

KINCARDINE MASTER CYCLING PLAN

July 2020

Accessibility Advisory
Committee Meeting



Overview of content

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1. About the master cycling plan
2. What have we done?
3. Kincardine's potential cycling improvements
4. Stakeholder input and SWOT
5. Cycling education and encouragement
6. Building and promoting
7. Next steps and finalization

About the master cycling plan

The plan is being prepared to...

- + Provide a blueprint for future planning
- + Prepare a decision making tool for Municipal Staff
- + Implement a community building asset
- + Establish design guidelines

With the goals of...

- + Improving cycling safety and enhancing the culture
- + Addressing the cycling barriers with realistic solutions
- + Identifying a preferred set of improvements
- + Providing direction on design

What has been done?



Shaping the process



Project Team Meeting



Stakeholder Workshop



Community Open House



Online Engagement Tool

57

comments & suggestions provided



96

total locations identified

- + Speeding impact on cycling safety
- + Greater need for connectivity
- + Linkages to major destinations
- + Continuous cycling route along Huron Terrace
- + Increase end-of-trip facilities at popular destinations
- + Improved design along County Roads
- + Enhanced rural landscape including facilities and signage
- + Improvements to accessibility

What is the vision and goals?



Kincardine is a place where people are active year-round– whether they live, work, or play. Residents or visitors can get to where they need to be for fun, fitness, or function on a bike in a safe and comfortable way. Cycling is an option for people of all ages and abilities, helping to support and enhance a vibrant, safe and connected community.



Provide equitable options



Design an integrated system



Prioritize comfort and safety



Develop a blueprint



Integrate cycling into daily activities



Enhance cycle tourism



Support strategic priorities

Who is this plan for?



Everyday Cyclist

Someone trying to get to work or school taking a direct route or wishing to continue cycling undisturbed 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 traffic-safe peaceful cycling environment, where they are not passed by other traffic and even other cyclists. Infrastructure must be forgiving. They include children, elderly and disabled peoples.

primary users

Where necessary consideration will be given for the interaction between cyclists and the following users:

pedestrians

mobility assisted users

seasonal users

e-bikes



other users

Urban area

Rural area

Pathways in place of Sidewalks

Focus on Direct Local Paved Roads

Bikeability in the Built-up area

Gravel Road routes for connectivity

Signage to Improve Connectivity

Prioritizing Regional Connectivity

Separation on Major Roadways

Consideration of High Demand Routes

Improvements where Appropriate

Identify where Platforms are available

Trail Connectivity on Local Roads

County & Provincial Routes by Jurisdiction

Identifying on-road cycling improvements

1 Determine the land use context and conditions



- + located in the community of Kincardine
- + roads include curbs, gutters, catch basins and / or sidewalks



- + located in the hamlets and countryside of the municipality
- + rural cross-sections include shoulders (paved or gravel), culverts and ditches

2 determine viable improvements and level of separation

		Strategic connections	local road	urban	
	All move forward		collector road		
All move forward			arterial road		
	no jurisdiction over these roads		provincial and county road	rural	
		Strategic connections	municipal (paved) road		
		only select linkages	municipal (gravel) road		
separated		designated	shared		

