

CHAPTER 6 IMPLEMENTATION STRATEGY

The York Region Pedestrian and Cycling Master Plan (PCMP) should be adopted by Regional Council and assumed as the Region's long-term strategy for improving conditions for walking and cycling in York Region. The PCMP has been designed to be flexible so the Region and its partners can adapt to changes, constraints, available budget resources and opportunities as they arise.

This chapter outlines a clear strategy for implementing the recommendations of the PCMP. The recommended implementation strategy includes a ten-year implementation plan and a longer-term strategy (year 10 to 25+). It defines a recommended process, management structure and a set of steps considered necessary for implementation. It also estimates costs for the various infrastructure and programming recommendations that fall within the Ten-year Plan.

The success of the PCMP will be measured in part by the ease with which it can be implemented. Ease of implementation can be measured by five criteria:

- The quality and clarity of the PCMP in terms of its vision, the principles and goals that guide it, and the set of recommendations that provide the strategy to achieve the Plan;
- A practical strategy that identifies a recommended approach, including guidelines to implement the PCMP, and addresses priorities and phasing;

- An administrative structure responsible for implementing all components of the PCMP, as well as for coordinating multi-departmental and jurisdictional resources, including funding commitments;
- Funding by Regional and local Councils and their partners for the entire PCMP within the specified timeframe; and
- Monitoring of the PCMP to assess implementation results and to serve as feedback to refine on-going implementation.

The preceding chapters of the PCMP establish a concise proposed plan that is based on a vision, goals, and a set of supporting guidelines and recommendations.

The objective of this implementation chapter is to present a comprehensive and concise Ten-year Implementation Plan and Longer-term strategy that provides York Region with the guidance necessary to implement the PCMP.

6.1 TEN-YEAR IMPLEMENTATION PLAN AND LONGER TERM STRATEGY

The Pedestrian and Cycling Master Plan is a long-term (25 year) strategy that consists of three phases. The first two phases form the Ten-year Implementation Plan outlined in this chapter, and include both infrastructure and program initiatives and associated costs. The Ten-year Plan is intended to be integrated with the Region's 10-year Capital Roads Program, and complement the work already scheduled.

The PCMP has been designed to be flexible so the Region and its partners can adapt to changes, constraints, available budget resources and opportunities as they arise.

The approach used to prioritize the proposed pedestrian and cycling infrastructure component of the PCMP included consideration of a set of planning and design best practices compiled as part of this study.

The third phase, which forms the longer-term strategy, has not been costed and is presented as a concept at this time for information and as input to long-term planning initiatives by Regional staff. In the future when the PCMP is updated (recommended every five years), elements of the long-term strategy will be reviewed and if confirmed, should be incorporated into an updated Ten-year Implementation Plan.

6.2 INFRASTRUCTURE PRIORITIES

Chapter 5.0 of this Master Plan identified longer-term pedestrian and cycling infrastructure improvements. This chapter recommends an implementation (phasing) strategy. The approach used to prioritize the proposed pedestrian and cycling infrastructure component of the PCMP included consideration of a set of planning and design best practices compiled as part of this study and documented as a stand alone technical appendix. Infrastructure priorities were assigned based on a logical build out of the network over time, field observations and application of the following phasing criteria:

- Connect to existing local municipal pedestrian and cycling facilities.
- Focus on developing a network spine in the short-term that connects the Region through major east-west and north-south links and along corridors with transit.
- Provide facilities at important crossings of pedestrian and cycling barriers when feasible, including watercourses, highways, and mid-block road crossings.
- Focus on improved access to the proposed network.
- Schedule implementation with planned Regional and local municipal capital road and servicing projects.

- If roadway platform width is sufficient but existing pavement width is inadequate, schedule implementation at the same time road resurfacing occurs.
- Some rural Regional roads may be suitable for interim bikeway solutions. For example, some roads with moderate to low volumes and good sight lines may be signed as a cycling route and, where possible, additional paved shoulder width and edge lines added in the future when the roads are scheduled to be resurfaced.
- Where platform width is not sufficient to accommodate the recommended facility type, and implementing a signed route as an interim solution is not recommended because of roadway characteristics, the route should be identified as a longer term priority tied to roadway reconstruction.
- If pavement width is adequate and implementation is related to adding edge lines to define a paved shoulder, coordinate implementation with the Region's pavement marking program.
- All Regional Roads proposed for a pedestrian or cycling facility and identified in the Region's ten-year capital roads forecast should be implemented in Phase 1 or 2 (2007-2017).
- All roads proposed for a signed-only route, whether these roads are proposed for road improvements or not, should be implemented in Phase 1. This includes roads under both Regional and local municipal jurisdiction.
- Implementation priorities for signed routes should be based on connecting communities, key local destinations, and establishing connected loops.
- Acquiring additional land to expand a road right-of-way for the sole purpose of implementing a recommended cycling

facility is not necessarily the best and most efficient use of public funds, but may be the only long term option if no other alternative emerges.

- Missing sidewalk links on Regional Roads should be prioritized based on connection to transit stops and nodes, connecting to schools, recreation centres and employment nodes.

6.2.1 PEDESTRIAN

The proposed Regional pedestrian system identified in this Master Plan will consist primarily of sidewalks on Regional roads and linear off-road multi-use trails that span and connect local municipalities. The pedestrian component of the PCMP focuses on eliminating missing sidewalk links on Regional roads in urban areas and identifying pedestrian zones. Pedestrian zones in York Region are identified in Chapter 5.0 (Figure 5-2) and generally encompass Regional and local municipal centres, core urban areas and adjacent residential subdivisions. The Master Plan includes a series of recommendations that propose that the Region, working with local municipalities and developers, adopt pedestrian friendly urban design and streetscaping practices and encourage built forms and subdivision designs that support walking for both utilitarian and recreational purposes.

Figure 6-1 indicates the proposed pedestrian facilities (missing sidewalk links on Regional roads) to be implemented during Phase 1 and Phase 2 of the PCMP.

6.2.2 CYCLING

Figure 6-2 depicts existing on and off-road cycling facilities that form part of the Regional Network, as well as proposed new routes and associated facility types that should be implemented in Phase 1. **Figure 6-3** shows proposed new routes and facilities for Phase 2, and assumes implementation of the Phase 1 priorities.

A number of route segments proposed for implementation in Phase 1 are shown as signed only routes in the short term in Figure 6-3 even though the preferred facility type for these segments may be a paved shoulder cycling facility type. By way of explanation, there are many locations where a preferred cycling facility type cannot physically be implemented without the particular roadway being reconstructed or resurfaced. However, these road improvements are not yet scheduled nor will they likely be in the next 10 years. This means the preferred cycling facility type will not be implemented in Phase 1, and will have to wait until the particular road segment comes up for reconstruction or resurfacing. However, an interim solution is proposed.

For some rural cross-section roads, the current roadway characteristics, such as the average annual daily traffic volume (AADT) and commercial vehicle percentage, are not expected to exceed the maximum threshold for a signed only route in the foreseeable future. Many of these roads have 1.2 metres paved shoulders and are currently being used by cyclists today. In these situations, a great opportunity exists for the Region to provide more of the cycling network sooner, and at a moderate cost through the installation of signing only. In time, as these same roads are reconstructed or resurfaced, the Region should then upgrade the facility to the desired cycling facility design (e.g. 1.5 to 2.0 m on roads with posted speed limits of 80 km/h).

The pedestrian component of the PCMP focuses on eliminating missing sidewalk links on Regional roads in urban areas and identifying pedestrian zones.

The Master Plan includes a series of recommendations that propose that the Region, working with local municipalities and developers, adapt pedestrian friendly urban design and streetscaping practices and encourage built forms and subdivision designs that support walking for both utilitarian and recreational purposes.

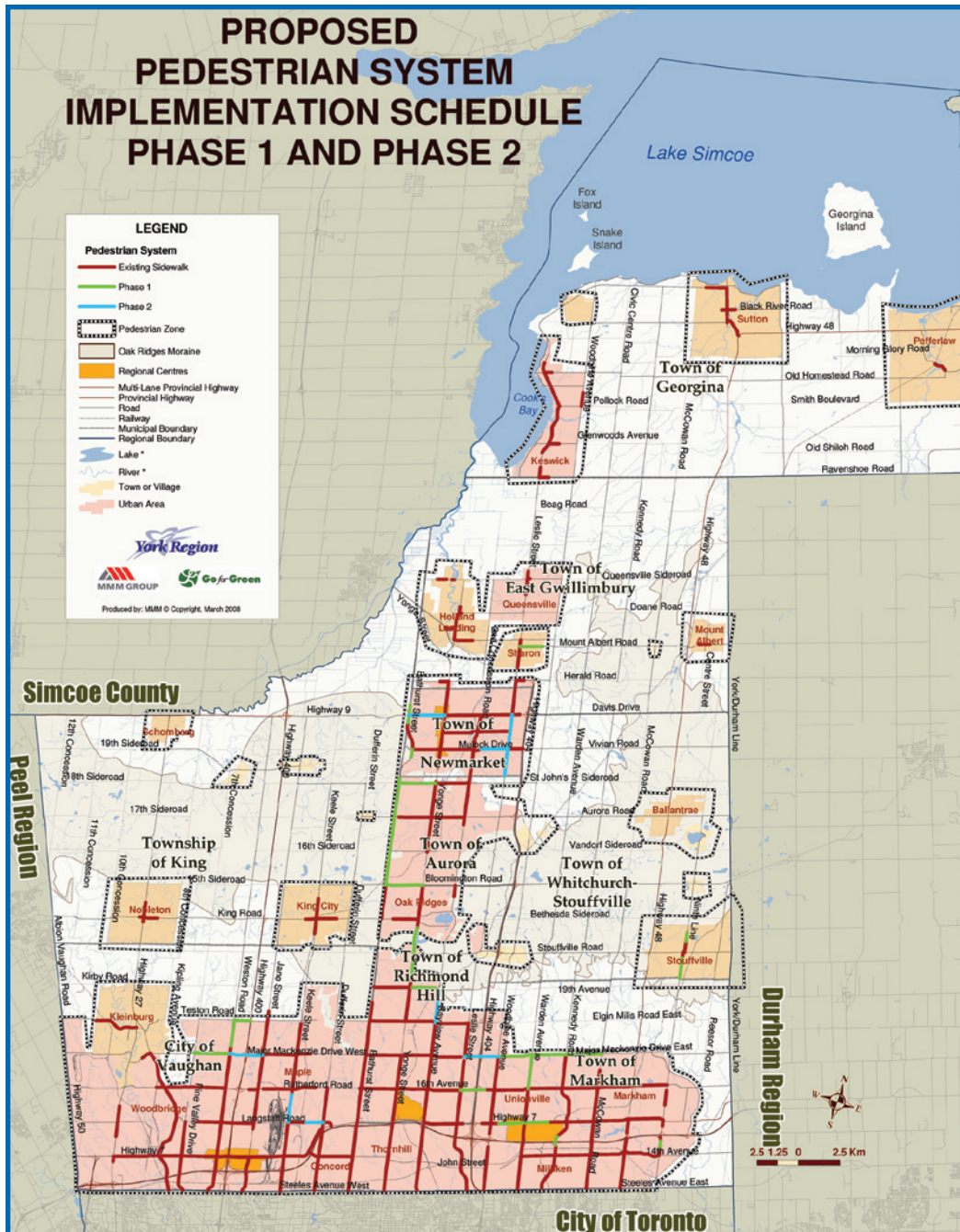


Figure 6-1: Phase 1 and 2 Pedestrian System Implementation Schedule, Year 0 – 10

Network components include:

Phase 1

- Extend the sidewalk north and south in Stouffville to fully serve the community's urban area;
- Complete missing Regional pedestrian links in Markham along Kennedy Road, 9th Line, Highway 7, 16th Avenue, and Major Mackenzie Drive (see next point below);
- Implement the first segments of the multi-use trail along Major Mackenzie Drive in Markham to serve both cyclists and pedestrians;
- Complete missing Regional pedestrian links in Vaughan along Major Mackenzie Drive, Weston Road, and Teston Road; and
- Provide a new sidewalk along Bathurst Street between St. John's Sideroad and Bloomington Road, and across Bloomington Road to Yonge Street

