

6

PEDESTRIAN AND CYCLING MUNICIPAL PARTNERSHIP PROGRAM SELECTION OF 2012 PROJECTS

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated September 22, 2011, from the Acting Commissioner of Planning and Development Services.

1. RECOMMENDATIONS

It is recommended that:

1. Subject to approval of the 2012 budget, Council approve the Region's 2012 Pedestrian and Cycling Municipal Partnership Program funding contribution towards local municipal projects as follows:
 - a) Up to \$237,150 (47.6% of the \$498,400 eligible cost) to the Town of East Gwillimbury for construction of the first phase of a 3 m wide multi-use pathway along Green Lane from Bathurst Street to Yonge Street.
 - b) Up to \$451,325 (47.6% of the \$948,550 eligible cost) to the Town of Markham for construction of a 2.5 m wide multi-use pathway along Warden Avenue between 16th Avenue and Major Mackenzie Drive.
 - c) Up to \$ 3,050 (50% of the \$6,100 eligible cost) to the City of Vaughan for installation of signage along existing multi-use and cycle paths and implementation of Phase 4 of the City's Signed Bike Route Network.
2. This report be forwarded by the Regional Clerk to the Clerks of the Region's nine area municipalities and to the Toronto and Region Conservation Authority.

2. PURPOSE

This report provides a status update on the previously approved projects under the Pedestrian and Cycling Municipal Partnership Program and seeks Council endorsement of the 2012 project funding selections.

3. BACKGROUND

York Region's Pedestrian and Cycling Municipal Partnership Program provides funding for initiatives that support the Region's active transportation and sustainability objectives

Regional Council approved the creation of the Pedestrian and Cycling Municipal Partnership Program in June, 2007. The Program provides for Regional funding up to 50% of eligible construction costs for pedestrian and cycling projects that have a regional context and contribute to meeting sustainable objectives of the Region's Official Plan, Transportation Master Plan, and Pedestrian and Cycling Master Plan.

The Program is intended to encourage utilitarian and commuter walking and cycling through the development of infrastructure that supports a Regional scale network. It is not intended to fund components or projects such as sidewalks within the Regional road allowance that are normally covered in York Region's roads construction program or in an area municipality's capital program. Recreational trails are also not intended to be funded through this Program.

The Municipal Partnership Program has an annual capital budget of \$500,000. Since the Program was launched in 2007, 13 projects have been approved and allocated approximately \$2.3 million, with the remaining budget of approximately \$191,515 being carried forward from previous years.

Eleven projects funded through the Pedestrian and Cycling Municipal Partnership Program between 2007 and 2011 have been completed

Eleven of the thirteen funded projects have already been completed and opened to the public. The remaining two projects funded in 2011 are anticipated to be completed in 2012. *Attachment 1* summarises the status of the thirteen projects funded through the Municipal Partnership Program to-date. New projects recommended for funding through this Program are discussed below.

4. ANALYSIS AND OPTIONS

Five applications representing a total of 8 projects were received for 2012 Municipal Partnership Program funding

All nine of the Region's area municipalities and other agencies such as school boards and conservation authorities are encouraged to apply for Program funding for projects that may qualify. To be considered during the 2012 project approval process, submissions were required by June 1, 2011, including the project preliminary design and initial cost estimate. Program applicants were then required to submit the detailed design and final cost estimate by September 15, 2011.

The Town of East Gwillimbury, Town of Markham, Town of Newmarket, City of Vaughan and the Toronto and Region Conservation Authority submitted applications for 2012 Municipal Partnership Program funding. From the submissions received, which included a total of eight separate projects, the estimated total project cost is about \$4.43 million.

Table 1 summarizes the eight projects included in the submissions.

Table 1
Candidate projects considered for 2012 Program funding

Applicant	Project Description	Total Cost
Town of East Gwillimbury	3 m wide multi-use path along Green Lane between Bathurst Street and Yonge Streets	\$618,140
Town of Markham	2.5 m wide multi-use path and 1.5 m wide sidewalk along Warden Avenue between 16 th Ave and Major Mackenzie Drive, and connecting with the multi-use path on Major Mackenzie Drive	\$1,381,118
Town of Newmarket	Extension of the 3.0 m wide Tapestry Lane multi-use trail approximately 200 m south of Mulock Drive to connect schools, recreation facilities and residential areas	\$400,312
Toronto and Region Conservation Authority	2.4 m wide, 4.2 km long spine trail as part of the Oak Ridges Corridor Nature Reserve Management Plan	\$567,000
City of Vaughan	Phase 4 of the City's Signed Bike Route Network in various locations and provide signage for existing multi-use pathways	\$11,798
City of Vaughan	Phase 2 of the City's Bike Lane Network on sections of Martin Grove Rd, Melville Ave and Atkinson Ave	\$118,800
City of Vaughan	Widen existing cycle path to 3m along west side of Islington Ave between Rutherford Rd and Wycliffe Ave and install 'crossride' facility at Humberwood Gate	\$92,000
City of Vaughan	Multi-Use Boulevard Pathway on Teston Rd between Dufferin St and Bathurst St (\$988,800 covered by City's Development Charges)	\$1,236,000
Total		\$4,425,168

2012 candidate projects have been screened for eligibility based on a set of Pedestrian and Cycling Municipal Partnership Program eligibility criteria

The Municipal Partnership Program Review Committee consists of Regional staff from Transportation Services, Planning and Development Services, and the Community and Health Services Departments.

