

2

PEDESTRIAN AND CYCLING MASTER PLAN DRAFT FINAL REPORT AND NOTICE OF STUDY COMPLETION

The Planning and Economic Development Committee recommends the following:

- 1. The presentation by Loy Cheah, Manager, Transportation Planning, be received; and**
- 2. The recommendations contained in the following report dated May 26, 2008, from the Commissioner of Planning and Development Services and the Commissioner of Transportation Services, be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council endorse the draft Final Pedestrian and Cycling Master Plan and Overview Report (*Council Attachments 1 and 2*).
2. Staff place the Pedestrian and Cycling Master Plan report in the public record for a 30 day review period.
3. Staff report back on the immediate next steps necessary to implement the Pedestrian and Cycling Master Plan.
4. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities in York Region, Conservation Authorities, Oak Ridges Moraine Trail Association, York District School Board, York Catholic District School Board, and Rouge Park Alliance.

2. PURPOSE

The purpose of this report is to inform Regional Council on the outcome of the final round of public and stakeholder consultation, and obtain Regional Council endorsement on the draft final Pedestrian and Cycling Master Plan.

3. BACKGROUND

Study Context

The Pedestrian and Cycling Master Plan (PCMP) promotes alternate forms of active travel modes such as walking, transit and cycling to help the Region reach its sustainable transportation objectives. The study is conducted under the umbrella of the Planning for Tomorrow Growth Management Plan and is a key step in steering the Region's growth over the next two decades and beyond. The PCMP follows the Class EA planning process for Master Plan projects.

3.1 Consultation with Stakeholders

Since its project initiation in March 2006, the PCMP study has completed three rounds of Public Consultation Centres and involved stakeholders through its Regional Steering Committee, Technical Advisory Committee, and Public Advisory Committee. The study's Technical Advisory Committee and Public Advisory Committees met on October 15 and October 16, 2007, respectively, to discuss and receive stakeholder comments on the third Public Consultation Centres (PCC) display boards and the draft Master Plan.

Draft Master Plan Approved for Public Review

At its meeting on October 18, 2007, Regional Council adopted recommendations contained in Clause No. 1, Report No. 8 of the Planning and Economic Development Committee advising Council of the completion of the draft Pedestrian and Cycling Master Plan (PCMP). The draft PCMP was circulated to stakeholders for formal comments including the local municipalities, school boards and conservation authorities. It was also made available for public review and comments. The October 18, 2007 Council report included a recommendation that "staff report back in early 2008 on the Final Draft Pedestrian and Cycling Master Plan and next steps".

Final Round of Public Consultation Centres (PCC) have been Held

The third and final round of Public Consultation Centres took place on October 23 and 25, 2007. The Open Houses were conducted at the following locations and times:

Date : Tuesday, October 23, 2007 Time: 5:00 to 8:00 p.m.	Date: Thursday October 25, 2007 Time: 5:00 to 8:00 p.m.
Location : Regional Administration Centre Seminar Room 17250 Yonge Street Newmarket, ON	Location: McConaghy Seniors Centre 10100 Yonge Street Richmond Hill , ON

Comments received from the PCC and stakeholders were documented and form part of the public record for the project. Section 4.2 of this report highlights some of the comments received.

4. ANALYSIS AND OPTIONS

4.1 EARLY WINS – IMPLEMENTATION OF DRAFT REPORT RECOMMENDATIONS

Municipal Partnership Program and Policy

Adopted in June 2007, the intent of the Pedestrian and Cycling Municipal Partnership Program and Policy is to provide a program to assist funding local pedestrian and cycling infrastructure that match Regional priorities and goals of the Master Plan.

Local municipalities and stakeholders were requested to submit an application to the Region for pedestrian and cycling projects that serve a Regional context and improve the co-ordination and implementation of pedestrian/cycling initiatives. The Pedestrian and Cycling Municipal Partnership Program has an initial budget in the amount of \$500,000 per year.