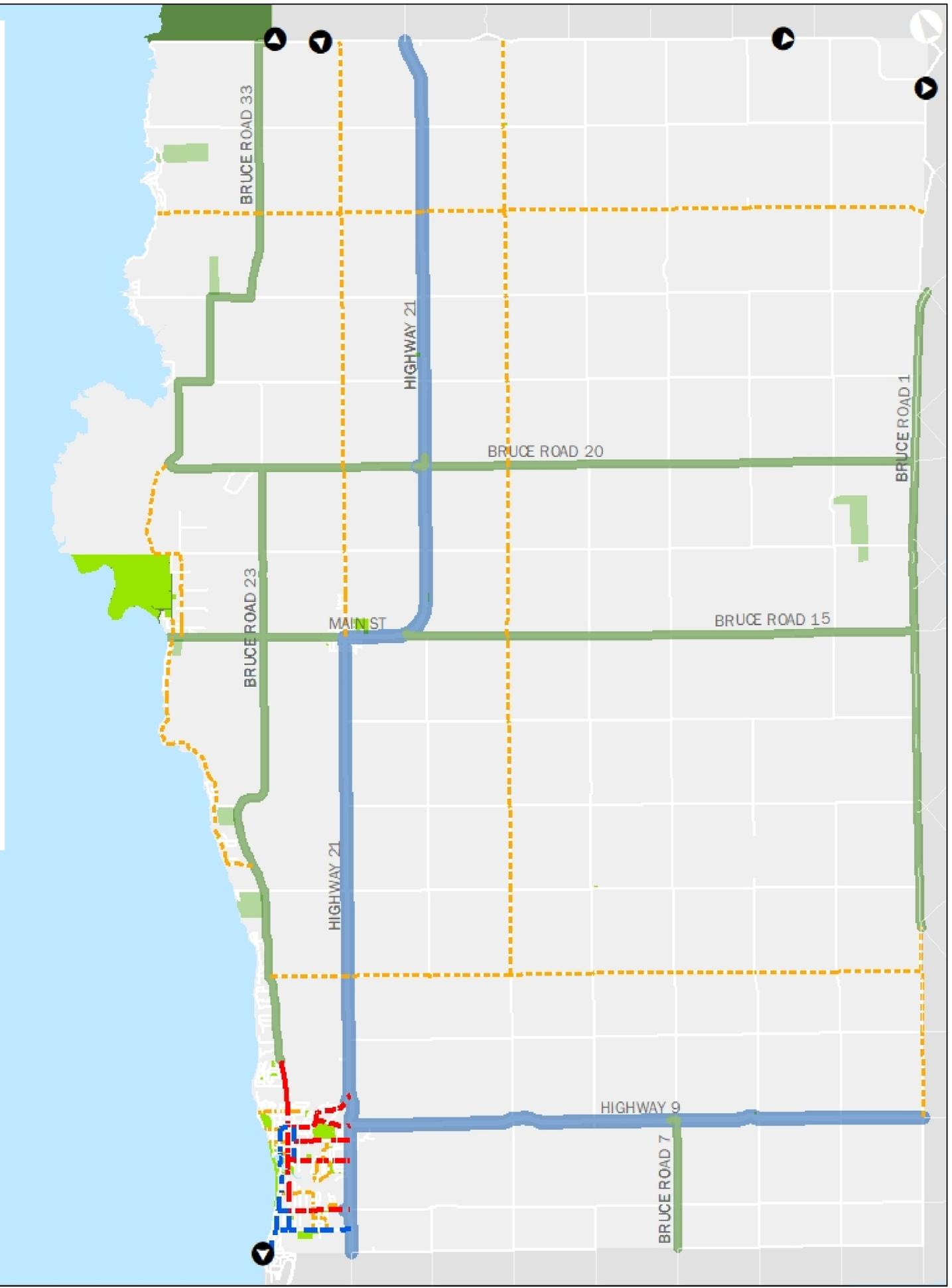
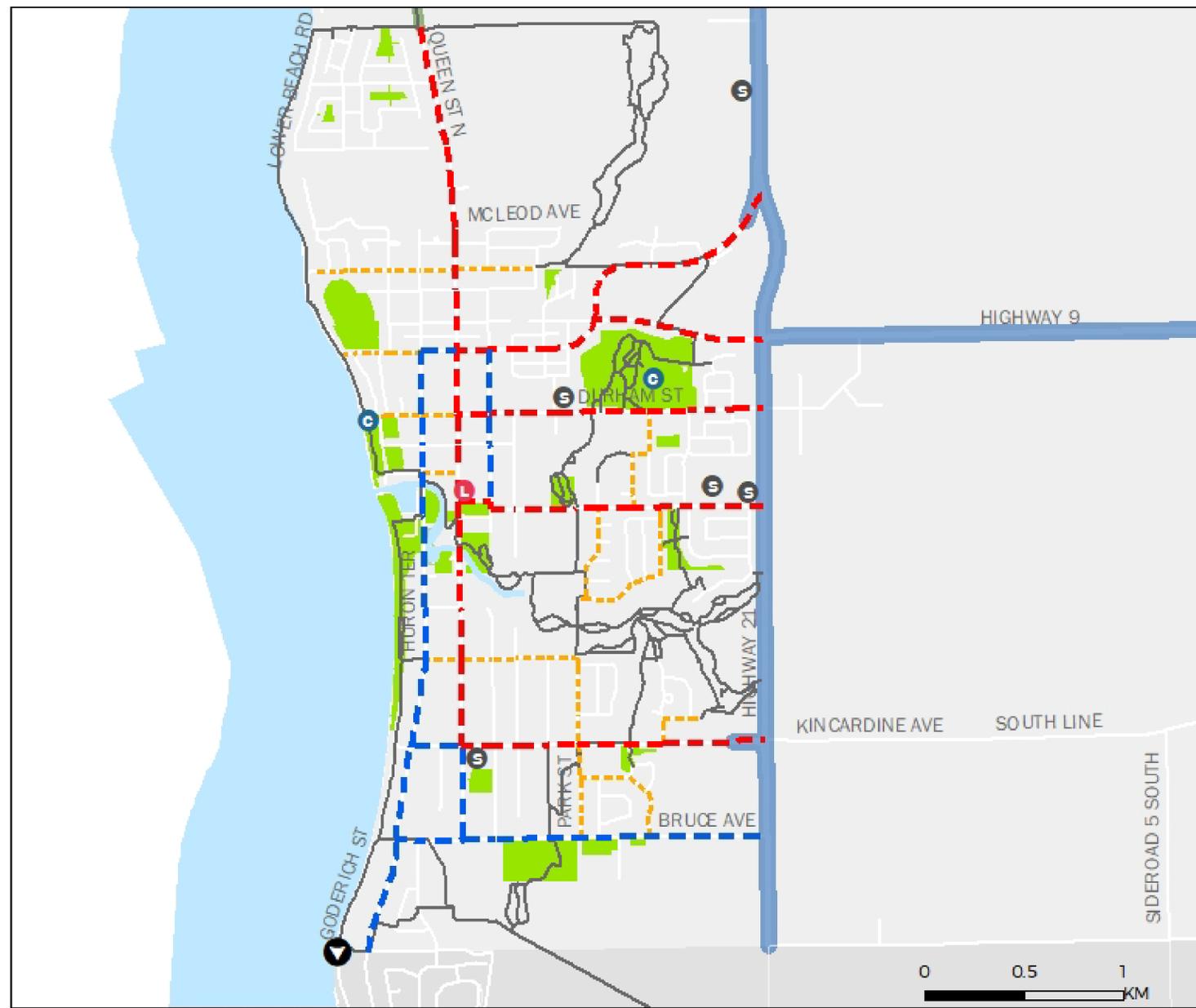
3 determine preferred routes based on context conditions

