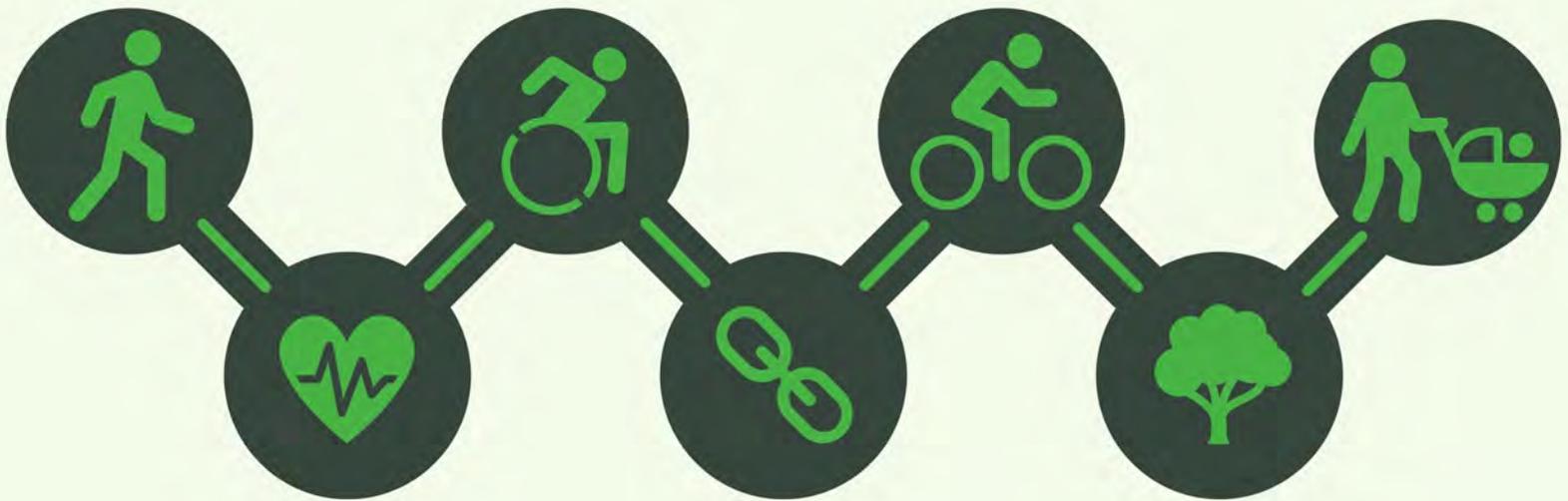


# Township of King



## Greener, Healthier, Safer

Active Transportation Strategy

Final Report - October 2020

***“King Township is an idyllic countryside community of communities, proud of its rural, cultural and agricultural heritage. We are respected for treasuring nature, encouraging a responsible local economy, and celebrating our vibrant quality of life.”*** (Integrated Community Sustainability Plan – Vision, dated April 2012)

**It is the policy of Council:**

***...to establish a well-connected system of trails, walkways, sidewalks and cycling paths that facilitate recreational opportunities as well as connectivity amongst our neighbourhoods and communities, as well as with adjacent municipalities.*** (3.5.3.1, Our King – Township of King Official Plan, Sept 23, 2019)

***...that streets will be designed for pedestrians, cycling and other active modes of transportation to help create healthy and complete communities, where possible.*** (3.5.3.1, Our King – Township of King Official Plan, Sept 23, 2019)

***The Township of King officially declares a Climate Emergency for the purpose of expressing our commitment to reduce emissions across the whole Township, including both the emitters within the Township's control and all those who consider King to be their community such that the whole community can benefit from the ancillary opportunities such as economic growth, stimulation in the low carbon economy, and cost savings which are created by reducing emissions.*** (Council Motion – Monday July 8, 2019)

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## What is this?

This is the Active Transportation Strategy for the Township of King. This document provides a recommended implementation plan for specific sidewalks, multi-use paths, trails, bike routes, and midblock pedestrian crossings within the Township. The implementation plan consists of four horizons: quick wins (within 1 year), short term (1-5 years), medium term (6-10 years) and long term (11+ years).

Though a proposed implementation plan is outlined in this document, the recommendations are not intended to be prescriptive nor commit the Township to a schedule for construction or capital projects. This document outlines a prioritization and scoring methodology that is intended to be used beyond the lifespan of the study process to help Township staff inform future decision-making. It is recognized that there could be new opportunities to advance the implementation of active transportation projects in the future and the Township will continue to seek and leverage these opportunities.

This plan will help guide our short-term efforts for increased mobility, reduced carbon emissions and enhanced quality of life for all residents and visitors of the Township. As we move forward to implement the Active Transportation Strategy, we will continue to engage with our partners in a collaborative manner to achieve a greener, healthier and safer King!

## Who is intended to use this?

Though the Active Transportation Strategy is a public-facing document, the plan is intended to be used mainly by Township staff and its partners to inform future-decision making related to implementation and prioritization of pedestrian, cycling and trail infrastructure. It is recommended that Township staff refer to the recommended phasing plan to inform short-term priorities that can be planned for and delivered in the first five years.

In addition to the recommended phasing plan, Township staff are encouraged to use the prioritization criteria and scoring methodology (see section 2.2) to inform the prioritization of future projects as opportunities become available. The information contained in this strategy is meant to be flexible to support on-going efforts and future changes that can help achieve the Township's aspirations for active transportation.

# 1. Introduction

## 1.1. Active Transportation in King Township

Active Transportation (AT) refers to any form of human-powered transportation for different trip types and purposes. People can engage in active transportation in various ways including but not limited to:



Walking



Cycling / E-Bikes



Mobility-assisted travel



Skateboarding



In-line skating

Active transportation is supported by the Township of King and York Region as an integral component of a multi-modal transportation system to enhance mobility options and accessibility for people of all ages and abilities. Active transportation can also provide cost-effective travel options that reduce greenhouse gas (GHG) emissions and mitigate climate change impacts. In addition to active transportation for the purposes of regular travel, the Township's trail system and protected Oak Ridges Moraine and Greenbelt areas help support local and regional tourism initiatives and provide active forms of recreation such as hiking and cycling.



### 1.1.1 Existing Conditions

King Township's landscape of scenic countryside and abundant forests provide an environment conducive to AT use. This includes rolling county roads well suited to long-range cycling trips and several conservation areas and greenspaces which feature trails perfect for hiking. Examples are shown in **Figure 1**. The Township is appreciated by locals and residents from across the GTHA as a hub for outdoor recreational activity.



Figure 1 - Examples of existing trails and cycling routes in King Township (Photo Sources: WSP 2020)

This appreciation has motivated the municipality to adopt a variety of policies and strategies that support the continued use and expansion of existing AT facilities. Notable examples include the Township's Trails Master Plan (2015) and recently updated Transportation Master Plan (2020). Additionally, the Township has also initiated the development of traffic calming and road paving strategies which support improved conditions for pedestrians and cyclists. As the Township continues to develop, predominantly within its three villages, the needs of people walking and cycling will become increasingly important for improved public health, traffic safety and affordable mobility options. Investing in pedestrian and cycling infrastructure also provides tourism and economic development opportunities by attracting visitors, top talent and new businesses. It also demonstrates the Township's continued commitment to environmental sustainability, supporting Council's declaration of a climate emergency in July 2019.



### 1.1.2 Opportunities and Challenges

In order to implement active transportation infrastructure in the Township, it is important to understand the opportunities and challenges to better shape recommendations. **Table 1** summarizes the opportunities and challenges that were identified over the course of the study through discussions and consultations with Township staff and members of the public, as well as previous engagement that was completed as part of the Township’s Transportation Master Plan in 2019.

Table 1 - Implementation Opportunities and Challenges

Opportunities	How is this addressed in the strategy?
<p><b>Efficiencies and Cost Savings</b> Coordinate with land developers early in the planning process to include bike routes, sidewalks, trails and other supportive amenities in new development areas. In addition, seek opportunities to leverage planned construction projects by bundling with active transportation infrastructure.</p>	<p>This strategy prioritizes the implementation of bike routes, sidewalks and other AT enhancements within new development areas and in conjunction with planned infrastructure projects identified in the Township’s current capital plan.</p>
<p><b>Tourism Industry</b> Enhance and promote popular tourism destinations within King Township that are enriched with active transportation opportunities. In addition, identify opportunities to work with and leverage partnerships with AT-supportive businesses.</p>	<p>This strategy seeks to advance implementation of active transportation routes / facility types to complete missing gaps in popular touring loops and trails for people walking and biking in King Township.</p>
<p><b>Climate Change Goals</b> Implement and enhance active transportation infrastructure as a means of providing people with viable travel options and encouraging a travel mode shift to lower carbon emissions.</p>	<p>The implementation of active transportation infrastructure is intended to help the Township achieve its short and long-term goals of mitigating climate change by encouraging a shift in travel mode including using active transportation to connect to transit.</p>
<p><b>Changing Travel Patterns</b> There is a reduced demand for motor vehicle travel due to COVID-19. Make changes to the streets with quick build materials such as pavement markings and signage to enhance public spaces for those engaging in non-motorized forms of travel or recreation such as walking and cycling.</p>	<p>This strategy identifies a number of quick wins–projects that can be implemented in the first year. These low-cost projects will provide additional encouraging for cyclists and pedestrians to engage in active forms of travel and recreation within King Township and generate some momentum for further investments.</p>
Challenges	How is this addressed in the strategy?
<p><b>Resources</b> There are limited staff resources to implement active transportation infrastructure. Additionally, there is limited budget available and active transportation facilities are often built in pieces rather than one continuous segment or network.</p>	<p>This strategy identified an implementation plan that is intended to be fiscally responsible and reflect the Township’s current resources and practices.</p>
<p><b>Geography and Population Density</b> King Township covers a large geographic area that is predominantly rural. The Township experiences a low tax-base due to its population; as such, there could be challenges connecting where people live to where they want to go due to a dispersed population and distance between destinations / areas.</p>	<p>This strategy prioritizes the implementation of routes that enhance “inter-community” connectivity. The short-term goal is to enhance short-distance trips (e.g. within King City, within Nobleton, within Schomberg), to encourage modal shifts, reduce carbon emissions and enhance mobility options.</p>
<p><b>Jurisdictional Overlap</b> There are a number of key corridors within the Township that are not under its jurisdiction. Implementation of active transportation infrastructure along these linkages is beyond the Township’s control and the responsibility of other levels of government.</p>	<p>This strategy focuses on the linkages that are under the Township’s control. It also recognizes that the Township will require on-going coordination with its partners to implement active transportation infrastructure. The Township will benefit from these partnerships as the construction and funding of project will be the responsibility of other agencies.</p>
<p><b>Established Neighbourhoods</b> Some older communities and neighbourhoods within King Township lack support for sidewalks due to the right-of-way width and / or type of cross-section (e.g. no curb and gutter or road shoulder platform). Additionally, recommendations for new sidewalks in these areas may not be favoured by some local residents.</p>	<p>The strategy contains recommendations that consider the challenges of implementation of sidewalks in established neighbourhoods, and the few linkages that are recommended are strategic in nature.</p>

### 1.1.3 Benefits of Active Transportation

Research shows that there are a number of benefits to investing in active transportation that can be experienced by a community and its residents. The following provides an overview of the benefits to investing in active transportation:



#### Improved Community Health

Encouraging active transportation use provides residents with additional opportunities to live more active lifestyles. This has been not only shown to reduce chronic disease, but also improve mental health.



#### Improved Road Safety

High quality active transportation facilities improve the safety of pedestrians, cyclists and motorists by minimizing conflicts between modes and the severity of traffic collisions.



#### Economic Development

As evident from the Township's emerging reputation as a recreational destination, active transportation can both attract tourists as well as generate new business opportunities catering to these visitors.



#### Lower User Costs

Both walking and cycling are relatively inexpensive compared to other transport modes and thus, offer considerable cost savings to users. This also raises an equity benefit, in making active transportation accessible to a wider range of income groups.



#### Reduced Environmental Impact

Travel by active transportation reduces air pollutants (walking and biking emit no greenhouse gases) compared with motor vehicle travel. It also reduces noise pollution and congestion and the need for new parking lots and roadways.



### 1.1.4 Facility Types

To support existing and future active transportation use, it is essential that King Township implement and maintain a network of supportive infrastructure. As part of the Township’s 2020 Transportation Master Plan (TMP), a variety of facility types were identified to form part of the Township’s preferred active transportation network. This section provides an overview of key design considerations of these facility types based on current design standards including the Ontario Traffic Manual Book 18: Cycling Facilities and the Ontario Traffic Manual Book 15: Pedestrian Crossings.

Table 2 - Overview of Active Transportation Facility Types

Facility Type and Description	Traffic Volume (ADT)	Posted Speed	Facility Width	Design Considerations
 <p><b>Sidewalk:</b> a pedestrian only facility that is vertically and physically separated from road traffic and typically constructed with concrete.</p>	N/A	≥40 km/h	1.5 - 1.8 m	<ul style="list-style-type: none"> <li>1.5m wide sidewalks on local roads</li> <li>1.8m wide sidewalks on collector and arterial roads</li> </ul>
 <p><b>Off-Road Multi-use Trail:</b> a separated space typically through a natural area or corridor that can accommodate pedestrians, cyclists and other non-motorized modes.</p>	N/A	N/A	3.0 - 4.0 m could be less for single-track / hiking trails / secondary trails	<ul style="list-style-type: none"> <li>Pavement is preferred for cycling in urban areas</li> <li>Limestone screening (stone dust) is acceptable</li> <li>Signage provides wayfinding guidance</li> </ul>
 <p><b>Multi-use Path:</b> an in-boulevard facility that can accommodate pedestrians, cyclists and other non-motorized modes. It is vertically and physically separated from road traffic and typically constructed with asphalt.</p>	>2500	≥40 km/h	3.0 - 4.0 m could be 2.4 m for short segments in constrained areas	<ul style="list-style-type: none"> <li>Typically, a two-way facility with centreline that mixes pedestrians and cyclists</li> <li>Pavement markings and signage can be used to separate or mix pedestrians and cyclists</li> </ul>
 <p><b>Midblock Crossing:</b> a pedestrian crosswalk located between two intersections which features signalized protection actuated by the facility user. While intended for pedestrians, the crossing may also facilitate the safe crossing of cyclists when dismounted.</p>	N/A	N/A	3.0 – 5.5 m depending on whether cycling crossride is included	<ul style="list-style-type: none"> <li>Can be wait for gap with pedestrian refuge island, pedestrian crossover (PXO) or full traffic signals</li> <li>Traffic control device should be at least 200m from the nearest traffic signal</li> </ul>
 <p><b>Signed Bike Route:</b> a shared facility that is formally marked by a green bike marker sign. The marker sign is intended to indicate to motorists that they should be aware of cyclists on the road and provides route confirmation for cyclists.</p>	<2,500	≤40 km/h <sup>1</sup>	3.0 - 4.5 m travel lane provide bike lane if ≥4.5 m lane	<ul style="list-style-type: none"> <li>Facility can be supplemented with branded route signage, pavement markings (sharrows) and warning signs if appropriate (e.g. Share the Road signage)</li> </ul>
 <p><b>Paved Shoulder:</b> paved section of a roadway adjacent to the travel lane, intended to accommodate stopped and emergency vehicles, pedestrian and cyclists.</p>	>2,500 <sup>2</sup>	40-80 km/h	1.2-1.5 m + 0.5-1.5 m buffer	<ul style="list-style-type: none"> <li>Consideration for buffers on roads with higher traffic volumes</li> <li>Paved shoulder width could be increased in popular areas to accommodate pedestrians</li> </ul>

Note:

- In locations where traffic volumes are very low (e.g. less than 1,000 cars per day) the threshold for speed could be higher. Practitioners are encouraged to reference the OTM Book 18 facility selection process to help identify the desirable level of separation for a facility based on traffic volumes and posted speed. The facility selection process includes three steps and it is important that practitioners complete each step to ensure that the best possible facility type has been identified for the specific context and roadway characteristics.
- Paved shoulders should ideally be implemented where feasible, and for roads with a speed limit of 80 km/h regardless of traffic volume

These design guidelines are recommended to be used as reference by Township staff when moving forward with the planning, design and implementation of future cycling and off-road multi-use trail facilities.

## 1.2. About the Active Transportation Strategy

The Active Transportation Strategy builds upon the recommendations contained in the newly adopted Transportation Master Plan (2020) and the Trails Master Plan (2015). This strategy incorporates infrastructure recommendations identified in existing Township plans and prioritizes the implementation of these projects to achieve transportation goals. This strategy specifically focusses on active transportation routes that are under Township jurisdiction. The following has been excluded from the prioritization process:

- Active transportation projects already included in the Township's 2020-2022 Capital Plan, since they are already approved and funded.
- Infrastructure that is development-driven which would proceed at the time of the development.
- Planned trails that are primarily recreational in nature, since they would provide insignificant transportation network benefit and connectivity to key destinations. These have been defaulted to longer term projects.
- Paved shoulders and on-street bike lanes on Regional Roads, which are under the jurisdiction of York Region. York Region's Transportation Master Plan (2016) provides recommended facilities and phasing for these Regional routes.

At the core, this strategy establishes a prioritization framework that can be used beyond the lifespan of the study process as a tool by Township staff to inform future decision-making related to implementation of active transportation projects and specifically in-boulevard multi-use pathways, sidewalks, paved shoulders, signed bike routes and mid-block crossings. The prioritization framework contains criteria which has been applied to score and rank active transportation projects within four horizons: quick wins, short term, medium term and long term.



Lloydtown-Aurora Rd, Pottageville, King Township  
(Source: WSP)



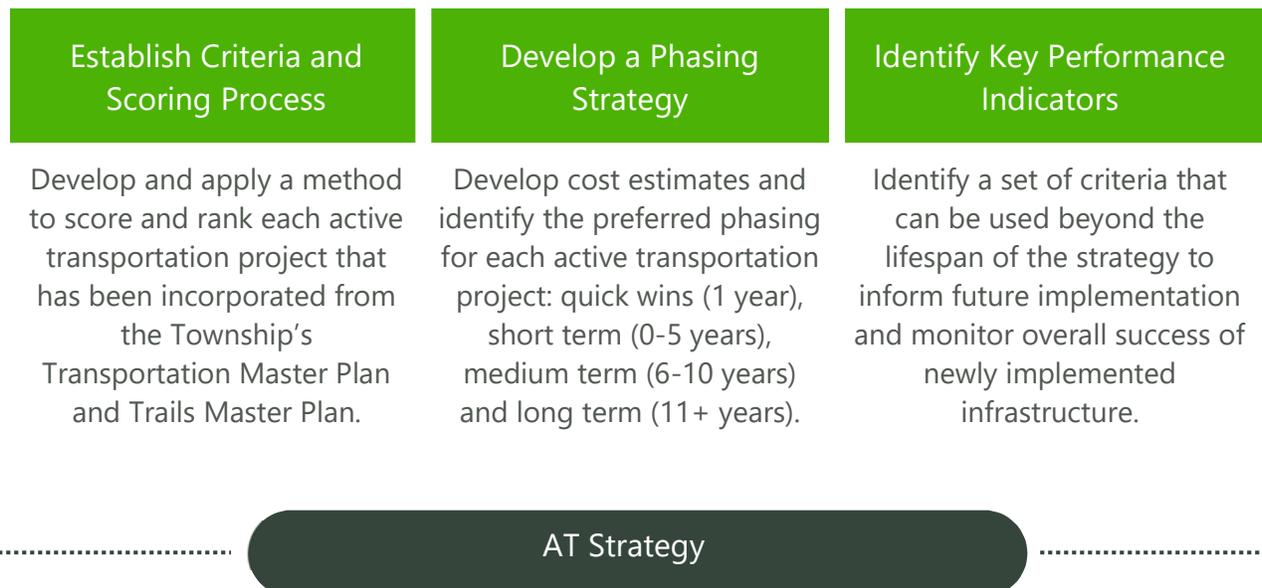
The following sections outline the guiding objectives which have shaped the development of the Active Transportation Strategy.

## 1.2.1 Strategy Objectives

A set of objectives were established at the onset of the study process to guide the development of the Active Transportation Strategy and to ensure the recommendations contained within the strategy reflect community priorities. There are six objectives for the Active Transportation Strategy :

1. Fix what needs repair
2. Fill in the gaps
3. Connect people to key destinations and transit
4. Provide greater access to existing trails
5. Support sustainability
6. Use resources efficiently

These six objectives are intended to be achieved through on-going support and implementation of the Active Transportation Strategy. As part of this strategy, the information and findings from three key milestones could inform future-decision making and help the Township achieve its objectives for active transportation. These milestones are:



Additional details on the process that was used to develop the Active Transportation Strategy, and the findings from each step in this process are documented in section 2.0.



### 1.2.2 Outcomes of the TMP and Trails Master Plan

As noted in section 1.2, the AT Strategy incorporates and prioritizes the proposed active transportation infrastructure projects identified in the Township’s Transportation Master Plan (2020) and the Trails Master Plan (2015). The following section provides an overview of each plan.

#### Transportation Master Plan

The Township’s TMP was approved by Council in March 2020 and provides guidance on multi-modal transportation improvements to the year 2031 to reflect projected population and employment forecasts. The TMP is an update from the previous 2015 plan and it is intended to identify opportunities to encourage greater use of sustainable modes of transportation such as walking, cycling and transit.

As part the Transportation Master Plan, a process was undertaken to review, refine and identify a preferred active transportation network for the Township including routes and facilities types that could accommodate people of all ages and abilities. The preferred active transportation network for the Township builds upon existing route systems and planned corridors including regional routes (e.g. routes identified in the 2016 York Region TMP), regional trail systems (e.g. Greenbelt Route, Oak Ridges Trail, Humber Trail, the Meadoway, etc.), routes identified in the Metrolinx Regional Transportation Plan, the MTO Province-wide cycling network and local routes.

#### Trails Master Plan

The Trails Master Plan for the Township of King was adopted in August 2015. The plan addresses route planning, trail standards and a phasing strategy for off-road trails in the Township. The intent of the plan was to build upon existing and previous planned projects (at that time) to inform future planning, implementation, maintenance and communications of trails, and integrate them with broader active transportation networks.

The Trails Master Plan identified recommendations for six categories: improvements to existing trails; new trails; trailheads; signage and wayfinding; operations and maintenance; and marketing and promotion. The intent of proposed improvements was to improve access to the Township’s natural features, enhance connections to the various urban centers and strengthen connections to key community destinations. For the purpose of the Active Transportation Strategy, only trails that have a perceived transportation benefit / purpose are incorporated into the strategy.

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The outcomes of each plan, specifically the proposed active transportation projects which have been incorporated into this strategy, are documented on the following page.

#### Transportation Master Plan





### 1.2.3 Alignment with other Township Strategies

In addition to the Township’s Transportation Master Plan and Trails Master Plan, other plans and policies were reviewed to better understand existing support for active transportation within the Township. The following is an overview of three strategies that were reviewed that provide insight on how active transportation projects can be implemented and planned in conjunction with other projects to leverage future opportunities and achieve efficiencies.

#### Traffic Calming Strategy

##### What is this?

In April 2020, the Township initiated a study to develop a Traffic Calming Strategy for a slower, safer King. It establishes a process and policy to implement various measures aimed at reducing speeding in specific areas.

##### How does this impact AT in King?

Traffic calming measures improve road safety and the road environment for pedestrians and cyclists by slowing down motor vehicle traffic. Solutions including lane narrowing with flexible bollards reallocate the existing curb-to-curb roadway space. Implementation of on-road pedestrian and cycling facilities should be considered where there is sufficient roadway width while also achieving the desired traffic calming goals.

#### Paving Strategy

##### What is this?

In April 2020, the Township initiated a study to develop a Paving Strategy that provides an evidence-based approach to the prioritization of paving gravel roads and re-paving asphalt roads over a ten-year period. To inform the prioritization of projects, an assessment was undertaken to better understand the existing road surface conditions to help identify issues that could impact future lifecycle and / or performance after resurfacing or paving the road.

##### How does this impact AT in King?

Active transportation projects can be planned in conjunction with future road resurfacing projects. A short-term recommendation of the Transportation Master Plan is to consider implementing a paved shoulder along rural roads when a road is scheduled to be resurfaced or a gravel road is planned to be upgraded to an asphalt surface. In addition, when a new road surface is paved, there is an opportunity to add pavement markings and reallocate space to better support pedestrians and cyclists.

#### Climate Change Emergency Declaration

##### What is this?

##### How does this impact AT in King?



In July 2019, Township Council approved a motion to declare a Climate Emergency in King Township. The purpose of this declaration was to demonstrate the Township's commitment to reduce carbon emissions Township-wide. As part of the declaration, Council directed Township staff to:

- i. Ensure that the Township's Integrated Community Sustainability Plan is used for public engagement and community collaboration;
- ii. Work towards reduced greenhouse gas reduction targets and present additional opportunities for energy reductions to Council for consideration as they arise;
- iii. Develop a Climate Action Plan to focus on mitigation and adaptation at a community level; and
- iv. Evaluate joining the Global Covenant of Mayors for Climate and Energy or other forums.

The transportation sector is one of the largest contributors to carbon emissions. Investments in active transportation infrastructure and supportive amenities can encourage more people to engage in active forms of travel to school, work and for everyday travel needs if options are made more convenient and possible. The Township realizes the potential role and benefits active transportation could have to overall climate change mitigation and provides provisions for active transportation in policy documents.

The Township could also leverage external funding programs to support implementation of active transportation projects which also help to reduce carbon emissions and support climate change mitigation efforts. For example, the Federation of Canadian Municipalities Green Municipal Fund provides annual funding to municipalities across Ontario for eligible projects that help to reduce greenhouse gas emissions and support the nation's climate change goals. The Green Municipal Fund has different funding streams that can be applied to plans and studies, pilot projects, and capital projects related to active transportation.



## 2. The Study Process

The Active Transportation Strategy was completed between March 2020 and September 2020. The process consisted of five key steps and was shaped by input collected during the course of the study. The five-steps included:

- **Step 1:** Establish an inventory of active transportation projects
- **Step 2:** Establish and apply scoring criteria to active transportation projects
- **Step 3:** Undertake field investigations
- **Step 4:** Identify cost estimates and phasing
- **Step 5:** Undertake final revisions and document

A detailed overview of each step can be found in the following sections.

### Step 1 – Inventory of Active Transportation Projects

The first step of the process was to identify active transportation projects proposed for future implementation in the Township. Proposed projects were reviewed and incorporated from the Township's Trails Master Plan (2015) and the recently adopted Transportation Master Plan (2020). Only projects located on roads and lands under the jurisdiction of the Township of King as well as project located within new development areas in the Township were incorporated into the inventory as part of step 1.

The following is categories of projects have been incorporated into the Active Transportation Strategy:

- Deficient sidewalk panels in need of replacement
- New sidewalks / multi-use pathways
- Paved shoulders
- Off-road trails
- Signed bike routes
- Midblock crossings

The inventory of proposed active transportation projects was reviewed and confirmed by Township staff. In addition to the projects identified in step 1, new projects were identified over the course of the study and incorporated where appropriate. For a complete list of all projects that were incorporates and phased as part of this strategy, refer to section 3.1



### Step 2: Establish and Apply Scoring Criteria

All projects identified in step 1 were assessed using established criteria to determine the preferred prioritization. The specific criteria were selected to reflect leading planning and design principles as well as the Township’s future aspirations for active transportation.

Five prioritization criteria were identified in step 2:

-  Active Transportation Potential
-  Constructability
-  Connectivity
-  Community Support
-  User Experience

Criteria was “weighted” and applied to each project to determine prioritization. Refer to section 2.2 for additional details on the scoring methodology for each criterion.

The results from step 2 provided a preliminary prioritization score for all active transportation routes incorporated into the Active Transportation Strategy. The preliminary scores were further refined during steps 3 to 5 of the study process.

### Step 3: Undertake Field Investigations

To better understand the location and context of each proposed active transportation project, field investigations were undertaken in the Township. The purpose of step 3 was to “ground-check” the location of proposed route incorporated into the Active Transportation Strategy and verify the preliminary prioritization scores identified in step 2 of the study process. **Figure 2** illustrates the database of all photos taken during the field investigations.

Photos and information were documented for each route and location investigated, including traffic volume, roadway / facility conditions, potential demand, surrounding land uses and local destinations. The findings from step 3 were used to refine the preliminary prioritization score (result of step 2) to ensure the recommendation was reflective of current conditions.

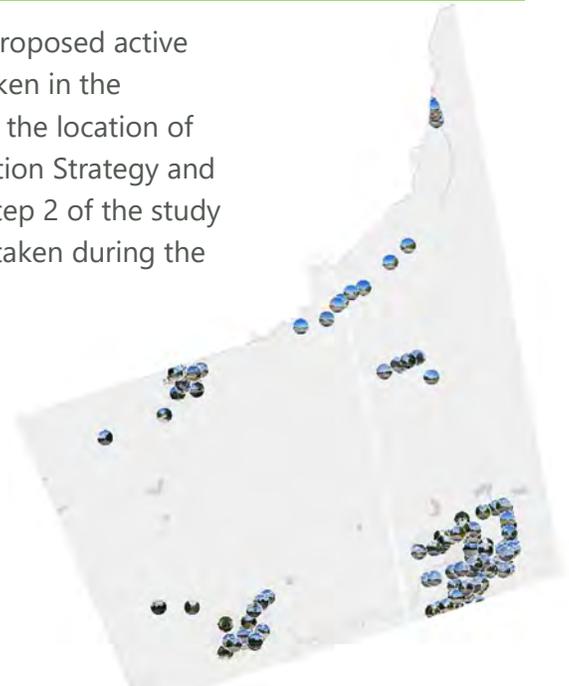


Figure 2 - Field Work Documentation – Location of Photos



#### Step 4: Identify Cost Estimates and Phasing

The Township has an annual operating budget of \$160,000 for sidewalks (inclusive of new and replacement sidewalks). Cost estimates were determined using historical unit costs, adjusted based on field conditions and potential bundling with other work, and grouped into phases within four implementation horizons:

Within 1 year  
Quick Wins

1-5 years  
Short Term

6-10 years  
Medium Term

11+ years  
Long Term

Based on the estimated capital costs, the proposed prioritization of active transportation routes was further refined to reflect a realistic and fiscally responsible approach. Specific details on the proposed phasing of active transportation projects and the results of the scoring is contained in section 3.1. Details on the cost estimates are contained in section 3.3.

#### Step 5: Undertake Final Revisions and Document

Following completion of steps 1-4, prioritization scores were further refined to reflect additional qualitative considerations that would otherwise not be captured in the scoring methodology, such as feedback from staff and the public. In addition, the implementation horizons for some projects was adjusted to represent a coordinated approach with other planned infrastructure projects. Additional considerations that were investigated as part of step 5 include:

- Feedback collected from members of the public
- Input received from Township Council and Staff
- Other planned projects / initiatives that could be leveraged
- Technical expertise and engineering judgment



## 2.1. Prioritization Criteria and Scoring Methodology

The following information outlines the prioritization criteria that has been established to help prioritize the implementation of proposed active transportation projects in the Township. This information includes the scoring approach, assumptions and weighting factor for each criterion. Examples on how to apply the prioritization criteria and scoring methodology are provided on the following page.

Table 3 - Prioritization Criteria and Scoring Methodology

 Active Transportation Potential Projects should align with travel patterns to ensure they are well used. Proximity to active transportation supportive land uses including commercial districts, community institutions, transit and parks will be prioritized.	 Constructability Priority should be given to projects that can be easily implemented if no road construction or widening is required or if there is minimal impact to existing utilities, the surrounding natural, environmental, structural features and adjacent properties.	 Connectivity Priority should be given to active transportation projects that provide an opportunity to enhance walking and cycling connectivity within and between the Township's three key village centers: King City, Schomberg and Nobleton.	 Community Support Priority should be given to active transportation projects where there is strong support and interest from the community, to help ensure greater public buy-in and readiness for change.	 User Experience Priority should be given to active transportation projects that can enhance the pedestrian and cycling environment based on traffic conditions.
<b>Assumptions and Scoring Methodology</b>				
Facility provides a direct connection to transit such as King City GO Station	Facility does not require any major modifications to implement	Facility offers a connection between village centers within the Township (regional-scale network)	Facility has a history of requests from the public	Facility is along a high traffic volume, high traffic street and would result in an improved level of service for people walking or cycling
Facility lies within a catchment area of a school	Facility's construction and associated costs can be bundled as part of nearby capital works	Facility enhances the local walking or cycling network within a village center with a more direct connection (local-scale network)	Facility has been previously identified as a priority by the Township	Facility offers the opportunity to improve the public realm in a priority area
Route shows relative high use, based off crowd-sourced heat mapping or worn path desire lines	Facility's construction has minor disruptions to existing street trees, utilities, illumination poles	Facility does not improve the walkability or bikeability by connecting the local or regional network	Facility has received resistance from local residents, as received through councillor information requests, public engagement, or past efforts	Facility would result in little improvement to the user experience, as the current conditions are adequate
Facility located within a rural or low-density area, away from notable trip generators	Facility has major constraints and involves costly reconstruction or property acquisition or other issue			
<b>Criterion Weighting</b>				
20%	50%	10%	10%	10%



In addition to these prioritization criteria, there are other factors that can influence the implementation of projects such as funding sources, existing processes, available staff resources, updates to existing planning documents and newly established documents and policies. These prioritization criteria are not prescriptive; they are meant to inform future decision-making and are recommended to be used by Township staff and their partners to inform how active transportation projects can be implemented over time

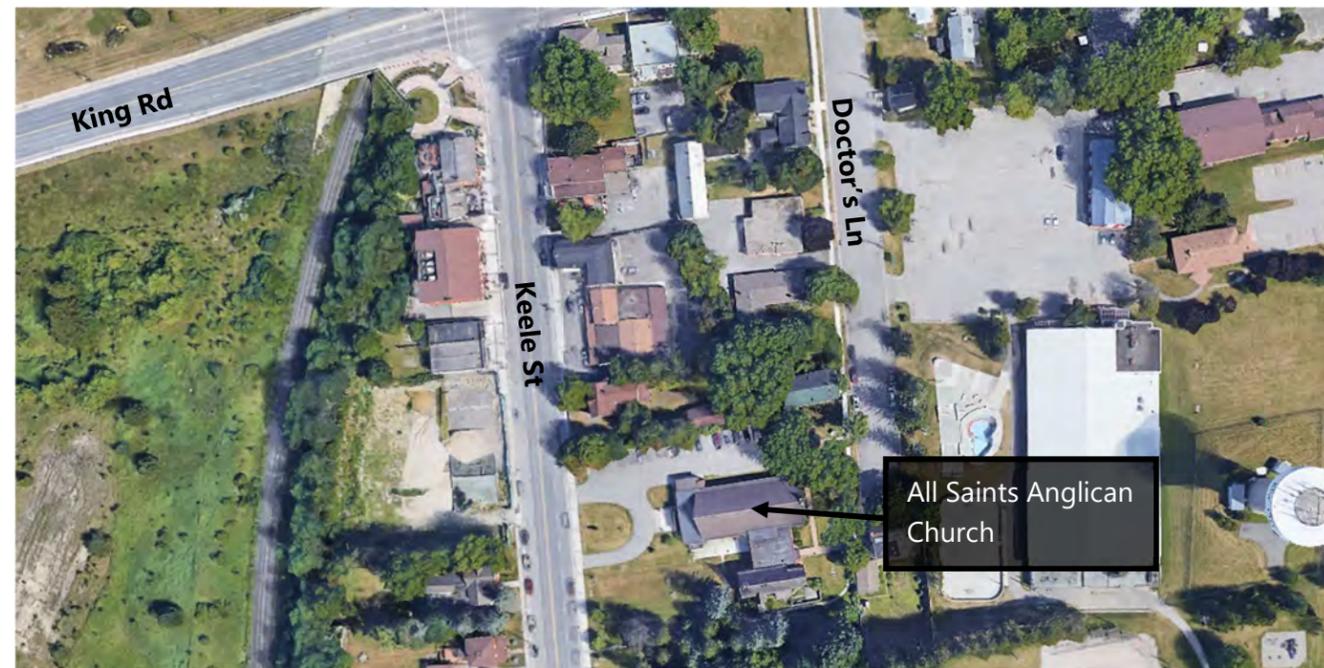
**Prioritization Criteria – Example #1**

**Location:** Keele Street between King Road and Elizabeth Grove, King City

**Proposed Project:** Midblock Pedestrian Crossing

**Considerations:**

- 4 lane cross-section on Keele Street with on-street parking
- Posted at 50 km/h
- Traffic volumes (ADDT) are greater than 10,000
- Proposed sidewalk connection from Keele Street to Doctor's Lane will increase need for pedestrian crossing in this location
- Main street with businesses on both sides



**Score:**

Criteria	Weight	Score	Weighted Score
AT Potential	20%	3	20%
Constructability	50%	2	33%
Connectivity	10%	3	10%
Community Support	10%	3	10%
User Experience	10%	3	10%
<b>Total</b>			<b>83%</b>

How does this work?  
A weighted average is calculated for each criterion:  
 $(\text{Score} \times \text{Weight}) / \text{Total Possible Criterion Score}$

**Proposed Phasing:** Short Term (1-5 years)

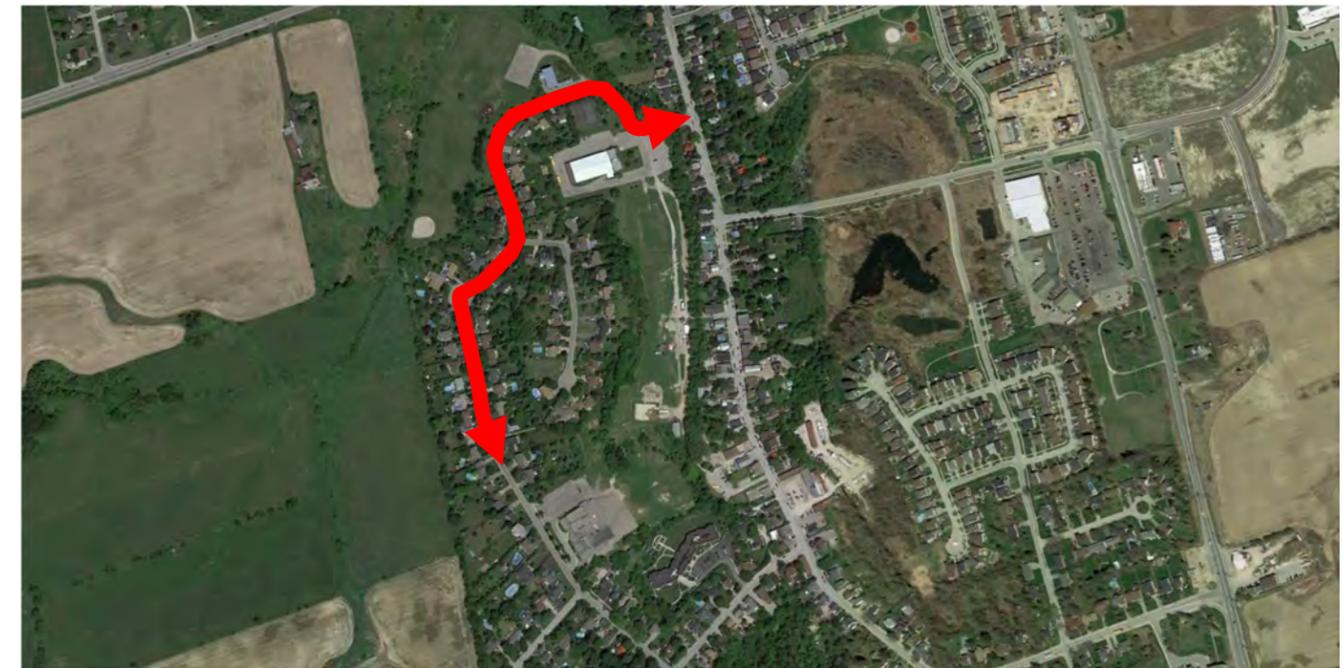
**Prioritization Criteria – Example #2**

**Location:** Western Avenue from the parking lot of the Schomberg Community and Agricultural Arena to north of St. Patrick Catholic Elementary School, Schomberg

**Proposed Project:** Alternative Sidewalk (reallocation of road space)

**Considerations:**

- Alternative sidewalk connection (800 metres) proposed on east/south side of the road
- Established neighbourhood in Schomberg
- Connects to St. Patrick's Catholic Elementary School and Osin Lions Park
- Would provide access to the Schomberg Community and Agricultural Centre
- Existing sidewalk on the east side of the road, south of elementary school



**Score:**

Criteria	Weight	Score	Weighted Score
AT Potential	20%	2	13%
Constructability	50%	2	33%
Connectivity	10%	3	10%
Community Support	10%	1	3%
User Experience	10%	2	7%
<b>Total</b>			<b>67%</b>

How does this work?  
A weighted average is calculated for each criterion:  
 $(\text{Score} \times \text{Weight}) / \text{Total Possible Criterion Score}$

**Proposed Phasing:** Medium Term (6-10 years)

## 2.2. Public Consultation

The development of the Active Transportation Strategy included a consultation and engagement component to collect feedback from various audiences using different methods. Due to current public healthcare context and guidance from government and public health officials, all engagement activities were hosted online and made in an interactive format.

The intent of public consultation was to validate preliminary scoring results (refer to step 2 in section 2.1) and where appropriate, revise the phasing recommendations to reflect qualitative input. The following initiatives were undertaken for Active Transportation Strategy:

- speakING online platform included an opportunity to answer a survey, map feedback, and ask questions: June 22 to July 31, 2020
- Virtual Public Information Centre: September 10, 2020
- Council Working Session: September 21, 2020

Images illustrating various initiatives to promote the study and raise community awareness are provided below and on the following page. A record of all public consultation is contained in **Appendix A**.



MEDIA RELEASE

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FOR IMMEDIATE RELEASE

July 9, 2020

### King seeks public feedback to develop active transportation action plan

#### Survey to gather feedback on ways to improve walking and cycling in King

The development of an Active Transportation Action Plan was a key recommendation arising from the recently adopted 2020 Transportation Master Plan by King Council. The goal of the Active Transportation Action Plan is to develop an implementation strategy to build a connected cycling and pedestrian network across the Township (and to connecting municipalities) that will enable a safer, more convenient travel by non-motorized modes.

The Township is inviting members of the public to participate in a survey to help shape the Active Transportation Action Plan on its online public engagement platform *SpeakING*, accessible at <http://speakking.ca/atactionplan>. The survey will be available until Friday, July 31, 2020.

The survey asks residents to rank several active transportation projects by importance, and offers an opportunity for participants to pin on a map of the Township what projects should be prioritized within the next five years. Information from the survey tool will help inform when and where the Township's active transportation projects get built. Examples of these projects include sidewalk upgrades and new sidewalks, multi-use pathways, off-road trails, signed on-road cycling routes, and mid-block crossings.

"The Active Transportation Action Plan will be an integral part of our overall Transportation Master Plan and guide us into the future," said Steve Pellegrini, King Township's Mayor. "We are excited to hear from the community about how we can continue to improve pedestrian and cycling experiences in King. We know our residents and visitors love our trails and paths, and we want to elevate that experience and connectivity by enhancing our active transportation network across the Township with input from the public."

Staff will review responses to identify gaps and further understand priorities of the community. A final plan will be presented for Council's consideration later this year.

-30-

**Media contact** | Denny Timm, Manager of Legislative Services | Phone: 905-833-4082 | E-mail: [dltimm@king.ca](mailto:dltimm@king.ca)

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Lying in the heart of the Greater Toronto Area, King Township is located within York Region, one of the fastest growing and diverse economies in Canada. More than 60 per cent of the Holland Marsh, also known as Ontario's salad bowl, lies within King Township. Though predominantly rural, most of King Township's 26,000 residents live in the communities of King City, Nobleton and Schomberg. Residents and visitors are drawn to King because of its rural lifestyle, village atmosphere and quality of life.

For more information visit us at [www.king.ca](http://www.king.ca)

Figure 3 - Study Promotion in the Township (1 of 2)

Left column: Signage promotion for the speakING webpage and online survey. Right column: Media Release



**UPCOMING MEETINGS**  
**COUNCIL AND COMMITTEE OF THE WHOLE**  
Management Office, Council Chambers, 2585 King Road.  
No meetings are currently scheduled.  
To view full Council and Committee of the Whole agendas, visit [king.onweb.net/epublications](http://king.onweb.net/epublications).

**BID NOTICES**  
For all bid opportunities, please visit the Township of King's website [www.king.ca](http://www.king.ca), click "Procure" Topics and click "BID OPPORTUNITIES".  
Or visit on the following link: <http://www.king.onweb.net/epublications>.

**COVID-19 Information**  
Due to the constantly changing nature of the COVID-19 pandemic and its effects, this information may not be current. Please visit [covid19.king.ca](http://covid19.king.ca) for the most up-to-date information.  
With guidance from York Region Public Health and in an abundance of caution for both residents and staff around the COVID-19 pandemic, King Township is responding with the following changes to operations:  
• King Township has closed all indoor facilities until Labour Day. Some outdoor recreational amenities are reopening - see notice below.  
• King Township Public Library remains closed but is offering curbside pickup service. Visit [www.king.ca](http://www.king.ca) for more information.  
• The Municipal Centre at 2585 King Rd. is closed to the public.  
• All essential services will continue, including Fire and Emergency Services, water, wastewater, waste collection and roads and street maintenance.  
• Some non-essential services may be impacted. For a full list of services please visit [www.king.ca](http://www.king.ca).  
Citizens can still do business with King on our website at [www.king.on](http://www.king.on), by phone at 905-833-5321 or by email at [gov@king.onweb.net](mailto:gov@king.onweb.net).

**LATEST UPDATES**  
As York Region enters Stage 2 of the reopening plan, King is taking a cautious and gradual approach to ensure outdoor recreational areas are safe for use and that proper procedures and signage are in place.  
At this time, King Township is focusing its efforts on reopening some of its outdoor recreational amenities only. Please review the infographic below or visit [covid19.king.ca](http://covid19.king.ca) for more details.

