

Clause 9 in Report No. 5 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on March 26, 2015.

9

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

Committee of the Whole recommends adoption of the following recommendation contained in the report dated February 19, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. The Regional Clerk forward this report to the Region's nine local municipalities and to the Regional Conservation Authorities.

2. Purpose

This report informs Council of the 2014 activities and initiatives towards implementation of the Pedestrian and Cycling Master Plan (2008).

3. Background

The Pedestrian and Cycling Master Plan provides a comprehensive plan to encourage walking and cycling in York Region

Endorsed by Council in April 2008, the Pedestrian and Cycling Master Plan (PCMP) provides guidance in the long-term implementation of the Region's pedestrian and cycling network. The PCMP includes an implementation strategy, recommendations on infrastructure and complementary outreach programs and initiatives to promote walking and cycling.

## 2014 Annual Report: Pedestrian and Cycling Master Plan Implementation

This is the fifth annual progress report on implementation of the Pedestrian and Cycling Master Plan. This report documents infrastructure improvements, programs and initiatives throughout 2014 that promote and encourage walking and cycling in York Region.

Active transportation policies in the Regional Official Plan (2010) help reduce automobile dependency and improve travel options

The Region's active transportation policies promote a range of alternative travel modes. Walking and cycling instead of driving can improve air quality, the health of residents and move the Region towards sustainable and healthy communities.

The Pedestrian and Cycling Master Plan will be updated as part of the Transportation Master Plan Update currently underway

York Region's Transportation Master Plan (TMP) provides guidance on the transportation and mobility needs for people living and working in the Region. Walking and cycling are key components of the transportation system and, therefore, the PCMP will be reviewed and updated as part of the Transportation Master Plan. The update is currently underway and expected to be completed in 2016.

### 4. Analysis and Options

#### Infrastructure Improvement Projects

York Region added more than 27 kilometres of cycling facilities to Regional Roads in 2014

Pedestrian and cycling facilities are being added through projects including road construction, road resurfacing and vivaNext rapid transit projects. It is also being implemented through the Municipal Partnership Program and development approvals. Table 1 summarizes the cycling facilities added on Regional roads in 2014 as part of the various projects and programs. A location plan is provided as Attachment 1.

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

**Table 1**  
**Cycling Facilities added on Regional Roads in 2014**

Project	Limits	Type of Facility	Length of Facility (km)
Black River Road	Dalton Road to Park Road	Paved shoulders (rural segment)	2.5
Bloomington Road	Bathurst Street to Yonge Street	Bike lanes and bike path	4.0
Bloomington Road	Yonge Street to Bayview Avenue	Bike lanes	2.0
Bloomington Road	Bayview Avenue to Highway 404	Paved shoulders	3.0
Highway 27	Highway 7 to Milani Boulevard	Multi-use path	1.2
Highway 7	East Beaver Creek to Town Centre Boulevard	Bike lanes	3.3
Ninth Line	Major Mackenzie Drive to Hoover Park Drive	Paved shoulders and bike lanes	5.6
Ninth Line	Hoover Park Drive to Rupert Avenue	Bike lanes and sharrows	0.9
Warden Avenue	16th Avenue to Major Mackenzie Drive	Multi-use path	2.0
Woodbine Avenue	Baseline Road to Metro Road North	Paved shoulders	2.1
Yonge Street	St. John's Sideroad to Savage Road	Paved shoulders	1.0
<b>Total</b>			<b>27.6</b>

Since 2007, the Region, through the Pedestrian and Cycling Municipal Partnership Program, has committed a total of \$4.5 million to 29 local municipal and stakeholder projects

Launched in 2007, York Region has approved twenty-nine projects and allocated \$4.5 million to local municipalities and stakeholders for implementation of cycling facilities that meet Regional objectives.

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

The Region, through the Pedestrian and Cycling Municipal Partnership Program, contributes up to 50 per cent of the eligible construction cost of a selected project. The Program has an annual budget of \$500,000. Four projects were approved for funding and implementation in 2015:

City of Markham's Phase 3 of a multi-use path in the Rouge River Valley system with a Regional contribution of \$184,050

Boulevard multi-use path on Bayview Avenue in the Town of Aurora from Hartwell Way to St. John's Sideroad with a Regional contribution of \$55,050

Town of Newmarket's Tom Taylor Trail Extension in the Tannery Parking Lot with a Regional contribution of \$184,050

Toronto and Region Conservation Authority's Phase 3 of a multi-use path in the Oak Ridges Corridor Park in Richmond Hill with a Regional contribution of \$76,850

York Region and its partners made significant progress on new segments of the Lake to Lake Cycling Route and Walking Trail

The Lake to Lake Route will be an important recreational and commuter Regional north-south spine trail and route linking Lake Simcoe to Lake Ontario, attracting York Region and City of Toronto residents and visitors.

