

# Appendix B - Consultation Summary

## Grey County Cycling and Trails Master Plan

Draft October 2020



Inside page of Appendix Cover



# Grey County Cycling and Trails Master Plan

## Notice of Study Commencement

### ABOUT THE PLAN...

Grey County is developing a long-term, comprehensive Cycling and Trails Master Plan to guide future planning and decision-making to enhance cycling and off-road trail opportunities within the County and its local municipalities. The plan is meant to be used by County staff, decision makers and community partners to support and provide direction for future investments in cycling and active transportation infrastructure by identifying a network and programs that supports commuter cycling, cycle tourism and non-motorized recreational trail use.

The County has retained WSP Canada Group Limited (WSP) to support the development of the Cycling and Trails Master Plan. The plan will incorporate previous work completed by the County and its partners including on-going projects such as the Recreational Trails Strategy. The plan will be developed using a three-phased process and is expected to be completed by Spring 2019.



Over the course of the study, the County will consult and engage with members of the public, businesses, stakeholders and local municipal staff to help inform the development of the Cycling and Trails Master Plan. Your input will be used to shape the outcomes, strategies and the recommended cycling and trails network contained in the plan.

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

# Grey County Cycling and Trails Master Plan

## Notice of Study Commencement

### HOW TO GET INVOLVED...

There are a number of ways that you can get involved. The following are some of the ways that you can provide your input over the course of the study:

- ▶ Visit the project website for information about the study and about cycling and trails in Grey County:  
<https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>
- ▶ Attend public events and provide your input. Check the project website regularly for updates on dates and times of events.
- ▶ Email or contact one of the study team representatives – please use their contact information below:

**Bryan Plumstead**  
Manager of Tourism  
Grey County  
519-376-3365 ext. 6110  
[bplumstead@visitgrey.ca](mailto:bplumstead@visitgrey.ca)

**Cristina Valente**  
Senior Project Planner  
WSP  
647-730-7154  
[cristina.valente@wsp.com](mailto:cristina.valente@wsp.com)

For additional information and updates visit the project website. If you require this information in an alternate format please contact the County representative noted above.



**Get Active, Your Way!**  
Grey County Cycling and Trails Master Plan

## Grey County Cycling and Trails Master Plan Stakeholder Workshop #1

Dear Stakeholders,

Grey County is developing a long-term, comprehensive plan to guide future planning and decision-making to enhance cycling and trail opportunities within the County and its local municipalities. In October 2018, the County retained WSP to work with County staff and various stakeholders to develop a plan that will identify opportunities and help prioritize future cycling and trail infrastructure and programs.

The plan is meant to be used by County staff, decision makers and community partners to support and provide direction for future investments in cycling and trails by identifying a network and programs that supports commuter cycling, cycle tourism and recreational trail use. A key component of the study process is a comprehensive consultation and engagement program which aims to gather input from local stakeholders, residents and decision makers – including yourself.

You have been identified as a key stakeholder whose input will help to shape the Grey County Cycling and Trails Master. It is your input which will help to inform the recommendations and strategies identified within the plan. As such, we would like to extend this invitation to you to participate in a two-hour workshop to:

- a. Discuss the existing conditions and context of cycling and trails in the County and its local municipalities;
- b. Identify existing barriers and gaps for cyclists and trail users as well as potential linkages that should be further explored through this study;
- c. Discuss opportunities and challenges associated with the promotion and outreach of cycling and trails in Grey County.

The workshop is scheduled to be held on **Thursday, December 6<sup>th</sup>** between **1:30 p.m. and 4:30 p.m.** It will be held at the **Grey County Administration Building** located at **95 9<sup>th</sup> Avenue East in Owen Sound.**



If you do not feel that you are the appropriate person to attend this meeting, we would ask that you email the team and identify someone who you think would be better suited for this workshop and ongoing discussions about cycling and trails in Grey County.

In addition to the stakeholder workshop, we have also launched a project website which contains more detailed information on the Grey County Cycling and Trails Master Plan. You can access the website using the following link: <https://www.grey.ca/programs-initiatives>

We look forward to working with you over the course of the study. Please do not hesitate to contact either of the undersigned below should you have additional questions about the workshop or the Cycling and Trails Master Plan.

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# Grey County Cycling and Trails Master Plan Stakeholder Workshop #1

## Workshop Details

Venue: Discovery Room (Council Chambers), Grey County Administration Building, 595 9th Ave. East, Owen Sound  
Date: Thursday December 6th, 2018  
Time: 1:30 p.m. to 4:30 p.m.

## Workshop Purpose

This workshop provides an opportunity for County staff and the consultant team to meet representatives from local municipalities, technical agencies and stakeholder groups who will be responsible for the planning, design, implementation and operations of cycling and trails infrastructure and programming in Grey County.

## Workshop Objectives

The objectives of this workshop will be to:

- ▶ Inform attendees on the study purpose, process and intended outcomes of the Cycling and Trails Master Plan;
- ▶ Engage with attendees and develop a better understanding of existing barriers and constraints for cycling and trails in Grey County;
- ▶ Engage with attendees and develop a better understanding of potential opportunities for new cycling and trail linkages in Grey County; and
- ▶ Engage with attendees and identify potential partnerships that could be explored through the development and implementation of the Cycling and Trails Master Plan.

## Workshop Agenda

Time	Topic	Role
1:30 - 1:40 p.m.	<b>Welcome and Introductions</b> County staff, WSP and Share the Road will provide welcoming remarks and attendees will be asked to introduce themselves.	WSP to prepare and bring sign-in sheet.
1:40 - 2:00 p.m.	<b>Part #1: Study Context</b> A brief presentation will be given by the consultant team outlining the study scope, process and context of the Cycling and Trails Master Plan. The presentation will also provide an overview of the proposed engagement strategy which will be undertaken to inform the development of the plan.	WSP and Share the Road to prepare for and give the presentation.
2:00 - 2:30 p.m.	<b>Activity #1: The Future of Cycling and Trails in Grey County</b> The first activity will be used to gather attendees' input and thoughts on the values and objectives that should be addressed through the Cycling and Trails Master Plan. The intent of this activity is to collect feedback on guiding principles and key words that could form part of the County's vision and objectives for cycling and trails. Each attendee will be given a large cue card to write their input and feedback on. Justin Jones (Share the Road) will facilitate this activity.	WSP and Share the Road to prepare for and facilitate this activity.



## Workshop Agenda

Time	Topic	Role
2:30 – 2:40 p.m.	<b>Break</b>  WSP and Share the Road will use the break to collect the cue cards and organize them into categories / themes. The cue cards will be displayed on a wall (or foam core boards) for all attendees to see. WSP and Share the Road will incorporate the input received to create a draft vision statement. The vision statement will be typed into a PowerPoint file (laptop connected to the projector) so all attendees can view it following the break.	WSP and Share the Road to organize input and draft a vision statement.
2:40 – 3:15 p.m.	<b>Part #2: The Network</b>  Prior to the second presentation beginning, WSP and Share the Road will present a draft vision statement that builds upon the input received during activity #1. Attendees will be asked to provide their comments and suggested revisions, additions or deletions. This is anticipated to occur between 2:40 and 2:55 p.m. (15 minutes).  A second presentation will be given to outline the various components of developing the strategy including policy support, benefits, the intended outcomes, programming, the network development process and various components that could form part of the network.	WSP and Share the Road to present the draft vision statement.  WSP and Share the Road to prepare for and give the presentation.

## Workshop Agenda

Time	Topic	Role
3:15 p.m. – 4:20 p.m.	<p><b>Activity #2a: Opportunities and Challenges</b></p> <p>The second activity will be used to gather input on the existing gaps, barriers and potential opportunities for new cycling and trail linkages within the County and its local municipalities.</p> <p>The consultant team will bring maps illustrating the existing cycling and trail conditions. Attendees will be asked to provide their comments and feedback as it relates to:</p> <ul style="list-style-type: none"> <li>▶ Existing cycling and trail gaps;</li> <li>▶ Existing barriers or complex areas for cyclists, trail users and other active transportation users;</li> <li>▶ Opportunities for new routes that should be explored through the development of the study; and</li> <li>▶ Key destinations throughout the County that should be accessible by bike or foot.</li> </ul> <p><b>Activity #2b: Key Priorities</b></p> <p>Building upon the input from Activity #2a, attendees will be asked to provide their thoughts on:</p> <ul style="list-style-type: none"> <li>▶ Routes that should be considered for priority implementation e.g. routes that should be phased in the short term.</li> </ul>	<p>WSP to prepare the mapping and to provide all facilitation materials i.e. markers, dots, etc.</p> <p>One member of the team will be at each table to guide the group through the activity.</p>





## Workshop Agenda

Time	Time	Time
4:20 – 4:30 p.m.	<b>Closing Remarks and Next Steps</b> County staff, WSP and Share the Road to thank attendees for their participation and input. WSP and Share the Road to provide brief overview of next steps.	County staff, WSP and Share the Road to provide closing remarks.



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**Grey County**  
**Cycling & Trails Master Plan**

# Grey County Cycling & Trails Master Plan

## Stakeholder Workshop #1

Thursday, December 6<sup>th</sup>, 2018  
1:30 p.m. to 4:30 p.m.

# Stakeholder Workshop #1 Agenda

- 1**    **1:30 – 1:40 p.m.**    Welcome & Introductions
- 2**    **1:40 – 2:00 p.m.**    Part #1: Study Context
- 3**    **2:00 – 2:30 p.m.**    Activity #1: The Future of Cycling & Trails in Grey County
- 4**    **2:30 – 2:40 p.m.**    Break
- 5**    **2:40 – 3:15 p.m.**    Part #2: Developing a Cycling and Trails Strategy in Grey County
- 6**    **3:15 – 4:20 p.m.**    Activity #2: Opportunities, Challenges and Key Priorities
- 7**    **4:20 – 4:30 p.m.**    Closing Remarks & Next Steps



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**Cycling & Trails Master Plan**

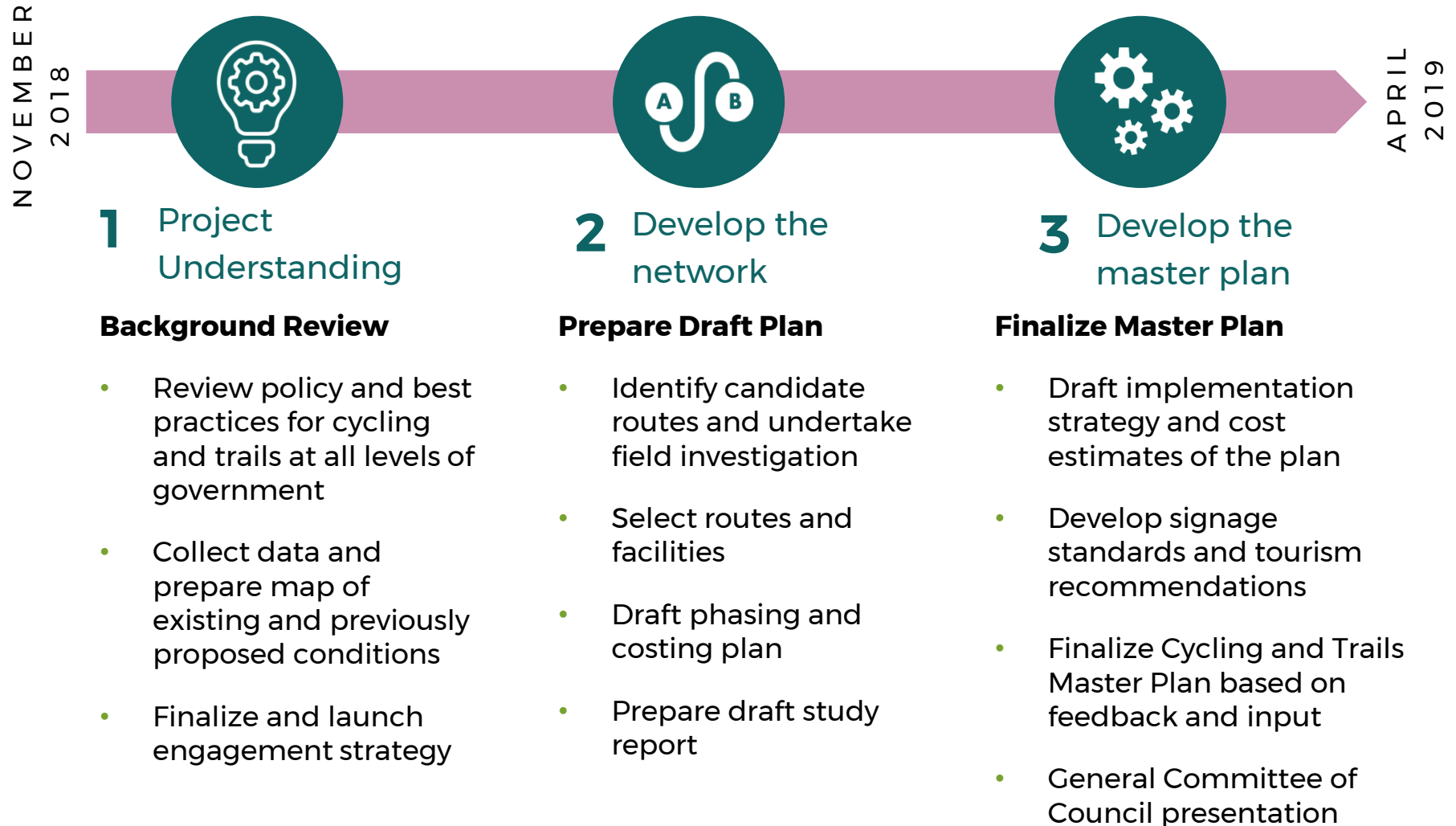
# Part #1

# Study Context



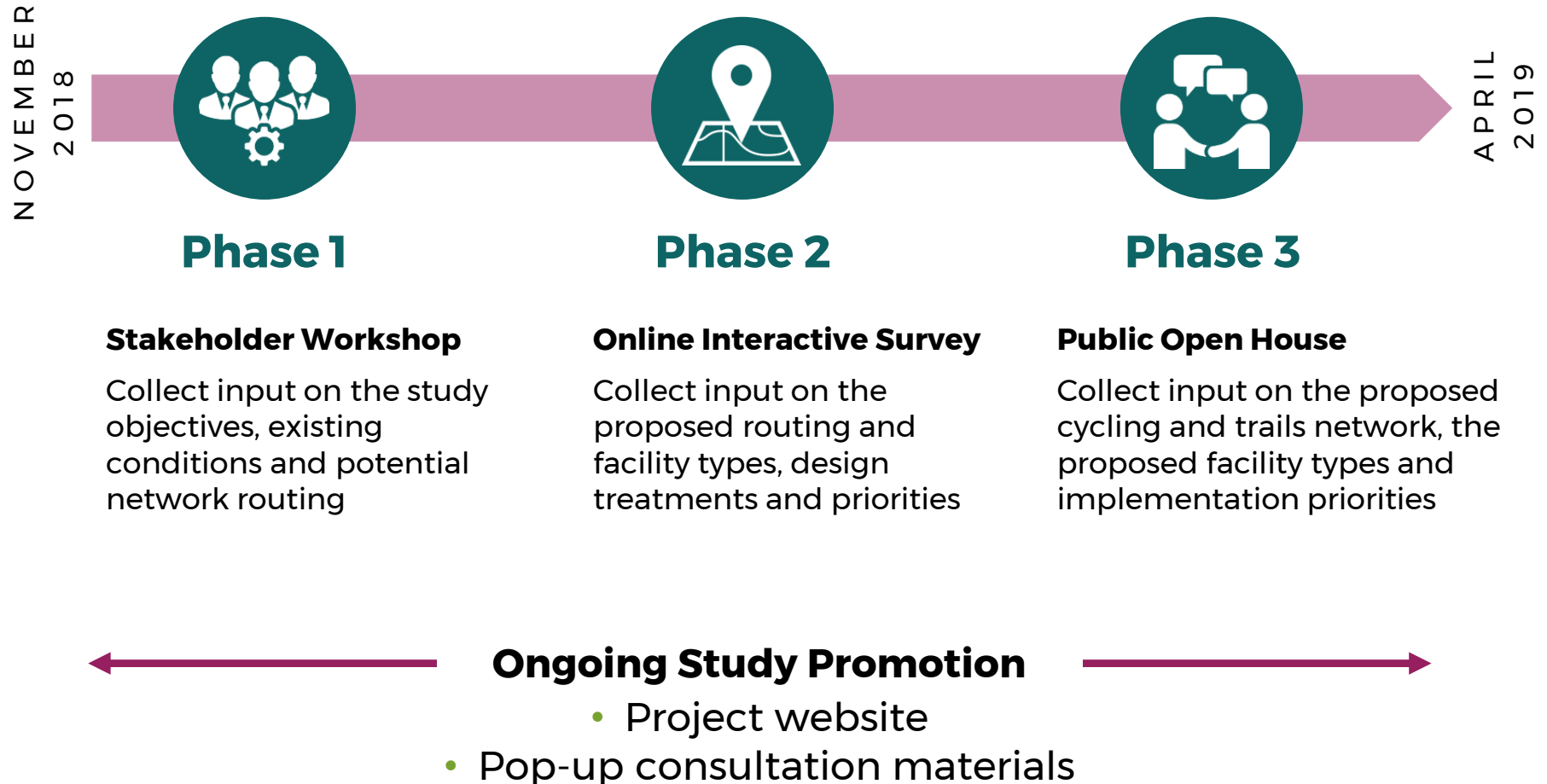
# Study Process

The Grey County Cycling and Trails Master Plan is being completed in three phases:

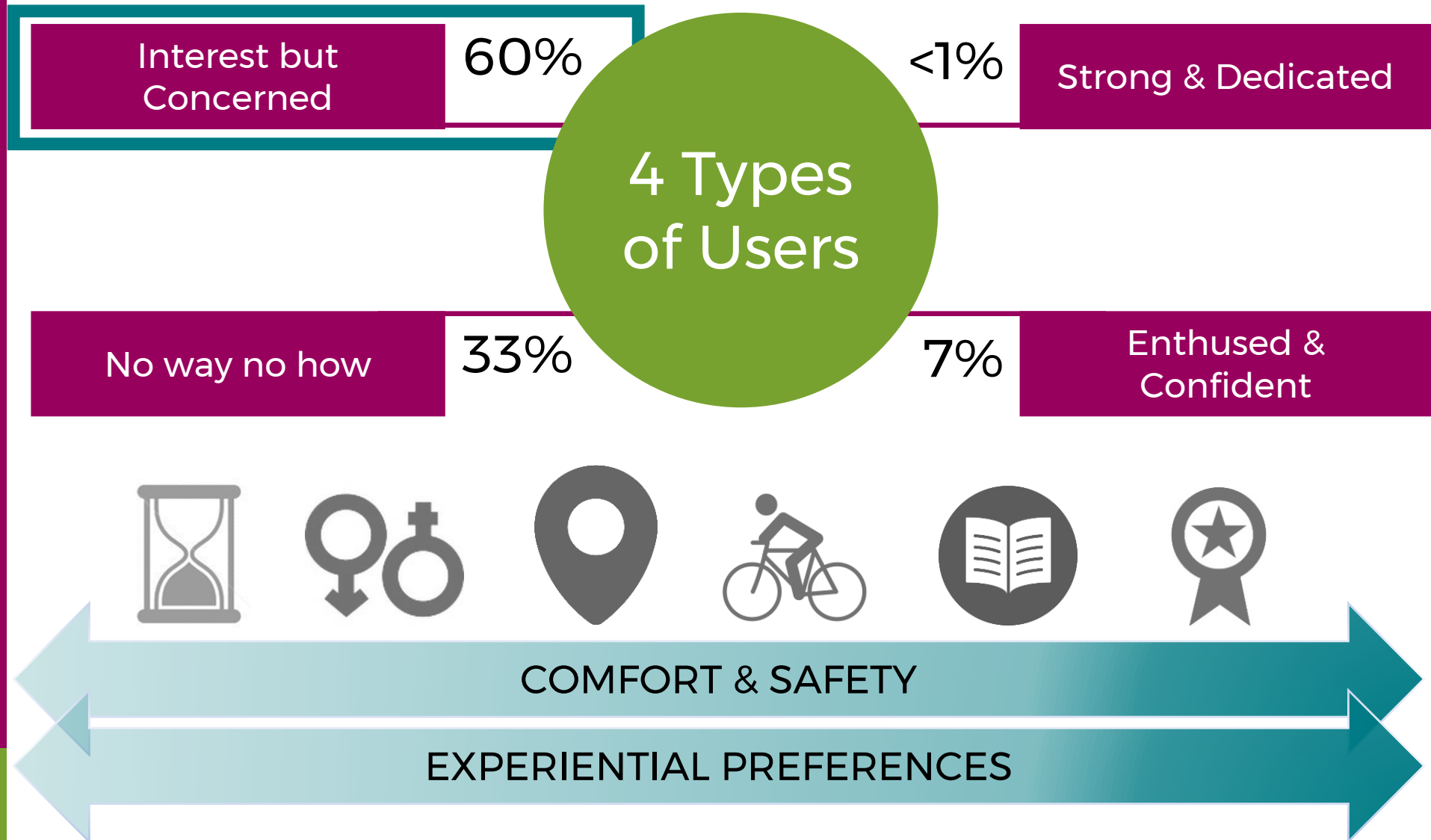


# How will we engage throughout the study?

There will be opportunities for engagement during each study phase:



# Who are the users?



# Grey County Study Goals

- 1** Provide County staff with tools to help guide decision making
- 2** To help rationalize and prioritize investment of cycling and trail infrastructure and programming
- 3** To identify a clear vision and a set of tools to help shape the future of cycling and trail use in Grey County
- 4** To enhance Grey County as a destination for cycling and trails
- 5** Provide a plan for a connected and continuous system of cycling and trail routes throughout the County and to enhance connections within the local municipalities



# Activity #1

## The future of cycling and trails in Grey County



Use the cards provided to identify key objectives and values that the plan should aim to address and / or achieve.

Examples of potential objectives could include:

- County-wide connectivity
- Comfort and safety
- Seeking new partnerships



# Draft Vision Statement

To be completed during the break and presented after to attendees.



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# **Part #2**

# **Developing a Cycling and Trails Strategy for Grey County**

# What is a Cycling and Trails Strategy?

## 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

# Why develop a Cycling and Trails Strategy?

Policies exist at all levels of government to support the planning, design, implementation and operations of cycling and trail infrastructure.



## FEDERAL

- Transport Canada
- Federation of Canadian Municipalities
- Canadian Physical Activity Guidelines



## PROVINCIAL

- Provincial Policy Statement
- Municipal Act
- Ontario Regulation 239/02 (Minimum Maintenance Standards For Municipal Highways)
- OTM Books 18 and 15
- Accessibility for Ontarians with Disabilities Act



## COUNTY

- Recolour Grey (Official Plan)
- Transportation Master Plan
- Paved Shoulder Policy
- Recreational Trails Master Plan



Local Municipal  
Plans and Policies

# What are the benefits?

The implementation and promotion of cycling and trails infrastructure can have individual and community-wide benefits.



## Economic

- Enhanced tourism
- Lower infrastructure costs
- Increased productivity



## Health

- Reduced obesity
- Reduced chronic illness
- Improved mental health



## Environmental

- Emission deductions
- Livability improvements
- Greenspace preservation



## Social

- Increased mobility for seniors and people with disabilities
- Increased job access for low-income populations



## Community

- Increased sense of “togetherness”
- More attractive urban space

# Elements of a successful strategy

There are a number of other aspects of a successful strategy that should be addressed with the goal of:

## What...

## How...

### Educating

The increase of knowledge and understanding of proper techniques, practices and opportunities related to cycling and trail use

- Use existing platforms (websites, social media) to distribute educational information
- Work with partners to undertake bike rodeos and CAN-BIKE courses

### Encouraging

Methods to influence behaviour change resulting in more people engaging in active forms of travel and recreation

- Host annual rides to highlight new cycling and trail infrastructure
- Implement amenities at key trailheads and destinations e.g. bike parking, benches, etc.

### Enforcing

Ensure pedestrian and cyclist safety by applying existing roadway laws and regulations

- Work with local OPP to undertake annual safety blitzes
- Work with local clubs to establish trail safety and stewardship programs

### Evaluating

Tools and techniques to measure how infrastructure and programs are being used and how well they achieve the desired outcomes

- Identify and implement a monitoring program to assess the impact of implementing new infrastructure / initiatives
- Invest in technology to support data collection

## Four E approach

Intended to support the **proposed trails and cycling network**



# How are we developing the network?

1

**Existing and previously proposed routes**

M

existing and previously planned routes

2

**Gaps and candidate routes**

M

proposed candidate routes

Field  
Investigations

Route Selection  
Criteria



I

staff input

3

**Route Network Concept**

M

recommended network concept

Step 1:  
Nomograph

Step 2:  
Context

Step 3:  
Input



I

public / stakeholder  
input

4

**Facility Types**

M

proposed facility types

Community  
Priorities

Capital  
Projects

Region / Prov.  
Priorities



I

staff input

5

**Phasing and Priorities**

M

proposed phasing and priorities

# Network Components

1

## Existing and previously proposed routes

Illustrate and understand what is currently on the ground and what has already been planned.



Local municipal routes



County routes



Provincial routes



Regionally significant routes

2

## Gaps and Candidate Routes

Identify potential routes in the rural and urban areas of the County and its local municipalities that could form part of the cycling and trails network.



Missing links



Connections to surrounding areas



Connections to key destinations



Unopened allowances + hydro corridors

# Network Components

3

## Network Concept

Identify route intents and systems that form the cycling and trails network.



Primary  
Commuting Spines



Secondary  
Recreational Links



Touring Loops

4

## Facility Types

Illustrate the proposed facility types for routes that are part of the cycling and trails network.



Shared



Designated



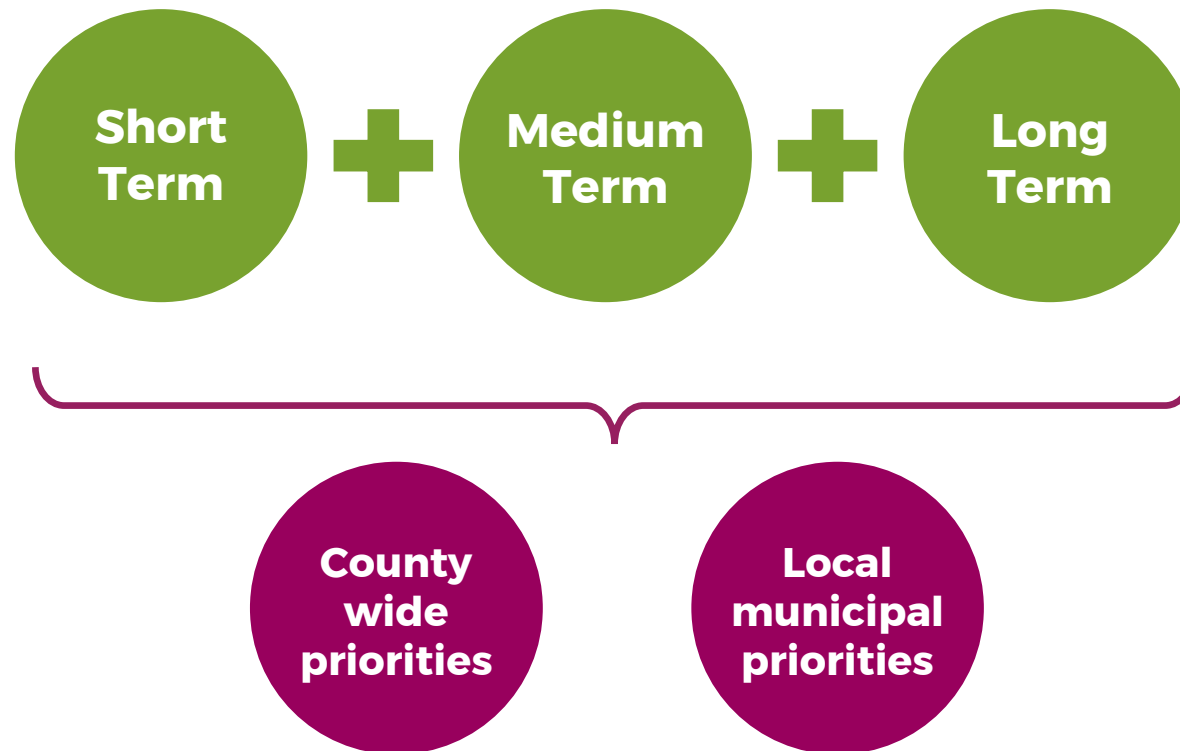
Separated  
*emphasis on trails*

# Network Components

5

## Phasing

Illustrate the recommended implementation timeline for each route.

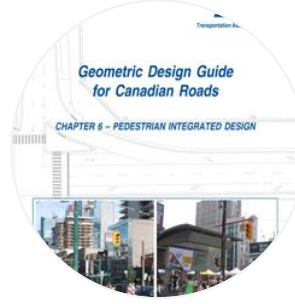


# What are the intended outcomes?



## Policy

Considerations for new policies or revisions to existing policies to support the on-going development of cycling and trails



## Resources

Design standards and best practices related to the planning, design, implementation and operations of cycling and trail infrastructure



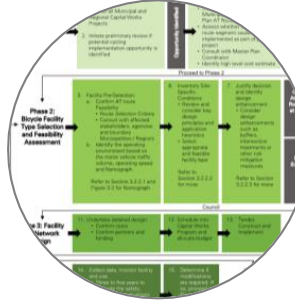
## Tools

Tools to assist with managing the implementation of the Cycling and Trails Strategy



## Priorities

Strategic phasing of cycling and trails infrastructure and programs



## Processes

Process to facilitate the planning and implementation of cycling and trail routes



**Grey County  
Cycling and Trails  
Master Plan**

## Activity #2a Opportunities & Challenges



Using the maps provided, please mark-up your input and feedback as it relates to:

- Existing cycling and trail gaps in Grey County;
- Existing barriers or complex areas for cyclists, trail users and other active transportation users;
- Opportunities for new routes that should be explored through the development of the study; and
- Key destinations throughout the County that should be accessible by bike or foot.



## Activity #2b Key Priorities

Building upon your input of key opportunities and gaps, please mark-up the maps with your thoughts on:

- Routes that should be considered for priority implementation e.g. routes that should be phased in short term.



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# Next Steps

## Technical plan

- 1 Summarize input received today
- 2 Map and review existing and previously planned routes
- 3 Identify route selection criteria and potential candidate routes
- 4 Investigate candidate routes in the field

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## 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>



Attend and provide your input at the Winter 2019 open house (see website for future dates)



Send an email or call a member of the study team

**Cristina Valente**

Senior Project Planner  
647-730-7154  
cristina.valente@wsp.com

## What is your vision for cycling and trails in Grey County?

- Fully accessible routes available in each municipality
- Connecting links that connect people to the places they want & need to go.
- Opportunities for everyone to get out & enjoy the natural beauty Grey County has to offer.
- Opportunities for people of all abilities to safely enjoy the natural beauty of Grey County, through a network of connected <sup>or non-connected</sup> routes in all communities.

## What is your vision for cycling and trails in Grey County?

- provide a network of continuous trails and cycling routes throughout the county that attract a variety of abilities that people may have;
- highlight a large array of attractions and a trail rating system;
- develop overnight rest areas to allow multi-day trips and overnight experiences;
- link local businesses to certain locations so that users know what services are available close by when they are on the trail or road;
- provide services at key locations that are heavily used such as parking, toilets, garbage facilities, and trail signage;

# What is your vision for cycling and trails in Grey County?

- \* CONNECTING COMMUNITIES
- \* INFORMATION @ TRAIL HEADS.
- \* IDENTIFIABLE TRAIL RATINGS.
- \* PARKING @ START POINTS.

## What is your vision for cycling and trails in Grey County?

- Plan that includes local points of interest and <sup>(facilities)</sup> uses that would promote our area.
  - include Historical interest
  - Camping - other routes than highway #10
  - Parking Points of entry



What is your vision for cycling and trails in Grey County?

