

Grey County
Colour It Your Way

Grey County Cycling & Trails Master Plan

County Council – Committee of the Whole

Thursday February 27, 2020

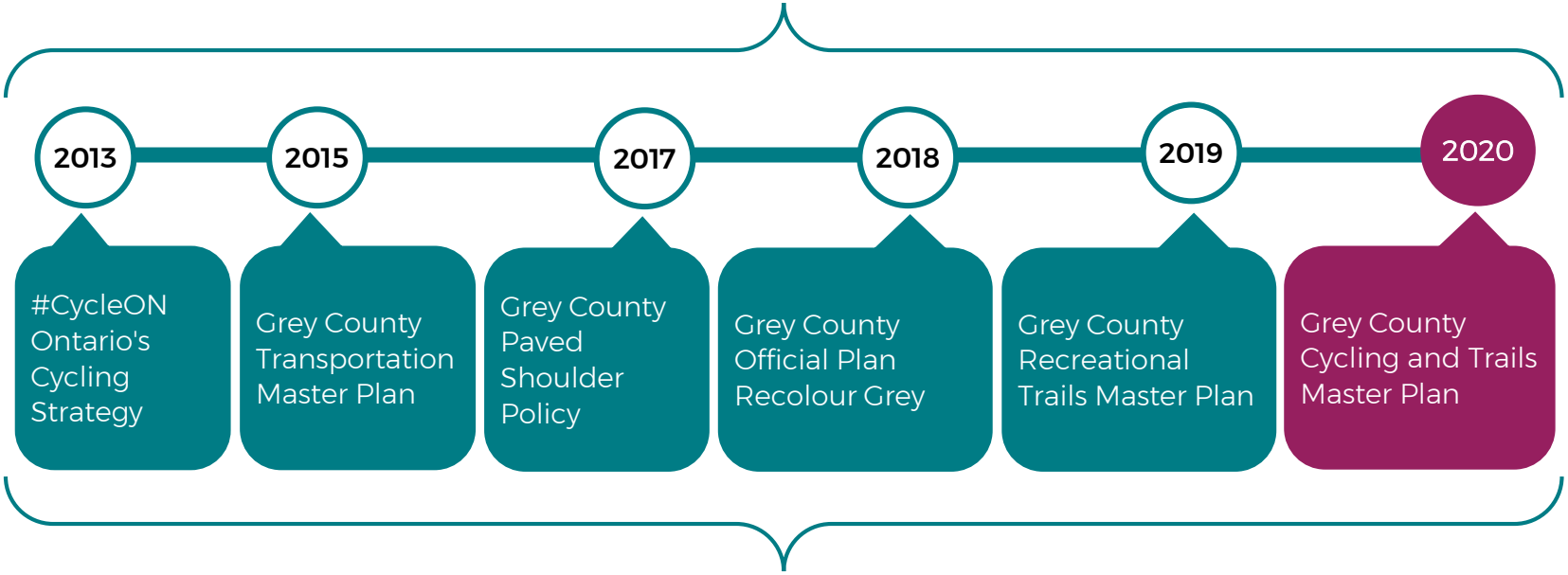
WSP + SHARE THE ROAD CYCLING COALITION

Overview

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About the Cycling and Trails Master Plan

The development of the County's Cycling and Trails Master Plan has been guided by past initiatives and projects undertaken at the Provincial and County level.



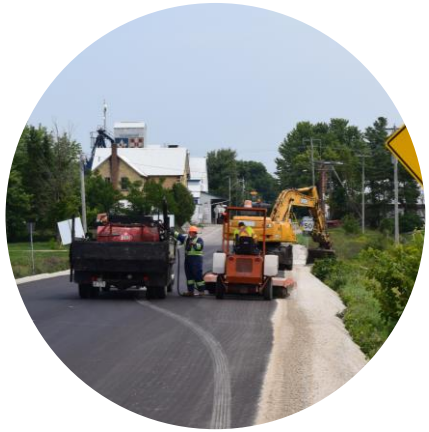
Collectively, the support and recommended actions from past initiatives have set the foundation for the County to move forward with projects that enhance opportunities for cycling, trails and active lifestyles.

About the Cycling and Trails Master Plan

In 2018, the County received funding from the Province's Ontario Municipal Commuter Cycling (OMCC) Program. As part of the OMCC Program, Grey County received $530,652 to:



Develop a Cycling and Trails Master Plan



Implement 22 km of paved shoulders on County roads



Purchase 5 bike counters

In addition to this funding, Grey County partnered with Regional Tourism Organization (RTO) 7: BruceGreySimoce to help fund and support the development of the Cycling and Trails Master Plan.

