

Table 1
Municipal Partnership Policy - Comments from Municipalities/Stakeholders

Municipality	Comments	Response
Town of Newmarket	Projects should connect and improve pedestrian and cycling trails between municipalities. Projects that allow for continuous trail connections across major transportation routes including Regional Roads and rail lines should be given consideration. More specifically connections that allow access over or under such barriers that do not rely upon the use of traffic signals at an intersection but allow for uninterrupted passage along the trail route. Projects that connect and improve pedestrian and cycling access to major public transit facilities. Projects that educate and promote active transportation on the Region's network of pedestrian and cycling facilities. Projects that connect regional and inter-municipal trail systems to larger, regional scale trails systems (ex. Oak Ridges Moraine Trail). The Town of Newmarket has been investing in off street trail systems for a number of years and our new Official Plan currently before the Region of York includes policies and plans for the municipal wide trail system which will be connected to our neighbouring municipalities in the north and south. The main trail system is the Tom Taylor Trail which runs north and south along the Holland River and with very few exceptions has been completely separated from the road network with underpasses being constructed at Davis Drive and Queen Street. During 2006 the northern portion of the trail was completed and the Town of East Gwillimbury completed a section of the trail connecting the Tom Taylor Trail northerly to the Green Lane and the Rogers Reservoir path system. At this time there are two components of the trail system at the southerly end of the municipality that are not complete that are of significance to the regional system. The first project involves the completion of the trail	The policy proposed in this report supports the Town of Newmarket comments. Upon approval of this Policy, the Town of Newmarket will be requested to submit an application for funding.

	under Mulock Drive at the Holland River Bridge. This project is scheduled as the next priority in 2007 subject to funding availability. Based upon current funding the municipality may need to construct a secondary connection to Mulock at Cane Parkway and utilize a street level crossing pending funding for the pedestrian underpass at the Holland River. The second project involves the completion of the portion of the trail from Bosworth Court to the south boundary of the municipality to connect with the trail system in Aurora. This trail connection between the two municipalities is currently on hold pending funding and final negotiations with the owner of the property on the southern boundary in the Town of Newmarket. Consideration of these two projects by the Region of York would be greatly appreciated.	Support for the proposed program is noted.
Town of Markham	We strongly support the initiative in principal and look forward to receiving the program details including funding criteria and selection process. As you are aware the Town is poised to adopt a Cycling Master Plan that will outline our on and off road cycling infrastructure vision for the next 20 years. This plan will be reviewed on a regular basis to reflect future needs and requirements related to cycling infrastructure and will become the basis for our participation in the proposed Municipal Partnership Program. To initiate discussions surrounding this program and to provide you with our anticipated needs for 2007 and 2008, pending final approvals, the Town of Markham intends to construct a 9.0 KM (3.5 M wide) multi-use boulevard trail along the south side of Major Mackenzie Drive from Woodbine to Highway 48. Due to the Regional nature/context of this facility we believe that this piece of infrastructure could qualify for funding under the proposed Municipal Partnership Program.	Support for the proposed program is noted. Upon approval of this Policy, the Town of Markham will be requested to submit an application for funding.

Town of Aurora	The Town of Aurora supports the creation of a Municipal Partnership Program for the funding of multi-use paths on Regional roads We would appreciate receiving more information and details about the proposed program, to see how we might best work with the Region to advance some of our projects that may qualify for partnership funding. In 2007, Aurora is planning to complete the construction of sidewalks, bike paths, and associated illumination on Wellington Street between Bayview Avenue and Leslie Street. The design for this project is essentially complete, and received approval from the Region a number of months ago. We would be most interested in having this project considered for funding under this new program.	Support for the proposed program is noted. This policy report will be circulated to the local municipalities. The Region will work with the all the local municipalities to accelerate projects that serve a regional context. This policy report does not deal with funding of municipal sidewalks within the Regional road allowance. Upon approval of this Policy, the Town of Aurora will be requested to submit an application for funding.
Town of East Gwillimbury	Staff are supportive in principle of the intent of the proposed program. Upon approval of the Policy, staff will review projects eligible for funding and with Council's direction, submit an application. At this time, one capital project has been identified for 2007. This project involves the construction of a pedestrian footbridge crossing the Holland River, west of 2nd concession along the trail links to the bridge. This project will: • Serve to link the community of Holland Landing to the Town of Newmarket via the Nokiidaa trail system • Provide a pedestrian/cycling connection to the GO Station at Green Lane and generally remove physical barriers currently in existence. Upon approval of the policy, and application procedures, East Gwillimbury may wish to submit this project for funding consideration for 2007.	Support for the proposed program is noted. Upon approval of this Policy, the Town of East Gwillimbury will be requested to submit an application for funding.

