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Town of Aurora

Committee of the Whole Report

No. PDS24-027

Subject: Request for Endorsement of the Active Transportation Master Plan

Prepared by: Michael Bat, Traffic and Transportation Analyst

Department: Planning and Development Services

Date: May 7, 2024

Recommendation

1. That Report No. PDS24-027 be received; and,
2. That Council endorse the Active Transportation Master Plan (ATMP) and the recommendations contained in the ATMP.

Executive Summary

On March 5, 2024, WSP Canada Inc. presented the draft Active Transportation Master Plan (ATMP) to Council at the Committee of the Whole meeting. This report seeks Council endorsement of the recommendations contained in the ATMP (Attachment 1).

- The implementation of the proposed active transportation facilities recommended in the ATMP will be included as part of future Capital Budget Planning processes; and,
- The Active Transportation and Traffic Safety Advisory Committee reviewed the final draft of the ATMP, and comments received from the ATTSAC were incorporated where appropriate.

Background

This report is supplementary to Staff Report No. PDS24-013 – Active Transportation Master Plan Draft Report Presentation (Attachment 2) that was presented to Council at the March 5, 2024, Committee of the Whole meeting.

Analysis

The implementation of the proposed active transportation facilities recommended in the final Active Transportation Master Plan will be included as part of future Capital Budget Planning processes

With Council's endorsement, which is sought through this report, the proposed active transportation facilities will be included as part of future Capital Budget Planning processes for implementation.

Advisory Committee Review

The Active Transportation and Traffic Safety Advisory Committee reviewed the final draft of the ATMP, and comments received from the ATTSAC were incorporated where appropriate

The draft ATMP was shared with the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) on February 12, 2024. In addition, the committee was provided with a final opportunity to review the draft ATMP at the March 27, 2024, ATTSAC meeting.

Comments and feedback provided by the ATTSAC have been considered and incorporated into the final ATMP where appropriate (Table 1).

Table 1: ATTSAC Comment Summary

Comments	Responses
The ATMP should reference the Community Energy Plan (2019) and Service Delivery Review (2021).	The Community Energy Plan and Service Delivery Review are referenced in the final ATMP.

Table 1: ATTSAC Comment Summary (continued)

Comments	Responses
The ATMP should provide more focus on pedestrian and walkability.	Walkability is a key element of active transportation, and a comprehensive analysis

	<p>and recommendations on pedestrian network and connectivity are included in the ATMP:</p> <ul style="list-style-type: none"> • The ATMP builds upon the 2011 Trails Master Plan and includes updated trails mapping in consultation with the ATTSAC. • The pedestrian analysis was expanded based on inputs received from the ATTSAC. • The ATMP also builds upon the 2020 Master Transportation Study that provides a detailed assessment of sidewalk improvements and prioritization. This was reviewed and confirmed through the ATMP process. Priorities were also revised to reflect comments from the ATTSAC.
Request for a copy of the online surveys.	The results of the online surveys are summarized in the ATMP.
The ATMP should consider including a comparable municipality from Europe.	<p>Comparable municipalities were strategically selected in consideration of the following:</p> <ul style="list-style-type: none"> • They have a similar, four-seasons climate with cold winters. • Are of a similar scale in terms of population and geography. • Function as a local hub for commercial activities.
Partner with York Region and York Region District School Board to develop Safe Routes to School plans.	Included under Education and Encouragement Recommendation no. 3.

Table 1: ATTSAC Comment Summary (continued)

Comments	Responses
Recommend the Town and York Region work together to improve the frequency of pedestrian crossings	Included under Phasing and Costing Recommendation no. 2.

