



CANADA 150



VAUGHAN

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COMMUNICATION
FAA - June 6/2017
ITEM - 8

DATE: JUNE 6, 2017

TO: MAYOR AND MEMBERS OF COUNCIL

FROM: LLOYD NORONHA, DIRECTOR, FINANCIAL PLANNING AND DEVELOPMENT
FINANCE/DEPUTY CITY TREASURER
ANDREW PEARCE, DIRECTOR, DEVELOPMENT ENGINEERING AND
INFRASTRUCTURE PLANNING
JAMIE BRONSEMA, DIRECTOR, PARKS DEVELOPMENT
JACK GRAZIOSI, DIRECTOR, INFRASTRUCTURE DELIVERY

RE: FINANCE, ADMINISTRATION AND AUDIT COMMITTEE – JUNE 6, 2017
ITEM # 8, ONTARIO MUNICIPAL CYCLING INFRASTRUCTURE PROGRAM
AND OTHER GRANT FUNDING OPPORTUNITIES

Recommendation

The Director of Financial Planning and Development Finance and Deputy City Treasurer, the Director of Development Engineering and Infrastructure Planning, Director of Parks Development and the Director of Infrastructure Delivery, recommend:

1. That a capital project(s) be created in the capital plan for any project(s) submitted to the Ontario Municipal Commuter Cycling Program (OMCC) that are not currently approved in the capital plan, subject to the project(s) receiving funding approval, with the City funded portion to be accommodated from within existing approved capital funding envelope(s); and
2. That any projects that require an amendment to the capital plan be reported through the City's Quarterly Fiscal Health Report presented at the Finance, Administration and Audit Committee.

Economic Impact

Staff reviewed projects currently in the capital plan and identified other additional priority projects that may qualify for funding from the Ontario Municipal Commuter Cycling Program (OMCC). A preliminary list of potential projects has been compiled for consideration. To date, a total of 11 on-road or in-boulevard opportunities have been identified with a total estimated cost of approximately \$18.3 million and potential Provincial funding of up to \$14.6 million. And a total of 7 off-road opportunities have been identified with cost estimates to be determined. Staff are continuing to explore additional opportunities that may qualify for program funding. The decision



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on project eligibility for the program and the final project to be included in the application will be determined after the full program criteria are released.

Should the application be successful, projects currently not approved in the capital plan would need to be added to the 2017 Capital Plan with a funding source identified for the city portion. Any projects that require an amendment to the 2017 Capital Plan will be reported through the City's Quarterly Fiscal Health Report that is presented at the Finance, Administration and Audit Committee. The required City portion of funding for these new or amended projects will need to be accommodated from within the existing approved capital funding envelope(s).

It should be noted that the successful award of applications for projects may require staff to review and reprioritize departments' workloads.

Background

On May 29th, 2017, Bike to Work Day, Transportation Minister Steven Del Duca and Eleanor McMahon, Minister of Tourism, Culture and Sport, announced the launch of the new Ontario Municipal Commuter Cycling Program (OMCC). The OMCC builds on the Ontario Municipal Cycling Infrastructure Program which is helping 37 municipalities across the province build or improve cycling infrastructure. The province is investing another \$50 million dollars this year from its carbon market to fund this and other new initiatives that support commuter cycling infrastructure.

OMCC is a four-year program that will provide direct, dedicated, annual funding to Ontario municipalities to support the implementation of commuter cycling infrastructure. It is supported by proceeds from Ontario's cap and trade program, with \$42.5 million available in the first year. Funding for future years will be determined based on availability of cap and trade proceeds. All Ontario municipalities are eligible for annual OMCC funding to support up to 80 per cent of costs associated with their implementation of eligible commuter cycling projects.

Municipalities must declare their interest in participating in the program each year, identify their eligible projects annually, and confirm that they will be able to fund at least 20% of each project's cost. The annual funding allocation for each participating municipality will be based upon the number of participating municipalities and the available funds in each funding year. Municipalities may also pursue funding partnerships with third parties, including other municipalities, conservation authorities and municipal service agencies. Funding is to be used for capital investments for new commuter cycling infrastructure and enhancements to existing cycling infrastructure to better support and provide safer facilities for commuting cyclists (e.g. widening of paved shoulders or addition of bollards to conventional / buffered bike lanes).



