

A background photograph showing several people riding bicycles on a paved road. The cyclists are seen from behind, wearing helmets and casual clothing. The scene is outdoors with trees and utility poles in the background.

DURHAM REGION

2020 Regional Cycling Plan Update (RCPU)

STAKEHOLDER WORKSHOP #1
MARCH 26, 2020 | 2:30 TO 4:30 PM





Agenda

- 1. Welcome and Introductions**
- 2. 2020 RCPU Background and Foundations**
- 3. Regional and Municipal Discussion**
- 4. Next Steps**
- 5. Additional Questions and Closing Remarks**

1

Welcome and Introductions

Please state:

- + Your name;
- + The organization you represent; and
- + How this project will impact your day-to-day work?





Study Team

Greg Pereira: Manager of Transportation Planning, Region of Durham

Role/ Responsibility: Oversees the development of the 2020 RCPU and reviews all project deliverables.

Anthony Caruso: Senior Planner, Region of Durham

Role/ Responsibilities: Manages development of the 2020 RCPU and provides direction to consultant team / leads the review of milestones and key deliverables with consultant team.

Danielle Culp: Planning Analyst, Region of Durham

Role / Responsibility: Supports project manager in reviewing key deliverables and communicating with consultant team members as well as coordinating public engagement sessions and updating web information and materials to keep members of the public and other key stakeholders engaged and informed throughout the study.

Consultant team and 2020 RCPU roles:

 Dave McLaughlin: Project Lead

 Claire Basinski: Project Manager



Justin Jones: Engagement and Facilitation Specialist

 Cristina Valente: Project Coordination and Network Development Lead

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Presentation: 2020 RCP Background and Foundations





Developing the 2020 RCPU



WINTER / SPRING 2020



Phase 1

Background Review

Establish an understanding of cycling conditions in the Region and best practices from other municipalities.



SUMMER / FALL 2020



Phase 2

Program Update

Update the Region's cycling network and develop strategies to guide overall implementation of the plan.



WINTER 2020



Phase 3

Finalize the Study

Develop a report to summarize the recommendations and present to Council.



Why update the plan?

The 2020 RCPUC is meant to reflect five regional goals that have emerged since 2012:



Support strategic directions at the regional level



Integrating new cycling trends and lessons learned



Establishing support for coordination between upper and lower tier



Alignment with accepted design guidelines and standards



Establishing public buy-in to determine local priorities and needs

Goal #1:
**Support strategic
directions at the
regional level**





2012 RCP Overview

region-wide cycling network

- + Primary cycling network (spine)
- + Secondary cycling network (local routes)
- + Regional trail network (off-road trails)

implementation strategy

- + Proposed network phasing
- + Estimated costs
- + Potential funding strategies
- + Considerations for risk and liability

communication strategy

- + Education, promotion and enforcement practices



**components
of the 2012
RCP**



The Region's Transportation Master Plan (TMP)

2017 adoption with seven directions:

- 1** Strengthen the bond between land use and transportation
- 2** Elevate the role of integrated public transit including rapid transit
- 3** Make walking and cycling more practical and attractive
- 4** Optimize road infrastructure and operations
- 5** Promote sustainable travel choices
- 6** Improve goods movement to support economic development
- 7** Invest strategically in the transportation system

Investments in the 2020 RCPU can help achieve the TMP's seven directions



The TMP's seven directions can also support and rationalize investments in the 2020 RCPU

