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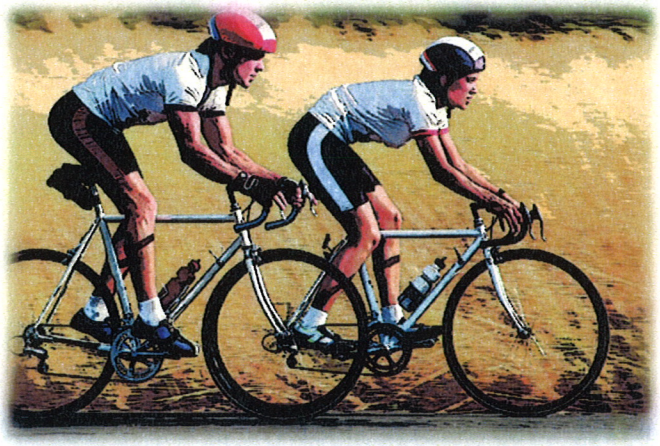

ACTIVE TRANSPORTATION PLAN
FOR THE TOWN OF WASAGA BEACH

WASAGA Beach

MERIDIAN
PLANNING CONSULTANTS INC.

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1.0 Introduction

In March 2008 Meridian Planning Consultants were retained by the Town of Wasaga Beach to prepare an Active Transportation Plan. The purpose of the Plan is to provide a guiding document that will improve pedestrian, hiking and cycling facilities and promote a vision of the future where residents and visitors can move about the community in a safe and convenient manner on a comprehensive pedestrian and cycling system.

The Active Transportation Plan outlines a plan to:

- Expand the Town's existing pedestrian and cycling system by employing off road trails, on road bike lanes, signed bike routes and sidewalks;
- Construct high quality pedestrian infrastructure and signage; and
- Link the land north of the Nottawasaga River to the areas to the south using a series of pedestrian bridges; and
- Provide convenient accessible locations for visitors to park cars while accessing the pedestrian and cycling system and improved public transit; and
- Identify an opportunity to develop an integrated wayfinding system to be utilized throughout the Town and the Provincial Park; and
- Provide opportunities to access the Nottawasaga River through a series of proposed or improved canoe launches; and
- Improve pedestrian safety by installing or improving pedestrian crossings on Mosley Street and River Road West; and
- Partner with, Ontario Parks and neighbouring municipalities and empower residents in the network's development.

The Healthy Communities Network Committee (HCNC) provided a vision for Active Transportation in Wasaga Beach with the creation of a summary statement in October of 2007.

"The Town of Wasaga Beach, by linking our neighborhoods, our beach, our forests and our facilities through an active transportation network, promotes a healthy active lifestyle for all ages and abilities."

The Active Transportation Plan will forward the vision statement developed by the HCNC by establishing a future network and determining the necessary improvements to the pedestrian and cycling environment.

The Active Transportation Plan is laid out to provide a summary of the work that was done prior to this study and includes a section on best practices from across North America and over seas. Our data collection practices and summary of our public consultations are provided, as well as an assessment of the existing pedestrian and cycling facilities.

The Active Transportation Plan provides a recommended network of on and off road cycling facilities and multi use trails, recommended locations for sidewalk installation, transit improvements, and opportunities to work with and partner with the Ministry of Natural Resources. Design guidelines for proposed facilities and recommendations on phasing and implementation are provided along with Policy to be used in the Town's Official Plan to support Active Transportation in the Town of Wasaga Beach.

1.1 The Town of Wasaga Beach

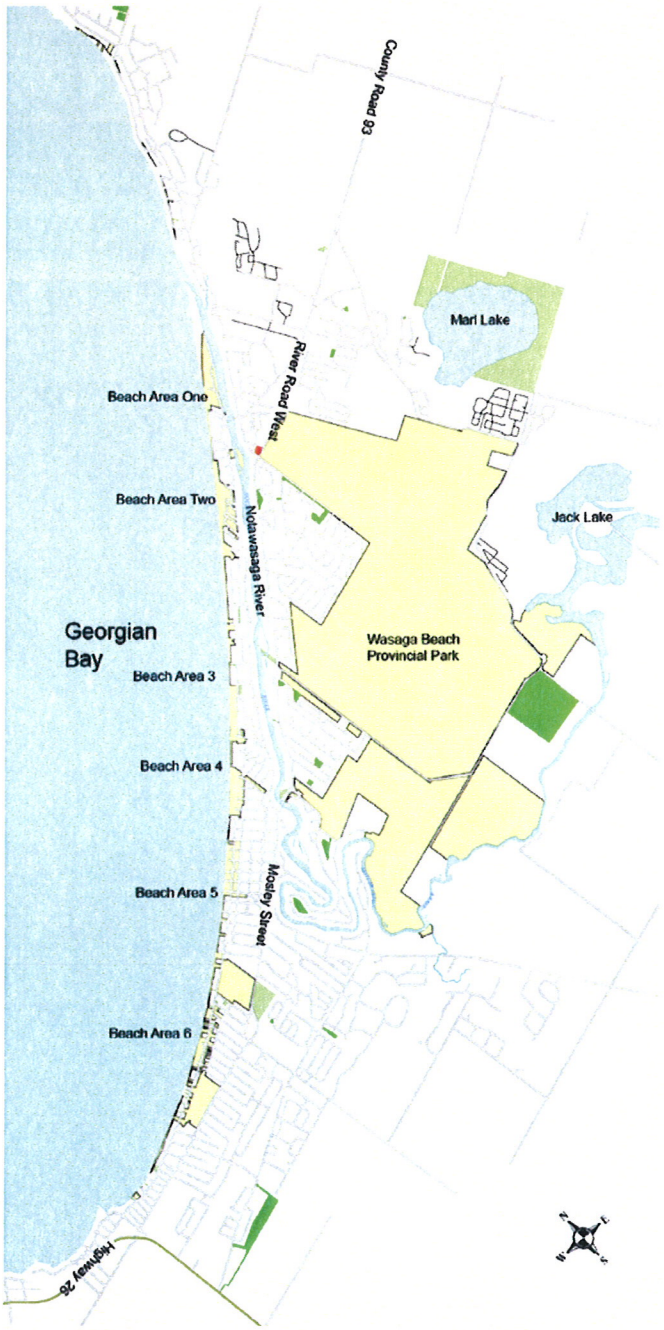
The Town of Wasaga Beach is home to the World's longest freshwater beach and is considered one of the premier resort destinations in Ontario. Although Wasaga Beach remains mainly a seasonal resort community with a significant tourism based economy, the Town has also evolved into a thriving year round community with many conveniences. The current population of Wasaga Beach is 16,000 people and it is anticipated that this number will grow to 35,000 within the next ten years. Wasaga Beach has recently taken the steps to implement a bold tourism strategy that will see the Town continue to attract greater numbers of visitors from the Greater Toronto Area.

The Town is growing both in terms of full time residents and seasonal visitors. The legacy of Wasaga Beach as a resort Town provides a strong context for it's character, while at the same time it presents some challenges in regards to existing infrastructure, urban design, and patterns of travel to and from the popular beach. There is limited pedestrian infrastructure in place in the form of linked sidewalks and there are restrictions on many of the existing streets due to the limited right of way widths. The Nottawasaga River, which bisects the Town has only two crossings and represents a barrier to easy pedestrian movement in Wasaga Beach.

