



APPENDIX A

WORKSHOP #1 MATERIALS

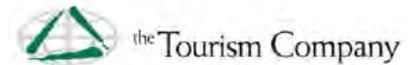


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- 5.0 Maps of Lake-to-Lake Cycling Route and Walking Trail Segments

Lake to Lake

CYCLING ROUTE and WALKING TRAIL

The Regional Municipality of York has identified a cycling route and walking trail that will span from Lake Simcoe to Lake Ontario.

The concept of the Lake to Lake route is part of the Region's *Pedestrian and Cycling Master Plan (2008)* which promotes alternate forms of travel, such as combining walking and cycling with public transit.

Before the concept of the Lake to Lake route can become a reality, York Region will complete a comprehensive design study that will help determine the route alignment, design and details about how the route will be implemented within the Region. The study will also address objectives including linking the route to transit facilities, providing connections between the route and points of interest within the Region and establishing a recreational cycling and walking trail that will allow people to experience the beautiful, natural and cultural heritage in York Region.

We want your feedback!

Come learn more about our vision for the **Lake to Lake Cycling Route and Walking Trail** at our Public Information Centres and share your feedback with us:

June 1, 2012 - 3 p.m. to 6 p.m.

Hillcrest Mall, 9350 Yonge Street
Richmond Hill

June 3, 2012 - 11 a.m. to 5 p.m.

Aurora Chamber Street Festival
Yonge Street, Aurora

For more information on the **Lake to Lake Cycling Route and Walking Trail**, please visit www.yorkcycling.ca, York Region on **facebook** or contact:

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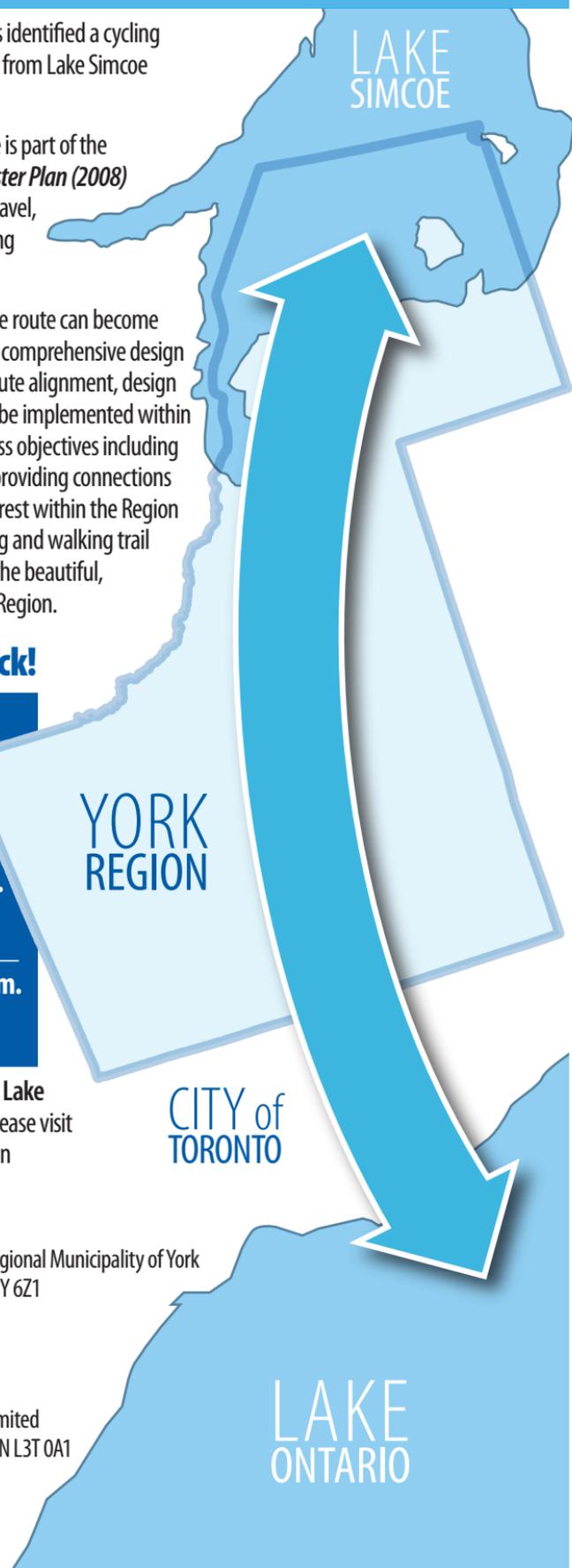
Dave McLaughlin, MES, MCIP, RPP

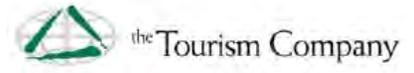
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Background Information Brief

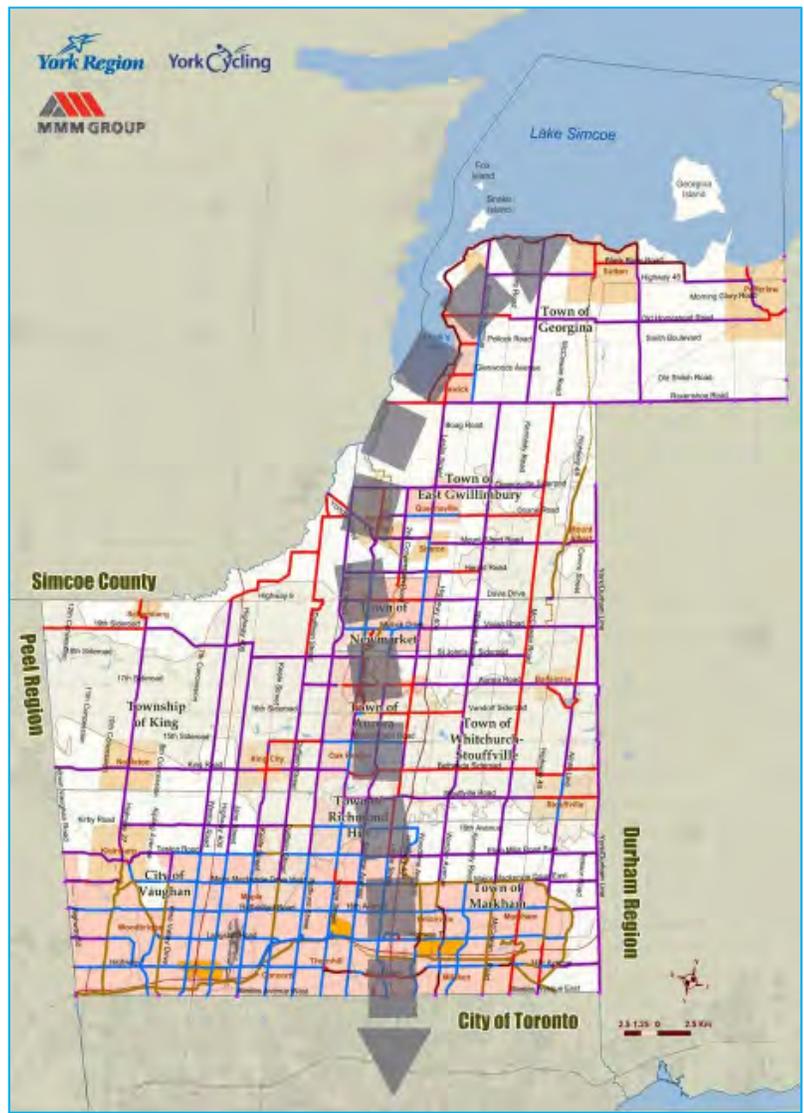
Lake-to-Lake TAC & Stakeholder Workshop

April 27, 2012

1.0 Introduction

The Regional Municipality of York has identified a cycling route and walking trail that will span from Lake Simcoe to Lake Ontario. The concept of the Lake to Lake route is part of the Region's ***Pedestrian and Cycling Master Plan (2008)*** which promotes alternate forms of travel, such as combining walking and cycling with public transit.

More specifically, during the development of the York Region Pedestrian and Cycling Master Plan, members of the public and the study team suggested the pedestrian and cycling route network include an on and off-road connection from Lake Simcoe at the northern edge of York Region through the City of Toronto to Lake Ontario. The alignment concept in the Pedestrian and Cycling Master Plan envisions using existing and proposed off-road sections, as well as a number of roads to complete the Lake to Lake route. On-road segments of this route are proposed to consist of signed-only routes, bike lanes and



sidewalks on urban cross-section roads, along with paved shoulders and signed-only routes on rural cross-section roads.

For the purposes of this study, the **primary study area** will be the lake to lake corridor conceptually identified in the Pedestrian and Cycling Master Plan which connects Lake Simcoe to the north with the City of Toronto at the East Don Parklands near Leslie Street and makes use of the City's cycling facilities to Lake Ontario.

Before the concept of the Lake to Lake route can become a reality, York Region is undertaking a comprehensive design feasibility study that will help determine the route alignment, design and details about how the route will be implemented within the Region. The study will also address objectives including linking the route to transit facilities, providing connections between the route and points of interest within the Region and establishing a recreational cycling route and walking trail that will allow people to experience the beautiful, natural and cultural heritage in York Region.

2.0 Study Overview

The study will be completed in three phases and will include the following tasks:

Phase 1: Identification, Assessment and Evaluation of Potential Routes which is made up of 4 stages including:

- We Are Here** 
- Stage 1: Project Initiation which will be comprised of the development of initial study materials including the online questionnaire and consultation strategy as well as the first study team meeting;
 - Stage 2: Organize and Conduct a Workshop which will include the preparation and completion of the first study workshop including the mapping of existing conditions and potential cycling routes for future consideration;
 - Stage 3: Identify Potential Routes / Corridors which will include the development and submission of the candidate route map as well as a detailed field investigation; and
 - Stage 4: Evaluation and Assessment of Alternatives and Selection of Preferred Route which will include a confirmation of the route selection criteria, the assessment of alternative options for the route and confirmation of the preferred route as well as the submission of a Phase 1 Working Paper and public information centre.

Phase 2: Conceptual / Functional Design and Costing which includes the following key tasks:

- Undertake feasibility assessment of preferred cycling route;
- Evaluation and confirm preferred cycling route design solutions;
- Develop typical cross-sections and typical functional design guidelines;
- Identify potential maintenance issues;
- Prepare preliminary capital and operating / maintenance cost estimates; and
- Develop and submit Phase 2 Working Paper.

Phase 3: Implementation Strategy and Reporting which includes the following key tasks:

- Identify potential funding sources and partnerships;
- Develop and recommend administrative strategy for route implementation;
- Develop a phasing plan and identify priorities for the proposed cycling route;
- Develop and recommend network maintenance policies;
- Develop and propose branding and signage for the proposed network and prepare a signage and pavement marking plan;
- Develop and proposed an evaluation and monitoring program;
- Undertake meetings with stakeholders and the public;
- Develop and finalize final report and implementation plan; and
- Present findings to local and regional councils and committees.

3.0 Purpose of Today's Workshop

We are currently in the process of undertaking key steps in Phase 1 of the study to identify based on the feedback provided from local municipalities and other stakeholders. Opportunities and constraints associated with the development of a Lake to Lake Cycling Route and Walking Trail. The study team intends to use the information that will be gathered from this workshop and public consultations to inform the selection of a preferred route alignment.

