



Implementing Active Transportation (AT) Facilities in Small Communities

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Presenters:

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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...

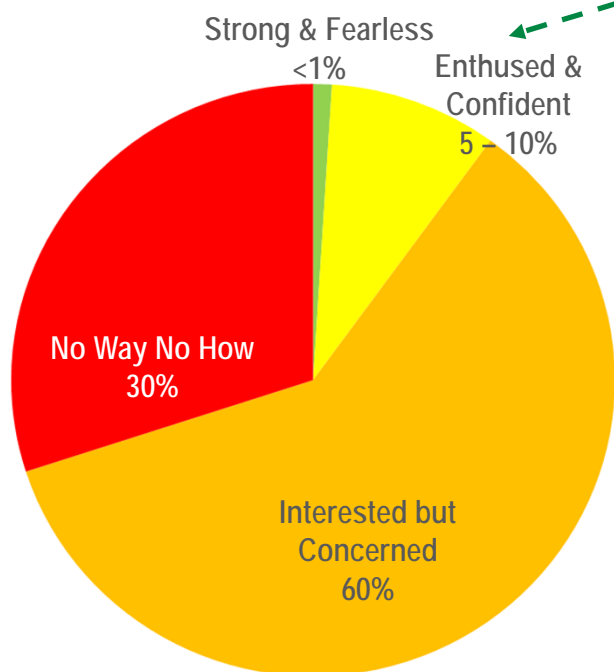


Cyclists:

Commuter
Recreational
Touring

Pedestrians:

Walkers
Hikers
Joggers / Runners



Source: Roger Geller, Portland Office of Transportation

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

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 &
STROKE
FOUNDATION
OF CANADA



Canadian Institute
of Transportation Engineers



MINISTRY OF TRANSPORTATION



Ontario
Professional
Planners
Institute

Institut des
planificateurs
professionnels
de l'Ontario

Ontario Planners: Vision • Leadership • Great Communities



THE ONTARIO
TRILLIUM
FOUNDATION



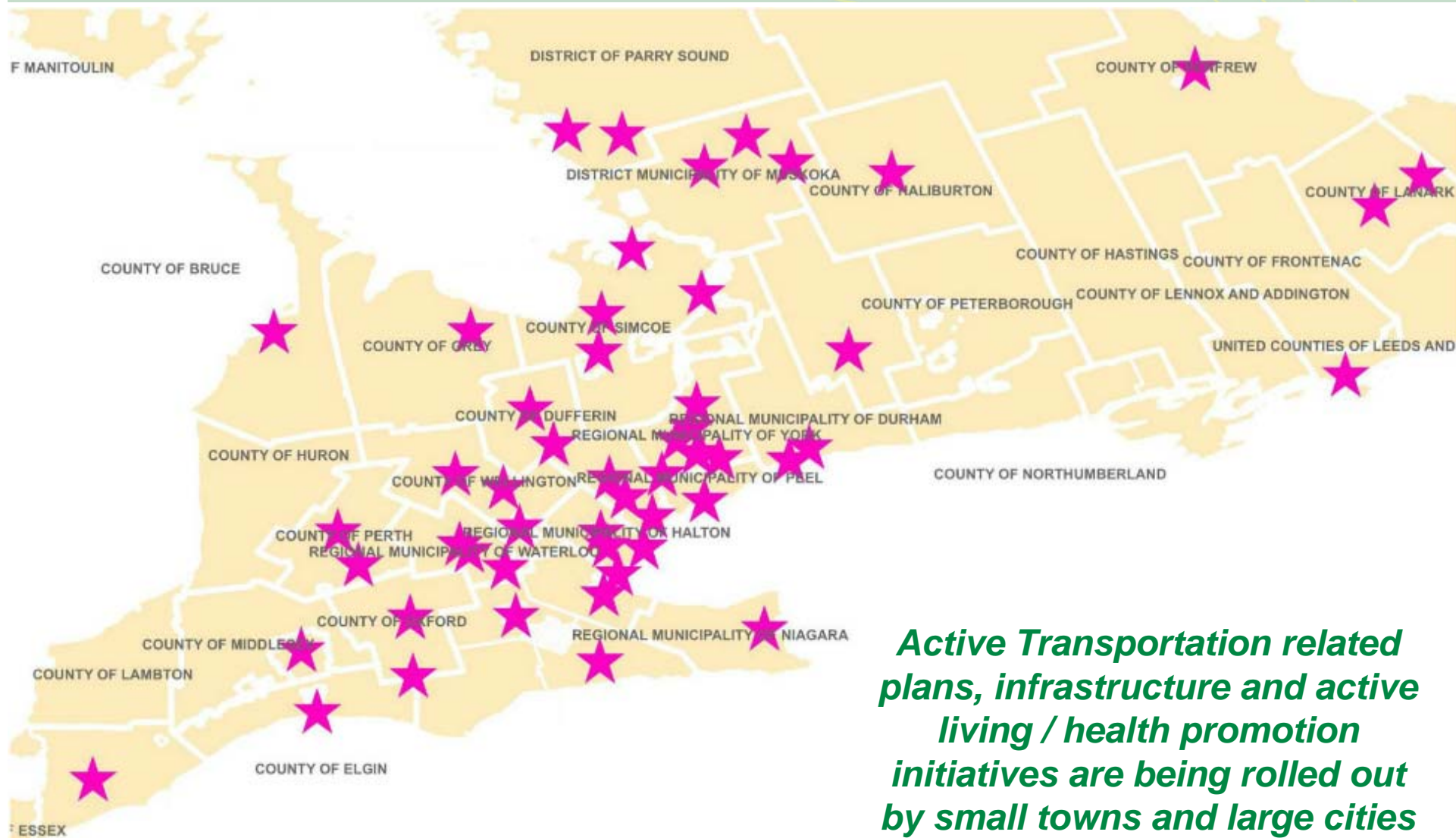
LA FONDATION
TRILLIUM
DE L'ONTARIO

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

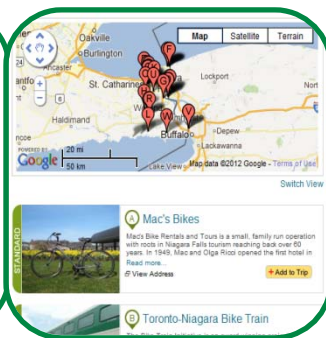
- Energy efficient and non-polluting
- Resource conservation and large energy savings
- 1% shift reduces fuel consumption



