



# Implementing Active Transportation (AT) Facilities in Small Communities



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**Presenters:** **Jay Cranstone, MLA, OALA, CSLA, Associate & Senior Project Manager**

**Claire Basinski, B.ES, MCIP, RPP, Project Planner**



# Presentation Overview

- About the Presenters
- Overview of Active Transportation
- Who are the Users?
- Establishing Political Support
- Identifying the Benefits
- Identifying the Challenges
- Tailoring the Approach for Smaller Communities
- Describing the Elements
- Illustrating the Successes: Case Study Overview
  - Case Study #1: Wellington County, ON
  - Case Study #2: Elgin – St. Thomas, ON
  - Case Study #3: Leamington, ON
- Lessons Learned



# About the presenters



**Dave McLaughlin**  
**MES, MCIP, RPP**  
**Partner**  
**Senior Project Manager**

- Project Managed over 75+ Active Transportation Related master plans and projects
- Co-authored the Ontario Traffic Manual (OTM) Book 18 and MTO's Bikeway Design Guidelines



**Jay Cranstone**  
**B.Sc., MLA, OALA, CSLA**  
**Associate**  
**Senior Project Manager**

- Project Managed and contributed to numerous trail and active transportation master plans
- Involved in a number of trail design studies including route signage and way-finding



**Claire Basinski**  
**BES, MCIP, RPP**  
**Project Planner**

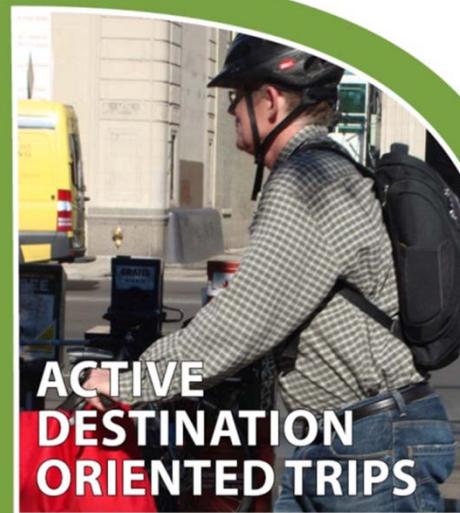
- Contributed to over 20 trails and cycling master plans
- Contributes to the development of public and stakeholder engagement strategies for master plans

# What is Active Transportation?

- Use of an Active Transportation mode for exercise, recreation pursuits, such as hiking, cycling, etc.



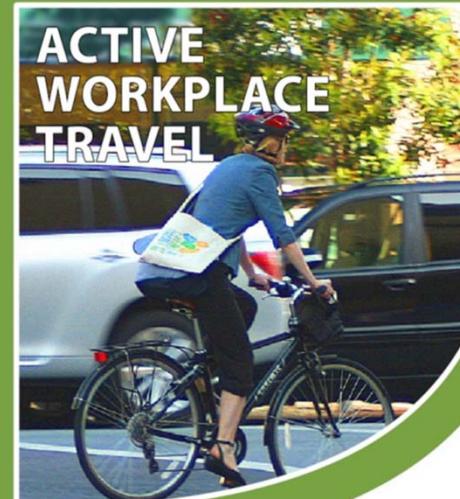
- Trips to and from school, shops, visiting friends and running errands



- Journeys to and from work or school or more frequent destinations



- Trips made during the work day to do errands or to attend meetings



# We know who the users are...

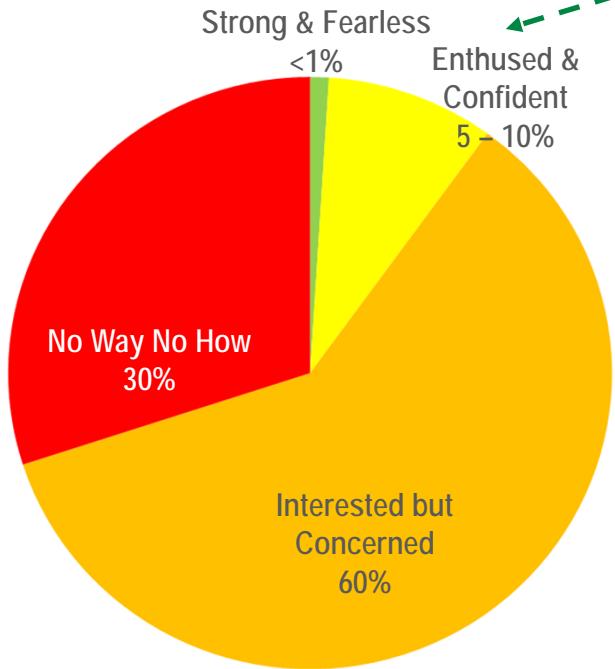


## Cyclists:

Commuter  
Recreational  
Touring

## Pedestrians:

Walkers  
Hikers  
Joggers / Runners



Utilitarian	Recreational	Touring
<ul style="list-style-type: none"><li>For day to day transportation to get to and from work or school or primary destinations</li><li>Use on-road routes year round or most of the year</li><li>Good mobility skills and know the rules of the road</li></ul>	<ul style="list-style-type: none"><li>Use the network for fitness or leisure</li><li>Used for travel on weekends</li><li>Trips to and from major destinations or areas of significance</li><li>Will use secondary / neighbourhood connections</li></ul>	<ul style="list-style-type: none"><li>Used as a mode to explore areas of significant long distances trips vary from full day to multi-day excursions</li><li>Trips are planned in advance</li><li>Spending on accommodation and food</li></ul>

Source: Roger Geller, Portland Office of Transportation

# We know there is support

# Canada

“The promotion of active transportation has led to special emphasis on on-road / off-road facilities for non-motorized movements within cities.”  
(Transport Canada, 2011)



HEART &  
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MINISTRY OF TRANSPORTATION



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planificateurs  
professionnels  
de l'Ontario

