



**Table 4-1:
Town of Markham
Cycling Master Plan (2007)
Implementation Priorities
and Associated Costs
Phase II**

Component	Facility	Jurisdiction	Cost / Km	Short Term (2007-2012)			Long Term (2013-2022)			Ultimate (2007-2022)		
				Distance (Km)	(%)	Estimated Cost	Distance (Km)	(%)	Estimated Cost	Distance (Km)	(%)	Estimated Cost
Cycling Network	Signed Bike Routes ¹	Town of Markham	\$1,650	57.13	88.4%	\$94,259	4.26	100.0%	\$7,034	61.39	89.1%	\$101,294
		Region of York	\$1,650	7.53	11.6%	\$12,425	0.00	0.0%	\$0	7.53	10.9%	\$12,425
		Total		64.66		\$106,685	4.26		\$7,034	68.92		\$113,719
	Bike Lanes ²	Town of Markham	\$10,000	9.45	32.3%	\$94,495	38.74	60.6%	\$387,433	48.19	51.7%	\$481,929
		Region of York	\$150,000	19.83	67.7%	\$2,419,665	25.23	39.4%	\$3,077,485	45.06	48.3%	\$5,497,150
		Total		29.28		\$2,514,160	63.97		\$3,464,918	93.25		\$5,979,078
	Paved Shoulder Bikeways ³	Town of Markham	\$55,000	1.99	15.2%	\$109,597	16.75	39.4%	\$921,319	18.74	33.7%	\$1,030,916
		Region of York	\$55,000	11.11	84.8%	\$611,277	25.75	60.6%	\$1,416,340	36.87	66.3%	\$2,027,617
		Total		13.11		\$720,874	42.50		\$2,337,659	55.61		\$3,058,533
	Multi - Use Trails ⁴	Town of Markham	\$110,000	5.48	34.1%	\$1,766,345	7.09	25.7%	\$3,028,284	12.56	28.8%	\$4,794,629
		Region of York	\$110,000	10.58	65.9%	\$0	20.44	74.3%	\$0	31.02	71.2%	\$0
		Total		16.06		\$1,766,345	27.53		\$3,028,284	43.59		\$4,794,629
	Multi - Use Trails (in Hydro Corridors/Parks)	Other ⁵	\$110,000	0.00		\$0	26.94		\$2,963,488	26.94		\$2,963,488
		Total										
	Operations and Programming Costs	CPAC	Town of Markham	\$25,000 / year			\$125,000			\$250,000		
Support Facilities		\$50,000 / year				\$250,000			\$500,000			\$750,000
Outreach		\$50,000 / year				\$250,000			\$500,000			\$750,000
Total					123.10	42.7%	\$5,733,064	165.21	57.3%	\$13,051,383	288.31	\$18,784,447



Summary Table

Jurisdiction	Cost (Phase II)			Total	(%)
	Short Term (2007-2012)	Long Term (2013-2022)			
Town of Markham	\$2,689,697	\$5,594,070		\$8,283,767	44.1%
Region of York	\$3,043,368	\$4,493,824		\$7,537,192	40.1%
Other ⁵	\$0	\$2,963,488		\$2,963,488	15.8%
Total	\$5,733,064	\$13,051,383		\$18,784,447	
(%)	30.5%	69.5%			

Notes:

- Does not include cost of widening curb lane. Wide curb lanes should be provided on all signed routes when and where feasible.
- Bike Lanes on Town roads are believed to have sufficient curb to curb road width to accommodate Bike Lanes. As a result, the unit cost assumes no widening (\$10,000).
Based on fieldwork, it is assumed that 80% of Regional roads that have Bike Lanes proposed will require widening.
Bike Lanes proposed on Regional Roads are expected to be implemented when the roads are scheduled for widening and part of the cost associated with widening is included in the unit cost.
The road portion of the project includes the cost to reconstruct sidewalks (where required) and curbs. The cycling portion of the project includes the cost to adjust catch basins, lead extensions, and driveway ramps.
- The unit cost for Paved Shoulder Bikeways assumes that there is sufficient shoulder width available to accommodate a 2.0 m paved shoulder, and assumes the cycling project pays for the additional granular base and asphalt beyond standard asphalt shouldering.
- Includes trails on boulevards in road rights - of - way only and not trails in hydro corridors / parks. Unit cost assumes a 3.0 m wide asphalt trail however, some locations will require a 4.0 m trail because of higher demand.
All costs associated with in-boulevard multi-use trails on Regional Roads have been assigned to the Town of Markham
- Assumed provincial cost of a multi-use trail adjacent to a new transit facility in the Highway 407/Hydro Corridor.

Other Notes:

- All unit costs are for two - way facilities (e.g. bike lanes on both sides of a road).
- Does not include the costs associated with potential structural changes to bridges or any other structures on the road on which a bike facility has been proposed (to be determined through detailed design).
- Includes costs for bike facilities being proposed on roads in new development areas.