Phase 2

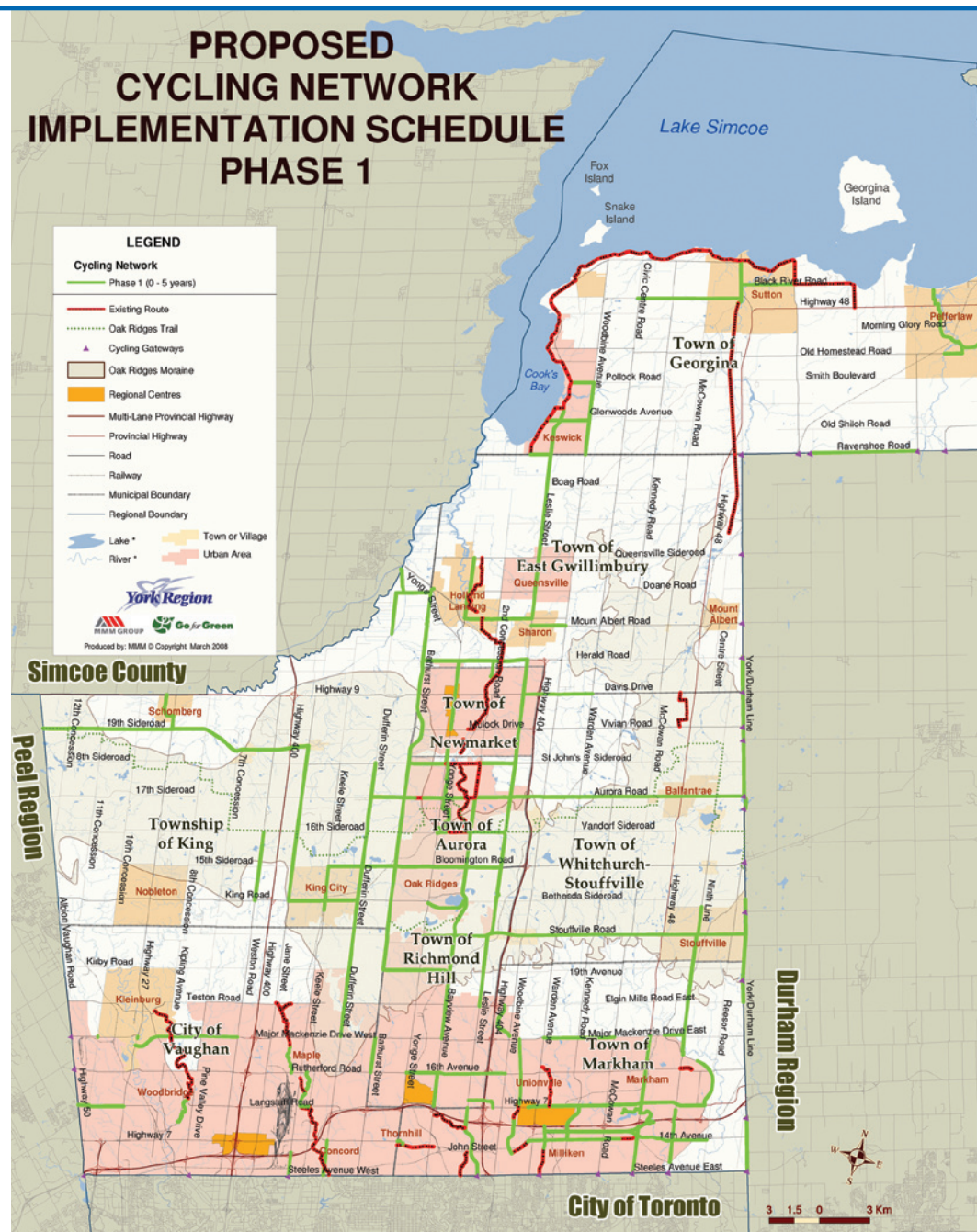
- Provide missing pedestrian connections in the urban areas of Vaughan along Keele Street and Langstaff Road;
- Complete the pedestrian network within the Richmond Hill pedestrian zone by providing a sidewalk along Bayview Avenue between Elgin Mills Road and 19th Avenue;
- Provide a pedestrian link across Highway 404 along Major Mackenzie Drive; and
- Complete and extend the sidewalk facility on Leslie Street south of Davis Drive.

Table 6-1 breaks down the proposed network component cost of the PCMP. This table identifies the associated cost by jurisdiction and implementation priority.

Figure 6-2: Phase 1 Cycling Network Implementation Schedule, Year 0 – 5

Network components include:

- Provide a connection to northern Peel Region and through the Township of King with signed routes along 19th Sideroad and Jane St. down to King Rd.;
- Provide north-south routes along Dufferin Street from Graham Sideroad to Major Mackenzie Drive, and along Bathurst Street from Yonge Street (Highway 11) to Gamble Road;
- Provide a southern connection to the Lake-to-Lake route along Leslie Street from Elgin Mills Road to Vandorf Sideroad, continuing north on Leslie Street to Green Lane;
- Provide a connection between East Gwillimbury and the existing bicycle route along Lake Drive through Georgina along Leslie St./ The Queensway South from Bayview Ave. (Keswick) to Mount Albert Rd.;
- Provide a north-south route in the east end of York Region along 9th Line from Bethesda Sideroad to the Markham By-pass, connecting to the east-west route along Stouffville Rd. from Yonge St. to York-Durham Line;
- Provide local east-west routes in urban areas generally between Bathurst St. and Leslie St. along Green Lane, St. John's Sideroad, Bloomington Rd., Gamble Rd./ 19th Ave., and Carville Rd./ 16th Ave.;
- Provide a route along segments of Yonge Street in Newmarket/Aurora where practical according to the Region's Ten-Year Roads Construction Program, with a short-term alternative to Yonge Street via adjacent local streets where required;
- Connect the Lake-to-Lake route via the Tom Taylor Trail / Nokiidaa System in the Towns of East Gwillimbury, Newmarket and Aurora;
- Develop multiple east-west and north-south routes within the urban areas of Markham in conjunction with Markham's Cycling Master Plan;
- Implement the first segments of the multi-use trail along Major Mackenzie Drive in Markham to serve both cyclists and pedestrians;
- Establish regional elements of the local cycling network in Vaughan along Major Mackenzie Drive from Highway 27 to Weston Road, and Langstaff Road from Highway 50 to Highway 27; and
- Link Aurora and Ballantrae by providing a route along Aurora Road from Dufferin Street to York-Durham Line.



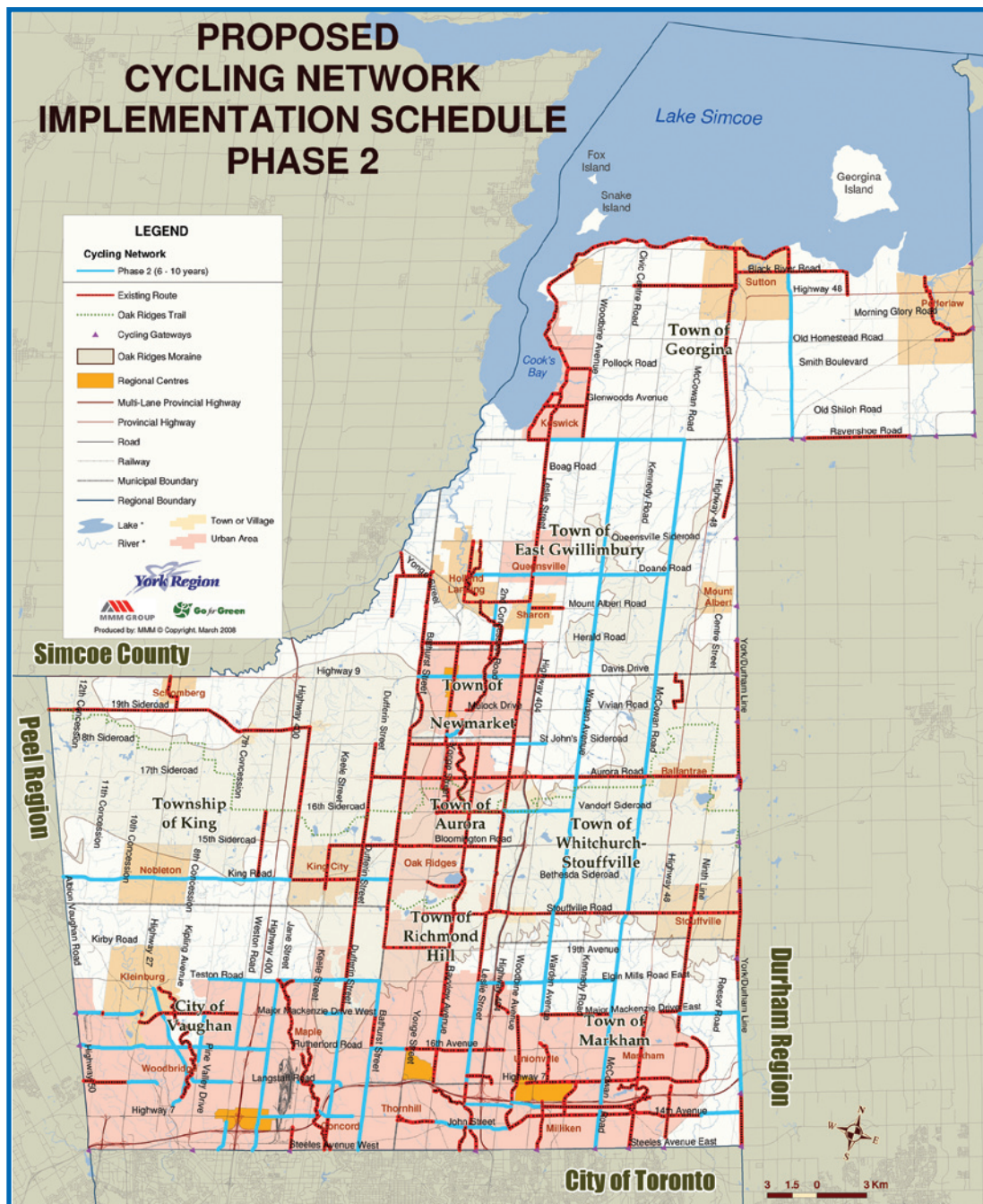


Figure 6-3: Phase 2 Cycling Network Implementation Schedule, Year 6 – 10

Network components include:

- Provide north-south routes through rural eastern York Region along Warden Avenue and McCowan Road between Ravenshoe Road and Major Mackenzie Drive, and link these to urban areas in central York Region via Doane Road, Vandorf Sideroad and Elgin Mills Road;
- Add north-south segments to the route network in southern York Region along Bathurst Street and McCowan Road;
- Provide an east-west route through Nobleton along King Road as far west as Bathurst Street;
- Provide an east-west route in Georgina along Ravenshoe Rd. from McCowan Rd. to Leslie St./ The Queensway South, and a north-south route along Park Road from Ravenshoe Road to Black River Road;
- Complete the Lake-to-Lake Route by providing the link along Leslie Street between Elgin Mills Road and Highway 7; in the north, an interim link is proposed between East Gwillimbury and Georgina via Leslie Street; over the long term, this Lake-to-Lake route connection is proposed to be provided via a multi-use trail along the Holland River and a signed route across Ravenshoe Road (see Figure 6-5);
- Provide the Regional route along John Street in Markham to link Phase 1 and existing routes;
- Connect the east end of Markham to gateways to Durham Region along Major Mackenzie Drive and 14th Avenue; and
- Implement regional bicycle lane and multi-use trail elements of the Vaughan cycling plan along segments of Teston Road, Rutherford Road, Langstaff Road, Highway 7, Islington Avenue, Weston Road, Jane Street, and Dufferin Street.

This approach is also consistent with the current practice of paving part of a shoulder to extend the life cycle of the road surface and offers the added benefit of making Regional roads more pedestrian and cycling friendly. In addition, whether designated as part of the pedestrian and cycling network or not, York Region should also try to provide at least 1.5 m paved shoulders on all new or reconstructed rural cross-section Regional roads when the opportunity arises.

As already noted, the Pedestrian and Cycling Master Plan is designed to be flexible so it can evolve over time. This means that implementation priorities, including those identified in Figures 6-1 through 6-4, may change. Therefore, it is important to monitor the implementation of the Plan and to update the priorities on an annual basis or as capital roads projects are scheduled. A recommended approach to administer the PCMP and to monitor its implementation is provided in Section 6.6.

6.2.3 LONG TERM STRATEGY FOR PEDESTRIAN AND CYCLING

Figures 6-4 and 6-5 depict the long-term implementation strategy for both pedestrian and cycling networks, and assume the facilities recommended in Phases 1 and 2 have been developed.

Routes and facilities identified in the longer term strategy (year 10 through year 25+) are presented for information only and will need to be reviewed and if confirmed then costed and prioritized as part of a future update to the PCMP.

Recommended Action:

- 6-1 Adopt the ten-year pedestrian and cycling network implementation Plan and include it as a schedule in the Region's Official Plan

6.3 OUTREACH PRIORITIES

Outreach is an important element of the PCMP and it is recommended that York Region adopt and implement the outreach plan outlined in Chapter 4. This plan will help educate residents about pedestrian and cycling safety and encourage residents to walk and cycle more often for both utilitarian and recreational purposes. Section 6.10 outlines the implementation timeframe for all outreach recommendations proposed in this Master Plan.

