

# HALIBURTON COUNTY CYCLING MASTER PLAN FINAL REPORT

JULY 2008



**marr**  
consulting services

## PROJECT PARTNERS & SPONSORS



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## ACKNOWLEDGEMENTS

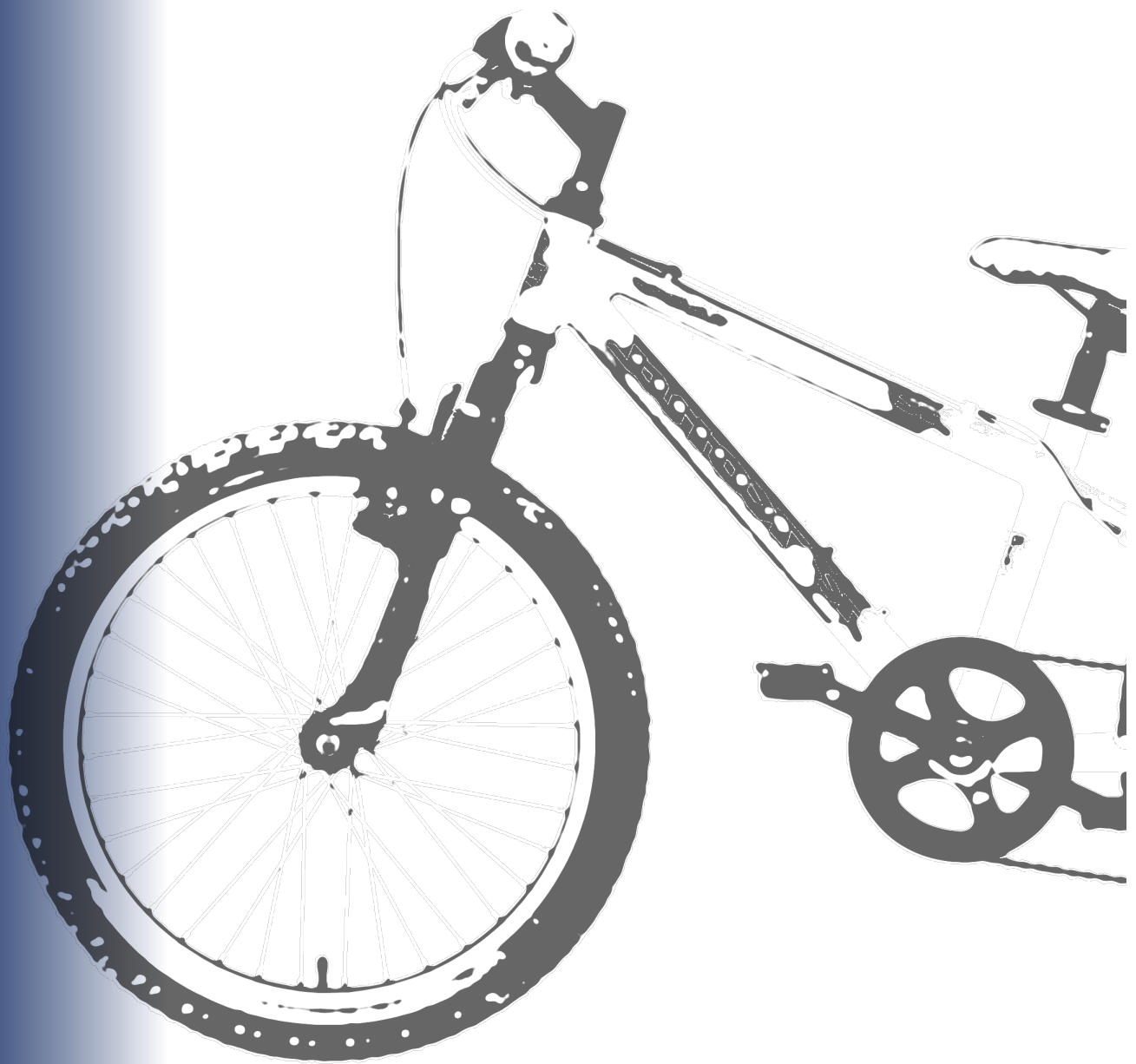
It has been through the dedication and efforts of many people and groups that this plan has been completed. The Haliburton County Cycling Coalition extends its thanks to the following people who were involved in the planning and development of the final document:

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## EXECUTIVE SUMMARY

Haliburton County enjoys many attributes that make it an ideal setting for road cycling – an extensive and varied road network, clean air, beautiful scenery and interesting destinations. The picturesque cottage country set amidst hundreds of lakes and rolling, forested hills provides the perfect backdrop for cyclists of all ages and abilities, and some cycling infrastructure already exists.

With the appropriate expansion of infrastructure, marketing and education, Haliburton County has the potential to offer incredible road cycling opportunities for all – whether they are out on a leisurely group ride with their cycling club, cycle touring from out of province, on a hard training ride or commuting to work.

There is support from residents within Haliburton County to fund an expansion of cycling infrastructure. A survey conducted as part of this project found that 55% of respondents believe that making cycling a budget priority is very important and 42% believe that it is somewhat important. Only 3% of respondents do not believe cycling is important as a budget priority.

Cycling education and promotion by the Haliburton Highlands Cycling Coalition have played a key role in supporting and encouraging residents and visitors to date. These efforts must be underpinned by the physical infrastructure that accommodates cyclists on the roadways, as well as the related policy and planning instruments. There is both an opportunity and a need for transportation planning to include cycling in order to take advantage of the growing enthusiasm of local residents for cycling, as well as the tourism and economic development opportunities that an improved cycling network would provide.

To build on past achievements and develop a framework to integrate cycling into transportation planning, the Haliburton Highlands Cycling Coalition (HHCC) secured funding to produce a Cycling Master Plan for Haliburton County.

This Cycling Master Plan is intended to guide activities and shape decisions over the next 20 years. It was developed in collaboration with a consulting firm and with input from stakeholders, decision makers and the community at large through a planning workshop, communication with County and municipal councils, a series of community open houses, and a cycling survey.



Key elements of the plan include:

- A review of the social, economic, health and environmental benefits of improving opportunities for cycling.
- A proposed network of cycling routes in the county.
- A strategy for implementation, including recommendations, priorities and evaluation.

The proposed cycling network focuses on cycling routes that are on-road, as these are most closely connected with transportation planning and decision-making. However, the Haliburton Highlands Cycling Coalition recognizes that many people also want opportunities to cycle off-road and the plan identifies further steps that may be taken in this regard.

Haliburton County is establishing a reputation for an innovative attitude. A strong sense of community spirit, volunteerism and collaboration combines with a willingness to take on forward thinking projects that sometimes require fitting an urban approach within the rural context. An excellent foundation has been created on which to develop Haliburton County as a premier cycling destination and locale. The County has an opportunity to become a rural leader and innovator in integrating cycling into transportation planning and profit from the health, economic, social and environmental benefits.

The Haliburton Highlands Cycling Coalition was formed in 2005 with the following vision:

***“Haliburton County provides and promotes safe and enjoyable cycling for all ages.”***

Building infrastructure and opportunities for cycling will help to actualize the vision outlined in the Haliburton County Strategic Plan (2003), which states:

*“A County with a co-operative environment within which the different players and population groups work together continuously to achieve a sustainable county community. This sustainable county community is characterized by: effective co-operation and communications between the various stakeholders and the population; a more stable, diversified and year-round economy based on environmentally friendly economic activities and carefully managed development... adequate accessible services for people, including social services, educational services and recreational opportunities... a strong sense of belonging, providing for a high quality of life for families and individuals.”*

## Key Findings

The following needs were identified through the project:

- paved or widened paved shoulders
- proper maintenance of road surface and clearing of sand and debris
- variety of routes to accommodate a range of cyclists
- signage for cycling routes and “Share the Road” awareness
- bike racks and secure bike parking
- staging areas with appropriate parking and rest spots, such as picnic areas
- improved surface condition of rail trails to accommodate cycling for those who prefer flatter terrain without vehicle traffic
- transportation policy that takes a “Complete Streets” approach and accommodates a variety of users
- education for both cyclists and drivers on how to share the road safely
- improved cycling skills in the general population
- support and accommodation from workplaces with secure bike parking, showers/change room, and flex work hours to avoid peak traffic or darkness
- bicycle friendly businesses
- promotion of cycling opportunities and facilities in Haliburton County, including an “elite” cycling event to draw cyclists and increase awareness of the county as a cycling destination

## Recommendations

The vision is to provide and promote safe and enjoyable cycling for all ages in Haliburton County. The following recommendations provide a comprehensive framework that will accomplish this vision. The recommendations are based on background research and community input through the public consultation process. They are grouped according to six key outcomes that were used to guide development of the recommendations.

## **Outcome #1: Provide a network of road route options for cyclists of all types and ages**

- 1.1 Develop and implement a paved shoulder policy in Haliburton County; pave or widen paved shoulders as recommended in the plan
- 1.2 Include cycling considerations in the road review process – refer to this plan when the selected routes come up for rehabilitation or repair
- 1.3 Support the Cycle Ontario Alliance’s call for a provincial level paved shoulder policy
- 1.4 Include cycling improvements in annual transportation budgets
- 1.5 Develop and implement bicycle route signage plan
- 1.6 Install bicycle friendly drainage grates
- 1.7 Develop staging/rest areas as recommended in plan

## **Outcome #2: Develop effective programs and policies that will build awareness, knowledge and skills**

- 2.1 Deliver safe cycling courses for children and adults new to cycling
- 2.2 Continue to implement and enhance the Shifting Gears Cycling Festival
- 2.3 Develop a communications and marketing strategy to promote the network routes
- 2.4 Participate as a community in programs such as the Commuter Challenge and Active & Safe Routes to School
- 2.5 Coordinate programs for casual cyclists and families, such as informal weekly group rides
- 2.6 Work with and support local cycling groups and bicycle friendly businesses



- 2.7 Stimulate new business interest in developing cycling programs and services
- 2.8 Develop a program that provides affordable access to cycling equipment and gear
- 2.9 Develop and deliver a “Share the Road” awareness campaign for motorists and cyclists
- 2.10 Advocate for increased enforcement to ensure all road users follow the rules

**Outcome #3: Position and market Haliburton County as a cycling destination**

- 3.1 Expand the HHCC website on cycling and link to other websites in the county
- 3.2 Promote the existence of staging/rest areas for cyclists
- 3.3 Expand the Bike Haliburton map to include the routes in this plan and staging/rest areas
- 3.4 Work with tourism organizations and companies to promote Haliburton County as a cycling destination in promotional materials, sites and experience packages
- 3.5 Develop and conduct customer service training for business and tourism community
- 3.6 Develop and implement a program to identify bicycle friendly businesses and homes
- 3.7 Stimulate business interest in developing additional tent camping opportunities

**Outcome #4: Encourage and support commuter cycling**

- 4.1 Place priority for paved shoulders on potential commuter routes leading into villages and major destinations
- 4.2 Encourage workplaces and schools to develop secure bicycle parking



- 4.3 Install bicycle racks for short-term use at major destinations
- 4.4 Install one-of-a-kind artistic bike racks

**Outcome #5: Engage cyclists, citizens and all levels of government to support and implement the plan**

- 5.1 County and municipalities adopt the Cycling Master Plan, including the establishment of a paved shoulder policy
- 5.2 Develop a communication plan that outlines a strategy for continuing dialogue with County and municipal representatives and other stakeholders, with a focus on moving towards implementation of the plan.
- 5.3 Participate in consultations for Official Plan reviews and encourage incorporation of recommended objectives and policies
- 5.4 Post the master plan on the HHCC website and link to other websites
- 5.5 Distribute the master plan and present key highlights to County council, as well as Planning and Roads Departments, and councils for the four municipalities
- 5.6 Distribute the master plan and make presentations to local and regional Ministry of Transportation Ontario offices
- 5.7 Share the master plan with the Ministry of Health promotion and the Ministry of Tourism to promote awareness and reinforce Haliburton County's reputation as a leader among rural communities in cycling and active transportation
- 5.8 Evaluate progress on implementation of the Cycling Master Plan on an annual basis

## **Outcome #6: Identify further opportunities to develop off-road cycling routes**

- 6.1 Initiate discussions regarding improvements to the Haliburton County Rail Trail to accommodate cyclists
- 6.2 Identify steps to improve the IB&O Trail for cycling
- 6.3 Consider the feasibility of increasing off-road trails for cycling
- 6.4 Determine interest in and support for developing an off-road cycling strategy

These recommendations recognize the context of Haliburton County: hilly terrain that appeals to some but not all, large geographic distances between some destinations, discomfort or lack of confidence for some cyclists to ride in traffic, and of course, the many different needs in the county and limited financial resources available. There are also many opportunities:

- Cycling growing in popularity across Canada and Haliburton County offers beautiful cycling routes on paved roads
- Strong sense of community and collaborative spirit in Haliburton County
- Funding programs available at the community, provincial and federal level
- Multiple organizations and programs can be partners in the process (such as Haliburton Highlands Cycling Coalition, Haliburton Highlands Trails & Tours Network, Haliburton County Tourism, Yours Outdoors, Communities in Action Committee)
- Partnerships possible to use existing public and private facilities and amenities to support cyclists rather than creating brand new facilities
- Two existing rail trails provide infrastructure for developing easy, off-road routes

- Haliburton County could become a model for other rural communities wishing to engage in integrating cycling into transportation planning

### **Implementation**

A phased approach will be necessary to accomplish the suite of recommendations outlined above. While immediate steps can be taken on some actions, such as including paved shoulders on roads that come up for rehabilitation, others may take time to develop and implement, such as a “Share the Road” signage and awareness strategy or development of policy wording related to cycling in the Official Plans for the County and four municipalities.

Sixteen of the total 40 recommendations have been identified in this plan as key priorities that can be implemented or start to be implemented immediately or in the short-term. These key priorities are grounded in the feedback gathered through the consultation process and reflect the local realities. While it is important to focus on the most pressing needs identified through community input, it is also important to be strategic and take advantage of opportunities as they present themselves.

By starting with the priorities identified in this plan, the result will achieve the vision in which Haliburton County provides and promotes safe and enjoyable cycling for all ages.

### **Immediate Priorities (1 year)**

The following are actions that can be implemented or start to be implemented in the near future.

- I.1) Start including paved shoulders of 1.2 m or wider, based on traffic volume, speed and composition, on recommended routes (see Table 5) as these roads come up for rehabilitation.
- I.2) Start installing drainage grate covers that are bicycle friendly, placing priority on the recommend cycling routes.
- I.3) Post Cycling Master Plan on the HHCC website, and distribute and promote key highlights.
- I.4) Start marketing Haliburton County as a cycling destination in tourism information.

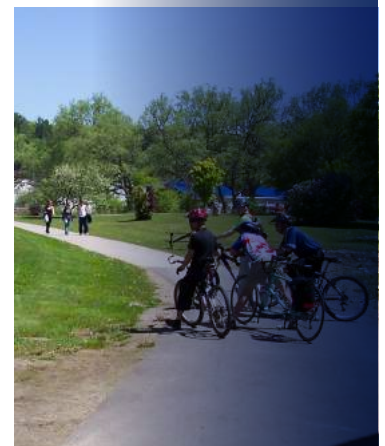


- I.5) Initiate discussions regarding improvements to the Haliburton County Rail Trail to accommodate cyclists.
- I.6) Deliver safe cycling courses for children and adults new to cycling, and develop more opportunities for cycling education.
- I.7) Participate as a community (schools, workplaces, individuals) in programs such as the Commuter Challenge and Active & Safe Routes to School.
- I.8) Expand the HHCC website and Bike Haliburton map to include routes recommended in this plan and all pertinent information on cycling in the area for residents and visitors, and establish links from other frequently visited websites in the County.
- I.9) Install bicycle racks at major destinations and - village/ hamlet cores.

### **Short-Term Priorities (1-5 years)**

These actions can be started in the near future but may take time to complete or implement.

- S.1) Include a policy statement on cycling in Official Plans for County and four municipalities as the plans come up for review.
- S.2) Include cycling improvements in annual transportation budgets.
- S.3) Develop and implement a paved shoulder policy in the County.
- S.4) Develop and implement a signage strategy for cycling.
- S.5) Develop and deliver a “Share the Road” education campaign for motorists and cyclists.
- S.6) Encourage workplaces and schools to develop secure bicycle parking.
- S.7) Identify and/or develop potential staging or rest areas that overlap for commuters cycling into the villages, for cycle tourists, and for families and casual cyclists travelling to destinations or events.



# 1.0

## INTRODUCTION

In Haliburton County, there is a well established and growing interest in cycling for recreation, health and transportation combined with potential for developing the area as a cycle touring destination. The Haliburton Highlands Cycling Coalition (HHCC) was formed in 2005 with the following vision:

***“Haliburton County provides and promotes safe and enjoyable cycling for all ages.”***

After undertaking several education and promotion-based projects, such as the Shifting Gears Cycling Festival, re-development of a cycling routes map, and development of a website, the HHCC decided that the next step in achieving this vision would be the creation of a Cycling Master Plan.

Haliburton County already enjoys a number of great assets for cycling including an extensive and varied road network, clean air, beautiful scenery, interesting destinations, and on many roads, low vehicle traffic volume. The picturesque cottage country setting amidst hundreds of lakes and rolling, forested hills provides the perfect backdrop for cyclists of all ages and abilities, whether they are out on a leisurely group ride with their cycling club, touring from out of province, on a hard training ride or commuting to work. In addition to many casual cyclists, Haliburton County has an active cycling community including the Haliburton Harriers, a dedicated group of fitness riders/racers who meet for regular weekly rides, and the Real Easy Ryders Cycling Club, an Ontario Cycling Association (OCA) affiliate with a membership of over 100 riders, including many retirees. Collectively these cyclists create an impressive presence on the local roads.

