



Welcome!

Grey County Cycling and Trails Master Plan
Public Open House
March 19, 2019 | 6:00 p.m. to 8:00 p.m.

WHAT IS A CYCLING AND TRAILS MASTER PLAN?

A long-term comprehensive plan to guide future planning and decision-making to enhance cycling and off-road (non-motorized) trail opportunities within the County and its local municipalities.

The Cycling and Trails Master Plan will identify improvements to infrastructure and programs that support commuter cycling, cycle tourism and non-motorized recreational trail use.

what it is...

- ▶ Long-term vision
- ▶ Flexible document
- ▶ Community building asset
- ▶ Communication tool
- ▶ Implementation guide
- ▶ Support for existing plans

what it is not...

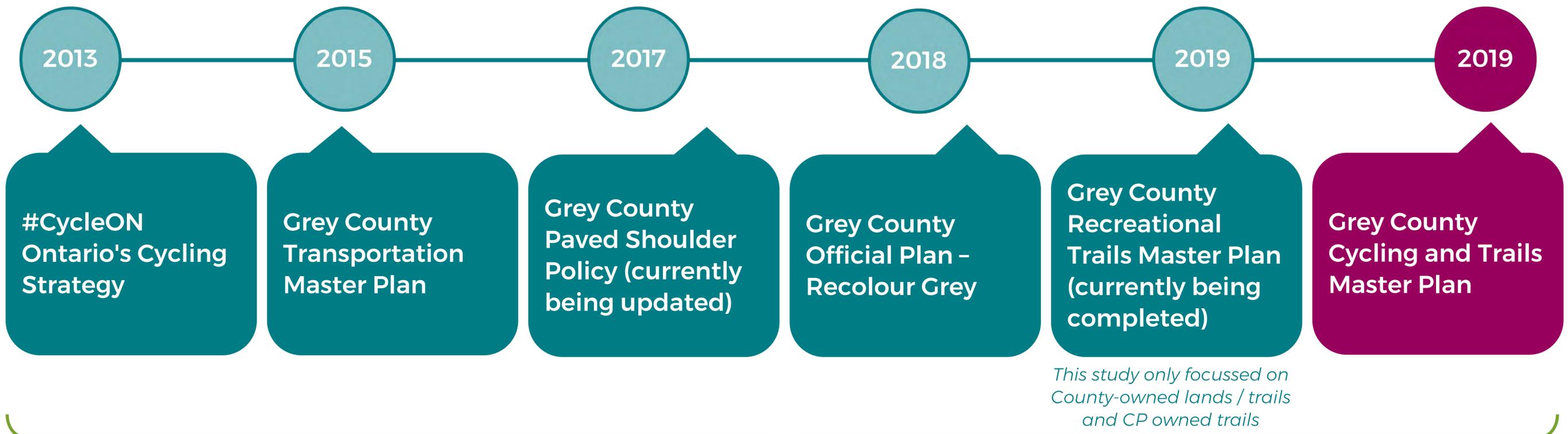
- ▶ Detailed or final design
- ▶ Authority to construct
- ▶ Prescriptive
- ▶ Requirement
- ▶ Financial commitment

Funding received from the Province's Ontario Municipal Commuter Cycling (OMCC) Program and Regional Tourism Organization 7 is supporting the development of the Grey County Cycling and Trails Master Plan

WHY DEVELOP A CYCLING AND TRAILS MASTER PLAN?

leverage existing policy...

Policy and recommended actions from past initiatives and projects undertaken at all levels of government have helped to set the foundation for the County's Cycling and Trails Master Plan.



informed by policies at all levels of government:



federal



provincial



county + local municipalities

WHY DEVELOP A CYCLING AND TRAILS MASTER PLAN?

achieve the future vision...

The plan is intended to help achieve the County's vision for cycling and trails:



We want your input!

“*Grey County with its nine local municipalities, surrounding regions and agency partners together support the development of a plan that identifies a **complete, continuous and connected** network of **high-quality cycling and trail routes** to accommodate varying user types of **all ages and abilities** (walkers, hikers, cyclists, skiers, equestrians, etc.), and opportunities to explore the County's natural landscape in a **safe and enjoyable** way all year-round.*

*The Cycling and Trails Master Plan aims to **enhance the quality of life** for County residents by providing low-cost access and options to engage in physical activity to **improve health** and **social well-being**. The plan is also intended to **improve opportunities for economic development** and **tourism** by situating Grey County as a leader of cycling and trails in Ontario by **connecting local municipalities, key destinations** and **surrounding regions**.*”

Please write your thoughts about the vision for cycling and trails in Grey County directly below:

WHY DEVELOP A CYCLING AND TRAILS MASTER PLAN?

The vision is supported by a set of **objectives...**

- 1 Design continuous and connected routes that are considered comfortable and safe for users of varying ages and abilities
- 2 Improve accessibility and inclusivity within the County's local municipalities and communities
- 3 Provide recreational, commuting and touring opportunities within the County, its local municipalities and to surrounding regions
- 4 Connect to areas of natural and cultural significance
- 5 Connect to major destinations, key services and surrounding regions
- 6 Identify tools, policies and programs to support year-round use of cycling and trails
- 7 Support local economic development and tourism initiatives
- 8 Support the development of clear, consistent and branded communications to enhance promotion and safety
- 9 Provide tools to guide future planning, design, implementation and operations of safe and comfortable infrastructure and meaningful programming

WHY DEVELOP A CYCLING AND TRAILS MASTER PLAN?

realize the benefits...