In order to qualify for the Program funding, a candidate project must form part of a network plan adopted by an area municipality and/or agency. Eligible projects are evaluated based on their ability to maximize the Program objectives, including projects that encourage commuter walking and cycling. In order for a project to be eligible, design work and public consultation must be completed prior to September 15, 2011 and the project ready for construction by 2012.

The specific list of eligibility criteria that must be satisfied for a project to be considered for Municipal Partnership Program funding includes:

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

Five of the projects submitted were deemed by the Program Evaluation Team to be incomplete or not eligible for funding. *Table 2* highlights the projects that were deemed incomplete or not eligible for the reasons noted.

Table 2
2012 Program Submissions Deemed Not Eligible or Incomplete

Applicant and Project	Eligibility Criteria not Met	Suggested Action
Toronto and Region Conservation Authority - proposed 2.4 m wide, 4.2 km long spine trail as part of the Oak Ridges Corridor Nature Reserve Management Plan	• The project, as proposed, is a local trail and not part of a Regional scale network • Project emphasises recreational use rather than utilitarian /commuter walking and cycling. • Outstanding technical issues include MNR approvals and archaeological assessment • Requires Richmond Hill Council's endorsement	TRCA should work with the Town of Richmond Hill and York Region staff to address outstanding issues and resubmit for consideration in a future Municipal Partnership Program project application.
Town of Newmarket - extension of the 3.0 m wide Tapestry Lane multi-use trail approximately 200 m south of Mulock Drive to connect schools, recreation facilities and residential areas (from Tapestry Lane Boardwalk to existing Stickwood Walker Trail)	• The proposed multi-use trail will serve predominately recreational uses. • The project is not construction ready.	The project is not eligible based on Municipal Partnership Program eligibility criteria.
City of Vaughan - widen existing cycle path along the west side of Islington Ave between Rutherford Rd and Wycliffe Ave. Install crossride facility at Humberwood Gate.	• Detailed design and approvals for the project are incomplete.	City of Vaughan should work with York Region staff to address outstanding issues and resubmit for consideration in a future Municipal Partnership Program project application.

City of Vaughan – multi-use pathway on Teston Road between Dufferin Street and Bathurst Street	Existing paved shoulders on this section of Teston Road are planned to transition to future on-street bike lanes and serve utilitarian users. Therefore, the proposed multi-use path will serve predominately recreational users.	The project is not eligible based on Municipal Partnership Program eligibility criteria.
City of Vaughan - cycle lane along various local roads	- Detailed design of the project was not provided. - Endorsement and support from the public and stakeholders is required	City of Vaughan should work with York Region staff and stakeholders to address outstanding issues and resubmit for consideration in a future Municipal Partnership Program project application.

Three projects are recommended for 2012 funding contributions

The eight candidate projects were assessed based on their ability to meet the Program's goals of encouraging commuter walking and cycling, reducing traffic congestion and supporting an active transportation network. Only three of the eight projects met the eligibility criteria for the 2012 Program:

1. A multi-use path along Green Lane, proposed in the Town of East Gwillimbury's submission, will provide direct pedestrian and cycling access to a major gateway at Yonge Street and Green Lane, including shopping, cultural destinations and planned rapid transit. The location is highly visible and can eventually be extended to connect to the East Gwillimbury GO Station, the Nokiidaa Trail system and the proposed Lake-to-Lake Cycling Route. The proposed multi-use trail is also a component of the Region's Pedestrian and Cycling Master Plan, Phase 1.
2. A multi-use path on Warden Ave between 16th Ave and Major Mackenzie Drive, proposed in the Town of Markham's submission, supports the evolution of a Region wide cycling network. The proposed Warden Ave path will connect with the recently implemented multi-use path on Major Mackenzie Drive. The project is included in Phase 1 of the Region's Pedestrian and Cycling Master Plan and connects to the proposed cycling routes on 16th Avenue as well. The proposed sidewalk on Warden Avenue was not eligible for funding through this Municipal Partnership Program.
3. The City of Vaughan's proposal for bike route and shared pathway signage (Phase 4) complements work already completed in the first three phases of this initiative. The project includes signage on local collector roads and two Regional roads. However, only one project on the Regional roads (Islington Avenue) received design approval from York Region's Transportation Services Department. Hence, only the proposed signage at locations on the City's roads and Islington Avenue are recommended here for funding.

Staff recommends that these three projects be funded for the 2012 Municipal Partnership Program.

5. FINANCIAL IMPLICATIONS

Of the \$691,515 required for the recommended projects, \$191,515 is existing approved budget. The remaining \$500,000 is subject to the 2012 budget process.