Ontario Planners: Vision • Leadership • Great Communities



THE ONTARIO  
TRILLIUM  
FOUNDATION

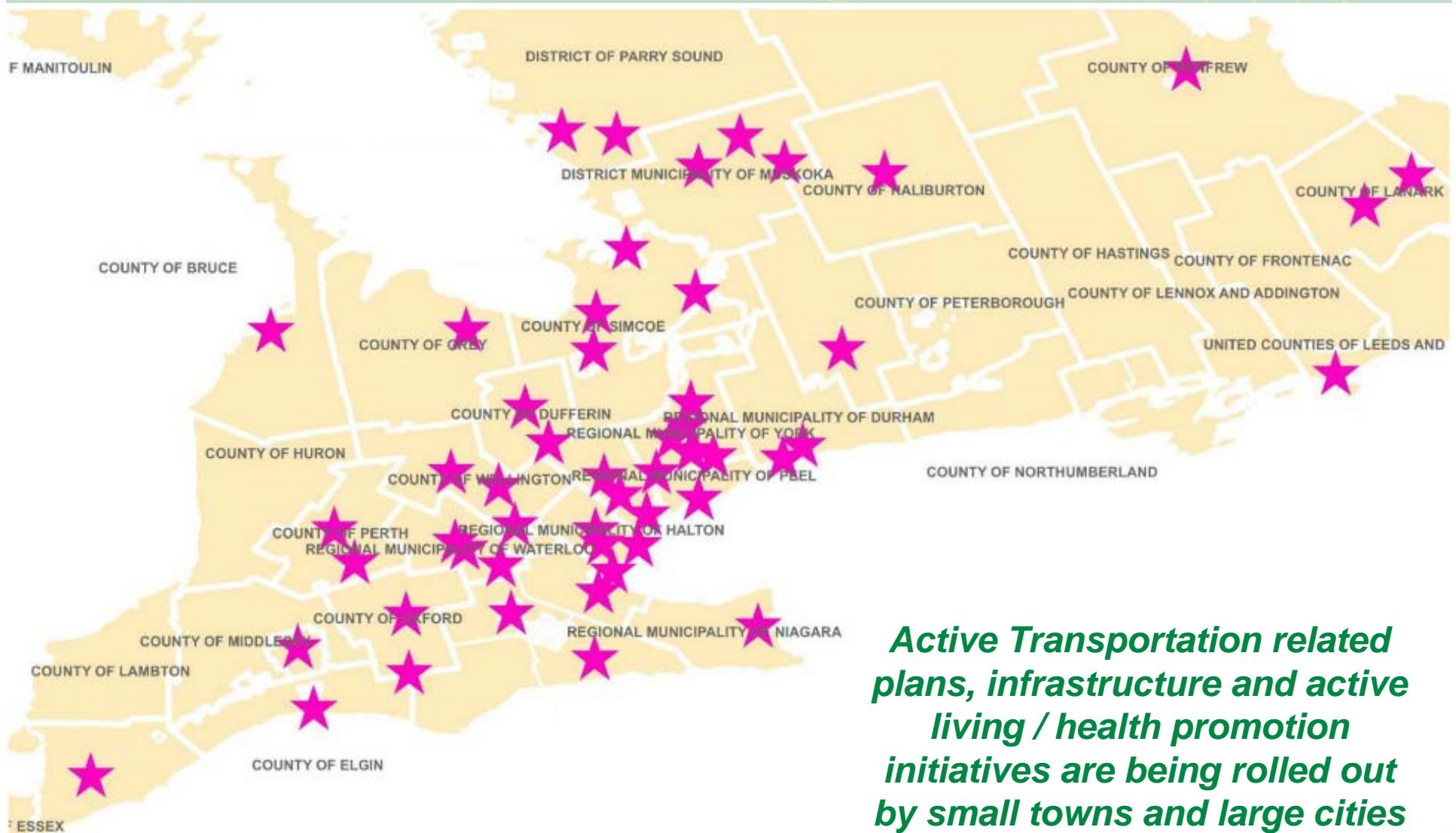
LA FONDATION  
TRILLIUM  
DE L'ONTARIO

## Significant support at the local municipal level including:

Official Plans, Active Transportation or Trails Master Plans, Transportation Master Plans, Strategic Plans

**Also engage with:** Health units, Tourism organizations, School boards, Local clubs and interest groups, Retailers and businesses

# The Ontario example...



***Active Transportation related plans, infrastructure and active living / health promotion initiatives are being rolled out by small towns and large cities across Ontario and nation-wide***

# Benefits for municipalities of all sizes

1

## Community Health & Safety

- Provides opportunities for physical activity
- Enables healthy active lifestyles
- Makes communities more liveable



4

## Asset Management

- Provides a means to appreciate and assist in protecting natural and cultural heritage resources



2

## Transportation

- Provides residents and visitors with choice of mode options
- Reduces dependence on travel by personal auto



5

## Environment

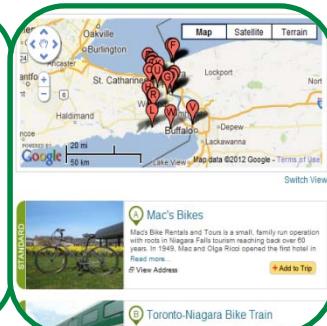
- Energy efficient and non-polluting
- Resource conservation and large energy savings
- 1% shift reduces fuel consumption



3

## Economic & Tourism

- Reduced health care costs
- Supports local tourism
- Increases in jobs and local investment



6

## Community Building

- Brings communities together
- Builds community spirit
- Fosters stewardship



# What are some of the challenges?

## Physical



## Political



## Momentum & Outreach



# A tailored approach is needed

## Identify Champions



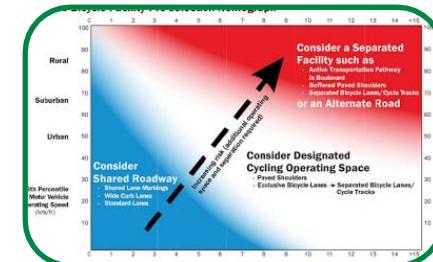
## Respond to Public Demand



# Use a Complete Streets Approach



## Build on Existing Design Guidelines



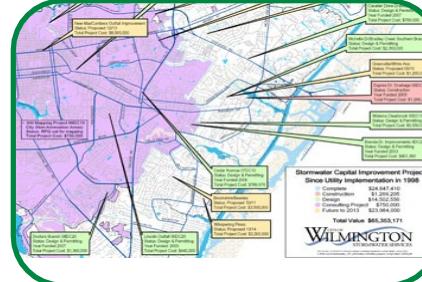
# Identify Context Sensitive Solutions



## Leverage Economies of Scale



## Coordinate with other Capital Works Projects



Provide on-going Promotion & Education





## How can you...

### Identify Champions

### Respond to Public Demand

- Engage individuals from external agencies (e.g. Health Units, Tourism organizations etc.)
- Seek buy-in from the public as well as municipal Council early in the process
- Facilitate ongoing commitment

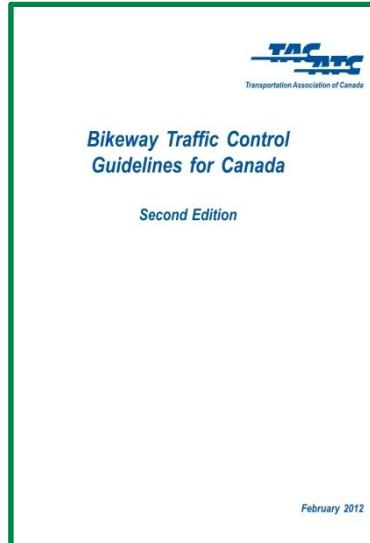
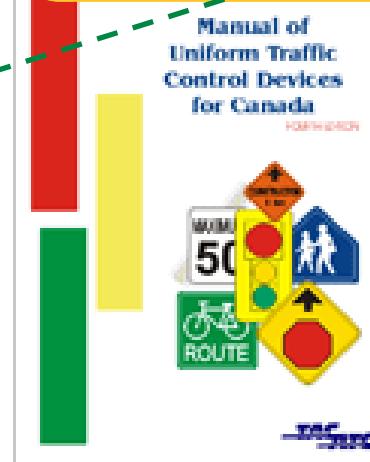
- Consultation with a wide range of users groups (cyclists, pedestrians, in-line skaters)
- Promote at local destinations and meeting points
- Target all sectors of the population including youth, seniors, etc.



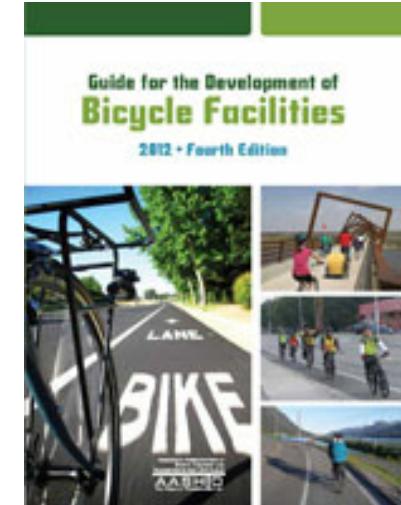
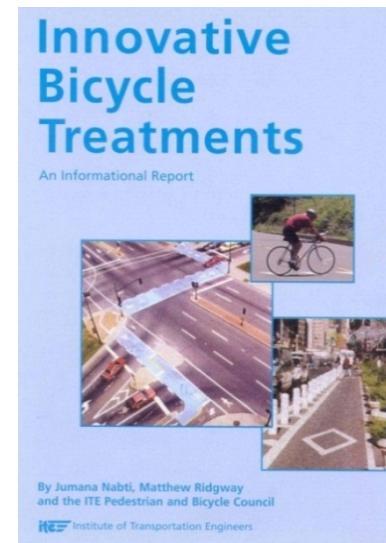
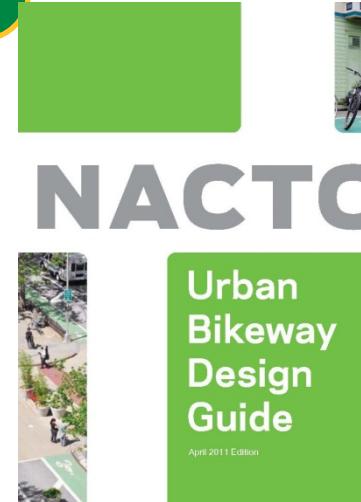
## How can you...

