



Transportation and Waste Department

Cycling Master Plan

December 20, 2011

Trent Hills Council Chambers
Box 1030, 66 Front Street South
Campbellford, ON

Agenda

- Vision and Objectives
- Implementation Strategy
- Design Guidelines
- Liability and Risk Management
- Opportunities and Benefits
- Financial Overview

Background

- February 2010 - County Council direction to develop a county-wide Cycling Master Plan (CMP)
- May 2010 - Cycling Master Plan Intern hired
- October 2010 - Cycling Steering Committee (CSC) formed
 - Planning, Parks and Recreation, Politicians, Public Works, Cycling Enthusiasts, Economic Development, Health Unit, Tourism Representatives

Cycling Master Plan

Vision:

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- Provide impetus for a County-wide cycling strategy
- Set foundation for *policy direction* and *network facilitation* for cycling networks to be implemented over time

Cycling Master Plan

Objectives:

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- Encourage cycling tourism
- Link cycling paths
- Develop on-road and off-road facilities
- Enhance recreational, commuter and competitive cycling opportunities for residents and tourists

Cycling Master Plan

Implementation Strategy:

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- Short, intermediate and long-term goals
- Develop design guidelines according to best practices
- Estimate costs to accommodate budget requirements

Design Guidelines

On or Off Road Trail	Environment	Class	Posted Speed Limit	AADT	Cycling Facility
On Road [Commuter, Tourism or Recreation]	Urban	Arterial	50-70km/hr	>5000	1.5m
		Collector	40-60 km/hr	3000- 5000	1.0-1.2m
		Local	30-50 km/hr	1000-3000 <1000	STR or 1.0m STR
	Rural	Arterial	70-80 km/hr	>5000 3000-5000	1.5-1.75m 1.5m
		Collector	60-80 km/ hr	3000- 5000 1000- 3000	1.5m 1.2-1.5m or STR
		Local	40-80 km/hr	<1000	STR
Off Road [Commuter, Tourism, Recreation]	Within road allowance				1.2-1.5m (one way) 2-3m (two way)*
	In parklands or other areas outside road allowance				2m-3m (multi-use trails)*

Liability and Risk Management

- Liability and risk are a concern
- Reviewed Municipal Cycling Plans, Case Law Examples
- Ed Veldboom, LLB of Russell Christie LLP presented to Steering Committee

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Liability and Risk Management

Reduce risk through:

- Public awareness
- Signage
- Maintain conformance
 - Insurance requirements
 - Record of monitoring and maintenance activities

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Liability and Risk Management

Conclusions

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- Ontario Highway Traffic Act permits bicycles
- Liable for roads with or without cycling route designation
- Adhere to Minimum Maintenance Standards
- 75% of case studies, lack of warning signage major liability issue

Opportunities and Benefits

La Route Verte, Quebec

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- \$132M investment, \$95M spent by users in 2000
- \$27M annual tax revenue
- In 2005 cycle tourists spent \$83 a day



Opportunities and Benefits

Great Waterfront Trail Adventure

- 80% participants would return
- 86% would also pursue other local cycling excursions



Opportunities and Benefits

Welcome Cyclists Program

- Quick response codes connect cyclists to local cycle-friendly establishments
- Over 30 industry stakeholders have registered
- Destination Development Action Plan 2010-2013



Opportunities and Benefits

Northumberland Bike Train Stop

- Bike transportation service offered through special bicycle car
- 900,000 cyclists in Toronto



