

Clause No. 21 in Report No. 11 of the Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 26, 2014.

21 GREENBELT CYCLING ROUTE

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 29, 2014 from the Commissioner of Transportation and Community Planning:

1. RECOMMENDATIONS

It is recommended that:

1. Council endorse the Greenbelt Route through York Region as identified in *Attachments 2 to 5* of this report.
2. Regional staff be directed to install and maintain Greenbelt Route signs provided by the Greenbelt Foundation on the identified route within the Region's jurisdiction.
3. Regional staff be authorized to make minor adjustments to the route as required for construction detouring or other unforeseen issues.
4. The Regional Clerk circulate this report to the Township of King, Town of Aurora, Town of Newmarket, Town of Whitchurch-Stouffville and Waterfront Regeneration Trust.

2. PURPOSE

This report recommends endorsement of the Greenbelt Route through York Region, a predominately on-road cycling route using existing Regional roads and trails, from Peel to Durham Region.

3. BACKGROUND

The Greenbelt Route will create a 460 kilometre provincial cycling route connecting Northumberland County to Niagara Region

The Route will showcase communities en route and provide links to urban centers along the Greenbelt. It will also have several north-south connections to the 1,400 kilometre Waterfront Trail, including York Region's proposed future Lake to Lake Route.

Together, the connected trails will form a regional loop that encompasses a significant part of Lake Ontario and its watershed. Waterfront Regeneration Trust (WRT) is the project lead on the Greenbelt Route initiative. The proposed Greenbelt Route from Niagara to Northumberland County is shown in *Attachment 1*.

The new route will take advantage of the rapidly growing interest in cycling tourism

In 2010, two million Canadian visitors went cycling while traveling in Ontario and spent \$391 million. According to the League of American Cyclists, American cyclists spend \$47 billion annually while cycle touring. Quebec vacationing cyclists spend \$134 million annually. Building on this trend, the Greenbelt cycling route is intended to encourage Ontarians and visitors to connect to the communities in the Greenbelt by touring and exploring on a bicycle.

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

The York Region segment of the Greenbelt Route passes through the Township of King, and Towns of Newmarket, Aurora, and Whitchurch-Stouffville. The preferred route was presented at a mapping workshop in the Fall of 2013 that was attended by staff from across the Greenbelt communities.

On May 7 and 8, 2014, approximately 25 cyclists participated in a mobile workshop to preview the entire route through York Region. Tour participants included Regional staff, cycling advocates, technical experts, residents and experienced cycle tourists. Participants had varying degrees of cycling skill and experience. Regional staff received very positive feedback from the participants and no serious concerns were raised.

4. ANALYSIS AND OPTIONS

Detailed mapping of the proposed Greenbelt Route through York Region is included in this report as *Attachments 3 to 5*. A description of each Regional segment and select photos are provided in *Attachment 6*. The proposed route from west to east is detailed below.

The Township of King portion of the Greenbelt Route passes through the communities of Lloydtown, Schomberg and Kettleby

The 27-kilometre segment through the Township of King starts at the York Region border with Peel Region at Caledon King Townline. The Route follows 19th Sideroad through the historic communities of Lloydtown and Schomberg. It continues along Lloydtown-Aurora Road on paved shoulders, passing through the community of Kettleby. The Township of King portion of the Greenbelt Route is shown in *Attachment 3*.

The Town of Newmarket portion of the Greenbelt Route passes through the Sawmill Valley Community and connects with the Tom Taylor Trail

The four-kilometre segment in the Town of Newmarket continues east on Mulock Drive before turning south on the existing John F. Smith multi-use trail. The Town of Newmarket portion of the Greenbelt Route is shown in *Attachment 4*.

The Town of Aurora portion of the Greenbelt Route passes through McKenzie Marsh using a portion of the Nokiidaa Trail

The five-kilometre segment in Aurora starts along the Nokiidaa Trail. Cyclists will be requested to dismount and walk approximately 100 metres on an elevated boardwalk that crosses the McKenzie Marsh. The Route continues east on a boulevard trail along St. John's Sideroad, which transitions to an on-street shared facility east of Bayview. Due to ongoing construction on St. John's Sideroad, short and long term alternate routes may be required and will be signed accordingly. The Town of Aurora portion of the Greenbelt Route is shown in *Attachments 4 and 5*.