There are many benefits to investing in cycling and trails that can be realized by a community and its residents including:



 increased sense of community

 supports local tourism initiatives



 Increased mobility and independence

 increased protection of green spaces

 Reduced risk of chronic illness

benefit types:

 health

 social

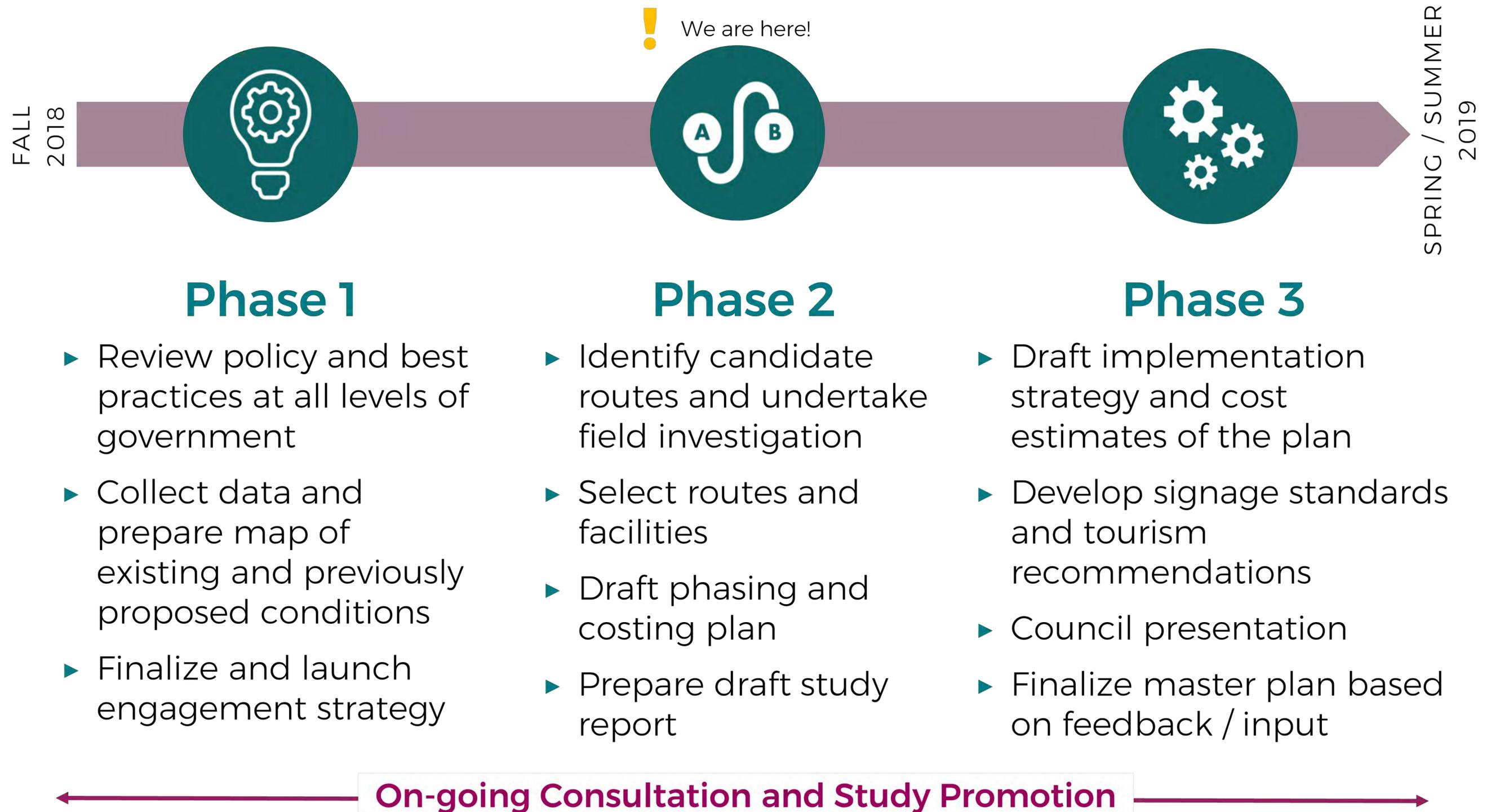
 environment

 community

 economic

HOW IS THE CYCLING AND TRAILS MASTER PLAN BEING DEVELOPED?

The plan is being developed using a three-step process:



WHO IS THE CYCLING AND TRAILS MASTER PLAN BEING DEVELOPED FOR?

The plan is being developed with specific considerations for:

pedestrians



cyclists



primary
user
groups

The plan will take into consideration other non-motorized users including:

mobility assisted users



seasonal users

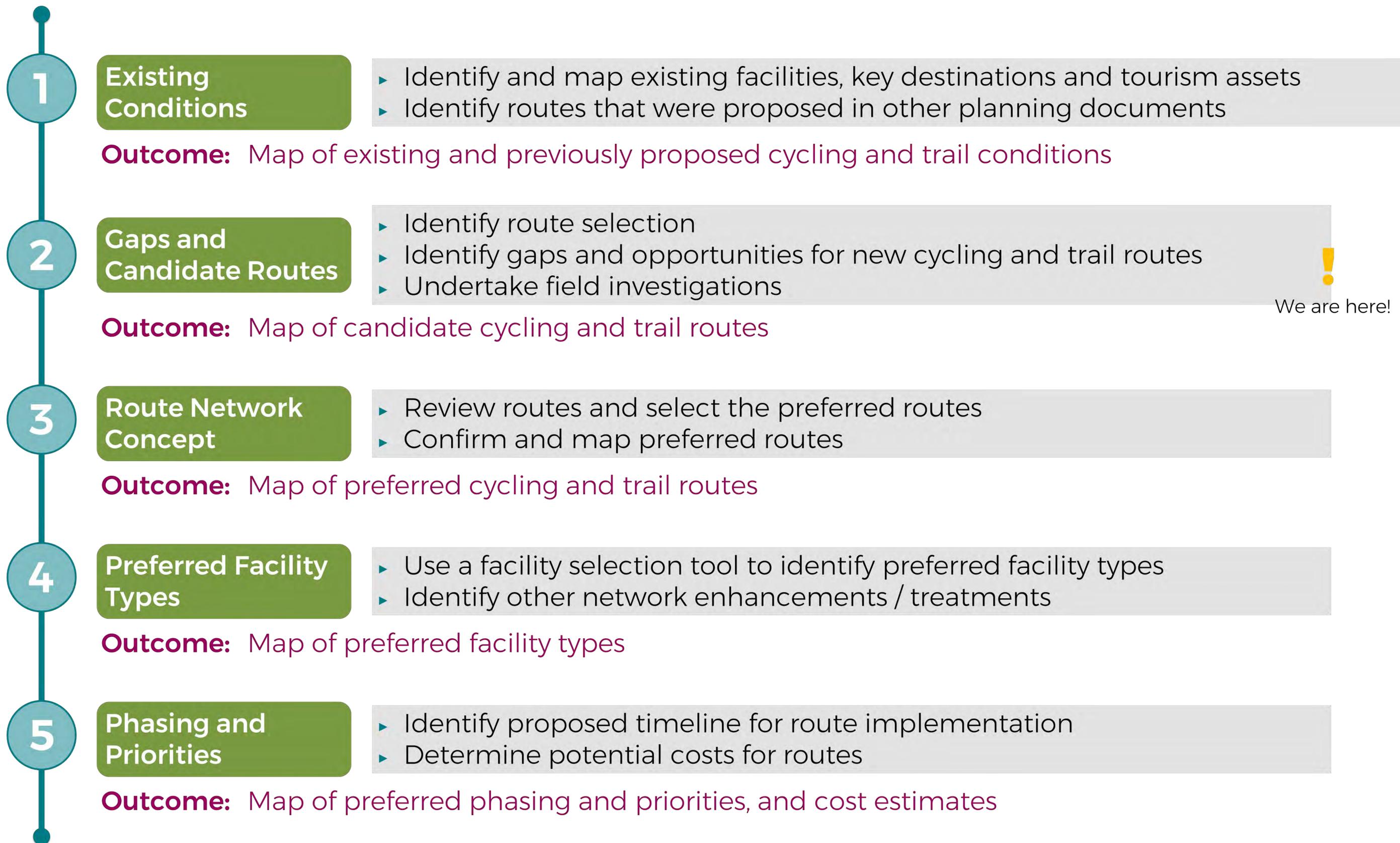


e-bikes



other user
groups

HOW IS THE CYCLING AND TRAILS NETWORK BEING DEVELOPED?



HOW IS THE CYCLING AND TRAILS NETWORK BEING DEVELOPED?

evaluating potential routes...

Use the coloured stickers to rank the criteria you consider most important when identifying routes:



High



Medium



Low



We want your input!

<p>1</p>	<p>Connectivity & Directness The route is continuous, connects to key destinations and allows users to travel both short and long distances throughout the County.</p>		<p>6</p> <p>Road Classification Design of an appropriate facility is feasible based on characteristics relative to the road class e.g. is it appropriate and feasible to achieve a separated facility on a County road.</p>	
<p>2</p>	<p>Access and Potential Use The route provides access to significant origins and destinations such as residential neighbourhoods, employment areas and recreational / leisure areas.</p>		<p>7</p> <p>Cost An appropriate facility type can be constructed cost-effectively, and the investment provides greater community benefits.</p>	
<p>3</p>	<p>Attractive and Aesthetic The route is scenic and provides users with an enriched experience which provides access to areas of natural and cultural significance.</p>		<p>8</p> <p>Attracting Future Users The route is interesting and will attract users to experience and enjoy it. The design of the facility creates an overall sense of interest.</p>	
<p>4</p>	<p>User Comfort and Safety The route minimizes the potential for conflict with other modes of travel (e.g. motor vehicles) and appeals to a broad range of users.</p>		<p>9</p> <p>Tourism The route provides access to major tourism destinations and supports local tourism initiatives.</p>	
<p>5</p>	<p>Environmental Impact The route and the recommended type of facility can be designed to avoid or minimize impacts on natural heritage features.</p>		<p>route selection criteria are used to help inform the selection of potential new routes that could form part of the preferred cycling and trails network.</p>	

WHAT ARE THE ELEMENTS OF CYCLING AND TRAILS MASTER PLAN



We want your input!

developing the plan...

