



Council Presentation

July 13, 2022



2021 CYCLING MASTER PLAN

Agenda

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Consultation and Engagement
Results

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and Results

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1

Introduction

What is a Cycling Master Plan?

What a Master Plan is

- Long-term vision
- Flexible document
- Community building asset and communication tool
- Implementation guide
- Support for existing initiatives and plans

What a Master Plan is not

- Detailed or final design
- Authority to construct
- Prescriptive
- Requirement
- Financial commitment



2021 Cycling Master Plan Vision

“To create an integrated and connected cycling network that promotes active transportation, tourism, and low carbon travel options as part of a sustainable multi-modal transportation network.”



2021 Cycling Master Plan Goals



Economy

Provide alternative sustainable mode of transportation which contributes to the economic viability and sustainability of the County.



Community

Provide a safe, accessible and convenient cycling infrastructure network to connect communities and hubs within and outside of Oxford, for recreational, social and commuting purposes.

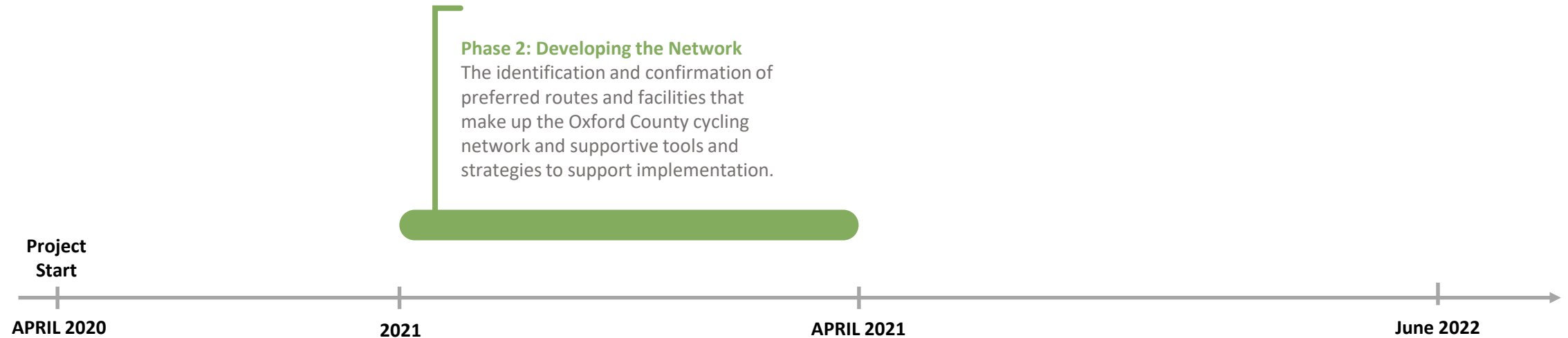


Environment

Afford enhanced programs and initiatives through partnerships and incentives as part of a wider Transportation Demand Management strategy, which serves to reduce greenhouse gas emissions.



Project Timeline



Phase 1: Establish Foundations

The development and confirmation of key project foundations and undertaking preliminary assessments of existing conditions and context for cycling within Oxford County.

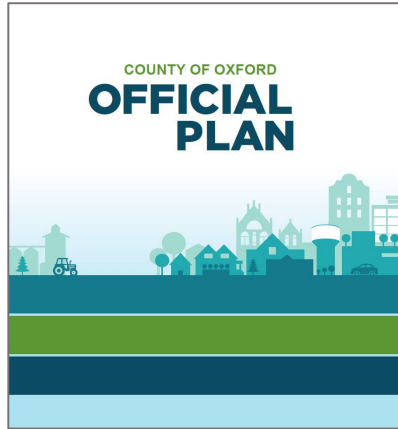
Phase 3: Documentation and Recommendation

Finalize a set of recommended policies and actions to achieve the County's cycling vision.



Policy Review

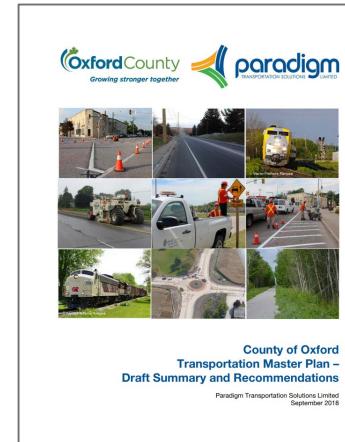
Oxford County Official Plan (2017)



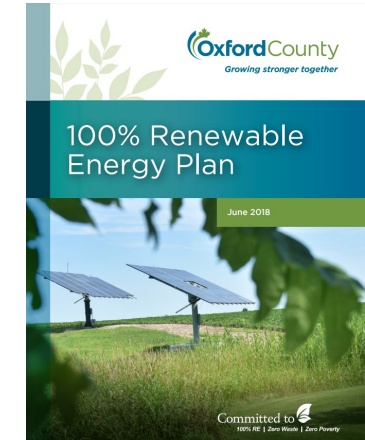
Oxford County Trails Master Plan (2014)



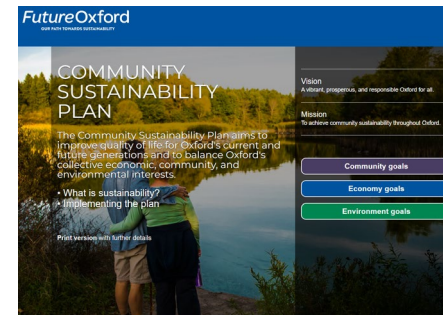
Oxford County Transportation Master Plan (2019)