Recommended Action:

- 6-2 Adopt and implement the outreach plan described in Chapter 4

It is important to monitor the implementation of the Plan and to update the priorities on an annual basis or as capital roads projects are scheduled.

This plan will help educate residents about pedestrian and cycling safety and encourage residents to walk and cycle more often for both utilitarian and recreational purposes.

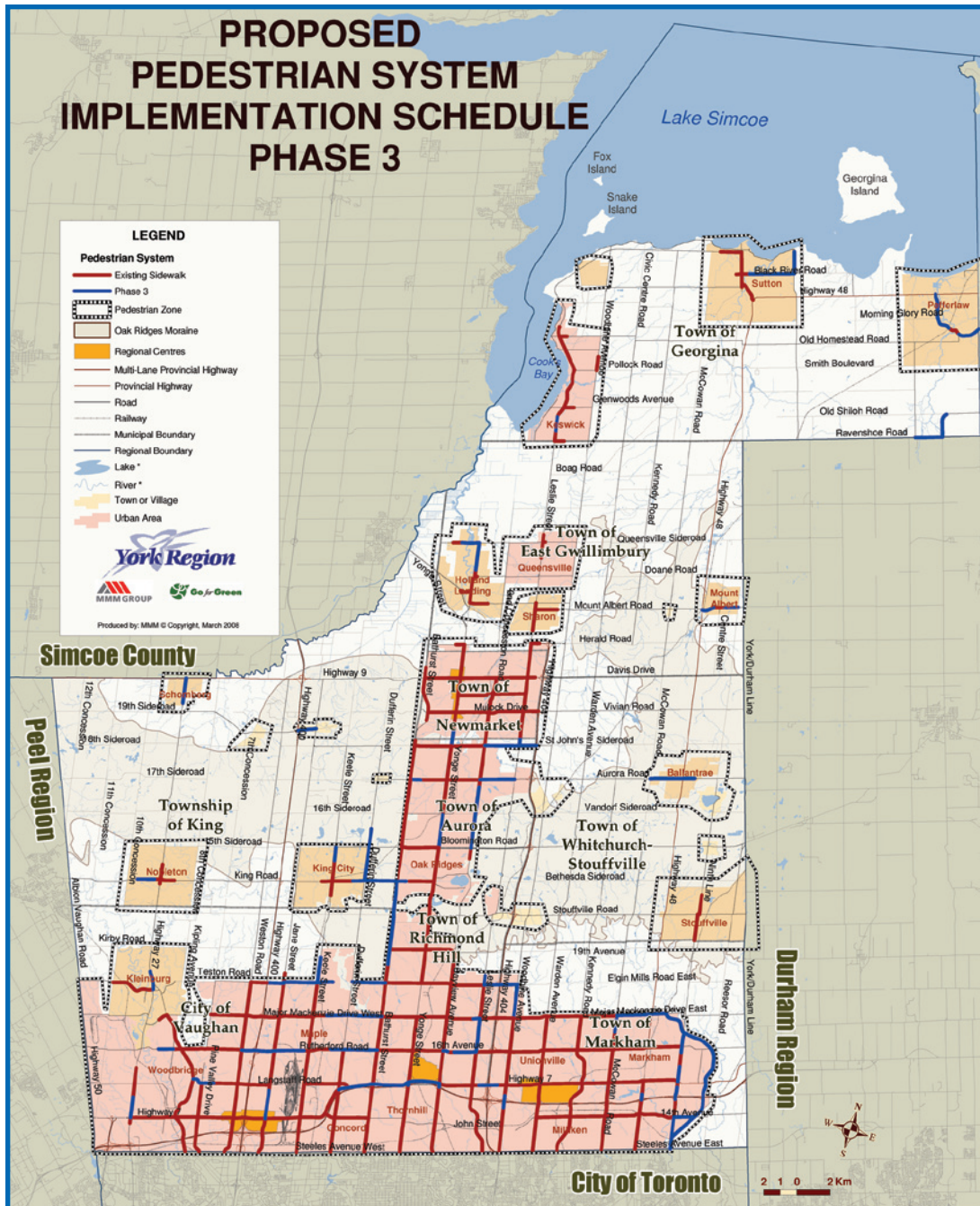
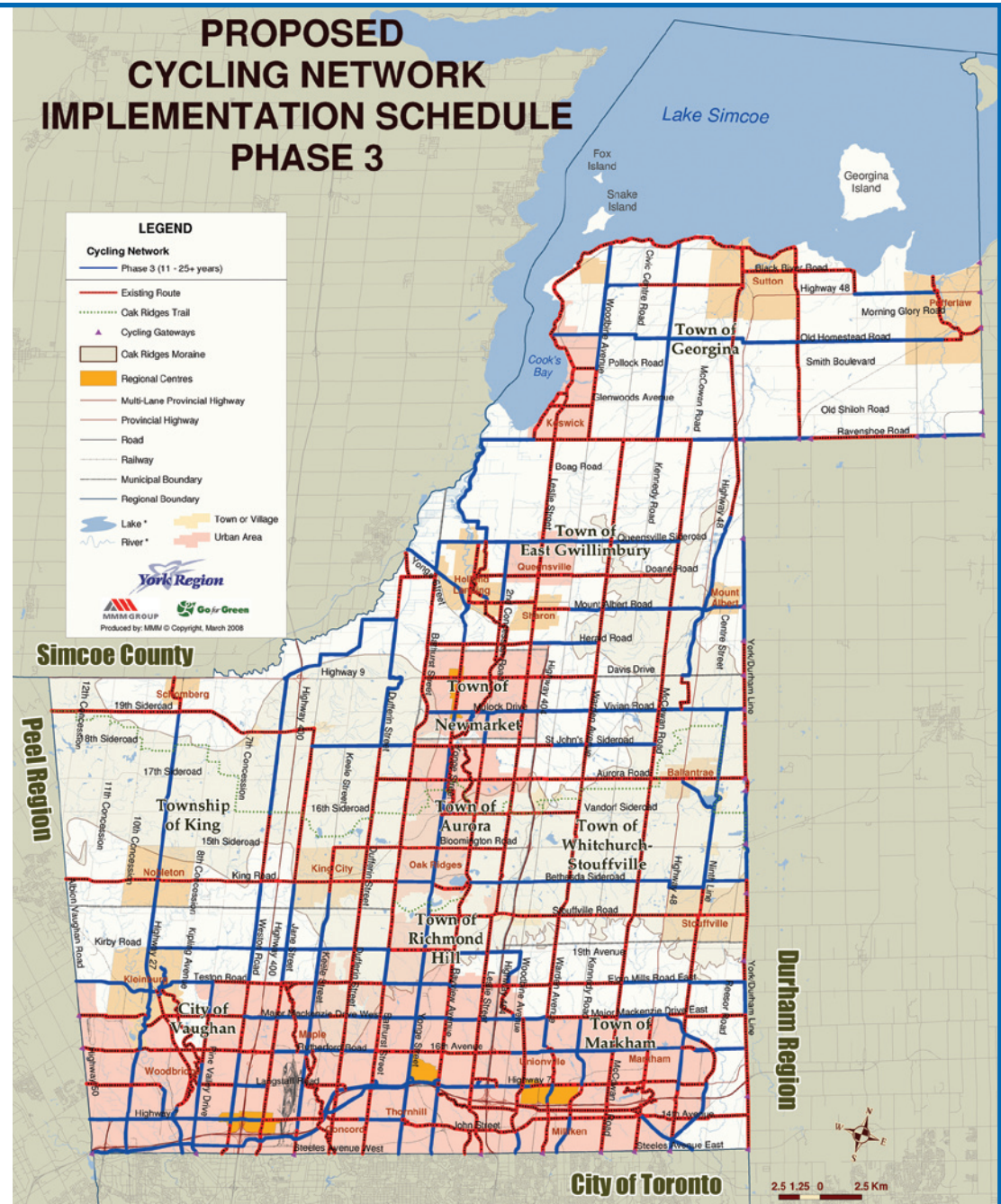


Figure 6-4: Proposed Pedestrian System Implementation Schedule Phase 3

Figure 6-4 depicts the long-term implementation strategy for completing missing sidewalk links on Regional roads. It assumes that Phase 1 and 2 (the Ten-Year Plan) has been implemented by year 10. The long-term strategy (Phase 3) is provided as a draft network concept and is for long term planning purposes only.

Figure 6-5: Proposed Cycling Network Implementation Schedule Phase 3

Figure 6-5 illustrates the long-term (year 11 to 25+) implementation strategy for completing the ultimate route network. It assumes that Phase 1 and 2 (the Ten-Year Plan) has been implemented by year 10. The long-term strategy (Phase 3) is provided as a draft network concept and is for long term planning purposes only.



6.4 IMPLEMENTING ON-ROAD CYCLING FACILITIES AND THE CLASS EA PROCESS IN ONTARIO

In Ontario, the Municipal Engineers Association (MEA) Class Environmental Assessment Document applies to municipal infrastructure projects including roads, water and wastewater projects. Recognizing projects undertaken by municipalities can vary in their environmental impact, such projects are classified in this Class EA in terms of schedules:

Schedule A

- Generally includes normal or emergency operational and maintenance activities; and
- The environmental effects of these activities are usually minimal and, therefore, these projects are pre-approved.

Schedule B

- Generally includes improvements and minor expansions to existing facilities; and
- There is the potential for some adverse environmental impacts and therefore the proponent is required to proceed through a screening process including consultation with those who may be affected.

Schedule C

- Generally includes the construction of new facilities and major expansions to existing facilities; and
- These projects proceed through the environmental assessment planning process outlined in the Class EA.

Although implementing a signed-only bike route requires the installation of bike route signs at strategic locations and no other physical improvements to the road right-of-way are required, retrofitting an existing road to add bike lanes or wide curb lanes may require some form of change. This may be limited to the addition of new pavement marking and signing, remarking part or all of an existing road to 'fit in' bike lanes or wide curb lanes, or widening the paved surface of the roadway to accommodate the proposed cycling facility.

The preferred approach to retrofitting an existing road to accommodate on-road cycling facilities (bike lane, paved shoulder, wide curb lane or signed-only route) is to adjust existing pavement markings and/or signing, and not widen a roadway. However, for some projects a need exists to widen the paved surface of a roadway slightly to add a bike lane or paved shoulder. This widening can often be secured by shifting curbs slightly or adding paved shoulders at the time a road is reconstructed or rehabilitated. The issue for Municipalities in Ontario is whether widening a road for the purpose of adding bike lanes or paved shoulders is an operational improvement and therefore a pre-approved (Schedule A) project according to the MEA Class EA Document or would the ministry of Environment require a more involved Schedule B or Schedule C assessment and planning process.

According to discussions with a Toronto area Special Project Officer of the Ministry of Environment, the provision of bicycle lanes and paths are included in the MEA Class EA document under Item 3 of Appendix 1 – Project Schedules Municipal Road Projects and that “Construction or operation of sidewalks or bicycle paths within existing rights-of-ways” are considered Schedule A projects with no specified project cost limit. In

addition, it does not matter if the bicycle path or lane is on or off the paved portion of the road right-of-way. Ministry staff also advised that Project Descriptions 19 and 20 in Appendix 1 of the MEA Class EA Document are intended to refer to the construction or reconstruction of linear paved facilities and related facilities (e.g. adding or reducing lanes) for “motor” vehicles including transit vehicles, and not bicycles or bicycle facilities. However, if adding a cycling facility will negatively impact the natural environment or additional road right-of-way is required or if an existing motor vehicle travel lane is proposed to be eliminated in order to provide a proposed bike facility, a Schedule B or C Class EA planning process should be considered. Additionally, if off-road components of the pedestrian and cycling network fall on lands owned or regulated by the Toronto Region Conservation Authority (TRCA) or the Lake Simcoe Region Conservation Authority (LSRCA), a Schedule B or C EA may be required based on the feasibility assessment of the Conservation Authorities.

In addition, TRCA has a Level III Agreement with Fisheries and Oceans Canada (DFO), which means TRCA staff review projects on behalf of DFO at the detailed design stage. Any proposed works within the riparian zones of watercourses and seasonally flooded lands will be reviewed for potential Harmful Alteration, Disruption or Destruction (HADD) of fish habitat under the Federal Fisheries Act. Section 32(1) of the Fisheries Act prohibits the Harmful Alteration, Disruption or Destruction of fish and fish habitat, unless authorized by DFO. If in-stream works are required, the project may need Authorization from DFO. In in-stream works are not required and physical impacts on fish habitat can be mitigated by specific project design and construction procedures, then authorization from DFO would not be required, and the Authority would provide a Letter of Advice on behalf of DFO. The Letter of Advice would outline specific mitigating measures that would

have to be implemented to minimize potential impacts to fish and fish habitat.

