%
10	\$9,084,600	\$1,176,497	\$160,000	\$1,336,497	1.32%	5.37%
11	\$10,197,000	\$1,320,558	\$140,000	\$1,460,558	1.44%	6.81%
Total	\$45,752,600	\$5,925,171	\$980,000	\$6,905,171		

The cumulative annual impact after year 5 of the 5 Year Payment Management Program to the operating budget as a result of issuing debentures in the amount of \$45,752,600 and funding the \$980,000 5 year maintenance program is \$6,905,171 or 6.81% on the tax rate. The payments will continue over the term of the debentures which has been typically 10 years.

The Long Term optimization of resources can be achieved through City initiatives such as the Pavement Management System. Modeling these figures within the Long Range Financial

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(WS) Report No. 14 – Page 2

Planning Model so that future funding implications are known and can be planned for at the earliest possible point in time will allow for budgetary and/or program changes to be considered accordingly.

It should be noted that 2007 to 2008 is a transition year in implementing the 5 Year Pavement Management Program. The 2007 program reflects the older Road Reconstruction, Road Resurfacing and Rural Road Upgrade combined programs based on a 'worst first', Road Needs methodology. The 2008 and beyond program reflects a life cycle triggered and greatest-return-on dollar invested methodology. The increased dollar figures for the 2007 year reflect updated project benchmark estimates using unit rates developed in the Pavement Management System.

Communications Plan

There has not been public consultation to this point. Implementation of individual projects would be subject of the Engineering Services Department standard communication with affected residents prior to and during construction.

Purpose

The purpose of this report is to obtain Council approval of the 5 Year Pavement Management Program, Project Level Program requirements based on the Level Of Service to maintain an overall average road network rating being a Pavement Composite Index (PCI) of 70 out of 100 (possible points) and communicate the associated funding requirements.

Background - Analysis and Options

Pavement Management System Project Initiation

On December 6, 2004, Council approved the contract award for the Pavement Management System project. The purpose of a Pavement Management System (PMS) is to assist City staff in the coordination, planning and implementation of its roadway maintenance, rehabilitation and construction programs.

Traditional Roads Program Methodology

On June 27, 2005, Council endorsed in principle, Road Resurfacing, Road Reconstruction and Rural Roads Upgrading Programs for 2006.

Annually, staff brings forward a report to seek Council endorsement of the proposed 5 Year Roads Program and authorization to employ external professional engineering services for the preliminary engineering and detailed design of these proposed construction projects.

The adoption of this program was to deal with the increasing backlog of deteriorating roads and to provide Council with a comprehensive plan for road upgrading across the City. These programs (Road Resurfacing, Road Reconstruction and Rural Road Upgrading) were prepared on a 'worst first' basis and road sections are evaluated utilizing factors such as traffic volumes and condition rating of the road facility. Consideration was also given to other factors such as roads in the same vicinity that are also deficient and that were constructed in the same era as well as needs identified regarding the condition of existing underground services such as sewers and water mains.

This last report advised Council that a new program would be coming forward with the implementation of a Pavement Management System.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(WS) Report No. 14 – Page 3

New Asset Management Methodology

On February 16, 2006, Council endorsed through resolution, InfraGuide and the best practices with respect to Asset Management. Through InfraGuide, a comprehensive business strategy involves three pillars: People, Information and Technology.

The Essential Elements of an Asset Management Plan are:

1. *What do you have and where is it?*
2. *What is it worth?*
3. *What is its condition and its expected service life?*
4. *What is the level of service expectation, what needs to be done?*
5. *When do you need to do it?*
6. *How much will it cost and what is the acceptable level of risk?*
7. *How do you ensure long term affordability?*

People, Information and Technology in practice with the Essential Elements is the key to a successful implementation of an Asset Management Plan.

It is within this framework that the 5 Year Pavement Management Program is being reported.

Pre-Engineering

The Engineering Services Department completes design and tender documents for Capital construction projects annually at the earliest possible time. Having early tenders produces savings to the City through lower unit rates from bidders and earlier project start and finish dates, resulting in reduced impact to citizens and the environment.

Engineering Services has traditionally worked on Pre-Engineering for various projects one year in advance of their proposed construction year. This methodology becomes restrictive when the annual budget approval process goes beyond February of the current calendar year.