### Build on Existing Design Guidelines

- Review existing municipal standards and guidelines
- Compare with existing standards (OTM Book 18, OTM Book 15, TAC Bikeway Control Guidelines)
- Stay informed on best practices



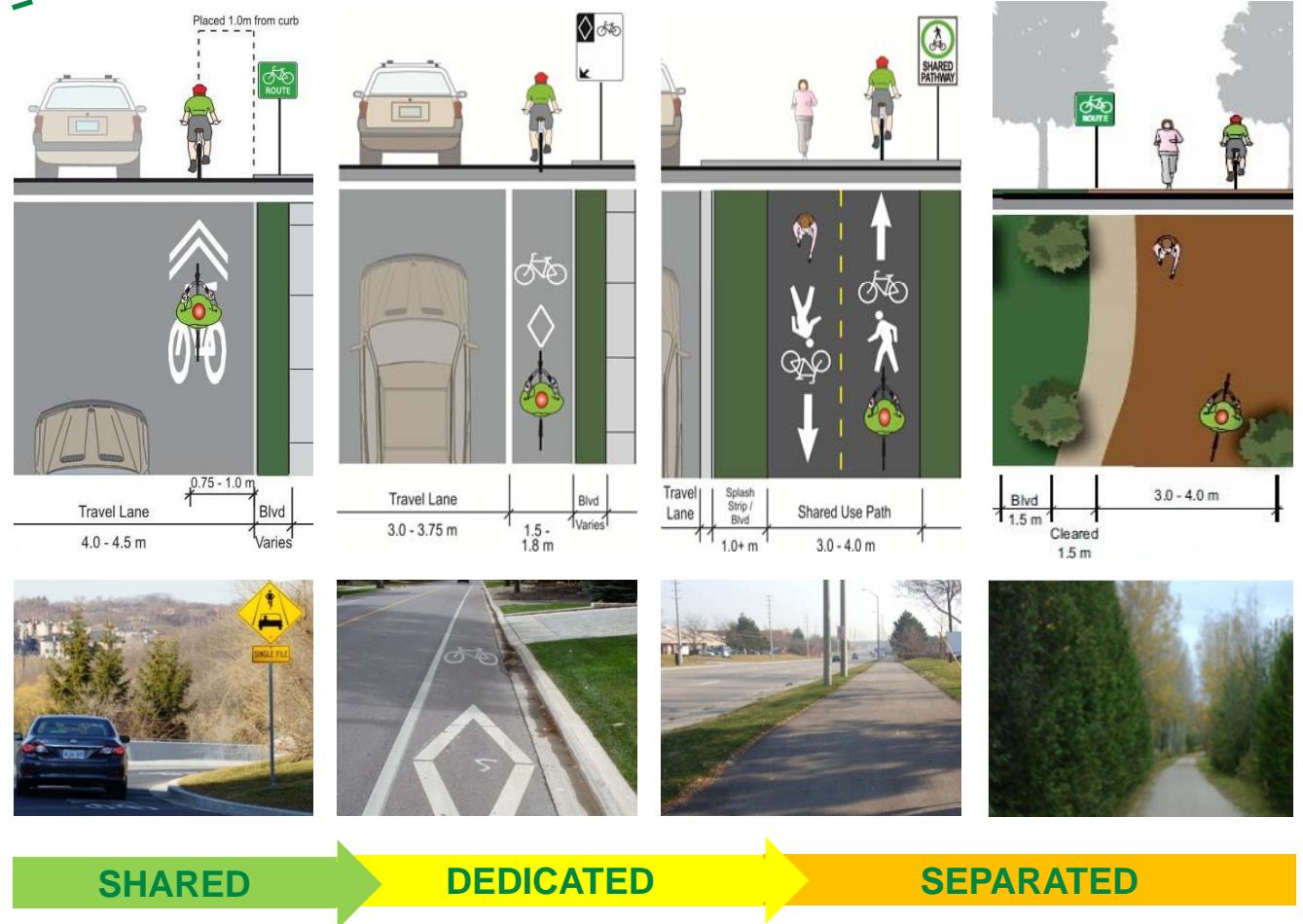
# NACTO



# How can you...

## Identify Context Sensitive Solutions

- Undertake detailed field investigation
- Assess and document unique characteristics
- Engage design specialists and research design best practices and alternatives



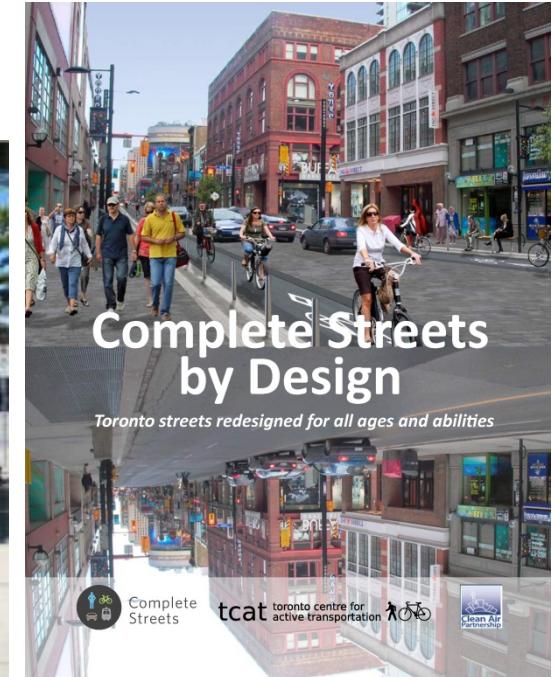
# How can you...

## Use a Complete Streets Approach

- Balance the wants and needs of cyclists, motorists, pedestrians, etc.
- Ensure accessibility for people of all ages and abilities
- Engage transportation, municipal and land use planners in the design process

### Complete Streets in Grey and Bruce County

Source: Complete Streets For Canada



“In many rural areas, single-industry community economies are weakening, young people are migrating out to larger urban areas, and rural areas are greying...there is a need to develop alternatives to the car” - (<http://renewcanada.net/2012/transit-free-zone>)

## How can you...

### Leverage Economies of Scale

### Coordinate with other Capital Works Projects

### Provide on-going Promotion & Education

- Work with other municipalities and the province and federal government
- Establish funding partnerships
- Explore federal and provincial grant programs, and partnerships with other organizations (e.g. local service clubs)

- Strategic phasing and implementation strategies
- Communication and collaboration between internal departments
- Update capital works budgets annually based on master plan priorities

- In addition to infrastructure promote the benefits of active transportation
- Educate users about how to safely use facilities
- Target people of all ages and abilities
- Implement simple but effective initiatives (e.g. bike parking)

