

Bicycle Friendly Workshops

The County of Huron is developing a strategy intended to improve cycling safety and enjoyment in our region.

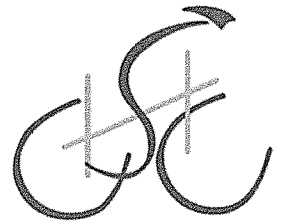
Cyclists and other road users are invited to attend a Bicycle Friendly Community Workshop facilitated by the *Share the Road Cycling Coalition* and offer input to make our roadways safer for everyone.

Two workshops are planned for Thursday, May 19th at the Holmesville Community Centre.

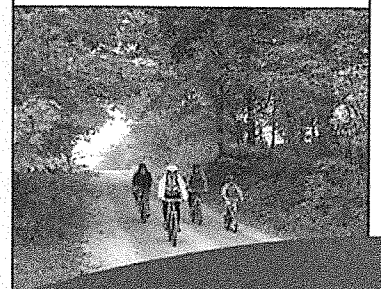
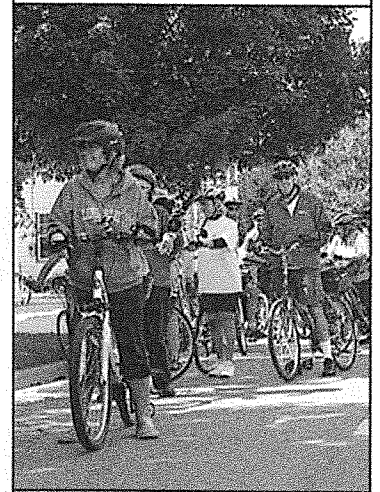
Day-Long Workshop,
8:30 a.m. - 3:00 p.m.

Evening Workshop,
7:00 p.m. - 9:00 p.m.

For details or to register visit:
huroncounty.ca



HURON COUNTY
CYCLING STRATEGY



This initiative is powered by the Huron County Cycling Strategy Committee, which includes stakeholders from the cycling, health, municipal, police, tourism and transportation sectors.



CORPORATION OF THE COUNTY OF HURON

Planning and Development Department

To: Chair and Members, Committee of the Whole, Day 1

From: Staff Committee on Cycling, including:

Scott Currie, Media and Grants Coordinator
Laura Dekroon, Public Health Promoter, Health Unit
Cindy Fisher, Tourism Coordinator
Ben Kissner, Planning Student
Steve Lund, Director of Operations
Susanna Reid, Planner
Scott Tousaw, Director, Planning & Development and IT
Sandra Weber, Manager of Planning

Date: October 28, 2015

Subject: Cycling Initiatives

Recommendation

That a comprehensive program be initiated to enhance the safety of all road users, with primary emphasis on cyclists, by:

Commencing the following actions immediately:

- Participate in Share the Road education programs;
- Investigate the feasibility of a pilot project of wider paved shoulders outside of the fog line during the reconstruction of County Road 31 from Saltford to Benmiller;
- Enhance the County Cycling Guide/website with additional information for cyclists;
- Support, where possible and feasible, community initiatives for off-road cycling facilities such as the existing Goderich-Auburn Rail Trail (GART) and the proposed Goderich to Guelph rail trail (G2G) and Port to Point trail (P2P).

And by developing a Cycling Strategy (signage, legal considerations, bicycle infrastructure, etc.) in 2016 with stakeholder consultations and using in-house resources.

Executive Summary

The following is a summary of the key highlights from each section of the report.

- Three reports were received by County Council in recent years that support cycling and active transportation initiatives. These reports include Take Action for Sustainable Huron, Transportation Demand Management Plan, and Huron County Active Transportation: A Call to Action.
- Huron County is an established tourism destination. Cycling enhancements can generate economic activity related to tourism, recreation and local active transportation.