Staff seek Council's approval of Pre-Engineering beyond the traditional 1 year window to a multi-year window. This will allow the City to have completed design and tender documents "on the shelf" for multiple projects, in multiple years ready for bidding. With projects in this state, the City can go out to tender at the earliest possible time and take advantage of lower rates and favourable construction timing.

5 Year Pavement Management Program

The Infrastructure Management Division of the Engineering Services Department is responsible for infrastructure records, engineering related data and data management and strategic analysis related to the City's civil infrastructure. The Division maintains road related data and undertakes the condition assessment of the City's roads annually in partnership with the Design Services Division and the Public Works Department.

The base data required for the Pavement Management System is generated as a regular function of the Infrastructure Management Division and is fully integrated with the Enterprise G.I.S. Database.

1. What do you have and where is it?

The inventory of City owned active roads are summarized in the following table by Ward, Surface Material Type.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(W.S) Report No. 14 – Page 4

Table No. 1

Summary of Road Network - By Ward and Surface Material			
Ward	Surface Material	Total C/L (km)	Total Lane (km)
1	Gravel / Stone	24.23	48.46
	Asphalt	235.48	503.46
	Surface Treated	28.61	57.21
2	Gravel / Stone	8.50	17.00
	Asphalt	153.27	347.89
	Surface Treated	6.25	12.50
3	Asphalt	101.25	258.83
4	Asphalt	178.12	449.81
5	Asphalt	74.63	174.99
	Surface Treated	3.27	6.53
Total		813.61	1876.68

2. What is it worth?

Based on the Reconstruction unit rate used in the Pavement Management System, staff have estimated the replacement value of the City's entire road network to be approximately **\$1.8 BILLION DOLLARS**. This figure does not include the value for underground servicing such as water and wastewater systems nor boulevard amenities such as sidewalk or street lighting.

3. What is its condition and its expected service life?

The condition of a road is determined through a combination of field inspection and review of various analytical factors. Individual ratings and indices are combined into an overall index called a **Pavement Composite Index (PCI)** with an ascending range of 0 (worst) to 100 (best). This index is comprised of 3 major subsections being:

Health	The condition of a road which includes surface ride comfort, structural distresses and its ability to properly drain water away from the road's structural components;
Capacity	The current, measured traffic volume (Annual Average Daily Traffic) as compared to the theoretical capacity of a road;
Physical Environment	The remaining considerations surrounding the behavior of a road including skid resistance, safety and geometry.

A complete definition and description of the Pavement Composite Index is included in Attachment No. 1.

According to the Pavement Management System, our current average network condition for all City roads has a PCI of 86.7 out of 100 possible points. This differs from an average of 86.2 out of 100 previously reported which reflects an update to road condition to the network based on work done in 2006.

Our current average network condition distribution for all City roads is summarized in the following table:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(WS) Report No. 14 – Page 5

Table No. 2

Pavement Management System Grouping	Value Range	Network Distribution
Excellent	80 to 100	81.6%
Good	60 to 80	15.8%
Fair	35 to 60	2.6%
Poor	20 to 35	0%
Very poor	0 to 20	0%

4. What is the level of service expectation, what needs to be done?, and
5. When do you need to do it?

Setting a **Level of Service (LOS)** or a target, is an important and critical step in a proper Asset Management Plan. From Item 1, Report No. 28 of the Committee of the Whole (Working Session) on May 23, 2006, Council set a Level Of Service to maintain an overall average road network rating being a **Pavement Composite Index (PCI) of 70 out of 100** (possible points).

Applicable treatments that fall within Capital and Operations and Maintenance Budget categories are as follows:

Budget Type	Treatment Name
Operating	Crack Seal
Operating	Drainage Treatment
Capital	Complete Reconstruction
Capital	Gravel To HCB
Capital	Gravel To LCB
Capital	LCB Surface Treatment
Capital	LCB Upgrade To HCB
Capital	Micro Surface
Capital	Mill And Overlay
Capital	Pulverize And Overlay
Capital	Remove And Replace

Attachment No. 2 includes a detailed Project Level Program This list is sorted by the following criteria:

- Year
- Treatment Name
- Street Name
- Street From
- Street To

Please note that the Pavement Management Program reflects a shift to more preventative and rehabilitative methods of intervening strategies in the lifecycle of a road such as Crack Sealing, Micro Surfacing and Mill and Overlay. This philosophy will provide the City with its greatest return on every dollar invested to maximize the life of our road asset.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(WS) Report No. 14 – Page 6

6. How much will it cost and what is the acceptable level of risk?

Based on the target Level of Service, investment required over the next 5 years are as follows:

Year	Capital Budget	Operating Budget
2007	\$10,815,000.00	\$200,000.00
2008	\$6,592,000.00	\$240,000.00
2009	\$9,064,000.00	\$240,000.00
2010	\$9,084,600.00	\$160,000.00
2011	\$10,197,000.00	\$140,000.00

Ongoing discussions take place with staff of our Public Works Department regarding the conditions of existing underground services such as storm and sanitary sewers and water mains. If there is also a potential need to perform substantial repairs or replacement of underground services in the near future, then the road need in those locations will be aligned to remedy both deficiencies at the same time.

