

#CycleON

Ministry of Transportation Ontario
(MTO)

Province-wide Cycling
Network Study



Regional Workshop Session Presentation

Overview of the Presentation

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- » **Part 1.**
About the study
- » **Part 2.**
Engagement overview
- » **Part 3.**
Developing the network

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Part 1.



ABOUT THE STUDY

Why develop a province-wide network?

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- 1 In 2011 MTO completed a province-wide Cycling Route Inventory Study
- 2 #CycleON: Ontario's Cycling Strategy
- 3 2014 #CycleON: Action Plan 1.0 commits to identifying a province-wide network of cycling routes. The network would include priority routes throughout Ontario to:
 - promote recreational and tourism cycling
 - connect municipal cycling routes and places of interest
 - help locate areas of provincial infrastructure that should accommodate cycling and help prioritize future investments



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What else is going on in Ontario?

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- Investments in provincial and municipal cycling infrastructure
- Climate Change Action Plan – investments to support commuter cycling
- OTM Book 18 and Bikeways Design Manual
- Coordinated review of provincial plans
- GTA West Transportation Corridor Study
- Northern Ontario Multimodal Transportation Strategy
- Ontario Trails Strategy
- Strategic Framework for Tourism in Ontario

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What is the vision?

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LONG-TERM

- Network of priority cycling routes (i.e. a provincial spine)
- Connects / builds upon local municipal cycling networks
- Supports local tourism and economic development
- Promotes Ontario as a premier cycling destination

SHORT-TERM

- Identify a provincial scale cycling network to help prioritize investments
- Include on and off-road segments on municipal and provincial owned roads and in off-road corridors
- Identify priority routes for partnerships

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What are the primary objectives?

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1

Connectivity



Connect key provincial destinations and cycling networks

2

Continuity



Continuous routes where possible that bridge gaps

3

Safety



Improve safety – identify appropriate routes, signage & infrastructure

4

Accessibility



Appeal to cyclists of all ages and abilities

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What are the secondary objectives?

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1

Trip Attractors



Attractive to a large number of cyclists, scenic and interesting for users

2

Value for Money



Implementation will achieve value for money and efficient use of infrastructure

3

Climate Change



Enable commuter cycling where appropriate

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Key outcomes of the study

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1

Database and GIS mapping of existing and previously proposed cycling routes

2

Identify cycling barriers & opportunities and remove as many as possible

3

Database of key cycling tourism attractions

4

Network Development Methodology and Route and Facility Selection Criteria

5

Engage municipalities, First Nations / Métis communities, stakeholders and public

6

Recommend a Provincial-Scale cycling network concept and identify partnership opportunities

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Our process

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Summer 2016

1 Develop and launch round 1 engagement

2 Initiate network development process

4 Identify route network concept

Fall 2016

5 Input from regional workshop sessions (round 2)

6 Identify draft network

7 Input from the Environmental Registry posting

Spring 2017

8 Confirm network and prepare summary report

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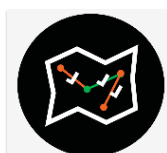
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Round 1 Engagement Overview

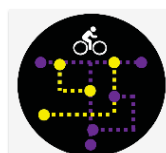
Online Survey

1



Confirm Existing Routes

2



Identify Potential Network Routes

3



Identify Network Barriers and Destinations

Part 2.

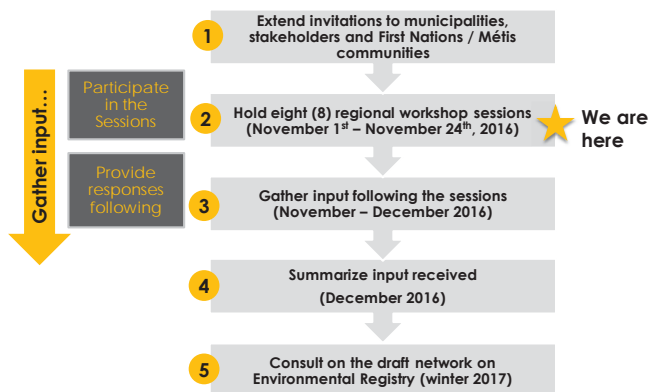


ENGAGEMENT OVERVIEW

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Round 2 engagement overview

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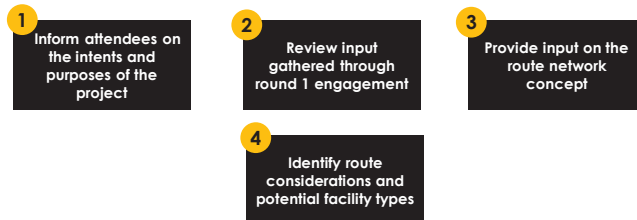


