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PEDESTRIAN AND CYCLING MUNICIPAL PARTNERSHIP PROGRAM SELECTION OF 2010 PROJECTS

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated September 24, 2009, from the Commissioner of Planning and Development Services and the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve local municipal projects and costs for the 2010 Pedestrian and Cycling Municipal Partnership Program for the following projects:
 - a) \$ 135,200 (50% of the eligible cost of \$270,400) for the Town of East Gwillimbury to replace an existing informal single path trail with a 3.0 metre wide crushed limestone path built to proper elevation and installation of trail signage (Green Lane to 2nd Concession).
 - b) \$9,500 (50% of \$19,000) for the City of Vaughan to implement the second phase of an on-street signed bicycle route network.
 - c) \$242,760 (50% of \$ 485,520) to implement a Class 1 Multi Use Boulevard Pathway on Teston Road between Jane Street and Keele Street.
2. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities in York Region.

2. PURPOSE

This report informs Council on the status of approved projects and seeks Council approval of the Pedestrian and Cycling Municipal Partnership Program selection of local municipal projects eligible for Regional funding in 2010.

3. BACKGROUND

The Municipal Partnership Program is a tool to improve co-ordination and implementation of local municipal and stakeholder pedestrian and cycling initiatives

The Pedestrian and Cycling Municipal Partnership Program forms part of the Region's sustainable growth management initiatives by accelerating the construction of local municipal and/or key stakeholders' pedestrian and cycling infrastructure that serves a regional context.

It allows York Region to share up to 50% of the construction costs for qualifying local municipal and stakeholder group pedestrian and cycling projects that serve a regional context. The pedestrian and cycling municipal partnership program does not deal with cycling lanes on Regional roads, funding of municipal sidewalks within the Regional road allowance and is not intended to fund recreational trails.

The capital budget for this program was approved by Regional Council in October 2006 with an initial budget of \$500,000 per year starting 2007. Staff was to report back annually on the selection of proposed pedestrian and cycling infrastructure works eligible for Regional funding from this partnership program. This report outlines the proposed projects for the 2010 funding year as well as report on the status of previously funded projects.

2007-2009 funded projects are progressing to completion

Table 1 summarises the progress of projects funded between 2007-2009. At least one project, possibly two, is anticipated to be completed by year end.

Table 1
Status of Approved 2007-2009 Municipal Partnership Projects

Municipality	Project	Status
#1. Town of Newmarket	Extend the Tom Taylor Trail south of Mulock Drive, including an underpass at Mulock Drive (approximately 1.1 km).	Completed and opened in September 2009
#2 Town of Newmarket	Extend Tom Taylor Trail south from Bosworth Court to the north boundary of the Town of Aurora, connecting the Nokiidaa Trail, with a connection to the east side of Yonge Street north of Aurora boundary (approximately 1 km)	Construction will commence in Fall 2009. Aurora is reviewing other options for their trail location into the Town of Newmarket so the short connection into Aurora may have to be deferred to 2010.
#3 Town of Markham	Major Mackenzie Drive - multi-use pathways: 1) From Woodbine Ave to Prospector's Drive (4 km); 2) From Prospector's Drive to Highway 48 (4.4 km)	1) Construction completed; the invoice will be sent to the Region 2) Design complete, Construction of this trail between Prospector's to Kennedy Rd will be completed by the adjacent developers; the section between Kennedy Rd and Highway 48 is completed.
#4 Town of East Gwillimbury	Pedestrian bridge structure crossing the Holland River between Yonge Street and 2 nd Concession and associated trail enhancement from 2 nd Concession to the new bridge structure (approximately 1.1 km).	Completed and opened in October 2009
#5 Town of Aurora	Complete the Nokiidaa Trail as a multi-use connection to the Town of Newmarket (Tom Taylor Trail) - approximately 675m.	Property issue has delayed project; date of completion unknown.
#6 City of Vaughan - Bartley Smith Greenway	Complete the trail connection in Tudor Valley from Planchett Rd to Jacob Keffer Parkway (1.8 km of new trail, plus 1 km resurfacing).	Under construction. Changes in the design following consultation with TRCA. Anticipated completion date: Spring 2010
#7- City of Vaughan - William Granger Greenway	Trail connection under Rutherford Road and connect Rutherford Road to Boyd Conservation Area (approximately 600m).	Construction underway. Anticipated completion date: Spring 2010
#8 City of Vaughan - Various routes	Implement the first phase of a signed bicycle route network of various local cycling routes in the City of Vaughan (approximately 1 km)	Installation to start in September 2009

4. ANALYSIS AND OPTIONS

Two municipalities submitted applications for project funding

Local municipalities and stakeholders are asked to make an application for program funding via the Pedestrian and Cycling Municipal Partnership application form. To be eligible for 2010 project consideration, a submission featuring preliminary design and cost estimates was required by March 31, 2009. Prospective municipalities were then

required to submit detailed design studies, costing, and the results of public consultation, if applicable, by September 2009.