TMP RCP Network Additions



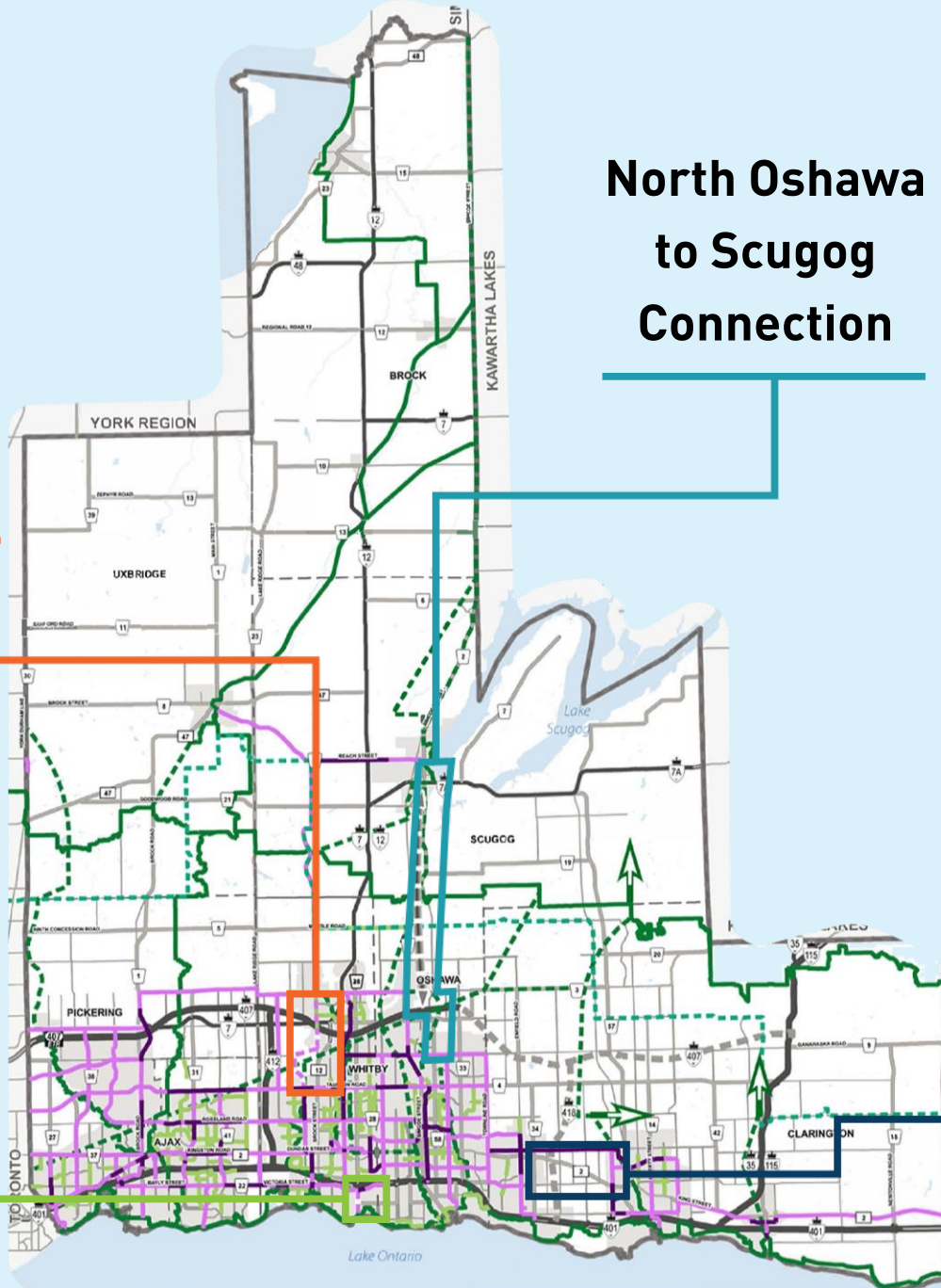
**Greenbelt
Route,
Brooklin &
South
Whitby
Connection**

**Thickson
Road
Waterfront
Trail
Connection**

**North Oshawa
to Scugog
Connection**

**4
new routes
identified in
the TMP**

**Highway 2 Oshawa-
Courtice-Bowmanville
Connection**



Goal #2:

Integrating new cycling trends and lessons learned



Emerging Trends



community based social marketing

complete streets

all ages and abilities

climate adaptation and mitigation

micro mobility

vision zero

transit oriented

equity

first and last mile travel

tactile urbanism

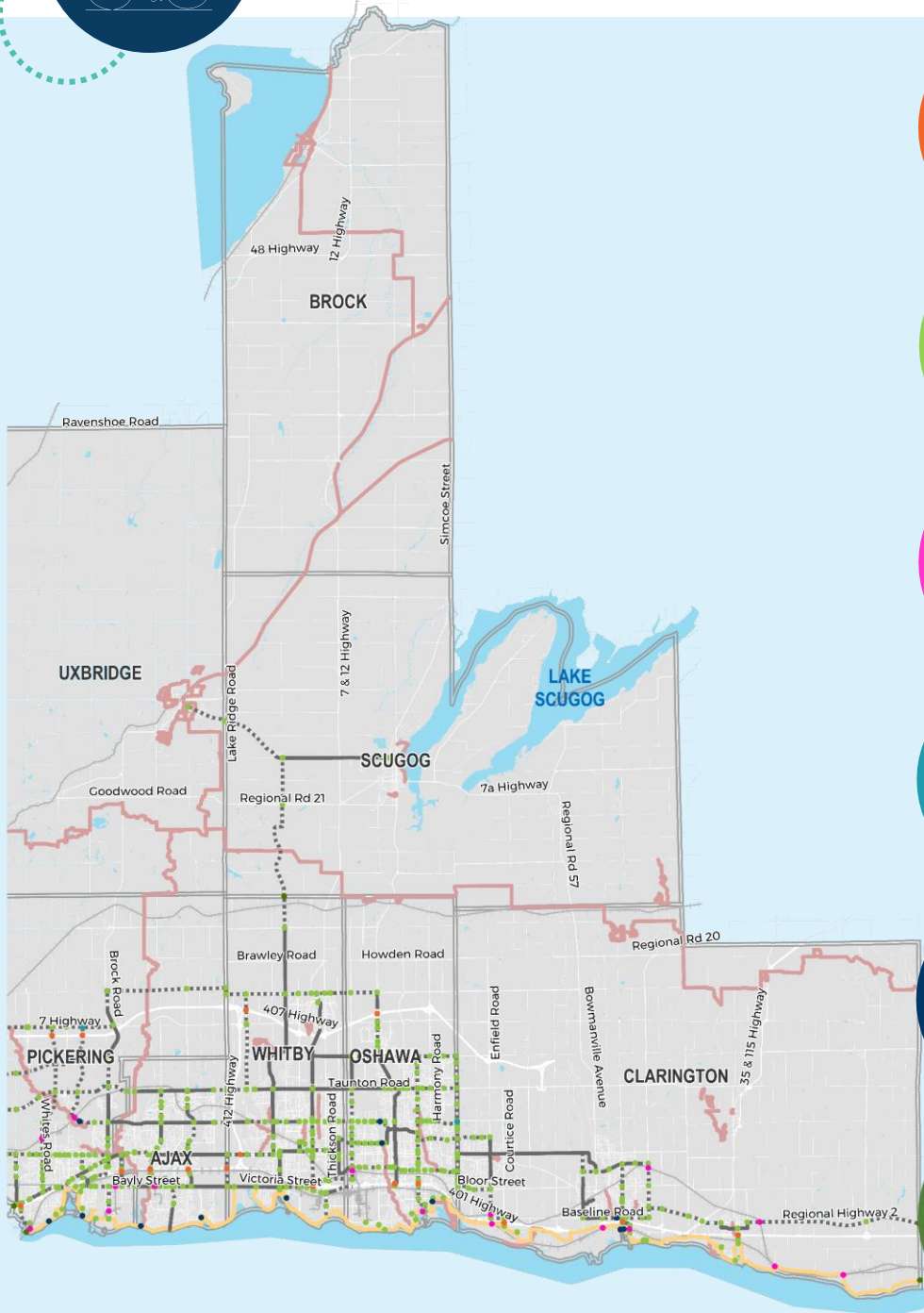


Identifying lessons learned

learning from others from a best practices review



User Conflicts



17
highway crossings



348
arterial and collector crossings



16
railway crossings



3
unsignalized trail crossings



15
watercourse crossings



9
linkages at regional border



Cyclist Types

micro
mobility

all ages
and
abilities

primary users:



everyday cyclist

Someone trying to get to work or school by taking a direct route, or wishing to continue cycling undisturbed, and wanting to stop as rarely as possible.



sport cyclist

Someone doing cycling for sport, including mountain bikers, road racers and others. They tend to cycle in laps or groups for long distances moving very quickly which can lead to conflict with all other road users.



recreational cyclist

Someone cycling for the enjoyment of being on their bike and with others, stopping commonly for food, coffee or at other attractions.



attentive cyclist

Someone who wants to be able to cycle safely, understands the traffic rules well and also wants to follow them. They want good sign posting and clear intersections.



vulnerable cyclist

Someone who wants a low traffic / peaceful cycling environment, where they are not passed by other traffic and even other cyclists. They include children, elderly and mobility-assisted users.

other users:



mobility assisted users



pedestrians



electric bikes



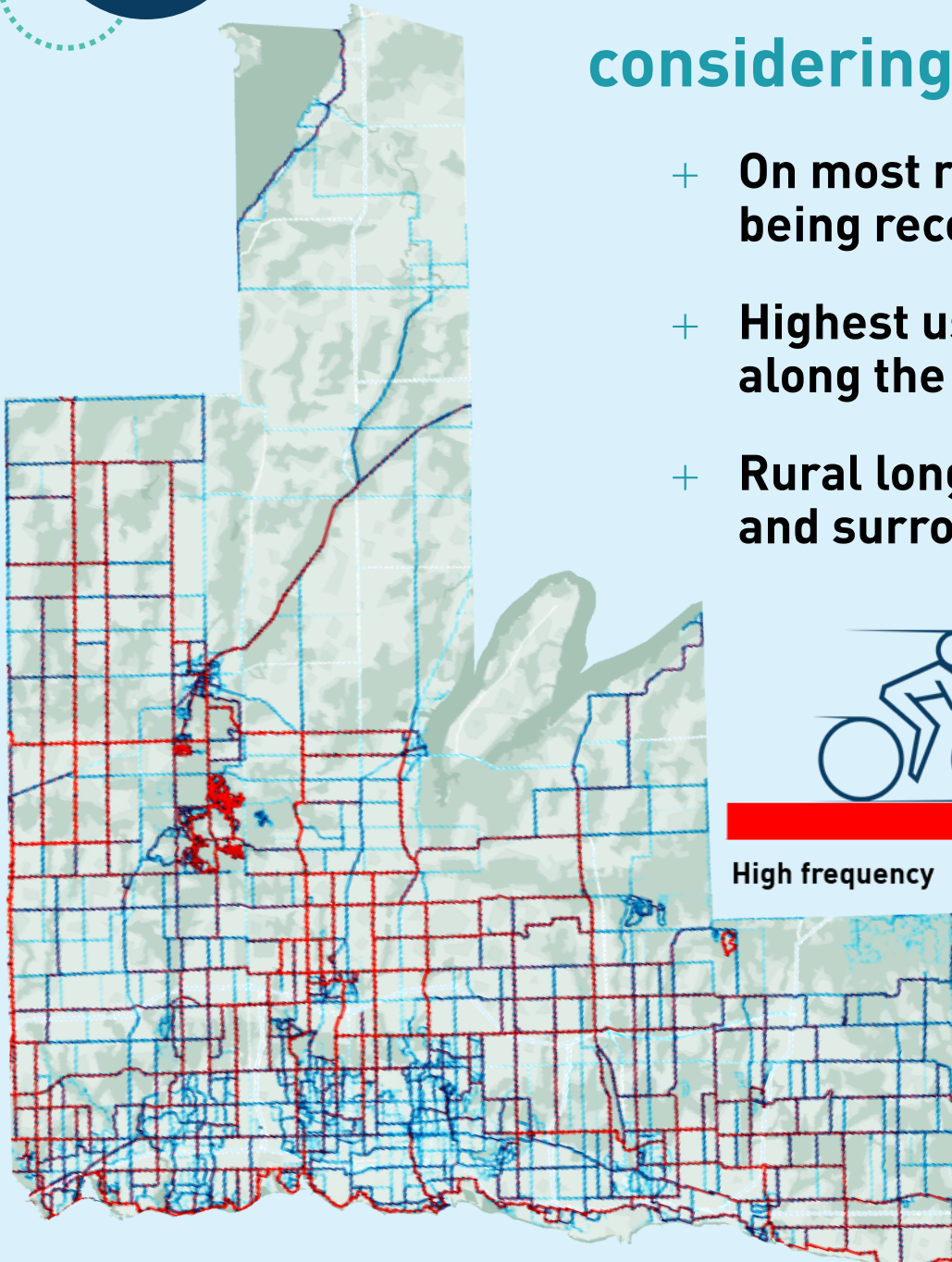
seasonal users



User Demand

considering strava data is subjective:

- + On most roads (regional and municipal) cycling is being recorded
- + Highest use is identified in forest tract areas and along the waterfront trail
- + Rural long-distance cycling to municipal centres and surrounding areas is frequent



High frequency

Low frequency

Goal #3:

Establishing support
for coordination
between upper and
lower tier


























Who has developed what?

adoption of local plans and policies since 2012:

 completed

 on-going

	Official Plan	Transportation Master Plan	Active Transportation / Cycling Plans
Ajax			
Brock			
Clarington			
Oshawa			
Pickering			
Scugog			
Uxbridge			
Whitby			

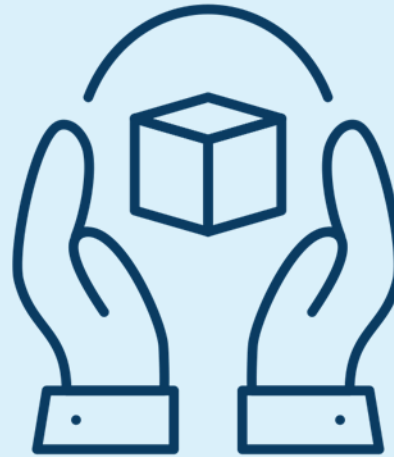


Aligning with municipal directions

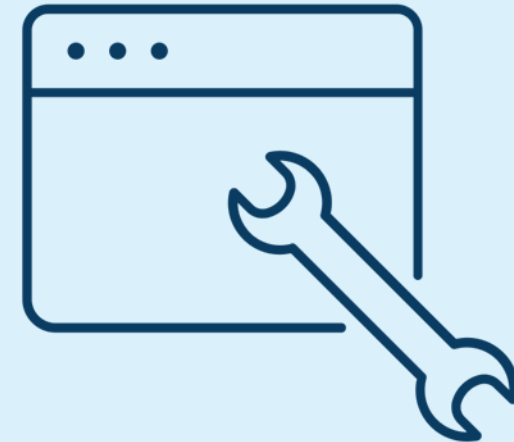
one-on-one interviews with municipal staff to be undertaken to better understand:



aspects of the 2012 RCP that are working well

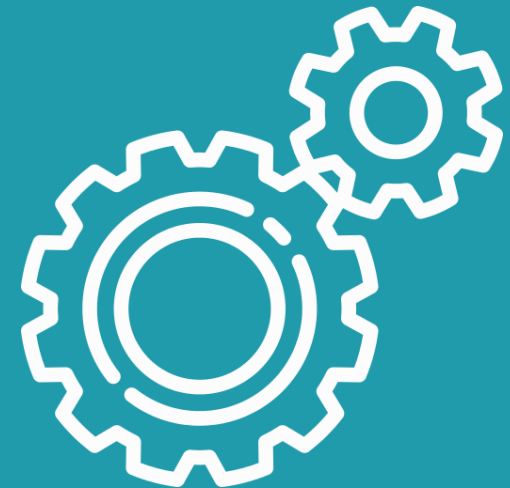


roles and responsibilities that are effective



improvements to be addressed in the 2020 RCP

Goal #4:
**Alignment with
accepted guidelines
and standards**





Building the network



2012

- + Regional routes
- + Municipal routes (only on regional cycling network network)
- + Provincially significant routes
- + Regional trail spines

2017

- + Existing routes on the regional cycling network
- + Short term cycling routes proposed in the 2012 RCP and 2017 TMP
- + Long term cycling routes proposed in the 2012 RCP and 2017 TMP