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



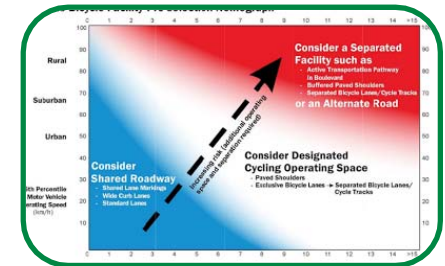
Respond to Public Demand



Use a Complete Streets Approach



Build on Existing Design Guidelines



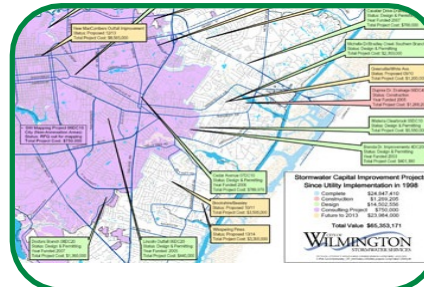
Identify Context Sensitive Solutions



Leverage Economies of Scale



Coordinate with other Capital Works Projects



Provide on-going Promotion & Education



How can you...

Identify Champions

- 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

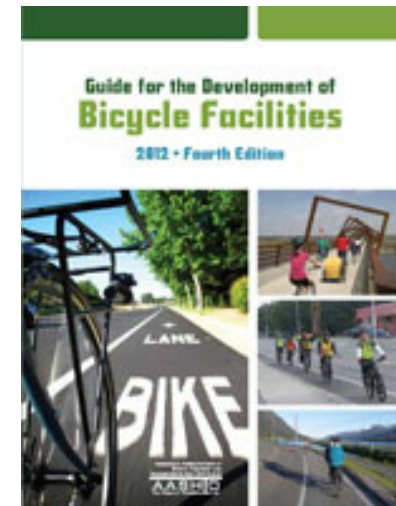
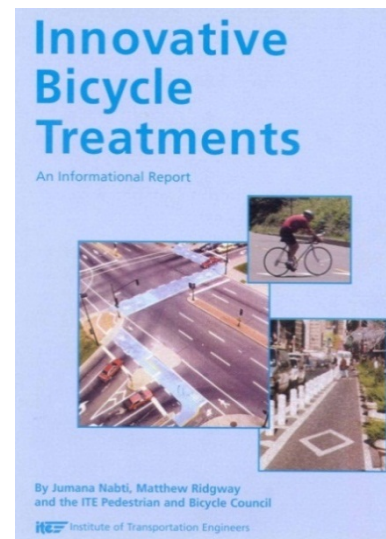
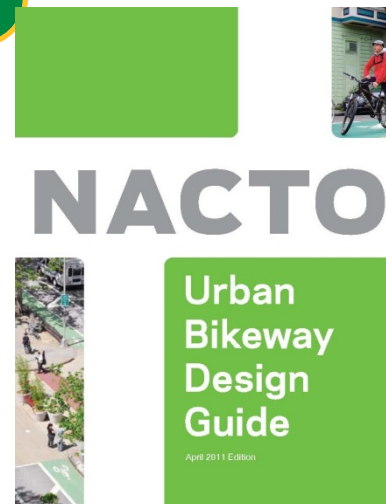
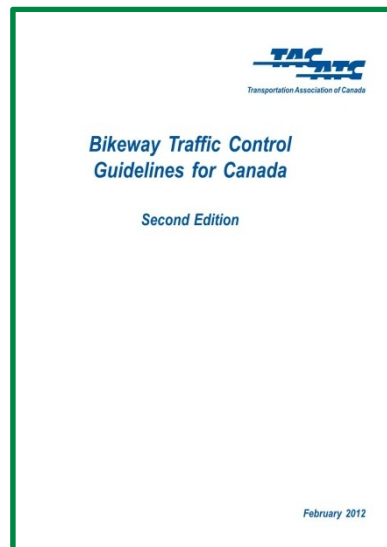
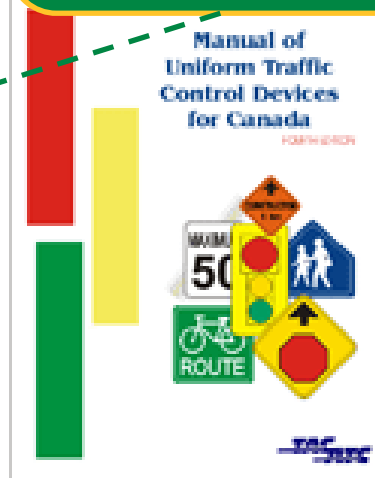
Respond to Public Demand