Two municipalities submitted applications for the 2010 program. From the two submissions, the total estimated project cost was approximately \$814,920 with a request for Regional funding of \$387,460. This is within the limit of the Pedestrian and Cycling Municipal Partnership Program annual budget of \$500,000.

A summary of the submissions is outlined in *Table 2*.

Table 2
Summary of Stakeholder Application Submissions

Applicant	Description	Total Cost	Full Submission Received?
Town of East Gwillimbury	Replacement of an existing informal single path trail system with a 3.0 metre wide crushed limestone path built to proper elevation to ensure drainage and will include the installation of trail signage (Green Lane to 2 nd Concession)	\$295,400	Yes
City of Vaughan	Implement the second phase of a signed bicycle route network through signage on local cycling routes within Vaughan	\$34,000	Yes
City of Vaughan	Implement Class 1 Multi Use Boulevard Pathway on Teston Road between Jane Street and Keele Street	\$485,520	Awaiting detailed design study
Total		\$814,920	

Submitted projects were screened and deemed to be eligible projects

The Region will only provide financial assistance for infrastructure which forms part of a network plan prepared and adopted by a local municipality and/or agency, and which meets the Region's objectives. In order for a project to be eligible, design work and public consultation must be completed prior to application, with the project "shelf ready" for construction. Eligible projects include those that encourage commuter walking and cycling through the development of infrastructure that supports a Regional scale network. Both submissions met these requirements.

All projects have been selected for 2010 funding

The proposals were evaluated using a priority ranking system to assess whether the projects meet the Program's goals of encouraging commuter walking and cycling, reducing traffic congestion and supporting a Regional context. Each project is given a score and ranked accordingly in terms of priority for Regional funding.

Upon completion, the Town of East Gwillimbury's proposal will create a continuous path from the Holland River in East Gwillimbury to the southern part of the Town of Aurora.

This will be a significant step in the creation of a Regional Cycling Network as called for in the Pedestrian and Cycling Master Plan. This part of the trail would also form part of the Lake-to-Lake route envisioned in the Master Plan.

The City of Vaughan's proposal supports the integration of a Regional network with a local system of signed cycling feeder routes. Vaughan's proposal would foster commuter cycling through connections to numerous community and regional destinations such as community centres, schools, and shopping centres, as well as York Region Transit stops and GO Rail stations.

5. FINANCIAL IMPLICATIONS

Staff recommends that all submissions be funded to the full amounts requested

The total contribution requested of York Region by all submissions was less than the \$500,000 allocated in the capital budget. As all submissions offer opportunities to develop a Regional network, staff recommend that all submissions be funded at the 50% of the eligible costs.

Table 3 summarises the Regional contribution for each of the eligible projects using the approved 50% Regional cost share formula.

The Municipal Partnership Program is a project in the 10-year Roads Capital Program.

Table 3
Summary of 2010 Regional Contribution

Applicant	Total Project Cost	Total Eligible Cost	50% Regional Contribution
Town of East Gwillimbury	\$295,400	\$270,400	\$135, 200
City of Vaughan – signed bicycle route network	\$34,000	\$19,000	\$9,500
City of Vaughan – Multi Use Pathway on Teston Road	\$485,520	\$485,520	\$242,760
Total Submissions	\$814,920	\$774,920	\$387,460

As per the Municipal Partnership Program Policy, the remaining amount of \$112,540 plus \$76,480 left from the 2009 budget (total of \$189,020) will be carried forward and be

available for 2011 projects. Staff anticipate a larger participation from the local municipalities next year.

6. LOCAL MUNICIPAL IMPACT

Through the Municipal Partnership Program, the Region is taking action and a leadership role to support and accelerate local municipal efforts in the provision of pedestrian and cycling facilities and related infrastructure. In turn, it helps to encourage active transportation and healthy lifestyles in the local communities.

As part of the Regional policy for the Municipal Partnership Program, local municipalities and other stakeholders wishing to apply for funding must follow a fixed schedule in making a submission. For the 2010 funding year, all local municipalities were notified in February 2009 and again in March 2009 prior to the program deadline to ensure consistent awareness.

7. CONCLUSION

Submissions to the Pedestrian and Cycling Municipal Partnership Program for 2010 have been evaluated and staff recommends that the eligible projects receive a 50% Regional contribution. A summary of the Regional contributions are shown in *Table 3*.

For more information on this report, please contact Loy Cheah, Manager, Transportation Planning, Infrastructure Planning Branch at 905-830-4444, Ext. 5024.

The Senior Management Group has reviewed this report.