

Grey County Cycling & Trails Master Plan and the **Cycling Portion** of the **TBM Transportation Plan**

Town of the Blue Mountains

June 16, 2020

Bill Abbotts

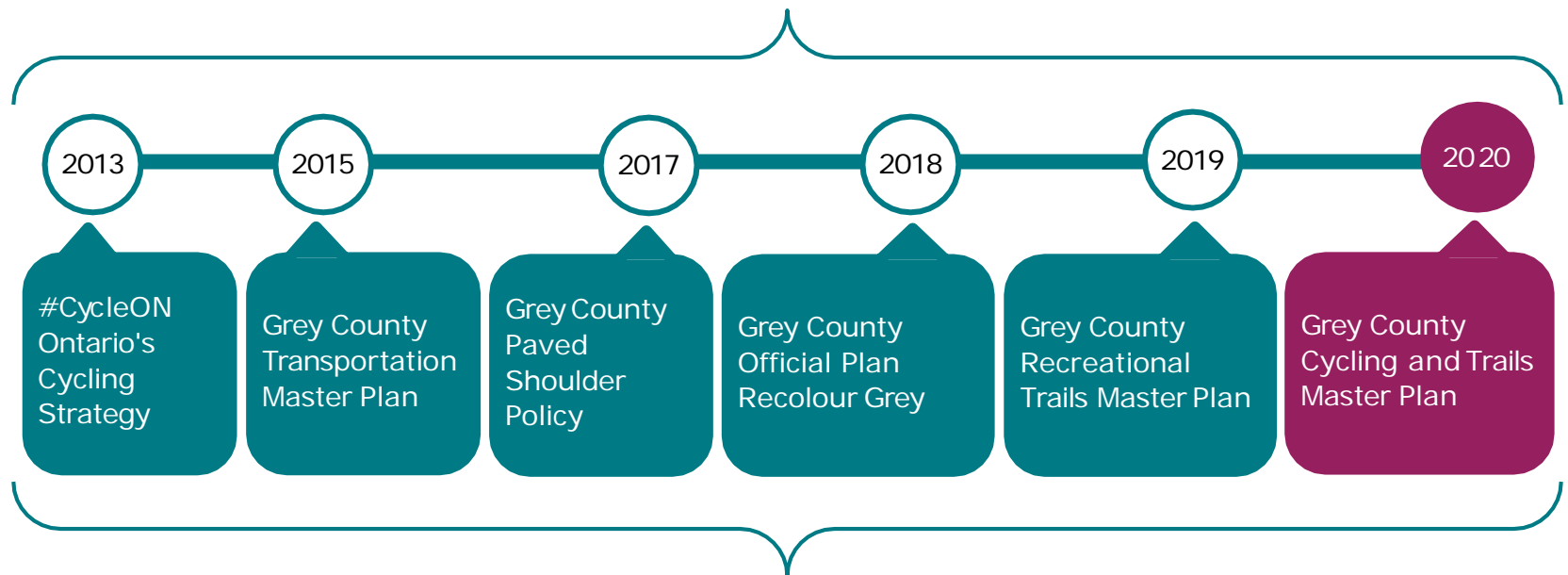


Overview

1. About the Cycling and Trails Master Plan
2. The Process
3. The Principles
4. Developing the Network
5. The Proposed Network
6. Supporting Implementation

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: Bruce Grey Simcoe** 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.

