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PEDESTRIAN AND CYCLING MUNICIPAL PARTNERSHIP PROGRAM SELECTION OF 2007 AND 2008 PROJECTS

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated September 24, 2007 from the Commissioner of Planning and Development Services and the General Manager, Roads:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve local municipal projects and costs for 2007 and 2008 as outlined in Table 4.
2. Regional Council pre-approve the 2008 Pedestrian and Cycling Municipal Partnership Program budget for the projects and costs outlined in Table 4.
3. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities in York Region, Conservation Authorities, and Oak Ridges Moraine Trail Association.

2. PURPOSE

The purpose of this report is to seek Council approval of the Pedestrian and Cycling Review Team's selection of local municipal and stakeholder projects eligible for Regional funding in 2007 and 2008.

3. BACKGROUND

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. The program provides an additional tool to improve the co-ordination and implementation of local municipal and stakeholder pedestrian and cycling initiatives.

3.1 Municipal Partnership Policy Has Been Approved By Council

At its meeting on June 21, 2007, Regional Council adopted recommendations contained in Clause No. 12, Report No. 6 of the Planning and Economic Development Committee including the following:

“Regional Council adopt the municipal partnership policy for funding local municipal, conservation authority and other agency projects as set out in the attached *Pedestrian and Cycling Municipal Partnership Policy (Attachment 1)*”.

The adopted policy allows York Region to share up to 50% of the construction costs for qualifying local municipal and stakeholder group pedestrian and cycling infrastructure projects that serve a regional context.

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 on the selection of proposed pedestrian and cycling infrastructure works eligible for Regional funding from this partnership program for the 2007 and 2008 funding years.

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.

3.2 How the Municipal Partnership Program Works

A Pedestrian and Cycling Review Team consisting of Senior Regional staff in Transportation and Works, Planning, and Health Departments was established as part of the Municipal Partnership Policy to evaluate all funding requests from stakeholders and make recommendations to Regional Council. On the basis of identified technical criteria, a number of projects with corresponding Regional funding contributions for the coming budget year were identified.

The following framework describes how the program works:

1. On an annual basis, approval of a budget from the Pedestrian and Cycling Municipal Partnership Program will be sought from Regional Council. For 2007, an initial budget of \$500,000 has been approved.
2. Local municipalities and/or key stakeholder groups must complete design studies for pedestrian and cycling infrastructure. The municipality and/or stakeholder must commit their share of the funding required for each project prior to seeking financial assistance from the Region.
3. The local municipality and/or stakeholder must prepare and submit applications to York Region by the established annual deadline.
4. The York Region Pedestrian and Cycling Review Team evaluates each application and recommends qualifying applications for funding as part of the budget process for the coming year. The list of recommended projects would be presented for Regional Council approval.

4. ANALYSIS AND OPTIONS

In June 2007, local municipalities and stakeholders were requested to make an application for program funding via the Pedestrian and Cycling Municipal Partnership application form. To be eligible for 2007 and 2008 project consideration, a full submission application package was required by August 1, 2007 and September 1, 2007, respectively.

4.1 Applications for Project Funding have been Received

Five municipalities and one agency submitted applications for the 2007 and 2008 programs. From all the submissions, the total estimated project cost for 2007 and 2008 was approximately \$3,300,000 with a request for Regional funding of \$1,650,000. The Pedestrian and Cycling Municipal Partnership Program has an initial budget in the amount of \$500,000 per year.

A summary of the stakeholder submissions are noted in Table 1.

Table 1
Summary of Stakeholder Application Submissions

Applicant	Year Funding Request	Description	Total Cost	Full Submission Received?
Town of Newmarket	2007 and 2008	• Extend the Tom Taylor Trail (Nokiidaa) South of Mulock Drive by approximately 1.1 km, including an underpass at Mulock Drive	\$958,200 (over 2 years)	Yes
Town of Markham	2007	• Implement a multi-use boulevard pathway on the south side of Major Mackenzie Drive from Woodbine Ave to Prospector's Drive (4.4 km)	\$368,000	Yes
	2008	• Implement a multi-use boulevard pathway on the south side of Major Mackenzie Drive from Prospector's Drive to Highway 48 (4 km)	\$356,000	Yes
Town of East Gwillimbury	2007	• Construct a pedestrian Bridge Structure crossing the Holland River, approximately half way between Yonge Street and 2 nd Concession	\$150,000	Yes
	2008	• Enhance Nokiidaa Trail from the parking lot on the east side of 2 nd Concession proceeding north and west of 2 nd Concession to the new Pedestrian bridge over to the Holland River	\$200,000	Yes
Town of Aurora	2008	• Complete the Nokiidaa Trail as a multi-use connection to the Town of Newmarket (Tom Taylor Trail) - approximately 675m	\$250,000	No - Design Study not submitted
City of Vaughan (one application)	2008	<u>Bartley Smith Greenway plan</u> • Complete and develop the trail connections with pedestrian bridge structure works (new and replacement) and engineering assessments	\$684,000 (total of 4 projects)	No - Design Study not submitted