- The Share the Road Cycling Coalition is a provincial cycling advocacy organization working to build a bicycle-friendly Ontario. It is recommended that the County participate in Share the Road programs.
- The County would not be creating additional liability by participating in Share the Road education programs or by developing a signage program.
- The feasibility of a pilot project to widen paved shoulders on the portion of County Rd. 31 (Saltford to Benmiller) that is planned for rehabilitation in 2016/17 should be investigated given the 80 km speed limit, lower traffic counts, the planned rehabilitation work, the triathlon route and the inclusion of this route on the cycling guide.
- The reprint of the Cycling Guide in 2016 in conjunction with the website will include additional road information (beyond paved/unpaved information) to local and visiting cyclists such as traffic counts and posted speed limits.
- Off-road cycling facilities, such as G2G and P2P trail initiatives, present a significant opportunity for the area that should be supported where possible.
- There are several funding opportunities that could be pursued related to cycling education and infrastructure including Cycling Training Fund 2015 and 2016, Ministry of Transportation; Ontario Sport and Recreation Communities Fund (OSRCF); Trillium; Healthy Communities Fund (HCF) Program Stream (for province-wide projects); Rural Economic Development Fund (RED); Ontario Municipal Cycling Infrastructure Program.
- In addition to immediate opportunities, a longer-term Cycling Strategy (signage, legal considerations, bicycle infrastructure, etc.) should be developed in 2016 with stakeholder consultations and using in-house resources.

Background

At its meeting of September 2, 2015, County Council endorsed a motion from Committee of the Whole Day 1 on August 5, 2015 directing staff "to investigate and prepare a report on the Share the Road Program." Discussion at the August 5, 2015 meeting included possible actions of awareness, signage, review of best practices, cycling guide enhancements, paved shoulders and funding sources.

Comments

Existing Plans and Recommendations Received by County Council

There are three reports that were received by County Council in recent years that provide direction and recommendations on active transportation in Huron County. This section highlights the key recommendations. More detailed information along with a link to the documents is included in an Appendix.

Take Action for Sustainable Huron

The *Take Action for Sustainable Huron Report (2009)* and the *Community Sustainability Plan (2011)* include goals, actions and priority projects for Transportation and Healthy Active Communities. These documents were developed through the participation of almost 2,000 people and have been received by Council. The goal is for Huron County residents to live active, healthy lifestyles with access to wellness services for mind and body. Communities will be compact, pedestrian and bicycle friendly, and provide a range of services and facilities.

The Take Action recommendations related to active transportation include:

- Bring trail groups together to share best practices, successes, and encourage trail development, enhancement and maintenance.
- Determine viability of a community fund that encourages and supports trail development work.
- Inventory and promote bike facilities at municipal and institutional destinations. Ensure that bike rack installation is a consideration in all new commercial development.
- Consider solutions for active transportation in rural areas and communities.

Transportation Demand Management Plan (TDM)

The TDM Plan (2011) promotes the improvement and expansion of sustainable transportation options and the implementation of these initiatives and pilot programs to benefit Huron County's economy, environment, and safety. The goals are to decrease the number of single occupant vehicles on the road over time, improve health for residents by cycling or walking for recreational and utilitarian purposes, improve mobility for youth, low income population and non-drivers, and to promote pedestrian, cycling and transit-oriented neighbourhoods.

The TDM recommendations related to active transportation include:

- Plan and host an Active Transportation and Health Promotion Workshop. The proposed workshop could engage the "Share the Road Coalition" as well as the District Health Unit as key participants and speakers.
- Undertake, in partnership with local municipalities, an Active Transportation and Trails Master Plan.
- The local municipalities should consider undertaking, if they have not already done so, a review of current sidewalk policies, and update their current sidewalk inventory database.
- Explore and Develop Pedestrian and Cycling Charters for the County of Huron in partnership with the local municipalities.

Huron County Active Transportation: A Call to Action

The Call to Action implemented a priority of the Sustainable Huron Plan, and was endorsed by the Board of Health and County Council in June 2014. The Call to Action outlines 10 key themes developed through extensive community consultation and reflects key actions that would contribute to enhancing active transportation opportunities throughout the county.