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



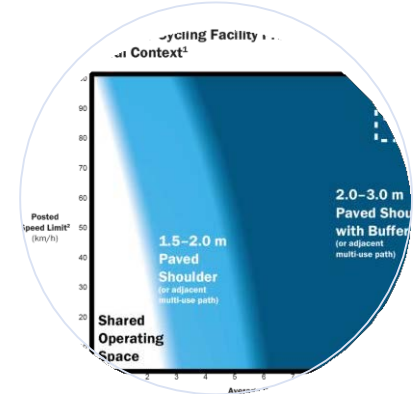
step 2

identify gaps and
map candidate routes



step 3

undertake field
investigations



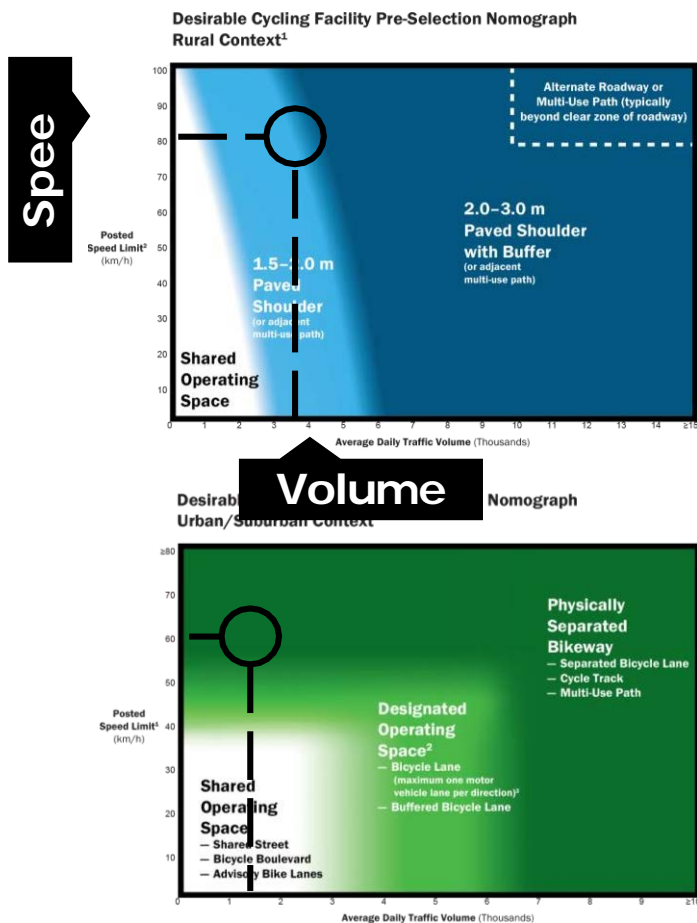
step 4

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 (roadwidth)
- 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