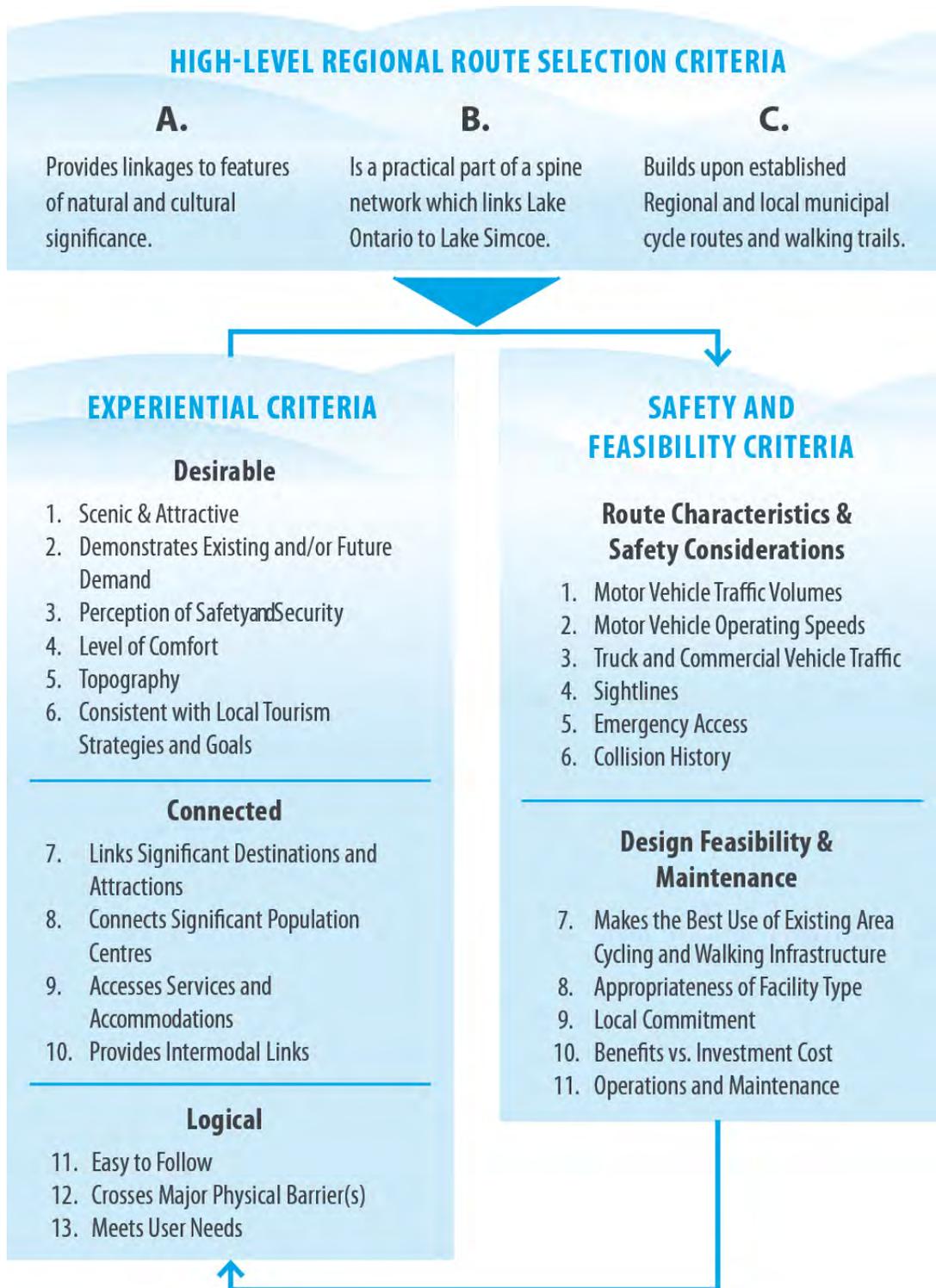
Your municipality/organization has been identified as having an important opinion regarding cycling route and walking trail development throughout the Regional Municipality of York. Today we hope to gain a better understanding of your ideas on:

- Opportunities, constraints and future considerations for key segments of the primary corridor;
- Different user groups, their needs and a vision for the Lake to Lake Cycling Route and Walking Trail;
- Development of the Route selection criteria ;
- The current status of existing cycling routes and walking trails throughout the Region as well as its local municipalities and conservation authorities;
- Opportunities for future branding and marketing of a Lake to Lake Cycling Route and Walking Trail; and
- Regional and local municipal priorities for improving and building on existing cycling routes and walking trails to create an attraction cycling destination.

4.0 Route Selection Process, Principles & Criteria

A preliminary set of route selection criteria has been developed by the study team to help inform the development of the Lake-to-Lake Cycling Route and Walking Trail. The first step provides a high-level route selection criteria which reflects the overall goals and objectives of projectSteps

2 and 3 are more detailed criteria which are to be used to refine the routes to identify the preferred alternatives.



In

In addition to the Route Selection Process identified above, the study team has also developed a detailed description for each of the proposed route selection criteria. These criteria have been developed from current best practices and guidelines for cycling route and walking trails of a similar scale and scope. The details for consideration listed in the chart below beside each of the criteria are intended to guide the assessment of the route against the individual criteria, and ultimately to help the Region confirm the preferred routes to be incorporated into the Lake to Lake Cycling Route and Walking Trail.

Category	Subcategory	Description and Considerations
High-Level Regional Route Selection Criteria		
A. Provides linkages to features of natural and culture significance.	<ul style="list-style-type: none"> • The route provides good access to a number of key features of natural significance throughout the Region (e.g. lakes, conservation areas, and major tourist destinations). Corridors that provide strong, good and/or many connections to these key geographic features would receive a higher score; and • The route provides access to key or major culture features / locations throughout the Region. Corridors that provide strong, good and/or many connections to these key geographic features would receive a higher score. 	
B. Is a practical part of a spine network which links Lake Ontario to Lake Simcoe.	<ul style="list-style-type: none"> • The route provides cyclists with a logical connection from Lake Simcoe through York Region and the City of Toronto to Lake Ontario; and • Where possible, the route builds on the route goals and objectives outlined by the Region and its local municipalities. 	
C. Builds upon established Regional and Local Municipal Cycling Route and Walking Trails.	<ul style="list-style-type: none"> • The route builds upon existing cycling routes and walking trails where possible. Proposed routes that follow and/or connect to already existing cycling routes and walking trails would be scored higher; and • Those routes that are thought to provide a high potential for Cycling and Walking Tourism and provides both long and short distance cyclists and hikers with touring options would receive a higher score. 	

Category	Subcategory	Description and Considerations
Experiential Criteria		
Desirable	1. Scenic and Attractive	<ul style="list-style-type: none"> • The route provides direct access to or is in close proximity to natural areas and bodies of water; • The route provides cyclists and pedestrians with rest areas and stopping areas with shade available; and • Provides direct access to key natural features and destinations throughout the Region including but not limited to vistas and views from trails / routes, visual points of interest, areas for high quality photo opportunities and areas with significant cultural / historical landscapes and viewscapes.
	2. Demonstrates Existing and / or Future Demand	<ul style="list-style-type: none"> • The route utilizes established and successful routes and is popular among cyclists and pedestrians; • The route includes corridors with high potential for cycle and walking tourism, such as abandoned railroads and roads where shoulders can be paved; and • The route has been identified by cyclists and pedestrians as an important future and / or existing connection and there have been requests by local cyclists and pedestrians and/or stakeholders for the addition of facilities to improve the connection. A large number of requests indicate a higher demand for the connection.

Category	Subcategory	Description and Considerations
Desirable Cont'd.	3. Perception of Safety and Security	<ul style="list-style-type: none"> The route provides the user with a sense of safety including access to emergency response providers, route lighting, informational signage, the presence of a designated cycling facility and access to key cycling and pedestrian amenities. A large number of features indicates a high perception of safety; and Routes with lower motor vehicle volumes are perceived to provide a higher sense of safety than routes with higher vehicle volumes and thus would receive a higher rating.
	4. Level of Comfort	<ul style="list-style-type: none"> The route should have a surface which provides riders and pedestrians with a higher sense of comfort while using the route (e.g. paved or granular surface). The presence of a paved facility indicates a higher level of comfort while facilities made of hard-packed earth indicate a lower level of comfort; and The route is designed at a width that is both safe and comfortable to accommodate cyclists and pedestrians of all ages and abilities. Paved shoulders should be a minimum of 1.2 m, one way pathways should be designed at a minimum width of 2.0m and two way pathways should be designed at a minimum of 3.0m.
	5. Topography	<ul style="list-style-type: none"> Where vertical alignment is extreme cyclists and pedestrians with less experience or lower fitness levels may be discouraged from using the route; and Routes that have frequent or significant grades indicate a lower ranking level whereas routes with minimal grade variations indicates a higher ranking.
	6. Consistent with Local Tourism Strategies and Goals	<ul style="list-style-type: none"> The route supports the strategies and goals identified by Regional Tourism Offices and / or major local tourism organizations and is identified as a key route as part of these strategies. If the route is identified in a regional strategy it will receive a higher ranking.

Category	Subcategory	Description and Considerations
Connected	7. Links Significant Destinations and Attractions	<ul style="list-style-type: none"> Includes primarily destinations of a Regional significance e.g. Major bodies of water, Conservation Areas etc. but may also include important local destinations and attractions e.g. Local Community Centres, Schools, Historical Sites, Conservation Areas etc.
	8. Connects Significant Population Centres	<ul style="list-style-type: none"> Significant can refer to population as well as the significance of the centre in the regional context (i.e. main town in a rural regional area).
	9. Access to Services and Accommodations	<ul style="list-style-type: none"> The route provides access to services and amenities and the spacing of amenities at appropriate intervals (e.g. 20-30km) for cyclists travel. Daily needs include food, water, camping/rooming, washrooms; and Provides access to services that are sensitive to the needs of cyclists and pedestrians e.g. bike shops, accommodation and restaurants that are recognized by the Welcome Cyclists Program.
	10. Provides Intermodal Linkages	<ul style="list-style-type: none"> The route connects cyclists and pedestrians to transportation hubs (regional / local bus, ferries, rail etc.), with regularly scheduled arrival and departure times; and Where intermodal links are seasonal only, an alternate route should be provided in the off-season where possible.
Logical	11. Easy to Follow	<ul style="list-style-type: none"> The route has limited turns and is easy to follow; Lengthy unnecessary detours are avoided; The route is well marked and/or has easily recognizable permanent landmarks (natural or man-made); and Maps for existing routes are available to the public.

Category	Subcategory	Description and Considerations
Logical Cont'd.	12. Crosses Major Physical Barrier(s)	<ul style="list-style-type: none"> Route provides logical and appropriate crossings of major physical barriers such as railways, major highways, lakes and rivers; and Facilities to accommodate cyclists and pedestrians across barriers already exist or can be provided.
	13. Meets User Needs	<ul style="list-style-type: none"> Route location and facility respond to type and skill level of anticipated users. For example, the development of a link between a Conservation Area and nearby urban centre may be best accomplished with a multi-use pathway to accommodate less experienced, youth cyclists and families; and Provides access to existing and/or potential staging and parking areas, making the route attractive also to users who prefer to travel shorter distances.
Safety and Feasibility Criteria		
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	<ul style="list-style-type: none"> Lower motor vehicle volumes are more suitable/conducive to on-road cycling, and would receive a higher rating than routes with higher motor vehicle traffic volumes; Higher motor vehicle traffic volumes can accommodate on-road cycling where vehicle speeds are low (e.g. along "main streets in urban centres"); and When motor vehicle traffic volumes exceed threshold levels then cycling facilities should be separated from motor vehicle traffic or an alternate route (parallel or nearby) should be sought. Threshold levels vary according to motor vehicle operating speed whereby volume thresholds are lower where operating speeds are higher.

Category	Subcategory	Description and Considerations
Route Selection & Safety Considerations Cont'd.	2. Motor Vehicle Operating Speeds	<ul style="list-style-type: none"> • Lower motor vehicle operating speeds are more suitable/conducive to on-road cycling, and would receive a higher rating than routes with higher vehicle operating speeds; and • When motor vehicle operating speeds exceed threshold levels then cycling facilities should be separated from motor vehicle traffic where no alternate route (parallel or nearby) is available. Threshold levels vary according to motor vehicle operating speed whereby volume thresholds are lower where operating speeds are higher
	3. Truck and Commercial Vehicle Traffic	<ul style="list-style-type: none"> • Routes with lower truck and commercial vehicle percentages are more conducive/suitable for on-road cycling, and would receive a higher rating; • As truck and commercial vehicle percentages increase consideration needs to be given to wider cycling facilities to provide greater separation between trucks and cyclists; and • Once truck and commercial vehicles exceed threshold levels (10-12%) the cycling facility should be separated from the motor vehicle route (e.g. active transportation route within the right-of-way or an alternate route (parallel or nearby) should be sought.
	4. Sightlines	<ul style="list-style-type: none"> • Consideration needs to be given to both horizontal and vertical alignment of the roadway as part of evaluating sightlines. Variety in horizontal and vertical alignment can add to the scenic quality and interest/attractiveness to a cycling or pedestrian route. However, when this is combined with narrow pavement width and limited opportunity to add width, or where deep roadside ditches are present then cyclists' or pedestrians' comfort level decreases. This becomes more of an issue where motor vehicle traffic volumes are higher.

Category	Subcategory	Description and Considerations
Route Selection & Safety Considerations Cont'd.	5. Emergency Access	<ul style="list-style-type: none"> • Routes that are in locations where there is easy access by Emergency Service personnel (e.g. close to urban centres, on main roads etc.) would receive a higher rating than routes in more remote areas (back roads); • Routes that provide users with additional emergency technologies and reference information (e.g. Quick Response (QR), GPS Coordinates and codes on information signs, key contact information on signage, distance of trailhead or key destination etc.) would receive a higher rating; and • Where routes are off-road and outside of the road-right-of-way then access by Emergency Service personnel is typically more challenging. In these cases, the route would receive a lower rating.
	6. Collision History	<ul style="list-style-type: none"> • Routes that are proposed in a location where collision information and history is available will be assessed based on this data. Should the proposed corridor have a significant number of collisions (motor vehicle, cyclist or pedestrians) it would receive a lower rating than routes on corridors which indicate fewer collisions.
Design Feasibility & Maintenance	7. Makes the Best Use of Existing Area Cycling and Walking Infrastructure	<ul style="list-style-type: none"> • The route follows and should be aligned to make the best use of the existing facilities where appropriate.
	8. Appropriateness of Facility Type	<ul style="list-style-type: none"> • There is sufficient space to develop a cycling or pedestrian facility where one has not been constructed yet, regardless of whether or not it is part of an approved Master Plan; and • The facility type is consistent with the road features (e.g. If the operating speed on the road is 80km / h + with high traffic volumes it is recommended that separated cycling or pedestrian facilities be implemented.