The Call to Action recommendations related to cycling safety and education include:

- Continue to promote new and existing trail initiatives
- Encourage a Share the Road campaign
- Educate the public on safety
- Promote cycling maps that also profile secondary roads
- Consider painting bicycle lanes, additional signage and crosswalks
- Promote cycling and pedestrian routes that connect Huron County communities
- Support organizations with an active transportation objective

Economics of Cycling

Cycling generates economic activity, both as a means of active transportation, and as a tourism/recreational activity. Ontario Tourism states that the average overnight cyclist spends \$148 per day (food, beverages, attractions and retail purchases) in addition to spending on accommodations. Creative opportunities will continue to emerge for existing and new businesses as inviting cycling infrastructure is developed. Ontariobybike.ca offers programs certifying and promoting bicycle-friendly businesses and cycle tourism.

Huron County is established as a tourism destination. It has the natural trip motivator attraction of Lake Huron; the ride to the lakeshore, through villages and countryside is very appealing to the burgeoning local and visiting cycling culture.

Share the Road

The Share the Road Cycling Coalition is a provincial cycling advocacy organization working to build a bicycle-friendly Ontario. The following programs are offered.

Ontario Bike Summit will be held in Toronto on April 19-20, 2016. Since its inception, the Ontario Bike Summit has been the premier event where decision-makers, practitioners and advocates come together to learn and discuss strategies for making Ontario's roads safer for all road users. Staff and/or Councillors may wish to attend.

The *Bicycle Friendly Communities* program was launched in Ontario in 2010 by Share the Road. The program provides incentives, hands-on assistance and award-recognition for communities that actively support bicycling. Municipalities are judged in five categories referred to as the Five "E's" of being bicycle friendly: Engineering, Education, Enforcement, Encouragement and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. The Award categories are: Bronze, Silver, Gold, Platinum and Diamond.

A day-long *Bicycle Friendly Ontario Workshop* could be offered in Huron County by Share the Road. Share the Road staff would come to Huron and tour the County reviewing cycling infrastructure. The following day, a multi-stakeholder workshop would be held to develop an action plan based on the five categories of a Bicycle Friendly Community. The cost for this workshop would be \$3,500-\$4,000.

The *'It Moves Us All'* advertising campaign includes advertising information as video, print and banners at no cost. The video can be viewed at this link <https://www.youtube.com/watch?v=6JQbuFRZz0I>

The *Stay Safe Stay Back* campaign is targeted at cyclists travelling in the vicinity of heavy trucks. This campaign includes decals to go on the back of heavy trucks as well as digital ads and a video.

Liability

A major consideration regarding cycling initiatives and development of infrastructure is liability. Research to date suggests that the County would not be creating additional liability by participating in the Share the Road educational program or a signage program.

The Municipal Act legal standard for municipal roads is to maintain to a reasonable state of repair, given the location and character of the road. This duty already applies to municipalities regarding cycling, based on the case law. Many municipalities have implemented "Share the Road" signs as an educational program without creating cycling facilities on their roads.

The Ministry of Transportation Book 18 on cycling facilities is a guideline, not a standard, but such guidelines can be considered best practice by the courts. The guideline will be an important reference document when considering or planning cycling facilities.

Frank Cowan Company, the Insurance provider for the County, is conducting additional research on relevant case law. This information will inform the cycling strategy, when developed.

The legal standard for cycling and other trails not on municipal roads (e.g., in parks, rail trails, etc.) is under the Occupiers Liability Act which is no reckless disregard. Best practice calls for signing such facilities as "Recreational Trail."

County Rd. 31 Possibilities

The Saltford to Benmiller section of County Rd. 31 is planned for rehabilitation in 2016-17. The preliminary estimate is an additional \$100,000 per kilometer for paved shoulders (approx. 30% increase in pavement costs). More detailed information can be provided for budget discussions. This possible pilot project has the benefits of a 80 km/h speed limit, lower traffic counts, the current rehabilitation work, the triathlon route and shown on the cycling guide. There are grant programs available (see funding section of report) and funding options can be explored.

The Cycling Guide Brochure

To foster and support the cycling culture, Economic Development Services currently publishes 40,000 Cycling Guide brochures on a three year rotation, as one of the three activity brochure series (Fishing/Paddling and Hiking). The cycling guide is also available on-line at: www.ontarioswestcoast.ca. The County has produced a cycling map/guide since 1991.

The Cycling Guide offers a map with paved/unpaved information in addition to highlighting routes that are circuits around settlements and connecting routes, and also provides some 'lay of the land' information in addition to cycling services and tours. Area cyclists were involved in developing the highlighted routes.