paved shoulders
304 km



signed routes
459 km



off-road trails
1.7 km



edge lines
5.3 km



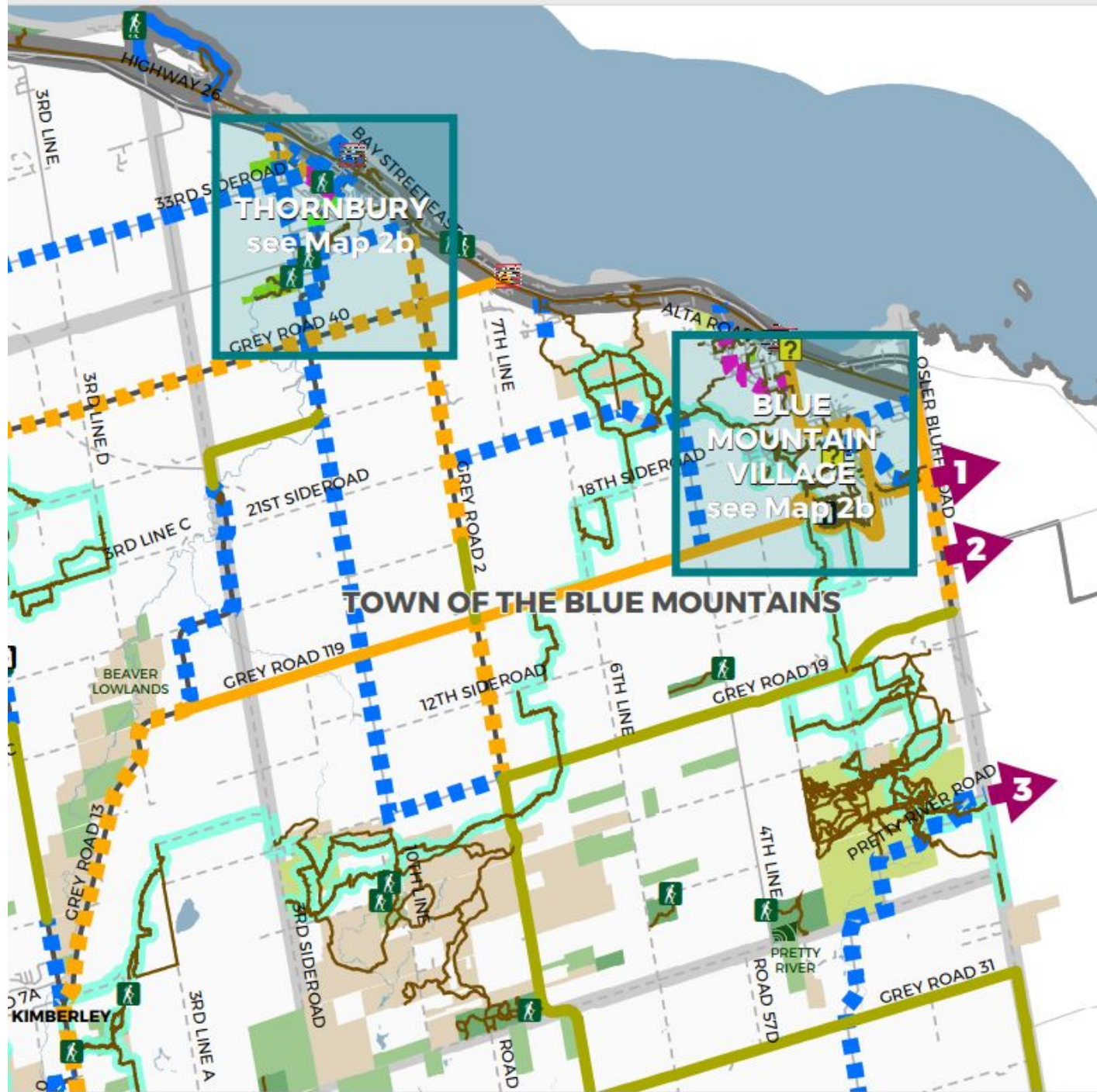
bike lanes
(including buffers)
4.8 km



buffered paved
shoulders
60.5 km



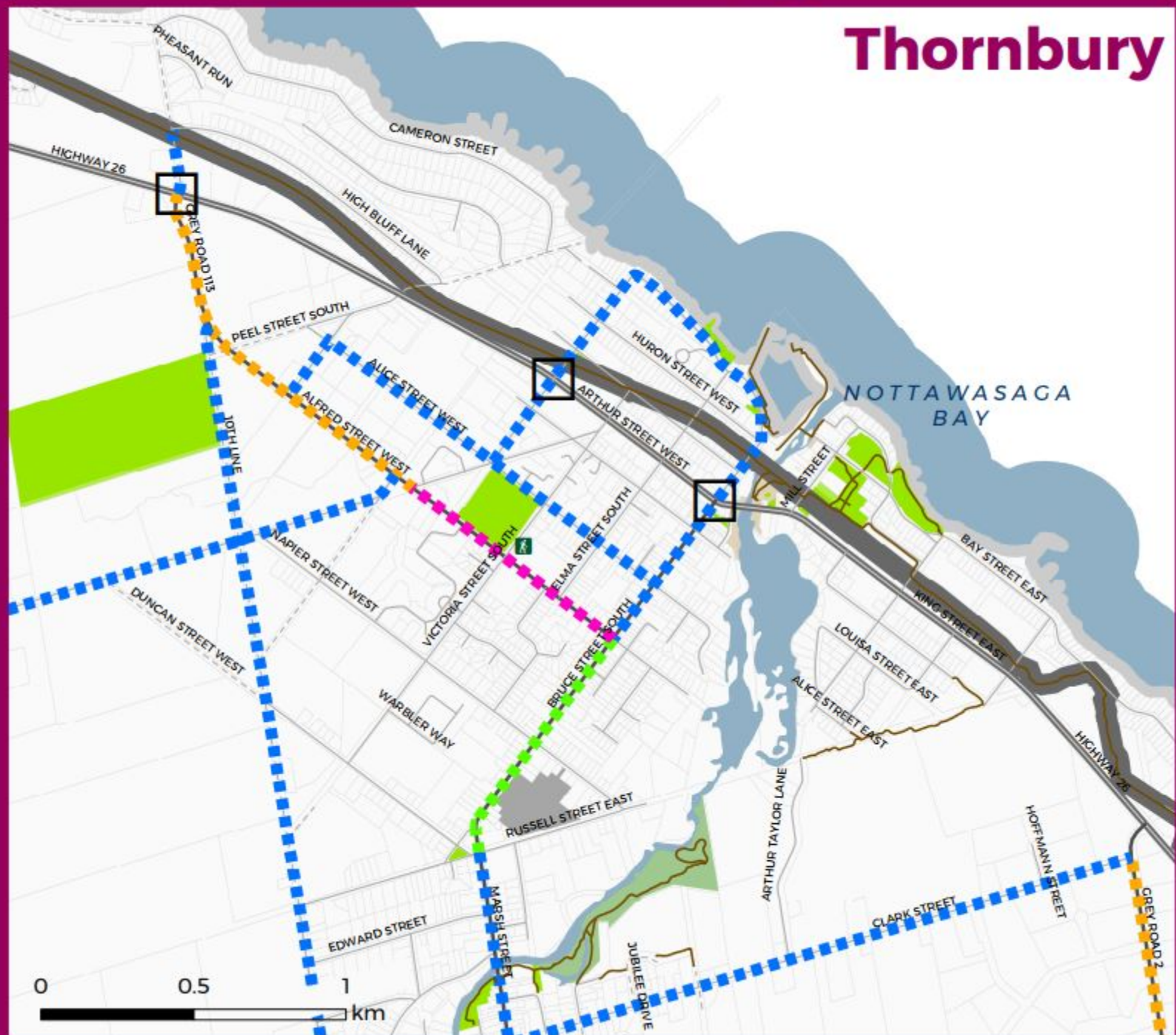
in-boulevard
pathways
1.4 km