Category	Subcategory	Description and Considerations
<p>Design Feasibility & Maintenance Cont'd.</p>	<p>9. Local Commitment</p>	<ul style="list-style-type: none"> • There is a demonstrated commitment at the local/regional level to providing cycling or pedestrian facilities in that location. Demonstration of commitment may be defined as (in order of importance): • Existing facilities already in place along some parts of the route (completing the connection closes gaps/completes missing links along an existing route or connects two established cycling or pedestrian routes/loops); • A route that is an approved master plan and the design of the facilities is complete and funding has been allocated; • The route is in an approved master plan and the design has already been completed but funding is not yet in place; • A route is in an approved master plan with neither the design completed nor the funding in place; and • The route is not part of an approved master plan.
	<p>10. Benefits vs. Investment Cost</p>	<ul style="list-style-type: none"> • A cycling or pedestrian facility can be implemented at a reasonable cost without unnecessarily compromising cyclist or pedestrian safety; • Overall, the benefits associated with implementing the proposed cycling or pedestrian facility justifies the cost; and • If funding is currently available for implementing cycling or pedestrian facilities, the required design makes efficient use of available funding.

Category	Subcategory	Description and Considerations
Design Feasibility & Maintenance Cont'd.	11. Operations and Maintenance	<ul style="list-style-type: none"> The route is well maintained to ensure that surfaces are considered rideable or useable and safe by cyclists and pedestrians. Maintenance agreements that are already in place indicates a higher operational / maintenance ranking; and The route can be found within a region or local municipalities which have developed a trail or cycling facility maintenance strategy or agreement pertaining to operations and maintenance of the facility. Those routes which would have an agreement within their jurisdiction would have a higher ranking.

5.0 Break-out Working Group Session

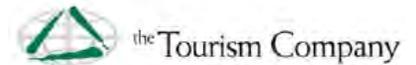
A key part of today's workshop is the working group session where you will be asked to provide input on a number of areas related to the Lake-to-Lake Cycling Route and Walking Trail development and functional / operational design. The plan is to break into four groups and each group will be asked to discuss and record comments regarding the following questions. The comments can be recorded directly on the maps and at the end of the sessions each of the groups will be asked to provide their top three points which will be presented in a roundtable discussion with all attendees.

1. What are your thoughts on the proposed Lake to Lake Cycling Route and Walking Trail alignment?
2. What are some potential opportunities and constraints with this trail alignment?
3. Identify some key destinations and points of interest that you think the Lake to Lake Cycling Route and Walking Trail should connect with?
4. The current design concept envisions that the trail may include some of the following facility types:
 - a. off-road multi-use trails,
 - b. in-boulevard multi-use trails in place of an existing sidewalk or adjacent to sidewalks,
 - c. bike lanes and pedestrian facility on urban cross-section roads, and
 - d. paved shoulders and signed-only routes on rural cross-section roads.
 Do you have any comments on the use of some or all of these facility types?
5. What kind of branding or marketing strategies should be explored to help best promote a Lake to Lake Cycling Route and Walking Trail?

If you have maps or materials that you think would be important for the study team to review, please provide them to the study team following the event. For additional information please contact the following study representatives or visit www.yorkcycling.ca. The webpage will provide you with study updates as well as information about key study deliverables and upcoming events.

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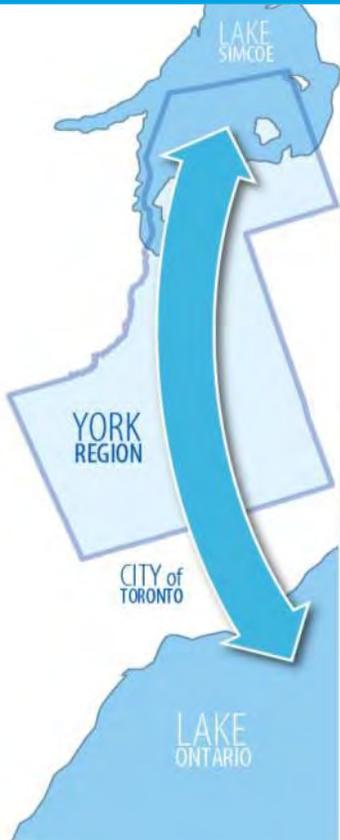
Working Group Session Questions

April 27, 2012

1. What are your thoughts on the proposed Lake to Lake Cycling Route and Walking Trail alignment?
2. What are some potential opportunities and constraints with this trail alignment?
3. Identify some key destinations and points of interest that you think the Lake to Lake Cycling Route and Walking Trail should connect with?
4. The current design concept may include off and on-road in-boulevard multi-use trails, bike lanes, paved shoulders and signed routes on rural roads and sidewalks on urban roads. Do you have any comments on the use of some of all of these facility types?
5. What kind of branding or marketing strategies should be explored to help best promote a lake to lake cycling route and walking trail?

Lake to Lake

CYCLING ROUTE and WALKING TRAIL



STUDY INTRODUCTION

YVONNE KACZOR / DAVE MCLAUGHLIN | PRESENTATION | APRIL 27, 2012



WORKSHOP OUTLINE

- Study Introduction
 - What is the Lake to Lake Cycling Route and Walking Trail Study?
 - Study Approach
 - Background & Existing Context
 - Supporting Policies / Plans
 - Existing Cycling and Pedestrian Initiatives within the Region
- Workshop Objectives & Agenda
- Workshop Presentations
- Working Group Sessions
- Bike Tour



WHAT IS THE LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL STUDY?

As outlined in the Region's ***Pedestrian and Cycling Master Plan (2008)***, the Regional Municipality of York identified a cycling route and walking trail that will span from Lake Simcoe to Lake Ontario promoting alternate forms of travel, such as combining walking and cycling with public transit.

As such, the Region is ***undertaking a comprehensive design feasibility study*** that will help determine the route alignment, design and details about how the route will be implemented within the Region.

Study Objectives:

- Linking routes to transit facilities;
- Providing connection between routes and points of interest throughout the Region; and
- Establishing a recreational cycling route and walking trail to allow people to experience the beautiful, natural and cultural heritage in York Region.



Primary Study Area : the lake to lake corridor conceptually identified in the Pedestrian and Cycling Master Plan which connects Lake Simcoe to the north with the City of Toronto at the East Don Parklands near Leslie Street and makes use of the City's cycling facilities to Lake Ontario.



STUDY APPROACH

Phase 1: Identification, Assessment & Evaluation of Potential Routes

- **Stage 1:** Project Initiation
- **Stage 2:** Organize and Conduct a Workshop
- **Stage 3:** Identify Potential Routes / Corridors
- **Stage 4:** Evaluation and Assessment of Alternatives and Selection of Preferred Route



STUDY APPROACH CONT'D.

Phase 2: Conceptual / Functional Design & Costing

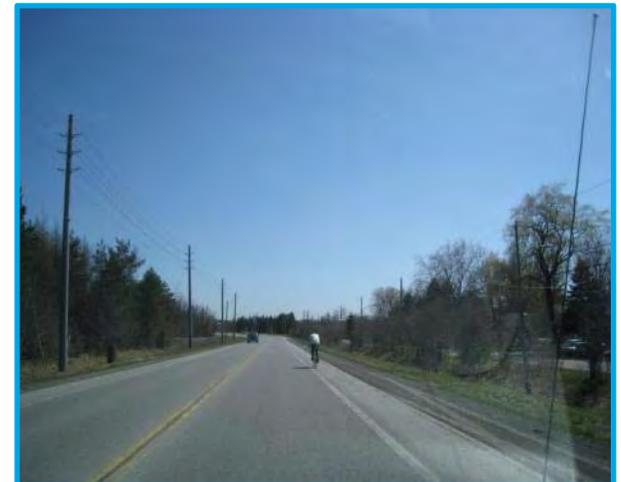
- Feasibility assessment of preferred cycling route;
- Evaluation and confirm preferred cycling route design solutions;
- Develop typical cross-sections and typical functional design guidelines;
- Identify potential maintenance issues;
- Prepare preliminary capital and operating / maintenance cost estimates; and
- Develop and submit phase 2 working paper.



STUDY APPROACH CONT'D.

Phase 3: Implementation Strategy & Reporting

- Identify potential funding sources and partnerships;
- Develop and recommend administrative strategy;
- Develop a phasing plan and identify priorities;
- Develop and recommend network maintenance policies;
- Develop and propose branding and signage and prepare a signage and pavement marking plan;
- Develop and proposed an evaluation and monitoring program;
- Develop and finalize final report.



BACKGROUND & EXISTING CONTEXT

The following are some examples of policies and plans from all levels of government which support the development and promotion of pedestrian and cycling facilities. For additional policies and plans and how they apply to this study ***please see the Phase 1: Background & Existing Context Report.***

Federal

Transport Canada's ***Strategies for Sustainable Transportation Planning: A Review of Practices and Options*** (2005)

Provincial



Regional



Local Municipal



BACKGROUND & EXISTING CONTEXT CONT'D.

The Regional Municipality of York has recently developed a number of programs and initiatives geared towards cycling and pedestrian activities including but not limited to the following:

- “York Cycling”
- Bicycle Theft Prevention Program
- Educational Information on Proper Cycling Skills
- Ontario Guide to Safe Cycling
- Been Seen – Be Safe – Cycle Smart Program
- The Going Somewhere? Go Cycling! Program
- Bike Assist with CAA SCO
- CAN-Bike School Cycling Education Program
- Bike to Work Day
- Car Free Day
- A Fresh Air Festival on Wheels – Tour de Greenbelt
- Bike’n’Bus



WORKSHOP OBJECTIVES & AGENDA

- Opportunities, constraints and future considerations for key segments of the primary corridor;
- Different user groups, their needs and a vision for the lake to lake cycling route and walking trail;
- Route selection criteria for the Lake-to-Lake Cycling Route and Walking Trail;
- The current status of existing cycling routes and walking trails throughout the Region as well as its local municipalities;
- Opportunities for future branding and marketing of a lake to lake cycling route and walking trail; and
- Regional and local municipal priorities for improving and building on existing cycling routes and walking trails to create a lake to lake route.



AGENDA TAC & STAKEHOLDER WORKSHOP

Time: 8:00 a.m. – 3:00 p.m. **Date:** April 27, 2012
Location: Aurora Public Library, Magna Room, 15145 Yonge Street, Aurora, ON L4G 1M1

Morning Session:

8:00 – 8:45	Registration and Breakfast
8:45 – 9:00	Welcome and Study Introduction by Kathleen Llewellyn-Thomas (York Region Commissioner), Yvonne Kaczor (York Region) & Dave McLaughlin (MMM Group) – Study Project Managers
9:00 – 9:30	Best Practices Presentation Jeff Olson (Alta Planning & Design)
9:30 – 10:00	Trail Branding and Tourism Benefits Associated with Trail Investment D'Arcy McKittrick (The Tourism Company)
10:00 – 10:30	Presentation of TRCA Draft Trail Design Guidelines & Key TRCA Regulations Mike Bender (TRCA)
10:30 – 10:45	Morning Break
10:45 – 11:30	Overview of Primary Corridor, Key Destinations & Attractions Jay Cranstone (MMM Group) Trail Design Guidelines & Route Selection Criteria Jay Cranstone (MMM Group)
11:30 – 12:30	Lunch Break

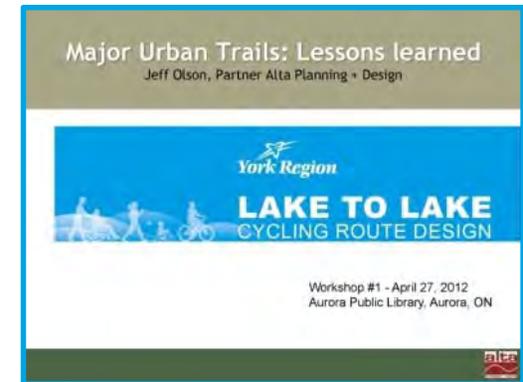
Afternoon Session:

12:30 – 1:30	Break-out Session – Including 4-5 small discussion groups which will assess segments of the primary corridor to identify and address opportunities, constraints and future considerations
1:30 – 2:00	Discussion on Opportunities & Constraints Jay Cranstone (MMM Group)
2:00 – 3:00	Optional Bike Tour of Lake to Lake Segment (TBD) – Attendees are invited to participate on an optional Bike Tour of a segment of the Lake to Lake Route within York Region. Participants are asked to provide their own helmet and bike.