PROVIDE SAFE, CONTINUOUS, INCLUSIVE TRAIL SYSTEMS FOR LOCAL RESIDENTS & TOURISTS TO EXPLORE THE REGION. DRIVE LESS ~~FOR~~  
**RIDE more!**

What is your vision for cycling and trails in Grey County?

- FUN & EASY TO UNDERSTAND
- COMFORTABLE TO TAKE PART IN
- SAFE & ~~AT~~ CONTINUITY WITH NEIGHBOURING REGIONS
- MULTI-LEVELS OF DIFFICULTY FOR ALL ABILITIES
- FUN! IS THE TOP OF LIST



# What is your vision for cycling and trails in Grey County?

- Thinking Beyond the Limits of Grey County.
- Cycle tourism comes to Grey from all sides  
users want connectivity through the county  
but also beyond.
- Comprehensive trail interfaces - kiosks, signage, virtual  
- surfaces, grades, traffic volume  
Information

# What is your vision for cycling and trails in Grey County?

- Effective communication to the public
- SAFE trail road crossings
- Complete network of "road cycling" routes
- Identify "cycling" type trails from hiking type trails
- Description of routes / trails - length / difficulty elevation climbs / descent
- Buy in from motoring public to sharing the road.
- Identify roads - paved, gravel etc, paved shoulder  
OVER

What is your vision for cycling and trails in Grey County?

A SAFE, COMPLETE & CONTINUOUS <sup>CYCLING</sup> NETWORK

THAT IS SUITABLE FOR ALL AGES & ABILITIES

- paved shoulders
- off major highways
- suitable for commuters, tourists & recreational riders

What is your vision for cycling and trails in Grey County?

DESIGN EMBEDDED IN COMPLETE STREET  
COMPONENTS

- designated space for all road users
- safe & accessible  $\Rightarrow$  drivers & cyclists show mutual respect

TRAILS dedicated to multiple users (hikers, cyclists, etc.)



## What is your vision for cycling and trails in Grey County?

- Diverse Regional wide cycling and trail routes that all level of users may use safely to their confidence level.
- All parts (communities) in the region are fully on board.
- market availability of routes.

"Saugen Bluffs" awesome.

## What is your vision for cycling and trails in Grey County?

- accessible to all.
- A cohesive look and feel to all the designated trails so people can confidently move from one area to the next knowing what to expect. (signage & ability)
- As much interconnection and partnerships across County's
- Inclusion of equine trail participation.
- County wide direction for liabilities / start up maintenance/

# What is your vision for cycling and trails in Grey County?

A system that is connected <sup>(linked)</sup> through Grey and member municipalities.

A safe, environment that's accessible, signed <sup>and</sup> that promotes active living while ~~and~~ connecting businesses, to ~~be~~ drive local tourism opportunities and partnerships.

- Coordinated
- maintenance?



# What is your vision for cycling and trails in Grey County?

A cycling and trails network connecting communities within grey county and building upon/enhancing/connecting to work done by its neighbours. By expanding in this way it can become a regional destination, as opposed to drive & ride only. The network is <sup>well-signed,</sup> ~~well~~ co promoted reciprocally by partners, well mapped and identifying challenging or "future-improvement" locations to inform its user group. There should be at least one focus path ~~of~~ ~~from~~ ~~of~~ with solid infrastructure or where priority improvements ~~are~~ are identified and where improvements are implementable within a reasonable timeframe. Route focus on community ~~connectivity~~ connectivity will give a great number of destinations to serve as pick-up/drop-off points. Locally, implement<sup>s</sup> and promote at least one smaller local loop within the network.

## What is your vision for cycling and trails in Grey County?

Grey County will develop cycling and trails infrastructure and programming that takes advantage of its varied natural landscape to:

- Promote improved physical & mental health among Grey County residents
- Promote enhanced economic activity through tourism based upon cycling and trails
- Maintaining the natural surroundings for future generations.

# What is your vision for cycling and trails in Grey County?

- A system that:
  - ① drives and promotes local tourism and recreational opportunities
  - ② Promotes healthy living
  - ③ Respects our local environment and provides responsible ~~the~~ engagement with the environment
  - ④ Clearly defined uses for each section of trail
  - ⑤ ~~the~~ Provides opportunities for partnership development and cross promotion.



# What is your vision for cycling and trails in Grey County?

A connected network of <sup>accessible</sup> trails for locals and tourists that are integrated into the trail network to the Regions ~~on~~ <sup>on</sup> ~~either~~ all sides.

Trail uses include hiking, cycling, x-country skiing, snowshoeing etc., equestrian, ATV, ~~vertical~~ trails (climbing)

Trail networks are safe for all ages and ~~graded~~ according to difficulty / use.

## What is your vision for cycling and trails in Grey County?

- A network that can be used by everybody (of all levels) + modes - sustainable funding.
- More trails off the roads.
- Trails that can be used for commuting.
- \*Who pays?\*

## What is your vision for cycling and trails in Grey County?

- Provide a complete, connected and continuous cycling and trail system to support a multitude of trail users and that provide opportunities for all age groups and abilities. that is economically sustainable, environmentally friendly and leads to improved overall health and wellness for Grey County residents and visitors



What is your vision for cycling and trails  
in Grey County?

A permanent, continuous  
off road ~~Bike~~ biking trail.

# What is your vision for cycling and trails in Grey County?

- micro trails / short-loops / variable loops
-

# What is your vision for cycling and trails in Grey County?

- safe (for different groups of hikers)
- secure, forever [not subject to landowner or gov't changes in support]
- world class design & maintenance
- ribbon of wilderness
- available to every hiker
- brings hikers in contact with beauty & other attractions of Grey County
- supported by different Grey County communities
- respected by non-hiker outdoor enthusiasts
- separate trails for different types of outdoor enthusiasts

## What is your vision for cycling and trails in Grey County?

- See development of Multi-use trails.
- Include ATVs and Snowmobiles
- Develop ~~Use~~ CP Rail Trail as tourist attraction including signage on trail, way finding signage to trail and to things near the trail, have parking for trail.
- Develop cycling system based degrees of difficulty



Steve Vanya - Collingwood Cycling Club

## What is your vision for cycling and trails in Grey County?

To understand what my idea is you should look up + research the story + success of the Kingdom Trails in Vermont. This community has become a major destination for 14be's from all over the North East of the continent. The idea is so successful that many communities in the States have copied it. So the idea is to make a large comprehensive mtn bike trail system so good + so large that people ~~will~~ come from miles around. We have a good start at 3 Stage but the best system would be a trail <sup>network</sup> ~~system~~ that would incorporate the escarpment from at least Devil's Glen (who would love this idea) all the way to Thornbury. A series of 'high quality' trails for an area that ~~fast~~ would be a huge attraction and draw millions of dollars. If you want proof, go to Kingdom Trails. The

# What is your vision for cycling and trails in Grey County?

Well connected communities across the County by a well signed and strongly promoted trail network.

Also, good collaboration with local municipalities + Council representatives.  
Gain full regional buy in + support.

Use the natural features of landscape + community.



## What is your vision for cycling and trails in Grey County?

A well connected, <sup>inclusive,</sup> safe, and accessible trail and cycling system that is:

- well mapped with interactive mapping options
- ~~well~~ signed and marked
- connects to local villages, amenities and attractions.
- Is continuous with opportunities for local loops
- celebrates the diverse landscapes of Grey County

- complete, continuous and connected routes (safety)
- local municipal connections
- connections to natural landscapes
- clearly communicated trail types and standards
- connect to services
- accessible + inclusive for all modes



- promote year-round use
- enhanced promotion + communication

→ enhance the quality of life → health + social

→ promote economic development through tourism

**Beaver Valley Club (BVC): Bruce Trail Conservancy (BTC)**

**Notes for Grey County Cycling and Trails Master Plan: Stakeholder Workshop #1**

- 1) Note prepared by Bob Hann (Director, Trail Development and Maintenance (TD&M), and John Burton (Zone Leader, TD&M)
- 2) Beaver Valley Club, one of 3 BTC clubs in Grey County (Others being: Blue Mountain Club and Sydenham Club)
- 3) Trails maintained in Grey County by Beaver Valley Club
  - a) ~150 k/m's of trail for hikers (NE part of GC—extending east from Blantyre)
  - b) Over lands owned or managed by govt agencies, private landowners and BTC itself
  - c) Maintained by team of over 60 volunteer trail captains, and another 20 volunteers who form special chainsaw, mechanized mowing, construction, resource management, ad hoc flying squads—plus the background planning, fund-raising and management needed to keep it all together—last year some 3,600 hours of volunteer time for TD&M trail maintenance
  - d) All trails open to any hikers (don't have to be a BTC member)
  - e) Open all four seasons—recent up-tick in winter hiking, snowshoeing, and x-country skiing
  - f) Run approx. 80 group hikes a year
  - g) Plus Major Hiking events
    - i) alternating End-to-End hike and Falling Water hike
    - ii) Next Sept, "Falling Waters Running Marathon" (80 people signed up in a few hours)
- 4) Priorities (next year)
  - a) BTC & Club—
    - i) To better secure the trail
  - b) BVC Club level
    - i) To beef up the special trail maintenance functions supporting the TC's
    - ii) Some reroutes and trail development due land acquisitions
    - iii) a few major projects (e.g. Hogg's Falls)
- 5) Challenges (hope this process will find a way to alleviate them)
  - a) Parking
    - i) Serious shortage, especially in winter/ dangerous
    - ii) Lack of snow plowing in winter (safety issue: esp Epping and Hogs)
  - b) Hygiene Sanitary Facilities/ porta potties
  - c) Multiple, lengthy and costly approvals for upgrades to trails
  - d) Co-ordination with needs and activities of other groups (e.g. snowmobilers, ATV's, cyclists, general public)
  - e) Road Safety (incl. speed limits and signage at trail crossings)
  - f) Finding volunteers to lead hikes

**The View from the South**  
**Considerations for the**  
**Grey County Cycling and Trails Master Plan**  
**Stakeholder Workshop #1 – Owen Sound**  
**December 6, 2018**

**Introduction**

The County of Grey is soliciting input to assist in the development of a Master Plan for the “planning, design, implementation and operations of cycling and trails infrastructure and programming” in the County.

The ideas presented in this brief paper are updates of comments originally made to the County relating to the development of a Transportation Master Plan a few years ago. The comments relate to the southern portion of the County (West Grey/Southgate), and are those generally endorsed by the Durham Cycling Group (DCG).

The DCG is a loosely organized group of road cyclists that meets in Durham two evenings a week from April to mid-October for group rides ranging from 40 – 60 km. Most rides have from 6-10 riders, and the core group consists 15-20 females and males, ranging in age from 35 – 83. Some members of the DCG also get together on a less regular basis for longer weekend rides of 80 – 120 km, and ride/train on their own at other times during the week.

The DCG is a road cycling group, although individual members also ride mountain bikes (usually rugged trails), gravel/cyclocross bikes (gravel roads, rail trails) and hybrid bikes (rail trails). While we appreciate (and applaud) that the current process is also examining a plan for off road trails, DCG input will focus on road cycling, principally using hard surfaced roads.

We acknowledge that cyclo-tourism opportunities are greater in the other areas of the County, particularly the Beaver Valley and Blue Mountains which are seen by most cyclists as among the best riding areas in the province. It follows that cycling infrastructure and programming development will be more skewed to those areas. However the southern part of the County also has some excellent and varied topography for cycling, and needs to be considered in an overall County cycling plan.

## **Higher Level Issues**

There are two main issues of concern for the DCG for road riding in southern Grey.

**Safety** – most of our main County roads and Provincial highways do not have a hard-surfaced shoulder outside of the main travelled portion of the road for cyclists to avoid potential conflict with motorists. The volumes of traffic on our Provincial highways and most of the County roads are high enough that sharing the same part of the road with motorists creates risks for road cyclists. The DCG riders avoid these roads wherever possible, preferring the secondary or Lower Tier Municipal (LTM) roads, which although they don't have paved shoulders, also don't have high volumes of motorized traffic. It is not possible to totally avoid Provincial highways or County roads however – I live on County Road 4, so every ride has at least some riding on a County road. Out of necessity, experienced riders have learned how, when and where to ride in order to minimize the risks. However, the safety issues are real, and must be seen as the principal deterrent to more bicycle usage for personal transportation, recreation or fitness.

**Availability** – In West Grey/Southgate there is a limited availability of hard surfaced roads since most LTM roads are gravel surfaced. The DCG has essentially two routes that it can take to have a ride longer than 40 km.

## **Recommendations**

### **Paved Shoulders**

1. We recommend that all Provincial highways, and busy County roads have a paved shoulder that will allow cyclists an area to ride outside of the main part of the road used by motorists. We feel that such a policy would encourage more cycling, while prolonging the life of paved roads.
2. If a narrow, paved shoulder is put in place, transportation planners should avoid the use of a rumble strip as a separator. The rumble strip can make a narrow, paved shoulder more dangerous for cyclists than no shoulder.
3. Operationally, paved shoulders need to be periodically swept to remove loose gravel that may accumulate. Vehicle traffic may eliminate the need for this routine maintenance on the travelled part of the roadway, but loose gravel on the paved shoulder can be hazardous for cyclists.



### **Priority County Roads for Paved Shoulders**

In 2015 we submitted our “seat of the shorts” priority order for Grey County Roads that could benefit from having a paved shoulder. These were based upon our perceptions of traffic loads (not on formal traffic counts) and popularity as cycling routes. Some of these have subsequently been undertaken at least partially, but we reproduce it here for consideration.

1. CR 13 – from CR 4 to Thornbury. This is a very popular cycling route, and in some places (CR 4 to Eugenia) has a seriously deteriorated road surface.
2. CR 7 – from Kimberley to Meaford
3. CR 2 – from CR 4 to Thornbury
4. CR 19 – From Blue Mountain to CR 2 – largely done?
5. CR 4 – from Hanover to Highway 124 – done from CR 23 to Ceylon.
6. CR 40 – from Hwy 26 to Desboro
7. CR 3 – from Ayton to Jackson
8. CR 9 – from Ayton to Dundalk
9. CR 12 – from Hwy 6 to Meaford
10. CR 6 – from Hwy 6 to Hwy 89

Only four of these (#’s 5, 7, 8, 10) are entirely or partially in the southern Grey area.

In terms of other County Roads in southern Grey, CR 25, CR 109 and CR 14 also have the potential to be popular cycling routes. While we would welcome that paved shoulders be added in any planned upgrades, this may be a lower priority since, in our perception (again not based upon formal traffic counts), they are generally not too busy. With a finite resource base for infrastructure improvements, there may be higher priority projects to invest in to improve the County’s cycling and trails infrastructure.

While not under Grey County’s jurisdiction, Highway 6 should have a paved shoulder from Wiarton to Mount Forest.

### **Hard Surfacing/Paving**

1. We recommend that a “strategic hard surfacing plan” be developed, and to that end, we are pleased to see that the current Master Plan is being developed in concert with the LTM’s. While County roads are an important component of cycling infrastructure, most of the riding will invariably take place on LTM roads. The best solution will involve a joint strategy that would prioritize hard surfacing those stretches of current gravel roads that would most increase the number of cycling routes at the least infrastructure cost. For example, in West Grey/Southgate the following three projects are examples of investments that would greatly add to the routes available to cyclists at minimum cost:

- a. Hard surfacing 3.4 km of Southgate Sideroad 39 between the Southgate/West Grey Townline and Southgate Road 24 would result in a route that would allow cyclists to ride from Durham through Holstein to Mt. Forest without being on Highway 6. A cycling route of at least 70 – 80 km could be put in place with only 3.4 km of hard surfacing.
  - b. Hard surfacing ~2 km of West Grey Conc 2 between McCormack Sideroad and Grey County Road 12 would similarly add significant flexibility to routes out of Durham.
  - c. Hard surfacing approximately 3 km of the Mulock Road from north of Crawford to CR 25 would allow routes out of Durham to join up with routes out of Williamsford, and again significantly increase the flexibility of cycling routes out of both centres.
2. Tar and chip construction where it must be done should utilize a small and consistent aggregate size. Some of the recent tar and chip projects (e.g. WG Conc 6 NDR from Lamlash to WG SDR 5 a few years ago) used quite large stones in the mix, and riding, particularly in wet conditions is uncomfortable at best, and unsafe at worst.

### **Other - Trails and Gravel Roads**

As mentioned earlier, we have not discussed possible group input on issues other than hard surface road cycling. The following are the author's personal comments on these aspects.

I am pleased the the County is examining trails as a possible resource for promotion of the benefits of cycling. For example, in our area Allan Park CA is a great mountain bike riding area, and several of the other public forest areas have the potential for further development.

Gravel road riding has gained greatly in popularity in recent years, and Grey County is in a position to benefit from it. There is an extensive network of rural LTM gravel roads, with very light traffic volumes, and topographies that range from flat to gently rolling to steep hills that can meet the needs of cyclists from beginners to experienced. Some development and promotion of recommended routes may yield benefits in terms of tourism growth and local use with little or no further development of transportation infrastructure.

Finally, completion of the development of the southern Grey portion (Dundalk to ~8 km N of Markdale) of the Grey County CP Rail Trail will result in an excellent trail for cyclists and others

## Grey County Cycling and Trails Master Plan Notice of Public Open House

**Date:** Tuesday March 19, 2019

**Time:** 6:00 p.m. to 8:00 p.m.

**Location:** Council Chambers, County of Grey Administration Building  
595 9th Avenue East, Owen Sound

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### ABOUT THE PLAN...

Grey County is developing a long-term, comprehensive Cycling and Trails Master Plan to guide future planning and decision-making to enhance cycling and off-road trail opportunities within the County and its local municipalities. The plan is meant to be used by County staff, decision makers and community partners to support and provide direction for future investments in cycling and active transportation infrastructure by identifying a network and programs that will support commuter cycling, cycle tourism and non-motorized recreational trail use.

### HOW TO GET INVOLVED...

There are many ways that you can get involved. The following are some of the ways that you can provide your input over the course of the study:

- ▶ Visit the project website for information about the study and about cycling and trails in Grey County: <https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>
- ▶ Give us your thoughts and ideas on how we can improve cycling and trails in the County using the online interactive survey: [greycyclingandtrails.metroquest.ca](http://greycyclingandtrails.metroquest.ca)
- ▶ Email or contact one of the study team representatives – please use their contact information below:

**Bryan Plumstead**  
Manager of Tourism  
Grey County  
519-376-3365 ext. 6110  
[bplumstead@visitgrey.ca](mailto:bplumstead@visitgrey.ca)

**Cristina Valente**  
Senior Project Planner  
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## Grey County Cycling and Trails Master Plan Notice of Public Open House

### DEAR STAKEHOLDERS

Grey County is developing a long-term, comprehensive Cycling and Trails Master Plan to guide future planning and decision-making to enhance cycling and off-road trail opportunities within the County and its local municipalities. The plan is meant to be used by County staff, decision makers and community partners to support and provide direction for future investments in cycling and active transportation infrastructure by identifying a network and programs that will support commuter cycling, cycle tourism and non-motorized recreational trail use.

You have been identified as a key stakeholder whose input will help to shape the Grey County Cycling and Trails Master Plan. We would like to extend this invitation to you to participate in a 2-hour public open house to:

1. Discuss the existing conditions / context of cycling and trails in Grey County;
2. Discuss opportunities and challenges associated with the planning and promotion of active transportation and recreation in Grey County; and
3. Identify barriers, gaps and potential linkages within the existing and candidate route network.

The meeting is scheduled to be held on Tuesday March 19, 2019 between 6:00 p.m. and 8:00 p.m. It will be held in the Council Chambers at the County of Grey Administration Building (595 9th Avenue East, Owen Sound).

If you are unable to attend the public open house you can visit the project website for information about the study and about cycling and trails in Grey County here: <https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>. There is also an online interactive survey available where you can provide additional input and thoughts on cycling and trails within Grey County. The survey can be accessed using the following link: [greycyclingandtrails.metroquest.ca](http://greycyclingandtrails.metroquest.ca).





We are looking forward to working with you over the course of the study. Please do not hesitate to contact either of the undersigned below should you have additional questions about the public open house or the Grey County Cycling and Trails Master Plan.

Best Regards,

**Bryan Plumstead**  
Manager of Tourism  
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519-376-3365 ext. 6110  
[bplumstead@visitgrey.ca](mailto:bplumstead@visitgrey.ca)

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**Get Active, Your Way!**  
Grey County Cycling and Trails Master Plan





Get Active, Your Way!

# 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....

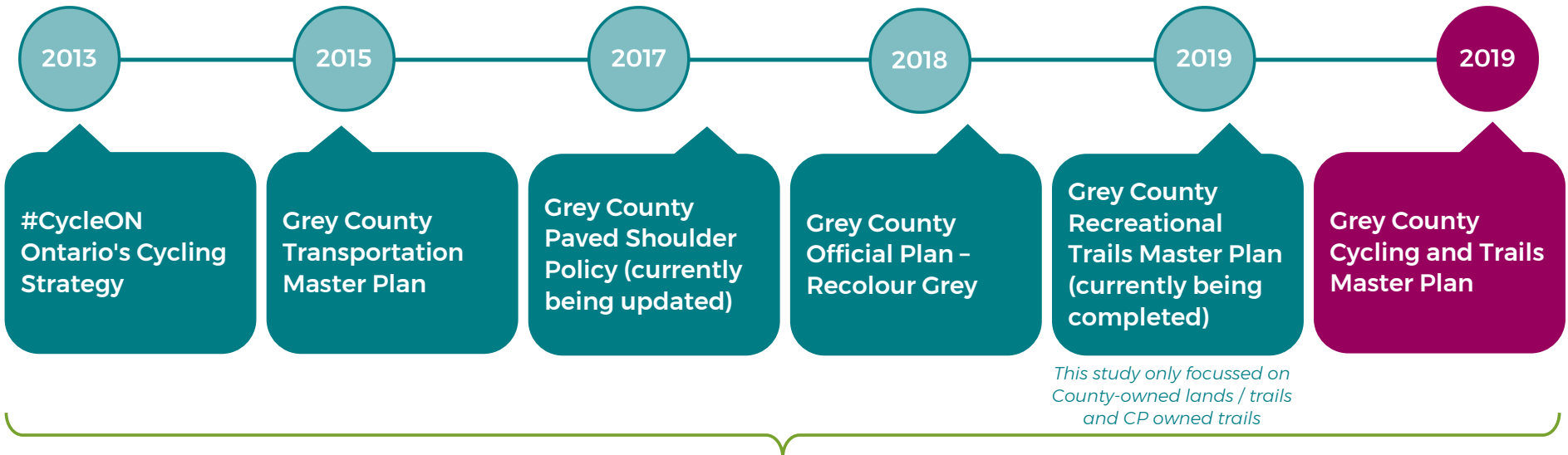
- ▶ Detailed or final design
- ▶ Authority to construct
- ▶ Prescriptive
- ▶ Requirement
- ▶ Financial commitment

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, it's 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:



### benefit types:



health



social



environment



community

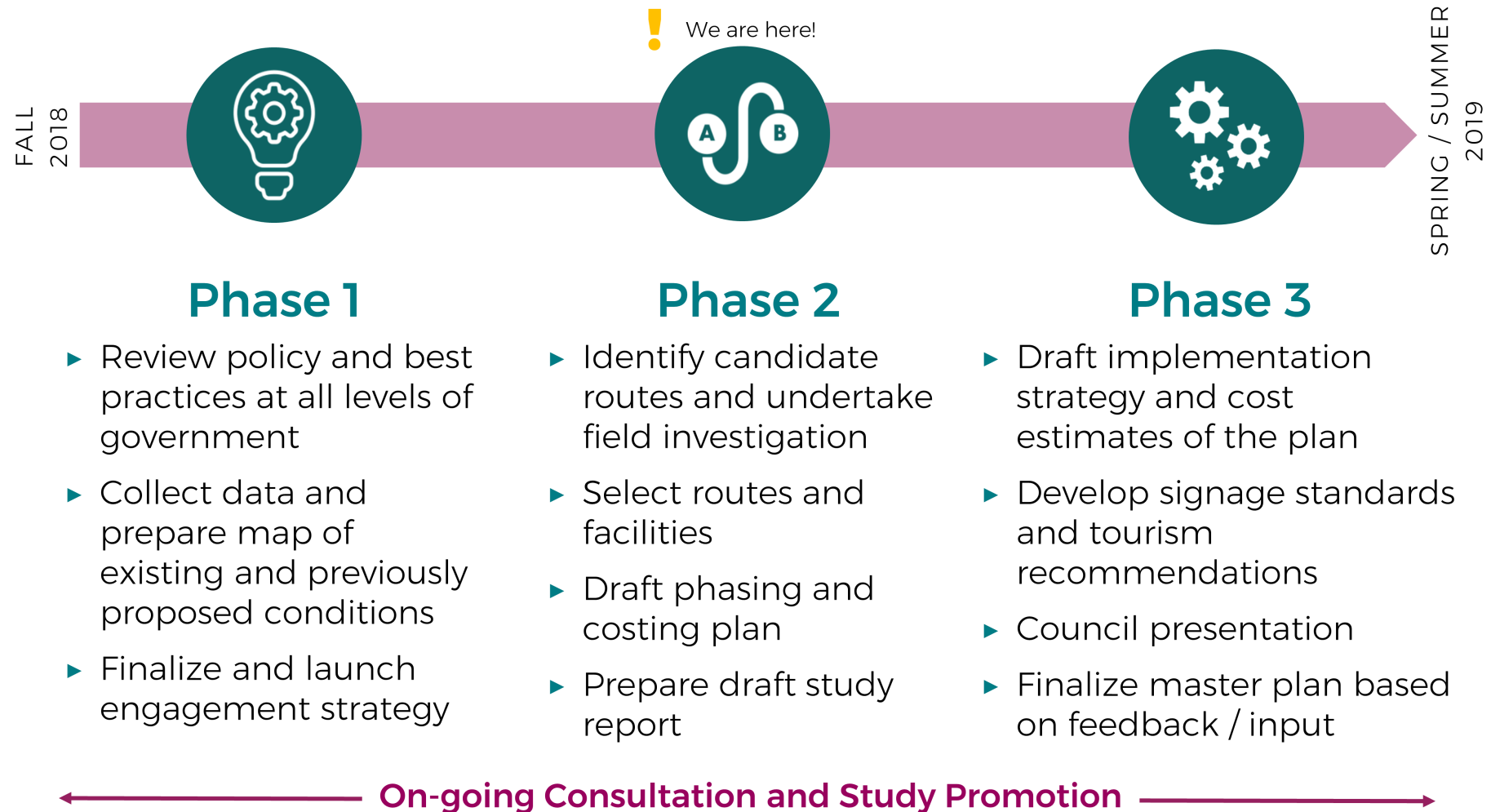


economic



# 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

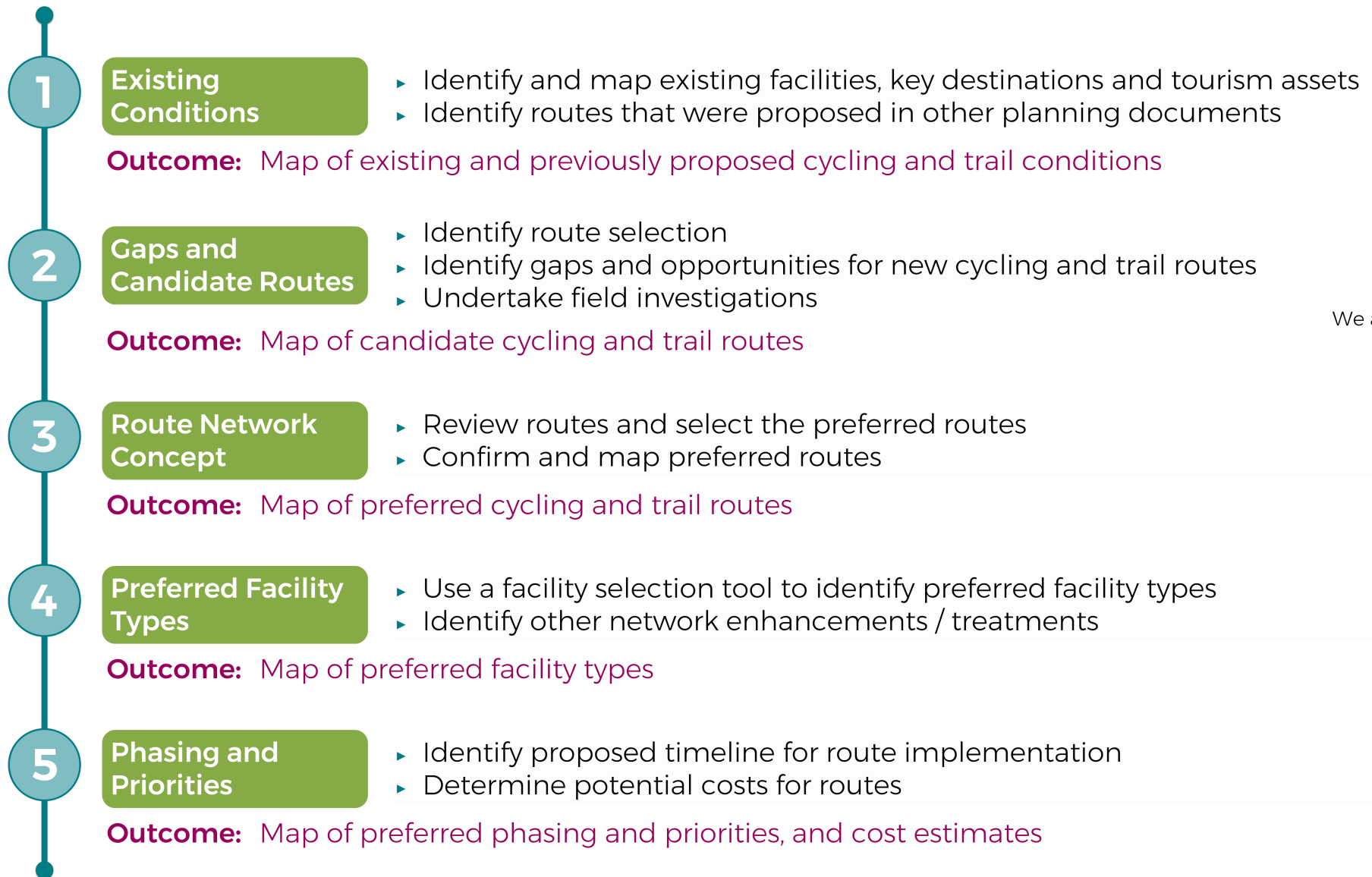


## e-bikes



other user  
groups

# HOW IS THE CYCLING AND TRAILS NETWORK BEING DEVELOPED?



We are here!

# 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!

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



# 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:

	<b>Supportive Amenities</b> 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.			<b>Maintenance</b> Maintenance of on and off-road facilities to increase the lifespan of infrastructure and support user safety and comfort.	
	<b>Tourism Opportunities</b> Opportunities to enhance local and regional tourism initiatives and assets that can be supported by cycling and trail routes and programs.			<b>Signage and Wayfinding</b> Consistent and branded signage can help promote and provide wayfinding guidance for users along a route.	
	<b>Education</b> 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.			<b>Performance Measures</b> A set of metrics to help track progress and support investment in future cycling and trail projects.	
	<b>Promotion and Outreach</b> Programs and initiatives to create community awareness and demonstrate the value of cycling and trails.			<b>Land Use Planning</b> Policies to and tools to ensure cycling and trail infrastructure are integrated into land development processes and included in future development areas.	
	<b>Infrastructure and Gaps</b> A continuous and linked network that provides County-wide connectivity and access to local municipalities and communities.				



# 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



Get Active Your Way!

