

Bike and Pedestrian Transportation Action Plans Scan Greater Toronto Area Jurisdictions

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Report to the Greater Toronto Area Clean
Air Council



Prepared by the Clean Air Partnership



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Bike and Pedestrian Transportation Action Plans Scan

Preamble

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About the Clean Air Partnership

Clean Air Partnership (CAP) is a registered charity that works in partnership to promote and coordinate actions to improve local air quality and reduce greenhouse gases for healthy communities. Our applied research on municipal policies strives to broaden and improve access to public policy debate on air pollution and climate change issues. Our social marketing programs focus on energy conservation activities that motivate individuals, government, schools, utilities, businesses and communities to take action to clean the air.

Clean Air Partnership's mission is to transform cities into sustainable, vibrant, resilient communities, where the air is clean to breathe and greenhouse gas emissions are minimized.

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Bike and Pedestrian Transportation Action Plans Scan

About the Greater Toronto Area Clean Air Council (GTA-CAC)

The Greater Toronto Area Clean Air Council promotes the reduction of air pollution and greenhouse gas emissions and increased awareness of regional air quality and climate change issues in the Greater Toronto Area through the collective efforts of all levels of government. The Council identifies and promotes the most effective initiatives to reduce the occurrence of air pollution and greenhouse gas emissions in the GTA, and their associated health risks. The goals of the Council are:

- To enable solutions to air quality and climate change challenges through a dynamic network that expands knowledge and enthusiasm, and encourages practical and successful policies and actions.
- To promote a better understanding of air quality and climate change problems and their implications for public health among policy makers and to improve their ability to address these problems in an economically effective way;
- To explore opportunities for joint initiatives to reduce air pollution and greenhouse gas emissions in the GTA; and
- To liaise with municipalities in the GTA and across Canada, organizations with compatible mandates, and communities within the region to share best practices for reducing air pollution and greenhouse gas emissions.

About the GTA-CAC Inter-Governmental Declaration on Clean Air

On June 4th, 2008 GTA-CAC member municipalities signed on to the *GTA-CAC Inter-Governmental Declaration on Clean Air*, committing them to take action on clean air and climate change. **Article 3.3** of the Declaration calls on the signatories to:

“Develop community Bicycle/Pedestrian Plans aimed at increasing a modal shift from single occupancy vehicle use to active transportation.”

Target: 15 members have approved corporate Bicycle/Pedestrian Plans by 2010

This scan was developed in response to the above GTA-CAC Bicycle/Pedestrian Plan commitment, and is primarily intended to provide information on GTA-CAC member jurisdictions' Bicycle/Pedestrian Plans and Actions.



Bike and Pedestrian Transportation Action Plans Scan

Jurisdiction	Bike or Pedestrian Plan	Notes
Ajax	<ul style="list-style-type: none"> ▪ Pedestrian and Bicycle Master Plan ▪ Transportation Master Plan ▪ Vibrant Streets Update 	<ul style="list-style-type: none"> ▪ TMP features provisions for increased active transport.
Aurora		<ul style="list-style-type: none"> ▪ Trails Master Plan Study underway.
Brampton	<ul style="list-style-type: none"> ▪ Pathways Master Plan 	
Burlington	<ul style="list-style-type: none"> ▪ Cycling Master Plan ▪ Pedestrian Charter 	
Caledon	<ul style="list-style-type: none"> ▪ Trails Master Plan 	<ul style="list-style-type: none"> ▪ Plan currently being updated.
Clarington		<ul style="list-style-type: none"> ▪ Bike and Pedestrian plan will be a part of the Municipality's Official Plan Review.
Durham Region	<ul style="list-style-type: none"> ▪ Regional Transportation Master Plan ▪ Regional Cycling Plan ▪ Regional Trail Network 	
East Gwillimbury		<ul style="list-style-type: none"> ▪ Active Transportation and Trails Master Plan Study underway, public workshops being held in Spring and Summer of 2010.



Bike and Pedestrian Transportation Action Plans Scan

Jurisdiction	Bike or Pedestrian Plan	Notes
Halton Hills	<ul style="list-style-type: none">▪ Pedestrian Charter	<ul style="list-style-type: none">▪ Council approval of Cycling Master Plan is expected in Summer 2010.
Halton Region	<ul style="list-style-type: none">▪ Halton Transportation Master Plan (2004)	<ul style="list-style-type: none">▪ The 2004 Halton Transportation Master Plan includes a Pedestrian and Cycling Infrastructure Plan. The Region is currently undertaking an update to the Transportation Master Plan to 2031 which will include Active Transportation guidelines.
Hamilton	<ul style="list-style-type: none">▪ Transportation Master Plan▪ Shifting Gears – Cycling Master Plan▪ Recreation Trails Master Plan	
Markham	<ul style="list-style-type: none">▪ Cycling Master Plan▪ Trails Master Plan	

