

COMMITTEE OF THE WHOLE FEBRUARY 2, 2010

PEDESTRIAN & CYCLING MASTER PLAN IMPLEMENTATION UPDATE WARDS 1-5

Recommendation

The Commissioners of Engineering and Public Works and Community Services recommend that this report be received for information purposes.

Contribution to Sustainability

The implementation of the Pedestrian & Cycling Master Plan will create a pedestrian and cycling supportive environment that encourages both utilitarian and recreational travel by walking, cycling and other modes of active transportation. In addition, the Pedestrian & Cycling Master Plan will support the use of public transit, reduce automobile dependency, traffic congestion and transportation related greenhouse gas emissions. Accordingly, the Pedestrian & Cycling Master Plan supports many of the Goals and Objectives of the City's "*Green Directions*", in particular Objective 3.1.

Economic Impact

There is no economic impact associated with this report. The various capital and training expenditure discussed in this report have been undertaken through the various approved annual Capital and Operating budgets.

Communications Plan

There is no specific communication plan associated with this report.

Purpose

The purpose of this report is to provide Council with an update on the implementation of the City's Pedestrian & Cycling Master Plan.

Background - Analysis and Options

Council, at its meeting of April 2, 2007 approved in principle the City's Pedestrian and Bicycle Master Plan, which was prepared by Marshall Macklin Monaghan. Subsequently, Council at its meeting on May 7, 2007 directed staff to develop a work program for the implementation of the various components of the approved Pedestrian and Bicycle Master Plan and undertake the associated work. Since then, Staff has begun to implement certain components of the Master Plan and pursue potential sources of capital funding.

The Pedestrian and Bicycle Master Plan is being implemented jointly by the Commissions of Community Services, Finance & Corporate Services, Planning, and Engineering & Public Works. The Development & Transportation Department is taking the lead on implementing the components of the Master Plan that are located on existing or proposed roadways and the development of the applicable standards and route identification and signage. The Parks Development Department is responsible for implementing the components of the Master Plan within the existing publicly owned open space system including connections to and through new and existing parks. Since 2007 the following initiatives were undertaken:

Development Process

To ensure that the approved Pedestrian and Bicycle network is implemented in new development, a provision has been inserted in all subdivision, spine and development agreements requiring developers to install the various components and facilities identified in the Master Plan within the development area.

Don and Humber River Trail Systems

The Parks Development Department is moving forward the implementation of the off-road component of the Pedestrian and Bicycle Master Plan in a phased and systematic approach. Annually, capital funding is requested as part of the budget cycle for both the Don River and Humber River trail systems. The source of funding for the off road trail network is Citywide Development Charges – Park Development.

City-Wide Transportation Master Plan

The City is undertaking a City-wide Transportation Master Plan (TMP) as a component of the Official Plan Review. One of the key tasks of the TMP assignment is to extend the approved Pedestrian and Bicycle network into the new development areas identified through the Official Plan Review process. In addition, the TMP will review the proposed facilities, incorporate and expand upon the City's current Pedestrian and Bicycle Master Plan and develop a sustainable transportation network that encourages walking, cycling and transit supportive communities.

Municipal Design Criteria & Standards Review

In early 2010, Staff will be issuing a Request for Proposal for the comprehensive review of the City's current municipal design criteria and standards. The terms of reference for the assignment will include the requirement to update the existing City's standards, identify function and characteristics of the City's existing road network. In addition, the review will establish new roadway standards and guidelines that will incorporate network design parameters and signage to guide the City in the development of a City-wide pedestrian and cycling network. Funding for this review was approved in the 2006 Capital Budget

Capital Funding Assistance

The Development & Transportation, Parks Development, and Recreation and Culture Departments have made applications for funding assistance through the Pedestrian and Cycling Municipal Partnership Program (PCMPP) developed by the Region of York, Infrastructure Stimulus Funding through the Federal and Provincial Governments, and the Ontario TDM Municipal Grant Program.

The Region developed its PCMPP program to encourage walking and cycling by accelerating the implementation of pedestrian and cycling infrastructure throughout York Region. This capital cost-sharing program is administered and funded by York Region. Up to 50% of the construction cost of a project under this program will be contributed by the Region. The Program was initiated in 2008 and the Development / Transportation Engineering Department was successful in getting approval in the amount of about \$24,500 to implement the first phase of the bike route signage. Parks Development was also successful in its application for Regional funding and was awarded \$87,200 to assist with the implementation of an underpass connecting the pedestrian and bicycle system under Rutherford Road, providing a continuous route from the intersection of Langstaff and Islington in Woodbridge to Bindertwine Park in Kleinburg. An additional \$16,000 was awarded through the same program for the completion of the trail connections in the Bartley Smith Greenway north of the Langstaff Ecopark.