- 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

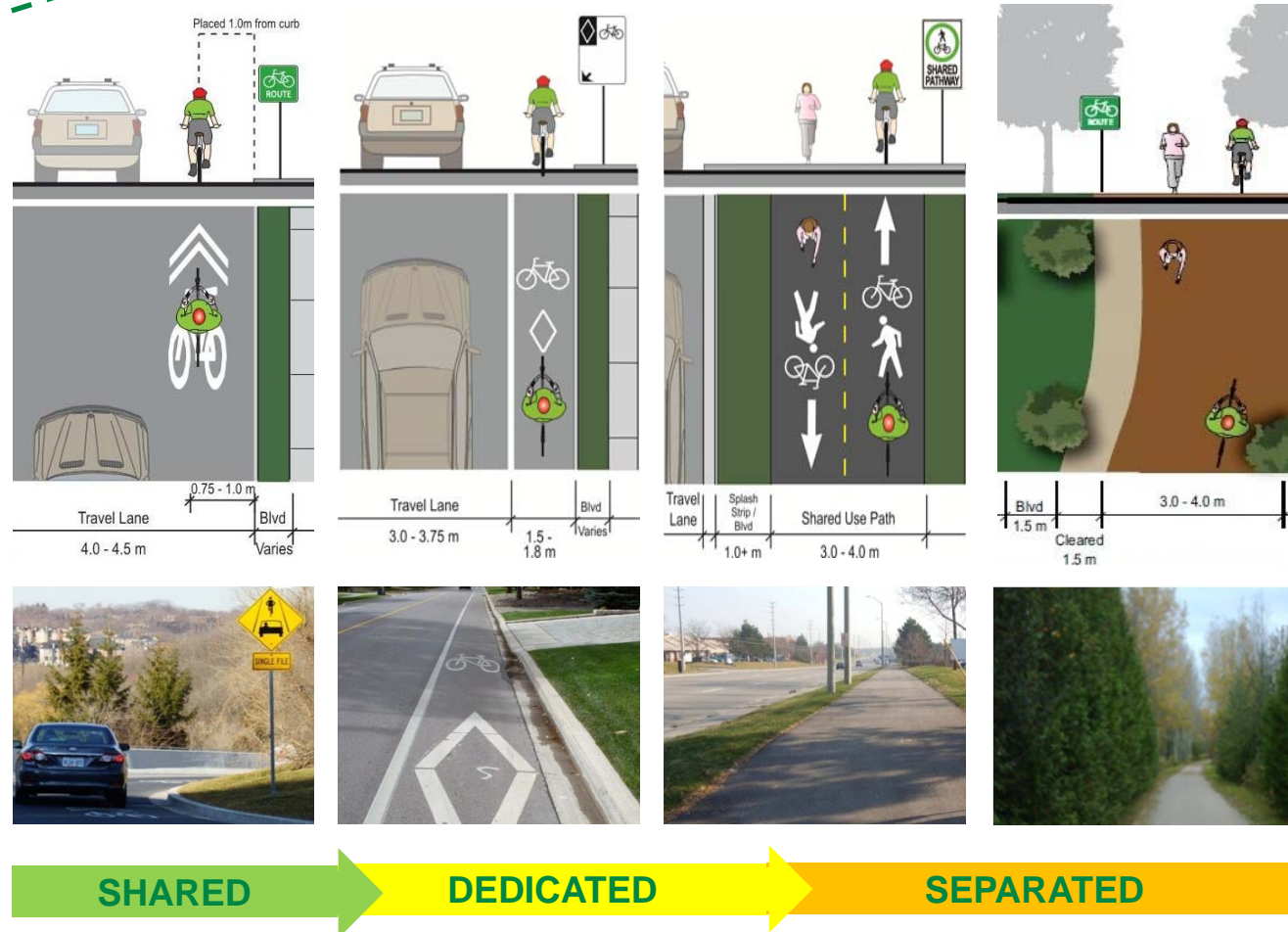
- Review existing municipal standards and guidelines
- Compare with existing standards (OTM Book 18, OTM Book 15, TAC Bikeway Control Guidelines)
- Stay informed on best practices



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



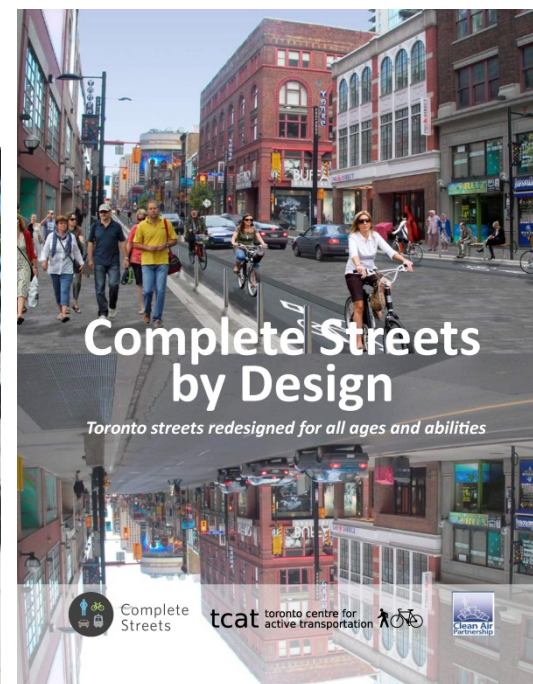
How can you...

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

- 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)