# Case Study #1: Wellington County, ON

**“Create and improve opportunities throughout the County for active recreation and active transportation .”**

**Study Initiation:** December 2011

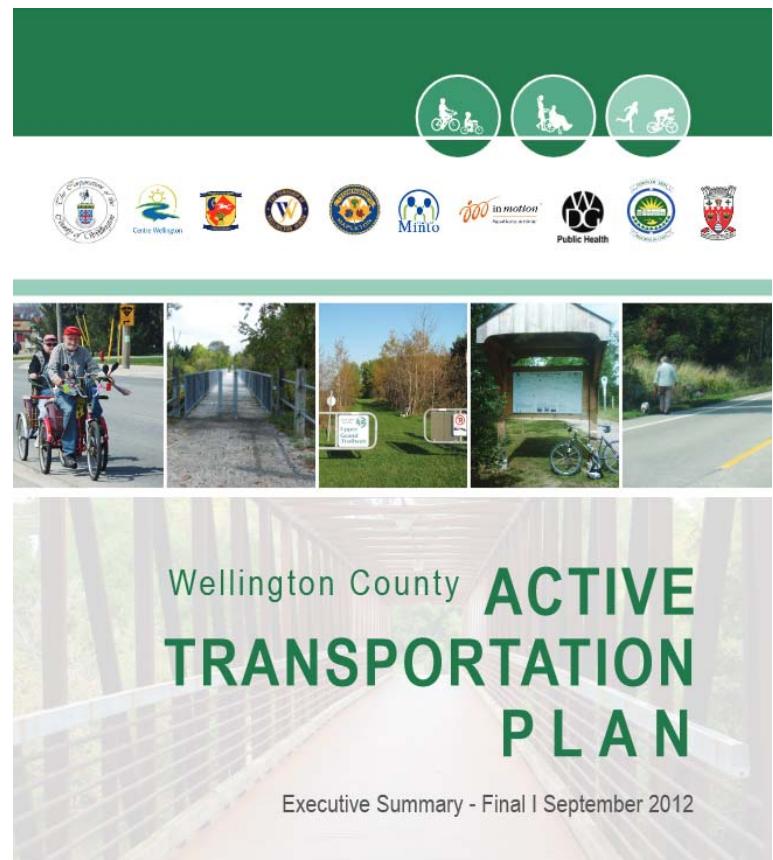
**Study Completion:** September 2012

## Study Objectives:

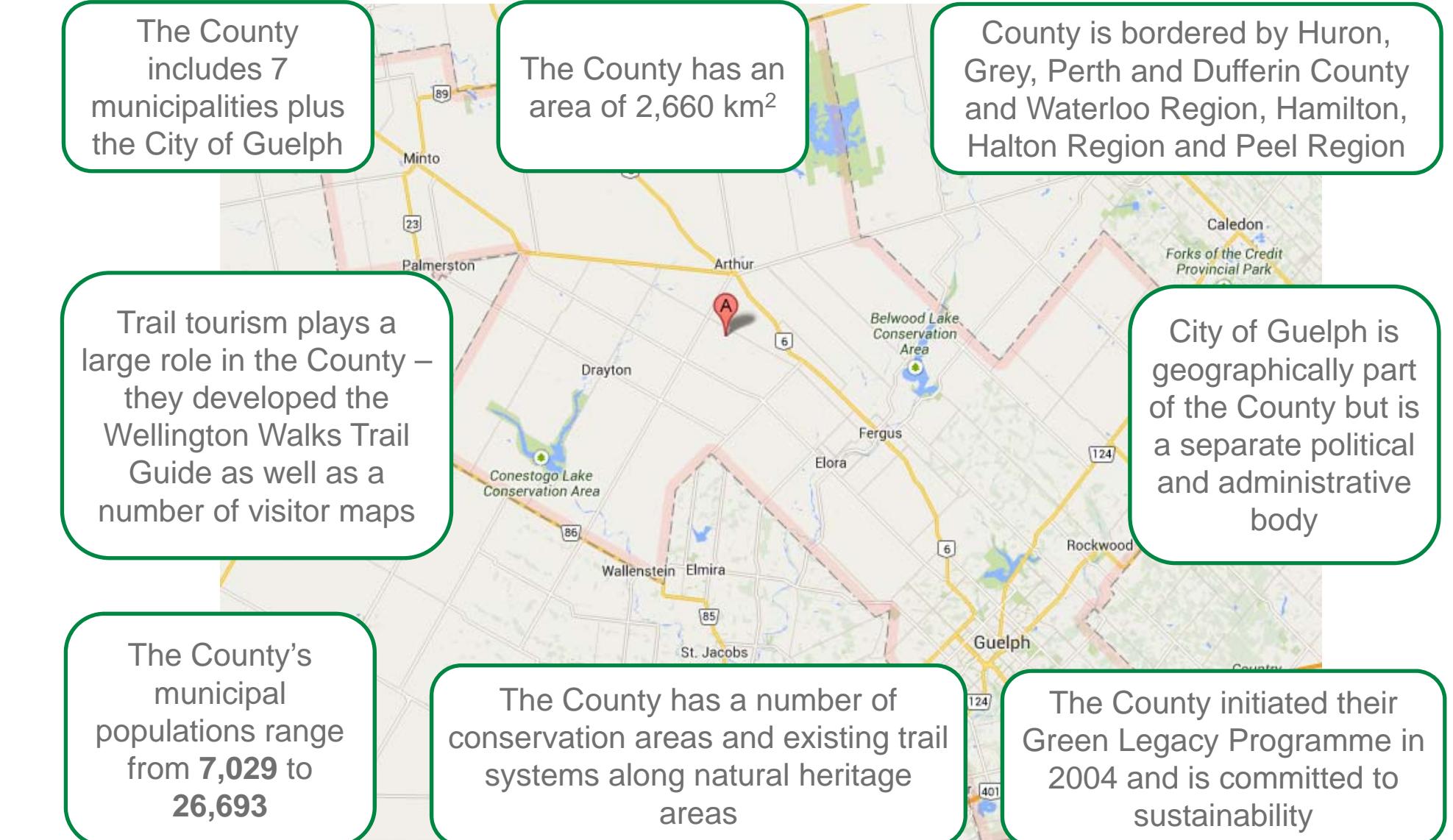
- Examine current conditions and recommend network of AT facilities.
- Recommend education and promotion programs and identifying costs and priorities as part of a phased action plan.

## Key Considerations:

- Active Transportation steering committee helped to prepare the master plan
- Active Transportation Plan also included a trails master plan for one of the local municipalities



# Case Study #1: Wellington County, ON





# Case Study #1: Wellington County, ON



## What were the challenges?

**Physical**

**Political**

**Promotion & Outreach**

How to develop a network at a broad scale

Getting buy-in from County and Local staff and Council

Understand where you are at and build upon it

# Case Study #1: Wellington County, ON

## How did the study...

### Leverage Economies of Scale

- Commitment from the County to help support the development of local municipal initiatives
- Received partnership funding from provincial sources through Wellington-Dufferin-Guelph Public Health

### Collaborate with other Capital Works Projects

- Worked collaboratively with the engineering and community services departments to review capital works budgets and timelines
- Coordinated proposed phasing with proposed County and Local Municipal priorities

### Identify Champions

- Engaged local municipal and County staff as well as local stakeholders through an AT Advisory Committee
- Key coordination and lead role by Wellington-Dufferin-Guelph *in motion*

# Case Study #1: Wellington County, ON

## How did the study...

### Identify Context Sensitive Solutions

- Identified key locations throughout the County where additional design consideration was required
- Undertook review of best practices for projects of a similar scope and scale

### Respond to Public Demand

- Undertook two Public Information Centres at local events
- Held a number of stakeholder workshops and working group sessions
- Prepared and distributed an online and hard copy questionnaire (given to youth, seniors, etc.)