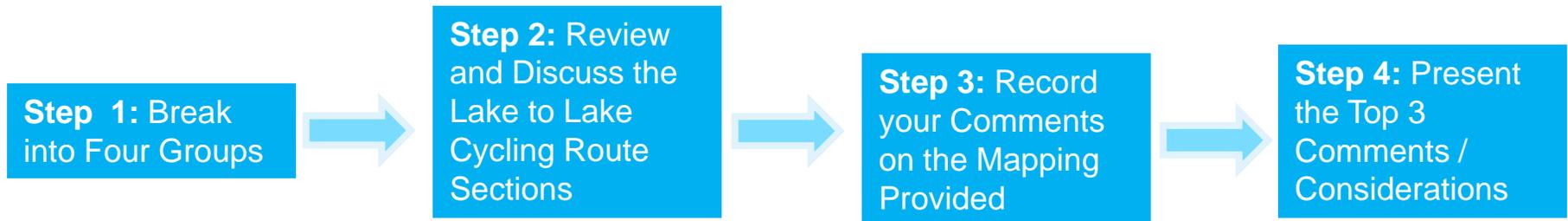


WORKSHOP PRESENTATIONS

- **Best Practices Presentation: *Major Urban Trails: Lessons Learned*** (Jeff Olson, Alta Planning & Design)
- **Trail Branding and Tourism Benefits Associated with Trail Investment** (D'Arcy McKittrick, the Tourism Company)
- **TRCA Draft Design Guidelines & Key TRCA Regulations** (Mike Bender, Toronto Regional Conservation Authority (TRCA))
- **Overview of the Primary Corridor, key Destinations & Attractions** (Jay Cranstone, MMM Group)
- **Trail Design Guidelines & Route** (Jay Cranstone, MMM Group)



WORKING GROUP SESSION DESCRIPTION



Questions to be Discussed:

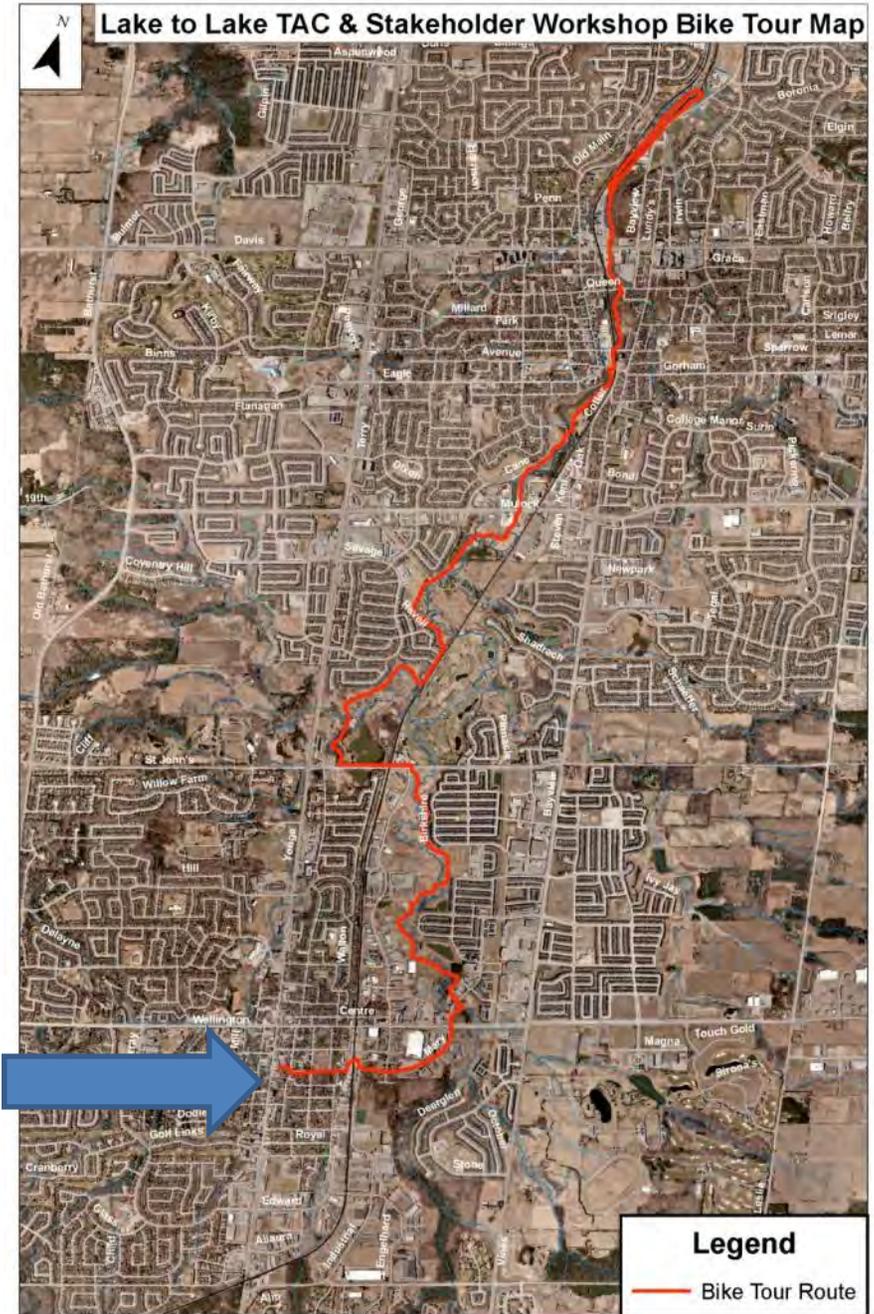
- What are your thoughts on the proposed Lake to Lake Cycling Route and Walking Trail alignment?
- What are some potential opportunities and constraints with this trail alignment?
- Identify some key destinations and points of interest that you think the Lake to Lake Cycling Route and Walking Trail should connect with?
- The current design concept may include off and on-road in-boulevard multi-use trails, bike lanes, paved shoulder and signed routes on rural roads and sidewalks on urban roads. Do you have any comments on the use of some or all of these facility types?
- What kind of branding or marketing strategies should be explored to help best promote a lake to lake cycling route and walking trail?



OPTIONAL STUDY WORKSHOP BIKE TOUR

***BRING YOUR OWN
BIKE & BRING
YOUR OWN
HELMET!***

Start and End
Aurora Public
Library



Major Urban Trails: Lessons learned

Jeff Olson, Partner Alta Planning + Design



Workshop #1 - April 27, 2012
Aurora Public Library, Aurora, ON



Our Mission: **design better places to bike, walk, play, and live.**

International expertise, Saratoga NY office

Best technical tools available

1,000+ ped/bike/trail/greenway plans

Implementation: 5,000+ miles of bikeways and walkways

Helped acquire \$100+ million in funding

Dedication, passion for cycling!



*“Someday we’ll look back on this
and it will all seem funny”*



Personal Experience: Lake Ontario 2011



The Package of Benefits

- Health
- Environment
- Mobility
- Economy
- Community
- Safety
- Fun
- Spandex



The New York Times

“ **Cycling is the new golf** ”

Wheels and Deals in Silicon Valley

By [ALEX WILLIAMS](#)

Published: December 4, 2005



Nothing is Impossible

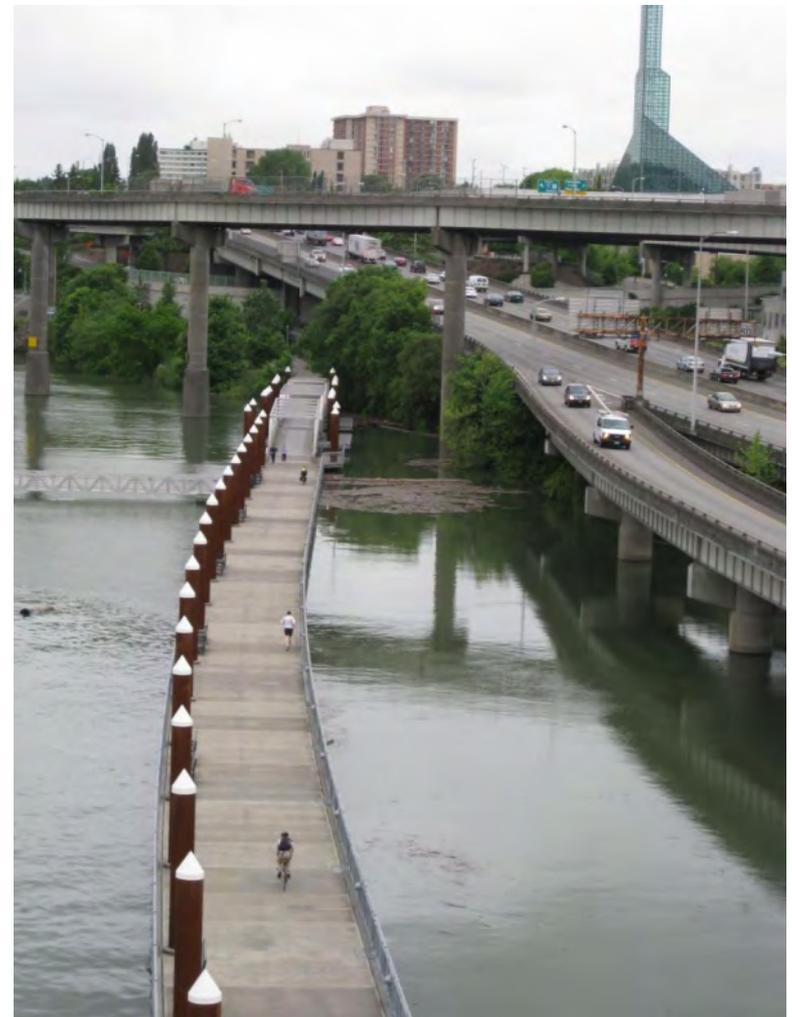


Schematic Greenway Plan

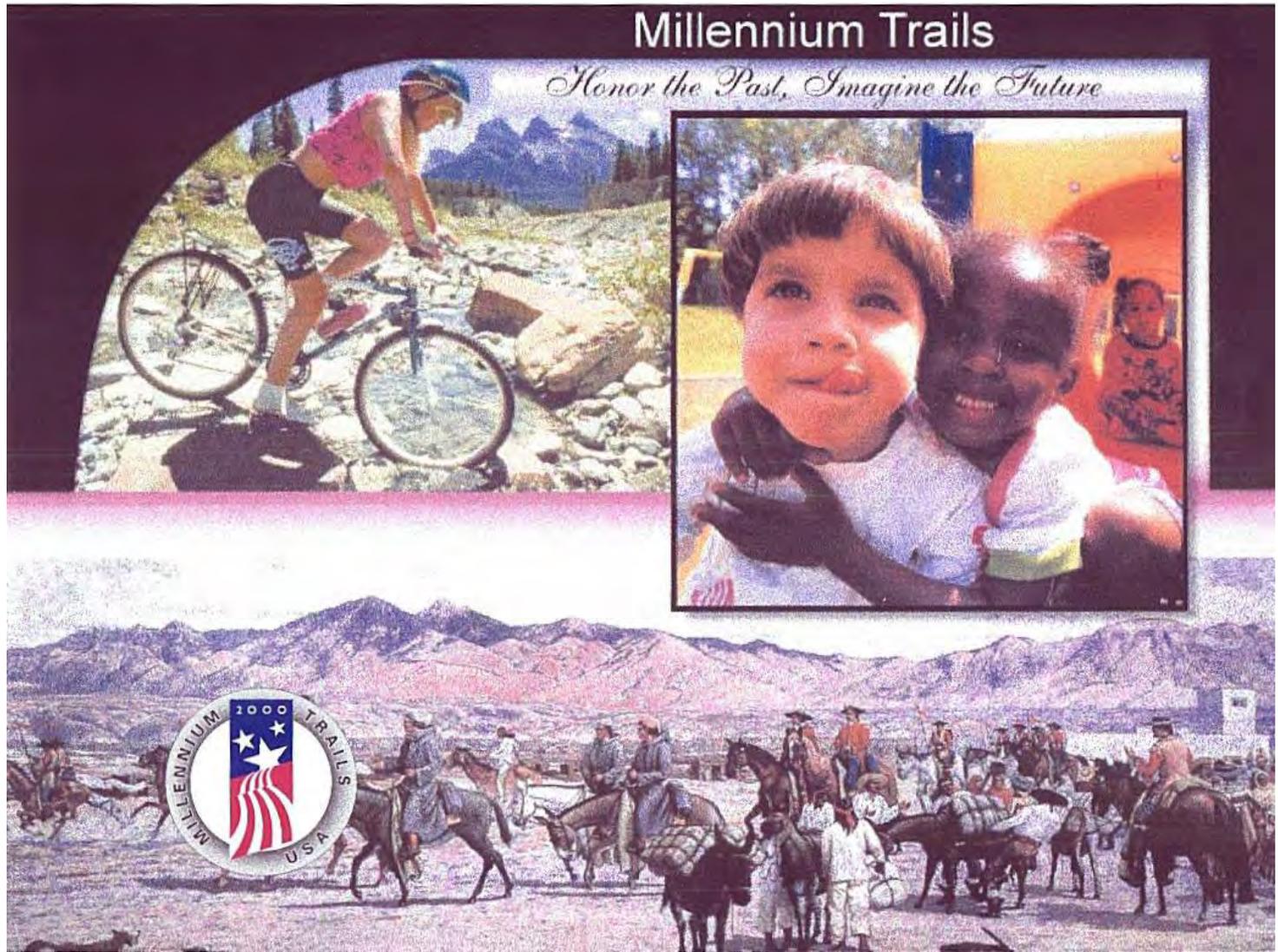
- priority greenway route
- other potential greenway routes
- borough boundary
- 27 water crossing