The Region is moving forward with the design of several priority projects, including the Markham segment along Leslie Street from Highway 7 to Steeles Avenue, and working with local municipalities and agencies to design and protect for connections to serve the future Lake to Lake alignment.

YRT/Viva equipped Viva buses with bicycle racks in May 2014

All YRT/Viva, GO Transit, and TTC buses operating in York Region now have bicycle racks mounted on the front of the buses, providing more transportation options and connecting transit and cycling networks.

York Region leads innovation in active transportation infrastructure

York Region uses creative solutions to provide safe and attractive facilities for pedestrians and cyclists. These innovations include:

The first in-boulevard left turn bike boxes opened in spring 2014 (York Region is the first in North America with this innovation and now has 11 intersections with this treatment).

## 2014 Annual Report: Pedestrian and Cycling Master Plan Implementation

Green colour treatment added in fall 2014 across the ramp conflict area at the Highway 404 and Highway 7 interchange, one of only three such examples in Ontario.

First bicycle traffic signals installed at two locations on Highway 7.

Raised bike lanes (cycle tracks) on future segments of the transit priority and rapid transit corridors (segments under design in 2014 include Highway 7 from Town Centre Boulevard to Sciberras Road in Markham, Highway 7 from Pine Valley Drive to Edgeley Boulevard in Vaughan, Yonge Street from Mulock Drive to Davis Drive in Newmarket, and Yonge Street from Elgin Mills Road to 19<sup>th</sup> Avenue/Gamble Road in Richmond Hill).

Plans for a centre-median multi-use path at the Highway 400 and Highway 7 interchange, which will be the first of its kind in Canada.

### Programs and Initiatives

In 2014, York Region co-hosted two Summits to build and strengthen partnerships for cycling, sustainable mobility and healthy communities

First, York Region staff collaborated with local municipalities and agencies to organize the inaugural York Region Bike Summit held on November 19, 2014, at Vaughan City Hall. 150 attendees came together to learn about educating and encouraging residents to cycle, building communities that support biking and advancing the tourism potential of cycling.

Following this, York Region and the City of Markham hosted ACT Canada's Sustainable Mobility and Healthy Communities Summit in Markham from November 30 to December 3, 2014. The purpose of this Summit is to highlight the linkages between health and active transportation. The summit included walking and rapid transit tours and fostered collaboration between transportation, planning and health professionals. More than 200 registrants from across Canada and keynote speakers including Dr. David Mowat, Ontario Interim Chief Medical Officer of Health, attended the conference. Staff showcased active transportation initiatives in York Region through various presentations on the following topics:

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

Designing Great Streets

Successful Partnerships and School Travel Planning

York's Pedestrian and Cycling Municipal Partnership Program

Transforming Highway 7 into a Complete Street

Lake Simcoe to Lake Ontario Cycling Route and Walking Trail

The Active Transportation Working Group coordinates and collaborates on active transportation projects and activities within the Region

The Active Transportation Working Group, chaired by York Region staff, meets every six weeks and is made up of representatives from all nine local municipalities, York Region Police, York Region Public Health, York Region Transit, York Region Transportation Services, and school boards.

In 2014, some key focus areas included:

Update of the York Region Cycling Map (spring 2015 release)

Bus tour showcasing the Region's pedestrian and cycling facilities

Training session on the new Provincial cycling guidelines

MTO's CycleON provincial cycling strategy and provincial funding streams

Bike Month in York Region

The Active and Safe Routes to School Committee promotes the School Travel Planning approach and encourages active travel to school

Currently, there are more than 25 schools engaged to some degree with the Active and Safe Routes to School Program, with some positive results being realized at these schools. For example, Rick Hansen Public School in Aurora had 100 per cent staff and more than 90 per cent student participation in their Walking Wednesdays program. Our Lady of Hope Catholic School in Richmond Hill conducted on-site traffic counts and found 55 less cars each morning after walking and biking programs were started.

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

## Advocacy and Collaboration

York Region's participation in Bike Month increased by ten per cent from 2013

York Region is a local supporter of Bike Month, led by Metrolinx and Cycle Toronto. Bike Month is a community-driven program that encourages and celebrates cycling, and kicked-off with Bike to Work Day on May 26, 2014.

In York Region, there were 294 entries to ride or participate in a Bike to Work Day event through the website BikeMonth.ca, up ten per cent from 2013. There were 41 Bike Month events posted to the BikeMonth.ca calendar ranging from rides, socials, festivals, art shows and races, up 20 per cent from 2013.