The Town of Whitchurch-Stouffville portion of the Greenbelt Route passes through the community of Ballantrae, around Musselman's Lake and through the downtown core of Whitchurch-Stouffville

The 27-kilometre segment through Whitchurch-Stouffville continues along St. John's Sideroad, then south on a low-volume segment of McCowan Road to paved shoulders on Aurora Road. From there, the Trail proceeds south on Ninth Line. In order to avoid a narrow portion of Ninth Line, the route utilizes quiet local roads around the west side of Musselman's Lake, then returns back to paved shoulders on Ninth Line south to the community of Stouffville. The Route follows local municipal on- and off-road bicycle facilities to connect with the Region of Durham at York-Durham Line and Hoover Park Drive. The Town of Whitchurch-Stouffville portion of the Greenbelt Route is shown in *Attachment 5*.

It is anticipated that The Greenbelt Route will be launched with a fully supported recreational bike tour of the entire route in the Summer of 2015

Waterfront Regeneration Trust (WRT) is seeking local and regional approvals for the preferred route in order to move forward with their work plan, which includes:

Spring/Summer 2014

- **Mobile Workshop:** From May 5-10, 2014, WRT-led mobile workshops for staff and experts to assess readiness and test the draft maps through a combination of expert presentations, facilitated discussions and cycling.
- **Wayfinding Workshop:** The WRT will lead a session to develop a consistent wayfinding strategy for directional signage along the route and its connections.
- **Signage Audit:** WRT will assess the route to determine the appropriate directional signage to mark the route. Each municipality will review audit results to confirm the plan meets local and regional standards.

Fall 2014/Winter 2015

- Signage will be provided to municipalities by the WRT. The Greenbelt Foundation is providing funding to cover the cost of the production of directional signage. The local and regional municipalities will be responsible for installing the signage on their respective facilities.

Summer 2015

- The Greenbelt Foundation will publish various promotional resources. A website featuring detailed maps will be made available to the public and the Route will be promoted through multiple channels.

Several municipalities along the Greenbelt Route have formally endorsed the project

The Waterfront Regeneration Trust has been working with Regional staff from Transportation and Community Planning, as well as staff from local communities, to identify an alignment for the proposed Greenbelt Route.

The Greenbelt Route will create a 460 kilometre provincial cycling route that traverses six regions: the County of Northumberland, Regions of Durham, York, Peel, Halton, Niagara and the City of Hamilton. It will showcase communities en route, and provide links to urban centres along the Greenbelt as well as connections to the 1400 kilometre Waterfront Trail.

The project includes six “Ontario By Bike/Welcome Cyclists” workshops to inform local businesses and attractions of the Route, the associated benefits of the cycling tourism market, and engage them in the promotion of the route to enhance their own business.

In return for their involvement Municipalities and Regions will gain a signed provincial cycling route, and a promotional partner in the Greenbelt Foundation. For example, the Foundation has plans to launch a guide and web resources for visitors and residents. The Greenbelt Route will showcase and connect people to the businesses and attractions in the area.

More information can be found at the website www.greenbeltcycles.com

Link to key Council-approved plans

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

2011-2015 Strategic Plan:

- Continue to partner with all levels of government to facilitate delivery of environmentally-sustainable infrastructure
- Improve mobility for users on Regional transportation corridors

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

Pedestrian and Cycling Master Plan:

- To provide a balanced transportation system that places less emphasis on single occupant motor vehicle trips while reducing emissions of air pollutants and greenhouse gases
- To implement a comprehensive and seamless pedestrian and cycling network through the collaboration with local municipalities and other agencies
- To encourage people to walk and cycle more often for utilitarian, recreational and health purposes

5. FINANCIAL IMPLICATIONS

The 460 kilometre project is funded through a \$500,000 grant from the Greenbelt Foundation

The Waterfront Regeneration Trust is the project lead on the Greenbelt Route that will create a provincial cycling route from Northumberland to Niagara using existing infrastructure. The Greenbelt Foundation is providing funding to cover the cost of the production and delivery of wayfinding signs through the entire Route.