GREENWAY PLAN FOR NEW YORK CITY / NYC Department of City Planning



Millennium Trails: Make no Small Plans



East Coast Greenway



NW Arkansas Razorback Greenway



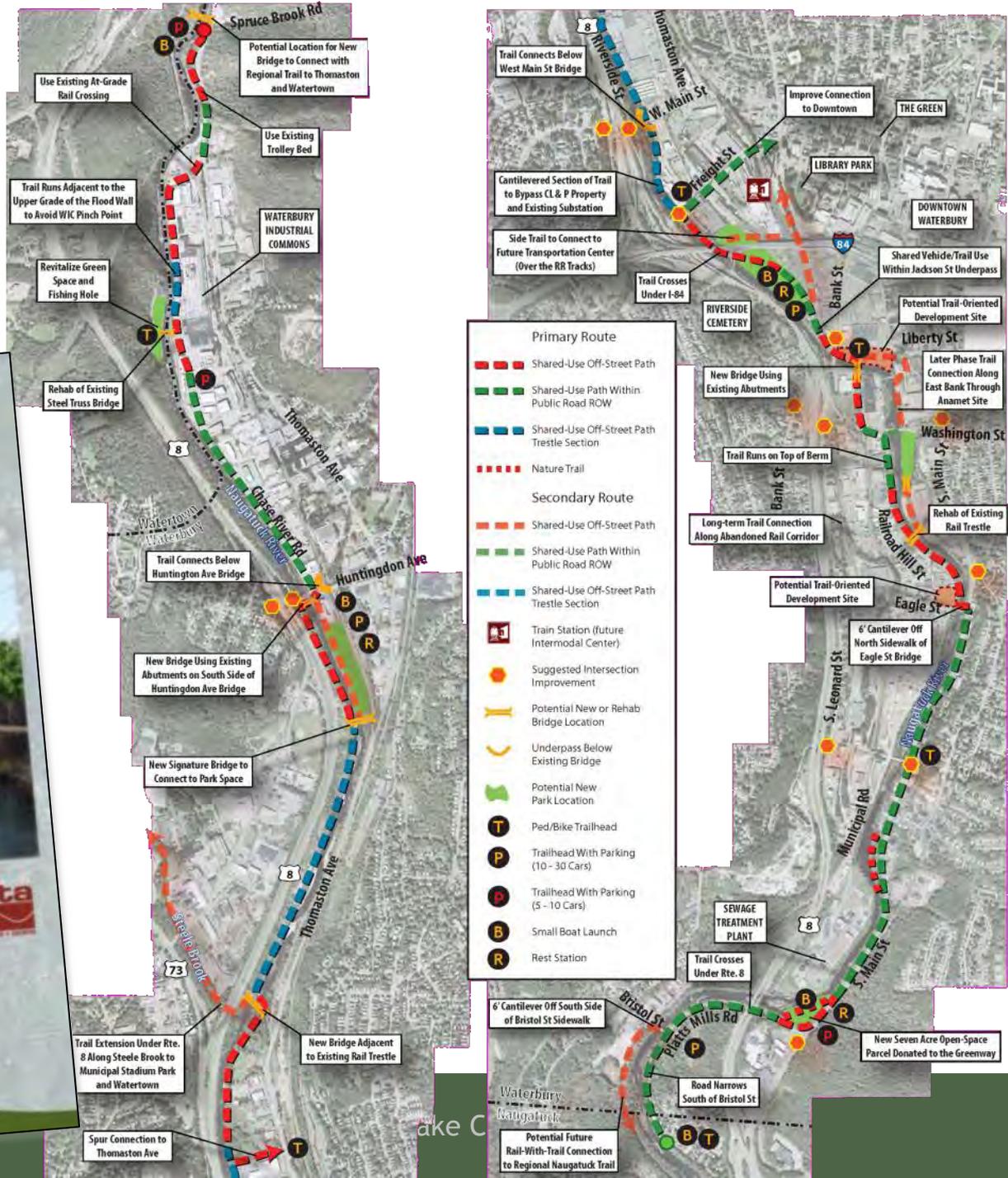
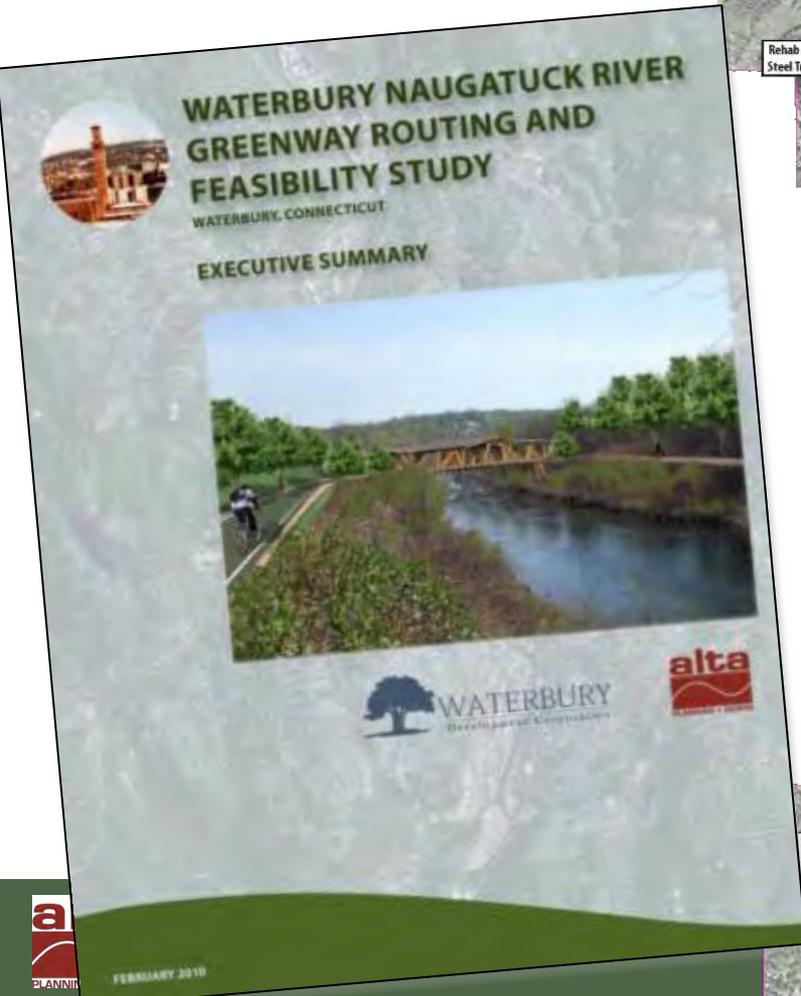
Jackson Hole Pathways, Wyoming



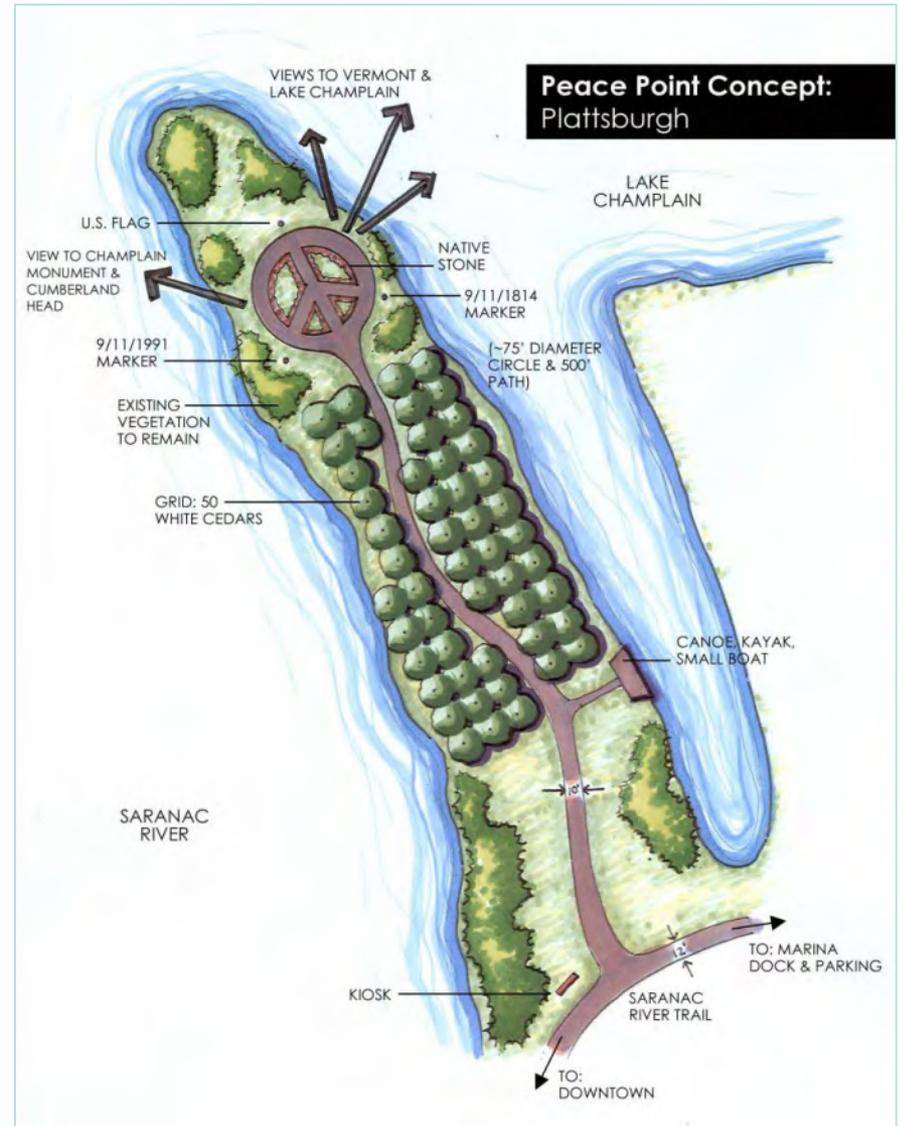
Erie Canalway Trail in New York



Naugatuck River Greenway - CT



Saranac River Trail: Integrating Local Themes



What Works?

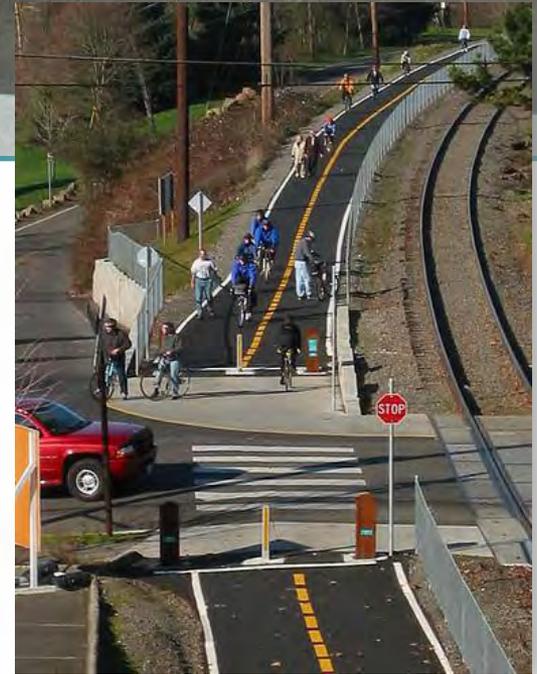
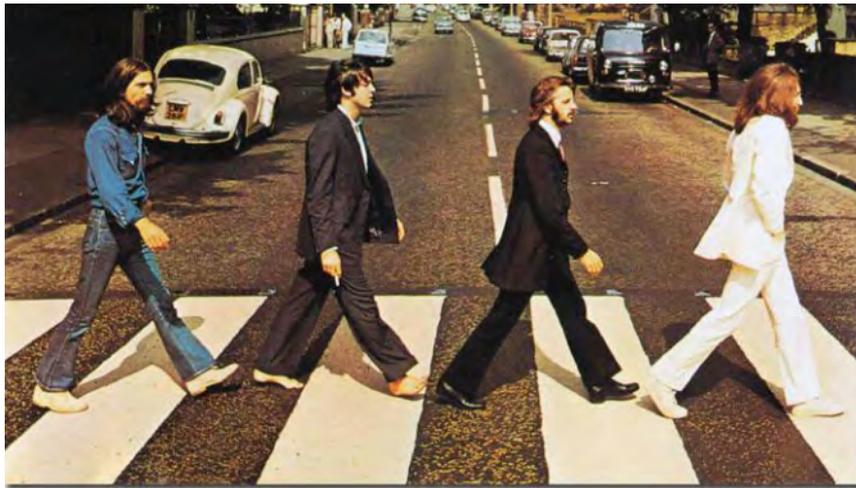
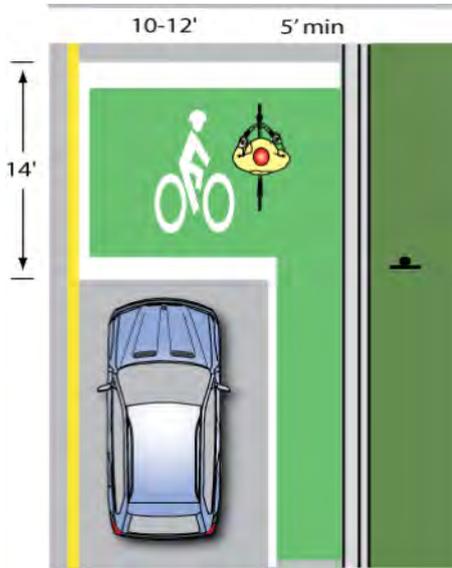
- **Safe Facility Design**
- **User Friendly:** Greenways, Complete Streets, Multimodal Connections, Wayfinding
- **Balance:** Engineering, Education, Encouragement, Enforcement and Evaluation
- **Teamwork:** Public, Private, Non-Profit
- **Leadership,** Staff and Funding