7. How do you ensure long term affordability?

As the City’s road infrastructure, information, systems and technology matures, multi-faceted integration across all asset classes such as roads, structures, pipes and amenities will be realized. This is a natural path not only from an engineering technical analysis but should also be embraced from a financial perspective.

We must acknowledge that activities such as Crack Sealing and Drainage Treatment directly affect the lifecycle of a road. Future funding requirements will shift year to year between preventative and rehabilitative types of intervention such as Crack Sealing and Mill and Overlay.

Ensuring that the funding requirements are captured in the long range financial planning model and that any increases to proposed funding requirements are supported, will ensure that the road network is maintained at our target Level of Service.

Meeting the target level of service is critical to maximize the benefit for every dollar we invest in road rehabilitation which will directly reduce costly future road reconstruction. Should current and future funding levels not be supported, we risk further deterioration of roads, a reduced level of serviceability and increase long term maintenance costs for our road system, without the opportunity to achieve sustainability.

Regional Implications

There are no Regional implications.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council.

Service Delivery Excellence

We are able to develop and establish service level standards that are sustainable and provide effective and efficient delivery of service.

Manage our Resources

The City has a significant investment in infrastructure that requires a process and a plan to ensure that its repair and eventual replacement is properly managed.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 1, CW(WS) Report No. 14 – Page 7

Communications and Public Relations

Through endorsement of the InfraGuide Best Practices, we strengthen Corporate Image and identity.

Technology and Innovation

The system conforms with the policies, standards and procedures as defined through the Corporate G.I.S. Initiative. The 5 Year Pavement Management Program achieves the Corporate Strategic Plan to develop and implement an Infrastructure Management System to enhance safety through proactive repair and replacement and improve financial efficiency and return on investment through life cycle costing.

Conclusion

The purpose of this report is to obtain Council approval of the 5 Year Pavement Management Program, Project Level Program requirements which meets the Level Of Service to maintain an overall average road network rating being a Pavement Composite Index (PCI) of 70 out of 100 (possible points) and to communicate the associated funding requirements.

Attachments

1. Attachment No. 1 - Summary of Terms
2. Attachment No. 2 – 2007 to 2011 Pavement Management Program

Report prepared by:

Denny S. Boskovski C.E.T., Supervisor, Infrastructure Management, ext. 3105

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, Report No. 14, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on April 2, 2007.

2 **PEDESTRIAN AND BICYCLE MASTER PLAN**

The Committee of the Whole (Working Session) recommends:

- 1) That Clauses 1, 2, 3 and 5 of the recommendation contained in the following report of the Commissioner of Planning, the Commissioner of Engineering and Public Works and the Commissioner of Community Services, dated March 20, 2007, be approved;
- 2) That Clause 4 be referred to the Budget Committee and that staff provide a further report addressing Members of Council's comments;
- 3) That development charges funding opportunities be identified;
- 4) That funding opportunities from other sources be identified and aggressively pursued;
- 5) That the economic aspect and any such modifications to the plan be directly related to the funding;
- 6) That staff provide a report on the feasibility of establishing a Pedestrian and Bicycle Master Plan committee;
- 7) That staff bring forward recommendations to the last meeting in May 2007 regarding related initiatives that can be implemented in the short term, including bicycle to parking spot ratio, integration to existing and future transit facilities, mapping of City facilities illustrating a connecting network of routes and traffic calming measures in subdivisions;
- 8) That the presentation by Mr. David B. Richardson, Senior Project Manager, Transportation Planning Associate Partner, Marshall Macklin Monaghan, 80 Commerce Valley Drive East, Thornhill, L3T 7N4, and presentation material submitted entitled, "Final Report Pedestrian and Bicycle Master Plan Study", dated January 2007, be received; and
- 9) That the written submission of Ms. Deborah Schulte, dated March 20, 2007, be received.

