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2011 REGIONAL CYCLING MAP

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated February 10, 2011 from the Commissioner of Planning and Development Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve the 2011 Regional Cycling Map for general distribution including to local and adjacent municipalities, local Chambers of Commerce and Boards of Trade, stakeholder groups, public libraries, and placed on the corporate website for downloading.
2. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities and to Ontario Ministry of Health Promotion and Sport.

2. PURPOSE

This report is to present the 2011 Regional Cycling Map to Committee and Regional Council, and request authorization to make the map available for public distribution.

3. BACKGROUND

A Regional Cycling Map is one of the key outreach components of the Pedestrian and Cycling Master Plan

The Pedestrian and Cycling Master Plan (2008) recommended the development of the first Regional Cycling Map as an excellent promotional tool for informing individuals of travel choices and opportunities for cycling. The Map would provide users with information on existing cycling facilities and allow them to plan their preferred routes. The PCMP also recommended that the user-friendly Cycling Map be updated every two years or as required, highlighting new routes, and be made available at various venues.

2011 Regional Cycling Map is partially funded by the Ontario Ministry of Health Promotion and Sport's Healthy Communities Fund

In 2009, York Region received a \$154,000 grant from the Ontario Ministry of Health Promotion's Healthy Communities Fund for cycling related programs over a two year

period. A portion of this grant amounting to \$67,000 is being used to help develop the Regional Cycling Map.

The remaining portion (\$87,000) of the grant is allocated to help fund the CAN-BIKE courses for elementary and high school-aged children. CAN-BIKE is a nationally-recognized series of courses on all aspects of cycling safety. It is oriented toward both recreational and utilitarian cycling. The CAN-BIKE cycling safety program provides standardized courses that teach children about cycling safety and skills such as the rules of the road, the proper way to wear a helmet, keeping your bike in good and safe working condition, and how to use the road safely and comfortably. Please refer to the January 12, 2011 Planning and Economic Development Committee report (Pedestrian and Cycling Master Plan Implementation – 2010 Progress Report) for more information.

4. ANALYSIS AND OPTIONS

2011 Regional Cycling Map is the first York Region cycling map

The 2011 Regional Cycling Map (*Attachment 1*) is the first comprehensive cycling map produced for York Region. The Cycling Map identifies all of the existing Regional and local municipal facilities including bicycle lanes, boulevard path, signed bicycle routes, multi-use trails, and paved road shoulders.

These facilities are defined as follows:

- Bike Lane – a dedicated space for cyclists located in the traveled portion of the roadway for one-way cyclist traffic where motorists are not allowed to park, stand or drive. Bike lanes are typically located on urban streets.
- Boulevard path – a facility separated from the traveled portion of a road in the right-of-way. Boulevard paths are designed to support pedestrians and cyclists of all skill level, in-line skaters and skateboarders, in locations where the path surface permits these activities.
- Signed bicycle route – shared roadways, including signed route and sharrows (pavement marking), are preferred routes for cycling, but no physical changes are made to the roadway.
- Multi-use trail – a facility completely outside the road right-of-way and often passing through parks or other green space. Multi-use trails are designed for pedestrians, cyclists, in-line skaters and skateboarders, in locations where the trail surface permits these activities.

- Paved road shoulder - located next to the traveled portion of the roadway. Paved shoulders are used to accommodate cyclists on rural roads. Paved shoulders shown in the Cycling Map are for roadways which generally have less than 10,000 daily vehicles and posted speed limits of less than 80 km/h. The Map shows facilities with a minimum 1.0m shoulder width.

It should be noted that pedestrian only facilities such as the accessible trail in the Regional Forest is not included as part of this Cycling Map.

The Technical Advisory Committee for this project consists of representatives from all nine local municipalities and external agencies

A Technical Advisory Committee consisting of representatives from all nine local municipalities, Conservation Authorities, and various Departments in the Region provided input to develop the map. These stakeholders provided data on their facilities and advice on map content and will continue to provide updates for future editions of the map. The map thus reflects the complete network of facilities available across the Region, from Regional arterial roads to local residential streets. Mapmobility Corp. was retained to assist the Region with this project.

2011 Regional Cycling Map is a resource and key educational tool for the residents and visitors to plan for cycling

The Cycling Map shows a network of existing bicycle lanes, boulevard paths, signed bicycle routes, trails, and paved road shoulders, including those maintained by local municipalities. As such, this Cycling Map is a useful resource for the residents and visitors of York Region to plan routes to work, school, shopping, or to explore the Region. This map is intended for both commuter and recreational cyclists and to encourage people to take up bicycling.

The Cycling Map includes important educational information such as the description of signage, rules of the road for cyclists, and other important safety tips. Potentially, this Cycling Map can be used as part of a larger outreach campaign in the Region to educate residents on cycling safety, especially how to use bicycle facilities properly.

Cycling map as an implementation monitoring tool can help identify gaps and prioritise improvements

The Cycling map is envisioned to be updated approximately every two years. The updates will show new infrastructure and facilities as they are built. As such, it could be used to help identify gaps in the overall Regional cycling network so that locations for priority improvements in the network can be recognized. These potential priority improvements could then be considered for the 10-Year Road Capital Plan or the Region's Pedestrian and Cycling Municipal Partnership Program.

2011 Regional Cycling Map will be available online once it is approved

An electronic copy of this map will be available to residents and visitors online once it is approved by Regional Council. Over time, an interactive version of the Regional Cycling Map will be developed utilising York Region's yrGeoView map portal. An interactive version will allow users to create custom maps with a smaller geographic area focus instead of the whole York Region and layered with different sets of spatial features or elements of interests. It is anticipated that the online map will be integrated with the Region's Cycling Website, currently under development.

Next steps to include ways to reduce the size of the map

The size of the current map is due to the large geographic area of York Region and is similar in size to cycling maps of other municipalities with similar sized geographic area such as the Region of Niagara, Ottawa and Calgary. However, as the on-line mapping tool becomes available, it will allow users to create maps of varying sizes focussing on different parts of York Region. In addition, staff will investigate future versions that are smaller including ones that could be folded into a credit card size.

5. FINANCIAL IMPLICATIONS

The total consulting cost to develop the Cycling Map is approximately \$57,000 plus staff time. The anticipated printing cost for the initial 5,000 copies of the Cycling Map is approximately \$10,000. These costs are covered under the grant from the Ontario Ministry of Health Promotion and Sport's Healthy Communities Fund. Additional map printing costs are available from the Planning and Development Services Department's budget.

6. LOCAL MUNICIPAL IMPACT

Local municipal staff have been actively involved in the development of the 2011 Regional Cycling Map. All nine local municipalities will be able to use the information included in this map to develop their own cycling maps in the future.

7. CONCLUSION

York Region is actively taking steps to encourage people to take up bicycling as a mode of transportation and for an active lifestyle. The development and distribution of the 2011 Regional Cycling Map is an important step in the implementation strategy of the York Region Pedestrian and Cycling Master Plan.

The 2011 Regional Cycling Map is a resource for the residents and visitors of York Region to plan routes to work, school, shopping, or to explore the Region by cycling. This Cycling Map is also an important educational tool to educate cyclists on their rights and responsibilities when out cycling on various facilities across the Region.

For more information on this report, please contact Richard Hui, Manager, Transportation Planning at 905-830-4444, Ext. 1578.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached separately with this report.)