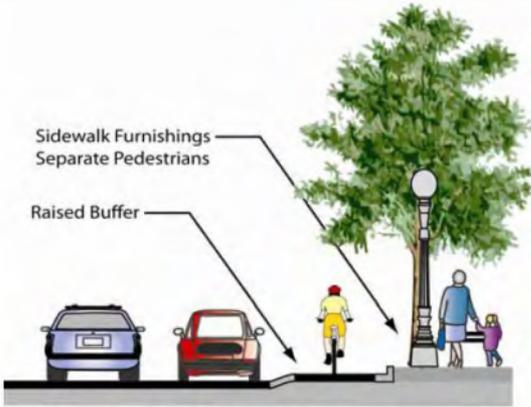
Balance



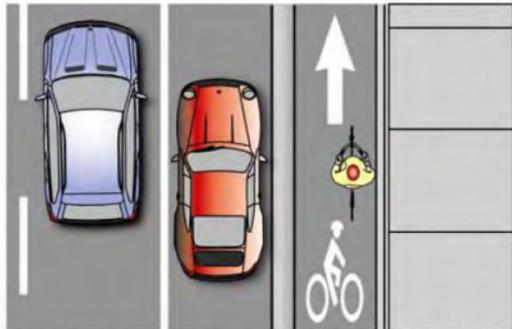
Innovative & Cost Effective Solutions



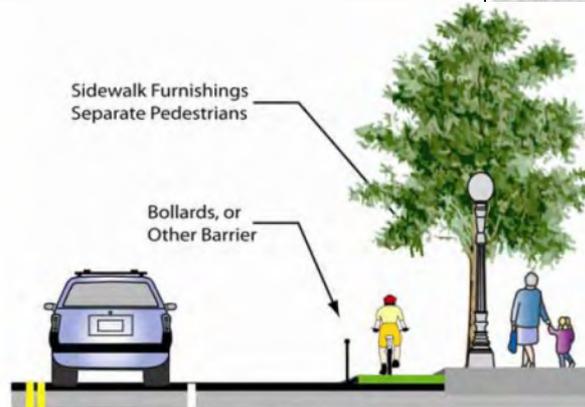
Quality Design Guidelines



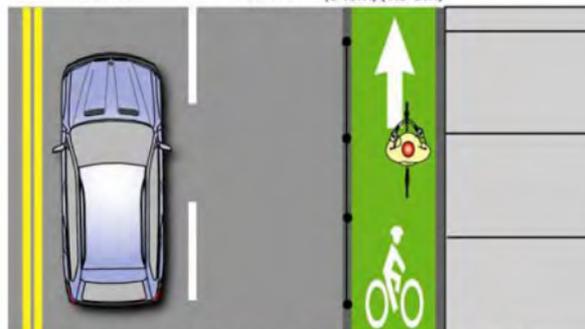
Travel Lane Varies
 Parking Varies 0-2' (0-6m) 5'-10' (1.5-3m)



Example Section Design for Cycle track with On-Street Parking



Travel Lane Varies
 Travel Lane Varies 0-2' (0-6m) 5'-10' (1.5-3m)



Example Section Design of a Cycle track without Parking

6.3 Bike Box

Design Summary

Dimensions:

Should be 14' deep to allow for bicycle

Signage as recommended by the MUTCD should be present to prevent 'right turn on red' to indicate where to stop for the motorist.

Generally a right angle extension to a bike lane intersection. The bike box allows bicyclists of the traffic queue on a red light and in that signal turns green. Motor vehicles behind the white stop line at the rear of the bike

are combined with dashed lines through the green light situations to remind vehicles to be traveling straight similar to the colored bike this section. Bike Boxes have been installed or with colored treatments to increase

should be located at signalized intersections only. Red should be prohibited. On a two-lane bike box also facilitates left turning movements



Guidelines for the Development of Bicycle Facilities
 Transportation Planning and Design Manual (Chapter 1000)
 California Supplement



10-12' 5' min



Recommended Design

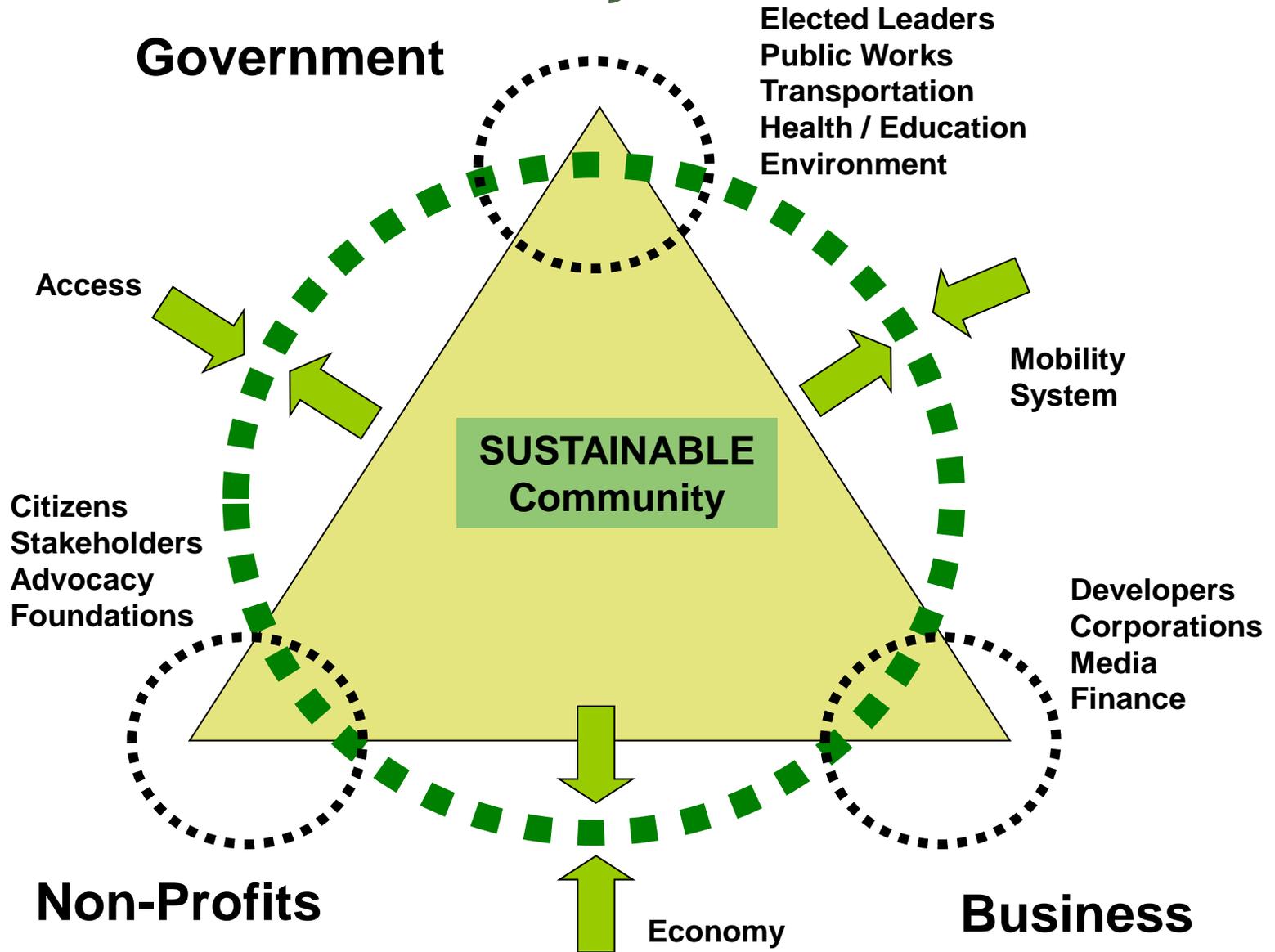
Open

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Wayfinding, Signage and Branding



A Model for Sustainability



It's *Never* Over...



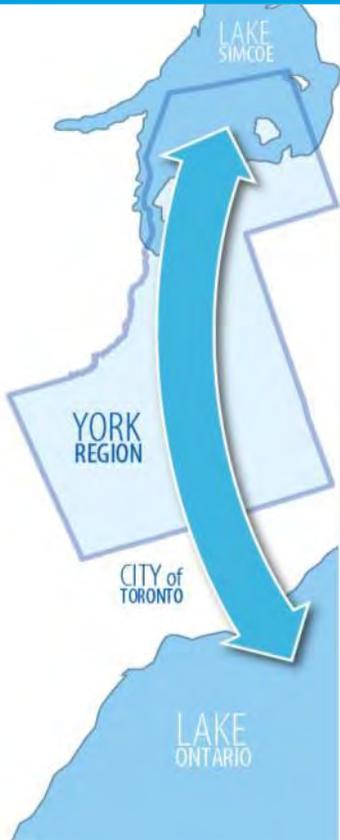


Jeff Olson, R.A. - Partner
www.altaplanning.com
Transportation, Recreation, Innovation

THANK YOU



Lake to Lake Cycling Route Design 2012



Lake to Lake

CYCLING ROUTE and WALKING TRAIL



TRAIL BRANDING & TOURISM BENEFITS

D'ARCY MCKITTRICK | PRESENTATION | APRIL 27, 2012



PRESENTATION OUTLINE

- About Trail Branding
- Trail Branding Case Study Examples
 - Tissington & High Peaks Trail
 - Le P'tit Train du Nord
 - Ontario Waterfront Trail
 - Kawartha Trans Canada Trail
- The Tourism Economy
- Why is this Important?
- How can we Influence Economic Benefits?
- Potential Economic Benefit



ABOUT TRAIL BRANDING

- **Identity: Owner Directed**
 - Name;
 - Logo, colors, signs; and
 - *Marketing* – positioning.
- **What you Are: Customer Directed**
 - Experience-based;
 - Emotional; and
 - Word of mouth.



CASE STUDY #1: TISSINGTON & HIGH PEAKS TRAIL

Tissington Trail: 21 km, Railbed

High Peaks Trail: 28 km, Railbed

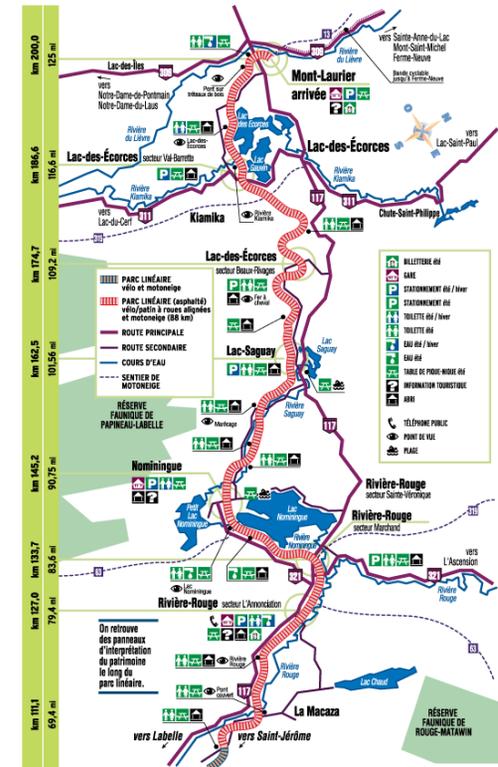
- **Location:** Midlands area of England segments of the **Peak** District Cycleways and **Sustrans** National Route 68, within Peak District National Park (30 segments in total)
- **Key Features:**
 - Name
 - Minimal distinct visual identity/signs
 - Web presence
 - Social media
 - Visitor services
 - Events
- Recreational cycling venues



CASE STUDY #2: LE P'TIT TRAIN DU NORD

Trail Details: 230km Railbed;
some sections paved

- **Location:** Laurentian Region of Quebec, [la Route Verte](#) 2
- **Key Features:**
 - Name
 - distinct signage
 - trail side services in old railway buildings
 - cycle tourism packages
 - Integrated web marketing with [Tourisme Laurantides](#) including comprehensive trail info by km.
 - trip planning
- Four season linear park for motorized & non-motorized trail activities



Consultez
notre
brochure
virtuelle

LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL



ONTARIO WATERFRONT TRAIL

Trail Details: 900 km combination of roads, streets and off road trails making up 7 segments

- **Location:** Follows shore of Lake Ontario and St. Lawrence River from Niagara Falls to Quebec border
- **Key Features:**
 - Name
 - distinctive visual identity/logo
 - signs
 - events
 - tourism packages
 - Comprehensive [website](#) (dated), detailed maps, trip planning info
- Long distance route for walking and cycling with environmental agenda