**What's Open - Parks & Recreation**  
• Signs for closed recreational areas only, some exceptions:  
• Running/training of recreational athletes is possible (only for non-competitive events, max 2 hours, always leave 100m buffer zone from the event location)  
• **Open**  
• Beach all Disinfectants  
• Soccer Courts  
• Dog Parks  
• Basketball Courts  
• Open Space  
• Cold Creek  
• Conservation Area  
• Trails  
• Sandparks  
• Skateparks  
• Skate Structures  
• **Updates (as of June 18th, 2020)**  
• In place until Labour Day: No summer camps or classes for the season (unless fully outdoors)  
• Soccer fields (opening by June 28th): Open to registered sports leagues for training only.  
• Summer Camps - CANCELED (No classes to be resumed)  
• All Municipal events - CANCELED (Can be held for events including Labour Day)  
• **Closed**  
• Neighbourhood Pool (Closed by end of 2020 season)  
• Indoor Facilities (Closed by end of 2020 season)  
• Playgrounds  
• Washrooms  
• Outdoor Fitness Equipment  
• Interpretation - possible opening by July 20th (Weather, staff, and equipment needs to be assessed, etc.)

**2020 Road Paving Program**  
Working for you  
From ideas including streetlights and sections of roads to be paved, visit [www.king.ca](http://www.king.ca) for more information.

**ACTIVE TRANSPORTATION ACTION PLAN**  
Active Transportation Action Plan  
King Township is currently developing an action plan to strategically implement the Transportation Master Plan's recommended active transportation network including sidewalks, upgrades and new sidewalks, multi-use pathways, off-road trails, signed on-road cycling routes and mid-block crossings.  
To prioritize these projects, we are inviting members of the public to share their feedback and opinions on how projects should be prioritized. Your input will help inform when and where the Township's active transportation projects get built, creating a more comfortable environment for residents to walk and cycle to their destinations.  
[www.king.ca/active-transportation](http://www.king.ca/active-transportation)

**King Township** @KingTownship · Aug 24  
Join us on Thursday Sept. 10th @ 12pm to learn more about the Township's Active Transportation Action Plan and share your feedback! The plan addresses improvements to King's walking and cycling facilities. To register for the virtual open house, visit [speaking.king.ca/ATactionplan](http://speaking.king.ca/ATactionplan)

We are inviting members of the public to learn more about the project and share their feedback. Your input will help inform when and where the Township's active transportation projects get built, creating a more comfortable environment for residents to walk and cycle to their destinations.

**PARTICIPATE IN OUR VIRTUAL PUBLIC OPEN HOUSE**

Thursday, September 10<sup>th</sup>, 2020  
• 12:00-12:15 pm - Presentation  
• 12:15 - Questions

Registration: [speaking.king.ca/ATactionplan](http://speaking.king.ca/ATactionplan)

Cannot attend? For more information about the Active Transportation Action Plan, please visit: [speaking.king.ca/ATactionplan](http://speaking.king.ca/ATactionplan)

**King Township** @KingTownship · Jul 21  
Do you walk, run or bike in the community? Do you have ideas on how to make our active transportation network better? We need your input. Take the survey today! #KingTownship #bike #run #walk #activetransportation  
[speaking.king.ca/atactionplan](http://speaking.king.ca/atactionplan)

**cycling**

Take the survey

[speaking.king.ca/atactionplan](http://speaking.king.ca/atactionplan)

**TOWNSHIP OF KING**  
**ACTIVE TRANSPORTATION STRATEGY**

**Come help shape the way forward!**

**ABOUT THE STUDY**  
The Township of King is currently developing a 10-year active transportation strategy to implement the Transportation Master Plan's priority walking and cycling facilities including new and upgraded sidewalks, multi-use pathways, paved shoulders, off-road trails, signed on-road cycling routes and mid-block crossings.  
We are inviting members of the public to learn more about the project and share their feedback. Your input will help inform when and where the Township's active transportation projects get built, creating a more comfortable environment for residents to walk and cycle to their destinations.

**PARTICIPATE IN OUR VIRTUAL PUBLIC OPEN HOUSE**

Thursday, September 10<sup>th</sup>, 2020  
• 12:00-12:15 pm - Presentation  
• 12:15 - Questions

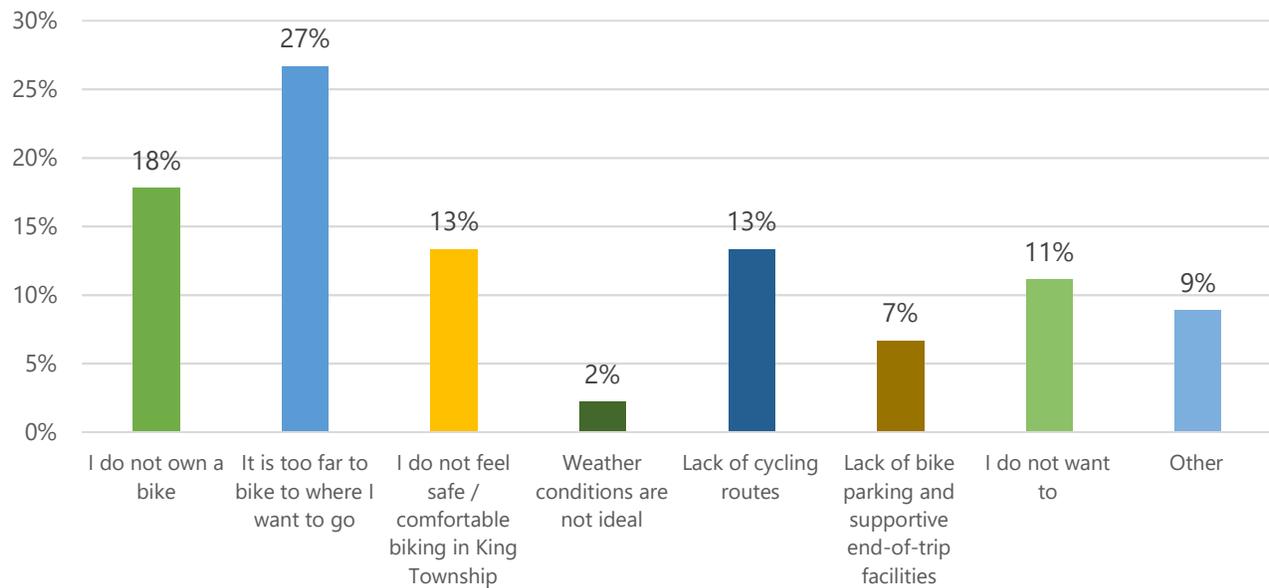
Registration: [speaking.king.ca/ATactionplan](http://speaking.king.ca/ATactionplan)

Cannot attend? For more information about the Active Transportation Action Plan, please visit: [speaking.king.ca/ATactionplan](http://speaking.king.ca/ATactionplan)

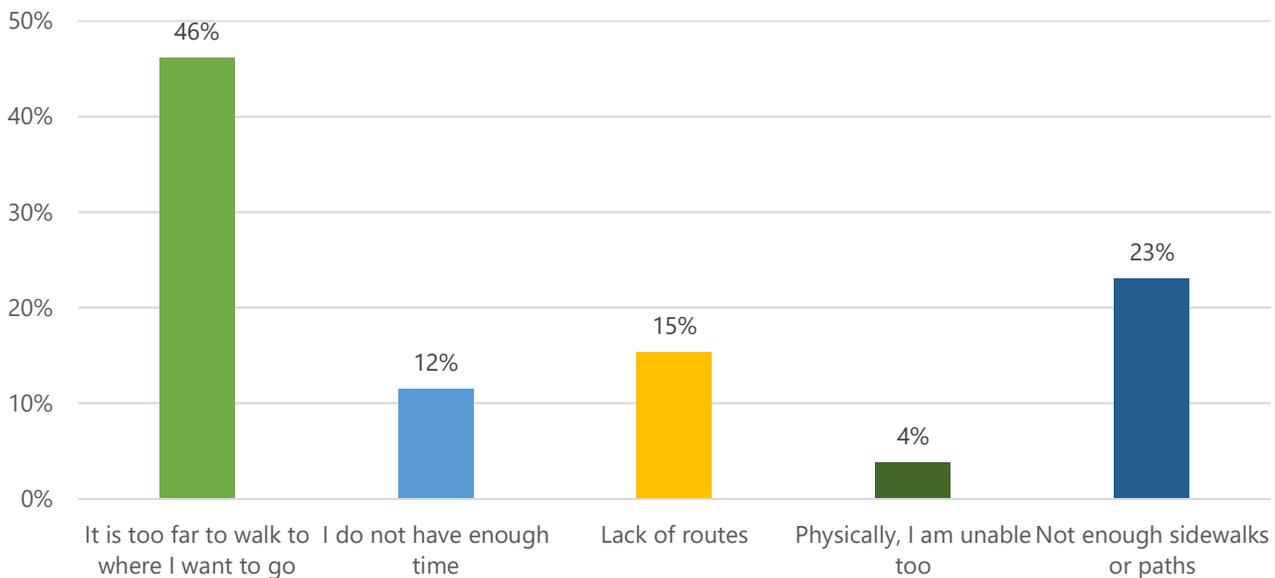
Figure 4 - Study Promotion in the Township (2 of 2)  
Left column: Newspaper Notice  
Right column: Promotion of the Township's Social Media sites







Respondents were asked why they do not walk for transportation purposes in the Township.



A majority of respondents indicated that they do not bike or walk for transportation purposes in King due to large distances between facilities. The geographic size and dispersion of the Township is recognized as a potential connectivity challenge. As such, the Active Transportation Strategy has used connectivity as a key criterion to inform the prioritization of active transportation infrastructure and enhance connections within and between village centres.



## 3. Prioritization and Implementation

### 3.1. Results of Prioritization Scoring

The scores and rankings of all proposed active transportation projects were determined through the methodology described in section 2. Projects were also assessed on how they might be delivered, either by the Township (Municipal Driven), funded and implemented as part of development (Developer Driven) or collaboratively through a partnership agreement (Partnership Driven).

The following sections provide an overview of the prioritization scoring results for the following project categories:

- Section 3.1.1 Sidewalk Repairs / Upgrades
- Section 3.1.2 New Sidewalks and Multi-use Pathways
- Section 3.1.3 Paved Shoulders
- Section 3.1.4 Trails
- Section 3.1.5 Section Midblock Crossings
- Section 3.1.6 Other Support Features

#### 3.1.1 Sidewalk Repairs / Upgrades

Sidewalks are inspected annually for deficiencies such as poor drainage, cracking, trip hazard or an obstruction in the way of the pathway. The condition of sidewalks is assessed according to the following options:

- **Good:** no deficiencies
- **Fair:** repair should be done at some point and keep an eye on the issue
- **Poor:** repair immediately

The 2020 sidewalk inspections found 58 panels in poor condition and in need of immediate repair. A full list of all 58 locations is presented in **Appendix B**.



### 3.1.2 New Sidewalks and Multi-use Pathways

The scoring results for new sidewalks and multi-use pathways is summarized in **Table 4** below.

Table 4 - Prioritization Scoring for New Sidewalks and Multi-use Pathways

ID	Facility Name	Location	Overall Score	AT Potential	Constructability	Connectivity	Community Support	User Experience	Delivery Method
			(/100)	20%	50%	10%	10%	10%	
SW-01	King Road from 2585 King Rd to Dufferin Street	King City	-						Capital Plan (2020)
SW-02	King Road from Jane St to 2585 King Rd	King City	-						Development
SW-03	15 <sup>th</sup> Sideroad from Keele St to Dufferin St, south side (MUP)	King City	-						Development
SW-04	Dufferin St from 15 <sup>th</sup> Sideroad to Tatton Court, west side (MUP)	King City	-						Development
SW-05	Keele Street from Station Road to Sculptors Gate, west side	King City	-						Development (Metrolinx - King City GO Station improvements)
SW-06	Hwy 27 from Sheardown Dr to Parkheights Trail (MUP)	Nobleton	-						Development
SW-07	Kettleby Rd within built up area	Kettleby	90%	High	High	High	High	High	Add to scope of Capital Plan project (2022)
SW-08	King Rd from Old King Road to Greenside Drive (south side) (MUP)	Nobleton	83%	High	Medium	High	High	High	Partnership with York Region
SW-09	Keele to Doctor's Lane connection	King City	80%	High	Medium	High	High	High	Municipal
SW-10	Dr Kay Dr/Dillane Dr from west of Hwy 27 to Sproule St, south side	Schomberg	67%	Medium	Medium	High	Low	High	Municipal
SW-11	Western Avenue from Arena to School	Schomberg	67%	Medium	Medium	High	Low	High	Municipal
SW-12	Main Street connection to Hwy 9	Schomberg	63%	Low	Medium	High	Low	High	Partnership with MTO
SW-13	Burton Grove from existing sidewalk to Patricia	King City	60%	Low	Medium	High	Low	High	Municipal
SW-14	Patricia Dr from Warren to Burton Grove	King City	60%	Low	Medium	High	Low	High	Municipal
SW-15	Warren Rd from Patricia Dr to Bennet Dr	King City	60%	Low	Medium	High	Low	High	Municipal
SW-16	King Road from Henry Gate to Wellington Street, south side (MUP)	Nobleton	57%	Medium	Low	High	High	High	Partnership with York Region
SW-17	Hwy 27 from Dr Kay to Hwy 9	Schomberg	53%	Medium	Low	High	Low	High	Partnership with York Region
SW-18	Hwy 27 from Diana Road north to Oliver Emerson Ave	Nobleton	50%	Low	Low	High	High	High	Partnership with York Region
SW-19	Hambly Ave from Norman Dr to Heritage St	King City	50%	Medium	Low	High	High	Low	Municipal
SW-20	Dennison St from Keele Street to existing sidewalk	King City	50%	Low	Medium	High	Low	Low	Municipal
SW-21	King Road from West of Henry Gate/Tomlinson Gate to Nobleview	Nobleton	47%	Low	Low	High	High	High	Partnership with York Region
SW-22	Heritage St from Hambly Ave to Keele Street	King City	47%	Medium	Low	High	High	Low	Municipal
SW-23	Dew Street from West of King Blvd to Kingview Court	King City	47%	Medium	Low	High	High	Low	Municipal
SW-24	Patton Street from Elizabeth Grove to Kingslynn Dr	King City	47%	Medium	Low	High	High	Low	Municipal
SW-25	Norman Dr from Keele Street to Martin St	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-26	Elizabeth Grove from Keele St to Patton St	King City	43%	Low	Low	High	High	High	Municipal
SW-27	Warren Rd from Patton St to Patricia Dr	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-28	Charles Street from King Road to Melrose Ave	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-29	Melrose Ave from Charles St to Martin St	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-30	Banner Lane from Warren Rd to King Road	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-31	Bennett Dr from Warren Rd to Banner Lane	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-32	Martin Street from Hambly Ave to Melrose Ave	King City	43%	Medium	Low	High	Low	Low	Municipal
SW-33	Hwy 27 from Main Street to Kay Drive (MUP)	Schomberg	40%	Low	Low	High	Low	High	Partnership with York Region

Legend: ■ High (score of 3) ■ Medium (score of 2) ■ Low (score of 1)

### 3.1.3 Paved Shoulders

All proposed paved shoulder projects are intended to be delivered through private development. Accordingly, there are no Township driven paved shoulder projects reviewed.

Table 5 - Prioritization Scoring for Paved Shoulders

ID	Facility Name	Location	Overall Score	AT Potential	Constructability	Connectivity	Community Support	User Experience	Delivery Method
			(/100)	20%	50%	10%	10%	10%	
PS-01	10 <sup>th</sup> Concession Road from King Road to 15 <sup>th</sup> Sideroad	Nobleton	-						Development
PS-02	15 <sup>th</sup> Sideroad from 10 <sup>th</sup> Concession to 7 <sup>th</sup> Concession	Nobleton	-						Development
PS-03	Rebellion Way from Church to Centre Street	Lloydton	73%	High	Medium	Medium	High	High	Add to scope of Capital Plan project (2021)
PS-04	Kingscross from Keele Street to Westgate Blvd	King City	37%	Low	Low	Medium	Low	Low	Consider traffic calming as alternative
PS-05	Westgate Blvd from Kingscross to Jane St	King City	37%	Low	Low	Medium	Low	Low	Consider traffic calming as alternative

Legend: ■ High (score of 3) ■ Medium (score of 2) ■ Low (score of 1)

The following two sections of gravel road were recommended to be paved to improve conditions for touring cyclists using the Greenbelt Route in King. These are being assessed as part of the Township’s Paving Strategy and have therefore been excluded from an evaluation here. The Paving Strategy will also consider adding paved shoulders to other rural roads in conjunction with road paving recommendations as the horizontal and vertical geometry of the road allow.

- 19<sup>th</sup> Sideroad from 11<sup>th</sup> Concession to Caledon King Townline
- 19<sup>th</sup> Sideroad from Dufferin Street to Keele Street

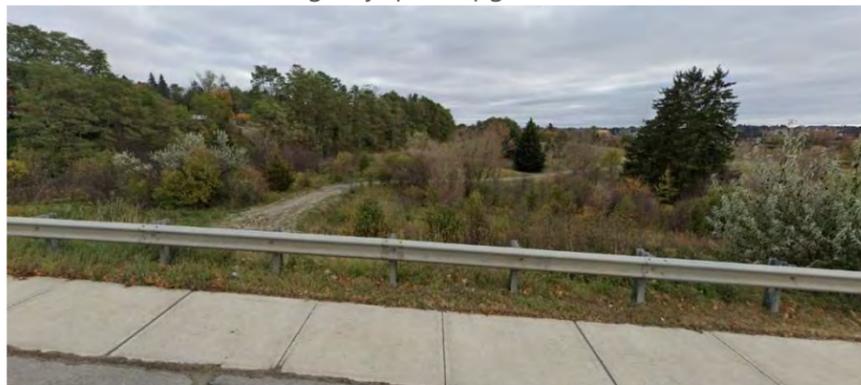
### 3.1.4 Trails

The following trails were initially screened out due to being primarily recreational in nature and not providing a transportation network benefit. They have been defaulted as long-term projects.

- N3 – Nobleton Northeast
- N4 – Cold Creek CA to Nashville Tract
- N8 – Nobleton to Happy Valley Link
- N13 – Happy Valley to Kettleby Link
- N14 – Kettleby to Aurora
- N15 – Kettleby to Cawthra Link
- N16 – Cawthra Mulock to Newmarket
- N17 – Cawthra Mulock to East Gwillimbury
- N18 – Schomberg to Pottageville
- N19 – Oak Ridges to Tecumseth Link
- N20 – Halls Lake Caledon Connection

Additionally, two trail connections were identified through public consultation that will be addressed in the current capital plan. These include:

Kettle Lake Park connection to Hogan Trail and King Road  
King City (park upgrades, 2021)



Tasca Park connection at east end  
Nobleton (park upgrades, 2022)



The remaining new trails identified in Trails Master Plan were scored as follows:

Table 6 - Prioritization Scoring for New Trails

ID	Facility Name	Location	Overall Score	AT Potential	Constructability	Connectivity	Community Support	User Experience	Delivery Method
			(/100)	20%	50%	10%	10%	10%	
N1	Bolton Tract Link	Nobleton	-						Already included in 2020-2022 Capital Plan
N21	Cold Creek CA Oak Ridges Trail	Nobleton	-						Already included in 2020-2022 Capital Plan
N12	King City Northeast	King City	-						Development
N10	King City Southeast	King City	80%	High	Medium	Medium	High	High	Partnership with TRCA, York Region
N11	King City to Richmond Hill	King City	63%	High	Low	High	Medium	High	Partnership with TRCA, York Region, Richmond Hill, Private Landowners
N6	Nobleton Southeast Link	Nobleton	50%	Medium	Low	Medium	Low	High	Partnership with TRCA, York Region, Private Landowners
N2	Nobleton to Cold Creek	Nobleton	50%	Medium	Low	Medium	Medium	High	Partnership with TRCA, York Region, Private Landowners
N9	King City West Link	King City	50%	Medium	Low	Medium	Low	High	Partnership with TRCA, York Region, Private Landowners
N5	Nashville Tract Link	Nobleton	50%	Medium	Low	Medium	Low	High	Partnership with TRCA, York Region, Private Landowners
N7	Nobleton to Laskay	Nobleton	47%	Low	Low	Medium	Medium	High	Partnership with TRCA, York Region, Private Landowners

Legend: ■ High (score of 3) ■ Medium (score of 2) ■ Low (score of 1)

### 3.1.5 Mid-block Crossings

A pedestrian crossing treatment, or midblock crossing, facilitates a controlled crossing. Two options are shown below. York Region is piloting the use of PXO Level 2 Type B devices on Regional Roads.



Figure 5 - Examples of Pedestrians Crossings

The following table shows the rankings of all mid-block crossing projects proposed, that are intended to be Township driven.

Table 7 - Prioritization Scoring for Midblock Crossing

ID	Facility Name	Location	Overall Score	AT Potential	Constructability	Connectivity	Community Support	User Experience	Delivery Method
			(/100)	20%	50%	10%	10%	10%	
MB-01	Keele St / between King Road and Elizabeth Grove	King City	83%	High	Medium	High	High	High	Partnership with York Region
MB-03	Highway 27 / Ellis Avenue and Parkview Avenue	Nobleton	80%	High	Medium	High	Medium	High	Partnership with York Region
MB-02	King Rd / Henry Gate	Nobleton	73%	Medium	Medium	High	Medium	High	Partnership with York Region
MB-04	Keele at Sculptors Gate	King City	57%	High	Low	Low	Medium	High	Development (Metrolinx - King City GO Station improvements)
MB-05	Keele St / King City Trail & E Humber Dr	King City	53%	Medium	Medium	High	Low	High	Development (Northeast King City trail network)
MB-06	King Rd / Woodhill Ave	Nobleton	47%	Medium	Low	Medium	Medium	Low	Partnership with York Region (MUP on south side of King Road)
MB-07	Highway 27 / Main St	Schomberg	40%	Low	Low	Medium	Low	Medium	Development (Sproule St extension)

Legend: ■ High (score of 3) ■ Medium (score of 2) ■ Low (score of 1)

### 3.1.6 Other Support Features

#### Signed Bike Routes

A cycling wayfinding strategy consists of a system of signs, pavement markings, or other tools to help people on bikes navigate to destinations along a network regardless of their existing familiarity with a place. This is accomplished through clear and consistent wayfinding guidance. Successful wayfinding is an important investment that supports cycling by creating an intuitive and welcoming place to explore by bike. It also encourages more casual riders to ride bikes by familiarizing people with the bicycle network, identifying best routes to destinations, and helping overcome overestimation of travel time by cycling.



Source: WSP



Source: WSP



Source: NACTO



Source: NACTO

Figure 6 - Examples of Cycling Wayfinding

The Active Transportation Strategy considered the following signed routes:

Table 8 - Signed Bike Routes

ID #	Routes Considered	Rationale	Recommendation
SR-01	Greenbelt Route Change #1 – Re-route to Hwy 27/Main Street	Proposed change to provide more direction and obvious connection with Main Street.	<b>Development driven.</b> Only when signalized improvements are made to the intersection when Sproule Street is extended.
SR-02	Greenbelt Route Change #2 – Re-route to 19th Sideroad from 11th Conc to King-Caledon Town Line	Proposed change to provide more direct route away for high speed traffic on 11 <sup>th</sup> Concession and 17 <sup>th</sup> Sideroad.	<b>Align with Paving Strategy.</b> Wait until this segment of 19 <sup>th</sup> Sideroad is paved to encourage cyclists to use it.
SR-03	King City Cycling Loop	TMP recommendation.	<b>Development driven.</b> Missing connection in northeast from Tawes Trail to railway tracks. <b>Quick win.</b> Implement new King City trailhead and consider signing a discovery walk from King City Arena and GO Station to King City Trails.
SR-04	King City signed routes and sharrows to GO Station	Encourages alternatives to get to GO Station; already limited on-street parking, potential Metrolinx partner.	<b>Quick win.</b> Provide signed bike routes and sharrows on Station Road, Burton Grove, Patricia Dr, Warren Road, McBride Court, Elizabeth Grove, Patton Street, Banner Lane.
SR-05	Nobleton Cycling Loop	TMP recommendation.	<b>Quick win.</b> Due to concerns with mid-block crossings of Regional Roads, keep signed route in northeast Nobleton. 5.4 km on off-road trails and 1.0 km on local roads. Also consider trail maintenance. Implement new Nobleton trailhead at Nobleton Arena.
SR-06	Schomberg Cycling Loop	TMP recommendation.	<b>Not recommended.</b> Sign Tour de Holland York Region Cycling Route instead since not considered “All Ages and Abilities” due to segment on Hwy 27 paved shoulders. An alternative focus should be on connecting the existing trails within the Village.
SR-07	Village Roundabout York Region Cycling Route	Established York Region route but not signed (also goes into Vaughan).	<b>Long Term.</b> Weston Road shoulders are narrow and in poor condition. There is overlap with the Tour de Holland and Greenbelt Route. Start with Tour de Holland route as a pilot and evaluate whether to expand. Need buy-in from City of Vaughan, York Region, Peel Region.
SR-08	Tour de Holland York Region Cycling Route	Established York Region route but not signed (also goes into Simcoe County).	<b>Quick win.</b> Links to Greenbelt Route. Provides connectivity with GO Station and businesses/villages in King City, Schomberg. Need buy-in from York Region, Simcoe County.

### Greenbelt Route

The existing Greenbelt Route in King is shown on the following two maps. A proposed change to use 19<sup>th</sup> Sideroad between 11<sup>th</sup> Concession and Caledon-King Townline would reduce almost 5 km of the route on busy roads. However, this segment is currently gravel. Another proposed change, on Highway 27 approaching Schomberg, would connect from Highway 27 to Main Street instead of Maynard Drive. There is no significant benefit in changing the route until the intersection is signalized, likely when Sproule Street is extended due to development.



Figure 8 - Greenbelt Route Maps and Signage

### York Region Cycling Tour Routes

Clear and consistent signage is critical to people's enjoyment of cycling tour routes. Their confidence in the signage program will affect their decision to go beyond local community, their willingness to return to the route in the future, and their recommendations to other cyclists. Signage is also one of the most common ways people learn about the new Routes, and therefore plays a major role in marketing and promotional objectives for the Greenbelt Route and the communities it connects. York Region has created wayfinding guidelines to help municipalities implement on- or off-road wayfinding signage.

York Region Transportation Services, along with tourism partners like Experience York and Ontario By Bike, are promoting several self-guided cycling routes that connect tourism destinations and scenic natural areas of the Region. Two routes go through King Township:

- Tour de Holland
- Village Roundabout



Figure 7 - Tour de Holland Itinerary and York Region Cycling Tour Map

**Village Loops**

Of the three Villages, Nobleton was selected as the best candidate for implementation as a quick win. A 6.4 kilometre loop has been identified, A trail audit should first be undertaken to identify any washouts in need of repair, widening or surface upgrades, curb cuts at trail access points or other minor improvements. A wayfinding system similar to the recent signage at King City Trail is suggested. As part of the Sustainability Plan, Council has committed to installing education signs regarding the wildlife and plants near wetlands and other natural areas. These can be incorporated, as well as wayfinding and anti-idling signage near Nobleton Public School and Saint Mary Catholic Elementary School.



Figure 9 - King City Trail



King City Trail



Nobleton Trail

**Bike Routes to King City GO Station**

GO Transit expansion will bring two-way all-day service on the Barrie Line, with a train up to every 15 minutes. It will also include other amenities like secure bike parking. This is a big opportunity to change the way people travel to the King City GO Station, as there won't be enough parking to meet demand. Residents who live within 2 kilometers of the station can bike there in under 10 minutes. Though there isn't space on the streets for dedicated bike lanes, signs and pavement markings can help communicate that cyclists belong, encourage motorists to slow down and give space, and provide the nudge needed to for people to give cycling a try. 4.5 kilometre of routes have been identified as an initial phase on Station Road, Burton Grove, Patricia Dr, Warren Road, McBride Court, Elizabeth Grove, Patton Street and Banner Lane as signed bike routes with sharrows.



Figure 10 - King City GO Station Signage and Connections



**Other Recommendations**

**Primary Trailheads:** Trailheads are the primary starting points to the trail network. Through signage they should inform the public about safe trail use, provide a map of the network, and a trail etiquette message should be posted. Other suitable regulatory and wayfinding signage should also be provided. Trailheads are designated as either primary or secondary depending on space available and anticipated level of use. Primary trailheads should include parking, signage, garbage and recycling receptacles, mapping and seating. Trailheads are recommended in the short term at the following two locations:

- King City Arena
- Nobleton Arena

**Access to Thornton Bales Conservation Area.** Work in partnership with Lake Simcoe Region Conservation Authority to improve parking and access to the trails.

**Inventory of public washrooms:** Public feedback indicated a shortage or lack of awareness of publicly available washrooms. Create an online map showing the locations of seasonal and permanent washroom facilities available to the public. This can be added as a feature to a cycling and trails map of the Township.

**Inventory of bike parking:** Undertake a Bike Parking Inventory and use the results to expand the availability of high-quality bike parking within the community, especially at popular destinations. On Main Streets, consider whether any on-street parking for motor vehicles can be converted into a bike corral.

**Mapping:** Keep GIS data current for local and Regional mapping products and services, as well as making it available to the public and app developers.



Figure 11 - Examples of Bike Parking and a Trailhead

### Special Considerations

The following segments within the Township were identified as requiring special consideration. These could be advanced by Council on a case-by-case basis as part of the annual budget process, depending on the timing of anticipated development, coordination with York Region, and other factors.

#### King City

- **King Road from Peter Glass Road to Municipal Centre (development-driven).** This 400 m gap would serve those in the Peter Glass – Kinghorn Road subdivision as well as the King Heritage and Cultural Centre. A signalized intersection is planned at the Municipal Centre entrance, connecting with a new sidewalk to Keele Street. A sidewalk would be built when the Mansions of King development is built. As an interim solution, the Township could work in partnership with the Region to provide a wider paved shoulder and barrier protection for pedestrians. An example is shown in **Figure 12**.



Figure 12 - Example of barrier protection of paved shoulder on Rutherford Road in Vaughan

#### Nobleton

- **Hwy 27 from Diana Drive to Oliver Emerson Avenue.** This 800 m gap along a rural section of Highway 27, would connect residents on Diana Drive to Nobleton centre. It scored relatively low in the evaluation and is currently a long-term recommendation.
- **Nobleview to Via Moto subdivision.** This 700 m gap along a rural section of King Road would connect those in the Nobleview subdivision to Nobleton centre. It scored relatively low in the evaluation and is currently a long-term. There is an alternate route to King Road through the subdivision that provides a more comfortable walking environment, though less direct for those living on Nobleview south of Hlilside.
- **Hwy 27 from Sheardown Dr to Parkheights Trail / Mactaggart Dr (development-driven).** A narrow asphalt path on both sides has been provided as an interim pedestrian facility. When development proceeds, and permanent pedestrian facility would be built. Given this is a route to school, Council may want to advance construction and consider a multi-use path to better accommodate both pedestrians and cyclists. In addition, driveway crossings at the plaza on the east side of Hwy 27 (**Figure 13**) can be improved with pavement markings, signage, and geometry to mitigate conflicts with turning motor vehicles.



Figure 13 - Plaza entrance on the east side of Hwy 27, north of Sheardown, could be improved for pedestrians



Figure 14 - Streetscaping opportunities along King Road, east and west of Hwy 27 and Highway 27, north of King Road.

The last two segments could also be addressed through the next phase of streetscaping in Nobleton, along King Road, east and west of Highway 27 and Highway 27, north of King Road (**Figure 14**). Design elements would include sidewalks and decorative paving, curb and gutter replacement, site furnishings including benches, litter receptacles, bike racks, banner poles, knee walls and pedestrian lighting. Funding to offset costs would be sought through York Region’s partnership programs and other programs, if available.

Three guiding principles aims to maximize implementation of the active transportation network:

- **Create no new deficiencies** - Build new communities and develop sites with adequate density and quality of pedestrian facilities to create walkable communities.
- **Maximize opportunity through construction** - Build sidewalks when roads are being constructed or reconstructed, as this is most cost-effective, least disruptive and results in a higher quality facility.
- **Retrofit by priority** - Undertake stand-alone projects to fill gaps at priority locations that best increase the walking mode share by supporting access to transit, and create connections between key nodes in a community.

### Solutions to sidewalks in existing neighbourhoods

Superior sidewalk design and supporting amenities can encourage walking by making it more attractive. However, in some areas, it may not be practical or feasible to provide separated sidewalks with horizontal and vertical physical separation from motor vehicle traffic. While sidewalks with a buffer from motor vehicles should be considered along all arterial roads and in areas with high pedestrian activity, sidewalks in other areas may not be necessary if traffic volumes and speeds are sufficiently low (recommended 30 km/h and less than 500 motor vehicles per day). Given the potential challenges of implementing sidewalks in established neighbourhoods, a solution such as shared spaces or improved through the use of temporary materials like paint and bollards could be considered. **Figure 15** shows some existing alternative sidewalk treatments:

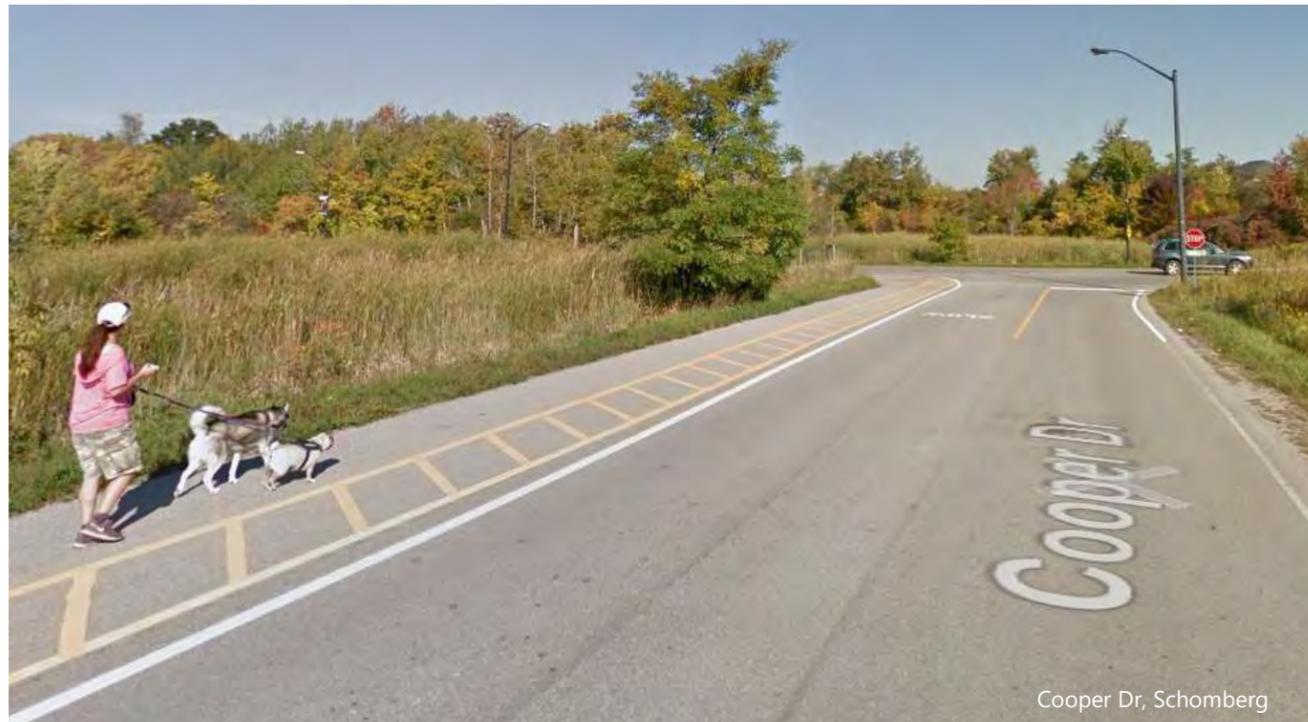


Figure 15 – Alternative sidewalk treatments

The following principles should be applied to pedestrian facility selection:

- **Dedicated Space over Mixed Conditions:** shared spaces are generally only recommended up to motor vehicle speeds of 30 km/h. Providing a dedicated space to see people walking or cycling, such as a shoulder, creates a more predictable environment for all road users
- **Physical Separation over Pavement Markings:** providing physical protection can raise both the perceived and actual safety for people walking
- **Off-Street Pathways over Walkable Shoulders:** removing pedestrians from the roadway and providing a buffer between them and motor vehicle traffic creates a comfortable space for people of all ages and abilities

### 3.2. Project Phasing

The proposed phasing for the Townships active transportation projects is organized into four phases over a 11+ year horizon. A phasing horizon has been identified for each project based on the scoring identified in section 3. The following sections indicate the proposed phasing strategy and the associated cost and department responsible for implementation. Additionally, further detail on phasing is provided on **Map 1** and **Map 2**.

Table 9 - Proposed Quick Wins (0-1 year) \*Note – All costs indicated in this table are subtotal costs (excluding 15% contingency and 15% planning and design). All costs are in 2020 Canadian Dollars.

Item	Description	Location	Length	Preliminary Cost	Responsible Department
Q1	Sidewalk Repairs	Various	58 Panels	\$30,000	Public Works
Q2	Nobleton Loop - Trail Maintenance and Wayfinding Signage	Nobleton	6.4 km	\$25,000	Public Works
Q3	King City GO Station Signed Bike Routes and Sharrows	King City	4.5 km	\$50,000	Public Works
Q4	Tour de Holland Signed Cycling Tour Route	Various	44 km in King (66 km total)	\$20,000	Public Works

**Quick Wins** were identified due to their high score and ease of implementation. **Map 1** provides more detail on of these projects.

Table 10 - Proposed Short Term Projects (1-5 years)

Item	Description	Location	Length	Preliminary Cost	Responsible Department
S1	Sidewalk Repairs	Various	Annual	\$40,000/year	Public Works
S2	Sidewalk on Kettleby Rd	Kettleby	450 m	\$200,000	Public Works
S3	Multi-use Path on King Road from Old King Road to Greenside, south side	Nobleton	700 m	\$150,000 + 33% York Region	Public Works
S4	Sidewalk on Main Street and Hwy 9 & gateway feature	Schomberg	50 m	\$20,000	Public Works
S5	Sidewalk on Dr Kay Dr / Dillane Dr, west of Hwy 27 to Sproule St, south side	Schomberg	80 m	\$25,000	Public Works
S6	Sidewalk from Keele Street to Doctor's Lane	King City	80 m	\$25,000	Public Works
S7	Midblock Crossing on Keele between All Saints Church and Elizabeth Grove	King City	-	\$15,000 + 50% York Region	Public Works
S8	Midblock Crossing at Ellis Avenue and Parkview Avenue	Nobleton	-	\$15,000 + 50% York Region	Public Works
S9	Midblock Crossing at King Road and Henry Gate / Tomlinson Gate	Nobleton	-	\$15,000 + 50% York Region	Public Works
S10	Trail Planning Study, Nobleton Trails (N2, N3, N5, N6)	Nobleton	-	\$100,000	Community Services
S11	Trail Planning Study, King City Trails (N9, N10, N11, N12)	King City	-	\$100,000	Community Services
S12	Two Primary Trailheads	King City, Nobleton	-	\$30,000	Community Services
S13	Paved shoulder on Rebellion Way (modify current design)	Lloydtown	100 m	\$20,000	Public Works

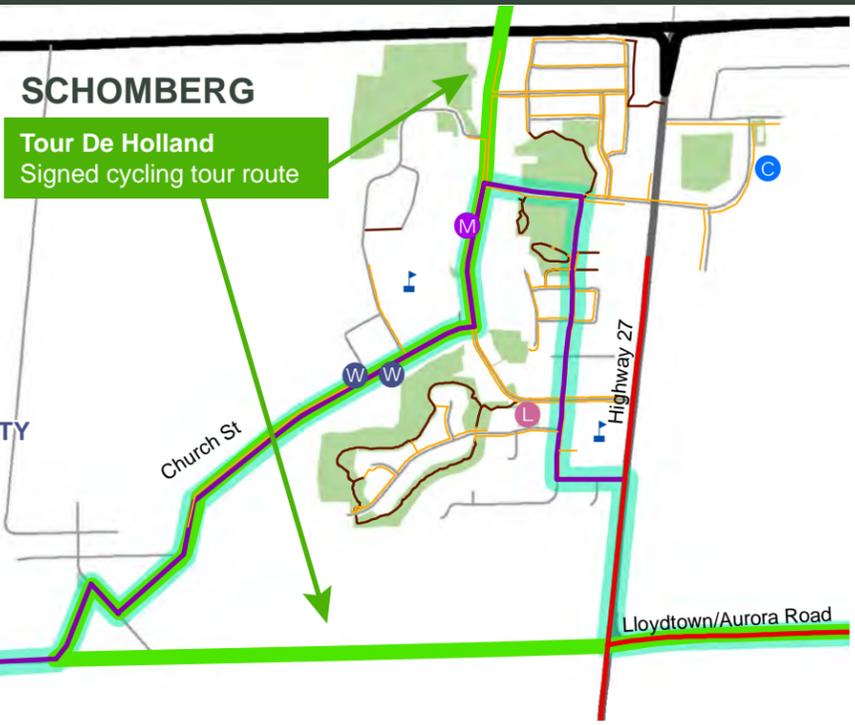
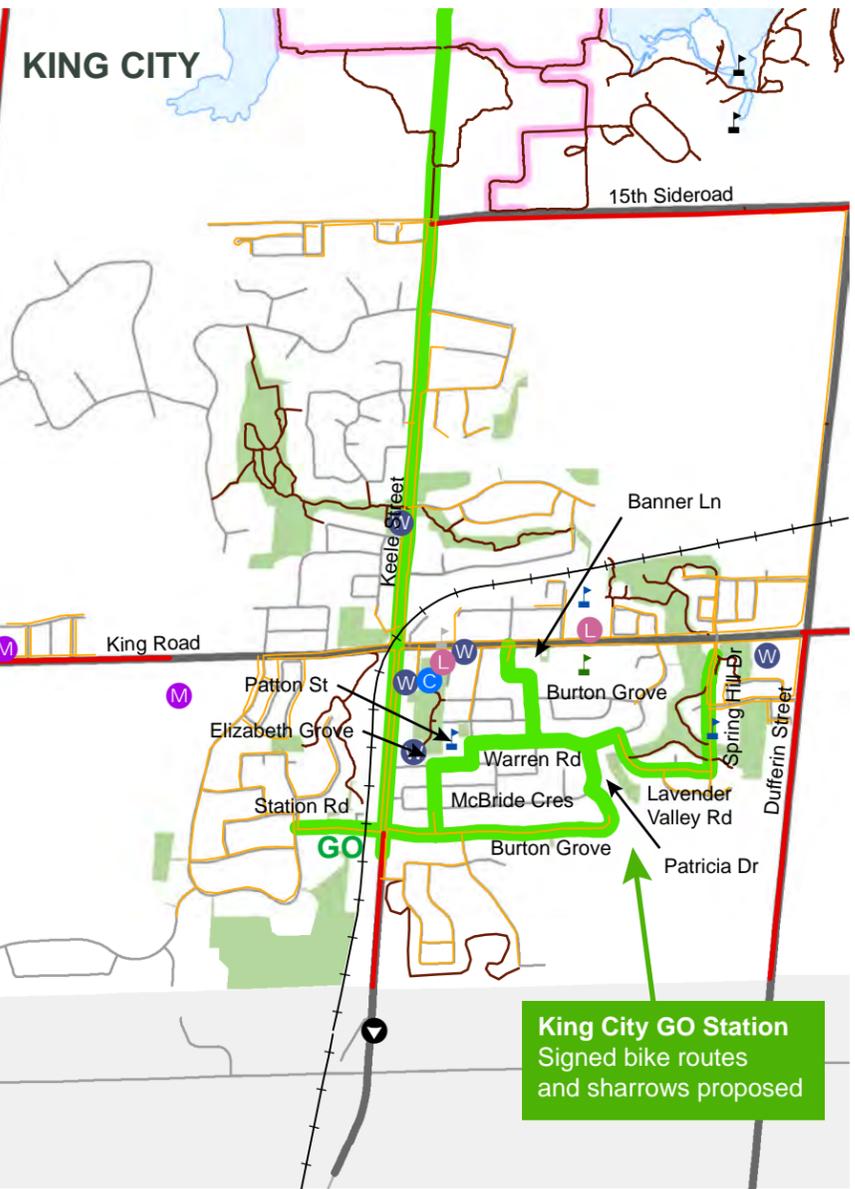
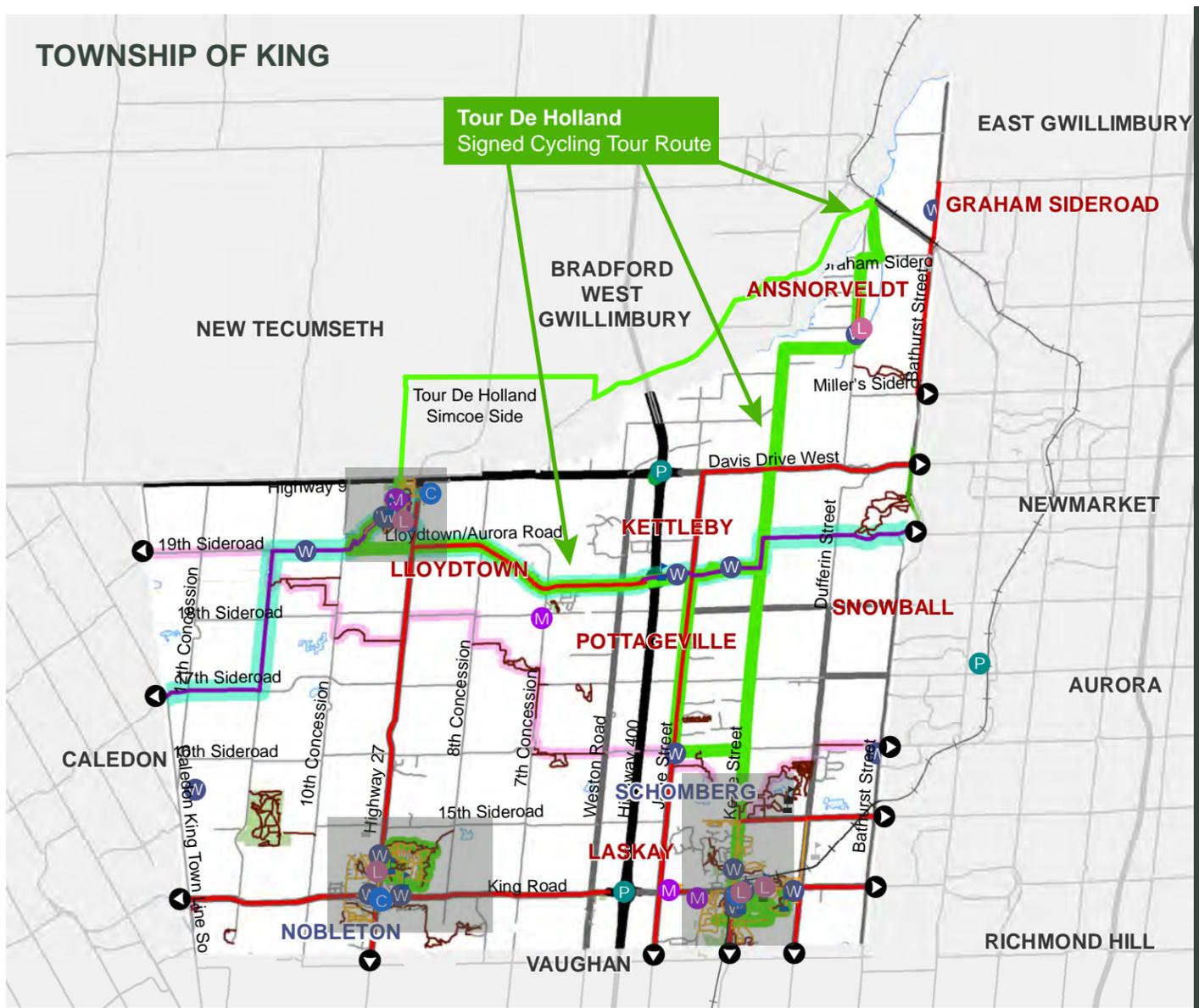
Projects identified in the **Short Term** are cost effective projects intended to fill gaps in the active transportation network, these projects also scored highly in the scoring process.