Bike and Pedestrian Transportation Action Plans Scan



Jurisdiction	Bike or Pedestrian Plan	Notes
Mississauga	<ul style="list-style-type: none"> ▪ Cycling Master Plan ▪ Transportation Master Plan (TMP) ▪ Strategic Plan ▪ Draft Official Plan ▪ Downtown 21 ▪ Trails Map ▪ Culture Master Plan 	<ul style="list-style-type: none"> ▪ Draft Cycling Master Plan has been prepared. Currently hosting public information sessions. ▪ TMP Directions report is being prepared. ▪ <u>“Move”</u> Strategic Pillar for Change outlines actions and goals to provide complete streets. ▪ <u>“Connect”</u> Strategic Pillar for Change outlines actions and goals to provide more bike-friendly facilities. ▪ Draft OP is currently out for public review. ▪ Downtown 21 Master Plan is currently before Planning and Development Committee for review.
Newmarket	<ul style="list-style-type: none"> ▪ 2006 Official Plan include On and Off Road Bike Plan 	<ul style="list-style-type: none"> ▪ Plan establishes a directive to consider bike and pedestrian infrastructure in all new developments, and provides maps of proposed bike lanes and off-road trails.

Bike and Pedestrian Transportation Action Plans Scan

Jurisdiction	Bike or Pedestrian Plan	Notes
Newmarket		<ul style="list-style-type: none"> ▪ <u>Comprehensive zoning bylaw</u> provides requirements for bicycle and carpool parking.
Oakville	<ul style="list-style-type: none"> ▪ <u>Active Transportation Master Plan</u> ▪ <u>Pedestrian Charter</u> 	<ul style="list-style-type: none"> ▪ The plan consists of short, mid and long-term actions and recommendations to establish and support active transportation. ▪ Pedestrian Charter was adopted to support the continued encouragement of walking throughout the community.
Oshawa	<ul style="list-style-type: none"> ▪ <u>Strategic Community Plan</u> 	<ul style="list-style-type: none"> ▪ Plan commits to implement measures to encourage increased active transportation.
Peel Region		<ul style="list-style-type: none"> ▪ Cycling or pedestrian plan in development.
Pickering	<ul style="list-style-type: none"> ▪ Pickering Trails and Bikeway Master Plan 	<ul style="list-style-type: none"> ▪ Plan being updated and will be available in the Fall of 2010. ▪ <u>Central Pickering Plan 2006</u>.
Richmond Hill	<ul style="list-style-type: none"> ▪ <u>Pedestrian and Cycling Master Plan</u> 	
Toronto	<ul style="list-style-type: none"> ▪ <u>Shifting Gears: City of Toronto Bike Plan</u> ▪ <u>Bike Plan New Strategic Directions 2009</u> ▪ <u>Toronto Walking Strategy</u> 	<ul style="list-style-type: none"> ▪ Toronto's Clean Air Plan reaffirms the City's commitment to build 1000 km of bike lanes by 2012.



Bike and Pedestrian Transportation Action Plans Scan

Jurisdiction	Bike or Pedestrian Plan	Notes
Toronto	<ul style="list-style-type: none"> ▪ Pedestrian Charter ▪ Clean Air Action Plan 	
Vaughan	<ul style="list-style-type: none"> ▪ Bicycle and Pedestrian Master Plan 	
Whitby		<ul style="list-style-type: none"> ▪ Whitby Cycling and Leisure Trails Plan is in development as of December 2009. ▪ Whitby Transportation plan is in development, and aims to provide a diversified transportation network, including increased active transportation.
York Region	<ul style="list-style-type: none"> ▪ Pedestrian and Bicycling Master Plan 	<ul style="list-style-type: none"> ▪ Recommended networks and initiatives incorporated into Transportation Master Plan (November 2009) and Regional Official Plan (December 2009). ▪ Implementation stage includes the Municipal Partnership Program, outreach, and facilities construction. ▪ Inter-municipal Working Group established to collaborate and coordinate projects.