1.2 Pattern of Development

The Town of Wasaga Beach is laid out in a long linear manner along the shore of Georgian Bay. The main spine of the Town is River Road West and Mosley Street which link with Highway 26 and County Road 92 at the boundaries of the Town. The layout of the Town is unique due to a number of naturally occurring features. Firstly the Beach itself, which is the main draw for visitors and residents and largely why Wasaga Beach as a community exists as it does today. The Beach is a 14km long open space feature that runs the northern length of the entire town. Secondly, the most heavily used section of the beach is separated from a large percentage of Town by the Nottawasaga River. This area north of the river is home to the main tourist destinations, being Beach Areas 1, 2 and 3 along with a generous land base that includes numerous cottages, residences and resort properties. Access to this area of Town is restricted to the two existing bridge crossings, one along Main Street connecting to Beach Area 1 and the other approximately 4km away where Mosley Street intersects River Road.

South of the Nottawasaga River and the main developed areas of the Town is the large inland Wasaga Beach Provincial Park. The Park is known to be ecologically sensitive, particularly the naturally occurring sand dunes. It is home to many great recreational facilities including hiking, snow shoeing and cross country skiing.



The presence of the elongated beach, the Notawasaga River and the large inland Provincial Park has resulted in a narrow form of development largely following the route of River Road West and Mosley Street through Town. Due to the layout of the Town there are limited ways to enter Wasaga Beach by vehicle and the result is the nearly famous traffic congestion witinessed along the main east/west route on the long summer holiday weekends when so many visitors come to enjoy Wasaga Beach.

The elongated and diffuse pattern of development is a challenge to the promotion of walking and cycling since many of the main destinations are spread out along this spine however, the features that make this a reality, the beach, the river, and the park are also the primary assets of the Town. THE GOAL OF THIS PLAN WILL BE TO CAPITALIZE ON THESE ASSETS WHILE HIGHLIGHTING THEM AND CONNECTING THEM.

1.3 Walking in Wasaga Beach

Walking in Wasaga Beach, especially in key tourist locations and areas located in close proximity to the beaches including the beach boardwalk, adjacent roadways and shopping areas, is a popular activity. During the main tourism season (May to September) the numbers of pedestrians/walkers can dramatically increase throughout the Town, especially in and around the main beach areas. This is especially true in areas north of the Nottawasaga River along Mosley Street and Main Street with pedestrian activity to and from the beaches, campgrounds, rental cottages, motels and surrounding businesses.

The existing infrastructure designed to accommodate walking within Wasaga Beach is relatively sporadic and limited to newly developed/redeveloped roadways, key tourist areas and commercial areas including Main Street, Mosley and 45th Street, Mosley Street from River Road West to 43rd Street, and areas in and around Beach Area 1.

Connectivity of the on street sidewalk system is quite limited in Wasaga Beach. In addition to the deficient east/west and north/south connections, there is presently only two-river crossing located along the Nottawasaga River. This poses a challenge for many pedestrians located south of the river looking to access the beach or businesses, including the local post offices. During peak tourism periods crossing the river at existing bridges is difficult and time consuming. The distance between the two existing crossings (4 km) can also act as a physical barrier to many walkers on the south side of the river.

Safety is an important consideration and in areas without formal sidewalks people use the existing paved shoulders for walking. This situation poses a number of safety concerns, especially children walking to schools located close to busy roadways. Sidewalks or off road paved trails, connecting to all schools should be a priority for the Town of Wasaga Beach. Residents have also identified a concern with respect to automobiles passing on the paved shoulders where pedestrians often walk. When asked what improvements could be made to increase safety residents most frequently cited more sidewalk and additional crosswalks, near the RecPlex but especially for the local schools.

Improved accessibility is also a growing consideration for pedestrians as there is a growing population within the community who are having to rely upon the assistance of electric scooters or other mobility devices to move throughout the community with ease. The need for fully accessible pedestrian infrastructure that accommodates the abilities of all persons is required.

1.4 Hiking in Wasaga Beach

The Town of Wasaga Beach includes a significant network of community trails that are well used by the community for hiking and other passive recreation activities. The Carly Patterson Trail, Shore Lane, the Beach Boardwalk, the interior Provincial Park Trails, and the Ganaraska Hiking Trail are all well used facilities. One of the most surprising things about the Town is, in fact, the great hiking opportunities that presently exist. The extent of the existing hiking trails is not apparent to many new comers as the trails have not been heavily promoted and lack the continuity of a looping system. However, in many cases existing trails simply need to be identified and connected to dramatically increase their use by the community.

The Town is also home to the largest hiking club within the Ganaraska Hiking Trail Association. The hiking club has helped us a great deal to understand the extent of the local trail system and is actively involved in hiking activities throughout the community including holding regular guided hikes, tours and other events.

Many existing trails are within the boundaries of the Wasaga Beach Provincial Park. The cross-country ski trails within the park are well mapped and provide excellent hiking trails in the summer. Although there are numerous trail sections that are well used in the park, due to the fragility of the unique ecosystems, there has been a historical reluctance on behalf of park officials to advertise the existence of the trails and provide accurate mapping of these facilities. As long term planning for the future of the Provincial Park is undertaken the Town would be well advised to stay involved in the planning exercise to ensure that where possible public use is balanced with the protection of these unique resources.

1.5 Cycling in Wasaga Beach

Cycling is a popular activity in the Town of Wasaga Beach and utilitarian cyclists, including local cycling groups make-up a significant percentage of the users. Recreational cyclists are also active in the community. Shore Lane, a roadway paralleling all of the beaches, is used extensively as one of main cycling routes and is largely a safe facility. Minor changes to this piece of infrastructure are recommended in this report. Cyclists also rely upon the main roadways for travelling including River Road, Mosley Street and Main Street. Travel to communities outside the Town are also popular destinations for cyclists including Midland, Stayner and Collingwood.

Many residents expressed concern for their safety in travelling along some of the existing roadways. Safe crossings and the lack of clearly identified routes were often cited as major concerns. The practise of including a wide paved shoulder along many of the main routes through Wasaga beach was noted. The paved shoulders are often used as bike lanes, however they lack any of the required line marking or signage that creates a safe and identifiable bike lane.

The existing paved shoulders are the most popular way of getting around by bicycle for commuting cyclists or skilled recreational users. However, in some areas of the Town the paved shoulders are only located on one side of the road. In other locations paved shoulders end abruptly, forcing cyclists into traffic or onto a sidewalk. These options both pose a safety concern, bicycles and pedestrians cannot share a 1.5m wide sidewalk without significant conflict and cyclists who share the road with vehicles, where no bike lanes are identified, often find themselves in perilous situations.

The existing paved shoulders actually create conflict between motorists and cyclists, as they appear to be bike lanes to an experienced cyclist, whereas a motorist will use the paved shoulder as a parking or passing lane. A recommendation of this report is that the practise of installing un-identified paved shoulders be abandoned. Instead of this practise, properly identified bike lanes are recommended to be installed. Bike lanes should be included on important arterial roads that provide continuity and connectivity across Town. Where a proper bike lane cannot be incorporated into the existing right of way we will recommend either widening the right of way or taking the cycling route off of the road onto a dedicated "multi-use pathway".

2.0 The Process - Creating an Active Transportation Plan for Wasaga Beach

2.1 Data Collection

A variety of data collection methods were used to gather information for the preparation of Wasaga Beach's Active Transportation Plan, including a review of background materials and policy documents, visual inspection, photographic inventories, locally guided tours, public open houses, email/telephone correspondence and meetings with municipal staff and the Active Transportation Committee.

