



Clause No. 1 in Report No. 8 of the Planning and Economic Development Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on October 18, 2007.

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DRAFT PEDESTRIAN AND CYCLING MASTER PLAN FOR PUBLIC REVIEW

The Planning and Economic Development Committee recommends the following:

- 1. The presentation by Loy Cheah, Manager, Transportation Planning, Infrastructure Planning, be received; and**
- 2. The recommendations contained in the following report dated September 24, 2007, from the Commissioner of Planning and Development Services and General Manager, Roads, be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities in York Region, Conservation Authorities, Oak Ridges Moraine Trail Association, York District School Board, York Catholic District School Board and Rouge Park Alliance and request formal comments on the draft Pedestrian and Cycling Master Plan by November 30, 2007.
2. Staff report back in early 2008 on the Final Draft Pedestrian and Cycling Master Plan and next steps.

2. PURPOSE

The purpose of this report is to advise Regional Council of the completion of the draft Pedestrian and Cycling Master Plan (PCMP) and the process for public and stakeholder review and the upcoming Open Houses.

3. BACKGROUND

The Regional Municipality of York is committed, through policies in both the Regional Official Plan and Transportation Master Plan, to improving public travel mode choices and providing a range of accessible transportation options for all users. The benefits include improved health of residents, cleaner air, a more efficient transportation network and reduced dependence on the automobile. It is only through the promotion of alternate forms of active travel modes such as walking, transit and cycling that the Region will reach its sustainable transportation objectives. The development of a Pedestrian and Cycling Master Plan is a key step in steering the Region's growth over the next two decades and beyond.

On June 13, 2007 members of the Technical Advisory Committee for the Pedestrian and Cycling Master Plan were requested to provide comments and feedback on the preliminary draft Master Plan document. Comments received were supportive of the initiative and changes requested were incorporated into the revised plan where appropriate.

On June 14, 2007, the Public Advisory Committee for the Pedestrian and Cycling Master Plan were presented highlights of the preliminary draft Master Plan and network plans. Comments received were incorporated where appropriate.

On June 21, 2007, Regional Council adopted recommendations contained in Clause No. 11, Report No. 6 of the Planning and Economic Development Committee updating Council on the status of the Pedestrian and Cycling Master Plan. The report also highlighted the following:

- The Phases within the Master Plan Study.
- The Committees that have been established.
- Public consultation process undertaken to date.
- The preliminary draft Pedestrian and Cycling networks.
- Highlights of the preliminary draft Pedestrian and Cycling Plan Report.

The Pedestrian and Cycling Master Plan study is being conducted under the umbrella of Planning for Tomorrow Growth Management and in the context of the new Provincial policies and legislations.

4. ANALYSIS AND OPTIONS

An Overview Report of the Pedestrian and Cycling Master Plan (PCMP) can be found in *Attachment 1*. This document is intended to be an overview of the Master Plan and will be used as a promotional and outreach tool to promote the plan and its implementation.

The PCMP study has resulted in two documents. The primary document contains the PCMP and supporting appendices. One of the appendices, Appendix D- Consultation Record will be completed when the third and final round of Open Houses has been conducted. The second document, “Planning and Design Guidelines” is a standalone report and intended to be a reference guide to be used when implementing pedestrian and cycling facilities.

The draft Master Plan includes a series of recommendations that propose the Region continue to work with the local municipalities and developers, adopt pedestrian and cycling friendly urban design and streetscaping practices and encourage built form and subdivision design that support walking and cycling for both utilitarian and recreational purposes.

Upon adoption of this report, the draft Pedestrian and Cycling Master Plan report will be made available for public and stakeholder review and comments. Both the draft Master Plan Overview Report and the draft Master Plan document will be made available for download via the York Region Web Site.

4.1 Highlights of the Draft Master Plan

The following are highlights of the draft Master Plan:

The Vision of the Master Plan

The “Vision” for the Region’s Pedestrian and Cycling Master Plan is “to create a pedestrian and cycling supportive environment that encourages both utilitarian and recreational travel by walking, cycling and using public transit through:

- Established promotional and educational policies and programs including a marketing strategy,
- A continuous system of sidewalks on Regional and local roads as well as a designated regional-scale network of cycling facilities, and
- A regional-scale network integrated with local municipal pedestrian and cycling infrastructure and public transit service that connects communities and people of all ages with where they live, work and want to go.”

This Vision incorporates a “Pedestrian and Cyclists First Principle”.