Bicycle and Pedestrian Plans and Policies Scan in GTA-CAC Municipalities

Town of Ajax

- Ajax has completed a Pedestrian and Bicycle Master Plan - <http://www.townofajax.com/Page3602.aspx> - The Pedestrian and Bicycle Master Plan builds on the Town's 80 kilometer trail system in order to develop an interconnected network for pedestrians and cyclists that is accessible and utilitarian. The plan also forms a multi-modal vision for the Town, one in which future travel demand is managed through a combination of new infrastructure, interconnected transit, and a network of bicycle and pedestrian facilities.
 - This plan features 62 km of new sidewalks, 63 km of new trails, 13 km of pedestrian priority corridors, 47 km of new bike lanes, 13 km of new bike priority streets and marked shared lanes and 47 upgraded intersections and freeway crossing.
- Trails system under continuous expansion and improvement, focus is on using trails as a viable alternative to traditional transportation routes.
<http://www.townofajax.com/Asset1133.aspx>
- Transportation Master Plan 2007.
<http://www.townofajax.com/AssetFactory.aspx?did=4313>
- Report features a section on active transport encouraging council to adopt their own pedestrian and cycling plan, which should include:
 - Recommendations for supportive programs to encourage the participation of cycling and walking.
 - Identification, evaluation and selection of pedestrian and cycling routes
 - Development of a maintenance and monitoring program.
 - Development of implementation and funding strategies.
 - Recommendations to facilitate safe walking and cycling – i.e. provision of painted and illuminated cross-walks.
 - Identification of solutions to operational issues.
 - Positive guidelines for cycling, signage and delineation of bicycle paths.
 - The Plan also recommends that all future road widenings and new road construction include bike lanes and bicycle right-of-ways where possible.
- Recreation, Parks and culture Plan 2008.
- The Vibrant Streets initiative (Transportation Policies) has been adopted by Council (now with the Region for approval) - <http://www.townofajax.com/Page4148.aspx> - The Official Plan Amendment addresses matters such as reducing greenhouse gas emissions and auto dependency, in addition to providing a transportation system that is safe and reliable.

Bike and Pedestrian Transportation Action Plans Scan

- Identifies the need to highlight the trails system in Town, develop a long-term trails development plan.
- Seeks to integrate pedestrian and bicycle facilities into transportation networks.
- Identifies the need to develop Active and Safe Routes to School Strategies
- Plans for Active Transportation Workshops to be held with key employers.
- Town began work on a Pedestrian and Bike Master Plan with public consultations in May and October of 2009.
- May 2010 GTA-CAC presentation highlights current plans and policies that feed into the creation of a new pedestrian and bike plan:
<http://www.townofajax.com/AssetFactory.aspx?did=6931>
 - Vision 2020 Ajax lists as its goal to “Encourage the use of trails and bikeways for recreational enjoyment, and as alternative transportation corridors through the provision of facilities and user education”
 - The plan also lists its Objective to “Develop a continuous and connected trails system that reduces auto dependency, links communities, promotes healthy lifestyles, and builds awareness and appreciation of the Town’s significant natural environments.”
- Walk and Bike for Life workshop established a set of community recommendations through a workshop, including increased seating capacity and vegetation, physically divided bike lanes and the creation of a pedestrian village. These recommendations are to be considered in the crafting of the Pedestrian and Bike Master Plan.
- October community workshop presented a more fleshed out vision for the Plan, including recommendations for pedestrian-priority areas, bicycle priority and bicycle only transportation corridors, increased signage for bike lanes and increased sidewalk space. <http://www.townofajax.com/AssetFactory.aspx?did=7716>
- The Draft goals of the Plan are to expand active transportation beyond the trails system into an integrated network of active transportation corridors, to make safety a priority for cyclists and pedestrians and to ensure that all future development and transportation projects are viewed through a pedestrian and cycling lens.

Town of Aurora

- Town Environmental Initiatives:
 - Putting in bike lanes where possible
 - Wider road platforms in the 2B area
 - Bicycle Map published
- Trails Master Plan Study underway, aims to improve connectivity of existing trails system and to develop more trails in the future.



Bike and Pedestrian Transportation Action Plans Scan

City of Brampton

- Transportation & Transit Master Plan (TTMP) Sustainable Update 2009 provides an update to the TTMP of 2004. http://www.brampton.ca/en/Business/planning-development/Documents/PLD/TransPl/2009/finalreport_20091120.pdf
 - Plan provides commitment to improving infrastructure for active transportation by providing new facilities and a more connected, grid style network of transportation routes.
- 2002 Pathways Master Plan contains provisions for the construction of 510 km of new trails, bike lanes and signed routes for pedestrians and cyclists. <http://www.brampton.ca/en/Business/planning-development/Documents/CD/ParksPl/Pathways%20Master%20Plan,%20Vol.%201.pdf>
 - Plan makes recommendations for new width requirements, increased use of bike lanes, and expansion and increasing connectivity of current path system.
- Bikelinx program involves installation of bike racks on all city buses.

