



Submitted by:



PEDESTRIAN & CYCLING MASTER PLAN STUDY

2007 TAC
SUSTAINABLE URBAN
TRANSPORTATION
AWARD SUBMISSION



March 2008

TAC's Sustainable Urban Transportation Award

Application Form

NOMINATION BY

TAC Member Organization: The Regional Municipality of York

Key employee representative: Loy Cheah, Manager, Transportation Planning

NOMINATION FOR

Title: Pedestrian and Cycling Master Plan

Program Project Process or Other

Please provide a brief summary about the initiative being nominated:

An innovative approach to advance the development and implementation of pedestrian and cycling facilities in York Region as part of an aggressive effort towards a sustainable region.

TAC Member Organization: The Regional Municipality of York

Contact Person: Loy Cheah

Title: Manager, Transportation Planning

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ATTACHED

- six paper copies of complete nomination submission package (no longer than 7 pages - 8.5" x 11")
- one PDF electronic file of submission on CD
- supporting documents (diagrams, photos, etc.) if needed

Deadline: Friday, March 14, 2008

Send to: 2323 St. Laurent Boulevard, Ottawa, Ontario K1G 4J8

Please note that information on the evaluation criteria and process is provided at

www.tac-atc.ca/english/membersworkroom/urbantrans-awards.cfm

If you have any questions or need clarification, please call (613) 736-1350, ext. 227 or email kcvetkovic@tac-atc.ca.



March 7, 2008

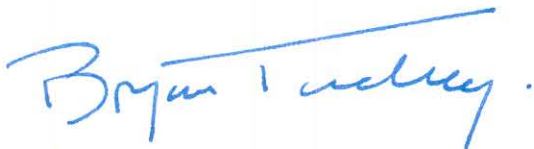
Transportation Association of Canada
2323 St. Laurent Blvd.,
Ottawa, Ontario
K1G 4J8

Re: 2007 TAC Sustainable Urban Transportation Award Nomination

The Regional Municipality of York's Planning and Development Services Department is pleased to submit our *Pedestrian & Cycling Master Plan* for the 2007 Sustainable Urban Transportation Award. This submission reflects York Region's efforts in the development and provision of pedestrian and cycling facilities and policies to achieve our sustainability goals.

We thank the Transportation Association of Canada for this opportunity to submit this application. If you have any questions or require additional information, please contact the undersigned or Loy Cheah, Manager, Transportation Planning at 905-830-4444, Ext. 5024.

Sincerely,



Bryan W. Tuckey, MCIP, RPP
Commissioner of Planning and Development Services



YORK REGION'S PEDESTRIAN AND CYCLING MASTER PLAN IS BEING NOMINATED FOR THE 2007 TAC SUSTAINABLE URBAN TRANSPORTATION AWARD



The PCMP is more than a proposed network of on-and-off-road pedestrian and cycling facilities to connect local municipalities. It is a plan that includes a partnership funding program, an implementation strategy, and a set of outreach programs to promote safe walking and cycling in York Region.

York Region is one of Canada's fastest growing communities. Currently, the Region is growing at a rate of 30,000 to 35,000 new residents per year and is expected to reach a population of 1.5 million by 2031. The Region's population in December 2007 was 983,000.

York Region's Sustainability Strategy was adopted by Regional Council in November 2007 under the Planning for Tomorrow Growth Management Program. It was developed to provide a framework for making smarter decisions about all growth management and municipal responsibilities that better integrate the economy, environment and community. Sustainability is about achieving a state of well-being. The Region strives to improve the quality of life and health of our residents and employees, and support the overall independence and personal development by planning and developing healthy and strong communities. One of the key action areas of the Sustainability Strategy is preparing and adopting the Region's Pedestrian and Cycling Master Plan (PCMP) to promote an active transportation system and lifestyle. With regard to moving people, it means giving more priority to walking, cycling, public transit and carpooling to provide a more balanced transportation system with less emphasis on single occupant vehicle trips in order to reduce our carbon footprint.

