

Bill 33

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 33-2010

A BY-LAW TO PROVIDE FOR THE ADOPTION OF  
AMENDMENT 5-2009 TO THE OFFICIAL PLAN  
FOR THE NIAGARA PLANNING AREA  
TO PROVIDE REVISED BICYCLE TRANSPORTATION OBJECTIVES,  
POLICIES AND MAPPING

WHEREAS it is deemed expedient to further amend the Official Plan heretofore adopted by Regional Council for the Niagara Planning Area,

THEREFORE the Council of the Regional Municipality of Niagara enacts as follows:

1. That the text and map attached hereto are hereby approved as Amendment 5-2009 to the Official Plan for the Niagara Planning Area.
2. That the Regional Clerk is hereby authorized and directed to give notice of Council's adoption in accordance with Section 17(23) of the ***Planning Act***.
3. That this By-law shall come into force and take effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA

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(Peter Partington, Regional Chair)

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(Kevin Bain, Regional Clerk)

Passed: March 5, 2010

**AMENDMENT 5-2009 TO THE  
OFFICIAL PLAN FOR THE  
NIAGARA PLANNING AREA**

The Official Plan for the Niagara Planning Area is amended to include the following text and map identified as Schedule A which replaces the current text and map found in Section 9.F:

**SECTION NINE                      TRANSPORTATION**

**9.F      Bicycling**

The Niagara Region is committed to meeting the needs of cyclists as part of an overall strategy for transportation, active living, environmental sustainability, improved quality of life, energy conservation, tourism and land use management. This direction is supported by both National and Provincial policies such as Smart Growth initiatives, the Federal Gas Tax Fund, the **Planning Act**, the Provincial Policy Statement, and the Places to Grow Plan.

The Provincial Growth Plan contains policy directives that support and facilitate bicycle transportation in community planning. It calls for the creation of “complete communities”, a term that acknowledges the desire to provide residents with options for where and how they choose to live, work and play. The Plan also calls for the development of communities of the future that are more compact, transit friendly and pedestrian/cycling oriented. In addition, a key objective is to reduce traffic gridlock by improving access to a greater range of transportation choices. Bicycling is an important transportation option in the above context leading to positive, mutually supportive change.

The Niagara Region has demonstrated this commitment for cycling by:

- Preparing and adopting the Regional Niagara Bikeways Master Plan (August 2003) and its predecessor, the Regional Niagara Bicycling Study (1995);
- Forming the Regional Niagara Bicycling Committee to advise Regional Council on matters related to cycling;
- Developing and maintaining 255 lane kilometres of cycling facilities as of 2008;
- Promoting Niagara as a cycling destination for tourists; and
- Informing and educating Regional residents about the benefits and safe practices of cycling.

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The following objectives and policies reflect the community's aspirations and priorities as well as the Regional commitment to ensure cycling is maintained as a legitimate and viable form of transportation.

### **Objectives for Bicycling**

- Objective 9.F.1** To encourage cycling in Niagara and work towards a bicycle-friendly environment as part of an active living/active transportation strategy that improves community health and enhances the overall quality of life.
- Objective 9.F.2** To promote safety and complimentary community behaviour through cycling education and enforcement initiatives.
- Objective 9.F.3** To recognize and support cycling as a legitimate and environmentally sustainable form of transportation for all trip purposes, utilitarian as well as recreation.
- Objective 9.F.4** To promote cycling as part of Niagara's tourism experience in partnership with the Niagara Economic Development Corporation, private/public sectors and other agencies (e.g. Wine Route Network connections and facilities, and Niagara Bike Train support).
- Objective 9.F.5** To continue to develop, support and evaluate on a five year basis, a region-wide on and off- road cycling network (as shown on the map entitled "Niagara Region Bicycle Network") and related infrastructure for a broad range of users and interests.
- Objective 9.F.6** To ensure the region-wide on and off-road cycling network is planned, designed, constructed, and maintained according to recognized standards **and/or guidelines**.
- Objective 9.F.7** To incorporate cycling considerations (e.g. supportive infrastructure, routes and modal connectivity) in the Region's policies, land use and transportation planning activities.
- Objective 9.F.8** To encourage and assist local municipalities:
- i) to incorporate and support cycling considerations (e.g. supportive infrastructure, routes, modal connectivity) and bicycle-friendly initiatives in municipal land use and transportation planning policies and activities.
  - ii) to develop bicycle facilities which connect with the region-wide on and off-road cycling network (e.g. Greater Niagara Circle Route).

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- Objective 9.F.9** To encourage and help ensure the integration of other cycling initiatives and facilities with the region-wide on and off-road cycling network including but not limited to the Waterfront Trail, the Greater Niagara Circle Route, the Trans Canada Trail and other networks outside of Niagara.
- Objective 9.F.10** To maximize the annual infrastructure improvements for cycling with the aim of completing the region-wide cycling network in a timely manner over the next 15 years.
- Objective 9.F.11** To inform and educate the travelling public about being both respectful and sensitive to the needs of farmers carrying out normal farm practices in agricultural and rural areas (e.g. slow moving farm vehicles on roadsides, farm spraying operations, bird bangers, etc.).

