

EXECUTIVE SUMMARY

The Regional Municipality of York is committed to implementing Vision 2026, a Regional Strategic Plan adopted by Regional Council in 2005 that embodies a comprehensive strategy built upon accepted sustainable development principles to achieve a more sustainable Region. This means making smarter decisions about our lifestyle and health, growth management, community design, infrastructure and financial responsibilities that better integrate the economy, environment and community. With regard to moving people, it means assigning more priority to walking, cycling, public transit and car pooling and thereby providing a more balanced transportation system that places less emphasis on single occupant motor vehicle trips while reducing emissions of air pollutants and greenhouse gases. It means leaving our communities in a healthy state for our children and grandchildren.

The Region has already built a strong foundation for sustainability through many key initiatives over the past years including:

- A Regional Official Plan based on the themes of natural environment, economic vitality and healthy communities;
- The Greening Strategy and Land Securement Initiative;
- Water for Tomorrow Program;
- Conventional Public Transit (YRT) and Rapid Transit (Viva);
- Corporate Clean Air Task Force; and
- A minimum LEED Silver Standard for new Regional facilities.

Most recently, the Region has embarked on an update to the Transportation Master Plan as well as other Infrastructure Master Plans, is undertaking a review of the Regional Official Plan, completed a York Region Sustainability Strategy, and prepared this Regional Pedestrian and Cycling Master Plan.

The York Region Pedestrian and Cycling Master Plan (PCMP) is intended to guide the Regional Municipality of York as it works with local municipalities over the next 25 years and beyond to implement a comprehensive pedestrian system and on and off-road region-wide cycling network. The PCMP also includes a set of supporting policies and programs to promote walking and cycling in the Region.

The PCMP is founded on extensive consultation with the Region's partners and stakeholders, including staff at the Regional and local municipal levels, and the general public. The purpose of the PCMP is to build upon the existing network of on and off-road pedestrian and cycling facilities as well as supporting programs in York Region. This will help to improve walking and cycling conditions and encourage more people to walk and cycle more often.

The PCMP consists of a number of key components that are designed to work together to facilitate implementation. These include:

- A recommended network of on and off-road pedestrian and cycling facilities. These will cross jurisdictions, link local municipalities and key attractions, while encouraging

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Pedestrians and Cyclists First:
The Vision is based on the principle of assigning more priority to walking, cycling, public transit, carpooling and transportation demand management initiatives.

utilitarian, leisure, recreational, and touring pedestrian and cycling trips;

- Comprehensive planning and design guidelines to equip staff with the necessary tools to implement the network so that facilities can be designed in a way that minimizes risk to pedestrians and cyclists, as well as motorists;
- Policy and program suggestions on how to increase the level of walking and cycling in York Region;
- A proposed organizational structure to administer the PCMP and to introduce a process for planning, designing and implementing pedestrian and cycling facilities in the Region; and
- An implementation strategy that identifies priorities and required investments, sets out a fiscally sound approach to implementation, and provides a pedestrian and cycling network implementation process that can be integrated into annual service, capital investment and delivery programs.

The PCMP goes beyond simply identifying routes and recommending policies. It provides the steps and tools necessary for the Region and its partners to implement and maintain the PCMP.

Vision

The Vision is based on the principle of assigning more priority to walking, cycling, public transit, carpooling and transportation demand management initiatives. This will provide a more balanced and sustainable transportation system that places less emphasis on single occupant motor vehicle trips and assists in reducing each individual's carbon footprint.

The “Vision” for the York Region Pedestrian and Cycling Master Plan is to create a pedestrian and cycling supportive environment that encourages both utilitarian and recreational travel by walking, cycling and using public transit through:

- Established promotional and educational policies and programs including a marketing strategy;
- A continuous system of sidewalks on Regional and local roads as well as a designated regional-scale network of cycling facilities; and
- A regional-scale network integrated with local municipal pedestrian and cycling infrastructure and public transit service that connects communities and people of all ages with where they live, work and want to go.

Goals

The primary goals of the PCMP study 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 and trail system and regional-scale cycling network;
- Integrate the improved sidewalk system on Regional roads and proposed cycling network with Regional transit; and
- Encourage people to walk and cycle more often for utilitarian, recreational and health purposes.