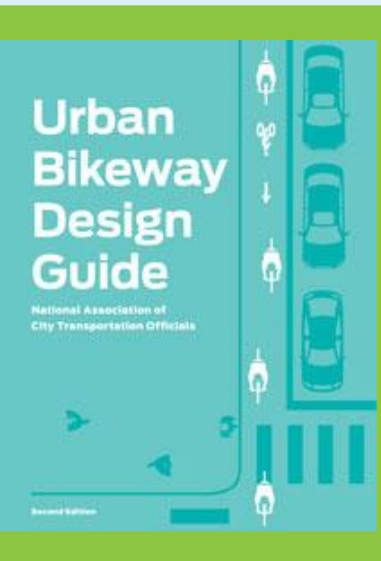
2020

- + Confirmation and refinement of existing routes, short-term routes and long-term routes on the regional cycling network



New guidelines and standards

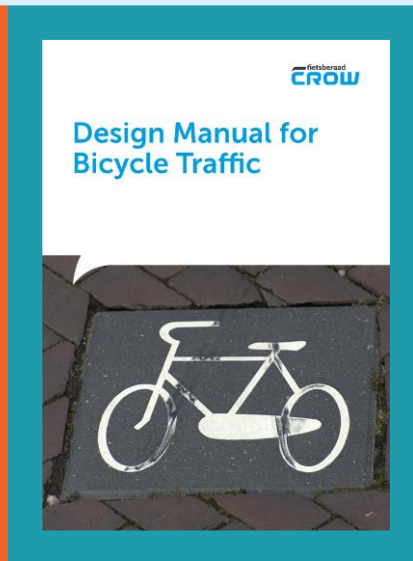
updated guidelines and standards that inform the planning, design, implementation and operations of cycling infrastructure



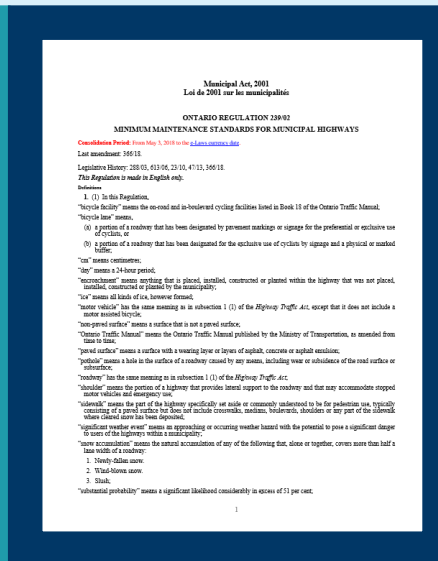
National Association of City Transportation Officials – Urban Bikeway Design Guide (2014)



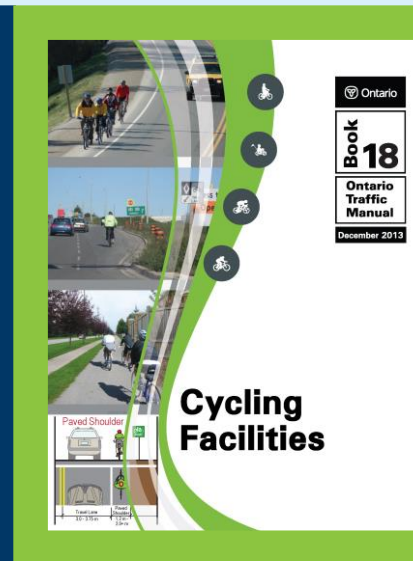
Ministry of Transportation Ontario Bikeways Design Manual (2014)



Dutch Design Manual for Bicycle Traffic (2017)



Ontario's Minimum Maintenance Standards for Municipal Highways (2018)



Ontario Traffic Manual Book 18 (forth-coming update)



Updated and creating alignment

1.

**existing routes
that form the
primary cycling
network (PCN)**

2.

**short term
cycling routes
proposed in RCP
and TMP**

3.

**long term
cycling routes
proposed in the
CMP and TMP**

what is assumed for each component?

what are the outcomes based on this study process?



Network Development Process

Step 1. existing routes on the PCN

1

existing routes on the PCN

2

routes identified on the PCN for short-term

3

routes identified on the PCN for long-term

update existing network

determine improvements (for existing PCN)

regional and municipal roads
road classifications to determine need for separation

step 1 outcomes

- + revised existing cycling network
- + proposed upgrades to existing PCN where appropriate



Network Development Process

Step 2. short term routes in RCP & TMP

1

existing routes on the PCN

2

routes identified on the PCN for short-term

3

routes identified on the PCN for long-term

planned capital projects

review and confirm with regional staff

infill projects

regional roads

assess viability:
1. criteria
2. spatial analysis
3. field investigations

municipal roads

identify strategic regional connections with funding support

identified in local municipal plans

step 2 outcomes

- + updated list of capital projects (maintain or incorporate new); and
- + revised set of infill projects on regional and select municipal roads