2.2 Background Materials

Background materials reviewed as part of this strategy include the Town's Official Plan, Wasaga Beach Transportation Study, Tourism Strategy, The Wasaga Beach Four Seasons Trails and Greenways System Report, The Simcoe County Active Transportation Committee Report Summary, and numerous municipal efforts across Canada and abroad that are highlighted in the best practices section of this report. These documents provided a variety of insights into the community, active transportation and key strategies. The information collected from these documents assisted in the preparation of the Active Transportation Plan.

2.3 Visual Inspection/Photographic Inventory

Using information gathered from the first Open House a comprehensive photographic inventory of the Town was completed. Observations on existing pedestrian infrastructure, road/traffic conditions, key focal points including shopping, recreation and tourist areas, locations of future development, parking areas and potential barriers to cycling occurred during this inspection. Over 700 photographs documenting our findings were recorded and used to support this report and provide displays for the second Open House.

2.4 Locally Guided Tours

To provide further insight into the Town's existing active transportation infrastructure two locally guided tours were completed. A member of the Town's Active Transportation Committee and a member from the local cycling club provided the tours. A greatly improved understanding and awareness of the existing pedestrian and cycling infrastructure resulted from these tours.

2.5 Open Houses

Two Open Houses were held in April and June of 2008. The information gathered from these open houses provide valuable insights into the Town and its associated infrastructure. They also provided information used in the preparation of the final Master Plan document attached as Map 2. A detailed description of each Open House including their purpose and findings is discussed in the next section.

2.6 Email/Telephone Correspondence

Correspondence between Meridian and members of the public, municipal staff and members of the Active Transportation Committee was ongoing throughout the life of the study using email and the telephone. A number of comments were submitted by residents via email and telephone that became important in understanding the intricacies facing pedestrians and cyclists in Wasaga Beach.

2.7 Meetings

A number of meetings were held with Town Staff to discuss the Active Transportation Plan, including meetings with the Planning Department, Public Works Departments, Parks and Recreation Department and the Active Transportation Committee.

A meeting was held with the Parks and Recreation department to discuss Wasaga's historical trail planning as well as local successes and challenges in budgeting for and building these facilities. The Parks and Recreation Department were provided a copy of the draft master plan and provided us with valuable insight throughout the planning process.

Two meetings were held with the Town's Engineering Department to review municipal roadway standards, right-of-way widths, capital year forecasts and the draft master plan. The discussions from the meetings with the Town's Engineering Department have been structured to keep the Engineering Department abreast of the Master Plan and it's recommendations. The Engineering Department will play a key role in bringing this plan into fruition, since it will require they revisit the ten-year capital plan as well as road standards and right of way requirements, in areas where on road bike lanes are required.

Meetings were also held with Planning Staff to discuss ongoing developments within the Town including commercial developments and plans of subdivisions, proposed trail expansions/enhancements, planning policies, existing infrastructure, and recent planning measures.

A number of meetings were held with the Active Transportation Committee as well as regular email correspondence. The Committee provided invaluable guidance and structure throughout the life of the study and will be instrumental in seeing the recommendations of this report come to be.

2.8 Open House 1

The first Active Transportation Open House was held on Thursday April 17th, 2008 from 6:30 p.m. to 8:30 p.m. at the RecPlex (1724 Mosley Street). Notice of the Open House was provided on the municipal website, through the local newspaper (articles) and through postings at various Town facilities. A number of radio advertisements were also given on the local radio station (97.7-The Beach). Approximately 65 persons attended the first Open House.

The first Open House began with an introduction to the work program and the concept of active transportation. An overview of the work to be carried out was also discussed. Following the brief presentation participants were broken into six groups, each with approximately 11 persons. Each group was provided a set of Town maps divided into three different sections (east, centre and west) as well as chart paper. For the first exercise all groups were asked to identify, on the maps, what they felt were the key destinations within the Town including shopping areas, recreation areas, places of frequent visit, schools, municipal facilities etc.

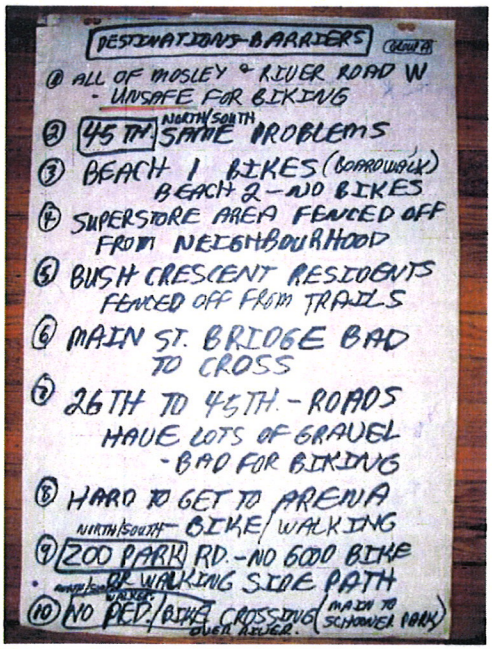
Once the key destinations were identified each group was asked to identify and locate on the maps what they saw as the key barriers to active transportation within the Town including areas safety concerns, missing infrastructure etc. Upon completion of both activities each group was asked to list what they felt were the top destinations and barriers. Such findings from the Open House included:

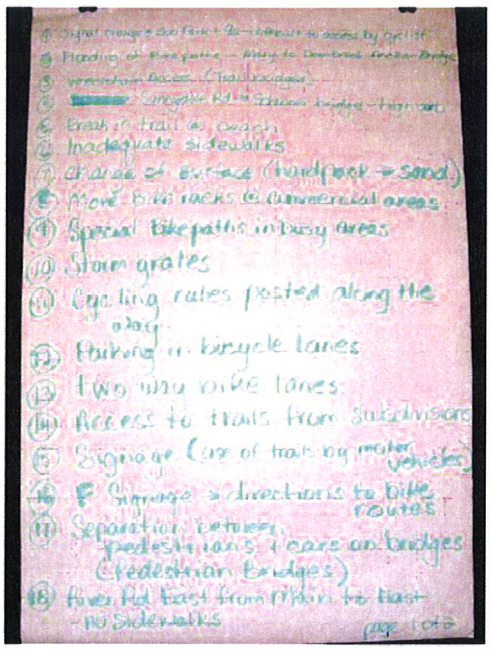
Destinations

- The commercial plazas adjacent to 45th Street and Mosley Street;
- The RecPlex;
- The Beach Area 1 & 2;
- Golf Course;
- The shops along Main Street (Stonebridge Plaza);
- The shops adjacent to the intersection of Mosley Street and River Road;
- The Provincial Park;
- Recreation lands adjacent to Powerline Road; and,
- Local schools.