100% Renewable Energy Plan (2018)



Future Oxford Sustainability Plan (2015)



Oxford County 2020-2022 Strategic Plan



Oxford County Strategic Plan Directions

Strategic Direction 2: A County that is well connected

i. Improve travel options beyond the personal vehicle by:

- **Continuing to facilitate the coordinated implementation of an active transportation system**





2

Consultation and Engagement Results

Stakeholder Inputs

INTAC Meetings:

- Alignment with other County projects e.g. Future Oxford
- Connectivity to major and minor destinations
- Reference to specific priority projects and programs
- Consideration for emerging trends e.g. e-bikes

EXTAC Meetings:

- Encourage public-private partnerships for programming
- Cycling network review by cycling groups
- Long distances and low existing cycling demand identified as key challenge
- Hire a cycling coordinator to secure funding
- Identify links to minor communities
- Connect to surrounding areas
- Consideration for safety at high conflict points



Online Public Engagement Activities

- Used the online tool MetroQuest survey
- Held from July 7th – August 31st, 2020
- 3 interactive engagement activities:
 - Identification of priorities and objectives
 - Mapping tool to populate existing conditions, major cycling destinations, barriers, new potential and missing links, and design improvements
 - Survey questions to establish a cycling profile in Oxford County

Over **270** responses were submitted!



Identify Existing Cycling Activity and Improvements

61 Barrier markers

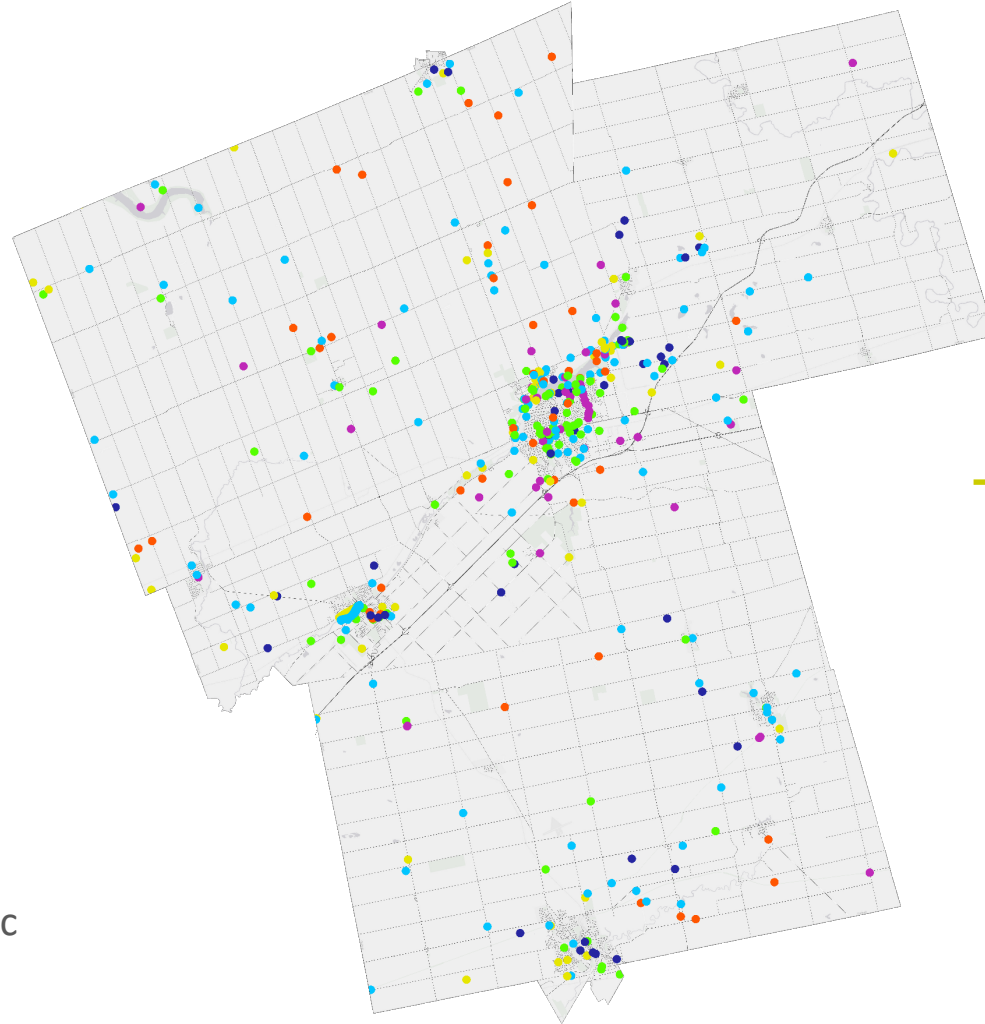
- + Dangerous highway crossings
- + No shoulders

128 Destinations markers

- + Conservation Areas, trails
- + Local shops, libraries, family

51 Existing route markers

- + Existing trails
- + Quiet roads with less vehicular traffic



167 Improvement markers

- + Paved shoulders needed
- + Interest to pave gravel roads

75 Missing link markers

- + Missing routes to existing trails
- + Missing links between communities

47 Other comment markers

- + Unsafe routes for cyclists
- + Need for amenities



3

**Cycling
Network
Development
Process &
Results**

Existing Cycling Conditions

No shoulder	Narrow gravel shoulder	Full gravel shoulder	Partial paved shoulder and gravel shoulder	Paved shoulder	Urban shoulder	Bike lane
						