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Complete OMCC Program Details and online application forms will be available on June 5, 2017. The deadline for applications this year is August 18, 2017 and funding announcements will be made September 25, 2017. The deadline for applications and declaration of participation for subsequent years (2018, 2019, 2020) will be April 30th of the respective years.

Strategically anticipating the provincial budget announcement, as well as planning for the 2018 municipal budget, staff reviewed approved 2017 capital projects and 2018-2019 recognized capital projects as well as identified new projects for consideration for the OMCC funding. Table 1 attached, outlines an initial list of potential projects for consideration in the program application in absence of program details.

Once full program details and application forms are released, staff will review the list of projects in Table 1 based on the program funding criteria and determine which project(s) will be submitted in the application package for the OMCC. Staff may consider phasing projects and apply for funding of projects in part or additional projects may be considered depending on the program funding criteria.

Conclusion

Staff are continuing to explore opportunities that may qualify for program funding. The decision on project eligibility for the program and the final project(s) to be included in the application will be determined after the full OMCC program criteria are released. Staff may consider phasing projects and apply for funding of projects in part or additional projects may be considered depending on the program funding criteria.

A report will be brought forward to a future Finance, Administration and Audit Committee when, and if, notification of award of the grant is received.

Respectively submitted,

Lloyd Noronha, CPA, CMA

Director, Financial Planning and Development Finance and Deputy City Treasurer



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Andrew Pearce,
Director, Development Engineering and Infrastructure Planning

on behalf of

Jamie Bronsema,
Director, Parks Development

Jack Graziosi,
Director, Infrastructure Delivery

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Daniel Kostopoulos, City Manager
John Mackenzie, Deputy City Manager, Planning and Growth Management
Stephen Collins, Deputy City Manager, Public Works
Laura Mirabella, Siddall, Chief Financial Officer and City Treasurer
Tim Simmonds, Chief of Corporate Initiatives and Intergovernmental Relations
Zoran Postic, Director of Transportation Services, Parks and Forestry Operations