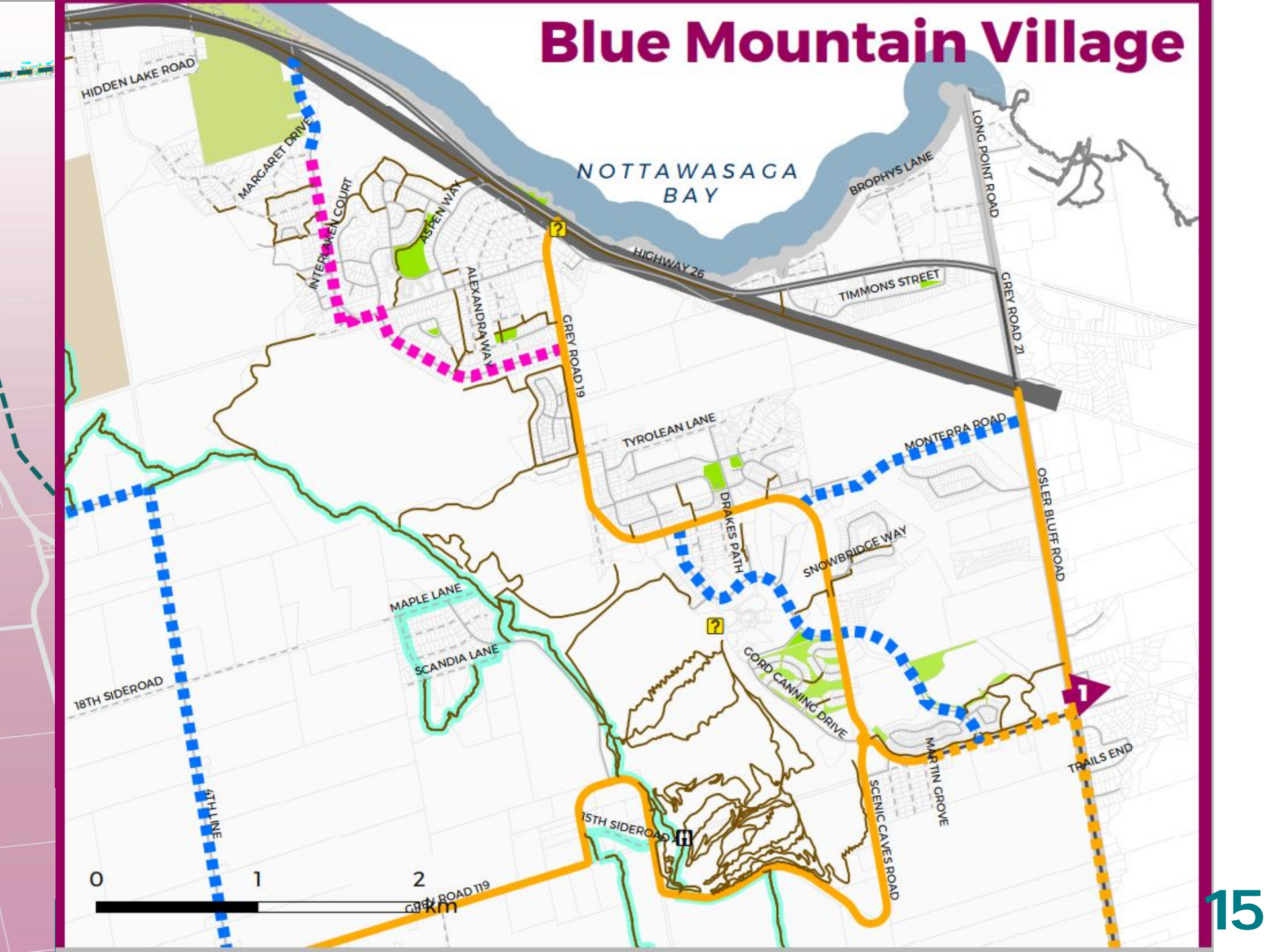


THE BLUE MOUNTAINS

Thornbury



Blue Mountain Village



Network breakdown by jurisdiction

Refers to the length of proposed routes that are under the jurisdiction of the County, its member municipalities and the Province (Ministry of Transportation Ontario).