### Provide on-going Promotion & Education

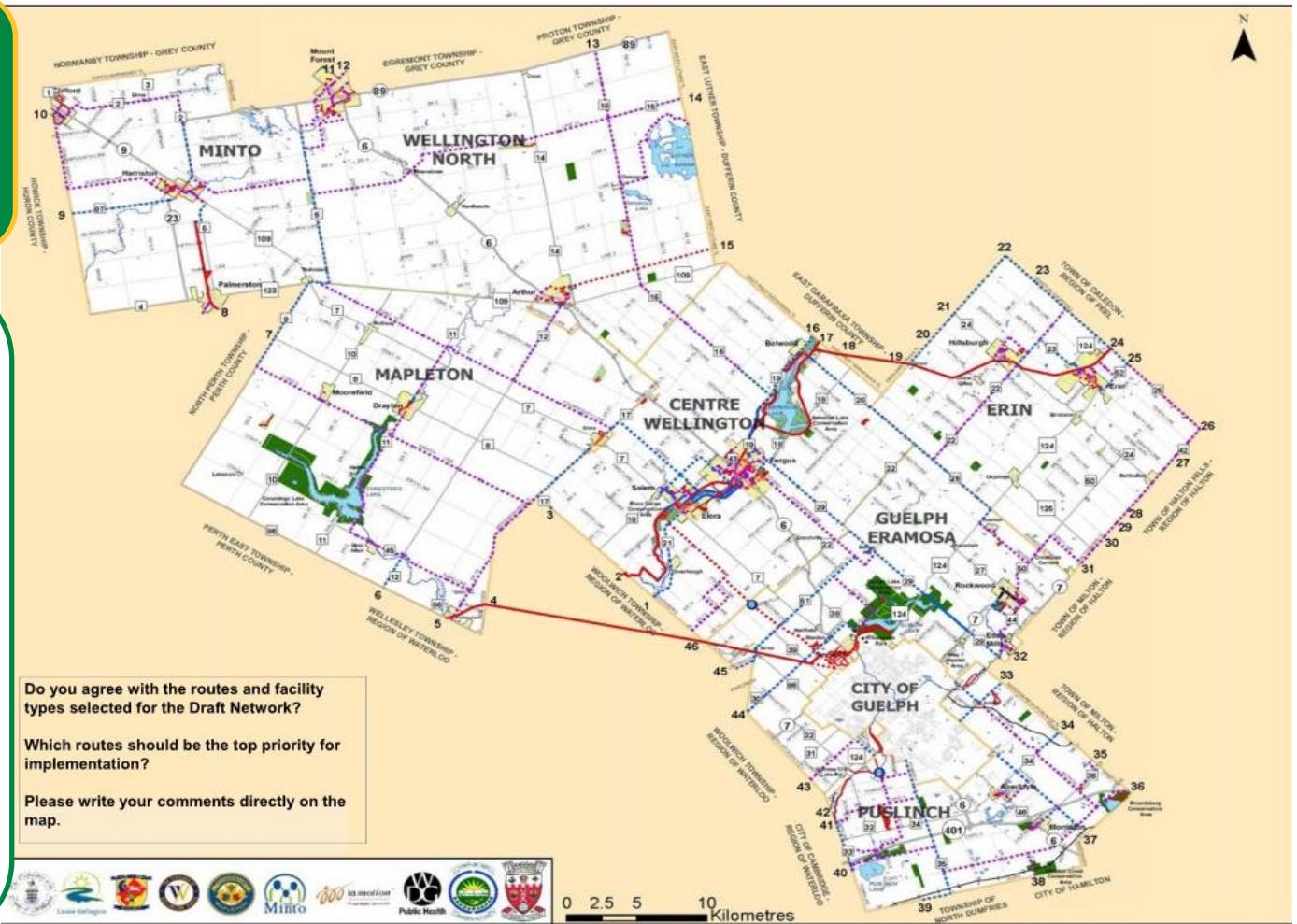
- Established a communication strategy based on existing efforts
- Review best practices for Ontario municipalities of a similar scope and scale for successful initiatives

# Case Study #1: Wellington County, ON

## Overcoming the Physical Challenges:

### Develop a Consistent Set of Route Selection Criteria

- Visible
- Connected / Linked
- Integrated
- Attractive and Interesting
- Diverse
- Comfort & Safety
- Accessible
- Context-Sensitive
- Sustainable





# Case Study #1: Wellington County, ON



## Overcoming the Political Challenges:

**Strategically engage and collaborate with County and Local decision makers and designers through workshop sessions**

### Session #1 – Developing the Network



### Session #2 – Establishing Priorities



**Additional Strategy to Consider:** Develop and undertake a training session to educate staff who will be implementing the plan



# Case Study #1: Wellington County, ON



## Overcoming the Promotion & Outreach Challenges:

**Establish a set of performance measures**

Total of 27 performance measures suggested :

- Number of kilometres of built AT infrastructure
- Number of users on the trail and cycling network
- Number of people within 2.5km radius of a trailhead
- Etc.

**Collect Baseline Information for Trail and Active Transportation Facilities**



**Invest in technology to help gather additional data**



Source: [www.ivantechologies.com](http://www.ivantechologies.com)



# Case Study #2: Elgin-St. Thomas, ON



**“To create and improve active transportation and active recreation opportunities throughout Elgin-St. Thomas for residents and visitors of all ages and abilities.”**

**Study Initiation:** May 2012

**Study Completion:** December 2012

## **Study Objectives:**

- Develop a connected network of AT facilities
- Identify potential opportunities and implementation priorities
- Provide opportunities to engage in AT throughout Elgin-St. Thomas

## **Key Considerations:**

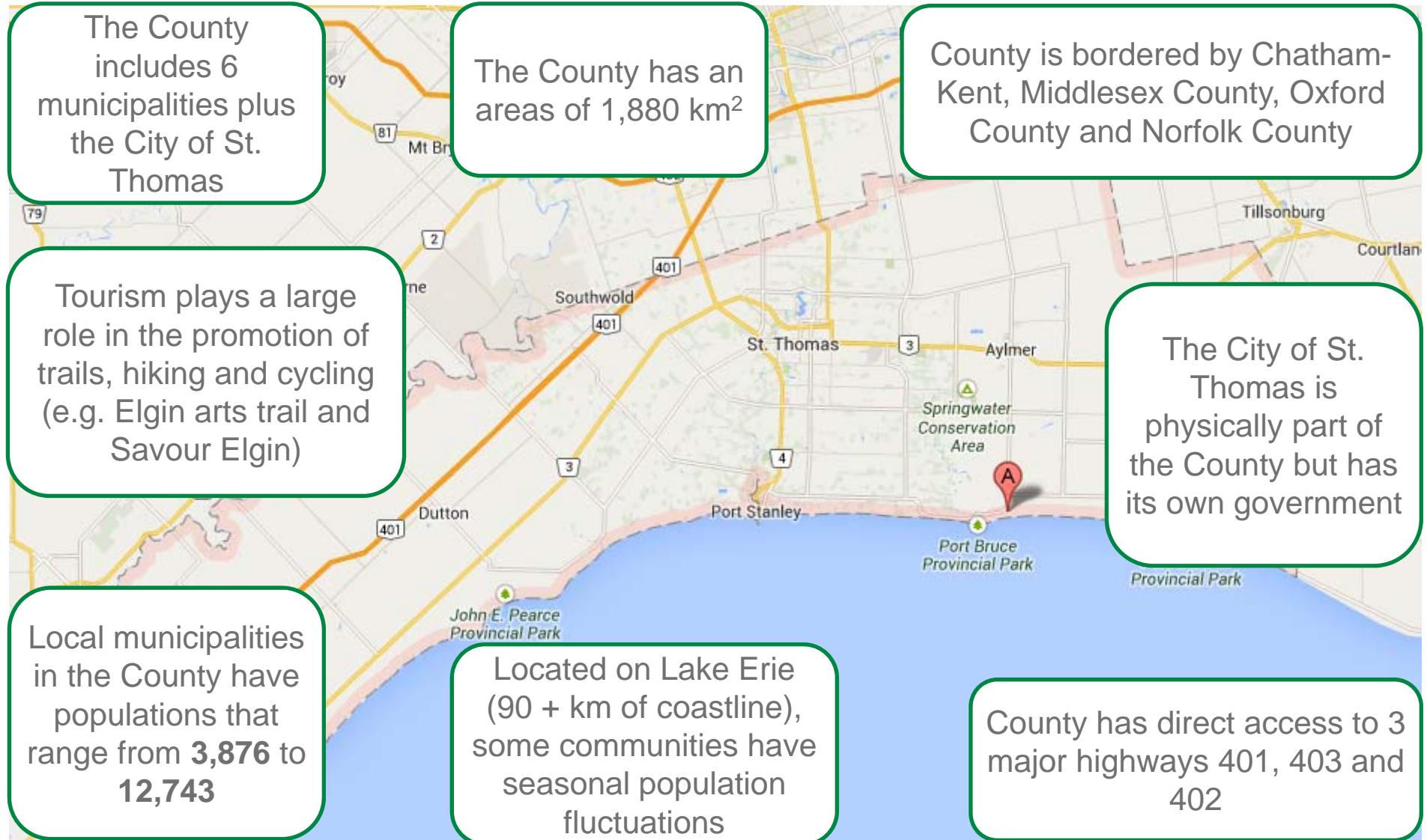
- Collaboratively led by Elgin – St. Thomas Public Health and an active transportation advisory committee
- Used a range of engagement tools such as an online questionnaire
- Prepared AT strategy