In light of the recent concerns regarding road cycling safety, the County could provide additional road information (beyond paved/unpaved information), to local and visiting cyclists such as traffic counts and posted speed limits. The reprint of the Cycling Guide in 2016 will include reference to this additional information.

G2G (Guelph to Goderich) and P2P (Port to Point)

Since cycling is both active transportation and recreation, connections and linkages are important. There are two ongoing projects which are part of the potential cycling experience in Huron County and beyond – G2G and P2P.

G2G is an initiative that involves the recreational use of the former CPR line for 127 km between Guelph and Goderich. There are currently two open and used G2G sections in Huron County which provide safe off road cycling experiences: GART (Goderich to the Maitland River near Auburn = 12 km) and the North Huron Trail around Blyth (approx. 3 km). The closed sections are currently leased to G2G Inc and the County is in lease discussions with that group and the Province. A total of 53 km is located in the Huron County portion of the G2G.

P2P is a proposal for a separated recreational walking/cycling trail as part of the MTO road allowance on Highway #21 between Goderich and Point Farms Provincial Park. If this trail was to proceed, it would link with G2G at the GART trail, then north for five kilometers and would extend the safe off road cycling opportunity to visitors and residents.

The County could continue to investigate co-funding opportunities to support these initiatives. County Council recently demonstrated support for G2G's funding application for cycling infrastructure.

Funding Opportunities

There are a number of funding opportunities that could be pursued related to cycling education and infrastructure. This sections provides the key details of the each of the programs. Additional details and links to more information are provided in an Appendix.

Cycling Training Fund 2015 and 2016, Ministry of Transportation

This new fund will support projects that provide opportunities for cycling education in schools or at the community level, build skills to promote safe and enjoyable cycling, and encourage healthier and more physically active lifestyles. This time-limited funding is part of Ontario's Promotion, Celebration and Legacy Strategy for the 2015 Pan/Parapan American Games. The Health Unit is looking into applying for this funding to support cycling skills training.

The available funding stream includes cycling skills training projects or cycling instructor training projects:

- up to \$2,500 for delivery of cycling skills training.
- up to \$3,000 for delivery of cycling instructor training.

The Ontario Sport and Recreation Communities Fund (OSRCF)

OSRCF is a grant program that supports a vision of getting and keeping Ontarians active in community sport, recreation and physical activity. The fund:

- Increases opportunities for participation in sport and recreation by developing new programs or increasing access to existing programs to encourage individuals to become more active and keep those who are, engaged throughout their lives
- Supports implementation of physical literacy as a foundation for lifelong physical activity among individuals enabling them to make healthier activity choices
- Strengthens the community sport and recreation sector by providing training in areas such as coaching, youth development, and volunteer development to provide enhanced service and quality programming.
- The program supports projects of one or two years in length, at both the Local/Regional and Provincial levels.

Trillium

Funding through Trillium focuses on action areas that targets fostering more active lifestyles; connected people; building inclusive and engaged communities together; encouraging people to support a healthy and sustainable environment; enriching people's lives through arts, culture and heritage; supporting the positive development of children and youth; prosperous people; enhancing people's economic wellbeing

Two areas that could be looked at for cycle safety and education include:

- Priority Outcome: Higher quality programming and infrastructure to support physical activity.
- Priority Outcome: More people become active.

Healthy Communities Fund (HCF) Program Stream (for province-wide projects)

The HCF provides non-capital funding to organizations for the delivery of integrated health promotion initiatives in communities across Ontario. Projects address two or more of the following health promotion priorities:

- Healthy eating;
- Injury prevention;
- Mental health promotion;
- Physical activity; and
- Substance and/or alcohol misuse prevention.

HCF projects serve or benefit specific populations that may not have equitable access to health promotion programming in their communities, and in turn, provide greater access to these programs and services where they are needed most in Ontario.

Rural Economic Development Fund (RED)

The RED program provides cost-shared funding support for projects that will strengthen rural Ontario.

Intake windows over the next year for the RED program have been released. The county is eligible under

the 'community development stream' to receive support of up to 50 per cent, and in exceptional circumstances, up to 90 per cent. There is no cap on project size.