The Goals of the Master Plan

The primary goals of the PCMP are to:

- Develop an understanding of the elements that affect walking and cycling in York Region;
- Provide a range of alternative transportation choices that will benefit residents, employees and visitors in York Region by improving public health and air quality while reducing dependence on the private automobile;
- Improve conditions for walking and cycling for people of all ages through the provision of a continuous pedestrian sidewalk system and regional-scale cycling network;

- Integrate the improved sidewalk system on Regional roads and proposed cycling network with Regional transit; and
- Encourage more people to walk and cycle more often for utilitarian, recreational and health purposes.

It is expected that more people will walk and cycle more often if better pedestrian and cycling facilities were offered.

The Pedestrian and Cycling Networks

The cycling network is proposed to consist of on-road bike lanes and paved shoulders, signed-only cycling routes and multi-use trails in the boulevard of a road rights-of-way or through linear green space.

The regional cycling network builds upon and connects local municipal cycling networks and major trail systems, links urban and rural centres as well as key attractions in the Region and creates a regional spine that will facilitate transportation by bicycle for both utilitarian and recreational purposes and support the use of public transit.

The Regional pedestrian system will consist primarily of sidewalks on Regional roads and linear off-road multi-use trails. The pedestrian component of the PCMP has focused on eliminating missing sidewalk links on Regional Roads in urban areas as well as identifying pedestrian “zones” where enhanced pedestrian infrastructure should be provided consistent with policies in the Region’s Official Plan, Transportation Master Plan and Transit Oriented Development Guidelines.

The Implementation Strategy

The Pedestrian and Cycling Master Plan is a long term (25 year) strategy that consists of three implementation phases. The first two phases (0-5 years and 5-10 years) form a recommended 10-year Implementation Plan, and include both infrastructure and program initiatives and associated costs. The 10-year Plan is intended to coincide with the Region’s 10-year Capital Roads Programs, and be updated accordingly. The third phase forms the longer term strategy (year 10 to 25). The Master Plan recommends that the plan be updated every five years.

Proposed facilities on Regional and local municipal roads form part of the network plan. This connection highlights the need for York Region and the local municipalities to work together in developing an integrated plan for residents and visitors in each community.

The 10 Year Implementation Plan identifies a mix of on-road and off-road facilities including:

- 450 km of bike lanes/paved shoulders
- 53 km of new multi-use trails
- 130 km of new signed only routes
- 54 km of new sidewalks

Other implementation highlights include:

- Integrates walking and cycling infrastructure with transit stops and stations.
- Multi-use trails and sidewalks remain local municipal responsibilities
- A broad range of outreach programs are recommended.
- Coordinates sidewalk construction with local municipalities to improve sidewalks in Regional Centres, urban areas and within pedestrian zones.
- A Planning and Design Guidelines resource material is available.
- Facilities and infrastructure to support and connect to public transit.
- Includes a set of performance measures.
- Incorporate the master plan in future Development Charges By-law review.
- Includes bike rack installation at YRT stops.
- Bike carrier on transit vehicle program. The new regulation under the Ontario Public Vehicles Act (PVA) allow transit vehicles which cross municipal boundaries to carry bike racks.
- Establish a Regional Pedestrian and Cycling Coordinator position.
- Municipal Partnership Program (Approved by Council in June 2007).
- The preliminary cost estimate to implement the ten year plan is approximately \$40-\$45 million. This figure includes Regional and local municipal infrastructure costs.

Staff will review the costs estimates in more detail and revise the plan as required pending further consultation on the draft Master Plan with stakeholders.

4.2 GTTA has Announced Funding for Bike Lockers and Bike Racks

On August 24, 2007, the Greater Toronto Transportation Authority (GTTA) announced funding for 1000 bike lockers and bike racks on municipal buses. Details regarding the funding announcement are unknown at this time, however, it is anticipated that York Regional Transit (YRT) will receive its fair share of funding.

YRT staff have included bicycle racks on buses program as part of the proposed 2008 Budget and given the recent GTTA funding announcement, it maybe possible to accelerate the bike rack on buses program.

The GTTA also recommended the following customer service improvements including:

- An integrated web-based Trip Planner pilot, giving transit customers real-time directions and schedules across the transit system;
- A carbon-footprint calculator, helping inform decisions by allowing transportation users to calculate the impact of their travel choices; and
- weather-proof bicycle storage spaces at strategic locations across the GO Transit inter-regional network.

4.3 Final Round of Public Consultation Centres have been Scheduled

Staff will be proceeding with the third and final series of public consultation centres in October 2007. The Open Houses have been scheduled for the following dates:

Date : Tuesday, October 23, 2007
Time: 5:00 to 8:00 p.m.