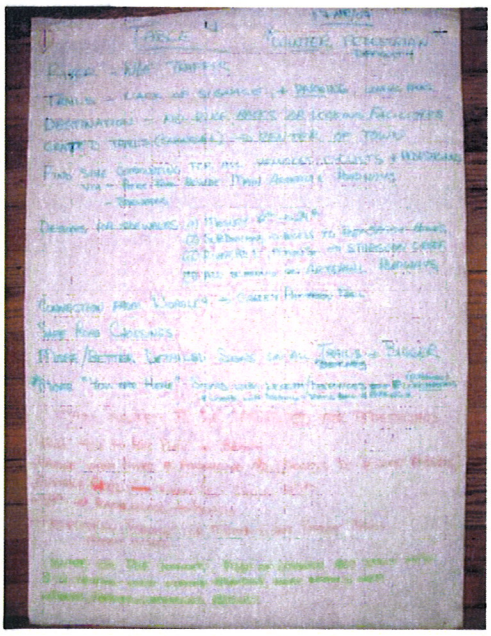
Barriers

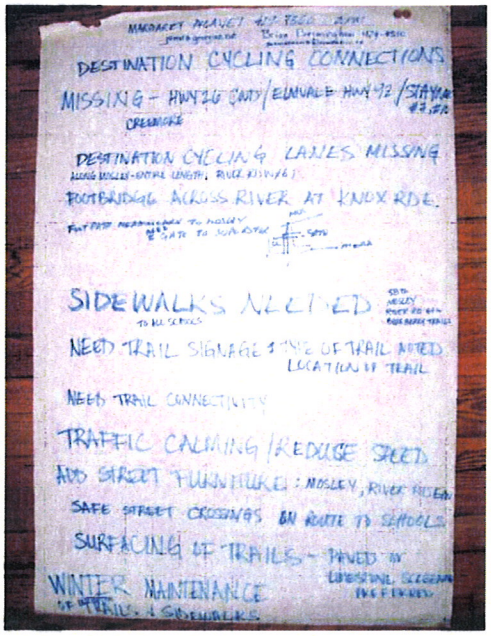
- Traffic levels;
- Insufficient number of bicycle facilities/infrastructure located throughout Town;
- Seasonal and regular maintenance of pedestrian and cycling facilities required;
- Insufficient pedestrian and bicycle signage/mapping;
- Limited pedestrian infrastructure;
- Dangerous road/river crossings and intersection transitions;
- Pedestrian and cyclist safety;
- Trail accessibility;
- Insufficient pedestrian and cycling connectivity within the Town and between neighbouring municipalities;
- No looped trails;
- Inconsistent use of surface materials for pedestrian and cycling trails; and,
- Need for improved infrastructure (bicycle and canoe).





Upon conclusion of the Open House each group was requested to appoint a single member from their team who could meet with Meridian staff at a future date to discuss their groups findings and responses in further detail. These meetings were held approximately two weeks following the open houses. The data collected from the first Open House provided a great deal of local context to our planning efforts as well as the basis for the draft Master Plan.





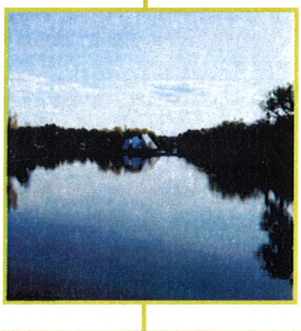
2.9 A Draft Plan

Upon conclusion of the first open house and meetings with group representatives a comprehensive summary of all responses was prepared in an illustrative format. This summary was used to identify the main destinations within the Town of Wasaga Beach as well as to identify the key barriers to active transportation within the community. Synthesizing this information we were able to identify key areas of focus and develop a set of specific recommendations for the Town.

Using the synthesized information a draft master plan (Figure One) was prepared and presented to the Active Transportation Committee and Municipal Staff before being revised for presentation at the second Open House.

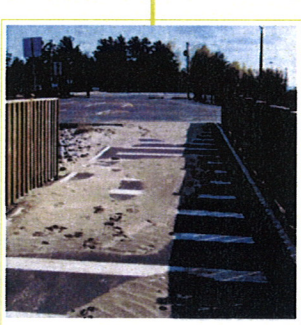
Figure One

2.10 BARRIERS TO WALKING AND CYCLING



No Bike Lanes

No official on-road bicycle lanes exist within the Town of Wasaga Beach. Cyclists are presently required to bicycle on road, on the sidewalks or use many of the existing paved shoulders for this purpose. This has resulted in many conflicts between cyclists, automobiles and pedestrians and has acted as a discouragement to many existing and potential cyclists from using their bicycles throughout the community.



Maintenance

Summer and Winter maintenance is an important consideration for any Active Transportation Master Plan. Maintenance is an important consideration particularly when it comes to safety, promotion/use and ease of access. Regular sweepings and the removal of sand/snow will be an important component of any maintenance program.

No River Crossings

There are only a few river crossings in the Town of Wasaga Beach. The lack of river crossings has proven problematic for many residents in the Town, especially those persons who are located south of River Road West and are forced to drive long distances in order to access certain areas of the Town across the Nottawasaga River, including the beach, and existing shoreline road trail. This problem is enhanced during peak tourism periods when existing river crossings are at or over capacity resulting in long delays for users, adding many minutes to a resident's journey.

2.10 BARRIERS TO WALKING AND CYCLING

Missing Connections

A number of missing trail connections and barriers exist throughout Wasaga Beach. Such missing connections and barriers include fences that block access to particular locations within the Town, bicycle/pedestrian trails that are not linked, sidewalks that terminate at no fixed point, and tourist locations that are not actively joined.

Lack of Trails

While Wasaga Beach has an excellent number of off-road hiking and bicycling trails additional trails, especially within existing and established areas would be beneficial. There are many opportunities throughout the community where new trails can be established to connect/link new and underserviced areas in the community.

Safety / Accessibility

Safety of pedestrians and bicyclists is of upmost importance. There are many areas where potential safety hazards exist throughout the Town including parking gates at Provincial Parks which open for bicyclists only to close suddenly while passing underneath, trail head locations that are blocked by locked gates or other barriers forcing users to find alternative locations that often contain non-favorable surfaces, paved shoulders that unexpectedly and without notice terminate or direct persons into live traffic, and sidewalks that begin and end without notice. Accessibility is also an important consideration. Such concerns related to accessibility include steep grades, narrow trails and entrances, and trail surfacing.

2.10 BARRIERS TO WALKING AND CYCLING

Signage / Maps / Orientation

While trail signage/directional markings exist in many areas throughout Wasaga Beach this signage is very scarce and lacks visibility in many location. In some locations this signage is in disrepair or difficult to identify. There is very little mapping and directional arrows that direct pedestrian and bicycle traffic to various destinations with ease throughout the community.

Traffic Congestion

Traffic congestion is a growing problem in Wasaga Beach, particularly during certain times of the year (summer long weekends). This congestion makes it extremely difficult for residents and tourists to navigate throughout the Town with ease especially to popular locations within the community (Beach Areas, 45th Street etc). This results in frustration amongst motorists and residents and can act as a deterrent to persons wanting to visit the community. It can also act as a safety issue for active transportation users who are required to respond to motorists who ignore the law in order to get to their destinations at a faster pace.

Insufficient Support Facilities

Encouraging active transportation throughout the community requires the provision of necessary facilities throughout the community. Such deficiencies include a lack of bicycle parking facilities at commercial and tourist areas, the need for additional change and washroom facilities at trail head locations, the need for additional parking areas etc. In certain locations facilities do exist; however some of these facilities require upgrading if there is to be an increase in active transportation throughout the community.