Regional and local municipalities are asked to cover the installation and maintenance cost of the wayfinding signs on their respective facilities. It is estimated that the cost to install the initial signs on Regional roads is approximately \$9,000. This cost can be covered through the 2014 Transportation and Community Planning operating budget. It is anticipated that sign replacement will be required every seven years at an approximate cost of \$5,000. This cost can be included in future budget requests in line with the replacement cycle of the signs. Costs for other ongoing maintenance activities associated with the signs are expected to be minimal.

6. LOCAL MUNICIPAL IMPACT

The signed Greenbelt Route is anticipated to create a new tourist destination and draw new visitors to York Region. It will help to promote awareness of cycle touring and provide local Greenbelt communities and businesses with access to the economic benefits of catering to the growing cycle tourism market. The estimated cost of sign installations within the local municipal jurisdictions is \$7,000. Waterfront Regeneration Trust is seeking similar endorsement from local municipalities along the proposed Greenbelt Route.

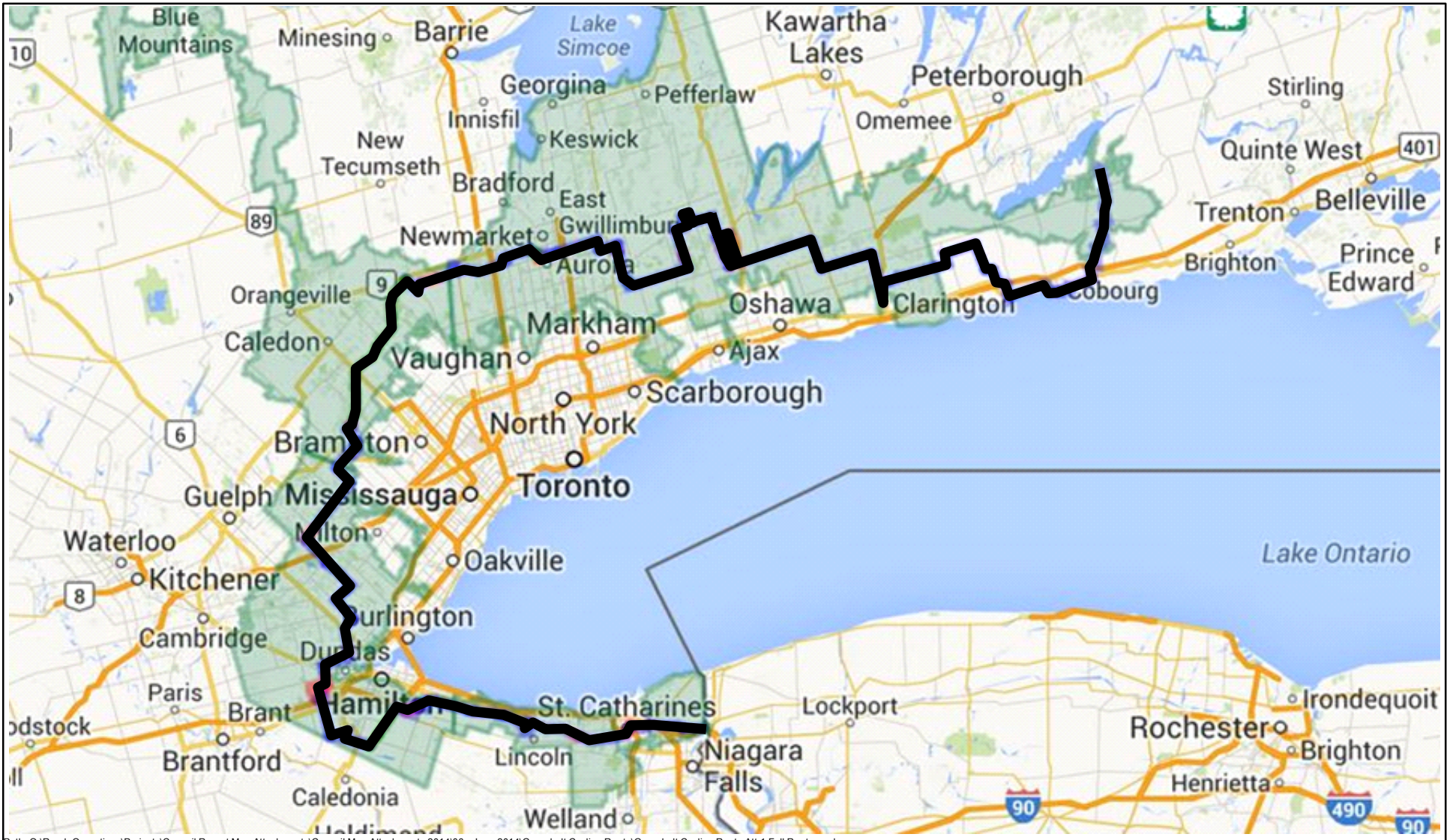
7. CONCLUSION

The Greenbelt Route will be launched following the Pan Am/Parapan Am Games in August 2015 with a fully supported recreational bike tour of the entire route. The Waterfront Regeneration Trust requests York Region's endorsement for the preferred alignment of the Greenbelt Route by the summer of 2014 as support for plans to implement the route in time for a 2015 launch. York Region continues to work with the Greenbelt Route partners to assess the route and determine if updates are needed.

For more information on this report, please contact Steven Kemp, Director of Traffic Management and Intelligent Transportation Systems at ext. 75226.

The Senior Management Group has reviewed this report.

Attachments (6)



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Greenbelt Cycling Route Full Route from Niagara Region to Northumberland County