A submission for the proposed 2010 projects was made in April, 2009 by the Development & Transportation Engineering Department and includes the cost associated with the installation of the second phase of the bike route signage and a multi-use pathway on the south side of Teston Road between Keele Street and Jane Street as shown on the attached map. In October 2009, the Region approved a contribution of approximately \$250,000 towards these projects. The City's approved 2010 Capital Budget includes the required funding for these projects under Capital Project DT-7040-10. The design of the multi-use path on Teston Road is now being finalized with the expectation of construction starting in the summer of 2010.

In 2009, Parks Development received a total of \$1,374,000 in off-road multi-use trail funding through the Infrastructure Stimulus Fund Program. \$300,000 in funding is being used to make necessary repairs and upgrades to the Bartley Smith Greenway and William Granger Greenway, including resurfacing, repairs, and the replacement of an existing temporary bridge with one that will accommodate emergency vehicles. \$984,000 in funding is being directed towards Rainbow Creek Park and the replacement of the deteriorated path network with accessible asphalt walkways totaling approximately 3300 linear metres in length. The project also includes several prefabricated metal pedestrian bridges over Rainbow Creek and associated pathway lighting works. An additional \$90,000 has facilitated the completion of the second phase of trail works in the Maple Nature Reserve, connecting the natural open space to the surrounding community.

A joint submission was made in 2009 by the Parks Development and Recreation & Culture Departments for funding through the Ontario TDM Municipal Grant Program to support the Active Together Trail Signage Program. This program is intended to build on and add to the standard route signage with Motivational and Educational signage.

Pedestrian & Bicycle Projects

The on-road 2009 Capital projects include the establishment of the first segments of the bike route networks in each of the five wards. The proposed 2010 projects build on the bike routes established in the previous year's program plus include the design and construction of the proposed boulevard multi-use trail located on the south side of Teston Road between Keele Street and Weston Road as shown on Attachment No.1. The signage associated with the first phases of the bike route network will be installed in the summer 2010. A multi-year implementation program will be developed once staff has a better understanding of the phasing of the Region's program and the available funding.

As a first step in the implementation the off-road components of the approved Pedestrian and Bicycle Master Plan, Parks Development, in partnership with the Toronto and Region Conservation Authority, completed the Elder's Mills Nature Reserve trail system, which is an accessible trail and bridge link from the neighbourhood developments off of Napa Valley Ave. to Hwy 27 as shown on Attachment No.1. This project includes 350 linear metres of paved off-road multi-use pathway and a prefabricated metal pedestrian bridge over the Humber River.

In 2009, Capital projects for off-road multi-use facilities extended the off-road multi-use pathway system within Boyd Park to Rutherford Road. Extensive trails were also constructed through the Maple Nature Reserve.

Maintaining this momentum, tender documents have already been prepared for two additional bridge crossings within the William Granger Greenway and for the construction of a multi-use pathway between Jacob Keefer Parkway and Planchett Road in the Bartley Smith Greenway. These projects are to be awarded and implemented in 2010.

As part of the 2010 Capital Budget, a capital request has been made by Parks Development to extend the Bartley Smith Greenway north to Rutherford Road and to extend the William Granger Greenway south from Boyd Park to Willis Ave.

Inter - Municipal Working Group on Pedestrian and Cycling Implementation

The Region has formed an Inter-Regional Working Group which will provide a forum for the Region and the local municipalities to discuss, collaborate and coordinate the planning and implementation of the Pedestrian and Cycling infrastructure throughout the Region. This working group will also develop the Outreach Program to educate and promote user-friendly walking and cycling practices throughout York Region. Uniform pedestrian and cycling network signage will be developed and eventually once the basic network is developed and implemented Region-wide Way-Finding signs will be developed. The Inter-Municipal Working Group will allow its members to provide and to receive feedback on its pedestrian and cycling infrastructure implementation plans for the upcoming year.

The first Inter-Municipal Working Group Meeting was held on June 8, 2009 and included a presentation by Region staff on the York Region Pedestrian and Cycling Master Plan Study and its implementation protocol. The presentation was followed by round table discussion on various topics such as coordination of sidewalks implementation, on-street bike lanes vs. multi-use trails, winter maintenance of facilities, illuminations signage standards and multi-use trail crossing treatment at intersections. Following this meeting, Regional staff recommended that the area municipalities adopt the use of a green bicycle route sign as the standard. The next Inter-Municipal Working Group meeting has been planned late January 2010.