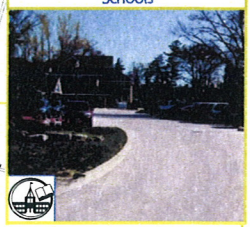
Destinations

A Summary of Open House 1

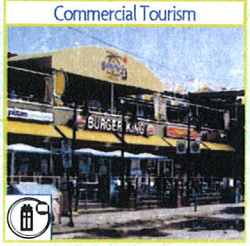
Rec Plex

Canoe Launch

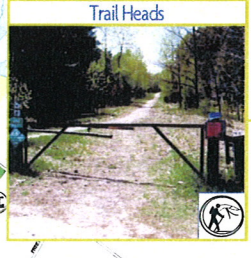
Schools



Commercial Tourism

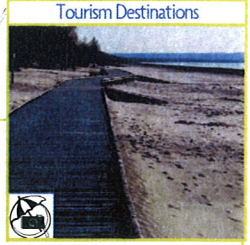


Trail Heads



Commercial Local

Tourism Destinations

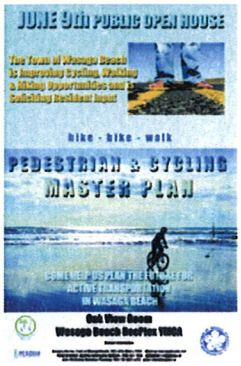


Parks

Town Hall

2.11 Open House Two

Following the preparation of the draft master plan a second Open House was held. The purpose of the second Open House was to present a summary of our findings and the draft master plan including recommendations for the creation of an active transportation network within the Town of Wasaga Beach and to receive resident's input.



The second Open House was held on Monday June 9th, from 6:30 pm to 8:30 pm at the RecPlex. Following a presentation of the draft master plan participants were broken into smaller groups where they were invited to share their thoughts and comments on the master plan document.

Participants were invited to mark-up the plans and identify areas where they felt further attention was warranted. While participants were generally supportive of the draft Master Plan, requests for additional information to be included within the master plan were submitted. The comments from this meeting varied in many aspects from the need for additional pedestrian crossings within the Town including areas along Mosley Street to the need for improved/additional off road trails. Additional comments received at the meeting included:

- Add additional pedestrian road crossings on the draft plan;
- Ensure that sufficient cycling infrastructure is made available throughout the Town e.g. bicycle racks;
- Consider adding bicycle rental locations within the Town;
- Reduce the speed limit on Shore Lane;
- Ensure improved pedestrian and cycling signage is located throughout the Town;
- Recommend trail surfacing that would accommodate rollerbladers;
- Alternative road reconstruction methods should be considered (3 lane construction);
- Consider a roadway overpass on Mosley Street;
- Consider the use of off-road multi-use trails within the Town;
- Additional river crossings should be considered;
- Promote wider sidewalks;
- Promote connectivity within the Town; and,
- Provide parking and tourist information at entry points to the Town.

Using the comments collected from the second Open House the draft Master Plan was refined and additional policies drafted for the Active Transportation Plan.

3.0 Provincial Park Lands in Wasaga Beach

Coordinating Town efforts with Ontario Parks who manage the Provincial Park lands is a complex undertaking. Both parties have a great deal of interests in protecting and promoting these lands.

There are two distinct parts of the Provincial Park in Wasaga Beach, the well known Beach Areas and the less well known large inland section, home to a selection of rare ecosystems including sand dunes. The Wasaga Nordic Centre (formerly Blueberry Trails) offers 30 km of trails groomed for cross-country skiing (classic and skating) through pine-oak forest and over sand dunes. There are 7 km of easy, 8 km of moderate and 10 km of difficult trails. The 800-hectare area of dunes within the park has been set aside as natural environment and nature reserve zone. The ancient dunes are extremely fragile because the vegetation cover is thin and disturbance will expose the sand dunes to wind and erosion. So while the inland park is a great resource for recreation it is also a naturally complex and fragile environment. In order to protect this resource while promoting the recreational resources available, both public education and cooperation with the Ministry of Natural Resources is required.

The primary issue to be addressed in regards to the inland property is the protection of the unique ecosystems while allowing and promoting a level of public use that is appropriate and sustainable on these lands. Whereas the primary issue to be addressed for the Beach Areas is protection of this resource, balanced with a high level of public use and the creation of revenue for the management of the lands.

Wasaga Beach, park revenues are achieved through the sale of parking passes at each beach area and the Park Office as well as seasonal passes for frequent users. Ontario Parks has noted during this study that increased walk-on traffic will bring additional pressure for Parks staff to manage and maintain beach areas without the benefit of additional revenues that off-set costs. The proposed scheme recommended in this study would capture visitors at the periphery of Town and deliver them to the beach by public transit. Reducing the number of people parking at the beaches will impact the current scheme for collecting revenue.

Future Park Management planning and a clear communication strategy with the Town of Wasaga Beach, will provide an opportunity to review the status and consider options for developing a funding/ revenue program to address ongoing costs relating to surrounding development pressures and increased walk-on use. A Committee could be struck to help achieve this goal and to stream line the sharing of information.

The Town of Wasaga Beach and Ontario Parks need to build upon the existing dialogue and communication strategies to deal with their often overlapping areas of concern. The success of each of their areas of responsibility including a safe integrated pedestrian system will ultimately come down to their ability to share information and coordinate an agreed upon set of goals and objectives.

This Active Transportation Master Plan identifies trail connections, a new comprehensive multi-use trail linking all the beaches together and including wayfinding, canoe launch's and trailheads within the provincial park boundaries as "proposed". However, this Active Transportation Plan clearly recognizes the jurisdictional issues and requirements of Ontario Parks. All improvements shown within parks boundaries are subject to management planning direction and a review of any environmental assessment requirements.

4.0 The Shared Right of Way

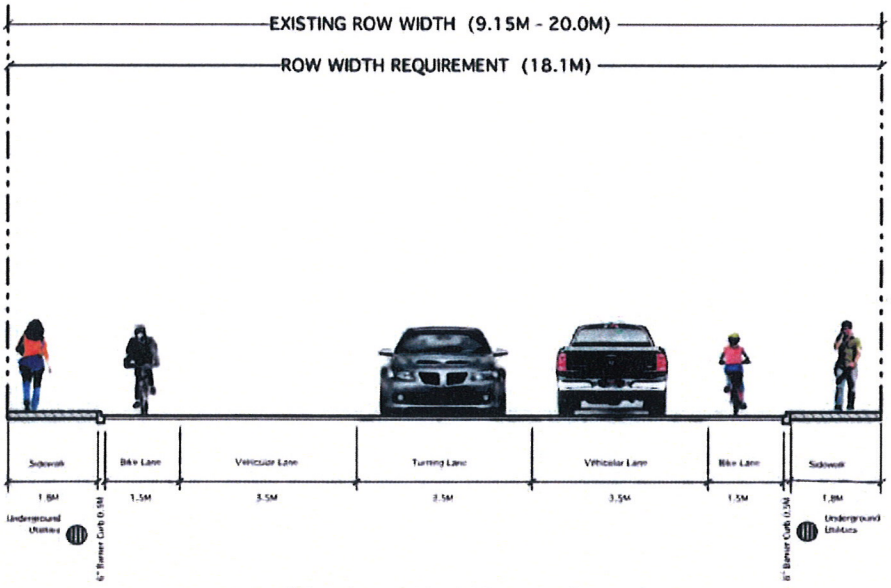
The road right of way (ROW) are lands owned by of the Town of Wasaga Beach in which public utilities and related infrastructure are located. The ROW is required to accommodate public utilities (above and below grade), drainage, sufficient vehicular lanes to carry traffic efficiently, sidewalks, bicycle facilities where required, lighting, crosswalks, street furniture, street trees and all the other components that make up the "public realm". The width of the ROW is often the main restricting feature determining what type of bicycle facility can safely be engineered into the street. This is the case for urbanized roads in the Town of Wasaga Beach.