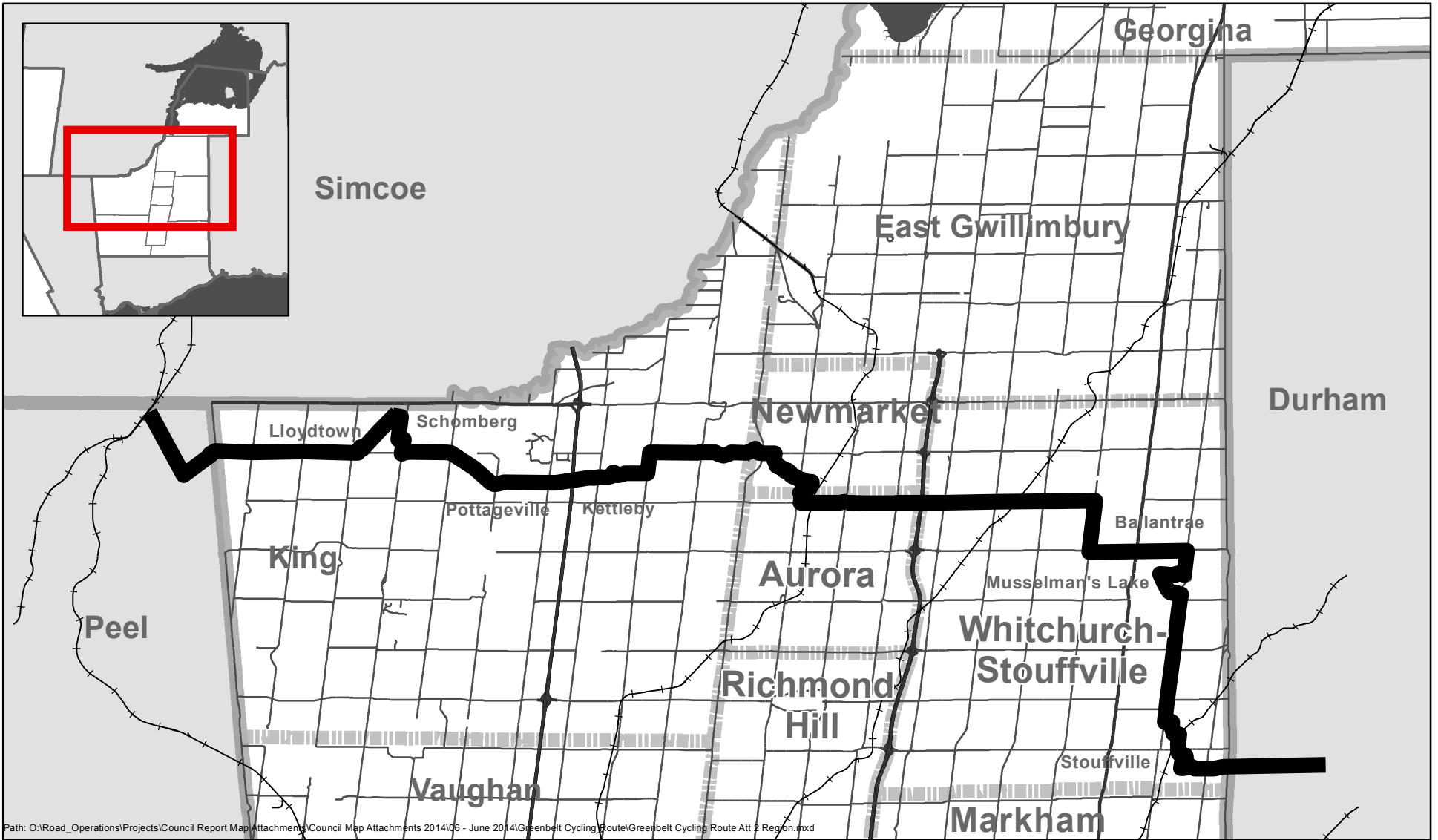
June 26, 2014

Legend

Greenbelt Route 



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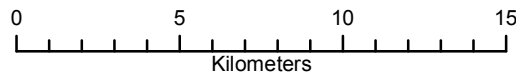