City of Burlington

- Cycling Master Plan: <http://cms.burlington.ca/AssetFactory.aspx?did=12331>
 - Plan features provisions for a dramatic increase in the number of bike lanes, paved shoulders and multi-use paths in the city, as well as the construction of 50km of bicycle priority lanes.
 - Increased signage and year-long maintenance of paths and trails is identified as a priority.
 - Plan also includes provisions for new end-of-trip facilities at municipal facilities.
 - Plan also includes recommendations for bicycle and pedestrian crossings over the QEW to improve connectivity and safety of the cycling and pedestrian network.
- Pedestrian charter in place
- City of Burlington won Halton Region's SmartCommute employer of the year 2009 for encouraging corporate active transportation.
- Active and Safe Routes to School project underway in partnership with Halton District School Board and Halton Catholic District School Board.
- Clean Air Commute – week long corporate staff event held in June to encourage active or more sustainable modes of commuting.
- Bike to Work day in May – encourages corporate staff to ride to work. May 31, 2010 event for Burlington citizens in conjunction with Halton Region and Metrolinx at Burlington GO station.
- All Burlington Transit buses equipped with bicycle racks



Bike and Pedestrian Transportation Action Plans Scan

- Secure bike lockers installed at City Hall and bicycle parking available in the downtown parking garage. TDM team expanding bike parking at various City facilities this year.

Town of Caledon

- Trails Master Plan adopted but currently being updated and will likely be completed and available on website in Fall of 2010.
- Caledon Transportation Needs Study Update completed, focuses primarily on public transit.
- Hosted sustainable transport workshop with Walk and Bike for Life in 2009

Municipality of Clarington

- No official cycling or pedestrian plan approved at present.
- Map of existing trails, waterfront regeneration trail on website at <http://www.waterfronttrail.org/trail-p-clarington.html>
- Bike and Pedestrian plan will be a part of the Municipality's Official Plan Review.

Regional Municipality of Durham

- Regional Official Plan calls for more sustainable transport options, including cycling
- Regional Transportation Master Plan.
<http://www.durham.ca/departments/works/TMPNov2005.pdf>
 - Sets as a goal a 15% reduction in automobile trips by focusing on pedestrian and bike infrastructure development, in conjunction with other measures such as ride sharing and increased transit use.
 - The plan also commits to “develop guidelines for ensuring the needs of pedestrians and cyclists are considered in the planning, design, construction, operation and maintenance of the Regional Road network.”
- Regional Cycling Plan network and related policies adopted in 2008 – features Regional Cycling Spines connecting key nodes in the region.
<http://www.durham.ca/departments/planning/cycling/2008J35Attach1.pdf> and
<http://www.durham.ca/departments/planning/cycling/2008J35.pdf>
- Regional Trail Network being implemented, connecting each municipality in Durham Region through a series of trails.
<http://www.durham.ca/planning.asp?nr=/departments/planning/dtcc/dtccinside.htm&setFooter=/includes/planningFooter.inc>



Bike and Pedestrian Transportation Action Plans Scan

Town of East Gwillimbury

- Active Transportation and Trails Master Plan consultation is underway, first public workshops held in Spring of 2010.
http://www.eastgwillimbury.ca/Recreation__Leisure/Active_Transportation__Trails_Master_Plan.htm

Town of Halton Hills

- Pedestrian Charter in place (<http://www.haltonhills.ca/townhall/pdf/PedestrianCharter.pdf>) includes provisions for planning decisions to support the development of pedestrian infrastructure, and to create a culture of walkability and safety.
- Creation of a Cycling Master Plan is underway, public consultations wrapped up in September of 2009. The Plan has been approved by all necessary committees and is expected to be approved by council in Summer of 2010.
<http://www.haltonhills.ca/cycling/index.php>
 - The plan is guided by the principles of creating a more cycling friendly community, which allows residents to leave their cars at home when traveling in Halton Hills.
 - The plan also is guided by the principle of increasing awareness of cycling and providing education to both drivers and cyclists to promote safety.
- In the 2007 Green Plan, the Town commits to retrofit roads with cycle lanes, and considers adding a provision where new commercial facilities must have bike racks and showers available for employees.

Regional Municipality of Halton

- The 2004 Halton Transportation Master Plan features a Pedestrian and Cycling Infrastructure Plan, which includes the following recommendations for incorporating cycling and pedestrian infrastructure within the Regional right-of-way:
 - Major urban roadways that are to be rebuilt, should be reconfigured to have, at a minimum, wide outside lanes (i.e. minimum 4.2m wide) in consideration of cyclists. A delineated cycling lane in an urban setting should be an option for those roadways that are likely to have high cycling traffic.
 - Rural roadways that are to be rebuilt should have paved shoulders (i.e. minimum 1.0 m wide) in consideration of cyclists.
 - For pedestrian facilities a 3.0m sidewalk/multi-use path is protected for within the Regional right-of-way. Specific features are determined in consultation with the local Municipalities.



Bike and Pedestrian Transportation Action Plans Scan

- The Region is currently undertaking an update to the Transportation Master Plan to 2031 which will include Active Transportation guidelines.
- For more information please visit www.halton.ca/htmp.