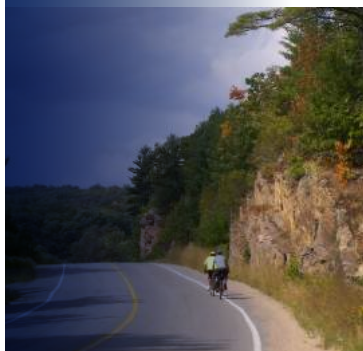
And while encouragement and promotion of cycling is important and plays a vital role in building healthy communities, it is not enough. Public education and awareness of the benefits of cycling and opportunities to do so must be supported by the physical infrastructure to accommodate cyclists on the roadways, as well as the related policy and planning instruments. There is an opportunity to expand the focus of transportation and roads planning to include cycling, in order to take advantage of the growing enthusiasm of local residents for cycling, as well as the tourism and economic development opportunities that an improved cycling network would provide.

Preparing a comprehensive Cycling Master Plan with input from stakeholders, decision makers and the community at large was the next logical step in the process of promoting cycling and supporting cyclists in Haliburton County, as the plan will provide a holistic framework to guide activities and decisions over the next 20 years. It is intended to be a living document that continues to be shaped and built upon as elements of the plan take life and new opportunities arise.

Turning vision into reality in Haliburton County will take time, commitment, creativity, and partnerships. Often, the first question to be raised is where the money will come from. Identifying the specific needs and attaching realistic costs is the first step. Collaboration is also pivotal, with key partners including the decision makers and staff with the County and four municipalities, tourism associations and operators, business community, schools and workplaces, and community groups with an interest in cycling and active living. If commitment to the vision exists and is agreed upon, then through partnership and creativity, the resources (financial, human and other) can be found to create the reality. Past successes show that it is possible. Achieving the vision will be a long-term effort but consistent and systematic implementation of recommendations within this Master Plan will move Haliburton County towards the reality of becoming a great cycling region and destination that provides and promotes a safe and enjoyable environment for cyclists of all ages.

### **1.1. Overview of the Cycling Master Plan**

This plan is organized into nine sections as follows. Section 1 outlines the scope of the plan as well as the vision, goals and objectives. It also provides an overview of the public consultation process. Section 2 presents background information about the benefits of cycling and identifies current trends and policy issues. It also includes a profile of Haliburton County to set the context. In Section 3, existing cycling resources, including infrastructure and programs, are described. Section 4 shifts the focus to reporting on the views of Haliburton County residents, including a summary of key findings from the consultation process. Opportunities and challenges are summarized in Section 5. These first five sections present a picture of the current situation and establish a baseline of information. Section 6 provides details on various types of bicycle infrastructure appropriate for Haliburton County and Section 7 presents the recommended cycling routes network. Section 8 outlines program and policy development. This feeds into Section 9, which



Courtesy of Haliburton Highlands Trails & Tours Network



focuses on implementation, including recommendations and priorities for all aspects of cycling in Haliburton County – from bicycle infrastructure to programs and education to policy development. Supplementary material can be found in the appendices.

## 1.2. Project Objectives and Scope

The Haliburton Highlands Cycling Coalition (HHCC) received funding from the Ministry of Health Promotion (Communities in Action Fund) and the Haliburton County Development Corporation (Community Capacity Building Fund) for this project. Marr Consulting Services was contracted to assist with the development of the plan. The final plan is a collaborative effort between the HHCC and Marr Consulting.

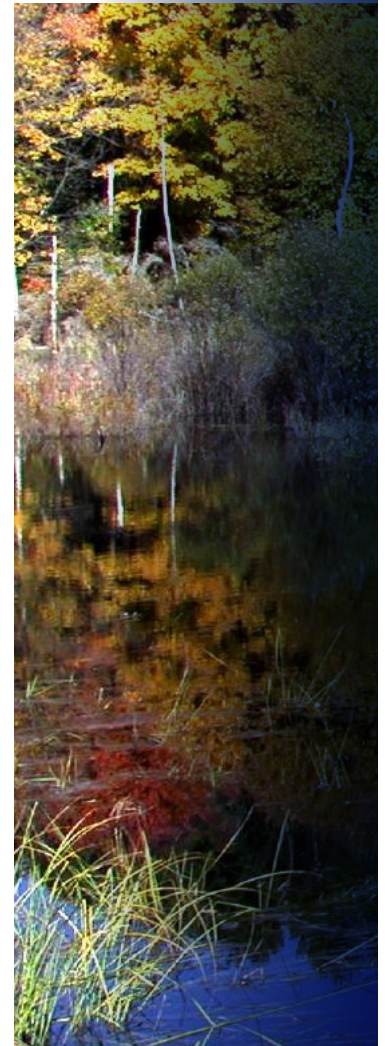
The purpose of the Cycling Master Plan is to:

- Provide a framework for integrating bicycling into transportation planning in Haliburton County.
- Develop a strategy to promote and encourage more cycling.
- Identify further opportunities to develop and promote cycling within the county.

The Cycling Master Plan includes:

- A review of the social, economic, health, and environmental benefits of improving opportunities for cycling.
- A proposed network of cycling routes in the county.
- A plan for implementation, including recommendations, priorities and evaluation.

The proposed cycling network focuses on cycling routes that are on-road, as these are most closely connected with transportation planning and decision-making. As a complement to the County's trail network, on-road cycling routes serve residents who bike for fitness, recreation and active transportation, and visitors who bike for recreation or touring. However, the HHCC recognizes that many people also want opportunities to cycle off-road and this plan identifies further steps that may be taken in this regard.



Courtesy of Yours Outdoors



The Cycling Master Plan also represents one strategy in the multi-pronged approach to develop healthy, active communities in Haliburton County. In healthy, active communities, the built and social environments support and enable healthy, active living by providing opportunities for people to engage in daily physical activity (Active Communities Charter, 2007 – Appendix A). Improving conditions for cycling, particularly around village hubs, will encourage more people to commute by bike and as such, the Cycling Master Plan also complements work done on active transportation planning by the Communities in Action Committee.

### **1.3. Project Vision, Goals and Objectives**

When the master planning process was initiated, a project vision was articulated with associated goals and outcomes.

#### ***Project Vision***

The Cycling Master Plan provides a long-term implementation strategy for improving cycling conditions and opportunities in Haliburton County, creating a safe and supportive environment so that more people will cycle for recreation, transportation, and tourism. Transportation in rural environments is typically equated with motorized vehicles. This plan provides strategies to add cycling into the transportation planning mix.

#### ***Goals***

1. The development of a network of safe, enjoyable on-road cycling routes throughout the County that will encourage more residents to cycle for recreation, fitness and transportation.
2. The network will provide a draw for tourists and an opportunity to promote Haliburton County as a premier cycling destination.
3. The development of promotional and educational programs and policies that will build awareness and skills among cyclists and other road users.



## **Objectives**

1. Measure existing cycling activity and determine concerns.
2. Partner closely with County and Municipal governments to ensure the development of a realistic and achievable plan.
3. Create language to include cycling in County and Municipal official plans.
4. Develop a cycling routes network utilizing existing roadways that includes appropriate routes to meet the needs of a range of cyclists including: families, commuters, recreational, and fitness riders.
5. Identify desired improvements on routes that do not presently meet preferred design standards.
6. Identify opportunities to increase cycle tourism.
7. Identify potential partnerships with appropriate businesses and other community groups.
8. Identify potential cycling support services that would enhance cycling (e.g. bike rentals, repair, etc).
9. Develop a strategy for ongoing education and promotion of cycling opportunities and safety.
10. Develop a realistic implementation plan over the short- and long term that includes recommendations for funding as well as ongoing maintenance.
11. Develop a strategy to evaluate progress of the implementation of the Cycling Master Plan.

## **1.4. Project Process**

The project was developed in four phases. Phases 1 and 2 included meeting with Marr Consulting to confirm methodology, identify overall project goals, review existing conditions, and plan for a stakeholder workshop. Phase 3 included the community survey and development of the proposed cycling routes network. Community open houses were also held to share information and gather community input. Phase 4 focused on development of the Cycling Master Plan, using information gathered in the previous phases.

### **1.4.1. Role of the HHCC Steering Committee and Marr Consulting Services**

The work of this project was managed by a task group of the Haliburton Highlands Cycling Coalition (HHCC) and implemented in partnership between the HHCC and Marr Consulting. Members of the task group included three representatives from the HHCC as well as individuals from Haliburton County Tourism, Haliburton Highlands Trails & Tours Network, and U-Links Centre for Community-Based Research. Throughout this report, the task group will be referred to as the HHCC.

Responsibilities for the development of the plan were shared between the HHCC and Marr Consulting. The consultants provided guidance in terms of overall project direction, timelines and strategy. They planned and facilitated a stakeholder workshop and community open house. The consultants played a key role in the development of the recommended network, as well as the implementation strategy, priorities and planning/design guidelines (Sections 6-9). Marr Consulting Services were also responsible for the editing, design and production of the final report

The HHCC was responsible for gathering information and writing Sections 1-5 of the Cycling Master Plan. They also completed an inventory of potential cycling routes and worked with U-Links Centre for Community-Based Research to conduct a community survey analyzing existing cycling needs and interests. The HHCC hosted three of the four community open houses. It was the responsibility of the HHCC to communicate and liaise with County and Municipal councils and to link with staff as needed.

# 2.0

## BACKGROUND AND CONTEXT

### 2.1. Cycling Benefits

Cycling provides many benefits to both individuals and communities. By investing in cycling, communities can provide opportunities for residents to engage in a healthy physical activity, while realizing other economic, social and environmental benefits.

**Health Benefits:** Cycling is a healthy physical activity that is accessible to people of all ages and with proper training most people can learn how to cycle. Canadians know this – exercise/health is cited as the top reason for cycling in a 1998 survey by Go for Green.<sup>1</sup> The Heart and Stroke Foundation's 2005 Report Card on Rural Health indicates that rural residents are less physically active than our urban counterparts and therefore at increased risk of many chronic diseases. Improving access to cycling can serve to improve the health of residents.<sup>2</sup>

**Economic Development:** As the County and Municipalities look for ways to encourage families and entrepreneurs to relocate here, access to cycling is an important 'quality of life' feature. As participation in cycling increases, there are also opportunities for cycling-related businesses to develop. Creating a cycling-friendly environment also creates a tourism opportunity. Cyclists spend more money per mile travelled on food, beverages and other items than other travellers. Towns and villages benefit from encouraging cyclists and providing for their needs.<sup>3</sup>

**Environment:** Cycling contributes to pollution control and energy conservation, thereby improving air quality and helping to preserve finite resources.

**Transportation enhancement:** Cycling is a viable and existing means of transportation. Research shows that improving rural road conditions for cycling can also reduce roadway maintenance costs and improve safety for motor vehicles. Encouraging more people to replace car trips with bike trips will also reduce the number of vehicles on the road, alleviating traffic congestion.

<sup>1</sup> National Survey on Active Transportation, Go for Green, 1998.

<sup>2</sup> Report Card on Canadian's Health: Has the Suburban Dream Gone Sour? Heart and Stroke Foundation of Canada, 2005.

<sup>3</sup> Community Cycling Manual, 2004.

There is a high degree of willingness among Canadians to walk or ride a bike more often instead of driving.<sup>4</sup> However, safety is a major barrier to cycling for transportation. Seventy percent of Canadians say they would cycle to work if there were a “dedicated bike lane, which would take me to my workplace in less than 30 minutes at a comfortable pace”.<sup>5</sup>

## 2.2. Cycling Trends

Over half (57%) of Canadians own a bicycle and one in two Canadians cycle for leisure or recreation. Sixty-six percent would like to cycle more often.<sup>6</sup> Cycling is among the top 5 preferred physical activities of Canadian adults over the age of 20, and among the top three preferred activities for children and youth.<sup>7</sup>

According to a research study conducted by Alberta Economic Development, cycle tourism is expected to experience major growth over the next few years. Other trends include:

In Quebec<sup>8</sup>

- In 2005, people in Quebec bought 600,000 bicycles, two-thirds of them adult bicycles.
- Approximately 500,000 cycling enthusiasts in Quebec include cycling as one of their vacation activities. (Well educated and relatively affluent, they represent a potential cycle tourism market for Haliburton County.)
- La Route Verte, a provincial cycling network over 4000 km long throughout Quebec that uses both roads and bike paths, provides an important tourist draw for that province ([www.routeverte.com/ang](http://www.routeverte.com/ang)).

In Ontario

- The County of Lennox and Addington, which is very similar in topography to Haliburton County and also contains primarily

<sup>4</sup> Canadians and the Car: Attitudes and opportunities, Environics Research Group, Toronto, 1994

<sup>5</sup> National Survey on Active Transportation, Go for Green, 1998

<sup>6</sup> ibid

<sup>7</sup> Canadian Fitness and Lifestyle Research Institute, Physical Activity and Sport Monitor, 2005

<sup>8</sup> Bicycling in Quebec in 2005, Velo Quebec, 2006.

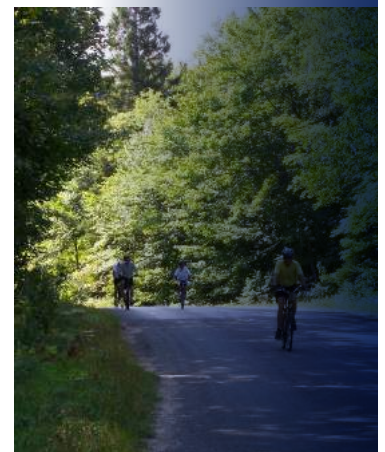


rural, two-lane highways, has created a long-term plan to pave all road shoulders and promote itself as a cycling destination ([www.countytrails.com/trailsMaps.cfm](http://www.countytrails.com/trailsMaps.cfm))

- Numerous other municipalities are developing or have developed cycling plans to guide their vision of creating cycling friendly communities (e.g. Region of York, Region of Niagara, Town of Markham, City of Ottawa). More and more cities and municipalities recognize that cycling is a key element of transportation planning as well as an important quality of life feature and tourism draw for their communities.

#### In Haliburton County

- As Sir Sandford Fleming College continues to draw more visitors to their courses, cycling accessibility is important since many students rely solely on a bicycle for transportation.
- The Real Easy Ryders Cycling Club, a local group of avid cyclists, has seen their membership grow from 30 in 1998 to over 100 in 2007.
- The Haliburton County Information Centre reports an increase in requests for information about cycling.



*Courtesy of Haliburton Highlands Trails & Tours Network*

### 2.3. Provincial and Municipal Policies

Both the provincial and municipal levels of government play a key role in the integration of cycling into transportation and planning as well as the promotion of cycle tourism, while the federal government can provide funding support and other incentives. Here is a brief overview of existing provincial and municipal policies related to on-road cycling.

#### Provincial Level

At a provincial level, Ontario's role has been limited to date. Funding is available to support cycling programs and initiatives, but is not targeted specifically in this direction. In terms of policy, the provincial government's involvement is limited to regulations identifying whether helmet use is mandatory and on which highways cycling is permitted. In comparison, the province of Québec has been deeply involved in a range of programs to promote cycling, increase cycling safety, coordinate local efforts, and



fund infrastructure improvements. The adoption of an official provincial Bicycle Policy in 1995 and the recent opening of La Route Verte are examples of Québec's commitment to and recognition of the benefits of cycling. From a planning perspective, Ontario's Provincial Policy Statement (PPS), which guides the development of local official plans, states in Section 1.5.1:

*"Healthy, active communities should be promoted by:*

- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;"*

In addition, under Section 1.7, Long-term Economic Prosperity, the PPS states:

*"Long-term economic prosperity should be supported by:*

- f. providing opportunities for sustainable tourism development;"*

Clearly, cycling would fit under the category of sustainable tourism.

The Ontario Bike Plan released in 2008 by the Cycle Ontario Alliance/ Ontario en velo, a member-supported, non-profit corporation dedicated to non-competitive, on-road cycling activities, outlines a vision for cycling in Ontario along with a number of recommendations aimed at the provincial level. The Plan identifies that the Alliance is working to develop *"an Ontario Bicycling Route network of on-road cycling routes linking urban and rural communities, major recreational areas and other travel destinations"* and to market Ontario *"as a desirable bicycle tourist destination."*

Among the Ontario Bike Plan's ten specific strategic actions that were selected as priorities for implementation are the following items of particular relevance to Haliburton County:

- 1. Ensure that all new road construction and reconstruction projects incorporate provisions for cycling facilities in the planning stage and where the cost of these provisions is not excessively disproportionate.*

*Excessively disproportionate may be defined as more than 20% of the overall costs of the project.*

2. *In rural areas include paved shoulders in all new construction, reconstruction and resurfacing projects on roadways where daily two-way traffic volumes exceed 2,000 to the benefit of cyclists, motorists and the life of the pavement structure.*
5. *Ensure policies to enhance cycling are included in the regular mandatory municipal Official Plan updates.*

### **Municipal Level**

At the municipal level, the government structure is two-tiered – an upper level with the County and a lower level represented by the four municipalities: Algonquin Highlands, Dysart et al, Highlands East and Minden Hills.

Haliburton County has both a Strategic Plan, which acts as a long-term vision document, and an Official Plan, which must be reviewed every five years. Each of the four municipalities also produces a Local Official Plan.

The purpose of the Haliburton County Official Plan is to provide general county-wide policy direction. Each of the four separate Local Official Plans must adhere to the general policies found in the Haliburton County Official Plan. The purpose of the four separate Local Official Plans is to provide detailed standards and address local interests.

Algonquin Highlands is the only municipality to explicitly identify cycling, in Section 8 of the Algonquin Highlands Official Plan:

*“Transportation:*

*Bicycling is recognized as an alternative mode of transportation that can play a positive role in improving mobility and the quality of life as part of a balanced transportation system. The Township will support the development of bicycle trails.”*





However, all of the Official Plans make mention of the importance of recreation and trails, and of expanding opportunities for both health and economic benefits to the community.