Approach

The York Region Pedestrian and Cycling Master Plan was initiated in 2006. MMM Group in association with Go For Green and Decima Research Inc. were retained by the Region to develop a region-wide comprehensive pedestrian and cycling plan that could link existing facilities and identify future connections. The study approach that led to the development of the PCMP included the following phases:

- Understanding Walking and Cycling in York Region
- Assessing Existing Conditions
- Developing an Appropriate Pedestrian and Cycling Network
- Reviewing and Assessing Policies and Programs
- Establishing an Implementation Strategy
- Preparing and Documenting the York Region Pedestrian and Cycling Master Plan

Consultation

A Public Consultation Strategy was developed at the outset of this study and confirmed with Regional staff. The strategy was created to ensure that a process was in place over the three phases of the study to actively engage stakeholders and the public and foster an understanding of the project.

Over the course of the study, a series of newsletters were issued to keep the public informed about the status of the PCMP. These newsletters were made available during public consultation activities and posted on York Region's website.

The Need for a Pedestrian and Cycling Plan in York Region

The Regional Municipality of York is one of Canada's fastest growing communities. Currently, York Region is growing at a rate of 30,000 to 35,000 new residents per year, and expects to reach a population of 1.5 million by 2031. The Region is creating new jobs at an even faster pace. With more than 380,000 people currently working in the Region, this number is expected to more than double by 2031. With this growth, the safe, efficient and reliable movement of people and goods will become increasingly more important and challenging. In order to meet these challenges and to support a more sustainable Region, York is actively taking steps to move more people by public transit, carpooling, on foot and by bicycle and thus shift the focus away from single occupant motor vehicles to more sustainable travel modes. Significant investments in expanding York Region Transit (YRT) service and the rollout of the first phase of the Region's successful Viva bus rapid transit (BRT) service are evidence of York Region's resolve to offer a more sustainable and balanced transportation system.

Network Development

Pedestrian System

The proposed Regional pedestrian system will consist primarily of sidewalks on Regional roads and linear off-road multi-use trails. The pedestrian component of the PCMP has focused on identifying missing sidewalk links on Regional Roads in urban areas as well as identifying pedestrian "zones" where enhanced pedestrian infrastructure should be provided. These initiatives are consistent with policies in the Region's Official Plan, Transportation Master Plan and Transit Oriented Development Guidelines. The range, type and density of recommended pedestrian infrastructure will vary depending on the location, density and range of land uses

In order to support a more sustainable Region, York is actively taking steps to move more people by public transit, carpooling, on foot and by bicycle and thus shift the focus away from single occupant motor vehicles to more sustainable travel modes.

within each zone and implementation will be done cooperatively with local municipalities, as they have jurisdiction.

Improving conditions for walking is more than just creating a network of connecting pedestrian facilities such as sidewalks and pathways. Although these facilities are important, the essential element is to create a system that “engages” pedestrians and makes them feel comfortable when using it, rather than a system that treats pedestrians as an after-thought. The concept of “every street should be viewed as a pedestrian street” is a notion that should be adopted as part of the PCMP. The goals are to improve the environment for pedestrians of all age levels, create a system that is accessible for all types of users and encourage people to walk more often.

Cycling Network

The cycling network is proposed to consist of on-road bike lanes and paved shoulders, signed-only cycling routes and multi-use trails in the boulevard of a road’s right-of-way or through linear green space. Each of these facilities has its own set of minimum design parameters that should guide implementation. All designated cycling routes proposed in the PCMP consist of one or more of these cycling facilities. In some cases, a cycling route may consist of different facility types due to changing road geometry, motor vehicle traffic-speeds or volumes or when a road changes from an urban to rural cross-section.

The proposed regional cycling network builds upon and connects local municipal cycling networks and major trail systems, links urban and rural centres as well as key attractions in the Region and creates a regional spine that will facilitate transportation by bicycle for both utilitarian and recreational purposes and support the use of public transit. In addition, parts of the network are

destinations for cyclists and pedestrians, such as the Lake Simcoe to Lake Ontario route.

Planning and Design Guidelines

The PCMP includes Planning and Design Guidelines, provided under separate cover in a Technical Appendix (Appendix C), that are intended to guide the Region, local municipalities and other partners in the development of a regional pedestrian system and cycling network. The guidelines contain detailed information and recommendations regarding typical planning and design guidelines as well as pedestrian system and cycling network solutions.

The guidelines are intended as a general reference for cycling network planners and designers. The guidelines should always be used along with good engineering judgment in their application.