The ROW width on the majority of River Road West and Mosley Street is 20 metres, with some narrower sections. Although a complete inventory of existing right of way widths was not available to us for this study, through meetings with the Public Works Department and by studying parcel fabric, available as GIS data, we were able to get a broad understanding of right of way restrictions in Wasaga Beach. As stated above the majority of Mosley Street and River Road West provide a 20 metre width for public usage.

The other recommended bike routes are generally in areas with widths 26 metres and greater and are not considered restricted. The recommended treatment will fit easily into this width and in many cases is already present requiring only signing and line painting.

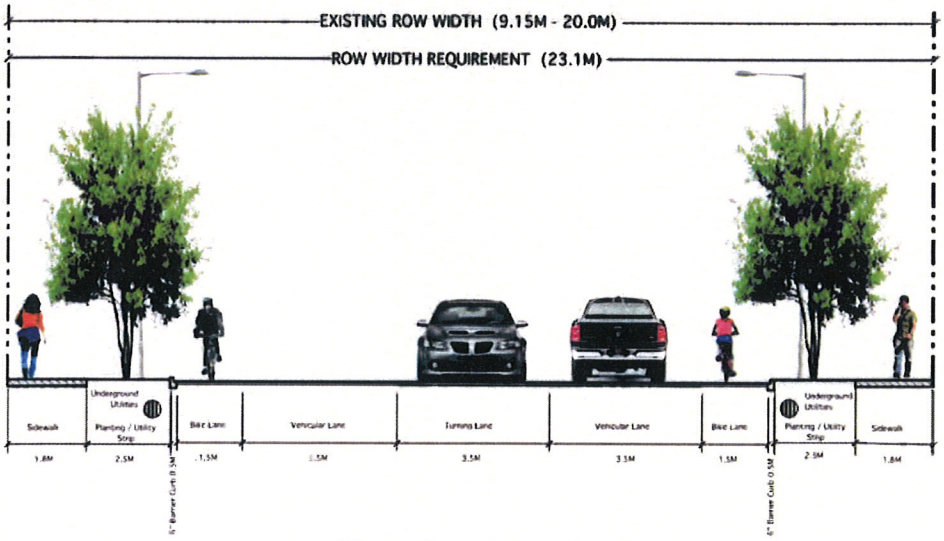
The Master Plan document identifies Mosley and River Road West as routes for bike lanes and sidewalks on both sides of the street, this is the case since they provide an important linear travel opportunity for most residents and service the majority of the major destinations in Town. However, fitting the required cross sections into the existing ROW along these routes will be a challenge. Five options have been reviewed and are indicated below along with their individual ROW width requirements (Figure 2 - Figure 6).

Figure 2



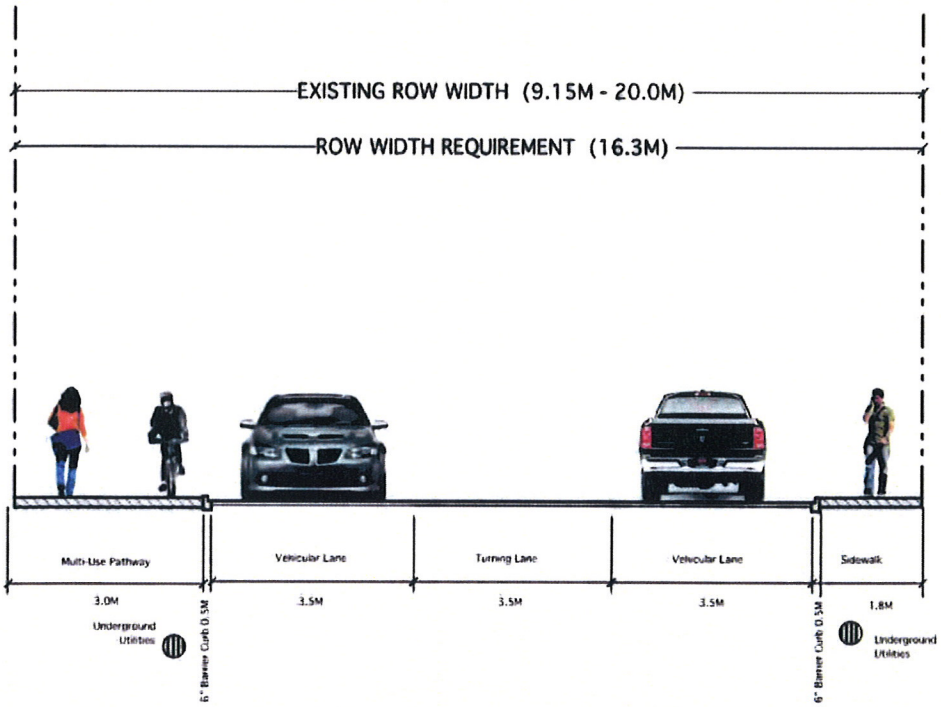
OPTION #1 - MOSLEY STREET & RIVER ROAD WEST
3 LANES OF TRAFFIC W/ BIKES LANES, & SIDEWALKS

Figure 3



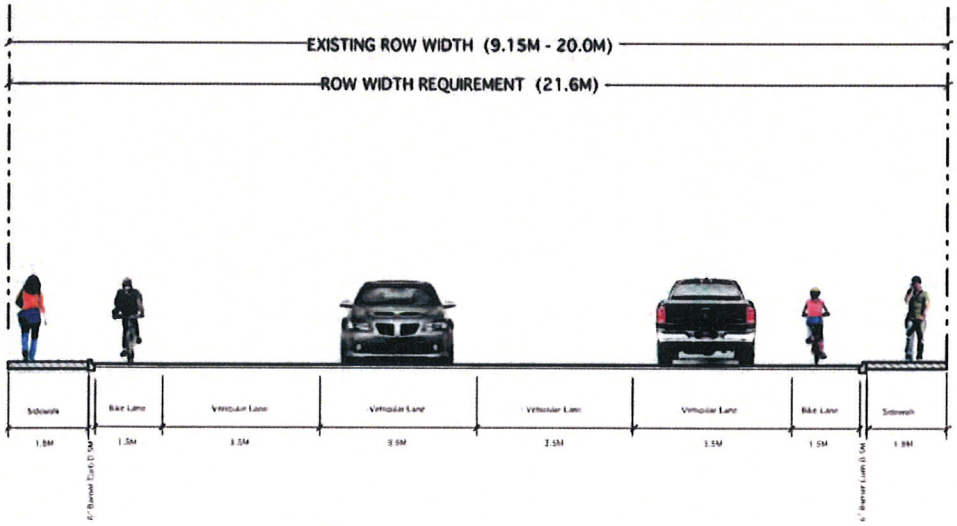
OPTION #2 - MOSLEY STREET & RIVER ROAD WEST
3 LANES OF TRAFFIC W/ BIKES LANES, STREET TREES, & SIDEWALKS