The Great Waterfront Trail Adventure Route & Itinerary



KAWARTHA TRANS CANADA TRAIL

Trail Details: 44 km Railbed

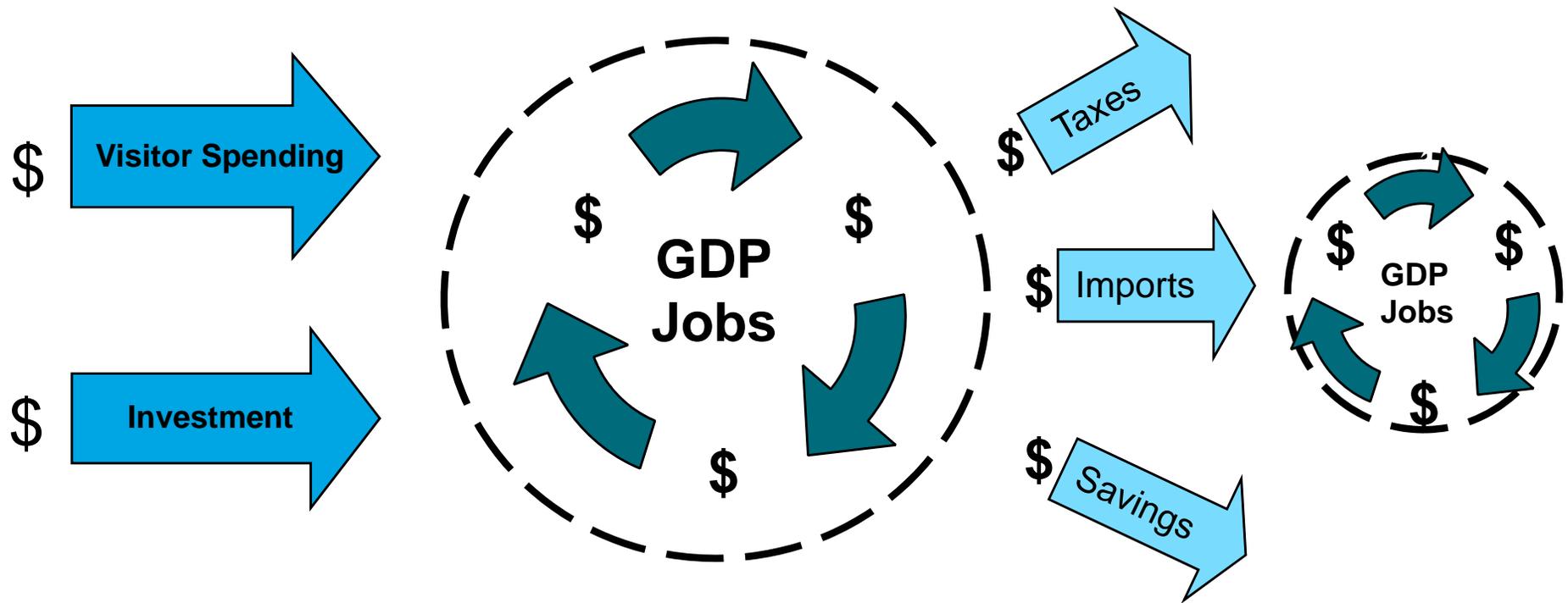


- **Location:** City of Kawartha Lakes & Peterborough County, Trans Canada Trail segment
- **Key Features:**
 - Name
 - Distinctive visual identity
 - Signage
 - Comprehensive [website](#)
 - Broad range of content
 - Minimal tourism focus
- Trail community / community trail



LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL

THE TOURISM ECONOMY.....



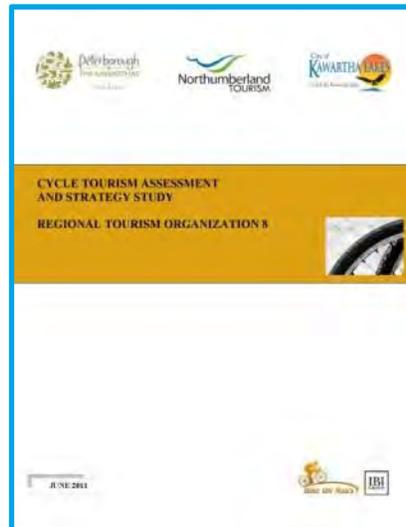
LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL

WHY IS THIS IMPORTANT?

1. For host communities, tourism contributes to **standard of living**.

2. Governments make decisions about allocating economic resources and setting economic **policy** based on expected economic impact.

3. Private individuals and corporations make decisions about **investing** based on health of an economy.



HOW CAN WE INFLUENCE ECONOMIC BENEFIT

- **Destination Characteristics:**

- Boundaries
- Level of Development / Attractiveness
- Self-sufficiency / Leakage

- **Visit Characteristics:**

- How long they stay?
- What they do?

- **Visitor Characteristics:**

- Origins
- Demographics



POTENTIAL ECONOMIC BENEFITS 1000 VISITORS, 50% OVERNIGHT

(SOURCE: ONTARIO MINISTRY OF TOURISM TREIM, APRIL 2012)

Origin	Spent	GDP	Jobs	Taxes
Ontario	\$78,400	\$44,700	1	\$23,000
Other Provinces	\$69,500	\$43,900	1	\$21,700
USA	\$68,400	\$45,700	1	\$23,000
Overseas	\$130,300	\$91,800	1	\$43,100



LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL

POTENTIAL ECONOMIC BENEFITS \$100,000 TRAIL DEVELOPMENT

(SOURCE: ONTARIO MINISTRY OF TOURISM TREIM, APRIL 2012)

GDP	Jobs	Taxes
\$42,400	<1	\$19,900



LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL



The TRCA Trail Strategy for Natural Areas

Lake to Lake Cycling Route Design Workshop

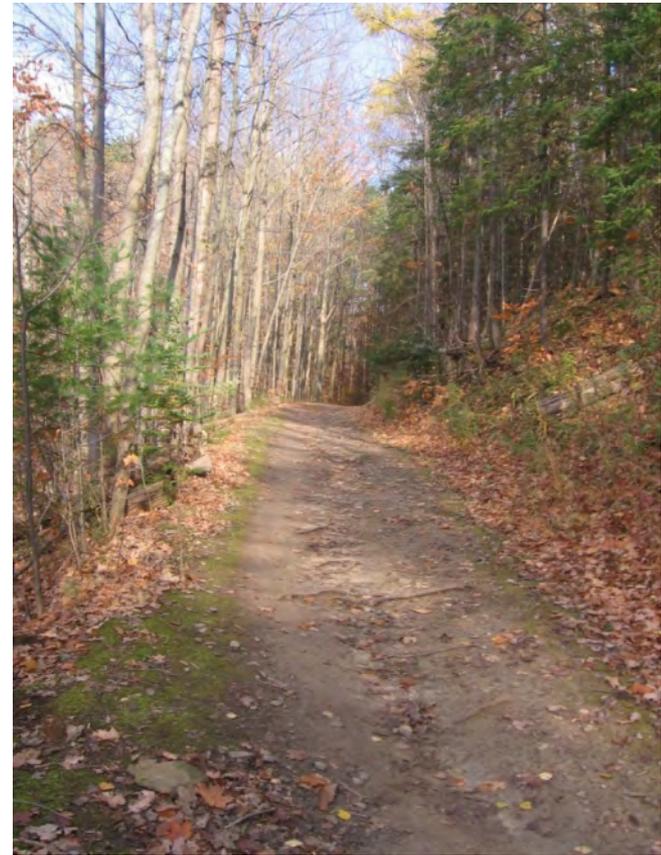
April 27, 2012





Presentation Overview

- Introduction to the TRCA Trail Strategy for Natural Areas
 - The Need for a Trail Strategy
 - Trail Classification System
 - AODA Proposed Built Environment Standards
- TRCA Trail Development Process
- York Region Lake to Lake Cycling Route





Trail Planning and Design Guidelines Handbook

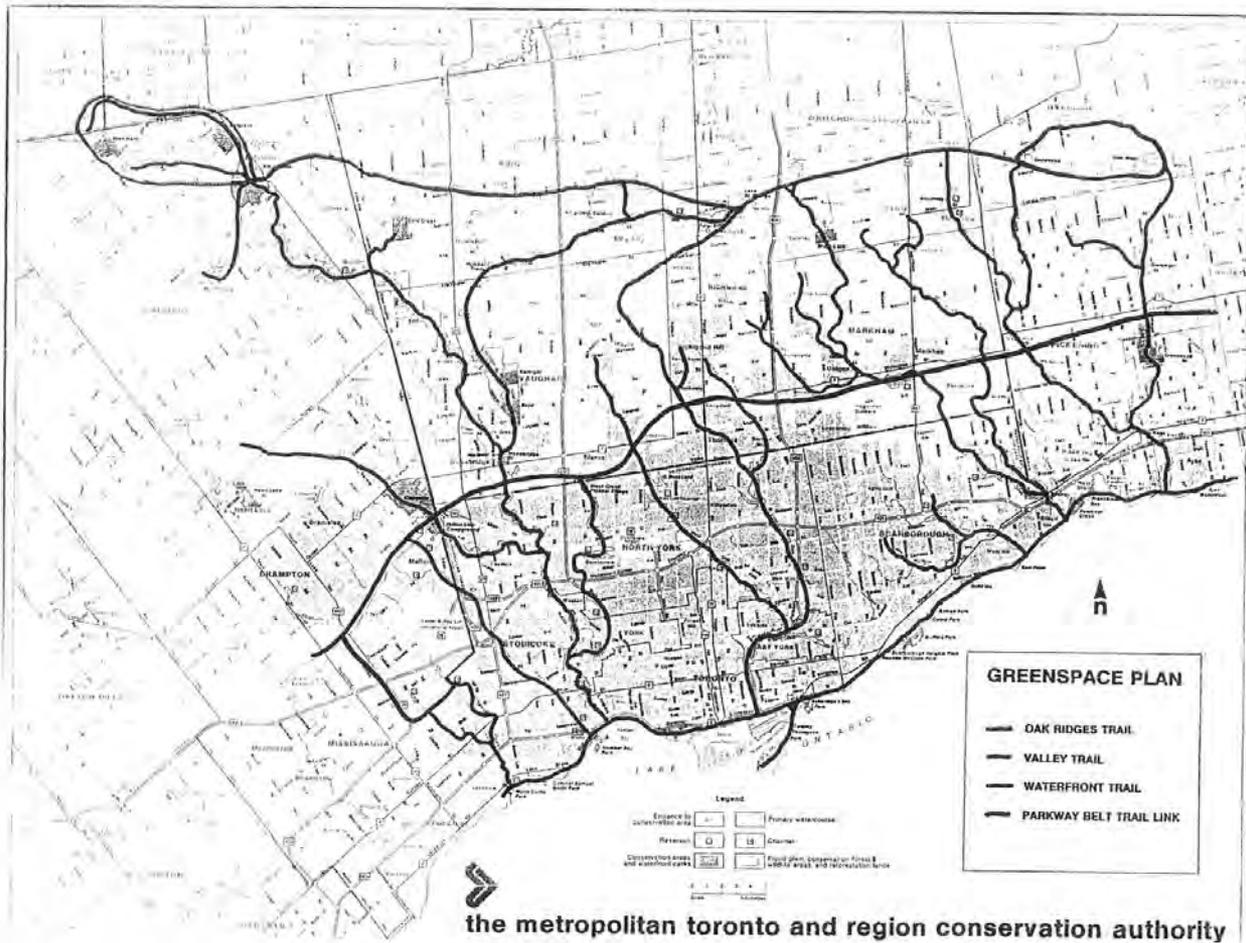


- Originally published in 1992
- Handbook Update
 - Trail construction techniques
 - Trail use types
 - Planning and approvals process
 - Accessibility
 - Risk management
- Trail Strategy
 - Strategic planning





TRCA's Greenspace Plan (1989)





Trail Strategy: Table of Contents

- Executive Summary
- Introduction and Vision for TRCA Trails
- TRCA General Trail Planning and Design Guidelines
- TRCA Implementation Guidelines
- Appendices

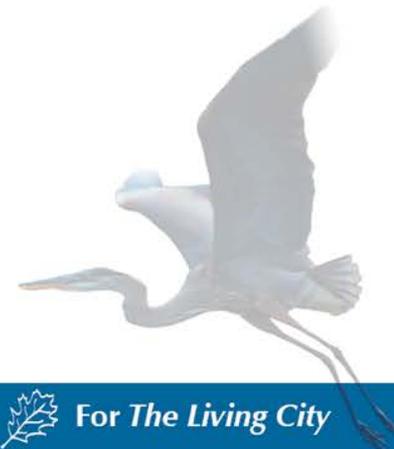




Table of Contents Continued...