Ontario Municipal Cycling Infrastructure Program

The Ministry of Transportation (MTO) has established a \$10 million Ontario Municipal Cycling Infrastructure Program, to help municipalities build new and improve existing cycling infrastructure. Under this new program, municipalities are eligible to apply for funding for up to 50% of the total eligible costs of a cycling infrastructure project to a maximum amount of \$325,000. Funding will be provided between April 1, 2016 and March 31, 2018. An Expression of Interest was submitted by the County on behalf of G2G Inc.

Cycling Strategy

In addition to the foregoing short-term actions, a longer-term Cycling Strategy is recommended. A strategy would enable further research, input and advice from stakeholders, and a more comprehensive set of recommendations. The strategy could be prepared in-house during 2016 under the guidance of the Staff Committee on Cycling with minor budget requirements for advertising, meetings, etc.

Others Consulted

Ben Kissner, Planning Student has compiled a comprehensive listing of information sources, studies and best practices (available on request).

Budget Implications

Costs associated with developing a Cycling Strategy in-house will be included in the 2016 budget for consideration.

Costs associated with including paved shoulders during a road rehabilitation project can be developed in the 2016 Public Works capital budget for further discussion.

'Original signed by'

Scott Tousaw, Director, on behalf of the Staff Committee on Cycling

'Original signed by'

Brenda Orchard, CAO

APPENDIX

Existing Plans and Recommendations Received by County Council

There are three reports that were received by County Council that provide direction and action on active transportation in Huron County. This section highlights the recommendations from the reports.

1. Take Action for Sustainable Huron

Throughout 2007 and 2008, municipal leaders engaged the Huron County community to create a common vision for a sustainable future. More than 1700 residents, community groups and organizations took part in these conversations. This collective voice is captured in *Take Action for Sustainable Huron (2009)* – a living document of community goals and actions to reach them; one which will evolve as the community's goals and needs change over time.

Area of Focus: Healthy Active and Liveable Communities

Goal: Huron County residents live active, healthy lifestyles with access to wellness services for mind and body. Communities will be compact, pedestrian, and bicycle friendly, and provide a range of services and facilities.

Strategy: Strongly support active transportation in our communities as part of a multi-modal transportation network

Priority Project: Enhance opportunities for active transportation in Huron County.

Recommendations:

1. Bring trail groups together to share best practices, successes, and encourage trail development, enhancement and maintenance.
2. Determine viability of a community fund that encourages and supports trail development work.
3. Inventory and promote bike facilities at municipal and institutional destinations. Ensure that bike rack installation is a consideration in all new commercial development and report findings.
4. Consider solutions for active transportation in rural areas and communities.

<http://huroncounty.ca/sustainablehuron/downloads/SustainabilityPlan-complete.pdf>

Transportation Demand Management Plan (TDM)

The plan, completed in May 2011, is intended to be a guide for the County and its partners to take steps towards improving and expanding the number of sustainable transportation options and to promote these initiatives and pilot programs as a benefit to Huron County's economy, environment, and safety as well as decrease the number of single occupant vehicles on the road over time.

In addition to the general benefits outlined above, there are also specific benefits to the County of Huron which can be achieved through the implementation of the proposed TDM initiatives and programming. These include but are not limited to: Improved health for residents by cycling or walking for recreational and utilitarian purposes, improved mobility for youth, low income population and non-drivers, more pedestrian, cycling and transit-oriented neighbourhoods.

Recommendations:

1. Plan and host an Active Transportation and Health Promotion Workshop. The workshop could be held and attended by local stakeholders, Councillors and community members interested in obtaining more information on Active Transportation and the public health and other benefits associated with Active Transportation. The proposed workshop could engage the "Share the Road Coalition" as well as the District Health Unit as key participants and speakers.

2. Undertake, in partnership with local municipalities, an Active Transportation and Trails Master Plan. This comprehensive master plan should be undertaken in consultation with the Transportation Task Force and other local municipal and agency representatives.

3. The local municipalities should consider undertaking, if they have not already done so, a review of current sidewalk policies, and update their current sidewalk inventory database.