### Legend

#### Existing Facilities<sup>1</sup>

- Off-Road Trail<sup>2</sup>
- Paved Shoulders

#### Candidate Routes

- Regional Connection
- Municipal Connection

#### Regional Trail Systems

- Bruce Trail
- Great Lakes Waterfront Trail / Georgian Bay Cycling Route
- Province-Wide Cycling Network<sup>3</sup>

#### 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

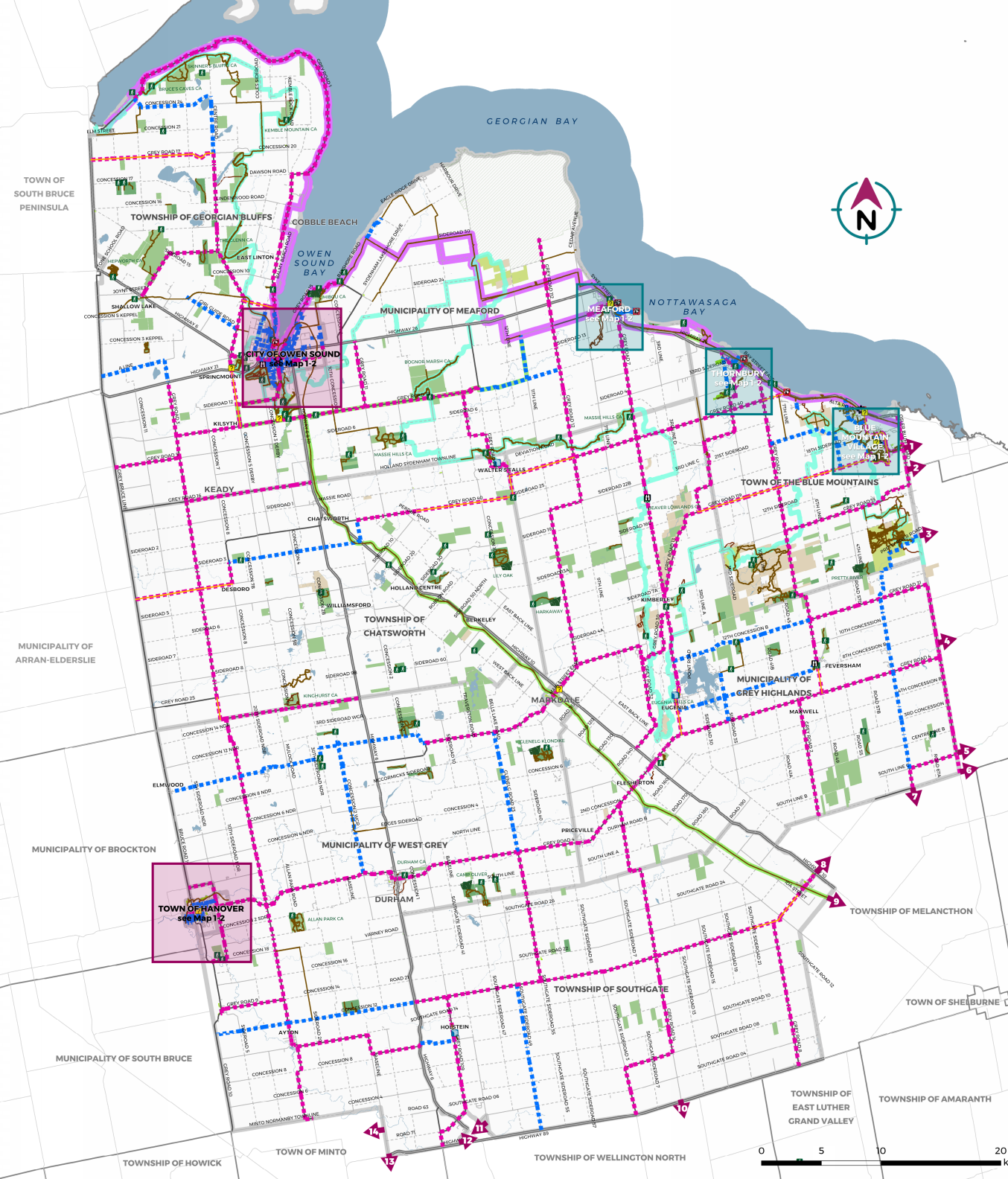
- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- Federal Land
- Waterbody
- Municipal Boundary

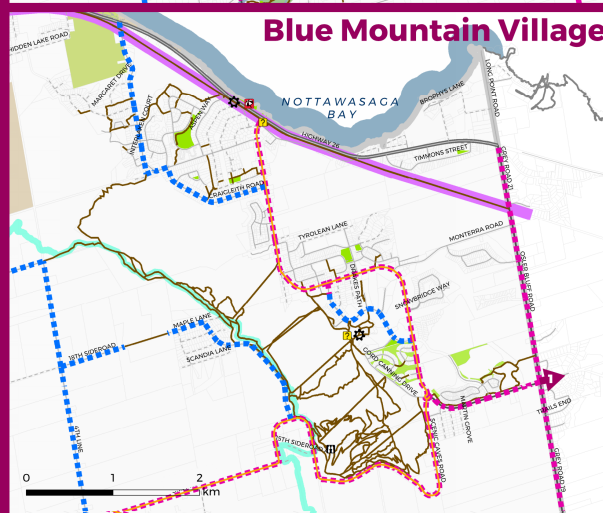
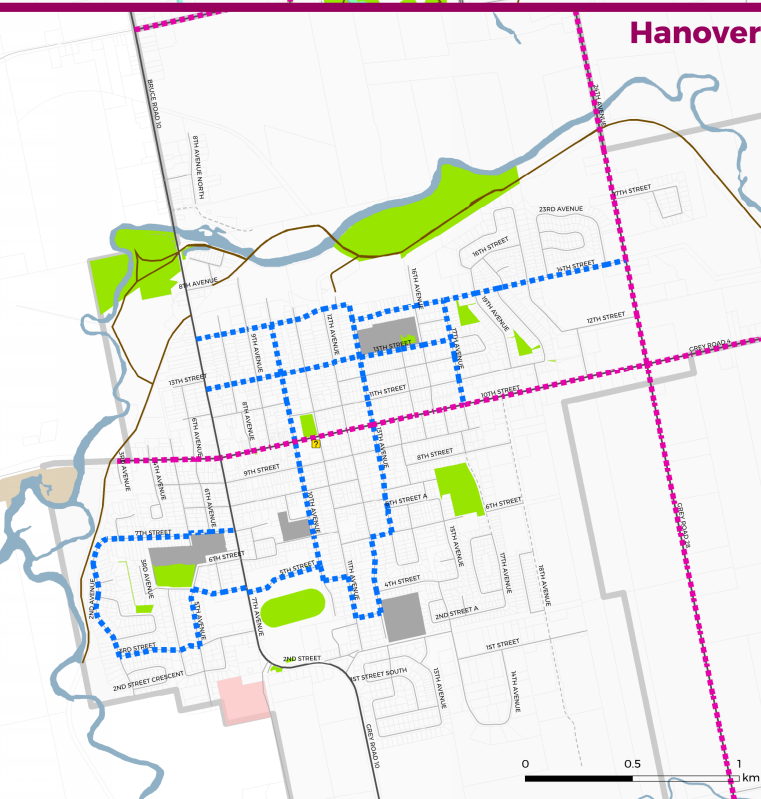
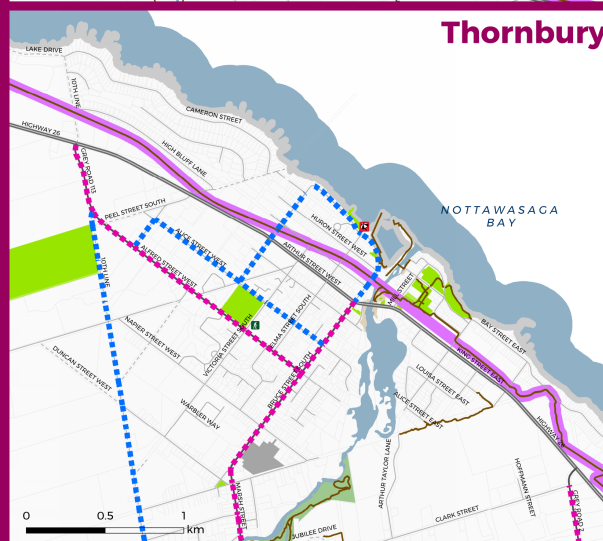
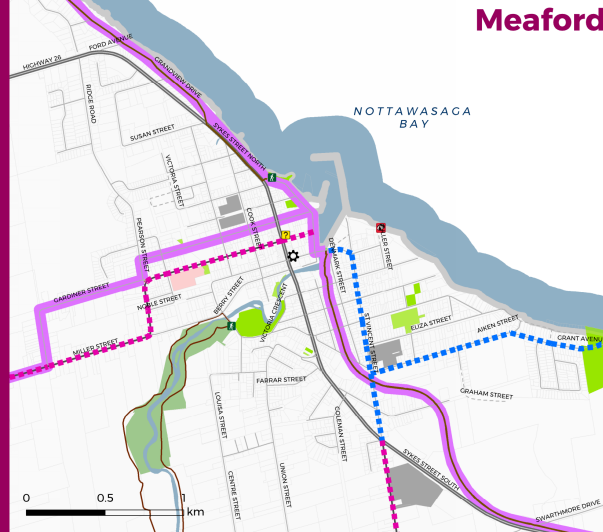
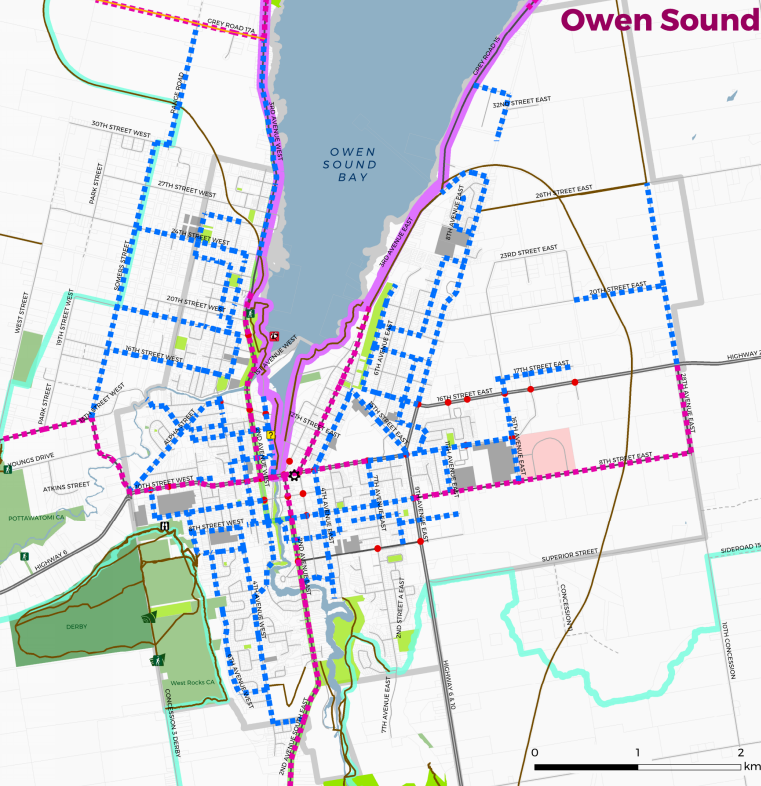
#### Notes:

- Includes information retrieved from Grey County, Grey County Open Data ([www.maps.grey.ca](http://www.maps.grey.ca)), and Land Information Ontario ([www.ontario.ca/page/land-information-ontario](http://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)





# Map 1-2 Built-up Areas

## Existing and Candidate Cycling and Trail Conditions

Grey County Cycling and Trails Master Plan | Draft March 2019

### Legend

#### Existing Facilities<sup>1</sup>

- Off-Road Trail<sup>2</sup>
- Paved Shoulder

#### Candidate Routes

- Regional Connection
- Municipal Connection

#### Regional Trail Systems

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- Province-Wide Cycling Network<sup>3</sup>

#### 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)
- Traffic Signal
- Connection to Surrounding Municipality

#### 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](http://www.maps.grey.ca)), and Land Information Ontario ([www.ontario.ca/page/land-information-ontario](http://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.

3. 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

- <sup>1</sup> proposed on-road route (Simcoe County TMP 2014)

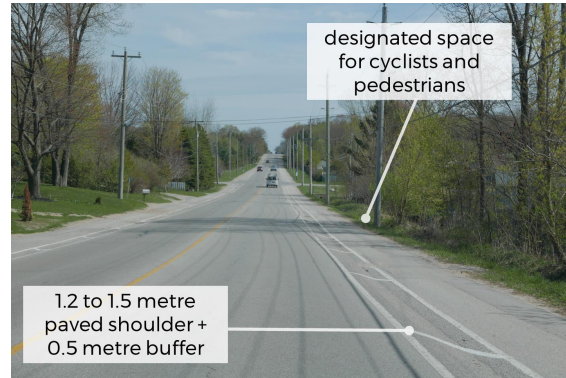




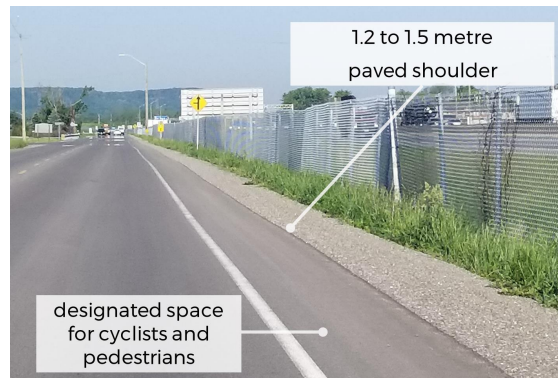
# WHAT COULD THE CYCLING AND TRAILS NETWORK LOOK LIKE?

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



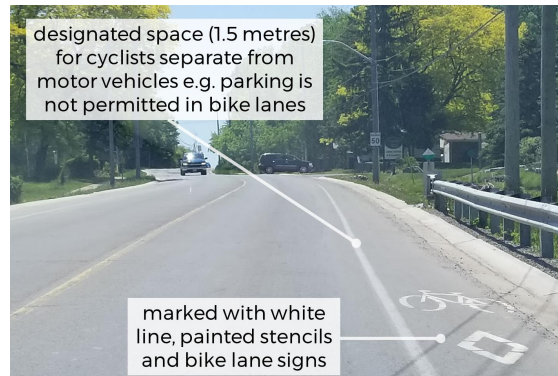
## boulevard pathway



## 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

**Bryan Plumstead**  
Manager of Tourism  
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[cristina.valente@wsp.com](mailto:cristina.valente@wsp.com)





# Map 1-1 Grey County

## Existing and Candidate Cycling and Trail Conditions

Grey County Cycling and Trails Master Plan | Draft March 2019

### Legend

#### Existing Facilities<sup>1</sup>

- Off-Road Trail<sup>2</sup>
- Paved Shoulders

#### Candidate Routes

- Regional Connection
- Municipal Connection

#### Regional Trail Systems

- Bruce Trail
- Great Lakes Waterfront Trail / Georgian Bay Cycling Route
- Province-Wide Cycling Network<sup>3</sup>

#### 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

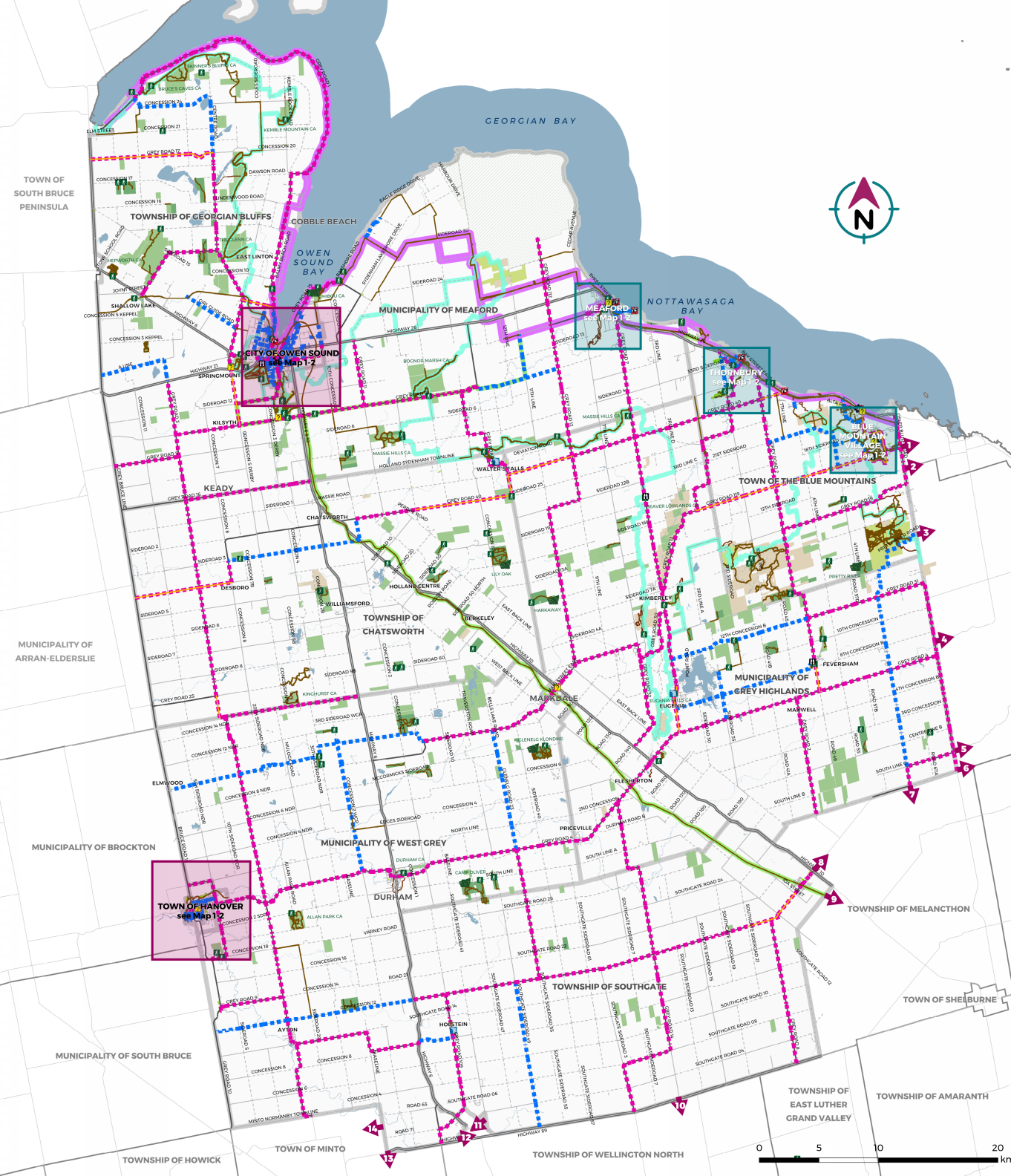
- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- Federal Land
- Waterbody
- Municipal Boundary

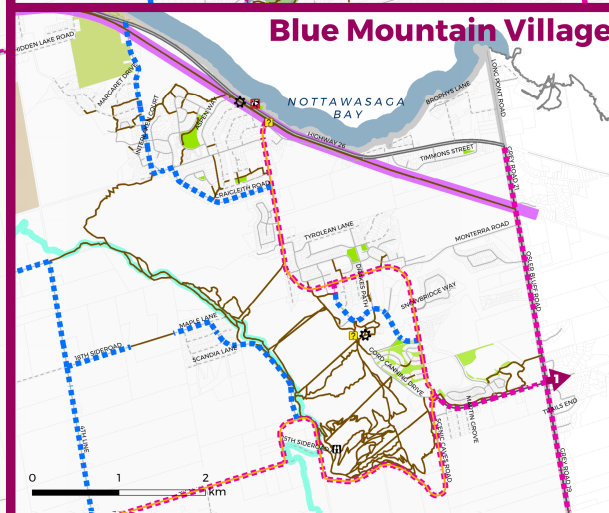
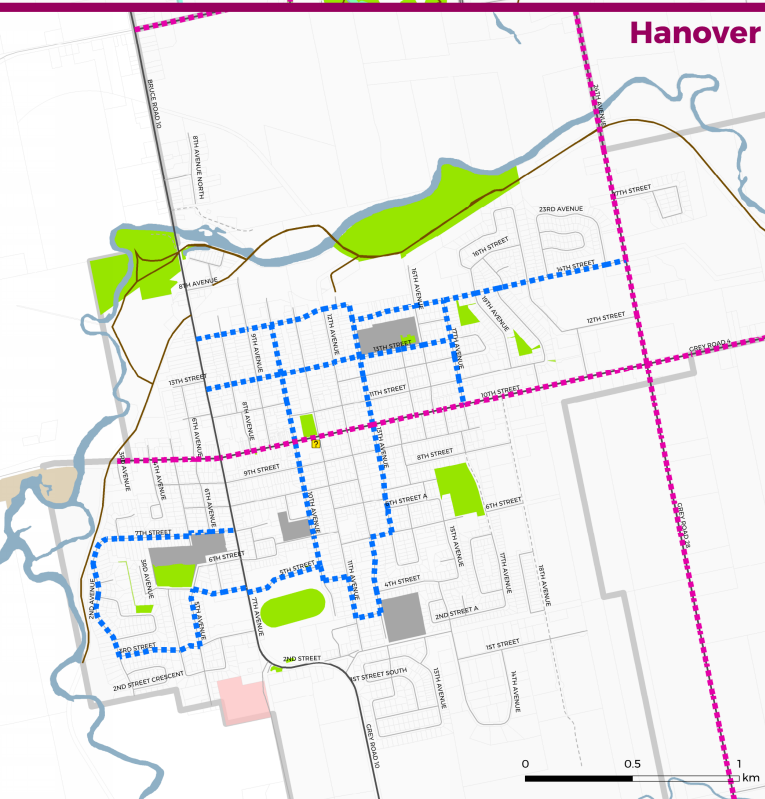
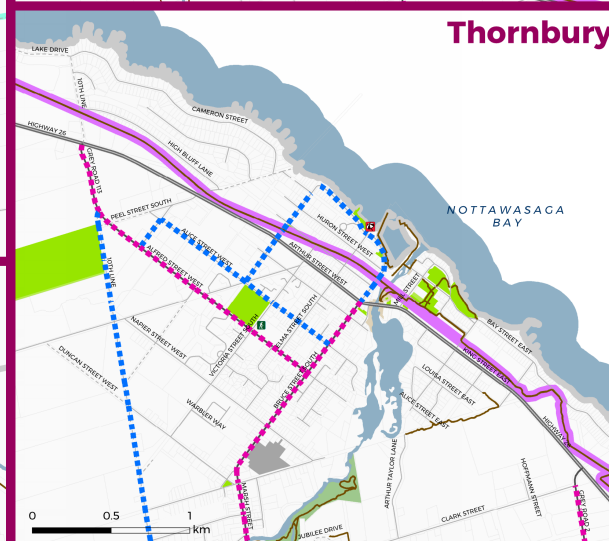
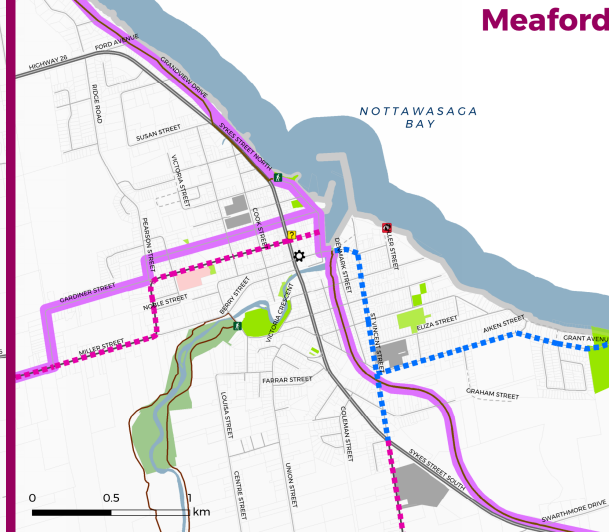
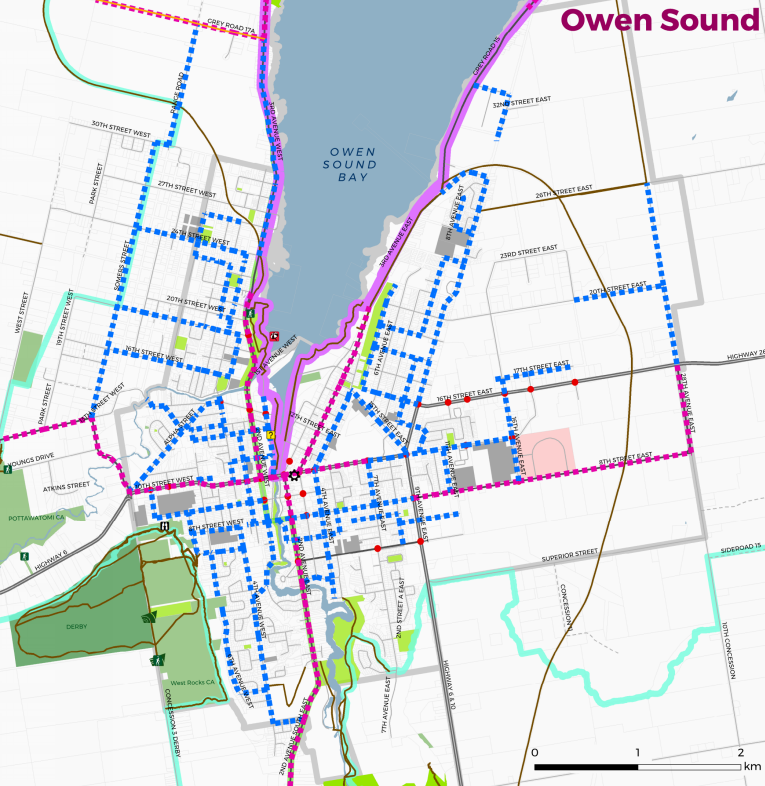
#### Notes:

- Includes information retrieved from Grey County, Grey County Open Data ([www.maps.grey.ca](http://www.maps.grey.ca)), and Land Information Ontario ([www.ontario.ca/page/land-information-ontario](http://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)





# Map 1-2 Built-up Areas

## Existing and Candidate Cycling and Trail Conditions

Grey County Cycling and Trails Master Plan | Draft March 2019

### Legend

#### Existing Facilities<sup>1</sup>

- Off-Road Trail<sup>2</sup>
- Paved Shoulder

#### Candidate Routes

- Regional Connection
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#### Regional Trail Systems

- Bruce Trail
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#### Transportation Features

- Provincial Road
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- Municipal Road (Paved)
- Municipal Road (Gravel)
- Traffic Signal
- Connection to Surrounding Municipality

#### Land Use Features

- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- School
- Hospital
- Waterbody
- Parcel Property
- Municipal Boundary

#### Notes:

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#### Connections to Surrounding Municipalities

- <sup>1</sup> proposed on-road route (Simcoe County TMP 2014)

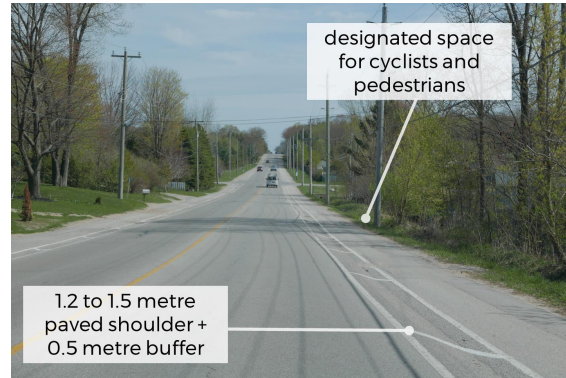




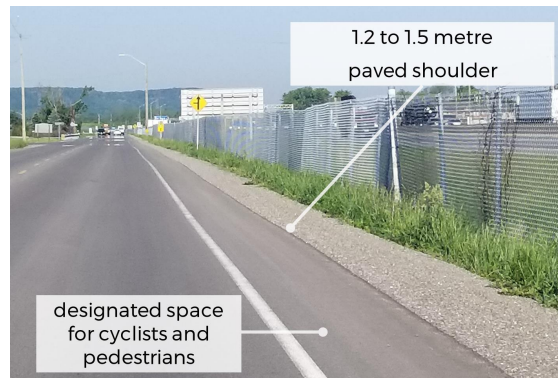
# WHAT COULD THE CYCLING AND TRAILS NETWORK LOOK LIKE?

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



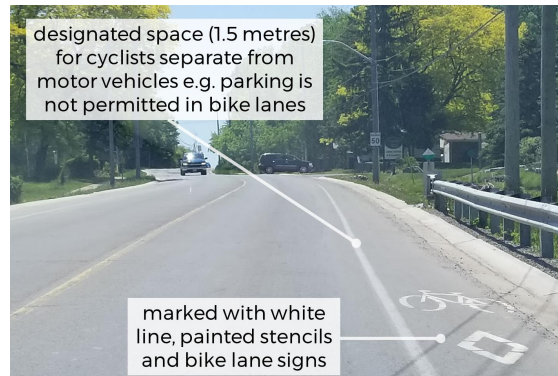
## boulevard pathway



## 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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Manager of Tourism  
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**Cristina Valente**  
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[cristina.valente@wsp.com](mailto:cristina.valente@wsp.com)





# Map 1-1 Grey County

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Grey County Cycling and Trails Master Plan | Draft March 2019

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- 9 proposed off-road trail (Dufferin County AT Master Plan 2010)
- 10-14 proposed signed bike route (Wellington AT Master Plan 2012)

*Are the off road trails currently suitable for mountain biking?*







# Map 1-2 Built-up Areas

## Existing and Candidate Cycling and Trail Conditions

Grey County Cycling and Trails Master Plan | Draft March 2019

### Legend

#### Existing Facilities<sup>1</sup>

- Off-Road Trail<sup>2</sup>
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#### Transportation Features

- Provincial Road
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- 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:

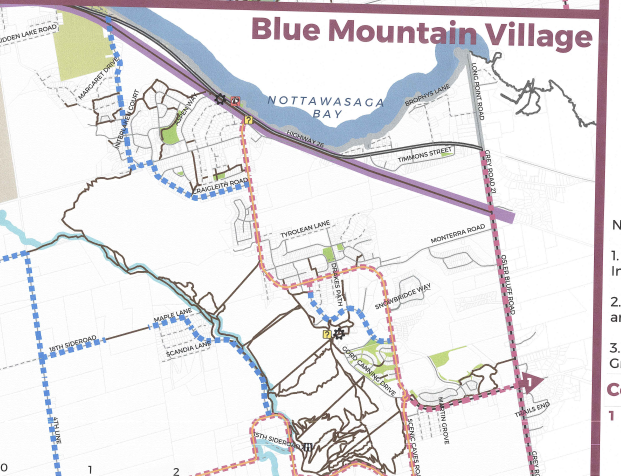
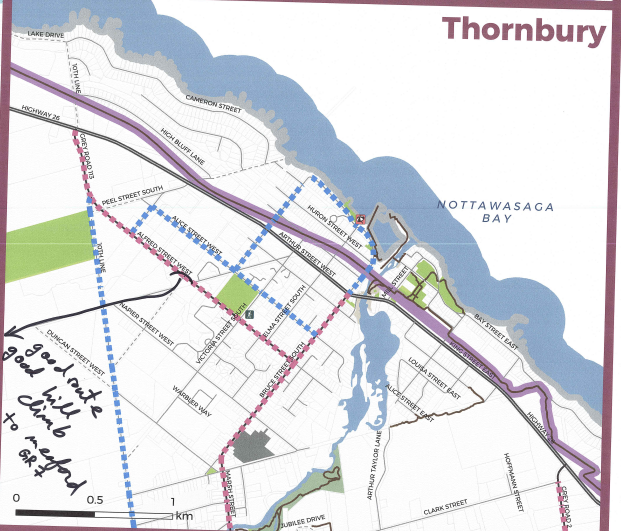
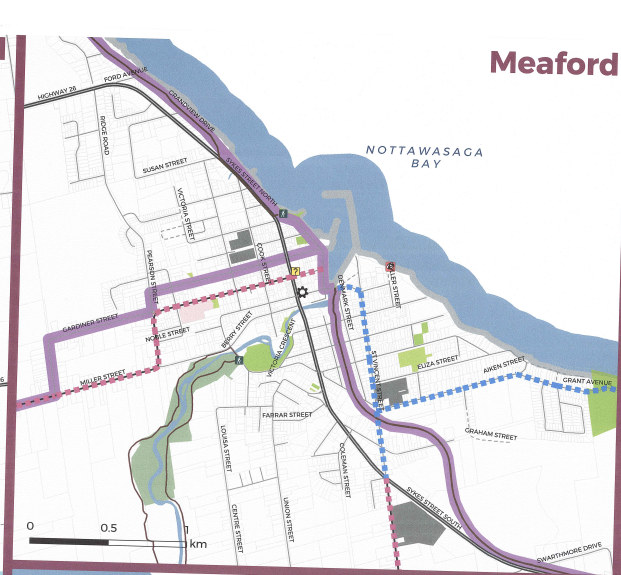
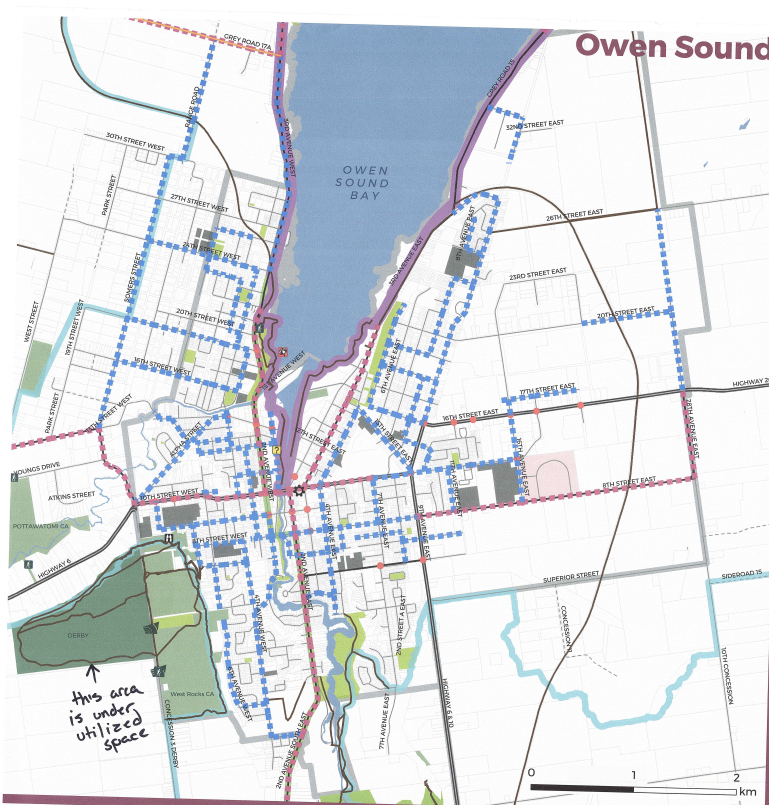
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#### Connections to Surrounding Municipalities

- <sup>1</sup> proposed on-road route (Simcoe County TMP 2014)







Get Active, Your Way!