Outreach

Pedestrian and cycling infrastructure such as sidewalks, bike lanes, signed routes, multi-use trails and bike racks or lockers are important components of a pedestrian and cycling plan. However, facilities alone will not produce and support a successful pedestrian and cycling community. Many of the comments received through the consultation process for the PCMP emphasized this point. A more comprehensive effort is needed to convince people that walking and cycling are feasible, safe and desirable alternatives to the automobile for short distance trips.

The proposed strategic framework in the PCMP for the development, management and delivery of pedestrian and cycling programming and outreach support services suggests the implementation of new programs and the continuation of

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existing pedestrian and cycling initiatives in areas of education, encouragement, promotion and enforcement.

Implementation – A Ten-year Plan

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 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:

- 1 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;
- 2 A practical strategy that identifies a recommended approach, including guidelines to implement the PCMP, and addresses priorities and phasing;
- 3 An administrative structure responsible for implementing all components of the PCMP, as well as for coordinating multi-departmental and jurisdictional resources, including funding commitments;
- 4 Funding by Regional and local Councils and their partners for the entire PCMP within the specified timeframe; and
- 5 Monitoring of the PCMP to assess implementation results and to serve as feedback to refine on-going implementation.

The Pedestrian and Cycling Master Plan is a long-term (25 year) strategy that consists of three phases. The first two phases form a recommended Ten-year Implementation Plan, and include both infrastructure and program initiatives and associated costs. The

Ten-year Plan is intended to coincide with the Region's 10-year Capital Roads Program, and be updated accordingly.

The third phase of the plan forms a longer-term strategy (year 10 to 25). It has not been costed and is presented as a concept for information only and to inform long-term planning initiatives by Regional staff. In the future, when the PCMP is updated every five years, elements of the long-term strategy would be reviewed and if confirmed, would be incorporated into an updated Ten-year Implementation Plan.

Table EX-1 summarizes the number of kilometres for both existing and planned pedestrian and cycling routes by phase and facility type. For on-road facilities in Table EX-1, the distance shown represents the length of the road with two-way bike facilities. The distances shown represent only bikeway facilities that currently exist on parts of the draft route network that have been proposed for the Region. 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 metres of 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 Draft Regional Cycling Network Map that are within the City of Toronto or Region of Durham are identified as surrounding areas.

Figure EX-1 indicates the proposed pedestrian facilities to be implemented during Phase 1 and Phase 2 of the PCMP. **Figure EX-2** depicts existing on and off-road cycling facilities that form

Jurisdiction	Facility Type [Distance (Km)] ¹						
	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 EX-1:
Proposed Length of Regional
Pedestrian and Cycling Network
by Facility Type and
Implementation Phase**



MARCH 2008



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

What is the Investment?

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.

Costs include on-going funding related to implementing the PCMP, preparing the annual progress report, delivering safety, education and promotional programs, performing network and infrastructure maintenance, staff resources, management and administration.

Recommendations

Table EX-2 lists the recommendations included in the PCMP and outlines the implementation schedule for each recommendation, as well as associated network and program costs for the Ten-year Implementation Plan.

The PCMP is a product of extensive study and consultation. The plan provides a strong direction and framework that is intended to guide York Region over the next 10 years and beyond as it works

with local municipalities to implement the proposed pedestrian system and cycling network, policies and programs.

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, and 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 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 the Community and Health Services Department, Regional Police, school boards and other stakeholders to expand pedestrian and cycling supportive programs and education initiatives.