The Greenbelt Route has been finalized and will launch with an organized bike tour in August 2015

The Greenbelt Route is a 460 kilometre signature provincial cycling route from Northumberland County to Niagara Region, including York Region.

Since the fall of 2012, the Waterfront Regeneration Trust has worked closely with Regional and local municipal staff to determine the preferred Greenbelt Route alignment. In 2014, York Region staff participated in the route development, including a mapping workshop, mobile workshop and signage audit. The route will travel through the Township of King and Towns of Aurora, Newmarket, and Whitchurch-Stouffville.

The signed Greenbelt Route will take advantage of the rapidly growing interest in cycle tourism and connect local Greenbelt communities and businesses to the growing cycle tourism market.

York Region received a Provincial Grant for Active Transportation from Ministry of Tourism, Culture and Sport for \$120,000

The Ontario Sport and Recreation Communities Fund is a provincial grant to increase participation, teach skills and build capacity for community sport and recreation.

2014 Annual Report:  
Pedestrian and Cycling Master Plan Implementation

The Transportation Services Department has partnered with York Region Public Health and local municipalities and agencies to deliver:

2014 York Region Bike Summit (\$10,000)

Kids Cycling Education Program (\$65,000)

Update of a Regional-scale Trail Guide and Map (\$45,000)

Development of the Kids Cycling Education Program and Trail Guide will start in 2015 and be delivered by 2016. [Link to key Council-approved plans](#)

This report links to the following Council-approved plans and policies:

#### Regional Official Plan

To promote human health and well-being in York Region, where people can live, work, play and learn in accessible and safe communities

To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and efficient movement of goods

To create high-quality, sustainable communities

#### 2015-2019 Strategic Plan

Focusing on networks and systems that connect people, goods and services with completion and implementation of the Transportation Master Plan

Making our communities more welcoming and inclusive through implementation of an Active Transportation Network

## 5. Financial Implications

There are no direct financial implications associated with this report. Appropriate funds were included in the approved 2014 Transportation capital and operating budgets for 2014 Regional projects and programs identified in this report. The 2015 Pedestrian and Cycling Municipal Partnership Program budget of \$500,000 is included in the recommended Transportation capital budget. Expenditures for this program are funded by 90 per cent Development Charges and ten per cent tax levy.



## 6. Local Municipal Impact

The pedestrian and cycling initiatives highlighted in this report provide a range of travel options to people living and working in York Region. York Region continues to coordinate and consult with local municipal staff to ensure consistency and integration of walking and cycling facilities between municipalities. The Active Transportation Working Group and Municipal Partnership Program assist in the implementation of local municipal pedestrian and cycling projects.

## 7. Conclusion

York Region continues to provide sustainable travel choices such as public transit, carpooling, walking and cycling. The 2014 efforts to implement the Pedestrian and Cycling Master Plan included several infrastructure improvements, cycling safety programs and initiatives such as the Active Transportation Working Group, the York Region Bike Summit and the Lake to Lake Route implementation.

The update of the Pedestrian and Cycling Master Plan will be integrated with the update of the Transportation Master Plan currently underway.

For more information on this report, please contact Stephen Collins, Director of Infrastructure Management at ext. 75949.