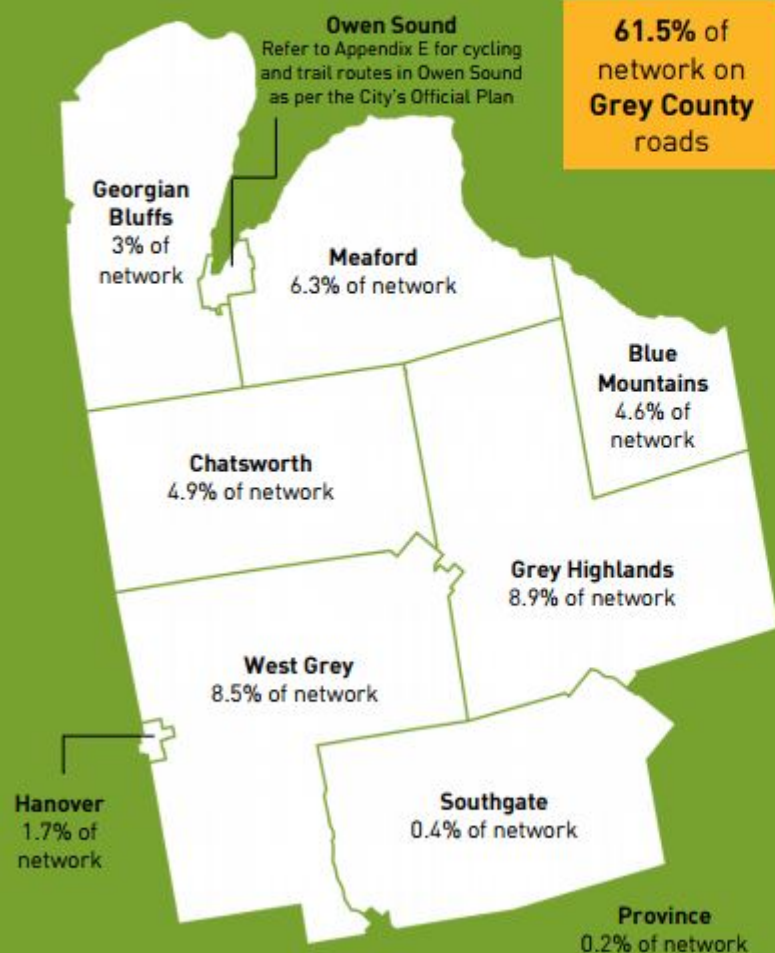


Figure 14 - Network Breakdown by Jurisdiction

Network breakdown by location

Refers to the length of proposed routes that are located within each member municipality and the distance of County-owned routes within each municipality.