City of Hamilton

- Transportation Master Plan 2007
<http://www.hamilton.ca/CityDepartments/PublicWorks/CapitalPlanning/StrategicPlanning/StrategicEnvironmentalPlanningProjects/GRIDS/Transportation+Master+Plan.htm>
 - Aims to increase walking or cycling trips from 6% of total trips made in the City to 10% in the short term, and 15% in the longer term.
 - City committed to building 120 km of new on street bike lanes and 140 km of multi-use paths.
 - Integrate active travel into transit with bike racks on buses, new bike paths and walkable streetscapes.
 - Examining an incline railway near Wentworth Street to promote easier movement over the escarpment for cyclists and pedestrians.
 - Alternative Transportation Coordinator position has been created to assist in the creation of more cycling and walking programs in the city, and to update Shifting Gears – the city’s Cycling plan that was passed in 1999.
- Shifting Gears – The City’s Cycling Master Plan – updated in 2009. Available at: <http://www.hamilton.ca/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/Cycling/shiftinggears.htm>
 - The plan calls for increases to bike infrastructure spending (\$2.5 million / year, up from the current \$890,000 per year) and an improved tracking mechanism to ensure that the objectives of the plan, which are long term goals, are achieved.
 - Plan aims to increase cycling facilities in the city from 426km (current) to 1395 km over 20 years, thus creating a continuous, easily accessible network for cyclists.
 - Plan also includes elements of cycling education and promotion with the aim to increase ridership while increasing safety.
- Hamilton Recreation Trails Master Plan
(<http://www.hamilton.ca/CityDepartments/PublicWorks/CapitalPlanning/OpenSpace/Hamilton+Trails+Master+Plan+122007.htm>) encourages the development of a multi-purpose network of trails to increase active transportation and eco-tourism in Hamilton.
 - Plan also includes recommendations for improvements to facilities on trails – i.e. bike racks, benches etc.
 - The plan also calls for a more connected network of trails throughout Hamilton.



Bike and Pedestrian Transportation Action Plans Scan

King Township

No cycling or pedestrian plans currently approved.

Town of Markham

- Cycling Master Plan developed in 2007 (<http://www.markham.ca/Markham/Departments/Eng/Trnsp/CPAC/>), features plans for short term implementation and construction of new bike lanes, paved shoulders and signed routes.
 - 2007-2012 implementation strategy features the construction of the majority of the major spines of the cycling network, the long term plan (2012 onwards) then focuses on increasing connectivity to more peripheral areas of Markham.
 - The plan also recognizes the importance of building Markham's cycling network such that it connects with the networks of surrounding municipalities.
- Markham Trails Master Plan implemented in 2008 (http://www.markham.ca/NR/rdonlyres/1D3E6801-13D6-46F4-90F1-617B49EFF6C4/0/Trails_Public_070808.pdf) aims to create a network of trails throughout Markham in order to promote active transportation.
 - Plan states as a goal the construction of 25 km of new trails in the first 5 years of the plan, 65 km of new trails from years 5-10 and 42 km of new trails in years 10-20, with an additional 32 km planned for years 20-50 for a total of 175 km of new planned trails.

City of Mississauga

- Mississauga is aiming to add 600 km of bike lanes over the next 20 years, and increase ridership from 0.3% to 10% of all trips taken in Mississauga. The draft plan is currently out for public input.
<http://www.mississauga.ca/portal/residents/mississaugacyclingplan>
 - Enclosed bike parking, which is a project of the Cycling Master Plan, will be constructed at Civic Centre and Central Library.
<http://www.mississauga.com/news/article/704758—city-offers-enclosed-bike-parking>
 - In 2009, bike racks were installed on all Mississauga Transit buses.
 - Mississauga Trails Map
http://www.mississauga.ca/file/COM/trails_map.pdf
- Mississauga Cycling Advisory Committee is a committee of Council which was formed in the fall of 1994. The committee is comprised of citizen volunteer representatives from the eleven wards plus two Ward Councillors and City staff from the Community



Bike and Pedestrian Transportation Action Plans Scan

Services, Transportation & Works, and the Planning and Building Departments. The Committee meets to advise on various issues related to the cycling network in Mississauga. <http://www.mississaugacycling.ca/about>

- 2009 Strategic Plan outlines numerous goals and actions for increased ridership. <http://www.mississauga.ca/portal/discover/conversationmississauga>
- New Official Plan is currently out for public review and input. <http://www.mississauga.ca/portal/residents/draftmississaugaofficialplan>
 - Section 7.3.3 addresses cycling and pedestrian design
 - Underlying philosophy is to direct growth around multi-modal nodes to reduce car dependence
 - Encourage a multi-modal transportation system that moves away from thinking of bicycling and walking as just recreation activities to thinking of them as legitimate modes of transportation
- Downtown 21 is a Master Plan for Downtown Mississauga that strives to create a vibrant, walkable, and compact Downtown offering a variety of choices and experiences for people. www.downtown21.ca
- Mississauga Culture Master Plan acknowledges the benefits of dynamic walkable streets and that they are important in creating cultural nodes. <http://www.mississauga.ca/portal/discover/artsmasterplan>