All of the official plans will be reviewed and updated at different times in the next three years (see Table 6 in Section 8.2). These reviews provide a timely opportunity for HHCC to promote policies that will support the development of cycling in Haliburton County.

On the larger scale, building opportunities for cycling in Haliburton County also fits within the vision outlined in the Haliburton County Strategic Plan (2003), which states:

*“A County with a co-operative environment within which the different players and population groups work together continuously to achieve a sustainable county community. This sustainable county community is characterized by: effective co-operation and communications between the various stakeholders and the population; a more stable, diversified and year-round economy based on environmentally friendly economic activities and carefully managed development... adequate accessible services for people, including social services, educational services and recreational opportunities... a strong sense of belonging, providing for a high quality of life for families and individuals.”*

#### **2.4. Haliburton County Demographics**

With a large population of residents 55 and over, especially when compared to Ontario as a whole (see Table 1), and the potential presented by affluent retiring boomers interested in active lifestyles, Haliburton County is facing tremendous opportunities. This demographic is an excellent target market for recreational activities such as cycling. Haliburton County also exhibits a large proportion of 10 to 19 year olds who also tend to cycle but for utilitarian reasons.

Additionally, there is a surge in summer population in Haliburton County, when seasonal residents arrive. It is estimated that the permanent population of approximately 16,000 swells to an estimated 40,000 in the summer. This large influx of individuals and families, who are looking for recreational and fitness activities, represent another prime audience for cycling.



**Table 1: Age comparison of Haliburton County to Ontario as a whole<sup>9</sup>**

Age	Haliburton County	Ontario
1 – 19 years	18.9% of population (2006 census)	25% of population (2006)
20 – 34 years	10.9%	19.2%
35 – 44 years	27.6%	31.0%
55+ years	42.0%	24.7%
Median age	50.4	39.0



<sup>9</sup> Statistics Canada, 2006 Census data

# 3.0

## EXISTING CYCLING FACILITIES AND PROGRAMS IN HALIBURTON COUNTY

For this project, the HHCC conducted an assessment of existing cycling facilities and programs. Facilities include on-road routes as well as infrastructure that encourage and support cyclists, such as secure bike parking, bike route signage, etc. Programs are defined as those structured opportunities to cycle or learn more about cycling, such as the Shifting Gears Cycling Festival and organized bike rides.

### 3.1. Facilities

The main roads through Haliburton County (35, 118, 21, 503) where cyclists are most likely to meet high-speed traffic have paved shoulders on curves and hills but not always on the straight sections. There are also a variety of secondary County and Municipal roads that provide quieter routes for cyclists to share the road with cars. In many cases, these roadways do not have adequate roadbed width to add a paved shoulder. However, due to generally low traffic volumes and speeds, additional shoulders would likely not be necessary. Many of these roads also follow scenic routes along lakes or lead to interesting destinations.

There are many great destinations throughout Haliburton County that are within cycling distance from the village/hamlet hubs or that are situated along possible cycling routes. Some of these destinations include:

- Public swimming areas in most villages
- Minden Hills Cultural Centre
- Rail's End Gallery (Haliburton)
- Minden Wildwater Preserve
- Ritchie Falls
- Snowdon Park
- Hawk Lake Log Chute
- Dorset Lookout tower
- Fish Hatchery
- Stanhope Museum
- Artist studios located throughout the County



*Courtesy of Yours Outdoors*

- Other recreation facilities such as mini-golf, ball diamonds, tennis courts, playing fields, arenas, playgrounds

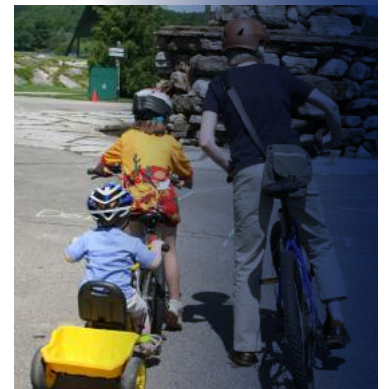
Cyclists also benefit from other types of facilities. Public parking in the larger towns, as well as at arenas and community centers, is accessible and in good condition, allowing for a good starting point for a cycling trip. While a few bike racks are located in Minden and Haliburton, they are difficult to find. There is no on-road signage to identify cycling routes, bike parking or to remind vehicles to “Share the Road” with cyclists.

Cyclists can access water and food in all towns and villages as well as a few places in between (e.g. Donald Dairy Bar). Most villages/hamlets offer public washrooms, but these are often difficult to find due to lack of signage. Washrooms or outhouses are also available at some recreation facilities such as ball diamonds or beaches. There are two stores in the County that provide repair services (one in Haliburton, one in Minden), and there is one person in Haliburton that repairs bicycles at his home. Bicycle rentals are available at some resorts but only for guests. There are currently no retail bike rental outlets.

In addition to on-road cycling, there are two rail trails, the Haliburton County Rail Trail and the IB&O Rail Trail. These are presently both multi-use trails, with a loose dirt surface that is not suitable for many cyclists. Currently, the only official mountain bike trails are located at Haliburton Forest, a private facility.

### 3.2. Programs

Information about cycling in Haliburton County can be found on the HHCC ([www.cyclehaliburton.ca](http://www.cyclehaliburton.ca)) and Haliburton Highlands Trails & Tours Network websites ([www.trailsandtours.com/category/bike](http://www.trailsandtours.com/category/bike)). A Haliburton Cycling Map produced by the HHCC is available at designated outlets. The annual “Shifting Gears Cycling Festival” is held each spring to promote cycling and provide opportunities for skill building. It incorporates a number of workshops and teaching clinics on topics such as helmet fittings, beginner cycling skills, and bike maintenance. In addition, programs are offered from time to time for children, such as mountain biking skills. A first time Bike to School event in June 2007 attracted over 50 cyclists. There are also informal groups of riders that organize group rides.



Recently, cycling tours have been developed and promoted by the Haliburton Highlands Trails & Tours Network and Yours Outdoors. In addition, there are two classes at local schools who are refurbishing used bicycles and doing tune-ups on a small scale.

Chico Racing, an Ontario-based mountain bike event company, is planning a 3-day stage race called “Crank the Shield” in September 2008 ([www.chicoracing.com](http://www.chicoracing.com)). Two days of the race will take place in Haliburton County, on both roads and off-road trails, with Day 2 finishing in Haliburton Village. This race is expected to draw up to 350 mountain bikers and their families to the County.

“Logs, Rocks and Steel” is a new adventure triathlon that includes an extensive mountain bike leg. This event will be taking place July 19, 2008 with the long course located in Algonquin Highlands and the short course in and around Minden ([www.logsrocksandsteel.com](http://www.logsrocksandsteel.com)).

In addition, group cycling tours for fundraising such as the Tour for Kids and Pedal for Hope frequently pass through Haliburton County as part of their routes.



*Courtesy of Yours Outdoors*

# 4.0

## PUBLIC CONSULTATION

Participation and involvement by the County and local municipalities, key stakeholders and the general public was an important component in creating this Cycling Master Plan. The public consultation approach played a critical role in gathering feedback, collecting new ideas, and setting priorities for cycling in Haliburton County.

### 4.1. Public Consultation Process

The comprehensive public consultation strategy created for the project centred on four methods: a planning workshop for stakeholders, communication with County and Municipal councils, community open houses, and a survey.

#### 4.1.1. Planning Workshop

A planning workshop, facilitated by Marr Consulting, was held on September 24, 2007. Community stakeholders representing a variety of groups were invited to participate, and the turnout was very positive. Eighteen people attended, representing the following stakeholder groups: Haliburton Highlands Cycling Coalition, Municipality of Dysart et al (councillor and staff member), Township of Algonquin Highlands (councillor), Township of Minden Hills (councillor), Haliburton Highlands Trails & Tours Network, Haliburton County Tourism, HKPR District Health Unit, Real Easy Ryders, Haliburton Tourism, and County of Haliburton (staff members).

The purpose of the workshop was to discuss and generate ideas on cycling in Haliburton County, and serve as the starting point for development of the vision, goals, and objectives for the Cycling Master Plan. After a project overview, participants discussed successes to date, barriers and opportunities, a long-term vision for cycling in the County, and general and specific elements of the Cycling Master Plan. This was accomplished through a series of small and large group discussions and exercises. To assist with developing the proposed cycling routes network, participants provided input on the needs of the following general categories of cyclists and potential cycling routes for each:





1. Fitness/elite cyclists looking for long distances, challenging terrain
2. Families & others looking for shorter distances or easier routes
3. Tourists coming to Haliburton County as a cycling destination
4. Commuter cyclists

The information gathered at the workshop was used in development of all aspects of the Cycling Master Plan, in particular the proposed cycling routes network. (See the discussion flipcharts from the workshop in Appendix B.)

#### **4.1.2. Communication with County and Municipal Councils**

Many of the on-road improvements to cycling infrastructure fall under the jurisdiction of local governments. The HHCC made an initial presentation to County Council during the process of securing funding, and sent a follow-up letter to inform the councils of HHCC's success in obtaining funding and how the project would move forward.

As part of the lead-up to the September 24, 2007, planning workshop, members of the HHCC presented to each of the four Municipal Councils. These presentations served to inform councils of the Cycling Master Plan project and also provided information about the benefits of improving opportunities for cycling in the County. Councils were asked to appoint a council and staff liaison to the project, and were invited to attend the planning workshop. As a result, council members and staff from three of the four municipalities provided input at that September 24 planning workshop.

The HHCC will present the completed Cycling Master Plan to County and Municipal Councils in Summer/Fall 2008.

#### **4.1.3. Community Open Houses**

Community Open Houses were held in February 2008 to allow the general public to provide input into the Cycling Master Plan,

view proposed cycling routes, and review preliminary research findings. To make the consultation process more accessible and to optimize participation from the public across the entire County, open houses were held in each of the four municipalities. Dates and locations of the open houses were as follows:

- Haliburton Village - February 4, 2008
- Algonquin Highlands - February 7, 2008
- Highlands East on February 12, 2008
- Minden Hills on February 14, 2008

Full colour poster boards created by Marr Consulting allowed individuals to walk through the process and read highlights from the master plan. (See the Open House poster boards and sample treatments map in Appendix C.) HHCC members were available to answer questions, assist with explanations of the master plan development, and review proposed cycling routes as well as gather new route ideas. Participants were asked to provide any additional comments on a project evaluation form.

Approximately 65 people attended at the various locations and included community stakeholders, media, municipal councillors, municipal staff, and members of the general public, both cyclists and non-cyclists.

Attendees were asked to complete a survey if they had not already done so, and to provide further comments or suggestions in relation to:

- Cycling routes not currently identified.
- Specific problems on roads that need to be addressed for cycling.
- A fit between the vision identified in the Cycling Master Plan and the attendee's vision for cycling and living in Haliburton County.
- General comments.





The Community Open Houses not only created a venue to discuss the Cycling Master Plan, but also created an opportunity for individuals to meet fellow cyclists, to discuss cycling opportunities and routes throughout the County, and to find out more about the Haliburton Highlands Cycling Coalition.

#### 4.1.4. Survey

To supplement development of the Cycling Master Plan, a survey was conducted through the U-Links Centre for Community-Based Research in Fall 2007. The purpose of the survey was to gather information about current cycling levels in the County and opinions on cycling conditions and facilities. The survey gathered both quantitative data (e.g. how often people cycle, how far) and qualitative data (e.g. what do you like about cycling in Haliburton County). A copy of the survey can be found in Appendix D.

The HHCC developed the survey methodology with input from Marr Consulting and U-Links. A total of 196 surveys were gathered using the following approaches:

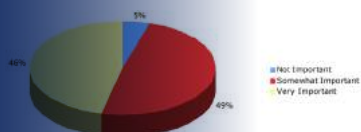
- Sir Sandford Fleming College students asked people at grocery stores in Haliburton and Minden to complete the survey.
- Students also attended the Dorset Snowball where people could complete the survey.
- The survey was sent electronically to members of the Real Easy Ryders and HHCC.
- The survey was sent to members of U-Links Centre for Community-Based Research.

A Trent University student inputted the survey data and provided preliminary data analysis. Key findings from this analysis are reported in Section 4.2 plus an overview of results is provided in Appendix D.

Cycling Skill Level



Cycling as a Budget Priority



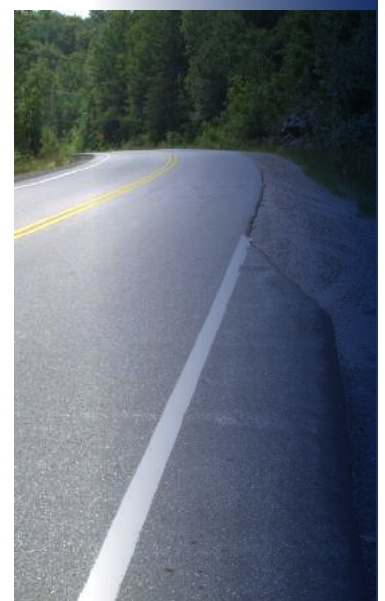
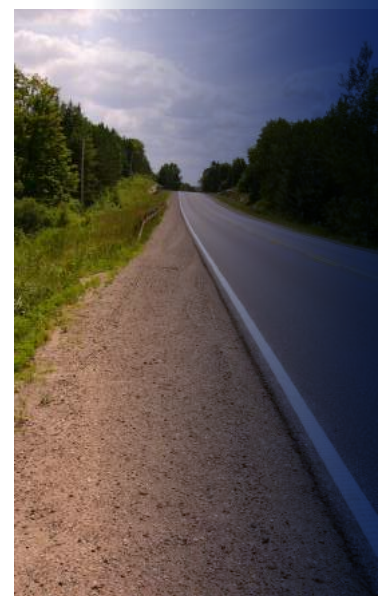
## 4.2. Key Findings from Public Consultation

The public consultation approach provided dialogue between the HHCC and key stakeholders and the general public. This allowed the HHCC to share information and engage with stakeholders and the public, while also gathering input and feedback. Overall, participants were positive about the Cycling Master Plan and about improving conditions for cycling in the County. The comments collected at the Open Houses generally fall under the themes of facilities and amenities, promotion and encouragement, education, and policy development. It was generally recognized that implementation of the Cycling Master Plan should entail a staged approach based on established priorities, relating both to funding and to future opportunities. While a few sample comments are included under the appropriate themes below, a full summary of all comments received at the Open Houses appears in Appendix E.

### 4.2.1. Facilities and Amenities

Many comments focused on the availability of various facilities or amenities throughout Haliburton County. Participants noted the lack of bike racks/secure bike parking and amenities such as public washrooms to support cyclists. The need for staging areas with appropriate parking and rest spots, such as picnic areas, was identified. Considering the inclusion of cyclists as users at recreational destinations (tennis courts, soccer fields, parks) and encouraging bicycle friendly businesses were also discussed. In relation to commuter cyclists, participants noted the need for workplaces to accommodate and support employees by providing secure bike parking, showers/change room, and flex work hours to avoid peak traffic or darkness. Sharing information about funding sources for improving and signing cycling infrastructure was identified as another important aspect.

**Paved Shoulders / Maintenance / Signage:** The majority of specific comments regarding infrastructure reflected the need to pave or widen shoulders on County roads to create a safer, cycle-friendly environment. Maintaining surface treated roads and clearing them of sand and debris, particularly after the winter months, was also suggested.



Here are a few sample comments regarding road infrastructure, maintenance and signage:

*“[We] would like to see paved shoulders, especially on busy roads such as CR 21; [we] would cycle more if there were paved shoulders”*

*“The main problem is the lack of wide roads with paved shoulders. This is a problem from a cyclists and motorists perspective”*

*“Shoulders and intersections and side roads swept earlier”*

*“Marked bike shoulder on all county/municipal roads”*

*“Would like to see signage to remind people it’s a cycling route”*

*“I would like to see more routes identified so cars know cyclists would be there.”*

*“More shoulders and signage”*

**Rail Trails/Off-Road Cycling:** While the Cycling Master Plan is focused on roads, some indicated they would prefer to cycle on the rail trails and pointed to the need to improve the surface conditions for cyclists. Comments also related to the hilly terrain of most roads and the desire for a flat cycling route without vehicle traffic. Here are a few samples of comments:

*“I avoid main roads because of traffic, especially trucks – prefer quieter back roads – quieter, more scenic, less traffic; would choose Rail Trail over County Road 1”*

*“Many off-road trails that could be used by mountain bikers”*

*“Presently, we prefer to ride on the roads in Haliburton as we find the rail trails completely unsuitable and unsafe for cycling.”*

*“If the rail trail could be re-surfaced to accommodate bicycles, this would open the cycling experience to so many more participants.”*

*“...in order to create a long term vision for cycling as a tourist draw the county needs an “ anchor” much like the Thousand Island Bike Trail between Brockville and Gananoque or Le Petit Train du Nord in the Laurentians. The cycling anchor for Haliburton could be the Haliburton County Rail Trail...”*

*“Wish Rail Trail was in better shape for riding”*

#### **4.2.2. Promotion and Encouragement**

Promotion and encouragement focus on creating positive environments for cyclists and increasing general awareness. Comments in this area noted the need to create a consistent message to increase the understanding of the overall benefits (long-term and short-term) of accommodating cycling. This is important not only for the general public but also to assist councils in decision-making. Signage that identifies cycling routes and “Share the Road” awareness campaigns for the benefit of both cyclists and motorists were suggested. It was noted that the terrain in Haliburton presents an opportunity to create “elite” cycling events and draw more people to the area. Tourism opportunities presented by the growth in popularity of cycling in Haliburton County and across Canada were also identified. Promotion of the cycling opportunities and facilities in Haliburton County could be communicated in a variety of ways, including cycling, tourism, business, municipal, and other related websites.