The overall direction for the PCMP was established through extensive community and stakeholder input. Additional priorities will evolve through planning, technical review and capital budget processes. To provide future flexibility, the pedestrian-cycling network will be delivered in three phases over a 25 year period. The first two phases form a recommended 10 Year Implementation Plan, and include both infrastructure and program initiatives and associated costs. The 10 Year Implementation Plan is intended to coincide with the Region's 10 Year Roads Construction Program, and will be updated accordingly. The third phase of the plan forms a longer-term strategy (years 11 to 25). As Phase 3 is part of the longer-term strategy, its elements will be confirmed and incorporated into future updates of the PCMP and capital roads program.



The PCMP also includes a Planning and Design Guidelines document that is intended to guide the Region, local municipalities and other partners in the development of a regional pedestrian system and cycling network. The guidelines contain detailed information and recommendations regarding typical planning and design guidelines, as well as pedestrian system and cycling network solutions. The guidelines are based on currently accepted design practices established in North America including references from the TAC Bikeway Traffic Control Guidelines. They are intended as a general reference for the implementation of facilities by network planners and designers.



Source: York Region

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 PCMP is more than a proposed network of on-and-off-road pedestrian and cycling facilities to connect local municipalities. It is a plan that includes a partnership funding program, an implementation strategy, and a set of outreach programs to promote safe walking and cycling in York Region.

This Master Plan is being nominated for the TAC Sustainable Transportation Award to recognize and share in the spirit of economic, health and quality of life benefits that the Region's sustainable transportation approach embodies.

DEVELOPMENT AND ENHANCEMENT OF SUSTAINABLE URBAN TRANSPORTATION

The Region is committed, through policies in both the Regional Official Plan (ROP) and Transportation Master Plan, to changing public travel choices and providing a range of accessible alternate transportation option for all users. The many 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 Region has already developed a strong foundation for sustainability through many key initiatives over the past years. They include:

- Sustainability Strategy;
- Centres and Corridors Strategy;
- Greening Strategy and Land Securement Initiative;
- Water for Tomorrow Program;
- Transportation Master Plan;
- Conventional Public Transit (YRT) and Rapid Transit (Viva);
- Transit-Oriented Development Guidelines;
- Smart Commute Initiatives;
- Corporate Clean Air Task Force;
- Towards Great Regional Streets; and
- A minimum LEED Silver Standard for new Regional facilities.

The ROP sets ambitious and proactive targets in striving to shift public travel choices to minimize environmental impacts, reduce the need for new and widened roads, and avoid network delay and congestion. York's ROP states that it is the policy of Council to "recognize the importance of cycling and walking as an alternative form of transportation and aims to establish a bicycle path and walkway system in conjunction with local municipalities". The development of a Pedestrian and Cycling Master Plan is one step in steering the Region's growth over the next two decades and beyond, with a focus on improving the pedestrian and cycling environment that supports and



promotes alternative modes of active transportation and results in more sustainable communities.

The development of the PCMP is part of York Region's overall growth management strategy and one of several planning initiatives aimed at moving York towards a more sustainable future. The Region recognizes that pedestrian and cycling infrastructure is an absolutely necessary element in reaching the Region's vision, goals and policies contained in the Regional Official Plan, Sustainability Strategy, and other Regional policy documents. Recognizing this, the PCMP addresses the integration of land use planning by including guidelines and recommendations aimed at:



The Region recognizes that pedestrian and cycling infrastructure is an absolutely necessary element in reaching the Region's vision, goals and policies contained in the Regional Official Plan, Sustainability Strategy, and other Regional policy documents.

- Improving urban design and streetscapes in 'pedestrian zones', those areas identified in the Plan where enhanced pedestrian infrastructure should be provided consistent with policies in the Region's Official Plan, Transportation Master Plan and the Region's Transit-Oriented Development Guidelines;
- Improving pedestrian connectivity and accessibility, and in particular prioritizing the integration of pedestrian and cycling modes with transit;
- Encouraging children and youth to use sustainable modes of transportation such as walking, cycling and public transit, and reduce their auto-dependency (through their parents) so they may be more inclined to do so when they are adults;
- Encouraging local municipalities to provide trip-end facilities such as benches, shelters and secure parking for cyclists and pedestrians at major employment, educational, commercial and other nodes that people frequent throughout the Region; and,
- Encouraging local municipalities to adopt a requirement for the supply of bicycle lockers and/or bicycle racks for all new multi-unit residential building sites and retail/commercial centre sites.