**Elgin-St. Thomas:  
Active Transportation  
Initiative**  
FINAL REPORT  
DECEMBER 2012



## Case Study #2: Elgin - St. Thomas, ON





## Case Study #2: Elgin – St. Thomas, ON



### What were the challenges?

#### Physical

Determining what to implement first

#### Political

Identifying a champion to lead the development of the AT Initiative

#### Promotion & Outreach

Maintaining momentum gained during the development of the AT Initiative

# Case Study #2: Elgin – St. Thomas, ON

## How did the study...

### Build on Existing Design Guidelines

- Consolidated and reviewed existing design guidelines and standards
- Assessed existing design best practices
- Updated standards to be consistent with OTM Book 18, OTM Book 15 and TAC Bikeway Control Manual

### Respond to Public Demand

- Undertook two PICs at local events
- Posted promotional materials on local buses and engaged local media
- Handed out hard copy questionnaires at schools, cinemas and homeless shelters

### Provide on-going Promotion & Education

- Established an education, encouragement, evaluation and communication strategy
- Documented and promoted active transportation benefits to the public



# Case Study #2: Elgin – St. Thomas, ON



## How did the study...

### Use a Complete Streets Approach

- Took into consideration all user groups (cyclists, pedestrians, hikers, inline skaters, etc.)
- Designed for both urban and rural areas throughout the County

### Identify Champions

- Engaged with local staff, the development community, citizens at large and county staff through an advisory committee
- Actively led by Elgin – St. Thomas Public Health
- Received local support

# Case Study #2: Elgin – St. Thomas, ON

## Overcoming the Physical Challenges:

### Using Share the Road Signage to increase awareness and connect key linkages

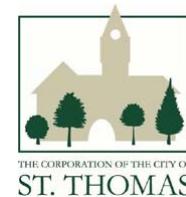
- Previously implemented Share the Road Signs on one key route (connection between St. Thomas and Port Stanley)
- Interest in extending Share the Road Signage to several other key routes (e.g. Lake Erie Waterfront Trail Route)
- Low cost to implement
- Interest in taking next steps to initiate further implementation of the network



# Case Study #2: Elgin – St. Thomas, ON

## Overcoming the Political Challenges:

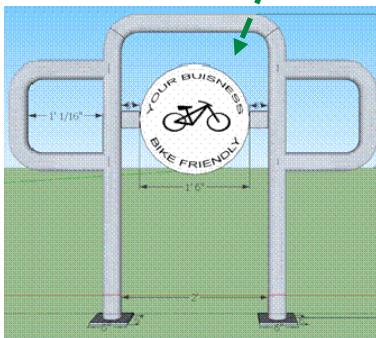
Identify a key partner such as Public Health to lead the development and monitoring of the AT strategy and to help coordinate efforts from local and county staff



# Case Study #2: Elgin – St. Thomas, ON

## Overcoming the Promotion & Outreach Challenges:

Leveraged consultation and outreach undertaken as part of the study to establish ongoing programs and initiatives



Custom bike rack initiative & continued local engagement

ACTIVE ELGIN



Members log in >

SEARCH SITE FOR: >



### Activity Search

ACTIVITY CATEGORY

Any -

AGE GROUP

Any -

Being physically active and less sedentary has huge health benefits for all age groups.

Whether you join a sports team, take dance lessons or be creative in an art

### Guide Book

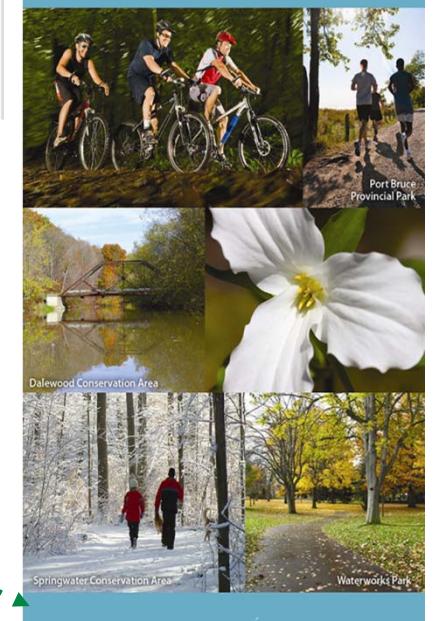
Prefer to browse through the pages of the Active Elgin Sports, Recreation & Leisure Guide?

Access the guide here.

VIEW GUIDE >

## ELGIN - ST. THOMAS

# Cycling & Hiking TRAIL MAP



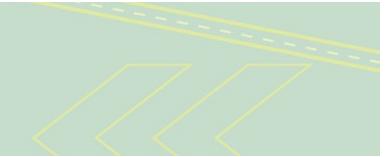
Developed a central hub for AT information

[www.activeelgin.ca](http://www.activeelgin.ca)





## Case Study #3: Leamington, ON



**“The County of Essex and its municipal partners are undertaking a feasibility design study to confirm the aligned and facility type for the proposed active transportation facility along Country Road 20 in Leamington.”**

**Study Initiation:** August 2013

**Study Completion:** October 2013  
*(anticipated)*

### **Study Objectives:**

- To complete a feasibility design study for a segment of County Road 20
- Need for context sensitive solution to accommodate pedestrians and cyclists

### **Key Considerations:**

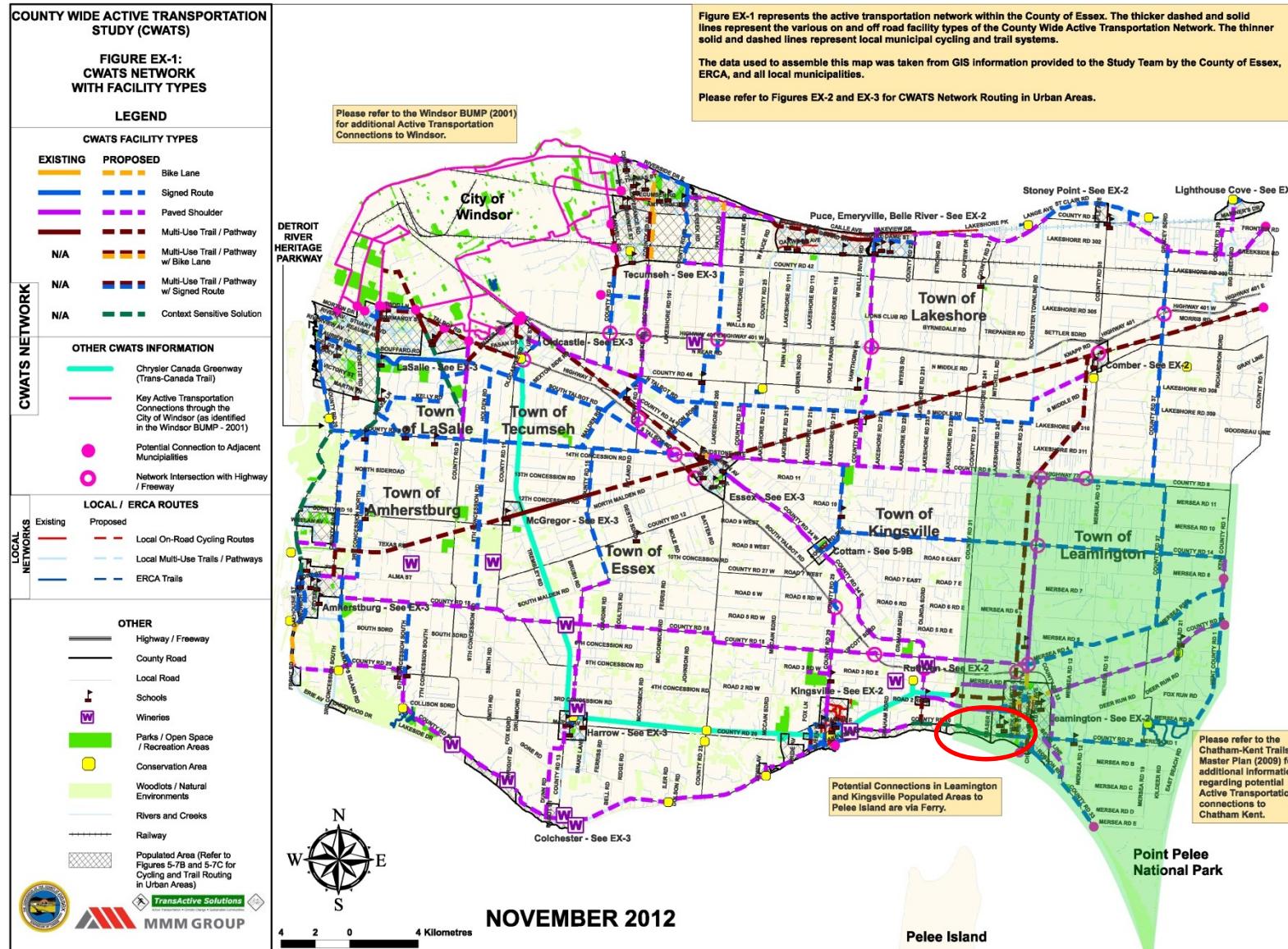
- Constrained corridor – insufficient space for both cycling and sidewalk infrastructure
- Design to have little to no impact on existing utilities, hydro poles, etc.