The Municipal Partnership Program funds up to 50% of eligible costs for each recommended project. In accordance with the Program policies and guidelines, the eligible costs do not include elements such as design, administration, and contingency.

If each of the recommended projects are funded to the maximum of 50% of the eligible costs, the 2012 Municipal Partnership Program would have a budget shortfall of approximately \$35,000. However, as done in previous years when the budget is not sufficient to provide a 50% contribution, staff recommends that the Regional funding percentage be reduced to a level that maximises the available Regional budget.

Table 3 summarises the recommended Regional contribution for each of the eligible 2012 projects. For the City of Vaughan project, it is recommended that 50% of the eligible cost be provided since it is a relatively small amount totalling \$3,050. For the Town of East Gwillimbury and Town of Markham, it is recommended that each of the applicants be funded 47.6% of eligible project costs resulting in \$237,150 for the Town of East Gwillimbury and \$451,325 for the Town of Markham. Therefore, the total Regional contribution to the recommended 2012 Program projects would use up the entire Program budget of \$691,515.

The amounts recommended represent the maximum funding contribution from the Region for each of the 2012 projects. Hence, when the recommended projects are completed, the applicants can invoice the Region up to the total funding amounts indicated.

Table 3
Summary of Recommended Regional 2012 Program Contribution

Applicant	Total Project Cost	Total Eligible ¹ Cost	Regional Contribution	Total Funding
Town of East Gwillimbury	\$618,140	\$498,400	47.6%	\$237,150
Town of Markham	\$1,381,118	\$948,550	47.6%	\$451,325
City of Vaughan ²	\$11,798	\$6,100	50%	\$3,050
Total Submissions	\$2,011,056	\$1,453,050	N/A	\$691,515

¹ Excludes costs associated with design, administration, and contingency.

² Application for Phase 4 of Signed Bike Route Network

6. LOCAL MUNICIPAL IMPACT

The main objective of the Pedestrian and Cycling Municipal Partnership Program is to assist the area municipalities and agencies accelerate the implementation of pedestrian and cycling facilities to encourage active transportation and healthy lifestyles. This Program also helps the Region to complete its pedestrian and cycling network as identified in the 2008 York Region Pedestrian and Cycling Master Plan and supports the Region's sustainability objectives.

7. CONCLUSION

Five submissions to the 2012 Pedestrian and Cycling Municipal Partnership Program have been received and evaluated. The submissions included eight distinct projects, three of which were determined to be eligible for Regional funding. The recommended Regional funding includes \$237,150 for the Town of East Gwillimbury, \$451,325 for the Town of Markham, and \$3,050 for the City of Vaughan proposals, for a total of \$691,515.

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

The Senior Management Group has reviewed this report.

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

Council Attachment 1

Status of Approved 2007-2011 Municipal Partnership Projects

Municipality	Project	Regional Funding*	Status
#1. Town of Newmarket	Extend the Tom Taylor Trail south of Mulock Drive, including an underpass at Mulock Drive (approximately 1.1 km).	\$397,000	Opened in 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)	\$399,000	Opened in 2011
#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)	\$184,000 \$114,000	1. Opened in 2009 2. Opened in 2010
#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).	\$123,000	Opened in 2009
#5 Town of Aurora	Complete the Nokiidaa Trail as a multi-use connection to the Town of Newmarket (Tom Taylor Trail) - approximately 675m.	\$80,000	Opened in 2011
#6 City of Vaughan	Complete the Bartley Smith Greenway trail connection in Tudor Valley from Planchett Rd to Jacob Keffer Parkway (1.8 km of new trail, plus 1 km resurfacing).	\$16,000	Opened in 2010
#7 City of Vaughan	Complete the William Granger Greenway trail connection under Rutherford Road and connect Rutherford Road to Boyd Conservation Area (approximately 600m).	\$87,000	Remaining work to be completed in 2011
#8 City of Vaughan	Implement the first phase of a signed bicycle route network of various local cycling routes in the City of Vaughan (approximately 31 km)	\$24,500	Opened in 2011
#9 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 including the installation of trail signage (Green Lane to 2 nd Concession)	\$135,000	An anticipated completion by the end of October 2011
#10 City of Vaughan	Implement the second phase of a signed bicycle route network through signage on local cycling routes within Vaughan	\$9,500	Opened in 2011
#11 City of Vaughan	Implement multi-use boulevard pathway on Teston Road between Jane Street and Keele Street	\$243,000	Opened in 2010

#12 Town of Newmarket	Construct a 3.0 m wide paved and lighted trail leading to the proposed Davis Drive underpass and connecting to the Tom Taylor Trail and south of Davis Drive	\$387,000	In coordination with Davis Drive rapidway project construction completion by 2014
#13 City of Vaughan	Implement phase 3 of bicycle route network and signage as part of Vaughan's Pedestrian and Bicycle 2011 Implementation Plan	\$110,000	To be opened in 2011
TOTAL		\$2,309,000	

* Note: Funding numbers are rounded.