Town of Richmond Hill	Staff have reviewed the report and in principle, have no problem with the proposal. Staff believe it's a good idea to provide facilities to support alternative mode of transportation to the automobile. The concept of a partnership to develop a network of pedestrian and cycling facilities is great. From the Town's perspective, we still have to develop a pedestrian and bicycle master plan. That's on our list of "things to do". Until this master plan is approved by Council, we will not be able to comment from a network perspective and how Richmond Hill will proceed to prioritize and fund those facilities. Our Transportation Master Plan that was adopted by Council in the fall '06 states " ... the Town of Richmond Hill develop a Pedestrian and Cycling Master Plan prior to 2011. The plan should address the pedestrian and cycling needs for the Town, establish a formalize pedestrian and cycling network, and outline an implementation strategy.	Support for the proposed program is noted.
The City of Vaughan	At its meeting on April 2, 2007 Vaughan Council adopted recommendations contained in Item 2, Report No. 14 (Vaughan's Pedestrian and Cycling Master Plan) including the following: <i>“Council has requested confirmation from the Region of York on the Region's commitment to funding for pedestrian and cycling facilities within the Regional right-of-ways and any other options and programs being developed for the implementation of a Regional Pedestrian and Cycling Master Plan”.</i>	It should be noted that provision for on-street bike facilities on Regional roads falls within the mandate of the Region and will be formally committed to upon Council's adoption of the Region's Pedestrian and Cycling Master Plan. Funding for multi-use pathways within the Regional road allowance (i.e. the boulevard) will be addressed via the adoption of this report. The Region will consult further with Vaughan and other stakeholders regarding other options and programs to be developed as part of the Region's implementation strategy.

Oak Ridges Trail Association /Nokidaa Trail Association (PAC member)	Excited by the potential of the program. ORTA supports Council approval of the program. Nokiidaa Trail Association will be interested in this funding opportunity to help complete Nokiidaa Trail connections in East Gwillimbury and Newmarket, particularly. Those municipalities, along with the Lake Simcoe Region Conservation Authority, could submit proposals. As chair of the Nokiidaa Trail Association I would be working with them.	Support for the proposed program is noted. Upon approval of this Policy, ORTA and associated partners will be requested to submit an application for funding.
Public Advisory Committee member	The intent of the MPP (Municipal Partnership Program) should be to accelerate the expansion of pedestrian and cycling infrastructure throughout York Region. Providing safe and effective infrastructure is the first step in getting local citizens to start thinking and participating in active transportation – and hopefully incorporate physical activity into their daily routine. For residents who already are active cyclists and pedestrians, it is equally important to ensure that sidewalks, bike lanes, etc. link users with destinations on a reasonable scale, long, winding residential streets meant to discourage motor traffic also increase pedestrian and cyclist "stress." Therefore, there should be something for everyone. Eligible proposals should include, but are not limited to, projects that: - are part of a pedestrian/cycling network plan; connectivity between local municipalities/neighbourhoods is key - are intended for cycling and walking for utilitarian purposes (work, school and errands) - reduces motor vehicle trips and related congestion - promotes equal opportunity for use of the road space for all road users, e.g. more pedestrian crossings on regional roads, protected bike lanes, etc. Assuming this will apply to projects based on regional roads within local municipalities, I believe placing emphasis on a pedestrian and bicycle	Comment noted. Acceleration of local municipal pedestrian and cycling infrastructure that serves a regional context is an objective of the program. The proposed partnership program requires each municipality to submit an application for funding. As part of this process, all proposals will be screened for eligibility. Section 4.1.2 of this report identifies eligible projects. Comments noted.

	network based on utilitarian purposes will help foster the conditions for each local municipality to develop their own spine network within the local network. Implementing on-road facilities such as dedicated bicycle lanes, wide paved shoulders and marked shared lanes along regional roads will make cycling a visible mode of transportation and hopefully decrease the perception of "It's too dangerous!" As well, ultimately if a bicycle lane network proves viable perhaps they can be included in future design plans instead of the more expensive adhoc basis after a road has been constructed/improved.	Upon approval of this Policy, this report will be circulated to the Public Advisory Committees.
--	---	--