At its meeting on October 18, 2007 Regional Council adopted recommendations contained in Clause No. 2, Report No. 8 of the Planning and Economic Development Committee selecting 2007 and 2008 local municipal pedestrian and cycling infrastructure projects eligible for Regional funding contribution. The selected projects in East Gwillimbury, Newmarket, Aurora, Vaughan and Markham are shown in *Council Attachment 5*.

With the early implementation of the Municipal Partnership Program, the Region is taking action and a leadership role to support and accelerate local municipal efforts for the provision of active transportation facilities.

On-Street Bike Facility Construction

In coordination with 2007 and 2008 Roads construction projects, the following roadways have incorporated on-street bike facilities in their current design:

- Dufferin Street –Steeles Avenue to Glen Shields Avenue.
- Teston Road from Bathurst Street to Dufferin Street.
- Bathurst Street from King Road to Highway 9.
- Stouffville Road from Woodbine Avenue to Kennedy Road.
- Major Mackenzie Drive from Woodbine Avenue to Kennedy Road.

As road improvements in the 10-Year Roads Construction Program are implemented, the provision of other cycling facilities will be further coordinated with the PCMP.

4.2 FEEDBACK FROM PUBLIC CONSULTATION

The October 2007 PCC provided staff and the consultant team with an opportunity to showcase to the general public the draft PCMP including the pedestrian and cycling networks, and implementation strategy. The comments received from the public were generally positive and encouraged pedestrian and cycling links within the Region.

Summary of Comments from Final PCC

A table summarising the comments/questions received during the PCC and the actions and responses taken to address these are contained in Appendix D – Consultation Record of the PCMP report. The comments are further summarised in this report as *Council Attachment 3*. The public comments and questions were related to the following:

- Encouragement and suggestions for York Region to implement the plan to link specific places of interest and corridors.
- Interest in the Natural Heritage Trails Concept Study, Municipal Partnership Program, and the application of more multi-use trails and design elements to avoid user and road conflicts.
- The need to promote pedestrian/cycling facilities and events for a range of users and provide facility information, enforcement, and trip-end amenities.

Based on these comments, the PCMP report was modified to identify short-term improvements to link to York University. The plans now reflect the fact that Dufferin Street is designed with bike lanes, and Keele Street is undergoing an EA and bike lanes are proposed. Phase 1 of the PCMP has been revised to identify these links to York University. A recommendation was also added in the report for the Region to develop a signing strategy to address issues identified in the comments. All the other comments were noted and did not change the report contents significantly.

4.3 FEEDBACK FROM STAKEHOLDER CONSULTATION

Council Attachment 3 and Appendix D of the PCMP report also summarise the comments received from stakeholders including the Steering Committee, Technical Advisory Committee, and Public Advisory Committee.

Steering and Technical Advisory Committee Member Comments

Comments received from Steering and Technical Advisory Committee members also resulted in some refinements to the PCMP. The Steering Committee comprised of York Regional staff representing various Departments and Branches including Health, Police, YRT, Community Planning, Long-Range Planning, Infrastructure Planning, and Roads. The Technical Advisory Committee consisted of representatives from the local municipalities, conservation authorities, and school boards.

The Steering and Technical Advisory Committee members' comments related to the following:

- Editorial suggestions regarding specific programs, policies, wording, and existing network elements to improve the readability and accuracy of the information provided.
- Revisions and consideration of the network plans to better coordinate with the Region's 10 Year Roads Construction Program and the needs of local municipal programs and interests.
- Consideration of safety, accessibility, design elements and facility treatments including signage, route markings, mapping, and transit supportive routing.
- Clarification of local municipal and stakeholder's collaboration, funding, and future involvement in the design and implementation of specific routes.

Public Advisory Committee (PAC) Comments

A Public Advisory Committee (PAC) comprised of members of the public from each of the local municipalities was formed to provide input to the PCMP. Throughout the study and consultation process, PAC members played a major role in providing comments, edits, and guidance in refining the draft documentation. The PAC members' comments related to the following:

- Suggestions on technologies and initiatives that may be considered to promote network, inter-regional tourism, and Travel Demand Management measures.
- Design elements and recent practices elsewhere which provide ideas on legislation, funding, licensing, enforcement, and outreach programs.
- Identification of safety and design issues with on-street facilities and advocacy for off-road and trail facilities so that York Region can reach the next level of pedestrian/cycling facilities development through the Region's Natural Heritage Trails Concept Study.