Use the numbered stickers to rank (1 being the highest, 5 being the lowest) the criteria you consider most important when identifying routes:

	<p>Supportive Amenities</p> <p>Supportive amenities (such as bike parking, washrooms, benches, etc.) to help improve a user's sense of comfort and safety, and encourage more people to be active.</p>		<p>Maintenance</p> <p>Maintenance of on and off-road facilities to increase the lifespan of infrastructure and support user safety and comfort.</p>
	<p>Tourism Opportunities</p> <p>Opportunities to enhance local and regional tourism initiatives and assets that can be supported by cycling and trail routes and programs.</p>		<p>Signage and Wayfinding</p> <p>Consistent and branded signage can help promote and provide wayfinding guidance for users along a route.</p>
	<p>Education</p> <p>Initiatives to educate all users on the skills needed to safely engage in active forms of recreation and transportation, and to increase the knowledge related to cycling and trails in Grey County.</p>		<p>Performance Measures</p> <p>A set of metrics to help track progress and support investment in future cycling and trail projects.</p>
	<p>Promotion and Outreach</p> <p>Programs and initiatives to create community awareness and demonstrate the value of cycling and trails.</p>		<p>Land Use Planning</p> <p>Policies to and tools to ensure cycling and trail infrastructure are integrated into land development processes and included in future development areas.</p>
	<p>Infrastructure and Gaps</p> <p>A continuous and linked network that provides County-wide connectivity and access to local municipalities and communities.</p>		

SHAPING THE CYCLING AND TRAILS NETWORK



We want
your input!

The following maps illustrate the existing cycling routes and trails located within the County and potential routes which could form part of the preferred network.

We want your input on:

1. Candidate routes you agree or disagree with
2. Existing barriers that should be investigated
3. Opportunities for potential new cycling / trail routes
4. Routes that should be considered as a priority

You can also use the stickers provided to mark:

- ▶ Where you live, work, go to school or play in the County
- ▶ The location of your most frequented destinations within the County
- ▶ Existing trails you like to use in the County
- ▶ Existing routes you like to cycle on in the County



Map 1-1 Grey County

Existing and Candidate Cycling and Trail Conditions

Grey County Cycling and Trails Master Plan | Draft March 2019

Legend

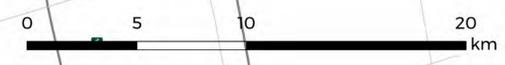
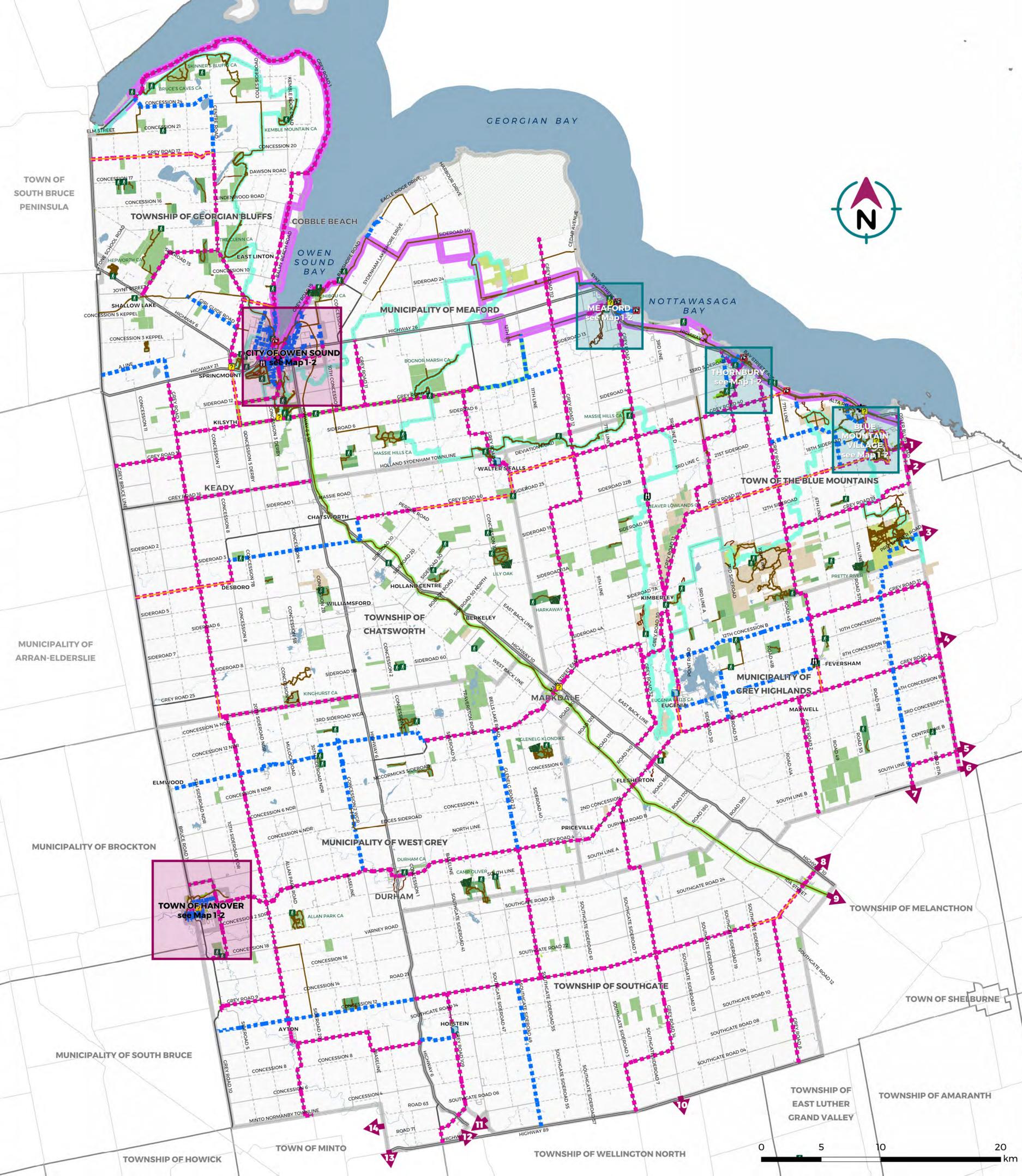
- Existing Facilities¹**
 - Off-Road Trail²
 - Paved Shoulders
- Candidate Routes**
 - Regional Connection
 - Municipal Connection
- Regional Trail Systems**
 - Bruce Trail
 - Great Lakes Waterfront Trail / Georgian Bay Cycling Route
 - Province-Wide Cycling Network³
- Key Destinations**
 - Beach
 - Bike Shop / Rental
 - Scenic Lookout
 - Waterfall
 - Tourist Information Centre
 - Trail Access Point (Parking)
 - County Forest Access Point
- Transportation Features**
 - Provincial Road
 - County Road
 - Municipal Road (Paved)
 - Municipal Road (Gravel)
 - Connection to Surrounding Municipality
- Land Use Features**
 - Provincial Park
 - Crown Land
 - County Forest
 - Conservation Authority Land
 - Municipal Park
 - Federal Land
 - Waterbody
 - Municipal Boundary