Coordinate with other Capital Works Projects

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

Provide on-going Promotion & Education

- 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

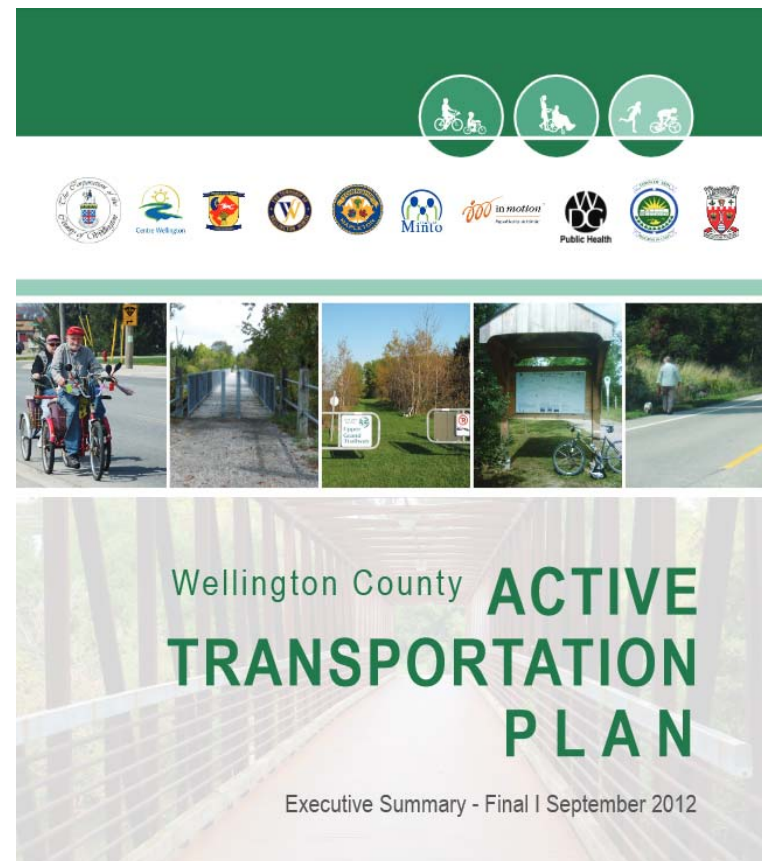
Study Completion: September 2012

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



The County includes 7 municipalities plus the City of Guelph

The County has an area of 2,660 km²

County is bordered by Huron, Grey, Perth and Dufferin County and Waterloo Region, Hamilton, Halton Region and Peel Region

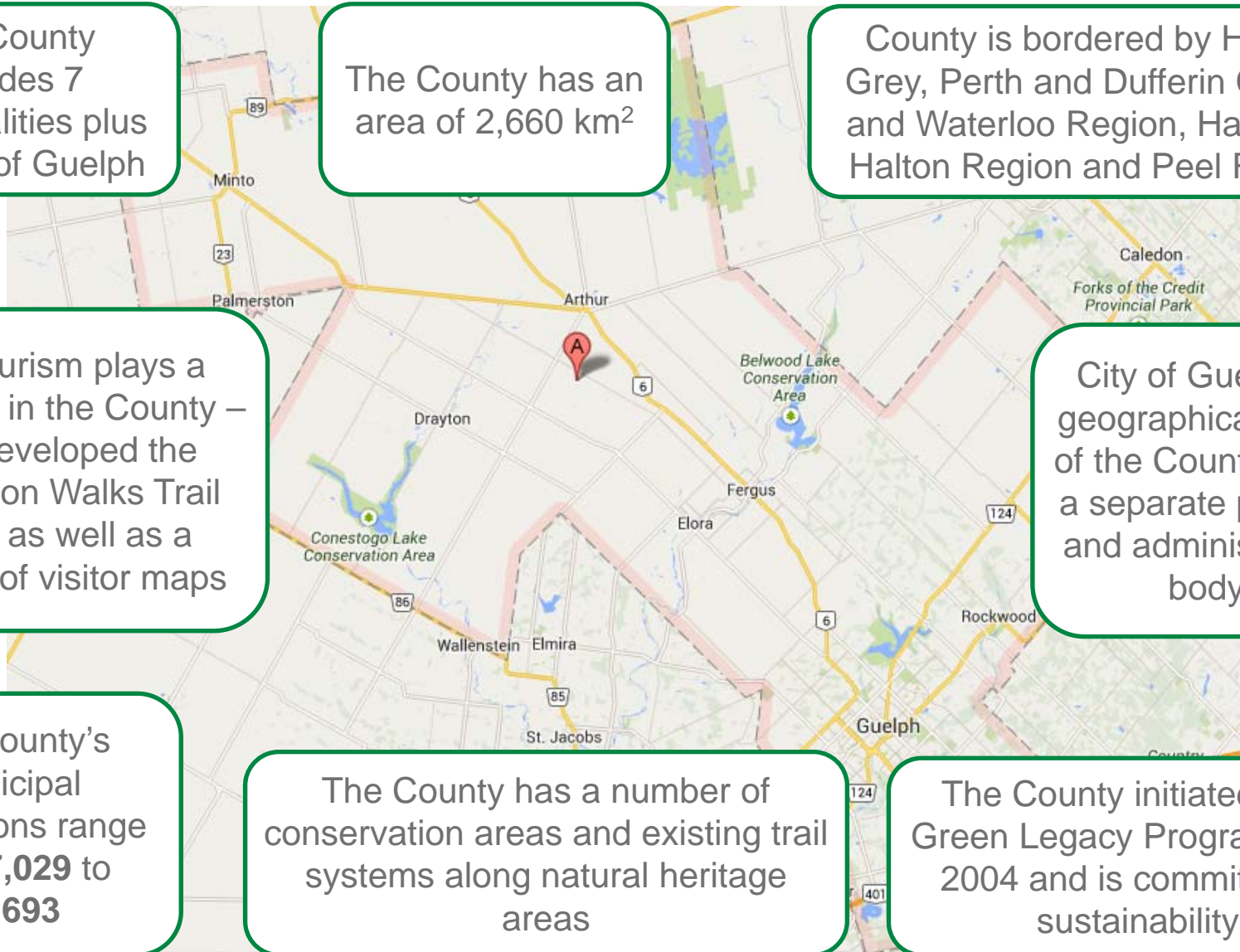
Trail tourism plays a large role in the County – they developed the Wellington Walks Trail Guide as well as a number of visitor maps

City of Guelph is geographically part of the County but is a separate political and administrative body

The County's municipal populations range from **7,029** to **26,693**

The County has a number of conservation areas and existing trail systems along natural heritage areas

The County initiated their Green Legacy Programme in 2004 and is committed to sustainability



Case Study #1: Wellington County, ON



What were the challenges?