Shoulder / facility width						
0m shoulder	<1.0m gravel shoulder	>1.0m gravel shoulder	0.5 to 1.0m paved + 1.0m gravel	≥1.0m paved shoulder	≥1.2m (white pavement marking from face of the curb)	1.5m
Considerations						
Not sufficient platform width to implement a designated or separated facility	Implementation of paved shoulders could be cost prohibitive on sections with narrow shoulders	Implementation of paved shoulders is more likely on sections with full gravel shoulders	Treatment reflects implementation of County's Paved Shoulder Policy	Some sections are narrower than recommended minimum width from OTM Book 18 (1.5m)	Road is marked with white pavement line, but no signage exists to identity it as a formal Bike Route	On-road designated facility for cyclists that is signed and marked

Legend

- Existing width
- Platform 8.7m
- Platform 8.7m

-

Developing the Network

Considered two approaches – Improvement Approach and Network Approach



Improvement Approach

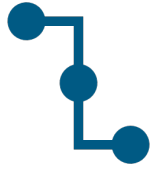
- All County roads are considered 'part of the network' and a facility type
- Facilities are built based off the municipality's financial capacity
- Provides savings through achieving 'economies of scale'
- **Outcome:** recommend cycling improvements focusing on critical links and priorities



Network Approach

- Features the recommended network based off a set of criteria/assumptions
- Enables investment to be strategically targeted towards prioritized facilities
- Use a consistent set of criteria based on community priorities, including connections to local cycling networks and communities
- **Outcomes:** identify specific linkages and provide short, medium and long term phasing





Network Approach Steps

1

Step 1 – Confirm Existing Conditions

Developed an inventory of existing conditions and mapped previously planned and promoted routes, existing infrastructure and roadway shoulder conditions

2

Step 2 – Confirm Cycling Network

Established a set of criteria based on connectivity objectives, confirm preferred routing and route hierarchy