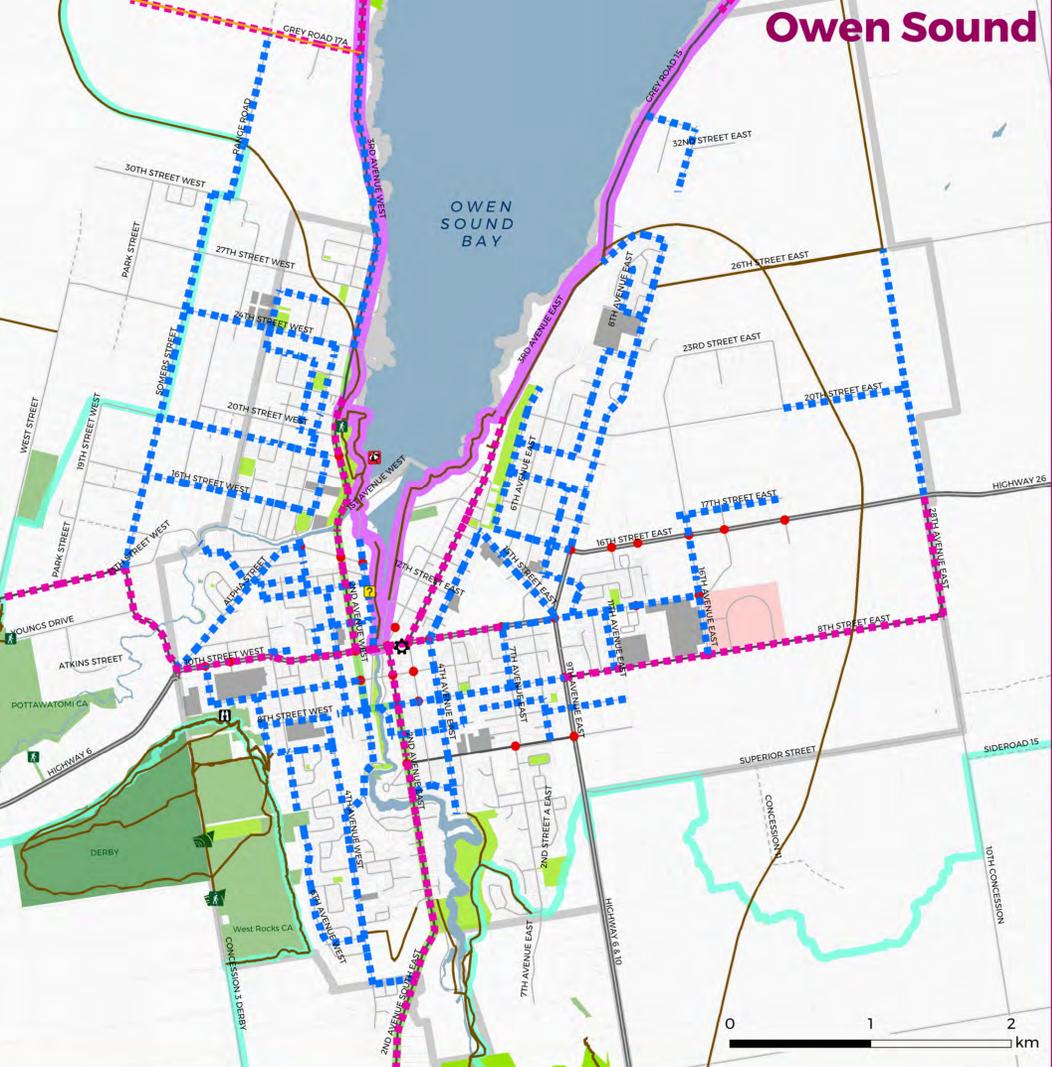
Notes:

- Includes information retrieved from Grey County, Grey County Open Data (www.maps.grey.ca), and Land Information Ontario (www.ontario.ca/page/land-information-ontario).
- Includes routes intended for multi-use purposes including walking, hiking, cycling, cross-country skiing and equestrian use.
- The CP Rail Trail follows the same alignment as the Province-wide Cycling Network from Dundalk to Grey Road 18. The CP Rail Trail continues from Grey Road 18 to East Bayshore Road in Owen Sound.