- + Road speed
- + Road volume
- + Existing curb-to-curb width
- + Existing right-of-way width
- + Road surface
- + Surrounding land use
- + Connection to existing route trails
- + Presence of on-street parking
- + Existing shoulder (paved or gravel)

Identifying on-road cycling facilities



facility type	signed bike route	paved shoulder	bike lane	buffered paved shoulder	buffered bike lane	cycle track	in-boulevard pathway
location							
level of separation	<p>High level of comfort and safety</p> <p>Facilities where cyclists and motorists share the same space. Typically includes the application of signage such as a green bike route sign.</p>				<p>Low level of comfort and safety</p> <p>Facilities where cyclists are provided with their own space. Facilities are designated by pavement markings and signage for exclusive use by cyclists.</p>		<p>Low level of comfort and safety</p> <p>Facilities where the cyclists' space is separated using different design treatments e.g. pavement markings, bollards, mountable or semi-mountable curbs.</p>



Potential urban and rural improvements.

- School
- Community Centre
- Library
- Municipal Trail
- Provincial Highway
- County Road
- Separated Facility
- Designated Facility
- Shared Facility
- Municipal Park
- Conservation Area
- Provincial Park
- Connections to Surrounding Municipalities

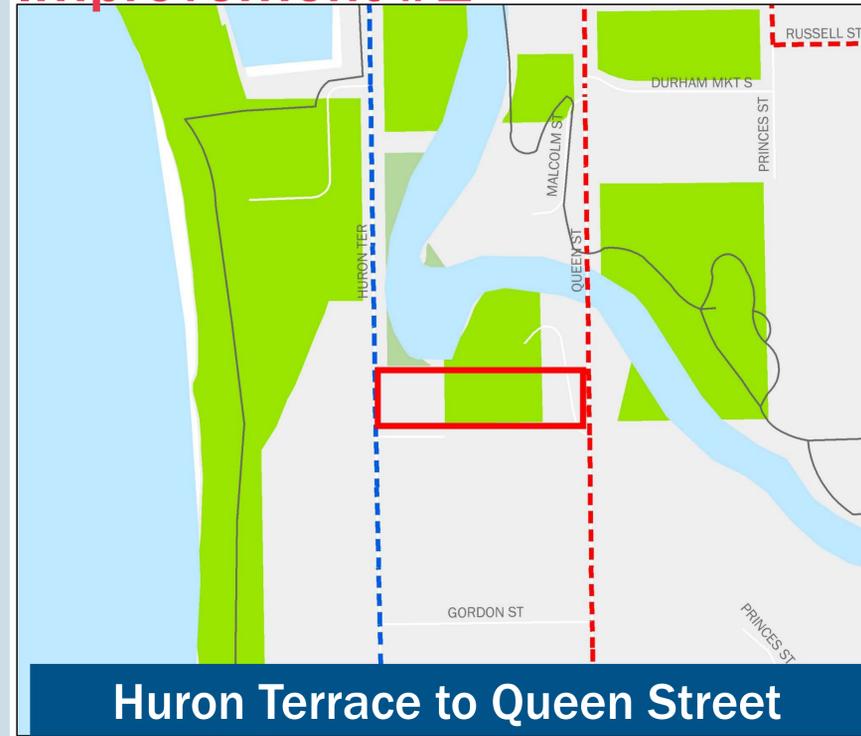


Identifying off-road cycling improvements

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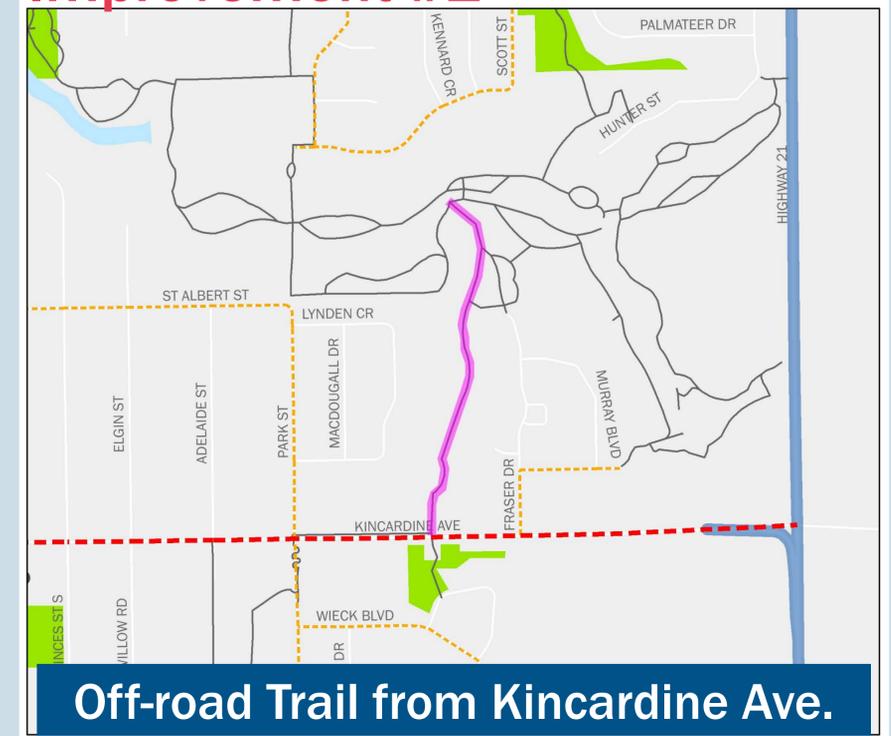
receive municipal direction on trail improvements

Improvement #1



Huron Terrace to Queen Street

Improvement #2



Off-road Trail from Kincardine Ave.