3

Step 3 – Network Costing

Confirm separation type and determine estimated high-level capital costs

4

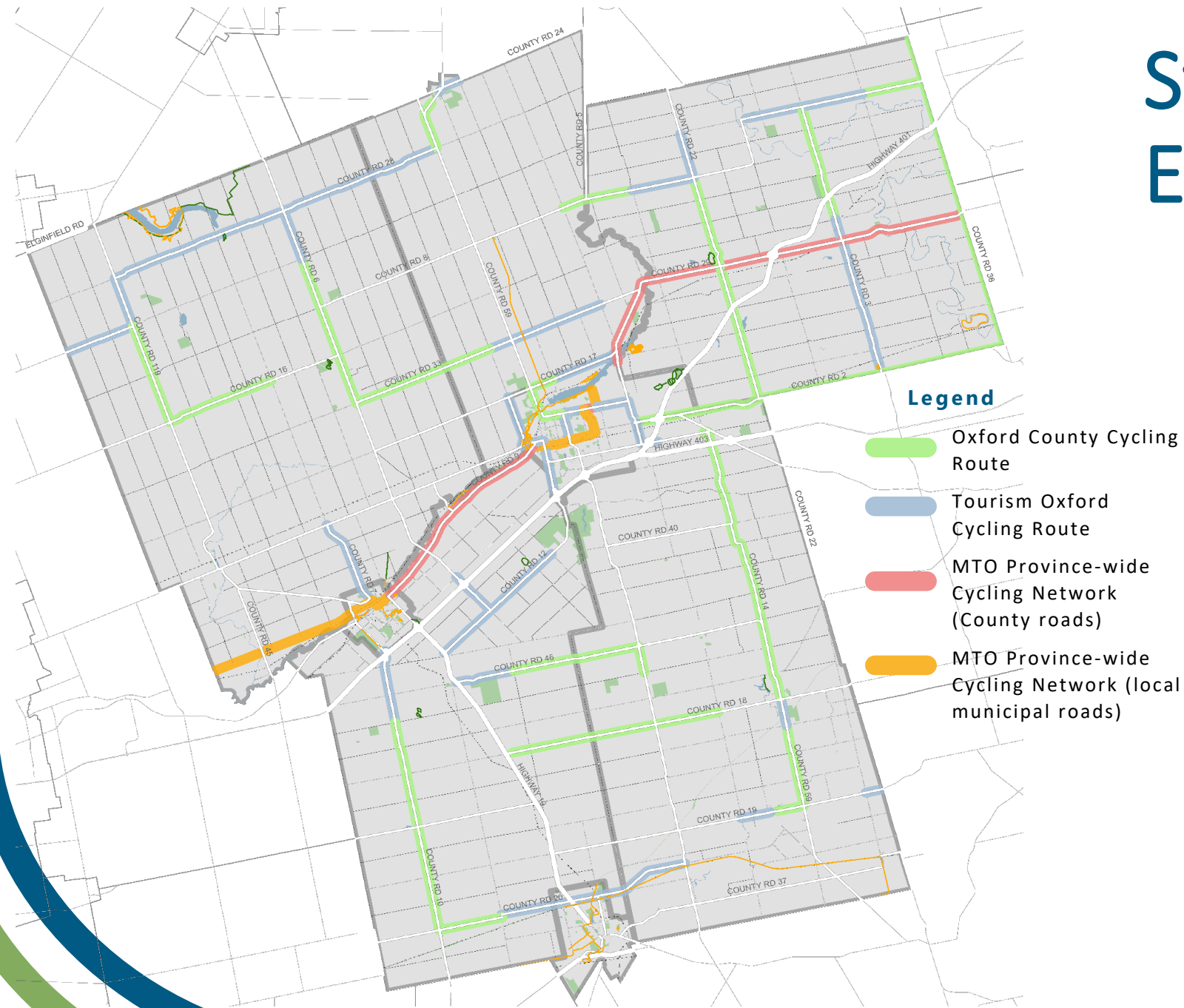
Step 4 – Network Prioritization

Suggested implementation plan including phasing horizons and priorities



Step 1 – Confirm Existing Conditions

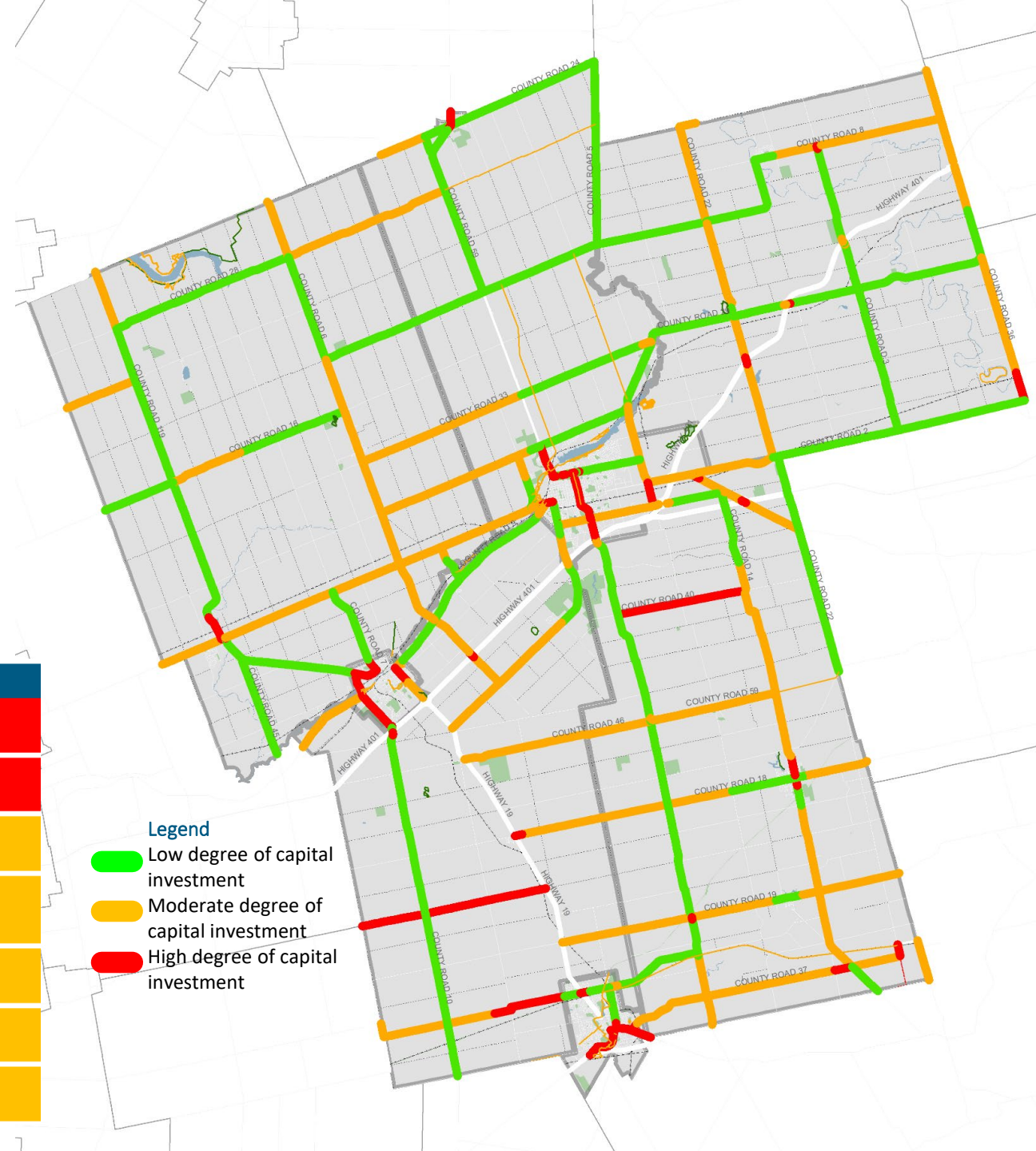
- Build upon what has already been developed
- Include routes from MTO Province-wide Cycling Network Study, County's 2014 Trails Master Plan, Tourism Oxford
- In-person field investigations on existing cycling and roadway shoulder conditions



- Measure existing geometric constraints and resultant capital intervention
- High trafficked routes in urban areas
- Strategic connections and travel corridors
- Supplementary routes that feed into key corridors