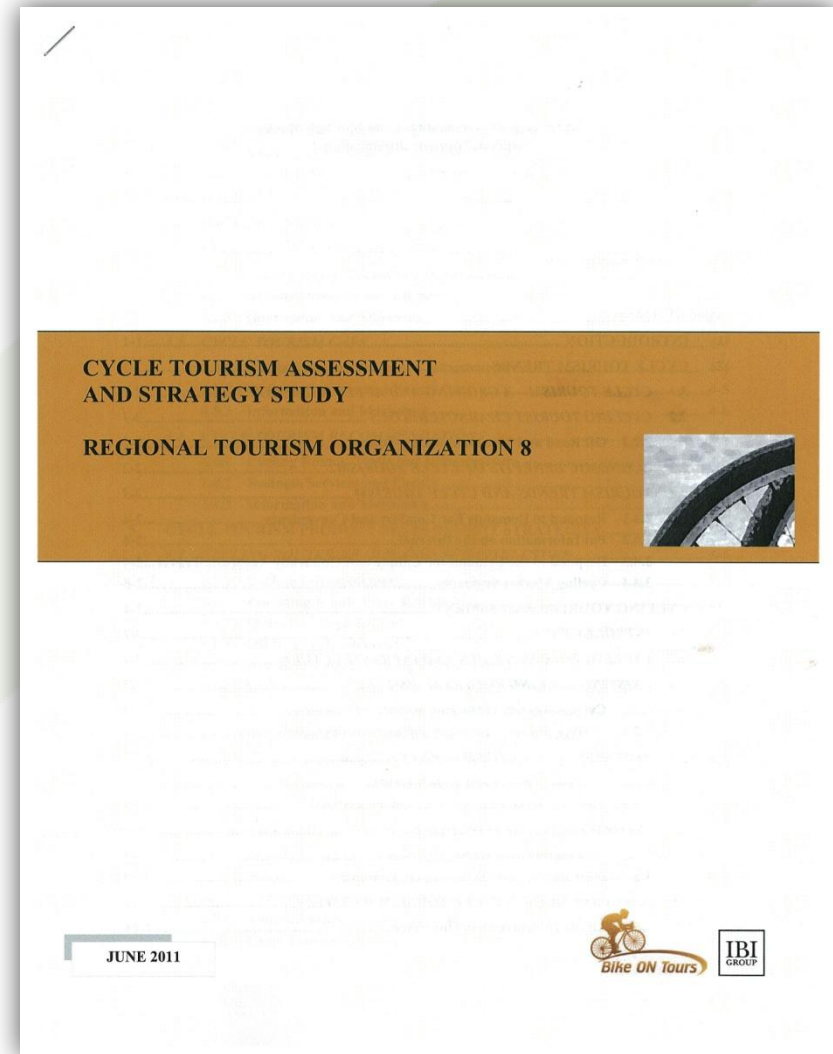
Opportunities and Benefits

Regional Tourism Organization 8

- Cycle Tourism Assessment & Strategy Study

Trans-Canada Trail

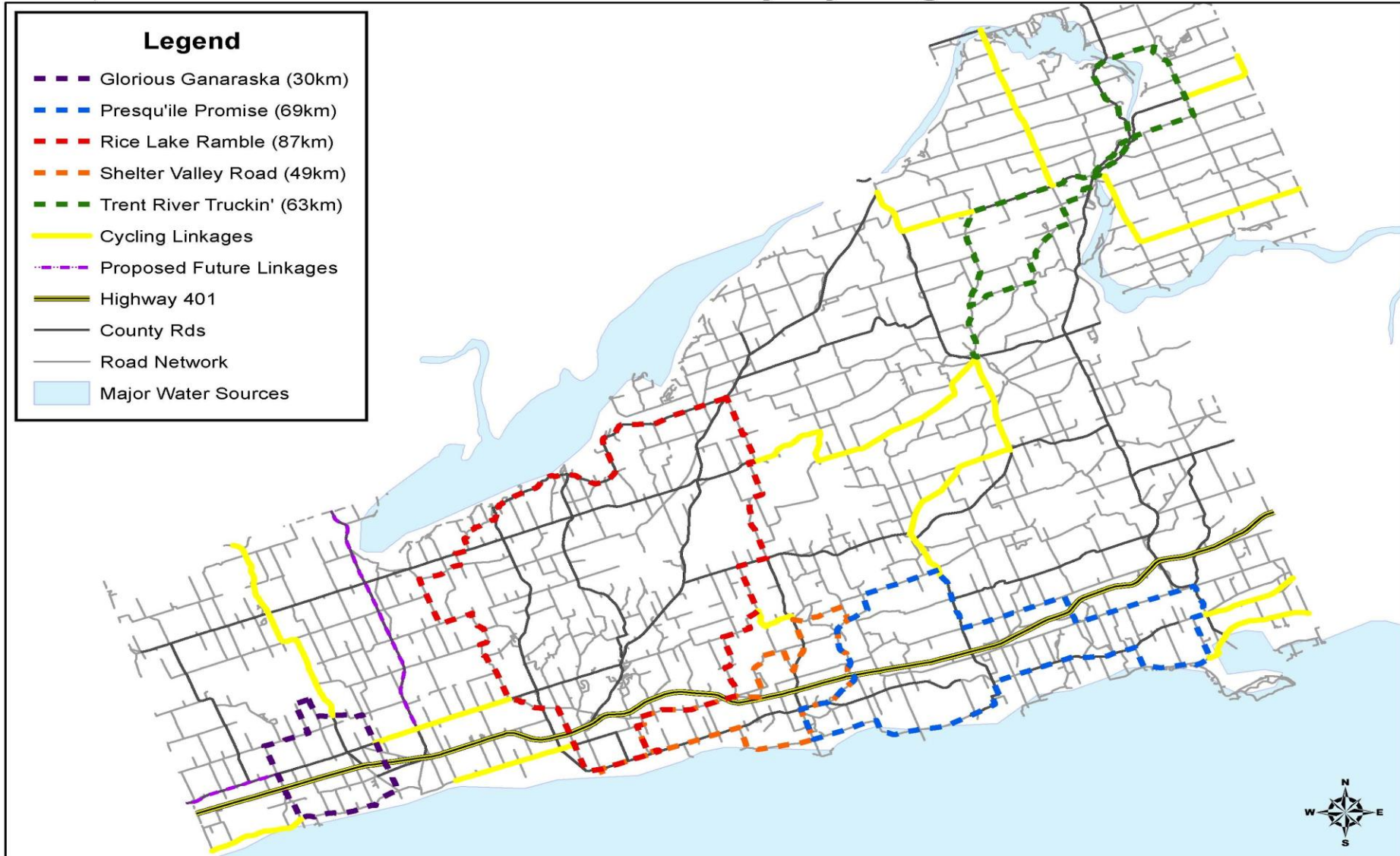
- Gap through Peterborough County



Proposed Routes and Linkages



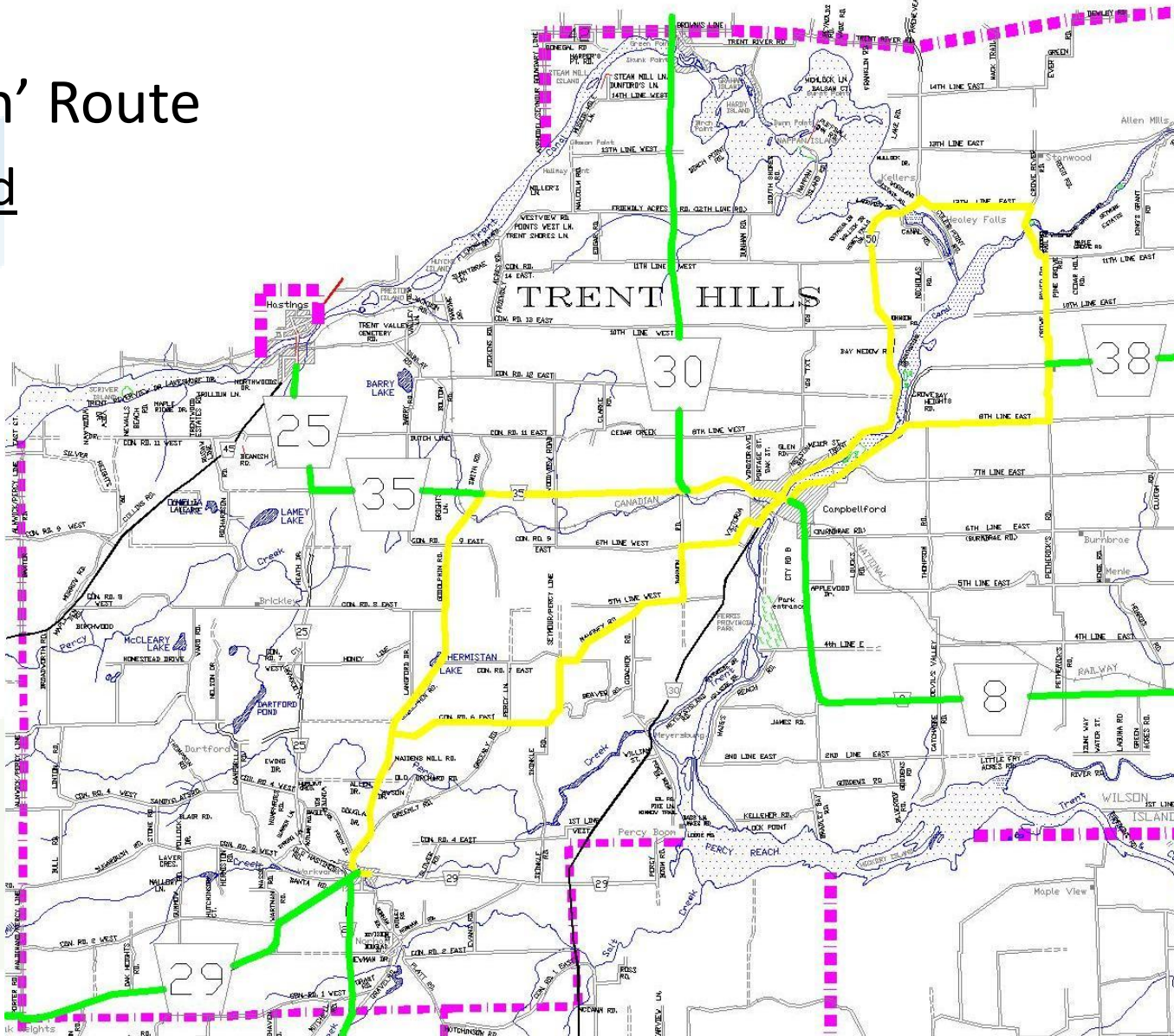
Northumberland County Cycling Routes



Proposed Route

Trent River Truckin' Route West of Campbellford