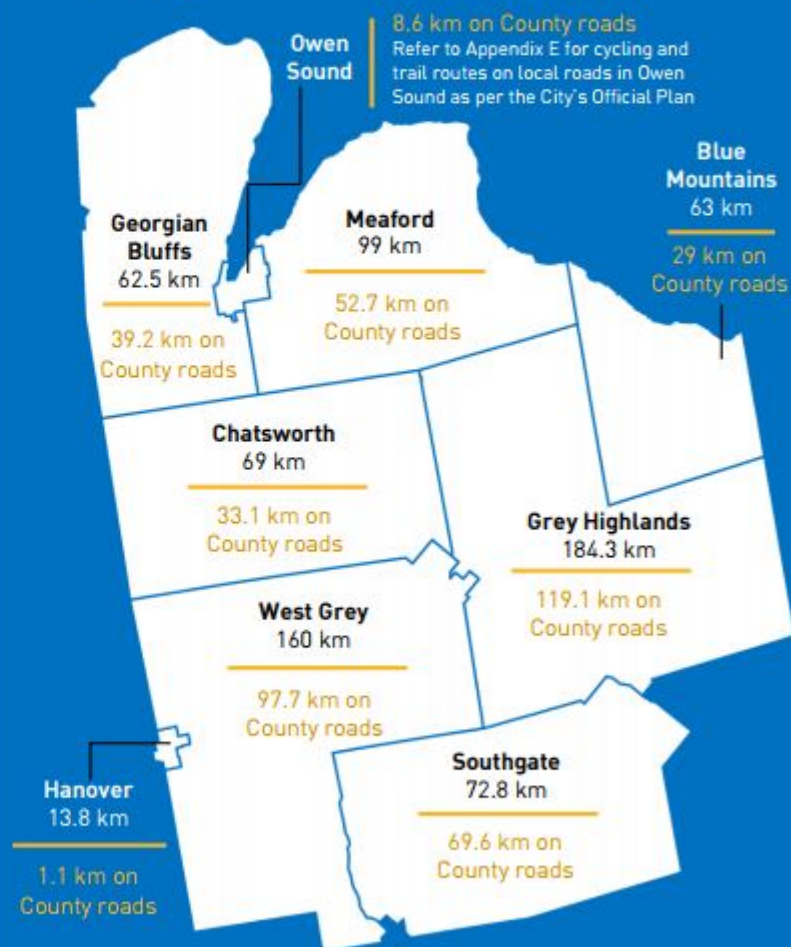


Figure 13 - Network Breakdown by Location

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.

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

Bio & bibliography

Bill's Bio (Cycling and active transportation mostly):

Founding member of South Georgian Bay Cycling Coalition

Member of Collingwood Cycling Club since beginning

Executive and volunteer on Tom Thomson Trail since beginning

On Thornbury council when Georgian Trail established

Worked with every major cycling event in TBM mostly designing the routes and traffic control

Worked with Steve Bauer and professional cycling team in 3 week Vuelta de Cuba

Attended or volunteered at every annual Share the Road Bike Summit for last 15 years

Assisted with the Blue Mountains Bicycle Friendly Community applications – gained Silver

Worked with Grey County to obtain paved shoulders on GR 119 and GR 31

Cycled in 8 countries on 4 continents, always keenly observing infrastructure

Volunteered every year with the Great Waterfront Trail Adventure since beginning - 15 years

Lifelong cyclist born in Collingwood hospital and lived in Thornbury most of my life

As a retiree I cycle 7 to 10 thousand kilometres annually

Lived in Australia for 5 years, built sail boat there and sailed back home to Thornbury.

Member of Grey / Simcoe cycling safety committee

Bibliography:

draft Grey County Cycling and Trails Master Plan

Book 18- Ontario Traffic Manual – Cycling Facilities

Numerous Share the Road publications

many other publications