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PEDESTRIAN AND CYCLING MASTER PLAN IMPLEMENTATION 2009 PROGRESS REPORT

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report dated November 19, 2009 from the Commissioner of Planning and Development Services and the following additional recommendation:

- 2. Staff to report back and arrange to have a presentation by safety experts, to a future meeting of the Committee regarding safety issues relating to bicycle paths on regional roads, including winter conditions.**

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities, Durham Region, Peel Region, Simcoe County, City of Toronto, and to Metrolinx.

2. PURPOSE

This report informs Regional Council on the progress in implementing the Pedestrian and Cycling Master Plan (PCMP) and provides a proposed work plan for 2010.

3. BACKGROUND

Pedestrian and Cycling Master Plan endorsed in April 2008

The PCMP consists of an infrastructure program, an outreach program and an implementation strategy. It recommends a series of actions to:

1. Implement and operate a cycling network.
2. Promote safe cycling and educate residents and motorists in York Region about the benefits of increased cycling and the attendant responsibilities for all road users.

The planned network is intended to support commuter and recreational cycling including trips to work or school

The PCMP recommends a two-phase 10-year program of infrastructure investment in pedestrian and cycling networks. Phase One (0-5 year road network) of the Master Plan is proposed to deliver:

- 260 km of bike lanes and paved shoulders.
- 34 km of multi-use trails.
- 85 km of signed bike routes.
- 45 km of sidewalks.

Phase Two of the Master Plan (5-10 year road network) is proposed to deliver:

- 198 km of bike lanes and paved shoulders.
- 27 km of multi-use trails.
- 39 km of signed bike routes.
- 17 km of sidewalks.

Implementation strategy approved in September 2008

Regional Council approved a report in September 2008 on implementing the PCMP that included the following recommendations:

1. Staff in all affected departments as identified in this report take all necessary steps and actions to prepare, modify and update Regional policies, procedures and methods to accommodate the design, construction and operation of Regional cycling facilities.
2. York Region Police and the local municipalities in York Region be engaged to establish an inter-municipal working group to coordinate implementation of cycling facilities and to harmonize policies, procedures and methods relating to cycling.
3. The City of Toronto be engaged to establish a formal framework to implement and promote the Lake-to-Lake cycling route.
4. Progress on the above recommendations be included as part of an annual report on the implementation of the Pedestrian and Cycling Master Plan.

This report is the first annual report describing the progress made in implementing the Master Plan.

4. ANALYSIS AND OPTIONS

PEDESTRIAN AND CYCLING MASTER PLAN IMPLEMENTATION UPDATE

Pedestrian and Cycling Master Plan incorporated into Regional Official Plan Update

Recently completed and endorsed by Regional Council in November 2009, the Transportation Master Plan Update recommends that the PCMP be brought under the umbrella of the TMP when the next transportation related Regional Official Plan Amendment (ROPA) is prepared.

The network components of the PCMP are being incorporated into the Draft ROP update to ensure that development applications accommodate planned pedestrian and cycling facilities.

Inter-municipal work group established

The Inter-Municipal Working Group includes representatives from all nine local municipalities, York Region Police, York Region Public Health, York Region Transit, RapidCo, Transportation Services – Roads Division, and the District and Catholic school boards. The goal of the Working Group is to develop a consistent and coordinated approach to all aspects of PCMP implementation, including design standards, network planning, signage outreach, public awareness and safety training.

The first two Inter-Municipal Working Group meetings was held in June 2009, and meetings will continue to occur on a quarterly basis.

Pedestrian and Cycling facility design workshop conducted for Regional and local municipal staff

On November 5, 2009 York Region conducted a Pedestrian and Cycling Facilities Design Workshop as part of the work of the Inter-Municipal Working Group. It was held at the Newmarket Community Centre and attracted Regional and local municipal staff. This workshop included presentations and discussion on best practices for the design of cycling facilities to address safety issues for vulnerable road users, and a bus tour of bike facilities in the City of Toronto.

Three of eleven Municipal Partnership Program projects have been completed

The Region's unique Municipal Partnership Program (MPP) for funding local municipal cycling projects has been well utilised since its inception in 2007. To date, York Region has allocated approximately \$1.4 million to local municipalities for the implementation of cycling facilities through the MPP. As a condition of the Program, this funding has been

matched by the local municipality. Projects along the Tom Taylor Trail in Newmarket and the Nokiidaa Trail in East Gwillimbury have recently been completed. Other projects underway include:

- Nokiidaa Trail improvement in East Gwillimbury and Aurora
- Tom Taylor Trail completion in Newmarket and connection to Aurora
- 2 Multi-use greenway trails in Vaughan
- Multi-Use Path along Major Mackenzie Dr. in Markham
- Signed bicycle routes in Vaughan
- Multi-Use Path along Teston Road in Vaughan

Detailed information on these projects can be found in the October 7, 2009 report to Committee on the Municipal Partnership Program.

Staff from Planning and Transportation Services are working together to incorporate cycling facilities on Regional road projects

Since the adoption of the PCMP, staff have moved aggressively to incorporate cycling facilities into capital projects, including road widenings, reconstruction and resurfacing. This approach has resulted in some early wins that will see the opening of several facilities this year.