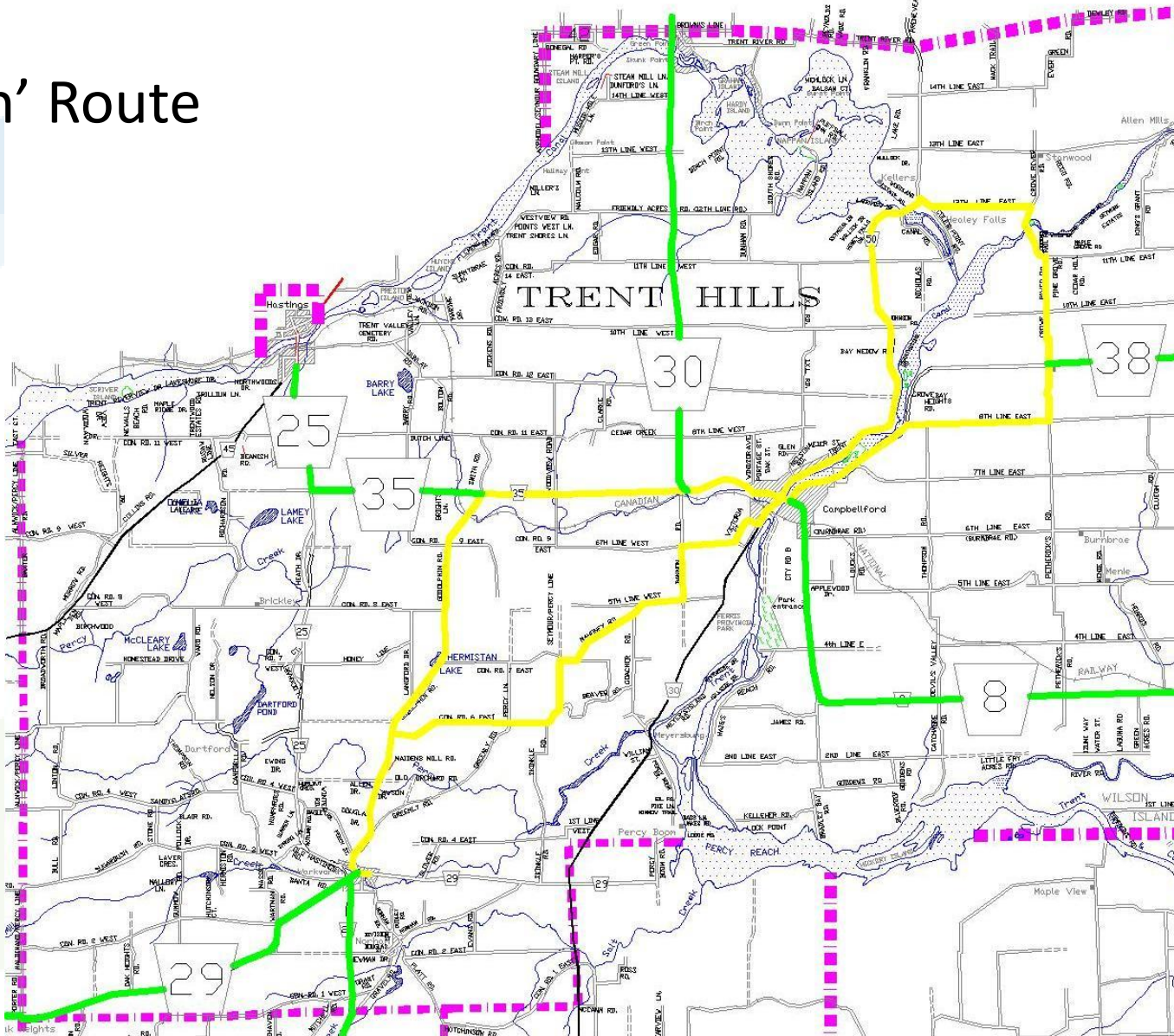
- Old Hastings Road
- Godolphin Road
- Conc. Rd 6 East
- Skinkle Road
- Mahoney Road
- 5th Line West
- Bannon Road
- 6th Line West
- Victoria Street
- Grand Road



Proposed Route

Trent River Truckin' Route East of Campbellford

- 8th Line East
- Pethericks Road
- Crowe River Road
- 12th Line East
- Main Street



Financial Overview

Jurisdiction	Short term (< 5 years)	Intermediate (5-10 years)	Long Term (10+ years)	Totals
Municipality of Port Hope	\$6,200	\$13,360	\$400	\$19,960
Town of Cobourg	\$8,568	\$12,360	\$23,080	\$44,008
Township of Hamilton	\$6,000	\$1,304	-	\$7,304
Township of Alnwick/ Haldimand	\$8,400	\$7,000	\$1,400	\$16,800
Township of Cramahe	\$7,812	-	-	\$7,812
Municipality of Brighton	\$3,604	\$9,900	\$8,400	\$21,904
Municipality of Trent Hills	\$10,232	\$16,400	-	\$26,632
Northumberland County	<u>\$433,944</u>	<u>\$518,410</u>	<u>\$354,930</u>	<u>\$1,307,284</u>
Totals	\$484,760	\$578,734	\$388,210	\$1,451,704

Financial Proposal

- Proposed by the CAO's group, County pays all construction and signage costs
- Supported by County Council
- Local Municipalities will be responsible for resurfacing roadways, County will provide signage

Next Steps

- Present to all Municipal Councils
- Return to County Council for adoption
- Sponsorships and grants