Town of Newmarket

- In the 2006 Official Plan (http://www.newmarket.ca/en/townhall/resources/3107712_Newmarket_OP___Consolidated_Modifications___2008_04___Regional_Approval.pdf), it is stated that “In all new development and redevelopment, consideration shall be given to pedestrian and bicycle movement.”
 - The plan also sets right-of-way conditions, and provides maps of the proposed bike lanes and cycling trails (http://www.newmarket.ca/en/townhall/resources/1256088_Schedule_D___On_Street_Bike_Lane_Plan.pdf) and off-road trails for cyclists and pedestrians (http://www.newmarket.ca/en/townhall/resources/2679672_Schedule_E___Off_Street_Trails_Plan.pdf)
- **Comprehensive zoning bylaw** provides requirements for **bicycle and carpool parking** in sections 5.3.7 and 5.3.8 <http://www.newmarket.ca/en/townhall/resourcelibrary/AppendixA-ZoningBylaw.pdf>

Town of Oakville

- Oakville Transit has 100% of the conventional fleet equipped with bike racks.



Bike and Pedestrian Transportation Action Plans Scan

- Active Transportation Master Plan adopted in 2009 (http://www.oakville.ca/Media_Files/engconst/ATMPreport-Full.pdf)
 - The plan recommends a community outreach strategy that includes education, encouragement and enforcement programs for cyclists, pedestrians, and motorists aimed at supporting the many benefits of active transportation
 - Recommends the implementation of 271 km of new on-road cycling facilities, in addition to 87 km of new off-road multi-use trails
 - Also includes recommendations for the implementation of 165 km of new sidewalks
 - The majority of the new infrastructure is planned to be developed within 10 years, with a minimal amount of the remaining infrastructure to be implemented in the long term plan (year 11 onwards)
 - The plan is an active, flexible document that is intended to absorb changes and is intended to be updated every five years
- An active member of Smart Commute Halton and received the 2008 Employer of the Year Award for outstanding participation, support and encouragement of transportation demand management.
- Participation in the Active and Safe Routes to School pilot project steering committee in 2008/2009, and is now actively involved in the expansion of the program to over 25 schools throughout Halton Region.
- Pedestrian Charter (http://www.oakville.ca/Media_Files/recculture/2009PedestrianCharter.pdf) was adopted to support the continued encouragement of walking throughout the community. Program development and outreach around the Pedestrian Charter is carried out through our Make Your Move program in Recreation and Culture Department.

City of Oshawa

- Strategic Community Plan (<http://www.oshawa.ca/strategic/finalplan.pdf>) commits to implementing measures to encourage and support bicycle travel within the City including bike lanes, bike racks, signage of designated routes and snow clearance of bike lanes and the development of an inter-connected bike lane and trail system.
- City has increased minimum sidewalk width to 1.5m from 1.2m and increased frequency of snow clearing and maintenance.
- New bike lanes are being constructed, such as the Simcoe Street North project in 2009.

Regional Municipality of Peel

Cycling or pedestrian plan in development and expected to be completed by end of 2010.



Bike and Pedestrian Transportation Action Plans Scan

City of Pickering

- The Central Pickering Plan of May 2006 (<http://www.cityofpickering.com/seaton/pdfs/PickeringPlan.pdf>) identifies the need to develop a network of bike lanes and multi-use trails under a Pedestrian and Bicycle Master Plan.
- Pickering Trails and Bikeway Master Plan, presently being updated and will be available in the Fall of 2010.
- Pickering Official Plan calls for:
 - Promoting the design of road corridors and systems as multi-use public facilities that respond to the sometimes conflicting needs of pedestrians, cyclists, transit, taxis, high-occupancy vehicles, automobiles and trucks;
 - Promoting ways to reduce traffic peaks and shift modes away from single-occupancy vehicles, where appropriate through travel demand management initiatives including ride sharing, telecommuting, trip chaining, and bus priority or high-occupancy vehicle lanes;
 - Maintaining an interconnected system of sidewalks and walkways through urban areas; and
 - Pursuing and maintaining an interconnected system of trails and bikeways within urban and rural areas, consistent with the approved Pickering Trails and Bikeway Master Plan, including connections to the Lake Ontario Waterfront Trail, the Seaton Hiking Trail, the Oak Ridges Moraine, the Downtown Core, the GO Transit Station, abutting other municipalities and other important destinations.
- Pickering has a total of 48.2km of walking and cycling trails.
- 12.9 km of new trails have been proposed and should be complete by 2013.
- The City of Pickering participates in the Clean Air Commute each June.