City Initiated Capital Projects

The Engineering Services Department is ensuring that the recommendations of the Pedestrian and Bicycle Master Plan are incorporated in the City initiated capital program, in particular road reconstruction and sidewalk projects. In addition, the approved Capital Budget includes funding for the construction of new sidewalks and street lighting throughout the City, which is on-going.

The Pedestrian and Bicycle Master Plan is also the basis of the Parks Development Department's ongoing off-road multi-use pathway implementation process. On January 18, 2010, Council approved a total of \$618,000 for the implementation of the next phase of trail networks in the City of Vaughan. Of this total, \$309,000 is allocated to the Don River/Bartley Smith Open Space and \$309,000 is allocated to the Humber River/William Granger Greenway Open Space.

Metrolinx

The Metrolinx Regional Transportation Plan includes nine "Big Moves" initiatives that will have transformational results on the multi-modal transportation network across the Greater Toronto and Hamilton Area. Big Move #4 is the establishment of a complete walking and cycling network with bike sharing programs. Metrolinx is proposing to invest an increasing commitment over time to at least \$20 million annually for municipalities to implement a complete, integrated walking and cycling network in the GTHA. This commitment equates to an investment of up to \$500 million over 25 years in new walking and cycling infrastructure, creating more than 7,500 kilometres of new dedicated on and off-road facilities. Metrolinx has not yet released the details of this program. Staff will continue to work with the Region and Metrolinx to facilitate the implementation of the RTP, in particular the walking and cycling network.

Staff Participation

It is important the staff that is responsible for the implementing the Pedestrian and Bicycle Master Plan has the technical expertise and knowledge of current trends, standards, advancements and initiatives related to active transportation. To this end, staff has attended the following seminars/workshops:

- Ontario Trails Conference, June 2006;
 - Session included overview of trail implementation processes, financial planning and partnerships, evaluation of ongoing conflicting uses, maintenance, and due diligence as it relates to off-road trail systems.
- Ontario Trails Council Provincial Workshop, January 2008;
 - Session included information on trail construction, sustainability, funding, GIS data resources, insurance and risk management;
 - Round table discussion on inter-regional connectivity.
- Transportation Association of Canada (TAC) Conference, October 2008;
 - Pedestrian and Bicycle Workshop, Overview of bike facility in Montreal and Toronto and a round table discussion related to operational issues.
- Canadian Urban Institute – Mobility at the Human Scale, Planning for Active Transportation and Enhancing the Public Realm, April 2009.
- Integration of Pedestrians and Bicyclists at the Interchanges within the Greater Golden Horseshoe Area and Niagara Region, Ministry of Transportation Technical Workshop, May 2009;
 - MTO is undertaking a study to determine the most appropriate and feasible treatments to accommodate pedestrians and cyclists at interchanges within the Greater Toronto Area and Niagara Region. The study includes a review of best practices, innovative designs, and an assessment of safety and operational efficiency issues at QEW and 400 Series Highway interchanges. The workshop was focused on identifying operations issues that municipal staff has experienced in the planning, design and operation of municipal roads at Highway interchanges. The project scope and schedule was also presented at the workshop.
- Bike Summit 2009, May 2009 – Program included sessions on:
 1. Bicycle Friendly Policies that Results in Economic and Public Health Improvements
 2. New Approaches to Street Design
 3. The Role of Local Government in Promoting Cycling
 4. Bicycle Parking Best Practices
 5. Cycling Advocacy and Community Engagement
- What You Need to Know About Bicycle Lanes (Risk Management), July 2009;
 - Session included overview of the Risk Management Process and five basic steps needed to ensure a successful risk management program (identify exposures, review current practices, develop enhancements, implement enhanced activities and monitor results)
- Regional Municipal Cycling Facility Design Workshop - November 2009;
 - Presentations on safety conscious road design for vulnerable road users and on-road Cycling Design Guidelines.
 - City of Toronto staff presented lessons learned regarding design and implementation of bike lanes including the tour of two to three locations in the City of Toronto where bike lanes have recently been implemented.

Next Steps

In the short term, staff will continue to participate on the Regional Pedestrian & Bicycle Coordination with the initial goal of developing common bike route/lanes signage and way finding methodology. Once the appropriate bike route signage has been finalized in early 2010, engineering staff will proceed to roll out the first phase of the on-road component of the Pedestrian and Bicycle Master Plan.

The design and implementation of the off-road component of the Pedestrian and Bicycle Master Plan will continue on an annual and ongoing basis.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

Staff will continue to work closely with the Region and neighbouring municipalities on the implementation of the both the City and Regional Pedestrian & Cycling Master Plans.

