



PEDESTRIAN & CYCLING MASTER PLAN STUDY



TOWARDS A MORE
SUSTAINABLE REGION

OVERVIEW REPORT



October 2007 | Version 1.2

Towards Active Transportation



The Need for a Regional-Scale Pedestrian-Cycling Network

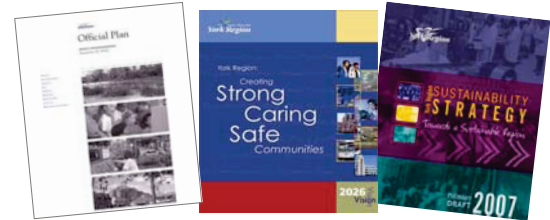
Cycling and walking are efficient, affordable and environmentally friendly modes of travel. Within urban areas, cycling is the fastest method of door-to-door transportation for distances of up to ten kilometres. A shift from motorized vehicles to active transportation can help mitigate ozone depletion, ground-level air pollution, the greenhouse effect, traffic noise and urban sprawl. Economic benefits include reduced health care costs, higher productivity and tourism.

Vision and Goals

The primary goals of the Pedestrian and Cycling Master Plan (PCMP) are to:

- Provide a convenient and continuous system of sidewalks on Regional and local roads, and a designated region-wide cycling network;
- Continue ongoing consultation with the public, local municipalities and key stakeholders to increase walking and cycling activity as a component of sustainable growth management;
- Provide a safe environment for pedestrians and cyclists;
- Enhance the overall user experience through the implementation of policies and design standards;
- Develop a communications plan to coordinate educational and marketing programs that promote safety and the benefits of active transportation;
- Work with local municipalities to integrate the pedestrian and cycling networks with existing and proposed transportation facilities; and
- Utilize partnerships with internal and external organizations and the business community to reduce costs.

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



Part of Planning for Tomorrow Growth Management, the PCMP supports York Region's Official Plan and Vision 2026, the Province of Ontario's Growth Plan, and a number of local municipal policies, plans and initiatives. All of the following Regional plans depend on increasing the level of active transportation:

- Transportation Master Plan;
- York Region Sustainability Strategy;
- York Region Centres and Corridors Strategy;
- Corporate Clean Air Task Force;
- Greening Strategy and Land Securement Initiative;
- Transit-Oriented Development Guidelines; and
- Towards Great Regional Streets.



Towards a Sustainable Region



A Region-wide Cycling Network

During the PCMP research, the top seven suggested improvements for cycling in York Region were:

- Add on-street bike lanes;
- Repair potholes and broken pavement on roads;
- Add or widen bike paths and off-street trails;
- Decrease automobile traffic;
- Introduce shower/change facilities at work;
- Add secure bike parking (lockers); and
- Provide bike racks at key transit stops/destinations.

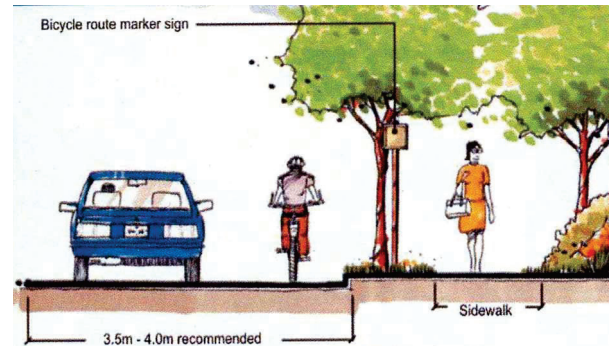
The planned Regional network includes paved shoulder/bike lanes, signed-only cycling routes, and multi-use trails.

A paved shoulder/bike lane, located in the traveled portion of the roadway for one-way cyclist traffic, is denoted by pavement markings and Regional network signage. Bike lanes are typically located on urban streets. Paved shoulders are frequently used to accommodate cyclists on rural road cross-sections.

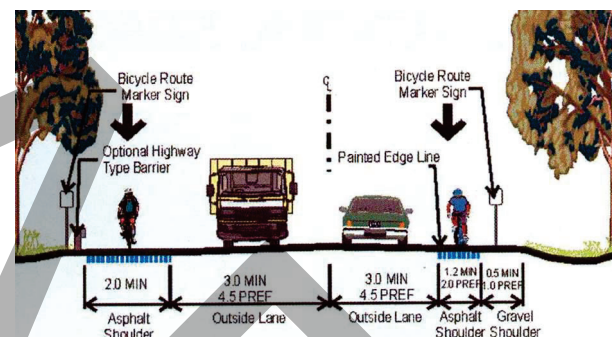
A signed-only cycling route requires no physical changes to the roadway other than bicycle route signage. Since cyclists share the pavement and travel lane with motor vehicles, there are no special lane designations. In urban areas where traffic volumes exceed the suggested threshold for a signed-only route, a wider curb lane is often implemented for shared use.

A multi-use trail or path is separated from the traveled portion of a road. It may take the form of a boulevard trail along the right-of-way or an off-road trail through greenlands. Multi-use trails are designed to support the widest range of users, including pedestrians, cyclists, in-line skaters and skateboarders, in locations where the trail surface permits these activities.

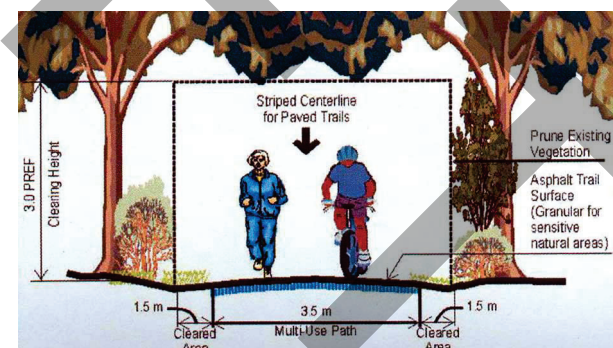
The planned network builds upon and connects local municipal cycling routes and major trail systems to provide approximately 1,039 km of on-road facilities and 185 km of off-road facilities.



Signed only cycling route along wide curb lane



Typical paved shoulder



Multi-use path

The planned network is intended to support recreational and utilitarian uses, including trips to work or school.