Recommendation

The Commissioner of Planning, the Commissioner of Engineering and Public Works and the Commissioner of Community Services, in consultation with the Commissioner of Finance and Corporate Services recommend:

- 1) That Council receive and approve in principle the Pedestrian and Bicycle Master Plan prepared by Marshall Macklin Monaghan;
- 2) That the Pedestrian and Bicycle Master Plan be considered as part of the approval process of development applications;
- 3) That a Terms of Reference be prepared by the Commissioners of Engineering and Public Works, Community Services, and Finance and Corporate Services, and co-ordinated by the Commissioner of Planning to study and review costing, funding and implementation of the programs and facilities proposed in the Pedestrian and Bicycle Master Plan and brought back to a future meeting of Committee of the Whole;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 2

- 4) That an amount not to exceed \$35,000 be added to the 2007 Capital Budget to undertake this additional work and that this request be referred to the Budget Committee for consideration; and
- 5) That the City request confirmation from the Region of York on the Region's commitment to funding for pedestrian and cycling facilities within Regional right-of-ways and any other options and programs being developed for the implementation of Regional Pedestrian and Cycling Master Plan.

Economic Impact

In order for the Plan to succeed, the additional funds will need to be allocated to the Engineering and Public Works, Parks Development, Parks and Forestry Operations and the Recreation and Culture Departments. Funds will be required for both infrastructure (i.e. bicycle lanes and pedestrian pathways) program purposes (i.e. outreach, education and maps) and maintenance.

The cost to fully implement the network and programs presented in the Plan is estimated at 62.5 million dollars over 20 years. Of this amount it is anticipated that the full cost will not exclusively be borne by the City, but shared with private developers and the Region. The Plan identifies potential sources of additional funding from the provincial and federal governments. The City will need to address prioritization of the proposed programs when assessing available funding. Therefore, a detailed review of costing, funding and implementation of programs will need to be undertaken. Additional funds will be required to undertake this review in accordance with an approved Terms of Reference. Depending on the costs and available funding it may be necessary to modify the plan.

Communications Plan

During the preparation of the Pedestrian and Bicycle Master Plan an extensive public communication process was undertaken. This included a dedicated web site, mailings and public meetings. In order for the Plan to be successful, there will be a requirement for the creation of an outreach program in the form of activities, maps and other forms of communication.

Purpose

The purpose of this report is to outline the findings and recommendations contained within the proposed Pedestrian and Bicycle Master Plan and the Technical Appendix: Planning and Design Guidelines and associated Appendices and request Council's approval of these documents.

Background - Analysis and Options

Background

At the March 27, 2000 meeting of the Committee of the Whole, a report was presented that identified the existing policy framework for the development of a City-wide Pedestrian and Bicycle Master Plan. This report contained a resolution of Council directing the then Urban Design and Environment Department and the Engineering Department to prepare a Terms of Reference for the study.

A Terms of Reference was prepared and Marshall Macklin Monaghan (MMM) was awarded the contract in July of 2002.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 3

Planning Framework

Within the Vaughan Planning Area there are nine major community Official Plan Amendments (OPAs) that provide direction with respect to the development of the City (OPAs 210, 240, 350, 450, 500, 600, 601, 650 and 651). Within these OPAs there are explicit and supportive policy references to the undertaking, completing and implementing of a pedestrian and bicycle master plan. In addition to explicit references to a pedestrian and bicycle master plan, there are policies that convey the desire of the City to promote development that is both pedestrian and bicycle friendly and develop an integrated network of pedestrian and bicycle facilities. The proposed Pedestrian and Bicycle Master Plan is consistent with the existing implicit and explicit Official Plan (Amendment) policies and clarifies the location and standards to which the required infrastructure should be constructed. As the proposed Pedestrian and Bicycle Master Plan will implement existing policies, no further amendments to the various community amendments to the Vaughan Planning Area Official Plan (noted above) are required at this time. However, as it is the intent of the City of Vaughan to review the Official Plan for the Vaughan Planning Area in a comprehensive manner, the inclusion of specific policies and background information that are consistent with the Bicycle and Pedestrian Master Plan should be included in this review.