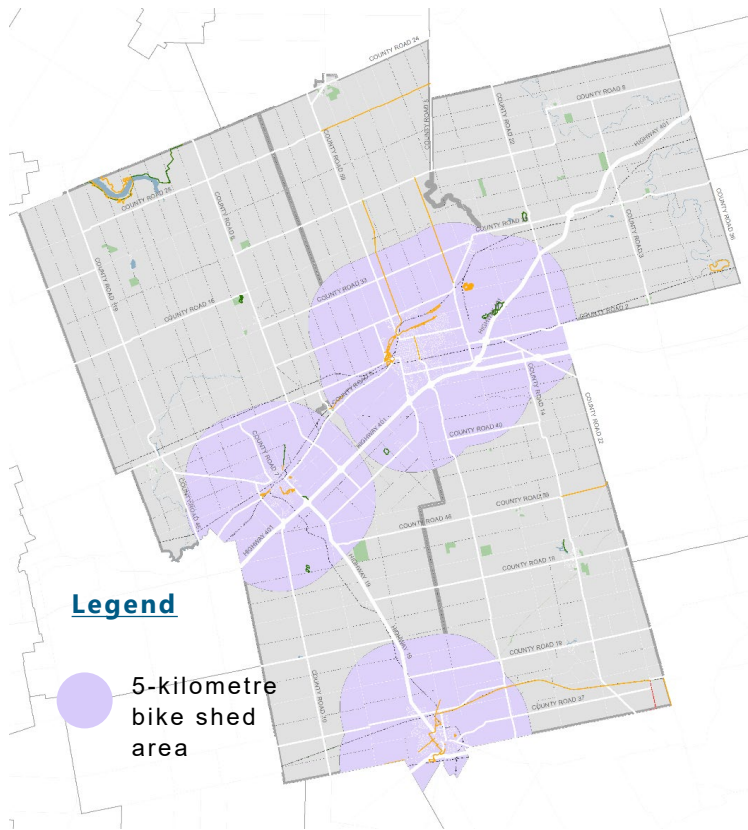
Legend

- Low degree of capital investment
- Moderate degree of capital investment
- High degree of capital investment



Step 2 – Criteria Application

Criteria 2: Connectivity & Accessibility



Step 2 – Confirm Route Hierarchy

Primary Network

Critical corridors connecting to the urban centres and settlement areas within the County, as well as the Province-Wide Cycling Network and Trans Canada Trail. Focuses on enhanced connectivity to major tourism destinations and potential for utilitarian travel.

189 km

Secondary Network

Corridors that connect smaller settlement areas to the Primary Cycling Network, should there be demand, interest or funding available.

181 km

Local Connecting Links

Part of the cycling network but includes routes on local roads (not under the County's jurisdiction) that form part of the MTO Province-wide Cycling Network.

20 km

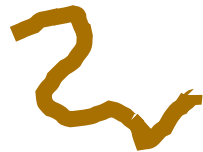
Proposed Off-road Trail

Proposed off-road trail from Tillsonburg to Norwich along an abandon rail corridor.