Table 1: Initial List of Projects for Consideration for OMCC Program

Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
ON-ROAD / IN-BOULEVARD					
1	CD-2001-16	Kirby Rd Paved Shoulders (Kipling Ave to Pine Valley Dr) ~ 2km			- In conjunction with already planned 2018 Road Rehab Works - COV Regional Rural Roads experience high usage already (source: Strava Data counts) paved shoulders will provide a safer place for our cyclists to ride - The Province is advocating for the inclusion of paved shoulders as part of Municipal and Region road rehab works - Identified in Master Plan - Paved Shoulders proposed along Kirby Rd and Pine Valley Dr
		Pine Valley Dr Paved Shoulders (Kirby Rd to King Vaughan Rd) ~ 2km	\$1,200,000	\$960,000	
		King Vaughan Rd Paved Shoulders (Pine Valley Dr to Kipling Ave) ~ 2km			
1	CD-2026-17	Kirby Road Paved Shoulders (Pine Valley Dr to Keele St) ~6.2km	\$1,200,000	\$960,000	- In conjunction with already planned 2019 Road Rehab Works - Identified in Master Plan - Paved Shoulders proposed - COV Regional Rural Roads experience high usage already (source: Strava Data counts) and provides connection between future Canada Pipeline Trail/Vaughan Super Trail on the west and Keele Street (high demand cycling corridor) on the east, including the future Regional Park - The Province is advocating the inclusion of paved shoulders with Municipal and Region road rehab works
1 & 4	NEW	McNaughton Rd East In-Boulevard Multi-Use Trail on South-West side (Keele St to Major Mackenzie Dr) ~ 1.6km	\$640,000	\$512,000	- The addition of a 1m asphalt path was planned adjacent to the existing sidewalk for the south west side of McNaughton Rd East (EN-1865-11) - Recommending a scope change to implement a multi-use path in place of sidewalk - Metrolinx is planning a grade separation at McNaughton Rd - Identified in Master Plan as part of the Bicycle Network - Key connection to Maple GO Station and transit hub as well as other existing and forecasted cycling infrastructure along Major Mackenzie Drive, Peter Rupert, Melville Ave, etc. - Highly used local north-south connector in east Vaughan
1 & 4	NEW	Creditstone Rd/Belleville Ave/Drummond Dr/Buffered Bike Lanes (Hwy 7 to Keele St) ~ 9.5km	\$340,000	\$272,000	- Identified in Master Plan - Community Bike Lanes recommended - Connects to existing and planned cycling infrastructure as well as key points of interest in Block 26 (e.g. schools, parks, etc.) as well as several transit routes along corridor - Connects to the east limit of VMC - Barnes Street/Apple Mill Road can be used to connect to Edgeley Pond & Park as well as to the Subway Station and Transit Hub - South piece will form part of the VMC cycling grid network - No residential frontage between Highway 7 and Roseheath Dr (6km) - Traffic Calming line work already exists between Roseheath Dr and Keele which provides opportunity for conversion to bike lanes
2	NEW	Martin Grove Rd Bike Lanes (Steeles Ave to Hwy 7) ~ 2km	\$40,000	\$32,000	- In conjunction with already planned 2019 Road Rehab Works - Identified in Master Plan - Community Bikes Lanes recommended - Will provide a dedicated facility for cyclists and connection to and from Highway 7 cycling facilities
2 & 3	NEW	Willis Rd/Chancellor Dr Bike Lanes (Islington Ave to Weston Rd) ~ 3km	\$60,000	\$48,000	- In conjunction with already planned 2018 Road Rehab Works - Existing neighbourhood signed bike route (as identified in the Master Plan), dedicated facility would provide more comfort and safety to users and support the Provincial mandate in providing more dedicated and separated facilities and improve safety of facilities between neighbourhoods - Key local connector between Islington Ave and Weston Rd and planned MUTs - Connects to Chancellor Community Centre, Library, Chancellor and Doctors McLean District Parks and schools - Traffic issues have been identified along corridor, some parking restrictions already exist and some traffic calming line work already exists which provides opportunity for conversion to bike lanes
3	NEW	Weston Rd In-Boulevard Multi-Use Trail on West side (Major Mackenzie Dr to Teston Rd) ~ 2km	\$800,000	\$640,000	- Existing gap in sidewalk system and has been identified for implementation - The implementation of a multi-use trail would provide a separated facility for both pedestrians and cyclists - Will provide connection between Teston Rd and Major Mackenzie Multi-Use Trail and ultimately extended down to Highway 7 cycling facilities - Identified in YR Master Plan with separated cycling facility proposed