4. Explore and Develop Pedestrian and Cycling Charters for the County of Huron in partnership with the local municipalities. A pedestrian charter is used to guide the development and promotion of a more pedestrian friendly community and environment while a cycling charter aims to develop more bicycle friendly communities and environments.

3. Huron County Active Transportation: A Call to Action

With funding from the Ministry of Health and Long-Term Care: Healthy Communities Partnership Fund, the Health Unit began work on the Huron County Active Transportation: A Call to Action in the beginning of 2013. This work came out of the recommendation from Sustainable Huron identifying active transportation as a priority as a way to support the development of healthy communities. The Call to Action which was presented and endorsed by Board of Health and County Council in June 2014. The Call to Action outlines 10 key themes developed through extensive community consultation and reflect key action items that would all contribute to enhancing active transportation opportunities throughout the county.

Each theme includes a summary of challenges, a vision and specific calls to action for the County, municipalities, residents, community groups, and individual/businesses.

The ten key themes that were identified from community conversations include:

Tourism, economy, trails, safety, schools, connectivity, infrastructure, culture of active transportation, land use planning, and existing resources.

Recommendations for the County to consider specific to cycling safety and education include:

- Continue to promote new and existing trail initiatives
- Encourage a Share the Road campaign
- Educate the public on safety
- Promote cycling maps that also profile secondary roads
- Consider painting bicycle lanes, additional signage and crosswalks
- Promote cycling and pedestrian routes that connect Huron County communities
- Support organizations with an active transportation objective

<http://www.huronhealthunit.ca/health-topics/physical-activity/active-transportation/active-transportation-report/>

Funding Opportunities

Cycling Training Fund 2015 and 2016, Ministry of Transportation

This new fund will support projects that provide opportunities for cycling education in schools or at the community level, build skills to promote safe and enjoyable cycling, and encourage healthier and more physically active lifestyles. This time-limited funding is part of Ontario's Promotion, Celebration and Legacy Strategy for the 2015 Pan/Parapan American Games. The Health Unit is looking into applying for this funding to support cycling skills training.

Funding stream still open:

1. Cycling skills training projects or cycling instructor training projects
 - up to \$2,500 for delivery of cycling skills training.
 - up to \$3,000 for delivery of cycling instructor training.

- Applicants will have two opportunities to apply for funding.
 - For projects delivered in 2016, applications will be accepted from Oct. 15 to Dec. 15, 2015.
- Applications will be considered on a first-come, first-served basis.

<http://www.mto.gov.on.ca/english/safety/cycling-training-fund.shtml>

The Ontario Sport and Recreation Communities Fund (OSRCF)

OSRCF is a grant program that supports a vision of getting and keeping Ontarians active in community sport, recreation and physical activity. The fund:

- Increases opportunities for participation in sport and recreation by developing new programs or increasing access to existing programs to encourage individuals to become more active and keep those who are, engaged throughout their lives
- Supports implementation of physical literacy as a foundation for lifelong physical activity among individuals enabling them to make healthier activity choices
- Strengthens the community sport and recreation sector by providing training in areas such as coaching, youth development, and volunteer development to provide enhanced service and quality programming.
- Through the support of projects that deliver high-quality programs and policies, the OSRCF provides Ontarians with more opportunities to become physically active, including groups who experience barriers to participating and those who are traditionally less active.
- The program supports projects of one or two years in length, at both the Local/Regional and Provincial levels.

<http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR006918>

Trillium

Funding through Trillium focuses on action areas that targets the following areas:

- Fostering more active lifestyles
- Connected People
- Building inclusive and engaged communities together
- Encouraging people to support a healthy and sustainable environment
- Enriching people's lives through arts, culture and heritage
- Supporting the positive development of children and youth
- Prosperous People
- Enhancing people's economic wellbeing

Two areas that could be looked at for cycle safety and education include

1. Priority Outcome: Higher quality programming and infrastructure to support physical activity
2. Priority Outcome: More people become active

http://www.otf.ca/sites/default/files/active_people_story.pdf

http://www.otf.ca/sites/default/files/active_people_metrics.pdf

Trillium now has a number of intake times throughout the year.