Figure 4



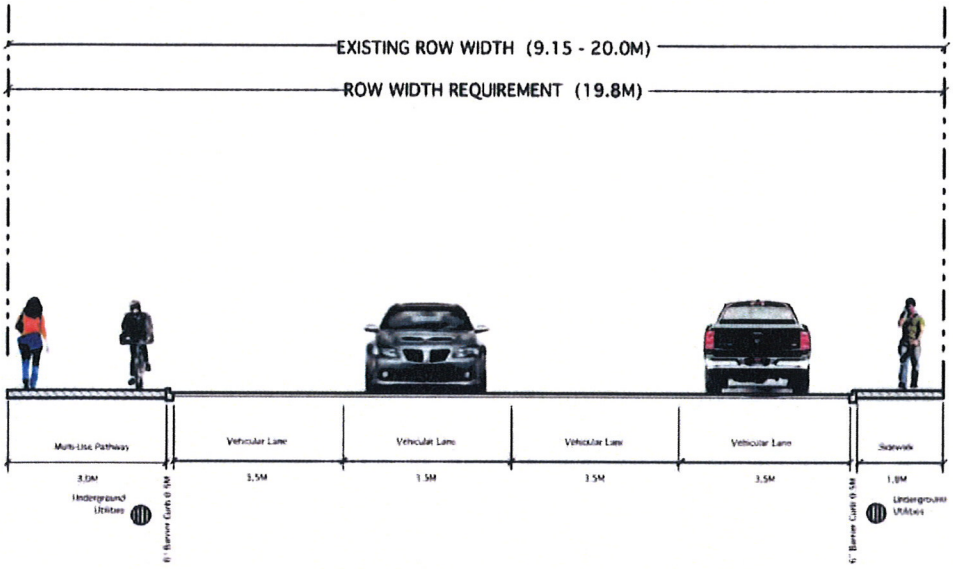
OPTION #3 - MOSLEY STREET & RIVER ROAD WEST
3 LANES OF TRAFFIC W/ MULTI-USE PATH & SIDEWALK ONE SIDE

Figure 5



OPTION #4 - MOSLEY STREET & RIVER ROAD WEST
4 LANES OF TRAFFIC W/ BIKES LANES, & SIDEWALKS

Figure 6



OPTION #5 - MOSLEY STREET & RIVER ROAD WEST
4 LANES OF TRAFFIC W/ MULTI-USE PATHWAY & SIDEWALK ONE SIDE

Demonstrated in the cross sections is the reality that the cross sections that include on road bike lanes with sidewalks on both sides and four lanes of traffic, do not fit within the existing ROW. Wasaga Beach is presently undertaking to expand Mosley Street and River Road West to include four lanes of traffic and 1.5 metre sidewalks on both sides, this cross section will fit into the 20 metre ROW. The current methodology for building out Mosley Street and River Road West will not provide opportunities for cycling facilities.

To achieve the recommendations of this report, that cycling facilities be included on River Road West and Mosley Street, a change in the way these roads are planned is required. In order to achieve the long-term objective of including cycling facilities on these roads a different cross section must be selected. There are significant restrictions in some areas of Mosley and River Road where the ROW is not wide enough and achieving a ROW widening through these areas would be an onerous and expensive undertaking.

A cross section that considers taking bike lanes of the road has been developed to fit within the existing 20 metre ROW such design would only require widenings in restricted sections of the road where a 20 metre right of way has not been established. In addition a cross section that considers three lanes of traffic instead of four, where the centre lane would be a dedicated turning lane, has been developed. Substantial sections of Mosley Street have already been re-constructed and in these cases would be required to be re-marked to remove a lane of traffic and dedicate the space to bike lanes on either side in exchange.

Option 1 or, Option 5 identified here are the preferred cross sections for River Road West and Mosley Street. The recommendation of this report is that public works identify the existing ROW width as well as width of asphalt along Mosley Street and River Road West against the two preferred cross sections provided here and determine which facility is best suited to each section of road. Where possible the cross section that provides safe connected on road bike lanes is the preference. However, where this is not possible the option that removes these facilities from the road and provides a multi-use pathway separated from the road by a barrier curb is preferred. Drainage, access to underground utilities and adequate space for utility poles will also need to be considered. Many communities have been required to install hard surface above underground utilities, which requires breaking or cutting when those services need to be repaired. Where width restrictions are prevalent this is simply the cost of doing business and needs to be adequately budgeted for.

One of the challenges facing the Town of Wasaga Beach is that the cross sections recommended here do not mesh with the assumptions used for the creation of the ten year forecast. In order for this plan to be successfully implemented the ten-year forecast needs to be revised to account for the needs of cyclists. Due to competing interest for the ROW, option three may prove to be the only feasible option. The sooner the decision is made the sooner the ten year forecast can be updated and a uniform cross section can be applied to these corridors.

It is noted here that in some cases asphalt width will be adequate to incorporate one or both of the indicated cross sections by re-painting lanes and using a combination of lane width reduction and/or lane elimination. Where this is the case significant cost savings can be realized. However, difficult decisions about the long term planning for ROWs are required to be made in consultation with Public Works Staff in order for Wasaga Beach to achieve the recommendations of this report.

5.0 Typologies

The Active Transportation Master Plan for Wasaga Beach proposes over 50 kilometres of trails utilizing six categories of pedestrian infrastructure.

5.1 Multi-Use Trails – 3.0 metre asphalt surface off road trail

Three separate off road recreational loops each serving a different area of Town provide safety from motor vehicle traffic and facilities that can be used by multiple user groups (cyclists, walkers, runners, inline skaters, families with baby carriages, wagons, etc., skateboarders, and others). This category of trail links the various neighbourhoods to schools, the Provincial Park, the different Beach Areas and other important destinations while primarily serving as a safe and convenient resource for recreational use (Figure 7). In terms of a hierarchy of importance Phase One of the Nancy Island Loop is one of the earlier objectives for the success of this plan.

5.2 Community Trails– 1.5metre wide gravel surfaced pathway

Indicated on the Master Plan are proposed and existing Community Trails as well as proposed trailhead locations. These off road trails following existing and proposed rights of way and provide recreational opportunities for residents and visitors. Many of the Community Trails identified on the Master Plan already exist or are planned.

They connect the existing and proposed neighbourhoods to the Provincial Park and other important in Town destinations. Sections of trail that are not linked have been identified on the Master Plan and will serve to integrate the system in order to provide as seamless an experience for the user as possible (Figure 8).