Many comments acknowledged the potential to build tourism around cycling in Haliburton County. Here are a few samples:

*“Great work! One more attraction making Haliburton County an amazing place to live, visit, and enjoy quiet, healthy, recreational activities.”*

*“I am delighted to see that Haliburton is finally recognizing its potential as a fabulous cycling destination.”*

*“It is important that the tourism potential for the two Rail Trails and for mountain cyclists be addressed.”*



*“Fortunately Haliburton is blessed with good tourist services, accommodations and scenery, which are all important for cycling.”*

#### **4.2.3. Education**

The need for education at a variety of levels, including both cyclist and driver safety education, was identified. Ideas around specific educational content included knowledge of hand signals, helmet safety, and how to safely share the road. The potential for a beginner program for adults was suggested. Comments noted that an increase in the number of paved shoulders and initiatives to improve cycling skills in the general population could contribute to safety.

It was noted that the Cycling Master Plan could serve to educate County and Municipal councils of the potential for cycling and also assist with the HHCC’s work with other organizations such as Haliburton County Tourism, the Chamber of Commerce, Haliburton Highlands Trails & Tours Network, and Experience Haliburton.

#### **4.2.4. Policy Development**

Comments identified a need for transportation policy that accommodates “complete streets” for a variety of users beyond vehicles. It was noted that suggestions for policy wording would need to be specific and fit into the official plans for the County and four municipalities as each came up for review.



Courtesy of Haliburton Highlands Trails & Tours Network

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## *A vision for cycling and living in Haliburton County. . .*

What could cycling and living in Haliburton County be like once the *Cycling Master Plan* is successfully implemented? If we could “wave a magic wand” and make it happen all at once, here is a possible description...

*Haliburton County is well known throughout the province, and indeed, throughout North America as a great place to cycle. There are numerous scenic short, medium and long-distance routes. Maps are widely available and appropriate signage is in place.*

*It is hard not to notice cycling is an important part of life in Haliburton County. On weekdays, around the village and hamlet hubs, residents of all ages can be seen cycling to work or to school. On weekends, it is not unusual to see large groups of cyclists riding. Families can also go out on rides together because there are many shorter, quieter routes accessible to them. There are numerous trails for cyclists who prefer off-road experiences.*

*Cyclists of all ages are comfortable sharing the roadways with motor vehicles. On busier roads there are paved shoulders and frequent signage reminds drivers to “Share the Road”. There is a general awareness that roads are for a variety of users, not only cars. Cyclists are aware of their responsibilities as vehicles when on the roads and know how to keep themselves safe by following highway traffic guidelines and wearing appropriate gear. There are opportunities for people to improve their cycling skills at workshops hosted by local organizations.*

*Tourism and economic development initiatives promote the County as a great cycling destination. Visitors to the County know that it is cycling-friendly by the number of businesses that support cycling – either directly by providing services such as bike rentals and repair, or by providing convenient bike parking and information on where to ride. Cycling route signs along roadways provide a message to people arriving that this is a place where people cycle! Local accommodations have bikes that guests can borrow or rent and report that cycling is a preferred activity among many of their guests. Several accommodations provide organized cycle tours to various destinations around the county.*



*Signature cycling events draw participation from residents and visitors.*

*The Shifting Gears Cycling Festival is a series of activities throughout the month of June.*

*Competitive and recreational cyclists join together to participate in the Tour de Haliburton Highlands, which consists of loops of varying distances reaching all points of the County.*

*Even people who don't cycle appreciate the economic spin-off that all the cycling activity brings into the County, and recognize the value of this environmentally friendly, healthy activity. Through the commitment and efforts of local decision makers, staff, businesses, and community groups, cycling is an integral part of the fabric of life here.*



# 5.0

## CHALLENGES & OPPORTUNITIES

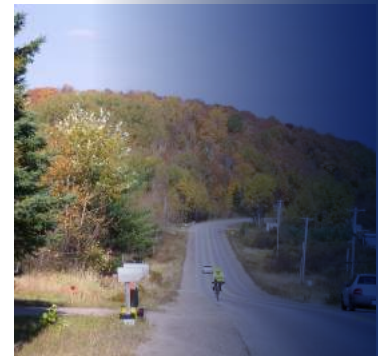
Through the public consultation process, a variety of challenges and opportunities emerged. The following presents a summary of the issues that were identified

### 5.1. Challenges

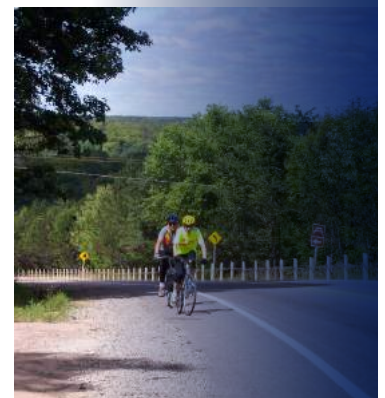
Challenges to creating a safe and active environment for cycling can be separated into two main categories: physical/geographic and personal/attitudinal.

#### 5.1.1. Physical/Geographic

- Many secondary roads are unpaved or poorly paved for road cycling,
- Some roads with high traffic volumes lack paved shoulders
- Some roads have sections of non-paved or inconsistently paved shoulder widths; this is a safety issue as it results in cyclists riding both on and off the main roadway making their behaviour less predictable for drivers,
- Some roads have unsafe angles for grading and drainage.
- Some roads have speed levels and traffic volumes that deter cycling.
- There is a lack of amenities (washrooms, rest areas, bike racks, etc.) to support cyclists and a lack of secure lock-up facilities to keep bicycles safe.
- The hilly terrain means that some roads are too challenging for beginner cyclists; there is a general lack of easier routes for inexperienced or younger cyclists.
- There is a lack of off-road cycling facilities, including mountain biking trails and routes for people who do not want to cycle with traffic.



*Courtesy of Haliburton Highlands Trails & Tours Network*



*Courtesy of Haliburton Highlands Trails & Tours Network*



### 5.1.2. Personal/Attitudinal

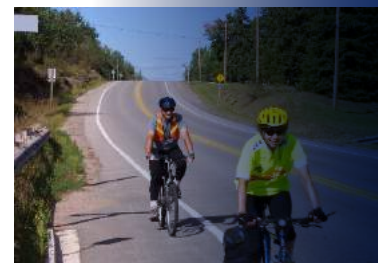
- Haliburton County is geographically large with significant distances between many destinations. In general, a mindset often exists that motorized vehicle transportation is the only available method of getting to a destination. Consequently, in general, cycling is not viewed as a viable means of transportation.
- Many people do not have a high level of comfort or confidence riding on shared roads with traffic.
- There are different degrees of readiness within the local municipalities and the county to embrace cycling as a priority.
- There are many different needs in the community and limited financial resources are available for building and maintaining infrastructure.
- There is a need for both cyclists and motorists to learn how to share the road.

## 5.2. Opportunities

A variety of opportunities have been identified through the consultation and planning process as follows.

- Cycling is growing in popularity across Canada, and Haliburton County offers beautiful cycling routes. The existing network of paved roads offers a variety of both looped and out-and-back route options.
- While the hilly terrain can pose a challenge, it also presents an opportunity for various levels of cycling as well as elite cycling events (e.g. training, road races). In addition, curving, twisting roads can act as a “traffic calming” effect on motorized traffic.

- There is capacity in the community to create education and awareness campaigns focusing on: 1) how motorists and cyclists can safely and respectfully share the road; 2) increasing awareness of cycling for recreation and as a non-motorized form of transportation; and 3) promoting the health, economic, tourism and environmental benefits of cycling to increase the community's appreciation of these benefits.
- The HHCC is positioned to assist decision makers to incorporate cycling when developing projects to pave/ improve roads and shoulders. The cycling community can also work with the elected officials at both the County and municipal level to help develop language that incorporates cycling into their official plans. This language can be shared with like-minded groups in other jurisdictions who can use it in their own strategic plans and in their approaches to local government.
- Haliburton could become a model for other rural communities wishing to engage the community in cycling planning.
- Funding programs exist to support various cycling projects (see Section 7.6 for examples).
- Several organizations in Haliburton County include cycling in their mandate or programs and could be partners in the process (Haliburton Highlands Trails & Tours Network, Haliburton County Tourism, Yours Outdoors, Communities in Action Committee).
- Being a rural community presents the opportunity to create a network of "cycling friendly" homes to provide support (similar to Neighbourhood Watch).
- Partnerships are possible to use existing facilities and amenities to support cyclists rather than creating brand new facilities.
- The two existing rail trails provide infrastructure for developing easy, off-road routes for beginning cyclists, families and children.



*Courtesy of Haliburton Highlands Trails & Tours Network*

# 6.0

## BICYCLE FACILITY TYPES AND CONSIDERATIONS

In determining the type of bicycle infrastructure that would be most appropriate for Haliburton County, it is important to understand the different options that are available, standard design guidelines, and applicability to the local context. This section provides background information to familiarize the reader with the concepts, definitions and general usage of the types of infrastructure pertinent to Haliburton County.

### 6.1. Types of Facilities

Bicycle facilities refer to physical infrastructure, such as lanes, routes, multi-use pathways and shared roadways. The term also includes ancillary facilities such as bike racks, lockers and secure bike cages or other bike parking areas. Roadway design treatments will vary according to the specific type of bicycle facility, which is selected based on traffic speeds, volumes and composition.

The most important variables affecting bicycle travel on roads include: traffic volumes, speeds, outside lane width, and percentage of heavy vehicles (trucks, RVs). In addition to the cyclist's perceived comfort level with traffic volumes, the speed of traffic on a rural roadway is important as it affects wind turbulence, which significantly increases with heavy vehicles.

Effective treatments to improve safety for cyclists on rural roadways include the addition of paved shoulders and an increase in marked space for cyclists on the existing roadway.<sup>10</sup>

A rural roadway with low traffic volumes, speeds and little heavy vehicle traffic would be suitable as a designated shared roadway which requires 'share the road' signage and enforcement of the speed limit. Higher traffic volumes and speed would call for a marked paved shoulder that is of adequate width based on a number of factors, and contains bike route signage. A roadway with high traffic volumes, speeds and number of heavy vehicles could call for a segregated pathway for cyclists.

<sup>10</sup> *Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways*, Transportation Research Board Annual Meeting 2007 Paper #07-2457.

## 6.2. Facility Design Guidelines

The information draws from a variety of sources on bicycle facility design guidelines, primarily including:

Richard Drdul, *Bicycle Facility Design Guidelines*. Richard Drdul Community Transportation Planning, 2004.

Ministere des Transports du Quebec/Canadian International Development Agency, *Technical Handbook of Bikeway Design*, 2nd ed. Vélo Québec, Montreal, QC, 2003.

Commonwealth of Virginia, *Virginia Bicycle Facility Guide*. Virginia Department of Transportation, 2002.

Transportation Association of Canada, *Geometric Design Guide for Canadian Roads*. TAC, Ottawa, ON, 1999.

Transportation Association of Canada, *Bikeway Traffic Control Guidelines*. TAC, Ottawa, ON, 1998.

Ministry of Transportation Ontario, *Ontario Bikeways Planning and Design Guidelines: Shared Road Bikeways, Shoulder Bikeways, Bike Lanes and Bike Paths*. MTO, Downsview, ON, 1996.

## 6.3. Relevant Bicycle Facilities and Considerations

The design guidelines recommended in this section focus on treatments relevant to Haliburton County's rural context. Designated shared roadways and paved shoulders are on-road facilities within the highway right-of-way which accommodate cyclists.



*Courtesy of Yours Outdoors*

### 6.3.1. Paved Shoulders

Paved shoulders provide a bikeway that is adjacent to other traffic lanes and should be identified by a pavement marking such as a painted edge line. They are appropriate on roadways where parking is not allowed and there are no curbs, making them particularly suitable for rural areas. Paved shoulders must be provided in both directions on a roadway and bike traffic should travel in one direction, the same direction as motor vehicle traffic in the adjacent lane. In Haliburton County, this applies to highways 35 and 118 and several major county roads, for example 21 and 503.

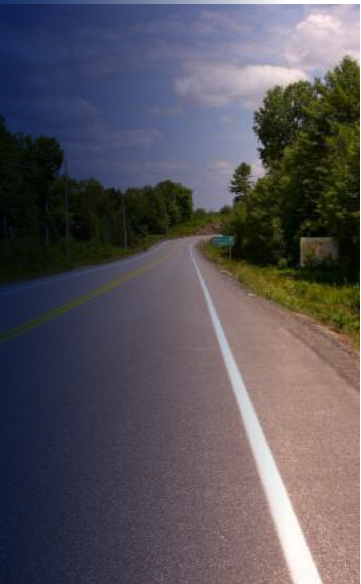
There are many compelling benefits of paved shoulders on rural roadways. The benefits of a paved shoulder can be grouped into three areas: cost, safety and capacity.

**Cost benefits** of a paved shoulder resulting from reduced maintenance needs:

- Provide structural support to the pavement and therefore help extend roadway life;
- Reduce maintenance and repair costs by reducing road edge deterioration;
- Discharge water further from the travel lanes, reducing the undermining of the base and subgrade;
- Reduce costs associated with maintaining soft/gravel shoulders; and
- Provide space for maintenance operations and snow storage.

**Safety benefits** of a paved shoulder:

- Provide space for motorists and cyclists to make evasive manoeuvres;
- Accommodate driver error by adding a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles;

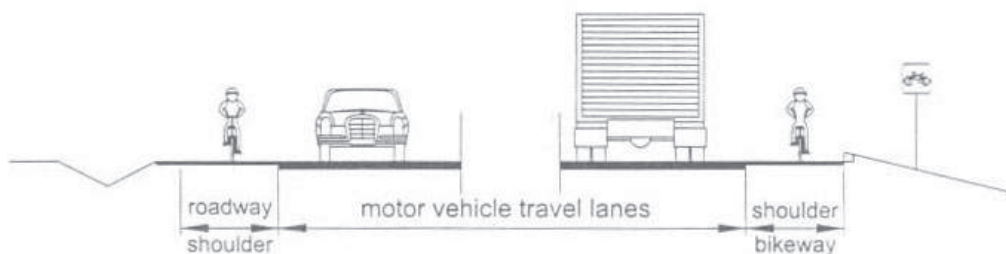


- Provide space for disabled vehicles to stop or drive slowly;
- Provide increased sight distance for through vehicles and for vehicles entering the roadway;
- Provide a designated facility for cycling that is separate from motorized traffic;
- Provide for storm water discharge farther from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and cyclists.

**Capacity benefits** of a paved shoulder:

- Allow for easier exiting from travel lanes to side streets and roads;
- Provide a wider platform to better accommodate large truck traffic;
- Provide space for off-tracking of a truck's rear wheels in curved sections; and
- Provide safer space for cyclists.

With adequate shoulder width, cyclists are provided with a separate area to travel next to motorized vehicles. The paved shoulder must be smooth, uniform, well maintained and of a consistent width that is determined by traffic volumes, speed, composition of traffic and steepness of grade. Rural roadways with higher traffic volumes and speeds typically attract the more experienced, confident cyclist.



Source: *Geometric Design Guide for Canadian Roads*, TAC, Figure 3.4.3.1 (1999)



## Recommended Width of Paved Shoulders

The recommended width of paved shoulders varies slightly in the guidelines prepared by different authorities. The width is based on traffic speeds, volumes and composition of traffic (heavy motor vehicles such as trucks and RVs). Particularly relevant to Haliburton County, additional width is required for roadways with steep grades.

It should be noted that the measurement of paved shoulder width does not include the gutter pan. Also, any obstructions such as signs should not reduce the shoulder below the recommended width.

For speed limits of 70 km/h or greater and with an AADT (Average Annual Daily Traffic) count of less than 2000 vehicles, Vélo Québec recommends a minimum width of 1.5 m. The Transportation Association of Canada (TAC) provides a range of 1.5 to 3.0 m depending on speed and composition of traffic. A preferred design width of 1.5 m has been accepted in other Ontario regions, including County of Lennox & Addington (on roadways with < 10% heavy motor vehicles or commercial traffic) and the Regional Municipality of Niagara, although the latter will accept 1.2 m with an adjacent granular shoulder of at least 0.5 m as a reasonable compromise where it is not possible to achieve 1.5 m width due to constraints.

Extra width may be needed for cyclists to manoeuvre on steep grades due to the high speeds reached on descents and the weaving that frequently happens to maintain balance when climbing. This would apply to a number of roadways in Haliburton County, which contain significant hills.

Public interest in paved shoulders has already been recently identified and acknowledged by the inclusion of a 1.2 metre wide paved shoulder in the rehabilitation of County Road 21 (from Allsaw Bridge to 350 m west of Peninsula Road) by the County of Haliburton in 2008-2009 as a result of comments received during the environmental assessment.

Table 2: Minimum recommended width for paved shoulders

Authorized Speed	ASDT* <2000	ASDT >2000
50 km/h or less	1.0 m	1.0 m
51 - 70 km/h	1.5 m	1.5 m
> 70 km/h	1.5 m	1.75
*ASDT = Average Summer Daily Traffic		

Source: Vélo Québec, *Technical Handbook of Bikeway Design*, 2nd edition (2003)

### Opportunities for Implementation of Paved Shoulders

There are three common windows of opportunity to implement paved shoulders on rural roads:

1. During new road construction or reconstruction project.
2. Adding paved shoulders to existing roads as a separate project.
3. Including paving of shoulders as part of an overlay project.

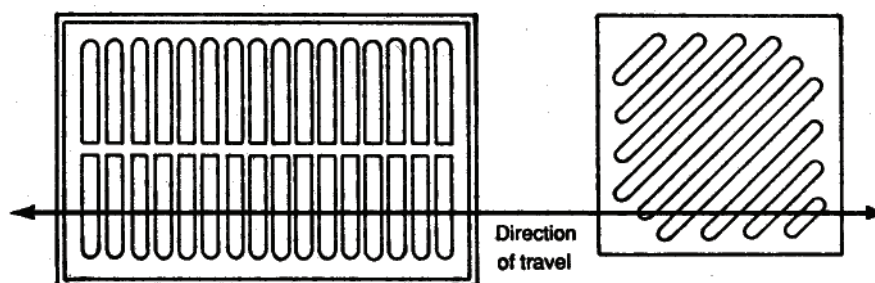
The first approach is typically the most cost-effective. Adding paved shoulders to an existing road is frequently more expensive, but in some cases can be justified as a stand-alone project such as when the traffic volume on a particular road increases substantially.