**Grey County**  
**Cycling & Trails Master Plan**

# Grey County Cycling & Trails Master Plan

## What have we heard?

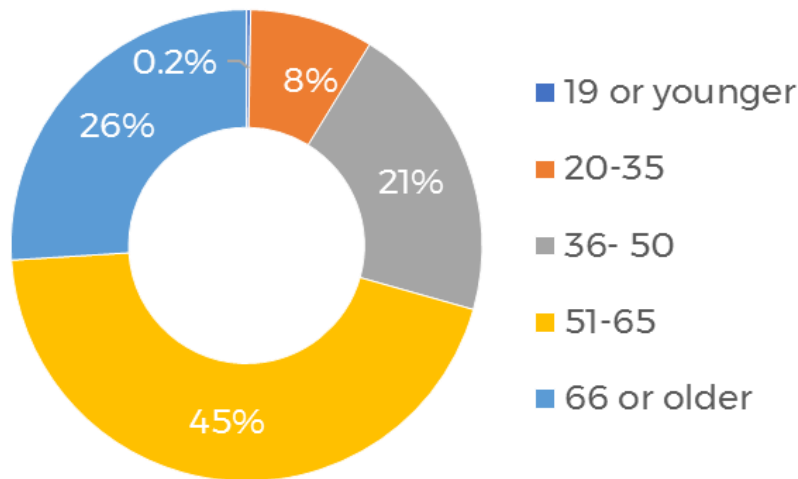
Summary of the Public Open House and MetroQuest

# MetroQuest Survey Overview

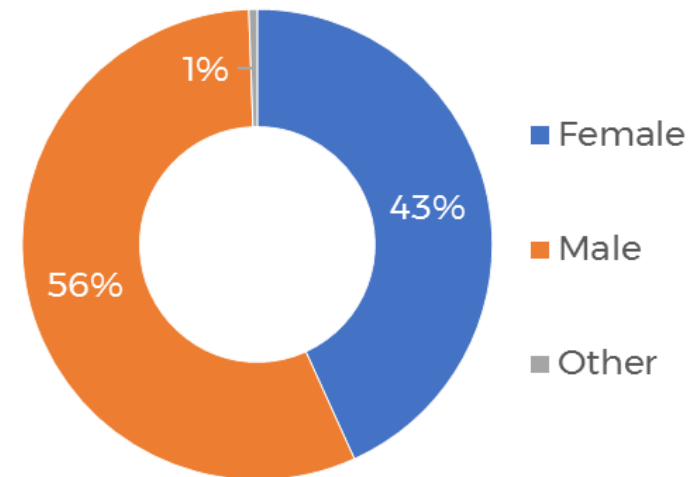
March 5, 2019 to April 12, 2019

## 459 participants

General demographics of participants:



*25% of the County's population are between the ages of 51 and 65 years, followed by 24% who are 66 years or older (2016 Statistics Canada).*

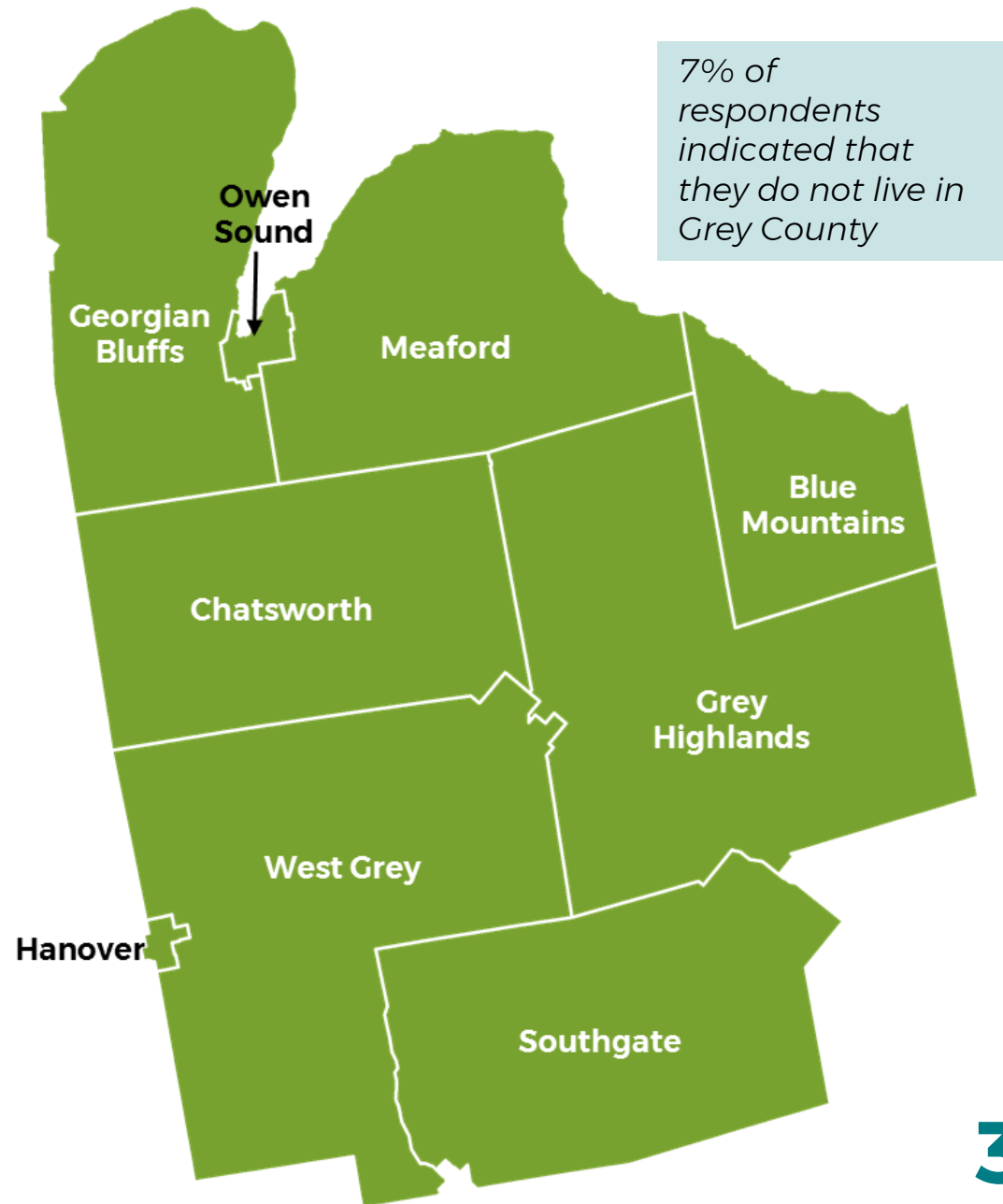


*51% of Grey County's population are females and 49% are males (based on 2016 Statistics Canada).*

## Who are the respondents?

Respondents were asked to identify where they **live in Grey County**.

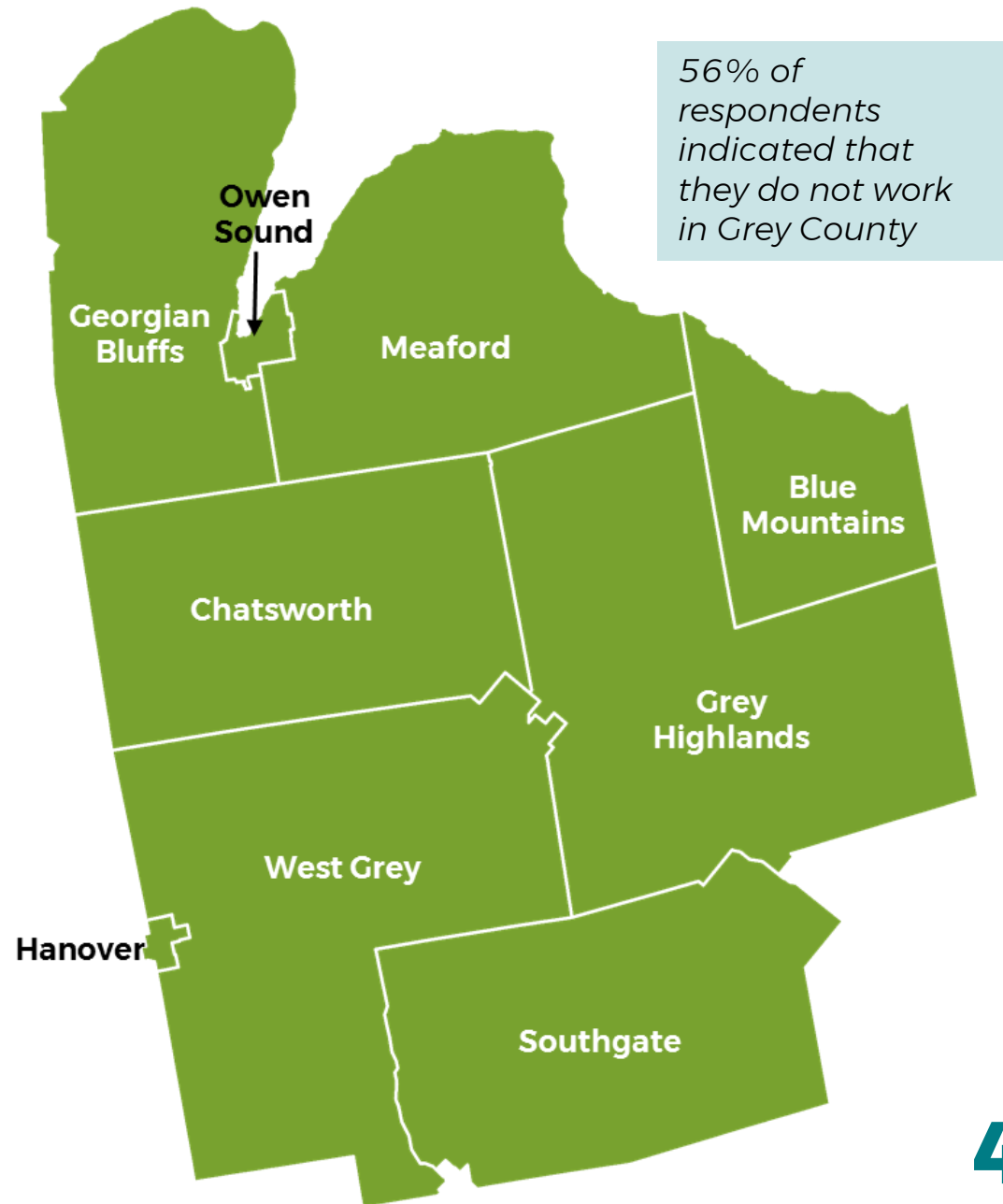
Blue Mountains	<b>45%</b>
Owen Sound	<b>12%</b>
Georgian Bluffs	<b>9%</b>
West Grey	<b>6%</b>
Meaford	<b>6%</b>
Grey Highlands	<b>5%</b>
Hanover	<b>5%</b>
Chatsworth	<b>3%</b>
Southgate	<b>1%</b>



## Who are the respondents?

Respondents were asked to identify where they **work in Grey County**.

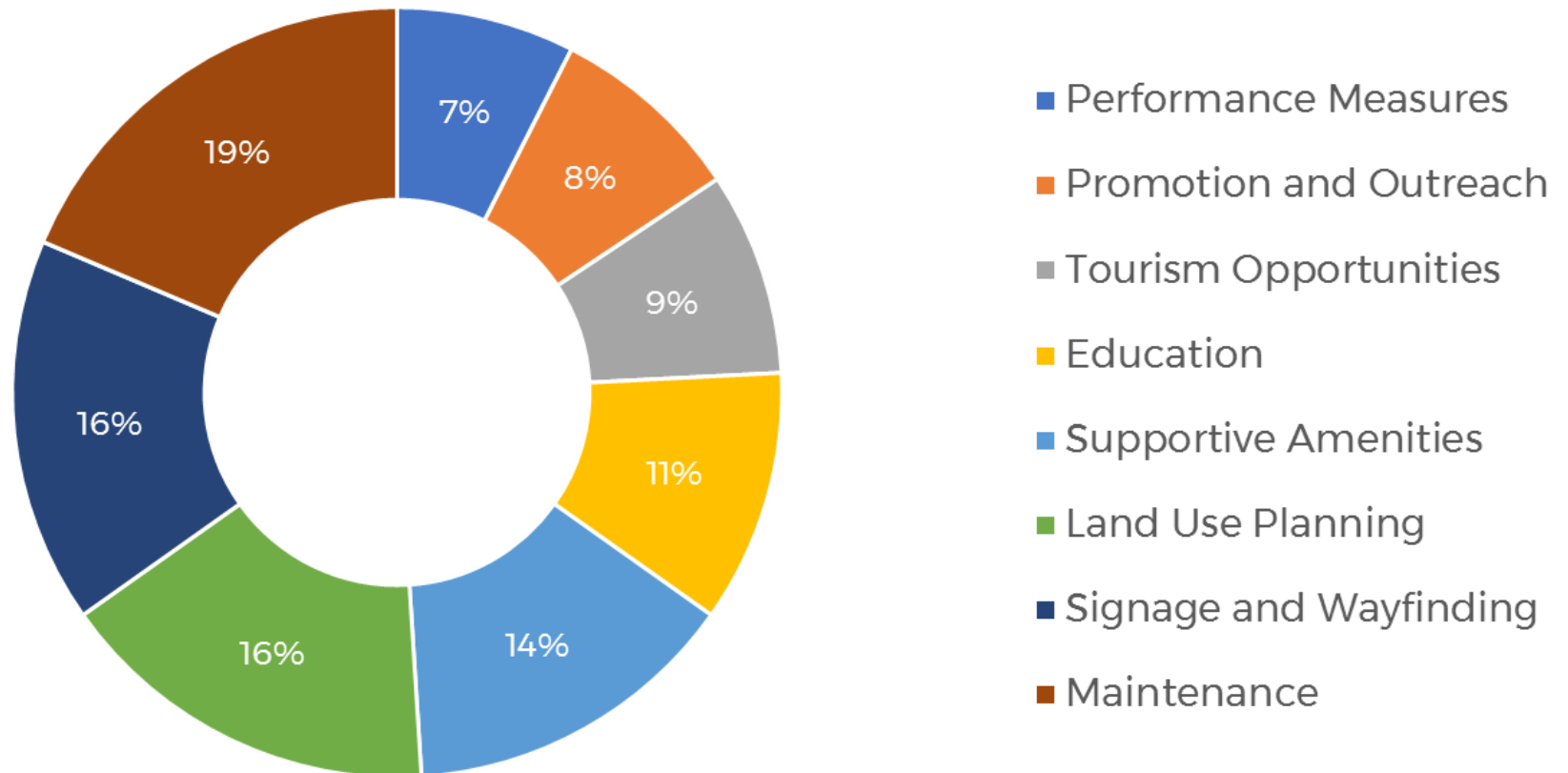
Blue Mountains	16%
Owen Sound	15%
Georgian Bluffs	2%
West Grey	2%
Meaford	2%
Grey Highlands	3%
Hanover	3%
Chatsworth	0%
Southgate	1%





# How can we best improve your cycling or trails experience in Grey County?

Respondents were asked to rank their top five (5) priorities.



## Key Findings:

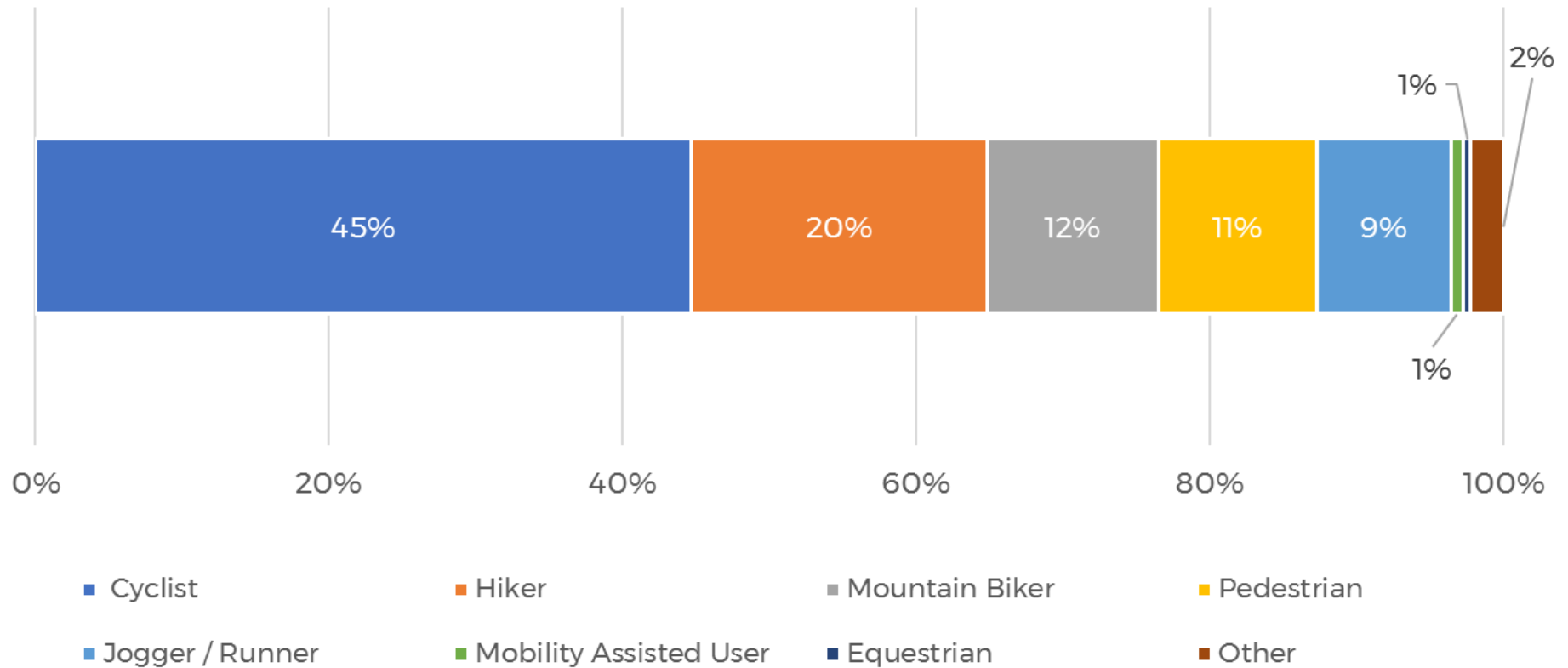
- Top five priorities include:
  1. Maintenance (19%)
  2. Land use planning (16%)
  3. Signage and wayfinding (16%)
  4. Supportive amenities (14%)
  5. Education (11%)

## Results from the Public Open House

1. Infrastructure and gaps
2. Signage and Wayfinding
3. Performance measures
4. Land use planning
5. Maintenance

## Summary of User Types

Respondents were asked to identify the top two (2) user groups they most identify with.

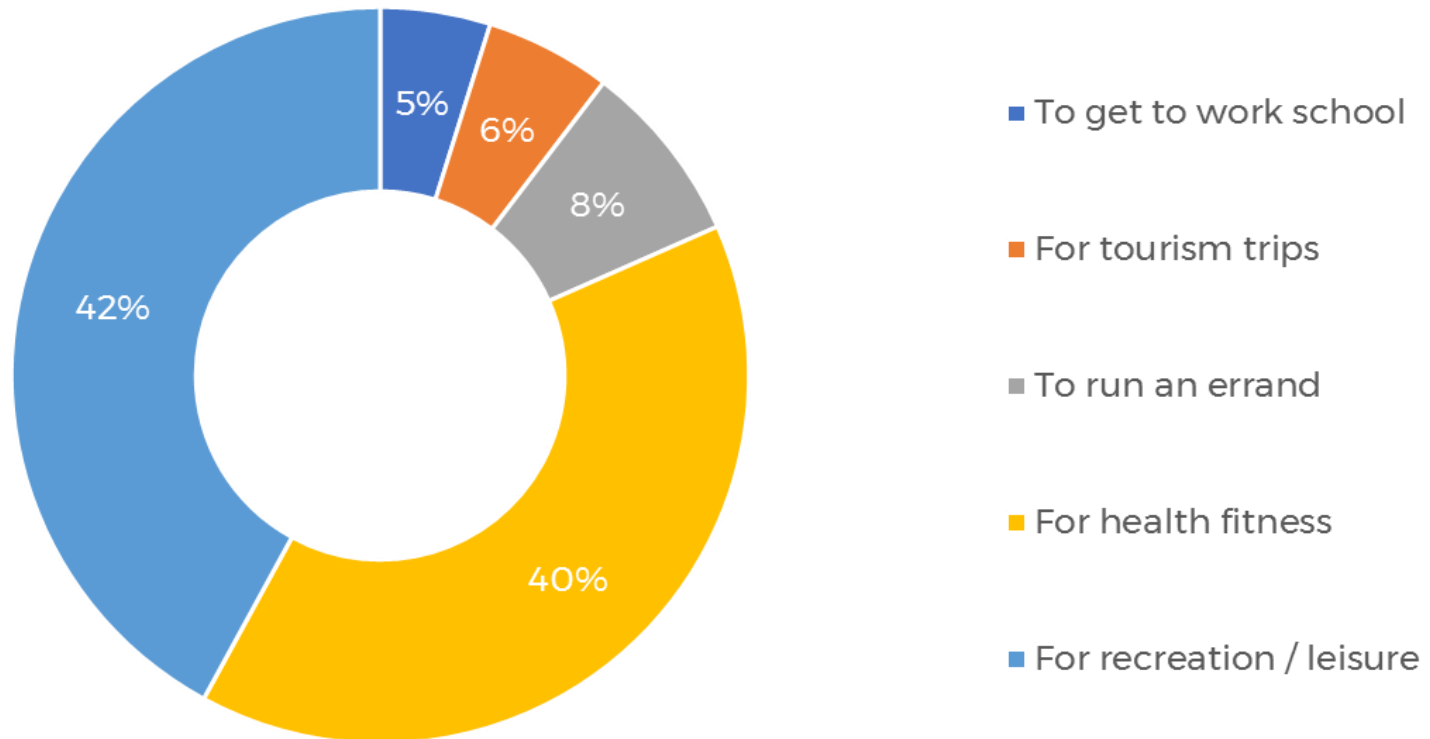


### Key Findings:

- Most respondents identify as cyclists (45%) followed by hikers (20%).

## Summary of User Types

Respondents were asked to identify why they cycle or use trails in Grey County.

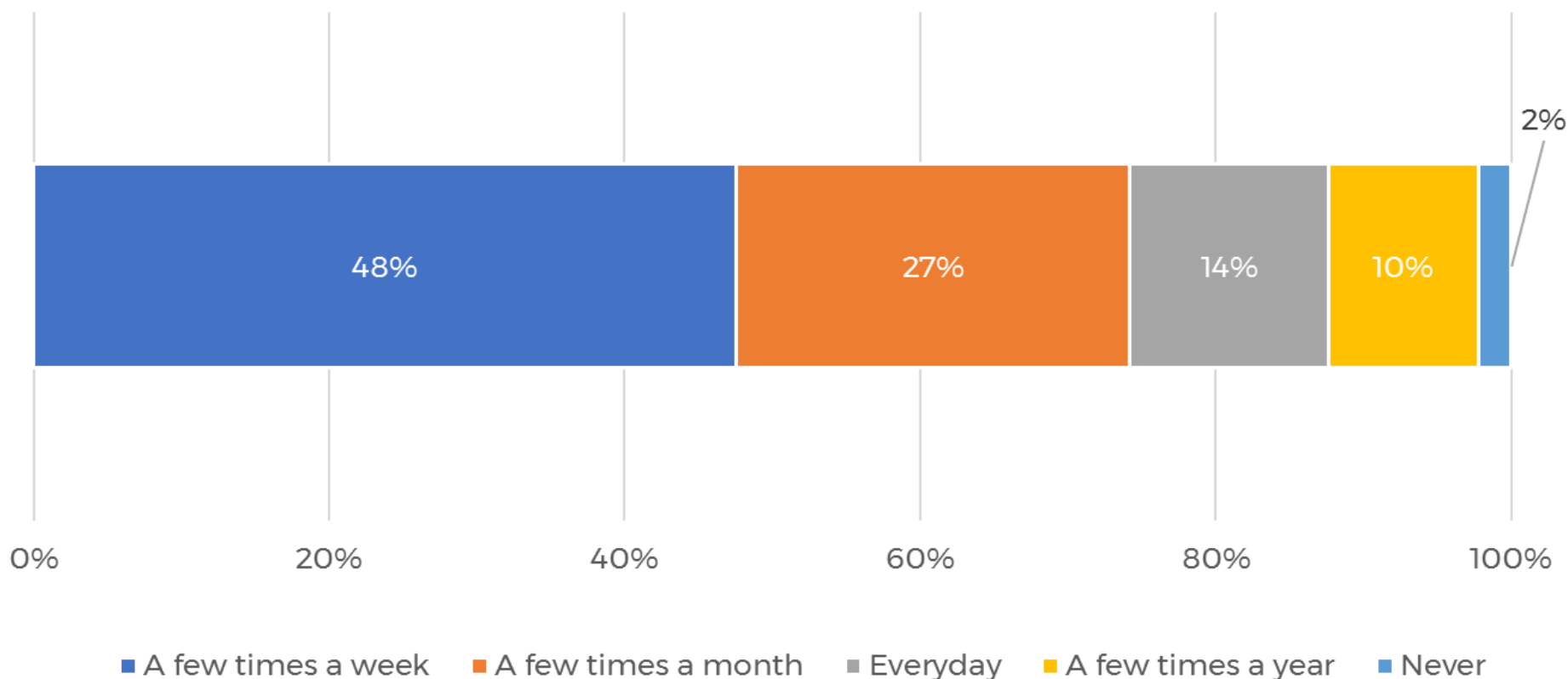


### Key Findings:

- Most respondents cycle or use trails for recreation and leisure purposes (42%) followed by health and fitness reasons (40%).

## Summary of User Preferences

Respondents were asked to identify how often they cycle or use trails in Grey County.

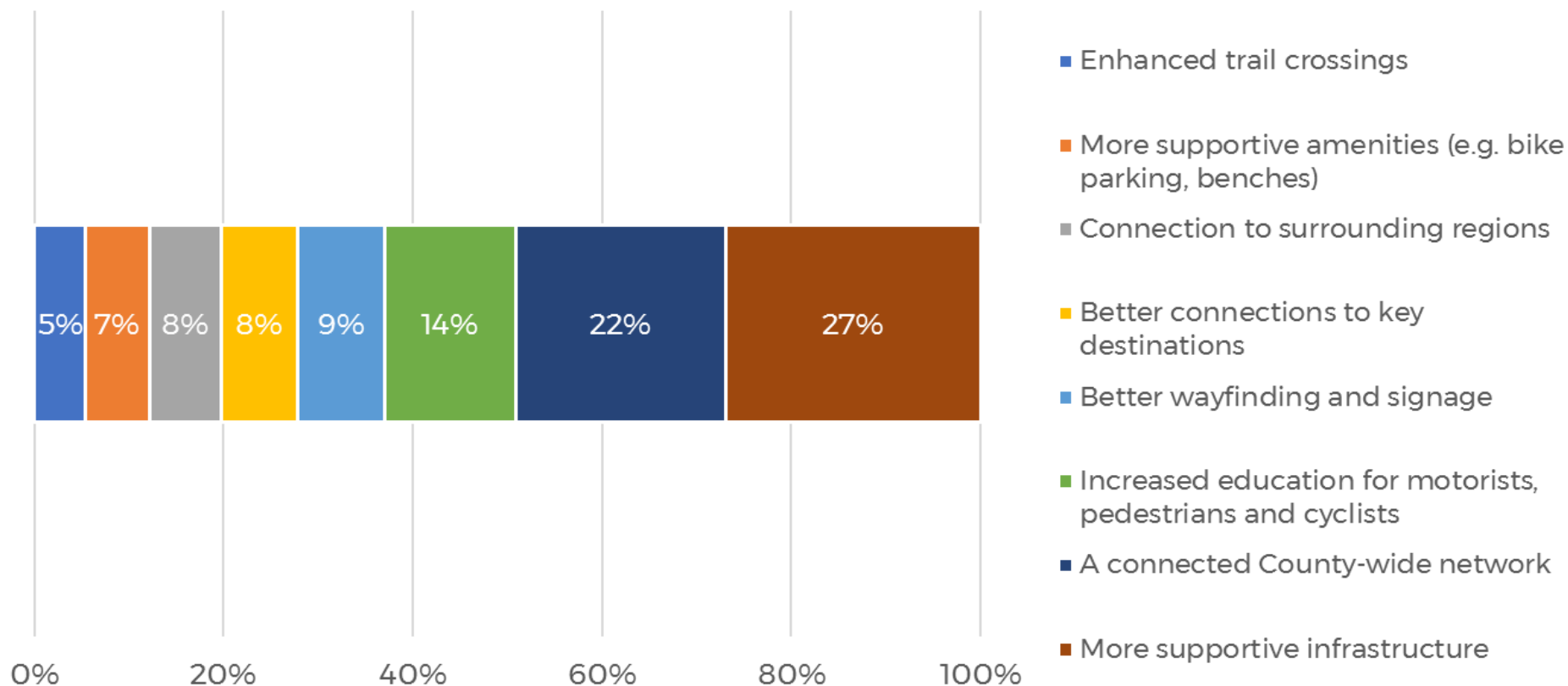


### Key Findings:

- 48% of respondents cycle or use trails in Grey County a few times a week, followed by 27% of respondents who cycle or use trails a few times a month.