Physical

How to develop a network at a broad scale

Political

Getting buy-in from County and Local staff and Council

Promotion & Outreach

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

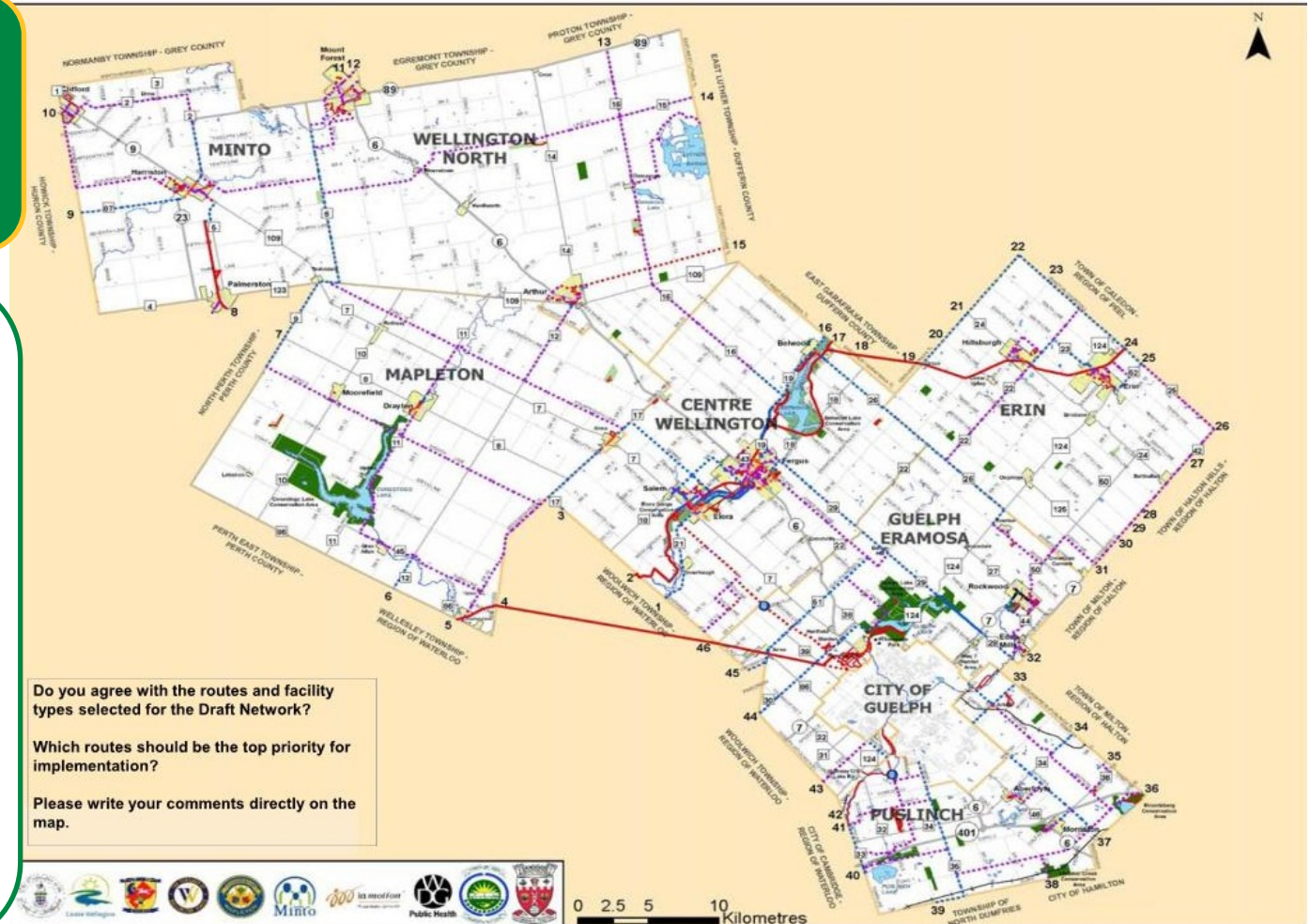
Case Study #1: Wellington County, ON



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.ivantechnologies.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

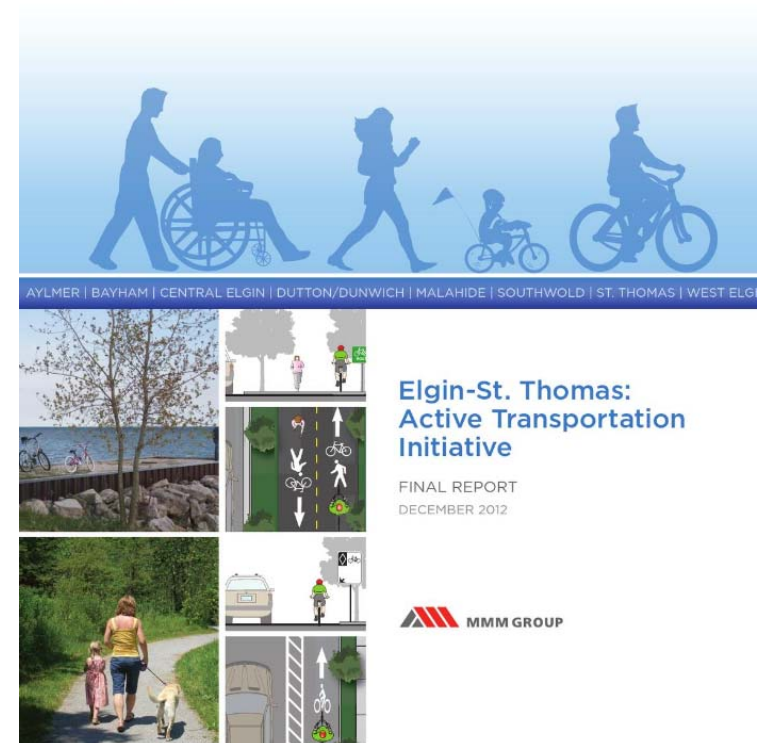
Study Completion: December 2012

Study Objectives:

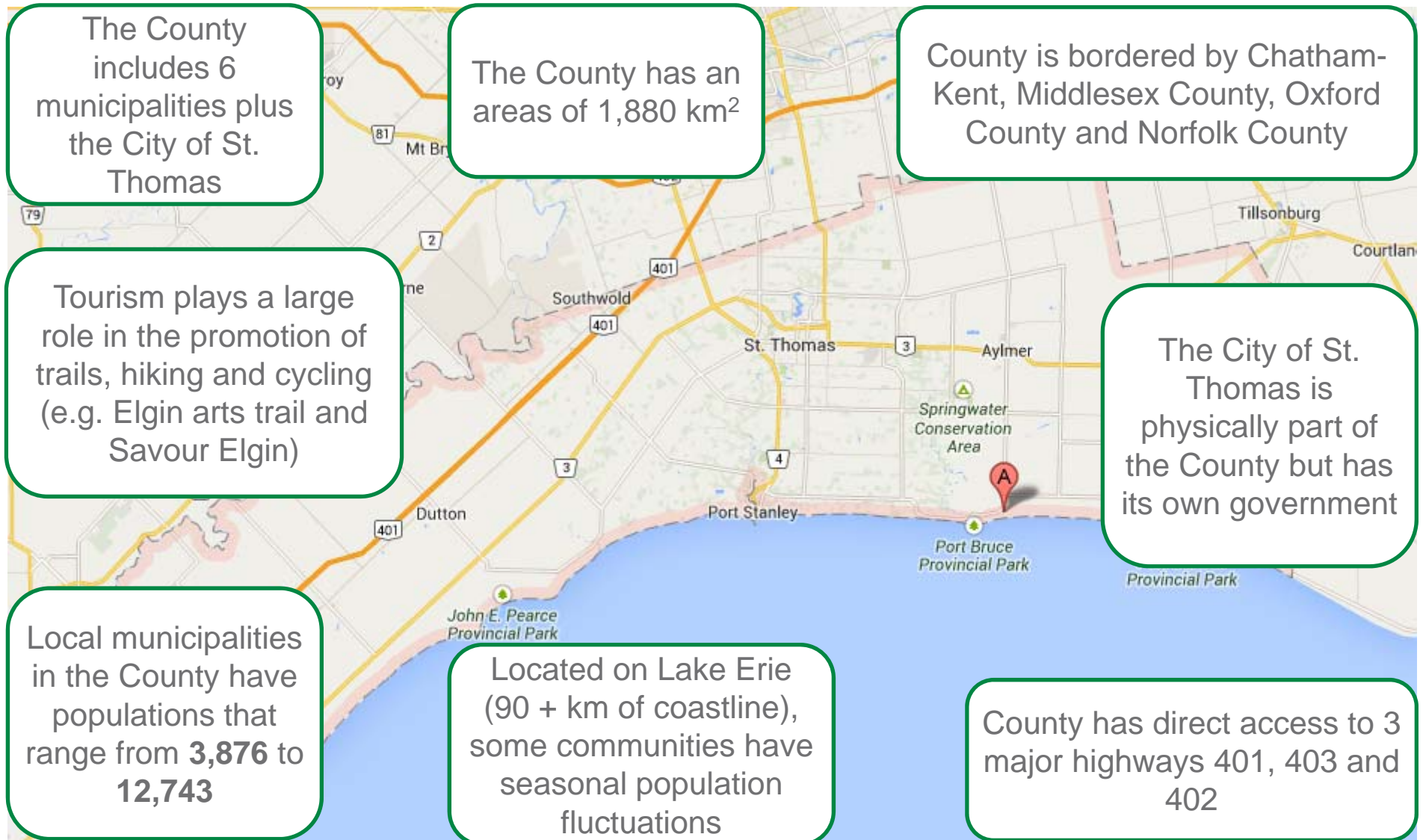
- Develop a connected network of AT facilities
- Identify potential opportunities and implementation priorities
- Provide opportunities to engage in AT throughout Elgin-St. Thomas

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



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:

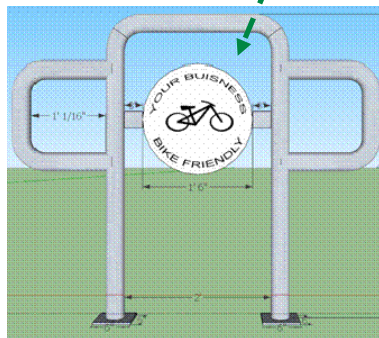
Identify a key partner
such as Public Health to
lead the development and
monitoring of the AT
strategy and to help
coordinate efforts from
local and county staff



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



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 >

Developed a central hub for AT information
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:

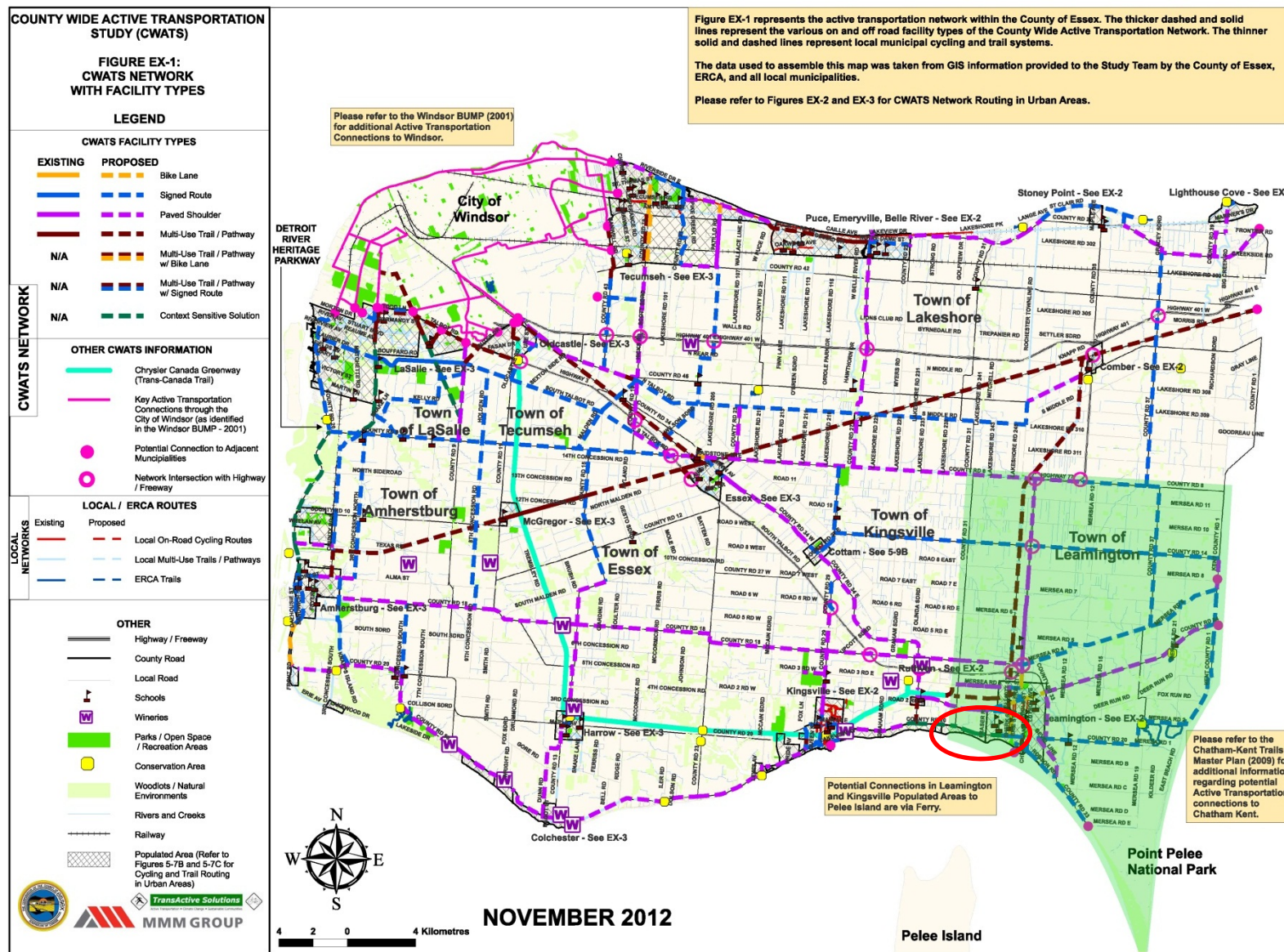
- Constrained corridor – insufficient space for both cycling and sidewalk infrastructure
- Design to have little to no impact on existing utilities, hydro poles, etc.

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:
261.9km²
Population:
28,400

Leamington
is on 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

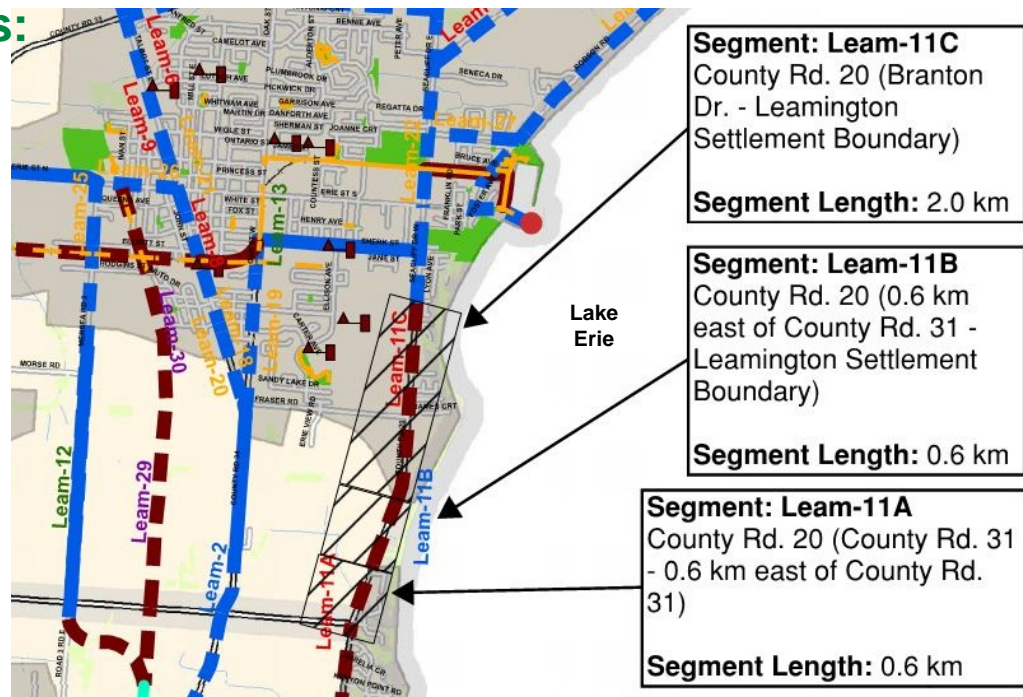
Facilitate buy-in for the Preferred Design by the Public and Local Municipal Council