### Operation & Maintenance

The level of maintenance required for a paved shoulder will depend on usage level and environmental factors. To reduce sand and gravel build-up on paved shoulders, the first few metres of major driveway entrances should be paved. Shoulders also need to be cleared in the spring of sand and salt that has built up over the winter to facilitate safe cycling.

Proper drainage prevents water from collecting on the road and eroding the surface. This can be accomplished for a shoulder bikeway by continuing the slope of the roadway across the shoulder.

Drainage grates can be a potential hazard for cyclists as they tend to be slippery when wet, not flush with the roadway surface, prime location for formation of potholes, and can present a trap for bicycles. Bicycle friendly drainage systems have grates with openings perpendicular or diagonal to the line of travel to prevent bike wheels from getting caught (shown on the right in the diagram below). The slipperiness of grates can be reduced by the use of texturing on the metal surface.



Source: *Community Cycling Manual*, Canadian Institute of Planners and Go For Green (2004)

### 6.3.2. Designated Shared Roadway

Roadways with low traffic volumes and speeds can be suitable as cycling routes in the absence of a marked shoulder. As a designated shared roadway, motorists and cyclists share the same travel lane. Road signs or pavement markings are typically used to alert motorists to expect the presence of cyclists in the shared lane. The majority of secondary county and municipal roads fall into this category.

### 6.4. Liability Aspects

In addressing the liability aspects of designating bikeways, the Ontario Bikeway Planning and Design Guidelines produced by the Ministry of Transportation Ontario refers to a report prepared for the Bicycle Federation of America (Section 8.8). The MTO guidelines indicate that:

*The report concluded that the liability situation for bicyclists on the highway is the same as for other highway users. Bicyclists absolutely have a right to use highways; highway agencies therefore owe them the duty of reasonable care. The standard of conduct required to meet their duty must also recognize that bicycles are more susceptible than other highway users to some hazards;*



greater care may be required at some locations because the presence of bicycle traffic there is predictable.

The study concludes that designation of bikeways will not affect the government's potential liability; the liability already exists with respect to bicyclists on the highways.... When appropriate criteria are used for route selection and care is taken to eliminate bicycle hazards on the route, the risk of liability is likely to be significantly reduced on the bikeway.

## 6.5. Ancillary Facilities

### 6.5.1. Signage

Bicycle signage on a roadway serves a dual purpose: it promotes the existence of a cycling route and its location, and alerts motorists to expect cyclists on the roadway.

On a **paved shoulder bikeway**, general bicycle route signs are used to mark the roadway as a cycling route. The shoulder is clearly identified by a painted edge line. On a **designated shared roadway**, cyclists and motorists share the same lane. These are typically low traffic, low speed roads and contain no pavement markings to identify a specific space for the cyclists. The presence of Share the Road signs alert motorists to the presence of cyclists and acknowledges the roadway's use as a cycling route.

To ensure the signs are understood and respected it is essential to comply with standards for shape, colour, dimensions and reflectorization. Signage that is intended for cyclists should be the same size as and should not repeat or contradict roadway signage.



The different types of signs include:

- Regulatory Signs – examples include Stop, Yield, etc.
- Warning Signs – this category includes Share the Road signs to alert motorists to the presence of cyclists.
- Guide or Information Signs – examples of guide signs include general bicycle route signs and signs identifying a route to a major destination or to indicate parking locations; examples of information signs include points of interest or directional tabs (arrows) for bike route signs.

A detailed description of bikeway signage can be found in *Bikeway Traffic Control Guidelines for Canada* produced by the Transportation Association of Canada (TAC).

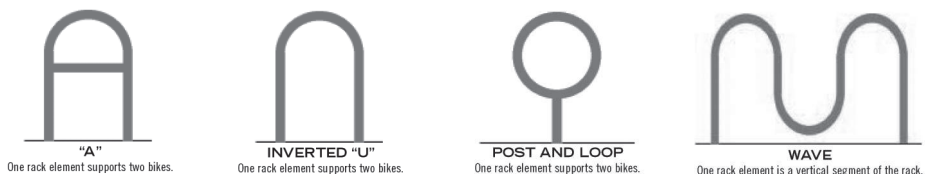
### 6.5.2. Bike Parking

The availability of bicycle parking is an important component to encourage or accommodate cycling. The possibility of bike theft is a common deterrent for many people that keeps them from making trips by bicycle. And while bikes can be locked to street furniture (such as a signpost or parking meter) or trees, either is clearly an undesirable alternative.

The type of bike parking required depends on whether the parking need is short-term or long-term. A recreational cyclist may only require bike parking for a couple of hours while eating lunch at a restaurant whereas a commuter cyclist would need secure bike parking for the entire workday or school day.

#### Bike Racks

Bicycle racks are most appropriate for short-term parking. A variety of rack styles are available such as an inverted U rack, post-and-ring rack, and coat hanger rack. Racks need to be well designed and located for cyclists to feel confident using them.



Source: Rural Bikeway Plan, Roanoke, Virginia (2006)

*Rack design considerations:*

- Materials and paint that resists rusting, corrosion and vandalism
- No sharp edges or projections
- Easily identifiable as a bicycle rack
- Able to accommodate a minimum of three bicycles
- Allow bikes to be locked to the rack from both sides
- Able to securely lock the bike frame (not just the wheel) without damaging it
- Ease of use

*Location considerations:*

- Close to main building entrances or other destination
- Oriented so that bicycles positioned in the rack are parallel to the curb
- Allow sufficient space around bikes for pedestrian movement
- Be in plain view of passersby and others to deter theft
- Ideally sheltered from bad weather
- Provide appropriate lighting



## Bike lockers/cages

Bicycle lockers and secure bike cages/rooms help minimize the likelihood of theft for cyclists who are leaving their bikes parked for a long time, such as the entire day for commuting cyclists. Bicycle lockers typically hold one bicycle and allow access to the individual cyclist on a daily basis or a long-term lease. Bike cages or locked rooms that accommodate multiple bicycles are common at workplaces. They usually contain bike racks within the fenced cage or locked room as additional security.



Source: Bike locker – Richard Drdul ([www.drdul.com](http://www.drdul.com)); fenced bike cage – John Luton ([www.flickr.com/photos/luton/451015935](http://www.flickr.com/photos/luton/451015935))

Natural locations for bike racks in Haliburton County would include parks, recreation/fitness facilities, community centres, village/hamlet cores, other major shopping centres and popular tourist destinations. Bike cages or lockers would be appropriate for any location at which cyclists would be leaving their bike for a long period of time, such as workplaces and schools. There are currently no bike lockers or cages in Haliburton County.

**Table 3: Minimum recommended bike parking spaces**

Establishment	Bicycle Parking Spaces
Multi-family residence	1 for every 5 units
Educational institution	1 for every 20 students and 1 for every 20 employees
Hospital	1 for every 50 employees
Workplaces	1 for every 50 employees
Public service	1 for every 50 users
Isolated business	2
Commercial street	5 for every 200 m of storefront
Shopping Centre	1 for every 300m <sup>2</sup> of retail space

Source: Vélo Quebec, *Technical Handbook of Bikeway Design* (2003)

Other good sources for information on bicycle parking include:

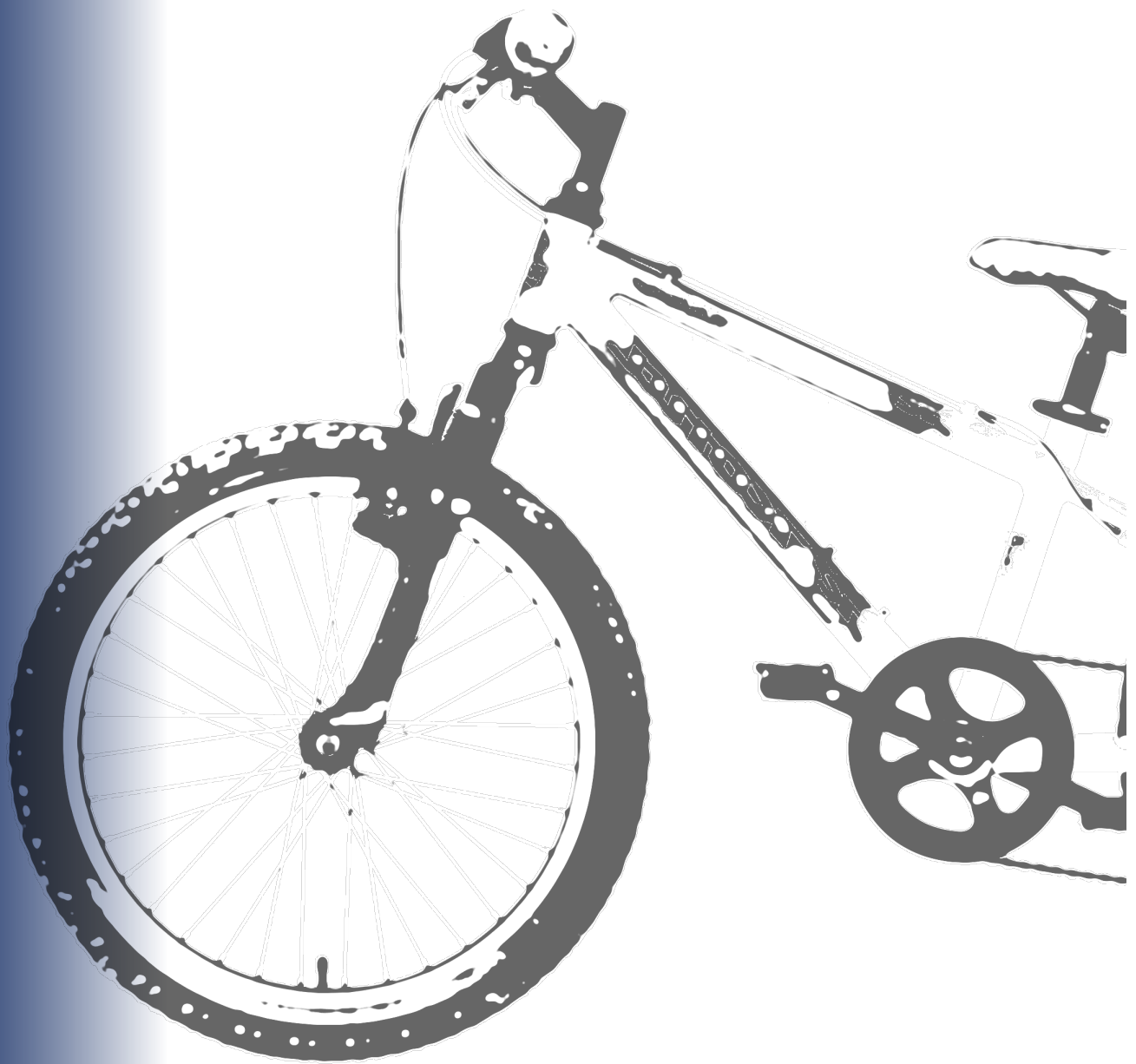
- “Bicycles at Rest” published by the Capital Bike and Walk Society (Victoria, BC) – [www.capitalbikeandwalk.org](http://www.capitalbikeandwalk.org)
- Bicycle Parking Guidelines - A set of recommendations from the Association for Pedestrian and Bicycle Professionals: [www.sccrtc.org/bikes/APBP\\_bikepark.pdf](http://www.sccrtc.org/bikes/APBP_bikepark.pdf)
- Bike Parking for your Business: [www.catsmpo.com/bikeped/bike\\_parking\\_guide\\_web.pdf](http://www.catsmpo.com/bikeped/bike_parking_guide_web.pdf)
- Bicycle Parking - A Guide for Business Owners & Cyclists in the City of Toronto: [www.toronto.ca/bug/pdf/bicycle\\_parking\\_guide.pdf](http://www.toronto.ca/bug/pdf/bicycle_parking_guide.pdf)

### 6.5.3. Staging/Rest Areas

Rest and staging areas that can accommodate cyclists should be strategically located at key points throughout the cycling route network. Typical amenities include benches and picnic tables, water fountains or other sources, washrooms, trash/recycling cans, bike parking and where appropriate, vehicle parking. These amenities can often be found in existing facilities, such as restaurants, information centres, beach areas, and other attractions or service areas. See Table 4 for a list of potential staging and rest areas in Haliburton County.







**Table 4: Potential staging/rest areas in Haliburton County**

Location	Map #	Municipality/Township	Existing/ Potential	Parking	Picnic	Phone	Washroom	Other amenities
West Shore/Kennisis Lake Road intersection	1	Dysart	Potential					
Haliburton Forest and Wildlife	2	Dysart	Existing	Y			Y	Wolf Centre, Canopy Tour, trails, cookhouse, mountain biking trails
West Guilford Community Centre	3	Dysart	Existing	Y	Y	Y	Y	Ball diamond/field, playground, close to public beach, WG store
Dysart Community Centre, Haliburton	4	Dysart	Existing	Y		Y	Y	Ball diamond, library, stores, restaurants, and other services
Head Lake Park, Haliburton	5	Dysart	Existing	Y	Y		Y	Gallery, playground, park, Head Lake Trail, public beach, town docks/boat launch, stores, restaurants, and other services
Eagle Lake beach	6	Dysart	Existing	Y	Y	Y	Y	Store, playground, beach, boat launch
Haliburton Lake beach	7	Dysart	Existing	Y	Y			
Sir Sandford Fleming College	8	Dysart	Existing	Y		Y	Y	Glebe Park trails, Sculpture Forest trail, museum
Stanhope Airport	9	Algonquin Highlands (AH)	Existing	Y			Y	
Hawk Lake Log Chute	10	AH	Existing	Y	Y	Y	Y	Access to Crest of Kennisis Trail and short walking trail at the dam
Elvin Johnson park	11	AH	Existing	Y	Y		Y	Swimming, playground equipment, picnic shelter.
Stanhope Community Centre	12	AH	Existing	Y	Y		Y	Fields, tennis courts, library, close to trails
Haliburton Highlands Trails and Tours Office	13	AH	Existing	Y		Y	Y	Other trails and tourism info available when open
Buttermilk Falls	14	AH	Existing	Y	Y			
Buckslide Rd/Hwy 35	15	AH	Existing	Y				
Dorset Community Centre	16	AH	Existing	Y			Y	Stores, restaurants and other services, picnic spot right off of Hwy 35 in Dorset
Frost Centre	17	AH	Existing	Y		Y	Y	Frost Centre trails, Haliburton Highlands Water Trails

Location	Map #	Municipality/Township	Existing/ Potential	Parking	Picnic	Phone	Washroom	Other amenities
Minden Whitewater Preserve	18	Minden Hills (MH)	Existing	Y	Y		Y	Whitewater kayaking & canoeing, walking trails
Minden Community Centre	19	MH	Existing	Y		Y	Y	Fields, ball diamonds, skateboard park
Minden Hills Township Office	20	MH	Existing	Y			Y	Stores, restaurants and other services
Minden Rotary Park	21	MH	Existing	Y	Y		Y	Swimming area, picnic shelter, playground, BBQ
Panorama Park	22	MH	Existing	Y	Y		Y	
Snowdon Park	23	MH	Existing	Y				Hiking trails
Furnace Falls	24	MH	Existing	Y	Y		Y	Swimming
Ritchie Falls	25	MH	Existing	Y	Y			Swimming, access to Rail Trail
Lochlin Community Centre	26	MH	Existing	Y	Y	Y	Y	Ball diamond, access to Rail Trail
Ingoldsby, CR17 at ball diamond	27	MH	Existing	Y	Y			Restaurant
Lloyd Watson Centre	28	Highlands East (HE)	Existing	Y	Y	Y	Y	Ball diamond, playground, stores, restaurants, and other services
Gooderham Community Centre	29	HE	Existing	Y	Y	Y	Y	Playground, baseball diamond, tennis courts, trails, stores, restaurants, and other services
IB & O Trailhead, Tory Hill	30	HE	Existing	Y	Y	Y	Y	Playground, access to IB&O Rail Trail, gallery
Farr Road/IB&O intersection	31	HE	Existing	Y				
Wilbermere Lake	32	HE	Existing	Y				Beach
Cardiff Community Centre	33	HE	Existing	Y				
Cardiff General Store	34	HE	Existing	Y				

Notes:

- Some washrooms are available only when the building is open.
- These are public locations only. There are also numerous private locations throughout the county (at stores, restaurants, gas stations, etc) where people could also potentially park with permission of the owner and purchase food, water and access to washrooms.

# 7.0

## RECOMMENDED CYCLING NETWORK

### 7.1. Network Approach and Objectives

The approach taken in developing a cycling plan for Haliburton County is different than those created for other jurisdictions in that it is based on a rural setting with a small permanent population that swells in the summer during the tourist and cottaging season. This rural setting is unique among cycling or active transportation plans, which typically focus on urban areas and accordingly, require different treatments.

The network proposed in this section builds upon the substantial amount of work already completed in Haliburton County, such as the Bike Haliburton map and Shifting Gears Cycling Festival, and takes advantage of the natural benefits of the area, including the scenic routes, variety of terrain and tourism destinations, as well as the extensive system of paved roads.

There are also synergies within the proposed network to complement other activities and plans developed in Haliburton County, such as the Rail Trail Master Plan and other trail efforts, active transportation plans of the Communities in Action Committee, and the work of the HKPR District Health Unit in advocating for designing active communities.