Analysis and Options

The Pedestrian and Bicycle Master Plan (Attachment 1) consists of two primary volumes, two supporting appendices and five maps. The primary documents are the “City of Vaughan Pedestrian and Bicycle Master Plan” and the “Technical Appendix: Planning and Design Guidelines”. The supporting documents are “Appendix A: Public and Stakeholder Consultation” and “Appendix B: Route Selection Criteria”. The supporting maps (Map 4 Pedestrian and Bicycle Network: Facility Types and Map 5 Pedestrian and Bicycle Network: Implementing Priorities) are the key elements of the plan as they show the location of proposed routes and required infrastructure and identify the timeframes in which implementation should occur.

Summary of Pedestrian and Bicycle Master Plan

The findings and recommendations contained within the Pedestrian and Bicycle Master Plan are based upon Appendices A and B and the consultant’s experience in preparing this type of document for other municipalities.

Chapter 1 “Introduction” of the Plan introduces the concept of a Pedestrian and Bicycle Master Plan for the City of Vaughan, outlines the context of the Plan and articulates the proposed Vision for the City. The Vision for the development of pedestrian and cycling facilities as expressed in Section 1.3 of the Plan is:

“to develop a comprehensive and connected network of clearly signed pedestrian and cycling facilities comprising off-road multi-use pathways, on-road bike lanes and routes, boulevard pathways and sidewalks that will help to facilitate walking and cycling in the City for leisure and commuting purposes.”

In order to implement this Vision the report outlines current conditions in the City, describes the benefits of promoting walking and cycling. These benefits are further described in the context of previous City initiatives and initiatives proposed within the Plan. The Plan is expected to be completed within a 20 year timeframe.

Chapter 2 “Context” of the Plan outlines the benefits of having a comprehensive pedestrian and bicycle network within the City, provides an overview of previous City initiatives and policies, outlines items contained within the study and establishes and reports on the findings from the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 4

public consultation process. As the success of this Plan is contingent on the use of the proposed facilities by the public, the public consultation process and key findings are discussed elsewhere in this report.

Chapter 3 “Direction” establishes the Goals and Objectives of the Plan and helps to establish the policy framework that will be developed in subsequent chapters. The primary goal of the Plan is to build upon and enhance existing pedestrian and bicycle facilities within the City of Vaughan. This chapter establishes the strategy for how the implementation of the Goals and Objectives will be carried out through programs proposed in Chapters 4 through 6.

Chapter 4 “Network” establishes the specific goals and objectives required to create a comprehensive pedestrian and bicycle network in the City. This chapter establishes a hierarchy of trails and pathways within the network, describes the proposed classes of trails and pathways within the network and outlines how the proposed and future routes were chosen. Maps are provided that show the proposed network and facilities and outline an implementation strategy. The network presented on Map 3 (Attachment 2) is divided into four primary classes. These classes are: Multi-use Recreation or Boulevard Pathway, Bike Lane / Paved Shoulder / Sidewalk, Bicycle Signed Route / Sidewalk and Trail Facility. The map provides a brief description of the trail characteristics and the location of the routes. Map 4 (Attachment 3) outlines a framework for implementing the Plan by proposing a phasing strategy. The phasing strategy considers existing routes, existing roads and facilities and then adds longer term plans based on expected road construction and proposed facilities. As proposed, the network will consist of approximately 613 km of on and off-road pedestrian and/or cycling routes.

Chapter 5 “Pedestrian Environment” outlines the existing pedestrian environment and provides strategies and programs that the City should implement in order to improve the pedestrian environment. The key to creating a pedestrian environment is establishing a network of sidewalks and trails that the public want to use. To accomplish this, the trails and sidewalks must be located in convenient locations, provide route choices and provide opportunities for the public to experience interesting landscapes (either natural or man made).

Chapter 6 “Outreach” outlines the programs the City should develop in order to achieve the maximum usage of the proposed pedestrian and bicycle network. This chapter includes sections on education, encouragement and promotion and enforcement. Education programs could consist of the City’s use of cycling programs such as CAN-BIKE and Sprockids. Materials for these programs have been developed and are available from the Ontario Cycling Association. In addition to existing programs, the Region and Province are in the process of developing programs and funding opportunities to promote health and active living. It is recommended that Community Services should investigate the opportunity to develop programs associated with this funding.

Chapter 7 “Implementation” refines existing goals and objectives into short and long term programs, provides a framework for measuring the success of the Plan.

Public Consultation

As previously noted, in order for this Plan to succeed the residents and people who work in Vaughan need to embrace the Plan and use the network being proposed. In order to fully understand the wants and desires of the community public consultation process was undertaken.