- *Introduction and Vision for TRCA Trails*
 - TRCA Mandate
 - History of TRCA Trails
 - Policy Framework
 - Trends
 - Vision for Trails

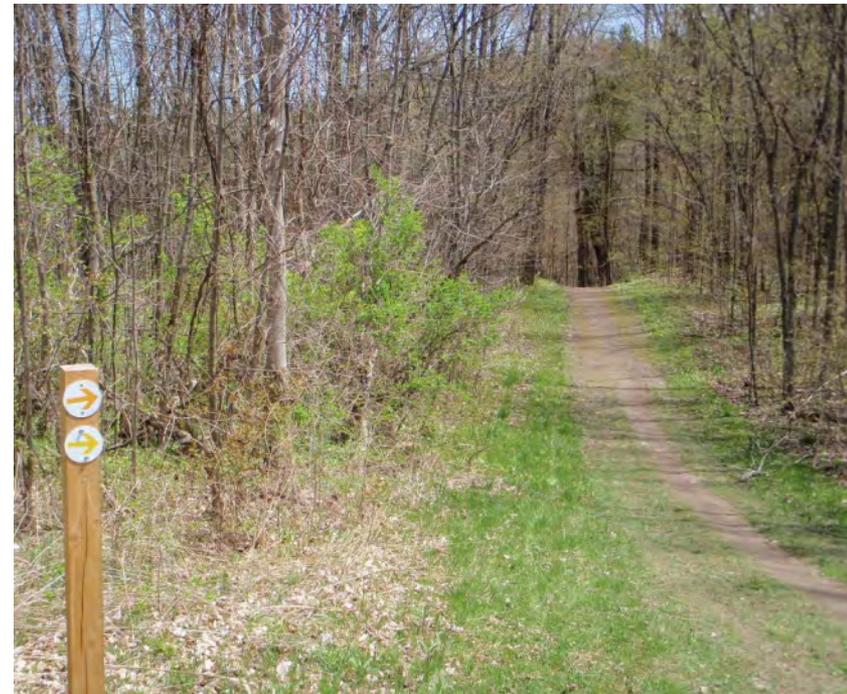




Table of Contents Continued...

- *TRCA General Trail Planning and Design Guidelines*
 - Systems Planning Approach
 - Trail Planning Process – Trail Management and Master Plans
 - Site Design
 - Risk Management Strategies
 - Signage Systems

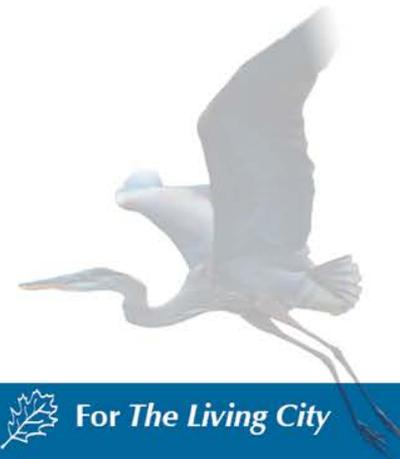
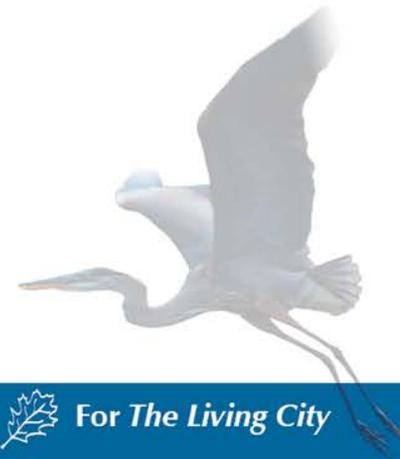




Table of Contents Continued...

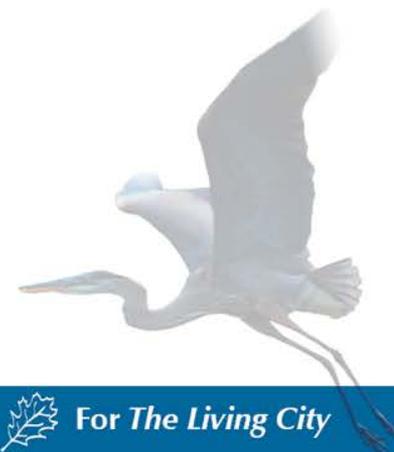
- *TRCA Implementation Guidelines*
 - Construction Standards and Guidelines Handbook
 - Trail Maintenance and Trail Monitoring Guidelines
 - Partnership Opportunities
 - Promoting TRCA Trails
 - TRCA Policy Implications





Project Timeline

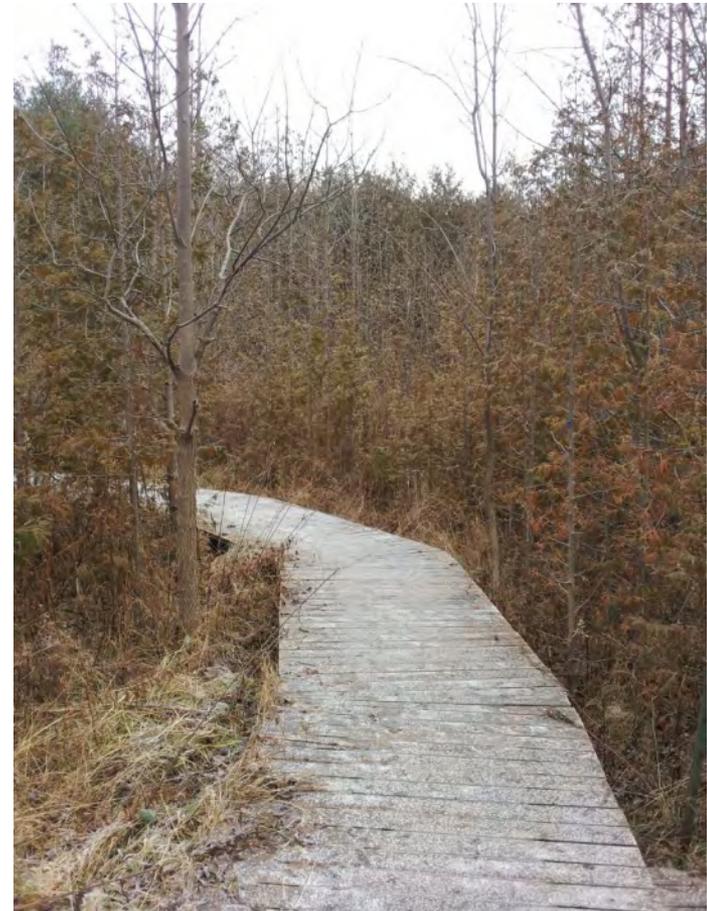
- November 2011 - March 2012: Advisory Committee and Regional partners meetings
- April – May 2012: final draft of Handbook
- June 2012: transition into Strategy





Trail Classification System

- 4 classes
- Proposed AODA legislation
- Multi-use
- Trail rating
- Trail profile and flow
- Experience required
- Charts for land manager and trail user



Trail Classification System - Managers

Trail Type Classification (for Trail Managers)

General Description and Technical Details

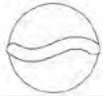
Trail Type Definition				
Trail Type	New Trail Construction or Existing Trails		Existing Trails Only	
	1	2	3	4
Definition	<ul style="list-style-type: none"> Firm and stable paved or surfaced trail with few or no obstacles Use concrete, asphalt, or granular for surface Minimum trail width of 1.5m 	<ul style="list-style-type: none"> Firm and stable surfaced or natural surface trail with few obstacles Use granular or compacted natural surface Minimum trail width of 1.5m 	<ul style="list-style-type: none"> Hard-packed natural surface trail with some obstacles Use compacted natural surface with sections of aggregate as necessary Minimum trail width of 0.5m 	<ul style="list-style-type: none"> Hard-packed natural surface trail with many obstacles Use compacted natural surface with sections of aggregate as necessary Minimum trail width of 0.25m
Typical Visitor Type	Suitable for all visitors including those with no trail experience. Visitor may or may not be prepared for trail (proper equipment and water).	Suitable for most visitors with some basic trail experience who are generally prepared (proper equipment and water).	Suitable for most visitors with some basic trail experience who are generally prepared (proper equipment and water).	Suitable for visitors who have trail experience and are prepared (proper equipment and water).
Trail Rating	Easiest	Easy	Moderate	Advanced
Technical Details				
Trail Profile and Flow	Flat or gently rolling with slow wide turns	Gently rolling with wide turns	Short steep rises with sharper turns	Long steep climbs with sharp turns
Trail Surface	<ul style="list-style-type: none"> Paved or surfaced Firm and stable 	<ul style="list-style-type: none"> Surfaced or natural Firm and stable 	<ul style="list-style-type: none"> Natural with sections surfaced Generally hard-packed 	<ul style="list-style-type: none"> Natural with sections surfaced Generally hard-packed May be loose in areas
Tread Width Minimum	1.5m <ul style="list-style-type: none"> Where tread width is between 1.2-1.5m, provide a passing zone every 50m, 1.8m wide by 2.2m long. 	1.5m <ul style="list-style-type: none"> If criteria for width exception exists, tread can be narrowed to 1.0m with a passing zone provided every 100m, 1.5m wide by 1.5m long. 	0.5m	0.25m
Obstacles	None or Few <ul style="list-style-type: none"> Minimal use of stairs, will be signed Unavoidable obstacles ≤50mm, with ≤50% bevel slope Unavoidable bridges 1.5m or wider 	Few <ul style="list-style-type: none"> Minimal use of stairs, will be signed Unavoidable obstacles ≤75mm, with ≤50% bevel slope Unavoidable bridges 1.5m or wider Avoidable obstacles may be present 	Some <ul style="list-style-type: none"> Stairs may be present Unavoidable obstacles ≤150mm Unavoidable bridges 1.5m or wider Avoidable obstacles may be present May include loose rocks 	Common <ul style="list-style-type: none"> Stairs may be present Unavoidable obstacles ≤200mm Unavoidable bridges 1.5m or wider Avoidable obstacles up to 300-450mm high may be present May include loose rocks
Slope	≤8.3% <ul style="list-style-type: none"> Level rest area every 9m when over 5% Total slope (slope and cross slope) not to exceed 15% 	≤10% <ul style="list-style-type: none"> Level rest areas every 100m when over 5% ≤14% at bottom of drainage structures for less than 1.5m Total slope (slope and cross slope) not to exceed 15% 	10% average (15% maximum)	10% sustained (20% maximum)
Cross Slope	≤2% (for paved surfaces), ≤10% (for unpaved surfaces) <ul style="list-style-type: none"> Total slope (slope and cross slope) not to exceed 15% 	≤10 <ul style="list-style-type: none"> Level rest areas every 100m when over 5% Total slope (slope and cross slope) not to exceed 15% 	≤10	≤10

Trail Classification System - Visitors

Trail Type Classification (for Visitors)

Note: All new or extensively renovated or re-routed trails will be built according to the Accessibility for Ontarians with Disabilities Act (AODA)

Trail Rating Definition

Rating	Easiest	Easy	Moderate	Advanced
Definition	<ul style="list-style-type: none"> Suitable for all visitors including those with no trail experience. Visitor may or may not be prepared for trail (proper equipment and water). Firm and stable paved or surfaced trail with few or no obstacles 	<ul style="list-style-type: none"> Suitable for most visitors with some basic trail experience who are generally prepared (proper equipment and water). Firm and stable surfaced or natural surface trail with few obstacles 	<ul style="list-style-type: none"> Suitable for most visitors with some basic trail experience who are generally prepared (proper equipment and water). Hard-packed natural surface trail with some obstacles 	<ul style="list-style-type: none"> Suitable for visitors who have trail experience and are prepared (proper equipment and water). Hard-packed natural surface trail with many obstacles
Trail Type	1	2	3	4
Symbol				

Rating Details

Trail Profile and flow	Flat or gently rolling with slow wide turns	Gently rolling with wide turns	Short steep rises with sharper turns	Long steep climbs with sharp turns
Trail Surface	<ul style="list-style-type: none"> Paved or surfaced Firm and stable 	<ul style="list-style-type: none"> Surfaced or natural Firm and stable 	<ul style="list-style-type: none"> Natural with sections surfaced Generally hard-packed 	<ul style="list-style-type: none"> Natural with sections surfaced Generally hard-packed May be loose in areas
Tread width minimum	1.5m <ul style="list-style-type: none"> Pinch points of 1.2m 	1.5m <ul style="list-style-type: none"> Pinch points of 1.0m 	0.5m	0.25m
Obstacles	None or Few <ul style="list-style-type: none"> Minimal use of stairs, will be signed Unavoidable obstacles ≤50mm, with ≤50% bevel slope Unavoidable bridges 1.5m or wider 	Few <ul style="list-style-type: none"> Minimal use of stairs, will be signed Unavoidable obstacles ≤75mm, with ≤50% bevel slope Unavoidable bridges 1.5m or wider Avoidable obstacles may be present 	Some <ul style="list-style-type: none"> Stairs may be present Unavoidable obstacles ≤150mm Unavoidable bridges 1.5m or wider Avoidable obstacles may be present May include loose rocks 	Common <ul style="list-style-type: none"> Stairs may be present Unavoidable obstacles ≤200mm Unavoidable bridges 1.5m or wider Avoidable obstacles up to 300-450mm high may be present May include loose rocks
Maximum Slope	8%	10%	15%	20%
Maximum Cross Slope (%)	2-10%	10%	10%	10%
Recommended Experience	Little or no experience required	Some experience recommended	Some experience recommended	Experience recommended