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Applicant	Year Funding Request	Description	Total Cost	Full Submission Received?
received for numerous projects)	2008	<u>William Granger Greenway plan</u> Complete trail connections to Boyd Conservation Area and the Greenway in the Rutherford Road vicinity	\$341,000 (total of 3 projects)	No - Design Study not submitted
Oak Ridges Trail Association	2007	Install Trail Key Marker Posts at intersections of Oak Ridges Trail and York Regional Roads to identify trail locations and provide information	\$35,000	Yes
Total Submissions	2007 and 2008		\$3,300,000	

4.2 Projects Have Been Screened for Eligibility

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 meet 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.

Each project submission must satisfy a set of eligibility criteria in order for the proposed project to be considered for partnership funding. The checklist of criteria includes:

- Support a Regional scale network.
- Support the objectives and policies of the Region.
- Be supported by a resolution of local council.
- Be accompanied by a design study.
- Be accompanied by a commitment from the local municipalities and/agency for:
 - 50% or more of the capital cost of construction, and
 - all maintenance and rehabilitation responsibilities.

The Pedestrian and Cycling Review Team screened each submission against the checklist of eligibility criteria. Table 2 highlights the projects that were deemed incomplete or not eligible for the reasons noted.

Table 2
Applications Deemed Not Eligible or Incomplete

Applicant and Project	Eligibility Criteria not Met	Suggested Action
Town of Aurora - north Aurora trail connection from St John's Sideroad to Newmarket	• Design study not available. • Project is not shelf ready for construction. (Note: Aurora designs and constructs all trail projects in-house)	• Applicant to provide design study or equivalent as soon as available.

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City of Vaughan - Bartley Smith Greenway - William Granger Greenway	• Design study not available. • None of the projects is shelf ready for construction. • Some of the projects are considered maintenance and rehabilitation type works.	• Applicant to provide design study or equivalent for components deemed eligible as soon as available.
Oak Ridges Trail Association - Trail Key Marker Posts	• The proposed project is for recreational trails. The policy does not fund recreational trail facilities.	• Proposal not eligible and therefore removed from further consideration. Staff to advise applicant accordingly.

The Review Team noted that the Nokiidaa Trail system is of Regional significance and the elimination of the missing links and carrying out multi-use trail upgrades should be given a high priority for Regional funding. Staff from Aurora, have noted that they will complete a design study if requested, however, it is Aurora's policy to design and construct all trail projects in-house. Staff from the City of Vaughan have also noted that they undertake design works in-house which is not in the form of a detailed design study.

The Town of Newmarket's proposal and Town of East Gwillimbury's proposals are deemed eligible as design studies have been submitted.

The Town of Markham's proposal is included in the Town's and Region's draft Pedestrian and Cycling Master Plans, hence it is eligible for funding under the Partnership Program.

The Nokiidaa Trail is also part of the network plan in the draft Pedestrian and Cycling Master Plan. The draft Master Plan is the subject of a separate staff report to the Planning and Economic Development Committee.

4.3 Projects have been Prioritized and Selected for 2007 and 2008 Funding

The proposals were selected using a priority ranking system to determine which projects best 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.

Priority for projects is scored based on the following criteria:

- Number of Regional objectives met
- Cost effectiveness (i.e. \$/km)
- Scale/overall plan
- Safety
- Potential usage
- Construction timing and phasing

- Connections/linkages
- Remove barriers
- Attractiveness of the project

It should be noted that projects falling under the 2008 funding year will be subject to approval through the normal budget approval process. Projects that spread over two or more budget years will be allocated funds accordingly.

Table 3 summarizes the priority ranking of the proposals and the project cost which has been adjusted to remove the ineligible cost items such as engineering design.