Table 11 - Proposed Medium Term Projects (6-10 years)

Item	Description	Location	Length	Preliminary Cost	Responsible Department
M1	Sidewalk Repairs	Various	Annual	\$40,000/year	Public Works
M2	Alternative Sidewalk on Burton Grove	King City	150 m	\$40,000	Public Works
M3	Alternative Sidewalk on Patricia Dr	King City	225 m	\$60,000	Public Works
M4	Alternative Sidewalk on Warren Rd	King City	375 m	\$100,000	Public Works
M5	Alternative Sidewalk on Western Ave	Schomberg	800 m	\$250,000	Public Works
M6	Sidewalk on Hwy 27 from Dr Kay Dr to Hwy 9	Schomberg	325 m	\$100,000	Public Works
M7	Multi-use Path on King Road from Henry Gate to Wellington St, south side	Nobleton	500 m	\$150,000 + 33% York Region	Public Works
M8	King City Trails (N9, N10, N11)	King City	2 km	\$250,000	Public Works
M9	Nobleton Trails (N2, N5, N6)	Nobleton	2 km	\$250,000	Public Works

Projects identified in the **Medium Term** scored lower than Quick Wins and Short Term, however they still provide important connections for active transportation users in the Township.

TOWNSHIP OF KING



# MAP 1

Quick Wins (0 -1 Years)

## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality
- Waterbody
- Park / Open Space

### Existing AT Network

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

### Regional AT Network

- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

- Provincial Highway / Freeway
- Regional Road
- Township Road

- Quick Win (0-1 Year)**
- Signed Bike Route

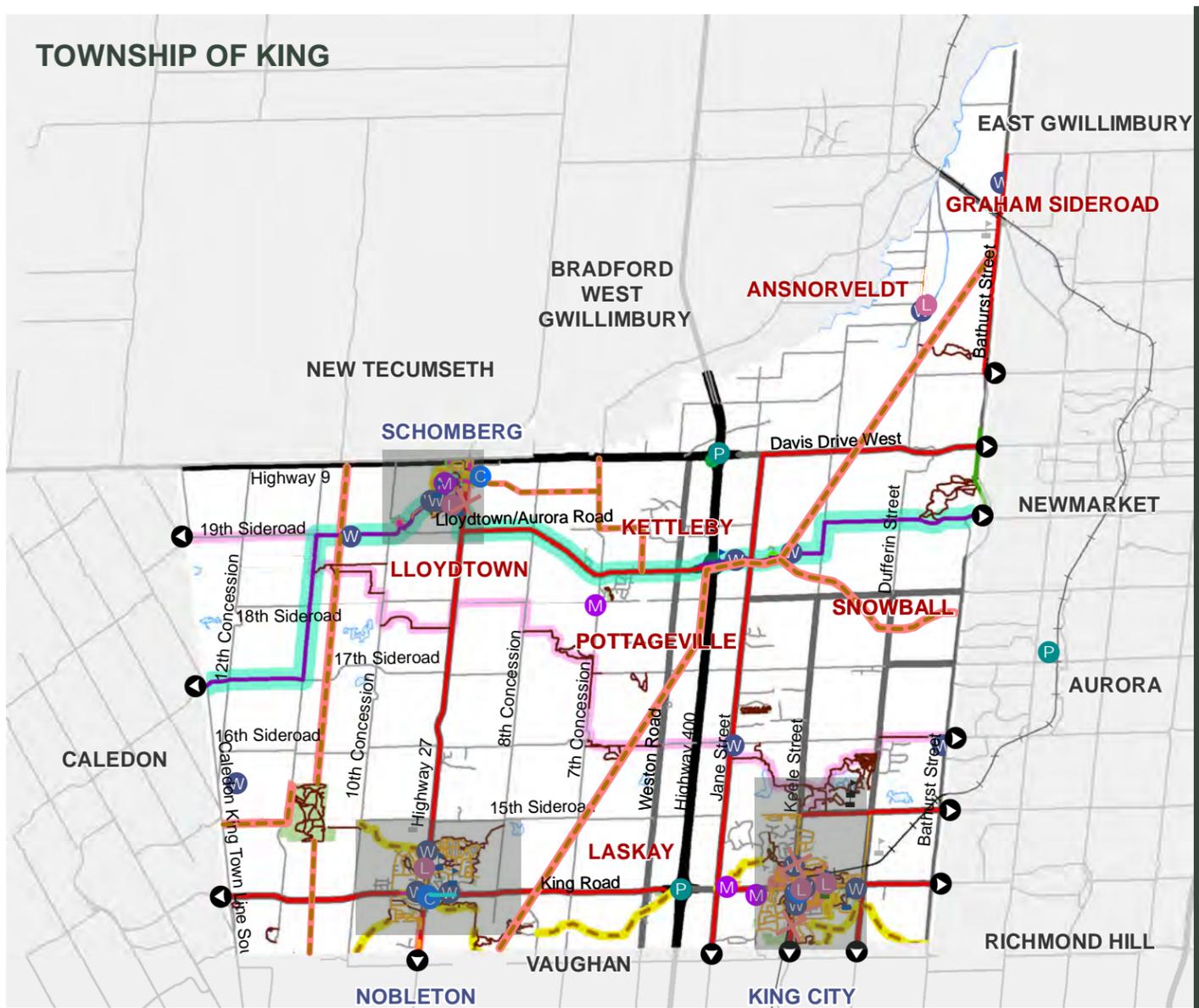


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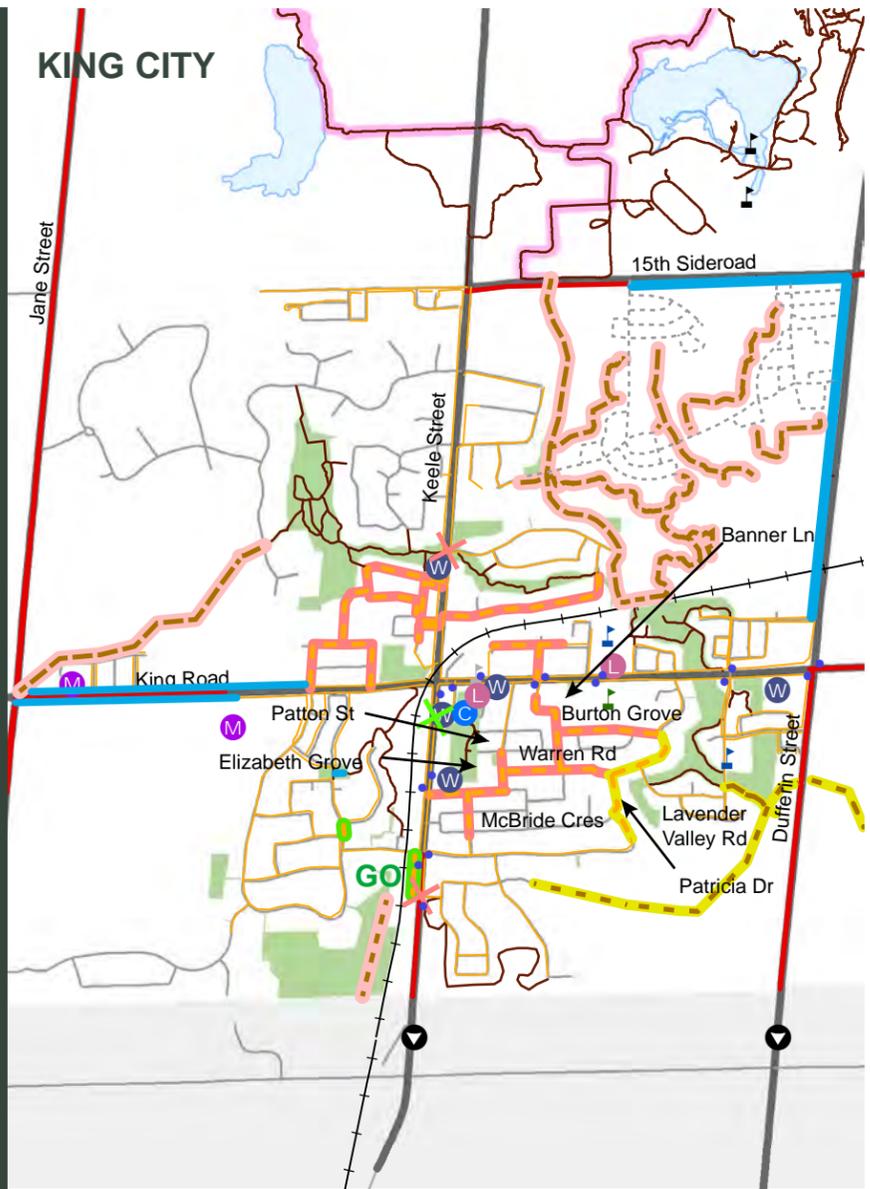
Sources:  
Base Data: MNR, Region of York & Township of King  
Projection: UTM NAD83 Zone 17

This map is illustrative only. Do not rely on it as being a precise indicator of routes, locations of features, nor as a guide to navigation. The Township of King shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

TOWNSHIP OF KING



KING CITY



# MAP 2

Short, Medium and Long Term

## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality
- Waterbody
- Park / Open Space

**AT Network**

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

**Proposed Facilities**

- Multi-use Pathway
- Sidewalk
- Off-road Trail

**Phasing**

- Short Term (1-5 Years)
- Midblock Crossing
- Medium Term (6-10 Years)
- Long Term (11+ Years)

**Regional AT Network**

- Greenbelt Cycling Route
- Oak Ridges Trail

**Planned Projects**

- Planned AT Facility
- Midblock Crossing

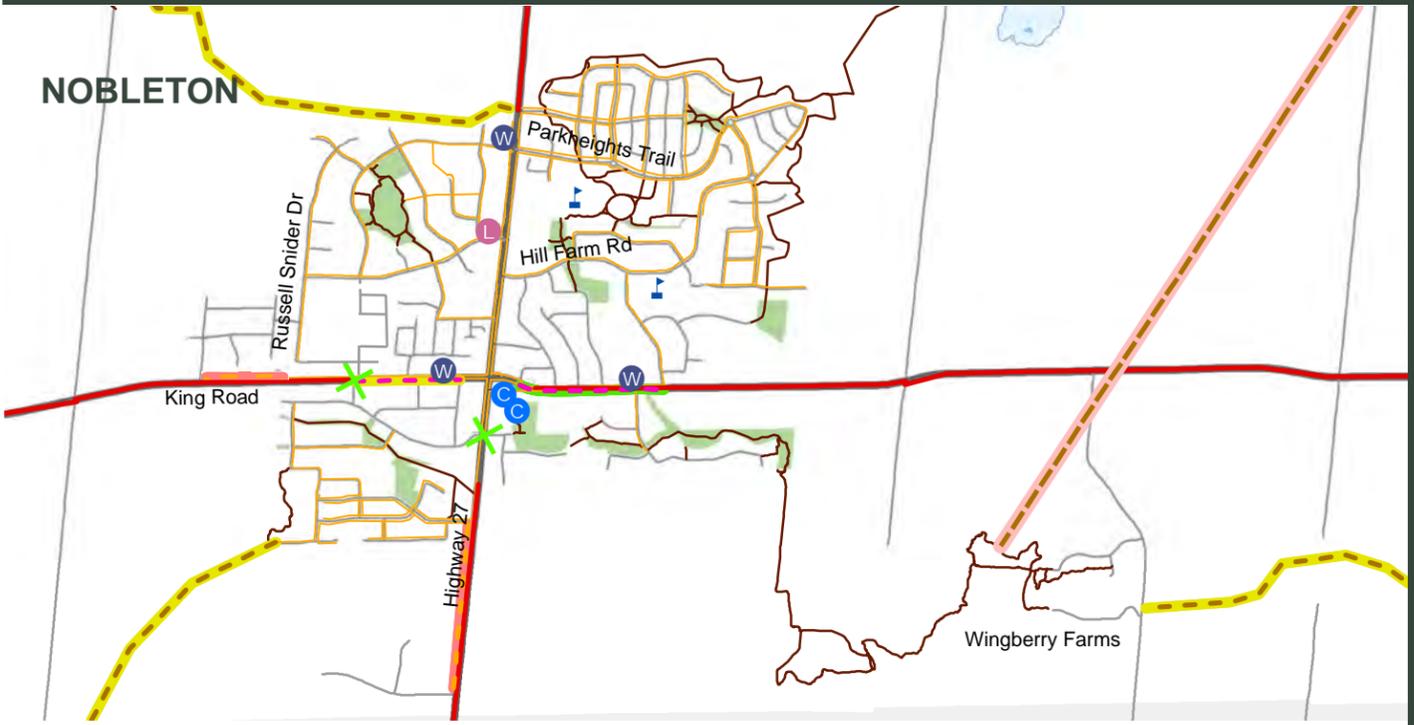
**Road Network**

- Provincial Highway / Freeway
- Regional Road
- Township Road

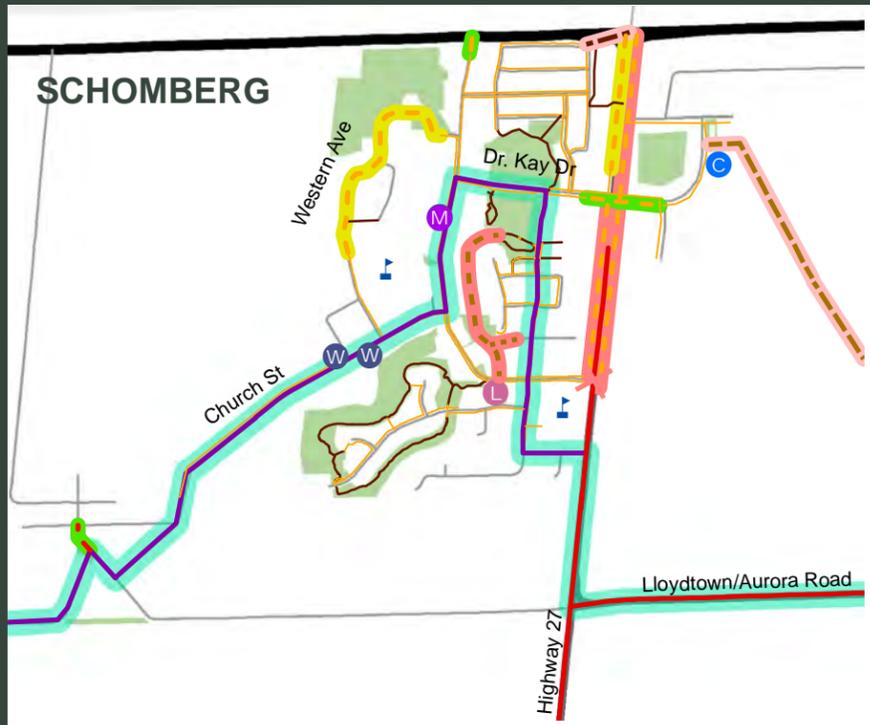
**Transit Network**

- GO/ YRT Bus Stop
- GO Station
- GO Train Rail Line

NOBLETON



SCHOMBERG



Produced by:  
WSP

Sources:  
Base Data: MNR, Region of York & Township of King  
Projection: UTM NAD83 Zone 17

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### 3.3. Project Costing

#### 3.3.1 Summary of Costs

An estimated cost to implement the Townships AT projects has been developed. Cost estimates are based on a set of unit prices presented in **Appendix B**. The unit prices reflect 2020 dollars and are based on best practices from various municipalities in Ontario. It is recognized that the level of effort will vary on a project-by-project basis and some projects may reflect higher unit costs than others. The unit prices:

- Do not include the cost of property acquisition, signal modifications, utility relocations, major roadside draining works, or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways;
- Assume typical environmental conditions and topography; and
- Do not include applicable taxes and permit fees (which are considered additional).

The focus for implementation is to leverage the Township’s existing annual sidewalk budget of \$160,000, while also advancing off-road trails and other initiatives that support active transportation. **Table 12** presents the estimated cost to the Township to implement the proposed active transportation projects within the next ten years. These do not include development-driven projects that would be implemented and funded through development, nor projects already approved in the 2020-2022 Capital Budget.

Table 12 - Estimated Township’s 10-Year Capital Costs for Proposed Projects

	Quick Wins and Short Term (0-5 Years)	Medium Term (6-10 Years)	Sub-Total	30% (15% Planning and Design) (15% Contingency)	Total
<b>Current Budget<sup>1</sup></b>	\$800,000	\$800,000	\$1,600,000	\$480,000	\$2,080,000
<b>Additional Funds Required<sup>2</sup></b>	\$200,000	\$600,000	\$800,000	\$240,000	\$1,040,000
<b>Total</b>	\$1,000,000	\$1,400,000	<b>\$2,400,000</b>	\$720,000	<b>\$3,120,000</b>

Note:

1. Assumes projects will be funded through the Township’s annual capital budget / allocation of \$160,000 (\$160,000 x 5 years = \$800,000).

Assumes additional / new monies will be needed to support the implementation of active transportation projects the Township’s annual sidewalk budget of \$160,000, or some projects are pushed to the long term horizon. Refer to section 3.3.2 for information on potential funding opportunities that can be explored to support implementation of future active transportation projects.



The estimated subtotal cost to implement the proposed active transportation project is approximately \$2.4 million, and **\$3,120,000** after including planning and design and contingency costs. A breakdown of estimated quantity of facilities recommended to be implemented is presented in **Table 13** on the following table.

Table 13 - Overview of Projects by Phase

	Already Planned (km) (2020 – 2022)	New Short Term (km) 0 – 5 Years	New Medium Term (km) 6 – 10 Years	Total (km)
<b>Sidewalks or Multi-use Pathways</b>	1.9	1.4	2.4	5.7
<b>Off-road Trails</b>	13.7	-	4.0	17.7
<b>Signed Bike Routes</b>	-	55	-	55
<b>Midblock Crossings</b>	-	3 locations	-	3 locations
<b>Paved Shoulders</b>	6.1	-	-	6.1
<b>Total</b>	21.7	56.4	6.4	<b>84.5</b>

Implementing the proposed active transportation improvements will require funds and resources from the Township and other partners on an annual basis. Annual funding for construction, maintenance, operations and programming should be identified in the Township’s annual budgeting process to strategically implement the cycling and trails network over time. In addition, the Township should explore additional funding sources to maximize budget efficiencies and coordination with other major projects (refer to section 3.3.2 for additional details on potential funding sources).



### 3.3.2 Potential Funding Opportunities

The following outlines potential funding sources that the Township and its partners could explore to support implementation of active transportation routes / facility types and other supportive infrastructure.

#### Federal

##### **Investing in Canada Infrastructure Program: COVID-19 Resilience Stream**

In August 2020, the federal government released a new temporary COVID-19 Resilience stream, with over \$3 billion in funding. Under this stream, projects will be eligible for a significant federal cost share: up to 80% for provinces, municipalities and not-for-profit organizations in provinces (80 / 20 split). Projects are to be fully implemented / completed by the end of 2021.

For more information, refer to: <https://www.infrastructure.gc.ca/plan/covid-19-resilience-eng.html>

##### **The Public Transit Infrastructure Fund (PTIF)**

The PTIF program includes transportation demand management measures and studies, pilot projects related to innovative and transformative technologies, and projects for system expansion such as active transportation. The program was for costs incurred prior to March 31, 2018. However, another intake may be announced in the future.

For more information, refer to: <https://www.infrastructure.gc.ca/plan/ptif-fitc/ptif-program-programme-eng.html>

##### **Investing in Canada Infrastructure Program**

In March 2019, a \$30 billion infrastructure funding program was launched to encompass combined federal, provincial, and local investments in communities across the province over the next 10 years. Ontario's share per project will be up to 33%, or \$10.2 billion spread across four streams: rural and northern; public transit; green stream; and community, culture and recreation.

For additional details on the Investing in Canada Infrastructure Program, and specifically the Community, Culture and Recreation stream which can provide funding options for components of the Township's Active Transportation Strategy, refer to:

<http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR019953>



### **Canada Healthy Communities Initiative**

In August 2020, the federal government launched the Canada Healthy Communities Initiative with up to \$31 million in existing federal funding to support communities to deploy new ways to adapt spaces and services to respond to the needs arising from COVID-19 over the next two years. The initiative will support projects under three main themes: creating safe and vibrant public space; improving mobility options; and digital solutions.

For additional details regarding Canada Healthy Communities Initiative refer to:  
<https://www.infrastructure.gc.ca/chci-iccs/index-eng.html>

## Provincial

### **Gas Tax Funds**

A permanent source of revenue collected from fuel tax, from which a portion is provided to provinces and territories to support local infrastructure projects within 17 different categories such as recreation, tourism, sport, culture and local roads / bridges. Municipalities can pool, bank and borrow against this funding. The Association of Ontario Municipalities administers funds to all municipalities in Ontario except for the City of Toronto.

For additional information on the federal Gas Tax Fund, refer to:  
<https://www.infrastructure.gc.ca/plan/gtf-fte-eng.html>

### **The Ontario Trillium Foundation**

The Ontario Trillium Foundation is an agency of the Government of Ontario, and one of Canada's leading granting foundations. Between 2018 and 2019, the Ontario Trillium provided awarded \$108 million to 629 projects. Funding is allocated to projects that help each one or more of the foundation's six priority areas: active people; connected people; green people; inspired people; promising young people; and prosperous people. Projects related to cycling, trails and active transportation can be supported through the 'active people' priority.

For details regarding potential funding alternatives refer to: <https://otf.ca/>

## Regional

### **Greenbelt Foundation**

The Greenbelt Foundation invests in projects that enhance the health of the Greenbelt's natural systems, address climate change, support local agriculture and foster livable and prosperous communities. The Greenbelt Foundation was a partner in the 2015 launch of the Greenbelt Route, a 475 km signed cycling tour route from Northumberland County to Niagara Region.

### **York Region Pedestrian and Cycling Partnership Program**

\$500,00 is available annually for up to 50% of active transportation projects that contribute to the Regional-scale network. For more information, refer to: [www.york.ca/pcmpp](http://www.york.ca/pcmpp)



**York Region Municipal Streetscape Partnership Program**

\$1.0 million is available annually to support streetscape projects on Regional Roads that enhance the public realm. Funding is up to 33% of project costs for standalone projects, or up to 50% if tied to York Region’s capital projects. For more information, refer to:

[www.york.ca/streetscape](http://www.york.ca/streetscape)

The Township of King has successfully partnered with York Region on the following projects:

Table 14 - Examples of Funding Received from York Region

Year	Location	Regional Funding	% Regional Funding	Total Cost
2015	Keele Street & King Road, King City	\$298,929	34%	\$880,601
2017	Hwy 27 & King Road, Nobleton	\$978,649	30%	\$3,223,548
2018	Bathurst Street and Davis Drive	\$14,000	50%	\$28,000
2018	Keele Street from King Road to Station Road, King City	\$225,000	33%	\$681,000
2020	King Road from Municipal Centre to Dufferin Street, King City	\$930,765	12%	\$8,000,000



Figure 16 - Streetscaping at Keele Street and King Road. Photo Source: York Region

**TRCA Trails Strategy**

Toronto and Region Conservation Foundation raises funds for conservation projects that protect and restore nature, preserve cultural heritage, and strengthen communities in the Toronto



region. An example of this is The Meadoway, a hydro corridor in Scarborough. Over the next seven years, TRCA will transform the area into a vibrant 16 kilometre stretch of trail, urban greenspace and meadows.



Oak Ridges Trail at Seneca College. Source: WSP



## 4. Additional Considerations

Developing and integrating operational and policy measures that are supportive of active transportation can help shape long-term change in the Township. Embedding supportive policies into the Township's current practices will ensure that future planning creates communities that accommodate active forms of recreation and multi-modal travel, and inclusive for people of all ages and abilities. The following sections outline operational and policy principles should be considered as the Township of King continues to implement active transportation infrastructure.

### 4.1. Routes in New and Established Areas

Active transportation should be considered when proceeding with future land development. The AT Strategy is intended to be used as a resource when communicating with developers whenever possible. When planning for and designing new development areas, the Township should consider the following strategies to ensure there are provisions in place for active transportation and sidewalk infrastructure:

- **Prepare Conceptual / Layout Plans:** Developers should prepare and submit conceptual / layout plans including typical details for active transportation routes and sidewalks prior to draft plan approval.
- **Prepare Detailed Design Drawings:** Developers should be required to prepare and submit detailed design drawings, specifications and cost estimates for the construction of facilities.
- **Prepare Requirements for Developers:** Developers should be encouraged to construct active transportation routes and sidewalks as part of the installation of other infrastructure (e.g. utilities or roads prior to subdivision approval and registration). Developers should be required to construct sidewalks on both sides of a road in a new development area, or where possible, an in-boulevard multi-use pathway in-place of a sidewalk (the in-boulevard pathway should be placed on one side of the road at a minimum plus a sidewalk on the other side of the road). Additionally, developers should be required to construct sidewalks that connect to nearby sidewalks to eliminate potential broken linkages.
- **Integrate with the Development Charges:** active transportation routes and sidewalks should be considered eligible infrastructure under the Township's development charges by-law.



Implementing active transportation routes and sidewalks in older, established neighbourhoods in the Township can be challenging. Even if a plan is in place, opposition may arise when a project proceeds to implementation. Members of the public and key stakeholders should be engaged through different methods of consultation as the preferred design of key linkages is selected with the goal of initiating engagement at the earliest possible stage.

Some suggested engagement opportunities may include:

- **Notice of Consultation:** Public notice should be developed and published on the Township's webpage and inserted in other local publications. It should include a brief explanation of the project, its relationship to the AT Strategy and details on expected start and completion dates. The notice should be published for at least 30 days. If issues are raised that require further commentary the Township might select to undertake a local neighbourhood meeting.
- **Local Neighbourhood Meetings:** Would be used to review projects in the final draft design and approvals stage but when not yet tendered. The meeting would be used to review the recommended alignment and design concept or to present proposed changes to the solution. If there are significant revisions the Township may proceed to a more focused consultation.
- **Focused Consultation for Detailed Design Projects:** When there are significant revisions to the design concept the Township may explore additional work to confirm the route alignment and may engage in meetings with staff, Councillors and stakeholders. If there is consensus the Township should proceed with the final design, approvals, tender, notification of construction and construction.
- **Broad Consultation for a Class EA or Similar Study:** A Class EA is typically not required when a route is being implemented along an existing corridor. However, the Township may select to undertake a major trail or water crossing project as part of a Class EA or an individual EA for another project. This consultation program for the EA should be consistent with the Municipal Class EA consultation requirements.



## 4.2. Electric Bikes and Scooters

Micro-mobility and electric-powered vehicles such as e-bikes and kick style e-scooters, is rapidly emerging as a potential solution for mobility needs for people of various ages and abilities at the provincial, national and international level. E-bikes and other forms of micro-mobility can help municipalities support sustainable and inclusive travel choices such as the first and last mile travel, and can help to reduce the physical stress of biking by permitting a rider to travel longer and farther than a traditional bike.

Both bicycle style e-bikes (BSEB) and scooter style e-bikes (SSEB) are defined by Transport Canada, in the Motor Vehicle Safety Regulations of the Motor Vehicle Safety Act, as power-assisted bicycles. Under this regulation, provinces are still responsible for licensing, infrastructure planning and maintenance, and vehicle regulations of power-assisted vehicles.

A power assisted bicycle, such as an e-bike or e-scooter, refers a vehicle that:

- a. Has steering handlebars and is equipped with pedals;
- b. Is designed to travel on not more than three wheels in contact with the ground;
- c. Is capable of being propelled by muscular power;
- d. Has one or more electric motors that have, singly or in combination, the following characteristics:
  - It has a total continuous power output rating, measured at the shaft of each motor, of 500 W or less,
  - If it is engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,
  - If it is engaged by using an accelerator controller, power assistance immediately ceases when the brakes are applied, and
  - It is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground,
- e. Bears a label that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle as defined in this subsection; and
- f. Has one of the following safety features:
  - An enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that it is operable by the driver, or
  - A mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h.

In January 2020, the Ministry of Transportation Ontario launched a five-year e-scooter pilot program. As part of this pilot, municipalities can pass by-laws to determine where e-scooters can



operate such as municipal roadways, trails and parks. Key elements of the five-year pilot program are outlined below:

- Municipalities must pass a by-law to allow them on municipal roads
- Maximum speed is 24 km/h
- Maximum weight of an e-scooter is 45 kg
- Maximum power output 500 watts
- Minimum operating age is 16
- No passengers allowed
- No cargo may be carried
- No baskets allowed
- Riders must stand at all times
- Bicycle helmet required for those under 18 years old
- No pedals or seat allowed
- Must have 2 wheels and brakes
- Must have horn or bell
- Must have one white light on front, one red light on rear and reflective material on sides
- Maximum wheel diameter 17 inches
- All Highway Traffic Act rules of the road will apply to the operation of e-scooters like bicycles
- Penalties in Highway Traffic Act s. 228(8) will also apply to violations of pilot regulation (fine of \$250 to \$2,500)
- Not allowed on controlled access highways

Additional information on the Province's e-scooter pilot program can be found here:

<http://www.mto.gov.on.ca/english/vehicles/electric/electric-scooters.shtml>

It is expected that the findings from the pilot program along with discussions with municipalities across the province, will provide the Ministry with evidence to determine whether a permanent framework is warranted. Following a safety evaluation of these vehicles, the Ministry will make a decision on whether e-scooters are permanently allowed on roads in Ontario.

This trend in electric bikes and scooters presents an opportunity for municipalities to embrace future changes in transportation technology by integrating micro-mobility into "future mobility" components of planning policies. It is recommended that the Township establish and / or amended relevant by-laws to outline where electric bikes and scooters are prohibited and permitted, and to clarify the use along on and off-road facilities.



## 4.3. Winter Maintenance

### 4.3.1 General Considerations

Township resources, time and funding should be allocated not only for the design and implementation of active transportation and sidewalk infrastructure, but also for the operation of maintenance of these links. Maintenance of on and off-road infrastructure (including sidewalks) should be part of a commitment to provide high-quality routes and facilities to users in the Township.

In recent years, many municipalities in Ontario have expanded maintenance services on their active transportation routes for year-round use, by outlining clear and achievable winter maintenance standards. These standards often reflect the regulations guidance that have been set out by the Province of Ontario in the Minimum Maintenance Standards (MMS) for Municipal Highways, which include provisions for winter maintenance on bicycle facilities and sidewalks.

**Table 15** outlines the level of service for snow accumulation in bicycle lanes based on the roadway class.

Table 15 - MMS for Snow Accumulation on Bike Lanes

Road class	Depth	Removal time for snow on roadways	Removal time for snow on bike lanes
1	2.5 cm	4 hours	8 hours
2	5 cm	6 hours	12 hours
3	8 cm	12 hours	24 hours
4	8 cm	16 hours	24 hours
5	10 cm	24 hours	24 hours

#### WHAT DOES THIS MEAN?

- i. After becoming aware of snow accumulation on a bicycle lane is greater than the depth set out in **Table 15**, to deploy resources as soon as practicable to address the snow accumulation; and
- ii. After the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in **Table 15** to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width.



Although paved shoulders are not defined as *bicycle lanes* in the Province’s MMS, on roads that are signed as a bicycle route and where a paved shoulder is provided to accommodate cycling, it is recommended that municipalities develop an all-season winter maintenance strategy. Year-round maintenance of active transportation routes and sidewalks can help to mitigate a user’s exposure to risk, minimize potential conflict between users, mitigate liability exposure for the Township and maximize the lifespan of the facility.

In addition to maintenance standards for bike lanes, the MMS outlines following standards for snow accumulation and ice formation on sidewalks:

Table 16 - MMS for Snow Accumulation and Ice Formation on Sidewalks

Snow Clearing	Ice Prevention	Ice Treatment
<ul style="list-style-type: none"> <li>- Reduce snow to a depth of 8 cm or less within 48 hours.</li> <li>- Maintain a minimum sidewalk width of 1 metre.</li> </ul>	<ul style="list-style-type: none"> <li>- If practicable, prevent ice formation (or improve traction) within 48 hours starting from the time the municipality determines the appropriate time to deploy resources.</li> </ul>	<ul style="list-style-type: none"> <li>- Treat the icy sidewalk within 48 hours, and an icy sidewalk is deemed to be in a state of repair for 48 hours after it has been treated.</li> </ul>

The MMS defines *sidewalks* as: the part of the highway specifically set aside or commonly understood to be for pedestrian use, typically consisting of a paved surface but does not include crosswalks, medians, boulevards, shoulders or any part of the sidewalk where cleared snow has been deposited.

In locations where an in-boulevard multi-use pathway is existing and functions as a pedestrian connection, many municipalities apply the Province’s MMS sidewalk maintenance standards for the in-boulevard multi-use pathway.

Off-road trails have additional environmental sensitivity. By default, they are not winter maintained. However, the Township should review trail needs and connections to key destinations such as the King City GO Station to determine if there are benefits of upgrading any trails with a paved surface and maintained during the winter for commuting purposes. The information of the following pages provides additional information and consideration for winter maintenance strategies including:

- Plowing
- De-icing
- Snow and ice control
- Winter maintenance on off-road trails
- Specialty equipment



## Plowing



Most on-road facilities, such as paved shoulder and bike lanes, are plowed simultaneously with the rest of the roadway. Separated bike lanes are plowed separately from the main road and are less likely to get covered in slush from car traffic, but they are sometimes covered in windrows from passing road or sidewalk plows. Separated bike lanes typically utilize smaller plows to remove snow from one-way facilities; two-way facilities are often maintained with a combination of plows and small trucks with salting machines

## De-icing



Both dry salt and pre-wetted salt are often used on bike lanes to help prevent snow and ice from sticking to the surface and to keep the pathway clear of snow and ice. It is important to note that bicycles with exposed gears are especially susceptible to corrosion caused by roadway salt. Also, due to narrow tires and reduced weight, bicycles may not crush salt as effectively as motor vehicles and other solutions should be applied to help support the safety for all road users.

## Snow and Ice Control



On street cycling facilities that are often used for commuting purposes in urban areas are typically cleared before and more frequently and before than lesser used facilities in significant weather events. For example, in the City of Hamilton bike facilities are cleared as per the priority ranking of the street they are on, thus the service level for cyclists is equal to the roadway service level. A proactive anti-icing approach can be applied prior to a storm event, usually resulting in less de-icing and snow clearing required.

Some jurisdictions have tried using a brine solution since it has a quicker reaction time and less material is required. However, it can be more corrosive to bicycle components and harmful to the environment. A broom can also be used for a final pass on a bike lane. Sweepers are effective at clearing to bare pavement for the final 2 cm, especially when combined with a brining solution.





### Winter maintenance on off-road trails

Off-road trails typically have different maintenance considerations during winter months compared to on-road facilities. Not all municipalities or conservation authorities maintain trails during winter months. Several municipalities in Ontario have identified a winter network where key portions of off-road trails are maintained. Maintenance for trails during winter can include clearing pathways and paved trails when the snow accumulates past a certain amount and / or after a particular amount of time has passed following a snow event.

For example, the City of Edmonton clears the River Valley Trails when snow reaches at least 2.5 cm or 1 inch and operations staff begin clearing paved trails within the River Valley within 48 hours of snowfall event.

### Specialty Equipment

Not all active transportation facilities are designed using the same materials and dimensions. Many municipalities in Ontario have a fleet of smaller, specialized snow-clearing vehicles to be utilized on different types of active transportation facilities. For example, Montreal uses the Blue Gryb Rotating Icebreaker to break up ice along bike lanes and sidewalks and then a plow follows to clear the ice and snow from the lane to help cyclists, pedestrians, and mobility devices freely move through the network. The following photos provide examples of the different types of equipment that are being used by other jurisdictions to maintain active transportation facilities in the winter.



Sidewalk plow clearing a vertically separated cycle track  
Location: City of Toronto



Blue gryb rotating icebreaker crushing ice on a sidewalk  
Location: City of Ottawa



Winter maintenance vehicle with brush attachment  
Location: City of Hamilton



### 4.3.2 Cost Considerations

To support the on-going maintenance and operation practices, consideration should also be given to lifecycle costs and considerations. Managing the lifecycle assumptions can help to address growth, improvements and maintenance of the network, while achieving the Township’s standards for level of service.

**Table 17** summarizes typical annual maintenance costs for various components an active transportation network.

Table 17 - Lifecycle Assumptions and Costs

Item	Unit Price	Assumptions
Painted Line Markings	\$2.5 / m	Unit price is for a single 100 mm wide painted line marking, therefore assume - \$5 / m for both sides of the road. Maintenance cost assumes that painted line markings are fully replaced / renewed on an annual basis.
Cold Plastic Line Markings	\$5 / m	Unit price is for a single 100 mm wide cold plastic line marking, therefore \$10 / m for both sides of the road. Maintenance cost assumes that plastic line markings are replaced every 5 years (or 20% annually). See calculations below: - \$5 / m x 20% = \$1 / m
Painted Stencils	\$50 / m	Assumes stencils are placed every 75m as per OTM Book 18, therefore 26 stencils / kilometre on both sides of the road (13 signs on each side of the road). Maintenance cost assumes 30% of painted stencils will need to be replaced / renewed on an annual basis. This equates to \$400 per year. See calculations below: - \$50 x 26 = \$1,300 - \$1,300 x 30% = \$400
Cold Plastic Stencils	\$275 each	Assumes stencils are placed every 75m as per OTM Book 18. 26 signs in 1 kilometre on both sides of the road (13 signs on each side of the road). Maintenance cost assumes 30% of painted stencils will need to be placed / renewed on an annual basis. This equates to \$2,200 per year. See calculations below: - \$275 x 26 = \$7,150 - \$7,150 x 30% = \$2,200



Item	Unit Price	Assumptions
Route Signs	\$200 each	Assumes 26 signs per kilometre (13 on both sides of the road / route). Maintenance cost assumes 5% of all signs will need to be replaced annually. This equates to \$260 annually. See calculations below: <ul style="list-style-type: none"> <li>- \$200 x 26 = \$5,200</li> <li>- \$5,200 x 5% = \$260</li> </ul>
Sweeping Costs	\$2,400 to \$4,000 / km	Assumes sweeping frequency of 6 times a year per road km (uni-directional, one side of the road).

Based on the costing assumptions identified in **Table 17**, **Table 18** and **Table 19** summarize typical non-winter and winter maintenance costs for various facility types.

Table 18 - Estimated Annual Maintenance Costs for Non-Winter Months

Facility Type	Per km Maintenance Cost (per year)	
	Minimum	Maximum
Multi-use Pathway	\$1,500	\$2,500
Paved Shoulder	\$5,000	\$6,000
Signed Route	\$250	\$250
Off-Road Trail	\$1,500	\$2,500
Sidewalks	\$1,000	\$2,500

Table 19 - Estimated Annual Maintenance Costs for Winter Months

Facility Type	Per km Maintenance Cost (per year)	
	Minimum	Maximum
In-Boulevard Multi-use Path	\$1,400	\$12,500
Paved Shoulder	\$0	\$1,000
Off-Road Trail	\$0 (not winter maintained)	\$12,500
Sidewalks	\$1,400	\$12,500

Year-round maintenance costs for on-road facilities are estimated to range from \$260 to approximately \$6,000 per kilometre per year. Annual maintenance of on-road facilities can include but is not limited to the reapplication of pavement markings, replacement of signs, minor asphalt repairs (pothole patching and crack sealing), sweeping, snow plowing and replacement of older style catch basin grates with bicycle friendly grates.



King Township currently maintains about 90 km of sidewalks and contract out winter maintenance services. The cost of maintaining sidewalks through the 2020 winter was approximately \$1400 per km. This is dependant on the number of snow events in a given year.

York Region is designing and implementing a number of separated cycling facilities. To understand the potential cost of maintaining these facilities the Region is estimating that the maintenance of cycle tracks will cost approximately \$11,039 / lane-km per year. This includes an estimated summer sweeping rate of \$385 / lane-km, snow removal rate of \$8,000 / lane-km and \$2,654 / lane-km for de-icing/salting.

Year-round maintenance of off-road facilities can range from approximately \$1,500 to \$13,000 per linear kilometre per year. Annual maintenance can include drainage and storm channel maintenance, sweeping, clearing of debris, trash removal, weed control and vegetation management, mowing of grass along shoulders, minor surface repairs, repairs to trail fixtures (benches, signs) and other general repairs.

Annual maintenance costs for on and off-road active transportation routes will vary depending on a number of factors including:

- Level of service standard and whether the maintenance of a facility can be incorporated into the Township's maintenance budget / program for roads or trails;
- Type of facility (the cost to maintain an on-road facility is expected to be incorporated into the overall road maintenance budget except for additional sweeping that may occur 1-2 times per year); and
- Context and location of the route.

It is recommended that the Township use the information contained in this section to help establish a level of service (LOS) standard for winter maintenance of active transportation routes.



## 4.4. Education and Encouragement

The following recommendations outline suggested programs and initiatives that could be implemented in the Township to help to supplement the recommended infrastructure improvement and encourage more people to walk, bike and use active forms of travel in the Township:

1. Work with web mapping services, such as Google Maps, to advertise active transportation routes by adding existing on and off-road infrastructure that can be viewed publicly. Township staff may also consider creating / enabling Google Street View for all trails in King.
2. Work with Smart Commute and York Region on behaviour change programs to encourage active transportation and transit to replace drive-alone car trips during peak periods, such as getting to and from the King City GO Station.
3. Establish walking and cycling loops within King City, Nobleton and Schomberg, and branding these loops with signage to direct people to trails, parks, community centres, attractions and other local amenities to generate interest in cycling for recreation, commuting, and tourism.
4. Partner with York Region to sign York Region Cycling Tour Routes within King for economic and tourism development. Signage placement should be consistent with the Region's cycling wayfinding guidelines and can be installed along routes including: Village Roundabout, Tour de Holland, and All-Terrain Ride. Consider implementing a pilot project using York Region's Pedestrian and Cycling Wayfinding Guidelines.
5. Support emerging active transportation technologies, such as e-bikes and e-scooters, by passing by-laws for usage and safe operations (see section 4.2 for reference).
6. The Township should continue to work with local schools to establish active and safe routes to school plans, and educational / promotional initiatives to encourage more students to engage in active forms of travel to and from school.

A number of these recommendations are identified in the Township's 2020 Transportation Master Plan. It is recommended that the Township continue to work towards implementing these recommendations, as they reflect community priorities and needs identified through the Transportation Master Plan study process.

Throughout most of 2020, COVID-19 has shaped peoples' daily activities and impacted how people move around. Like many municipalities including the Township, the impacts of COVID-19 have are evident in recreational and transportation data – local bike shops selling out bikes, schools promoting active transportation and fewer cars on the road.

It is recommended that the Township continue to leverage future opportunities that arise during this time to encourage more people to walk, bike and engage in active forms of recreation and



transportation as a means to maintain physical distance guidelines, while also enhancing the social, mental, and health / fitness well-being of residents.

It is also recommended that the Township undertake the suggested programs highlighted in their *2017 Feedback for the Bicycle Friendly Community Application*. As part of the Township’s application for the Bicycle Friendly Community Award, Share the Road Cycling Coalition provided feedback including proposed events and activities in the “Education” and “Encouragement” sections of the application designed to encourage new riders and to educate all road users. Refer to **Appendix C 2017 Feedback for the Bicycle Friendly Community Application** additional details. A Communication Plan should also be developed with key messages, campaigns and tactics to support the Active Transportation Strategy.

The Township has a strong culture of cycling and recreation. These recommendations are intended to leverage the Township’s assets and enhance the opportunities within the Township to encourage more people to explore and move around the Township using non-motorized forms of travel. Examples of the Township’s successes including events, amenities and initiatives are illustrated below.