If any project is proposed on TRCA property, approval from TRCA, the Ministry of Natural Resources (MNR) and the Ministry of Culture (MOC) will be required. For projects proposed to be constructed on TRCA property, in whole or in part, TRCA should be consulted as soon as possible to confirm TRCA property requirements as the process can take upwards of 18 months. Furthermore, following the completion of an EA, or if the file is deemed a schedule A, an Ontario Regulation 166/06 – Development, Interference with Wetlands and Alterations to Shorelines and Watercourses permit may be required from TRCA. Additional information – to be confirmed with TRCA – may also be required at the detailed design stage. Trail design may be required to be consistent with the TRCA’s Valley and Stream Corridor Management Program and Trail Planning and Design Guidelines (MTRCA 1991, and amendments).

6.5 PLANNING AND DESIGN GUIDELINES

When implementing designated on and off-road cycling facilities, the Planning and Design Guidelines developed for the PCMP should be referred to for guidelines on implementation procedures and practices. The Planning and Design Guidelines document (separately bound Technical Appendix C) was prepared to assist the Region and other local partners in the development and implementation of the PCMP. It contains recommended planning and design guidelines as well as pedestrian and cycling facility implementation solutions. The guidelines are intended to provide technical guidance to the Region and other partners in the expansion, implementation and maintenance of a Region-wide pedestrian and cycling network.

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The Smart Commute strategy should have regard to the Region's Pedestrian and Cycling Master Plan and integrate walking and cycling with other services such as transit service, land use planning, and social programs.

People and leadership are the keys to setting the implementation of the PCMP in motion.

These guidelines are intended as a general reference for pedestrian and cycling network planners and designers in the Region. They are a compilation of guidelines from a variety of sources, and are believed to represent “best practices” in pedestrian and bicycle route and facility planning and design in Canada and the United States. They contain general information about pedestrian and cyclists, their abilities and their needs from a network planning and design point of view. The guidelines are not meant to be inclusive of all design considerations and standards. Rather, they are a carefully selected set of currently accepted design practices in North America and should be treated as a reference to be consulted during the development and construction of the pedestrian and cycling network. These guidelines should not over-ride good engineering and fiscal judgement by the Region's professional staff. In addition, they should be reviewed at least every five years.

Recommended Action:

- 6-3 Have regard to the Pedestrian and Cycling Planning and Design Guidelines when implementing the PCMP

6.6 INTEGRATING THE PEDESTRIAN AND CYCLING MASTER PLAN WITH SMART COMMUTE (TDM) AND OTHER REGIONAL SERVICES AND PROGRAMS

York Region's **Smart Commute Initiative** includes a series of Regional and local transportation demand management (TDM) measures designed to reduce auto dependency by improving alternatives to single-occupant vehicle use, encouraging use of less-congested travel times and routes, and enabling reductions in trip volumes and lengths.

The Smart Commute strategy should have regard to the Region's Pedestrian and Cycling Master Plan and integrate walking and cycling with other services such as transit service, land use planning, and social programs. For Smart Commute and social programs, as with environmental issues, there are key public health concerns that have strong synergies with the Region's Smart Commute strategy framework. The promotion of cardiovascular and respiratory health and physical activity can integrate positive Smart Commute messages such as encouraging walking and cycling as an excellent mode of exercise and an inexpensive method of travel. Both the Region's Smart Commute and public health efforts undertaken in the future will rely extensively on outreach to get their messages across, and opportunities to share resources or jointly develop new channels of communication may offer mutual benefit. The Region's recreation programs are another valuable channel to support walking and cycling and Smart Commute programs, through such means as the delivery of cycling skills courses.

Recommended Action:

- 6-4 Continue to promote the Smart Commute strategy, the 20/20 The Way to CleanAir program, the Active and Safe Routes to School program and other programs that encourage other forms of transportation, and integrate these with the objectives and recommendations of the PCMP.

6.7 IMPLEMENTING THE MASTER PLAN

People and leadership are the keys to setting the implementation of the PCMP in motion. The formal relationships between individuals and organizations and their operational practices are important factors in determining whether a cycling initiative

will proceed and be successful. Maximizing participation and removing obstacles to the flow of information between participants are two of the main objectives in managing implementation.

The PCMP is more than a proposed network of on and off-road pedestrian and cycling facilities. It is a Plan that includes a set of recommendations to promote safe walking and cycling in York Region and to recognize and share in the economic, health and quality of life benefits that these forms of transportation can offer.

While York Region staff will oversee the implementation of the PCMP, they will require ongoing support from and communication with local municipalities. The Region will look to local municipalities for staff input on progress, and cooperative funding on joint projects as they arise. The successful implementation of the PCMP will require a strong working relationship between Regional and local municipal staff as well as conservation authorities, developers and the public.

6.7.1 PEDESTRIAN AND CYCLING PUBLIC ADVISORY COMMITTEE

The Region of York established a Pedestrian and Cycling Public Advisory Committee in 2006 to provide input and assist in the development of this Master Plan. The public advisory committee (PAC) included public representation from each of the nine local municipalities in York Region.

It is recommended that Regional Council establish a Regional Pedestrian and Cycling Committee (similar to the Study Advisory Committee but with a revised terms of reference) to assist Regional staff in the implementation of the PCMP and to advise Regional Council on Pedestrian and Cycling issues in York Region.

6.7.2 PEDESTRIAN/CYCLING COORDINATOR

York Region should establish a Pedestrian/Cycling Coordinator Position. This position is proposed to be located in the Transportation Planning department and assigned responsibility to oversee the implementation of the PCMP. The Pedestrian/Cycling Coordinator could work with the Pedestrian and Cycling Advisory Committee, York Region Community and Health Services Department, local municipalities, school boards, conservation authorities and other partners. Since the Coordinator position is envisioned as a new staff position, no additional funding resources are anticipated beyond a commitment of staff time.

Reporting to the Manager, Transportation Planning, Infrastructure Planning Branch, Planning and Development Services Department, the Pedestrian/Cycling Coordinator would manage and guide the implementation of the PCMP by coordinating staff resources and responsibilities, budgeting, program development and delivery as well as the preparation of annual budgets and progress reports for participating departments.

Annual Progress Reports are recommended for presentation to both the Planning and Transportation Committees and the Public Advisory Committee. These reports should outline the progress made towards achieving the primary goals of the plan, and should measure the success in implementing the proposed pedestrian and cycling network and other recommendations through the application of the performance measures outlined in Section 6.12 of the PCMP. Annual reports should identify changes in direction and priorities for the upcoming year, and identify budget requests. The implementation program for each year, including the specific routes and programs to be implemented or funded, will be presented to Regional Council for consideration during the preparation and review of the annual departmental budgets.

The PCMP is more than a proposed network of on and off-road pedestrian and cycling facilities. It is a Plan that includes a set of recommendations to promote safe walking and cycling in York Region and to recognize and share in the economic, health and quality of life benefits that these forms of transportation can offer.

An efficient reporting and implementation structure is vital to ensure that the decision-making process associated with the implementation of the PCMP is managed and all relevant Regional and local municipal departments are appropriately engaged.

The PCMP is not intended to be a static document. The timing and details related to implementation, particularly the location of recommended routes and pedestrian and cycling facility types should evolve through community consultation and technical review when appropriate.

6.7.3 ESTABLISH AN INTER-MUNICIPAL WORKING GROUP

In order to facilitate more open and ongoing communication between Regional and local municipal staff, it is recommended that an informal inter-municipal working group led by the Pedestrian/Cycling Coordinator be formed. This working group, modelled after York Region's Greening Strategy and Land Securement Partnership, should have staff representation from each of the local municipalities and conservation authorities as well as the Regional Planning, Health and Transportation Departments, Regional Police Service and school boards. It should meet quarterly to discuss actions related to coordinating the development of pedestrian and cycling facilities throughout the Region and to keep everyone up-to-date on local initiatives. This forum can provide the opportunity to discuss route planning, implementation, design standards and permit the Region to present and discuss its pedestrian and cycling implementation plans for the upcoming year. With the exception of staff resources, no new funding is required to establish the Working Group.

6.7.4 IMPLEMENTATION STRUCTURE

An efficient reporting and implementation structure is vital to ensure that the decision-making process associated with the implementation of the PCMP is managed and all relevant Regional and local municipal departments are appropriately engaged. A suggested structure for managing and implementing the PCMP is illustrated in **Figure 6-6**. The core of the proposed structure consists of Transportation Planning (Planning) and Roads (Transportation Services), as well as the proposed Pedestrian/Cycling Coordinator and the Pedestrian and Cycling Public Advisory Committee.

The core group of this recommended reporting structure would oversee and make recommendations regarding funding and priorities associated with the PCMP, as well as other Regional initiatives, as assigned. All reporting from the group would be as indicated in Figure 6-6.

6.7.5 THE IMPLEMENTATION PROCESS TOOL

The PCMP is not intended to be a static document. The timing and details related to implementation, particularly the location of recommended routes and pedestrian and cycling facility types should evolve through community consultation and technical review when appropriate. At the same time, however, the extensive community and stakeholder effort that established the overall direction for the PCMP should be respected.

It should also be recognized that pedestrian and cycling network and priorities recommended in the PCMP might evolve through the environmental assessment, planning and capital budget processes.

Central to the proposed implementation process tool is a proposed guideline that would require that the PCMP be reviewed and given consideration when Regional Road or other capital infrastructure projects are identified or scheduled. This should include the Region's asset management program for reconstructing or resurfacing roads, as well as any investigation of potential new road alignments or the reuse and/or selling of abandoned rail and utility corridors. The objective is to ensure that Regional assets, particularly roads designated in the PCMP for future pedestrian and cycling routes, are given due regard when planning, designing and budgeting larger capital roads projects. This step should also apply to Regional planning studies or studies initiated by other jurisdictions, and in which the Region is a partner. Without this

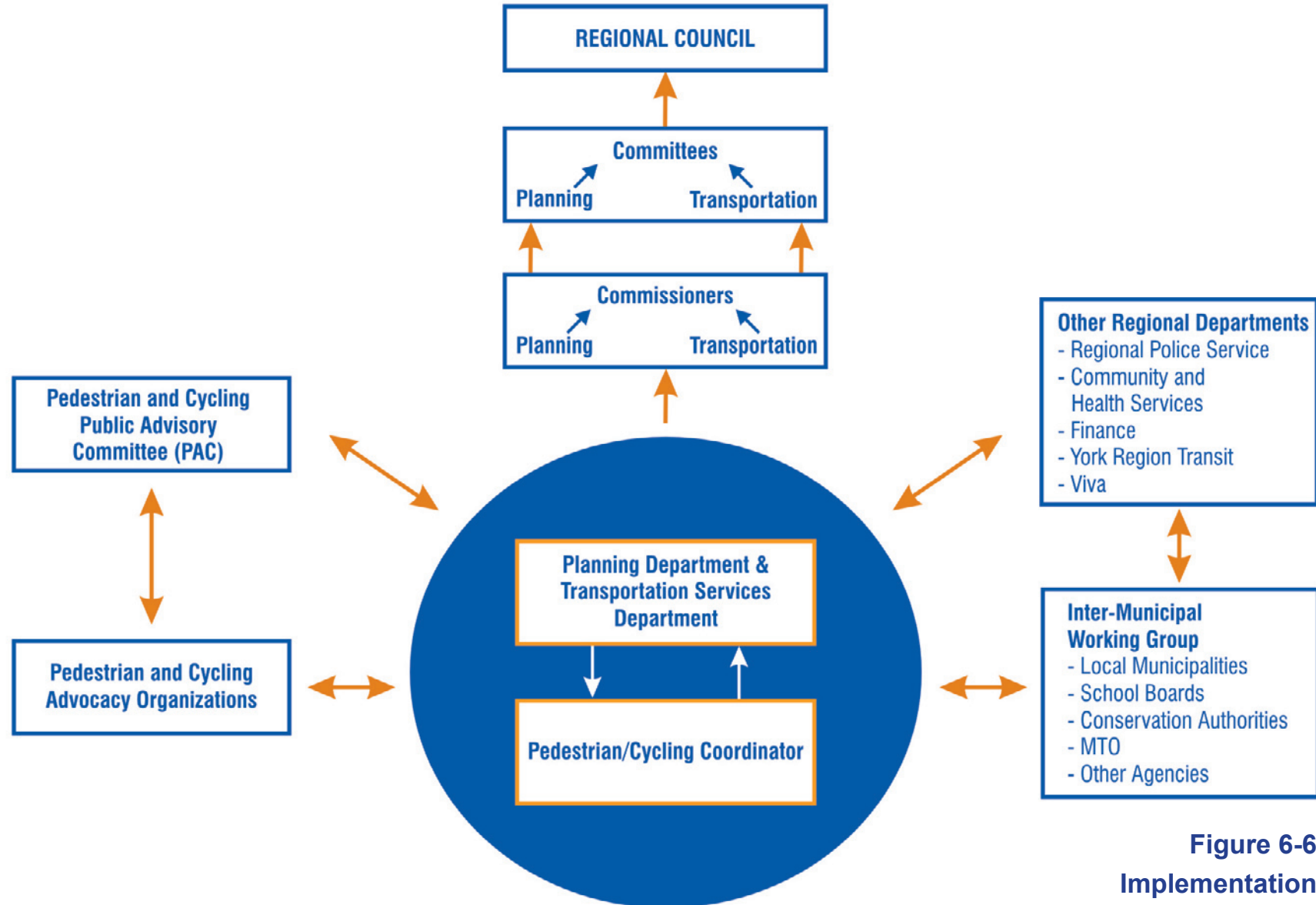


Figure 6-6
Implementation
Structure

step, network opportunities could be lost and cost efficiencies not realized.