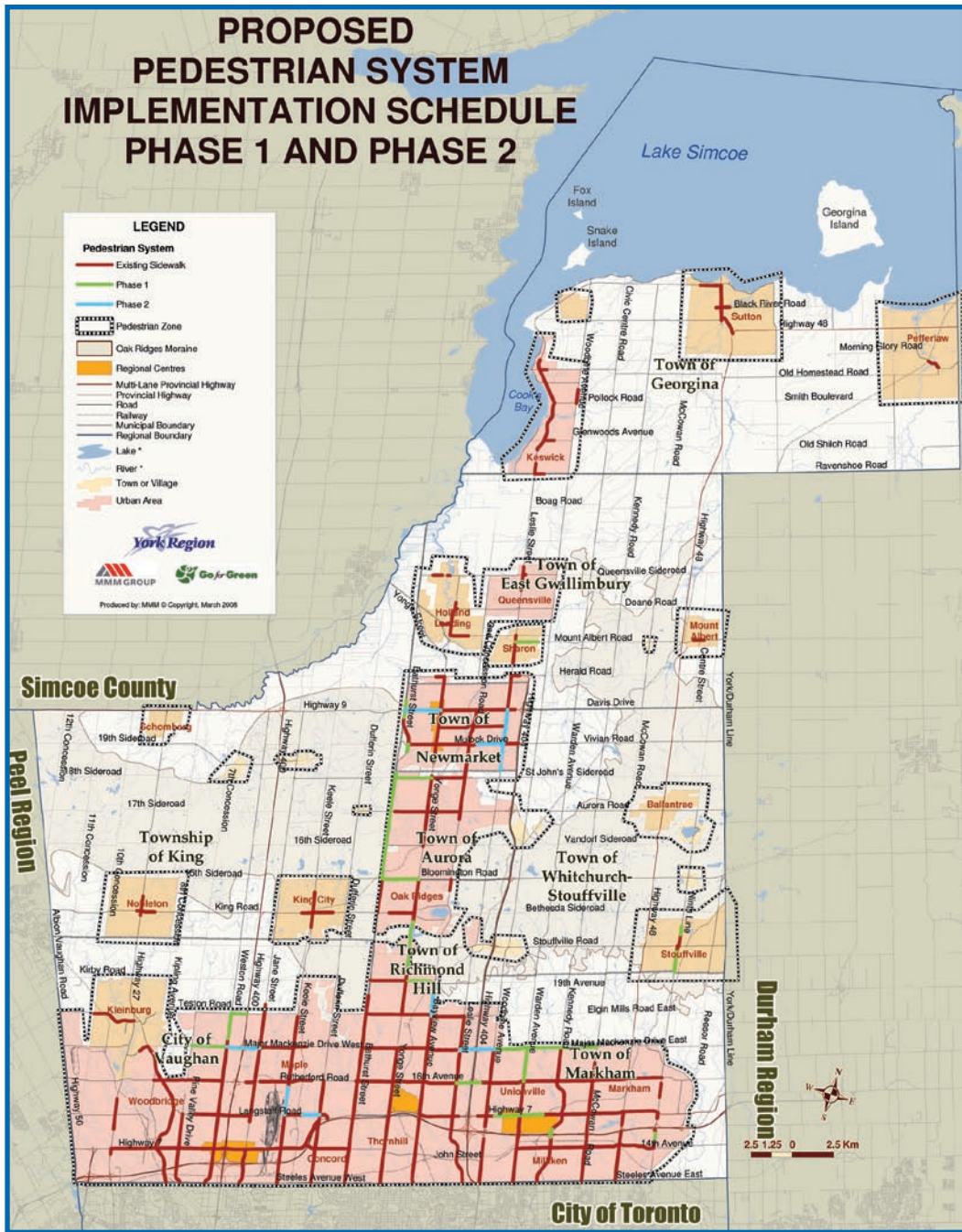


Figure EX-1

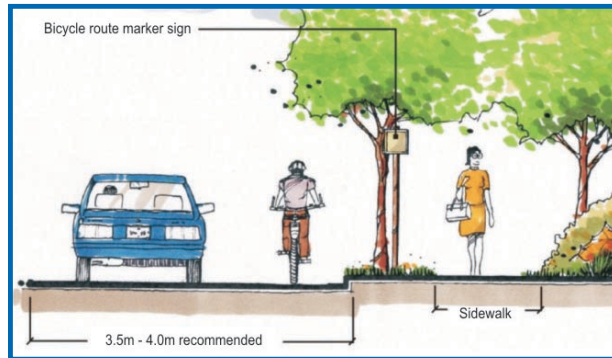


Viva bus stop

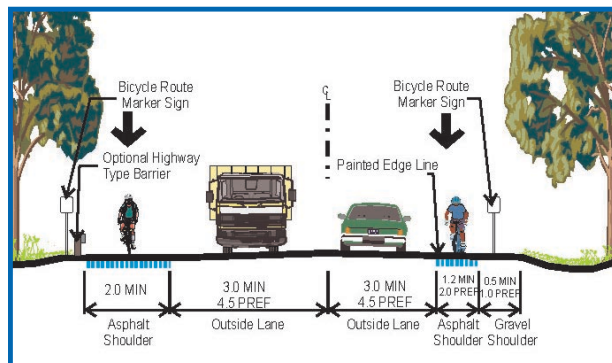


An ideal pedestrian environment is accessible to various modes of transportation and user groups.