Figure 17 - Examples of Promotion, Outreach and Educational Initiatives



## 5. Key Performance Indicators

Based on the Township’s current resources and capacity, it is recommended that Township staff work with Regional staff to collect data specific to key performance indicators (KPI) to better understand the successes and the impacts of implementing active transportation infrastructure in the Township. It is recommended that the Township adopt, where appropriate and applicable, the key performance indicators identified in the Region’s 2016 TMP to leverage Regional resources.

The following is a list of potential KPIs:

- 1. Reported number of collisions involving pedestrians / cyclists per capita / X kms travelled** .....●
2. Number of intersections with smart/optimized technologies (including signals)
3. Sidewalk/pathway coverage (percentage), based on road classification
- 4. Cycling facility supply (kms of bicycle lanes, shoulder lanes, multi-use paths and trails)** .....●
5. Average journey to work trip distance (km) by mode
- 6. Modal shares for trips to work** .....●
- 7. Active transportation usage (pedestrian and cyclist counts)** .....●
  - a. a.m. peak period and all-day bicycle mode share
  - b. a.m. peak period & all day walk mode share
8. Kms of travel reduced by Smart Commute Program
9. % of dwellings within 800 m of a community centre, park, school and retail / commercial services, transit stop
10. Number of new signs for the transit station wayfinding plan .....●
- 11. Modal share to access King City GO Station** .....●
- 12. Active travel to school** .....●
  - a. Surveys
  - b. Observational counts

It is recommended that the Township of King prioritize data collection to inform these 5 key performance indicators.

The Town should seek opportunities to partner with other agencies (such as York Region, Metrolinx, YRP, etc.) to leverage their existing programs, protocols and resources to collect data and information that can be used for these 5 indicators.



The following are some possible sources of data to support the key performance indicators:

- York Region has mobile bike counters that can be deployed on request
- All manual traffic counts should include counts of pedestrians and cyclists
- Smart Commute surveys member workplaces annually on their travel behaviours and attitudes
- The Transportation Tomorrow Survey is a travel demand survey of the Greater Toronto and Hamilton Area that is completed every 5 years
- Strava Metro's global heatmap shows jogging and cycling travel patterns using mobile app data from the last two years
- Metrolinx does regular commuter surveys of GO Station Access

It is recommended that the Township keep GIS current for the York Region cycling and trails map, open data, and local mapping products and services. The Township should also continue to engage the public on the speakING platform, communicate results and celebrate successes.

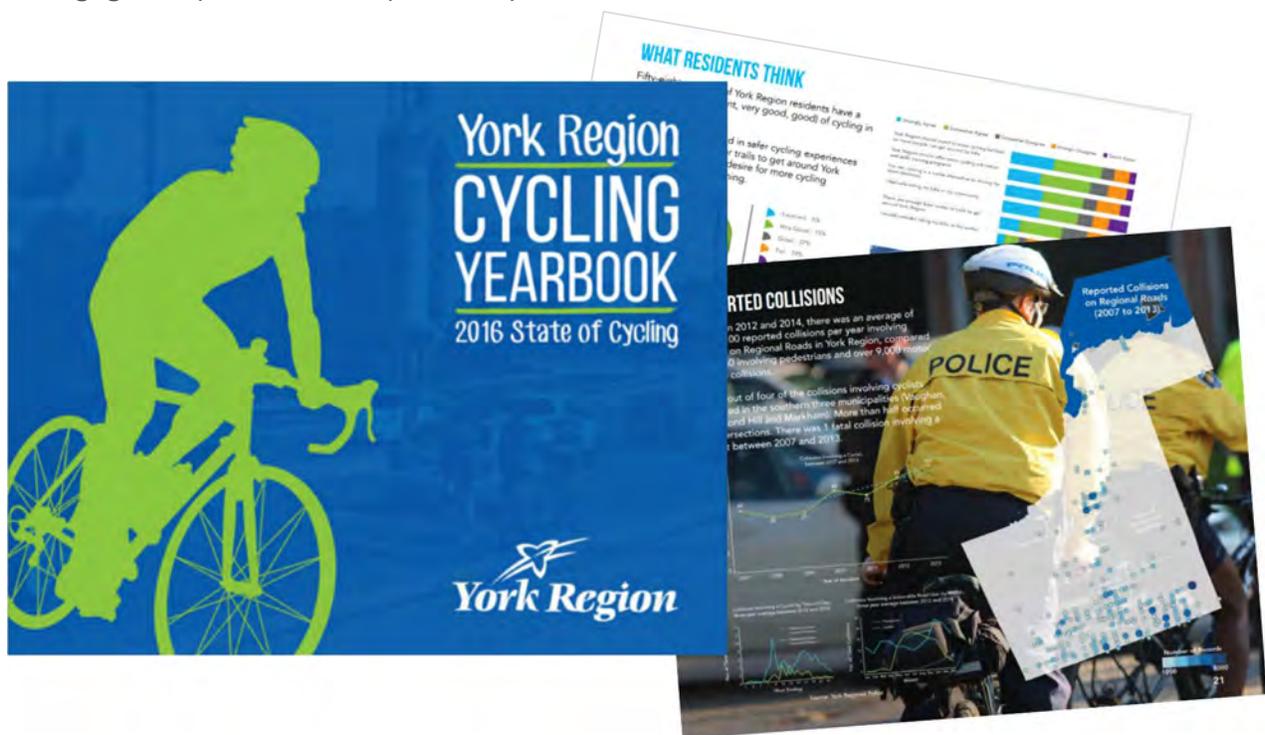


Figure 18 - York Region's 2016 Cycling Yearbook (Benchmarking Report on the State of Cycling)



## 6. Conclusion and Next Steps

This Active Transportation Strategy provides a 10-year action plan to fix what's broken, fill in the gaps, and create a greener, safer and healthier King. It is both a fiscally responsible and ambitious plan that responds to the growing demand for active transportation to guide the Township in building out a comprehensive, efficient and accessible active transportation network for residents and visitors.

The content included in the Active Transportation Strategy was shaped by input from Township staff, residents and the expertise of the study team. The plan should be used as a tool by Township staff to inform future decision-making regarding the prioritization and investment in active transportation in King Township.

The following are a summary of the recommendations:

### Infrastructure

- 1. Phasing:** The proposed active transportation network prioritization and phasing plan shown in **Appendix B** should be adopted by the Township to guide implementation.
- 2. Cost Estimates:** The Township should use the preliminary costing identified to inform future budgeting decisions on an annual basis. The costing should be updated as needed to reflect more accurate estimates based on inflation and other external factors.
- 3. Coordination with Capital Plan:** The Township should continue to identify opportunities to coordinate active transportation with large-scale capital projects to achieve economies of scale and build the costs for AT facilities into these projects.
- 4. New Development:** Active transportation facilities should continue to be implemented in development areas. The exact layout, facility type and alignment of these routes should be confirmed when site plans are developed for these areas.
- 5. External Funding Sources:** The Township should explore external funding sources and partnerships to help fund the implementation of the active transportation networks.
- 6. Coordination with Other Jurisdictions:** The proposed phasing identified in this plan should be communicated to the Township partners including but not limited to MTO, York Region, Peel Region, City of Richmond Hill, Town of East Gwillimbury, City of Vaughan, TRCA, LSRCA. The Town should work with these partners to coordinate the implementation of the network.

### Policies and Programs



1. **Design Standards:** Update the Township's design standards to reflect new guidance from OTM Book 18 – Cycling Facilities and the goal of creating all ages and abilities facility design.
2. **Operations and Maintenance:** Review winter maintenance practices of in-boulevard facilities to determine if any facilities should receive an enhanced level of service.
3. **Trail Maintenance:** Conduct an audit of all existing trails to determine areas in need of routine maintenance or surface upgrades.
4. **Communications Plan:** Develop a communication plan with key messages, campaigns and tactics to educate and encourage residents about their transportation options and the rules of the road and support greater public buy-in for the strategy.
5. **Programming:** Work with York Region Public Health, Sustainable King and other partners to create behaviour change programs that educate and encourage people to use active transportation. Refer to section 4.3 and **Appendix C** for suggested events and initiatives that the Township is encouraged to undertake to encourage more people to walk, bike and engage in active forms of travel and recreation within the Township.
6. **Support Features:** Conduct an inventory of existing bike parking, public washrooms, garbage receptacles, benches, wayfinding signage, and determine if there are any gaps or areas of opportunity. Use the results to create an action plan to address areas of need.
7. **Mapping:** Keep GIS data current for the York Region cycling and trails map, local mapping products and services, and availability as open data to the public and app developers. Be proactive in providing the data to Google Maps, and team up with Google to use equipment such as Google Trekker to make trails available in Streetview.
8. **Evaluate:** Use the key performance measures in Section 5 to track progress annually, evaluate whether goals were achieved and refine plans as needed. Report on findings from data collection and analysis and celebrate successes.
9. **E-bikes and e-scooters:** Establish a new by-law or amend an existing by-law to provide provisions on permitted e-bike and e-scooter uses and locations within the Township of King. Reference should be made to the Province's E-scooter Pilot Program for additional guidance and information.



# Township of King

Appendix A:  
Record of Public Consultation

Township of King  
**ACTIVE TRANSPORTATION STRATEGY**

Public Information Centre - September 10, 2020

*A greener, healthier, safer King*



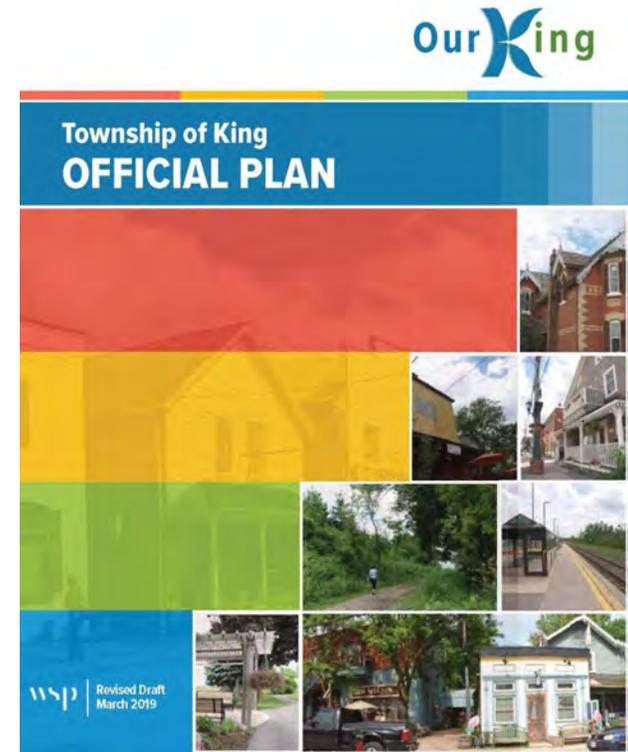
# Key Policy Documents



Trails Master Plan  
(2015)



Transportation  
Master Plan  
(2020)



Official Plan (2020)

# What is Active Transportation?

*“Active Transportation includes walking, cycling or any other human-powered form of transportation. It can involve trips made simply for recreation or those made for everyday transportation purposes.”*



# Active Transportation Facility Types



## Sidewalk Upgrades

\*Fix cracks, replace heaved panels



## New Sidewalks/ Multi-use Paths

\*Fill in gaps



## On-Road Facilities

\*New paved shoulders  
& on-street bike lanes



## Off-Road Trails

\*Those which provide  
transportation benefit



## Mid-Block Crossings

\*Traffic control devices



## Other Support Features

\*Quick wins: signed routes,  
parking, trailheads



# TMP Recommended Walking & Cycling Network

FIGURE 5-6

RECOMMENDED ACTIVE TRANSPORTATION NETWORK

FACILITY TYPE	EXISTING	PROPOSED	TOTAL
Off-Road Trail	136.3	89.4	225.7
In-Boulevard Pathway (Multi-Use Paths)	0	12.7	12.7
Bike Lane	2.7	3.2	5.9
Paved Shoulder	73.2	72.8	146.0
Signed Route	21.9	63.7	85.6
Sidewalk	85.7	21.5	107.2
<b>Total</b>	<b>319.8</b>	<b>263.3</b>	<b>583.1</b>

## TOWNSHIP OF KING 2020 TRANSPORTATION MASTER PLAN

- Carpool and Commuter Parking Lot
- Library
- Place of Worship
- Elementary School
- Secondary School
- Private School
- Seneca College
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality
- Waterbody
- Park / Open Space
- Current Proposed Development Application

- ### Active Transportation (AT) Network
- | Existing | Proposed <sup>1</sup> |                      |
|----------|-----------------------|----------------------|
|          |                       | Sidewalk             |
|          |                       | Off-Road Trail       |
| N/A      |                       | In-Boulevard Pathway |
|          |                       | Bike Lane            |
|          |                       | Paved Shoulder       |
|          |                       | Signed Route         |

- ### Proposed AT Improvement
- Crossing Enhancement
  - Cycling Loop
- ### Regional AT Network
- Greenbelt Cycling Route
  - Oak Ridges Trail

- ### Transit Network
- GO Bus Stop
  - GO Station
  - GO Train Rail Line

- ### Road Network
- Provincial Highway / Freeway
  - Regional Road
  - Township Road (Approved or Constructed)
  - Township Road (Linkage)

Note:  
1. Includes routes that were previously proposed in the 2016 King Township TMP and by TRCA.

0 2.5 5 km

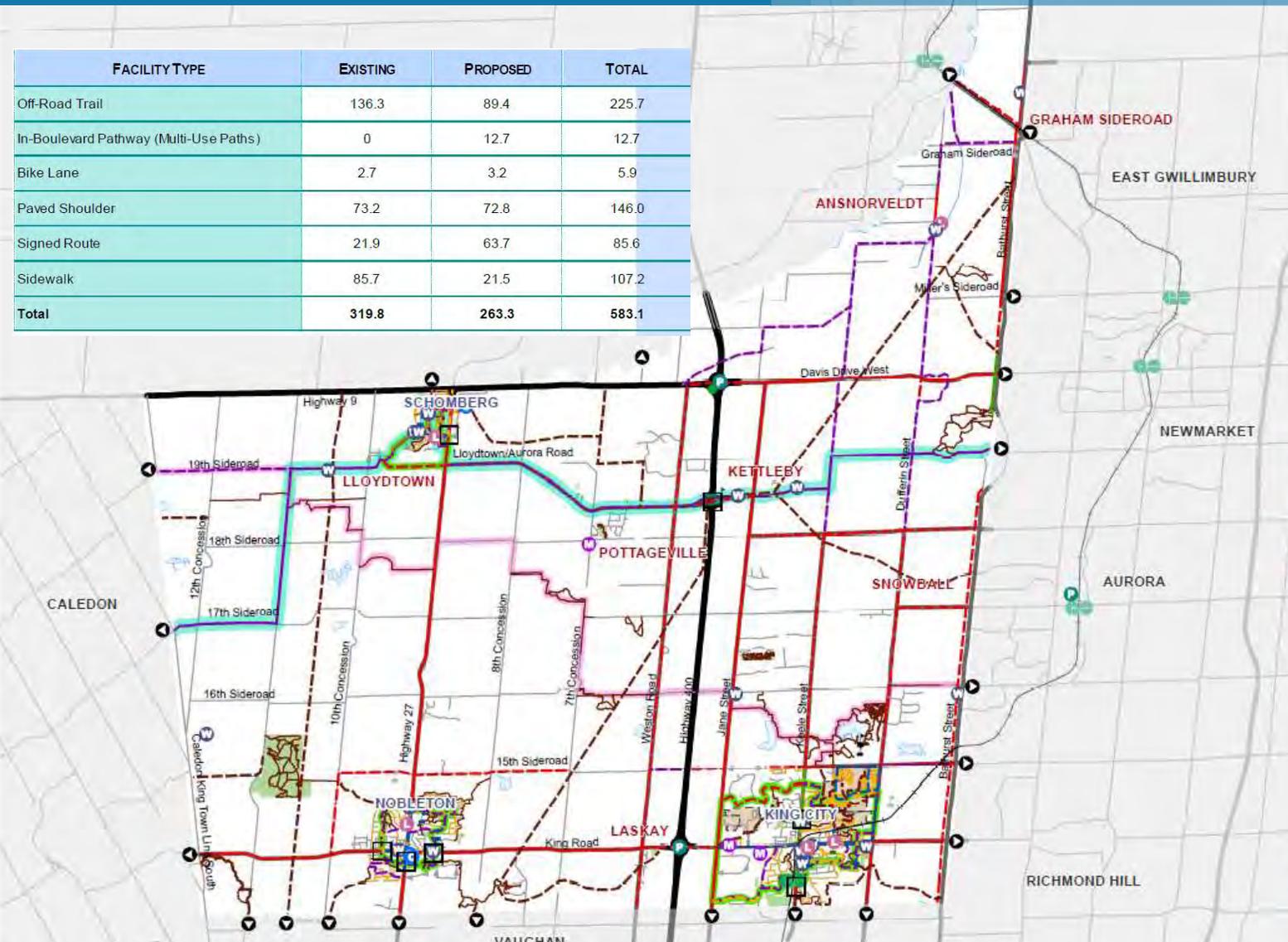


Produced by:  
WSP

Source:  
Base Data: MNI/F, Region of York & Township of King  
Projection: UTM NAD83 Zone 17

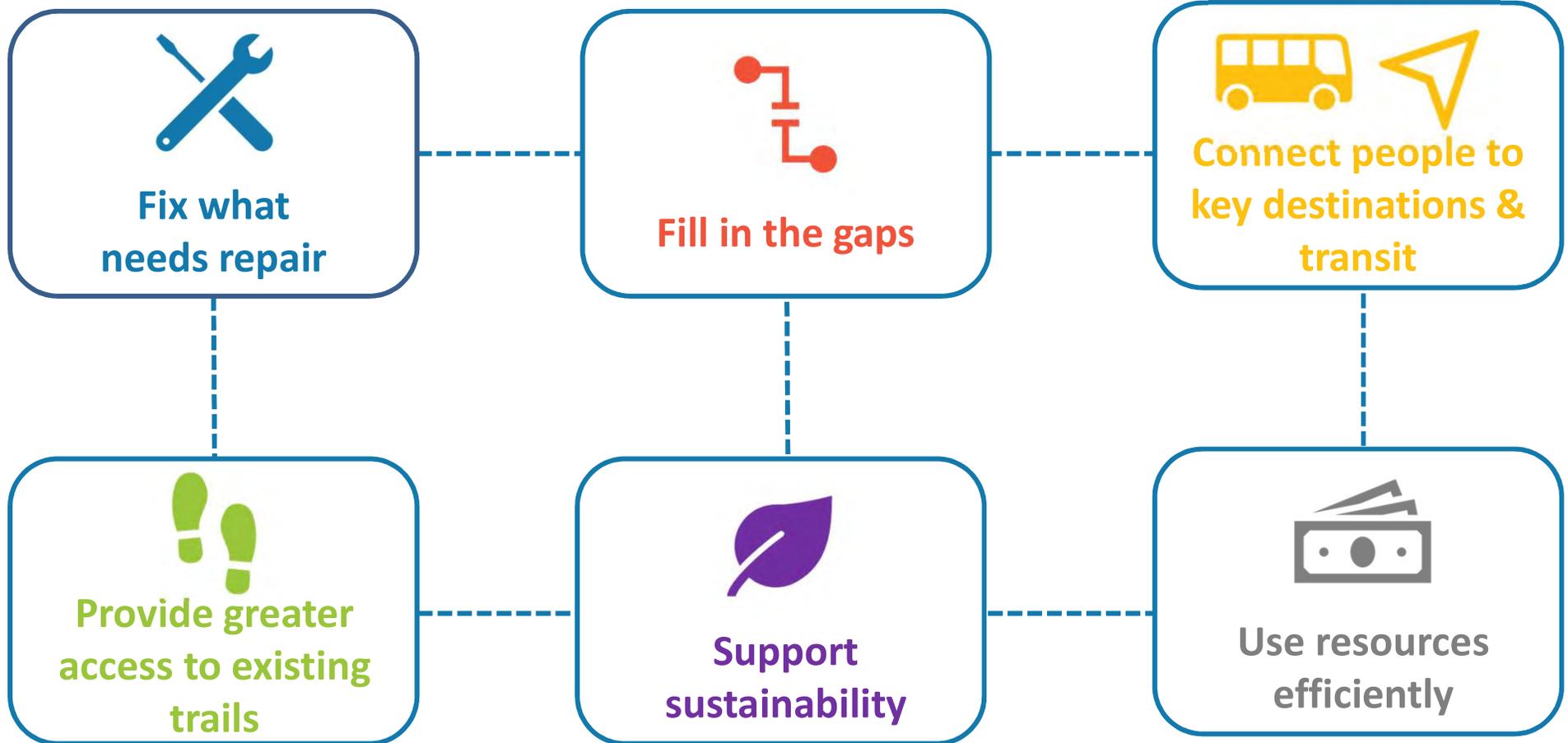
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March 2020



[king.ca/Government/Departments/Engineering%20%20Public%20Works/Pages/Transportation-Master-Plan.aspx](http://king.ca/Government/Departments/Engineering%20%20Public%20Works/Pages/Transportation-Master-Plan.aspx)

# Objectives of Strategy





# Prioritization Scoring Criteria

## Active Transportation Potential:



Proximity to trip generators and supportive land use

## Constructability:



Existing constraints, feasibility, cost-effectiveness

## Connectivity:



Facilitates active travel by filling in a gap in the network

## Community Support:



Results of public engagement, past requests, discussions with staff and stakeholders

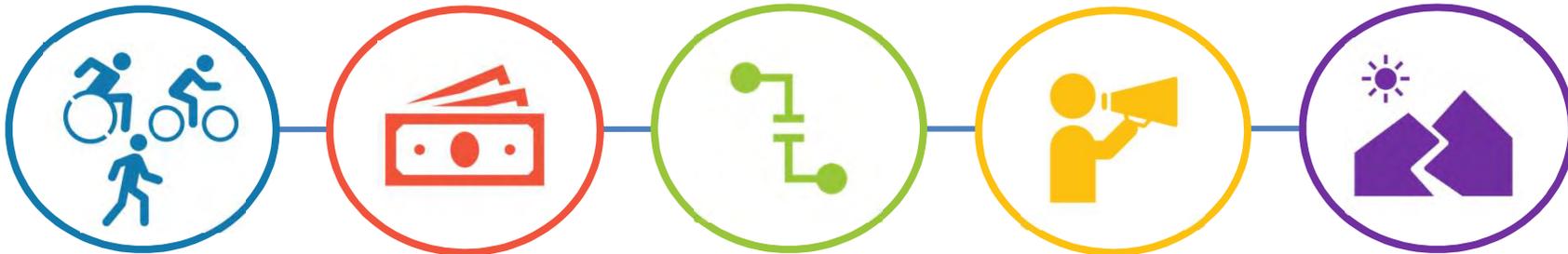
## User Experience:



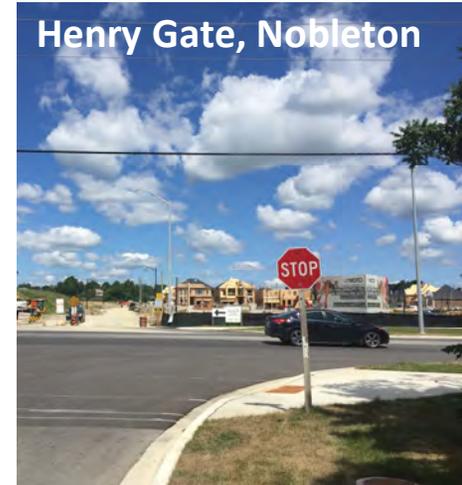
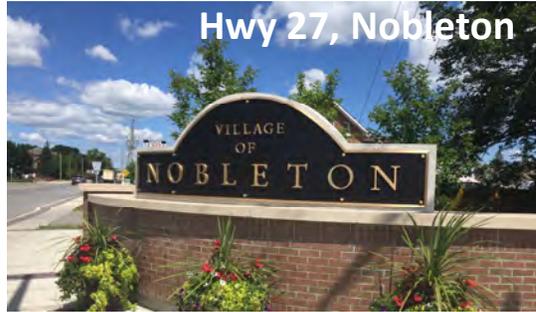
Offers an improvement to existing walking or cycling conditions

# Prioritization Scoring Criteria

Criteria	Weighting
Active Transportation Potential	20
Constructability	50
Connectivity	10
Community Support	10
User Experience	10
Total	100



# Field Investigations





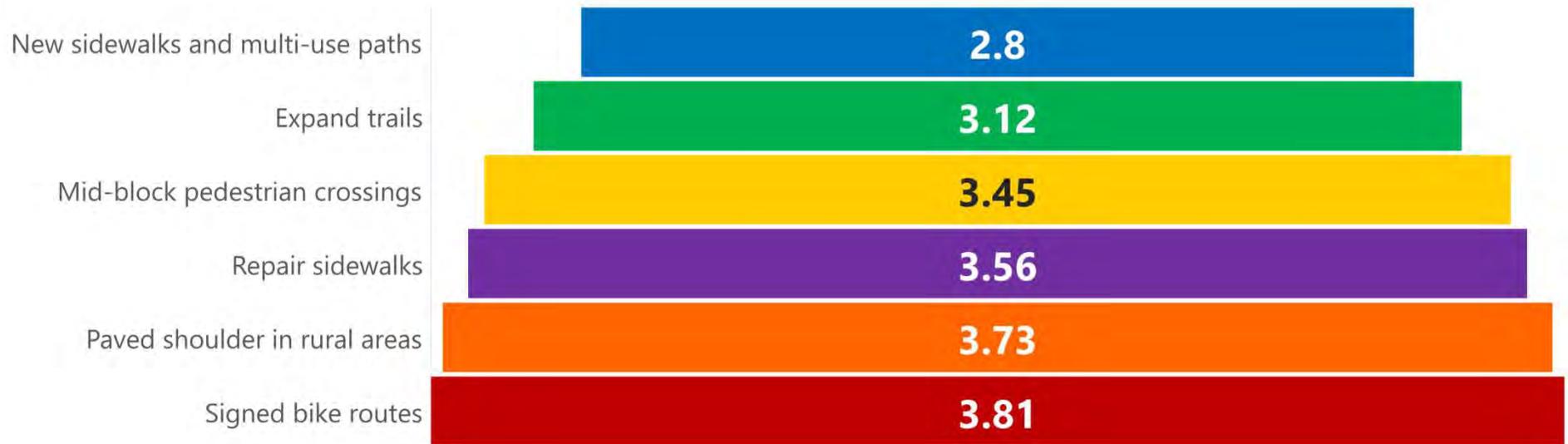
# Resident Priorities - Survey

Highest Priority  
(1)



Lowest Priority  
(6)

Average Ranking\*



\*Sample Size: 44

# Already Planned (2020-2022 Budget)

PW – Public Works    CS – Community Services

## Paved Shoulders

Project	Location	Length	Project Funding
10 <sup>th</sup> Concession from King Road to 15 <sup>th</sup> Sideroad	Nobleton	2.1 km	Capital Plan (2020) – PW
15 <sup>th</sup> Sideroad from 10 <sup>th</sup> Concession to 8 <sup>th</sup> Concession	Nobleton	4.1 km	Capital Plan (2020) – PW

## Sidewalks and Multi-use Paths / Streetscaping

Project	Location	Length	Project Funding
King Road from 2885 King Rd (Municipal Centre) to Dufferin St	King City	2.9 km	Capital Plan (2020) - CS
King Road from Jane St to 2885 King Rd (Municipal Centre)	King City	1.1 km	Development Driven
15 <sup>th</sup> Sideroad from Keele to Dufferin	King City	2.0 km	Development Driven
Dufferin from 15 <sup>th</sup> Sideroad to Tatton Court	King City	1.9 km	Development Driven
Keele Street from Station Road to Sculptors Gate, West Side	King City	200 m	Partnership Driven
Hwy 27 from Sheardown to Parkheights	Nobleton	500 m	Development Driven

## Trails

Project	Location	Length	Project Funding
N21 – Cold Creek CA to Oak Ridges Trail	Nobleton	7.0 km	Capital Plan - CS
N1 – Cold Creek CA to Bolton	Nobleton	2.5 km	Capital Plan - CS
Kettle Lake Park Connection	King City	100 m	Capital Plan (2021) - CS
Tasca Park Connection	Nobleton	50 m	Capital Plan (2022) - CS
N12 – King City Northeast	King City	4.0 km	Development Driven

# Summary of Recommendations

## QUICK WINS (0-1 Year)

### 4 PROJECTS

- Q1** – Sidewalk Repairs
- Q2** – Nobleton Trail Loop Wayfinding and Maintenance
- Q3** – Signed Bike Routes and Pavement Markings to King City GO Station
- Q4** – Tour de Holland Signed Cycling Tour Route

## SHORT TERM (1-5 Years)

### 13 PROJECTS

- S1** – Sidewalk Repairs (Annual)
- S2** – Sidewalk on Kettleby Rd (2022)
- S3** – Multi-Use Path on King Road from Old King Road to Greenside Dr (south side)
- S4** – Sidewalk on Main Street and Hwy 9
- S5** – Sidewalk on Dr Kay Dr / Dillane Dr
- S6** – New sidewalk from Keele Street to Doctor's Lane
- S7** – Midblock Crossing on Keele between All Saints Church and Elizabeth Grove
- S8** – Midblock Crossing on Hwy 27 at Ellis Ave / Parkview Ave
- S9** – Midblock Crossing at King Road and Henry Gate / Tomlinson Gate
- S10** – Trail Planning Study, Nobleton Trails
- S11** – Trail Planning Study, King City Trails
- S12** – Two Primary Trailheads (King City, Nobleton)
- S13** – Paved shoulder on Rebellion Way (2021)

## MEDIUM TERM (6-10 Years)

### 9 PROJECTS

- M1** – Sidewalk Repairs (Annual)
- M2** – Sidewalk on Burton Grove
- M3** – Sidewalk on Patricia Dr
- M4** – Sidewalk on Warren Road
- M5** – Sidewalk on Western Avenue
- M6** – Sidewalk on Hwy 27 from Dr. Kay to Hwy 9
- M7** – Multi-use Path on King Road from Henry Gate to Wellington
- M8** – King City Trails Implementation
- M9** – Nobleton Trails Implementation

# Recommended Quick Wins (0-1 Year): King City

**Q3 – Signed Bike Routes and Pavement Markings to King City GO Station**



To/Vers

**King City**  **1 km**

 **12 min**  **4 min**



**Q4 – Tour de Holland Signed Cycling Tour Route**

## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

-  Carpool and Commuter Parking Lot
-  Library
-  Elementary School
-  Secondary School
-  Private School
-  Seneca College
-  Place of Worship
-  Municipal / Community Hall
-  Recreation / Arena / Community Centre
-  Connection to Surrounding Municipality

### AT Network

-  Sidewalk
-  Off-Road Trail
-  Bike Lane
-  Paved Shoulder
-  Signed Route

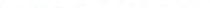
### Regional AT Network

-  Greenbelt Cycling Route
-  Oak Ridges Trail

### Transit Network

-  YRT Bus Stop
-  GO Bus Stop
-  GO Station
-  GO Train Rail Line

### Road Network

-  Provincial Highway / Freeway
-  Regional Road
-  Township Road



Produced by WSP

Sources: Base Data: MNR/F, Region of York & Township of King, ESRB Projection: UTM NAD83 Zone 17

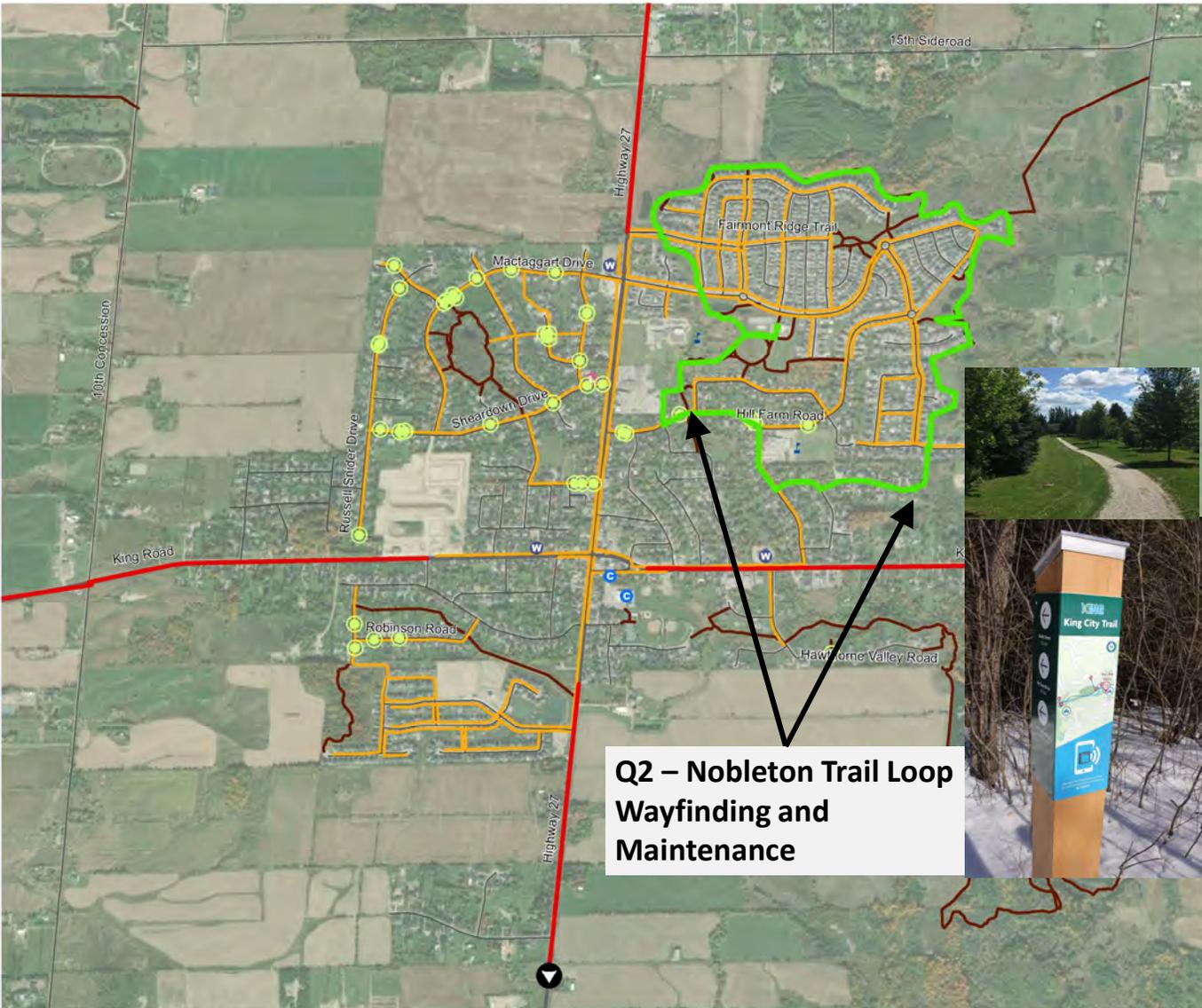
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**Quick Win (0-1 Year)**

-  Shared Route
-  Sidewalk Deficiencies

**Q1 – Sidewalk Repairs**

# Recommended Quick Wins (0-1 Year): Nobleton



**Q2 – Nobleton Trail Loop  
Wayfinding and  
Maintenance**

**Q1 – Sidewalk Repairs**

## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality

### AT Network

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

### Quick Win (0-1 Year)

- Shared Route
- Sidewalk Deficiencies

### Regional AT Network

- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- YRT Bus Stop
- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

- Provincial Highway / Freeway
- Regional Road
- Township Road



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Sources:  
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# Recommended Quick Wins (0-1 Year): King Township



**Q4 – Tour de Holland Signed Cycling Tour Route**

**Q3 – Signed Bike Routes and Pavement Markings to King City GO Station**

**Q2 – Nobleton Trail Loop Wayfinding and Maintenance**

## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality
- Waterbody
- Park / Open Space

### AT Network

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

### Regional AT Network

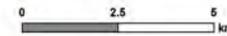
- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

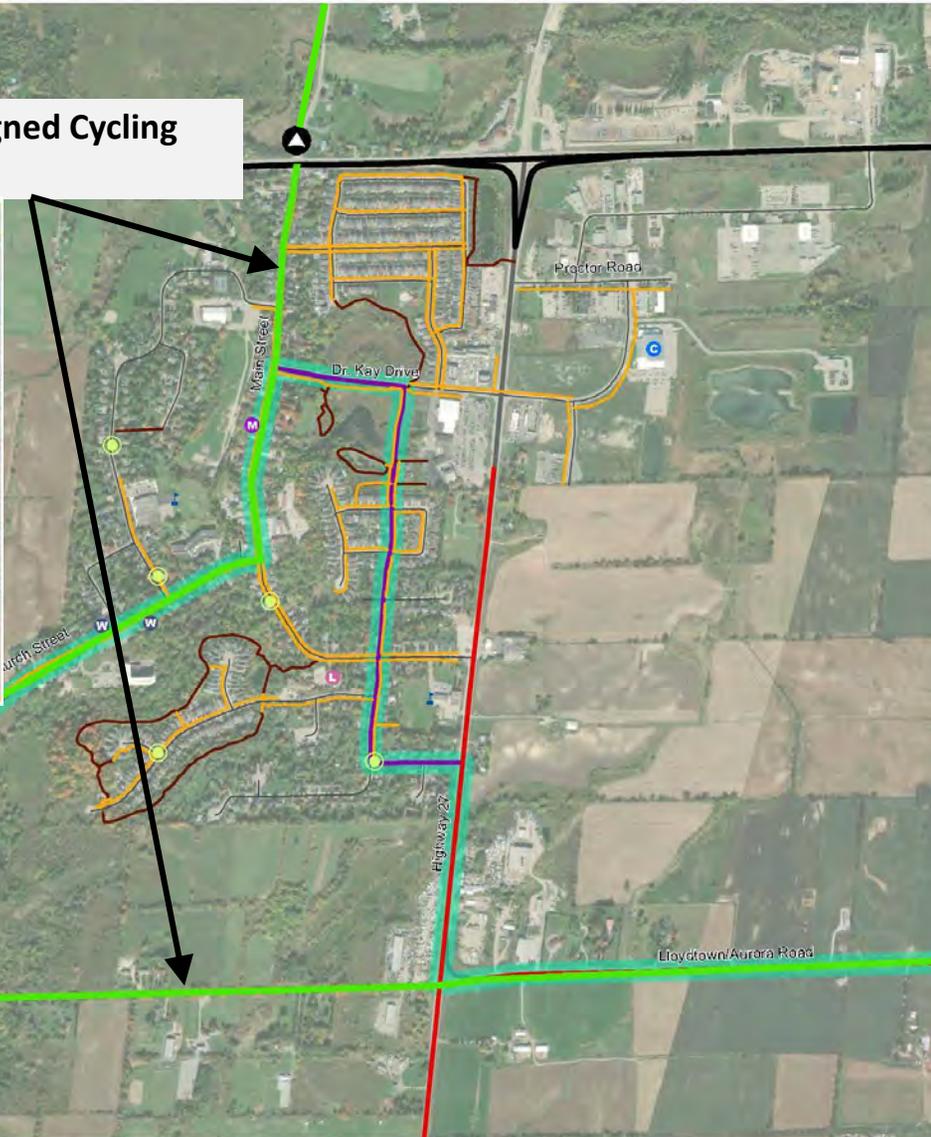
- Provincial Highway / Freeway
- Regional Road
- Township Road



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 Sources: Base Data: MURF, Region of York & Township of King  
 Projection: UTM NAD83 Zone 17  
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# Recommended Quick Wins (0-1 Year): Schomberg

## Q4 – Tour de Holland Signed Cycling Tour Route



## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality

### AT Network

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

### Regional AT Network

- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- YRT Bus Stop
- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

- Provincial Highway / Freeway
- Regional Road
- Township Road

### Quick Win (0-1 Year)

- Shared Route
- Sidewalk Deficiencies

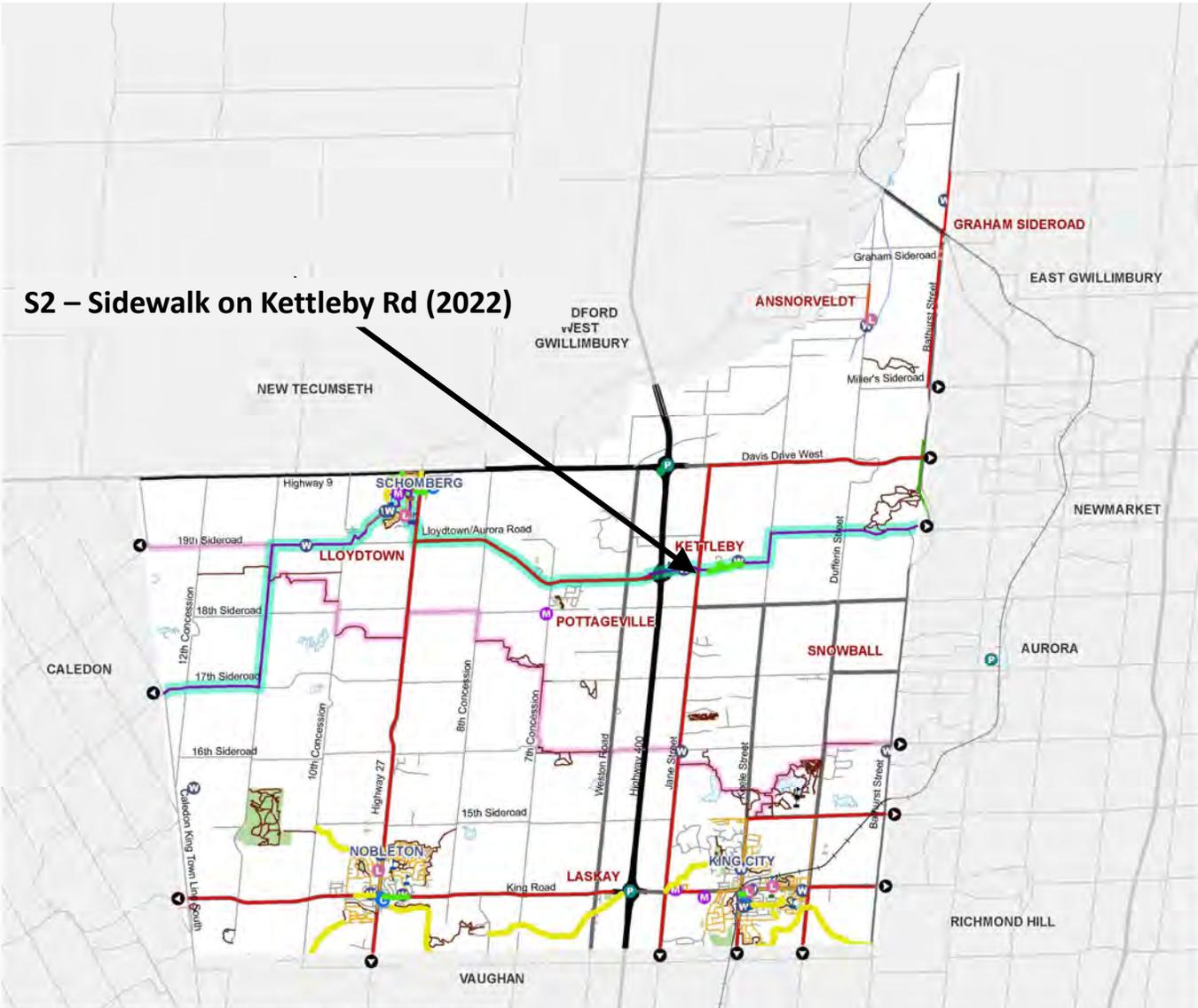
## Q1 – Sidewalk Repairs



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 Source: Base Data: MNR, Region of York & Township of King, ESR, Precincts: OSM NAD83 Zone 17  
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# Short & Medium Term Priorities: King Township

S2 – Sidewalk on Kettleby Rd (2022)



## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality
- Waterbody
- Park / Open Space

### AT Network

- Sidewalk
- Off-Road Trail
- Bike Lane
- Paved Shoulder
- Signed Route

### Phasing

- Short Term (1-5 Years)
- Medium Term (6-10 Years)
- Long Term (11+ Years)