Building upon this central recommendation, **Figure 6-7** outlines a proposed process tool for guiding the implementation of pedestrian and cycling network facilities in York Region. It is recommended that Regional staff review this tool and adapt it as necessary to suit their needs.

The process comprises five parts and is a step-by-step mechanism to confirm the feasibility of each route recommended in this report at the time implementation is proposed. It will assist Regional staff from affected departments to work together, to share information and to facilitate the implementation of the PCMP. Changes to policies and the network should also be considered through the Regional Official Plan, and Transportation Master Plan reviews conducted every five years.

For segments of the proposed Regional pedestrian and cycling network that are under local municipal ownership, the Region should work in conjunction with local municipalities and strive to apply the same network implementation process.

Each Part of the network implementation process is described in the following sections.

Part I: Preliminary Review

The first step in implementing segments of the PCMP is to identify and communicate opportunities. As part of the PCMP, all Regional and local road projects scheduled for consideration in York Region, including the capital roads forecast, should be monitored. When a project involving a corridor or road proposed for a pedestrian or cycling route identified in the PCMP is advanced to the planning stage, or an opportunity to establish a new route

not identified in the PCMP comes forward, the Pedestrian/Cycling Coordinator should undertake a Part 1 Preliminary Review. This review should:

- Identify the jurisdictions involved in a project;
- Compare the timing of the project to the short and long term implementation priorities identified in the PCMP;
- Assess whether the nature of the project may permit implementation of the preferred pedestrian or cycling facility type in a cost effective manner; and
- Inform the project lead and affected departments whether or not a feasibility assessment should be undertaken to confirm the feasibility and costs for implementing the proposed cycling route as part of the subject project.

The key aspect of this initial part is communication. Staff from various departments should report all upcoming projects that may involve or impact a cycling facility designated in the PCMP. From this point forward, the Pedestrian/Cycling Coordinator would be expected to work through the remaining three parts of the implementation process with various departments at the Regional and local level as appropriate.

Part II: Feasibility Assessment

If a pedestrian or cycling project is confirmed through the preliminary review process (Part I), the Pedestrian/Cycling Coordinator should lead Regional staff in undertaking a Feasibility Assessment. This should be a brief study and include the following steps:

- Confirm the feasibility of the route based on a review of the PCMP and supporting route selection and planning and design criteria, as well as other relevant information.

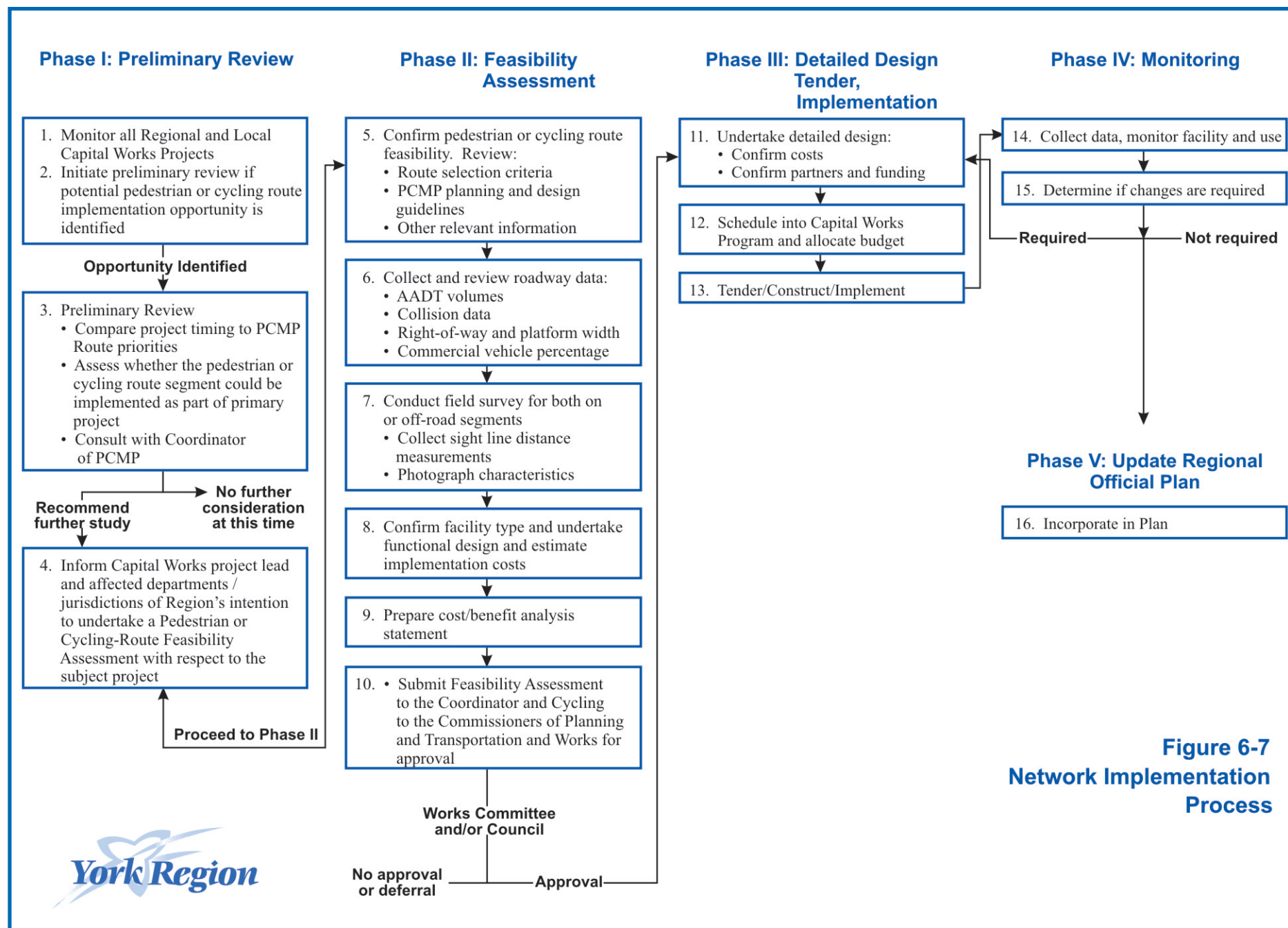


Figure 6-7
Network Implementation
Process

Priority consideration should be given to situations where there is a clear community demand for pedestrian and cycling facilities.

- Collect or confirm current roadway characteristic information including AADT volumes, collision data and the commercial vehicle percentage.
- Conduct a field check for both on and off-road route segments to identify any other issues that should be considered and to measure sight line distances (if applicable).
- Undertake a functional design for the on or off-road cycling facility segment and estimate implementation costs, including construction and signing.
- Prepare a cost/benefit analysis statement. This “statement” should comment on the following:
 - The timing for implementing the proposed pedestrian or cycling facility;
 - Costs and efficiencies achieved;
 - Identify any less costly alternatives and how they may fit within the overall pedestrian and cycling network plan;
 - Provide recommendation on how to proceed; and
 - Submit the Feasibility Assessment to the Coordinator, and then to the Commissioners of Planning and Transportation for approval.

This process typically takes place in conjunction with, or as input to, a roadway or public works Class EA or functional design process whereby design alternatives are prepared. The design for the pedestrian and cycling portion of the facility should be in accordance with Regional Planning & Design Guidelines, as well as other relevant provincial and national design standards.

Priority consideration should be given to situations where there is a clear community demand for pedestrian and cycling facilities. If site-specific circumstances prevent a facility from being constructed in association with a particular improvement project

being considered, other nearby parallel routes on both Regional and local Roads should be closely examined at this time for their suitability.

Part III: Detailed Design, Tender and Implementation

Once approval has been obtained to implement a pedestrian and/or cycling route segment, the necessary detailed design should be completed. This step is typically done as part of the detailed design for the primary capital roads project, such as a road widening and does not require additional resources. This third part of the process should also include confirming details with regard to partners (if any) and cost sharing. The project should then be scheduled into the Region’s Capital Roads Program and suitable budget allocated. The final step involves tendering the project (if not undertaken by the Region in-house) and then construction / implementation.

It is also possible that following detailed design the decision is made not to proceed with the facility or preferred facility type because of the cost or other constraints that arise through the detailed design process. If this occurs, the network should be updated and an alternative route should be proposed.

Part IV: Monitoring Phase

Once pedestrian and cycling facilities have been constructed, their design and use should be monitored to ensure they function in the manner intended. When necessary, the facilities should also be upgraded and maintained to ensure continued safe use by cyclists. Monitoring should also ensure that the cycling design guidelines are current. This step will involve collecting data to assist in the monitoring task.

Part V: Regional Official Plan

The fifth part of the implementation process includes updating the Regional Official Plan to account for changes in policy and network routes.

6.7.5.1 The Network Management Asset Tool

The proposed pedestrian and cycling network for the PCMP was developed using York Region's Geographic Information System (GIS) base. This digital GIS based network map provided to the Region as part of the PCMP can also be used as a pedestrian and cycling facility management tool. A database is associated with the map information and includes a number of different attributes. For example, the network has been divided into segments, each specifying a length of the segment and the cycling facility type proposed, as well as whether the segment is recommended as a short-term or long-term priority.

During the implementation process, Regional staff can use this tool to assist in confirming the feasibility of pedestrian and cycling routes and facilities and the proposed schedule (short or long-term) for implementation. The GIS Tool can also be used to track and document new segments as they are implemented. Updating the facilities component of the PCMP on a regular basis will significantly reduce the effort and cost to update the entire PCMP recommended every five years. If the Region chooses, this GIS information could also be posted on the Region's website in an interactive map format. This would be useful to the public and developers and would also serve as a 'quick reference' for some Regional staff that may not have direct access to the Region's GIS database.

Recommended Actions:

- 6-5 Continue the Pedestrian and Cycling Public Advisory Committee
- 6-6 Establish a Pedestrian/Cycling Coordinator Position
- 6-7 Establish an inter-municipal working group led by the Pedestrian/Cycling Coordinator
- 6-8 Review the PCMP when Regional Road or other capital infrastructure projects are identified or scheduled
- 6-9 Review the proposed five-part process tool for guiding the implementation of pedestrian and cycling network facilities in York Region and adapt it as necessary
- 6-10 Work in conjunction with local municipalities to develop segments of the Regional network that are under local municipal ownership
- 6-11 The Regional Official Plan should be updated to include as a schedule the pedestrian and cycling network improvements proposed in the PCMP. It is recommended that the PCMP be updated every five years, and updates be included in the Regional Official Plan. All Regional infrastructure projects should give consideration to recommended and proposed routes in the Region's PCMP.

6.8 FUNDING THE PLAN (NETWORK AND PROGRAM)

To successfully implement the proposed Pedestrian and Cycling Master Plan, Regional Council should commit annually to on-going funding for the PCMP and its supporting implementation strategy. The Region should seek out other sources of revenue from its partners in York Region as well as the Provincial and Federal Governments.

To successfully implement the proposed Pedestrian and Cycling Master Plan, Regional Council should be requested to commit annually to on-going funding for the PCMP and its supporting implementation strategy.

It is recommended that the Region consider a cost-sharing strategy to encourage the implementation of proposed Regional network segments on lands not owned by York Region.

The public input received during the preparation of the PCMP indicate that both residents and visitors to York Region support improving pedestrian and cycling facilities and programs to promote these activities in the Region and to reduce the use of single occupant automobiles.

The PCMP requires infrastructure, program development and operations funding to ensure successful implementation and monitoring.

A portion of the proposed Pedestrian and Cycling Network falls on roads and lands under local municipalities and other jurisdictions. It is recommended that the Region consider a cost-sharing strategy to encourage the implementation of proposed Regional network segments on lands not owned by York Region. The Region should also develop cost-sharing with local municipalities, trail groups and agencies such as Hydro One and local conservation authorities when implementing segments of the Regional network that are not under Regional ownership.

The PCMP is an integrated body of components, and requires a strategic approach for implementation and a funding commitment. Focusing efforts on individual elements of the PCMP in isolation of the others will not result in the level of success that the PCMP has been designed to achieve. For example, funding a new paved shoulder facility in the short-term but not the development and delivery of programming or promotional campaigns, is not an efficient or recommended strategy.