Greenbelt Cycling Route York Region Route from Peel Region to Durham Region

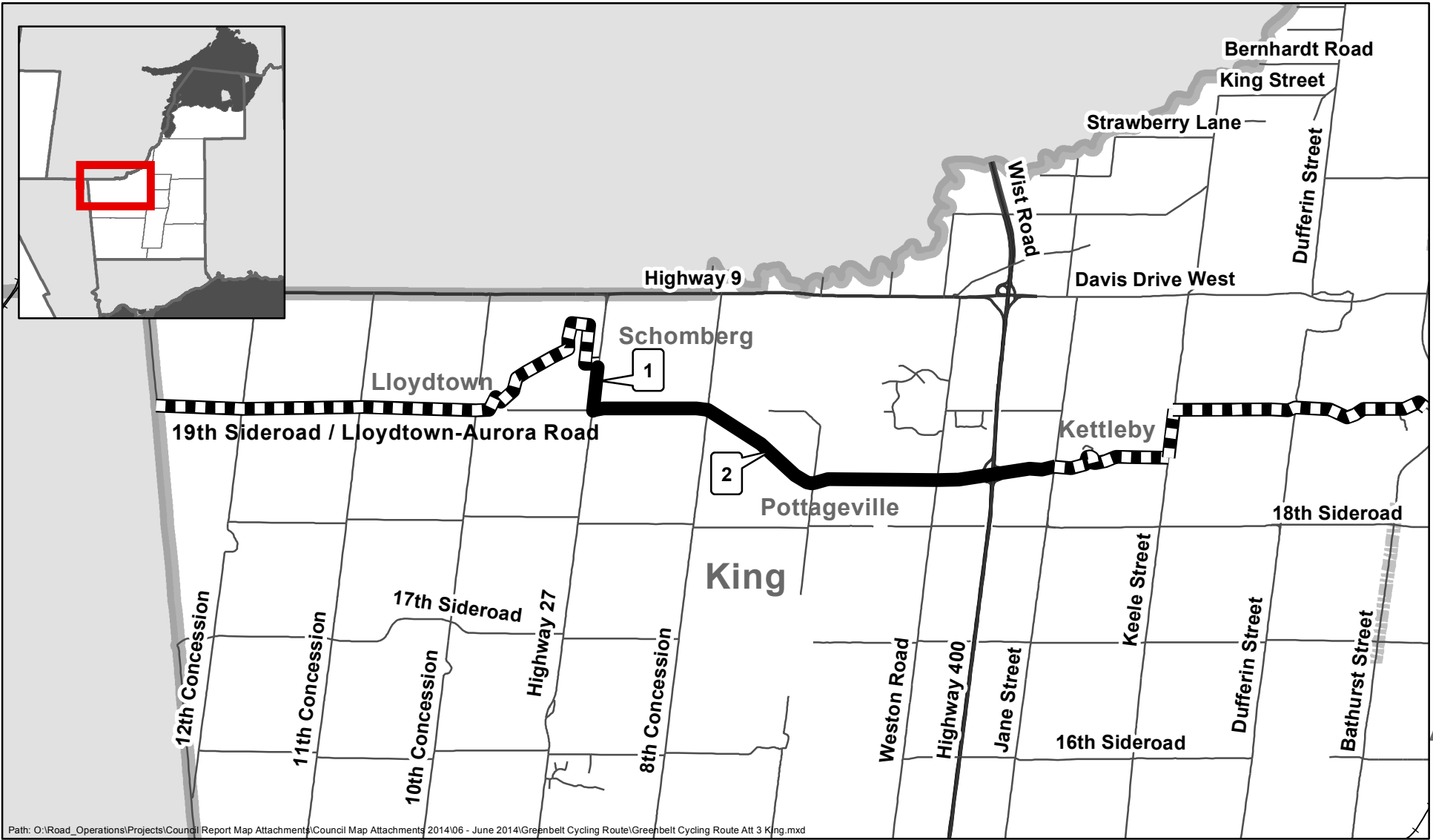
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Legend