### Regional AT Network

- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

- Provincial Highway / Freeway
- Regional Road
- Township Road

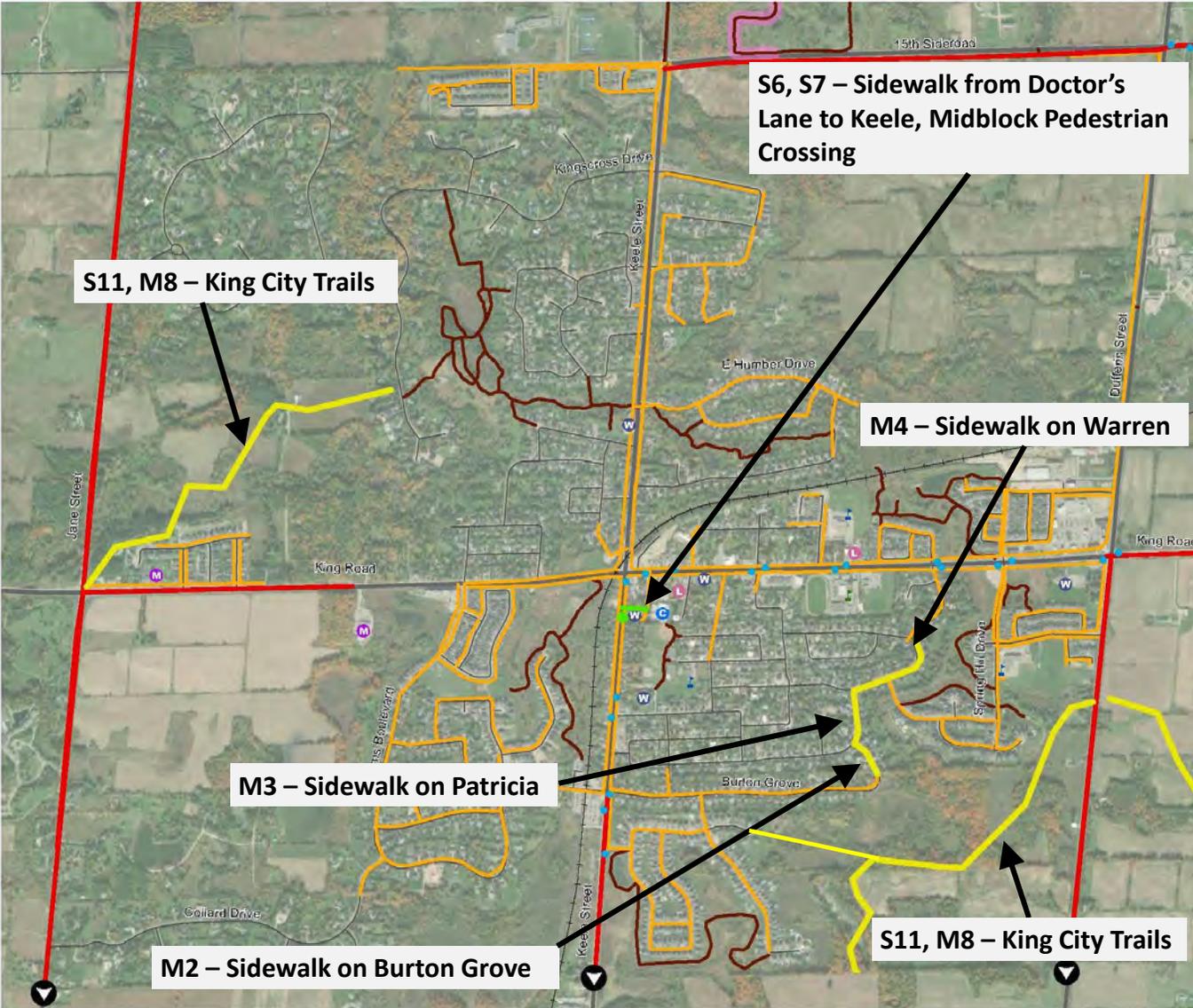


Prepared by **KING** 8 – King City Trails



Source: Survey of York & Township of King  
Projection: UTM NAD83 Zone 17  
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# Short & Medium Term Priorities: King City



### TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

	Carpool and Commuter Parking Lot		Place of Worship
	Library		Municipal / Community Hall
	Elementary School		Recreation / Arena / Community Centre
	Secondary School		Connection to Surrounding Municipality
	Private School		
	Seneca College		

#### AT Network

	Sidewalk		Short Term (1-5 Years)
	Off-Road Trail		Midblock Crossing (1-5 Years)
	Bike Lane		Medium Term (6-10 Years)
	Paved Shoulder		Long Term (11+ Years)
	Signed Route		Midblock Crossing (11+ Years)

#### Regional AT Network

	Greenbelt Cycling Route
	Oak Ridges Trail

#### Transit Network

	YRT Bus Stop		GO Station
	GO Bus Stop		GO Train Rail Line

#### Road Network

	Provincial Highway / Freeway
	Regional Road
	Township Road

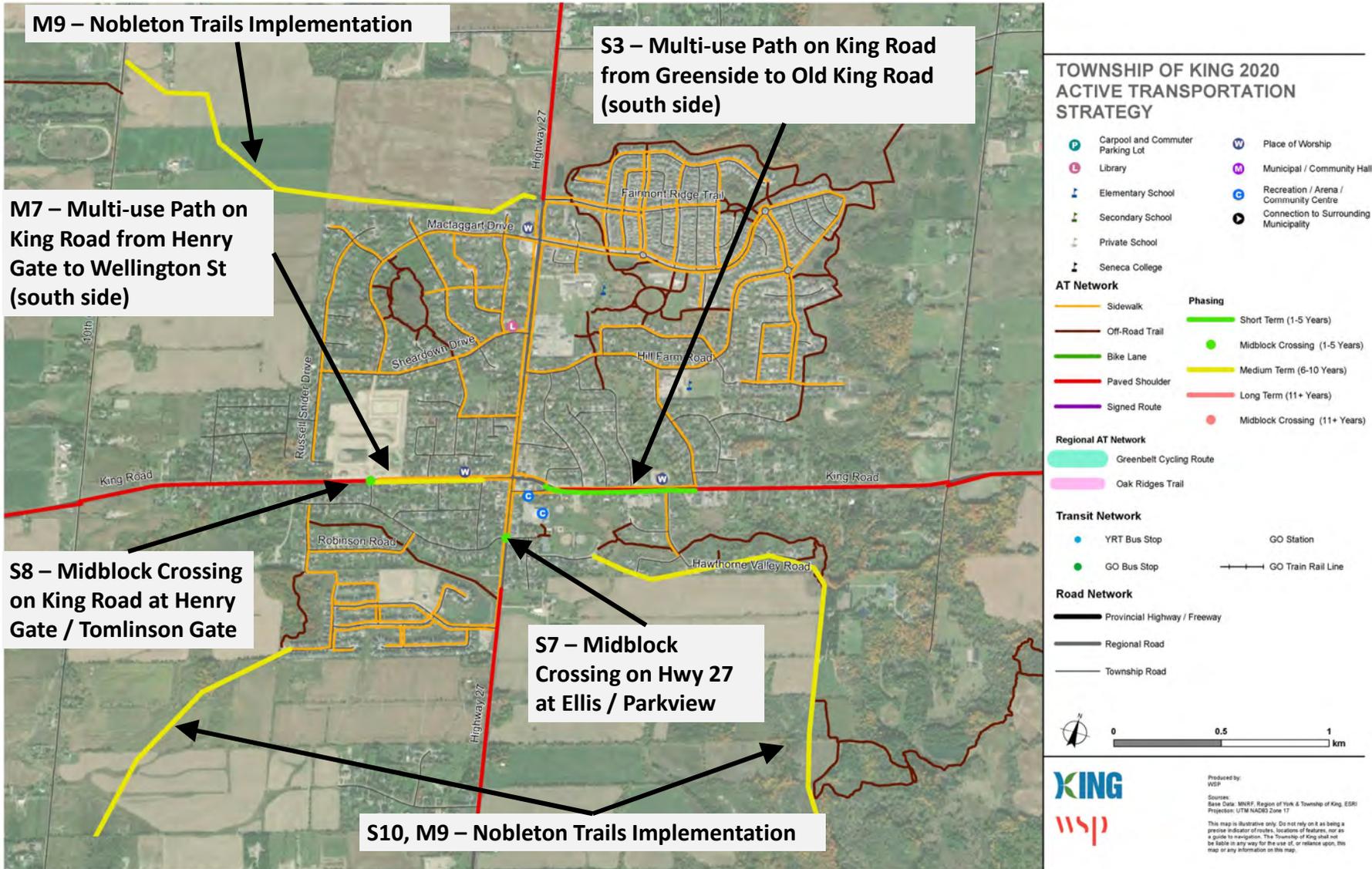
  

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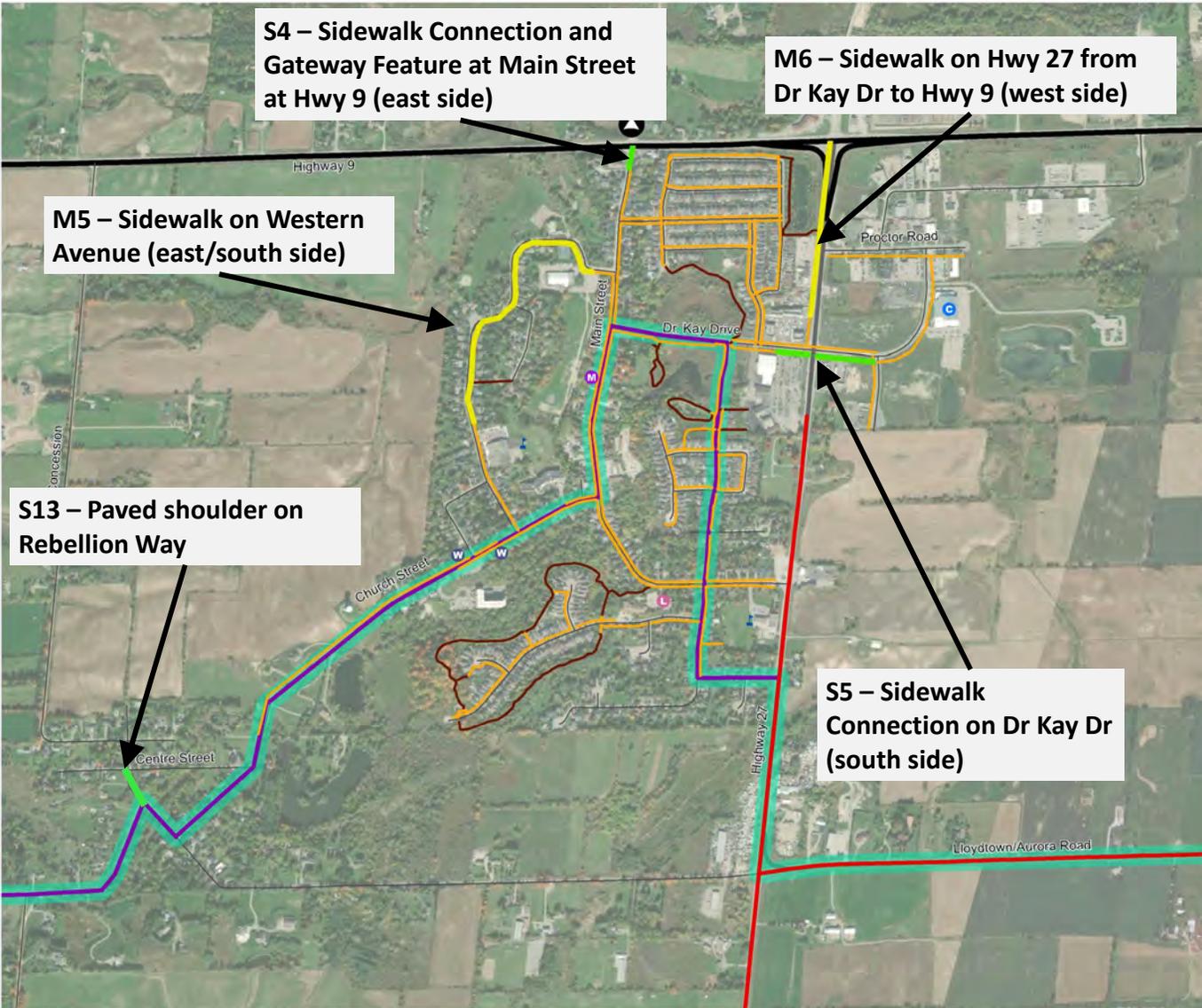
**KING WSP**

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# Short & Medium Term Priorities: Nobleton



# Short & Medium Term Priorities: Schomberg



## TOWNSHIP OF KING 2020 ACTIVE TRANSPORTATION STRATEGY

- Carpool and Commuter Parking Lot
- Library
- Elementary School
- Secondary School
- Private School
- Seneca College
- Place of Worship
- Municipal / Community Hall
- Recreation / Arena / Community Centre
- Connection to Surrounding Municipality

### AT Network

- Sidewalk
  - Off-Road Trail
  - Bike Lane
  - Paved Shoulder
  - Signed Route
- Phasing**
- Short Term (1-5 Years)
  - Midblock Crossing (1-5 Years)
  - Medium Term (6-10 Years)
  - Long Term (11+ Years)
  - Midblock Crossing (11+ Years)

### Regional AT Network

- Greenbelt Cycling Route
- Oak Ridges Trail

### Transit Network

- YRT Bus Stop
- GO Bus Stop
- GO Station
- GO Train Rail Line

### Road Network

- Provincial Highway / Freeway
- Regional Road
- Township Road



Produced by:  
WSP  
Sources:  
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# Other Support Features



Partner with LSRCA to improve access to Thornton Bales Conservation Area



Trailheads at Nobleton, King City



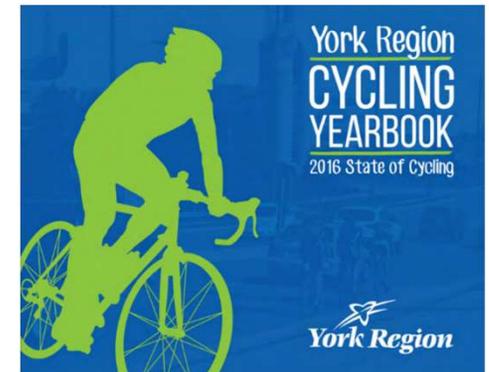
Inventory of Bike Parking



Mapping Products



Education and Encouragement



Evaluation

# Summary: Quick Wins (0-1 year)

Item	Description	Location	Length	Preliminary Cost*	Department
Q1	Sidewalk Repairs	Various	58 Panels	\$40,000	Public Works
Q2	Nobleton Loop - Trail Maintenance and Wayfinding Signage	Nobleton	6.4 km	\$25,000	Public Works
Q3	King City GO Station Signed Bike Routes and Sharrows	King City	4.5 km	\$50,000	Public Works
Q4	Tour de Holland Signed Cycling Tour Route	Various	44 km in King (66 km total)	\$25,000	Public Works

\*15% has been added for design. Cost estimates will be refined during design stage.

# Summary: Short Term Projects (1-5 years)

Item	Description	Location	Length	Preliminary Cost	Department
S1	Sidewalk Repairs	Various	Annual	\$40,000/year	Public Works
S2	Sidewalk on Kettleby Rd	Kettleby	450 m	\$230,000	Public Works
S3	Multi-use Path on King Road from Old King Road to Greenside, south side	Nobleton	700 m	\$175,000 + 33% York Region	Public Works
S4	Sidewalk and gateway feature on Main Street at Hwy 9	Schomberg	50 m	\$25,000	Public Works
S5	Sidewalk on Dr Kay Dr / Dillane Dr, west of Hwy 27 to Sproule St, south side	Schomberg	80 m	\$30,000	Public Works
S6	Sidewalk from Keele Street to Doctor's Lane	King City	80 m	\$30,000	Public Works
S7	Midblock Crossing on Keele between All Saints Church and Elizabeth Grove	King City	n/a	\$20,000 + 50% York Region	Public Works
S8	Midblock Crossing at Ellis Avenue and Parkview Avenue	Nobleton	n/a	\$20,000 + 50% York Region	Public Works
S9	Midblock Crossing at King Road and Henry Gate / Tomlinson Gate	Nobleton	n/a	\$20,000 + 50% York Region	Public Works
S10	Trail Planning Study, Nobleton Trails (N2, N3, N5, N6)	Nobleton	n/a	\$100,000	Community Services
S11	Trail Planning Study, King City Trails (N9, N10, N11, N12)	King City	n/a	\$100,000	Community Services
S12	Two Primary Trailheads	King City, Nobleton	n/a	\$35,000	Community Services
S13	Paved shoulder on Rebellion Way (modify current design)	Lloydton	100 m	\$25,000	Public Works

# Summary: Medium Term Projects (6-10 years)

Item	Description	Location	Length	Preliminary Cost	Department
M1	Sidewalk Repairs	Various	Annual	\$40,000/year	Public Works
M2	Sidewalk on Burton Grove	King City	150 m	\$45,000	Public Works
M3	Sidewalk on Patricia Dr	King City	225 m	\$70,000	Public Works
M4	Sidewalk on Warren Rd	King City	375 m	\$110,000	Public Works
M5	Sidewalk on Western Ave	Schomberg	800 m	\$285,000	Public Works
M6	Sidewalk on Hwy 27 from Dr Kay Dr to Hwy 9	Schomberg	325 m	\$115,000	Public Works
M7	Multi-use Path on King Road from Henry Gate to Wellington St, south side	Nobleton	500 m	\$175,000 + 33% York Region	Public Works
M8	King City Trails (N9, N10, N11)	King City	~2 km	\$250,000	Public Works
M9	Nobleton Trails (N2, N5, N6)	Nobleton	~2 km	\$250,000	Public Works

# Preliminary 10-Year Cost Estimate

Capital Costs (Preliminary)	Short Term (0-5 Years)	Medium Term (6-10 Years)	Total
Current Sidewalk Budget	\$800,000	\$800,000	\$1,600,000
Other Sources (Development Charges, Grants, etc)	\$300,000	\$700,000	\$1,000,000
<b>Total</b>	<b>\$1,100,000</b>	<b>\$1,500,000</b>	<b>\$2,600,000</b>

Explore more partnership opportunities to leverage existing funds and maximize funding



# Township of King ACTIVE TRANSPORTATION STRATEGY

## Questions



# Project Report

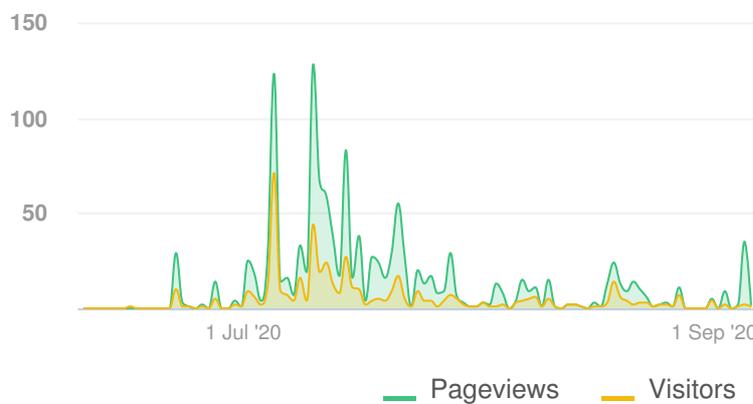
09 July 2018 - 14 September 2020

## SPEAKING - Your voice, our community

### Active Transportation Action Plan



#### Visitors Summary



#### Highlights



Aware Participants		Engaged Participants	
396		49	
Aware Actions Performed	Participants	Engaged Actions Performed	Registered    Unverified    Anonymous
Visited a Project or Tool Page	396	Contributed on Forums	0    0    0
Informed Participants	202	Participated in Surveys	44    0    0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0    0    0
Viewed a video	1	Participated in Quick Polls	0    0    0
Viewed a photo	0	Posted on Guestbooks	0    0    0
Downloaded a document	1	Contributed to Stories	0    0    0
Visited the Key Dates page	12	Asked Questions	8    2    0
Visited an FAQ list Page	0	Placed Pins on Places	2    0    0
Visited Instagram Page	0	Contributed to Ideas	0    0    0
Visited Multiple Project Pages	146		
Contributed to a tool (engaged)	49		

## QANDA

### Ask a Question

Visitors <b>40</b>	Contributors <b>10</b>	CONTRIBUTIONS <b>11</b>
--------------------	------------------------	-------------------------

Q

03 July 20

Will sidewalks be put in at Hertiage and Hambly area? We are in need!

A

Publicly Answered

While the Transportation Master Plan did not identify the need for sidewalks in the Heritage and Hambly area of King City, we will review this area as part of this active transportation prioritization study.

Q

**sbeharriell**

14 July 20

I noticed in the survey that no mention is made regarding adding public washrooms anywhere. Surely the COVID-19 crisis is showing us that we cannot rely on retail businesses to provide washroom access any longer. I have seen such washrooms that are constructed entirely of metal, are indestructible and are relatively inexpensive. What about composting toilets? What about providing them for much of the year and closing them once winter temps really set in? Is providing washrooms of any kind being considered? If not, why not? If so, what is being considered? Thank you. Susan Beharriell

A

Publicly Answered

Thank you for the feedback. While not part of the focus of the study, we will consider the addition of trail amenities such as washrooms as part of the review and recommendations.

## QANDA

### Ask a Question

Q

Outramwe

18 July 20

Can someone look at Rebellion Way north of the mailboxes/statue in Lloydtown? It's a very dangerous stretch of road for those walking.

A

Publicly Answered

Thank you for your feedback. We will include Rebellion Way in our review.

Q

Mihir

20 July 20

Will these offroad trails be dirt trails or gravel trail. By dirt trails I mean like a trail system with difficulty, and features like berms, jumps, etc.

A

Publicly Answered

Trail surface will be determined during the design phase and is beyond the scope of our study. In general, the trails identified are intended to be multi-use and not exclusively for mountain biking.

Q

ddiluca

21 July 20

Will there be a sidewalk along Highway 27 from Diana Road, north to connect with the Tribute Homes community ? Or at least something to make it safer to connect to Nobleton central without using a car ie. barriers of some type

A

Publicly Answered

Thank you for your feedback. We will include Hwy 27 from Diana Road to Nobleton in our review.

## QANDA

### Ask a Question

Q

Fausto Rossetto

23 July 20

Has the possibility of closing one lane in each direction along King Rd from Dufferin to Jane during the summer months for cycling been considered?

A

Publicly Answered

King Road (roadway portion) is under the jurisdiction of York Region, not King the Township. We will put this idea forward to York Region. There is a Township project currently underway, in partnership with the Region, to improve the streetscaping on King Road. This includes sidewalk replacement, a multi-use path, tree plantings, flower poles, street furniture and lighting.

Q

Annad

30 July 20

Are there any plans for creating a guard rail or barrier to protect pedestrians and cyclists who want to use the sidewalk along King Road between Burns Avenue and Keele Street? we feel unsafe using the sidewalk that is one foot away from the traffic-laden king road (and how fast those cars travel too!) Please consider this protection as you streetscape.

A

Publicly Answered

Thank you for your feedback. The current streetscaping project will improve the section from Burns Ave to Keele Street with a multi-use path and other improvements.

## QANDA

### Ask a Question

**Q****Albert**

31 July 20

Pave the bike paths. A layer of gravel is added in the Summer and it just makes things mushy to ride as the gravel isn't compacted down. In our community since I've lived here it's speeding speeding and more speeding....everyone has complained, it's now a neighbourhood conversation piece. It's not safe, and we've all complained....install all speed humps (not speed bumps) as Hillfarm has installed The path at Taska park ends behind the soccer net, and doesn't connect to the path that starts at Hillfarm and leads to the park ...it's difficult to ride the terrain and distance all the way over the soccer field to get to the park.... To cross to the south side of King road, from the sidewalk exiting Greenhill Lane, you can only cross from one side...and then there's no sidewalk or safe walking, or riding space to walk Eastbom King road to the recreation Center....or the Daisy Mart, or King learning Center etc etc There's no room for biking on 27, or King Road and there's lots of bikers....the roads are already inadequate for the amount of cars commuting out of Nobleton, add in the bikers riding for sport on the roads and it's just a safety hazard

**A****Publicly Answered**

Thank you for your feedback. There is a separate traffic calming study and we will pass on your comments related to speeding. We will include these Nobleton connections and trail surface comments in our review. The trail connection from Tasca Park to the east will be completed as part of park upgrades in 2022. The paved shoulders for cycling on Regional Roads such as King Road and Hwy 27 are outside the scope of this project, as they are under the jurisdiction of York Region. However, we will pass on this feedback to the Region.

**Q****Debbie S**

28 August 20

Will a sidewalk be provided on the north side of King Road all the way to the Heritage & Cultural Centre? The residents who live near the HCC/museum are really cut off from the core of King City as it is dangerous to walk on the side of the road.

**A****Publicly Answered**

Sidewalks are currently being built from King Municipal Centre to Dufferin Street. The segment from Jane to King Municipal Centre will be built as part of development when it proceeds.

## QANDA

### Ask a Question

Q

Cher

10 September 20

Hi! Sorry I was not able to make it on time for today's virtual presentation. I have a question regarding Springhill Gardens in King City. I live on Warren Road & am wondering if sidewalks are being considered in my neighborhood. I know foot traffic is increasing but I am not in favour of sidewalks where we have never had them because much of the beauty of our neighborhood is the trees. I would not like to lose any that are close to the street. Thank you!

A

Publicly Answered

A sidewalk is proposed on the north side of Warren Rd in the medium term (6-10 years) to connect from the existing sidewalk on Burton Grove to the existing sidewalk on Warren Rd at Bennet Dr. It will be built within the municipal right-of-way and provide a continuous sidewalk to the King City GO Station. The Township will make an effort to minimize impacts to trees.

## ENGAGEMENT TOOL: PLACE

### Priorities Map

Visitors <b>45</b>	Contributors <b>1</b>	CONTRIBUTIONS <b>8</b>
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2020-07-09 19:21:06 -0600 <b>Jrothy</b>	Bike to go train Address: 223 Burns Boulevard, King, Ontario L7B 1E2, Canada
CATEGO RY Walking	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33171">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33171</a>

Priority 2020-07-09 19:21:42 -0600 <b>Jrothy</b>	Crosswalk Address: 13190 Keele Street, King, Ontario L7B 1B6, Canada
CATEGO RY Walking	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33172">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33172</a>

Priority 2020-07-09 19:22:09 -0600 <b>Jrothy</b>	Crosswalk Address: 12620 Keele Street, King, Ontario L7B 1H5, Canada
CATEGO RY Walking	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33173">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33173</a>

Priority 2020-07-09 19:23:09 -0600 <b>Jrothy</b>	Trail Address: 60 Tawes Trail, King, Ontario L7B 1B5, Canada
CATEGO RY Walking	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33174">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33174</a>

Priority 2020-07-09 19:23:28 -0600 <b>Jrothy</b>	Trail Address: 47 Burton Grove, King, Ontario L7B 1C6, Canada
CATEGO RY Walking	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33175">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33175</a>

Priority 2020-07-09 19:23:52 -0600 <b>Jrothy</b>	Bike trail to go Address: 223 Burns Boulevard, King, Ontario L7B 1E2, Canada
CATEGO RY Cycling	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33176">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33176</a>

Priority 2020-07-09 19:25:35 -0600 <b>Jrothy</b>	Walking trail Address: 60 Tawes Trail, King, Ontario L7B 1B8, Canada
	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33178">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33178</a>

## ENGAGEMENT TOOL: PLACE

### Priorities Map

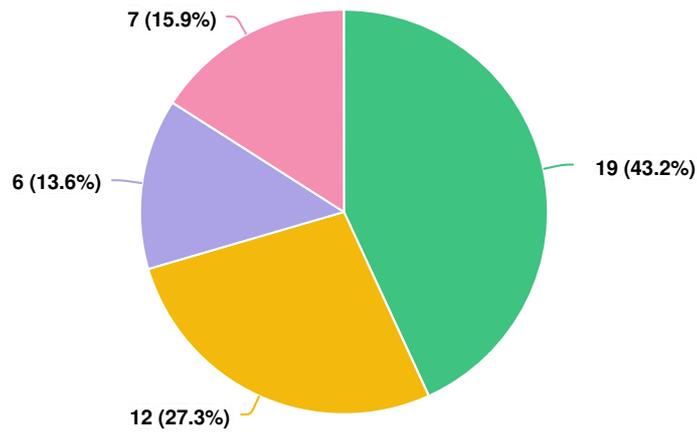
2020-07-09 19:26:03 -0600 <b>Jrothy</b>	Bike to go train Address: 207 Burns Boulevard, King, Ontario L7B 1C8, Canada
CATEGORY Cycling	<a href="http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33179">http://speaking.king.ca/atactionplan/maps/priorities-map?reporting=true#marker-33179</a>
Priority	

## ENGAGEMENT TOOL: SURVEY TOOL

### Active Transportation Action Plan - Priorities

Visitors	146	Contributors	44	CONTRIBUTIONS	44
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What part of the Township do you live in?



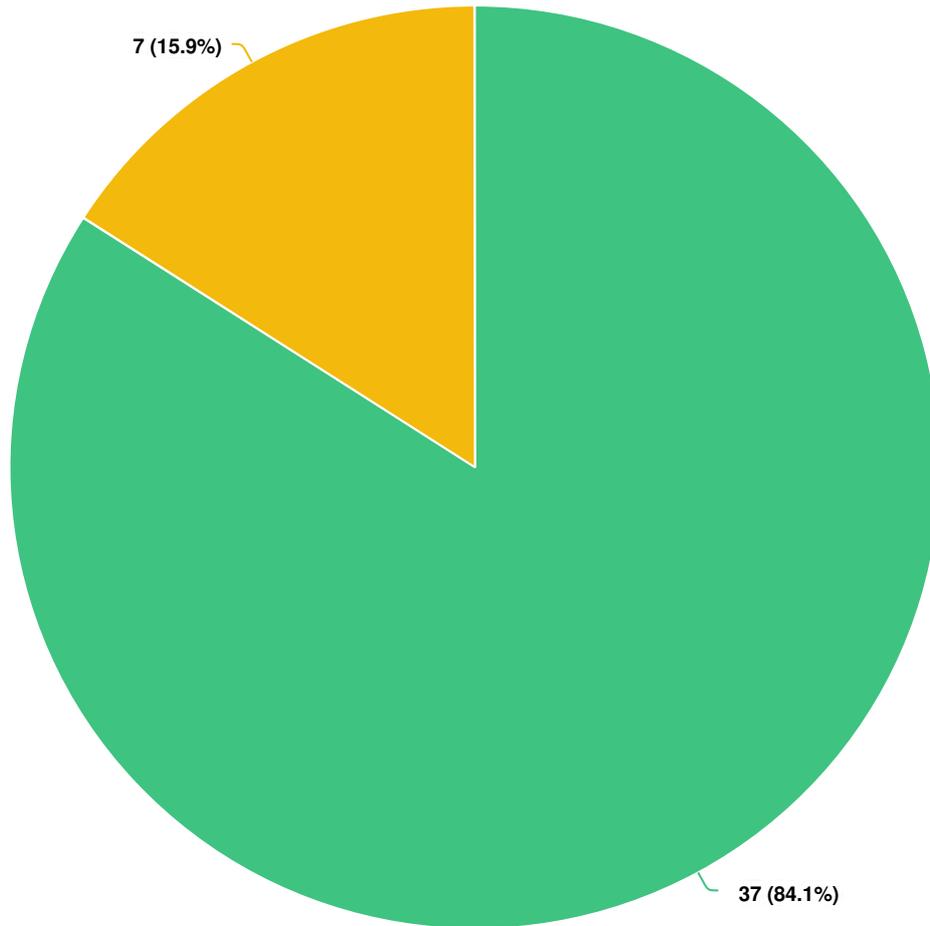
**Question options**

- King City
- Nobleton
- Schomberg
- Other (please specify)

Optional question (44 response(s), 0 skipped)

Question type: Radio Button Question

### What is your age?



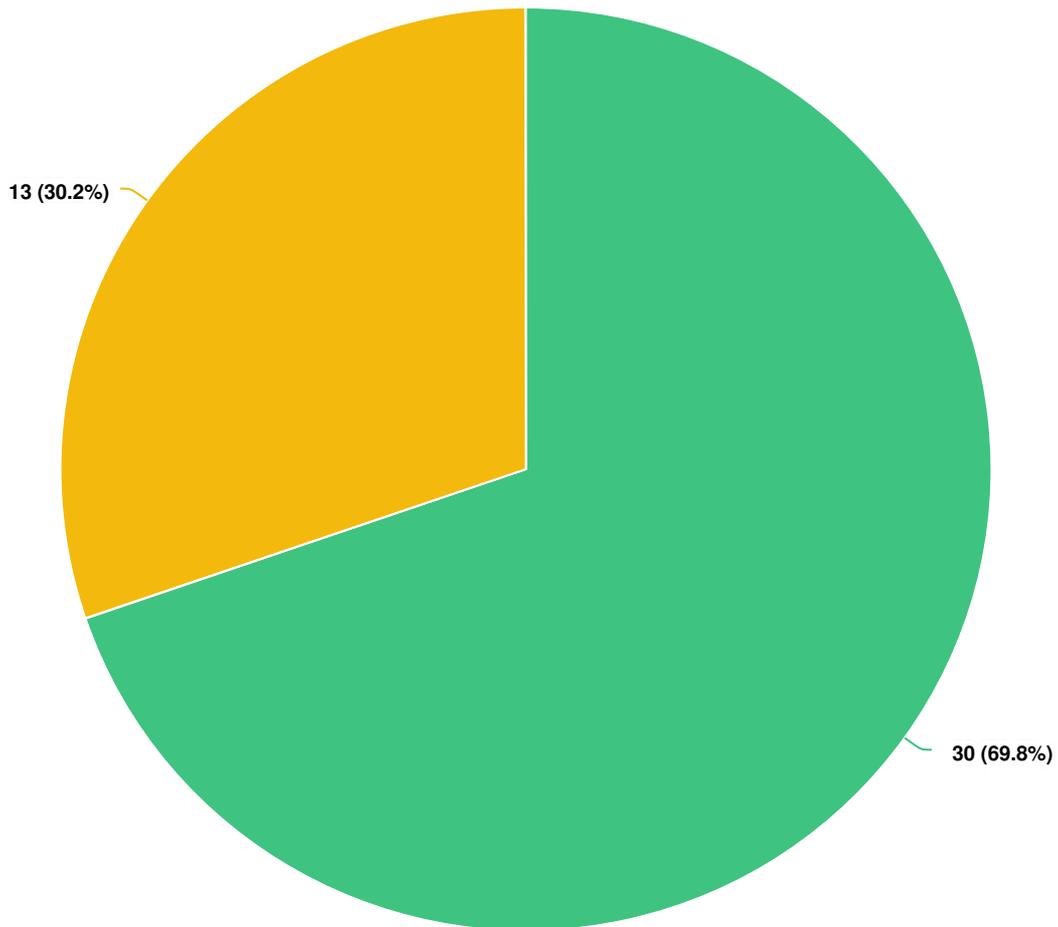
#### Question options

- 15 to 65 years
- 66 years or older

Optional question (44 response(s), 0 skipped)

Question type: Radio Button Question

### What gender do you identify with?



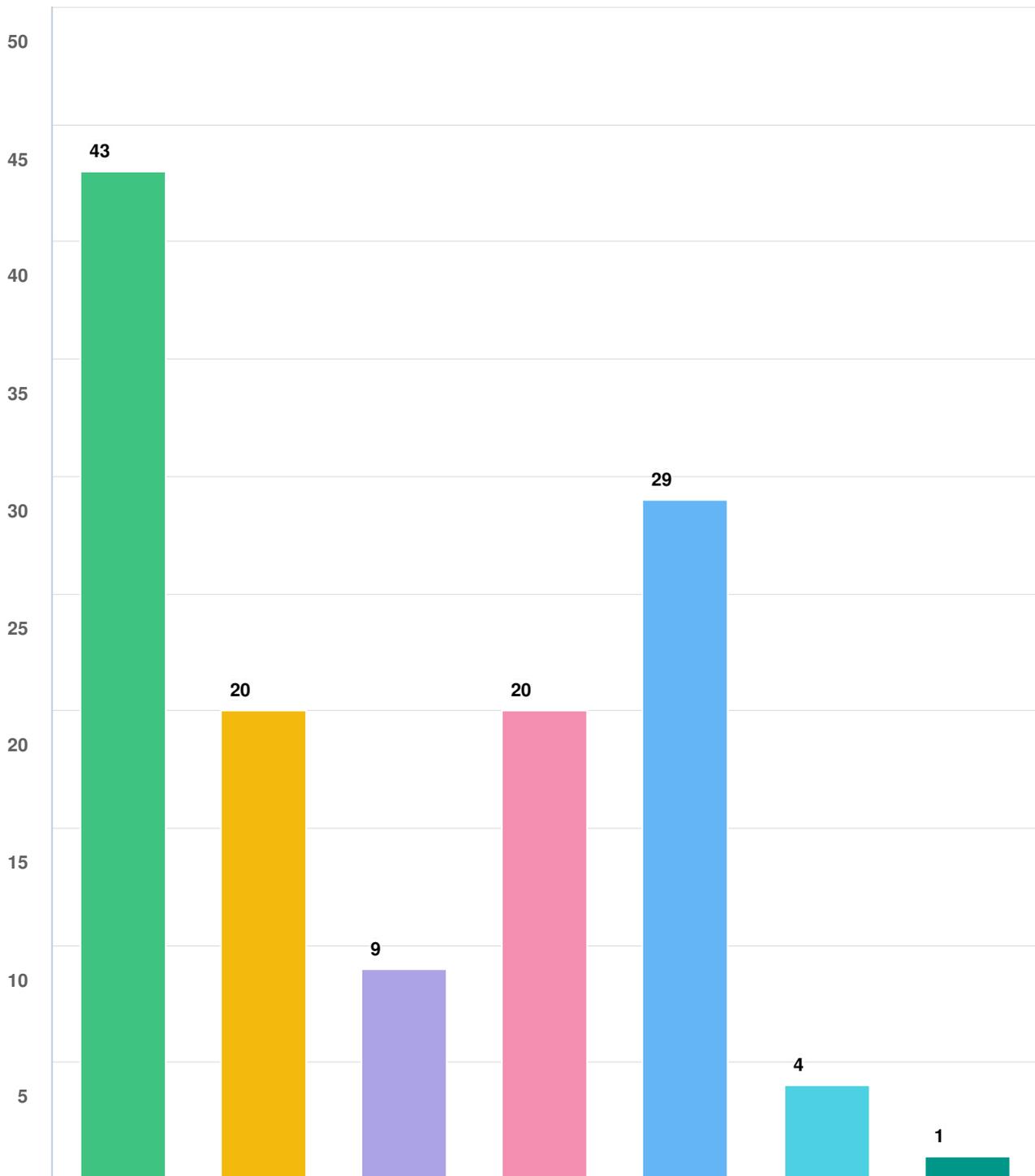
#### Question options

- Female
- Male

Optional question (43 response(s), 1 skipped)

Question type: Radio Button Question

### What modes of transportation do you typically use? Select all that apply



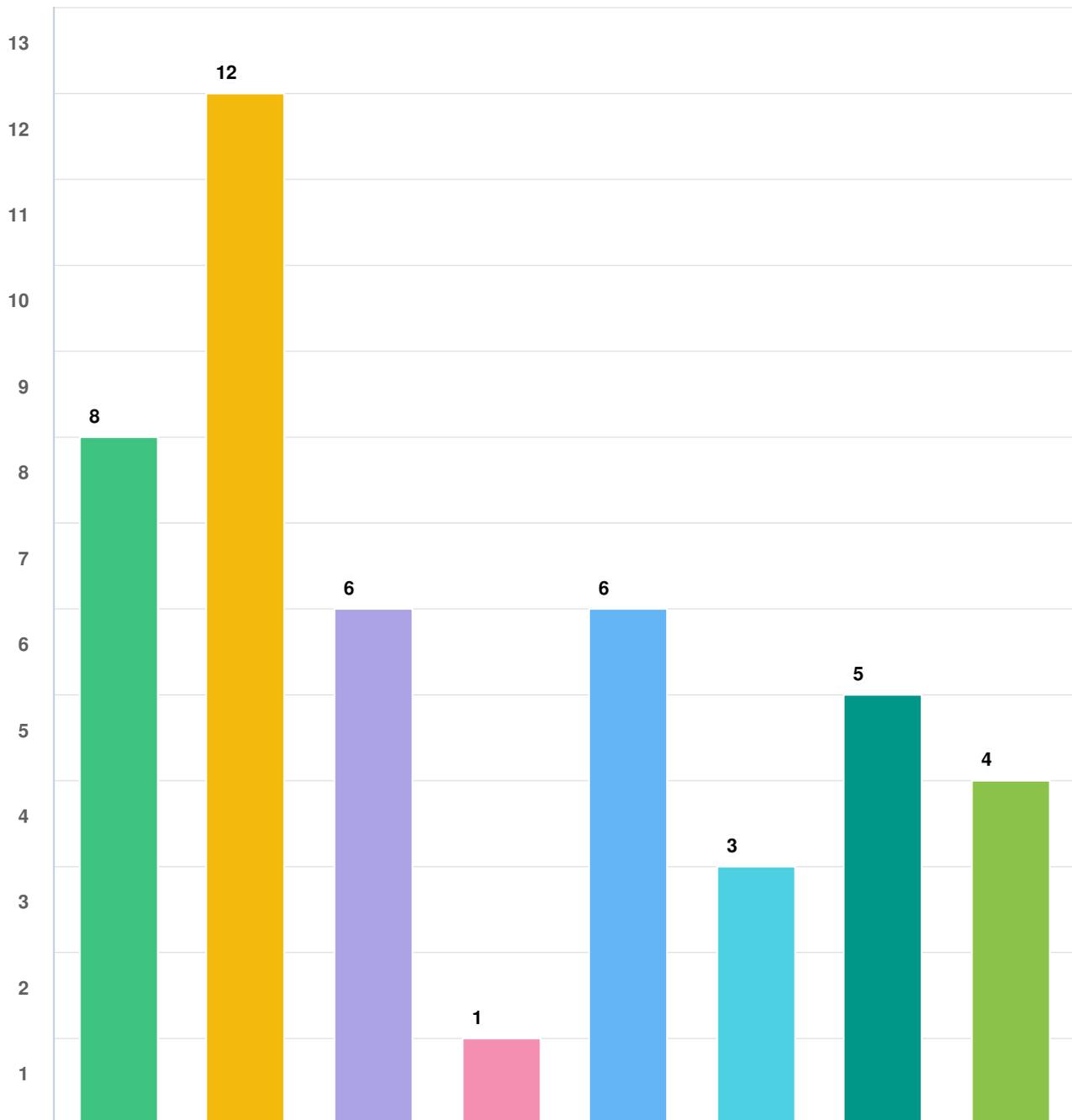
#### Question options

- Drive in a car
- Passenger in a car
- Transit
- Bicycle
- Walk
- Taxi/Ridehail
- Other (please specify)

Optional question (44 response(s), 0 skipped)

Question type: Checkbox Question

Tell us why you do not bike for transportation purposes. Select all that apply



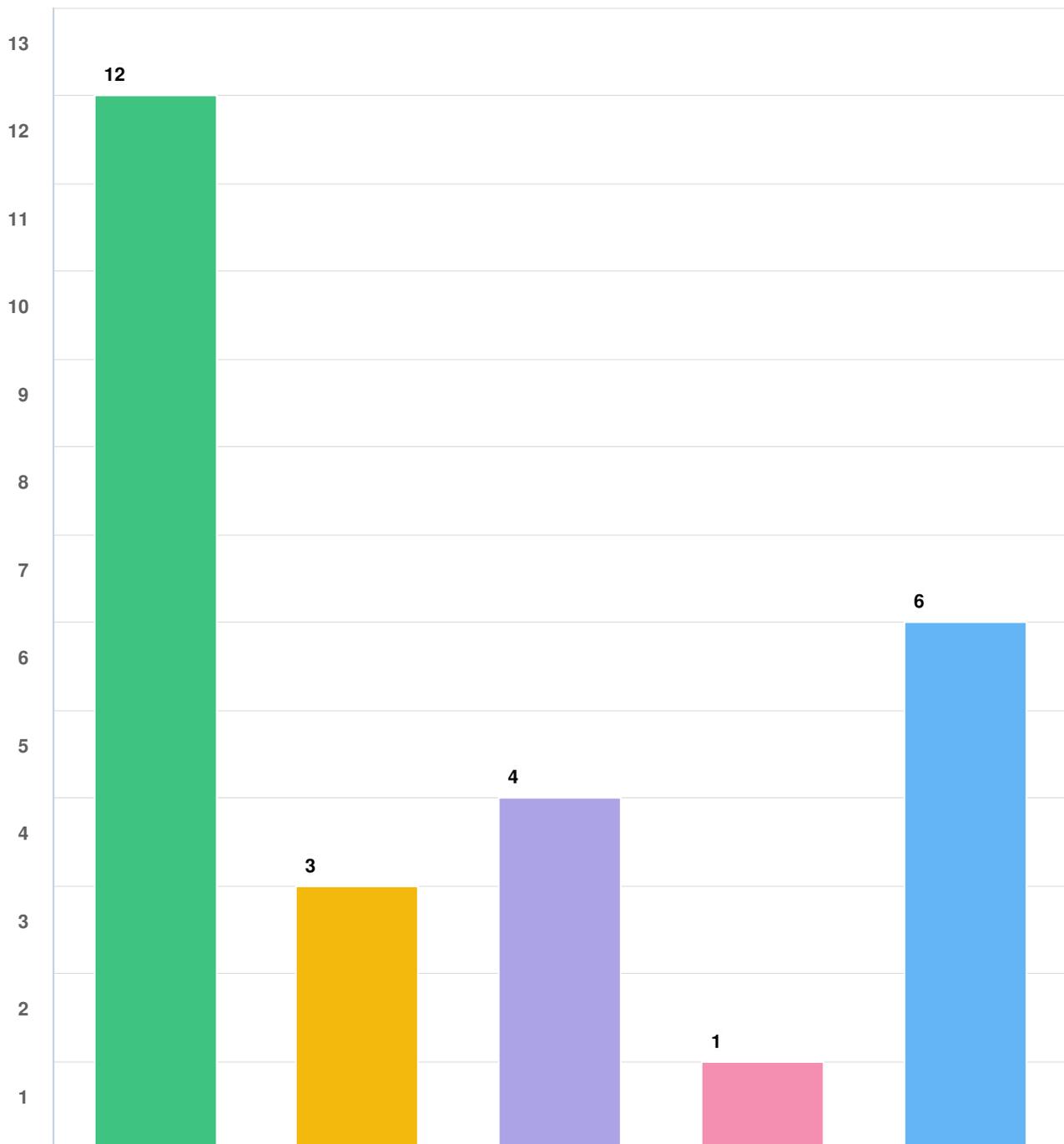
**Question options**

- I do not own a bike
- It is too far to bike to where I want to go
- I do not feel safe / comfortable biking in King Township
- Weather conditions are not ideal (raining, too hot, too windy, snowing)
- Lack of cycling routes in King Township
- Lack of bike parking and supportive end-of-trip facilities such as changing rooms and showers
- I do not want to
- Other (please specify)

Optional question (24 response(s), 20 skipped)

Question type: Checkbox Question

Tell us why you do not walk for transportation purposes. Select all that apply



**Question options**

- It is too far and not convenient to walk to where I want to go
- I do not have enough time to walk
- Lack of cycling routes in King Township
- Physically, I am unable to walk more
- There are not enough sidewalks or paths to walk on where I live

Optional question (15 response(s), 29 skipped)

Question type: Checkbox Question

**What do you think the Township should prioritize for implementation or enhancement? Please rank your answers with 1 being the most important priority and 6 being the least important priority.**

<b>OPTIONS</b>	<b>AVG. RANK</b>
New sidewalks and in-boulevard multi-use paths to fill in gaps	2.80
Expand off-road trails to improve connections between destinations	3.12
Mid-block pedestrian crossings of busy roads	3.45
Repair or upgrade existing sidewalks	3.56
Paved shoulders in rural areas	3.73
Signed bike routes for recreation and tourism	3.81

*Optional question (44 response(s), 0 skipped)*

*Question type: Ranking Question*

## Resident Feedback - How can we improve walking and cycling in King?

### Walking - General

1. More paths, sidewalks which are maintained year around
2. There's no where really to walk to. We need more commercial enterprises in Nobleton.
3. Make the outskirts of the communities, surrounding the town centre, more accessible to walk without fear of vehicles
4. Crosswalks
5. Sidewalks have been repaired but I still don't feel safe walking. They are too close to such a busy street.
6. Add sidewalks to older local streets.
7. Slower traffic speed and pathways to walk and cycle
8. Maintaining and /then/ improving the existing infrastructure within the population centres (fixing existing sidewalks, filling in the gaps were sidewalks do not exist, shortening safe crossing distances over busy streets ie. creating mid-block pedestrian crossings and adding other links between them where sidewalks are not appropriate) must be the highest priority.
9. We need more sidewalks so that when walking with kids, you ca feel safe, and not in danger.
10. Cut low-hanging tree branches. Improve lighting.
11. We are currently in extensive paving of rural King gravel roads. What is surprising, and disappointing to see is that the curb sides are not paved. The newly paved roads look fantastic, but there is no space for walking or cycling on the sides, which forces cycling groups and pedestrians into active lanes. With our rolling hills, and consequent blind spots, this is dangerous. There are numerous cycling groups that use the roads thru King and the rural routes aren't just beautiful, they help cyclist stay away from the busy main roads like Hwy 27 and King Rd. Why not pave another couple feet on each side? I understand that costs money, but then don't rush these projects under one budget, do it right instead. Secondly, keep heavy traffic, including commercial trucks, off the rural roads. Let that traffic flow on main routes like Hwy 27 and King Road.
12. Add sidewalks to major roads.
13. The streetscaping along King road should help.
14. In our community since I've lived here it's speeding speeding and more speeding....everyone has complained, it's now a neighbourhood conversation piece. It's not safe, and we've all complained....install speed humps (not speed bumps) as Hillfarm has installed
15. Add more sidewalks in King City.

