



Norfolk County's Active Transportation [AT] Strategy [ISMP]

Supported by
Norfolk Pathways for People





Thanks...

- Norfolk County Council – supporting staff
- Public Works and Environmental Services Department – incorporating AT into Integrated Sustainable Master Plan
- Healthy Communities Partnership Haldimand and Norfolk - funding



Healthy Communities Partnership
HALDIMAND and NORFOLK



Active Transportation

- AT refers to people-powered transport such as walking, cycling or using a wheelchair.
- Taking transit also fits the definition since every ride begins and ends with walking/cycling to the bus stop.



Pathways for People members

- Walking & cycling enthusiasts
- Reps from:
 - Lynn Valley Trail Association
 - Waterford Heritage Trail
 - Long Point Conservation Reserve Authority
 - Turkey Point Mountain Bike Club
 - Silver Spokes Cycling Club
 - CSD Recreation Division





Our Objectives

- Advocating for new and improved trails and pathways in Norfolk County.
 - Includes sidewalks and on-road cycling supports
- Building a healthier, accessible and connected community.
- Promoting the safe use of local trails and pathways.
- Providing input to the Trails Advisory Committee



Programs & Services

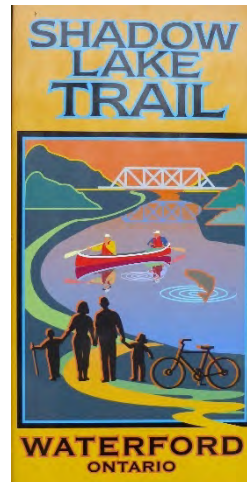


SHARE THE ROAD

www.hnhu.org/sharetheroad



Trails



Delhi Trail



Clubs & Events

NORTH SHORE ATHLETICS

~ 120
members



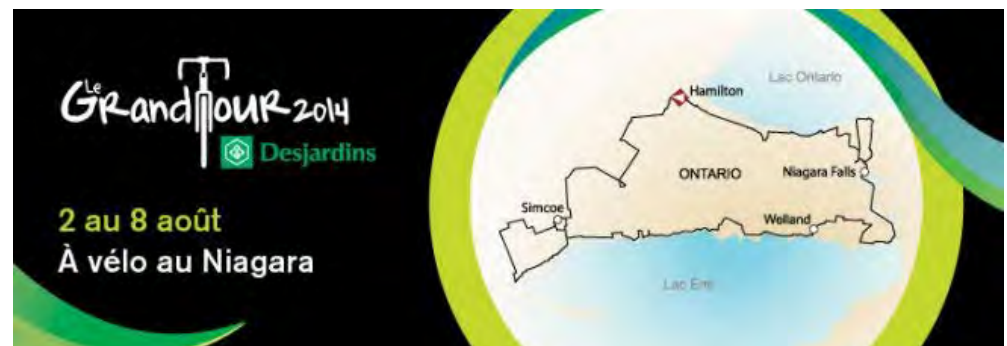
~ 350
members



~ 900
participants



~ 100
members





Policies

- Trails Master Plan 2009
- Sidewalk policy
- Official Plan

...and soon the
Active Transportation
Strategy



Small print: Sidewalks will be placed here.



Infrastructure



Paved shoulders on
Evergreen Hill Road



Paved shoulders and STR signs
on Front Road in Turkey Point



Bike racks across the County



Sidewalks with tactile walking surface
indicators



Community Support





Cycling & Pedestrian Death Reviews

Coroner's Recommendations

- A “**complete streets**” approach should be adopted to guide the redevelopment of existing communities and the creation of new communities throughout Ontario.
- “The underpinning of this approach is that roadways need to be safe, convenient and comfortable for **all road users** irrespective of transportation mode, physical mobility or age. They need to be **safe for everyone**.”

Dr. Bert Lauwers, Deputy Coroner





Complete Streets include

- Improved pedestrian infrastructure
- Wider shoulders
- Creation of cycling networks (incorporating strategies such as connected cycling lanes, separated bike lanes and bike paths) **appropriate** to the community





Safety for ALL Road Users

- Pedestrians
 - School communities targeted as priority areas for sidewalks
- Cyclists [recreation, migrant workers, commuters]
 - Supported by our selection of paved secondary roads
 - with low Annual Average Daily Traffic
- Motorists
 - Paved shoulders maintain road edge integrity & provide more room for safely passing - consistent with the 1-m passing legislation enacted September 2015
 - White lines separating paved shoulders double as fog lines

Collisions involving cyclists

- 2011 – 2016
- 38 non-fatal injuries

Source: Norfolk OPP database



Community Access and Connectivity

- Safe access for cyclists & motorists in and out of town
- Connecting communities within Norfolk & beyond with safe on-road connections to the rail trail network
- An AT network would provide commuting options which translates into less traffic
- Sidewalks in neighbourhoods





Efficiencies

- Rural secondary roads are popular cycling routes not requiring huge capital investment [paint & signs]
- Larger projects [e.g. paved shoulders] can align with the capital projects schedule
- Paved shoulders translate into lower road maintenance costs – an added bonus



A REPORT ON THE STATE OF
ONTARIO'S CYCLE TOURISM SECTOR



FEBRUARY
2015



Transportation
Options

- Cycle tourists have attractive demographics.
- Cyclists take frequent day and overnight trips as tourists annually.
- Experienced cyclists participate in multiple cycling events annually.
- The increase in cycling events and participation equates to an increase in cycle tourism and positive economic impact in host regions.
- Businesses are feeling a positive impact from welcoming cyclists.
- The investment in cycling infrastructure and facilities is a positive indicator that cycling and cycle tourism is a growing sport, transportation mode and tourism sector.



Local Economy & Tourism Benefits

- An established cycling network can be promoted as a tourism product
- Potential to brand Norfolk County as a cycling destination [provincially, nationally & beyond]
- an application has been recently submitted for a Bicycle Friendly Community designation





Thank you

Photo: Earl Hartlen