Conclusion

Staff will continue to design and implement the on and off-road components of the Pedestrian and Bicycle Master Plan on an annual and ongoing basis.

Attachments

Attachment No. 1 – Current Pedestrian & Cycling Projects

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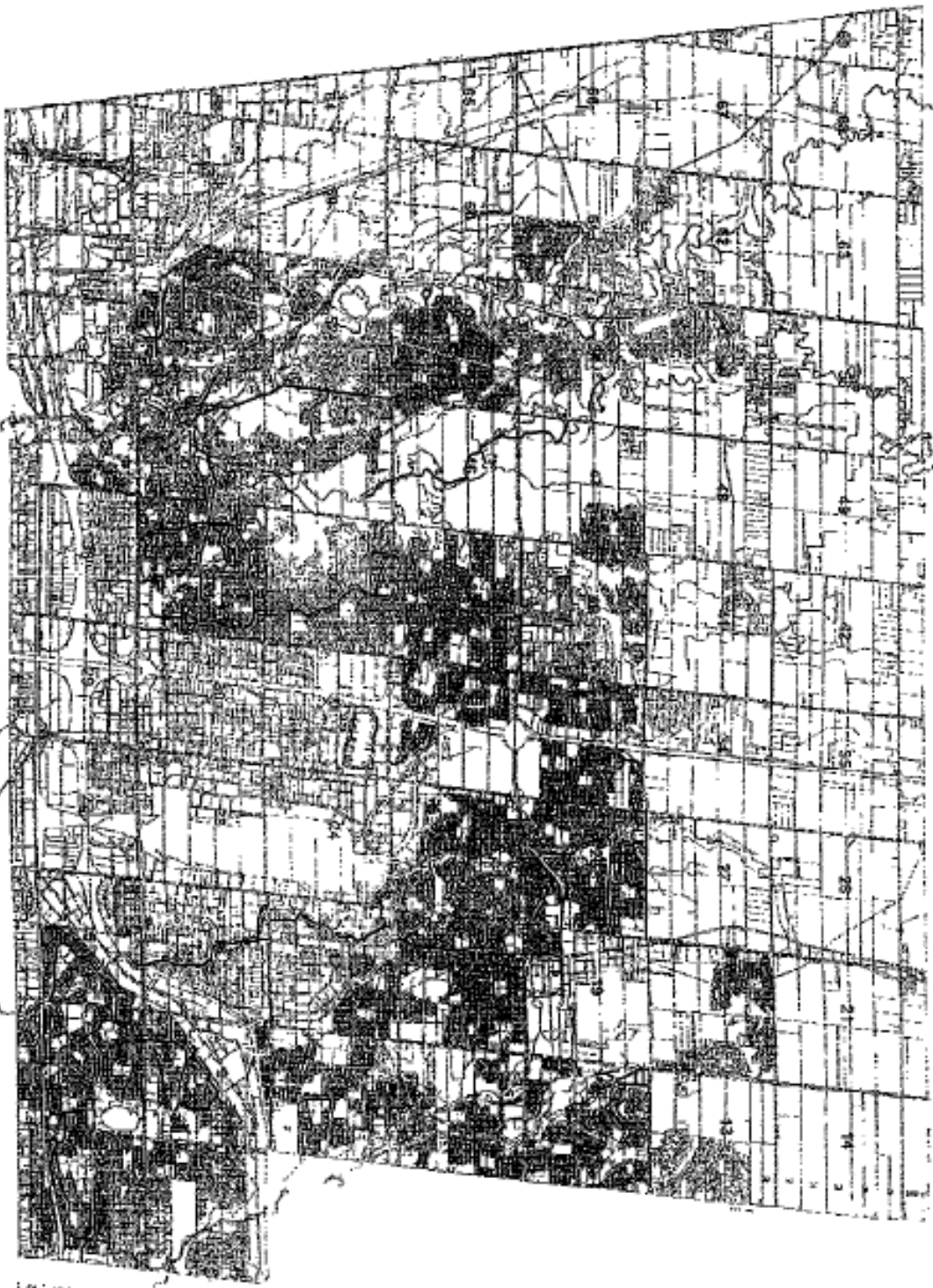
Attachment No. 1

CITY OF VAUGHAN
PEDESTRIAN AND BICYCLE
IMPLEMENTATION PLAN
2009 & 2010



LEGEND

- ~ Single track
- ~ 20'
- ~ Multiple tracks
- ~ 20'
- ~ Multi-use connector roadway
- ~ 20'
- ~ 20' by 20' Pedestrian
- ~ 20' by 20' Bicyclist
- ~ 20' by 20' Pedestrian
- ~ 20' by 20' Bicyclist



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