Greenbelt Route 

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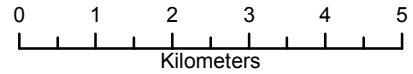



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Greenbelt Cycling Route Township of King

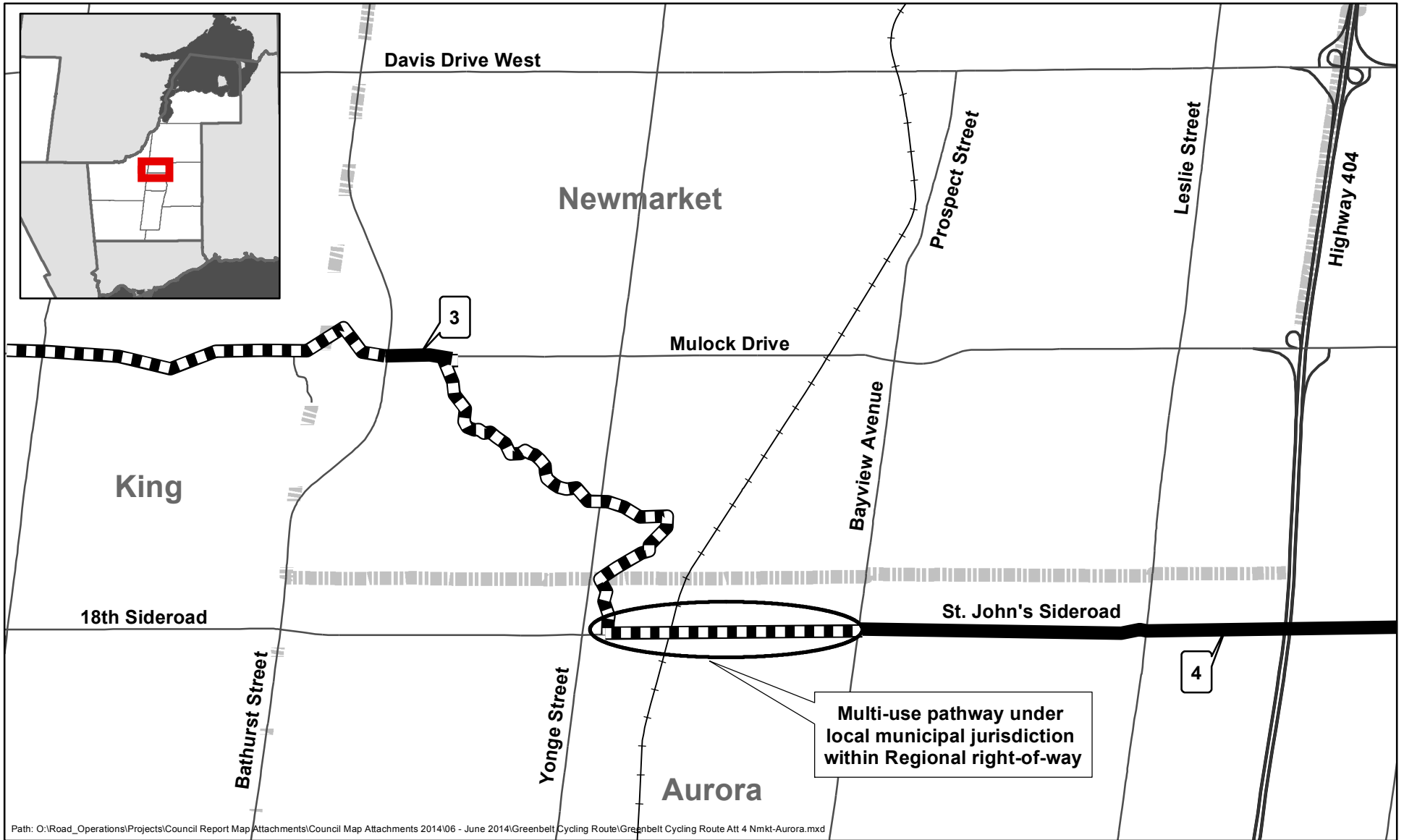
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- Legend**
- Regional Road Segment 
 - Greenbelt Route - Regional 
 - Greenbelt Route - Local 