Table 3
Priority Ranking of Projects and Eligible Cost

Ranking	Proposed Project	2007 Eligible Project Cost	2008 Eligible Project Cost
1. Town of Newmarket	Extend the Tom Taylor Trail south of Mulock Drive (approximately 1.1 km), including an underpass at Mulock Drive	\$502,000	\$456,000
2. Town of Markham	Major Mackenzie Drive - multi-use pathways: 1) From Woodbine Ave to Prospector's Drive; 2) From Prospector's Drive to Highway 48	\$368,000	\$356,000
3. 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.	\$130,000	\$180,000
4. Town of Aurora	Complete the Nokiidaa Trail as a multi-use connection to the Town of Newmarket (Tom Taylor Trail) - approximately 675m		\$250,000
5. City of Vaughan - Bartley Smith Greenway	Complete the trail connection in Tudor Valley from Planchett Rd to Jacob Keffer Parkway		\$50,000
6. City of Vaughan - William Granger Greenway	Trail connection under Rutherford Road and connect Rutherford Road to Boyd Conservation Area.		\$272,500
TOTAL ELIGIBLE PROJECT COST		\$1,000,000	\$1,564,500

4.5 Relationship to Vision 2026

The Vision 2026 goals include a vibrant economy, managed and balanced growth and responding to the needs of our residents and engaging communities. Pedestrian and Cycling programs will impact positively on these goals by providing improved accessibility and active travel options for workers and residents of the Region.

5. FINANCIAL IMPLICATIONS

The Municipal Partnership Program was approved by Council in October 2006 and has been budgeted in the 2007 10-Year Road Capital Plan in the amount of \$500,000 per year.

5.1 Regional Contribution for 2007

For 2007, the available Regional budget of \$500,000 can provide the full 50% funding to all three 2007 projects.

5.2 Regional Contribution for 2008

For 2008, as the total project costs exceed \$1 million, a 50% Regional funding would exceed available budget of \$500,000. There are alternative ways to deal with this situation. They are discussed below.

Option 1 is to continue to provide a 50% Regional contribution to the priority projects until the \$500,000 budget is exhausted. Under this option, only priority projects 1, 2 and 3 as shown in Table 3 would receive funding in 2008.

Option 2 is to provide a Regional contribution to all eligible projects at a percentage share that exhaust the \$500,000 budget of 2008. Under this option, each project in Table 3 would receive a 32% Regional subsidy.

Option 3 would provide for a 50% Regional contribution to all eligible projects. However, under this option, the program budget for 2008 would have to be increased to \$782,250 which represent an increase of \$282,250 in budget.

To be fair to all applicants, staff is recommending that Option 2 be used to allocate the available program budget.

5.3 Summary of Regional Contribution for 2007 and 2008

Table 4 summarises the Regional contribution for each of the eligible projects using the recommended Regional cost share level.

Table 4
Summary of Regional Contribution

Ranking	Proposed Project	2007 (at 50%)	2008 (at 32%)
1. Town of Newmarket	Extend the Tom Taylor Trail south of Mulock Drive (approximately 1.1 km), including an underpass at Mulock Drive	\$251,000	\$145,920
2. Town of Markham	Major Mackenzie Drive - multi-use pathways: 1) From Woodbine Ave to Prospector's Drive; 2) From Prospector's Drive to Highway 48	\$184,000	\$113,920

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3. 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.	\$65,000	\$57,600
4. Town of Aurora	Complete the Nokiidaa Trail as a multi-use connection to the Town of Newmarket (Tom Taylor Trail) - approximately 675m		\$80,000
5. City of Vaughan - Bartley Smith Greenway	Complete the trail connection in Tudor Valley from Planchett Rd to Jacob Keffer Parkway		\$16,000
6. City of Vaughan - William Granger Greenway	Trail connection under Rutherford Road and connect Rutherford Road to Boyd Conservation Area.		\$87,200
REGIONAL CONTRIBUTION		\$500,000	\$500,640

6. LOCAL MUNICIPAL IMPACT

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

7. CONCLUSION

The Pedestrian and Cycling Review Team has evaluated the application submissions under the Municipal Partnership Program and recommends to Council that the 2007 eligible projects receive a 50% Regional contribution and the 2008 eligible projects receive a 32% Regional contribution. A summary of the Regional contributions are shown in Table 4.

For more information on this report please contact Loy Cheah, Manager, Transportation Planning, Infrastructure Planning at 905-830-4444 ext. 5024 or loy.cheah@york.ca.

The Senior Management Group has reviewed this report.