The public input received during the preparation of the PCMP indicate that both residents and visitors to York Region support improving pedestrian and cycling facilities and programs to promote these activities in the Region and to reduce the use of single occupant automobiles. Regional Council's leadership in adopting this Master Plan will directly improve the livability of communities in York Region and support the objectives of the Region's Official Plan, Transportation Master Plan and York Region's Sustainability Strategy (2007).

The Region should implement its proposed Pedestrian and Cycling Master Plan Municipal Partnership Program. This proposed program is designed to assist local municipalities and conservation authorities in implementing pedestrian and cycling facilities that support a Regional scale network. This program will

allow integration with local municipal/conservation authorities' pedestrian and cycling plans, including public transit service that connects communities and people of all ages with places of interest. The intent of the Pedestrian and Cycling Partnership Program is to provide a framework and policy requests from the local municipalities with regard to funding municipal/conservation authorities' pedestrian and cycling infrastructure when these priorities match Regional priorities.

This program is strictly for funding capital expenditure of pedestrian and cycling facilities and not for ongoing operating and maintenance cost of the same facilities. It should be noted that the majority of the construction of on-street bike lanes on the Regional roads would be incorporated as part of the road construction/resurfacing program and not via the program recommended in this report. However, retrofitting of Regional roads to accommodate bike lanes may be incorporated as part of this program.

6.8.1 WHAT IS THE INVESTMENT?

The PCMP is both an infrastructure and operations plan. Therefore, it requires infrastructure, program development and operations funding to ensure successful implementation and monitoring. For example, some of the cycling routes outlined in the PCMP, especially on-road paved shoulder bikeways, require little improvement beyond a change in pavement markings and signage. These types of improvements as well as maintenance of the on-road network should be included in the Region's public works capital budget and forecasts.

Operations costs include on-going funding related to implementing the PCMP, preparing the annual progress report, delivering safety, education and promotional programs, and performing network and

infrastructure maintenance. This also includes staff resources, as well as management and administration.

The incremental cost to maintain (including winter maintenance) bike lanes, paved shoulders and sidewalks is considered negligible compared to standard annual road and sidewalk maintenance budgets. Our understanding and experience is that most municipalities absorb any additional cost associated with maintaining these facilities in annual road and asset maintenance budgets. Therefore, no additional cost has been assumed in this Pedestrian and Cycling Master Plan for these facility types.

Maintenance of mature off-road multi-use trails, particularly in greenways and parks can cost from \$4,000 to \$6,000 per linear kilometer of trail (3.5 m wide), depending on the level of service standard of a municipality. Annual maintenance for trails is typically the responsibility of local municipalities and can include drainage and storm channel maintenance, sweeping, clearing of debris, trash removal, weed control and vegetation management, mowing of grass along shoulders, minor surface repairs, repairs to trail fixtures (benches, signs) and other general repairs. Costs also can vary depending on whether the trail is in a road boulevard or in a linear greenway or park. New off-road trails also typically have lower maintenance costs in the first 10 years. Therefore, the PCMP has assumed a maintenance budget based on 60.5 km of new proposed multi-use trails and a unit price of \$2,000 / km / year of new trail. This equates to a maintenance cost of \$944,000 over ten years, which has been included as a line item in Table 6-1. A detailed cost breakdown by local municipality can be found in Appendix B.

It is estimated that the total investment to implement new programs and infrastructure and maintain the network is about \$44,476,000 over the next 10+ years. This cost consists of

approximately \$40,282,000 for the proposed network, \$944,000 for off-trail maintenance and \$3,250,000 for updates, outreach and programs. Out of the total investment of the Ten-year Plan, \$28,229,000 or 63.5% is estimated to be York Region’s share of the Ten-year Implementation Plan. The remaining \$16,247,000 or 36.5% would be the responsibility of local municipalities and the Province.

Table 6-1 identifies the proposed Ten-year Implementation Plan Cost by municipality and implementation phase. Tables B1 and B2 in Appendix B provides a detailed cost breakdown by facility type and implementation phase.

Table 6-2 identifies the distance in kilometres of pedestrian and cycling network components by implementation phase.

With regard to the cost of proposed Regional network facilities on local municipal roads or lands, it should be noted that many of the same segments have already been proposed by local municipalities in their own Pedestrian and Cycling Master Plans. Therefore, a portion of the cost to implement the suggested Regional Pedestrian and Cycling Network links on local roads should have already been estimated in the past, though they may not have been budgeted or scheduled for implementation by these municipalities.

The network cost of \$44.5 million is a conservative estimate and is based on stand-alone unit prices. However, it is assumed that on-road components of the network will typically be included as part of the same tender for a road resurfacing or reconstruction project. Therefore, through economies of scale, the construction cost charged to the Region by a contractor should be less.

For on-road facilities in Table 6-2, the distance shown represents the length of the road with two-way bike facilities on it. The

It is estimated that the total investment to implement new programs and infrastructure and maintain the network is about \$44,476,000 over the next 10+ years.

TABLE 6-1: TEN-YEAR IMPLEMENTATION AND INVESTMENT PLAN

INVESTMENT BY JURISDICTION	PHASE 1 (0 – 5 YEARS)		PHASE 2 (6 – 10 YEARS)		TOTAL COST	
	PEDESTRIAN	CYCLING	PEDESTRIAN	CYCLING	PEDESTRIAN	CYCLING
Region of York						
Network Investment	\$0	\$13,905,000	\$0	\$15,866,000	\$0	\$29,722,000
Additional Investment due to Municipal Partnership Program	\$0	\$2,500,000	\$0	\$2,500,000	\$0	\$5,000,000
Adjustments due to Towards Great Regional Street Study	\$0	(\$3,829,000)	\$0	(\$964,000)	\$0	(\$4,793,000)
Programming Investment	\$0	\$945,000	\$0	\$2,305,000	\$0	\$3,250,000
REGION OF YORK SUB TOTAL	\$0	\$13,522,000	\$0	\$19,707,000	\$0	\$33,229,000
Provincial	\$0	\$1,376,000	\$0	\$525,000	\$0	\$1,901,000
Local Municipality						
Network Investment						
Aurora	\$1,094,000	\$52,000	\$0	\$3,000	\$1,094,000	\$55,000
East Gwillimbury	\$176,000	\$7,000	\$0	\$13,000	\$176,000	\$20,000
Georgina	\$0	\$7,000	\$0	\$0	\$0	\$7,000
King	\$0	\$29,000	\$0	\$0	\$0	\$29,000
Markham	\$1,705,000	\$2,640,000	\$109,000	\$1,375,000	\$1,814,000	\$4,015,000
Newmarket	\$153,000	\$24,000	\$787,000	\$110,000	\$940,000	\$134,000
Richmond Hill	\$721,000	\$52,000	\$293,000	\$0	\$1,013,000	\$52,000
Vaughan	\$468,000	\$891,000	\$473,000	\$1,958,000	\$941,000	\$2,849,000
Whitchurch-Stouffville	\$216,000	\$8,000	\$0	\$40,000	\$216,000	\$48,000
Maintenance Investment (Multi-Use Trails Only)	\$0	\$338,000	\$0	\$606,000	\$0	\$944,000
Adjustments due to Municipal Partnership Program	\$0	(\$2,500,000)	\$0	(\$2,500,000)	\$0	(\$5,000,000)
LOCAL MUNICIPALITY SUB TOTAL	\$4,532,000	\$1,546,000	\$1,662,000	\$1,605,000	\$6,194,000	\$3,151,000
TOTAL INVESTMENT	\$4,532,000	\$16,444,000	\$1,662,000	\$21,837,000	\$6,194,000	\$38,281,000
	\$20,977,000		\$23,499,000		\$44,476,000	

Note: Values are rounded to the nearest \$1,000. Some discrepancies in summation may exist due to rounding.

Jurisdiction	Facility Type [Distance (Km)]						
	Multi - Use Trail ⁴	Bike Lane	Paved Shoulder ⁵	Signed Only Route	Sidewalk	Total (Km)	%
Existing ²	62.9	0.0	0.0	44.6	486.4	593.9	30.8
Phase 1 ³	33.8	75.6	184.7	84.8	45.3	424.1	22.0
Phase 2 ³	26.7	87.7	110.6	38.9	16.6	280.6	14.6
10 Year Total (Km)	123.5	163.2	295.3	168.3	548.3	1298.6	67.4
Phase 3 ³	85.0	131.5	215.3	61.7	135.0	628.4	32.6
TOTAL (Km)	208.5	294.7	510.5	230.0	683.3	1927.0	
Oak Ridges Trail ⁶	87.6	--	--	--	--	N/A	N/A
Surrounding Areas ⁷	--	21.2	18.4	--	--	N/A	N/A

¹ For on-road facilities, distance shown represents the length of the road with two-way bike facilities on it.

For example, 1.0 km of roadway will have a Bike Lane on both sides of the roadway.

² The distances shown represent only bikeway facilities that currently exist on parts of the draft route network that has been proposed for the Region of York.

³ Roads yet to be built, were not taken into consideration when developing the network.

⁴ Distances for Multi-Use Trails in Region Road right-of-ways have been assigned to the Local Municipality or agency/organization in which the trail exists or is proposed.

⁵ Portion of the distances identified for paved shoulder routes are on roads with at least 1.2 m existing paved shoulders.

As an interim solution, these routes could be designated as a paved shoulder bikeway by adding signage.

⁶ Oak Ridges Trail is primarily a pedestrian hiking trail and is unpaved and varies in width depending on location.

⁷ Facilities shown on the Draft Region Cycling Network Map that are within the City of Toronto or Region of Durham.

**Table 6-2:
Proposed Length of Regional
Pedestrian and Cycling Network
by Facility Type and
Implementation Phase**



MARCH 2008



The annual implementation budget for the PCMP should be identified in the Pedestrian/Cycling Coordinator's annual report and be based on implementation objectives and opportunities for the coming year.

Although funding sidewalks falls under local municipal jurisdiction, the Region may consider cost sharing opportunities to eliminate missing links and to support achieving Regional transit use initiatives.

distances shown represent only bikeway facilities that currently exist on parts of the route network that have been proposed for the Region of York. Roads yet to be built were not taken into consideration when developing the network. The distances for multi-use trails in Regional road right-of-ways have been assigned to the local municipality or agency/organization in which the trail exists or is proposed. A portion of the distance identified for paved shoulder routes are on roads with at least 1.2 m existing paved shoulders. As an interim solution, these routes could be designated as a paved shoulder bikeway by adding signage. The table also identifies the Oak Ridges Trail, which is primarily an unpaved pedestrian hiking trail that varies in width. Facilities shown on the proposed Regional Cycling Network that are within the City of Toronto or Region of Durham are identified as surrounding areas.

6.8.2 WHERE WILL THE MONEY COME FROM?

The annual implementation budget for the PCMP should be identified in the Pedestrian/Cycling Coordinator's annual report and be based on implementation objectives and opportunities for the coming year. It is expected that the majority of PCMP capital costs related to proposed on-road facilities will be identified and included as component costs within planned roadway reconstruction or resurfacing projects, or other Regional public works projects.

Funding of the PCMP will require access to Development Charge (DC) funds, the general tax base and a portion of federal/provincial gas tax funds. The Regional DC by-law should be revised and a line item included that permits the use of DC funds for improving Regional Road right-of-ways to better accommodate alternative transportation modes, including walking, cycling

and public transit use. Such improvements are also justified to efficiently increase the person-trip capacity of existing roads to accommodate development growth while reducing the reliance on single occupant automobiles to accommodate growth.

Growth should fund proposed pedestrian and cycling facilities on new collector and residential roads in new development areas in the same way sidewalks are provided. Although funding sidewalks falls under local municipal jurisdiction, the Region may consider cost sharing opportunities to eliminate missing links and to support achieving Regional transit use initiatives.

To assist in reducing taxpayer costs, York Region should also pursue outside funding opportunities. It is the experience of the consulting team that funding sources made available over the last few years for cycling and trail related projects is at or near an all time high, likely due to the enormous popularity of on and off-road cycling facilities and trails today. It is expected that this trend will continue. Outside funding opportunities may include:

- Gas Tax;
- The Canada-Ontario Infrastructure Program;
- Federation of Canadian Municipalities Green Municipal Fund;
- The Federal Government's Transportation Showcase Program;
- Ontario Trillium Foundation that was recently expanded in response to the money collected throughout the Province by casinos;
- Human Resources Development Canada program that enables personnel positions to be made available to various groups and organizations. For example, the Ontario Trails Council has been able to hire two people under this program;

- Corporate Environmental Funds such as Shell and Mountain Equipment Co-op that tend to fund small, labour-intensive projects where materials or logistical support is required;
- Corporate Donations may consist of money or services in-kind, and have been contributed by a number of large and small corporations over the years;
- Potential future funding from the Ontario Trails Strategy;
- Service Clubs such as the Lions, Rotary and Optimists have assisted with a number of high visibility projects at the community level; and
- Private citizen donations/bequeaths.