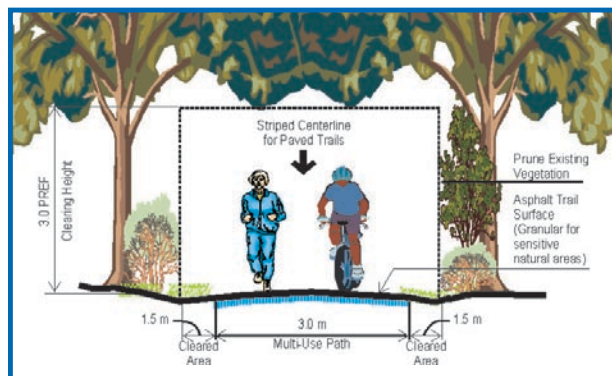
Figure EX-2



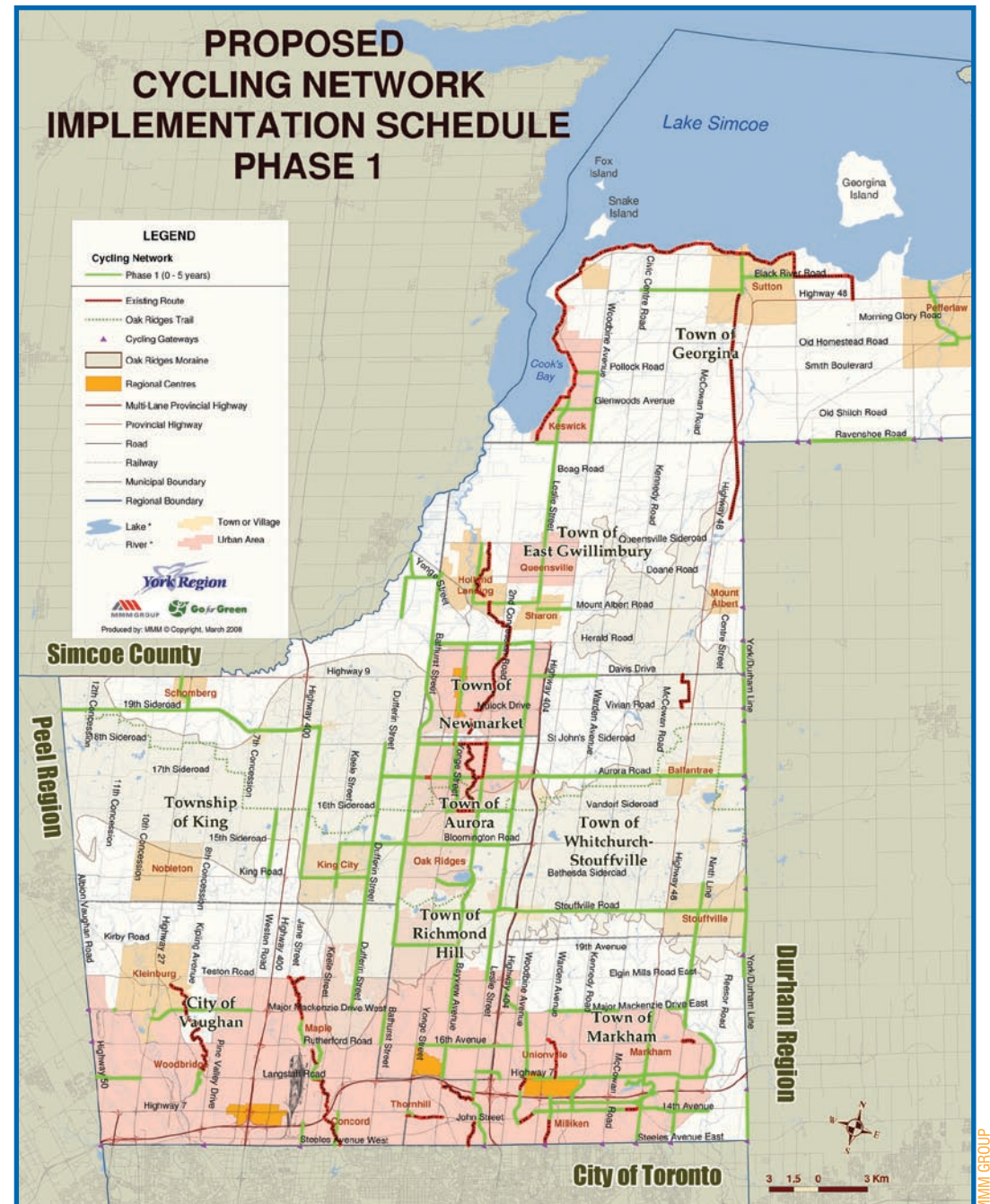
Signed-only cycling route along a wide curb lane