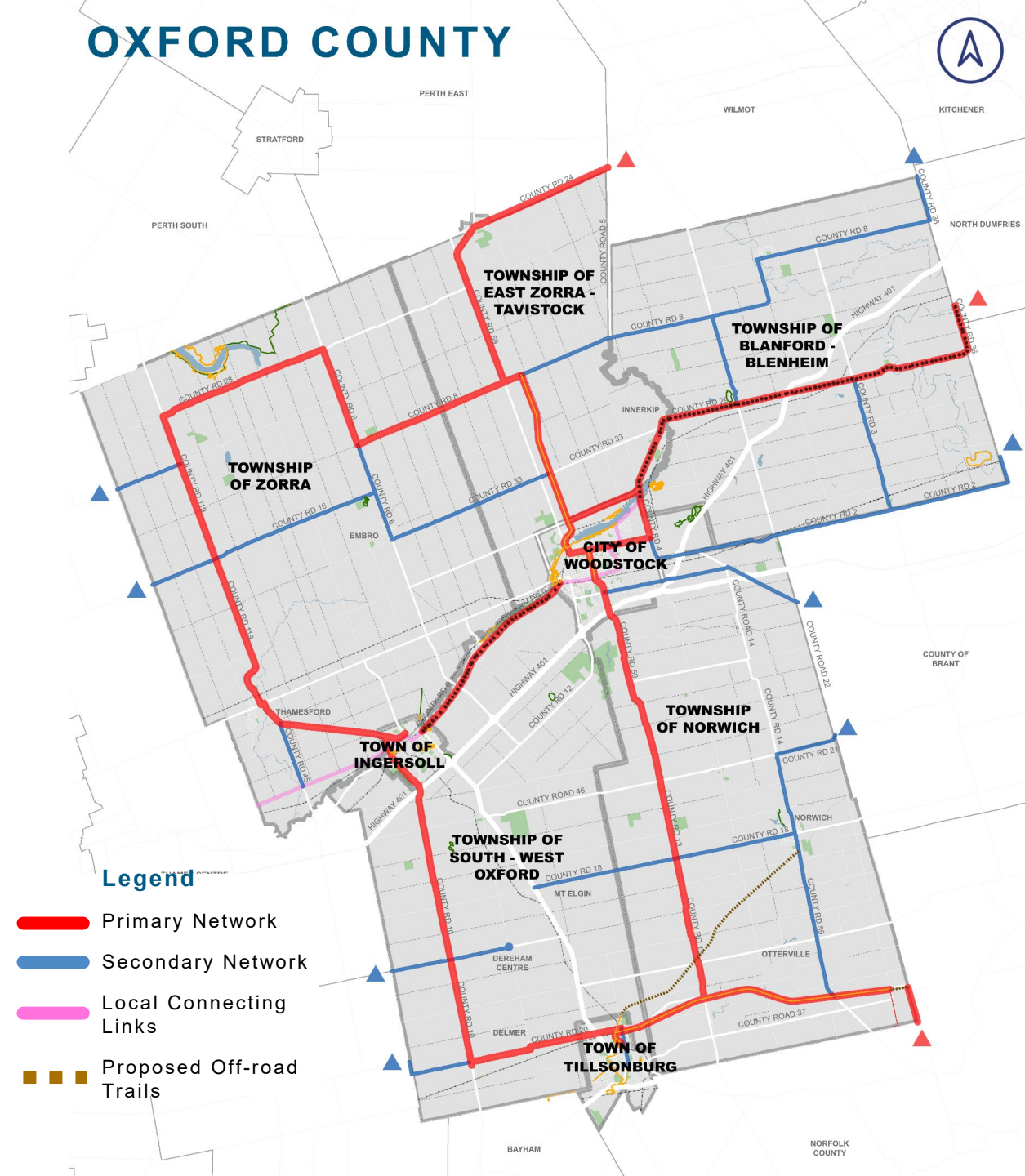
15 km

Total

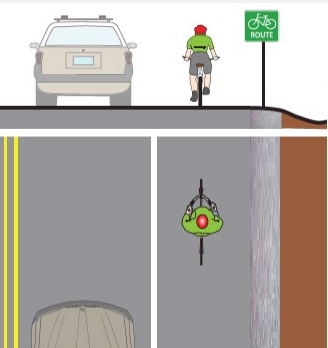
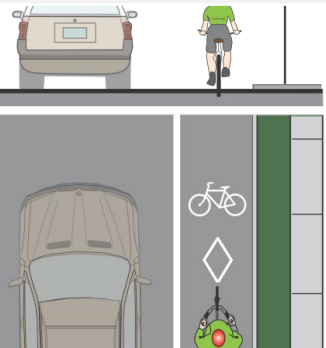
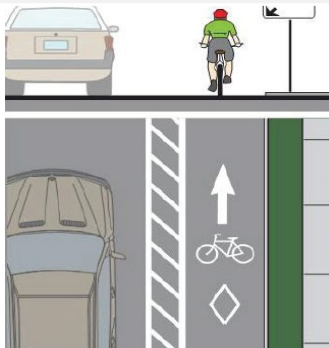
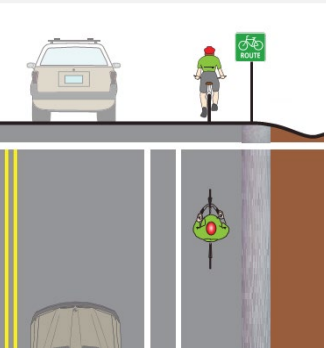
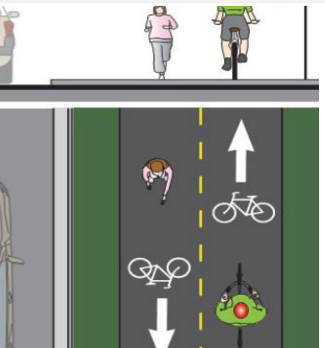









405 km



OXFORD COUNTY



Step 3 – Design Options

Designated Facilities		Separated Facilities				
Paved Shoulder	Bike Lane	Buffered Bike Lane	Buffered Paved Shoulder	In-Boulevard Multi-use Path	Off-Road Trail beyond the ditch	Off-Road Trail (in park / open space)
						
SPATIAL SEPARATION				PHYSICAL SEPARATION		
  Low to moderate traffic volumes and speeds				High traffic volumes and speeds  		
LEVEL OF COMFORT						
  						
Anticipated Level of Investment						
\$	\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$