About the Cycling and Trails Master Plan

There are many assumptions about what a master plan is meant to be. Some of these assumptions are accurate and others are beyond the intent and purpose of the document:

What the plan is:

- ✓ A long-range blueprint;
- ✓ A tool to facilitate implementation;
- ✓ A communications tool; and
- ✓ A guide for future policies.

What the plan is not:

- ✗ A schedule of capital projects;
- ✗ A feasibility study for specific projects;
- ✗ A prescriptive policy document; and
- ✗ A commitment to costs and funding.

Study Process

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

Phase 1
Establish the context

- Review polices at all levels of government
- Collect data
- Map of existing conditions
- Launch engagement strategy

Phase 2
Develop the network

- Identify candidate routes
- Undertake field work
- Confirm routes and facilities
- Developing an implementation plan

Phase 3
Finalize the master plan

- Draft the master plan
- Revise master plan based on input from County staff and member municipalities
- Deliver Council presentation
- Finalize master plan

Winter 2019 — On-going consultation and engagement — Winter 2020

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.

What we heard

A key component of the study process was to provide meaningful opportunities for residents, decision makers, member municipalities and County staff to engage with the study team and provide their input.

4

study meetings
in-person with the County's project team

staff from:

Tourism

Transportation Services

Planning and Development

Grey Bruce Health Unit

3

in-person events
with residents, stakeholders and member municipalities

30+ attendees
stakeholder workshop

50 attendees
public open house

20+ attendees
municipal staff workshop

1

online activity
an interactive tool to supplement in-person activities

496
participants

11,325
data points collected

Regular calls were also scheduled with the County's project team and consultant team to discuss completed work, deliverables and next steps.

The Principles

Collectively, County staff, member municipalities and stakeholders created a vision for the plan at the first Stakeholder Workshop in December 2018.

> Grey County with its nine member 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 member municipalities, key destinations and surrounding regions.

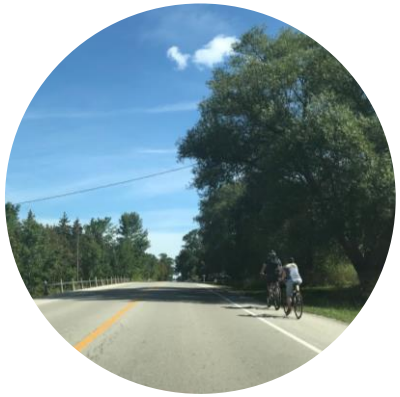
The Principles

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 member 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. Support the increased use of active modes of travel and recreation by connecting 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 and strategies to guide future planning, design, implementation and operations of safe and comfortable infrastructure and meaningful programming.

Developing the Cycling and Trails Network

The process used to develop the preferred cycling and trails network for Grey County consisted of four steps:



step 1

review and map existing conditions



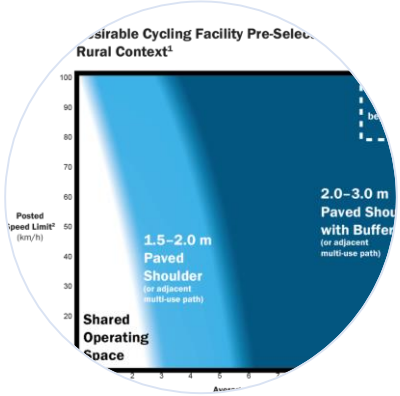
step 2

identify gaps and map candidate routes



step 3

undertake field investigations



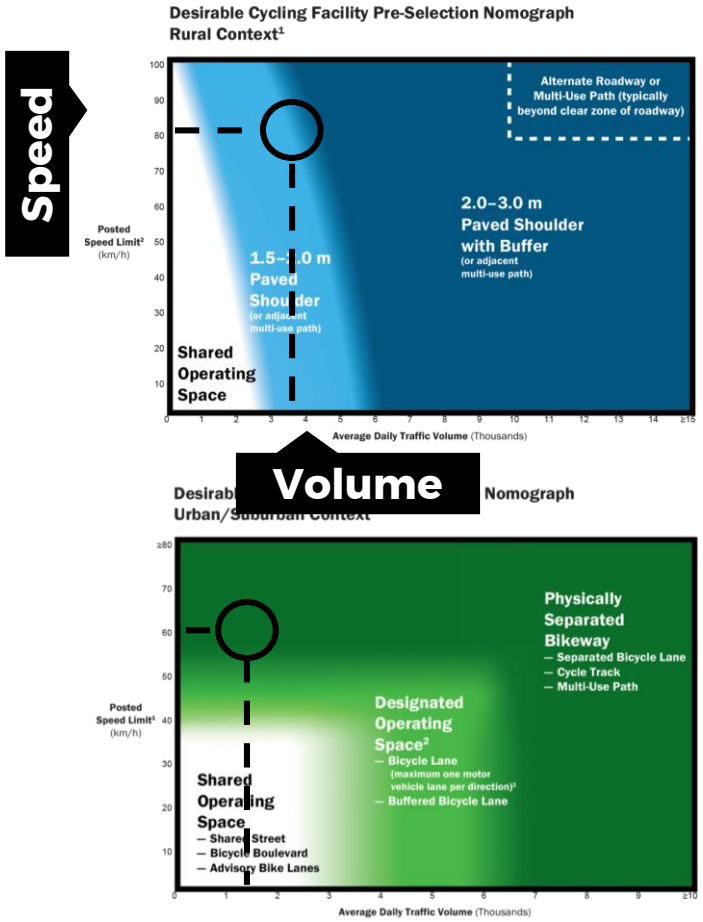
step 4

confirm network and select facilities

The process was iterative and each step was informed by input collected from members of the public, stakeholders, member municipalities and County staff over the course of the study.

Key Design Considerations

OTM Book 18 Facility Selection Process



Route Considerations

- Function of the street
- Vehicle mix
- Available space (road width)
- Anticipated construction cost
- Implementation level of effort
- Anticipated users
- Function of the route within the network
- Planned roadway improvements
- On-street parking
- Slope / grade
- Geometry at crossings

Input from County staff, member municipalities, decision makers and residents

The proposed network



836 km
proposed facilities



paved shoulders
304 km



signed routes
459 km



off-road trails
1.7 km



edge lines
5.3 km



bike lanes
(including buffers)
4.8 km



buffered paved
shoulders
60.5 km



in-boulevard
pathways
1.4 km

Network philosophy

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 capital projects	Quick wins	Enhancing the County's cycling loops
• 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.	• Low investment projects that enhance one or more of the County's promoted cycling loops.

Implementing the plan

The proposed phasing plan is meant to be flexible and adapt to future changes, new opportunities and available resources at the time of implementation. The phasing plan does not imply a commitment to monies or schedule of projects.

Facility Type	Short Term 2020-2029	Long Term 2030 and beyond
Paved Shoulders	120.3	116.4
Signed Routes	248.3	175.1
Off Road Trails	0	1.7
Edge Lines	3.2	1.3
Bike Lanes	0.8	3.1
Buffered Bike Lanes	0.9	0
Buffered Paved Shoulders	0	60.5
In-boulevard Pathways	0	1.7
Total	**373.5**	**359.6**

County staff are encouraged to seek opportunities (where feasible) to advance long-term projects as part of scheduled capital works through future annual budget reviews to achieve cost savings.

The phasing breakdown is intended to be reviewed on an annual basis to ensure that it remains relevant, aligns with planned capital projects and County priorities.

Implementing the plan

The focus for implementation is the short term (first 10 years):

$3.5 million for 373.5 km over 10 years

=

$3.1 million for projects that align with the County's current capital plan in the short term.

+

$400,000 for other projects identified through the study process for the short term.

It is important for the County to seek a diverse range of funding sources. External funding is an effective way to reduce the County's costs and can be an opportunity to strengthen partnerships for the implementation of the plan.

- Provincial and federal grants
- Development charges
- External sources such as service clubs, corporate funds and private donations

Enhancing a culture of change

A concerted effort to encourage behavior change, create community awareness and promote tourism assets is meant to supplement the recommended infrastructure and help the County achieve its vision for cycling and trails. Examples of suggested actions contained in the plan include:



Create a Grey County and Trails Committee



Establish active school travel programs



Create experience-oriented route maps

The suggested actions are intended to reflect best practices and leverage existing initiatives being undertaken by the County's partners to support a culture of active living, enhanced recreation and economic / tourism development.

Supporting Implementation

Committee

It is recommended the County establish a Cycling and Trails Committee which could include representatives from all member municipalities. The committee could meet on a regular basis to discuss projects, initiatives and to overall keep momentum for implementation of the plan.

Collaboration

Partners are essential to share ideas and resources for infrastructure and programing.

- County departments
- Member municipalities
- Conservation authorities
- Public Health Unit
- County committees
- RTO7
- Province of Ontario
- School boards
- OPP
- Local businesses
- Local clubs
- Advocacy groups

Funding

Adequate funding to ensure cycling and trails projects can be implemented in a fiscally responsible manner or constructed in conjunction with other large-scale infrastructure projects.

Supporting Implementation

Developing this plan was a collaborative effort between the County, its member municipalities, Grey Bruce Health Unit, key stakeholder groups and residents. Through commitment to the plan, the County can continue to enhance opportunities for recreation, tourism and active living in Grey County

Key Actions & 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; and
4. Reach out to key stakeholders to formalize partnerships and to facilitate implementation.

Thank you!

Questions?

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