Table 1 summarizes the construction of on-street bike lanes, paved shoulder cycling routes and multi-use paths that have been completed or are under construction in York Region. These include facilities on Regional roads, and those occurring in local municipalities with funding from the Municipal Partnership Program.

Table 1
Summary of bike facilities in the Regional Municipality of York

Project Name	From	To	Completion Date/Year	Type of Facility	Length of Facility
Dufferin Street	Steeles Avenue	Langstaff Road	2009	Bike Lanes/Wide curb lanes	4.1 km
Teston Road	Bathurst Street	Dufferin Street	2008	Bike Lanes*	2 km
Stouffville Road	Woodbine Avenue	Highway 48	McCowan Rd to Highway 48- completed 2009	Paved Shoulder	7 km
Bathurst Street	Mulock Drive	Davis Drive W	November 2009	Bike Lanes	3.7 km
Major	Woodbine	Highway 48	Stretch	Multi Use	8.4 km

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Project Name	From	To	Completion Date/Year	Type of Facility	Length of Facility
Mackenzie Drive (south side)	Avenue		Woodbine Avenue to Prospector's Drive-completed 2009	Path**	(4.4 km completed)
Tom Taylor Trail _Town of Newmarket	South of Mulock Drive	Underpass at Mulock Drive	2009	Multi Use Trail **	1.1 km
Nokiidaa Trail-Town of East Gwillimbury	Parking Lot – 2 nd Concession Road	New Pedestrian Bridge over the Holland River	October 2009	Multi Use Trail**	1.1 km
Nokiidaa Trail-town of Aurora	Connection with Tom Taylor Trail in Newmarket		Under construction – completion 2010	Multi Use Trail**	0.68km
Bartley Smith Greenway - Vaughan	Planchett Road	Jacob Keffer Parkway	Under construction-completion 2010	Multi Use Trail**	2.8km
William Granger Greenway-Vaughan	Rutherford Road	Boyd Conservation Area	Under Construction-completion 2010	Multi Use Trail**	0.6km
Tom Taylor Trail-Newmarket	South from Bosworth Court	North boundary of the Town of Aurora	Under construction – completion 2010	Multi Use Trail**	1.1 km
First Phase of On-street bicycle routes-Vaughan	Various locations		Under implementation	Bicycle routes	31 km
Second Phase of On-street bicycle routes-Vaughan	Various locations		Installation will commence in 2010	Bicycle routes	12.5 km

Project Name	From	To	Completion Date/Year	Type of Facility	Length of Facility
Teston Road	Jane Street	Keele Street		Multi Use Path**	2 km
Nokiidaa Trail	Green Lane	2 nd Concession	Will commence in 2010	Multi Use Trail**	2.5 km
TOTAL LENGTH OF BIKE FACILITIES (bike lane/paved shoulder/multi-use path)					81.6 kms

* Constructed platform to implement on-street bike lanes. Revised pavement markings and signage are required.

**Construction and maintenance of MUT falls under local municipal jurisdiction

Attachment 1 illustrates these projects and groups them under completed projects and funded projects that are anticipated to be completed in 2010 and 2011.

Linking with public transit to create an inter-modal transportation system

A key design parameter of the network plan of the PCMP is the linkage of the sidewalk and cycling networks to public transit stops and terminals. Combined with the implementation of bike racks on buses and bike storage facilities at transit stops, this strategy will facilitate the seamless transition between transit and active transportation modes for residents across the Region.

It is anticipated that bike racks on buses and bike storage facilities will be implemented early spring 2010 by York Region Transit.

PROPOSED 2010 WORK PLAN

A common view among all cycling advocates and experts is that education of all road users (car, bus and truck drivers as well as cyclists) are just as important as providing cycling facilities in improving cycling safety. To that end, the proposed 2010 Work Plan will begin to establish safe cycling programs and products while continuing to coordinate the implementation of cycling infrastructure.

Safe cycling training program in partnership with local municipalities and school boards

The Ministry of Health Promotion recently approved the Region's application for a Healthy Communities Fund (HCF) grant in the amount of \$154,000 over two years. This funding will be used to develop region-wide CAN-BIKE cycling safety workshops for children and youth in conjunction with local municipalities and School Boards. The

program will also create further education capacity in York Region by training high-school aged youth to act as instructors in future CAN-BIKE workshops.

Initially, CAN-BIKE workshops will take place at schools in Markham, Vaughan, Richmond Hill, and Newmarket. Future workshops will be rolled out to all nine local municipalities as time and funding permits.

Develop a Regional Cycling Map

Money from the Healthy Communities Fund grant will also help to fund the development of a Regional Cycling Map that provides information on all cycling routes and trails in York Region. Staff will be striking a Technical Advisory Committee comprised of Regional staff, local municipal staff, and community cycling advocates to guide the development of the Regional Cycling Map. A consultant will be retained to assist in completing this map.