Recommended Actions:

- 6-12 Commit annually to on-going funding for the PCMP and its supporting implementation strategy
- 6-13 Implement the proposed Pedestrian and Cycling Master Plan Municipal Partnership Program
- 6-14 Seek out cost sharing opportunities and other sources of revenue from partners in York Region as well as the Provincial and Federal Governments
- 6-15 Coordinate cycling and pedestrian network implementation with the Region's Transportation Services Department ten-year capital budget and forecast
- 6-16 Identify the annual implementation budget for the PCMP in the Pedestrian/ Cycling Coordinator's annual report
- 6-17 Revise the Regional DC by-law and provide a line item that permits the use of DC funds for providing and improving cycling facilities in Regional Road rights-of-ways

6.9 WHY SHOULD THE REGION MAKE THE INVESTMENT?

There are a number of transportation, economic, environmental and social benefits that emphasize why York Region's commitment to the PCMP is so important.

Transportation Benefits

- Reduction in Traffic Congestion: encouraging more people to cycle, especially for utilitarian purposes, would result in taking more cars off the road during peak hours, helping to reduce traffic congestion; and
- Increased physical activity: Making an investment to include active transportation modes such as walking and cycling into daily commuting habits and errands can help promote a healthy and active lifestyle for York Region's residents.

Economic Benefits

- Roadway cost savings: typical roadway costs include maintenance costs, safety and enhancement costs and the addition of roadway capacity through lane widenings or additions. Furthermore, the costs for road construction, reconstruction and maintenance are usually paid for by road users through gas taxes, development charges and property taxes. An emphasis on cycling can result in a reduction in roadway costs as bicycles are lightweight vehicles that take up little space and cause little damage to a road surface.
- A roadway can carry 7 to 12 times as many people per metre of lane per hour by bicycle compared to that of motor vehicles in urban areas operating at similar speeds. It is also much cheaper to provide paved shoulders on a road for

Reducing the amount of vehicles on the road will reduce the number of hazardous pollutants that are emitted into the atmosphere by motor vehicles.

Collecting data to monitor the different and changing aspects of pedestrian and cyclist behaviour will assist in evaluating the effectiveness and overall contribution of various activities to achieve the stated vision and goals of this Plan.

cyclists, than to provide two additional motor vehicle travel lanes (MTO 1992).

- Parking cost reduction: A reduction in car use results in a reduction in the amount of parking spaces required. Parking is a significant cost of operating an automobile. Encouraging more people to walk or cycle to work could lead to a reduction in the number of parking spaces required at a place of employment. Bicycle parking facilities could be provided in an existing surface or underground parking lot with no additional parking lot expansion required. The cost of providing additional parking spaces for an automobile at a surface parking lot is about \$3,000 per stall or \$16,000 to \$20,000 per stall in an underground parking garage.

Environmental Benefits

- Reduction in air pollution: Reducing the amount of vehicles on the road will reduce the amount of air pollutants and greenhouse gases that are emitted into the atmosphere by motor vehicles. Bicycles emit no emissions.
- Noise reduction: Motor vehicles cause various types of unwanted noises that cause disturbances and discomfort to residents. This includes noise for engine acceleration, tire/road contact, braking, horns and car alarms. Bicycles make little noise and are not disruptive to communities from a noise perspective.
- Land use: Automobile-dependent communities require more land for road rights-of-way and parking than communities that are not as reliant on the automobile. Making communities less automobile-dependent by providing infrastructure for alternate transportation modes can reduce the amount of space required for new communities.

Social Benefits

- Increased mobility: Walking and cycling can provide forms of mobility for people who do not have regular access to an automobile and live in communities with limited transportation alternatives.
- Improved livability: Improving active transportation methods and reducing automobile traffic can help to make communities more “livable” by creating an environment that is pleasant and safe without noise and pollution. This can help to encourage more social interaction within a neighbourhood and create a stronger sense of community.

In addition to these important benefits, the costs of the PCMP can be justified as part of the cost of providing a more sustainable balanced and efficient transportation system in York Region.

6.10 RECOMMENDED IMPLEMENTATION SCHEDULE

Table 6-3 outlines the implementation schedule for each recommendation in the PCMP. It lists the recommendations in the order presented in the report, and identifies the phase in which they are proposed for implementation. Table 6-3 also provides cost estimates by recommendation and each principle area of the PCMP thereby outlining a critical path for implementation. The cost estimates provided are based on part on a Unit Cost Schedule and on the study team’s knowledge of the resources required to implement a plan of this type in other jurisdictions in North America.

The order and timing of priorities set out in Table 6-3 are intended as an initial guide for implementation. The schedule should be reviewed and updated as part of an annual progress report by

TABLE 6-3: RECOMMENDED ACTIONS

RECOMMENDED ACTIONS		IMPLEMENTATION SCHEDULE		INVESTMENT
		✓ Implementation Phase	→ Continued in this Phase	
		PHASE 1 (0-5)	PHASE 2 (6-10)	
Chapter 4 - OUTREACH				
4-1	Develop and implement a communication strategy for the creation and distribution of cycling information	✓	→	Existing Resources
4-2	Partner with local municipalities, agencies and other groups to educate residents on the benefits of cycling and walking	✓	→	Existing Resources
4-3	Consider adapting existing material developed by other municipalities to educate users, rather than developing new original material at increased cost to York Region	✓ \$50,000	→ \$50,000	\$100,000
4-4	Ensure information is presented in a language and style appropriate for the age group being targeted, such as children and seniors	✓	→	Existing Resources
4-5	Provide a wide range of cycling and walking information topics on the Region's website, including references to other cycling and walking websites	✓	→	Existing Resources
4-6	Develop a way-finding and information signing strategy and supporting design guidelines and then install appropriate signing as facilities are implemented	✓ \$50,000	\$200,000	\$250,000
4-7	Introduce a Road and Pathway Safety Ambassador Program similar to that initiated in the City of Toronto, which uses a number of private/public supporters to hire and train "Ambassadors" during the cycling season		✓ \$1,000,000	\$1,000,000
4-8	Support the implementation of programs similar to the "Bike Bus Program" to increase cycling awareness and education	✓	→	Existing Resources
4-9	Allocate a portion of the Region's programming investment to support pedestrian and cycling education programs	✓	→	See Recommended Actions 6-1 & 6-2
4-10	Continue to administer a safe-cycling skills program for all ages such as the nationally accredited CAN-BIKE course	✓	→	See Recommended Action 4-37
4-11	Promote proper multi-use trail etiquette through education and the provision of clear signing and pavement markings on trails	✓	→	Existing Resources
4-12	Revise existing safety campaigns to specifically target pedestrians, cyclists and motorists	✓	→	Existing Resources
4-13	York Regional Police should establish a process to review cycling facility and collision data on an on-going basis and recommend improvements relating to education, enforcement and infrastructure priorities to improve bike safety		✓	Existing Resources
4-14	Ensure that the collision reporting process is clear by posting information on the Region's website		✓	Existing Resources
4-15	Expand education programs to encourage children to use sustainable modes of transportation, such as walking, cycling and public transit, and reduce their auto-dependency	✓	→	See Recommended Action 4-37
4-16	Continue to fund programs such as the Community Safety Village to educate children and parents on road safety practices including cycling and walking	✓	→	Existing Resources
4-17	Continue to work with York Regional Police to provide patrols of the Pedestrian and Bicycle Network to enforce proper operating rules to pedestrians, cyclists and motorists alike	✓	→	Existing Resources
4-18	Increase the number of officers using bicycles and patrol trails as part of a community policing approach	✓	→	TBD

RECOMMENDED ACTIONS		IMPLEMENTATION SCHEDULE		INVESTMENT
✓ Implementation Phase → Continued in this Phase		PHASE 1 (0-5)	PHASE 2 (6-10)	
4-19	Include pedestrian and cycling safety material in training programs for driver examinations, police recruits, fleet/transit operators and other officials	✓	→	Existing Resources
4-20	Request Provincial funding for pedestrian and bicycle safety and promotional programs to assist the Region in its efforts to promote walking and cycling, and educate all road users with the objective of reducing cycling collisions	✓	→	Existing Resources
4-21	The Public Advisory Committee should continue throughout the implementation of the Pedestrian and Cycling Master Plan to continue to provide comments and guidance	✓	→	See Recommended Action 6-5
4-22	Encourage public and private sector land and building owners to provide “trip-end” facilities such as benches, shelters and secure parking for cyclists and pedestrians at major employment, educational, commercial and other nodes that people frequent throughout the Region	✓	→	Existing Resources
4-23	Encourage public and private sector land and building owners to adopt a requirement for the supply of bicycle lockers and/or bicycle racks for all new multi-unit residential building sites and retail/commercial centre sites	✓	→	Existing Resources
4-24	Develop an approach that would encourage more Regional employees to cycle to work	✓		Existing Resources
4-25	Support the concept of tax incentives to encourage cycling use in the Region		✓	Existing Resources
4-26	Contact GO Transit to investigate the feasibility of GO Transit implementing a bike racks on buses program on some of their fleet	✓		Existing Resources
4-27	Improve the integration of cycling with transit by encouraging YRT to implement a bicycle racks on buses program and improve bicycle parking and pedestrian and bicycle access at major transit stops and terminals	✓ \$100,000	→ \$100,000	\$200,000
4-28	Work with local municipalities to investigate the opportunity for “Drive and Bike” lots along the periphery of central business districts and/or along primary cycling routes		✓	Existing Resources
4-29	Investigate what other jurisdictions have learned in developing their own cycling maps	✓		Existing Resources
4-30	Produce a user-friendly Regional Cycling Map by 2009 and update it every one to two years	✓ \$70,000	→ \$55,000	\$125,000
4-31	Provide pedestrian and cycling network maps at various public venues and update them on an annual basis, highlighting new routes		✓ \$25,000	\$25,000
4-32	Work with local municipalities, Boards of Trade, and employers to encourage the creation of Bicycle User Groups. Smart Commute could assist with the development and organization of these workplace groups		✓	Existing Resources
4-33	Continue to work with Regional Police Services to further educate and enforce safe walking and cycling	✓	→	Existing Resources
4-34	Continue to work with school boards to provide elementary grade children with bicycle information and support cycling becoming an integral part of life and school	✓	→	Existing Resources
4-35	Collaborate with local municipalities as municipal cycling plans are implemented	✓	→	Existing Resources
4-36	Encourage the MTO to provide additional cycling safety information and content in all driver-training handbooks	✓	→	Existing Resources
4-37	Promote walking and cycling as part of a healthy, active lifestyle	✓ \$125,000	→ \$125,000	\$250,000
4-38	Work with the Ministry of Health Promotion and the York Region Community and Health Services Department to improve conditions for walking and cycling in York Region		✓	Existing Resources

RECOMMENDED ACTIONS		IMPLEMENTATION SCHEDULE		INVESTMENT
		✓ Implementation Phase	→ Continued in this Phase	
		PHASE 1 (0-5)	PHASE 2 (6-10)	
4-39	Implement a Regional CAN-BIKE program		✓ \$200,000	\$200,000
4-40	Work with local tourism industries, the private sector and other tourism stakeholders to promote York Region as a walking and cycling destination for tourists, visitors and vacationers, promoting the pedestrian and cycling-friendly nature of the Region with its many attractions, pedestrian and cycling facilities and support services	✓	→	Existing Resources
SUBTOTAL		\$395,000	\$1,755,000	\$2,150,000
Chapter 5 - INFRASTRUCTURE				
5-1	Develop the pedestrian system and cycling network as identified in the York Region PCMP including on-road routes, off-road routes, and multi-use pathways, for both utilitarian and recreational trip purposes. Improve and expand upon this network and add missing links through opportunities offered by unopened road allowances, hydro rights-of-way, existing or abandoned rail corridors, open green-space development and future roadway improvements	✓	→	See Recommended Action 6-1
5-2	Enable the PCMP to be flexible to accommodate route revisions or changes in facility types, provided that continuity and functionality of the route is maintained in the same general location	✓	→	Existing Resources
5-3	York Region should work to encourage pedestrian and cycling friendly streetscaping, urban design and pedestrian-oriented land development through the proposed Inter-Municipal Working Group as well as the Municipal Streetscape Partnership Policy, the Municipal Pedestrian and Cycling Partnership Policy and through planning/design studies and development review where the Region and local municipalities and conservation authorities together have a role	✓	→	Existing Resources
5-4	Consider transportation operational measures as part of transportation system management to support safe and convenient cycling	✓	→	Existing Resources
5-5	Apply prevailing, recognized and best available guidelines and standards in the planning, design, construction, maintenance and operations of pedestrian and cycling facilities	✓	→	Existing Resources
5-6	Complete missing sidewalks on Regional and local roads and improve connections to pedestrian destinations	✓	→	Included in Recommended Action 6-1
5-7	Designate some roads with low or moderate traffic volumes as an existing component of the cycling network by simply adding signage	✓	→	Included in Recommended Action 6-1
5-8	The Region, local municipalities and the development industry should apply the Institute of Transportation Engineers (ITE) recommended practices for the application site design guidelines that promote sustainable transportation through site design	✓	→	Existing Resources
5-9	Investigate and establish a position and a process for working with local municipalities and interest groups who wish to designate a specific section of the Regional Pedestrian and Cycling Network as a recreational destination.	✓	→	Existing Resources
Chapter 6 - IMPLEMENTATION STRATEGY				
6-1	Adopt the ten-year pedestrian and cycling network implementation plan and include it as a schedule in the Regional Official Plan	✓ \$20,032,000	→ \$21,194,000	\$41,226,000
6-2	Adopt and implement the outreach plan described in Chapter 4	✓	→	As Noted
6-3	Have regard to the Pedestrian and Cycling Planning and Design Guidelines when implementing the PCMP	✓	→	Existing Resources
6-4	Continue to promote the Smart Commute strategy, the 20/20 The Way to Clean Air program, the Active and Safe Routes to School program and other programs that encourage other forms of transportation, and integrate these with the objectives and recommendations of the PCMP	✓	→	Existing Resources