## Summary of User Preferences

Respondents were asked to identify which improvements would influence them to cycle or use trails more often in Grey County.



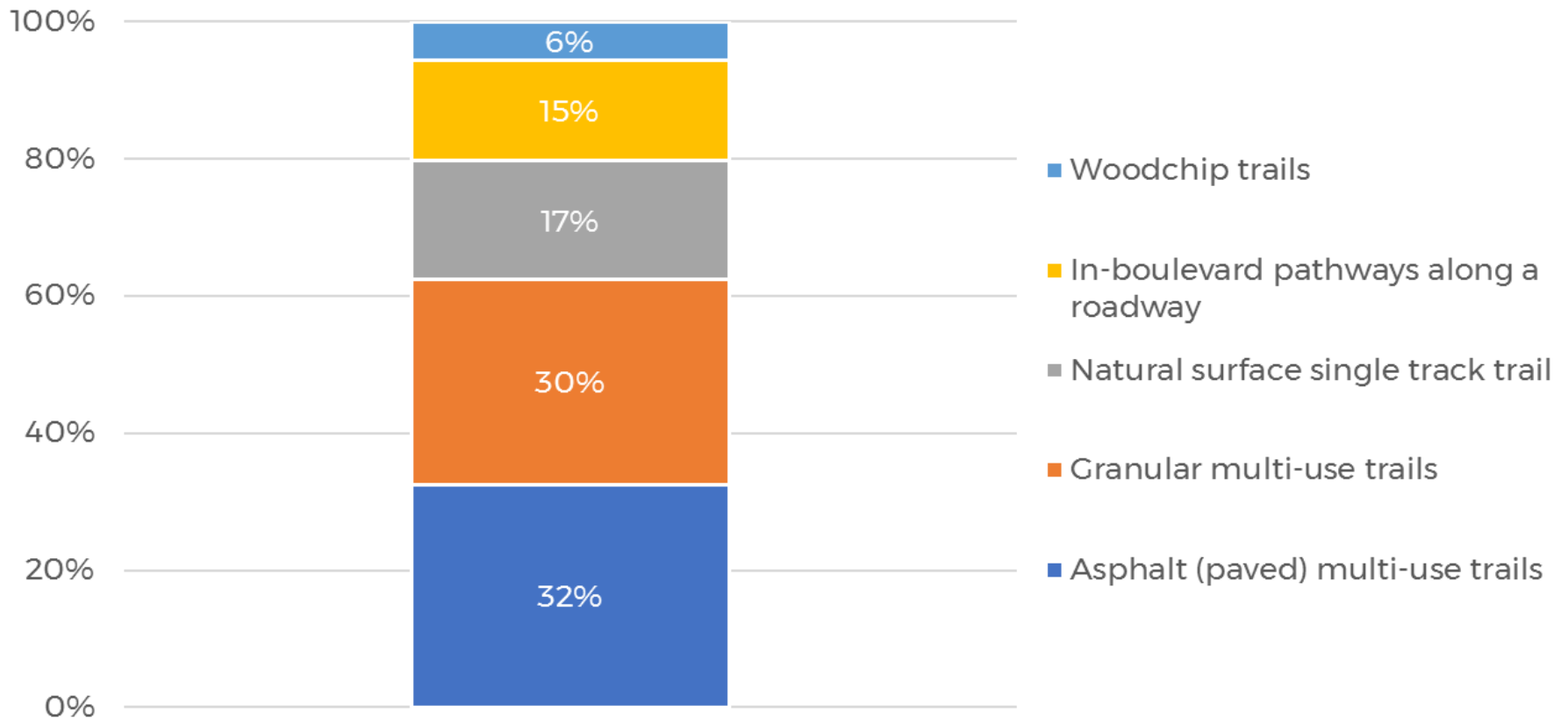
### Key Findings:

- 27% of respondents indicated that more supportive infrastructure would encourage them to cycle or use trails more often, followed by 22% of respondents who indicated that a connected County-wide network would encourage them to cycle or use trails more often.



## Summary of Trail Preferences

Respondents were asked to indicate the types of trails they feel most comfortable using.

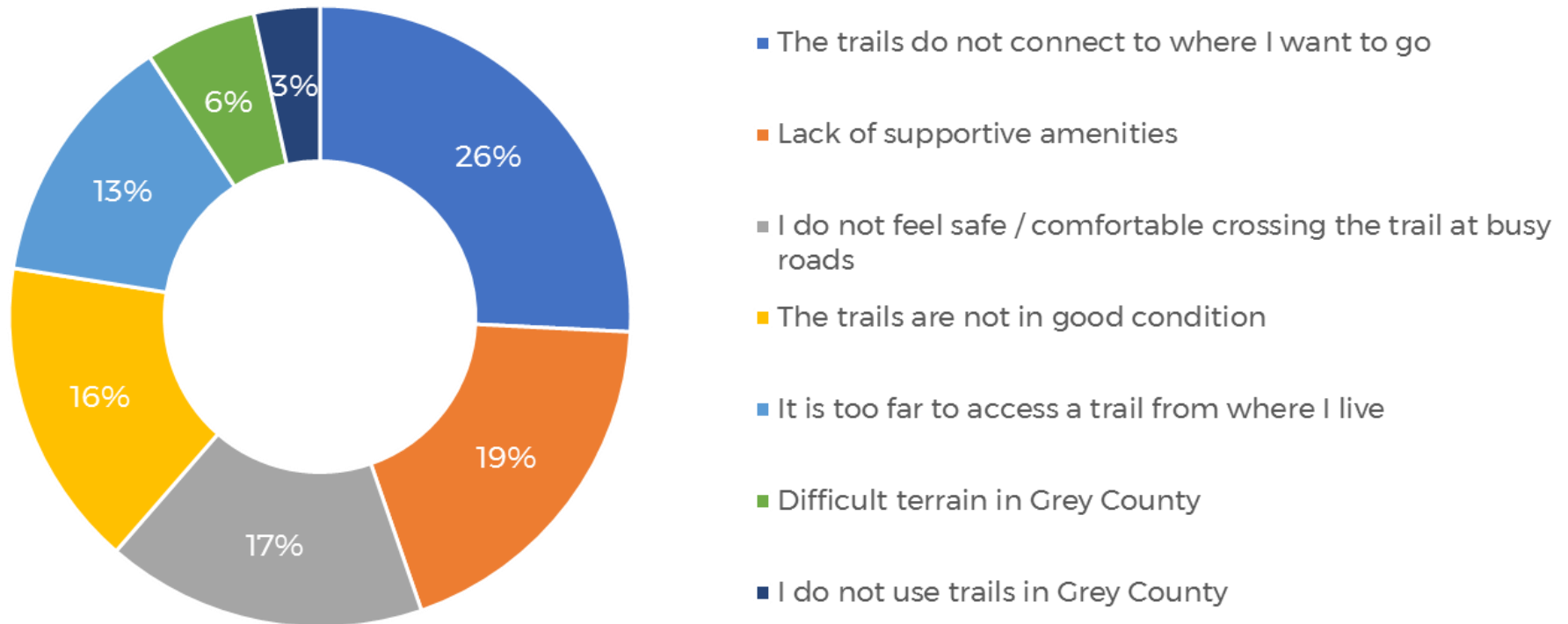


### Key Findings:

- 32% of respondents indicated that they feel most comfortable using asphalt multi-use trails followed by 30% of respondents who indicated that they feel most comfortable using granular multi-use trails.

## Summary of Trail Preferences

Respondents were asked to indicate the key challenges and barriers that they have experienced when using trails in Grey County.

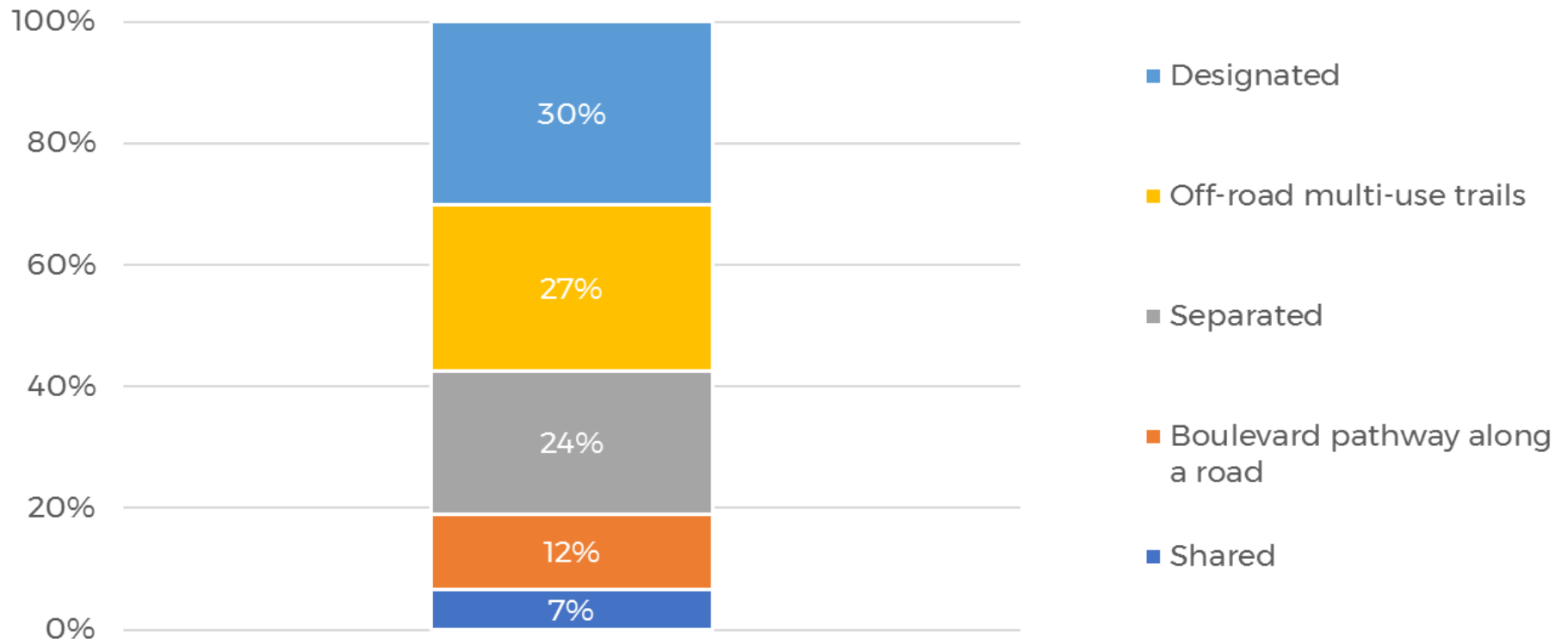


### Key Findings:

- Top 3 challenges include:
  - The trails do not connect to where people want to go (26%)
  - Lack of supportive amenities (19%)
  - Users do not feel safe or comfortable crossing at busy roads (17%)

## Summary of Cycling Preferences

Respondents were asked to indicate the cycling facilities they feel most comfortable using.

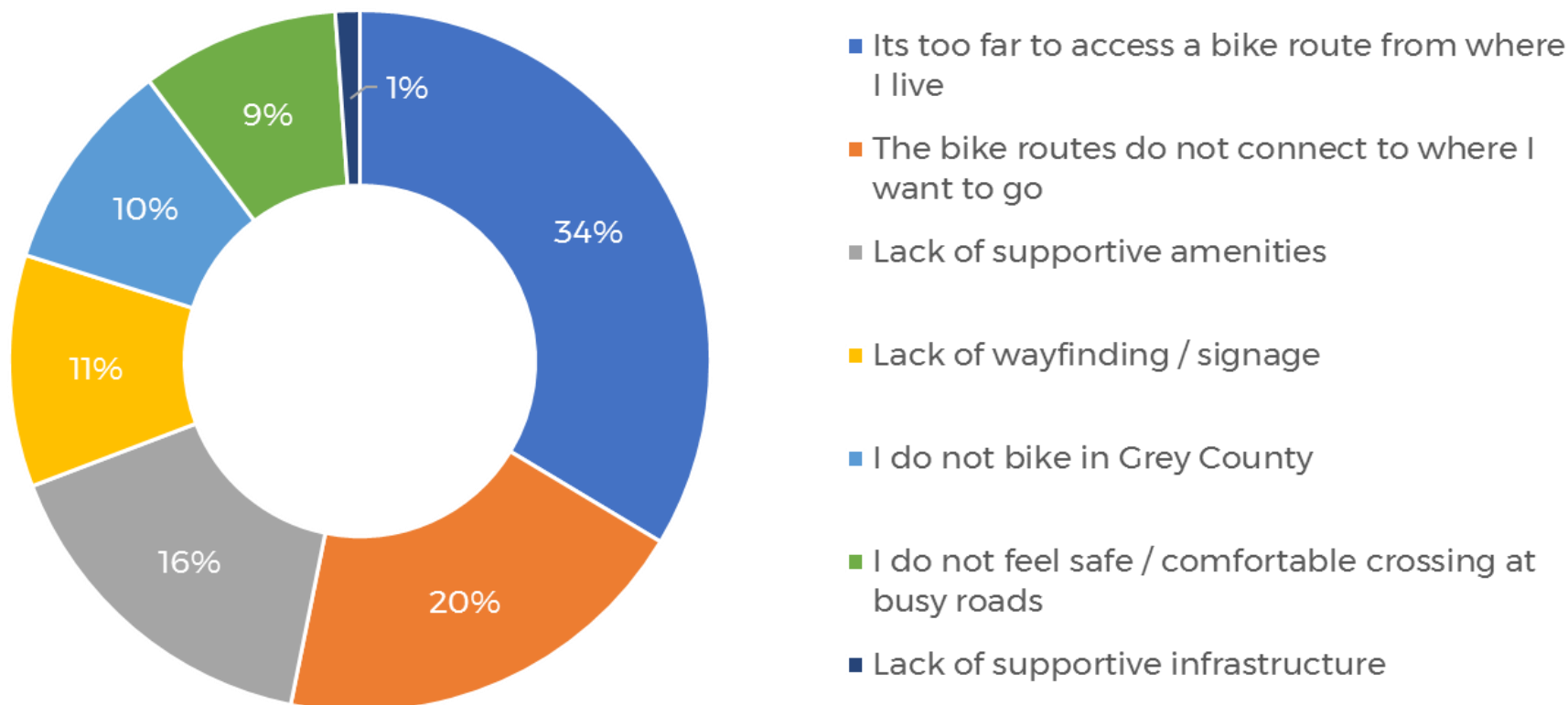


### Key Findings:

- 30% of respondents indicated that they feel most comfortable cycling on designated routes followed by 27 % of respondents who indicated that they feel most comfortable cycling on off-road multi-use trails.

## Summary of Cycling Preferences

Respondents were asked to indicate the key challenges and barriers that they have experienced when cycling in Grey County.



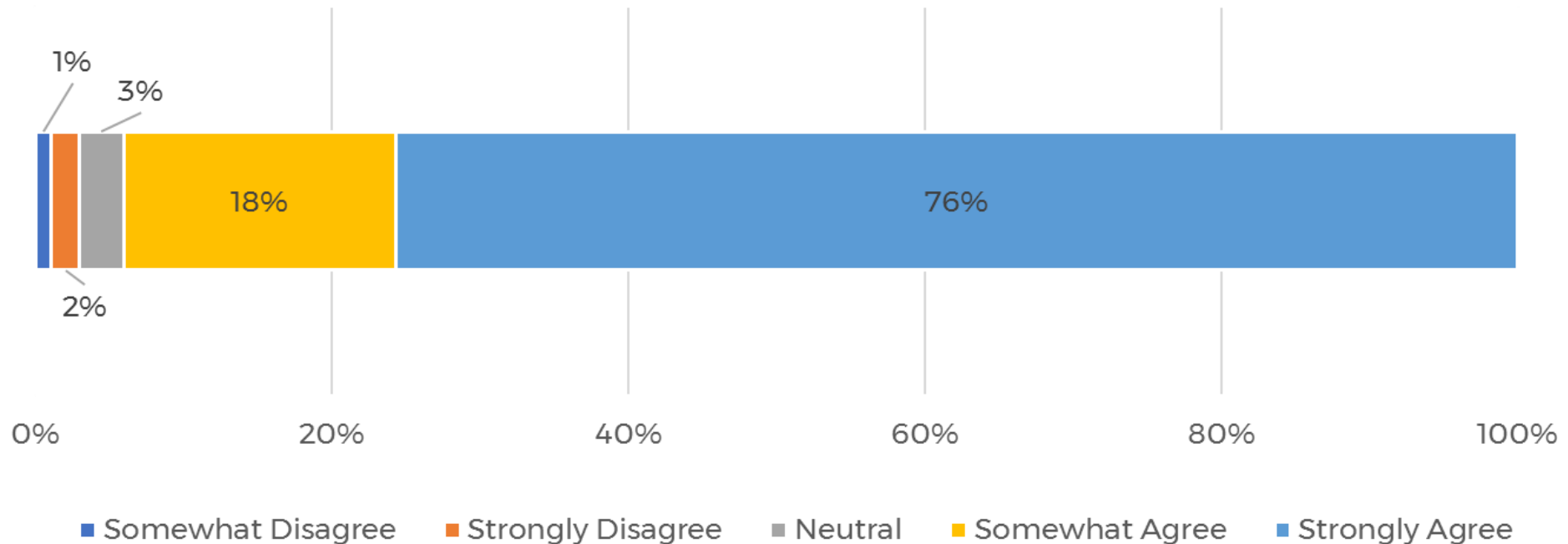
### Key Findings:

- Top 3 challenges include:
  - Too far to access a bike route from where people live (34%)
  - Bike routes do not connect to where people want to go (20%)
  - Lack of supportive amenities (16%)



## Summary of Priorities

Respondents were asked to indicate their level of support for the County, its local municipalities and partners to invest in improvements for cycling and trails.

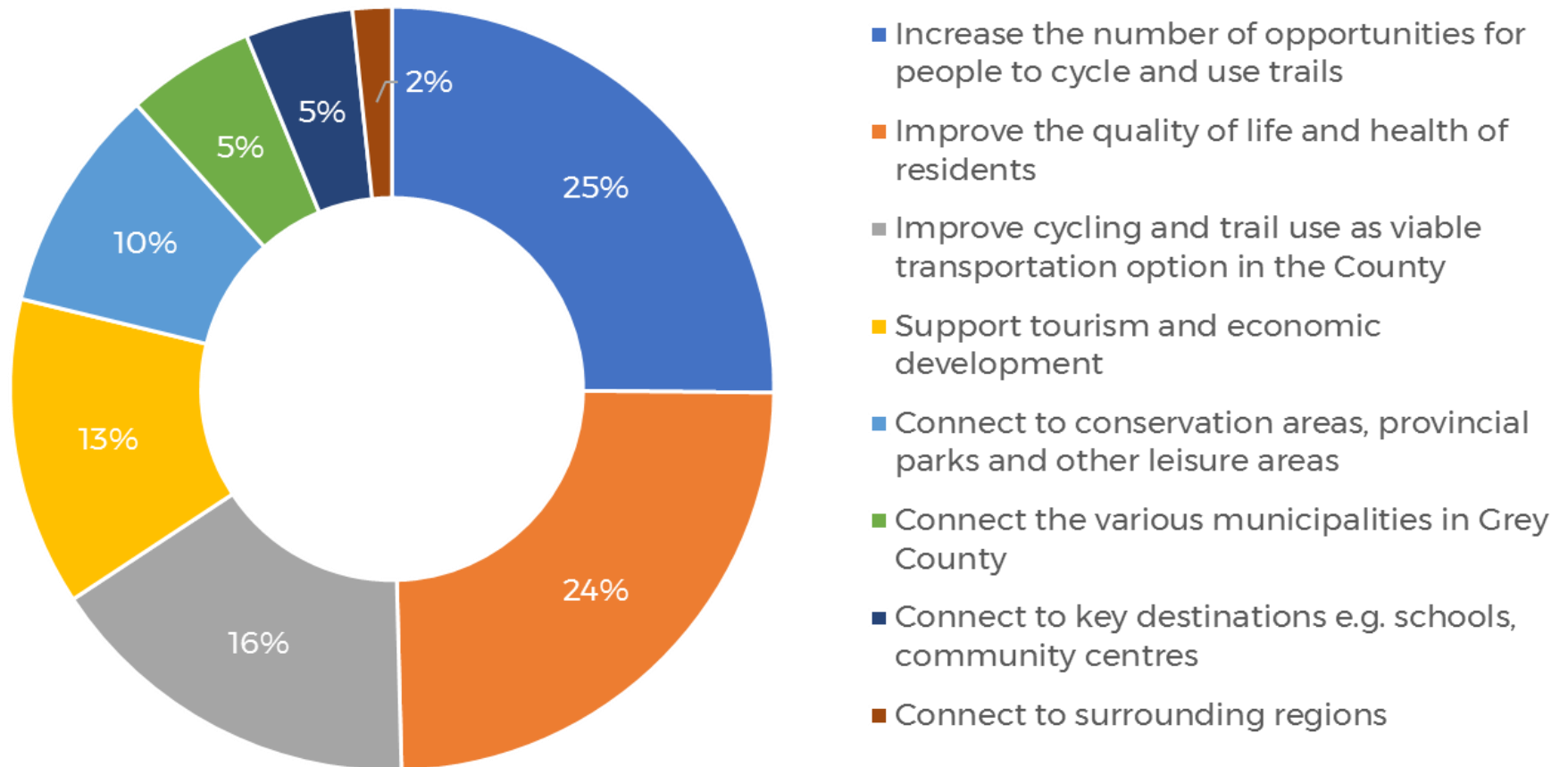


### Key Findings:

- 94% of respondents agree (strongly agree - 76% + somewhat agree - 18%) that the County, its local municipalities and partners should invest in improvements to cycling and trails County-wide.

## Summary of Priorities

Respondents were asked to indicate the top three (3) reasons for developing the Cycling and Trails Master Plan.



### Key Findings:

- Top 3 reasons for developing the plan include:
  - Increase opportunities for people to cycle and use trails (25%)
  - Improve the quality of life (24%)
  - Improve cycle and trail use as a viable transportation option (16%)

## Network Comments

Respondents were asked to provide their thoughts on the existing and proposed trails and cycling network.



**257** pins  
Agree



**21** pins  
Disagree



**142** pins  
Missing link



**60** pins  
Barrier



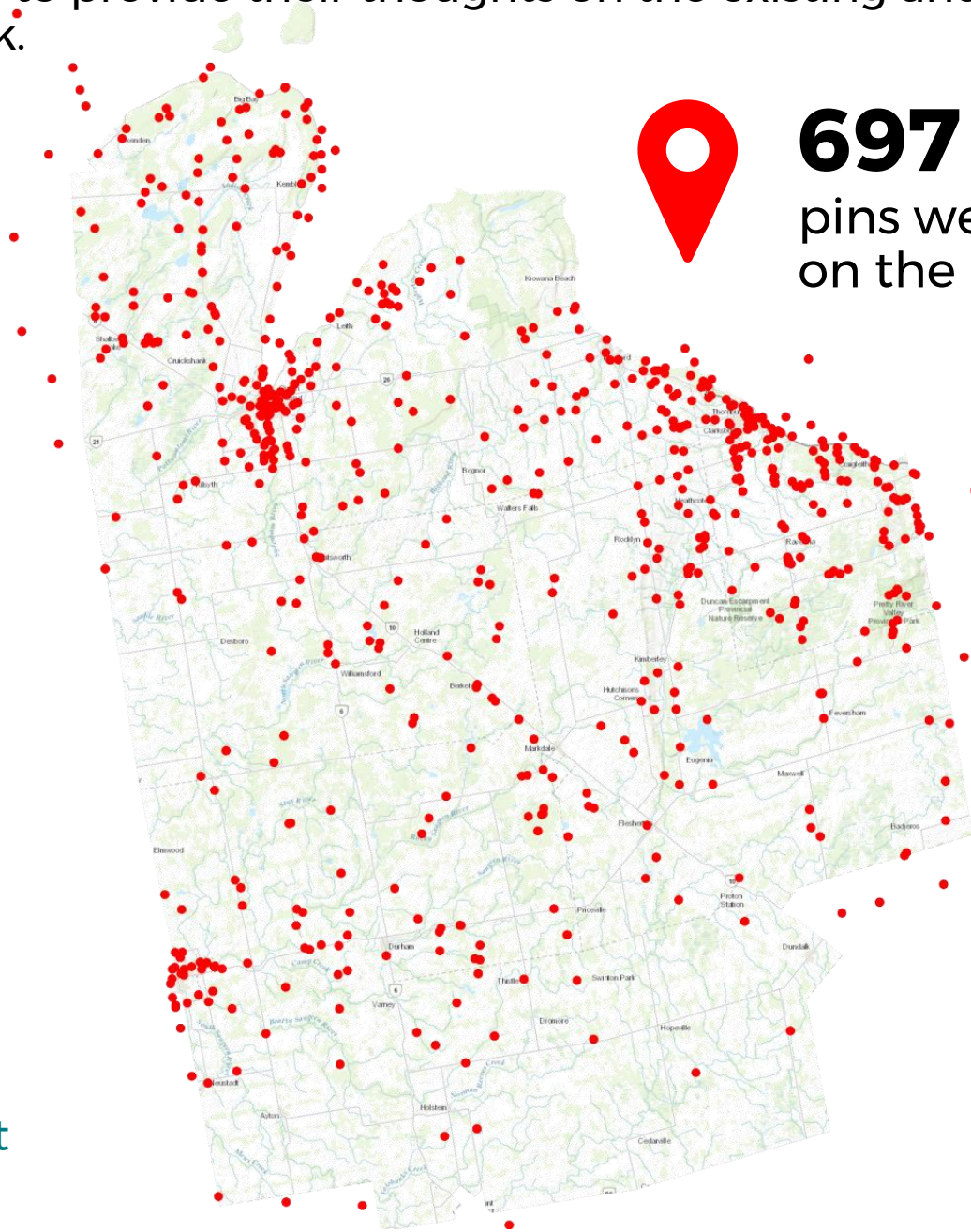
**114** pins  
Priority



**103** pins  
Other comment



**697**  
pins were placed  
on the map



## Network Comments

The following “word cloud” highlights key words and comments received on the mapping activities.





# Evaluating potential routes (Public Open House input)

Attendees at the Public Open House were asked to rank the criteria they consider most important when identifying routes.

- 1 Road Classification**  
Design of an appropriate facility is feasible based on characteristics relative to the road class
- 2 Access and Potential Use**  
The route provides access to significant origins and destinations
- 3 Connectivity & Directness**  
The route is continuous, connects to key destinations and allows short and long travel
- 4 Tourism**  
The route provides access to major tourism destinations and supports local tourism initiatives
- 5 Attractive and Aesthetic**  
The route is scenic and provides users with an enriched experience
- 6 Environmental Impact**  
The route and the recommended facility minimize impacts on the natural heritage
- 7 Attracting Future Users**  
The route is interesting , will attract users to experience it and creates an overall sense of interest
- 8 User Comfort and Safety**  
The route minimizes the potential for conflict with other modes and appeals to a broad range of users
- 9 Cost**  
An appropriate facility type can be constructed cost-effectively



## Other comments we heard...

The following comments were written on other boards at the Open House:

- ▶ Will the plan acknowledge our native communities and land-use (land acknowledgement)
- ▶ The plan should address increased communication between groups and take their needs into consideration as well
- ▶ How will other road users be consulted including farmers, truck drivers and other non-cycling trail users such as dog walkers and hikers?
- ▶ Aging populations could need low speed assisted biking
- ▶ Continuous and connected network meaning trails do not appear then disappear randomly
- ▶ Need to keep off-road single track in mind for development (County forests)



## Grey County Cycling and Trails Master Plan Municipal Partners Workshop #2

October 4, 2019

10:00 a.m. to noon

Discovery Room (Council Chambers)

Grey County Administration Building, 595 9<sup>th</sup> Ave. East Owen Sound

Dear Municipal Partners,

Since November 2018, Grey County has been working with a consulting team from WSP to prepare a Cycling and Trails Master Plan. The Master Plan is meant to be a long-term, comprehensive strategy to guide future planning and decision-making to enhance cycling and trail opportunities within the County and its local municipalities.

Since the first Stakeholder Workshop that was held in December 2018, the following work has been completed:

- Held a Public Open House in March 2019 to gather input on opportunities to improve cycling and trails in the County;
- Launched an online interactive survey between March and April 2019 to gather preliminary feedback on priorities, user preferences and the County-wide cycling and trails network;
- Refined the proposed routes to identify a continuous and connected preferred cycling and trails network;
- Identified preliminary facility types for the proposed routes (e.g. paved shoulders, signed bike routes) based on the Ontario Traffic Manual Book 18 facility selection process; and
- Prepared preliminary content for the draft master plan.

This letter invites you to attend the second workshop on October 4, 2019 between 10:00 a.m. to noon. The workshop will be held in the Discovery Room at the Grey County Administration Building located at 95 9<sup>th</sup> Avenue East in Owen Sound. The purpose of this workshop will be to:

1. Review the proposed cycling and trails network and provide input on the proposed facility types;
2. Identify preliminary phasing and priorities for consideration; and

3. Identify opportunities for partnerships, funding and coordination to facilitate the implementation of the Cycling and Trails Master Plan moving forward.

If you do not feel that you are the appropriate person to attend this meeting, we would ask that you email the team and identify someone who you think would be better suited for this workshop and ongoing discussions about cycling and trails in Grey County.

In addition to the stakeholder workshop, you are encouraged to visit the project website which contains more detailed information on the Grey County Cycling and Trails Master Plan. You can access the website using the following link: <https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>

Please do not hesitate to contact either of the undersigned below should you have additional questions about the workshop or the Cycling and Trails Master Plan.

**Bryan Plumstead**  
Manager of Tourism  
Grey County  
519-376-3365 ext. 6110  
[bplumstead@visitgrey.ca](mailto:bplumstead@visitgrey.ca)

**Cristina Valente**  
Senior Project Planner  
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# Grey County Cycling and Trails Master Plan

## Municipal Partners Workshop #2

### Workshop Details

Venue: Discovery Room (Council Chambers), Grey County Administration Building, 595 9th Ave. East, Owen Sound

Date: Friday October 4th, 2019

Time: 10:00 a.m. to 12 noon.

### Workshop Purpose

This workshop provides an opportunity for County staff and the consultant team to meet with representatives from local municipalities, technical agencies and stakeholder groups to present the progress on the Cycling and Trail Master Plan to date and provide the opportunity for attendees to review and comment on the proposed cycling and trails network.

### Workshop Objectives

The objectives of this workshop will be to:

- ▶ Update attendees on the study progress to date;
- ▶ Present and engage with attendees on the current draft Cycling and Trails Network including the proposed facility types;
- ▶ Engage with attendees to identify any network priorities / project phasing opportunities that will assist in the development of the phasing strategy; and
- ▶ Engage with attendees and identify potential partnerships, funding and coordination opportunities that could be explored through the implementation of the Cycling and Trails Master Plan.