Network Development Process

Step 3. long term routes in the CMP and TMP

1

existing routes on the PCN

2

routes identified on the PCN for short-term

3

routes identified on the PCN for long-term

previously proposed

missing links

engagement input

high demand routes

assess viability by using criteria, spatial analysis and field investigations

step 3 outcomes

+ refined set of long term cycling projects including confirmation of select previously proposed routes as well as additional links



Ontario Traffic Manual Book 18

step 1
pre-select
facility type
options

plot volume
and speed to
determine
appropriate
level of
separation



evaluate the
corridor
using criteria
+ supplement
with field
investigations

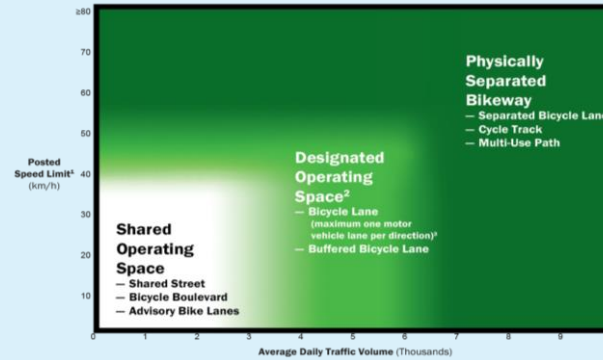


document
conclusion
and rationale
for proposed
facility type

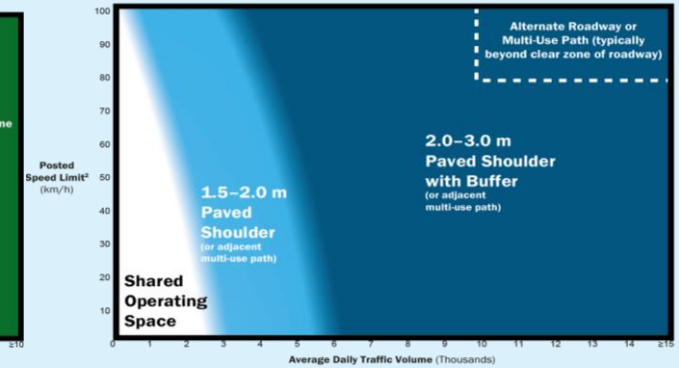
step 2
detailed and
contextual
evaluation

step 3
document and
justify

Desirable Cycling Facility Pre-Selection Nomograph
Urban/Suburban Context



Desirable Cycling Facility Pre-Selection Nomograph
Rural Context¹



- + Function of the street
- + Vehicle mix
- + Available space (road width)
- + Anticipated construction cost
- + Implementation level of effort
- + Anticipated users

- + Function of the route
- + Planned road improvements
- + On-street parking
- + Slope / grade
- + Geometry at crossings

consider potential design treatments
and enhancements for unique contexts



Cycling Facility Types

Type of Cyclist	Shared		Designated		Separated		
Facility Types							
Level of Separation	Facilities where cyclists and motorists share the same space. Typically includes the application of signage in the form of green bike route sign or share the road signage.			Facilities where cyclists are provided with their own space.		Facilities where the cyclists' space is separated using different design treatments e.g. pavement markings, bollards, mountable or semi-mountable curbs.	
Road Type	Generally Lower Traffic Volumes, Lower Vehicle Operating Speeds			Generally Higher Traffic Volumes, Higher Vehicle Operating Speeds			
Other	Local Road (Urban & Rural)			Minor Collector (Urban)		Arterial and Major Collector (Urban)	
	<ul style="list-style-type: none"> + No specific space provided or pavement markings + Includes green bike route signs and branded wayfinding and signage if applicable 			1.2 to 1.5m Bike lane signage & pavement marking		<ul style="list-style-type: none"> + 1.2 to 1.5m bike lane or shoulder with 0.5m buffer + 2.4 to 3.0m pathway in place of a sidewalk + Buffers could include bollards, planters painting, etc. 	