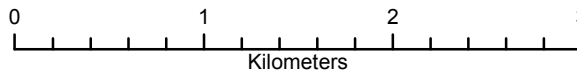





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Greenbelt Cycling Route Town of Newmarket / Town of Aurora

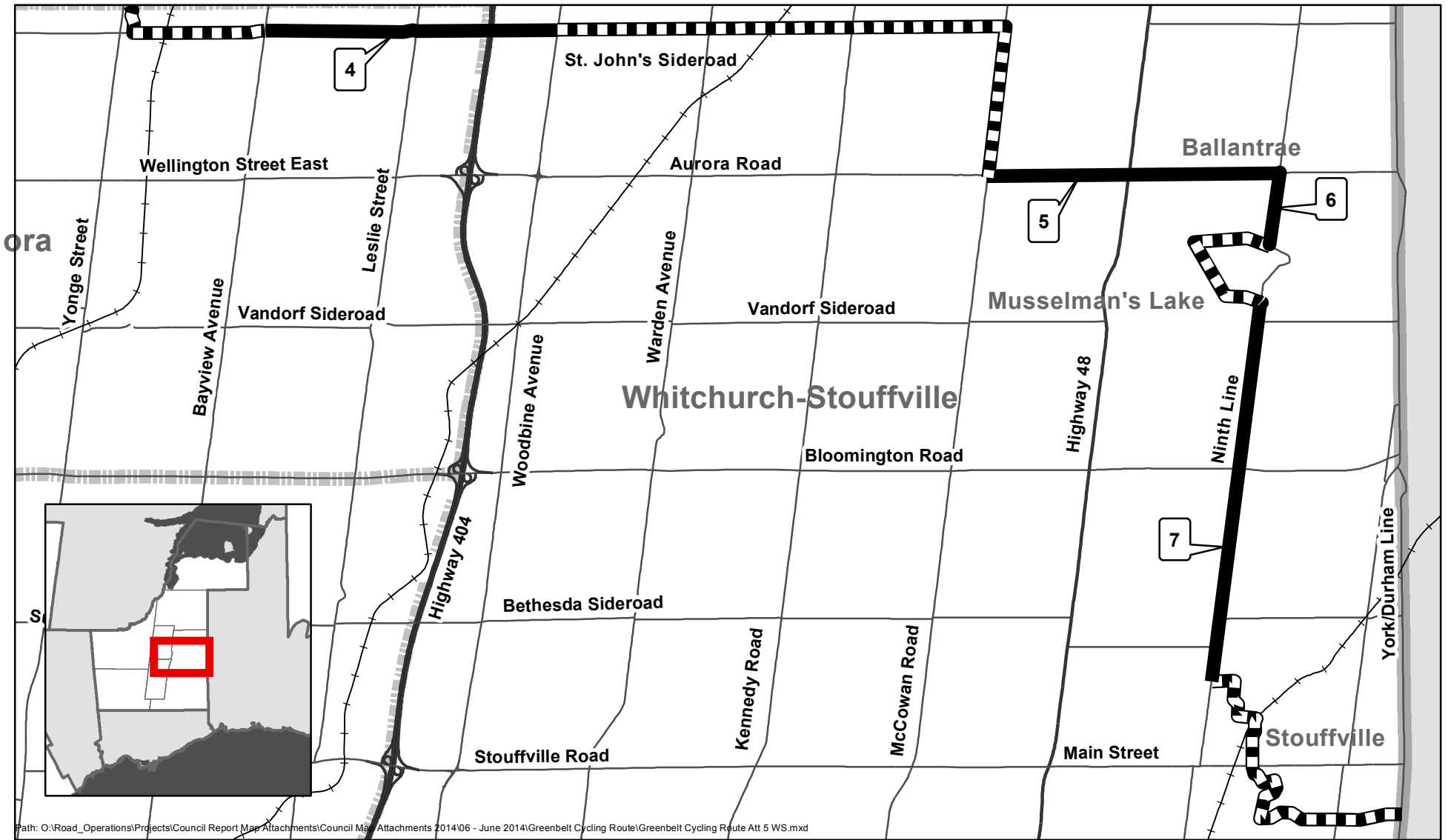
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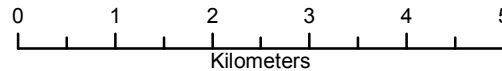


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Greenbelt Cycling Route Town of Whitchurch-Stouffville / Town of Aurora

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Legend

- Regional Road Segment 
- Greenbelt Route - Regional 
- Greenbelt Route - Local 






Greenbelt Route on Regional Roads

Regional Road Segment / Map Reference	Limits	Distance (km)	Cross Section	Traffic Volume	Posted Speed (km/h)	Photo
Highway 27 	Maynard Drive to Lloydtown-Aurora Road	0.5	One lane, wide paved shoulders	Moderate 12,500 (veh/day)	70	
Lloydtown-Aurora Road 	Hwy 27 to Jane Street	8.5	One lane, wide paved shoulders	Low 3,900 (veh/day)	80, 60, 80, 50	
Mulock Dr 	Bathurst Street to Sawmill Valley Drive	0.5	Two lanes, shared roadway with curb	Moderate 16,500 (veh/day)	70	

Greenbelt Route on Regional Roads

Regional Road Segment / Map Reference	Limits	Distance (km)	Cross Section	Traffic Volume	Posted Speed (km/h)	Photo
St. John's Sideroad 	Bayview Avenue to Woodbine Avenue	3.1	One lane, shared roadway	Low 6,100 (veh/day)	60, 50, 70	
Aurora Road 	McCowan Road to Ninth Line	4.0	One lane, wide paved shoulder	Low 7,700 (veh/day)	60, 80	

Greenbelt Route on Regional Roads

Regional Road Segment / Map Reference	Limits	Distance (km)	Cross Section	Traffic Volume	Posted Speed (km/h)	Photo
Ninth Line 	North of Musselman's Lake, Aurora Road to Cedarvale Boulevard	0.9	One lane, shared roadway north of Musselman's Lake;	Very Low 2,500 (veh/day)	60, 40	
Ninth Line 	South of Musselman's Lakeshore Road to Bayberry Street	5.3	Wide paved shoulders south of Musselman's Lake	Low 4,800 (veh/day)	40, 60, 50, 70	