of major barriers, including consideration of mid-block pedestrian crossings to improve access to trail access points and to improve overall walkability in the Town for all ages.	
Provide an annual update to Council on the implementation of active transportation facilities.	Included under Policy Recommendation no. 12.
Establish a permanent Active Transportation Advisory Committee.	To be considered by Council.
Comments related to the trail system.	All comments and feedback related to trails and trail network will be addressed by the future Trails Master Plan Update.
Street light condition should be assessed when implementing active transportation facilities.	Lighting condition will be assessed as part of the future detailed design for the implementation of active transportation facilities.
Active transportation infrastructure should be implemented at Town facilities.	An annual budget of \$10,000 for supporting amenities (i.e. bike racks) is recommended in the ATMP. This annual budget can be directed towards improving active transportation amenities at Town facilities.
Accelerate the implementation of the multi-use path on Wellington Street (between John West Way/Mary Street and GO Station) in advance of Metrolinx's grade separation project. This will eliminate the key missing link for the active transportation network and discourage vehicle dependency at the GO Station.	Should Council decide to expedite the delivery of the subject capital project, it can be included as part of future Capital Budget Planning processes for implementation.

Legal Considerations

None.

Financial Implications

As summarized in Staff Report No. PDS24-013, the estimated cost to implement the proposed active transportation facilities is approximately \$56 million over the next 20 years as summarized in Table 1.

Table 1: Cost Summary for the Proposed Active Transportation Facilities

Facility Types	Short-Term (0 to 10 years)	Long-Term (11 to 20 years)	Total
Local On-Road Facilities			
Bike Lane	\$996,065	\$238,143	\$1,234,208
Signed Route	\$54,821	\$0	\$54,821
Paved Shoulder	\$429,576	\$616,225	\$1,045,801
Multi-Use Path (in Right of Way)	\$4,041,205	\$1,246,673	\$5,287,878
Separated Bike Lane	\$3,821,417	\$1,583,735	\$5,405,152
Sidewalk	\$6,583,065	\$17,442,420	\$24,025,485
Local On-Road Facility Subtotal	\$15,926,150	\$21,127,197	\$37,053,346
Local Off-Road Facilities			
Off-Road Multi-Use Trail	\$13,281,659	6,031,133	19,312,792
Desire Line	-	-	-
Local Off-Road Facility Subtotal	13,281,659	6,031,133	19,312,792
Town of Aurora Total	\$29,207,809	\$27,158,330	\$56,366,138

A total of \$29.2 million over the short term (0 to 10 years) and a further \$27.2 million over the longer term (11 to 20 years) are proposed under the ATMP. Of this amount approximately \$2.3 million (eight per cent) in funding for projects aligning with this plan have previously been approved. It is anticipated that roughly 60 per cent of these requirements may be recovered through development charges. The 2024 DC Study has an ability to support directly or indirectly the majority of this plan's eligible identified short-term requirements. With the remainder (32 per cent, or, approx. \$9.3 million) coming from yet to be confirmed alternative funding sources such as the Growth & New reserve and cost recoveries from York Region.

The Town's 2024 10-year plan includes multiple capital projects in support of the ATMP but is not complete. Should Council approve the ATMP, all of its identified initiatives and individual projects will be presented to Council for its review and approval when appropriate as part of the Capital Budget process.

Communications Considerations

A Notice of Completion will be issued once the ATMP is adopted by Council. At this time, it will be placed on the public record for a 30-day review period.

Climate Change Considerations

Please refer to Staff Report No. PDS24-013.

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

This report is supplementary to Staff Report No. PDS24-013 – Active Transportation Master Plan Draft Report Presentation (Attachment 2) that was presented to Council at the March 5, 2024, Committee of the Whole meeting. With Council's endorsement, which is sought through this report, the proposed active transportation facilities will be included as part of the future Capital Budget Planning processes for implementation.

Attachments

Attachment 1: Active Transportation Master Plan Final Report

Attachment 2: Staff Report No. PDS24-013 – Active Transportation Master Plan Draft Report Presentation

Previous Reports

PDS23-052, Memorandum Active Transportation Master Plan Status Update, April 26, 2023;

PDS24-001, Memorandum Active Transportation Master Plan Draft Report Presentation, January 24, 2024; and,

PDS24-013, Active Transportation Master Plan Draft Report Presentation, March 5, 2024.

Pre-submission Review

Agenda Management Team review on April 18, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer