



wsp

**Eastern Ontario Active
Transportation Summit**
May 31, 2017

Jonathan Loschmann, OALA, LEED AP

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Rt. Hon. Herb Gray
Parkway

The **Windsor-Essex Parkway** is an innovative 6-lane, 11-kilometre freeway and a 4-lane, 7-kilometre **highway providing transportation benefits, green space, recreational trails and community connections**; 186 lane kilometres of freeway, largely below grade with wide cut-and-cover tunnels, includes construction of surrounding local service roads, interchanges, parklands, and recreational hiking/bike trail, 35 structures including 12 tunnels and 14 bridges.

Question the predictable
stand for innovation
change the landscape

Agenda

1. Provincial Cycling INITIATIVES (Since 2011)

- Accessibility for Ontarians with Disabilities Act – 2005
- Integrated Accessibility Standards – 2011
- #CycleON: Ontario's Cycling Strategy – 2013
- #CycleON Action Plan 1.0 – 2014
- Ontario's Five Year Climate Change Action Plan – 2016
- Tour by Bike: Ontario's Cycling Tourism Plan – 2017
- Province-wide Cycling Network – 2017 / On-going
- Provincial and Federal Funding Programs

2. The AT Master Plan **PROCESS** + IMPLEMENTATION

- Municipal Class EA Process
- Network Development and Route Selection
- Facility Selection Process

Key 'Take-Aways'

'PROCESS + IMPLEMENTATION'

*There are **more options now than ever** that support cycling for communities of all sizes - towards making comprehensive AT infrastructure a reality.*

1. Benefits of a **Council-approved AT Master Plan**. Funding. Process (comprehensive). Unique to each municipality.
2. Value of **The 5 'E's: Engineering. Education. Encouragement. Evaluation. Enforcement** *(Alignment with Ontario Cycling Strategy and Share the Road)*
3. Benefit of regular evaluation of progress **(yearly)**. *Capital Planning opportunities. Stand-alone projects. Piggy-back other infrastructure projects. Identify gaps.*



#CycleON

1. Provincial Cycling Initiatives Since 2011

- Accessibility for Ontarians with Disabilities Act – 2005
- Integrated Accessibility Standards ('Built Environment Standard') – 2011 (191/11)
- #CycleON: Ontario's Cycling Strategy – 2013
- #CycleON Action Plan 1.0 – 2014
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2. The AT Master Plan Process

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About the Accessibility for Ontarians with Disabilities Act, 2005 (AODA)



Access
ON
donne
accès

Breaking Barriers Together
www.AccessON.ca

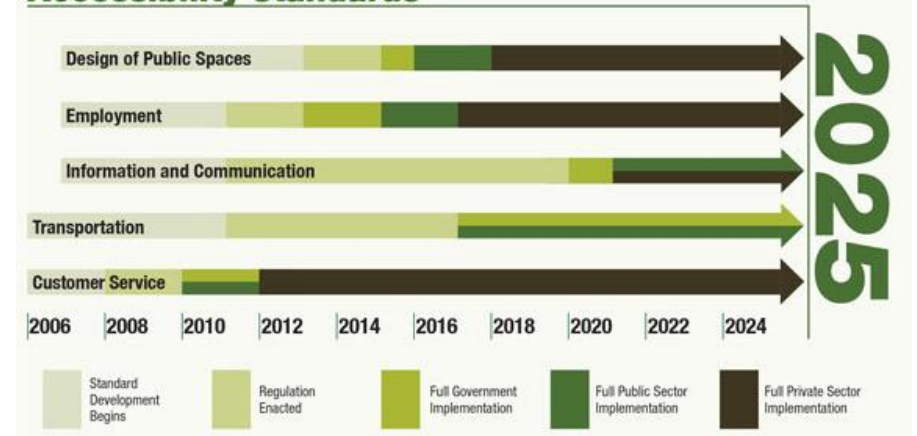
Provincial Cycling Initiatives

ATMP Process

2005 AODA: Mandate accessibility standards to remove barriers for people with disabilities

- The AODA covers accessibility with respect to goods, services, facilities, etc. **including active transportation infrastructure (e.g. sidewalks & trails)**
- AODA was enacted in 2005 and aims to fully achieve the regulation's goals by January 1, 2025

Timelines for full implementation of Accessibility Standards



Accessibility for Ontarians with Disabilities Act



2011 Integrated Accessibility Standards: Mandates accessibility for the design of public spaces

- In 2011, under the AODA, the Integrated Accessibility Standards (On. Reg 191/11) was enacted to address accessibility for Communications, Employment, Transportation and Design of Public Space
- Accessibility considerations mandated for public spaces:
 - *Recreational Trails*
 - *Beach Access Routes*
 - *Exterior paths of travel (i.e. sidewalk)*

Evaluate current and planned active transportation facilities to ensure AODA & Integrated Accessibility Standard compliance

Evaluate AT facilities and implement design and program measures to ensure accessibility

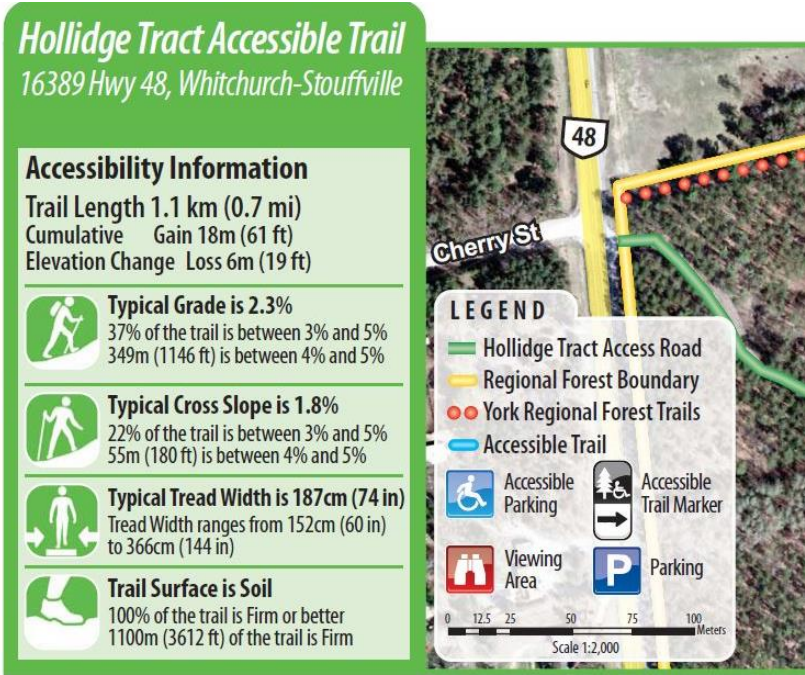
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Design measures such as grading, surface material and amenities



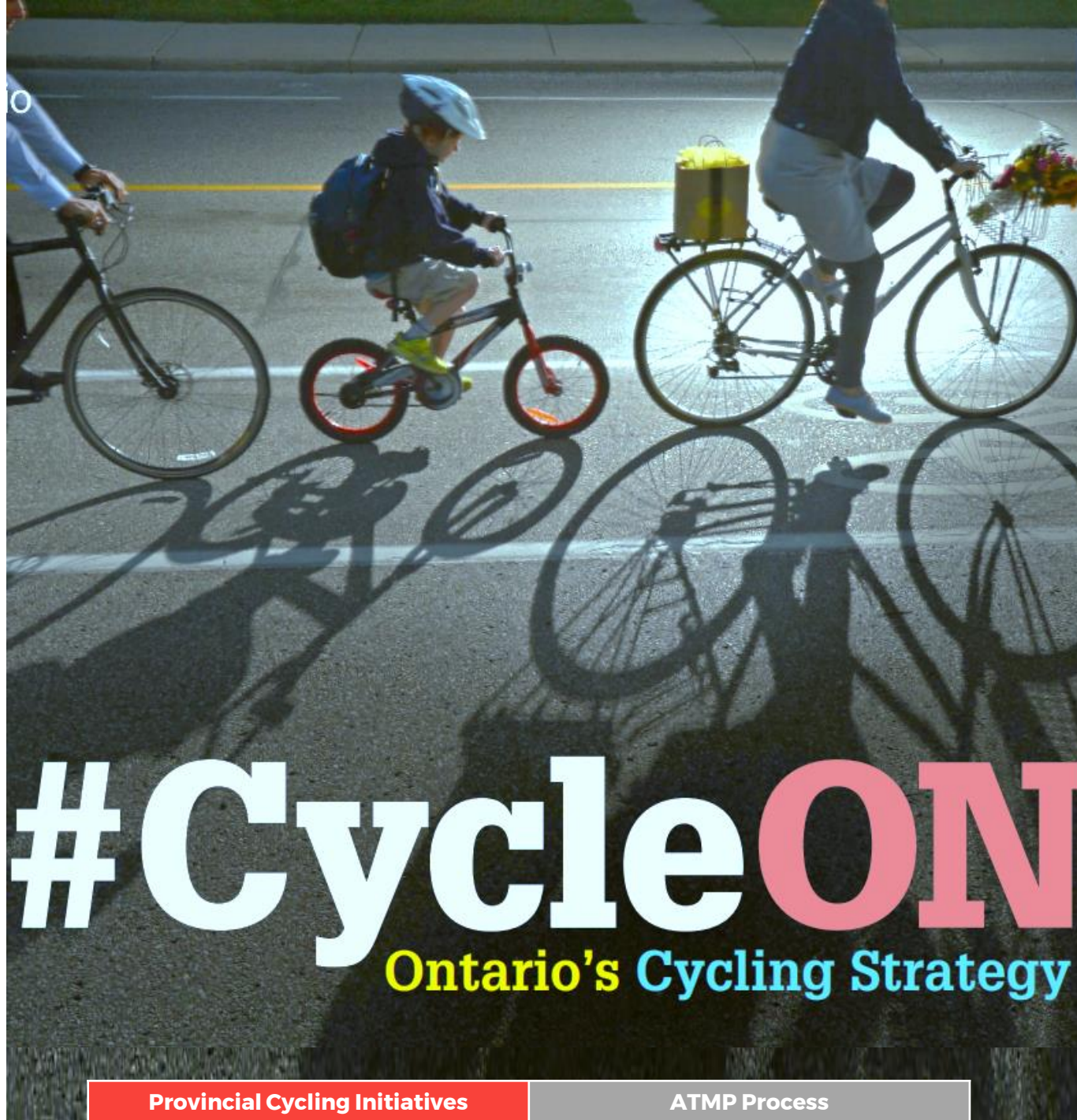
Apply measures where appropriate and practical



Appropriate wayfinding and information and visual measures

Consult community and users during facility planning and design process





2013 #CycleON: Ontario commits to AT development

Guiding Principles

- Safety
- Accessibility and Connectivity
- Partnership

"Cycling in Ontario is recognized, respected, and valued as a core mode of transportation that provides individuals and communities with health, economic, environmental, social and other benefits"

-Vision 2033

Federal, Provincial and Municipal Funding Partnerships: Achieving network connectivity and project readiness critical for success

- Funding programs may include planning, design/consultation, evaluation and construction
- Preference is given to projects that are ready to be implemented with short lead times
- Selected projects should improve connectivity and encourage increased capacity and usage of cycling and walking trips
- Monitor project progress and post-implementation usage to determine funding effectiveness



Expanding cycling routes and providing improved cycling facilities support healthy and active communities, fulfilling #CycleON and related cycling initiatives' goals

- #CycleON, Province-wide Network and CCAP provide a positive policy framework to develop active transportation
- Identify existing and potential active transportation routes that improve connectivity for commuting, recreation and promotes cycling tourism

Implementation of pedestrian and cycling routes & facilities and programs will increase active transportation usage, promote healthier communities and provide local and county wide economic benefits.

#CycleON Action Plan 1.0



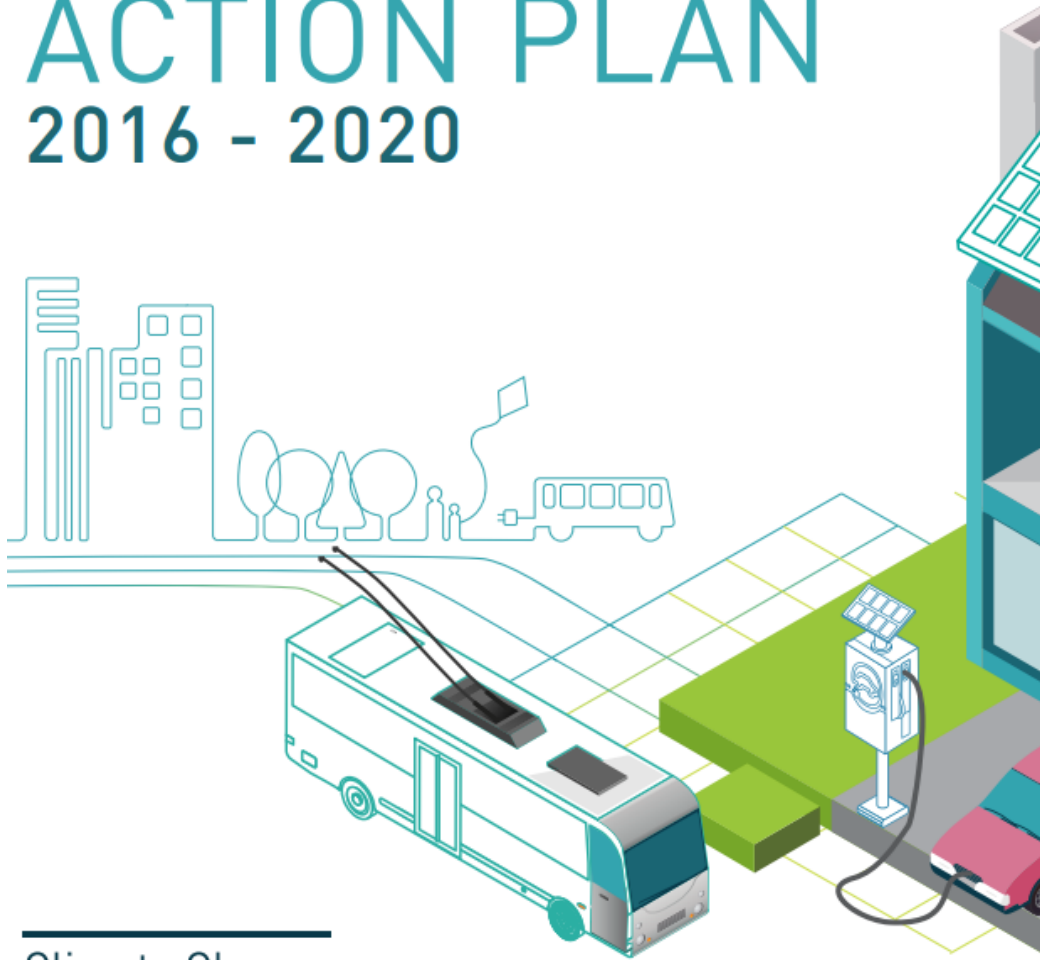
2014 #CycleON Action Plan 1.0: Provides directives to improve AT facilities and promote increased usage

Action Plan Priorities (30~)

1. Design healthy, active and prosperous communities
2. Improve cycling infrastructure
3. Make highways and streets safer
4. Promote cycling awareness and behavioural shifts
5. Increase cycling tourism opportunities

**Province has made significant progress
towards fulfilling these priorities**

ONTARIO'S FIVE YEAR CLIMATE CHANGE ACTION PLAN 2016 - 2020



Climate Change
Action Plan

2016 Climate Change Action Plan: Emphasizes cycling and walking adoption to improve public health

- The action plan calls to reduce greenhouse gas emissions and capitalize on a low carbon economy via:
 - *Emissions reduction programs (i.e. Support cycling & walking)*
 - *Cap and Trade*

3.1: Priorities to “Improve commuter cycling network”

1. Better cycling network
2. Safe cycling
3. Convenient cycling
4. Commuter cycling

MTO Directive: Accommodation of cycling facilities on MTO structures

“Provincial funds for bicycle initiatives as well as other forms of transportation are no longer available as they were in the past. ...The ministry no longer provides support funds to municipalities for separate community bicycle plans... Bicycle initiatives will therefore be funded by the jurisdiction responsible for the undertaking”
– MTO 1998

- Municipalities may not have resources to fund pedestrian and cycling improvement

“Ontario will revise provincial and highway standards to require commuter cycling infrastructure be considered for all road and highway construction projects where it is safe and feasible”
– CCAP 3.1.4. (Climate)

- 1998 directive conflicts with the AT direction set by Ontario’s the Climate Change Action Plan and #CycleON
- **Province is currently reviewing this directive**

TOUR BY BIKE

ONTARIO'S CYCLING TOURISM PLAN



2017 Cycling Tourism Plan: Pushes for improved cycling facilities to upgrade tourist experience in Ontario

- Design facilities and programs that improve tourism products and experience
 - *Support ministry agencies and attractions to be bike-friendly*
 - *Improve interconnectivity of cycling routes*
- MTCS Tourism Development Fund (TDF) can be used to fund projects. TDF has supported **Kingston Bike Festival, Ontario Bike Summit & Great Lakes Waterfront** bike route development and more.
- Track and monitor economic impact of cycling tourism to bring awareness of importance of cycling to municipalities



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Identifying a Province-wide Cycling Network

Ontario is taking action to implement #CycleON Action Plan 1.0, to help keep Ontario cyclists safe and encourage more people to ride a bike. As part of the plan, the province will identify a long-term aspirational network of cycling routes across Ontario that will:

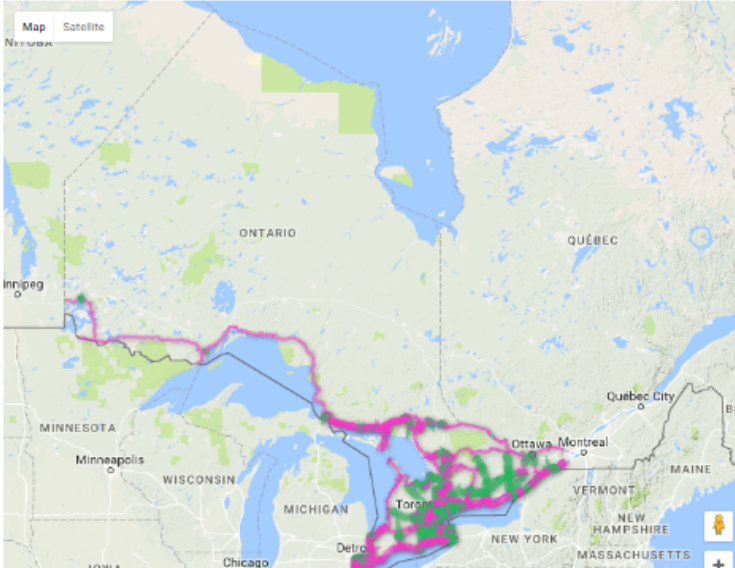
- Promote recreational cycling and cycling tourism;
- Connect municipal cycling routes and places of interest;
- Identify areas of provincial infrastructure that should accommodate cycling; and,
- Prioritize future cycling infrastructure investments on provincial highways.

The interactive map on this page shows the routes recommended in the draft province-wide cycling network, which was developed with input from stakeholders, quantitative evaluation and qualitative analysis. From **April 12 to May 26, 2017**, the province is inviting the public to submit comments on the **draft province-wide cycling network** online through the **Environmental Registry**. If you prefer to submit written comments, please submit these to the Ministry of Transportation's EBR Coordinator.

Approximately half of the recommended province-wide network routes use existing cycling infrastructure. This means that a cycling facility is already in place according to data from sources such as municipal master plans and municipal staff. All the routes identified on the network are subject to further evaluation. The Ministry welcomes input on the location and condition of these routes through the Environmental Registry posting. Please note that route conditions have not been verified through field investigation and existing facilities may require upgrades to meet current provincial guidelines. Identification of a draft preferred network is the first step towards development of a province-wide cycling network. Once the final preferred province-wide network is identified, the next step is to develop an implementation strategy in consultation with stakeholders, as part of which the routes would be verified.

Draft Province-wide Cycling Network

This map is for discussion only – It is not intended for navigation.



Provincial Cycling Initiatives

ATMP Process

Province-wide Cycling Network

Ontario is currently developing a province-wide cycling network

Delivers on priorities from #CycleON Action Plan 1.0 by:

“Identifying a province-wide network of cycling routes...

- that will help locate areas of provincial infrastructure that should accommodate cycling”*
– Priority 2.2
- To promote recreational cycling and tourism, connect municipal cycling routes and places of interest and help prioritize future infrastructure investments on provincial highways”*
– Priority 5.1

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#CycleON and CCAP actions include funding programs for Active Transportation Infrastructure

Initiative	Directive Policy	Total Funds
Ontario Municipal Cycling Infrastructure Program (Closed)	#CycleON Action Plan 1.0	\$25M total from 2015-2018
Ontario Tourism Development Fund (On-going)	Tour by Bike: Ontario's Cycling Tourism Plan	Up to 50% of total project costs
<u>Commuter (OMCCP) cycling infrastructure investment from Cap & Trade proceeds</u>	Ontario Budget 2017 (per CCAP direction), May 29 release: <u>JUNE 05 applications av.</u> <u>Open to MUNICIPALITIES.</u> <u>Up to 80% of costs</u>	\$50M (over 4 years) \$42.5M year one

Federal government is releasing funds to aid development and implementation of active transportation projects

Initiative	Total Funds
National Cycling & Walking Infrastructure Fund • Proposed by National Cycling Coalition • Aims to provide resource to expand cycling nationally	\$2-\$5M Per community (Population 100,000-499,999) (Timeframe TBA)
Public Transit Infrastructure Fund (PTIF) • Including AT Projects • Requires a completed project EA • Projects must be completed by March 31, 2018 (opts for ext.)	\$1.48B allocated for Ontario Funds up to 50% of total project costs

Signed Endorsement:
Active Transportation Alliance Letter to the Minister of Environment and Climate Change

We the undersigned endorse the preceding letter addressed to the federal Minister of Environment and Climate Change. Heart and Stroke Foundation Mary Lewis, VP Research, Advocacy, and Health Promotion  Canadian Cancer Society Kelly Masotti, Director Public Issues  Diabetes Canada Sooma Nagpal, Epidemiologist and Senior Leader, Government Relations and Public Policy 	Canadian Association of Physicians for the Environment Kim Porrotta, Executive Director  The Lung Association Amy Handerson, Manager, Public Policy  Exercise is Medicine, Canada Dr. Jonathon Fowles, Chair 	Canadian Automobile Association Ian Jack, Managing Director, Communications and Government Relations  Canadian Institute of Transportation Engineers Jon Malzor, President  Canadian Housing and Renewal Association Jeff Morrison, Executive Director  Over ...
Mountain Equipment Co-op David Labistour, CEO  The Co-operators Group Ltd Maya Milardovic, Director, Government Relations  Green Action Centre Tracy Hucul, Executive Director  Montreal Urban Ecology Centre Véronique Fournier, Directrice générale 	Bicycle Nova Scotia Bon Buckwold, Director, Bikeways and Blue Route Implementation  Vélo Québec Jean-François Pronovost, Vice President, Development and Public Affairs 	British Columbia Cycling Coalition Richard Campbell, Executive Director  Share the Road Cycling Coalition Jamie Stuckless, Executive Director  Piétons Québec Félix Gravel, co-spokesperson Jeanne Robin, co-spokesperson 

Federal Active Transportation Alliance: Support for a National Active Transportation Strategy and dedicated AT fund

- Federal active transportation alliance supports the development of a National Active Transportation Strategy
- Over 150 organizations with an interest in enhancing and promoting every day cycling and walking across Canada have expressed support for a National Active Transportation Strategy
- Supports the establishment of a **dedicated Active Transportation Fund, separate from other** federal infrastructure funding programs
- Canada's Minister of Environment and Climate Change, Catherine McKenna is championing a proposal for the Federal government to adopt a National Active Transportation Strategy

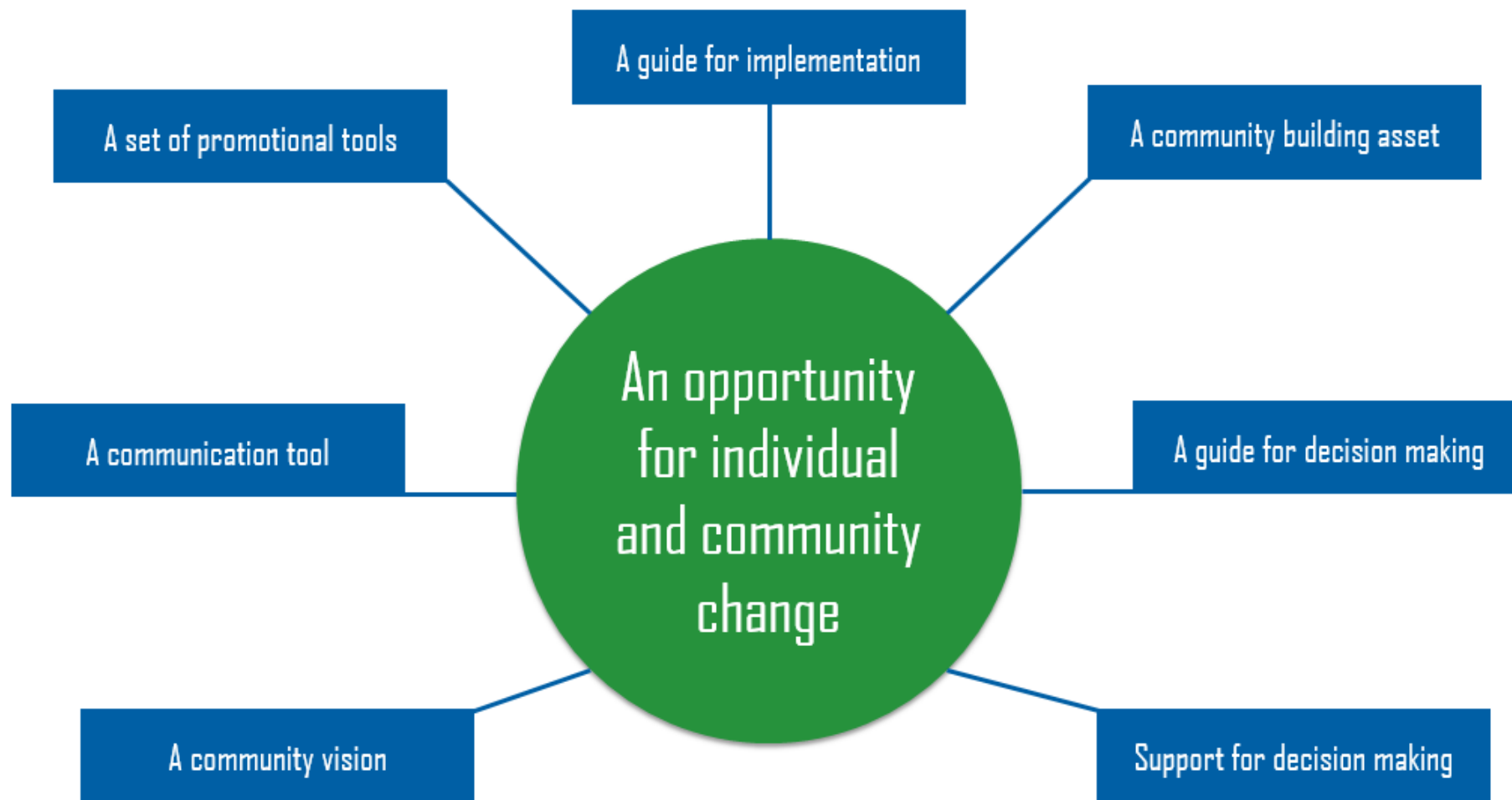
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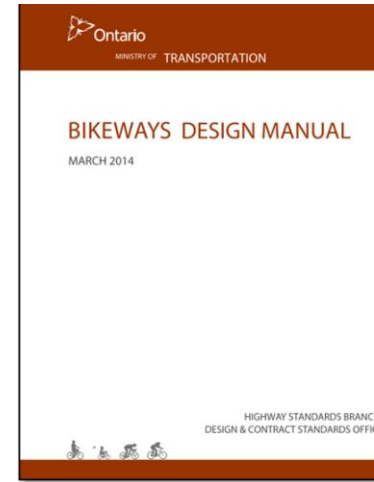
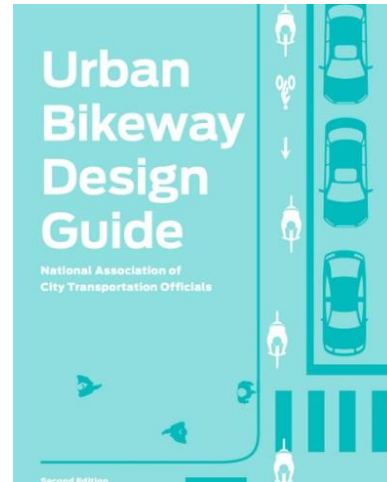
2. The AT Master Plan Process

- Master Planning Process [*Municipal Class EA Process*]
- Network Development and Route Selection
- Facility Selection Process

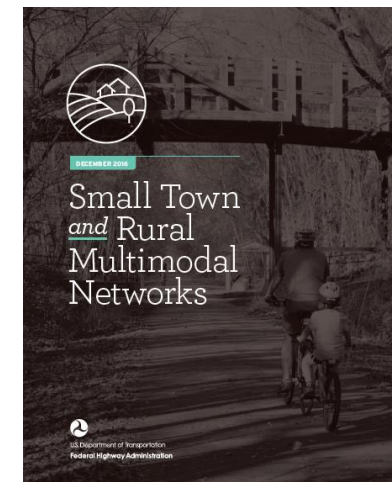
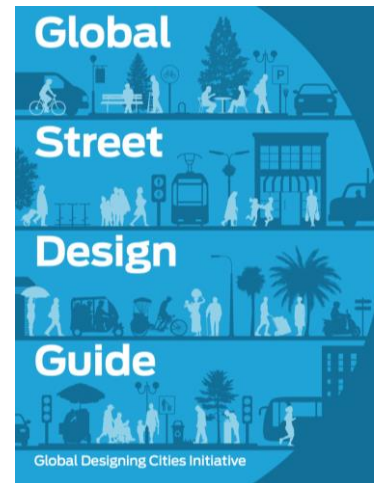
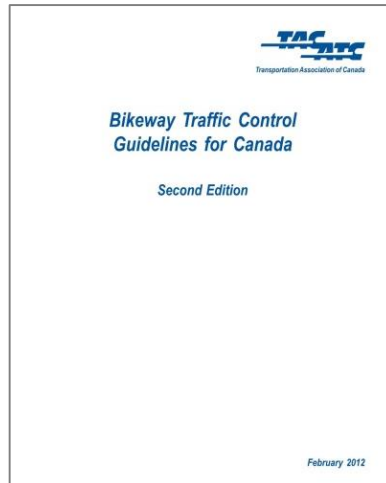
An Active Transportation Master Plan is...



Best Practices & Key Themes



- Design for users
- Connected network
- Complete streets
- Documented decision-making
- Sound engineering
- Integration and coordination



The 5 'E's

Engineering:

- Establishing continuous and connected networks

- Designing consistent with accepted design standards i.e. OTM Book 18, MTO's bikeways design guidelines

- Implementing facilities:

 - Concurrently with large scale infrastructure projects

 - To strategically fill in gaps / missing links in the system

 - To implement high-profile community infrastructure

Encouragement

- Establishing programs and initiatives which increase **interest in and excitement** for cycling

- Implementing infrastructure and amenities which make cycling a more **"comfortable"** option

Education

- Developing and distributing materials which increase awareness of how to safely and comfortably use cycling infrastructure and where to do so i.e. maps

- Improving awareness of the individual and community benefits associated with cycling

Evaluation

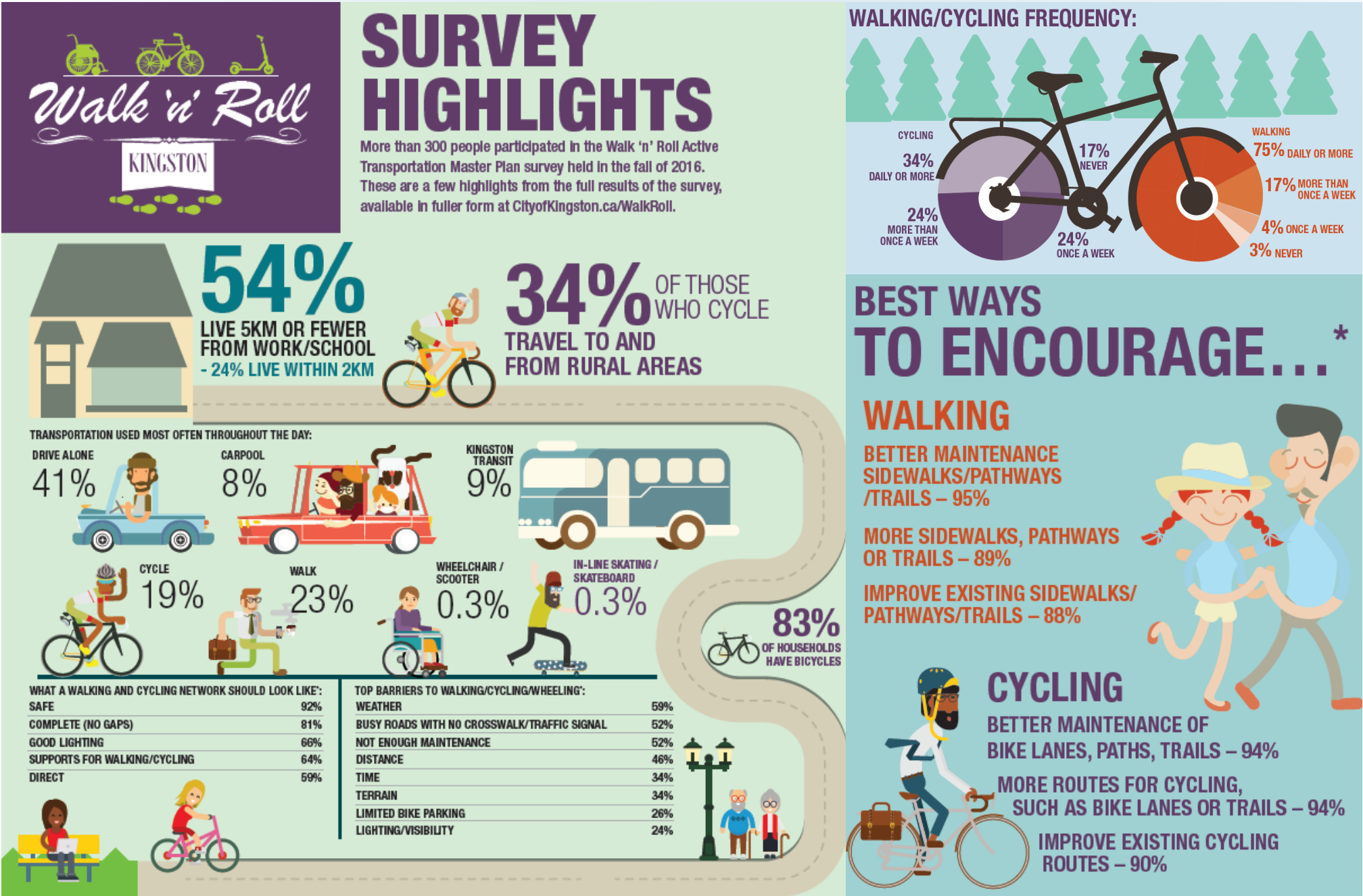
- Monitoring implementation of a network to understand areas of improvement re: coordination, operation and maintenance

- Assessing facilities and routes to gauge lessons learned re: design and use and identify improvements

Enforcement

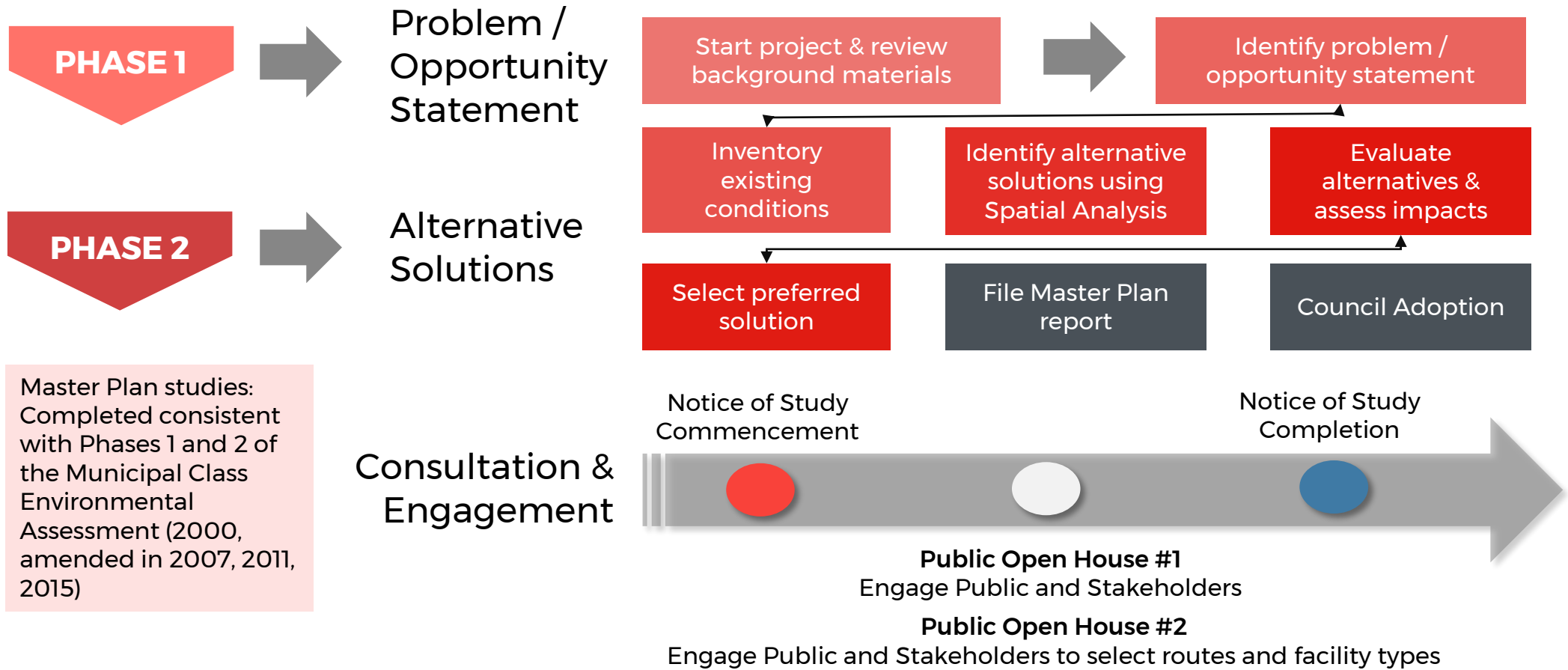
- Develop programs and initiatives to ensure people are using routes and facilities properly

- Work with partners to establish enforcement tools and tactics

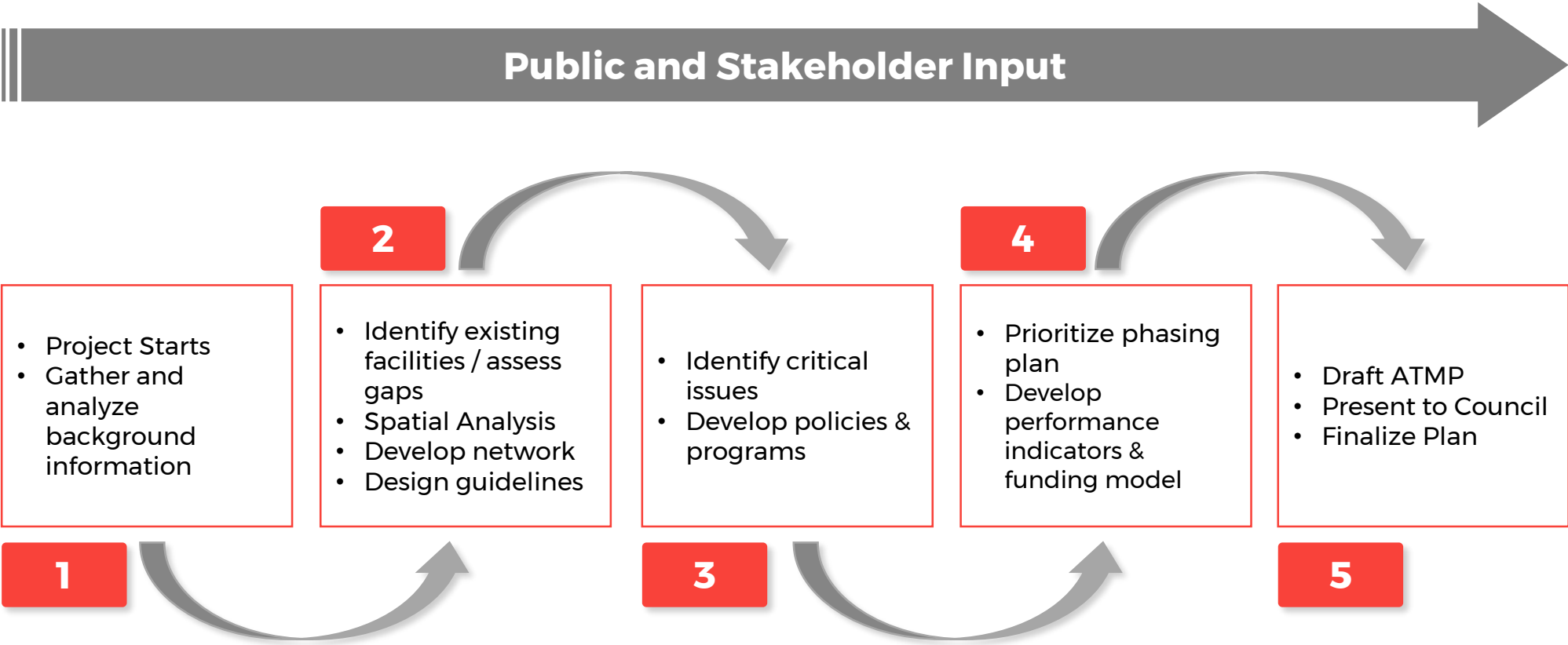


AT Master Plan Process (Municipal Class EA Process)

An ATMP should be developed in accordance with the Master Plans section of the Municipal Class EA. **A good solid process.** *Not wicked and onerous.*



Project Timeline for ATMP Municipal Class EA



Throughout the ATMP and EA development process, **document the decision making process**

Network Development & Route Selection Criteria

Network Development Process

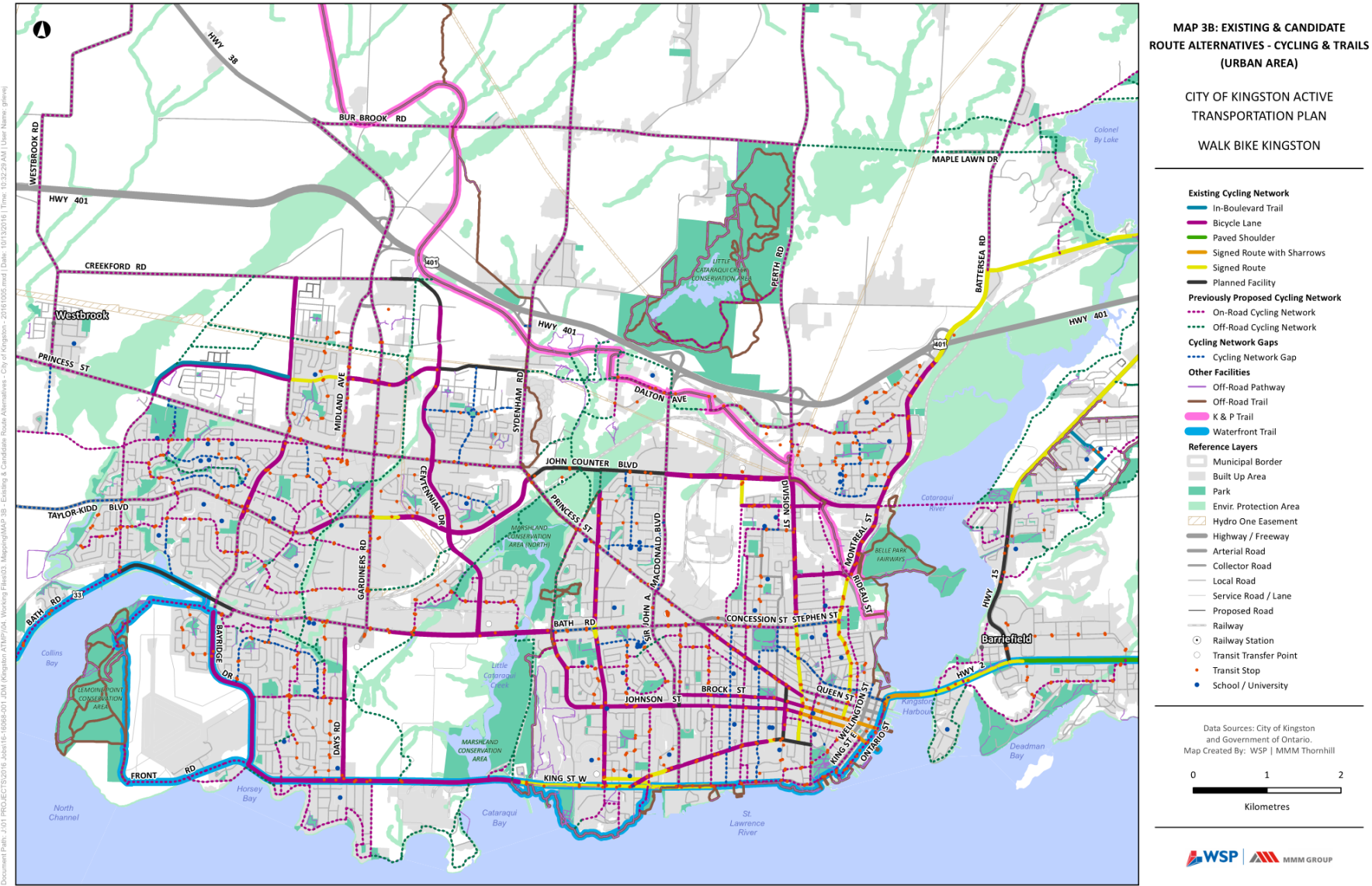
1. Map Existing and Previously Proposed Routes
2. Candidate Route Selection Criteria 
3. Conduct Initial Field Review and Spatial Analysis
4. Identify Additional Network Gaps
5. Prepare Draft Network "Concept"
6. Review Network Concept with City / Stakeholders / Public
7. Refine and Confirm Network through Field Investigations
8. Select and Map Preferred Facility Types by Route Segment
9. Prepare Pedestrian Network Concept / Identify Missing Sidewalk Links
10. Network Phasing (Cycling / Trails / Missing Sidewalk Links) & Costing by Phase

Route Selection Criteria

These criteria have been used in successful ATMPs as well as by the criteria outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities. The criteria include the following:

Accessible (All ages)	Connected & Direct	Safety & Comfort
Complete Streets	Increased Travel by AT Mode	Cost Effective
Support Local Business / Tourism	Safe Routes to School	Diverse Network (On and Off Road)

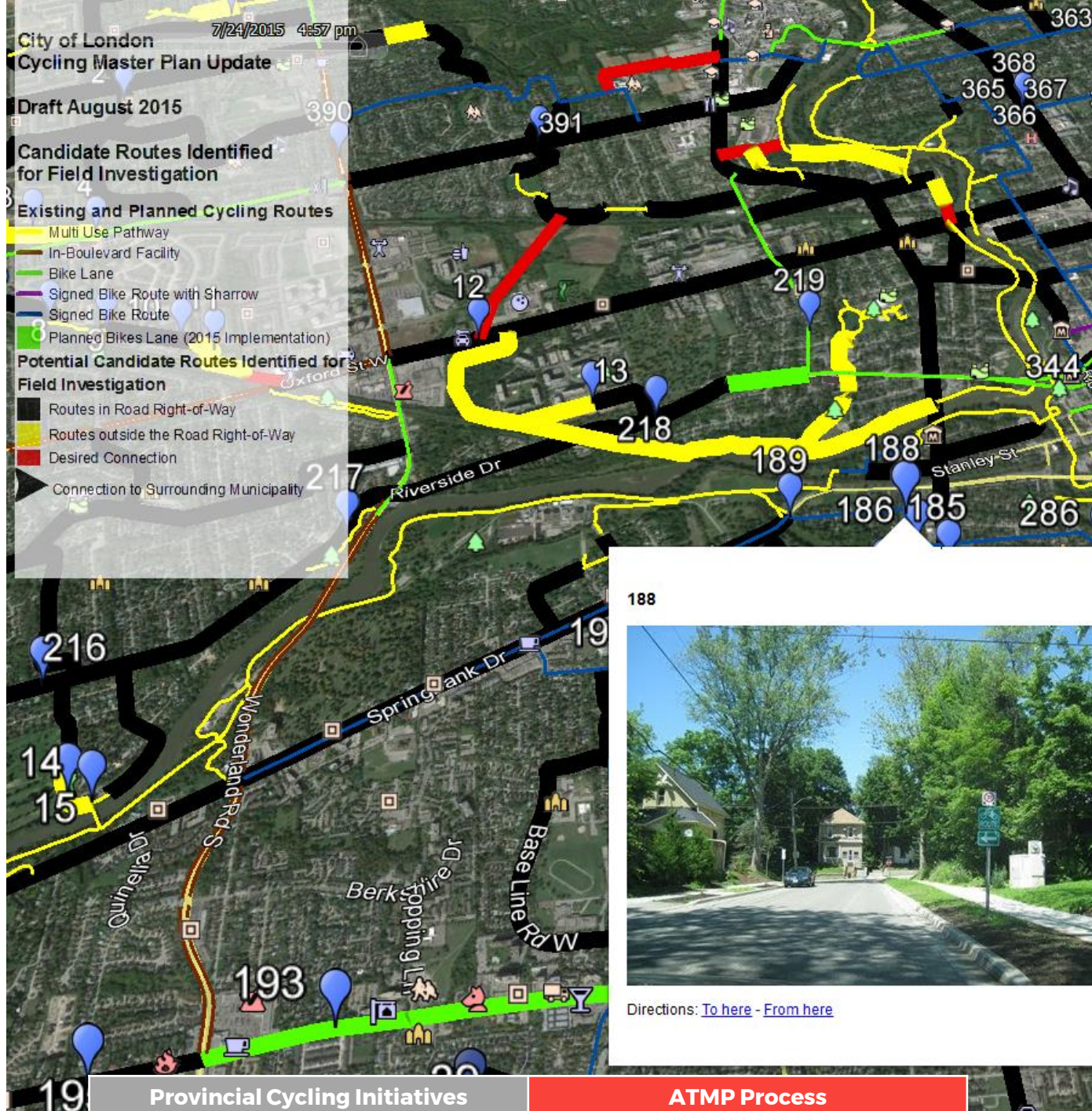
Example of Network Development and Evaluation



Identifying Candidate Routes

Selecting candidate routes by identifying...

- **Missing links** in the system / gaps in the network
- Direct **north / south** and east / west connections
- *Urban and rural* **linkages**
- **Connections** to surrounding municipalities
- **Points of transition** between on and off-road routes



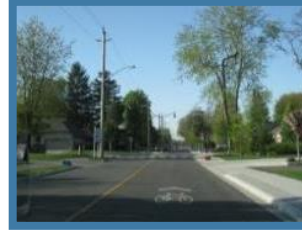
Example of Field Investigation and Spatial Analysis

Investigation Steps

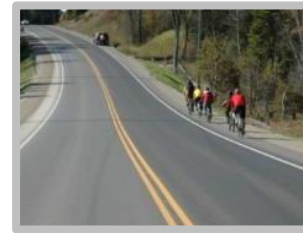
- Review candidate routes
- Document existing surrounding conditions
- Measure width of roadway
- Identify utilities and other context sensitive characteristics
- Document GPS waypoints and photos (over 500)
- Develop KMZ overlay into GoogleEarth

What could facilities look like?

Generally
Low Volume
& Low Speed

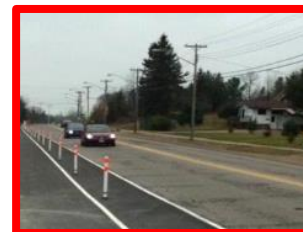


**SHARED
SPACE**



**DESIGNATED
SPACE**

Generally
High Volume
& High Speed



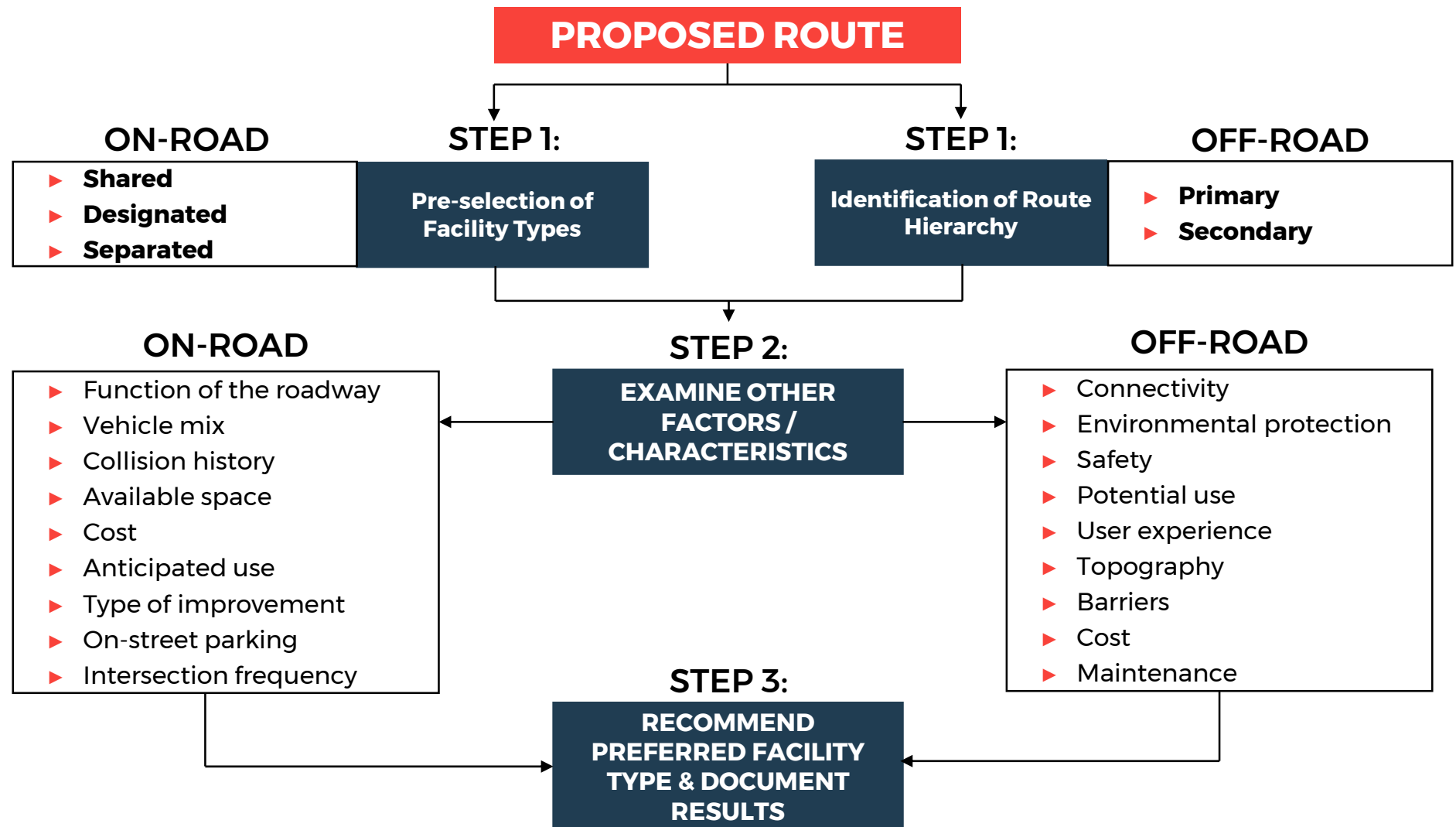
**SEPARATED
FACILITIES**
(on & off-road)

Off-road,
generally
multi-use



**RECREATIONAL
TRAILS**

Facility Selection Process



An Active Transportation Master Plan should...

1. Have a **PLAN and process** - based on typical process but tailored to your local needs. With focus on implementation, monitoring. Monitor and evaluate strategy consistent with provincial strategies. And identify **network and connecting links with MTO** Province-wide network as applicable.
 - ✓ Apply OTM **Book 18** facility selection tool.
 - ✓ Provincial Maintenance Standards (to be finalized), develop a **winter maintenance** strategy.
2. Get the **community involved**. Consult with council, public, stakeholders. Communicate. Communicate. Communicate. Engage with public and stakeholders on route and facility types preference.
3. Get **implemented**: Have a strategy. Determine a multi-year plan that maximizes community benefit - **ambitious - but financially realistic** for the county and local municipalities. One that identifies key projects that can be built. Consider Provincial and/or Federal infrastructure **funding support**.

...Key 'Take-Aways'

*There are **more options now than ever** that support cycling for communities of all sizes - towards making comprehensive AT infrastructure a reality.*

1. Benefits of a **Council-approved AT Master Plan**. Funding. Process (comprehensive). Unique to each municipality.
2. Value of **The 5 'E's**: **E**ngineering. **E**ducation. **E**ncouragement. **E**valuation. **E**nforcement.
(Alignment with Ontario Cycling Strategy and Share the Road)
3. Benefit of regular evaluation of progress (**yearly**). *Capital Planning opportunities. Stand-alone projects. Piggy-back other infrastructure projects. Identify gaps.*

Thank you!

Jonathan Loschmann

Jonathon.loschmann@wsp.com

613-690-1100

Dave McLaughlin

dave.mclaughlin@wsp.com

905-882-7306

wsp.com