## Workshop Agenda

Time	Topic	Role
10:00 - 10:10 a.m.	<b>Welcome and Introductions</b> County staff, WSP and Share the Road will provide welcoming remarks and attendees will be asked to introduce themselves.	WSP to prepare and bring sign-in sheet.
10:10 - 10:25 a.m.	<b>Presentation: Study Update</b> A brief presentation will be given by the consultant team outlining the progress to date. The presentation will also provide an overview of the draft cycling and trails network and proposed facility types.	WSP and Share the Road to prepare for and give the presentation.
10:25 - 11:00 a.m.	<b>Activity #1: Cycling and Trails Network + Facility review</b> The first activity will be used to gather attendees' input and thoughts on the draft cycling and trails network as well as the proposed facility types for the routes. The intent of this activity is to collect comments and feedback on network routing and the appropriateness of the proposed facilities. Attendees will be divided into three (3) different groups / tables and given markers to write their input and feedback on the maps provided. Justin Jones, Gregg Hanson and Cristina Valente will facilitate this activity.	WSP and Share the Road to prepare for and facilitate this activity. WSP will provide large 36"X48" printed maps and markers





## Workshop Agenda

Time	Topic	Role
11:00 – 11:30 a.m.	<b>Activity #2: Cycling and Trails Priorities</b> <p>The second activity will be used to gather attendees' input and thoughts on potential phasing opportunities. The intent will be to draw on local and municipal knowledge to inform a phasing strategy, specifically, we will be encouraging attendees to explore opportunities for collaboration in the implementation of route on the network.</p> <p>Attendees stay in the groups assigned during the first exercise and will use markers to write their input and feedback on the maps provided. Justin Jones, Gregg Hanson and Cristina Valente will also facilitate this activity.</p>	<p>WSP and Share the Road to prepare for and facilitate this activity. WSP will provide large 36"X48" printed maps and markers</p>
11:30 – 11:50 a.m.	<b>Partnerships Discussion</b> <p>The groups will be dispersed. A discussion will be had that will briefly address the implementation of the cycling and trails network, at which point attendees will be encouraged to raise any concerns or make suggestions as to potential partnerships and opportunities that can be leveraged moving forward.</p> <p>Justin Jones will facilitate this exercise.</p>	<p>WSP will give a brief statement on the importance of an implementation strategy</p>

## Workshop Agenda

Time	Topic	Role
11:50 a.m. – 12:00 p.m.	<b>Closing Remarks and Next Steps</b> County staff, WSP and Share the Road to thank attendees for their participation and input. WSP and Share the Road to provide brief overview of next steps.	County staff, WSP and Share the Road to provide closing remarks.





Get Active, Your Way!

**Grey County**  
**Cycling & Trails Master Plan**

# Grey County Cycling & Trails Master Plan

## Municipal Partners Workshop

Friday, October 4<sup>th</sup>, 2019  
10:00 a.m. to 12:00 p.m.

# Workshop Agenda

- 1**    **10:00 – 10:10 a.m.**    Welcome & Introductions
- 2**    **10:10 – 10:25 a.m.**    Presentation: Study Update
- 3**    **10:25 – 11:00 a.m.**    Activity #1: Cycling and Trails Network + Facility Review
- 4**    **11:00 – 11:30 a.m.**    Activity #2: Cycling and Trails Priorities
- 5**    **11:30 – 11:50 a.m.**    Partnerships Discussion
- 6**    **11:50 a.m. – 12:00 p.m.**    Closing Remarks and Next Steps





Get Active, Your Way!

**Grey County**  
**Cycling & Trails Master Plan**

# Study Update

# VISION AND OBJECTIVES REVISITED

We met with stakeholders last winter and created a **vision** for the plan:



*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**.*

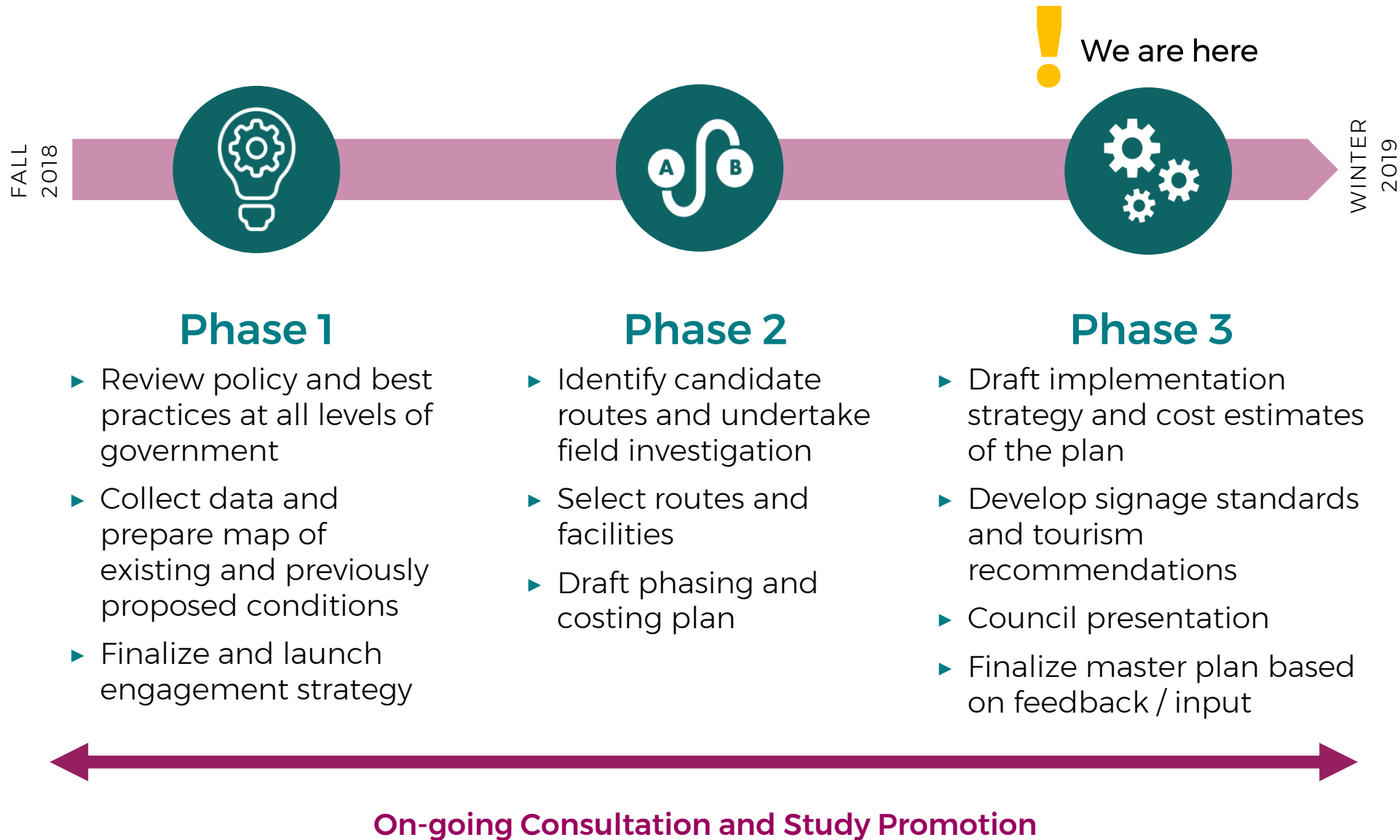


# VISION AND OBJECTIVES REVISITED

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

# WHERE ARE WE NOW?





# ENGAGEMENT SUMMARY

## How did we Engage?



4 study meetings

With staff from:

Tourism  
Transportation Services  
Planning and Development  
Grey Bruce Health Unit



1 online activity

496 participants

11,325 data points collected



2 in-person events

30+ attendees - stakeholder workshop

50 attendees - public open house

## Who did we Engage?

Types of users that responded  
online and in person:



45%  
cyclists



20%  
hikers

## What are their interests?

Why residents cycle or use trails  
in Grey County:



42%  
cycle or use trails for  
recreation and leisure



40%  
cycle or use trails for  
health or fitness

## What are their opinions about the plan?

### Top reasons to develop the plan



25% increase opportunities for people to cycle and use trails



24% improve quality of life



16% improve cycling and trail use as a viable transportation option

## What were their priorities?

### Criteria most important when choosing a route



#### Road classification

characteristics of the road and how it functions within the overall network



#### Access and potential use

how well the route connects to key destinations

## What do they think should be the focus of the plan?

### Top priorities for enhancing cycling and trails



Infrastructure and gaps



Performance measures



Maintenance



Signage and wayfinding



Land use planning

# HOW HAS THE CYCLING AND TRAILS NETWORK BEEN DEVELOPED TO DATE?

1

## Existing Conditions

- ▶ Identify and map existing facilities, key destinations and tourism assets
- ▶ Identify routes that were proposed in other planning documents

**Outcome:** Map of existing and previously proposed cycling and trail conditions

2

## Gaps and Candidate Routes

- ▶ Identify route selection
- ▶ Identify gaps and opportunities for new cycling and trail routes
- ▶ Undertake field investigations

**Outcome:** Map of candidate cycling and trail routes

3

## Route Network Concept

- ▶ Review routes and select the preferred routes
- ▶ Confirm and map preferred routes

**Outcome:** Map of preferred cycling and trail routes

4

## Preferred Facility Types

- ▶ Use a facility selection tool to identify preferred facility types
- ▶ Identify other network enhancements / treatments

**Outcome:** Map of preferred facility types

**!** We are here

5

## Phasing and Priorities

- ▶ Identify proposed timeline for route implementation
- ▶ Determine potential costs for routes

**Outcome:** Map of preferred phasing and priorities, and cost estimates

# NETWORK PHILOSOPHY

Facility types on local  
municipal owned roads / lands



**Shared Space**  
Signed Routes



**Designated Space**  
Paved Shoulder  
Bike Lanes  
Urban Shoulders



**Separated Space**  
In-boulevard Paths  
Off-road Trails

Facility types on  
Grey County owned roads / lands



**Designated Space**  
Paved Shoulders  
Buffered Paved  
Shoulders  
Bike Lanes



**Shared Space**  
Signed Routes



**Separated Space**  
In-boulevard Paths  
Off-road Trails

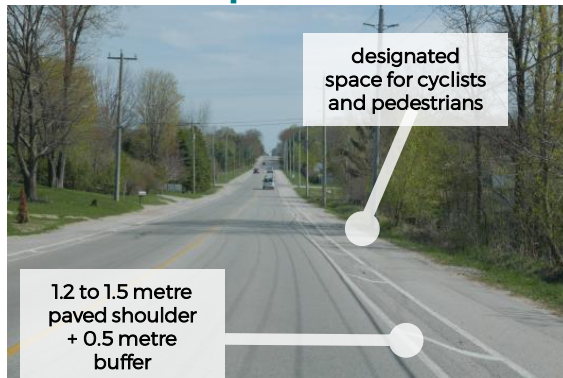
Most  
Common

Least  
Common

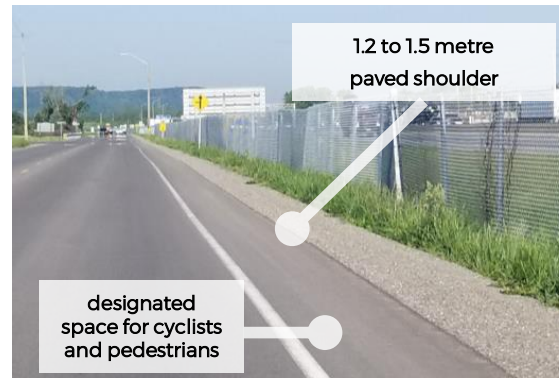


# WHAT DOES THE CYCLING AND TRAILS NETWORK LOOK LIKE?

## Buffered paved shoulder



## Paved shoulder



## In-boulevard pathway



## Signed route



## Bike lane



## Off-road trail



## Signed route with edgeline



## Buffered bike lane



# NETWORK DISTRIBUTION

## Network commitment by jurisdiction

Road/ Jurisdiction	Network Lengths (KM)	Total Network Costs (approx.)
Grey County	587.5	\$ 59,804,000
City of Owen Sound	25.4	\$ 35,000
Municipality of West Grey	62.3	\$ 70,000
Municipality of Meaford	36.1	\$ 43,000
Township of Georgian Bluffs	22.9	\$ 27,000
Municipality of Grey Highlands	55.9	\$ 63,000
Town of Hanover	10.9	\$ 18,000
Township of Southgate	2.9	\$ 3,000
Town of The Blue Mountains	32.5	\$ 157,000
Township of Chatsworth	14.8	\$ 17,000
Province of Ontario	1.4	\$ 315,000
Total	852.5	\$ 60,550,000

## Routes under the County's jurisdiction are located in:

Municipality	County Network Length in Municipality	County Network Cost in Municipality (approx.)
City of Owen Sound	8	\$ 928,000
Municipality of West Grey	100	\$ 15,253,000
Municipality of Meaford	55	\$ 4,995,000
Township of Georgian Bluffs	66	\$ 6,299,000
Municipality of Grey Highlands	177	\$ 18,040,000
Town of Hanover	2	\$ 330,000
Township of Southgate	88	\$ 5,269,000
Town of The Blue Mountains	49	\$ 3,617,000
Township of Chatsworth	43	\$ 5,071,000



**THE MAJORITY OF  
NETWORK COSTS IN  
EACH MUNICIPALITY  
BELONG TO THE  
COUNTY**



# Activity #1: Cycling and Trails Network + Facility Review

Use the markers/ highlighters provided to identify cycling routes that you have comments or feedback about.

Examples of potential comments could include:

- Route is an important connection.
- The cycling facility proposed for this route is appropriate / inappropriate; why?





# Map 1-1 Grey County

## Draft Facility Types

Grey County Cycling and Trails Master Plan | Draft October 2019

### Legend

#### Draft Network

Existing	Proposed	
N/A	Orange dashed line	In-boulevard Pathway
N/A	Purple dashed line	Buffered Bike Lane
N/A	Red dashed line	Buffered Paved Shoulder
N/A	Pink dashed line	Bike Lane
Orange solid line	Yellow dashed line	Paved Shoulder <sup>1</sup>
Green solid line	Green dashed line	Edge Line
Blue solid line	Blue dashed line	Signed Route
Brown solid line	Brown dashed line	Off-road Trail <sup>2</sup>
	Black square	Potential Crossing <sup>3</sup> Enhancement

#### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>4</sup>

#### Transportation Features

- Provincial Road
- County Road
- Municipal Road (paved)
- Municipal Road (gravel)
- Connection to Surrounding Municipality (Refer to list below for description of connections)

#### Key Destinations

- Beach
- Bike Shop / Rental
- Scenic Lookout
- Waterfall
- Tourist Information
- Trail Access Point (Parking)
- County Forest Access Point

#### Land Use Features

- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- School
- Hospital
- Waterbody
- Parcel Property
- Municipal Boundary

#### Notes:

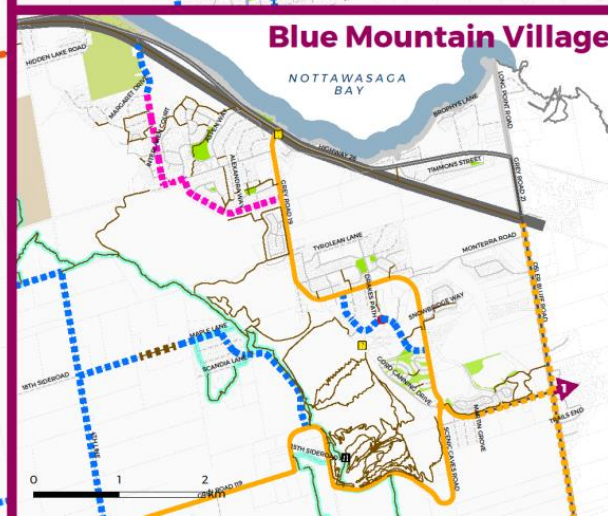
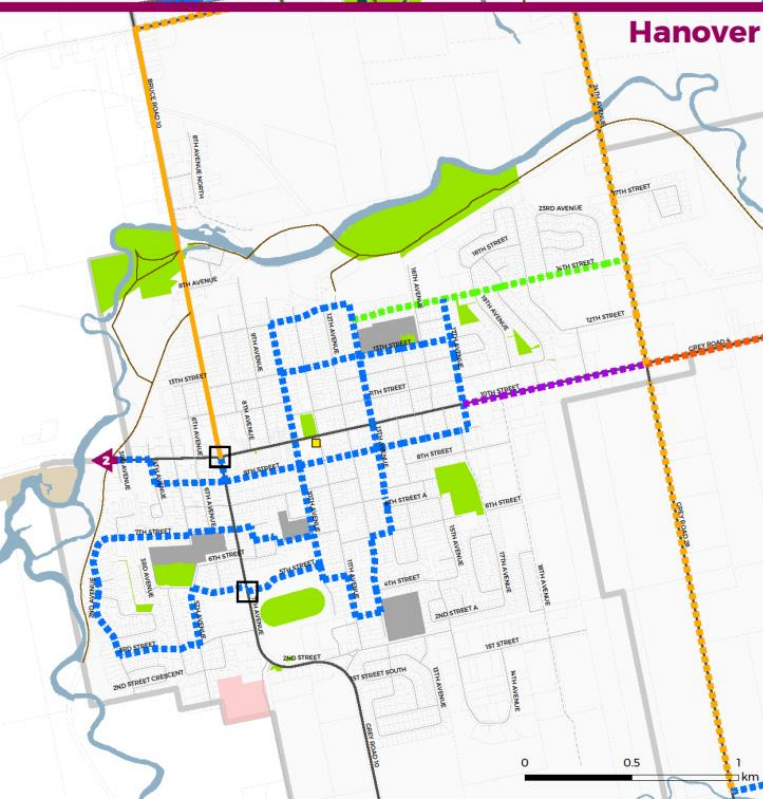
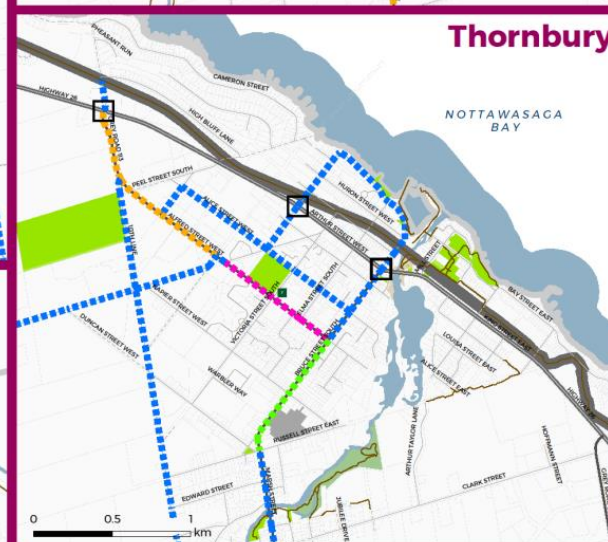
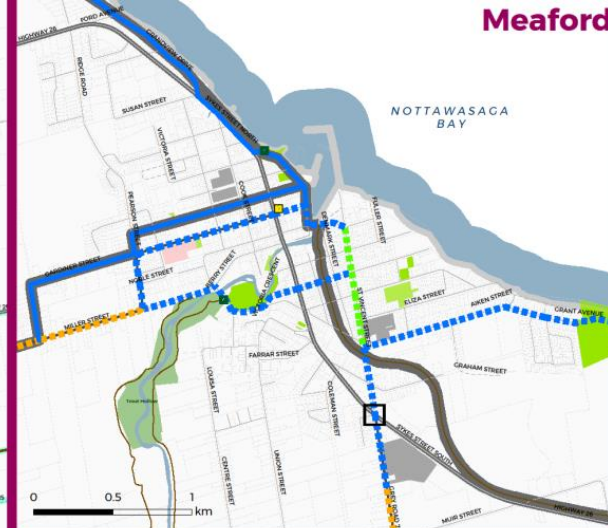
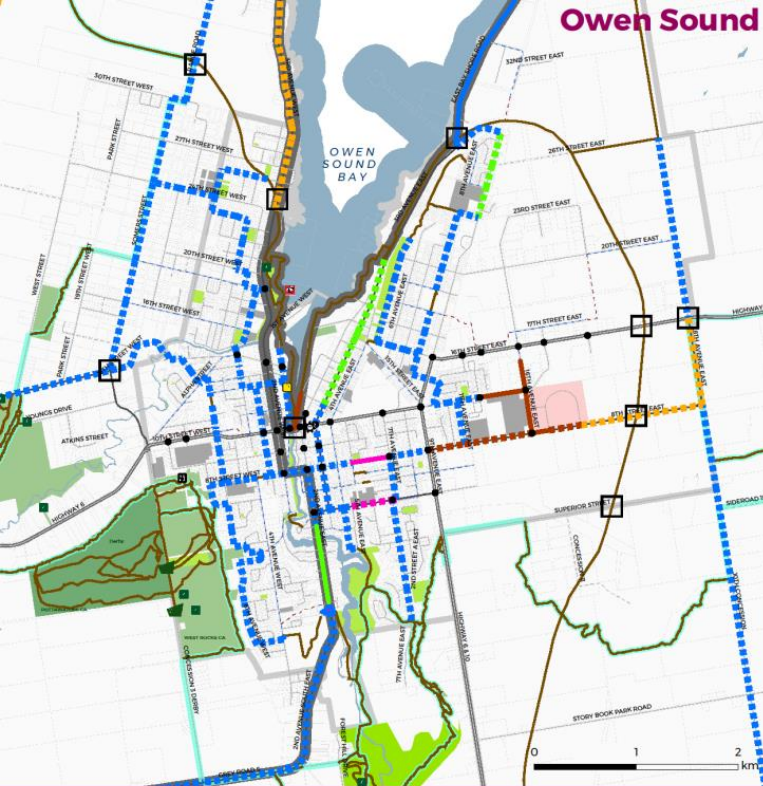
- Includes locations where a paved shoulder is proposed along roads with an existing partial paved shoulder (e.g. partial paved shoulder is 1.2 metres or less).
- Includes routes intended for multi-use purposes including walking, hiking, cycling, cross-country skiing and equestrian use.
- Potential crossing enhancements have been identified where a route crosses a difficult location (e.g. areas with sightline constraints due to road geometry, and roads with high operating speeds and high traffic volume) as well as locations where a proposed route crosses a regional trail system, such as the Grey County CP Rail Trail.
- Includes the CP Rail Trail, Waterfront Trail, Georgian Bay Cycling Route and the Province-wide Cycling Network.

#### 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 to Arthur, Wellington County
- 11 to Minto, Wellington County
- 12 to Chesley, Bruce County
- 13 to Tara, Bruce County
- 14 to Park Head, Bruce County
- 15 to Wiarton, Bruce County







# Map 1-2 Built-up Areas

## Draft Facility Types

Grey County Cycling and Trails Master Plan | Draft October 2019



## Legend

### Draft Network

Existing	Proposed	
N/A		In-boulevard Pathway
N/A		Buffered Bike Lane
N/A		Buffered Paved Shoulder
N/A		Bike Lane
		Paved Shoulder <sup>1</sup>
		Edge Line
		Signed Route
		Off-road Trail <sup>2</sup>
		Potential Crossing <sup>3</sup> Enhancement

### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>5</sup>

### 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

### Other Municipal Routes<sup>4</sup>

- On-Road Route
- Off-Road Route

### Key Destinations

- Beach
- Bike Shop / Rental
- Scenic Lookout
- Waterfall
- Tourist Information
- Trail Access Point (Parking)
- County Forest Access Point

### Land Use Features

- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- School
- Hospital
- Waterbody
- Parcel Property
- Municipal Boundary

### Notes:

- Includes locations where a paved shoulder is proposed along roads with an existing partial paved shoulder (e.g. partial paved shoulder is 1.2 metres or less).
- Includes routes intended for multi-use purposes including walking, hiking, cycling, cross-country skiing and equestrian use.
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- Includes routes identified in Schedule D Active Transportation and Trails Master Plan - City of Owen Sound Official Plan (2012). Select routes identified in the City's Official Plan are proposed to form part of the County's Cycling and Trails Network; other routes are illustrated to show local (municipal) connections that are proposed through Owen Sound and connect to the County's network.
- Includes the CP Rail Trail, Waterfront Trail, Georgian Bay Cycling Route and the Province-wide Cycling Network.

### Connections to Surrounding Municipalities

- proposed on-road route (Simcoe County TMP 2014)
- to Walkerton, Bruce County





## Activity #2: Cycling and Trails Priorities

Use the markers / highlighters provided to identify implementation and project phasing (timing) comments

Examples of potential comments could include:

- This route / facility could have some implementation / construction concerns; why?
- Given the proposed facility type, this route would be a great candidate to be phased in the short term, medium term, or long term.





# Map 1-1 Grey County

## Draft Facility Types

Grey County Cycling and Trails Master Plan | Draft October 2019

### Legend

#### Draft Network

Existing	Proposed	
N/A	Orange dashed line	In-boulevard Pathway
N/A	Purple dashed line	Buffered Bike Lane
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N/A	Pink dashed line	Bike Lane
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Green solid line	Green dashed line	Edge Line
Blue solid line	Blue dashed line	Signed Route
Brown solid line	Brown dashed line	Off-road Trail <sup>2</sup>
	Black square	Potential Crossing <sup>3</sup> Enhancement

#### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>4</sup>

#### Transportation Features

- Provincial Road
- County Road
- Municipal Road (paved)
- Municipal Road (gravel)
- Connection to Surrounding Municipality (Refer to list below for description of connections)

#### Key Destinations

- Beach
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- Municipal Boundary

#### Notes:

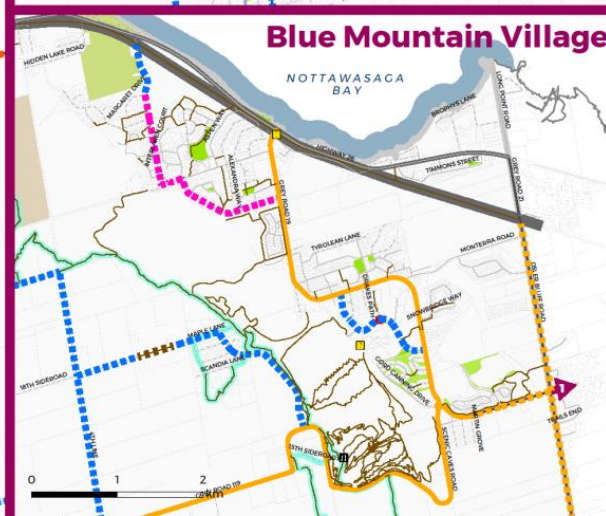
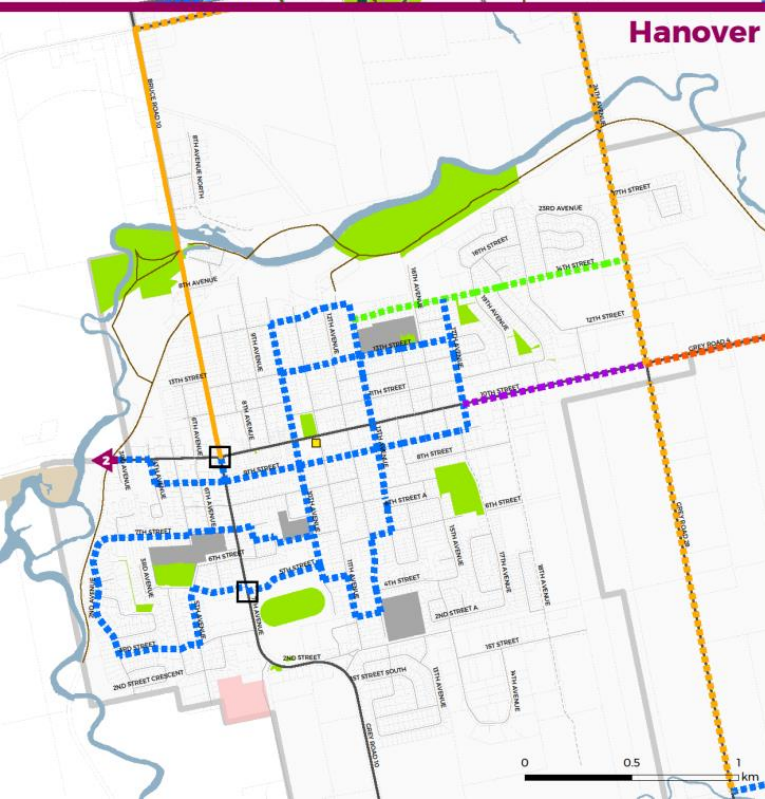
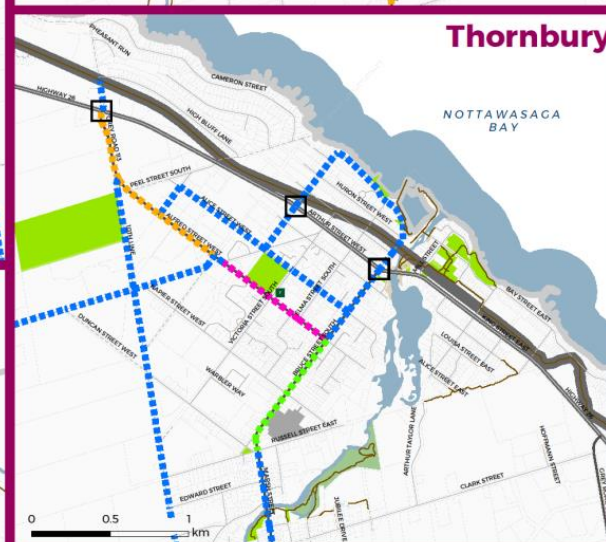
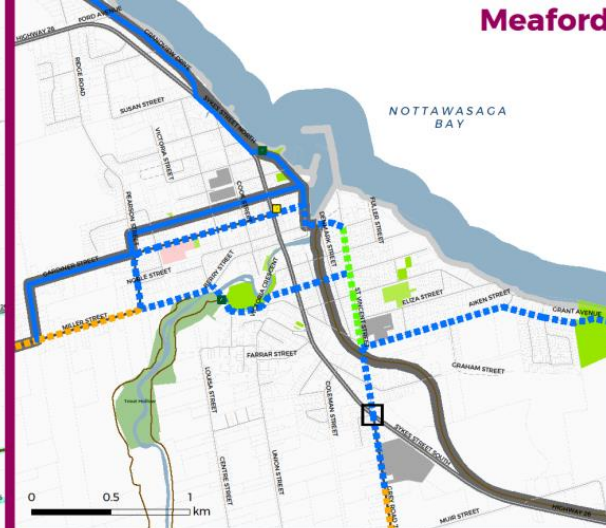
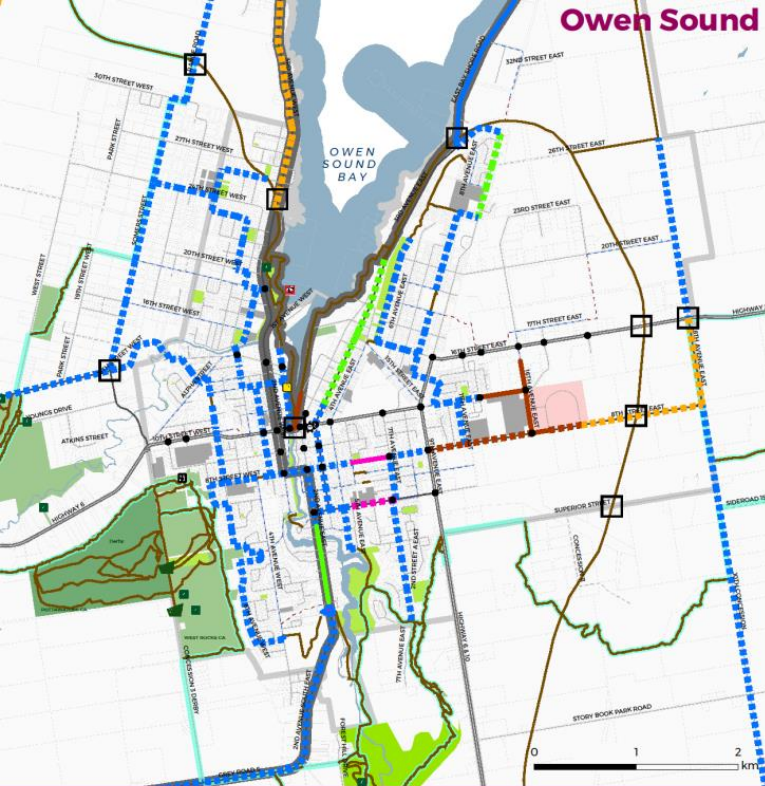
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- 15 to Wiarton, Bruce County







# Map 1-2 Built-up Areas

## Draft Facility Types

Grey County Cycling and Trails Master Plan | Draft October 2019



## Legend

### Draft Network

Existing	Proposed	
N/A	Orange dashed line	In-boulevard Pathway
N/A	Purple dashed line	Buffered Bike Lane
N/A	Red dashed line	Buffered Paved Shoulder
N/A	Pink dashed line	Bike Lane
Orange solid line	Orange dashed line	Paved Shoulder <sup>1</sup>
Green solid line	Green dashed line	Edge Line
Blue solid line	Blue dashed line	Signed Route
Brown solid line	Brown dashed line	Off-road Trail <sup>2</sup>
Black square with white border		Potential Crossing <sup>3</sup> Enhancement

### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>5</sup>

### 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)

### Other Municipal Routes<sup>4</sup>

- On-Road Route
- Off-Road Route

### Key Destinations

- Beach
- Bike Shop / Rental
- Scenic Lookout
- Waterfall
- Tourist Information
- Trail Access Point (Parking)
- County Forest Access Point

### Land Use Features

- Provincial Park
- Crown Land
- County Forest
- Conservation Authority Land
- Municipal Park
- School
- Hospital
- Waterbody
- Parcel Property
- Municipal Boundary

### Notes:

- Includes locations where a paved shoulder is proposed along roads with an existing partial paved shoulder (e.g. partial paved shoulder is 1.2 metres or less).
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- Includes the CP Rail Trail, Waterfront Trail, Georgian Bay Cycling Route and the Province-wide Cycling Network.