Town of Richmond Hill

- Pedestrian and Cycling Master Plan approved in December of 2009 (http://www.richmondhill.ca/documents/pedestrian_cycling_master_plan_study.pdf)
 - Plan aims to construct 23.5 km of bike lanes, 6 km of paved shoulders, 76 km of signed bike routes and 57 km of signed bike routes with or without edge lines and sharrows by the end of 2011.

Bike and Pedestrian Transportation Action Plans Scan

- Longer term plans aim to develop 20 km of multi-use trails, 62 km of bike lanes, 16 km of signed bike routes, 4 km of signed bike routes with or without edge lines or sharrows and 89 km of new sidewalks by 2036.
- The plan also identifies the importance of end-of-trip facilities, bike racks and community outreach and education in the implementation of the plan.

City of Toronto

- Shifting Gears: City of Toronto Bike Plan completed and approved in 2001.
http://www.toronto.ca/cycling/bikeplan/pdf/bike_plan_full.pdf
 - Plan aims to double the number of cycle trips taken in the city by 2011, while reducing the number of cycling accidents.
 - Plan establishes the need for a 1000 km bicycle network with improved facilities across the city.
 - Plan also emphasizes the importance of cyclist, motorist and police training in order to safely integrate increased cycling traffic.
 - Plan makes recommendations for bike-and-ride programs with the TTC, such as bike racks on buses, and also emphasizes the need for increased bicycle parking facilities across the city.
 - The plan aims to build 460 km of new bike lanes, 250 km of new signed routes, 31 km of new boulevard trails, 82 km of new utility right-of-ways and 15 km of new park trails in the coming decades.
 - The plan identifies the need to provide annual updates on the implementation of the Plan – Those updates can be found at
<http://www.toronto.ca/cycling/network/network-project-status.htm>
- Bike Plan New Strategic Directions document (<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-21588.pdf>) sets out the priorities for the implementation of the Bike Plan over the next two years, based on the following six priorities:
 - launch a Toronto Public Bicycle System by Spring 2010;
 - expand the downtown bikeways to support the Public Bicycle System;
 - accelerate construction of the bikeway trails, particularly in the suburban districts;
 - expand the number of high-security bicycle parking facilities;
 - develop a comprehensive research and bicycle data analysis program; and
 - expand the promotion and communications programs.
- The document recognizes that the initial timelines for the Plan may have been a bit ambitious, but reaffirms the city's commitment to improving cycling infrastructure in the city.



Bike and Pedestrian Transportation Action Plans Scan

The document also lists some of the key accomplishments of the Bike Plan's first seven years, including implementation of the Plan's recommendations in all six program areas:

- Bikeway Network (bicycle lanes, routes and trails) expanded from 166 km to 403 km;
 - Post-and-ring bike racks have been doubled from 7,500 to over 16,000;
 - Toronto has installed more bike parking than any other North American city;
 - Bike racks have been installed on buses on 53% of TTC bus routes; 85% of TTC bus routes will be equipped with bike racks by the end of 2009;
 - Bike Week expanded to Bike Month, with over 100 City and community-led events;
 - Toronto's first Bicycle Station opened at Union Station in May 2009;
 - Award winning Kids Can-Bike Camps offered by Parks, Forestry and Recreation;
 - Waterfront Toronto has developed and implemented significant improvements to the Martin Goodman Waterfront Trail;
 - New bicycle parking guidelines for provision of secure bicycle parking for new developments; and
 - Martin Goodman Waterfront Trail maintained through winter 2008-9 for the first time.
- Toronto Cycling Committee established in 2001, serve an advisory role to City Council on the design and implementation of cycling strategies.
<http://www.toronto.ca/cycling/committee/index.htm>
 - Bike Station in place in Union Station since 2009.
<http://www.toronto.ca/cycling/bicycle-station/index.htm>
 - CAN-BIKE education program established to teach cyclists safe riding and maintenance techniques. <http://www.toronto.ca/cycling/canbike/index.htm>
 - Toronto's Walking Strategy approved by council in 2009.
<http://www.toronto.ca/transportation/walking/pdf/walking-strategy.pdf>
 - Strategy identifies 6 areas for action – with 52 specific recommendations focused on improving pedestrian infrastructure and nurturing a culture of walking in the City of Toronto
 - Strategy identifies the need to improve clearing and cleaning of walking infrastructure.
 - Strategy also identifies ways to turn non-walking oriented areas into places that people want to walk through new design guidelines, sidewalk improvements and improved lighting and streetscaping.
 - Implementation plan for the Walking strategy available at <http://www.toronto.ca/transportation/walking/pdf/walking-strategy-chart-final.pdf>