2

establish a trails hierarchy for existing off-road trails

categorize trails into 3 groups to better understand function and user types anticipated for each trail type:



Primary



Secondary



Tertiary

Proposed trail hierarchy



primary trail



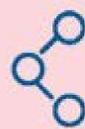
important transportation routes / trail links intended for access to major destinations or loop routes



linear corridors (such as utility corridors) in the urban area and municipal parklands



secondary trail



support function and important transportation routes intended for three-season access to destinations and neighbourhoods



open spaces and natural areas



tertiary trail



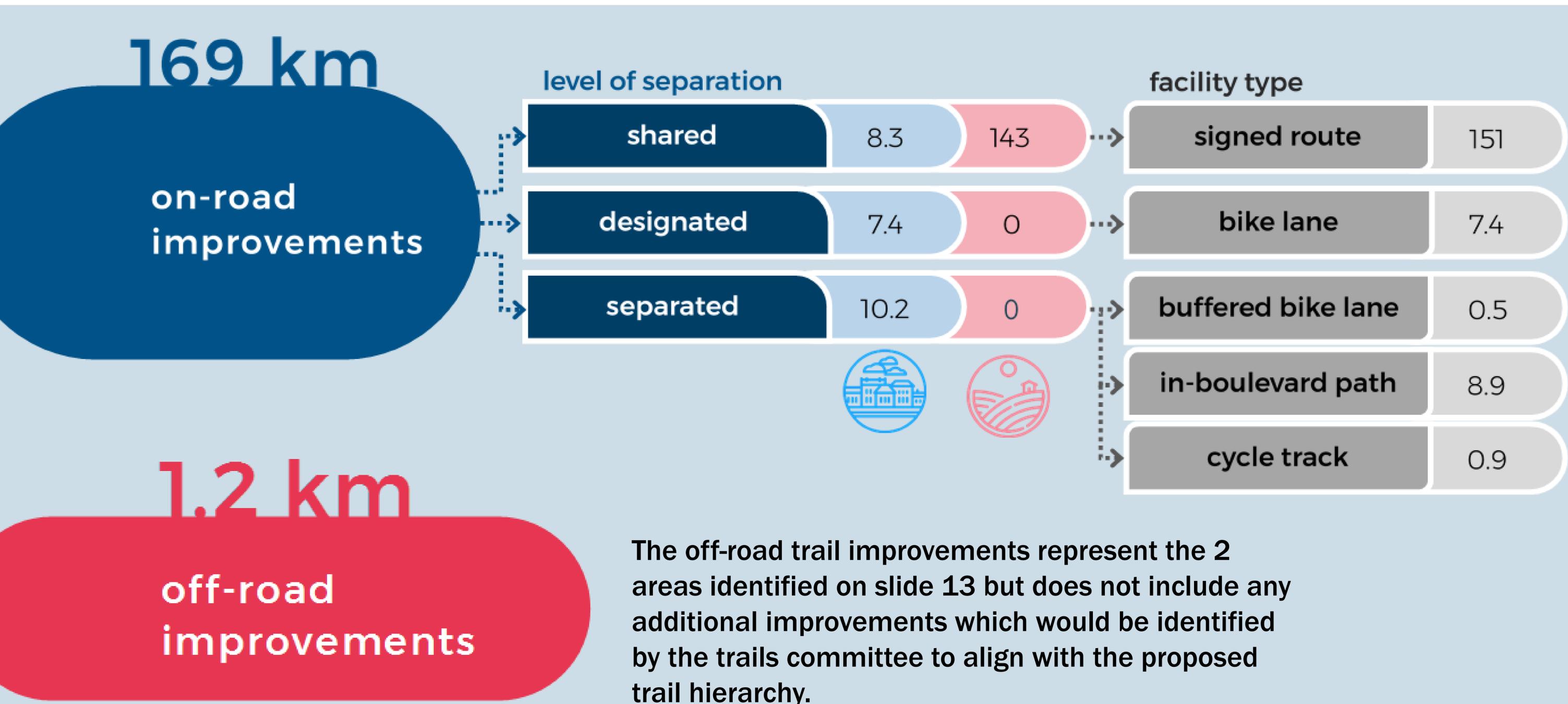
supporting function intended for three-season access to natural destinations and the secondary trail system



open area and natural areas, including sensitive areas

Width	Surface	Signs	Maintenance
3.0 m preferred 2.4 m minimum	Hard or paved surface	High frequency (e.g. trail entry points, decision points, markers at regular intervals)	Highest cost for maintenance
2.3 - 3.0 m preferred 2.0 m minimum	Variable surface (e.g. compact stone dust, gravel)	Moderate frequency (e.g. trail entry points, intersections, markers at occasional intervals)	Moderate cost for maintenance
1.5 - 2.0 m preferred 0.75 m minimum	Natural or woodchip surface	Lowest frequency (e.g., trail entry points, decision points, trail blazes)	Lowest cost for maintenance

Kincardine's cycling improvement



Cycling SWOT for Kincardine



Stakeholder Interviews

11

Interviews

15

Representatives

6

Questions

To gain a better understanding of the cycling strengths, weaknesses, opportunities and threats to be addressed through the master cycling plan beyond cycling infrastructure improvements.



Best Practice Interviews

3

Municipalities



- + Saugeen Shores
- + Collingwood
- + Ingersoll

4

Topics

Cycling strengths

1.

Trails and existing physical infrastructure

Existing trails were seen as a major benefit to the community.

2.

Strong group of local volunteers

Expressed an interest in supporting cycling and have been working on events to bring educational opportunities.

3.

Strong community supports

Local businesses have a sincere desire to see Kincardine become a better place for people who ride bikes...

4.

Established local communication networks

High degree of satisfaction with the municipality's ability to communicate important messages with its residents.



Cycling weaknesses

1.

Gaps in physical infrastructure

Lack of safe, connected and consistent cycling routes through the community.

2.

Lack of education and role modeling

Lack of education about how to ride a bike safely and legally in the community.

3.

No public awareness campaigns

Lack of messaging about important aspects of cycling and active transportation.

4.

Difficult to communicate

Struggles around sharing information with local tourists during peak seasons and leveraging external participation.



Cycling opportunities

1.

Bring a "Just Add Bikes" lens to existing events

Enables the Municipality to capture the low-hanging fruit, talk about cycling in unusual spaces, keep the community informed, use bikes to manage limited space downtown, and host Bike Valet at special events.

2.

Focus on youth education and promotion

Opportunities to engage the youth and get them more comfortable with the idea of cycling such as: expanding bike rodeos, mountain bike skills, host a Bike Swap each year, and introduce Active School Travel programs.

3.

Social and Family Rides

Activities and events such as social rides, Family Bike Day, and Bike Boiler Beach Sundays are encouraged to encourage people to go out.

4.

Strengthening Existing Partnerships to support cycling

It is important to establish a path forward that leads to the development of trusting, mutually beneficial relationships to deliver on the goals outlined in this Plan.

1.

Lack of internal capacity and volunteer burnout

This is a common theme in smaller municipalities when it comes to promoting and supporting Active Transportation in general, and it is also common to see these municipalities leaning heavily on volunteers.

2.

Lack of support for cycling from Bruce County

There is an opportunity to have Bruce County be more engaged in supporting cycling, but numerous stakeholders identified their hesitance to “come to the table” to support cycling as a barrier for Kincardine and other communities in Bruce County.

3.

Difficulty tracking and reporting on successes

In smaller communities, it can sometimes be a challenge to accurately assess how investments are paying off when it comes to cycling and active transportation.