Date: Thursday October 25, 2007
Time: 5:00 to 8:00 p.m.

Location:Regional Administration Centre
Seminar Room
17250 Yonge Street
Newmarket, ON

Location: McConaghy Seniors Centre
10100 Yonge Street
Richmond Hill , ON

The study Technical Advisory Committee and Public Advisory Committee are scheduled to meet prior to the Open Houses to discuss stakeholder comments. This may result in revisions to the Open House display boards.

Staff will report back to Council in early 2008 on the Public and stakeholder comments on the proposed draft Master Plan and recommend the final Master Plan for Regional Council endorsement.

5. FINANCIAL IMPLICATIONS

The investment to implement the draft Pedestrian and Cycling Master Plan ten year implementation strategy (cycling facilities, outreach and programs) is approximately \$43 million with the Region's portion to be about \$33 million. The majority of the Regional investment will be incorporated as part of road projects identified within the 10-Year Road Capital Plan and reconstruction/resurfacing programs. This will increase the cost of specific road projects in the order of 2 percent within the current 10 year road capital plan budget. It should be noted that the ten year implementation plan builds upon existing inventory, hence, the associated infrastructure investment can be included in calculations of development charges.

The investment need for outreach and other programs is approximately \$ 2.2 million over ten years and will be subject to the 2009 budget deliberation process. A Regional Cycling Coordinator position (within the Planning Department) is being proposed for 2008 to guide the development of outreach programs and implementation of the Master Plan. A budget of \$ 1.0 million over 10 years has been allocated for this position.

Table 1 provides a draft estimate of the investment required for the Pedestrian and Cycling Master Plan for the five year increments and the 10 Year Total. The amount of new Regional funding required over the 10 Year plan is about \$28.1 million, of which \$24.9 million will be allocated as part of the annual review of the 10-Year Road Capital Plan as noted above

Table 1
 PCMP - Draft Ten Year Investment Estimates

Item	<u>Year 0-5</u>		<u>Year 6-10</u>		<u>10 Year Total</u>	
	Cost (\$ millions)	New Regional Funding Required (\$ millions)	Cost (\$ millions)	New Regional Funding Required (\$ millions)	Cost (\$ millions)	New Regional Funding Required (\$ millions)
Total York Region Network	13.6		16.1		29.7	
Bike Lanes on Great Regional Streets ¹	(3.4)		(1.4)		(4.8)	
Subtotal: Remaining York Region Network	10.2	10.2	14.7	14.7	24.9	24.9
Cycling Coordinator	0.5	0.5	0.5	0.5	1.0	1.0
Outreach and Programs	0.4	0.4	1.8	1.8	2.2	2.2
Municipal Partnership Program	2.5		2.5		5.0	
Total York Region Costs	13.6	11.1	19.5	17.0	33.1	28.1
Local Municipal and Province component	6.7		3.1		9.8	
Total Pedestrian & Cycling Master Plan	20.3		22.6		42.9	

Note: 1. Cost adjustment for cycling network component as part of the Towards Great Regional Street policy which includes bike lanes on 6 lane roads projects.

The cost estimates will be reviewed in more detail pending further consultation on the draft Master Plan with stakeholders.

6. LOCAL MUNICIPAL IMPACT

The PCMP incorporates all local plans. Local municipal staff participates in the study through the Technical Advisory Committee, while specific members of the public from across York Region provides input through the Public Advisory Committee.

The Pedestrian and Cycling Master Plan will improve the coordination and implementation of the Regional and local municipal pedestrian and cycling facilities.

7. CONCLUSION

Upon Committee receiving the draft Master Plan report and the Master Plan Overview, these documents will be made available for Public and stakeholder review via the upcoming Open Houses in October 2007 and via the Region's Pedestrian and Cycling Master Plan Web Site.

Staff will report back to Council in early 2008 on the draft Final Pedestrian and Cycling Master Plan and next steps.

With the release of the draft Master Plan, staff can incorporate cycling facilities into the road capital planning, design and construction process beginning in 2008.

For more information on this report please contact Eric Gupta, Transportation Technologist, Infrastructure Planning at 905-830-4444 ext. 5146 or eric.gupta@york.ca.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the October 3, 2007 Committee meeting. The Pedestrian & Cycling Master Plan Study, Draft Report and Volume 2: Planning & Design Guidelines, were distributed to the Committee Members at the October 3, 2007 Committee meeting and are included separately with this report.)