Bike and Pedestrian Transportation Action Plans Scan

- Pedestrian Charter drawn up and passed in 2002 – establishes 6 core principles of pedestrian travel that the city pledges to uphold.
<http://www.toronto.ca/transportation/walking/pdf/charter.pdf>
- In 2007 council decisions, a number of short term transportation initiatives are identified, including pilot projects for bike boxes, leading bicycle intervals at stop lights and pedestrian priority signal crossings.
<http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-10-22-cc13-dd.pdf> (pages 49-50)
- The City's Clean Air Action Plan sets as a priority the construction of the 1,000 km bike network by 2012, and the integration of all the city's existing policies and plans into a Sustainable Transportation Implementation Strategy.
http://www.toronto.ca/changeisintheair/pdf/clean_air_action_plan.pdf

City of Vaughan

- Bicycle and Pedestrian Master Plan is currently being implemented
(<http://www.city.vaughan.on.ca/newscentre/projects/pdf/PED%20AND%20BIKE%20FINALE.pdf>)
 - Short term goals (up to 2016) include 117 km of new multi-use trails, 99 km of new bike lanes, 9 km of paved shoulders, 145 km of signed bike routes and sidewalks and 15.6 km of new hiking paths.
 - Phase 2 (2017 – 2026) includes the construction of 82 km of multi-use trails, 70.5 km of bike lanes, 54 km of paved shoulders and 4 km of signed bike routes and sidewalks.
 - The Plan also addresses the importance of end-of-trip facilities and public outreach to the implementation of the plan.

Town of Whitby

- In May 2009, council approved a recommendation to develop community bicycle/pedestrian plans.
- In December of 2009, the city retained IBI group to conduct a Whitby Cycling and Leisure Trails Plan aimed at creating a more enjoyable and safe environment for active transport and a more interconnected network of active transportation facilities in the Town. <http://whitby.ca/index.php?page=130>
- Transportation Plan is being developed by Dillon Consulting, and aims to provide a plan for a diversified transportation network. <http://www.whitby.ca/index.php?page=270>



Bike and Pedestrian Transportation Action Plans Scan

Regional Municipality of York

- Pedestrian and Cycling Master Plan (PCMP) was approved in 2008 and is under implementation:
<http://www.york.ca/Departments/Planning+and+Development/Pedestrian+and+Cycling+Master+Plan.htm>
 - The PCMP consists of 0-5 year, 6-10 year, and long term pedestrian and cycling phasing plans. Once fully implemented, there will be approximately 1,035 km of on-road cycling facilities such as bike lanes and paved shoulders, and about 210 km of off-road cycling facilities such as multi-use trails.
 - The Plan provides design guidelines for implementation of on-road bicycle lanes, off-road bicycle paths and trails.
- A Municipal Partnership Program is implemented to encourage walking and cycling in the Region by contributing up to 50% of the construction cost of an eligible project. The Partnership Program has a budget of \$500,000 per year.
- An Inter-Municipal Working Group was established with representatives from the nine local area municipalities and key stakeholders to collaborate and coordinate on project implementation and application of design standards.
- The Lake-to-Lake Project as proposed in the PCMP is a route that will stretch from the shores of Lake Simcoe to the shores of Lake Ontario forming a very attractive destination for cyclists of all skill levels.
- The first sets of bicycle lanes on Regional arterial roads have been opened on:
 - Dufferin Street between Steeles Avenue and Langstaff Road in Vaughan with approximately 4 km of combined HOV and bicycle lanes, and
 - Bathurst Street between Mulock Drive and Davis Drive in Newmarket with approximately 2 km of bicycle lanes.
- YRT Bike 'n' Bus Program will begin in June 2010 where cyclists can take their bikes with them on YRT routes. Bike racks will be located on the front of the majority of YRT conventional buses.
- A Regional Cycling Map will be developed as part of a Healthy Communities Fund grant received from the Ontario Ministry of Health Promotion. A comprehensive map will be developed by Spring 2011 to show the complete network of existing bicycle lanes, routes and trails, including those implemented and maintained by local municipalities and the Region.
- A Kids CAN-BIKE Training Festival and Junior Instructors training program will be carried out over the next two years by York Region after receiving funding from the Ministry of Health Promotion's Healthy Communities Fund.
- A dedicated York Region Cycling Website is being developed by staff as a "one-stop" resource for all cyclists in the Region.



Bike and Pedestrian Transportation Action Plans Scan

- Viva - Next projects will incorporate cycling facilities at selected locations along the Highway 7 and Yonge Street Corridors.
- Cycling facilities will also be incorporated as part of the 10-Year Road Construction Program with regular annual reviews for priority projects.