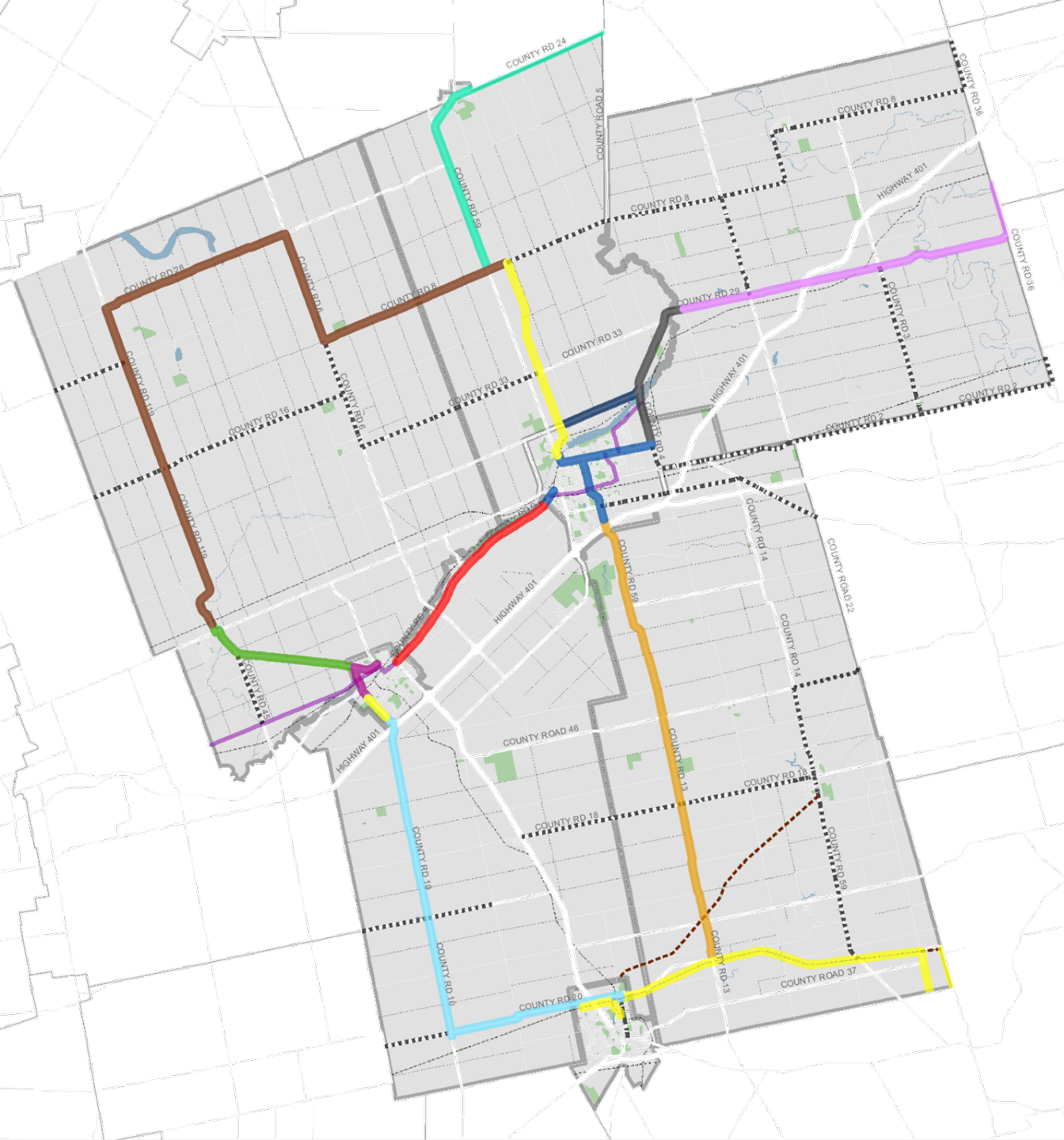
Step 3 – Confirm Separation Type

- Separation type determined by the facility selection process in OTM Book 18
- Criteria: Road speed, average annual daily traffic, lane configuration



Step 4 – Network Priorities

- 1 Province-wide Cycling Network (Woodstock to Ingersoll)
- 2 Province-wide Cycling Network (Woodstock to Innerkip)
- 3 Province-wide Cycling Network (Innerkip to County boundary)
- 4 Woodstock to Trans Canada Trail
- 5 County Road 17
- 6 Cycling Facilities within East Zorra-Tavistock
- 7 Cycling Facilities within Woodstock
- 8 Cycling Facilities within Ingersoll
- 9 Ingersoll to Thamesford Connection
- 10 Township of Zorra Loop
- 11 Tillsonburg to Ingersoll Connection