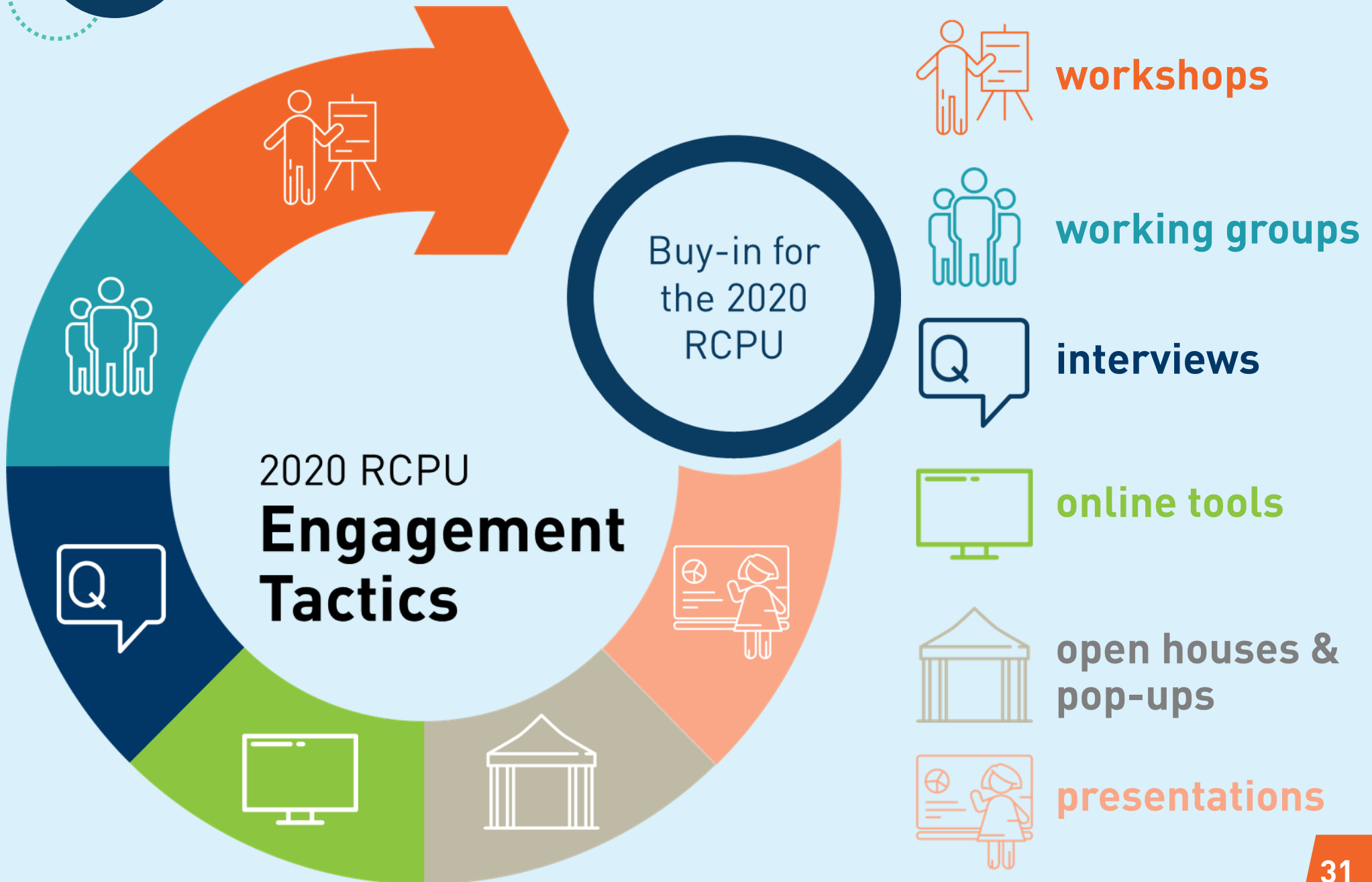
Goal #5:

Establishing public
buy-in to determine
local priorities and
needs





Consultation and Engagement





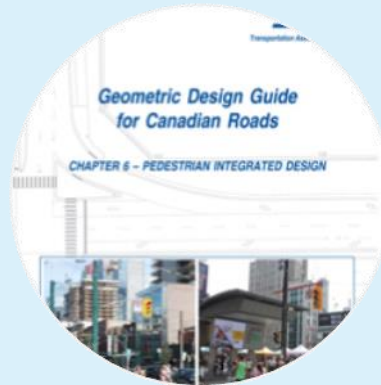
Master Plan Strategies

elements of a successful plan:



policies

considerations for new policies or revisions to existing policies to support the on-going development of cycling



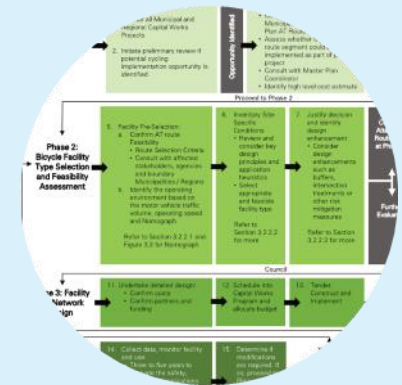
programs

design standards and best practices related to the planning, design, implementation and operations of cycling infrastructure



practices

tools to assist with managing, partnering, coordinating and collaborating with key partners and agencies