### Cycling - General

16. pave shoulders
17. Bike trails for recreational use are great, but biking to a destination requires a destination and there's almost nothing within several kilometres to go to.
18. Bike lanes
19. Although I do not bike myself, I think bike lanes would be beneficial, especially on roads with lots of hills (Keele Street).
20. adding a biking/walking lane on roads
21. Better bike lanes w budgets in place to maintain the quality and consistency of the pavement. Some thought re connections and routes would be helpful. Super dangerous for a bike lane to just end abruptly
22. Prioritization of 1: Active transportation within the population centres. That can be further subdivided between walking or cycling. 2: Active transportation between population centres. 3: the differences between functional transportation (going to the grocery store, or to get a coffee on a Saturday morning) versus purely recreational transportation (walking/hiking/recreational cycling).
23. The cheapest incremental improvement that could be done would be to add signed bike routes for recreation and tourism. But that should go hand in hand with allowing retail establishments to utilise non-

traditional spaces to maintain their business, particularly in this time of semi-closed businesses caused by COVID-19.

24. There need to be dedicated bike lanes with some sort of a barrier between bikers and cars as the drivers go way over speed limits and are aggressive.
25. Connect routes
26. Bike lanes would make it much safer for people to bicycle in King Township.
27. Paved shoulders on rural roads. Some infrastructure for cyclists needs to happen with the increasing popularity of the sport. I have been riding for over 20 years and the amount of cyclists I see on the roads has increased exponentially over the past 5 years.
28. Having paved shoulders on the roads. It would be ideal to have them on the east west side roads where there is less traffic and it's a nicer ride.

## **Trails - General**

29. Multi-use paths between villages as promised on regional roads. More multi-use paths.
30. Delineated and connected trail systems.
31. Better control of existing paths and trails where ATV vehicles have easy access.
32. Create a network of multi-use off road trails that connect to towns and recreational trails- Oak Ridges Trail, Cold Creek.
33. Can make trails for walking and biking.
34. Need more connecting paths in rural areas I love to bike and walk but don't feel safe on the narrow hilly dirt roads near my home.
35. Create more walking trails... with loops to provide different distance option. Make maintenance a priority.
36. DO NOT TARMAC, CONCRETE, USE IMPERVIOUS SURFACES on trails within King -be guided by the declaration of the climate emergency.
37. Pave the bike paths. A layer of gravel is added in the Summer and it just makes things mushy to ride as the gravel isn't compacted down.
38. Safety on the walking trails could be enhanced by putting an end to the atvs and motorcycles that still ride on them. The signs prohibiting it are clearly posted but the riders don't care and they often have young kids on those machines with them. It's an enforcement issue. Perhaps collaborating with YRP to do some intensive monitoring and fining would help. They come up behind you on the trail and expect the pedestrians to move even though they're on the off road vehicles. It's dangerous and annoying and I would like to see it stopped.

## **Walking Routes**

### **King City**

#### King Road

39. Do something to slow down traffic on King Road through King City.
40. Allow on-street parking during non-peak traffic hours on King Road, similar to Keele Street. Paint parking stall lines and provide better signage and other tools to indicate parking permitted to encourage use of King Road parking. On-street parking will act as a buffer between sidewalk and busy road traffic and provide a more pleasant pedestrian environment, Paint parking stall lines. Paint paint paint paint paint!
41. I live in an older part of King City (north-west quadrant). I would love to be able to walk to the new library and seniors' centre without having to deal with fast moving traffic (especially trucks) whizzing by on King Road. A path that would run parallel to King Road but behind the existing buildings so that Dew Street could be accessed from Keele Street would mean we could avoid that busy section of King Road. Also, you take your life in your own hands trying to cross the street in any direction at King Road and Keele Street. Cars race through the intersection and turning vehicles don't look carefully for pedestrians and cyclists. I

would love to walk to the restaurants on Keele, south of King Road without worrying about getting hit by a car. Although I could walk there in 10 minutes or less, I tend to drive instead because it just feels safer.

42. Please consider PROTECTING pedestrians and cyclists who want to walk or cycle more from one location to another but don't feel secure doing so along main roads (like king road) where cars are travelling at higher speeds than permitted. I am speaking for residents of my subdivision (southwest corner of Keele and King). In Facebook groups and social gatherings it has been discussed that accessing Keele street from our subdivision is a problem on foot or by bike because of how close the speeding cars are to the sidewalk that connects Burns avenue and Keele street. Many of us no longer walk to Keele and beyond because we deem that walking there and back is a risk to our lives. We would feel much more secure if a barrier of some sort (i.e. a guard rail) were installed between the sidewalk and busy King Road. Please please please work on making king road more secure along this stretch! Creating other safe bike and walking trails to reach destinations would promote walking and biking too.
43. Are there any plans for creating a guard rail or barrier to protect pedestrians and cyclists who want to use the sidewalk along King Road between Burns Avenue and Keele Street? we feel unsafe using the sidewalk that is one foot away from the traffic-laden king road (and how fast those cars travel too!) Please consider this protection as you streetscape.

#### Other

44. **Formalize access between Doctors Lane and Keele Street (through church property).**
45. **Add sidewalks to the Municipal Centre**
46. **Need for a pedestrian crossing on Keele between Burton Grove and the Anglican Church.**
47. Intersection at Keele & King Rd needs to be more pedestrian friendly without the need to press the walk button
48. **Will sidewalks be put in at Heritage and Hambly area? We are in need!**

#### **Nobleton**

49. **Also connecting the sidewalk on king road all the way from via Moto new subdivision and Nobleview.**
50. **The walkway between Parkheights Drive and the post office plaza On highway 27 needs to be widened and generally improved so pedestrians and bike riders can both use it. That span of road is not very safe.**
51. **Will there be a sidewalk along Highway 27 from Diana Road, north to connect with the Tribute Homes community? Or at least something to make it safer to connect to Nobleton central without using a car ie. barriers of some type**

#### **Schomberg**

52. Lloydtown needs addressed! Going north of the statue around the bends is dangerous for those out walking! There are many kids in Lloydtown and that stretch of road on **Rebellion Way** is very dangerous!
53. Intersection Rebellion Way requires speed reducers or stop sign as cars go too fast and this is a really busy area for bikes. Also the area is full of young children. Also on Rebellion way, the curve before Centre St needs to be smoothed out or trees cut. This is a school bus stop and visibility is almost 0 for kids walking to get the bus. It is also a high transit area for elderly walkers. Happy to provide more information if needed. Andris 647-446-8954
54. There are a few dangerous sections of Lloydtown that make it very difficult to enjoy walking in the area with a family. There is a very bad corner on Rebellion Way just north of Little Rebel Road that has a very terrible blind spot. We might also want to consider an all way stop where Church and Rebellion Way meet as this can prove to also be a dangerous intersection. There are a lot of new families with young children in this area, and it is very difficult to manage with the traffic.

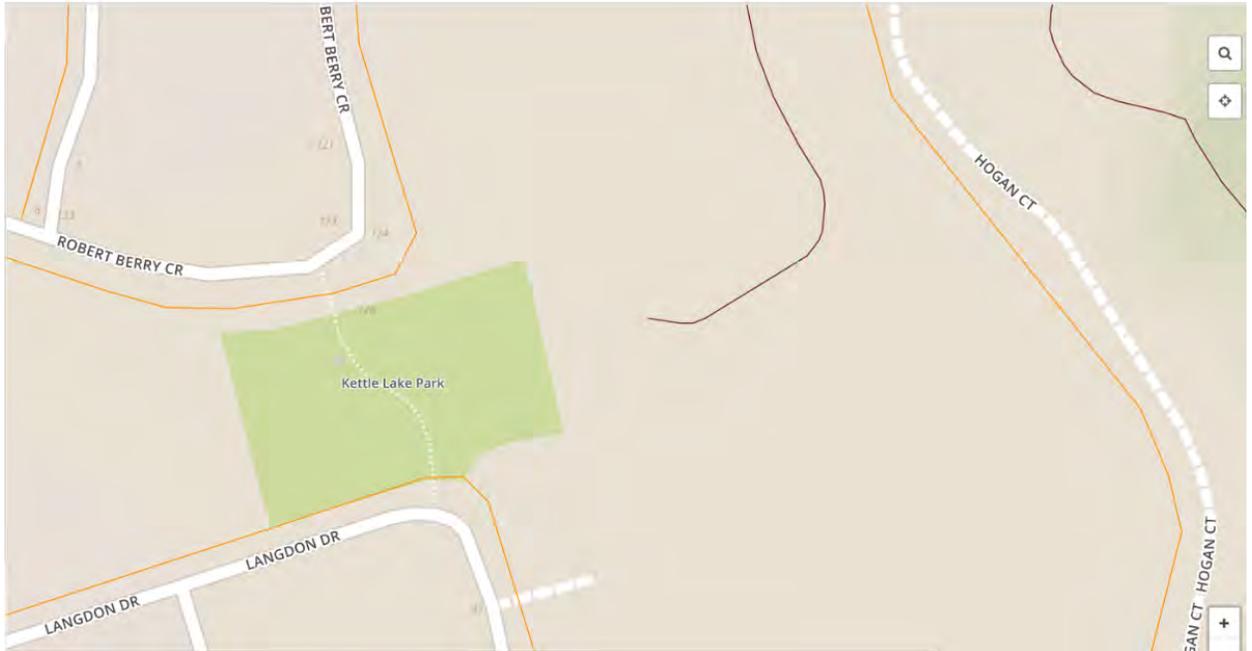
## Cycling Routes

55. Biking lanes route to go train would be well used, minimizing car traffic. Keele is very scary when train lets out this need some sort of safe bike routes
56. Avoid listing bike route on 19th Sideroad to already serious safety concern with parking from Conservation Parking, and through traffic.
57. Paved bike route along Dufferin to Country Day School & Seneca to accommodate not only regular bikers but students and staff to those schools
58. Establish perhaps 3-5 coloured routes for varying distances/ ease/ accessibility which make obvious connections between neighbourhoods e.g., Kingscross to King City trails to Norman Dr & across King Road into the sub-division south of King Road & round to the dog park & back to Keele.
59. from Kingscross to 15th & into the sub division on the North west corner of Keele & 15th & into the Shrine across Keele into Seneca & back down Keele to King City & the coffee shops etc
60. A major problem is that you can't safely ride from Nobleton to King City where most of the services are. There is no paved shoulder traversing the 400. We can safely get to Schomberg but not King City where there are more restaurants and shopping. I tend to head to Kleinburg and therefore shop in Vaughan rather than my own community.

## Trail Routes

### King City

61. Use the GO Station as a multi-modal hub (tie/link trails from this area).
62. **When I go running, I usually like to end at Hogan Trail and take the forested trails back to King Road. However, when I reach the end of the trail, I have to hop over the median to end back onto the sidewalk. I think that this could be greatly improved, as many people are probably being deterred away from these trails due to the lack of an entrance/exit at King Road.**
63. There are many other good routes which combine the existing trails & sidewalks. King City could become a destination of 5,10, 15, 20 km routes for pleasant mixed trail & sidewalk hiking.
64. **Currently there is a paved path through Kettle Lake Park from Robert Berry Cres. to Langdon Dr. Also, there is a trail in the valley west of Hogan Court but it dead ends at the westerly limit of Kettle Lake Park. Why is there no connection between the paved path and the trail? Please see the attached screenshot. A connection would be appreciated so one doesn't have to ride a bike on grass between the two. It would also invite more park users to the trail, and vice versa.**



## Nobleton

65. I believe that the township should build a mountain bike dirt path trail system in Nobleton, since there are many people living here, and this area is a wealthy area. By dirt trails I am talking about dirt trails with features like berms, jumps, and etc. The closest trail system like that to me is Jefferson Forest which is in Richmond Hill. It will also promote the use of bikes. Please implement this idea, as I think many people will enjoy it and use it. Thanks, Mihir
66. Add more paths. Nobleton has very few paths especially in the older sections.
67. The walking trail around the new subdivision in Nobleton is great to have and a real blessing but the poor drainage means there are big ruts in lots of spots, And the mud seems to be a problem year round.
68. **The path at Taska park ends behind the soccer net, and doesn't connect to the path that starts at Hillfarm and leads to the park ...it's difficult to ride the terrain and distance all the way over the soccer field to get to the park.... To cross to the south side of king road, from the sidewalk exiting Greenhill Lane, you can only cross from one side...and then there's no sidewalk or safe walking, or riding space to walk Eastbound King road to the recreation Center....or the Daisy Mart, or King learning Center etc,**

## Schomberg

n/a

## Other

69. I have some concerns with the Proposed Off Road Trail on the Hydro One Corridor. I, and other local farmers lease sections of the corridor lands for agricultural use. Along with the lease, we are required to carry an insurance policy for liability on said lands. My major concerns include Liability, Damage to crops, damage to fences – cattle getting out of confinement, debris and litter left behind, noise and harassment of livestock. It would be prudent for consultants to contact Hydro One, and Ontario Infrastructure and Lands Corp , to find protocols for the use of these lands.

## Amenities

70. Hard copy, use-able trail maps for all of King...ie not just for cell phones.
71. Increased signage.
72. Promotion of the Township's GIS mapping tool
73. Provide safe parking at trails
74. Create awareness of the connectivity between existing trails & paved roads through an expansion of signposting & other directional signage (e.g., affixed to existing posts or light poles, etc)
75. I noticed in the survey that no mention is made regarding adding public washrooms anywhere. Surely the COVID-19 crisis is showing us that we cannot rely on retail businesses to provide washroom access any longer. I have seen such washrooms that are constructed entirely of metal, are indestructible and are relatively inexpensive. What about composting toilets? What about providing them for much of the year and closing them once winter temps really set in? Is providing washrooms of any kind being considered? If not, why not? If so, what is being considered?

## Education

76. Using signs, advertisements, announcements, website and social media, remind citizens and visitors to respect private properties, obey road rules and please do not litter. Let's keep King safe and clean for all to enjoy.
77. Initiate a major campaign against litter & garbage dumping on our sidewalks, trails & especially, Weston, Jane st, Keele St & Dufferin St. Encourage spring & fall clean ups to engage citizens
78. Education to drivers regarding safely passing cyclists and the laws regarding this. My family friend was the man who was recently killed on Keele St and we are terribly shaken & devastated by this news.
79. Signage encouraging leave the car behind take a walk/ bike ride
80. Signage on Weston, Jane, Keele, Dufferin- to give visceral reminders of the deadly impact of speeding & being distracted- a "THINK BIKE" campaign would attract attention to improve cyclist safety on King Roads

## York Region

- Bike lanes when regional roads are re-paved as per York TMP
- Lower speed limit on larger roads. Enforce speed limits.
- Designated Bike lanes on highway 27 and king road would help a lot.
- Signage on Weston, Jane, Keele, Dufferin- to give visceral reminders of the deadly impact of speeding & being distracted- a "THINK BIKE" campaign would attract attention to improve cyclist safety on King Roads
- Has the possibility of closing one lane in each direction along King Rd from Dufferin to Jane during the summer months for cycling been considered?
- There's no room for biking on 27, or King Road and there's lots of bikers....the roads are already inadequate for the amount of cars commuting out of Nobleton, add in the bikers riding for sport on the roads and it's just a safety hazard
- Initiate a major campaign against litter & garbage dumping on our sidewalks, trails & especially, Weston, Jane st, Keele St & Dufferin St.
- Safety on the walking trails could be enhanced by putting an end to the atvs and motorcycles that still ride on them. The signs prohibiting it are clearly posted but the riders don't care and they often have young kids on those machines with them. It's an enforcement issue. Perhaps collaborating with YRP to do some intensive monitoring and fining would help. They come up behind you on the trail and expect the pedestrians to move even though they're on the off road vehicles. It's dangerous and annoying and I would like to see it stopped.
- A major problem is that you can't safely ride from Nobleton to King City where most of the services are. There is no paved shoulder traversing the 400. We can safely get to Schomberg but not King City where there are more restaurants and shopping. I tend to head to Kleinburg and therefore shop in Vaughan rather than my own community.

## Smith, Shawn

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**From:** Smith, Shawn  
**Sent:** July 29, 2020 4:07 PM  
**To:** Carolyn Ali  
**Cc:** pangelo; cfasciano  
**Subject:** RE: Active Transportation Action Plan - Proposed Off Road Trails

Carolyn,

Thanks for forwarding the feedback. Here is some additional information for the Township to consider.

The City of Toronto has a lot of experience with hydro corridor trails. In 2010/2011 Cycling Infrastructure built a number of trails (approx. 20km) in the Finch and Gattineau Hydro Corridors - these were funded under the Recreation Infrastructure Program Fund (fed/prov/munc).

Hydro is receptive to trails as secondary uses in the corridor. The City of Toronto has worked with Hydro One extensively over the last 4 years and the main contact is Toni Paolasini.

She works in real estate and will coordinate all review and work on license agreement. The land is actually owned by Infrastructure Ontario and so final sign off is done by someone in their group - Toni will facilitate.

**A. Toni Paolasini SR/WA**

*Senior Real Estate Coordinator*

*Hydro One Networks Inc.*

*Facilities and Real Estate*

*P.O. Box 4300 (185 Clegg Road)*

*Markham, Ont. L3R 5Z5*

*Tel 905-946-6232*

*Fax 905-946-6242*

*E-mail [toni.paolasini@HydroOne.com](mailto:toni.paolasini@HydroOne.com)*

There are a number of conditions when building a trail in the corridor that Hydro One stipulates to protect their infrastructure and Toni can give you some details but here are a few key ones:

- distance from tower base 15m - unless justified.
- vertical clearance (no trees planted/poles placed that are more than 4m)
- no alteration to natural drainage patterns that may impact infrastructure.
- approvals from all current license holders (ex. pipelines)

The City pays ½ of the property tax on the land for their easement area which is 10m swath that the trail rests in. However, they have also taken on all the grass cutting maintenance in the entire corridor.

TRCA is a partner in the hydro corridor trails in King, so it would be worth leveraging their expertise, potential funding, and contacts.

Shawn

**Shawn Smith, P.Eng., M.Eng.**

Senior Project Manager

Transportation | Planning & Advisory

[shawn.smith@wsp.com](mailto:shawn.smith@wsp.com)

T + 1 613-690-3885



**WSP Canada**

2611 Queensview Drive, Suite 300  
Ottawa, Ontario K2B 8K2 Canada

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**From:** Carolyn Ali <cali@king.ca>  
**Sent:** July 29, 2020 1:00 PM  
**To:** Smith, Shawn <Shawn.Smith@wsp.com>  
**Cc:** pangelo <pangelo@king.ca>; cfasciano <cfasciano@king.ca>  
**Subject:** FW: Active Transportation Action Plan - Proposed Off Road Trails

**Carolyn J. Ali**

Manager of Development  
Public Works Department  
Township of King  
905-833-5321 x4053

**NOTICE:**

Due to the fact all levels of government are enacting stricter containment measures to slow the spread of COVID-19, King Township is extending the closure of its facilities and cancellation of recreational programs until further notice. This decision was made with guidance from York Region Public Health, the Province of Ontario and the Government of Canada in order to slow the spread of COVID-19 and to protect our citizens and staff. All essential services will continue, including Fire and Emergency Services, water, wastewater, waste collection and road and sidewalk maintenance. Some non-essential services may be impacted. Please regularly visit King's [COVID-19](#) and [COVID-19 Impacted Services](#) website pages as information is updated frequently as the situation continues to unfold. Citizens can still do business with King on our website at [www.king.ca](http://www.king.ca), by phone at 905-833-5321 or by email at [serviceking@king.ca](mailto:serviceking@king.ca). We thank the public for their patience.

The information contained in this message is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copies or disclosed. This message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you have received this message in error, please notify the sender immediately advising of the error and delete the message without making a copy. Thank you.

 Please consider the environment before printing.

**From:** Chris McGuire [<mailto:CMcGuire@newtecumseth.ca>]  
**Sent:** July 29, 2020 12:59 PM  
**To:** Carolyn Ali  
**Subject:** Active Transportation Action Plan - Proposed Off Road Trails

**CAUTION:** This email originated from **outside your organization**. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Carolyn,

Nice speaking with you earlier today. Further to our conversation, I have some concerns with the Proposed Off Road Trail on the Hydro One Corridor. I, and other local farmers lease sections of the corridor lands for agricultural use. Along with the lease, we are required to carry an insurance policy for liability on said lands. My major concerns include Liability, Damage to crops, damage to fences – cattle getting out of confinement, debris and litter left behind, noise and harassment of livestock. It would be prudent for consultants to contact Hydro One, and Ontario Infrastructure and Lands Corp, to find protocols for the use of these lands.

Thank you for your attention to this matter.

**Chris McGuire, CRS**

Senior Roads Operator-JHSC

Public Works Department

Tel: 705-435-3900 ext 1762



*Public Works Mission:*

*To provide efficient and reliable infrastructure services in a prompt, safe, environmentally conscious, and consistent manner.*

## Smith, Shawn

---

**From:** Chris Fasciano <cfasciano@king.ca>  
**Sent:** August 19, 2020 3:48 PM  
**To:** Smith, Shawn  
**Cc:** Carolyn Ali  
**Subject:** RE: active transportation input

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Sidewalks will be included from Burns to the Municipal Centre as part of the King Road Project.

The extensions (north and south) are both development driven will be completed at the time of those subdivision agreements.

A mid-block crossing should not be considered as the development will also include traffic lights near the KHCC.

Chris Fasciano  
Director  
Community Services Department  
Township of King  
905-833-6550

Attention- Office/Facility Closure- Attention The Township has closed all facilities including the Municipal Office to the public. These measures have been taken in support of the Province of Ontario's direction to facilitate social distancing to protect staff and citizens from the spread of COVID-19. All facilities and the Municipal office will be closed to the public. King Township is maintaining essential services, including Fire and Emergency Services, water and waste water, waste collection and roads.

We are continuing, where possible, to provide services to residents by email or by phone. As a result, service levels for non-essential services may be delayed or suspended.

King is closely Monitoring COVID-19 developments. The health and safety of our staff and citizens is our number one goal. Please visit our website [www.king.ca](http://www.king.ca) - COVID-19 for the latest updates.

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-----Original Message-----

From: Smith, Shawn [mailto:Shawn.Smith@wsp.com]  
Sent: August 19, 2020 3:36 PM  
To: Chris Fasciano  
Cc: Carolyn Ali  
Subject: FW: active transportation input

<p style="color: #000000; background-color: #ffc800;"><strong><u>CAUTION:</u></strong> This email originated from <strong><u>outside your organization</u></strong>. Exercise caution when opening attachments or clicking links, especially from unknown senders.</p>

Chris,

Received a comment on the need for a sidewalk on the north side of King Road between Burns Blvd and Heritage Cultural Centre.

May you please confirm if this is outside of the scope of the current streetscape project on King Rd?

Also, do you think a midblock crossing at the entrance to the subdivision (Kinghorn Rd) to get to the MUP on the south side could address the connectivity issue? The TMP recommended a sidewalk on the north side, but it's 1.5 km so a significant cost.

Thanks,  
Shawn

Shawn Smith, P.Eng., M.Eng.  
Senior Project Manager  
Transportation | Planning & Advisory  
shawn.smith@wsp.com  
T + 1 613-690-3885

WSP Canada  
2611 Queensview Drive, Suite 300  
Ottawa, Ontario K2B 8K2 Canada

-----Original Message-----

From: Clement Sin <csin@king.ca>  
Sent: August 19, 2020 2:36 PM  
To: Smith, Shawn <Shawn.Smith@wsp.com>  
Cc: Carolyn Ali <cali@king.ca>  
Subject: FW: active transportation input

Hi Shawn,

Our Councillor has received the below email from a resident with respect to the Active Transportation Action Plan. Could you please ensure this gets included with the public consultation/feedback.

Thanks,

Clement Sin, B.Eng, E.I.T.  
Civil Engineering Technologist  
Township of King  
905-833-4061

The information contained in this message is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. This message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you have received this message in error, please notify the sender immediately advising of the error and delete the message without making a copy. Thank you.

\  
-----Original Message-----  
From: Debbie Schaefer  
Sent: August 17, 2020 4:56 PM  
To: Clement Sin  
Subject: active transportation input

Hello Clement,  
As Carolyn is away for a couple weeks I am sending onto you.

In last week or so I sent Carolyn an email providing input as to resident perspective on why a sidewalk on north side of King Road between Keele and HCC is very important.

I have now received a complaint/input from another resident. See below; the email is much longer but I have deleted the latter portion as it is not relevant to this issue.

I of course will tell resident about upcoming consultation on active transportation etc. but if you could please file this appropriately and/or send on to consultants.

Thanks, Debbie

Debbie Schaefer  
King Township Councillor, Ward 5

---

From: Laura DeGasperis [laura.m.degasperis@gmail.com]  
Sent: August 17, 2020 12:57 PM  
To: Debbie Schaefer  
Subject: 34 James stokes court king city

<p style="color: #000000; background-color: #ffc800;"><strong><u>CAUTION:</u></strong> This email originated from <strong><u>outside your organization</u></strong>. Exercise caution when opening attachments or clicking links, especially from unknown senders.</p>

Hello Deb,

I hope this email finds you well. My family and I have been living at this address in king city for 3 years now. While living in King has been a long time goal of ours, I have to tell you we are very disappointed in our experience thus far, especially given how high our property taxes are. I am writing to you in hopes you can address some of these concerns/requests that would help remedy some of the issues. Please review the notes below. I look forward to hearing your response.

1. No sidewalk or safe access to king city: without a sidewalk we do not have safe access to the rest of king city. We feel trapped in our small subdivision. The lack of sidewalk does not allow our residents to safely access amenities, exercise and/or use public transit. On the reverse we are not able to get services to our home such as babysitting, nanny services, cleaning ladies etc due to the inability to safely walk to our subdivision from the go station/bus. This is a huge problem and needs to be remedied. We have already been in this situation for 3 years and cannot afford to wait much longer.

.....  
Have a nice day,

## Smith, Shawn

---

**From:** Susan Beharriell <sbeharriell@routcom.com>  
**Sent:** September 8, 2020 4:40 PM  
**To:** Smith, Shawn  
**Subject:** RE: Active Transportation

Thanks!

Susan

---

**From:** Smith, Shawn <Shawn.Smith@wsp.com>  
**Sent:** September 8, 2020 4:38 PM  
**To:** Susan Beharriell <sbeharriell@routcom.com>  
**Cc:** Carolyn Ali <cali@king.ca>  
**Subject:** RE: Active Transportation

Hi Susan,

I received your information earlier. Thank you for this.

Note that while the Active Transportation Strategy is focused on prioritizing gaps and upgrades of infrastructure, we have also noted some programming education/encouragement recommendations in the final report.

I know Reena Mistry as well as her predecessor, Sonia Sanita, who have done some great work at the school board to promote active and safe routes to school. The Markham pilot is very interesting – I believe there are 8 schools participating, and 4 different levels of intervention that they are trying to see what the impacts are. I know about a walking school bus and bike train pilot they tried during in the past with City of Markham staff and volunteers. It had moderate success, but not sustainable unless they got more parent involvement.

Reena participates on the York Region Active Transportation Working Group and Active and Safe Routes to School Committee, both of which King Township participates in, so there will be some good information sharing through those Committees.

I saw that you've registered for Thursday's Public Information Meeting for the Active Transportation Strategy. See you then!

Shawn

**Shawn Smith, P.Eng., M.Eng.**

Senior Project Manager  
Transportation | Planning & Advisory  
[shawn.smith@wsp.com](mailto:shawn.smith@wsp.com)  
T + 1 613-690-3885



**WSP Canada**

2611 Queensview Drive, Suite 300  
Ottawa, Ontario K2B 8K2 Canada

---

**From:** Susan Beharriell <[sbeharriell@routcom.com](mailto:sbeharriell@routcom.com)>  
**Sent:** September 8, 2020 3:03 PM  
**To:** Smith, Shawn <[Shawn.Smith@wsp.com](mailto:Shawn.Smith@wsp.com)>; Carolyn Ali <[cali@king.ca](mailto:cali@king.ca)>  
**Subject:** Active Transportation

Hello to both of you!

I hope that you enjoyed the long weekend and are well.

I understand that the commenting period is over, but wondered if you might consider some new ideas.

I simply do not recall if I have mentioned the successful international programme named The Walking School Bus and Bike Trains. Please see the attached. They are articles that appeared in our local weekly newspaper.

I have spoken with Reena Mystral who is the Active Transportation staffer for both of the York School Boards. She does not recall having received a copy of King's draft for comment and is likely to be in touch.

The board has just created a new programme that is now being "tested" in Markham. Apparently it is "bigger" than just walking and biking, needed some funding and Markham came through with funds.

I also heard that Toronto has just created another programme for walking and biking. Reena is going to share what info she finds.

All this is to say that "New things are happening re active transportation in York" and I wanted to share this info with you both. I hope that this info is of some use to you both.

Thank you for your consideration,

Keep well and keep safe!

Sincerely,

Susan Beharriell

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## Walking School Bus and Bike Train Follow-Up

There is considerable interest in creating “Walking School Buses” and “Bike Trains” in each of the three villages! In last week’s article we were unable to confirm the law regarding adults riding bicycles on village sidewalks as they escort students to and from school. York Region Police (YRP) now assure us that while the law remains the same, it will not be enforced in this situation. In fact, the Police think this is a super idea! Everyone involved, however, must be very courteous with pedestrians, safely share the sidewalk and walk their bikes as they cross all major intersections. Each bike must have a working alarm bell or horn and those aged 18 and under must wear an approved helmet. Why not invite the YRP to be part of your initial walks and rides?

[https://www.saferoutespartnership.org/sites/default/files/pdf/OrganizingBikeTrains-TipSheet\\_Final.pdf](https://www.saferoutespartnership.org/sites/default/files/pdf/OrganizingBikeTrains-TipSheet_Final.pdf)

Stay healthy, keep safe and have fun!

Susan Beharriell



Three photos below.



## HOW TO GET TO SCHOOL?

Susan Beharriell

As if parents and students are not faced with enough uncertainties as school is about to begin, yet another major decision looms. How will the children get to school safely?

Yes, students who live in rural areas well outside the villages likely need to take the school bus. I suggest that individual chauffeurs are not a good option... think of all the extra pollution next to the school, safety and traffic issues and waste of time, fuel and money if every family drives their children to school!

However, those who live in and near the villages have a real option. What about organizing and volunteering for a “Walking School Bus”? Everyone in the villages lives within 3 Km (or 2 miles) of a school. Unless a child has physical/mental challenges, why not walk to school – even the Grade Ones? This way physical activity would be increased, some “excess energy” would be gone on arrival, safe distancing would be maintained and there would be nothing to clean through the process!

Walking School Buses have been “rolling” for years in parts of Ontario particularly the south western region where 15 schools are involved. No, there are none in the GTA yet. Why not be the first?

In Canada The Walking School Bus, led by the Canadian Cancer Society, is a project that allows elementary school children to walk to school together, accompanied by adult volunteers. It is a free, safe and supervised activity, it has planned routes and stops and is organized and run by local volunteers. Internationally, the concept has been successfully helping children and parents for many years.

<https://walkingschoolbus.cancer.ca/>

The web site has simple suggestions for starting and maintaining buses in your area.

[wsb@ontario.cancer.ca](mailto:wsb@ontario.cancer.ca)

1-888-939-3333

Why not contribute to a greener neighbourhood, help your child become a better pedestrian, increase concentration in class for about 4 hours and increase their physical activity? Parents, why not share responsibilities with other parents, safely expand your social network, enjoy the sense of belonging and contributing to the common good and keep fit yourself?

Walking School Buses reduce traffic and pollution around the school, increase safety for pedestrians and mobilize parents around a project that brings people together safely.

King would see benefits as well. There would be fewer cars, less traffic, families would be involved with active transportation, emissions of GHG would go down (remember that King and Canada both have declared a Climate Emergency ), folks would be involved in an inter-generational project and our social fabric would be stronger! Sustainability in action!

Did you know?

1. Nearly 60% of Canadian parents say that they always walked to school when they were children but only 28% say that their children are doing this today. Yes, these are different times, but walking with parents in a group is different too.
2. The exercise that children get by walking to school increases their ability to concentrate for the next four hours or so.
3. Each km covered on foot daily is associated with a 5% decrease in the probability of becoming obese. It also reduces the risk of having cancer later in life.
4. Only 14% of young Canadians between 5 and 11 years old are sufficiently active. We have just had 6 months without any team sports so imagine the rate now!

If a child does not learn the basic “Rules of the Road” for pedestrians while in elementary school, then when will they learn these skills? We all know that the best way to learn is through doing. Why not start now?

Of course, if enough children in an area have helmets, bicycles with bells and locks, then consider organizing a single file “Peloton” or bike train. In Nobleton and King City with the busy regional roads, such groups need only cross them

once, if at all. In King children 14 and under may ride courteously on sidewalks. The author was unable to determine, in time for publication, if the escorting “Peloton” adult bike riders could do the same under special arrangements with the York Regional Police. Indications are very positive, however.

All this is to say that transportation to school, particularly when you live in a village, is one aspect you can control. Go ahead. Make a difference in your neighbourhood and have some safe fun while you are at it! “The wheels on the bus go ‘round and ‘round” ....

Keep well, keep safe and keep sane!



(pre-pandemic photo)

## Smith, Shawn

---

**From:** Smith, Shawn  
**Sent:** September 9, 2020 5:34 PM  
**To:** Susan Lloyd Swail  
**Cc:** Carolyn Ali; cfasciano  
**Subject:** RE: Re; Active transportation plan

Hi Susan,

Thank you for your questions and interest in King's Active Transportation Strategy. See my responses below in red. I'm also cc'ing Carolyn Ali and Chris Fasciano from the Township so they are aware of your comments.

- 1) A number of signed bike routes are using streets instead of existing off road walking trails. Many towns and cities develop wide paths to accompany both walking and cycling off of local roads. Would the Township consider widening existing trails for multi-use trails.

Wider multi-use paths for both pedestrians and cyclists are being considered in strategic locations, particularly along busy regional roads like King Road. On low traffic speed and volume roads, signed bike routes using a combination of pavement markings, signage, and potentially traffic calming are being considered where there isn't sufficient space or funding for multi-use paths. They can help communicate that cyclists belong, encourage motorists to slow down and give space, and provide extra encouragement for people to give cycling a try. We know that physically separated facilities are more appealing to a wide range of ages and abilities than mixing with traffic, but they are also more costly to build and maintain.

- 2) There are a number of walking trails in Nobleton that are either not contiguous or maintained, i.e. behind Ellis Ave that should connect with Tribute neighbourhood. Will the Township start maintaining these trails and consider making them multi-use?

Yes, one of the recommended quick wins (1 year) in the strategy is to provide trail maintenance and wayfinding signage in Nobleton, providing a 6.4 km continuous loop that is mostly off-road. A trailhead staging area is also proposed at Nobleton Arena. There will be short term (1-5 year) trail planning work and medium term implementation to expand the trail system in Nobleton per the Trails Master Plan. The Strategy also recommends a pedestrian crossing at Ellis/Parkview & Hwy 27 and at Henry Gate and King Road. The trail behind Ellis Ave connects from Robinson Rd to Oliver Emmerson Ave, and greater connectivity is proposed based on the Township's Trails Master Plan.

- 3) I would like to provide input on prioritization of the active transportation components. Can you first advise the cost of each component of the plan and the timeframe for completion if the \$ were available today.

Costing information will be available in the final report and in Public Information Centre presentation tomorrow, both of which will be posted on the speakKING site soon.

Shawn

**Shawn Smith, P.Eng., M.Eng.**

Senior Project Manager

Transportation | Planning & Advisory

[shawn.smith@wsp.com](mailto:shawn.smith@wsp.com)

T + 1 613-690-3885



**WSP Canada**

2611 Queensview Drive, Suite 300  
Ottawa, Ontario K2B 8K2 Canada

---

**From:** Basinski, Claire <Claire.Basinski@wsp.com>  
**Sent:** September 9, 2020 4:02 PM  
**To:** Susan Lloyd Swail <susanswail@yahoo.ca>  
**Cc:** Smith, Shawn <Shawn.Smith@wsp.com>  
**Subject:** FW: Re; Active transportation plan

Hello Susan,

Thank you very much for your email and questions regarding the King Township Active Transportation plan.

By way of this email I am passing your input and questions to my colleague Shawn Smith who is leading this project.

Best,

**Claire Basinski, BES, MCIP, RPP, IAP2**

*Senior Project Manager  
Transportation | Planning & Advisory Services*



T +1 519.904.1737  
F +1 519.743.8778  
C +1 647-680-4894

582 Lancaster Street  
Kitchener, ON N2K 1M3  
wsp.com

**From:** Susan Lloyd Swail <[susanswail@yahoo.ca](mailto:susanswail@yahoo.ca)>  
**Sent:** September-09-20 3:56 PM  
**To:** Basinski, Claire <[Claire.Basinski@wsp.com](mailto:Claire.Basinski@wsp.com)>  
**Subject:** Re; Active transportation plan

Hi Claire,

A few questions.

- 1) A number of signed bike routes are using streets instead of existing off road walking trails. Many towns and cities develop wide paths to accompany both walking and cycling off of local roads. Would the Township consider widening existing trails for multi-use trails.
- 2) There are a number of walking trails in Nobleton that are either not contiguous or maintained, i.e. behind Ellis Ave that should connect with Tribute neighbourhood. Will the Township start maintaining these trails and consider making them multi-use?
- 3) I would like to provide input on prioritization of the active transportation components. Can you first advise the cost of each component of the plan and the timeframe for completion if the \$ were available today.

With thanks,

[Sent from Yahoo Mail on Android](#)

## Smith, Shawn

---

**From:** Chris Fasciano <cfasciano@king.ca>  
**Sent:** September 10, 2020 8:02 AM  
**To:** Smith, Shawn  
**Cc:** Carolyn Ali; Laura Campbell; Kathryn McLellan  
**Subject:** FW: Trails Presentation for discussion  
**Attachments:** Schomberg Trails Map Small.pptx

Hello Shawn,

See attached. A proposal from a community group on possible trail connections in Schomberg for consideration.

### Chris Fasciano

Director  
Community Services Department  
Township of King  
905-833-6550

#### **Attention- Office/Facility Closure- Attention**

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We are continuing, where possible, to provide services to residents by email or by phone. As a result, service levels for non-essential services may be delayed or suspended.

King is closely Monitoring COVID-19 developments. The health and safety of our staff and citizens is our number one goal. Please visit our website [www.king.ca](http://www.king.ca) - COVID-19 for the latest updates.

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**From:** cooper@rockley.com [mailto:cooper@rockley.com]  
**Sent:** September 9, 2020 3:45 PM  
**To:** Kathryn McLellan; Laura Campbell; mfasstine@aol.com  
**Cc:** Chris Fasciano  
**Subject:** Trails Presentation for discussion

**CAUTION:** This email originated from **outside your organization**. Exercise caution when opening attachments or clicking links, especially from unknown senders.

It was good to talk with you this afternoon. Thanks for making the time.

As promised, here's an annotated version of the presentation we walked through today. I've added some comments in the Notes tab, so that the images make sense.

Looking forward to working with you in the future.

Charles Cooper

# Schomberg Trails Map

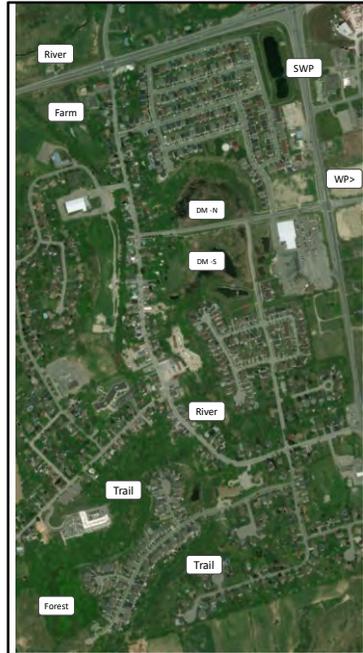
For discussion  
2020-09-09

**King Township**  
Laura Campbell  
Kathryn McLellan

**Dufferin Marsh Nature Connection**  
Mary Asselstine  
Charles Cooper



Downtown Schomberg



Local nodes, natural and created  
We'd like to connect them



There are some Trails in Schomberg, but they're disconnected.





Better connections are via greenways where possible.  
Here we identify a connection on the unopened road allowance at Rice and Cooper,  
reaching back to Main St at Clifton Graham Park.  
This connection is close to the entrance to the Roselena Dr trail.



An even better connection from the Roselena Dr trail to the Dufferin Marsh area (specifically Nieuwland Park) could be made by bringing a trail along the river.



This linked trail system would be an enhancement to the village. It should also support King's active transportation, sustainability and environmental plans.

## Smith, Shawn

---

**From:** Carolyn Ali <cali@king.ca>  
**Sent:** September 11, 2020 8:48 AM  
**To:** Tracy Roth  
**Cc:** Smith, Shawn; cfasciano  
**Subject:** RE: King active transportation

Good Morning,

Thank you for your comments.

Shawn, Chris,

Please see below.

Carolyn J. Ali  
Manager of Development  
Public Works Department  
Township of King  
905-833-5321 x4053

NOTICE: I am currently working remotely.

Due to the fact all levels of government are enacting stricter containment measures to slow the spread of COVID-19, King Township is extending the closure of its facilities and cancellation of recreational programs until further notice. This decision was made with guidance from York Region Public Health, the Province of Ontario and the Government of Canada in order to slow the spread of COVID-19 and to protect our citizens and staff. All essential services will continue, including Fire and Emergency Services, water, wastewater, waste collection and road and sidewalk maintenance.

Some non-essential services may be impacted. Please regularly visit King's COVID-19 and COVID-19 Impacted Services website pages as information is updated frequently as the situation continues to unfold. Citizens can still do business with King on our website at [www.king.ca](http://www.king.ca), by phone at 905-833-5321 or by email at [serviceking@king.ca](mailto:serviceking@king.ca).

Thank you for your patience.

-----Original Message-----

From: Tracy Roth [mailto:[tracyroth@mac.com](mailto:tracyroth@mac.com)]  
Sent: September 10, 2020 11:53 PM  
To: Carolyn Ali  
Subject: King active transportation

<p style="color: #000000; background-color: #ffc800;"><strong><u>CAUTION:</u></strong> This email originated from <strong><u>outside your organization</u></strong>. Exercise caution when opening attachments or clicking links, especially from unknown senders.</p>

Hello,

I wanted to point out an error on the map. It shows an existing trail between the 12th and 11th concession between the 19th and 18th. This doesn't exist. It used to be part of the oak ridges trail. But was closed and moved onto the 19th when pucks farms was sold.

I listened to the session today. But couldn't message. I wanted to point out that having an east west off road trail Going into schomberg would be great. As riding or walking on the roads to get into town is not safe as people drive so fast.

As a person who often uses a bicycle to get around often, more off road trails are needed. As even paved shoulders still pose a significant risk from vehicle traffic.

Thank you

Tracy

## Smith, Shawn

---

**From:** Bill Gairdner <bill@gairloch.ca>  
**Sent:** September 30, 2020 8:35 PM  
**To:** Transportation  
**Cc:** Frank Gairdner; Smith, Shawn; Carolyn Ali; spellegrini; Antic, Barbara L; Patel, Tushar; Berry-Schmidt, Dawn; Kaczor, Yvonne; Knox, Darryl; Pilateris, Peter; MacPherson, Thomas; Kakamousias, Diana; Boland, Sandra; Madden-Knox, Kellie  
**Subject:** Re: King Road Safety

Noted. Thanks for the action and update Danny.

Bill Gairdner

Gairloch Developments  
[1 St. Clair Avenue West](#)

O) [647.347.8959](tel:647.347.8959) C) [647.203.2203](tel:647.203.2203)  
[bill@gairloch.ca](mailto:bill@gairloch.ca) [www.gairloch.ca](http://www.gairloch.ca)

On Sep 30, 2020, at 3:29 PM, Transportation <transportation@york.ca> wrote:

Good afternoon,

Thank you for your replies.