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

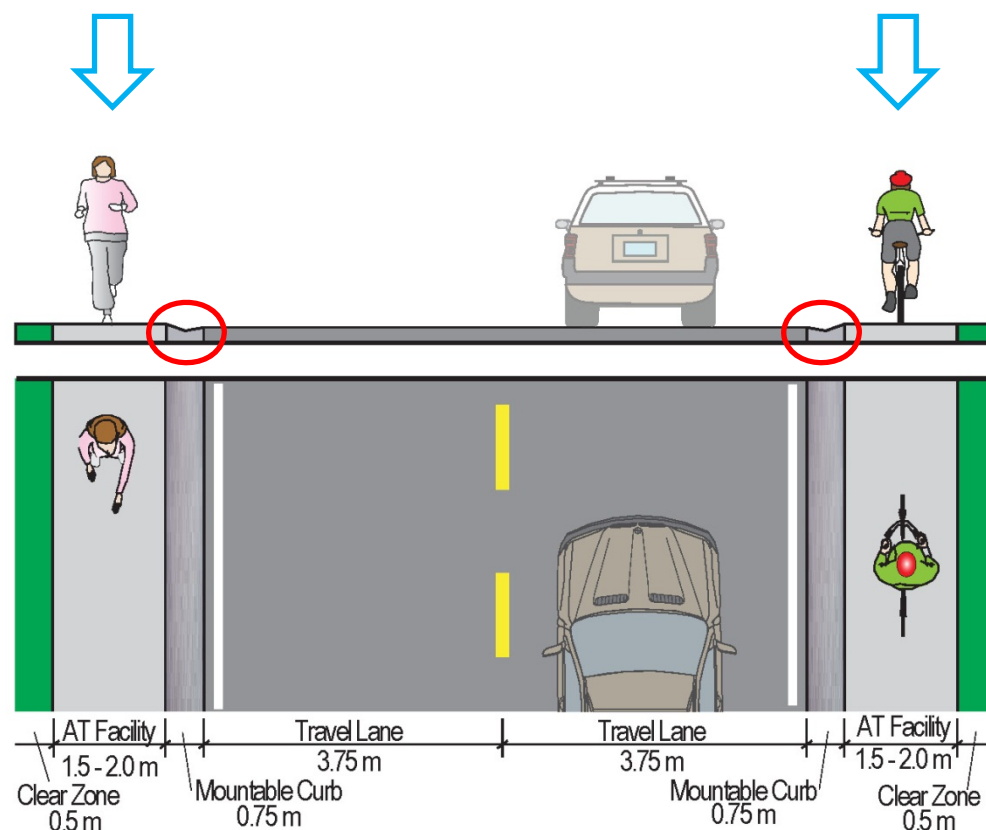
- Existing travel lane 3.75m and mountable curb 0.75m width
- AT Facility would be installed behind the existing mountable curb
- The width of the AT Facility 1.5m (minimum 1.2m)
- A clear zone of 0.3 - 0.5m

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

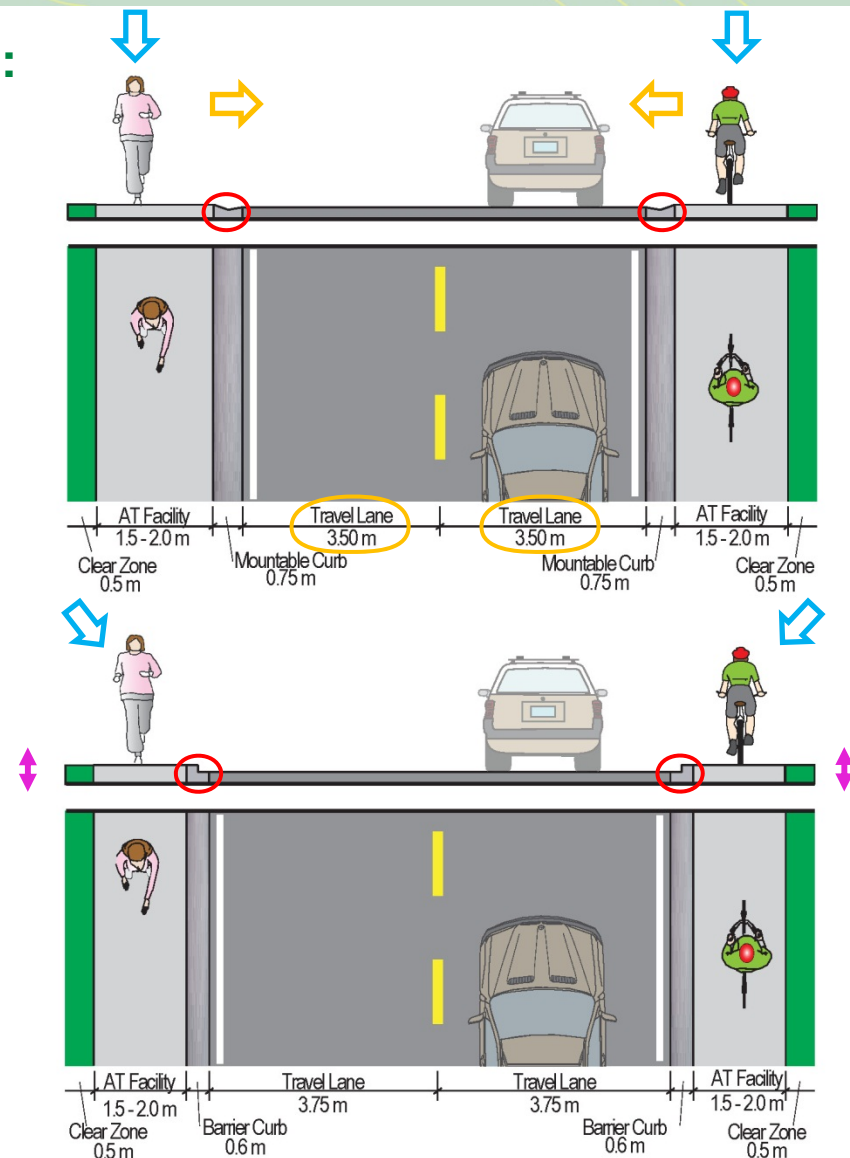
AT Facility with New Mountable Curb in New Location

- 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 required some detailed design



Sample of Preferred Design concept in Leamington, ON



Lessons Learned

Seek Partnerships

Keep the Public Engaged

Build the Business Case

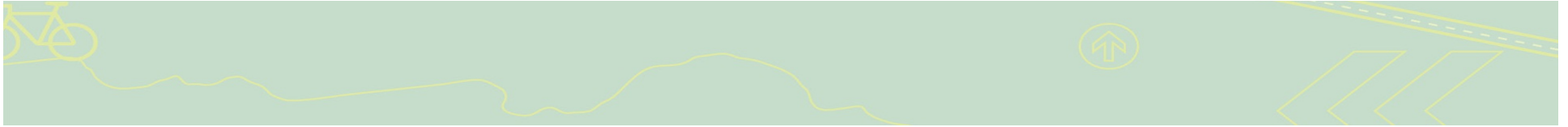
**Prepare Implementation
Tools (e.g. Identify annual
priorities)**

Leverage Investment

Identify a Champion

**Apply Complete Streets
Approach**

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



Thank you

Questions?