Public consultation was done in a number of ways. These included open houses, use of the internet and a dedicated website (<http://www.vaughanhikenbike.com/>) user surveys, field surveys and interviews and circulation of the Plan and Design Guidelines to interested community groups

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 5

and agencies. The comments received were used to develop routes and strategies for the promotion of pedestrian and bicycle activities within the context of the Plan and Design Guidelines.

Based on the public consultation the following were the top 5 suggested improvements for walking in the City of Vaughan:

1. More destinations to walk to;
2. Separate paths for cyclists, skaters and pedestrians;
3. Reduction in automobile speeds;
4. More interesting places to see en-route; and
5. More benches.

Based on the public consultation the following were the top 5 suggested improvements for cycling in Vaughan:

1. Repair potholes and broken pavement on roads;
2. Provide on-street bike lanes;
3. Provide wider paths on trails off-road;
4. Improve signage; and
5. Provide bike racks at key public transit stops and destinations.

Responses to these and other suggestions were considered during the preparation of the Plan and Technical Appendix of the Plan. A summary of the comments received are contained within Appendix A of the Plan.

Recognizing the need for the City's pedestrian and bicycle network to connect with the networks in neighbouring municipalities, King, Markham, Brampton, Richmond Hill and Toronto were all consulted and circulated drafts of the Plan and their input was considered during the preparation of the selection of routes within the Plan. Furthermore, the draft Plan has been used in the preparation of the York Region Pedestrian and Cycling Master Plan Study, that is currently underway. The consultant indicates that the Region is highly supportive of the proposed Plan and network.

Based on the Vision, suggestions and comments received from the public, related agencies and various City Departments, the Plan provides a framework to create a Pedestrian and Cycling Network. It focuses on creating a pleasant pedestrian environment, outlines an education and outreach strategy and provides an implementation guide, including costs and timelines for completion.

Technical Appendix: Planning and Design Guidelines

In order for the network proposed in the Plan to be implemented, a technical document that outlines design standards and associated rationale for these standards was prepared. These standards have been reviewed and generally accepted by both the Engineering and Public Works and Community Services Departments. As these standards are primarily operational in nature, the Engineering and Community Services Departments need to review the proposed Design Standards and incorporate these standards into existing City programs.

In order to monitor the implementation of the Pedestrian and Bicycle Master Plan, the Commissioners both of Engineering and Public Works and Community Services should report to a future Committee of the Whole meeting on the status of the design standards and their use of the standards.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 6

It is understood that as the Technical Appendix is operational in nature, revisions and changes are likely to occur over time based on local experience and changes to Engineering and Parks standards.

Implementation

The effective implementation of the Pedestrian and Bicycle Master Plan requires the participation of the following Departments: Finance; Engineering Services; Development Transportation Engineering; Public Works; Parks Development, Recreation and Culture; Development Planning; and Policy Planning. The Finance Department will assess funding opportunities through sources such as Development Charges, grants from other levels of government and taxation. The Engineering and Public Works Departments will be responsible for providing and maintaining the infrastructure proposed in the Plan in the form of bike lanes, multi-use trails and sidewalks. Parks Development will be responsible for the planning of paths and multi-use trails in parks and Recreation and Culture will be responsible for developing and implementing the suggested education and other public awareness programs. The Development Planning Department will ensure that adequate lands are available and the design of subdivisions incorporates the routes and associated standards established in the Plan. The Policy Planning Department will need to incorporate the routes and standards into Block Plans as well as other studies they undertake.

It is anticipated that the full cost of implementing the pedestrian and cycling network and programs (maps, outreach, etc.) of approximately 62.5 million over 20 years, will be partly secured through the development process partly shared with the Region and partially funded through taxation. If the City's entire share was to be funded from DC's there would still be the requirement for 10% co-funding, however, given the master plan will require retro-fits within existing areas it is anticipated that some amount, beyond the 10% will be required from taxation. The Plan identifies potential sources of funding from both the provincial and federal governments. Since the Region's share is so significant it is recommended that the City request confirmation from the Region of York on their commitment to funding for pedestrian and bicycle facilities within the Regional right-of-ways and any other options and programs identified in the Region's Pedestrian and Cycling Master Plan.

Prioritization of the programs and facilities and a detailed review of the cost estimates and funding sources associated with implementing the proposed programs and required infrastructure improvements will need to be addressed. Therefore, it is recommended that the Commissioners of Engineering and Public Works, Community Services, and Finance prepare a Terms of Reference to be co-ordinated by the Commissioner of Planning and identify a funding amount required for a consultant to undertake this work.