The goal of the cycling network is to achieve the long-term vision for cycling in Haliburton County as identified by local participants in the consultation process. That vision includes:

- More people on bikes
- Haliburton County viewed as a cycling destination
- More active commuters
- Improved cycling skills in general population
- Safer roads with fewer crashes and injuries
- Roads with paved shoulders
- Signage for cyclists
- Share the Road awareness
- Bicycle friendly businesses
- Signature cycling event
- Variety of routes to accommodate a range of cyclists



## 7.2. Route Selection Evaluation Criteria

A typical approach to segmenting cyclists and their needs is to differentiate users by age and experience. Clearly the need of adults vs. children and experienced vs. casual cyclists is quite different. This plan takes a similar approach that is tailored to Haliburton County with its hilly terrain and existing paved roadway network in a rural setting.

With these factors in mind, road selection for the Cycling Network and recommended type of treatment is based on the following: 1) characteristics of users and 2) road characteristics.

### Characteristics of users

The skill or confidence level and the purpose for cycling will both affect the route choice of the cyclist. These elements apply equally to the competitive cyclist looking for a long, fitness ride with a mixture of challenging terrain, a family looking to cycle a short distance to the park or for an ice cream cone, a cycle tourist looking for a scenic locale with interesting destinations, or a commuter cyclist wanting to travel to work or school.

- Skill/confidence level
  - Distance – offer variety of long and short routes, with a preference for loops
  - Terrain – include mixture of terrain whenever possible, as well as routes with relatively flat or easy terrain only
- Purpose of cycling
- Address needs of various reasons for cycling, including recreation, fitness/competition, cycle touring and commuting

### Road characteristics

The following characteristics were considered in selecting the roads in the Cycling Network, evaluating their applicability for various users and determining the type of treatment required.



- Traffic volume and speed
- Current use levels
- Safety and convenience
- Maximizes connectivity (commuter routes and routes that are loops)
- Leads to or passes by destinations of interest
- Aesthetics
- Geographic distribution of routes throughout county

### 7.3. Cycling Network Development

Input on cycling routes was gathered through public consultation, including the September 2007 workshop and the February 2008 open houses, and the cycling survey conducted by U-Links Centre for Community-Based Research. An on-the-ground inventory was completed of all potential roads that could be included in the network, and this inventory was used to assist in determining recommended treatments.

The Haliburton Highlands Cycling Coalition will continue to gather community feedback, which will contribute to the ongoing identification of cycling routes and needs, with a particular focus on reaching seasonal residents and youth.

#### **Long distance, varied terrain options**

For cyclists looking for routes of varying length and terrain, many routes have already been identified by the Haliburton Highlands Cycling Coalition on the Bike Haliburton Map. The main priority of these cyclists is a smooth, paved shoulder of consistent and adequate width that is clear of debris, particularly on routes with higher traffic volumes and speeds, and bicycle friendly drainage grates that do not grab bike wheels. Additional priorities identified during the consultation process included varied terrain, scenic routes, attractions for stops along the routes, and staging areas for vehicle parking.



### **Short distance, easier terrain options**

Those looking for a short cycle on relatively flat or easier terrain are also more likely to be interested in routes that lead to destinations or activities, on roadways with low traffic volumes and speeds. Rest spots with picnic areas and other amenities such as bike racks are also important.

Cyclists in this group could include families or casual cyclists looking for an easy, enjoyable ride for a couple of hours.

## **7.4. Other Considerations**

### **7.4.1. Rail Trails and Off-Road Cycling**

Rail trails and off-road trails provide residents and visitors additional options to the tremendous opportunities for on-road cycling in Haliburton County. Community input gathered through the public consultation process indicated a strong interest in cycling routes that are separate from on-road motorized traffic along with the need for routes that offer flat and easy terrain for very young or inexperienced cyclists.

The Haliburton County and IB&O Rail Trails are potential resources that could be developed to meet this need. There is already a management committee and master plan for the Haliburton County Rail Trail, and an opportunity to open up discussions regarding accommodating cycling during the next review process.

Off-road cycling or mountain biking was also identified as an area of interest and, though beyond the scope of this plan, may warrant further exploration in a future study.

A combination of rail trails, off-road and on-road cycling opportunities would provide a complete network and wide array of cycling options for residents and visitors alike.

### **7.4.2. Commuter Cycling**

The needs of commuter cyclists are quite different from recreational, fitness or cycle tourists. Commuters are looking for long-term secure bike parking, shower facilities at their workplace



or school, safe routes to travel to and within the villages, and potentially staging areas in which to park their vehicle if they live too far to cycle the entire distance.

Priorities to consider for accommodating commuter cycling in Haliburton County include:

- Connectivity between major destinations (workplaces, schools, shopping and recreational areas)
- Bike friendly workplace or school (secure bike parking, showers, etc.)
- Staging areas to park vehicle
- Information on clothing, equipment, gear, lighting, loading bike onto vehicle, etc.

## 7.5. Cycling Network and Recommended Treatments

The proposed Cycling Network is outlined in Table 5 and accompanying maps. In addition to identifying which roads are included in the network, the table details:

- Connections with other roads
- Existing surface
- Level of difficulty based on terrain
- Traffic volume
- Type of cycling use
- Recommended treatment & estimated cost
- Priority level





Recommended treatments include:

- 1) **Paved Shoulders** – while a 1.5 metre width is desirable, a 1.2 metre paved shoulder as a minimum is acceptable on roads as described below.
  - Minimum 1.5m paved shoulder on roads with an SADT (Seasonal Average Daily Traffic) greater than 2,000 vehicles, located close to a village (commuter route)
  - Minimum 1.2m paved shoulder on roads with an SADT between 1,000-2,000 vehicles, and/or connecting route for a loop, and/or destination on the route
- 2) **Signage**
  - Bicycle route signage on roads identified within the Cycling Network to have paved shoulders as described above
  - Share the Road signage on roads with SADT less than 1000 vehicles

Criteria used to prioritize completion of the recommended treatments for roads identified in the Cycling Network include:

- **High:** current or potential use particularly by novices; within commuting distance of towns (5 km); part of an easier loop or leads to a destination
- **Medium:** likely to be used by cyclists but fewer than high priority roads; may lead to destinations or be part of a loop
- **Low:** not part of a loop, does not lead to destinations, lower potential use

The accompanying maps identify the Cycling Network in two ways:

**Map 1:** Cycling Network by treatment (paved shoulder, share the road signage)

**Map 2:** Cycling Network by level of difficulty based on terrain and locations of potential staging/rest areas listed in Table 4

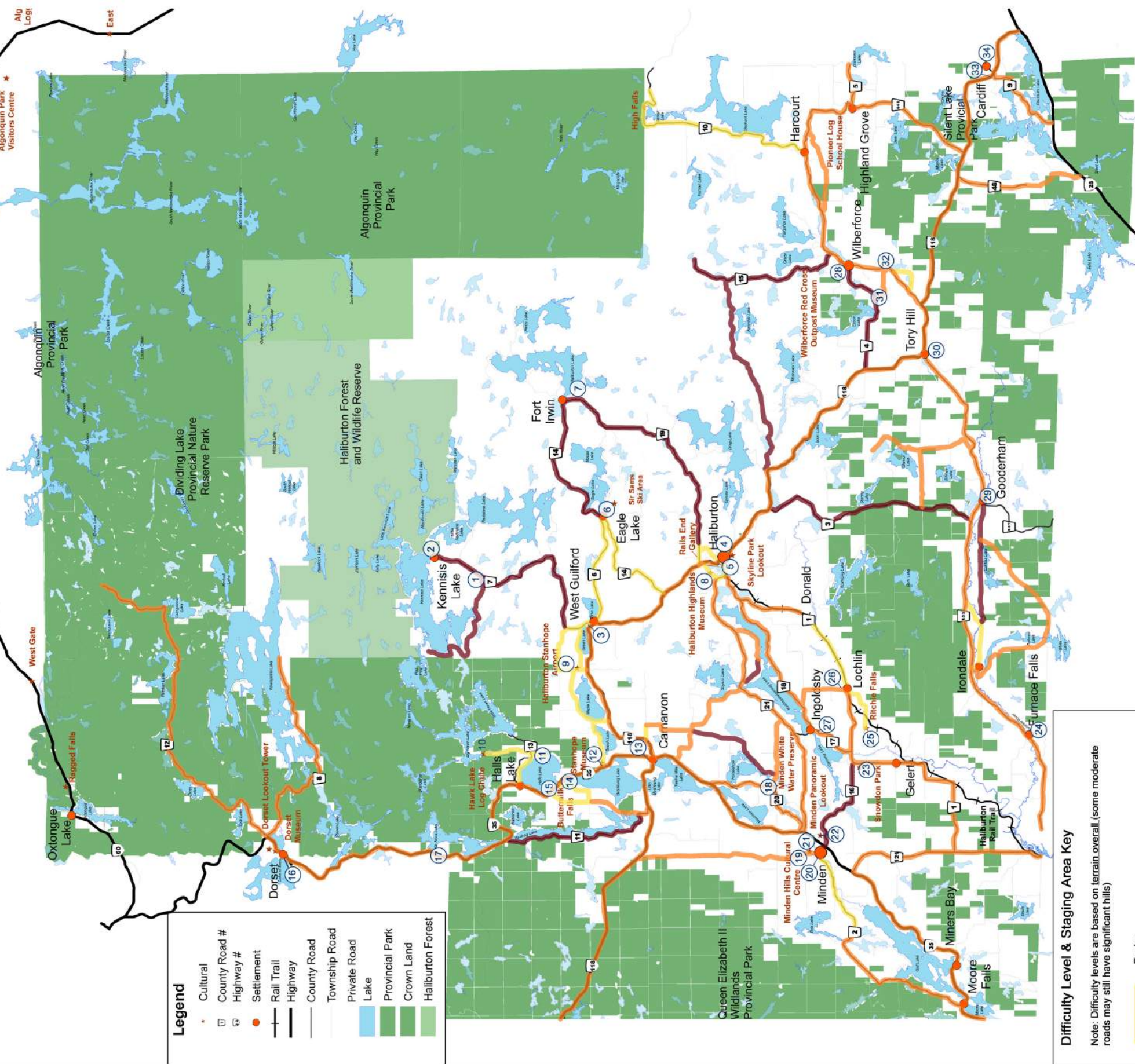


# Haliburton County Cycling Network

Map 1



## Difficulty Level (based on terrain) & Potential Staging Areas



### Legend

- ★ Cultural
- County Road #
- Highway #
- Settlement
- Rail Trail
- Highway
- County Road
- Township Road
- Private Road
- Lake
- Provincial Park
- Crown Land
- Haliburton Forest

### Difficulty Level & Staging Area Key

Note: Difficulty levels are based on terrain overall (some moderate roads may still have significant hills)

- Easier
- Moderate
- Difficult

1 - 34  
Potential Staging Areas  
(Note: This includes public areas only. There are numerous private businesses available as well.)

See Table 4 for a complete list of potential Staging Areas.

Adapted from Map:  
Designed and Produced by the County of Haliburton

Sources:  
Ministry of Natural Resources  
County of Haliburton

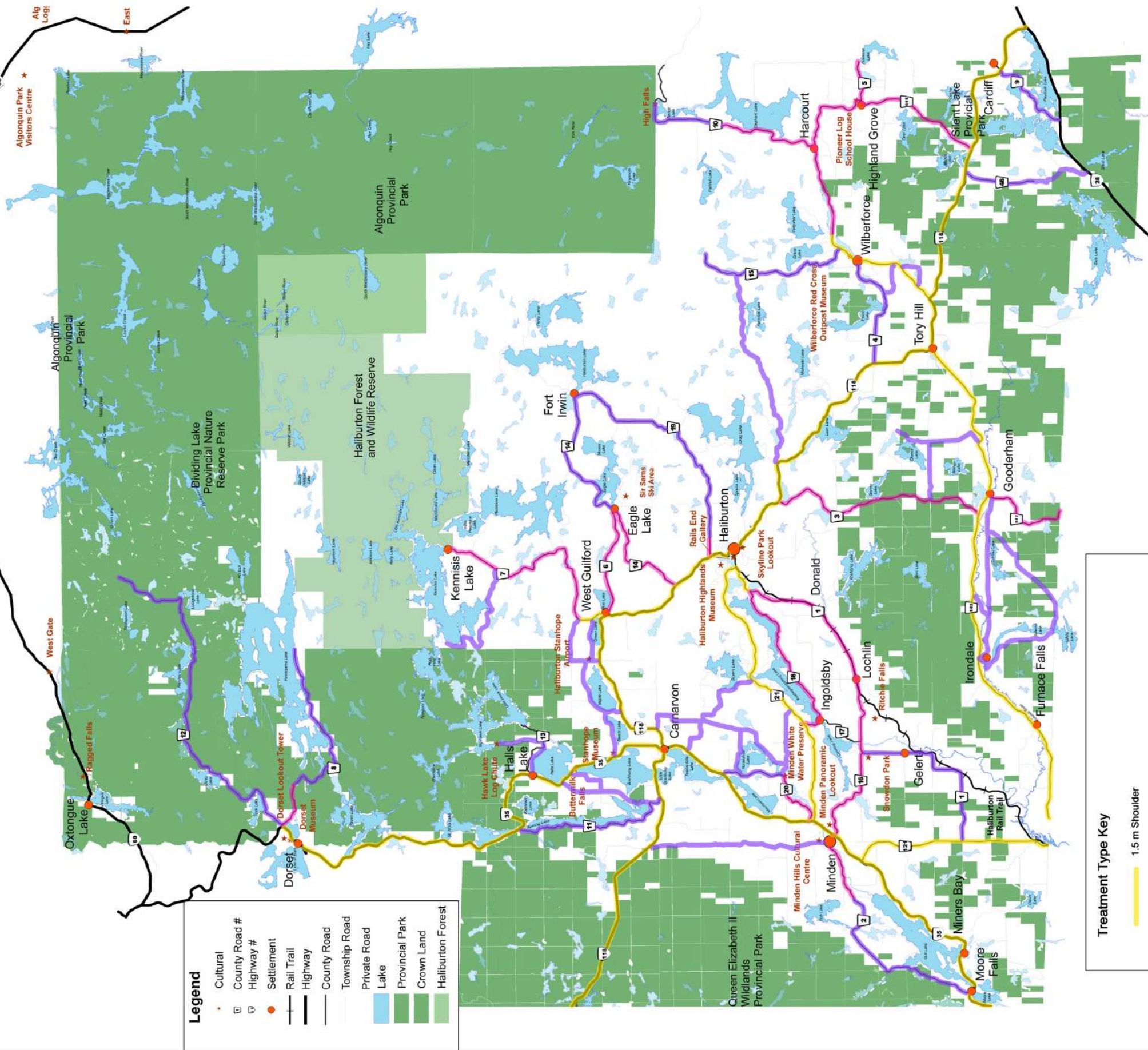
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# Haliburton County Cycling Network

## Map 2

### By Recommended Treatment Type



**Legend**

- \* Cultural
- County Road #
- Highway #
- Settlement
- Rail Trail
- Highway
- County Road
- Township Road
- Private Road
- Lake
- Provincial Park
- Crown Land
- Haliburton Forest

**Treatment Type Key**

- 1.5 m Shoulder
- 1.2 m Shoulder
- Share the Road Signage

**Note:** Bike route signage also recommended on routes with paved shoulders

**Adapted from Map:**  
Designed and Produced by the County of Haliburton

**Sources:**  
Ministry of Natural Resources  
County of Haliburton

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**Table 5: Cycling Network**

ROAD	CONNECTIONS	EXISTING SURFACE	DISTANCE (km)	RECOMMENDED TREATMENT	ESTIMATED COST (see notes)	LEVEL OF DIFFICULTY	TRAFFIC VOLUME (SADT)	TYPE OF CYCLING USE	PRIORITY
<b>COUNTY ROADS</b>									
1 - Gelert Rd	CR 21 to CR 18	paved	2.3	1.5m paved shoulder	\$ 78,200.00	easy	>2000	commuter, recreation	high
1 - Gelert Rd	CR 18 to CR 16	paved	16.5	1.2m paved shoulder	\$ 449,625.00	easy - med		easy recreation	high
1 - Gelert Rd	CR 16 to CR121	paved	12.9	STR signage		med		recreation	high
2 - Deep Bay Rd	Bobcaygeon Rd to UT Survey Camp Rd	paved	5.5	1.2m paved shoulder	\$ 149,875.00	easy	<1000	commuter, easy recreation	high
2 - Deep Bay Rd	UT Survey Camp Rd to 35	paved	19	STR signage		med	<1000	recreation	high
3 - Glamorgan Rd		paved	16.7	1.2m paved shoulder	\$ 455,075.00	diff	1000-2000	recreation	high
4 - Essonville Line	CR648 to Clement Lk Rd	paved	1.3	1.2m paved shoulder	\$ 35,425.00	easy	~1000	commuter, recreation	high
4 - Essonville Line	Clement Lk Rd to 118	paved	9	STR signage		diff	<1000	recreation	high
5 - S Baptiste Lk Rd	Highland Grove east out of county	paved	4	1.2m paved shoulder	\$ 109,000.00	med	1000-2000	recreation	low
6 - Eagle Lake Road		paved	8.5	1.2m paved shoulder	\$ 231,625.00	med	1000-2000	recreation	high
7 - Kennisis Lake Rd	118 to Barry Line Rd	paved	2.3	1.5m paved shoulder	\$ 78,200.00	med	2000-3000	easy recreation	high
7 - Kennisis Lake Rd	Barry Line to Hal Forest	paved	17.7	1.2m paved shoulder	\$ 482,325.00	diff	1000-2000	recreation	high
8 - Kawagama Lake Rd	35 to Russell Ld Rd	paved	3.3	1.2m paved shoulder	\$ 89,925.00	med	1000-2000	recreation	low
8 - Kawagama Lake Rd	Russell Ld Rd to end	paved	13.7	STR signage		med	<1000	recreation	low
9 - McGillvray Rd		paved	6.2	STR signage		med	<1000	recreation	low
10 - Elephant lake Road	CR648 to Sumcot Rd	paved	7.2	1.2m paved shoulder	\$ 196,200.00	easy	1000-2000	recreation	low
10 - Elephant lake Road	Sumcot Rd to county line	paved	9.5	STR signage		easy	<1000	recreation	low
11 - Kushog Lake Rd		paved	12.6	STR signage		med	<1000	recreation	low
12 - Livingstone Lake Rd		paved	21	STR signage			<1000	recreation	low
13 - Little Hawk Lake		paved	5	STR signage		easy	<1000	easy recreation	med
14 - Haliburton Lake Rd	118 to Eagle Lake	paved	8.4	1.2m paved shoulder	\$ 228,900.00	easy	1000-2000	easy recreation	high