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Purpose of round 2 engagement

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Engagement objectives



Target audiences



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What have we heard so far?

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Builds on the input received from the 2011 Inventory Study...

30% response rate in Round 1 of 2016 survey

Cycling facilities documented through survey...



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What have we heard so far?

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Working together with...

- Public health agencies
- Local municipalities
- Waterfront Regeneration Trust
- Local Cycling Groups / Committees
- MTO
- Neighbouring municipalities



Top priorities...

Connecting Routes



Access to Tourism Destinations



Supports commuter & recreational

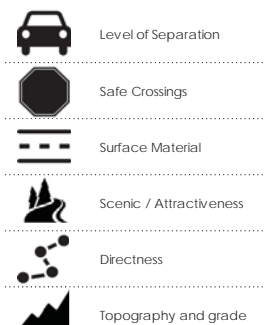


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What have we heard so far?

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Route characteristics...



Highest priority



Barriers...



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What have we heard so far?

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Signage...

Types of information...

- Direction, distance and time
- Cycling Route name and / or ID
- Route branding
- Slope / grade of route
- Level of difficulty

Tools...

- Trailhead signs
- Wayfinding
- Online mapping
- Route marker

Signage samples...



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What have we heard so far?

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Maintenance...

57% want to see route made available seasonally



43% want to see route made available year-round



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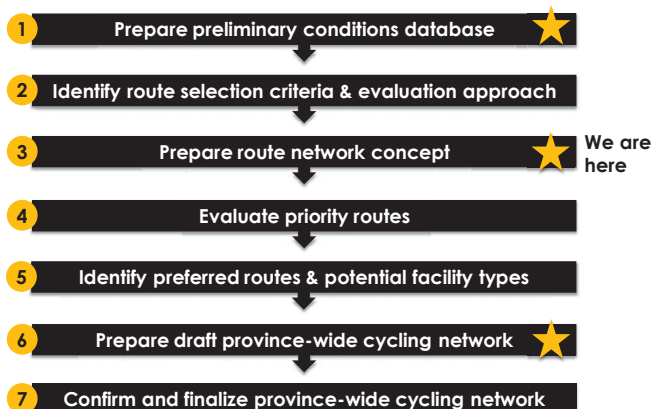
Part 3.



DEVELOPING THE NETWORK

Steps in identifying the network

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What is a network concept?

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- High-level preliminary network
- Identification of various route options
- Representative of input received
- Reflective of study objectives

1 PRIORITY ROUTES

Routes that could form part of the province-wide cycling network

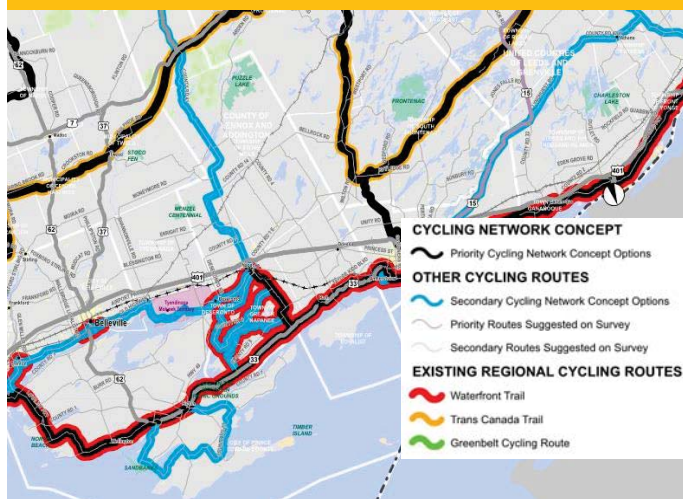
2 SECONDARY ROUTES

Routes that could link to the province-wide cycling network

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What is a network concept?