### Connections to Surrounding Municipalities

- proposed on-road route (Simcoe County TMP 2014)
- to Walkerton, Bruce County





# Partnerships Discussion

To ensure successful implementation of the Cycling and Trails Master Plan beyond the plan's lifespan, a discussion around potential partnerships and funding opportunities is encouraged to inform next steps and future decision-making.



# Next Steps

## Technical plan

- 1 Summarize input received today
- 2 Update mapping if required
- 3 Finalize network facility types and the implementation strategy
- 4 Complete draft of the Cycling and Trails Master Plan

**Bryan Plumstead**  
Manager of Tourism  
519-376-3365 ext. 6110  
bplumstead@visitgrey.ca

## 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>



Send an email or call a member of the study team

**Cristina Valente**  
Senior Project Planner  
647-730-7154  
cristina.valente@wsp.com





Get Active, Your Way!

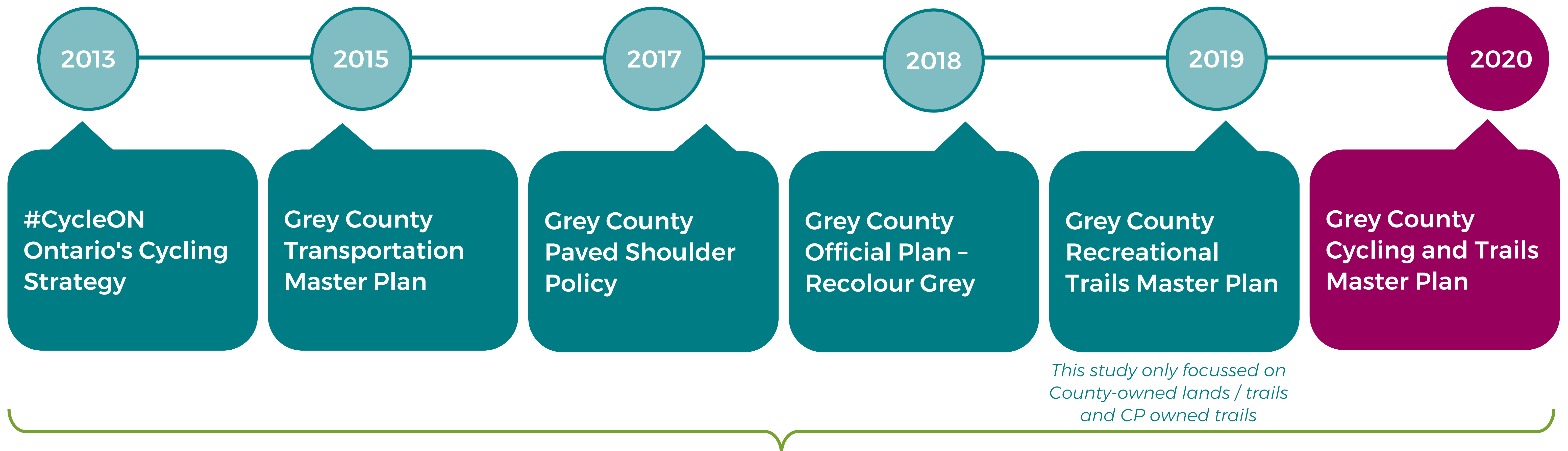
# Welcome!

Grey County Cycling and Trails Master Plan  
February 27, 2020 | 11:30 a.m. to 1:30 p.m.



# About the Cycling and Trails Master Plan

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



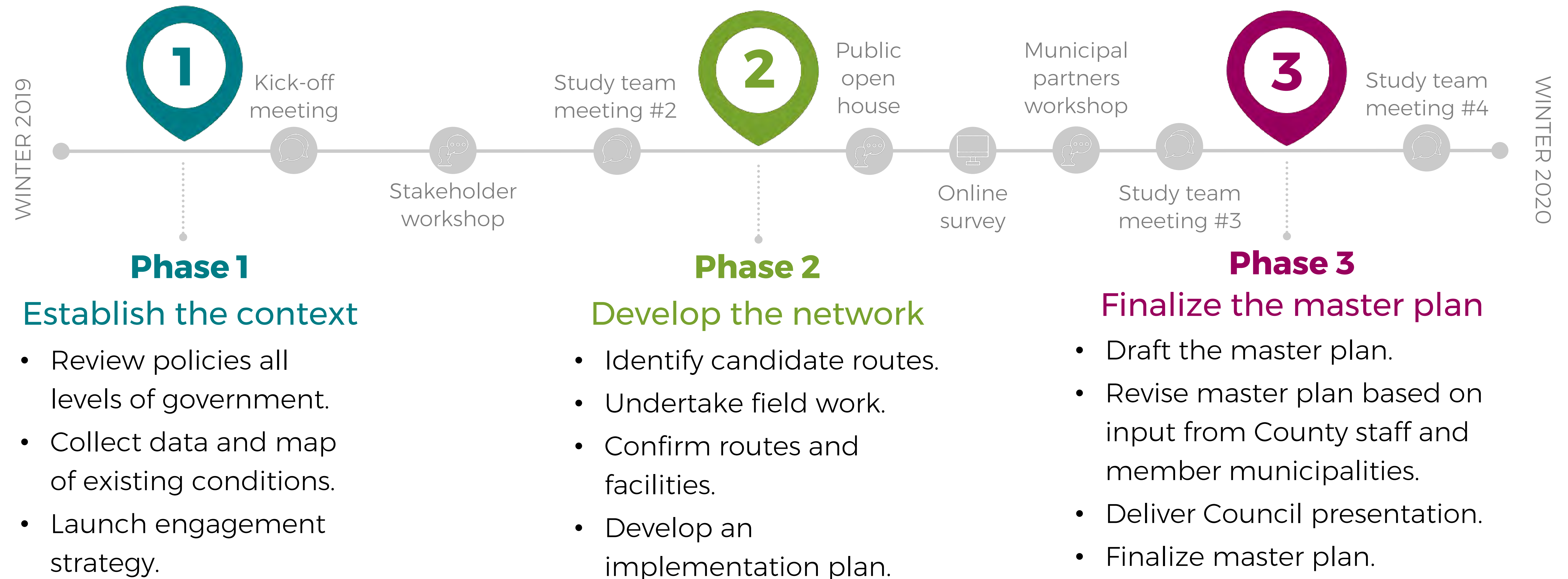
provincial



county + member municipalities

# How was plan developed?

The Cycling and Trails Master Plan was developed in three phases:



The development of the Cycling and Trails Master Plan is consistent with Master Plan **Approach #1 of the Municipal Class Environmental Assessment** process, which takes into account a minimum of two points of engagement / consultation during the study process.





# Map 2a Grey County

Preferred Cycling and Trails Network  
Grey County Cycling and Trails Master Plan | Draft February 2019

## Legend

### Draft Network

Existing	Proposed	
		Paved Shoulder <sup>1</sup>
	N/A	Partially Paved Shoulder
		Signed Route
		Off-road Trail <sup>2</sup>
		Edge Line
N/A		Bike Lane
N/A		Buffered Bike Lane
N/A		Buffered Paved Shoulder
		In-boulevard Pathway
		Potential Crossing <sup>3</sup> Enhancement

### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>4</sup>

### Transportation Features

- Provincial Road
- County Road
- Municipal Road (paved)
- Municipal Road (gravel)
- Connection to Surrounding Municipality  
Refer to list below for description of connections

### Land Use Features

- Provincial Park
- Crown Land
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- Conservation Authority Land
- Municipal Park
- School
- Hospital
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- Municipal Boundary

### Key Destinations

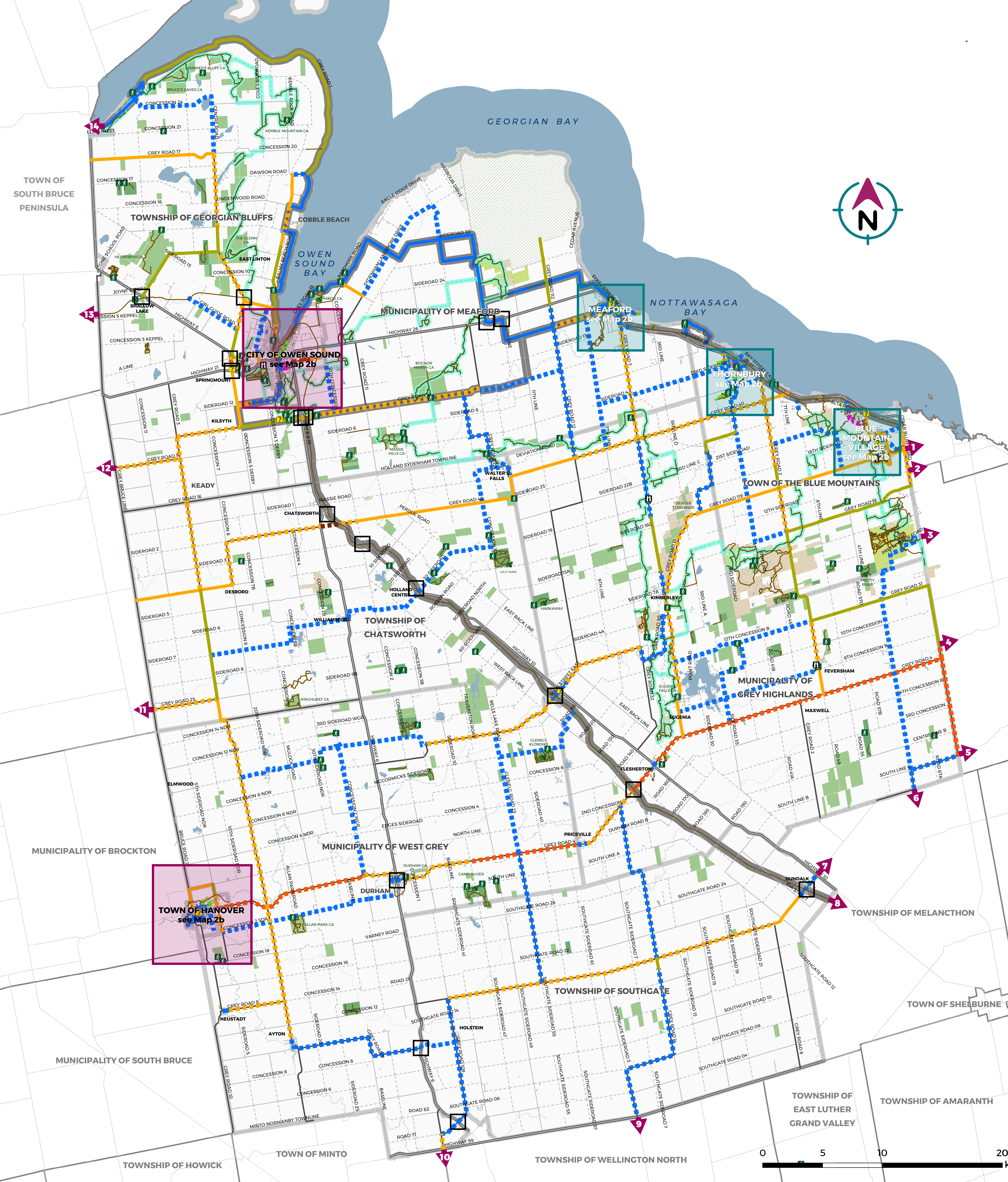
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- Bike Shop / Rental
- Scenic Lookout
- Waterfall
- Tourist Information
- Trail Access Point (Parking)
- County Forest Access Point

Notes:

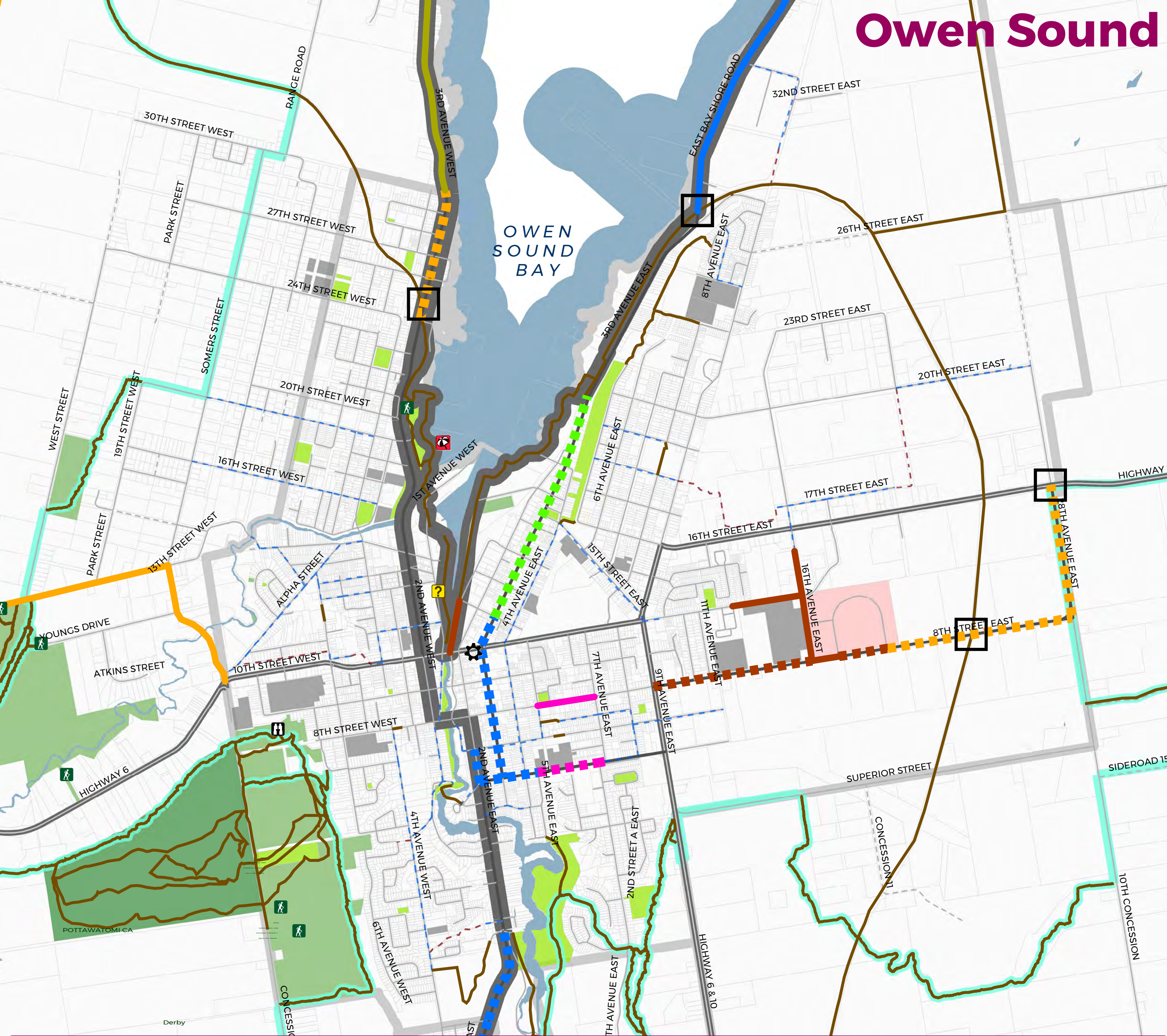
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  - Potential crossing enhancements have been identified where a route crosses a difficult location (e.g. areas with sightline constraints due to road geometry and roads with high operating speeds and high traffic volume) as well as locations where a proposed route crosses a regional trail system, such as the Grey County CP Rail Trail.
  - Includes the CP Rail Trail, Waterfront Trail, Georgian Bay Cycling Route and the Province-wide Cycling Network.
- Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model.

### Connections to Surrounding Municipalities

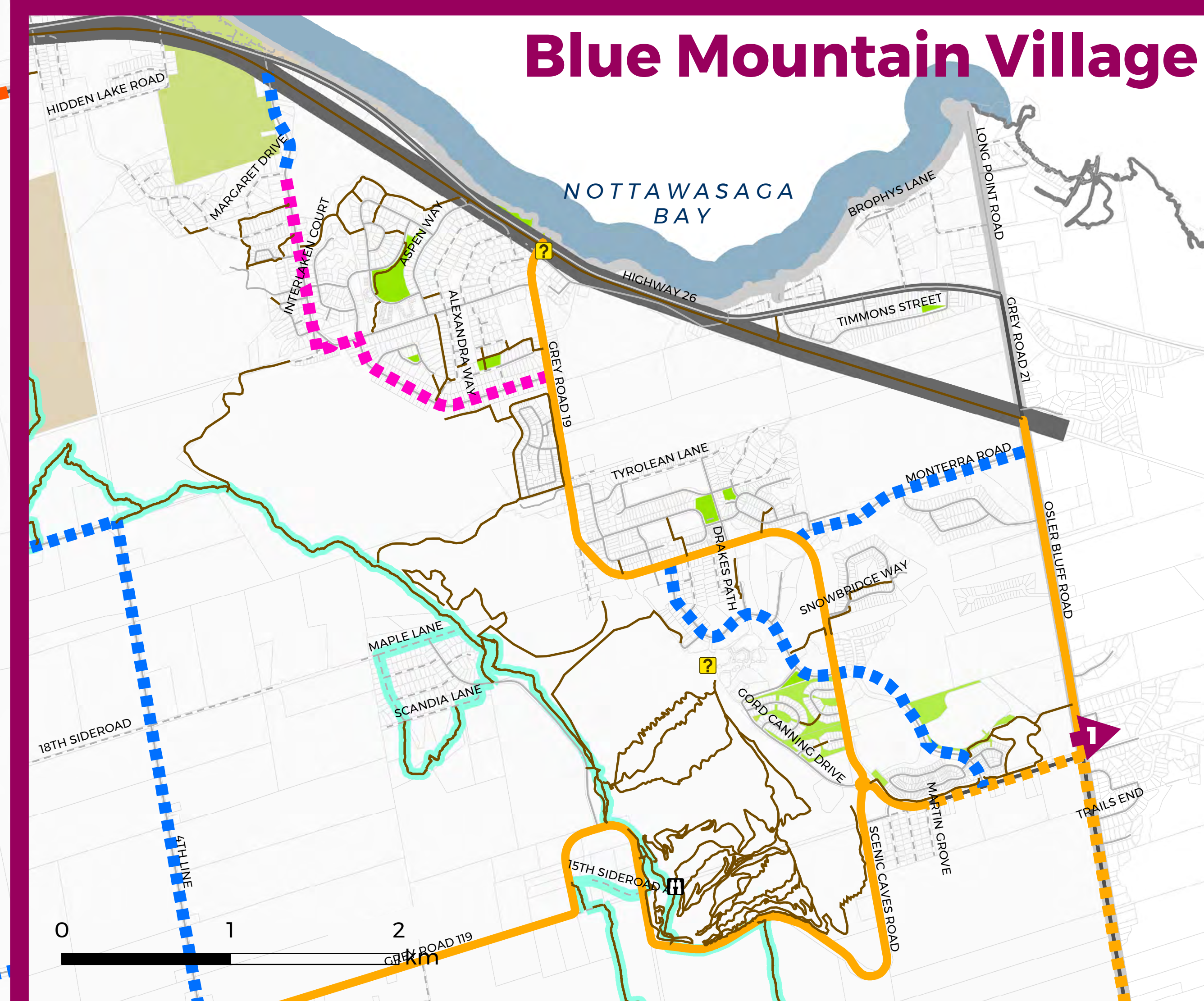
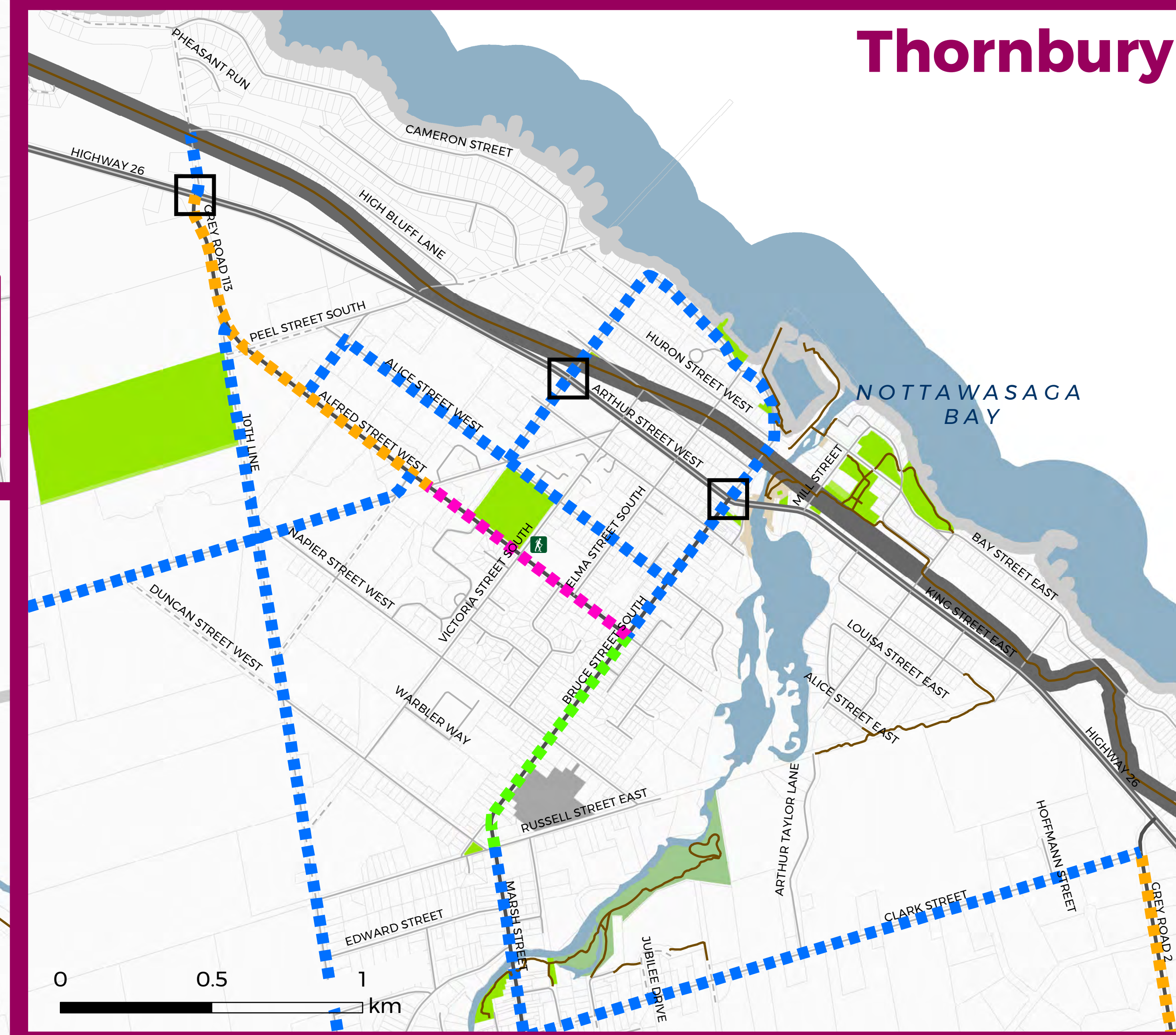
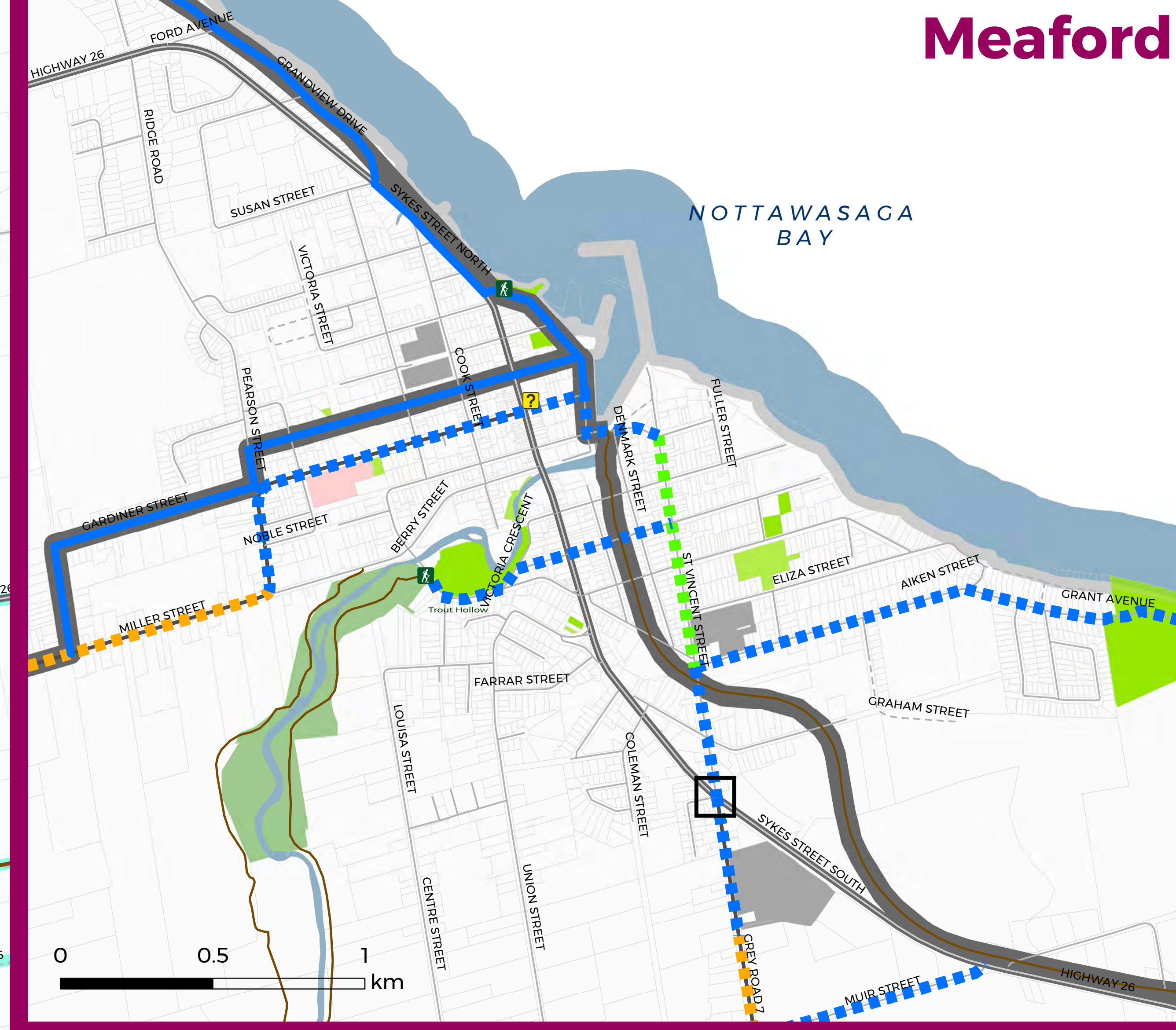
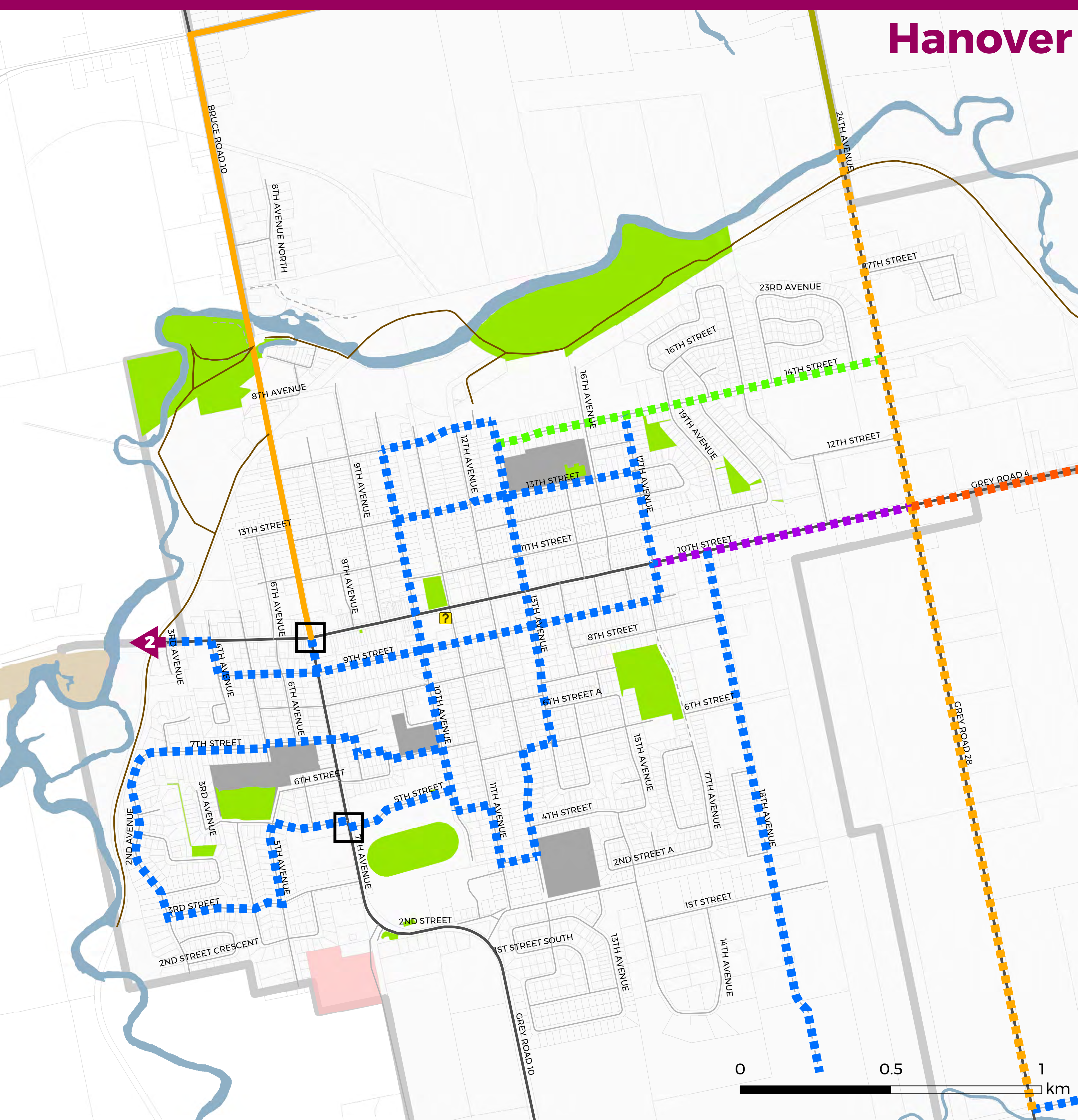
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- 9** to Arthur, Wellington County
- 10** to Minto, Wellington County
- 11** to Chesley, Bruce County
- 12** to Tara, Bruce County
- 13** to Park Head, Bruce County
- 14** to Wiarton, Bruce County







Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model. Only routes proposed on County roads have been identified for the City of Owen Sound.