Public Advisory Committee Endorsement of the Master Plan

Based on PAC member's participation in the PCMP's consultation process, a resolution was developed and sent to York Region which states:

"The Public Advisory Committee (PAC) endorses the Pedestrian & Cycling Master Plan Study Report Draft, dated September 2007, (PCMP) as a report that advances Active Transportation within York Region. During open houses and committee meetings, we have spoken with many residents of York Region regarding cycling and pedestrian issues. We have heard that the time is ripe for the implementation of impactful alternatives to private automobile travel. PAC members heard from York Region's residents that they are looking for a statement from York Region regarding Active Transportation and its timely implementation."

This endorsement was reached through diligent work by the Chair and Vice-Chair of the PAC and reflects the general support of its members to encourage the Region in the implementation of Master Plan's pedestrian and cycling facilities.

4.4 Next Steps

With the endorsement of the Draft Final Report and Overview Report (*Council Attachments 1 and 2*), Regional staff will proceed to finalise and print the reports for public review and comment. The reports would be placed on the public record for 30 days along with a Notice of Study Completion (*Council Attachment 4*).

It is recommended that staff report back on the immediate next steps for implementation of the Plan. The implementation report will include:

- Timelines and launches of recommended pedestrian and cycling related outreach programs.
- Funding and partnership applications under consideration.
- Coordination requirements with Roads Branch on the implementation of recommended network components.
- Recruitment of the Pedestrian/Cycling Coordinator position.
- Promotional and marketing activities for the PCMP.

5. FINANCIAL IMPLICATIONS

Investing \$44 Million in Pedestrian and Cycling Infrastructure and Programs Over the Next Ten Years

Based on the network changes identified in the various consultation comments, the financial implications were reviewed. It was found that there were minor changes to the financial implications reported to Council in October 2007.

A total of \$44 million is required over 10 years for implementation of the infrastructure, programs and services with the Region's portion to be about \$33 million, of which \$28 million will be new Regional funding in the 10-year capital program.

6. LOCAL MUNICIPAL IMPACT

The final Pedestrian and Cycling Master Plan received and incorporated input and comments from local municipality representatives and other stakeholders as part of the Technical Advisory Committee and the Public Advisory Committee.

Local municipal pedestrian and cycling plans with components having a Regional role were incorporated into the PCMP. Local municipal staff were fully engaged throughout the study and have provided valuable input and comments.

With the Pedestrian and Cycling Master Plan and the Municipal Partnership Program, coordination and implementation of the Regional and local municipal pedestrian and cycling facilities will be improved to the benefit of local communities and its residents.

7. CONCLUSION

The Pedestrian and Cycling Master Plan has examined how York Region can work with local municipalities to connect local pedestrian and cycling systems into a regional-scale network, improve connections to transit nodes and encourage the combination of walking and cycling trips to achieve our sustainable transportation objectives. Upon Regional Council's endorsement of the draft Final Pedestrian and Cycling Master Plan, the documents will be placed in the public record for a 30 day public review period. A Notice of Study Completion will also be published in accordance with the EA process for Master Plans.

There has been a general endorsement of the Plan by members of the public and stakeholders throughout the consultation process. The Region has been encouraged to act on implementation of the network and programs. It is recommended that staff report back on the immediate next steps for implementation of the Plan including recruitment of the Pedestrian/Cycling Coordinator and timelines for the launch of the outreach programs.

For more information on this report, please contact the author Richard Hui, Program Manager in Transportation Planning at Ext. 1578, or Loy Cheah, Manager, Transportation Planning at Ext. 5024. This report is recommended by Paul May, Director Infrastructure Planning at Ext. 5029.

The Senior Management Group has reviewed this report.

(The five attachments referred to in this clause are attached to this report.)