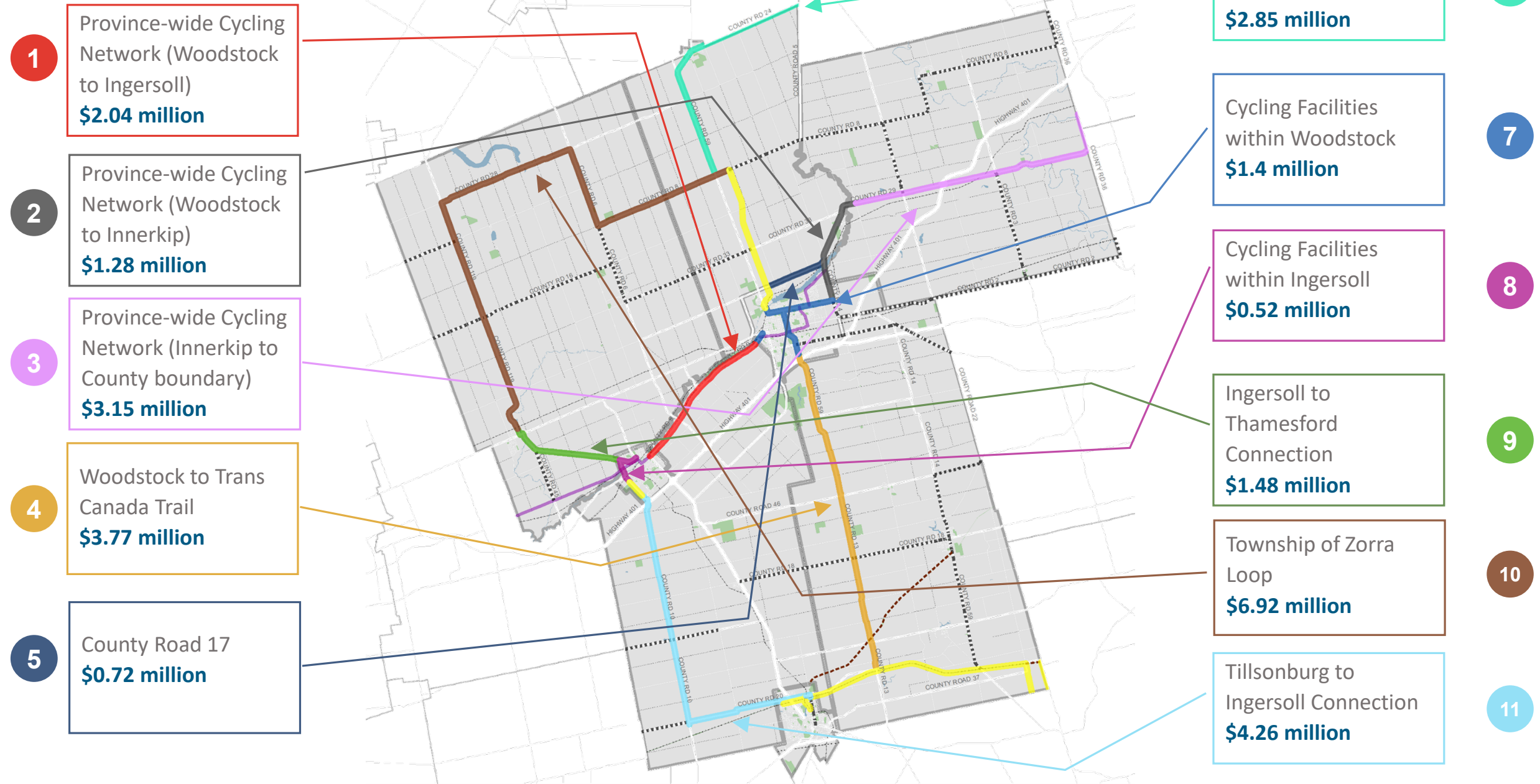




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Costing and Funding

Estimated Infrastructure Costs

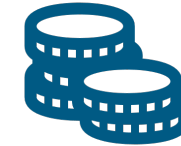


Overall Network Costs

Priority	Project	Suggested Facility Type	KM	Cost
1	Province-wide Cycling Network (Woodstock to Ingersoll)	Designated Facilities	13.6km	\$ 2.04 M
2	Province-wide Cycling Network (Woodstock to Innerkip)	Separated and Designated Facilities	8.5km	\$ 1.28 M
3	Province-wide Cycling Network (Innerkip to County boundary)	Designated Facilities	21.0km	\$ 3.15 M
4	Woodstock to Trans Canada Trails	Designated Facilities	25.1km	\$ 3.77 M
5	County Road 17	Designated Facilities	4.8km	\$0.72 M
6	Cycling Facilities within East Zorra-Tavistock	Designated Facilities	19.0km	\$ 2.85 M
7	Cycling Facilities within Woodstock	Separated and Designated Facilities	10.0km	\$ 1.40 M
8	Cycling Facilities within Ingersoll	Separated and Designated Facilities	3.5km	\$ 0.52 M
9	Ingersoll to Thamesford Connection	Designated Facilities	9.9km	\$ 1.48 M
10	Township of Zorra Loop	Designated Facilities	46.1km	\$ 6.92 M
11	Tillsonburg to Ingersoll Connection	Designated Facilities	28.4km	\$ 4.26 M



Total KM
189 km



Total Cost
\$28 M

Cost considerations

Network

- + Target cost of implementation approximately \$20 - 30 million dollars over 10+ years – not considering external funding
- + Developed based on accepted unit costs
- + Cost will be dependent on level of separation (to be confirmed)
- + Based on 9 network components

Maintenance

- + Costs vary depending on maintenance vehicles, available staff etc.
- + Maintenance could consider expanded winter practices (if desired)
- + Expenses address maintenance and daily operations

Education

- + Program development support required by staff
- + Provision for a discretionary budget of \$10,000 to support programming (annually)
- + Programs cost an additional \$30,000 per year
- + Program costs should be confirmed based on best practices



Internal Funding Opportunities

Capital Budget

- + Funding allocated annually by department
- + Leverage Public Works, Tourism and Public Health budgets
- + Economies of scale with larger projects
- + Leveraging paved shoulder policy

Operating Budget

- + Used for maintenance and day to day operations
- + Consideration for alternate maintenance practices to align with new cycling infrastructure

Development Charges

- + Monies from local development applications to support cycling projects
- + Amendment to By-law to provide coverage for cycling facilities.

New Funding Sources

- + Annual lump sum of monies to support a County-municipal partnership program for cycling routes, programs and amenities



External Funding Opportunities

Federal Funding

- + Active Transportation Fund
- + Federation of Canadian Municipalities (FCM) funding streams
- + Investing in Canada Program
- + Investing in Canada COVID-19 Resiliency Fund
- + Healthy Communities Canada Funding Initiative
- + Green Municipal Fund
- + Federal Gas Tax

Provincial Funding

- + Province-wide Cycling Network Funding
- + Provincial Gas Tax
- + Ontario Trillium Fund
- + Ontario Rural Economic Development Fund
- + Tourism Development Fund

Local Funding

- + The Great Trail (Trans Canada Trail)
- + Service Club Support
- + Corporate Environmental Funds
- + Private Citizen Donation
- + Opportunities for cost-sharing with lower-tier and neighbouring municipalities





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Future Programming Considerations

Action 1 – Establish an Inter-Municipal Working Group



- + Share information related to the cycling component of capital project plans and advocate on behalf of measures which optimize the implementation of continuous cycling routes
- + Pursue available external funding opportunities
- + Develop and deliver cycling encouragement, education and promotion programs
- + Keep up to date on emerging trends in planning and design of cycling facilities



Action 2 – Position the County as a Regional Knowledge Sharing Hub



Task #1:

Coordinate efforts around a collective “County Cycling” brand



Task #2:

Achieve broad brand awareness through extensive and tailored “Marketing Campaigns”



Task #3:

Develop Toolkits and materials that can be easily adapted and used by key partners



Task #4:

Expand the mandate of the Oxford County Cycling Advisory Committee (OCCAC) to include all active transportation efforts, and empower it to play a bigger administrative role

Action 3 – Strengthen Key Partnerships in Delivering the CMP



Program 1: Cycling into the Future

Facilitate the introduction of CITF program into the County's School Systems through funding and support



Program 2: Social Rides

Deliver community bike rides on a regular basis within local municipalities



Q & A



Thank you

Contact Information



Justin Jones

Justin.jones.2@wsp.com