# Map 2b Built-up Areas

## Preferred Cycling and Trails Network

Grey County Cycling and Trails Master Plan | Draft February 2020

### Legend

#### Draft Network

Existing	Proposed	
		Paved Shoulder <sup>1</sup>
		N/A
		Signed Route
		Off-road Trail <sup>2</sup>
		Edge Line
N/A		Bike Lane
N/A		Buffered Bike Lane
N/A		Buffered Paved Shoulder
		In-boulevard Pathway
		Potential Crossing <sup>3</sup> Enhancement

#### Regional Trail Systems

- Bruce Trail
- Other Regional Route<sup>4</sup>

#### Transportation Features

- Provincial Road
- County Road
- Municipal Road (paved)
- Municipal Road (gravel)
- 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
- Municipal Boundary

#### Key Destinations

- Beach
- Bike Shop / Rental
- Scenic Lookout
- Waterfall
- Tourist Information
- Trail Access Point (Parking)
- County Forest Access Point

Notes:

- Includes locations where a paved shoulder is proposed along roads with an existing partial paved shoulder (e.g. partial paved shoulder is 1.2 metres or less).
- Includes routes intended for multi-use purposes including walking, hiking, cycling, cross-country skiing and equestrian use.
- Potential crossing enhancements have been identified where a route crosses a difficult location (e.g. areas with sightline constraints due to road geometry, and roads with high operating speeds and high traffic volume) as well as locations where a proposed route crosses a regional trail system, such as the Grey County CP Rail Trail.
- Includes the CP Rail Trail, Waterfront Trail, Georgian Bay Cycling Route and the Province-wide Cycling Network.

Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model.

### Connections to Surrounding Municipalities

- proposed on-road route (Simcoe County TMP 2014)
- to Walkerton, Bruce County



# Network Approach

The preferred cycling and trails network is **not intended to be prescriptive**. It is meant to **inform future decision-making** that can help **improve opportunities** for cycling and trail projects in the County.

The focus of the cycling and trails network within the **next 10 years** is to align with the County's capital plan and achieve efficiencies where possible.



## **Coordination with large-scale infrastructure projects**

identified in the County's current capital plan (2020-2029).



## **Quick wins**

(such as signed routes) to enhance connectivity and complete a gap between two existing routes.



## **Enhancing the County's cycling loops**

by investing in one or more of the promoted cycling loops.





# Map 3a

## Grey County

### Proposed Phasing

Grey County Cycling and Trails Master Plan | Draft February 2020

### Legend

#### Cycling and Trails Network

##### Existing Proposed

- On-road Route
- Off-road Route

#### Proposed Phasing

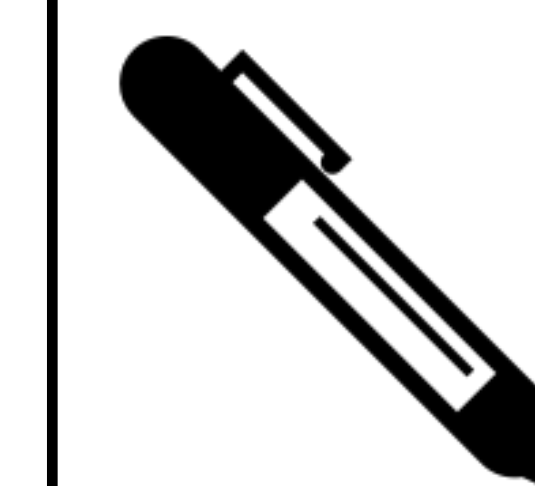
- Phase 1 (Capital Projects 2020 - 2029)
- Phase 1 (Additional Projects 2020 - 2029)
- Phase 2 (Long-term Future Projects)

#### Transportation Features

- Provincial Road
- County Road
- Municipal Road (paved)
- Municipal Road (gravel)

#### Land Use Features

- Waterbody
- Municipal Boundary



We want your input on what you consider the top priorities for Phase 1.

Use the sharpies provided to mark-up the map with your feedback.

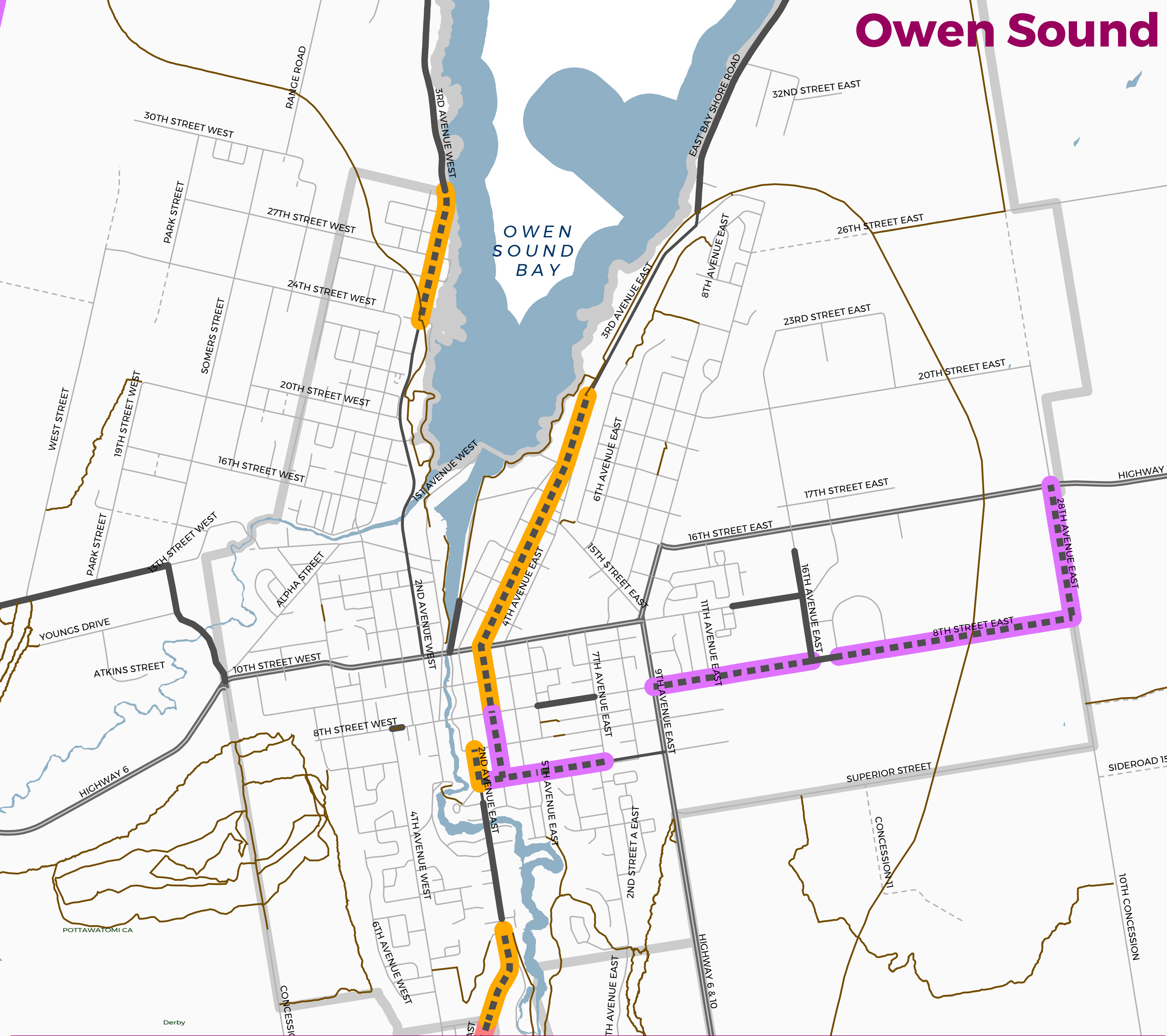
#### Notes:

Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model.

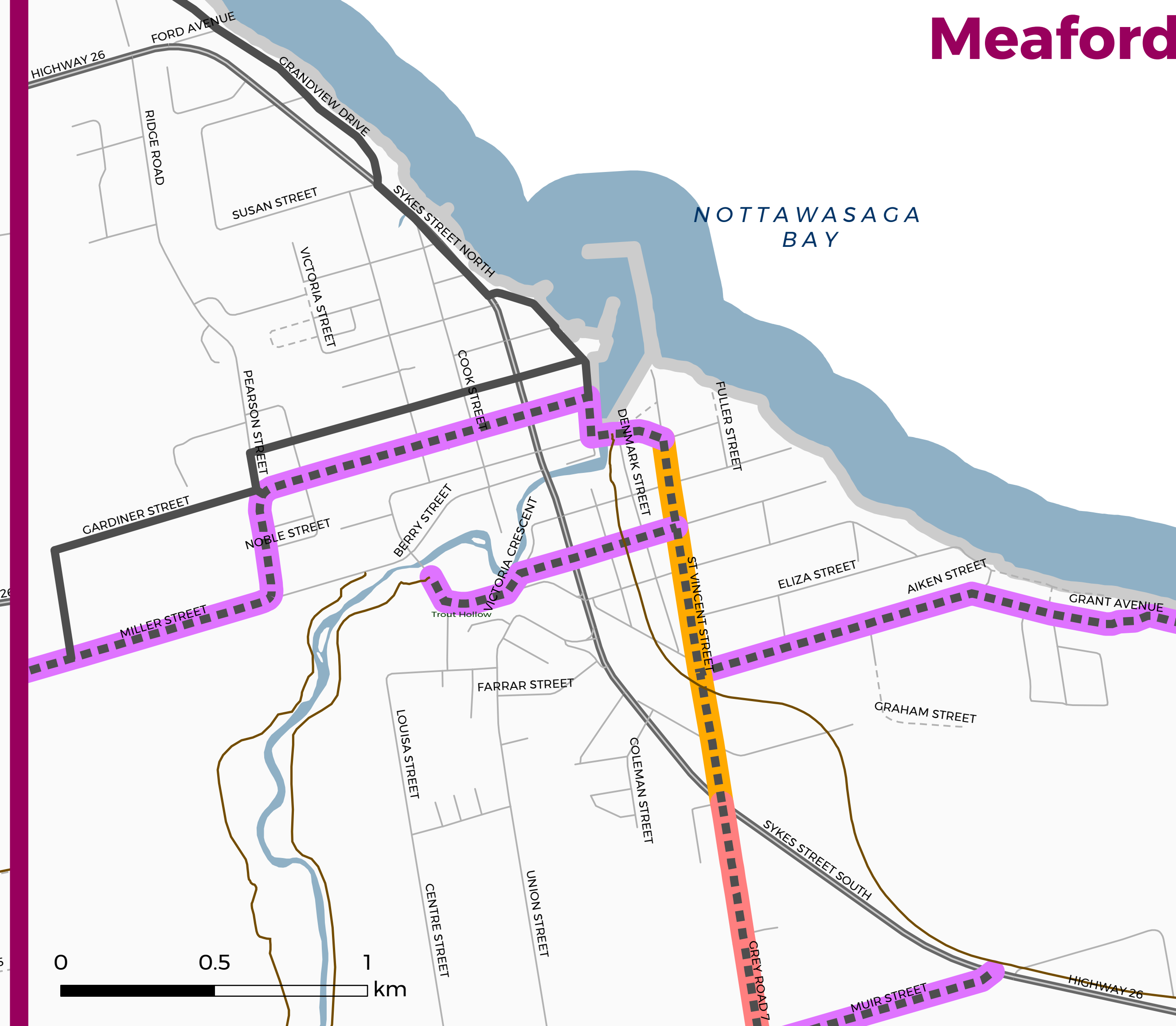
#### Connections to Surrounding Municipalities

- 1-5 proposed on-road route (Simcoe County TMP 2014)
- 6-7 proposed paved shoulder (Dufferin County AT Master Plan 2010)
- 8 proposed off-road trail (Dufferin County AT Master Plan 2010)
- 9 to Arthur, Wellington County
- 10 to Minto, Wellington County
- 11 to Chesley, Bruce County
- 12 to Tara, Bruce County
- 13 to Park Head, Bruce County
- 14 to Wiarton, Bruce County

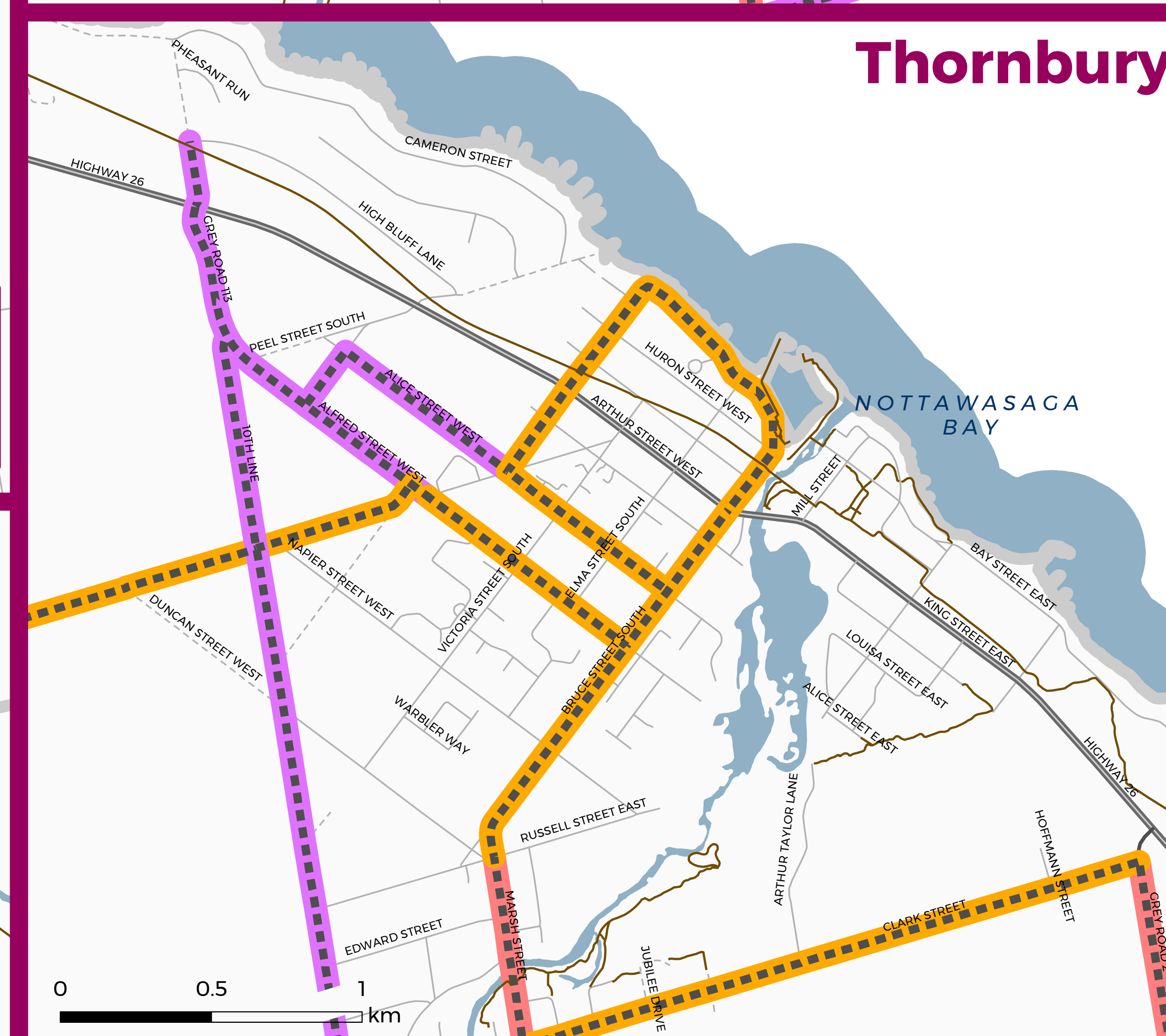




Owen Sound

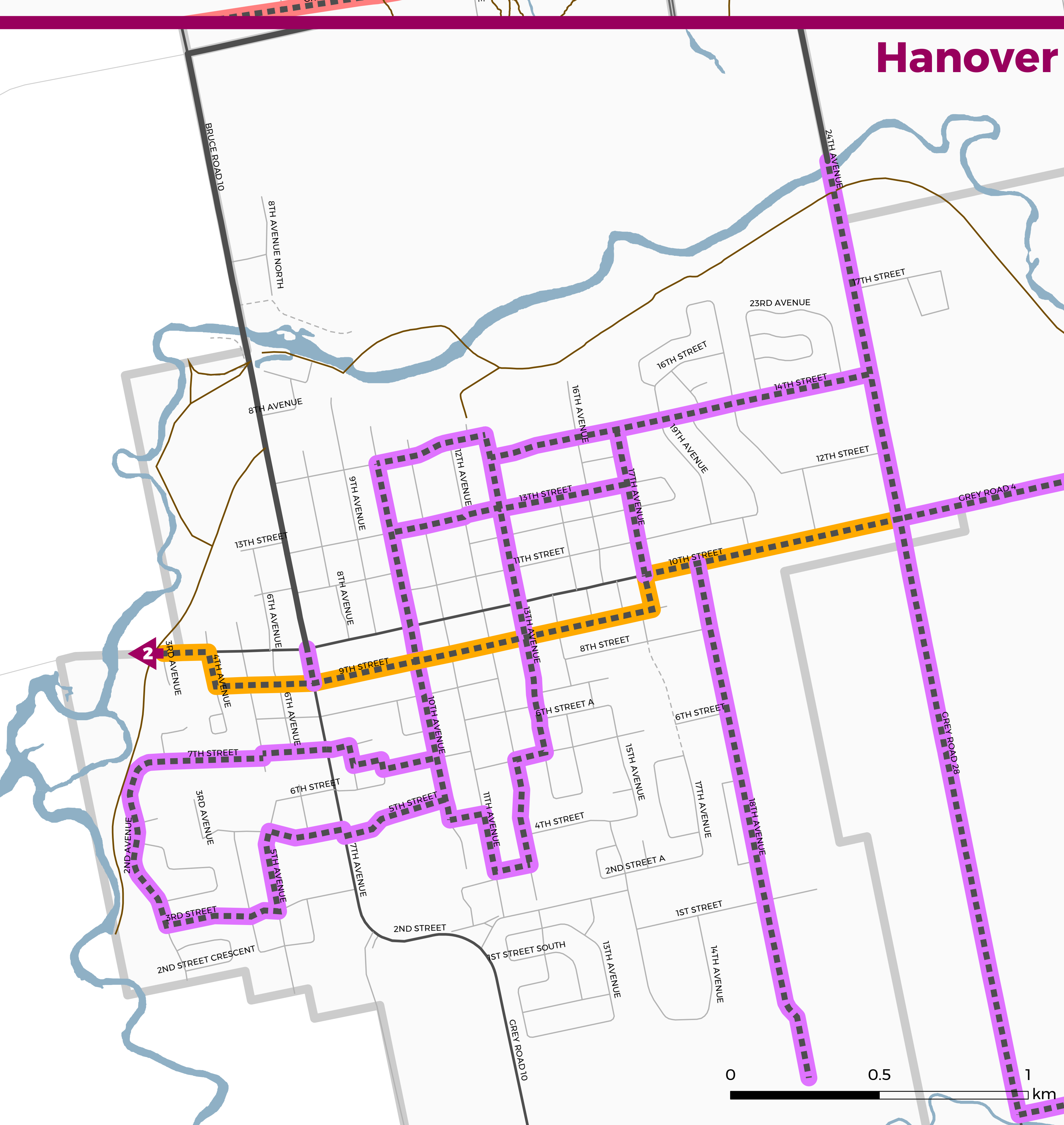


Meaford

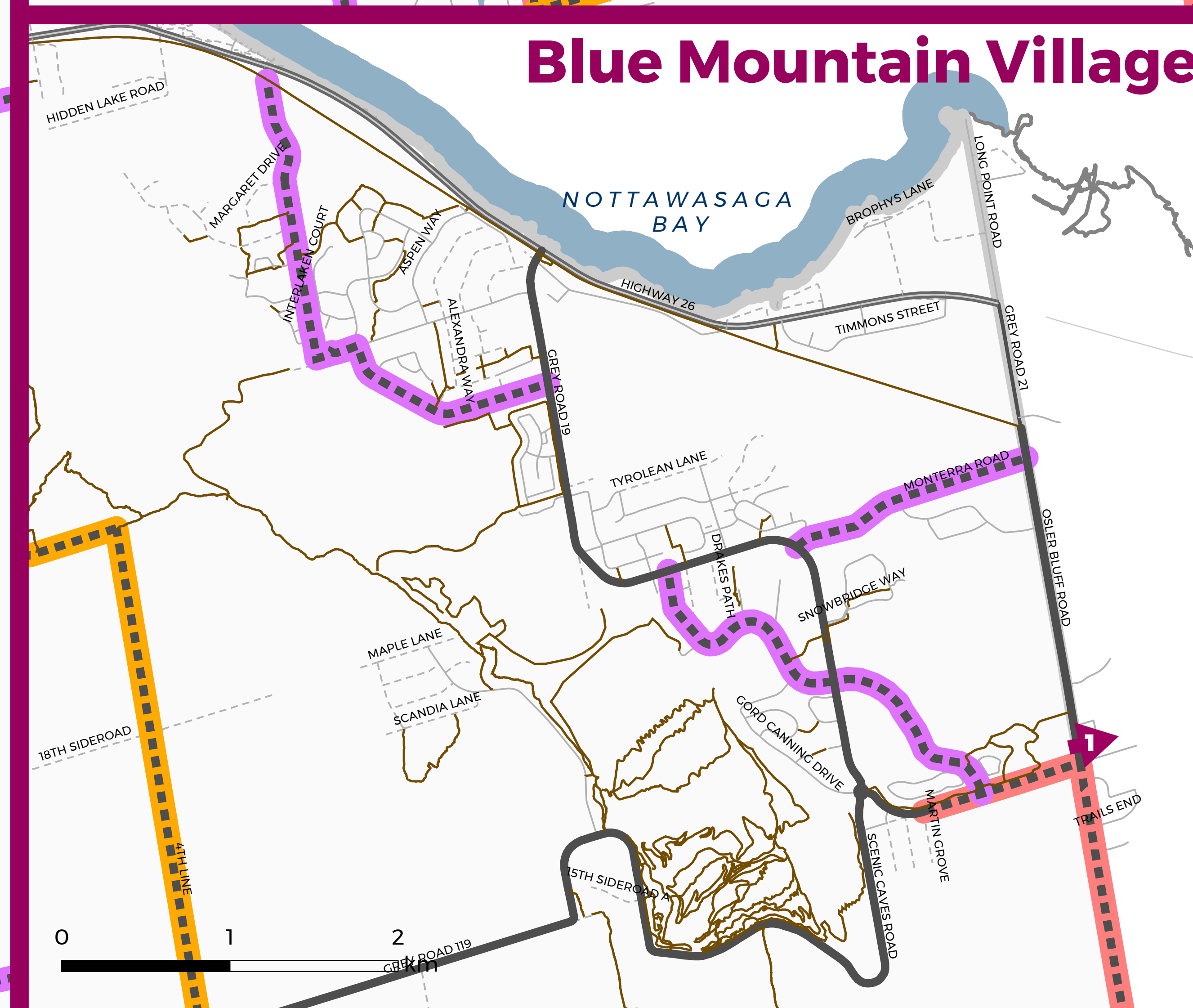


Thornbury

Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model. Only routes proposed on County roads have been identified for the City of Owen Sound.



Hanover



Blue Mountain Village

# Map 3b Built-up Areas

## Proposed Phasing

Grey County Cycling and Trails Master Plan | Draft February 2020

## Legend

### Cycling and Trails Network

Existing	Proposed	
		On-road Route
		Off-road Route

### Proposed Phasing

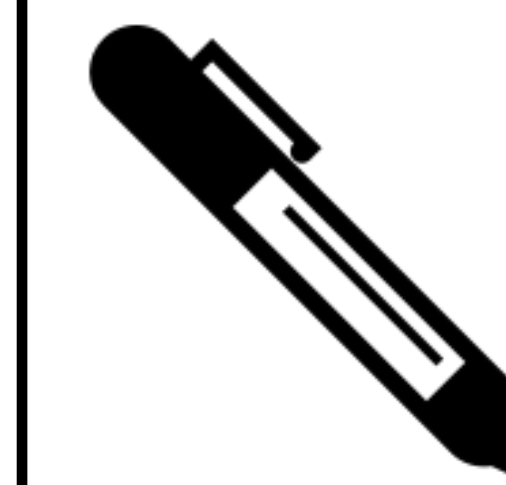
	Phase 1 (Capital Projects 2020 - 2029)
	Phase 1 (Additional Projects 2020 - 2029)
	Phase 2 (Long-term Future Projects)

### Transportation Features

	Provincial Road
	County Road
	Municipal Road (paved)
	Municipal Road (gravel)

### Land Use Features

	Waterbody
	Municipal Boundary



We want your input on what you consider the top priorities for Phase 1.

Use the sharpies provided to mark-up the map with your feedback.

### Notes:

Refer to Appendix E for cycling and trail routes located on local roads and lands within the City of Owen Sound as per the City's Official Plan - Schedule D - Active Transportation and Trails Master Plan Model.

### Connections to Surrounding Municipalities

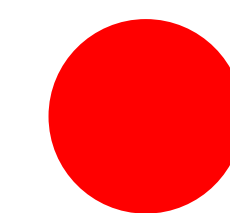
- 1 proposed on-road route (Simcoe County TMP 2014)
- 2 to Walkerton, Bruce County



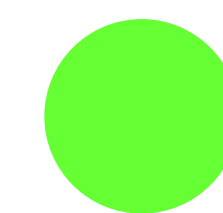


# Programming and Outreach Initiatives

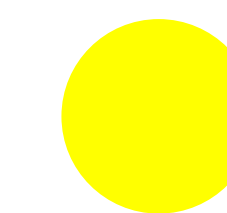
Use the coloured stickers to rank which initiatives you think are most important to help support on-going implementation of cycling and trails infrastructure and programs in Grey County.



High



Medium



Low



## Create a Grey County Cycling and Trails Committee

The committee can include representatives from all member municipalities and key stakeholder groups to help facilitate on-going implementation of the plan, inform future investments and to develop shared messaging / promotional materials .



## Create a dedicated “Cycling in Grey County” website

Develop a user-friendly website that provides detailed information for cyclists to establish a route itinerary, including level of difficulty for routes, and type of terrain. Information can also include the location of amenities like washrooms, accommodations, restaurants and wineries / breweries.



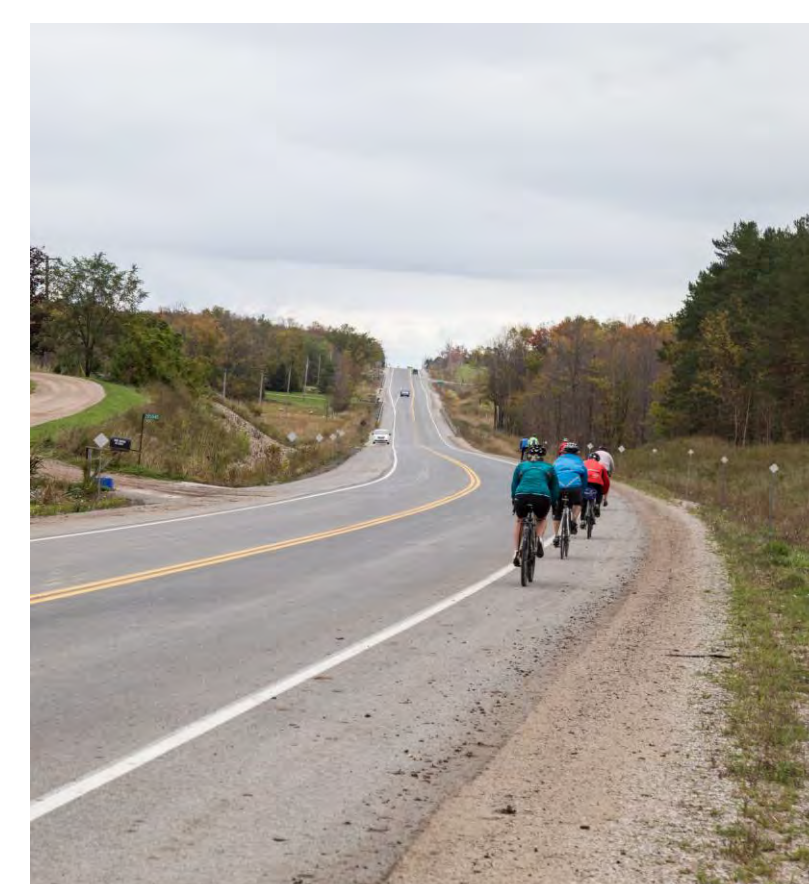
## Host an annual Cycling and Trails meeting

An annual meeting to update stakeholders including tourism operators, community advocates, cycling clubs, trail groups as well as members of the public on the status of implementation and community successes related to cycling and trails.



## Clarify user groups for trails

Develop consistent information and communications for trail types and permitted trail uses. Create clear delineations such as trails that are only for hiking, trails that are available for all active use (hiking and cycling) and trails that are available for ATV use.



## Establish a Trails and Cycling Municipal Partnership Fund

Provide funding to member municipalities to help construct elements of the cycling and trails network that are located on roads and lands under their respective jurisdiction.



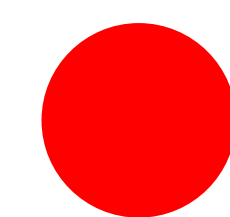
## Leverage existing tourism resources to create a series of experience-oriented route maps

Route maps should have clear information about length, difficulty, topography and available amenities. Maps should be made available in as many formats as possible to ensure it is widely accessible to all people.

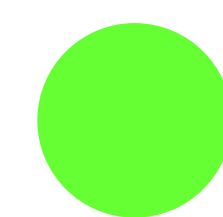


# Programming and Outreach Initiatives

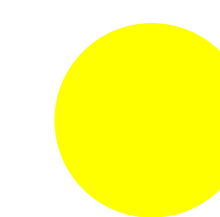
Use the coloured stickers to rank which initiatives you think are most important to help support on-going implementation of cycling and trails infrastructure and programs in Grey County.



High



Medium



Low



## Create Active School Travel Programs

Begin a process for School Travel Planning with local schools to identify opportunities for active travel and potential barriers. These programs can identify mechanisms to encourage active travel for those students who live close enough to school.



## Promote Bike Month

To further promote active transportation, create a dedicated website containing information for all events taking place during Bike Month (May / June). Work with member municipalities to populate a calendar of events designed to get more people riding their bikes in Grey County.



## Create Walking School Buses

Establish an organized system of walking with school children from home to school and back to promote active school travel. Work with local residents, advocates and champions that can be a leader for each walking route (similar to school crossing guards).



## Active Transportation Coordinator

Establish a contract position during summer months to help provide on-going support and planning for implementation of Cycling and Trails Master Plan, and to facilitate resource sharing between the County, member municipalities and stakeholder groups.



## Undertake Bike Rodeos

Help plan for and coordinate bike rodeos – an educational and hands-on event for kids to learn safe and proper cycling techniques, rules of the road and to build self-confidence for young riders.



## Develop a Communication Strategy

Work with member municipalities and key stakeholders to develop “Made in Grey” campaigns to promote active transportation, cycling and trails in the County and to provide updates on the Cycling and Trails Master Plan.



# Key Actions and Next Steps

- 1** Formally adopt the Cycling and Trails Master Plan as a policy document.
- 2** Identify projects as part of the County's annual budget review process for implementation of infrastructure and programming.
- 3** Continue to engage in consultation and engagement with member municipalities, stakeholders and residents to confirm short-term infrastructure and programming priorities.
- 4** Reach out to key stakeholders to formalize partnerships and to facilitate implementation.

# Stay involved!

Visit the study webpage and complete the online survey to give your feedback on the draft Cycling and Trails Master Plan:

<https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>

Contact the study team with your feedback:

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