## Policies

The Niagara Region will:

### Policy 9.F.1

Continue to maintain, support, encourage and fund the activities of the Regional Niagara Bicycling Committee:

- i) as an advisory sub-committee of the Integrated Community Planning and Public Works Committee with membership consisting of political, public, interest groups, appropriate agencies and Regional staff representation;
- ii) as a forum providing for public and agency input into Provincial, Regional and local cycling decisions in areas such as policy development, bikeway network development, cycling education, safety, promotion/encouragement, enforcement; and
- iii) to undertake tasks related to the above Objectives.

**Policy 9.F.2** Ensure timely implementation, monitoring and updating of the overall Bicycling Network shown on the map titled “Niagara Region Bicycle Network” where it follows Regional, municipal and other on and off-road routes, and facilitate implementation elsewhere, with continuous and safe linkages through the Niagara Region’s Capital Works programs and related programs of other agencies and partnerships (i.e. Waterfront Regeneration Trust, Niagara Parks Commission, Ministry of Transportation, International Bridge Authorities, Railways, Transport Canada and other jurisdictions).

**Policy 9.F.3** Where the Niagara Region Bicycling Network is proposed on a local municipal road, the Regional Municipality will be responsible for funding of the bicycling facility, subject to annual review, prioritization, funding limits and Regional Council approval. If these funds are not available, the local municipality is encouraged to seek other funding for the bicycle facilities and if unsuccessful may proceed with capital works without the bicycling facility.

**Policy 9.F.4**

- i) Provide the Regional Niagara Bicycling Committee with the approved annual Regional roads rehabilitation and construction program as well as the capital works program for sewer and water works to examine and to provide recommendations on bicycling-related works subject to overall considerations (e.g. budgetary, stakeholder, property) identified by the Niagara Region Integrated Community Planning and Public Works Committee.
- ii) Where the approved capital works program identifies sewer and / or water works or road construction or rehabilitation on urban Regional roads not identified on the Bicycling Network; and where such roads serve, in whole or part, to support and facilitate connections or linkages to the Bicycle Network; Regional Council may consider providing bicycle routes and facilities as part of any infrastructure development or improvements on those roads after assessing the economic, social and environmental implications of the project.

- Policy 9.F.5** Minimize the risk to pedestrians, cyclists and motorists by adopting provincially and/or nationally recognized engineering standards as guidelines to assist in the planning, design, maintenance and operations of safe bicycle facilities on the Bicycling Network. Prior to the design and construction of a bikeway or facility, safety and operational matters, including agency and utility requirements, will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass. The impact of adjacent agricultural operations on cyclists and impacts from cyclists on adjacent agricultural operations and infrastructure also will be considered. Off the Bicycling Network, the current practice of providing an extra 0.5 to 1.5 metres of paved shoulder along Regional roads will be continued where possible.
- Policy 9.F.6** Co-ordinate and promote the development and connectivity of the Niagara Region Bicycling Network with local and adjacent municipalities other agencies and other modes of transportation. Furthermore, request these jurisdictions to plan and develop their own supportive policies and bicycle infrastructure through planning documents and associated capital works programs.
- Policy 9.F.7** Support and assist in the protection of abandoned rail and other linear corridors for off-road trails; and recommend that local municipalities and other stakeholders consider various means to protect and/or acquire such corridors. Off-road trail facilities are completely separate from the travelled portion of a roadway with surface treatments that may vary according to the needs of recreational or utilitarian cyclists.
- Policy 9.F.8** Request minimum provisions for safe and secure bicycle parking and end-of-trip change facilities in high activity areas, such as work places and public facilities in Regional and local policies and regulations.
- Policy 9.F.9** Local municipalities are strongly encouraged to integrate bicycling and transit for utilitarian and recreational purposes by allowing users to access both modes of transportation through intermodal opportunities. Some strategies that might be considered include: allowing bicycles on transit vehicles during off-peak periods, bicycle racks on buses, bicycle lockers at major transit stops, and sheltered/secure bicycle parking facilities at public and institutional workplaces and for bike and ride recreation trips.

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**Policy 9.F.10** Recognize that cycling facilities located on private property will only remain open with the approval of the property owner.

**Policy 9.F.11** Support the promotion and delivery of cycling tourism in the region (e.g. Niagara Bike Train, Wine Route network connections and facilities, route signage strategy, mapping and web site), as well as educational activities and initiatives designed to improve cyclists' and motorists' skills and safety. This also will include information that addresses sharing the road with agricultural vehicles and the need to recognize normal farm practices in the agricultural areas.

**Policy 9.F.12** Require all proposed developments and infrastructure undertakings at the environmental assessment and planning approval stages, to provide facilities for cycling, including extensions and improvements to the bikeway network in keeping with the provisions of this Policy Plan and the Regional Niagara Bikeways Master Plan, where feasible. In particular, public sector projects will be expected to show leadership by incorporating facilities and infrastructure for bicycling in their planning and design decisions. Local municipalities are encouraged to include in their planning documents development standards, and implementation tools and incentives, to secure bicycling infrastructure and facilities.