In this way, the Plan incorporates land use planning elements within infrastructure and transportation planning, all with the goal of moving towards a more sustainable Region by improving accessibility to destinations, travel options and quality of life.

With a three-tier system of government in Ontario, the responsibility for pedestrian and cycling facilities has historically fallen to local municipalities, and over time, the nine local municipalities in York Region have progressed independently in this area. As a result, pedestrian and cycling plans and facilities exist in varying conditions across the Region. The development of a Regional Master Plan is intended to advance this situation by improving consistency and coordination to the planning and implementation of pedestrian and cycling facilities across York Region.

The PMCP responds to the need to develop policies, guidelines and standards at the Regional level to support municipal efforts for the provision of cycling and pedestrian facilities and related infrastructure, as well as the need to address policy and implementation challenges together. It is recognized that it takes more than bike lanes



IB-23

450 mm x 450 mm



or recreational pathway/sidewalks to make the Region pedestrian and cycling-friendly. The Plan identifies how to promote active transportation and improve cycling and pedestrian safety through education, awareness and enforcement, enhance modal integration, and the provision of trip-end facilities.

The primary goals of the PCMP are to:



Source: MMM Group

- Provide a convenient and continuous system of sidewalks on Regional and local roads, and a designated region-wide cycling network;
- Continue ongoing consultation with the public, local municipalities and key stakeholders to increase walking and cycling activity as a component of sustainable management;
- Provide a safe environment for pedestrians and cyclists;
- Enhance user experience through the implementation of policies and design standards;
- Develop a communications plan to coordinate educational and marketing programs that promote safety and the benefits of active transportation;
- Work with local municipalities to integrate the pedestrian and cycling networks with existing and proposed transportation facilities; and,
- Utilize partnerships with internal and external organizations and the business community to reduce costs.

The PMCP responds to the need to develop policies, guidelines and standards at the Regional level to support municipal efforts for the provision of cycling and pedestrian facilities and related infrastructure, as well as the need to address policy and implementation challenges together.

The plan provides a strong direction and framework that will guide York Region over the next 10 years and beyond as it works with local municipalities and other stakeholders to implement the proposed pedestrian system, cycling network, and their complementary policies and programs.

DEGREE OF INNOVATION

The York Region Pedestrian and Cycling Master Plan is intended to guide the Region as it works with its nine local municipalities over the next 25 years to implement a comprehensive pedestrian system and on-and-off-road cycling network. A highlight feature of the plan is the 'Lake-to-Lake' route, linking Lake Simcoe to Lake Ontario. This route is envisioned as a major 'regional trail' and is expected to be a key destination and amenity for all York Region and other Greater Toronto Area residents.

While local municipalities are able to finance sidewalks and most of their cycling facilities through development charges, regional municipalities like York Region—having no previous responsibilities for this type of infrastructure—must finance any construction entirely through tax levies. This presents a significant challenge in terms of financing the construction of proposed pedestrian and cycling facilities. Through careful integration and coordination of the PCMP with the Region's 10 Year Roads Construction Program, the Region gains cost efficiencies and more certainty in the



Regional Council has also taken the bold and innovative step of establishing an on-going “Municipal Partnership Program” for funding some of the multi-use trails and other local municipal on and off-road components of the PCMP. This unprecedented initiative shares up to 50% of the construction costs for qualifying local municipal and stakeholder pedestrian and cycling infrastructure projects that are consistent with the Region’s PCMP.

construction of on-street bike lanes and paved-shoulder bikeways through programmed road widening and road resurfacing projects.

Regional Council has also taken the bold and innovative step of establishing an on-going “Municipal Partnership Program” for funding some of the multi-use trails and other local municipal on and off-road components of the PCMP. This unprecedented initiative shares up to 50% of the construction costs for qualifying local municipal and stakeholder pedestrian and cycling infrastructure projects that are consistent with the Region’s PCMP. The initial \$500,000 annual budget has already been implemented since 2007 and has been applied to 6 projects, yielding 13 kilometres of trails and multi-use pathways, and 3 crossings of major roads and watercourses. Through this program, the Region is taking a proactive leadership role to support and accelerate local municipal efforts in the provision of pedestrian and cycling infrastructure and related facilities. This program forms part of the Region’s sustainable growth management initiatives by accelerating the construction of local municipal infrastructure that also serves a regional role. The program provides an additional tool to improve the coordination and implementation of local municipal and stakeholder pedestrian and cycling initiatives, and provides financial support to local municipalities that face their own fiscal challenges in implementing those initiatives. The Municipal Partnership Program was pioneered by York Region, as it is the first of its kind in Ontario, other municipalities—both regional and local—have expressed interest in this progressive solution to the challenge of financing pedestrian and cycling infrastructure projects.

Another innovation of this Plan is that the Region establish a Pedestrian/Cycling Coordinator staff position to manage and guide the implementation of the PCMP. The Planning Department, led by the Pedestrian/Cycling Coordinator, will also establish an inter-municipal working group with representatives of the nine local municipalities in York Region. Together, they will work with Regional Health, Regional Police, school boards and other stakeholders to expand pedestrian and cycling supportive programs and educational initiatives.



Source: York Region

TRANSFERABILITY TO OTHER CANADIAN COMMUNITIES & ORGANIZATIONS

York Region’s PCMP is a comprehensive planning strategy built upon sound sustainable development principles and is designed to achieve a more sustainable transportation system and healthy Region. It demonstrates how an upper-tier municipality can partner with local municipalities and conservation authorities to develop a regional planning strategy for pedestrian and cycling infrastructure and programs that are supported by a detailed implementation and fiscal plan designed to mitigate jurisdictional barriers to the benefit of all York Region residents and the public at large.



The plan incorporates “best practices” for infrastructure design, proposes an organization structure to administer the plan, performance measures to evaluate success and the implementation process that can be integrated into annual service, capital investment and delivery programs at both the Regional and local municipal level.



Source: York Region

The PCMP has been developed based on an extensive consultation strategy. Elements of the consultation included open houses, workshops, newsletters and on-line surveys. From the outset of the project, the Region partnered with local municipalities and other key stakeholders—such as York Region Transit, the Regional Health Department and local Conservation Authorities—through a Technical Advisory Committee (TAC). A Public Advisory Committee (PAC), comprised of members of the public from the various local municipalities within the Region, was also formed to advise on the project. Working closely with both TAC and PAC throughout the entirety of the project ensured that the Plan addressed all issues and concerns, and incorporated the synergies of the various partners and stakeholders. With this consultation process and innovative financing through the Municipal Partnership Program, the result is a thorough, aggressive and implementable plan for walking and cycling for York Region, which can be replicated in any other community.

The Plan's implementation is enshrined in key Regional policies, driven by an innovative Municipal Partnership Program. The Region is gaining recognition from other municipalities for its creative fiscal tool to support the implementation of key pedestrian and cycling infrastructure, supportive programs and education initiatives.

Communities and organizations can benefit from many of the key features of the plan including a re-ordering of transportation policy and funding priorities that assigns a greater emphasis on walking and cycling and the integration of these modes with public transit. This will provide a more balanced transportation system that supports the public health and quality of life of all residents. The Planning and Design Guidelines established for this project can also be transferable to other jurisdictions and organizations in order to guide them in developing pedestrian and cycling facilities. The plan incorporates “best practices” for infrastructure design, proposes an organization structure to administer the plan, performance measures to evaluate success and the implementation process that can be integrated into annual service, capital investment and delivery programs at both the Regional and local municipal level.

ADDED VALUE

The PMCP is comprised of four components:

- A concise Overview Report that summarizes the PMCP and highlights key elements of the Plan;
- The main Pedestrian & Cycling Master Plan Study Report;
- A comprehensive set of Planning and Design Guidelines, and,
- The Municipal Partnership Program.