ROAD	CONNECTIONS	EXISTING SURFACE	DISTANCE (km)	RECOMMENDED TREATMENT	ESTIMATED COST (see notes)	LEVEL OF DIFFICULTY	TRAFFIC VOLUME (SADT)	TYPE OF CYCLING USE	PRIORITY
14 - Haliburton Lake Rd	Eagle Lk to Fort Irwin	paved	12	STR signage		diff	~1000	recreation	med
15 - Burleigh Rd	648 to end	paved	12.5	STR signage		diff	<1000	recreation	low
16 - South Lake Road		paved	7.9	1.2m paved shoulder	\$ 215,275.00	diff	1000-2000	commuter, recreation	high
17 - Ingoldsby Road		paved	3.8	STR signage		easy	<1000	recreation	high
18 - Kashagawigamog Rd		paved	13.3	1.2m paved shoulder	\$ 362,425.00	med	1000-2000	commuter, recreation	high
19 - Harburn Rd	118 to Pine St	paved	1.2	1.2m paved shoulder	\$ 32,700.00	easy	~1000	commuter, Easy recreation	high
19 - Harburn Rd	Pine St to Fort Irwin	paved	18.8	STR signage		diff	<1000	recreation	high
20 - Horsehoe Lake Rd	South entrance @ 35 to Bethel Rd	paved	4.6	1.2m paved shoulder	\$ 125,350.00	med	1000-2000	commuter, recreation	med
20 - Horsehoe Lake Rd	Bethel Rd to north entrance@35	paved	4.9	STR signage		med	<1000	recreation	med
121		paved	17.9	1.5m paved shoulder	\$ 608,600.00	med	>2000	commuter, recreation	high
21		paved	23	1.5m paved shoulder	\$ 782,000.00	med	>2000	commuter, recreation	high*
503	Tory Hill to Gooderham	paved	41.7 - Tory Hill to Kinmount	1.5m paved shoulder	\$ 1,417,800.00	med	>2000	recreation	high
503	Gooderham to Kinmount	paved	(see above)	1.5m paved shoulder	(included above)	med	>2000	recreation	med
507	Gooderham to county border	paved	6.5	1.2m paved shoulder	\$ 177,125.00	med	1000-2000	commuter, recreation	low
48 - Dyno Rd		paved	9.4	STR signage		med	<1000	recreation	low
648 - Loop Rd	West entrance @118 to Buxton Rd	paved	9.6	1.5m paved shoulder	\$ 326,400.00	med	>2000	commuter, recreation	high
648 - Loop Rd	Buxton Rd to east entrance @ 118	paved	23.3	1.2m paved shoulder	\$ 634,925.00	med	1000-2000	recreation	high
<b>PROVINCIAL HIGHWAYS</b>									
35	Dorset to Norland	paved	75	1.5m paved shoulder	\$ 2,550,000.00	med		commuter, recreation	high*
118	West county line to Cardiff	paved	88.2	1.5m paved shoulder	\$ 2,998,800.00	med		commuter, recreation	high*
28	CR48 to 118	paved	11.8	1.5m paved shoulder	\$ 401,200.00	med		recreation	low

ROAD	CONNECTIONS	EXISTING SURFACE	DISTANCE (km)	RECOMMENDED TREATMENT	ESTIMATED COST (see notes)	LEVEL OF DIFFICULTY	TRAFFIC VOLUME (SADT)	TYPE OF CYCLING USE	PRIORITY
<b>TWP ROADS - MINDEN HILLS</b>									
Bobcaygeon Rd		paved	18.1	STR signage		med		commuter, recreation	low
Bethel Rd	CR21 to CR20	paved	5.2	STR signage		med		recreation	med
Lochlin Rd		paved	4.5	STR signage		med		recreation	med
Reynolds Rd		paved/non-paved	3.5	STR signage		med		recreation	med
Blairhampton Rd		paved	9.2	STR signage		med		recreation	med
Duck Lake Rd		paved	7.3	STR signage		diff		recreation	med
Voiccy Rd		paved	3.6	STR signage		med		recreation	low
Tulip Rd		non-paved	1	STR signage		easy		recreation	low
<b>TWP ROADS - ALGONQUIN HIGHLANDS</b>									
Hall's Lake Road		paved	2.6	STR signage		easy		recreation	med
Braeloch Rd		paved	6	STR signage		diff		recreation	med
Big Hawk Lake Rd		paved	4	STR signage		easy		recreation	low
Buckslide Rd		paved	7	STR signage		easy to med		recreation	high
Walker's Line	Buckslide Rd to Boshkung Lake Road	paved	0.8	STR signage		easy		recreation	high
Boshkung Lk Rd		paved	2.5	STR signage		easy		recreation	high
North Shore Rd		paved	4.3	STR signage		easy		recreation	high
Airport Rd		paved	1.9	STR signage		easy		recreation	high
St. Peter's Church Rd		paved	1.2	STR signage		easy		recreation	high
<b>TWP ROADS - HIGHLANDS EAST</b>									
Contau Lk Rd		paved/non-paved	9	STR signage		diff		recreation	low
White Lk Rd		non-paved	2.3	STR signage		med		recreation	low
Fortesque Lk Rd		non-paved	7.4	STR signage		med		recreation	low
Ursa Rd		non-paved	4.2	STR signage		med		recreation	low
Glamour Lk Rd		paved	6.5	STR signage		med		recreation	low
Mumford Rd		non-paved	6.5	STR signage		med		recreation	low
Saunders Rd		non-paved	2.7	STR signage		easy		recreation	low
Bryan's Rd/Lee's Rd		non-paved	4.6	STR signage		med		recreation	low
Farr Rd		non-paved	2.8	STR signage		med		recreation	low

ROAD	CONNECTIONS	EXISTING SURFACE	DISTANCE (km)	RECOMMENDED TREATMENT	ESTIMATED COST (see notes)	LEVEL OF DIFFICULTY	TRAFFIC VOLUME (SADT)	TYPE OF CYCLING USE	PRIORITY
<b>TWP ROADS - DYSART ET AL</b>									
West Shore Rd	Kennisis Lk Rd to end	paved	10.4	STR signage		diff		recreation	low
Pine St	to Park St to Head Lake Trail	paved	2.3	STR signage		easy		commuter, recreation	high
Kennaway Rd		non-paved	12	STR signage		diff		recreation	low
<b>SHARED ROADS</b>									
Wigamog Rd	Minden Hills/Dysart	paved	5.7	STR signage		med		recreation	high
Barry Line Rd	Algonquin Highlands/Dysart	paved	3.2	STR signage		easy		recreation	high
Green Lake Rd	Algonquin Highlands/Dysart	paved	3	STR signage		easy		recreation	high
Irondale Rd	Minden Hills/Highlands East	paved	5.8	STR signage		easy		recreation	high
Salerno Lk Rd	Minden Hills/Highlands East	paved/non-paved	7	STR signage		med		recreation	low

\* In particular, 1.5m shoulder highly recommended within 5km of Haliburton and Minden due to high traffic volume (4000 - 9000+)

**SADT** = Seasonal Average Daily Traffic

**STR** = Share the Road signage

**Notes:**

Estimated Costs -

\* Costs for paved shoulders based on 2007 figures from County of Lennox and Addington: 1.5m wide = \$34,000/linear km; 1.2m wide = \$27,250/linear km

\* Signage costs will vary depending upon frequency of placement along roadway. Individual sign cost can range widely from \$200 to \$1,000

\* Excluding 35 and 118, there is a total of 254.5 K of paved shoulder required, 108.6 at 1.5 m and 145.9 at 1.2 m wide. This equals an estimated total of \$7.7 million.

However, the actual total cost will be less as some of the identified roads will require paved shoulders due to curves or hills, reducing the cost to the additional paved width.

\* In some cases, such as a forced road, additional costs may be incurred to purchase/expropriate additional road width

\* Refer to Section 9.4 for additional details on estimated costs

Paved roads may be asphalt or surface treatment (chip/seal)

Where paved shoulders are recommended, assume bicycle route signage would be included as recommended treatment

Based on county road traffic data, it is assumed that traffic volume on township roads is less than 1000 vehicles per day

Traffic data for provincial highways is assumed to be at least >2000 vehicles per day

**Criteria for determining recommended treatment:**

1.5m paved shoulder: SADT greater than 2000 vehicles, close to village (commuter route)

1.2m paved shoulder: SADT between approximately 1000 and 2000 vehicles, and/or connecting route for a loop, and/or destination on route

Bicycle route signage: to be included on all roads recommended for paved shoulders

Share the Road signage: to be included on roads with SADT less than 1000 vehicles per day

**Criteria for determining priority rating:**

High: current or potential high use for cycling and walking - particularly by novices; within commuting distance of towns (5 km); part of an easier loop (accessible to more cyclists); or leads to a destination(s)

Medium: likely to be used by cyclists but fewer than high priority roads; may lead to destinations or be part of a loop

Low: not part of a loop, does not lead to destinations, lower potential use

### 8.1. Program Development

Encouragement, promotional and educational programs are equally important as and complementary to the physical infrastructure provided by bicycle facilities, and are an essential part of a comprehensive approach to increasing cycling levels.

Such programs can serve to:

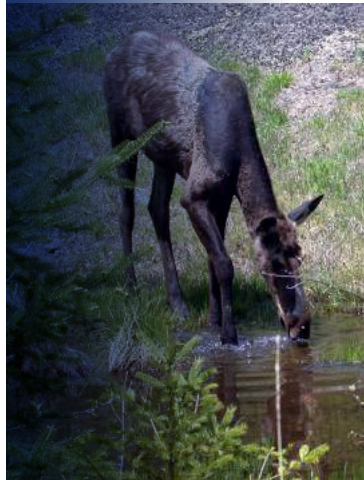
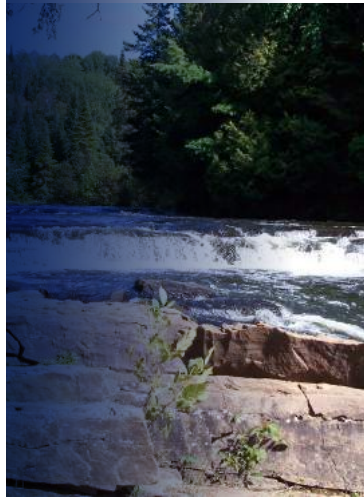
- raise awareness of the benefits of cycling;
- improve community attitudes towards cycling in general;
- increase the skills and confidence levels of cyclists of all ages;
- teach motorists and cyclists how to share the road;
- promote the cycling facilities and amenities available; and
- support cyclists who want to commute by bike.

To be effective, these programs should also include incentives to encourage participation and be supplemented by enforcement to ensure the safety of all users. Education and encouragement programs should be designed to reach all ages and types of cyclists.

Existing initiatives in Haliburton County to increase participation in cycling include an updated cycling routes map, website and the annual Shifting Gears Cycling Festival. Further detail on existing programs can be found in Section 3.2. These provide a starting point for further programs or enhancements to existing programs.

There is a need in Haliburton County for safe cycling courses for children and adults new to cycling. As well, more opportunities are needed to educate cyclists on safety and skills, including effective riding skills, how to properly wear helmets, commuter cycling, cycling rules and responsibilities, and defensive riding and safety. Methods to deliver these programs can range from the Shifting Gears Cycling Festival to public education campaigns, and school-based or community-based cycling skills.





Courtesy of Yours Outdoors

## 8.2. Cycle Tourism

Given that most cycling programming as outlined above relates to local residents, it does not address the economic opportunities and needs presented by cycle tourists. Promoting and marketing Haliburton County as a cycling destination demands other types of programs and considerations.

Cycle tourism is a niche market that has a strong presence in other areas of Canada, such as Québec and the Atlantic provinces. In Ontario, the Niagara Region has positioned itself as a cycling destination and nearby County of Lennox & Addington is endeavouring to do likewise.

A 2006 study<sup>11</sup> indicates that cycle tourists visiting Australia stayed on average 16 nights compared with 8 nights for total travellers and spent approximately \$2,400 on their trip, about \$900 more than total travellers. Cycle tourists who rented accommodations were more likely to camp in a tent but also stayed in hotels or at a bed & breakfast. In Quebec, bicycle tourists spend an average of \$83 per day compared to Quebec tourists in general, who spend an average of \$66 per day. Fifty-three percent of bicycle tourists choose to stay at tourist accommodations (B&B's, hotels, motels etc).<sup>12</sup>

Cycle tourists engage in a variety of activities while on their trips including: visiting with friends/family; surfing/swimming; shopping; enjoying country/wildlife/scenery; going to restaurants; historical places; bushwalking [hiking]; gardens/parks; and museums.

Another aspect of cycle tourism is the development of experiences that include cycling tours and tour packages that include cycling activities. Experience Haliburton is an initiative involving the Haliburton County Tourism, Haliburton Highlands Trails & Tours Network, and private tour operators. These partners work together to develop and promote unique Haliburton vacation and learning opportunities for tourists and local residents. These are single or multi-day events or experiences are often packaged with accommodation, good food, and other experiences and services. For example, Peddle Your Arts is an experience package that involves participants cycling from art studio to art studio.

<sup>11</sup> *Cycle Tourists – Insights. Roy Morgan Research, Sydney, NSW, Australia, June 2006.*

<sup>12</sup> *Bicycling in Quebec in 2005, Velo Quebec, June 2006*

These cycling experiences can:

- attract more tourists to the area resulting in benefit to the local economy,
- provide additional incentives for people to try cycling or do more of it, and
- result in more involvement (and support) by other sectors and business in cycling activities.

Accordingly, the priorities for cycle tourists visiting Haliburton County would include:

- Awareness of area attractions as a cycling destination
- Ability to access information online, including maps, accommodations, amenities and feature attractions
- Accommodations, including tent camping option
- Bicycle friendly businesses
- Local tours and experiential packages
- Staging and rest areas with access to water and washrooms
- Convenient and secure bike parking
- Proper directional signage to accommodations, feature attractions, staging and rest areas, bike parking, and bicycle routes
- Bike and gear rental (such as helmets)

This could be accomplished by:

- Following through on recommended cycling network improvements to ensure that routes are safe, signed and well-maintained
- Providing a website with all relevant information and maps

- Establishing links through other Haliburton County sites, such as Haliburton County Tourism, Chamber of Commerce, Experience Haliburton, Haliburton Highlands Trails & Tours Network, etc.
- Ensuring Haliburton County comes up as a cycling destination on search engines
- Creating a cycling friendly atmosphere in Haliburton County
- Working together to attract cycle tourists and extend their stay or encourage a return visit
- Offering opportunities for tent camping in addition to lodges, B'n'Bs, hotels and motels
- Conducting customer service training workshops so front line staff are able to provide information and guidance to cycle tourists (could also include hiking and skiing)
- Placing an HHCC logo in windows to indicate 'cycle friendly' establishments (both homes and businesses)
- Supporting the Experience Haliburton initiative

### **8.3. Policy Development**

Haliburton County and its four municipalities have shown a substantial commitment to recreational activities and trails. The official plans of both levels of government have objectives and policy statements that support and promote this. However, to more fully realize the goals of the Cycling Master Plan, the County and Local Official Plans need to include objectives and policies that are specific to cycling and related infrastructure, and which recognize cycling as part of a healthy lifestyle and a sustainable tourism industry.

With reviews of the official plans scheduled in the near future (see Table 6), the HHCC and others in the cycling community have an opportunity to submit and promote the inclusion of cycling related policy into the five official plans. This can be achieved by attending public open houses and submitting potential cycling related policy wording to Councils for consideration.

**Table 6: Projected review dates for County and Municipal Official Plans**

<b>Official Plan</b>	<b>Projected Review Date</b>
County of Haliburton	by March 2011
Municipality of Dysart et al	2009
Municipality of Highlands East	2009
Township of Algonquin Highlands	2010
Township of Minden Hills	2010

The following objectives and actions present potential starting points to establish policy wording that reflects the cycling community's aspirations and priorities. Please note that these are suggestions only and should be reviewed and modified as circumstances dictate.

**Objectives:**

- a) To encourage bicycling and work towards a safe, bicycle-friendly environment in Haliburton County (or specific municipality) to enhance the overall quality of life.
- b) To promote safety through bicycling education and enforcement initiatives.
- c) To recognize and support bicycling as a legitimate and an environmentally sustainable form of transportation for utilitarian and recreational purposes.
- d) To promote bicycling as part of Haliburton County's (or specific municipality) tourism experience in partnership with the Haliburton County Cycling Coalition, Haliburton County Tourism, Haliburton Highlands Trails & Tours Network, the private sector and other agencies.
- e) To develop and support a Cycling Network and related infrastructure in Haliburton County that is planned, designed, constructed, and maintained according to recognized standards and/or guidelines.
- f) To incorporate bicycling in the County/Municipality's land use and transportation planning activities.

- g) To encourage and assist local municipalities to adopt and support bicycle-friendly initiatives where appropriate and to develop bicycle facilities which connect with the Cycling Network (County Official Plan only).