RECOMMENDED ACTIONS		IMPLEMENTATION SCHEDULE		INVESTMENT
		✓ Implementation Phase	→ Continued in this Phase	
		PHASE 1 (0-5)	PHASE 2 (6-10)	
6-5	Continue the Pedestrian and Cycling Public Advisory Committee	✓ \$50,000	→ \$50,000	\$100,000
6-6	Establish a Pedestrian/Cycling Coordinator Position	✓ \$500,000	→ \$500,000	\$1,000,000 - 100,000/yr x10
6-7	Establish an inter-municipal working group led by the Pedestrian/Cycling Coordinator	✓	→	Existing Resources
6-8	Review the PCMP when Regional Road or other capital infrastructure projects are identified or scheduled	✓	→	Existing Resources
6-9	Review the proposed five-part process tool for guiding the implementation of pedestrian and cycling network facilities in York Region and adapt it as necessary	✓		Existing Resources
6-10	Work in conjunction with local municipalities to develop segments of the Regional network that are under local municipal ownership	✓	→	Existing Resources
6-11	The Regional Official Plan should be updated to include as a schedule the pedestrian and cycling network improvements proposed in the PCMP	✓		Existing Resources
6-12	Commit annually to on-going funding for the PCMP and its supporting implementation strategy	✓	→	See Recommended Action 6-1
6-13	Implement the proposed Pedestrian and Cycling Master Plan Municipal Partnership Program ¹	✓ \$2,500,000	→ \$2,500,000	\$5,000,000 - 500,000/yr x10
6-14	Seek out cost sharing opportunities and other sources of revenue from partners in York Region as well as the Provincial and Federal Governments	✓	→	Existing Resources
6-15	Coordinate cycling and pedestrian network implementation with the Region's Transportation Services Department ten-year capital budget and forecast	✓	→	See Recommended Action 6-1
6-16	Identify the annual implementation budget for the PCMP in the Pedestrian/ Cycling Coordinator's annual report	✓	→	Existing Resources
6-17	Revise the Regional DC by-law and provide a line item that permits the use of DC funds for providing and improving cycling facilities in Regional Road rights-of-ways	✓	→	Existing Resources
6-18	Implement the Recommended Actions identified in the PCMP as per the suggested schedule set out in Table 6-3 of the Plan contingent on available capital funding and Regional Council's authorization	✓	→	TBD
6-19	Consider the PCMP performance measures to evaluate the implementation of the PCMP at five-year intervals	✓	→	Existing Resources
SUBTOTAL		\$20,582,000	\$21,744,000	\$42,326,000
TOTAL		\$20,977,000	\$23,499,000	\$44,476,000

¹ - Municipal Partnership Cost included in 6-1 and is provided here for information only

Regional staff (Pedestrian/Cycling Coordinator) that would include infrastructure and programming priorities for the upcoming year. Therefore, as the PCMP evolves it will need to adapt to change. This may be in response to opportunities that emerge or because of input derived from the on going monitoring and evaluation of the PCMP.

If the Region's current population of 983,000 residents (2007 estimate) and taxpayers, were to pay the entire cost of the recommended ten-year Implementation Plan up-front today, the cost per person would be equivalent to approximately \$40 - \$50 or \$4.00 to \$5.00 per year over 10 years. As the population increases over the next ten+ years the annual cost per person to implement the first ten years of PCMP will be reduced, even after taking inflation into account.

6.11 LIABILITY AND RISK MANAGEMENT

Exposures to potential lawsuits, and concerns from private landowners who grant easements or who are located adjacent to off-road pedestrian and cycling facilities are liability concerns for the PCMP.

Bike lanes, paved shoulder bikeways and signed only routes generally fall into the same liability pattern as roadways and sidewalks, meaning that the Region becomes liable only if the facility is improperly designed, constructed, or maintained.

Even though multi-use trails are separated from the roadway, they still legally fall under the definition of a "highway", since bicycles are legally defined as vehicles. This is an important point because it means that cycling facilities are covered under many of the same basic immunities as other highways. It also illustrates the importance of adhering to design and construction guidelines,

as this will provide the greatest legal protection. Aside from proper design and operation of pedestrian and cycling facilities, York Region should address potential hazards associated with these facilities including accidents, theft, vandalism, and other problems. This becomes much more acute when these facilities are located along waterways and residential backyard fences.

The following methods of reducing risk are proposed for York Region to help minimize the liability associated with providing designated pedestrian and cycling facilities:

- Improve the physical environment, increase public awareness of the rights and obligations of cyclists and pedestrians and improve access to educational programs in order to reduce the likelihood of accidents occurring and lawsuits being initiated by injured parties;
- Select, design and designate facilities in compliance with the highest prevailing standards. Regulatory signs, as identified by the MTO Manual of Uniform Traffic Control Devices, should be used to indicate the applicability of legal requirements that might not otherwise be apparent;
- Design concept(s) should comply with all applicable laws and regulations (e.g. Ontario Highway Traffic Act and current Regional and municipal legislation);
- Maintenance operations should conform to acceptable standards. If a hazard cannot be removed, it must be isolated with barriers or notified by clear warning signage;
- Monitor on a regular basis the physical conditions and operations of roadways and pathway facilities. All reports of hazardous conditions received from cyclists, pedestrians, police or others should be promptly and thoroughly investigated;

- Keep written records of monitoring and maintenance activities;
- Avoid describing or promoting routes or pathways as “safe” or “safer” than alternatives. It appears preferable for facility users to assess their capabilities themselves and govern their choices accordingly, which is the prevailing situation; and
- Maintain proper insurance coverage as a safeguard against having to draw payment for damages from the public treasury.

6.12 EVALUATING THE PCMP

Implementation of the PCMP is expected to begin in 2008. Implementation of the Region-wide pedestrian and cycling network infrastructure should be phased on an annual basis in accordance with available capital funding, and as authorized by Regional Council.

Collecting data to evaluate the different and changing aspects of pedestrian and cyclist behaviour will assist in evaluating the effectiveness and overall contribution of various activities to achieve the stated vision and goals of this Plan.

This data collection should begin in 2008 and build upon the various PCMP initiatives, such as the Public Attitude Surveys. The data will establish a benchmark with which to compare later data as the PCMP is implemented.

The data collection will be used to:

- Confirm the overall direction and implementation of the PCMP;
- Confirm statistics on the number and type of cyclists;

- Verify the route selection process; and
- Identify the supply and demand for bicycle parking.

Over time, the evaluation system should identify changes in route preference to assist in determining where to implement changes to “hard and soft” pedestrian and cycling infrastructure.

The results of this assessment may be used to determine the success of implementing various types of cycling facilities. However, caution must be used in relying on an immediate response to a given improvement. An extended timeframe should be established to ensure that cycling awareness initiatives are in place to assist in changing travel patterns and habits.

Assessing the impact and costs of a pedestrian and cycling program should be based on information such as:

- Origin/destination counts;
- Screenline counts on a finer scale that are appropriate to cycling travel patterns; and
- Intersection counts to coincide with routes on which improvements are proposed, and also on parallel routes.

This information should be collected every two years and during the cycling season.

Data collected through evaluation/monitoring programs along with information collected through on-going public consultation exercises, such as user surveys and public attitude surveys conducted every five years, will inform and thus assist in the preparation of the list of annual priorities and assisting measuring the performance of the Plan.

A component of measuring the implementation of the Plan and its success in meeting objectives is to establish performance measures and targets.

Table 6-4 identifies a set of outreach and infrastructure performances measures, and targets by Phase. It is recommended that an assessment of these performance measures be included as part of the recommended five-year update to the Master Plan.

The goals outlined in Chapter 3, which were designed to guide the PCMP, will also act as measure to evaluate the Plan. Each of the goals should be accomplished in implementing the PCMP. These goals are to:

- Develop an understanding of the elements that affect walking and cycling in York Region;
- Provide a range of alternative transportation choices that will benefit residents, employees and visitors in York Region by improving public health and air quality while reducing dependence on the private automobile;
- Improve conditions for walking and cycling for people of all ages through the provision of a continuous pedestrian sidewalk system and regional-scale cycling network;
- Integrate the improved sidewalk system and proposed cycling network with Regional transit; and
- Encourage more people to walk and cycle more often for utilitarian, recreational and health purposes.

Recommended Actions:

6-18 Implement the Recommended Actions identified in the PCMP as per the suggested schedule set out in Table 6-3 of the Plan contingent on available capital funding and Regional Council's authorization

6-19 Consider the PCMP performance measures to evaluate the implementation of the PCMP at five-year intervals

6.13 NEXT STEPS

There are a number of immediate steps that York Region should take in 2008 to advance the PCMP:

- Copies of the PCMP should be provided to all Regional Departments including the Regional Police Service.
- York Region should issue a copy of the PCMP to all local municipalities, the Public Advisory Committee, the Ontario Ministry of Transportation, school boards, and conservation authorities for information and as input to their long range planning initiatives.
- Starting in 2008, the Regional Transportation Services Department should consider and, if feasible, begin to implement the Region's share of the network recommendations as part of all future road projects in the Region.
- The Planning Department, led by the Pedestrian/Cycling Coordinator, should establish the inter-municipal working group in 2008 and work with Regional Community and Health Services, Regional Police, school boards, conservation authorities and other stakeholders to expand pedestrian and cycling supportive programs and education initiatives.

A component of measuring the implementation of the Plan and its success in meeting objectives is to establish performance measures and targets.

TABLE 6-4: PERFORMANCE MEASURES

CHAPTER	PERFORMANCE MEASURE	EXISTING BENCHMARKS	TARGET	
			PHASE 1	PHASE 2
Outreach	Number of schools and students participating in pedestrian or bicycle safety education programs or events	TBD – Regional Health	TBD	TBD
	Percentage of children that walk or bike to school in York Region	38% (02TMP)	42%	50%
	Regional funding allocated for funding PCMP outreach initiatives	TBD	PCMP	PCMP
	Percentage of reported pedestrian and bicycle collisions per 1000 population in York Region	TBD – Regional Police	Reduction	Reduction
	Percent of all York Region Residents who commute to work primarily by walking or cycling in Regional Centres	3% 2005 Smart Commute	3.5%	4.25%
	Percent of all workers who commute by a combination of sustainable travel modes (walking, cycling and transit)	23% 2005 Smart Commute	25%	30%
	Number of minutes per day the average York Region resident spends walking (includes walking to transit)	30 – Public Attitude Survey	40	50
	Number of minutes per day the average York Region resident spends cycling (utilitarian and recreational)	TBD – Public Attitude Survey	TBD	TBD
Infrastructure	Amount of Regional funding allocated for funding PCMP infrastructure and program initiatives	N/A	\$11,022,000	\$17,207,000
	Kilometres of new bike lane implemented as per the PCMP	N/A	75.6 km	87.7 km
	Kilometres of paved shoulder bikeways implemented as per the PCMP	N/A	184.7 km	110.6 km
	Kilometres of new signed-only bike routes as per the PCMP	N/A	84.8 km	38.9 km
	Number of bikes per year using bike racks on buses program	N/A	TBD	TBD
	Kilometres of new off-road multi-use trails implemented as per the PCMP	N/A	33.8 km	26.7 km
	Kilometres of linear sidewalks on Regional roads	486 km	TBD	TBD
	Kilometres of completed missing sidewalk links on Regional Roads as per PCMP	N/A	45.3 km	16.6 km
	Number of new bicycle parking spots implemented	N/A	TBD	TBD