processes

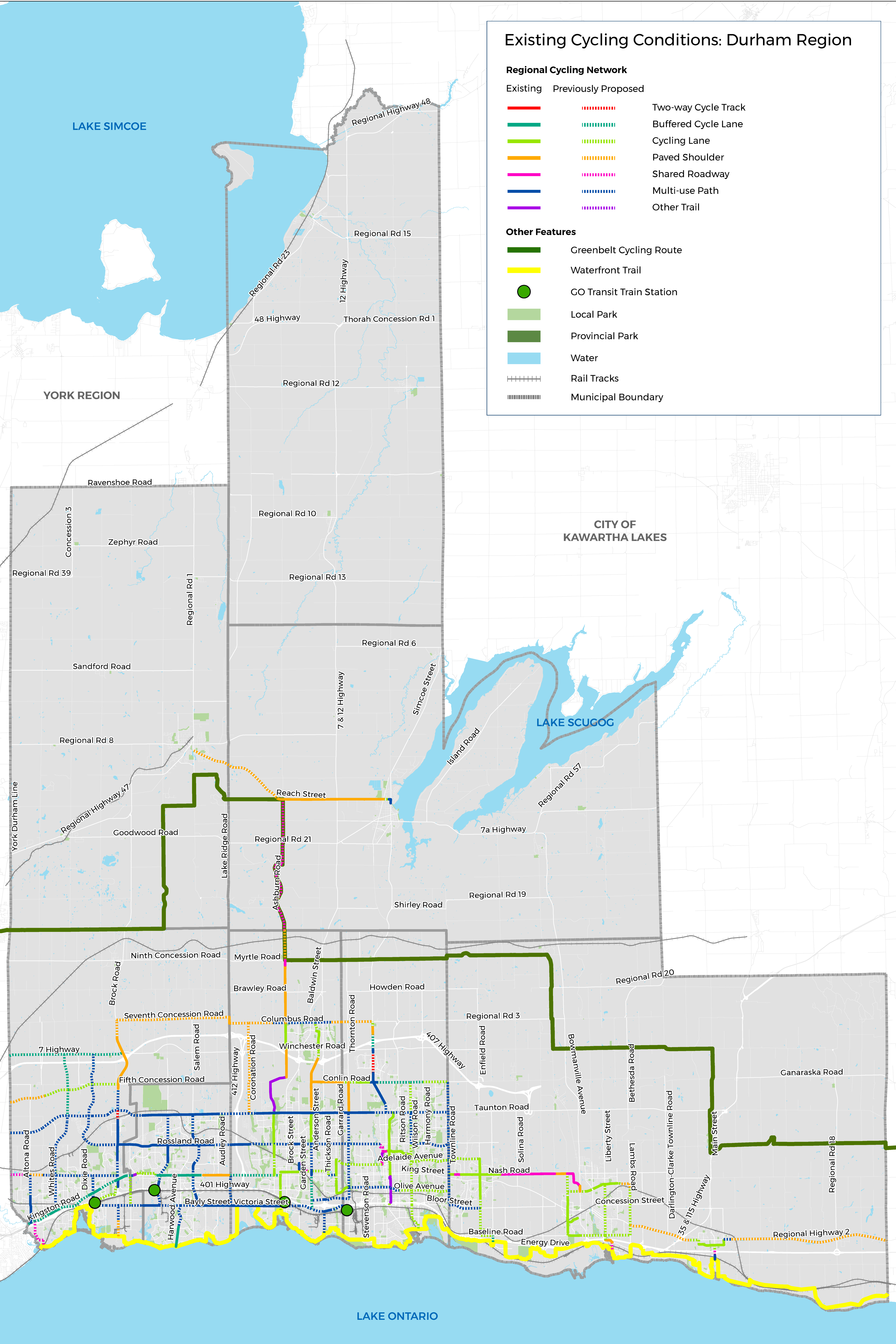
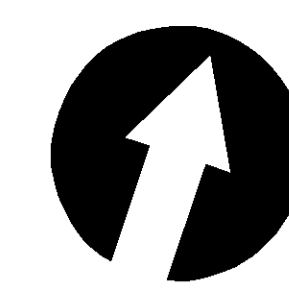
Suggested processes or practices to facilitate implementation and monitoring/evaluation

what are the needs of the region and its partners?
how should they be integrated into the 2020 RCPU?

3

Regional and Municipal Discussion

1. When you think of the vision for the 2020 RCPU what words come to mind?
 - Please go to www.menti.com
2. What are the major challenges / barriers and opportunities to the cycling network that have emerged since 2012 and 2017?
3. What emerging trends, tools and topics do you think should be addressed through the 2020 RCPU?
 - Please go to www.menti.com



Existing Cycling Conditions: Durham Region

Regional Cycling Network

- | Existing | Previously Proposed | |
|----------|---------------------|---------------------|
| | | Two-way Cycle Track |
| | | Buffered Cycle Lane |
| | | Cycling Lane |
| | | Paved Shoulder |
| | | Shared Roadway |
| | | Multi-use Path |
| | | Other Trail |

Other Features

- Greenbelt Cycling Route
- Waterfront Trail
- GO Transit Train Station
- Local Park
- Provincial Park
- Water
- Rail Tracks
- Municipal Boundary

4

Next steps and staying in touch



Next steps and staying in touch

Stay involved and keep in touch to help shape the plan:

- + Summarize the input we hear today.
- + Complete municipal interviews following this meeting, via phone calls.
- + Launch an online engagement tool.
- + Undertake best practices research.
- + Draft and submit Technical Memo #1 as part of Phase 1 in the study process.

Keeping in touch

For more information and updates on the Regional Cycling Plan Update, please visit the study webpage (durham.ca/rcp2020) or contact:

Durham Region
Anthony Caruso
t: 905-668-7711 ext. 2566
e: anthony.caruso@durham.ca

WSP (Project Consultant)
Dave McLaughlin
t: 905-882-7306
e: dave.mclaughlin@wsp.com

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**Do you have any
additional
questions or
comments?**