**Desired actions by the County/Municipalities:**

- a) Establish the Haliburton Highlands Cycling Coalition as an advisory sub-committee to the Roads Committee; and maintain, support and encourage the activities of the committee with membership consisting of political, public, appropriate agencies and government staff representation.
- b) Support the implementation of the Cycling Master Plan and Cycling Network where it follows county/municipal roads.
- c) Provide the Haliburton Highlands Cycling Coalition with the approved annual regional roads rehabilitation and construction program to examine and to provide recommendations on bicycling-related works.
- d) Pave or widen shoulders on cycling routes recommended in the Cycling Master Plan and as per the list of priorities for construction and upgrades to county/municipal roads.
- e) Adopt provincially and/or nationally recognized engineering standards as guidelines to assist in the planning and design of bicycle facilities in the Cycling Network. Prior to the design and construction of a bikeway or facility, safety and operational matters will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass.
- f) Ensure local zoning by-laws contain minimum provisions for safe and secure bicycle parking in high activity areas and at public buildings.

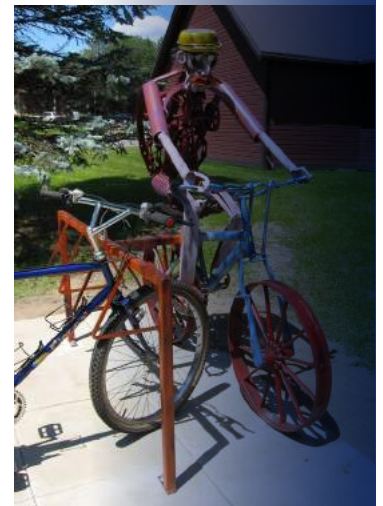
# 9.0

## RECOMMENDATIONS, PRIORITIES AND IMPLEMENTATION

The purpose of the Cycling Master Plan is to provide a detailed and staged action plan that will achieve the vision in which Haliburton County provides and promotes safe and enjoyable cycling of all types for all ages. Turning ideas into action requires identifying not only what needs to be done, but also which organizations have the responsibility, ability and/or capacity to enact the recommendations. Many of the recommendations will require partnerships and creative approaches to securing funding sources (see potential funding sources in Section 9.5). Some recommendations will be doable in the short-term while others will require a long-term approach. Implementing the recommendations will require a fair degree of flexibility and an understanding that the Cycling Master Plan is a living document that must be revisited regularly and applied in different ways at different times.

Based on background research and community input gathered through the public consultation process, the following six outcomes were used to guide development of the recommendations:

1. Provide a network of road route options for cyclists of all types and ages including:
  - longer routes with paved shoulders and varied terrain, and
  - shorter routes with flat or easy terrain on roadways with low traffic volumes and speeds
2. Develop effective programs and policies that will build awareness, knowledge and skills among cyclists and other stakeholders, including motorists
3. Position and market Haliburton County as a cycling destination
4. Encourage and support commuter cycling as a healthy and sustainable form of transportation
5. Engage cyclists, citizens and all levels of government to support and implement the plan
6. Identify further opportunities to develop off-road cycling routes



## 9.1. Recommendations

Recommendations for specific actions that will help to accomplish the vision for cycling in Haliburton County have been organized under the relevant outcomes in the chart below. Since many of the recommendations will require partnerships and collaboration, potential partners for each action are also identified.



**Table 7: Recommendations and potential partners**

<b>OUTCOME 1: Provide a network of road route options for cyclists of all types and ages</b>	
<b>Recommendation</b>	<b>Potential Partners</b>
1.1	<ul style="list-style-type: none"> <li>- Councils and staff:                             <ul style="list-style-type: none"> <li>• County of Haliburton</li> <li>• Township of Algonquin Highlands</li> <li>• Municipality of Dysart et al</li> <li>• Municipality of Highlands East</li> <li>• Township of Minden Hills</li> </ul> </li> <li>- Haliburton Highlands Cycling Coalition</li> <li>- Adjacent jurisdictions (to link network routes to other route systems and destinations)</li> </ul>
1.2	
1.3	
1.4	
1.5	
1.6	
1.7	
	<ul style="list-style-type: none"> <li>- County and Municipalities</li> <li>- Haliburton Highlands Cycling Coalition</li> <li>- Haliburton Highlands Trails &amp; Tours Network</li> <li>- Schools, businesses, major employers</li> </ul>

<b>OUTCOME 2: Develop effective programs and policies to build awareness, knowledge and skills</b>	
<b>Recommendation</b>	<b>Potential Partners</b>
2.1	Deliver safe cycling courses for children and adults new to cycling. Develop more opportunities for educating cyclists on safety and skills as recommended in Section 8.1
2.2	Continue to plan and implement the Shifting Gears Cycling Festival and consider enhancements.
2.3	Develop a communications and marketing strategy to promote the network routes, in particular shorter, easier cycling routes that would appeal to families and new cyclists
2.4	Participate as a community (workplaces, schools, individuals) in national or provincial programs, such as the Commuter Challenge and Active and Safe Routes to School
2.5	Coordinate programs for casual cyclists and families, such as informal weekly group rides or an ongoing scavenger hunt
2.6	Work with and support local cycling groups and bicycle friendly businesses to provide effective programs, equipment and services to cyclists
2.7	Stimulate new business interest in developing cycling programs and services in Haliburton County
2.8	Develop a program that provides affordable access to cycling gear for individuals and families who may not be able to afford to purchase such items, such as a recycle-a-bike, gear swap or other donation program
2.9	Develop and deliver a "Share the Road" awareness campaign for motorists and cyclists
2.10	Advocate for increased enforcement to ensure cyclists and motorists alike follow the rules of the road

<b>OUTCOME 3: Position and market Haliburton County as a premier cycling destination</b>	
<b>Recommendation</b>	<b>Potential Partners</b>
3.1	Expand the HHCC website information on cycling and link to other websites in Haliburton County
3.2	Promote existence of staging/rest areas
3.3	Expand the Bike Haliburton map to include the cycling routes identified in this plan as well as destinations and staging/rest areas
3.4	Work with Haliburton County Tourism and the Haliburton Highlands Trails & Tours Network to market Haliburton County as a cycling destination in tourism materials, sites and experience packages
3.5	Develop and conduct customer service training related with support materials for the business and tourism community
3.6	Develop and implement a program to identify bicycle friendly businesses and homes
3.7	Stimulate business interest in developing additional tent camping opportunities in Haliburton County



**OUTCOME 4:  
Encourage and support commuter cycling**

	Recommendation	Potential Partners
4.1	Place priority for paved shoulders on potential commuter routes leading into villages and major destinations	- Haliburton Highlands Cycling Coalition - Communities in Action Committee
4.2	Encourage workplaces and schools to develop secure bicycle parking	- Workplaces and schools - Downtown businesses
4.3	Install bicycle racks for short-term use at major destinations	- County and municipal councils and staff
4.4	Install one-of-a-kind artistic bike racks	- Arts community

**OUTCOME 5:  
Engage cyclists, citizens and all levels of government to support and implement the plan**

	Recommendation	Potential Partners
5.1	County and Municipalities adopt the Cycling Master Plan, in particular the establishment of a paved shoulder policy	- Council and staff: <ul style="list-style-type: none"> <li>• County of Haliburton</li> <li>• Township of Algonquin Highlands</li> <li>• Municipality of Dysart et al</li> <li>• Municipality of Highlands East</li> <li>• Township of Minden Hills</li> </ul>
5.2	Develop a communication plan that outlines a strategy for continuing dialogue with County and municipal representatives and other stakeholders, with a focus on moving towards implementation of the plan.	- Haliburton Highlands Cycling Coalition - Council and staff: <ul style="list-style-type: none"> <li>• County of Haliburton</li> <li>• Township of Algonquin Highlands</li> <li>• Municipality of Dysart et al</li> <li>• Municipality of Highlands East</li> <li>• Township of Minden Hills</li> </ul> <ul style="list-style-type: none"> <li>- Haliburton County Tourism</li> <li>- Haliburton Tourism Association</li> <li>- Haliburton County Development Corporation</li> <li>- Business associations</li> </ul>
5.3	Participate in consultations for official plan reviews for Haliburton County and the four municipalities, submit recommended objectives and policies (see Section 8.3) and encourage the incorporation of same into appropriate sections of all official plans	<ul style="list-style-type: none"> <li>- Council and staff: <ul style="list-style-type: none"> <li>• County of Haliburton</li> <li>• Township of Algonquin Highlands</li> <li>• Municipality of Dysart et al</li> <li>• Municipality of Highlands East</li> <li>• Township of Minden Hills</li> </ul> </li> <li>- Haliburton Highlands Cycling Coalition</li> <li>- Ministry of Transportation Ontario (MTO)</li> <li>- Ministry of Health Promotion</li> <li>- Ministry of Tourism</li> </ul>
5.4	Post the master plan on the HHCC website and link to other websites to ensure it is accessible to all interested parties, and promote its availability	
5.5	Distribute the master plan and present key highlights to County Council, as well as the Planning and Roads Departments, and councils for the four local municipalities	
5.6	Distribute the master plan and make presentations to local and regional Ministry of Transportation Ontario offices	
5.7	Share the master plan with the Ministry of Health Promotion and Ministry of Tourism to promote awareness and reinforce Haliburton's reputation as a leader among rural communities in cycling and active transportation	
5.8	Evaluate progress on implementation of Cycling Master Plan on an annual basis and update or modify as appropriate	

<b>OUTCOME 6: Identify further opportunities to develop off-road cycling routes</b>	
<b>Recommendation</b>	<b>Potential Partners</b>
6.1	Initiate discussions regarding improvements to the Haliburton County Rail Trail to accommodate cyclists, by requesting a seat be created on the Rail Trail Committee for a representative from the Haliburton Highlands Cycling Coalition
6.2	Identify steps to improve the IB&O Trail for cycling
6.3	Consider the feasibility of increasing off-road trails for cycling
6.4	Determine interest in and support for developing an off-road cycling strategy

## 9.2. Key Priorities

The following 18 actions were selected as key priorities out of the 40 recommendations outlined above. They are grounded in the feedback gathered through the extensive consultation process and reflect the local realities. Implementing these key priorities while continuing to address the remaining recommendations as opportunities arise requires a balance. While it is important to focus on the most pressing needs identified through community input it is also important to be strategic and take advantage of opportunities as they present themselves. Funding may become available for an action that is lower on the priority list or there may be the opportunity to piggyback a lower priority action onto another project. Obviously, it is critical to take advantage of funding opportunities as they arise, especially federal or provincial dollars. It will be necessary to review the priorities, as various actions are completed and/or the context changes.

### Immediate Priorities (1 year)

The following are actions that can be implemented or start to be implemented in the near future.

- I.1) Start including paved shoulders of 1.2 m or wider, based on traffic volume, speed and composition, on recommended routes (see Table 5) as these roads come up for rehabilitation.
- I.2) Start installing drainage grate covers that are bicycle friendly, placing priority on the recommend cycling routes.

- I.3) Post Cycling Master Plan on the HHCC website, and distribute and promote key highlights.
- I.4) Start marketing Haliburton County as a cycling destination in tourism information.
- I.5) Initiate discussions regarding improvements to the Haliburton County Rail Trail to accommodate cyclists.
- I.6) Deliver safe cycling courses for children and adults new to cycling, and develop more opportunities for cycling education.
- I.7) Participate as a community (schools, workplaces, individuals) in programs such as the Commuter Challenge and Active & Safe Routes to School.
- I.8) Expand the HHCC website and Bike Haliburton map to include routes recommended in this plan and all pertinent information on cycling in the area for residents and visitors, and establish links from other frequently visited websites in the County.
- I.9) Install bicycle racks at major destinations and - village/ hamlet cores.

### **Short-Term Priorities (1-5 years)**

These actions can be started in the near future but may take time to complete or implement.

- S.1) Include a policy statement on cycling in Official Plans for County and four municipalities as the plans come up for review (see Section 8.3 and Appendix F).
- S.2) Include cycling improvements in annual transportation budgets.
- S.3) Develop and implement a paved shoulder policy in the County.

- S.4) Develop and implement a signage strategy for cycling.
- S.5) Develop and deliver a “Share the Road” education campaign for motorists and cyclists.
- S.6) Encourage workplaces and schools to develop secure bicycle parking.
- S.7) Identify and/or develop potential staging or rest areas that overlap for commuters cycling into the villages; for cycle tourists; and for families and casual cyclists travelling to destinations or events.

### **Long-Term & Ongoing Priorities**

The following two items address the underlying theme of the Cycling Master Plan, which is to integrate cycling into transportation and land use planning processes. They require a new approach to planning and engineering that shifts from a vehicle-centred model to a ‘complete streets’ model, which focuses on all road users and quality of life issues.

- L.1) Integrate cycling needs into transportation planning and decision-making.
- L.2) Ensure cycling and other active transportation infrastructure are included in land use planning.

### **9.3. Implementation**

Intended as a long-term plan involving multiple partners and extensive collaboration, a phased approach will be necessary to accomplish the suite of recommendations outlined in Table 7. And while immediate steps can be taken on some actions, such as including paved shoulders on roads that come up for rehabilitation, others may take time to develop and implement, such as a “Share the Road” signage strategy and education campaign or policy wording related to cycling in the Official Plans for the County and four municipalities.

A phased approach is required for many of the education and encouragement programs, as they are frequently coordinated and/or accomplished by volunteers. Examples of these would include delivery

of safe cycling courses and coordinating programs for casual cyclists and families such as informal weekly group rides or an ongoing scavenger hunt. Given the limited resources of the typical partners (both human and financial), it is essential to share responsibility and only take on programs that can be sustained. The timing of these actions will be determined by the capacity of the potential partners.

#### 9.4. Facility Costing

General costs for the facilities identified in the plan are presented in this section. It is important to note that these are estimates and are intended to provide guidance only. It should also be recognized that the hilly terrain in Haliburton County already necessitates paved shoulders on curves, hills and road intersections, which may result in a lower than anticipated additional cost.

**Table 8: Estimated unit costs for bicycle facilities**

Bicycle Facility	Unit Description	Unit Cost
Paved Shoulder <sup>1</sup>	Cost per linear km to pave shoulder: <ul style="list-style-type: none"> <li>• 1.5 m wide</li> <li>• 1.2 m wide</li> </ul>	\$34,000 / linear km \$27,250 / linear km
Lane markings – both sides <sup>2</sup>	Per km	\$15,000 / km
Signs <sup>3</sup>	Per sign	\$200.00
Post-and-ring bike rack <sup>4</sup>	Per rack	\$250-\$1,000 depending on capacity
Bicycle lockers <sup>5</sup>	Per locker	\$1,800-\$3,000 per unit



<sup>1</sup> County of Lennox & Addington, 2007 costs, provided by Roads Manager.

<sup>2</sup> Benefit-Cost Analysis of Bicycle Facilities, [www.bicyclinginfo.org](http://www.bicyclinginfo.org)

<sup>3</sup> Milton Trails Master Plan - 2007 Update, Town of Milton, Ontario, p. 80.

<sup>4</sup> Milton Trails Master Plan - 2007 Update, Town of Milton, Ontario, p.55.

<sup>5</sup> ibid

## 9.5. Potential Funding Sources

There are a number of federal, provincial and community sources of potential funding to support cycling infrastructure and programming. Here are a few examples:

Building Canada Fund (Gas Tax Fund)  
[www.buildingcanada-chantierscanada.gc.ca](http://www.buildingcanada-chantierscanada.gc.ca)

Green Municipal Fund - Federation of Canadian Municipalities  
[www.sustainablecommunities.fcm.ca/GMF](http://www.sustainablecommunities.fcm.ca/GMF)

Moving On Sustainable Transportation, Transport Canada  
[www.tc.gc.ca/programs/environment/most/menu.htm](http://www.tc.gc.ca/programs/environment/most/menu.htm)

Ministry of Health Promotion, Communities in Action Fund  
[www.mhp.gov.on.ca/english/sportandrec/fund.asp](http://www.mhp.gov.on.ca/english/sportandrec/fund.asp)

Ontario Trillium Foundation  
[www.trilliumfoundation.org](http://www.trilliumfoundation.org)

Haliburton County Development Corporation  
[www.haliburtoncdc.ca](http://www.haliburtoncdc.ca)

Local developers and businesses

Private foundations

## 9.6. Evaluation and Monitoring

Given that the Cycling Master Plan is a living document, it will need to be reviewed regularly and updated to reflect achievements to date and evaluate progress. Priorities may shift as recommendations are implemented or new opportunities or needs may present themselves. New bicycle facility treatments should be considered as part of the review process. An annual review of the plan should be undertaken by the HHCC, in collaboration with County and municipal staff as appropriate, with formal updates completed every five years.



Courtesy of Yours Outdoors



Courtesy of Yours Outdoors

Progress should be evaluated through the monitoring of specific performance measures that stem from the vision for cycling in Haliburton County:

- Number and demographics of on-road cyclists
- Number of tourism requests for cycling
- Levels of community participation in cycling events such as the Shifting Gears Cycling Festival, Commuter Challenge, Active and Safe Routes to School
- Increases in availability and usage of cycling infrastructure such as bike racks
- Number of Bike Haliburton maps distributed
- Number of reported bicycle crashes
- Percentage of Cycling Network completed
- Economic impact of cycling in the County

These performance measures can be included in a “Bicycle Plan Implementation Report Card” prepared by the HHCC every two years.

### 9.7. Conclusion

The Cycling Master Plan for Haliburton County represents another forward-thinking project for a rural area that is establishing a reputation for innovation – taking what are often seen as typically urban approaches, such as a developing a cycling master plan, and fitting it within the rural context. A strong sense of community spirit, volunteerism and collaboration create the environment that fosters this innovative attitude. These same community attributes will make successful implementation of this master plan not only possible, but probable. The result will achieve the vision in which Haliburton County provides and promotes safe and enjoyable cycling for all ages.