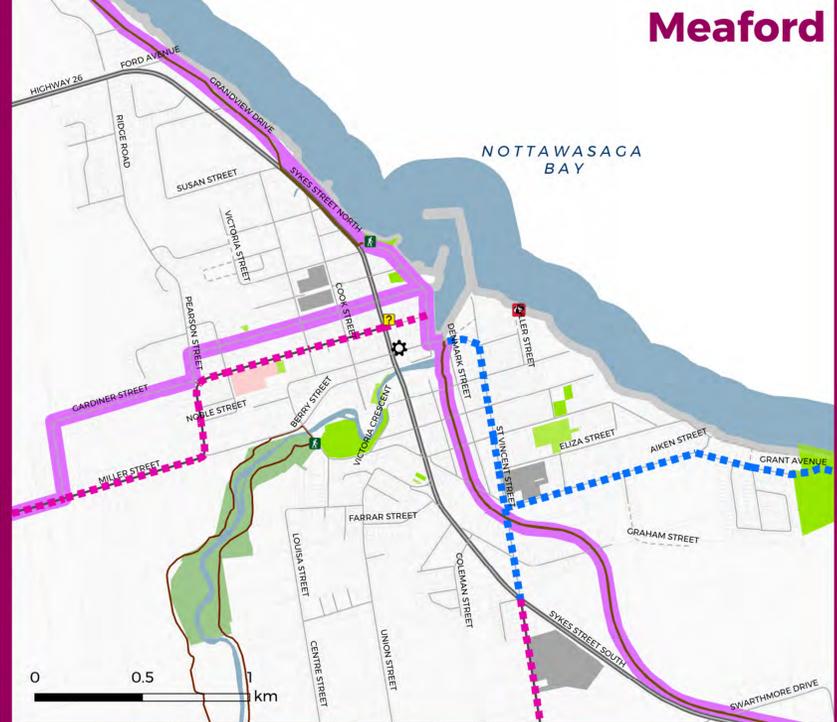
Connections to Surrounding Municipalities

- 1-6 proposed on-road route (Simcoe County TMP 2014)
- 7-8 proposed paved shoulder (Dufferin County AT Master Plan 2010)
- 9 proposed off-road trail (Dufferin County AT Master Plan 2010)
- 10-14 proposed signed bike route (Wellington AT Master Plan 2012)