Relationship to Vaughan Vision 2007

The approval of the Pedestrian and Bicycle Master Plan and Technical Appendix is consistent with Vaughan Vision 2007. Specifically, Section 3.2.5 of Vaughan Vision 2007 states it is the City's intention to "Develop and implement bicycle and pedestrian networks."

This report is consistent with policies previously established by Council. Additional resources will be required to be allocated in order to implement the Plan to its fullest potential.

Regional Implications

The Region is currently undertaking a region wide Pedestrian and Cycling Master Plan Study. The Region's Plan considers and recommends routes and facilities based on items presented in

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 7

the various municipalities' Pedestrian and Bicycle Plans, including Vaughan's draft Plan. The Study portion of the Master Plan is ongoing at the Region and is expected to be completed in 2007. Section 7.5.1 of the Region's Study indicates that they intend to develop "Regional and local capital works coordination-Partnerships" in order to aid municipalities in the development of pedestrian and bicycle facilities and routes.

A substantial portion of the proposed pedestrian and bicycle route falls within the rights of way of Regional roads. Based on the contents of the Region's Pedestrian and Cycling Master Plan Study and Report No. 8 of the Planning and Economic Development Committee to Regional Council October 19, 2006, (Item 7 Pedestrian And Cycling Master Plan Study Municipal Partnership Program), clarification of the Region's commitment and intent to fund infrastructure and programs is required.

Conclusion

The information contained within the City of Vaughan Pedestrian and Bicycle Master Plan has been reviewed by various City Departments, external agencies and the public. Based on this information the following conclusions support a recommendation to adopt in principle the Pedestrian and Bicycle Master Plan as City policy and instruct all City Departments to review their programming and design standards in order to operationalize the Plan.

The Policy Planning Department has reviewed the Pedestrian and Bicycle Plan and has determined that the existing policy framework in the major community official plan amendments is adequate to support the approval of the Plan without requiring further amendments to the Vaughan Planning Area Official Plan, as amended. Notwithstanding the existing policy framework in the existing Vaughan Planning Area Official Plan, when undertaking a review of this and when a final Pedestrian and Bicycle Master Plan is adopted, policies should be integrated into the Official Plan to ensure its implementation.

The preparation of the Pedestrian and Bicycle Master Plan and the "Technical Appendix: Planning and Design Guidelines" was a joint initiative of the Planning, Engineering Services and Development/Transportation Engineering, and Parks Development Departments. In order for the standards presented in the Appendix to be incorporated into the City's existing design standards a comprehensive review of City's design standards for parks, trails, roads, sidewalks and other public works within road right-of-ways will be required.

As the Region has yet to identify the type of programs or amount of money available to the City to implement facilities within the Regional right-of-ways, clarification should be requested. The City should also seek out potential partners and other programs that may aid in the delivery of programs or development of the recommended infrastructure.

Next steps include a review of costs, funding and staffing strategies and a review of design standards to implement the programs and facilities proposed in the Plan.

Attachments

1. City of Vaughan Pedestrian and Bicycle Master Plan - Members of Council ONLY
2. Map 4 – Pedestrian and Bicycle Network: Facility Types- Members of Council ONLY
3. Map 5 - Pedestrian and Bicycle Network: Implementation Priorities - Members of Council ONLY

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 2, CW(WS) Report No. 14 – Page 8

Report Prepared by:

Aaron Hershoff, Planner 1, ext. 8320

Wayne McEachern, Manager of Policy Planning, ext 8026

Diana Birchall, Director of Policy Planning, ext 8411

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 3, Report No. 14, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on April 2, 2007.

3 **TASK FORCE ON DEMOCRATIC PARTICIPATION AND RENEWAL**
(Referred from the Budget Committee meeting of February 20, 2007)

The Committee of the Whole (Working Session) recommends:

- 1) That Clauses 1, 2 and 3 of the recommendation contained in the following report of Councillor Carella, dated February 20, 2007, be approved; and
- 2) That a question be added to the Strategic Planning survey on whether the survey participant voted in the 2006 municipal election and in the case of a negative response, the reason why the respondent did not vote.

Council, at its meeting of February 26, 2007, adopted the following:

That this matter be referred to the next Committee of the Whole (Working Session) meeting.