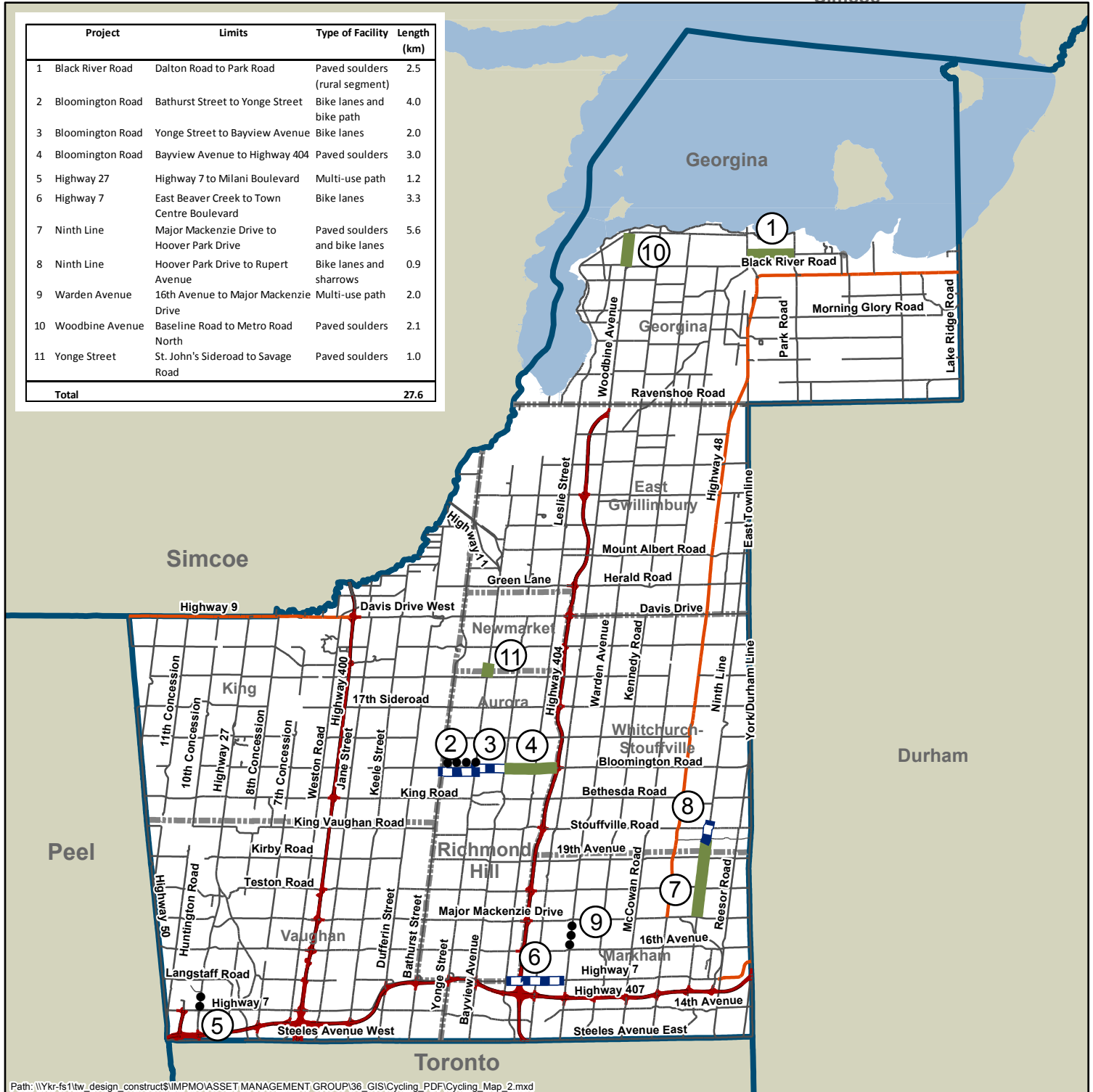
The Senior Management Group has reviewed this report.

Attachment (1)

#5945607

Accessible formats or communication supports are available upon request

Project	Limits	Type of Facility	Length (km)
1	Black River Road Dalton Road to Park Road	Paved soulders (rural segment)	2.5
2	Bloomington Road Bathurst Street to Yonge Street	Bike lanes and bike path	4.0
3	Bloomington Road Yonge Street to Bayview Avenue	Bike lanes	2.0
4	Bloomington Road Bayview Avenue to Highway 404	Paved soulders	3.0
5	Highway 27 Highway 7 to Milani Boulevard	Multi-use path	1.2
6	Highway 7 East Beaver Creek to Town Centre Boulevard	Bike lanes	3.3
7	Ninth Line Major Mackenzie Drive to Hoover Park Drive	Paved soulders and bike lanes	5.6
8	Ninth Line Hoover Park Drive to Rupert Avenue	Bike lanes and sharrows	0.9
9	Warden Avenue 16th Avenue to Major Mackenzie Drive	Multi-use path	2.0
10	Woodbine Avenue Baseline Road to Metro Road North	Paved soulders	2.1
11	Yonge Street St. John's Sideroad to Savage Road	Paved soulders	1.0
<b>Total</b>			<b>27.6</b>



Path: \\Ykr-fs1\tw\_design\_construct\IMP\MO\ASSET MANAGEMENT.GROUP\36\_GIS\Cycling\_PDF\Cycling\_Map\_2.mxd

## Cycling Facilities Added to Regional Roads in 2014

2014 Annual Report: Pedestrian and Cycling Master Plan Implementation, March 5, 2015



Produced by:  
Infrastructure Management and Project Management Office  
Transportation Services Department  
© Copyright, The Regional Municipality of York, Feb. 2015  
© Copyright, First Base Solutions Inc. 2013 Orthophotography  
\* Includes © Queen's Printer for Ontario 2003-2014

### Legend

- Paved Shoulder
- Bike Lanes
- Multi-use Path