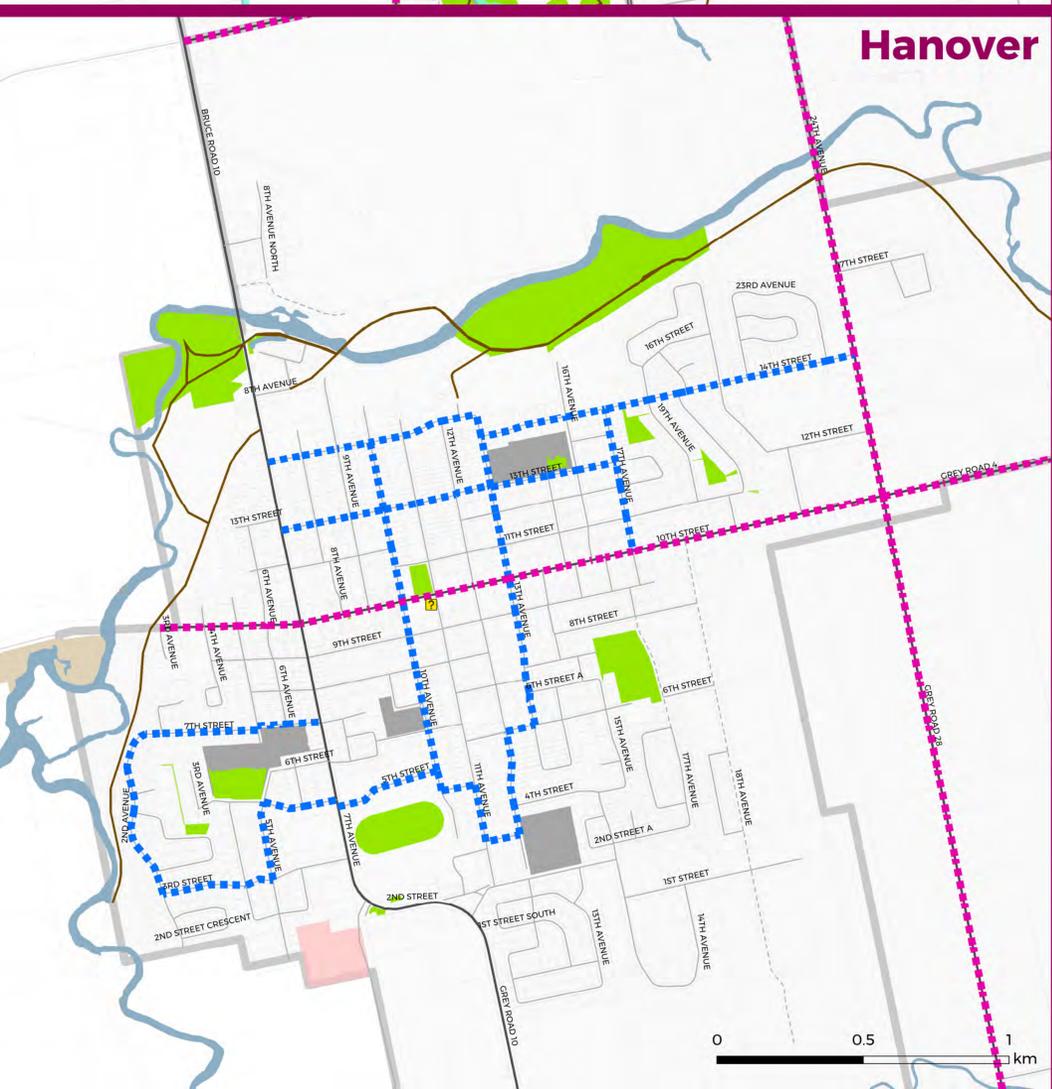




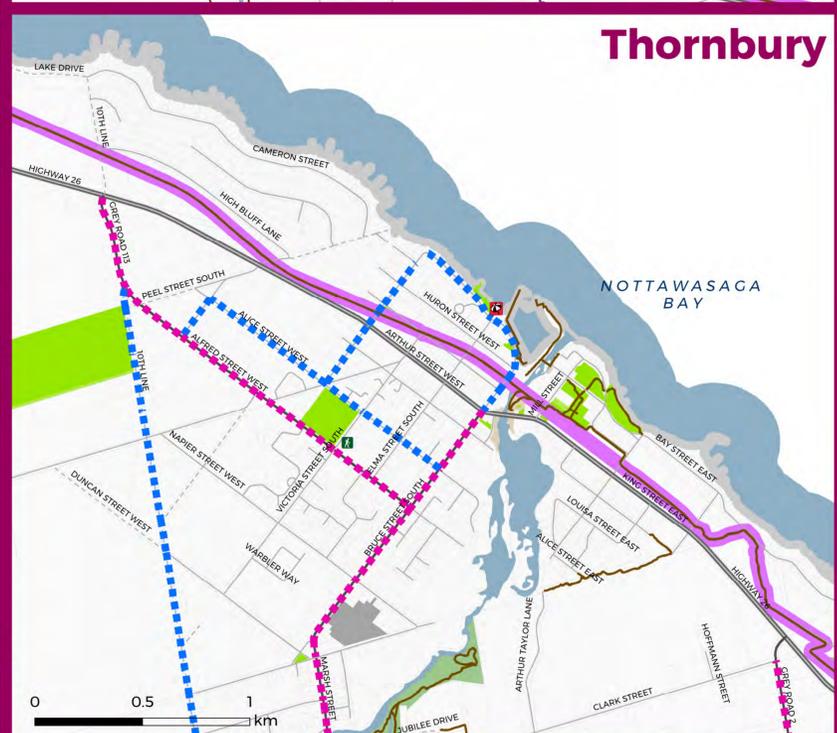
Owen Sound



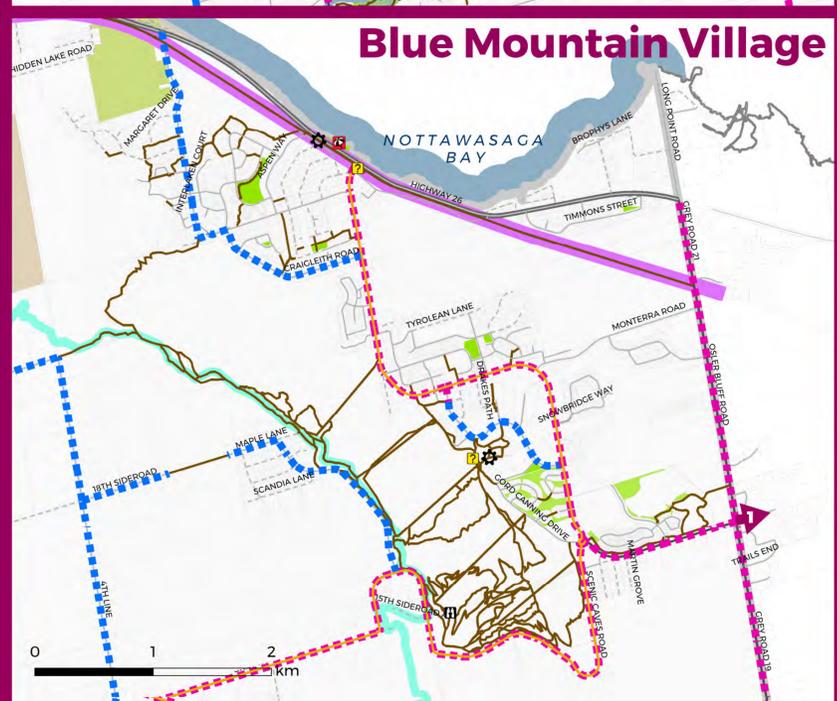
Meaford



Hanover



Thornbury



Blue Mountain Village

Map 1-2 Built-up Areas

Existing and Candidate Cycling and Trail Conditions

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Legend

- Existing Facilities**¹
 - Off-Road Trail²
 - Paved Shoulder
- Candidate Routes**
 - Regional Connection
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- Key Destinations**
 - 🏖 Beach
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 - 🏠 Scenic Lookout
 - 💧 Waterfall
 - 📄 Tourist Information Centre
 - 🚶 Trail Access Point (Parking)
 - 🌲 County Forest Access Point
- Transportation Features**
 - Provincial Road
 - County Road
 - Municipal Road (Paved)
 - Municipal Road (Gravel)
 - Traffic Signal
 - ➔ Connection to Surrounding Municipality
Refer to list below for description of connections
- Land Use Features**
 - 🌳 Provincial Park
 - 🏡 Crown Land
 - 🌲 County Forest
 - 🌳 Conservation Authority Land
 - 🌳 Municipal Park
 - 🏫 School
 - 🏥 Hospital
 - 💧 Waterbody
 - 🏠 Parcel Property
 - 🗺 Municipal Boundary

Notes:

1. Includes information retrieved from Grey County, Grey County Open Data (www.maps.grey.ca), and Land Information Ontario (www.ontario.ca/page/land-information-ontario).
2. Includes routes intended for multi-use purposes including walking, hiking, cycling, cross-country skiing and equestrian use.
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Connections to Surrounding Municipalities

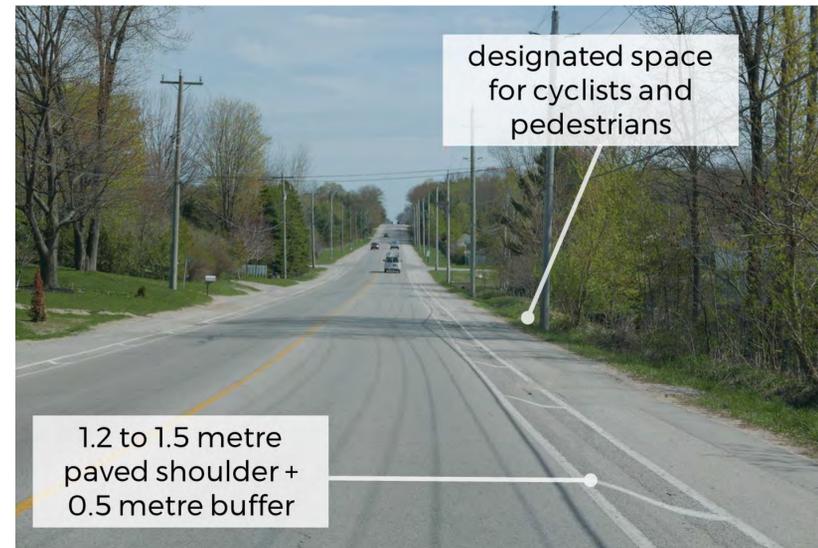
¹ proposed on-road route (Simcoe County TMP 2014)



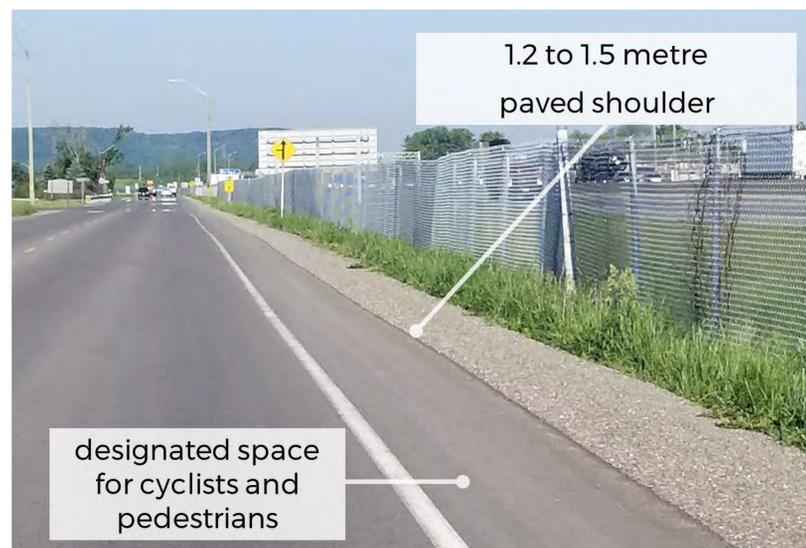
WHAT COULD THE CYCLING AND TRAILS NETWORK LOOK LIKE?

The following graphics provide a snapshot of different facility types that could be included as part of the County's cycling and non-motorized trails network:

buffered paved shoulder



paved shoulder



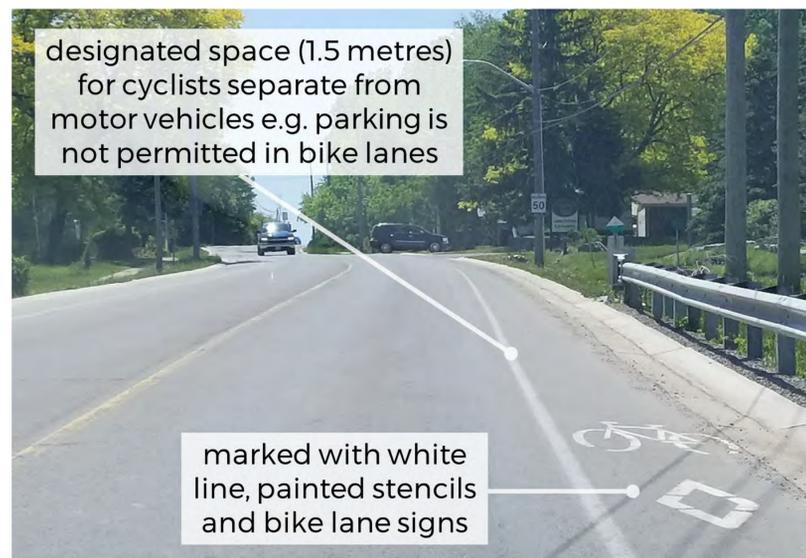
boulevard pathway



signed bike route



bike lane



off-road trail



NEXT STEPS

Technical plan

- 1 Summarize input received today
- 2 Confirm candidate routes
- 3 Investigate candidate routes in the field
- 4 Confirm candidate routes and preferred network
- 5 Select preferred facility types, phasing and priorities

How to stay involved



Stay tuned for study updates on the study webpage:
<https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>



Complete the online survey:
<https://greycyclingandtrails.metroquest.ca/>



Send an email or call a member of the study team

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