Report of Councillor Carella dated February 20, 2007

Recommendation:

Councillor Tony Carella in consultation with Mr Steven Del Duca, Chair, *Go Vote Vaughan*, recommends that Council authorize the creation of a task force to address the issue of voter participation in municipal elections in the City of Vaughan, in order to determine;

- (1) by means of a scientifically-rigorous poll and anecdotal reports of citizens submitted by a variety of means (including but not limited to on-line responses to a questionnaire available at the City's website) why citizens *do not* exercise their democratic right to vote;
- (2) what opportunities, as suggested by experts in these matters or as demonstrated in other jurisdictions, may exist for increasing participation in municipal elections by current and future eligible voters;
- (3) how such opportunities might best be realized in the context of the City of Vaughan, in order to increase voter participation in future municipal elections; such task force to be governed by the attached terms of reference and, with respect to "Panel 1" of the task force only, co-chaired by Councillor Carella and Mr. Del Duca;
- (4) and further, that the costs of this initiative, as indicated immediately below, be paid from the Election Reserve.

Economic Impact:

The task force will require support from the Clerks Department, as well as funding for selected expenses: e.g., the cost of a poll of a sufficient number of citizens to ensure the accuracy of the findings; the cost of additions to the City's website (e.g., to permit on-line responses to a questionnaire inviting anecdotal reports by citizens of their views on why voter participation is less than what it might be, and what might be done to improve such turnout); and the cost of printing and distribution of hard copy versions of such questionnaires. The estimated costs of the foregoing is \$15,000.00.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 3, CW(WS) Report No. 14 – Page 2

Currently, monies are set aside each year after an election to cover the cost of the next election. As the term of this council will run for four years, as opposed to three, it is reasonable to assume that the annual contribution to the reserve will be substantially reduced (e.g., if the annual contribution has been \$133,333 per year---to generate a reserve of \$400,000 by end of year three, contributions of only \$100,000 will now be required, to create a reserve in the same amount). Thus, it is reasonable to conclude that the funding of this initiative from the Election Reserve will not place an undue burden on that source.

Purpose:

To renew democracy at the municipal level by increasing participation by those currently eligible to vote and by enhancing the likelihood of the active participation on the part of those citizens now aged fourteen to eighteen years of age who will be eligible to vote in the 2010 municipal election.

Background - Analysis and Options:

Despite an increase in voter turnout between the 2003 and 2006 municipal elections in Vaughan, voter participation in all elections has been generally on the decline in recent decades, and as turnout in municipal elections is generally lower compared to provincial and federal elections, the impact of such decline is compounded at the city level.

This phenomenon has been the subject of considerable academic research over recent years, with a range of explanations being offered, including the view that low voter turnout correlates to low socio-economic status, an explanation which does not account for why turnout remains low in relatively prosperous communities such as Vaughan and Oakville. Another explanation goes to the supposed impact of campaign financing practices on the public's confidence in legislative bodies (see research by Professors Robert McDermid of York University and Myer Siemiatycki of Ryerson University), cited as a reason for recent changes in related regulations at the federal level, and for proposals to that same end at the provincial level.

In any event, participation remains far from optimal. What should concern Council is the question: what can we as a Council do to renew participation in this fundamental democratic exercise in our own municipality?

This proposal contemplates a task force composed of two panels, to address two aspects of the same issue. The first panel ("Panel 1") would investigate means of increasing the participation of currently eligible voters in future elections, while the second ("Panel 2") would undertake a program for ensuring that those who come of voting age over the next four years participate in the 2010 municipal election. Hence, the attached terms of reference are in two parts, one for each panel.

The first panel would be comprised of citizens who indicate an interest in promoting voter participation; the second would be composed of youth now between the ages of fourteen and eighteen who were not eligible to vote in the November 2006 municipal election but will be eligible to do so in the 2010 election. As indicated by Minister for Democratic Renewal Marie Bountrogianni during her visit to the City of Vaughan last autumn, if youth are sufficiently engaged to participate in the first election following their attaining voting age, the probability of their continuing to vote in future elections is greatly increased.

Relationship to Vaughan Vision 2007:

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 2, 2007

Item 3, CW(WS) Report No. 14 – Page 3

Conclusion:

It is the obligation of Council, as representatives of the people, and thereby champions of democracy, to promote full participation in the most fundamental of democratic exercises voting.

Attachments:

Terms of Reference: Task Force on Democratic Participation and Renewal

Report prepared by:

Councillor Tony Carella
Mr Steven Del Duca, Chair, *Go Vote Vaughan*

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