“Small” Programming

Relatively low investment, good returns

“Medium” Programming

Higher level of investment,
higher levels of culture shift possible

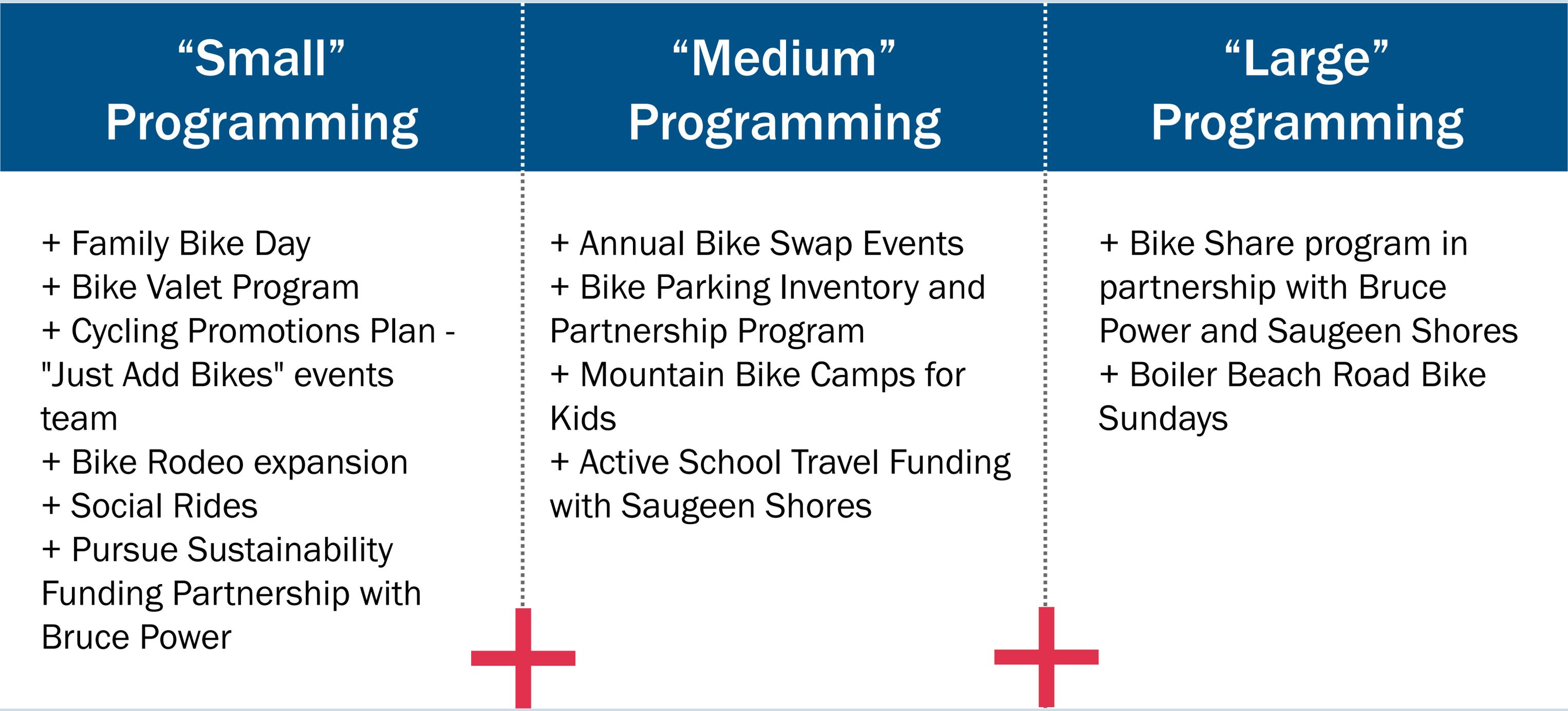
“Large” Programming

Significant investment of staff time
and resources, potential for significant
culture change towards active travel

Tiered approach to education & encouragement:

- + Programs designed to elicit behaviour change
- + Achieves wider community priorities i.e. sustainability and economic development
- + Educational initiatives on A.T. participation
- + Craft efforts based on municipal resources and availability
- + Leveraging successes based on past initiatives and partnerships
- + With more investment comes greater cultural shift

Tiered approach to change



Next steps

- + Identify a phased approach to implementation and supportive tools;
- + Identify supportive policies and strategies to facilitate implementation; and
- + Develop the master cycling plan report and present to the public, stakeholders and Council for adoption.

Keeping in Touch

For more information and updates on the Master Cycling Plan, please contact:

Municipality of Kincardine

Adam Weishar

T | (519) 396-3468 ext. 7119

E | aweishar@kincardine.ca

WSP (Project Consultant)

Claire Basinski

T | (519) 904-1737

E | claire.basinski@wsp.com

**THANK YOU
QUESTIONS?**