### **Study Approach:**

- Review Existing Characteristics
- Develop Design Alternatives
- Visual Field Investigations
- Evaluation of Design Alternatives
- Functional Design of Preferred Alternative



# Case Study #3: Leamington, ON



**CWATS Network Facility Type Map**

Leamington  
**Area:** 261.9km<sup>2</sup>  
**Population:** 28,400

Leamington is one of the primary settlement areas in Essex County



# Case Study #3: Leamington, ON



## What were the challenges?

### Physical

Constrained corridor  
- need to improve conditions for both cyclists and pedestrians while minimizing the costs to modify the existing infrastructure

### Political

Need to obtain local municipal council support and proceed to implementation

### Momentum & Outreach

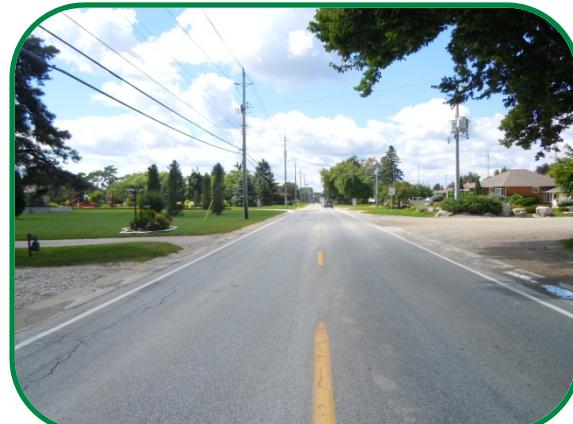
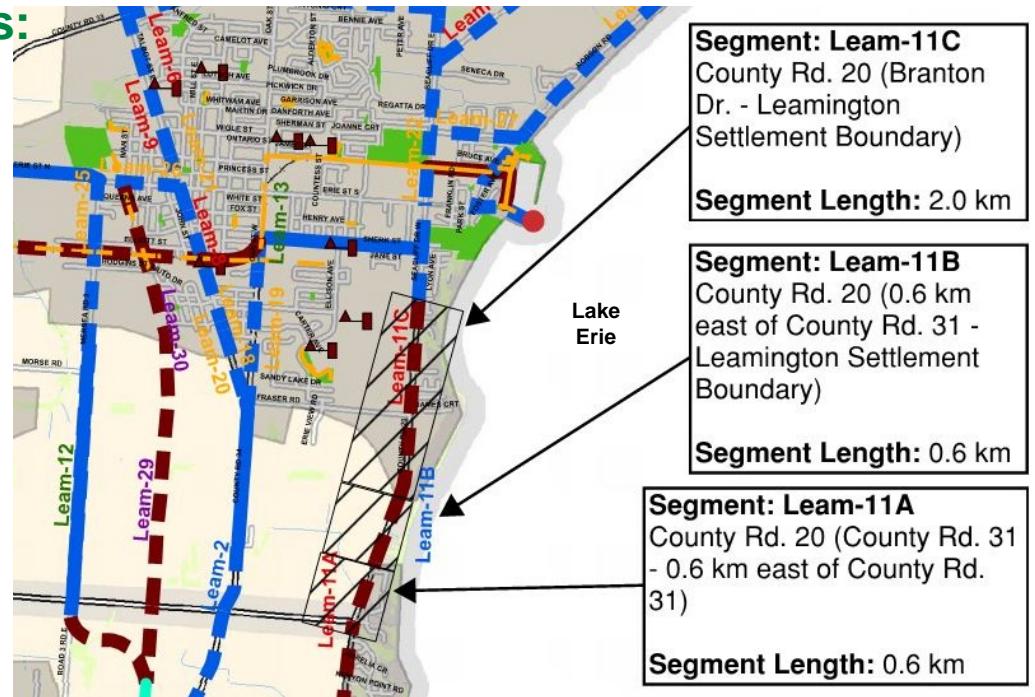
Facilitate buy-in for the Preferred Design by the Public and Local Municipal Council

# Case Study #3: Leamington, ON

## Addressing the Physical Challenges:

### Develop an understanding of key roadway characteristics

- Located on the edge of the urban area in Leamington
- Mix of agriculture uses and single family homes on large lots
- Established cycling traffic - large proportion of migrant workers
- Will be part of Lake Erie Waterfront Trail
- 5% percent of truck traffic
- Speed limit varies (60-80km/hr.)





# Case Study #3: Leamington, ON



## Addressing the Physical Challenges:

### Alternative 1

#### AT Facility with Existing Mountable Curb

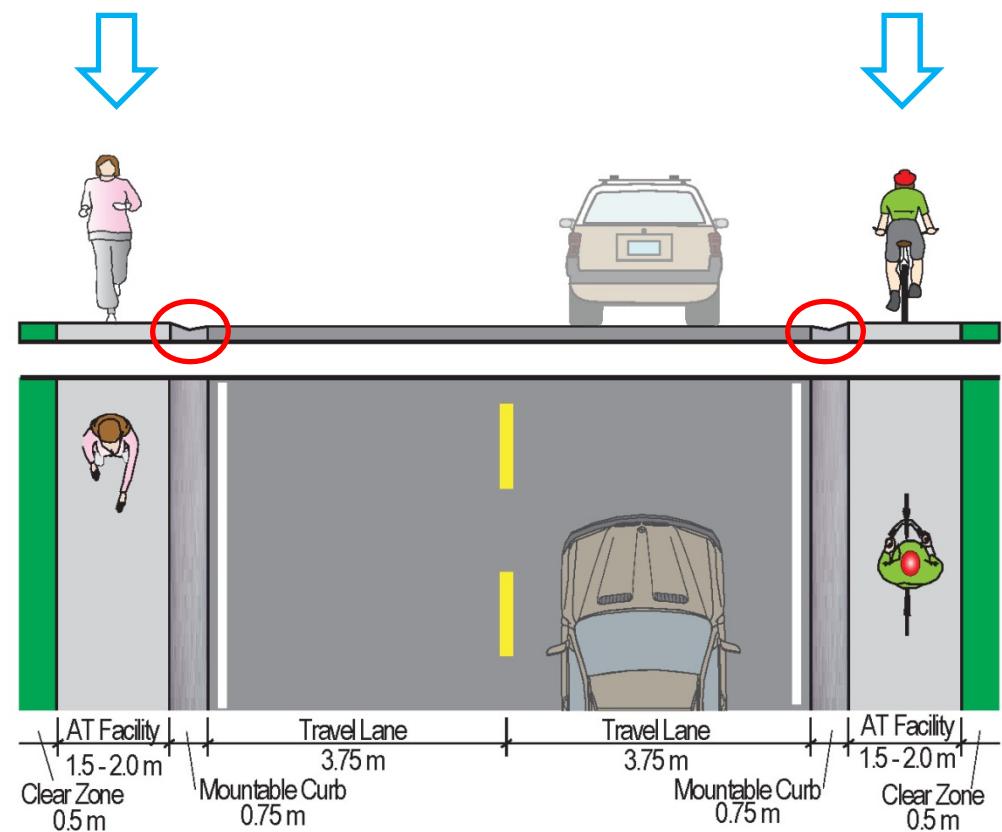
- Existing travel lane 3.75m and mountable curb 0.75m width
- AT Facility would be installed behind the existing mountable curb
- The width of the AT Facility 1.5m (minimum 1.2m)
- A clear zone of 0.3 - 0.5m

