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PEDESTRIAN AND CYCLING MUNICIPAL PARTNERSHIP PROGRAM SELECTION OF 2009 PROJECTS

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated September 18, 2008, from the Commissioner of Planning and Development Services and Commissioner of Transportation Services:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve local municipal projects and costs for the 2009 Pedestrian and Cycling Municipal Partnership Program as outlined in Table 3.
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 2009.

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 2009 funding year as well as report on the status of 2007 and 2008 funded projects.

2007 and 2008 funded projects are progressing to completion

Table 1 summarises the progress of projects funded in 2007 and 2008. At least one project, possibly two, is anticipated to be completed by year end.

Table 1
Status of Approved 2007 and 2008 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).	Construction underway, anticipated Winter 2009 completion.
#2. 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) Pathway 90% complete, Fall 2008 Completion date. 2) Design complete, Construction begun Sept. '08, complete Sept. '09
#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 (approximately 1.1 km).	Bridge delivered in September; aiming to have trail complete within current construction season.
#4 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; expected to be completed in 2009.
#5 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).	To be tendered in November of this year, with a summer 2009 completion date.
#6- City of Vaughan - William Granger Greenway	Trail connection under Rutherford Road and connect Rutherford Road to Boyd Conservation Area (approximately 600m).	To be tendered in November of this year, with a summer 2009 completion date.

4. ANALYSIS AND OPTIONS

Two applications for project funding have been received

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 2009 project consideration, a submission featuring preliminary design and cost estimates was required by April 4, 2008. Prospective municipalities were then required to submit detailed design studies, costing, and the results of public consultation, if applicable, by September 2008.

Two municipalities submitted applications for the 2009 program. From the two submissions, the total estimated project cost was approximately \$847,040 with a request for Regional funding of \$423,520. This is within the limit of the Pedestrian and Cycling Municipal Partnership Program annual budget of \$500,000.

A summary of the submissions are noted in Table 2.

Table 2
Summary of Stakeholder Application Submissions

Applicant	Description	Total Cost	Full Submission Received?
Town of Newmarket	Extend the Tom Taylor Trail south from Bosworth Court to the north boundary of the Town of Aurora, connecting to the Nokiidaa Trail, with a connection to the east side of Yonge St. north of the Aurora boundary (1 km).	\$798,000	Awaiting detailed design study
City of Vaughan	Implement the first phase of an on-street signed bicycle route network through signage on local cycling routes within Vaughan (approximately 31 km in total)	\$49,040	Yes
Total Submissions		\$847,040	

Both 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.

Both projects have been selected for 2009 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 Newmarket'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.

Implementation of the Newmarket proposal requires the Town to acquire property that would connect the completed Tom Taylor Trail to the Nokiidaa Trail with a bridge across Tannery Creek near the Newmarket/Aurora border. This property is also key to a Town of Aurora project which received Regional funding in 2007/2008 (see Table 1 above) that has been delayed pending the acquisition of the property. In the event that the property acquisition process is delayed, York Region will work with both the Towns of Newmarket and Aurora to discuss the possibility of a temporary connection along the Yonge Street right-of-way to complete the Tom Taylor Trail – Nokiidaa Trail connection on an interim basis.

The City of Vaughan's proposal supports the integration of a Regional network with a local system of signed on-street cycling feeder routes. Vaughan's proposal would foster utilitarian 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. Providing funding for the City of Vaughan's signed on-street cycling network offers an opportunity for the Region to begin working with local municipalities to implement uniform signage standards across the Region.

5. FINANCIAL IMPLICATIONS

Staff recommends that both 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 both submissions offer opportunities to develop a Regional network, staff recommends that both submissions be funded to the full amount requested.

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

Table 3
Summary of 2009 Regional Contribution

Applicant	Description	2009
Town of Newmarket	Extend the Tom Taylor Trail south from Bosworth Court to the north boundary of the Town of Aurora, with a connection to the east side of Yonge St. north of the Aurora boundary (1 km).	\$399,000
City of Vaughan	Implement the first phase of an on-street signed bicycle route network through signage on local cycling routes within Vaughan	\$24,520
REGIONAL CONTRIBUTION		\$423,520

As per the Municipal Partnership Program Policy, the remaining amount of \$76,480 left in the budget will be carried forward and be available for 2010 projects.

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 2009 funding year, all local municipalities were notified in February 2008 and again in March 2008 prior to the program deadline to ensure consistent awareness.

While only two submissions were made this year, staff anticipate a larger participation from the local municipalities next year.

7. CONCLUSION

Submissions to the Pedestrian and Cycling Municipal Partnership Program for 2009 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 or Paul May, Director, Infrastructure Planning at Ext. 5029.

The Senior Management Group has reviewed this report.