To further improve the experience for all motorists, Regional staff are continuing to review and schedule repairs to maintain infrastructure. We are pleased to advise that Regional staff recently added hot mix asphalt to paved shoulders on Dufferin Street and will continue to address other locations accordingly.

Should you have further concerns regarding the condition of Regional roads, you may contact Tushar Patel, Central District Manager, Roads and Traffic Operations directly by calling 1-877-464-9675 ext. 75328 or via email at [Tushar.Patel@york.ca](mailto:Tushar.Patel@york.ca)

Should you have any further questions, please feel free to contact us.

Sincerely,

**Danny S.** | Customer Relations Coordinator  
Strategic Initiatives and Programs, Transportation Services

---

The Regional Municipality of York | 50 High Tech Road | Richmond Hill, ON L4B 4N7

O: 1-877-464-9675 ext. 75383 | [transportation@york.ca](mailto:transportation@york.ca) | [www.york.ca](http://www.york.ca)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

<image001.jpg>

## Smith, Shawn

---

**From:** Bill Gairdner <bill@gairloch.ca>  
**Sent:** September 12, 2020 8:13 PM  
**To:** Transportation  
**Cc:** Smith, Shawn; Carolyn Ali; Steve Pellegrini; Antic, Barbara L; Patel, Tushar; Berry-Schmidt, Dawn; Kaczor, Yvonne; Knox, Darryl; Pilateris, Peter; MacPherson, Thomas; Kakamousias, Diana  
**Subject:** Re: King Road Safety

Thanks for your message Danny S.  
Here is a specific example of the condition I am concerned with:



I'd imagine one does not need to be a cyclist to understand the danger here.  
This image was taken at 9am this morning on the East side of Dufferin b/w 17th and 18th Sdrd.

Bill Gairdner

Gairloch Developments  
1 St. Clair Avenue West

O) 647.347.8959 C) 647.203.2203  
bill@gairloch.ca www.gairloch.ca

On Sep 11, 2020, at 4:56 PM, Transportation <transportation@york.ca> wrote:

Good afternoon Bill,

Thank you for your email regarding cyclist safety in the Township of King, and for sharing concerns regarding shoulders along Dufferin Street, Keele Street and and Lloydtown-Aurora Road with York Region staff on September 1, 2020.

Your concerns have been forwarded to the appropriate Regional staff for review, and you will receive a response once the review has been completed. For your reference, case numbers 2387767 and 2387768 have been created.

Should you have any further questions, please feel free to contact us.

Sincerely,

**Danny S.** | Customer Relations Coordinator  
Strategic Initiatives and Programs, Transportation Services

---

The Regional Municipality of York | 50 High Tech Road | Richmond Hill, ON L4B 4N7

**O:** 1-877-464-9675 ext. 75383 | transportation@york.ca | www.york.ca

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[<image001.jpg>](#)

[<image002.jpg>](#)

[<image003.jpg>](#)

[<image004.jpg>](#)

[<image005.jpg>](#)

Please consider the environment before printing this email.

**Confidentiality:** The information contained in this communication is confidential and is intended only for the use of the individual or entity to whom/ which it is addressed. The contents of this communication may also be subject to legal privilege, and all rights of that privilege are expressly claimed and not waived. Any distribution, use or copying of this communication, or the information it contains, by anyone other than the intended recipient, is unauthorized. If you have received this communication in error, please notify us immediately and destroy the communication without making a copy. Thank you

---

**From:** Bill Gairdner [mailto:bill@gairloch.ca]  
**Sent:** Friday, September 11, 2020 9:19 AM  
**To:** Smith, Shawn  
**Cc:** Carolyn Ali; Steve Pellegrini; Antic, Barbara L  
**Subject:** Re: King Road Safety

Thanks for the detailed note Shawn.

Is it fair to say that the summary of this email is nothing is currently planned to fix this dangerous cycling situation, and public servants/elected officials are getting 3rd party consultants to respond to taxpayers concerns?

Can't someone in the township just spearhead this, coordinate w the Region, and make it safe for cyclist ASAP?

Happy to do my part and help, but some clarity and action on behalf of the township seems like the right move.

Let me know if I am missing something here.

Thanks.

Bill Gairdner

Gairloch Developments  
1 St. Clair Avenue West  
Suite 401 Toronto, Ontario, M4V 1K6  
O) 647.347.8959 C) 647.203.2203  
bill@gairloch.ca www.gairloch.ca

On Sep 1, 2020, at 1:48 PM, Smith, Shawn <Shawn.Smith@wsp.com> wrote:

Hello Bill,

I was forwarded your feedback on the condition of cycling routes by King Township staff, and am pleased to respond as I am working on King's Active Transportation Strategy and have also cycled most of the roads in King.

The three roads you specifically mention are under the jurisdiction of York Region and outside the scope of King's Strategy. We will make note of this in the Strategy. I can tell you that York Region plans to add fully paved shoulders on those roads as part of their cycling network ([www.york.ca/tmp](http://www.york.ca/tmp)). The Region considers paving the shoulders at the time of road resurfacing if practical to do so, such as sufficient

road base already in place. For example, [Dufferin Street](#) got new paved shoulders a few years ago from Major Mackenzie Drive to King Road when the road was resurfaced.

York Region maintains its roads in accordance with the province's [Minimum Maintenance Standards](#), which includes fixing cracks, potholes and shoulder drop-offs. You can report a maintenance issue [here](#) or using the York Region Mobile App. In my experience, they are quick to respond.

I am familiar with the July 2020 tragedy on Keele Street involving a cyclist. There are no paved shoulders on that stretch due to a narrow road right-of-way. However, the unfortunate incident was caused by a careless, speeding motorist that did not stop for police and lost control of his vehicle. A bike lane would likely not have changed the outcome.

In-boulevard facilities on Regional Roads are the responsibility of the Township. A multi-use path is planned along Dufferin Street from King Road to 15<sup>th</sup> Sideroad which would be implemented when development in the NE area of King City proceeds. The Township recently upgraded sidewalks along Keele Street from Station Road to King Road.

For rural roads under the Township's jurisdiction, a 10-year road paving strategy is considering routes with paved shoulders, and recommendations are anticipated this Fall.

Thanks again for providing your feedback.  
Shawn

**Shawn Smith, P.Eng., M.Eng.**

Senior Project Manager  
Transportation | Planning & Advisory  
[shawn.smith@wsp.com](mailto:shawn.smith@wsp.com)  
T + 1 613-690-3885

<image002.png>

**WSP Canada**  
2611 Queensview Drive, Suite 300  
Ottawa, Ontario K2B 8K2 Canada

----- Original message -----

From: Bill Gairdner <[bill@gairloch.ca](mailto:bill@gairloch.ca)>  
Date: 2020-08-27 8:08 p.m. (GMT-05:00)  
To: Steve Pellegrini <[spellegrini@king.ca](mailto:spellegrini@king.ca)>  
Cc: Nancy Cronsberry <[ncronsberry@king.ca](mailto:ncronsberry@king.ca)>, David Van Veen <[dvanveen@king.ca](mailto:dvanveen@king.ca)>, Avia Eek <[Aeek@king.ca](mailto:Aeek@king.ca)>  
Subject: Re: King Road Safety

**CAUTION:** This email originated from **outside your organization**. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good evening Mayor.

Any additional details would be helpful. If you look carefully at the condition of the bike lanes on Dufferin, Keele, and Aurora-Loydtown specifically, I'm truly surprised the township is not more concerned. The bike lanes lull cyclists into a false sense of security and safety, and then immediately force riders to do emergency yields into fast moving traffic w no warning due to ill-repair and lack of maintenance. It honestly seems like a liability issue for the township.

I'll capture some bike lane status photos within a 100 meters of where that gentleman died to highlight my point.

Regards,

Bill Gairdner

Gairloch Developments  
[1 St. Clair Avenue West](#)

O) [647.347.8959](tel:647.347.8959) C) [647.203.2203](tel:647.203.2203)  
[bill@gairloch.ca](mailto:bill@gairloch.ca) [www.gairloch.ca](http://www.gairloch.ca)

On Aug 27, 2020, at 7:52 PM, Steve Pellegrini <[spellegrini@king.ca](mailto:spellegrini@king.ca)> wrote:

Good evening Bill,

In the fall staff are bringing 2 reports to Council, the first on speed calming and the second on active transportation. I believe this will address many of your questions.

Stay safe, Steve

Steve Pellegrini CMO, PMP, SMC  
Mayor  
Township of King  
[\[cid:storage\\_emulated\\_0\\_EmailTempImage\\_HEV\\_1557495564964\\_jpg\\_1557495564967\]](#)

----- Original message -----

From: Bill Gairdner <[bill@gairloch.ca](mailto:bill@gairloch.ca)>  
Date: 2020-08-27 1:31 p.m. (GMT-05:00)  
To: Steve Pellegrini <[spellegrini@king.ca](mailto:spellegrini@king.ca)>  
Cc: Nancy Cronsberry <[ncronsberry@king.ca](mailto:ncronsberry@king.ca)>, David Van Veen <[dvanveen@king.ca](mailto:dvanveen@king.ca)>, Avia Eek <[Aeek@king.ca](mailto:Aeek@king.ca)>  
Subject: Re: King Road Safety

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Mayor Pellegrini,  
Just following up on this email chain. I never heard back from you.

Any progress or updates on your end?

Bill Gairdner

Gairloch Developments  
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O) 647.347.8959 C) 647.203.2203  
[bill@gairloch.ca](mailto:bill@gairloch.ca)<<mailto:bill@gairloch.ca>> [www.gairloch.ca](http://www.gairloch.ca)<[https://linkprotect.udasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca&c=E,1,oRm4QKA25fwEu6Scv0kSok-lmbAP-cXuINyFmzljcRh8tZwMtXeUPiVB1WrCW9gjEI6pVnZEIq-M488XeeutUplwODTi6BiS8lOYRgf\\_yNsUHUvDdByWTmQ,&typo=1](https://linkprotect.udasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca&c=E,1,oRm4QKA25fwEu6Scv0kSok-lmbAP-cXuINyFmzljcRh8tZwMtXeUPiVB1WrCW9gjEI6pVnZEIq-M488XeeutUplwODTi6BiS8lOYRgf_yNsUHUvDdByWTmQ,&typo=1)>

On Jul 26, 2020, at 2:26 PM, Bill Gairdner  
<[bill@gairloch.ca](mailto:bill@gairloch.ca)<<mailto:bill@gairloch.ca>>> wrote:

Thanks for the quick reply Steve.  
I've already taken the survey for your active transportation plan. Any additional information or plans you could provide would be helpful. I'd be happy to review and provide insight if anyone on staff would like some real world feedback. I ride my bike over 300kms per week on King roads and grew up in rural King riding my bike.

Would also be interested in seeing the cost analysis for paving vs gravel if it is available. Especially in light of the techniques and material quality that has been selected for the current paving program.

I'm not advocating for dedicated bike lanes per say...although they can be good in some circumstances. I am advocating for keeping the bike lanes you have in proper working order (currently not the case at all) and actually having an action plan (and budget) in place to address speeding concerns throughout the township. The goal should be to keep fast moving traffic on major arterial through fair roads and the majority of cyclists separate on secondary local roads w lower speed limits. Like 19th Sideroad vs Aurora/Loydtown for example.

If you build the proper cycling infrastructure and connectivity you can greatly reduce the chances on tragic events like last weeks death.

Bill Gairdner

Gairloch Developments

1 St. Clair Avenue West  
Suite 401 Toronto, Ontario, M4V 1K6  
O) 647.347.8959<tel:647.347.8959> C) 647.203.2203<tel:647.203.2203>  
[bill@gairloch.ca](mailto:bill@gairloch.ca)<mailto:bill@gairloch.ca> [www.gairloch.ca](http://www.gairloch.ca)<https://linkprotect.c  
udasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca%2f&c=E,1,FBzT6KADzeO  
UkUS8D7wdUuZfuo0wq8KfOpvedW7QWvidHo\_KEKwDqok2WD0a9Q4PRx  
HCzTLrTDf29-44G4kKOyar5OcnCAB\_EML7RBalWox6YQ,&typo=1>

On Jul 26, 2020, at 2:09 PM, Steve Pellegrini  
<[spellegrini@king.ca](mailto:spellegrini@king.ca)<mailto:spellegrini@king.ca>> wrote:

Good afternoon Bill,

Thank you for your email and for sharing your thoughts with us.

The Township is undergoing an active transportation plan right now, please visit  
the website for input.

The unfortunate death of the cyclist was due to careless/racing situation. A  
dedicated bike lane would not have provided any benefit in this cases. Details  
will be released after the SIU has finished with their investigation.

Paving our rural roads is because of vehicular traffic and a cost benefit analysis  
with on going maintenance costs.

As we move forward with are making active transportation a priority.

Stay safe, Steve

Steve Pellegrini CMO, PMP, SMC  
Mayor  
Township of King  
[[cid:storage\\_emulated\\_0\\_EmailTempImage\\_HEV\\_1557495564964\\_jpg\\_15574  
95564967](#)]

----- Original message -----

From: Bill Gairdner <[bill@gairloch.ca](mailto:bill@gairloch.ca)<mailto:bill@gairloch.ca>>  
Date: 2020-07-26 1:57 p.m. (GMT-05:00)  
To: Steve Pellegrini <[spellegrini@king.ca](mailto:spellegrini@king.ca)<mailto:spellegrini@king.ca>>, Nancy  
Cronsberry <[ncronsberry@king.ca](mailto:ncronsberry@king.ca)<mailto:ncronsberry@king.ca>>, David Van  
Veen <[dvanveen@king.ca](mailto:dvanveen@king.ca)<mailto:dvanveen@king.ca>>, Avia Eek  
<[Aeek@king.ca](mailto:Aeek@king.ca)<mailto:Aeek@king.ca>>  
Subject: King Road Safety

CAUTION: This email originated from outside your organization. Exercise  
caution when opening attachments or clicking links, especially from unknown  
senders.

Hello Mayor Pellegrini et al,

I believe the following 4 points to be true.

- 1) King has a lot of resident cyclists
- 2) King is a cycling destination for the GTA
- 3) King has a serious issue with speeding
- 4) King's bike lanes are in bad shape.

If these points are true, how does the township justify the paving of all our dirt roads? Wouldn't it make much more sense to use this money to repair existing bike lanes (See previous emails), followed by adding critical bike lanes where they are absent?

What was the impotence for spending our money on paving our rural dirt roads?

Hopefully the death of the 54yr old cyclist on Keele can be used a kickstart for more cycling infrastructure and safety.

I look forward to hearing from you.

Regards,

Bill Gairdner

Gairloch Developments  
1 St. Clair Avenue West  
Suite 401 Toronto, Ontario, M4V 1K6  
O) 647.347.8959<tel:647.347.8959> C) 647.203.2203<tel:647.203.2203>  
[bill@gairloch.ca](mailto:bill@gairloch.ca)<<mailto:bill@gairloch.ca>><<mailto:bill@gairloch.ca>> [www.gairloch.ca](http://www.gairloch.ca)<<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca&c=E,1,bB0aOjya-G5xzcn-J1To7u-Cq0XFeTVyku--R1W-wXujSue7w-YC8vgEh7jnhInh1gggwAj2tkBY2Qsrp0YBL3dBsNcLBEfb1JEJ0dCx2v4quYW9khsiYnY,&typo=1>><[https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca%2f&c=E,1,613WGK9c\\_mIHSLiPfc68Frl\\_7spmdiLOVE5ia6mvXc\\_hPgxYSU5ubKDegqrwwN2egWqgfwyk0tRBEHXwQnGa2gVLjxCsetinPv9SaX34OUY,&typo=1](https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fwww.gairloch.ca%2f&c=E,1,613WGK9c_mIHSLiPfc68Frl_7spmdiLOVE5ia6mvXc_hPgxYSU5ubKDegqrwwN2egWqgfwyk0tRBEHXwQnGa2gVLjxCsetinPv9SaX34OUY,&typo=1)>  
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<HEV\_1557495564964.jpg>

## Active Transportation Strategy – Council – 21 Sep 2020

Your Worship and Council, thank you very much for the opportunity to comment on this wide-ranging and comprehensive strategy. I congratulate and thank staff and the consultant for this excellent document. Well done!

I do have several comments.

1. On Page 11 there is an opportunity to include anti-idling, walk/bike to school and work and education. Please consider adding these.
2. On Page 33 for the Nobleton Trail, I suggest that there is an opportunity for savings. As part of the Sustainability Plan, Council has committed to installing education signs re the wildlife and plants etc. near wetlands and other natural areas. Part of the Nobleton Trail Loop is next to such areas. While the way-finding signs are being designed, manufactured and installed, the promised nature signs could also be included. Adding the anti-idling and walk/bike to school signs at the public schools could lead to further savings.
3. ON Page 34 thank you for including public washrooms and bike parking.
4. Please add Public Washrooms and bike parking to Map#1.
5. There is no mention of “soft” costs for education. Signs for anti-idling and encouraging walk/bike to school will need to be chosen/designed and installed. Therefore, I suggest that the sign and education costs should be reflected somewhere.
6. On Page 44 I am pleased to see the subject of de-icing and the use of salt and brine discussed. Yes, the impact on bicycles is important. But I suggest that more emphasis on the surrounding natural lands must be included. Perhaps some trails should not be disturbed in winter.
7. Perhaps page 50 is a suitable place for including education costs. Please include these somewhere....even an estimate. Otherwise they may “get lost in the shuffle”
8. Page 52 re indicators. Surely the increased activity by traffic guards, a survey re walking to school and the number of bikes parked at schools are easy, inexpensive indicators of progress. Observations re cars dropping off/picking up kids at school are also easy indicators over time. I suggest that it is vital to report actual change.

9. On Page 55, I thank the team for including walk/bike to school education.
10. On Page 61, thank you also for including education, bike parking and public washrooms in the programming summary. These vital initiatives, that are not purely infrastructure, are particularly important to King's overall success with this ambitious Active Transportation Strategy!

I wish the staff and Council all the best as they approve and implement this strategy. Thank you.

Susan Beharriell

# Township of King

Appendix B:  
Prioritization and Scoring Database  
Summary

ACTIVE TRANSPORTATION, CYCLING AND TRAILS  
2020 UNIT COST SHEET - DURABLE MARKINGS

ITEM	DESCRIPTION	UNIT	UNIT PRICE RANGE	UNIT PRICE FOR ROUTE CALCULATION	COMMENTS/ASSUMPTIONS
<b>1.0 GENERAL ACTIVE TRANSPORTATION FACILITIES</b>					
<b>Shared Lanes / Paved Shoulders</b>					
1.1	Signed Bike Route in Urban Area	linear KM	\$1,200	\$1,200	Price for both sides of the road, assumes one sign a minimum of every 500 metres in the direction of travel. Price assumes that signs will be mounted on an existing post. Price includes: - \$300 per sign x 4 signs (2 signs on each side of the road)
1.2	Signed Bike Route in Rural Area	linear KM	\$1,000	\$1,000	Price for both sides of the road, assumes one sign a minimum of every 2 kilometres in the direction of travel. Price assumes that signs will be mounted on a new post. Price includes: - \$500 per sign x 2 signs (1 sign on either side of the road)
1.3	Signed Bike Route with Sharrow Lane Markings <i>Intended to supplement a signed bike route in specific locations. Not intended to be a stand-alone facility type.</i>	linear KM	\$11,600	\$11,600	Price for both sides of the road, includes route signs every 500 metres and sharrow stencils every 75 metres as per OTM Book 18 guidelines. Price includes: - \$300 per sign x 4 signs (2 signs on each side of the road) - \$400 per stencil marking x 26 (13 stencils on each side of the road)
1.4	Signed Route with Edgeline	linear KM	\$12,200	\$12,200	Price for both sides of the road, includes signs and painted edgeline (100mm solid white line). Price includes: - \$300 per sign x 4 signs (2 signs on each side of the road) - \$5.5 per metre for painted solid white line
1.5	Signed Bike Route with Paved Shoulder in conjunction with existing road reconstruction / resurfacing	linear KM	\$100,000 to \$200,000	\$150,000	1.5 metre paved shoulder on both sides of the road. Assumes cycling project pays for additional granular base, asphalt and painted line. Price may vary from \$100,000 to \$200,000 depending on work needed to improve platform. Price includes: - \$300 per sign x 4 signs (2 signs on each side of the road) - \$5.5 per metre for painted solid white line (both sides of the road)  Price may be higher if road platform needs to be widened.
1.6	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing project	linear KM	\$200,000 to \$250,000	\$225,000	1.5 metre paved shoulder + 0.5-1.0 metre paved buffer on both sides of the road. Assumes cycling project pays for additional granular base, asphalt, painted edge lines and signs (buffer zone framed by white edgelines). Price may vary from \$200,000 to \$250,000. Price includes: - \$300 per sign x 4 signs (2 signs on each side of the road) - \$5.5 per metre for painted solid white line (both sides of the road)
1.7	Addition of Rumble Strip to Existing Buffered Paved Shoulder (rural)	linear KM	\$12,000	\$12,000	Price for both sides. Buffer \$6 / m.
1.8	Granular Shoulder Sealing	linear KM	\$18,000	\$18,000	Both sides spray emulsion applied to harden the granular shoulder. This will reduce gravel on the paved portion of the shoulder and significantly reduce shoulder maintenance. Use \$9 / m.
1.9	Upgrade Granular Surface Back Road to Chip Seal Surface	linear KM	\$56,000	\$56,000	Price includes pulverizing existing surface with double treatment (\$6 / m <sup>2</sup> ) or tar and chip (\$2 / m <sup>2</sup> ) at 7m wide.
<b>Conventional and Separated Bike Lanes</b>					
1.10	Conventional 1.5m-1.8m Bicycle Lanes by Adding Bike Lane Markings and Signs	linear KM	\$29,000	\$29,000	Price for both sides of the road, includes signs, stencils and edge line. The price assumes: - \$11,000 for painted lane line (\$5.5 per metre multiply 2 for both sides of the road) - \$10,400 for painted bike symbols (assumes \$250 per symbol, 13 symbols per linear km multiply by 2 for both side of the road) - \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road) - \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used.

ACTIVE TRANSPORTATION, CYCLING AND TRAILS  
2020 UNIT COST SHEET - DURABLE MARKINGS

ITEM	DESCRIPTION	UNIT	UNIT PRICE RANGE	UNIT PRICE FOR ROUTE CALCULATION	COMMENTS/ASSUMPTIONS
<b>Conventional and Separated Bike Lanes - CONT'D</b>					
1.11	Conventional 1.5m-1.8m Bicycle Lanes through Lane Conversion from 4 lanes to 3 lanes	linear KM	\$53,000	\$53,000	Price for both sides. Includes grinding of existing pavement, markings, signs, painted markings. Assumes road is not be surfacing. The price assumes: - \$11,000 for painted lane line (\$5.5 per metre multiply 2 for both sides of the road) - \$10,400 for painted bike symbols (assumes \$400 per symbol, 13 symbols per linear km multiply by 2 for both side of the road) - \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road) - \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used. - \$6 to \$8 per linear metre for lane line removal (soda blasting). Price varies on markings to be removed on a multi-lane roadway. Remove soda-blasting cost component if the road is being resurfaced. The cost for resurfacing to be part of resurfacing project.
1.12	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a New Road, or Road Reconstruction / Widening Project	linear KM	\$390,000	\$390,000	Price for 1.5m bike lanes on both sides of the roadway (1.5m x 2 sides = 3.0m). The price assumes: - \$14,000 for catch basins and leads (\$350 per lead x 40 catch basins per linear km) - \$360,000 for asphalt and sub-base (\$55/m <sup>2</sup> = 120 x 1.5m BL x 1000 x 2) - \$16,000 for signs, stencils and edge line  The roadway project funds all other improvements.
1.13	Conventional 1.5m-1.8m Bicycle Lanes that require a road widening /reconstruction	linear KM	\$700,000	\$700,000	Price for both sides of the road, includes the cost for excavation, adjust catch basins, lead extensions, new curbs/driveway ramps, asphalt and sub-base, painted markings and signs. All costs associated with widening or reconstructing the road for the purposes of adding bike facilities is born by the bike project i.e. no economies of scale of adding a bike facility in conjunction with a planned roadway project.
1.14	Buffered Bicycle Lane with Hatched Pavement Markings - No Road Construction / Widening or Road Diet required	linear KM	\$49,000	\$49,000	Price for 1.5m bike lanes with 1m hatched buffer. The price assumes: - \$30,000 for painted lines (\$6 x 5000 metres of line paint) - \$1,000 for hatching paint (1000 metres) - \$10,400 for painted bike symbols (assumes \$400 per symbol, 13 symbols per linear km multiply by 2 for both side of the road) - \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road) - \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used

ACTIVE TRANSPORTATION, CYCLING AND TRAILS  
2020 UNIT COST SHEET - DURABLE MARKINGS

ITEM	DESCRIPTION	UNIT	UNIT PRICE RANGE	UNIT PRICE FOR ROUTE CALCULATION	COMMENTS/ASSUMPTIONS
<b>Conventional and Separated Bike Lanes - CONT'D</b>					
1.15	Buffered Bicycle Lane with Hatched Pavement Markings - No Road Construction / Widening or Road Diet required  Includes pre-cast curbs and flexible bollards in the buffer	linear km	\$165,000	\$165,000	Price for 1.5m bike lanes with 1m hatched buffer (includes pre-cast curbs and flexible bollards in the buffer). The price assumes: <ul style="list-style-type: none"> <li>- \$30,000 for painted lines (\$6 x 5000 metres of line paint)</li> <li>- \$1,000 for hatching paint (1000 metres)</li> <li>- \$10,400 for painted bike symbols (assumes \$400 per symbol, 13 symbols per linear km multiply by 2 for both side of the road)</li> <li>- \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road)</li> <li>- \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used</li> <li>- \$95,000 for pre-cast concrete curbs on both sides <ul style="list-style-type: none"> <li>- Assume 70% of roadway to include physical delineation (700 metres per 1 linear km): 700 metres / 1.83m curb length = 382.5 pre-cast concrete curbs</li> <li>- 382.5 x \$250 = \$95,000</li> <li>- Assume \$125 each 1.83m long curb x 2 = \$250 per linear metre of roadway (both sides)</li> </ul> </li> <li>- \$21,000 for flexible bollards <ul style="list-style-type: none"> <li>- Assume 700m spacing as per pre-cast curb placement above x 2 (both sides of the road).</li> <li>- 700m x 2 (both sides of the road) = \$1,400</li> <li>- \$1,400 x \$150 (price per bollard) = \$21,000</li> </ul> </li> </ul>
1.16	Buffered Bicycle Lane with Hatched Pavement Markings with Road Diet	linear KM	\$70,000	\$70,000	Price for 1.5m bike lanes with 1m hatched buffer. The price assumes: <ul style="list-style-type: none"> <li>- \$30,000 for painted lines (\$6 x 5000 metres of line paint)</li> <li>- \$1,000 for hatching paint (\$1000 metres)</li> <li>- \$10,400 for painted bike symbols (assumes \$400 per symbol, 13 symbols per linear km multiply by 2 for both side of the road)</li> <li>- \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road)</li> <li>- \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used.</li> <li>- \$6 to \$8 per linear metre for lane line removal (soda blasting). Price varies on markings to be removed on a multi-lane roadway.</li> </ul>
1.17	Buffered Bicycle Lane with Hatched Pavement Markings - Assumes a Road Diet from a 4 Lane Cross-Section to a 2 Lane Cross-section with a two-way centre turn lane.  Includes pre-cast curbs and flexible bollards in the buffer	linear km	\$194,620	\$194,620	Price for 1.5m bike lanes with 1m hatched buffer (includes pre-cast curbs and flexible bollards in the buffer). The price assumes: <ul style="list-style-type: none"> <li>- \$48,000 for painted lines (\$6 x 8000 metres of line paint)</li> <li>- \$1,000 for hatching paint (1000 metres)</li> <li>- \$10,400 for painted bike symbols (assumes \$400 per symbol, 13 symbols per linear km multiply by 2 for both side of the road)</li> <li>- \$2,500 for bike lane signs (assumes \$350 per sign and tab, 5 signs per linear km - spaced every 200 metres - multiply by 2 for both sides of the road)</li> <li>- \$3,900 for 'No Parking' signs (assumes \$150 per sign, 13 signs per linear km multiply by 2). Signs to be mounted on existing and new posts. Price depends on number of stencils and signs used</li> <li>- \$95,000 for pre-cast concrete curbs on both sides <ul style="list-style-type: none"> <li>- Assume 70% of roadway to include physical delineation (700 metres per 1 linear km): 700 metres / 1.83m curb length = 382.5 pre-cast concrete curbs</li> <li>- 382.5 x \$250 = \$95,000</li> <li>- Assume \$125 each 1.83m long curb x 2 = \$250 per linear metre of roadway (both sides)</li> </ul> </li> <li>- \$21,000 for flexible bollards <ul style="list-style-type: none"> <li>- Assume 700m spacing as per pre-cast curb placement above x 2 (both sides of the road).</li> <li>- 700m x 2 (both sides of the road) = \$1,400</li> <li>- \$1,400 x \$150 (price per bollard) = \$21,000</li> </ul> </li> <li>- \$6 to \$8 per linear metre for lane line removal (soda blasting). Price varies on markings to be removed on a multi-lane roadway.</li> </ul> Assume 1,660 metres of lane line removal for a 4 lane road: <ul style="list-style-type: none"> <li>- 1000m of yellow line (centre line) per km (assume continuous line, no break at intersections)</li> <li>- 1 continuous dashed white line that separates 2 vehicles lanes (x2 for both sides of the road)</li> <li>- dashed white line: 3-3 skip pavement marking (3m long with 3m spacing) = 330m length x 2 for both sides of road = 660m</li> </ul>
1.18	Buffered Bicycle Lane with Hatched Pavement Markings - Assumes New Road or Road Reconstruction/Widening already Planned	linear KM	\$393,000	\$393,000	Price for 1.5m bike lanes + 0.5m hatched buffers on both sides of the roadway (1.5m x 2 sides = 3.0m). The price assumes: <ul style="list-style-type: none"> <li>- \$14,000 for catch basins and leads (\$350 per lead x 40 catch basins per linear km)</li> <li>- \$360,000 for asphalt and sub-base (\$55/m<sup>2</sup> = 120 x 1.5m BL x 1000 x 2)</li> <li>- \$19,000 for signs, stencils and edge line</li> </ul> The roadway project funds all other improvements.

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ITEM	DESCRIPTION	UNIT	UNIT PRICE RANGE	UNIT PRICE FOR ROUTE CALCULATION	COMMENTS/ASSUMPTIONS
1.19	Buffered Bicycle Lane with Hatched Pavement Markings - Retrofit / No new road reconstruction or widening is planned	linear KM	\$533,000	\$533,000	Price for 1.5m bike lanes + 0.5m hatched buffers on both sides of the roadway (1.5m x 2 sides = 3.0m). The price assumes: - \$14,000 for catch basins and leads (\$350 per lead x 40 catch basins per linear km) - \$360,000 for asphalt and sub-base (\$55/m <sup>2</sup> = 120 x 1.5m BL x 1000 x 2) - \$19,000 for signs, stencils and edge line - \$140,000 for removal and replacement of curb (140 / linear metre)  The roadway project funds all other improvements.
1.20	Buffered Bicycle Lane with Flex Bollards - Assumes Road Reconstruction/Widening Already Planned	linear KM	\$423,000	\$423,000	Price for 1.5m bike lanes + 0.5m hatched buffers + flexible bollards on both sides of the roadway (1.5m x 2 sides = 3.0m). The price assumes: - \$14,000 for catch basins and leads (\$350 per lead x 40 catch basins per linear km) - \$360,000 for asphalt and sub-base (\$55/m <sup>2</sup> = 120 x 1.5m BL x 1000 x 2) - \$19,000 for signs, stencils and edge line - \$30,000 for flexible bollards (\$150 per bollard, spaced every 10m)  The roadway project funds all other improvements.
<b>Conventional and Separated Bike Lanes - CONT'D</b>					
1.21	Buffered Bicycle Lane with Pre-Cast Barrier - Assumes New road or Road Reconstruction/Widening Already Planned	linear KM	\$483,000	\$483,000	Price for 1.5m bike lanes + 0.5m hatched buffers + flexible bollards+ pre-cast and anchored curb delineators. The price assumes: - \$14,000 for catch basins and leads (\$350 per lead x 40 catch basins per linear km) - \$360,000 for asphalt and sub-base (\$55/m <sup>2</sup> = 120 x 1.5m BL x 1000 x 2) - \$19,000 for signs, stencils and edge line - \$30,000 for flexible bollards (\$150 per bollard, spaced every 10m) - \$50,000 - \$60,000 pre-cast curb delineators (\$250 / pre-case unit 2m length + \$7.5 / pins and anchoring. Assumes 2m long x 2 = 200-250 per km depending on intersections and driveways)  The roadway project funds all other improvements.
1.22	Supply and install surface mounted flexible post delineators	each	\$100 to \$150	\$125	Price depends on product, volume and supplier.
1.23	Standard precast concrete curb 178 mm high, 216 mm wide and 1.83 metre long	each	\$250	\$250	Approximately \$95,000 - \$100,000 per 1 linear kilometre. Assumes 70% of roadway to include physical delineation (700 metres per 1 linear kilometre): - 700 metres / 1.83 metres = 382.5 pre-cast concrete curbs - 382.5 x \$250 = \$95,000  Assume \$125 each 1.83m long curb x 2 = \$250 per linear metre of roadway (both sides).
1.24	Standard precast concrete curb 457 mm high, 457 mm wide and 3.05 metre long	each	\$1,380	\$1,380	Approximately \$315,000 - \$320,000 per 1 linear kilometre. Assumes 70% of roadway to include physical delineation (700 metres per 1 linear kilometre): - 700 metres / 3.05 metres = 229.5 pre-cast concrete curbs - 229.5 x \$1,380 = \$317,000
1.25	Standard precast concrete bullnose 457 mm high, 457 mm wide and 1.22 metre long	each	\$970	\$970	Approximately \$550,000 - \$560,000 per 1 linear kilometre. Assumes 70% of roadway to include physical delineation (700 metres per 1 linear kilometre): - 700 metres / 1.22 metres = 573.8 pre-cast concrete curbs - 573.8 x \$970 = \$556,557
<b>Cycle Tracks</b>					
1.26	Uni-directional Cycle Tracks: Raised and Curb Separated - In conjunction with existing road reconstruction / resurfacing project	linear KM	\$250,000 - \$500,000	\$375,000	Both sides. Assumes cycle track will be implemented as part of road construction. Could include minor utility / lighting pole relocations. Other components such as bike signals, bike boxes etc. are project specific and will impact unit price.
1.27	Uni-directional Cycle Tracks: Raised and Curb Separated - Retrofit Existing Roadway	linear KM	\$500,000 - \$1,200,000	\$850,000.00	Both sides. Includes construction but excludes design and signal modifications. Form of cycle track and materials as well as related components such as bike signals, upgrade/modification of signal controllers, utility/lighting pole relocations, bike boxes etc. are project specific and will impact unit price
1.28	Two Way Cycle Track - Retrofit Existing Roadway	linear KM	\$500,000 - \$800,000	\$650,000.00	One side. Includes construction but excludes design and signal modifications. Form of cycle track and materials as well as related components such as bike signals, upgrade/modification of signal controllers, utility/lighting pole relocations, bike boxes etc. are project specific and will impact unit price

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<b>Active Transportation Paths and Multi-Use Trails</b>					
1.29	Two Way Active Transportation Multi-use path within road right-of-way	linear KM	\$275,000 - \$375,000	\$325,000	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Price depends of scale / complexity of project and if existing sidewalk is being removed (i.e. crushing of existing sidewalk and compacting for trail base).
1.30	Concrete Splash Strip placed within road right-of-way between Active Transportation Multi-Use Path and Roadway	m <sup>2</sup>	\$150	\$150	Colour Stamped Concrete
1.31	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (New)	linear KM	\$300,000 - \$400,000	\$350,000	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth. Price depends of scale / complexity of project.
1.32	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in Urban Setting (Upgrade existing granular surface)	linear KM	\$150,000 - \$225,000	\$187,500	Includes some new base work (25% approx.), half of the material excavated is removed from site. Price depends of scale / complexity of project.
1.33	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in Urban Setting	linear KM	\$150,000 - \$165,000	\$157,500	3.0m wide, compacted stone dust surface normal site conditions. Price depends of scale / complexity of project.
1.34	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in Rural Setting (New)	linear KM	\$200,000	\$200,000	3.0m wide, compacted stone dust surface in complex site conditions (includes cost of clearing and grubbing). Price depends of scale / complexity of project.
1.35	Upgrade existing granular surface trail to meet 3.0m wide compacted granular trail standard	linear KM	\$75,000 - \$125,000	\$100,000	Includes some new base work (25% approx.) and an average of 20 regulatory signs per kilometre. Price depends of scale and existing trail conditions e.g. width, slope, location of trail, etc.
1.36	Off-Road Multi-Use Trail Outside of Road Right-of-Way on Abandoned Rail Bed	linear KM	\$80,000 - \$125,000	\$102,500	3.0m wide, compacted stone dust surface, includes signage along trail and gates at road crossings. Assumes ballast is still in place. Price depends of scale / complexity of project.
1.37	Granular Surfaced Multi-use Trail in a Woodland Setting	linear KM	\$175,000	\$175,000	2.4m wide, compacted stone dust surface. Price depends of scale / complexity of project.
1.38	Major rough grading (for multi-use pathway)	m <sup>2</sup>	\$8.00	\$8	Varies depending on a number of factors including site access, disposal location etc.
<b>2.0 PEDESTRIAN FACILITIES</b>					
2.1	Sidewalk	linear KM	\$300,000	\$300,000	Price for 1.5m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.
<b>3.0 STRUCTURES AND CROSSINGS</b>					
3.1	Pedestrian Boardwalk (Light-Duty)	linear m	\$1500 - \$2500	\$2,000	Structure on footings, 3.0m wide with railings. Price depends of scale / complexity of project.
3.2	Self weathering steel truss pedestrian / cyclist bridge	linear m	\$10,000	\$10,000	Price for 4.0m width bridge includes abutments
3.3	Feature Trail Bridge crossing over a valley land / highway	each	\$2,500,000 - \$4,500,000	\$3,500,000	Depends on location, length and complexity of crossing as well as architectural detail.
3.4	Metal stairs with hand railing and gutter to roll bicycle	each	\$6,500	\$6,500	1.8m wide, galvanized steel (assumes 8ft between each landing).
3.5	Pathway Crossing of Private Entrance	each	\$1500 - \$2000	\$1,750	Adjustment of existing curb cuts to accommodate 3.0m multi-use pathway
3.6	Median Refuge	each	\$20,000	\$20,000	Average price for basic refuge with curbs, no pedestrian signals
3.7	Pedestrian and Cyclist Crossride	each	\$80,000	\$80,000	Average price for pedestrian and cyclist crossride
3.8	Mid-block Crossing	each	\$150,000 - \$180,000	\$165,000	Average price for new mid-block crossing (full signals)
3.9	Intersection Pedestrian / Bike Signal	each	\$80,000	\$80,000	Average price for intersection pedestrian signal. Assumes partial rebuild of intersection for bike signals i.e. realignment of ducts and poles.
3.10	At grade railway crossing	each	\$120,000	\$120,000	Flashing lights, motion sensing switch (C.N. estimate)
3.11	At grade railway crossing with gate	each	\$300,000	\$300,000	Flashing lights, motion sensing switch and automatic gate (C.N. estimate)
3.12	Below grade railway crossing	each	\$500,000 - \$750,000	\$625,000	3.0m wide, unlit culvert style approx. 10 m long for single elevated railway track
3.13	Multi use subway under 4 lane road	each	\$1,000,000 - \$1,200,000	\$1,100,000	Guideline price only for basic 3.3 m wide, lit.
3.14	Retaining Wall	m <sup>2</sup>	\$1,200	\$1,200	Face metre squared
<b>4.0 BARRIERS AND ACCESS CONTROL FOR MULTI-USE TRAILS OUTSIDE OF THE ROAD RIGHT-OF-WAY</b>					
4.1	Lockable gate (2 per road crossing)	each	\$4,000	\$4,000	Heavy duty gates (e.g. equestrian supported step over gate). Price for one side of road - 2 required per road crossing. Typically only required in rural settings or city boundary areas
4.2	Metal offset gates	each	\$2,000	\$2,000	"P"-style park gate
4.3	Removable Bollard	each	\$500 - \$750	\$750	Basic style (e.g. 75mm diameter galvanized), with footing. Increase budget for decorative style bollards
4.4	Berming/boulders at road crossing	each	\$1,200	\$1,200	Price for one side of road (2 required per road crossing)
4.5	Granular parking lot at staging area (15 car capacity-gravel)	each	\$45,000	\$45,000	Basic granular surfaced parking area (i.e. 300mm granular B sub-base with 150mm granular A surface), with precast bumper curbs. Includes minor landscaping and site furnishings, such as garbage receptacles and bike racks.
4.6	Paige wire fencing	linear M	\$60	\$60	1.5m height with peeled wood posts
4.7	Chain link fencing	linear M	\$90 - \$110	\$110	Galvanized, 1.5m height

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ITEM	DESCRIPTION	UNIT	UNIT PRICE RANGE	UNIT PRICE FOR ROUTE CALCULATION	COMMENTS/ASSUMPTIONS
<b>5.0 SIGNAGE</b>					
5.1	Regulatory and caution Signage (off-road pathway) on new metal post	each	\$150 - \$250	\$250	300mm x 300mm metal signboard c/w metal "u" channel post
5.2	Signboards for interpretive sign	each	\$2,400	\$2,400	Does not include graphic design. Based on a 600mm x 900mm typical size and embedded polymer material, up to 40% less for aluminum or aluminum composite panel
5.3	Staging area kiosk	each	\$2,000 - \$10,000	\$10,000	Wide range provided. Price depends on design and materials selected. Does not include design and supply of signboards
5.4	Signboards for staging area kiosk sign	each	\$1,500 - \$2,000	\$2,000	Typical production cost, does not include graphic design (based on a 900mm x 1500mm typical size and embedded polymer material). Up to 40% less for aluminum or aluminum composite panel
5.5	Pathway directional sign	each	\$350 - \$500	\$500	Bollard / post (100mm x100mm marker), with graphics on all 4 sides
5.6	Pathway marker sign	each	\$250	\$250	Bollard / post (100mm x100mm marker), graphics on one side only
5.7	Pathway marker sign	linear KM	\$1,000	\$1,000	Price for both sides of the path, assumes one sign on average, per direction of travel every 0.5 km
5.8	Bike sign	each	\$200	\$200	Price for one side of road.
<b>6.0 BICYCLE PARKING INFRASTRUCTURE</b>					
6.1	Bicycle rack (Post and Ring style)	each	\$150 - \$250	\$250	Holds 2 bicycles , price varies depending on manufacturer (includes installation).
6.2	Bicycle rack (U style)	each	\$600	\$600	Holds 2 bicycles , price varies depending on manufacturer (includes installation).
6.3	Bicycle rack	each	\$1,800	\$1,800	Holds 6 bicycles, price varies depending on manufacturer (includes installation).
6.4	Bicycle Locker	each	\$3,000	\$3,000	Price varies depending on style and size. Does not include concrete mounting pad.
6.5	Bike Loop	each	\$2,500	\$2,500	Price for installation including labour and equipment. Price also includes materials e.g. two channel detector for traffic cabinet, bike loop (wire and sealant), cable to traffic cabinet, handhole and conduit.
6.6	Bicycle Corral (one parking space with bollards)	each	\$1,500 - \$2,900	\$2,900	Price may vary from \$1,500 (galvanized finish with the mad shield corrosion warranty) to \$2,900 (stainless finish with the mad shield corrosion warranty) for one parking space.
<b>7.0 LIGHTING AND UTILITIES</b>					
7.1	Pathway Lighting	per 25 m	\$5,000	\$5,000	Includes cabling, connection to power supply, transformers and fixtures.
7.2	Relocation of Light / Support Pole	each	\$4,000	\$4,000	Adjustment of pole offset (distance between pole and roadway).
7.3	Relocation of Signal Pole / Utility Box	each	\$8,000	\$8,000	Adjustment of pole offset (distance between pole and roadway).
<b>8.0 PAVEMENT MARKINGS</b>					
8.1	Sharrow Symbol	each	\$400	\$400	Price for durable paint. Sharrow symbol with green pavement marking
8.2	Bike Symbol	each	\$400	\$400	Price depends on volume
8.2	Line Painting	linear M	\$6	\$6	Price for durable paint.
8.2	Removal of Line Painting	linear M	\$3	\$3	N/A
<b>9.0 OTHER</b>					
9.1	Bike Box	each	\$1,500	\$1,500	Price may vary depending on road cross-section (e.g. two lane roadway, four lane roadway, etc.). Price includes installing a bike box on the approach of an intersection using a bike stencil and durable e.g. green surface treatment (\$250 / each). Price also include estimate to move stop-bar back to provide space for bike box.
9.2	Clearing and Grubbing	m <sup>2</sup>	\$15	\$15	
9.3	Bench	each	\$1,000 - \$2,000	\$2,000.00	Price varies depending on style and size. Does not include footing/concrete mounting pad
9.4	Safety Railings / Rubrail	linear M	\$300	\$300	1.4m height basic post and rail style
9.5	Small diameter culvert	each (6 m)	\$1,200	\$1,200	Price range applies to 400mm to 600mm diameter PVC or CSP culverts for drainage below trail
9.6	Flexible Bollards	each	\$110	\$110	Should be placed at 10m intervals where required. Cost depends on product type used.

**Notes:**

1. Unit Prices are for functional design purposes only, include installation but exclude contingency, design and approvals costs (unless noted) and reflect 2019 dollars, based on projects in southern Ontario.
2. Estimates do not include the cost of property acquisitions, signal modifications, utility relocations, major roadside drainage works or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways, unless otherwise noted.
3. Assumes typical environmental conditions and topography.
4. Applicable taxes and permit fees are additional.