<http://www.otf.ca/apply-grant/registration-application-deadlines>

Healthy Communities Fund (HCF) Program Stream (for province-wide projects)

The HCF provides non-capital funding to organizations for the delivery of integrated health promotion initiatives in communities across Ontario. Projects address two or more of the following health promotion priorities:

- Healthy eating;
- Injury prevention;
- Mental health promotion;
- Physical activity; and
- Substance and/or alcohol misuse prevention.

HCF projects serve or benefit specific populations that may not have equitable access to health promotion programming in their communities, and in turn, provide greater access to these programs and services where they are needed most in Ontario.

No set timelines for 2016/2017 funding. Typically applications are due end of March/beginning of April.

<http://www.mhp.gov.on.ca/en/healthy-communities/hcf/grants.asp>

Rural Economic Development Fund

The Rural Economic Development (RED) program provides cost-shared funding support for projects that will strengthen rural Ontario. Intake windows over the next year for the RED program have been released. The county is eligible under the 'community development stream' to receive support of up to 50 per cent, and in exceptional circumstances, up to 90 per cent. There is no cap on project size.

Ontario Municipal Cycling Infrastructure Program

The Ministry of Transportation (MTO) has established a \$10 million Ontario Municipal Cycling Infrastructure Program, to help municipalities build new and improve existing cycling infrastructure. Under this new program, municipalities are eligible to apply for funding for up to 50% of the total eligible costs of a cycling infrastructure project to a maximum amount of \$325,000. Funding will be provided between April 1, 2016 and March 31, 2018. An Expression of Interest was submitted by the County on behalf of G2G Inc.

Name	Stakeholder Group
Municipal Public Works Departments	
Tom Sinclair	Central Huron Public Works
Kelly Church Scott Price (alternate)	North Huron Public Works
Jennette Walker	Bluewater Public Works
Cycling Communities and Trail Development	
Jocelyn DeBoer	North Huron cyclist
Con Melady	P2P; Goderich and area cyclist
Chris Watson	Cycling safety
Pamela Sommer	Race Huron
Jeremiah Sommer	Dungannon cyclists
Randy Oke	Grand Bend area cyclist
Paul Vandermolen	G2G Inc.
Trucking Industry	
Randy Scott	Hyndman Transport, Wroxeter
School Board	
David Frier	Transportation Co-ordinator, AMDSB
Tourism Development	
Kirsten Harrett	Ashwood Inn, Bayfield
Denata Stanbury	360 Bikes and Board, Goderich
Ontario Provincial Police	
Constable David Greer Staff Sergeant Michael Butler	Community Mobilization Officer HR Analyst/Training Co-ordinator
Huron County Staff	
Scott Currie	Media and Grants Coordinator
Laura Dekroon	Public Health Promoter, Health Unit
Steve Lund	Director of Operations
Susanna Reid	Planner
Scott Tousaw	Director, Planning & Development and IT
Sandra Weber	Manager of Planning

Huron County Cycling Strategy Steering Committee Meeting

February 18th, 2016
OMAFRA Office, Clinton



Notes from the group's general discussion/perspectives on cycling were taken and organized into the following theme areas:

Safety

- Road safety: trying to improve the safety of the users of the highway—education, paving shoulders
- Safety: equipment, according to legislation
- MTO has a good pamphlet about cycling safety.
- Cycling safety should be required.
- Ontario has a huge problem when it comes to cycling. Worst place cycle. Cross Canada trip—get through Ontario.
- Wearing helmet, cycling with daughter, on road, Gift Certificate to daughter—positive reinforcement. Positive ticketing.
- No fatalities in 2015.
- Clinton Library—safety afternoon: decorating bikes—2 kids showed up.
- Need to look at cycling the way we do motorcyclists. Training. Graduated licensing. Don't want to send a novice on the highway without training.

Education

- Road safety: trying to improve the safety of the users of the highway—education, paving shoulders
- Education: what is required for cyclists and motoring public
- Education of cyclists
- Can-Bike: cycling safety umbrella organization—tried to offer a course in Huron. Trying to convince adults to spend time on the course. No one registered.
- MTO has a good pamphlet about cycling safety.
- Can-Bike has literature. Chris—will look for the link to send us.
- Does driving test include cycling safety? Driver's ed includes cycling safety.
- Drivers' complain about cyclists on the road. Cyclists have rights to the road. On the bike you lose every time. Drivers' feel entitled to the road.
- Scary being a cyclist on the road. Drivers need to realize that they are in the winning vehicle.
- As a cyclist, you become more respectful of cyclist when you are in the car.
- Alternative to driving. Environmental—reduce GHG.