Typical paved shoulder



Multi-use path



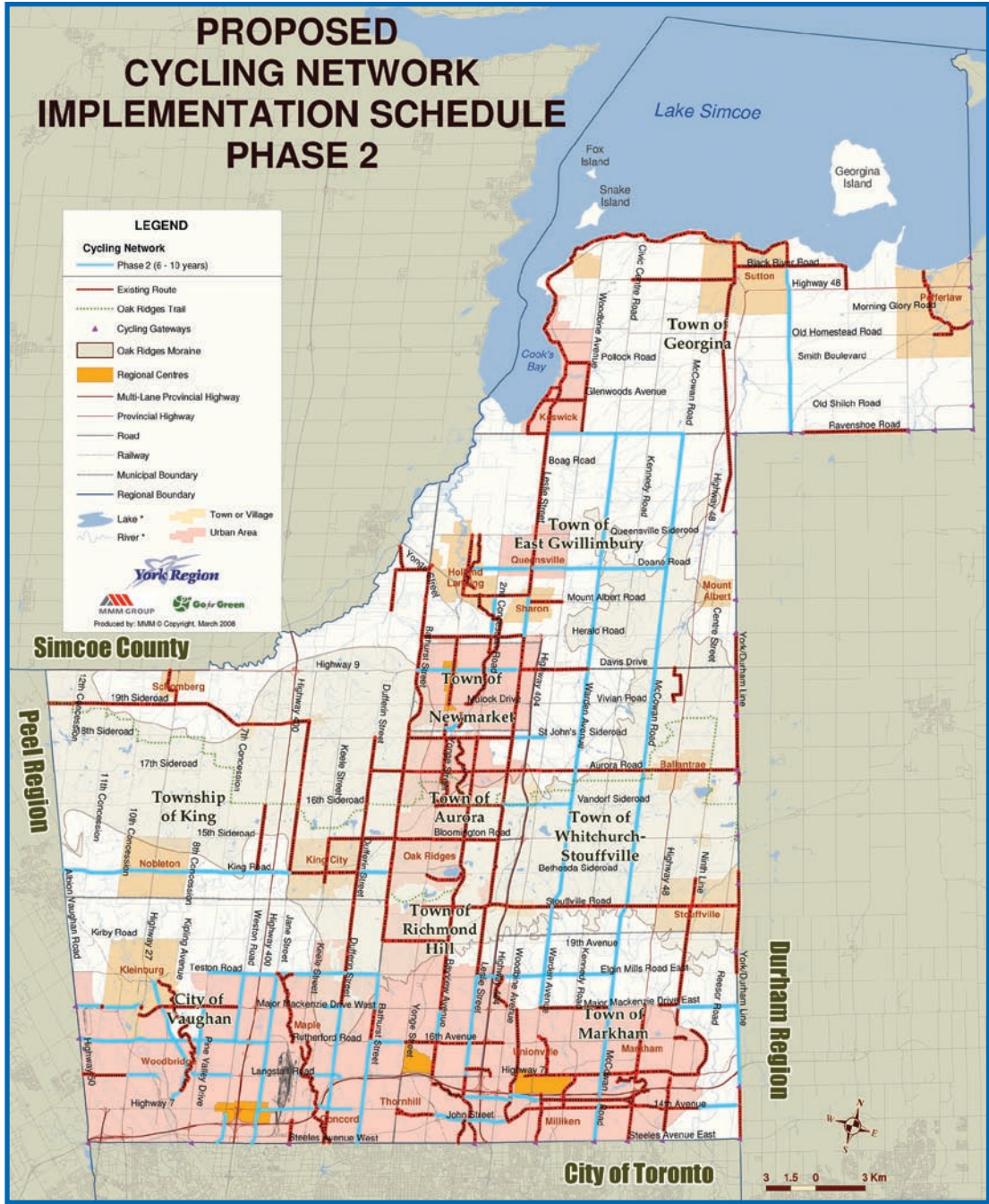


Figure EX-3



Concept drawing of a Regional road



In-boulevard multi-use trail in Newmarket



Rural road with paved shoulders

TABLE EX-2: 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



YORK REGION

“A regional-scale network integrated with local municipal pedestrian and cycling infrastructure and public transit service that connects communities and people of all ages with where they live, work and want to go.”