### Alternative 2

#### AT Facility with New Mountable Curb in Existing Location

- Existing travel lane 3.75m and mountable curb 0.75m width
- Mountable curb would be replaced in its existing location
- AT Facility would be installed behind the new mountable curb
- The width of the AT Facility 1.5m (minimum 1.2m)
- A clear zone of 0.3 - 0.5m

Establish a set of context-sensitive design alternatives which incorporate walking and cycling facilities





# Case Study #3: Leamington, ON

## Addressing the Physical Challenges Cont'd.:

### Alternative 3

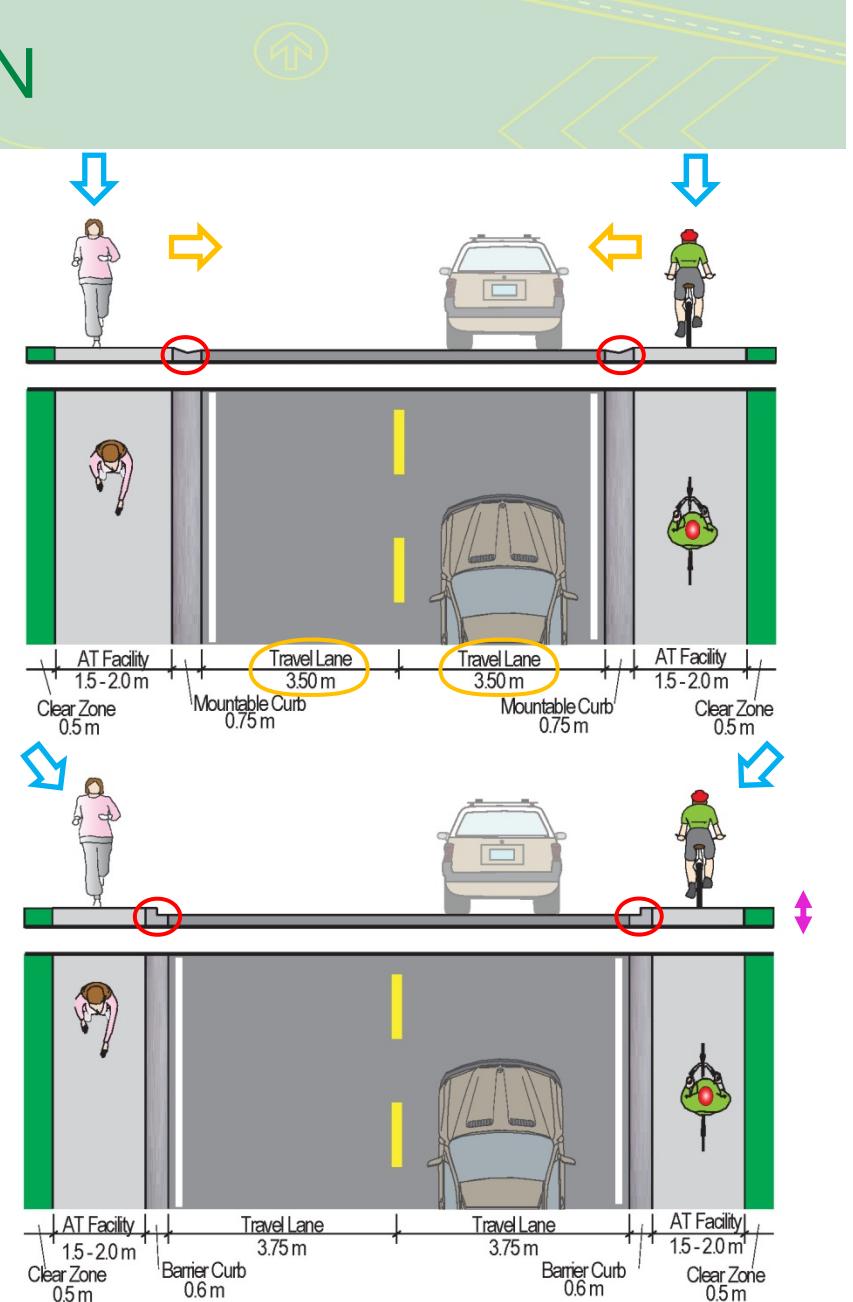
#### AT Facility with New Mountable Curb in New Location

- Mountable curb is replaced and moved toward the centre of the road by 250mm
- Travel lane would be reduced to 3.5m
- AT Facility would be installed behind the new mountable curb
- The width of the AT Facility 1.5m (minimum 1.2m)
- A clear zone of 0.3 - 0.5m

### Alternative 4

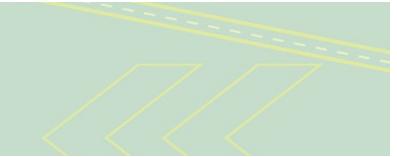
#### AT Facility with Barrier Curb and Side Inlets

- Existing travel lane 3.75m width
- Mountable Curb (0.75m) is replaced with a Barrier Curb (0.6m) in the existing location
- AT Facility would be installed behind the new barrier curb
- The width of the AT Facility 1.5m (minimum 1.2m)
- A clear zone of 0.3 - 0.5m





# Case Study #3: Leamington, ON



## Addressing the Physical Challenges:

Reviewing the alternative design solutions based on key roadway characteristics / considerations

### Separation from Motor Vehicles

- The spatial and/or physical separation between motor vehicles and pedestrians or cyclists
- Cyclists and Pedestrians prefer to travel further away and with some form of separation from the motor vehicle travel lane

### Operating Space

- Seek to provide a minimum of 1.2m operating space for pedestrians and cyclists

### Drainage

- Minimize impacts to drainage of the roadway and the boulevard due to changes to accommodate the AT facility



# Case Study #3: Leamington, ON



## Addressing the Physical Challenges Cont'd.:

### Land Requirement

- Active transportation facility should be located within the public right-of-way
- Minimize the need for land acquisition or the need for an easement from adjacent land owners
- Any impacts to adjacent vegetation, signs, or utilities

### Constructability

- Level of effort required to install/construct
- The impact of modifying the existing road right-of-way to implement the preferred design alternative

### Construction Cost

- Cost to accommodate active transportation facility within corridor (incl. design and contingency allowances) – based on local market unit/tender prices of similar projects

# Case Study #3: Leamington, ON

## Overcoming the Promotion & Outreach Challenges:

### Confirm the Alternatives Evaluation

- Complete evaluation of alternatives using the six evaluation criteria
- Preliminary assessment suggests Alternative 1 or 2

### Prepare a Functional Design Concept

- Complete a functional design of the preferred alternative

### Engage with Members of the Public & Stakeholders

- Hold an open house with stakeholders and members of the public to present and gather input on the preferred alternative

### Tender Project

- Bring the project to tender
- May require some detailed design



**Sample of Preferred Design concept in Leamington, ON**



# Lessons Learned



**Seek Partnerships**

**Keep the Public Engaged**

**Build the Business Case**

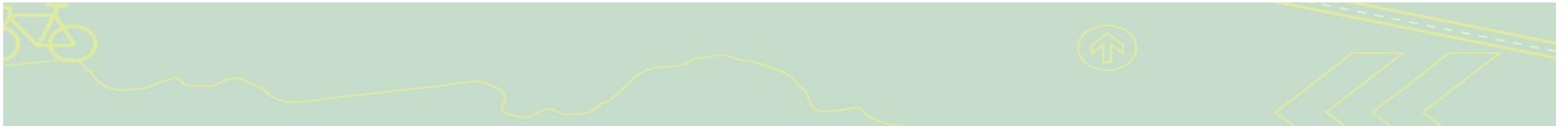
**Prepare Implementation Tools (e.g. Identify annual priorities)**

**Leverage Investment**

**Identify a Champion**

**Apply Complete Streets Approach**

**Establish on-going Promotion & Outreach activities**



# Thank you

## Questions?