- More respect from trucks on the road.
- Culture in Spain of respecting cyclists on the road.
- Clinton Library—safety afternoon: decorating bikes—2 kids showed up.
- Bike Rodeo at Seaforth fair—surprising number of kids in community don't have bikes.
- Target municipal leaders and politicians, come to a meeting so they can hear what people are saying. Invite politicians to public forum.
- Need to look at cycling the way we do motorcyclists. Training. Graduated licensing. Don't want to send a novice on the highway without training.

Infrastructure

- Trying to improve the safety of the users of the highway— paving shoulders
- Road and cycling facilities for urban and rural areas—trying to make the road environment as welcome as possible to all road users
- Huron County—wouldn't take a whole lot to be safe, and a good place to cycle. Many quieter roads, roads that are paved. Signage would be a good thing.
- Rating system on the road ways—planning a route—certain roads are rated at a higher number.
- Cost—tight municipal budgets. It costs a lot to widen a ditch, or a shoulder.
- Ontario is the only province that doesn't have paved shoulders.
- Savings over time on not gravel and grading shoulders.
- Provincial standards—are reason why don't have paved shoulders. Yellowhead Highway—some analysis.
- \$100,000 a km to pave the extra width. Gravel is really cheap in Huron County. Ontario Traffic Manual—bicycling becomes unsafe when the speed is over 90 km/h.
- Better to have a separated pathway
- Rotary maintains the Lambton Shores—repaved to the Pinery. Difficult for road cyclists. Need to be on the side of the road.
- Paved shoulder in Stormont, Glengarry: on road, on pavement
- Bruce and Grey have some roads with paved shoulders
- Education, bike rodeos, signage. Need to match it with infrastructure. G2G is a good example.
- Need allocation for infrastructure in municipal budgets.
- Lot of opportunities in cycling infrastructure. If you are a well-off municipality, you are not getting funding.
- Steve Lund sits on the Ontario Coalition for Sustainable Infrastructure.
- Waterfront Trail has made it to Grand Bend

Tourism

- Great assets to develop: tourists, visitors, long-term residents. Economic driver—active lifestyle, economics, sustainability of lifestyle we are trying to develop.
- Tourism—role for tourism. Demographics that would come to an area, if the roads had paved shoulders. Has to be draw for a municipality. People with \$5000 bikes spend money in communities. Bringing people with income.
- Come to Ontario—know to go from here to here. How are we connected to other areas, outside Huron. Like Snowmobiling.

Enforcement

- Needed cycling test in U.K. to be on the roads
- Cycling safety should be required.
- Does driving test include cycling safety? Driver's ed includes cycling safety.
- Wearing helmet, cycling with daughter, on road, Gift Certificate to daughter—positive reinforcement. Positive ticketing.
- Increase bicycle patrols.
- Need to look at cycling the way we do motorcyclists. Training. Graduated licensing. Don't want to send a novice on the highway without training.

Moving Forward

- Going through cycling strategy—worried that nothing will change. Wonderful to talk as opposed to do. Push it forward and follow it through. Doing is better than talking.
- 2 maybe 3 big goals, fill it with small ones, so we can make a difference even if we don't make a big difference.
- Target municipal leaders and politicians, come to a meeting so they can hear what people are saying. Invite politicians to public forum. Could a Council member attend Steering Committee meeting?
- At a point where everyone is willing to move forward with initiative. Sustainability—County initiatives. Everything is coming together. Perfect timing. Just finished lower-tier ec dev initiatives. It is prime. Just have to do it.
- Need allocation for infrastructure in municipal budgets.
- Active transportation plan. completed in 2014. Bring details from Active Transportation Plan to next meeting.
- Consider other regions: how many others are developing plans.
- Summary of recommendations from other studies e.g. TDM Plan, Sustainable Huron, Active Transportation