Sidewalks and Multi-use Pathways Costing Considerations		
Type	Cost	General Description
3.0m MUP (replacing existing sidewalk)	\$325,000	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Price depends of scale / complexity of project and includes sidewalk removal (i.e. crushing of existing sidewalk and compacting for trail base).
1.5m Sidewalk	\$300,000	Price for 1.5m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.

Sidewalks and Multi-use Pathways Scoring Results																				
#	Roadway	Boundaries	Location	Additional Info	Associated Stakeholders	Facility Length (m)	Estimated Cost	Criteria #1: AT Potential		Criteria #2: Constructability		Criteria #3: Connectivity		Criteria #4: Community Support		Criteria #5: Improving User Experience		Total Score	Ranking	Additional Notes
								Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score			
1	Dufferin St (MUP)	King Rd to 15th Sideroad	King City	<i>*part of designated cycling loop around King City</i>	<i>Development driven (possibility to offset costs as facility is adjacent to a planned new residential subdivision)</i>	2020	\$555,500	Facility provides access to a notable commercial plaza on the south (King Rd & Dufferin), a private school (Country Day School) and a newly proposed residential subdivision on the north (Dufferin St & 15th Sideroad)	2	Facility lies adjacent to an ongoing new residential subdivision which may provide an opportunity to offset costs	3	Regional network	3	Feedback from resident	3	MUP facility is fully separated from traffic and therefore offers the utmost highest level of safety	3	93%	1	
2	King Rd (MUP)	Jane St to Dufferin St	King City	<i>*facility currently under construction</i>	<i>Partnership Driven</i>	4110	\$1,130,250	Facility directly intersects the center of King City, a notable commercial district	2	Facility already under construction, whereby assuming that all costs are already covered	3	Regional network	3	Council and resident support	3	MUP facility is fully separated from traffic and therefore offers the utmost highest level of safety	3	93%	1	
3	Keele St	King City GO Station to Sculptors Gate (west side)	King City	<i>*proposed on one side</i>  <i>- Township's most recent capital plan schedules the installation of new sidewalks along Keele St, between Sculptor's Gate and Burton Grv / Station Rd</i>	<i>Partnership Driven (possibility to have facility built as part of planned improvements to the nearby King City GO Station)</i>	144	\$43,200	- facility located directly in front of King City GO Station, but within a low density residential area	2	Could be part of King City GO Station improvements (Metrolinx)	3	Link to transit hub, but can use east side to Station Road	2	Mentioned by Councillor	3	Facility located along a major arterial road which serves as a key regional roadway	3	90%	3	
4	Kettleby Rd	South side, built up area	Kettleby	<i>- Township's most recent capital plan schedules the installation of new sidewalks along the full extent of Kettleby Rd</i> <i>- Kettleby sidewalk on south side has deteriorated, particularly where it overhangs embankment. Road is scheduled for 2022 in paving program and there are economies of scale if sidewalk is upgraded at the same time.</i>	<i>Township Driven</i>	465	\$139,500	Facility would provide access to Tyrwhitt Conservation Area, a potential trip generator	2	Project already listed within the Township's most recently approved capital plan; existing sidewalk in need of upgrade/repair	3	Only route through community	3	Mentioned by Councillor	3	Upgrade narrow sidewalk in need of repair. Sightlines along road are poor, though roadway bares low traffic volumes travelling at low speeds	2	90%	3	
5	King Rd	King City Cemetery to Burns Boulevard (north side)	King City	<i>*proposed on one side</i>  <i>- Township's most recent capital plan schedules the installation of new sidewalks along King Rd between Dufferin St and 2585 King Rd &amp; 2585 King Rd and Jane S. Satellite imagery appears to indicate that this facility has already been installed.</i>	<i>Partnership Driven</i>	405	\$121,500	Currently rural; Facility provides access to King Township's municipal government office, an assumed trip generator; but MUP on south side	1	Project already listed within the Township's most recently approved capital plan	3	Regional network	3	King Road is priority	3	Facility located along a major arterial road which serves as a key regional roadway	3	87%	5	
6	King Rd	Old King Road to Greenside Dr (south side)	Nobleton	<i>*proposed on both sides between Mactaggart Dr / Henry Gate to Old King Road, and then on one side from Old King Road to Greenside Dr</i>  <i>- Capital Plan schedules streetscape improvements within the vicinity of the King Rd and Hwy 27 intersection</i> <i>- Capital Plan schedules the implementation of sidewalks along King Rd, between Woodhill Ave and 5905 King Rd</i> <i>- Capital plan schedules the implementation of sidewalks along Old King Rd between Hwy 27 and King Rd</i>	<i>Partnership Driven</i>	700	\$210,000	- facility intersects center of Nobleton, a prominent commercial district	3	Streetscape improvements along section of King Rd largely complete. Section just east of Hwy 27 features widening sidewalk, with no space left for MUP. Section further east and west feature and available boulevard; embankment near Greenside	2	Regional network	3	Project would address an existing gap within the village's ongoing street revitalization of the corridor (current work abruptly stops at Lynwood to Greenside - no transition into the old). Road segment coloured white on Strava heat map, assumed to bare high utilization	3	Facility located alongside an arterial road with heavy vehicular traffic travelling at high speeds.	3	83%	6	
9	15th Sideroad	Dufferin to unbuilt street	King City	<i>*proposed on one side</i>  <i>Facility appears to have already been built based off current satellite imagery</i>	<i>Development driven (possibility to offset costs as facility is adjacent to a planned new residential subdivision)</i>	691	\$207,300	Facility located near a proposed new residential subdivision and community centre, and Seneca College	2	Facility lies adjacent to an ongoing new residential subdivision which may provide an opportunity to offset costs	3	Regional network	3	Not mentioned	1	Existing paved shoulders	2	83%	6	
10	15th Sideroad (MUP)	Dufferin St midway to Keele St	King City	<i>*intersection noted on map at a midblock not yet built</i>	<i>Development driven (possibility to offset costs as facility is adjacent to a planned new residential subdivision)</i>	773	\$212,575	Facility located near a proposed new residential subdivision and community centre as well as Seneca College's King Campus	2	Facility lies adjacent to an ongoing new residential subdivision which may provide an opportunity to offset costs	3	Regional network	3	Not mentioned	1	Existing paved shoulders	2	83%	6	
11	All Saints Anglican Church	Easement through parking lot from Keele to Doctor's Lane	King City	<i>Township currently negotiating - recommendation of TMP to reduce need for on-street parking on Keele Street and use parking lot at arena instead</i>	<i>Township Driven</i>	80	\$24,000	Facility would provide direct access to King City Memorial Park and King City Arena & Community Center (a notable trip generator), from the center of King City. Institution's parking lot also serves as parking for the nearby GO Train station, making the facility more important	3	Extent of costs will be determined by outcome of city's ongoing negotiations with the private property owner	2	Remove on-street parking; transportation network benefits	3	Council and resident support	3	Formalize connection	2	80%	9	

13	Dillane Dr	Highway 27 to Sproule St	Schomberg	*sidewalk already on north side, proposed along south	Township Driven	176	\$52,800	- facility near Trisan Centre, McDonald's, future trails	2	Facility not proposed adjacent to any scheduled roadway or a planned private development, short segment	2	Commercial development recently built on southeast corner (McDonald's)	3	Not mentioned	1	Traffic on roadway appears light, but reduces the need to cross to the north side of a busy intersection	2	67%	10	
14	Dr. Kay Dr	Highway 27 to Plaza entrance east of Cooper Dr	Schomberg	*sidewalk already on north side, proposed along south	Township Driven	233	\$69,900	- Facility provides access to a commercial plaza (Brownsville Junction Mall) - an assumed notable trip generator	2	Facility not proposed adjacent to any scheduled roadway or a planned private development, short segment	2	Commercial development recently built on southeast corner (McDonald's)	3	Not mentioned	1	Traffic on roadway appears moderate, thus the facility will offer some comfort benefit to users	2	67%	10	
15	Western Ave	Arena to School	Schomberg	*sidewalk proposed on one side	Township Driven	800	\$240,000	-established neighbourhood; St. Patrick's Catholic elementary school; facility provides access to the Schomberg Community and Agricultural Arena, parks	2	Urban cross section	2	School, existing sidewalk ends on either side (gap)	3	Not mentioned	1	Traffic volumes on streets appear low, but facility would provide access to amenities most frequented by kids (more vulnerable road users)	2	67%	10	
17	Main Street	50 m south of Hwy 9 to 50 m east of Main Street on Hwy 9	Schomberg			120	\$33,000	Business on corner of intersection	1	Coordination required with MTO, short segment	2	Fills in a gap	3	Not mentioned	1	Safety improvement to tie sidewalk to intersection; gateway to Main Street Schomberg	3	63%	13	Partnership with MTO
18	Burton Grove	Just south of Patricia Dr	King City	*proposed on one side	Township Driven	154	\$46,200	- facility located in an entirely residential area - no major trip generators located nearby	1	A few tree impacts, within existing ROW, urban cross section	2	Gap in network - GO station connector	3	Road segment coloured a light blue colour on Strava - assumed to feature moderate utilization	1	Local road. Traffic volumes are relatively moderate providing some form of comfort benefit to AT users	2	60%	14	
19	Patricia Dr	Warren Rd to Burton Grove	King City	*proposed on one side	Township Driven	219	\$65,700	- facility located in an entirely residential area - no major trip generators located nearby; potential to GO Station	1	Facility would be within existing ROW, urban cross section	2	Connects to proposed sidewalk on Burton Grove and Warren	3	Not mentioned	1	Local road. Traffic volumes are relatively moderate providing some form of comfort benefit to AT users	2	60%	14	
20	Warren Rd	Patricia Dr to Bennet Dr	King City	*proposed on one side	Township Driven	375	\$112,500	- facility located in an entirely residential area - no major trip generators located nearby; potential to GO Station	1	Facility would be within existing ROW, urban cross section	2	Connects to proposed sidewalk on Patricia	3	Not mentioned	1	Local road. Traffic volumes are relatively moderate providing some form of comfort benefit to AT users	2	60%	14	
21	King Road	Henry Gate to Wellington Street (south side)	Nobleton	Existing sidewalk facility located along the north side of the Street	Township Driven	520	\$156,000	Facility provides access to Nobleton's central commercial district	2	No assumed cost saving opportunities	1	Facility would connect to existing sidewalk facilities found within Nobleton's central commercial district	2	Facility requested by local councillor	3	Facility assumed to provide a considerable comfort benefit to AT users, as the nearby street has fairly large volumes of high speed traffic. Compliments efforts to beautify the streetscape of central Nobleton	3	57%	17	
22	Hwy 27	Dr. Kay to Hwy 9	Schomberg			329	\$90,475	Several restaurants	2	Embankment, coordination with MTO	1	Ties in to existing sidewalk, trail to the west, plaza at Hwy 9	3	Not mentioned	1	Very busy road with no sidewalks	3	53%	18	
23	Hwy 27	Diana Road north to Oliver Emerson Ave	Nobleton		Partnership Driven	552	\$165,600	Residential	1	Rural cross section, long segment	1	Connect subdivision	2	Resident feedback	3	High speed road. Facility would provide considerable benefit to AT users	3	50%	19	
24	Hambly Ave	Norman Dr to Heritage St	King City		Township Driven	230	\$69,000	Facility would connect to King City's central commercial district, through an existing pathway connection to King St	2	Established neighbourhood, partially rural cross section	1	Facility would connect to King City's central commercial district, through an existing pathway connection to King St	2	Facility requested by respondents to online engagement	3	Facility assumed to provide minimal comfort benefit to users, given the road's low traffic volumes	1	50%	19	
25	Dennison St	Keele St to Railway Crossing	King City	*proposed on one side	Township Driven	896	\$268,800	- facility located in an entirely residential area - no major trip generators located nearby	1	Within existing ROW, urban cross section	2	Minimal network benefits	1	Road segment coloured a dull blue on Strava - assumed to feature low utilization	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	50%	21	
26	King Road	West of Henry Gate to Nobleview	Nobleton		Partnership Driven	520	\$156,000	Residential	1	Available boulevard space but rural cross section	1	Alternative through neighbourhood	1	Mentioned by Councillor	3	Facility located alongside an arterial road with heavy vehicular traffic travelling at high speeds. Would provide considerable benefit to AT users	3	47%	22	
12	Heritage St	Hambly Ave to Keele St	King City		Township Driven	510	\$153,000	Connection to Keele	2	No assumed cost saving opportunities, rural cross section	1	Alternative link from Hambly to Keele	1	Facility requested by respondents to online engagement	3	Facility assumed to provide minimal comfort benefit to users, given the road's low traffic volumes	1	47%	23	
27	Dew Street	West of King Blvd to Kingview Court	King City	Existing sidewalk on the north, just west of King Blvd	Township Driven	350	\$105,000	Facility provides access to a local public school (King City Public School)	2	No assumed cost saving opportunities.	1	Parallel route to King Road; existing sidewalk just west of King Blvd	2	Facility requested by respondents to online engagement	2	Roadway bares minimal amounts of traffic travelling at low speeds - assumed to offer a minimal transportation benefit	1	47%	24	
28	Patton St	Elizabeth Grove to Kingslynn Dr	King City	*proposed on one side	Township Driven	191	\$57,300	Facility would provide access to an existing pathway through King City memorial park which connects to the King City Tennis club, a presumed local trip generator; school facility; potential to GO Station	2	Rural cross section, established neighbourhood	1	Connects to existing sidewalk on Patton north of Kingslynn	2	Not mentioned	1	Local road. Traffic volumes are relatively moderate providing some form of comfort benefit to AT users	2	47%	24	
29	Norman Dr	Keele to Martin	King City		Township Driven	500	\$150,000	Facility provides access to the St Andrew's Presbyterian Church, which lies close to the King City Trail, mailboxes,	2	Urban cross section, established neighbourhood, light poles in conflict	1	Connection to Keele St	2	Not mentioned	1	Facility assumed to provide minimal comfort benefit to users, given the road's low traffic volumes	1	43%	26	
30	Elizabeth Grove	Keele St to Patton St	King City	*proposed on one side	Township Driven	393	\$117,900	Established residential neighbourhood	1	Rural cross section, established neighbourhood	1	Route to Keele, GO Station	2	Mentioned in general	2	Facility located along a residential street where traffic volumes are assumed to be lower, but direct access to Keele	2	43%	26	
31	Warren Rd	Patton St to Patricia Dr	King City			556	\$166,800	Leads to King City Memorial Park, could be route to GO Station	2	Partially rural section	1	Connects to other streets with no sidewalks, but eventually to Keele Street	2	Not mentioned	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	43%	26	

32	Charles St	King Road to Melrose Ave	King City			221	\$66,300	GO Station, shops on Keele Street	2	Rural cross section, established neighbourhood	1	Signalized crossing of King Rd	2	Not mentioned	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	43%	26
33	Melrose Ave	Charles St to Martin St	King City			145	\$43,500	GO Station, shops on Keele Street	2	Rural cross section, established neighbourhood	1	Signalized crossing of King Rd	2	Not mentioned	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	43%	26
34	Banner Ln	Warren Rd to existing sidewalk south of King Road	King City	<i>*proposed on one side</i>	<i>Township Driven</i>	552	\$165,600	Two schools, businesses on King Road	2	Partially rural cross section, established neighbourhood, two large cul-de-sacs	1	Facility would connect to an existing sidewalk and provide a more complete network within the established residential area	2	Road segment coloured a dull blue on Strava - assumed to feature low utilization	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	43%	26
35	Bennet Dr	Warren Rd to Banner Ln	King City	<i>*proposed on one side</i>	<i>Township Driven</i>	523	\$156,900	- facility located in an entirely residential area - high school	2	Rural cross section, established neighbourhood	1	Connect to proposed facility on Banner Lane	2	Road segment coloured a dull blue on Strava - assumed to feature low utilization	1	Facility located along a residential street where traffic volumes are assumed to be lower. Comfort benefit to AT users less significant	1	43%	26
36	Martin St	Hambly Ave to Melrose Ave	King City		<i>Township Driven</i>	600	\$180,000	Facility does not provide access to any notable trip generators	2	Partially rural cross section, established neighbourhood	1	Internal to neighbourhood	2	Not mentioned	1	Facility assumed to provide minimal comfort benefit to users, given the road's low traffic volumes	1	43%	26
37	Highway 27 (MUP)	Main St to Dr Kay Drive	Schomberg	<i>*sidewalk proposed on one side</i>	<i>Partnership Driven</i>	455	\$125,125	- intersects the center of Schomberg, offers a connection to Schomberg public school in the south and a commercial plaza (Brownsville Junction Mall)	1	Facility not proposed adjacent to any scheduled roadway or a planned private development; potential partnership with York Region. MTO jurisdiction at Hwy 9. Limited space next to guide rail.	1	Parallel route on Cooper Dr; plaza, MUP would serve cyclists and pedestrians	1	Not mentioned	1	High speed and volume of traffic. Street however is a major regional road and thus likely to experience higher traffic volumes	3	40%	#N/A

**Trails Costing Considerations**

Type	Cost	Description
3.0m wide asphalt trail	\$250,000	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth. Price depends of scale / complexity of project.
3.0m wide granular surface trail (urban)	\$140,000	3.0m wide, compacted stone dust surface normal site conditions. Price depends of scale / complexity of project.
3.0m wide granular surface trail (rural)	\$200,000	3.0m wide, compacted stone dust surface in complex site conditions (includes cost of clearing and grubbing). Price depends of scale / complexity of project.
Upgrade 3.0m wide granular surface to asphalt	\$100,000	Includes some new base work (25% approx.) and an average of 20 regulatory signs per kilometre. Price depends of scale and existing trail conditions e.g. width, slope, location of trail, etc.

**Trails Scoring Results**

Trail System	Transportation Benefit	Project Delivery	Estimated Length (taken from Trails Master Plan) (m)	Cost Estimate (Trails Master Plan)	Cost Estimate (WSP)	Criteria #1: AT Potential		Criteria #2: Constructability		Criteria #3: Connectivity		Criteria #4: Community Support		Total Score	Ranking	Additional Notes
						Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score			
Bolton Tract Link (N1)	Minimal – primarily recreational Identified as a medium term priority in Trails Master Plan	Partnership Driven (TRCA, YMCA, Town of Caledon, Private Landowners, York Region)	2500	\$80,000	\$500,000	Facility provides access to Cold Creek Conservation area from Bolton; potentially to connect Nobleton to Bolton	2	No assumed opportunity for cost savings, given the lack of road construction / private development along the facility's proposed alignment; in capital plan; route to be determined. work with private land owners to receive permission to establish route	3	Trail facility mostly provides a recreational benefit	1	Trail left unmentioned in online engagement results or from local councillor feedback.	1	80%	1	
Cold Creek CA Oak Ridges Trail (N21)	Minimal – primarily recreational (identified as long-term priority in Trails Master Plan)	Partnership Driven (Hydro Corridor / Private Landowners, TRCA, York Region)	7000	\$504,000	\$1,400,000	Facility provides access to Cold Creek Conservation - a potential trip generator from Oak Ridges Trail - but no population centre	1	No assumed opportunity for cost savings, given the lack of road construction / private development along the facility's proposed alignment; Work included in capital plan. May provide an indirect link between Schomberg and Nobleton; in capital plan; Potential partnership with TRCA; hydro corridor	3	Facility partly provides an indirect connection between the village centers of Schomberg and Nobleton (offers a long linear, north-south corridor within the western section of the County) TRCA Trails Strategy - The Meadoway (King)	2	Respondents to project's online engagement survey recommended priority be given to implementing trails which access the Cold Creek Conservation Area	2	80%	1	
King City Southeast (N10)	Local connector between King City and Dufferin St Identified as a short term priority (1-5 years in Trails Master Plan)	Partnership Driven (York Region)	1500	\$108,000	\$300,000	Facility provides access to a residential area within northwestern King City. Connects to an existing trail system which provides near direct access to King City GO	3	No assumed opportunity for cost savings; alignment to be determined through community planning process.	2	Trail facility mostly provides a recreational benefit, though partly facilitates travel between King City and Richmond Hill. Expansion of existing trails network	2	Connections to GO Station important for Council and residents	3	80%	1	
King City to Richmond Hill (N11)	Cross-jurisdictional trail between King City and Richmond Hill Identified as a medium term priority (5-10 years in Trails Master Plan)	Partnership Driven (TRCA, Town of Richmond Hill, Private Landowners, York Region)	2000	\$140,000	\$400,000	Facility provides access to a proposed residential district, scheduled to feature a new community center - located at the southwestern corner of Dufferin St and 15th Sideroad; Country Day School; Residential neighbourhood	3	No assumed opportunity for cost savings; work with private land owners to receive permission to establish route.	1	Trail connects to the existing King City Trail system, broadening its coverage and mobility; TRCA Trails Strategy - Oak Ridges Corridor Park Trail	3	Respondent to online public engagement survey stressed the need to provide a trail connection along the alignment of the King City to Richmond Hill Trail	2	63%	4	
Nobleton to Cold Creek (N2)	Link from Nobleton to conservation area, and Bolton further west Identified as a short term priority (1-5 years in Trails Master Plan)	Partnership Driven (TRCA, YMCA, Private Landowners, York Region)	3000	\$216,000	\$600,000	Facility bridges a connection between a residential community in northwestern Nobleton and Cold Creek Conservation area	2	No assumed opportunity for cost savings, given the lack of road construction / private development along the facility's proposed alignment; opportunity to follow unopened road allowance on 15th Sideroad west of 10th Concession. Route alignment to be established in consultation with private land owners and as part of future subdivision/community planning process	1	Trail facilities accomodates trip destined westward from Nobleton, compliments an AT network across the village center	2	Respondent to project's online engagement survey recommended priority be given to implementing trails which access the Cold Creek Conservation Area	2	53%	5	
Nobleton Southeast Link (N6)	Local connector between Woodhill and 8th Concession Identified as a short term priority (1-5 years in Trails Master Plan)	Partnership Driven (Private Landowners, York Region)	2000	\$140,000	\$400,000	Facility provides access to a residential area within southeastern Nobleton and the Nobleton Community Recreation Center (an assumed local trip generator)	2	No assumed opportunity for cost savings; work with private land owners to receive permission to establish route	1	Trail facilities accomodates trip destined eastward from Nobleton	2	Trail left unmentioned in online engagement results or from local councillor feedback.	1	50%	6	

King City West Link (N9)	Local connector <i>between King City and Jane St</i> Identified as a short term priority (1-5 years) in Trails Master Plan	Partnership Driven (Private Landowners, York Region)	1500	\$108,000	\$300,000	Facility provides access to a residential area within northwestern King City as well as the King Township Museum (an assumed local trip generator)	2	No assumed opportunity for cost savings; in capital plan; work with private land owners to receive permission to establish route	1	Facility provides an east-west connection between the village centers of Nobleton and King City	2	Trail left unmentioned in online engagement results or from local councillor feedback.	1	<b>50%</b>	<b>6</b>	
Nashville Tract Link (N5)	Cross-jurisdictional trail <i>between Nobleton and Vaughan</i> Identified as a medium term priority (5-10 years) in Trails Master Plan	Partnership Driven (MNR, TRCA, Private Landowners, York Region)	4000	\$128,000	\$800,000	Facility provides access to a residential area within southwestern Nobleton to Kleinburg	2	No assumed opportunity for cost savings; alignment to be established in consultation with private landowners and part of future subdivision / community planning process	1	Trail facility mostly provides a recreational benefit	2	Trail left unmentioned in online engagement results or from local councillor feedback.	1	<b>50%</b>	<b>6</b>	
Nobleton to Laskay (N7)	Local connector <i>between Laskay and cross-jurisdictional trail</i> Identified as a long term priority (10 + years) in Trails Master Plan	Partnership Driven (Private Landowners, York Region)	6000	\$432,000	\$1,200,000	Facility does not provide access to any notable trip generators	1	No assumed opportunity for cost savings, will require consent from private land owners to establish route; unopened road allowance between 8th Concession and Humber Trail; Hwy 400 crossing would be on-road.	1	Facility provides an east-west connection between the village centers of Nobleton and King City, but need to cross Hwy 400	2	Trail connection listed as a priority among online survey respondents, given its ability to build upon an existing trail connection which partly connects Nobleton to King City	2	<b>47%</b>	<b>9</b>	

**Paved Shoulder Costing Considerations**

Type	Cost	Description
Paved Shoulder with no road road base widening	\$125,000	1.5 metre paved shoulder on both sides of the road. Assumes cycling project will fit within the existing granular base.
Paved shoulder with additional granular base	\$200,000	1.5 metre paved shoulder on both sides of the road. Price may vary from \$100,000 to \$200,000 depending on work needed to improve platform.
Buffered paved shoulder with additional granular base	\$250,000	1.5 metre paved shoulder + 0.5-1.0 metre paved buffer on both sides of the road (buffer zone framed by white edgelines). Price may vary from \$200,000 to \$250,000.

**Paved Shoulder Scoring Results**

Roadway	Nearby Capital Projects	Associated Stakeholders	Length (m)	Estimated Cost	Criteria #1: AT Potential		Criteria #2: Constructability		Criteria #3: Connectivity		Criteria #4: Community		Criteria #5: Improving User		Total Score	Ranking	Notes
					Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score			
<b>Schomberg / Lloydtown</b>																	
Rebellion Way - Church St to Centre St	- work to resurface road segment already at 90% detailed design stage	Development Driven	231	\$46,200	Many children/families in area, walk to school bus stop, mail box	2	Road segment already scheduled for resurfacing work which doesn't include the addition of paved shoulders, design at 90% stage, short segment	2	Intersection of Church and 19th Sideroad to 10th Concession	2	Requested within several comments from public	3	Poor sightlines on curve; safety concerns. Facility would therefore offer considerable improvements to AT users	3	73%	1	Traffic calming or paved shoulder; Project at 90% design
10th Concession Rd - King Rd to 15th Sideroad	- Township's most recent capital plan schedules road work along 10th concession Rd, between King Rd and 15th Sideroad, paved shoulders included on 10th	Development Driven	2160	\$270,000	Facility does not provide access to any major trip generators; area developing (residential); provides mostly cycling benefit	1	Facility already scheduled within the Township's most current road capital program. Segments already under minor construction	3	Facility does not facilitate travel between village centers or constitute a part of the village center's circulatory route	1	Not mentioned by public or Council	2	High speed, low volume roadway. Road currently unpaved	2	73%	1	Already planned in King Township's capital program
15th Sideroad - 10th Concession to 7th Concession	- Township's most recent capital plan schedules road work along 15th Sideroad, between 10th Concession Rd and Hwy 27 & Hwy 27 and 8th Concession Rd, paved shoulders included on 15th	Development Driven	6230	\$778,750	Facility does not provide access to any major trip generators; area developing (residential); provides mostly cycling benefit	1	Facility already scheduled within the Township's most current road capital program	3	Facilitate partly accomodates travel between the village centers of Nobleton and King City	1	Local councillor has identified a cycling corridor between Nobleton and King City as a key priority	2	High speed, low volume roadway. Road currently unpaved	2	73%	1	Already planned in King Township's capital program
5 Kingscross Dr - Keele St to Westgate Blvd		Township Driven	2680	\$335,000	Facility does not provide access to any major trip generators; estate lots; relatively high level of existing cycling activity	1	Facility not located along a road segment with any upcoming scheduled capital work. Nature of existing roadway would suggested that repaving would be required to construct facility; existing road base insufficient	1	Connects Jane to Keele; King City loop;	2	Not mentioned by public or Council	1	Local street	1	37%	7	Traffic calming
6 Westgate Blvd - Kingscross Dr to Jane St		Township Driven	303	\$37,875	Facility does not provide access to any major trip generators; estate lots; relatively high level of existing cycling activity	1	Facility not located along a road segment with any upcoming scheduled capital work. Nature of existing roadway would suggested that repaving would be required to construct facility; existing road base insufficient	1	Connects Jane to Keele; King City loop;	2	Not mentioned by public or Council	1	Local street	1	37%	7	Traffic calming
7 19th Sideroad from 11th Concession to Caledon King Townline		Township Driven	3580	\$447,500	Primarily cycling for recreation	1	Paving needed as roadway currently has a loose gravel surface	2	Offers shorter version of Greenbelt Route; part of Oak Ridges Trail	3	Not mentioned by public or Council	1	Low traffic volumes	2	60%	5	Review as part of paving strategy
8 19th Sideroad from Keele St to Dufferin St		Township Driven	2140	\$267,500	Primarily cycling for recreation	2	Paving needed as roadway currently has a loose gravel surface	2	Greenbelt Route	3	Poor roadway condition is a comment from local cycling group	2	Low traffic volumes	2	70%	4	Review as part of paving strategy

**Midblock Crossings Scoring Results**

#	Intersection	Village	Associated Stakeholders	Estimated Cost	Criteria #1: AT Potential		Criteria #2: Constructability		Criteria #3: Connectivity		Criteria #4: Community Support		Criteria #5: Improving User Experience		Total Score	Ranking	Notes
					Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score			
1	Keele Street between All Saints Anglican Church and Clearview Cresc.	King City	Township Driven	\$165,000	Many businesses on Main Street; improves walkability in key destination	3	Close to King Road signal, sightlines/parking restrictions, bundle with sidewalk project	2	Parking lot at Arena / Doctor's Lane to Main Street King City	3	Sidewalk project seems to have some support of Council; supports historic character of area, recent streetscape improvements; not sure of York Region's position - bypass King City using Kirby; access to GO station; mentioned by public	3	Many people jaywalk across Keele Street in this area, especially during peak hours when it is 2 lanes. Would provide a considerable comfort benefit to users	3	<b>83%</b>	<b>1</b>	Dependent on whether sidewalk on church property is built.
2	Highway 27 at Ellis Avenue / Parkview Avenue	Nobleton	Township Driven	\$165,000	Facility provides access to the Nobleton Community recreation center, a notable local trip generator; plaza on east side. Nearby road segments coloured dull blue on the Strava Heat map, indicative of existing relative low pedestrian traffic volumes on east side	3	No cost efficiencies to bundle with; accessible ramps already built	2	Schomberg Loop; new streetscaping to the north adds to Village character	3	General area of Hwy 27 in Nobleton mentioned by public	2	4 lanes of traffic is difficult to cross without a formal crossing treatment in place	3	<b>80%</b>	<b>2</b>	
3	King Rd at Henry Gate	Nobleton	Development Driven (development however, may now be too far built)	\$165,000	Facility connects neighbourhood to south to only sidewalk on north side. Primarily residential; Nearby road segments coloured bright blue on the Strava Heat map, indicative of existing relative moderate pedestrian traffic	2	Not included as part of new development on north side, new sidewalk to connect to	2	Schomberg Loop; internal village connectivity	3	General area mentioned by Councillor	2	Two lanes, relatively high volume of traffic at 4-leg intersection	3	<b>73%</b>	<b>3</b>	Confirmed during field visit not built as part of development
4	Keele St at Sculptors Gate	King City	Partnership Drive (possibility of partnering with Metrolinx and having the crossing built as part of planned improvements to the nearby King City GO)	\$25,000	Provides more direct access to the nearby King City GO station for a small portion of residents from the southeast; Nearby road segments coloured bright blue on the Strava Heat map, indicative of existing relative moderate pedestrian traffic volumes	3	Need a missing sidewalk on west side of Keele to GO Station first; could be bundled with GO Station improvements	1	Shorter Walking Route to GO Station from Neighbourhood	1	Project identified as a priority by local councillor.	2	Accommodates high levels of crossings over Keele St (a busy arterial) to access King City GO station, which is very busy when trains arrive/depart	3	<b>57%</b>	<b>4</b>	Township to confirm if crossing is included in GO Station improvements. Depends if sidewalk built on west side.
5	Keele Street at King City Trails / E Humber Drive	King City	Township Driven	\$25,000	King City Trails; Nearby road segments coloured dull blue on the Strava Heat map, indicative of existing relative low pedestrian traffic volumes	2	Consider as part of trail network development	1	King City Trail System	3	Not mentioned by public or Council	1	Most jaywalk across; there are two lanes to cross	3	<b>53%</b>	<b>5</b>	Importance will increase as trail network is built by development
6	King Rd at Woodhill Avenue	Nobleton	Township Driven	\$25,000	Facility connects residential neighbourhoods; trail and recreational area on south side; sidewalk only on north side. Strava indicates moderate pedestrian traffic volumes;	2	Too close to signals at Greenside Dr	1	Schomberg Loop	2	Public comment, also missing sidewalk on south side of King Road	2	Crossing two lanes at t-intersection; can continue as an uncontrolled crossing; new signals will provide more gaps to cross	1	<b>47%</b>	<b>6</b>	Doesn't meet criteria (too close to existing signal). Add sidewalk connection on south side from Woodhill to Greenside instead
7	Highway 27 at Main Street	Schomberg	Township Driven	\$25,000	Access to Main Street Schomberg for cyclists (no pedestrian trip generators on east side of Hwy 27); Nearby road segments coloured bright blue on the Strava Heat map, indicative of existing relative moderate cycling traffic volumes. Provides access to a local school	1	No cost efficiencies, though TMP shows future road extension on east leg of intersection.	1	Greenbelt Route (proposed change to signed bike route)	2	Not mentioned by public or Council	1	Protect students (vulnerable users) crossing the busy arterial to access the nearby local school	2	<b>40%</b>	<b>7</b>	Low pedestrian demand; wait until development driven

# Township of King

Appendix C:  
2017 Feedback from Township of King's  
Bicycle Friendly Community Application



**BICYCLE FRIENDLY  
COMMUNITY**



Feedback on **King Township's** application to be designated a Bicycle Friendly Community – Spring 2017

The Share the Road Cycling Coalition's Bicycle Friendly Review panel was pleased receive an application from King Township to be designated as a Bicycle Friendly Community, but felt that there was significant work to be done to make cycling safer and more common in King Township, so our judging panel has determined that King Township does not warrant a Bicycle Friendly Communities Award at this time.

**Some highlights of King Township's Application are:**

- Good foundation for cycling culture – many existing recreational riders and good connections to high-quality cycling infrastructure through some of the trails in York Region
- Engaged cycling community already existing in King, highlighted by a large number of cycling clubs and bike shops
- Some good work being done to educate new riders and bring Safe Routes to School to King Township

**Our judging panel noted that King Township's efforts in the "Education" and "Encouragement" sections of the application could be substantially stronger, and would benefit from creating an Active Transportation Committee to coordinate events designed to encourage new riders and to educate all road users. The AT Committee could also help to build new partnerships, develop "made in King" solutions to promote cycling and active transportation and help to build support for new policies to promote cycling. A best practice in Ontario is to provide your AT Committee with an annual operating budget and ongoing staff support to allow them to organize and deliver events and to invest in small scale infrastructure improvements like bike racks, bicycle repair stands and more. Be sure to reach out to partners in other communities, your Public Health Agency and your law enforcement community for resources and assistance with these programs.** For more information on how an Active Transportation committee can identify an effective workplan, contact [bfc@sharetheroad.ca](mailto:bfc@sharetheroad.ca) to learn more about our Active Transportation Committee workshops.

Below, you'll see recommendations provided by our expert judging panel. **Key recommendations are highlighted in bold.**

## Engineering

- **Our judges emphasized the need for King Township to create a local active transportation plan for the community. While there are elements of cycling within the Town's Transportation Master Plan, the recommendations to simply install signs on local collector roads is not in line with the community's stated intention to deliver 8-80 cycling infrastructure. We recommend consulting the updated [OTM Book 18](#) (Expected to be completed in 2019) or the [Transportation Association of Canada's Geometric Design Guidelines for Canadian Roads](#) for stronger design standards that can be applied to current and future roadway developments in King.**
- **Undertake a Bike Parking Inventory, and use the results to expand the availability of high-quality bike parking within the community, especially at popular destinations. Ensure that bike parking standards comply with [APBP Standards](#).**
- Install more way-finding signage along your multi-use paths directing cyclists which direction to go to get to popular destinations, including distance to the destination and estimated travel time. The City of Waterloo has developed an [excellent cycling and pedestrian signage standard](#), which they are willing to share with other communities. Contact [bfc@sharetheroad.ca](mailto:bfc@sharetheroad.ca) for more information.
- Ensure that Municipal Staff keep up-to-date with the most current design guidelines and programs to support cycling by offering training on OTM Book 18, membership in the [Association of Pedestrian and Bicycle Professionals \(APBP\)](#) and attendance at training webinars and the [Ontario Bike Summit](#). Having city staff that are knowledgeable in, and comfortable with, the latest bicycle design guidelines is key to ensuring that new or retrofitted infrastructure safely accommodates all road users.
- Ensure that where trails cross major roads you provide people walking or cycling with a safe way to cross, potentially by including a [pedestrian crossover \(PXO\)](#) on higher volume, high speed roads.

## Education

- It is especially important to engage schools in providing education about cycling and active transportation. Our judges were unsure about the responses to the question about cycling education in schools, since all of the questions were answered N/A - a response meant to indicate that there are none of the specific type of schools discussed located in the town, which is clearly not the case in King. In any case, our judges suggest **working with your local school boards to engage in [School](#)**

**Travel Planning, including the expansion of staffing resources available through a full-time Regional School Travel Planning coordinator.** A [recent study](#) done by Green Communities Canada in the Wellington-Dufferin-Guelph and the City of Toronto showed that the benefit-cost of a School Travel Planning Coordinator position was about \$2.4:1 after only 1 year of implementation, helping to reduce automobile use around schools and create healthier habits for students, even in rural areas. The [Ontario Active School Travel Fund](#) is making \$3.5 Million available to communities in Ontario to bring School Travel Planning into their communities – be sure to apply for the next round to bring school travel planning to schools in King.

- **Bicycle-safety education should be much more accessible within the community, both to youth and to adults. Share the Road is currently working with various partners to ensure that cycling education is made more accessible and easier to offer. You can find updates on our progress at [www.sharetheroad.ca/education](http://www.sharetheroad.ca/education)**
- **It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message.** Take advantage of your local bicycle groups for content development and manpower. See the “[It Moves Us All](#)” Campaign from CAA and the Share the Road Cycling Coalition – all promotional materials from this campaign are available without cost at your request – email [Justin@sharetheroad.ca](mailto:Justin@sharetheroad.ca) for more information. **Share the Road has also created a new public awareness campaign about lights on bikes and the 1m safe passing law. All materials are available free of charge – the videos can be seen [here](#).**
- For educational materials featuring messages focused on motorists as well as cyclists, contact your local CAA office and peruse their bicycle safety and education website <https://www.caa.ca/bike/>
- Municipal employees are the public face of your community – ensure that they are ambassadors for safe driving by starting motorist education programs for municipal employees with an emphasis on sharing the road effectively with cyclists. See what San Francisco has done <http://www.sfbike.org/our-work/safety-education/driver-education/> Consider if perhaps your Police Services or a local CAN-BIKE instructor can offer the training.
- Consider making a creative public service video when introducing new features to your community or features that may confuse cyclists and drivers in how to behave and share the road. For inspiration, check out the City of Guelph’s “[How To Use a Bike Box](#)” video of the City of Edmonton’s [videos on cycling](#).
- The community should work to increase bicycling education opportunities for children and adults. It is good to have a presence at local community events and an

established program that focuses on children and newcomers is a great idea. Work in partnership with local law enforcement to build on any existing “in-school” or community based education opportunities already in place.

- Consider encouraging transport trucks operating in King Township to attach “[Stay Safe, Stay Back](#)” signage from Share the Road on their vehicles, and consider running a campaign designed to keep cyclists out of the blind spot of these large vehicles. Materials are available from Share the Road. Contact Erica at [Erica@Sharetheroad.ca](mailto:Erica@Sharetheroad.ca) for more information.

## Encouragement

**Our judges encouraged King Township to look to what other smaller communities in Ontario have done with regards to Bike Month activities. Mississippi Mills, in particular has some great resources available for Bike Month and other encouragement efforts. Establishing an Active Transportation Committee and providing them with an annual budget for cycling events would go a long way towards implementing some of these encouragement efforts.**

- **June is Bike Month in Ontario – it’s the perfect time to encourage residents to get back on their bikes.** Consider hosting events like a Bike to Work Day Breakfast, Commuter Challenge events, community rides, bicycle repair workshops or “rediscover your bike” events, where residents are encouraged to bring their bikes out of their garage for some simple maintenance and riding tips. Share the Road has created a series of Bike Month “Recipe Cards” to help you brainstorm ideas using other communities’ experience. [All the cards can be found here.](#)
- **Host, sponsor and/or encourage a variety of social and family-friendly bicycle-themed community events** year-round, such as a bike-in movies, a Canada Day bike parade, an “increase-your-appetite” Thanksgiving community ride, a bicycle fashion show (stylish alternatives to lycra), a Halloween bike decoration competition, a bike to the arts event, etc. Work closely with local bicycle groups, community groups, bike shops and schools. Provide appropriate safety measures such as road closures or police escorts as necessary.
- **While King's potential for biking to work may not be particularly high due to the large number of inter-municipal trips that residents engage in for their commute, there is a strong potential for more residents to use their bikes for "[Everyday Biking](#)" - trips to the grocery store, to their friends' homes, to coffee shops, to church and more.** Especially within King's town centres like in King City and Schomberg, where all amenities are within an easy 10 minute bike ride, the potential to build a stronger culture of everyday cycling is very high. Consider creating campaigns like [Bike to Shop Day](#) that are specifically focused on encouraging more everyday cycling in King.

- **We recommend creating a stronger web presence for cycling in King Township by creating a one-stop shop for cyclists in the area hoping to find out all relevant information.** Consider including information about course dates, rides, events and safety messages. Make your website easier to follow, look to [Kitchener, Ontario](#) for a good example. **Having a resource page on the Community's website would clearly demonstrate King Township's commitment to cycling to all residents.**
- Consider a social marketing campaign to get more people on their bikes, even if it's just for the occasional trip. Check out what Edmonton has done with their "[1 Day a Week](#)" Pledge for inspiration.
- Celebrate businesses that make cycling part of their every day activities and promote them through the City's cycling page. Continue to promote your participation in the [Ontario By Bike Network](#) and recognizing bicycle friendly businesses through the City's economic development department.
- Consider hosting a series of "rediscover your bicycle" events where residents are encouraged to bring their bike out of the garage or the basement for a tune-up and some accompanied riding. Generally, at these events participants learn about helmet safety, bike safety, rules of the road, and general tips on how to ride their bike safely. There are often helmet, light and bike giveaways, helmet fittings, bike safety checks, bike rodeos for kids, and guided rides to enhance cycling skills. They're a great way for people to get acquainted with riding a bike!
- Set up and promote a bicycle-themed community celebration or social ride each time a new bicycle related project is completed. This is a great way to show off King Township's efforts and to introduce new users to the improvement.

#### Enforcement

- **Reach out to members of the law enforcement community and encourage them to join the Active Transportation Committee, or encourage them to play a more active role in the existing organizations that work on cycling in King Township.**
- Make stronger connections between bicycling community and law enforcement. Ensure that police officers are educated on the "Share the Road" message and have general knowledge regarding traffic law as it applies to bicyclists. The town should encourage its Police Service to include training on Highway Traffic Act provisions as they apply to cyclists, as part of their in-service training for officers. The new provisions for cycling safety passed as part of Bill 31, including the 1m safe passing law and increased enforcement for lights on bikes provides an excellent opportunity for communities to engage in new cycling-related enforcement blitzes.

- Enforcement practices could also include **positive enforcement ticketing**. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are “caught” following the law.

## Evaluation and Planning

**Our judging panel emphasized that there is a need for King to substantially improve how it collects data about cycling in the community. Currently, the Township has made no data available on the number of people cycling, the safety of riders, improvements in conditions or impacts of investments in new cycling facilities. The old adage "What gets measured matters" is certainly applicable here – the community must demonstrate a commitment to improving conditions for cycling by working to understand the baseline conditions for people cycling in King. Suggestions for further Evaluation and Planning measures include:**

- **Create and pass an Active Transportation Plan, complete with a dedicated annual budget. Having a plan in place that ensures the creation of a complete network of cycling infrastructure is vital to the success of any Bicycle Friendly Community. Also ensure that the plan features provisions for programmatic support for the plan, including new cycling education efforts and programs to encourage residents to get back on their bikes.**
- **Our judges were unsure about how much staff time was dedicated to cycling in King Township. The reported staffing levels of 3 Full-Time Equivalents (FTEs) would be very high for a community of King's size, and would typically be an indicator of a community that had significant cycling programming in place in addition to a growing network of cycling infrastructure. We suggest ensuring that staff are available to support new programs in King to build a stronger culture of cycling in addition to developing new cycling infrastructure.**
- **Install permanent bike and pedestrian counters at key locations along the roads and trails in King Townships to collect long-term data about the impact of your investments in cycling and active transportation.**
- **Pass a Local [Complete Streets Policy](#) to ensure that all roadwork being done within King Township takes all road users into account – including paving shoulders whenever a roadway is resurfaced where feasible<sup>1</sup>. It is much more cost-effective and much easier to include cycling infrastructure when a road is being constructed or resurfaced than to attempt to retrofit existing infrastructure, so be sure that a policy is in place to ensure that infrastructure is built to accommodate cycling as a default. There is new guidance available [for Complete Streets in the Rural Context here](#), and while this guide is designed for an American audience, many**

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<sup>1</sup> There are many examples from around Ontario of Complete Streets policies in Rural Contexts as well: <http://completestreetsforcanada.ca/background/rural-complete-streets>

of the solutions would be applicable in Canadian settings as well.

- **As new investments in cycling are implemented, be sure to have a plan for the long-term evaluation of the implementation of those projects. Be sure to include bike and pedestrian counters and other physical hardware to assist in evaluation within project budgets, and work to gather more data about who is cycling in King Township and why people are choosing not to get around actively.**
- **Routinely conduct pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers.** This data will be valuable to build public and political support for future bicycle-related projects. For information about how to track cycling, [see this White Paper](#) from Alta Planning.

**For more ideas and best practices please visit, The League of American Cyclists [Bicycle Friendly Community Resource Page](#). Stay tuned for a similar information and resource page from Share the Road. Please feel free to send resources your community has developed or used which would be useful for others to: [Justin@sharetheroad.ca](mailto:Justin@sharetheroad.ca)**