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Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
3	NEW	Pine Valley Drive In-Boulevard Multi-Use on East side (Strada Dr to Club House Rd) ~ 3.8 km	\$1,520,000	\$1,216,000	- Existing gap in sidewalk system and has been identified for implementation - The implementation of a multi-use trail would provide a separated facility for both pedestrians and cyclists - Identified in Master Plan - Community Multi-Use Boulevard Pathway - Potential connection into Boyd Conservation Area trail system and proposed recreational pathway north of Club House Rd from Hwy 7 cycling facilities and ultimately will provide a separated cycling corridor (Hwy 7 and Pine Valley Dr) for VMC residents to Boyd Park Conservation Area
4	NEW	Jane St In-Boulevard Multi-Use Trail West Side and Intersection Cross Rides (Hwy 7 to Teston Rd) ~ 8km	\$3,050,000	\$2,440,000	- A 1.5 m sidewalk was planned for implementation on the west side of Jane between Highway 7 and Langstaff EN-1865-11 and ID-2035-17 - A scope change is recommended to implement a multi-Use Trail west side of Jane extending from Highway 7 to Major Mackenzie - Will provide cycling connection to planned VIVA NEXT Rapid Transit Stations along Jane Street and Highway 7 - Will provide a significant north-south cycling connection between VMC and Wonderland, Mackenzie Vaughan Hospital, Vaughan Mills Mall, various transit hubs along corridor, etc. and via Apple Mill Road will connect to Subway Station - Jane Street is identified as a Secondary Route for the Province-Wide Cycling Network - Identified in YR Master Plan with separated cycling facility proposed
4	NEW	Edgeley Pond and Park Pedestrian and Cyclist Bridge and Barnes Road Bike Lanes ~0.6km	\$6,000,000	\$4,800,000	- Will provide connection between Apple Mill Cycle Tracks/Jane Street Separated Facilities and Barnes Court/Creditstone Future Cycling Facilities - Key feature of Edgeley Pond and Park and VMC vision - Supports Province's mandate to provide safer cycling facilities in high residential and employment areas including grade separated routes
5	NEW	Clark Avenue Cycle Tracks (Dufferin St to Yonge St) ~ 4.3km	\$3,450,000	\$2,760,000	- Existing high cycling and pedestrian demand (Strava Data) - Feasibility Study being undertaken this year to determine appropriate facility type (cost estimate is based on Cycle Tracks) - Would be implemented in conjunction with already planned Road Rehab and Water works between Bathurst St and Yonge St - Provides key east-west connection between existing Bartley Smith Greenway Trail / Dufferin Street Bike Lanes to future Yonge Street Separated Facility - Connects to Dufferin Clark Community Centre and Library - Identified as a priority by the Pedestrian and Cycling Task Force
TOTAL ON-ROAD		~ 47 km	\$18,300,000	\$14,640,000	
OFF-ROAD TRAILS					
ALL	PK-6405-17	Implement branding and wayfinding signs for Off Road Multiuse Pathways, locations TBD	\$110,000	\$88,000	- Develop a coordinated city wide branding and wayfinding strategy to increase awareness of existing community multiuse pathway networks and supplement outreach efforts in soliciting support from the local community for future infrastructure projects to deliver key network connections
1	PK-6094-13	Bartley Smith Greenway South Trail GAP North of Rutherford	TBD	TBD	- Minor existing funds will remain after current phase Don River/Bartley Smith OS Trail Development north of Woodlot to Waterside marsh - Would contribute to the larger Bartley Smith Greenway Trail System - Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors. - Signature trail on the East Side of Vaughan
1	NEW	Heritage bow string bridge in ROW at Kirby and Langstaff/Islington Ave.	TBD	TBD	- Provides safe access northbound to the Nashville Tract trails and to future trails in the Humber River valley near Boyd Conservation Area.
1, 4	NEW	Trail connections to North Maple Regional Park	TBD	TBD	- Provides connections with Block 19/20 from Maple Go Station and the future Kirby GO station towards North Maple Regional Park. - Help the City leverage advancement of Phase 2 North Maple Regional Park development including the Golf Canada opportunity. - Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors.

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Ward	Project #	Project Name	Cost Estimate	80% Request	Key Justification
2	PK-6372-12 PK-6306-11	William Granger Greenway/Humber River Trail GAP South of Langstaff	TBD	TBD	- Pedestrian/Bicycle Masterplan (Off Rd) available for design and construction south of Langstaff and for design north of Langstaff - Supports and contributes to the "The Vaughan Super Trail" vision of creating a world class desirable identifiable memorable signature trail linking communities to each other and with cultural, natural, heritage, public spaces and destinations accessible to residents and visitors. - Would contribute to the larger Humber River Trail System a signature trail on the West Side of Vaughan - The Humber River Trail/William Granger Greenway is a significant existing trail, and part of the Carrying-Place Trail, Vaughan's Supertrail, and Nashville Conservation Reserve Trail. - The trail is a key destination that forms part of the GTA collection of cultural and natural heritage trails and provides a unique off road experience that can connect HWY 50 starting in Bolton to the Finch Trail in Toronto. - Connects key tourist destinations including Nashville Conservation Lands, Kleinburg, McMichael Art Gallery, Boyd Conservation area, Old Woodbridge, Doctors Mclean District Park, and Highway 7 separated facilities that will connect into the VMC - subway station, transit hub, VivaNEXT, etc.
2	NEW	Riverwalk North trail at Doc Mclean Park	TBD	TBD	- Expands on the existing Nort Johnston Park trail within Doc Mclean Park along the humber trail and building on the Riverwalk initiative. - Some funding exists through developer contribution.
4	NEW	MacMillan Farm Trails	TBD	TBD	- Provide connections from MacMillan to surrounding NCC lands and surrounding communities
	TOTAL		TBD	TBD	