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How were routes identified?

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The following was considered when identifying the preliminary route network concept...

- 1 Existing and previously proposed conditions
- 2 Significant regional cycling routes
- 3 Work completed for MTO in 2011
- 4 Major destinations and points of interest
- 5 Connectivity, continuity and density
- 5 Tourism and other ministry outcomes and objectives

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How will routes be selected?

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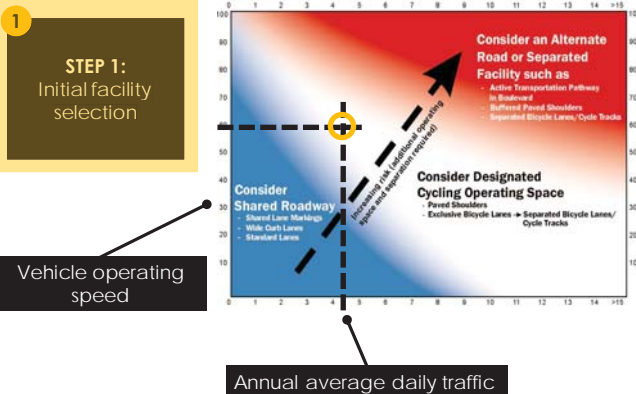
- 1 Connectivity**
 - Local amenities
 - Regional Transit & Airports
- 2 Continuity**
 - Cycling route continuity
 - Cycling facility type
- 3 Safety**
 - Cycling facility type
 - Speed
 - Car & truck volume
- 4 Accessibility**
 - Route surface
 - Route topology
- 5 Trip Attractors**
 - Points of interest
 - Natural landscape
- 6 Value for Money**
 - Implementation status
- 7 Climate Change**
 - Population centres

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How will facilities be selected?

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Applying the OTM Book 18 facility selection process



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How will facilities be selected?

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Considering the appropriate level of separation...

SEPARATED FACILITIES

- Off-road trail
- In-boulevard multi-use trail
- Buffered bike lane/shoulder

DESIGNATED FACILITIES

- Bike lane
- Cycle track
- Paved shoulder

SHARED FACILITIES

- Signed bicycle route (application of sharrow, or edgeline in urban areas)

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Questions?



Your input is valued!

Overview of today's agenda

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12:30 – 1:00 p.m.	Registration & Refreshments
1:00 – 1:10 p.m.	Welcome
1:10 – 1:45 p.m.	Presentation
1:45 – 2:00 p.m.	Question & Answer
2:00 – 2:15 p.m.	BREAK
2:15 – 2:45 p.m.	Activity #1: Review of Network Concept
2:45 – 3:15 p.m.	Activity #2: Facility Type Input
3:15 – 3:30 p.m.	Final thoughts & closing remarks

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Activity #1 description

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Activity #1: Review of Network Concept

Using the map of your region review the priority & secondary routes



Use the materials provided to document your comments including:

- Missing linkages
- Alternative connections
- More appropriate alignments

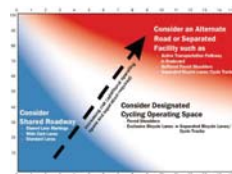


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Activity #2 description

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Using the map of your region review the priority routes



Also add route considerations using the markers and post-its



Use the dots provided to identify a level of separation for the priority routes where:

- Shared Facility
- Designated Facility
- Separated Facility

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Staying in touch

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Here are three ways you can stay in touch and provide your input to the team!

1. Email

- › Consultant team: MTOCyclingNetwork@mmm.ca
- › MTO: CycleONStrategy@ontario.ca

2. Letter

- › Send a letter in with your comments, questions or thoughts on this project – please address it to Dave McLaughlin; 100 Commerce Valley Drive, Thornhill, ON L3T 0A1 Attn: Claire Basinski

3. Phone

- › Call a member of the consultant team with any questions or comments you may have. They can be reached at 905-882-7306 (Dave) or 905-882-4211 ext. 6498 (Claire)

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Thank you for your participation and interest!