Once complete, the Map will be made available at libraries, municipal offices, and community centres. The Map will also include information about safe cycling. The Regional Cycling Map will be updated every two years, as cycling infrastructure will be developing at a rapid pace with the implementation of the PCMP.

York Region Cycling website

Staff have begun work on developing a dedicated York Region Cycling website. The website will act as a “one-stop” resource for all cyclists in the Region, providing information on:

- Practical cycling strategies (e.g. winter cycling) and safety tips.
- New and planned cycling facilities in York Region.
- Skills training and safety courses offered by the Region and other agencies.
- Community cycling events and groups.
- An interactive map of the existing active transportation networks of all nine municipalities.
- Links to Provincial, Metrolinx, local municipal and adjacent municipal web information.

It is anticipated that the website will be active early in 2010, with continuous updates thereafter as new services and facilities come online.

On-going Collaboration with York Regional Police

York Regional Police is a part of the Inter-Municipal Working Group and will be engaged in all parts of the 2010 Work Plan where appropriate.

Staff will open a channel of communication with York Regional Police on:

- Changing the current collision reporting process to include cycling related collisions.
- Enforcement of the use of bike lanes and Multi-Use Paths on Regional roads; and
- Participation in safe cycling initiatives and programs.

Transportation Services already has an on-going collaboration with York Region Police on traffic safety matters. Staff will explore the possibility of expanding this collaboration to include the above cycling issues.

Continue to work with Transportation Services and the York Region Rapid Transit Corporation in implementing bike facilities

Many of the projects in Phases 1 and 2 of the Pedestrian and Cycling Master Plan are to be implemented as part of road and transit capital projects. Staff will continue to collaborate and assist project managers in incorporating bike facilities into the design and construction of the capital projects.

Advocacy and awareness in conjunction with other agencies and stakeholders

The Province of Ontario has a significant role to play in improving conditions for cycling in York Region. It can develop public education materials, guidelines for safe cycling, and promote awareness of the need for all road users to share space. There are also instances in which the Ministry of Transportation's design standards for provincial highway interchanges make no provision for cycling facilities on crossing municipal roads.

The Region plans to coordinate with local municipalities, non-government organizations, and other stakeholders to present a consistent and coherent message to the Province on the need for their active engagement in facilitating increased and safe cycling.

Continue staff level discussion on the Lake-to-Lake route with Toronto

A highlight of the PCMP is a proposed cycling route that will stretch from the shores of Lake Simcoe through paths down the middle of York Region that connect to existing paths in the City of Toronto that ultimately leads to the shores of Lake Ontario. Once completed, these paths would form a very attractive destination for cyclists of all skill levels and would add to the appeal of York Region as a tourist destination.

The City of Toronto has ramped up the implementation of their Cycling Master Plan. The context is favourable to begin work to define this Lake-to-Lake route. Staff-level discussions have been initiated with Richmond Hill, Markham and Toronto to establish a

formal framework for joint implementation and promotion of this key feature of the PCMP.

Staff will advise Council on the status of the Lake-to-Lake route as its development progresses.

5. FINANCIAL IMPLICATIONS

All proposed activities are included in the Planning and Development Services 2010 Budget.

6. LOCAL MUNICIPAL IMPACT

Local municipal projects funded through Municipal Partnership Program

Up to \$500,000 is made available for local municipal projects annually. Since its inception in 2007, 11 projects have approved for Regional funding totalling \$1.4 million.

Local municipal staff are key members of the Inter-Municipal Working Group

Every local municipality in York Region are represented in the Working Group as well as the Conservation Authorities; Regional Planning, Health and Transportation Departments; York Region Police; and school boards.

This working group meets quarterly to discuss actions related to coordinating the development of pedestrian and cycling facilities throughout the Region and to keep everyone up-to-date on local and Regional initiatives. It provides the opportunity to discuss route planning, implementation, design standards and allows the Region to present and discuss its pedestrian and cycling implementation plans for the upcoming year.

7. CONCLUSION

Significant initial steps have been taken to implement the Pedestrian and Cycling Master Plan thus far.

Early investments in cycling infrastructure and partnerships with local municipalities have resulted in the construction of on-street bike lanes, paved shoulder cycling routes and multi-use trails. In total, 81.6 kilometres of cycling facilities will be constructed by 2010, with 27.4 kilometres completed in 2009. The Municipal Partnership Program is

funding local municipal projects consisting of 20.3 kilometres of multi-use trails and 43.5 kilometres of bicycle signed routes.

As education of road user is just as important as providing infrastructure when it comes to cycling safety, the proposed 2010 Work Plan will begin to establish safe cycling programs and products that will become on-going activities going forward. They include a safe cycling program and the development of a Regional Cycling Map, both of which will be partially funded through a grant from the Province. The proposed 2010 Work Plan will also continue the coordination of cycling facility implementation.

For more information on this report, please contact Yvonne Kaczor, Senior Active Transportation Coordinator at 905-830-4444, Ext. 5051 or Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

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

Map of Bike Facilities Completed & Funded for Construction

LEGEND

- 2009 Completed
- 2010/2011 Proposed Completion
- Existing Bicycle Facilities
- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Town or Village
- Urban Area



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