

# Grey County Cycling & Trails Master Plan

**Transportation Committee  
Town of the Blue Mountains**

**March 17, 2020**

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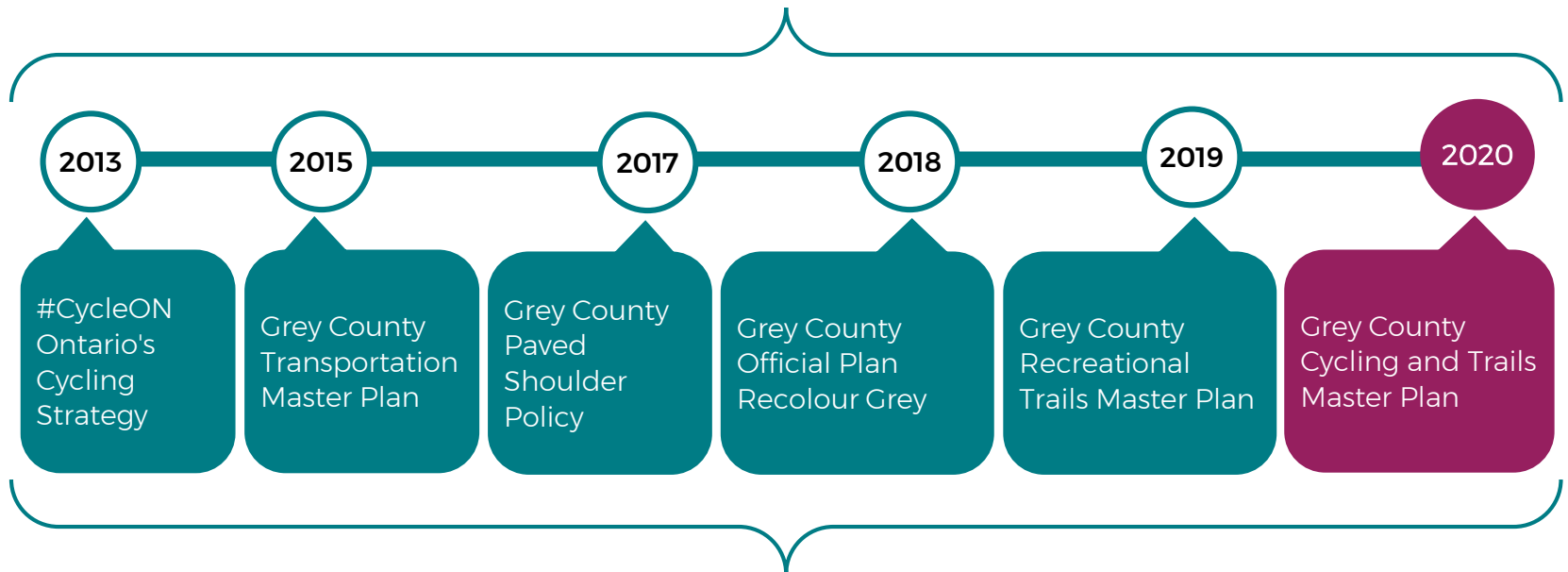


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# About the Cycling and Trails Master Plan

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: BruceGreySimcoe** 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 policies 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

Winter 2020

●————— On-going consultation and engagement —————●

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

### 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**.





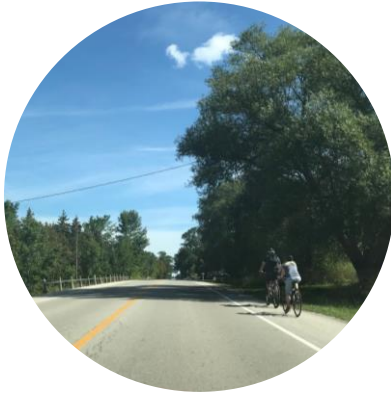
# The Principles

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, its 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



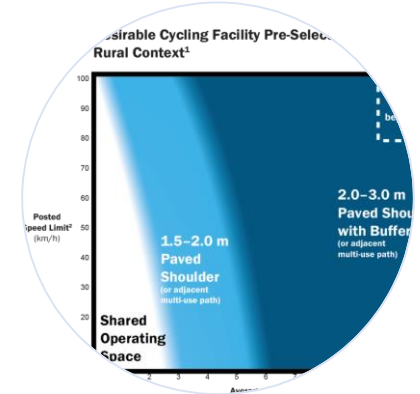
## step 2

identify gaps and  
map candidate routes



## step 3

undertake field  
investigations



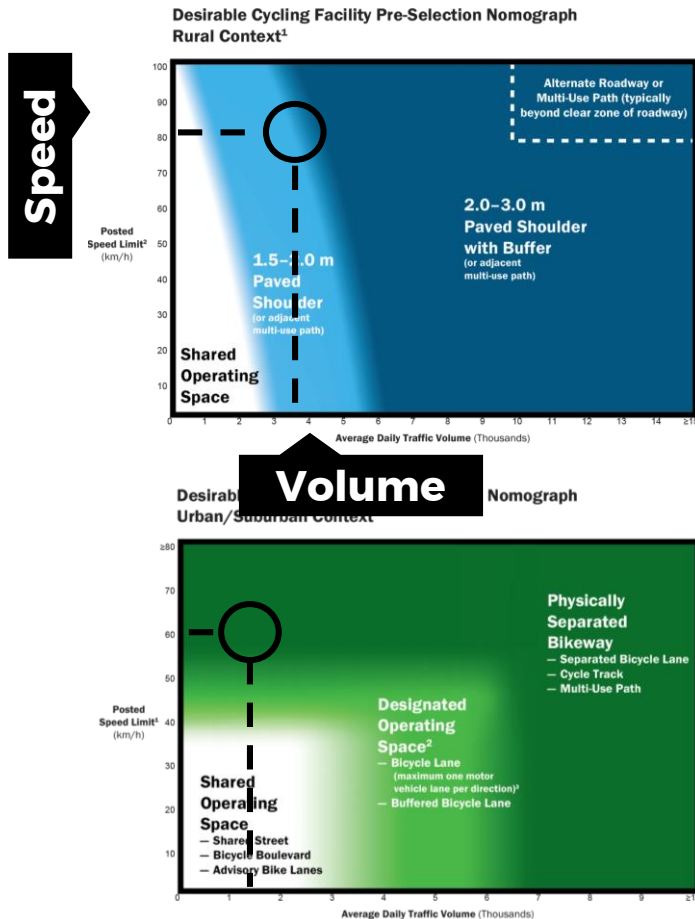
## step 4

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

- Coordination with large scale infrastructure projects identified in the County's current capital plan (2020-2029).

## Quick wins

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

## Enhancing the County's cycling loops

- 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
<b>Total</b>	<b>373.5</b>	<b>359.6</b>

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 programming.

- 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?**

Grey County Cycling and Trails Master Plan