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
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4. Developing the Network
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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:

<table>
<thead>
<tr>
<th>What the plan is:</th>
<th>What the plan is not:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A long-range blueprint;</td>
<td>A schedule of capital projects;</td>
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<tr>
<td>A tool to facilitate implementation;</td>
<td>A feasibility study for specific projects;</td>
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<tr>
<td>A communications tool;</td>
<td>A prescriptive policy document;</td>
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<tr>
<td>and</td>
<td>and</td>
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<tr>
<td>A guide for future policies.</td>
<td>A commitment to costs and funding.</td>
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## Study Process

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

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
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<tbody>
<tr>
<td>Establish the context</td>
<td>Develop the network</td>
<td>Finalize the master plan</td>
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<tr>
<td>• Review polices at all levels of government</td>
<td>• Identify candidate routes</td>
<td>• Draft the master plan</td>
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<tr>
<td>• Collect data</td>
<td>• Undertake field work</td>
<td>• Revise master plan based on input from</td>
</tr>
<tr>
<td>• Map of existing conditions</td>
<td>• Confirm routes and facilities</td>
<td>County staff and member municipalities</td>
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<tr>
<td>• Launch engagement strategy</td>
<td>• Developing an implementation plan</td>
<td>• Deliver Council presentation</td>
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<tr>
<td></td>
<td></td>
<td>• Finalize master plan</td>
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Winter 2019  

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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.
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 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).

**Owen Sound**
Refer to Appendix E for cycling and trail routes in Owen Sound as per the City’s Official Plan.

**Georgian Bluffs**
3% of network

**Meaford**
6.3% of network

**Blue Mountains**
4.6% of network

**Chatsworth**
4.9% of network

**Grey Highlands**
8.9% of network

**West Grey**
8.5% of network

**Hanover**
1.7% of network

**Southgate**
0.4% of network

**Province**
0.2% of network

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**61.5% of network on Grey County roads**

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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.

**Owen Sound**
8.6 km on County roads
Refer to Appendix E for cycling and trail routes on local roads in Owen Sound as per the City’s Official Plan

**Georgian Bluffs**
62.5 km
39.2 km on County roads

**Meaford**
99 km
52.7 km on County roads

**Blue Mountains**
63 km
29 km on County roads

**Chatsworth**
69 km
33.1 km on County roads

**Grey Highlands**
184.3 km
119.1 km on County roads

**West Grey**
160 km
97.7 km on County roads

**Hanover**
13.8 km
1.1 km on County roads

**Southgate**
72.8 km
69.6 km on County roads

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Figure 14 - Network Breakdown by Jurisdiction

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.

<table>
<thead>
<tr>
<th>Coordination with capital projects</th>
<th>Quick wins</th>
<th>Enhancing the County’s cycling loops</th>
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<tbody>
<tr>
<td>• Coordination with large scale infrastructure projects identified in the County’s current capital plan (2020-2029).</td>
<td>• Quick wins (such as signed routes) to enhance connectivity and complete a gap between two existing routes.</td>
<td>• Low investment projects that enhance one or more of the County’s promoted cycling loops.</td>
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## Supporting Implementation

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<tr>
<th>Committee</th>
<th>Collaboration</th>
<th>Funding</th>
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<tr>
<td>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.</td>
<td>Partners are essential to share ideas and resources for infrastructure and programing.</td>
<td>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.</td>
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<td>• County departments</td>
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<td>• Member municipalities</td>
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<td>• Conservation authorities</td>
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<td>• Public Health Unit</td>
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<td>• County committees</td>
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<td>• RTO7</td>
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<td>• Province of Ontario</td>
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<td>• School boards</td>
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<td>• OPP</td>
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<td>• Local businesses</td>
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<td>• Local clubs</td>
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<tr>
<td>• Advocacy groups</td>
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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