Figure 7

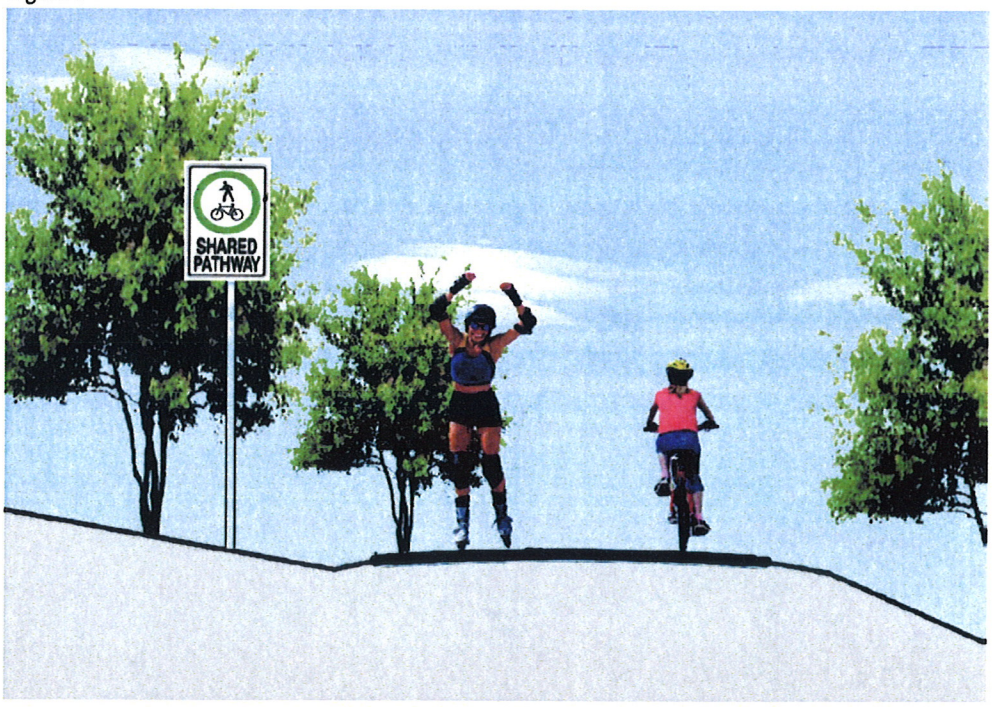
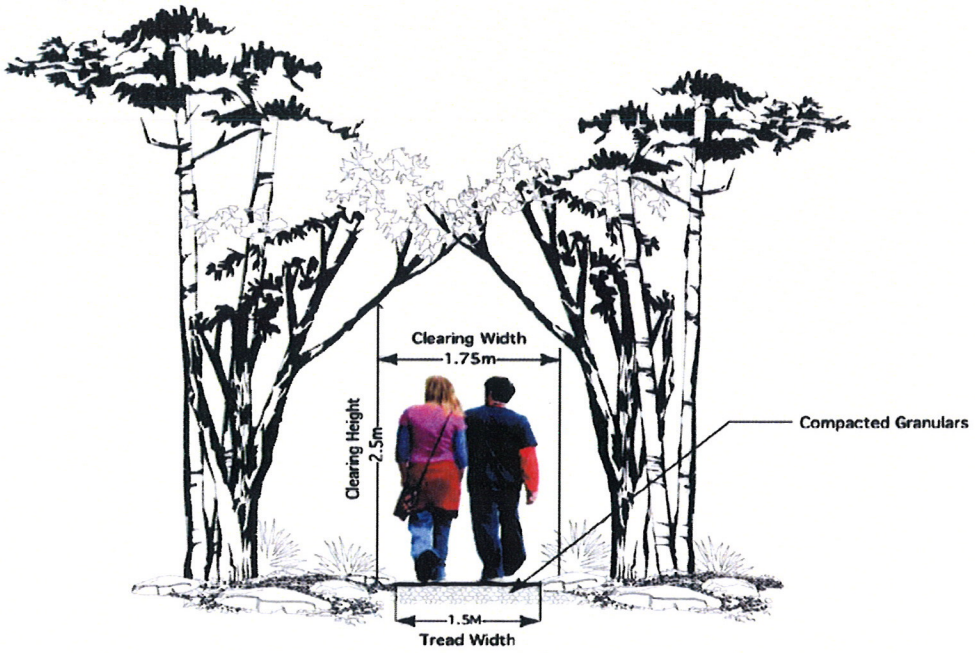


Figure 8

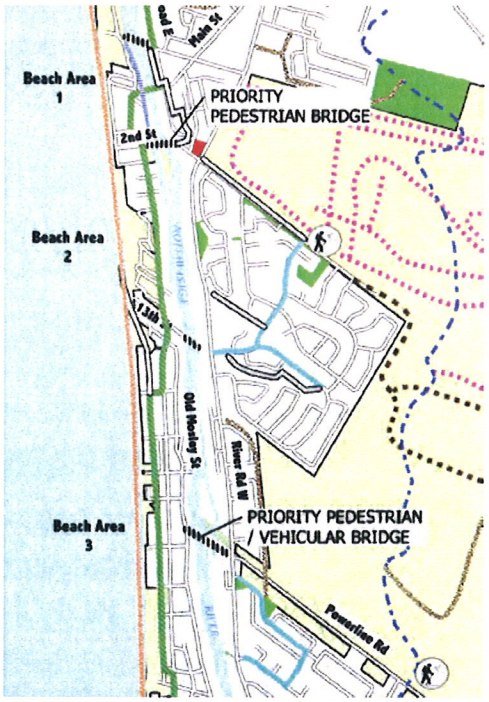


COMMUNITY TRAIL LAYOUT

5.3 Pedestrian Bridges – 3.0metre wide steel prefabricated pedestrian bridges

The proposed pedestrian bridges identified on the Master Plan span the Nottawasaga River and connect the north and south portions of Town. Two of the bridges identified have long been planned for the Community and this report supports and encourages those bridges to be budgeted and planned for in a timely manner (Figure 9). Additional convenient and safe crossings of the Nottawasaga River are critical to the Town of Wasaga Beach and their importance cannot be emphasized enough. In terms of a hierarchy of importance the Powerline Bridge and the Nancy Island Bridge are identified as two of the primary objectives for the success of this plan.

Figure 9



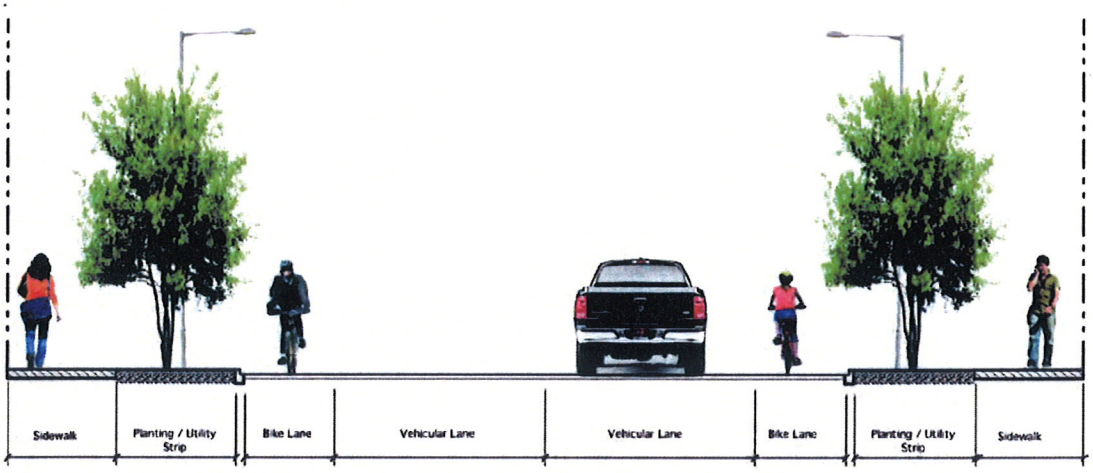
5.4 On Road Bike Lanes – 1.5metre on road Bike Lanes

These proposed facilities provide complete connected routes through and across Town for utilitarian cyclists. The purpose of this plan is to identify the roadways that are appropriate for bike lanes to be constructed as part of the long term planning for Wasaga Beach. The Master Plan should be used to change the ten year capital forecast and should be referred to in planning the future of road right of ways including their ultimate width and layout.

Public right of way usage commonly falls under the jurisdiction of local engineering departments and requires their full endorsement as well as their design expertise. To streamline the approval of such facilities the 'On Road Bike Lane' standards presented in the design guidelines section of this report have been taken from the "Transportation Association of Canada's - Bikeway Traffic Control Guidelines for Canada" and have the full endorsement of the Canadian Transportation Engineering community. However as this evolving field of knowledge continues to grow the design standards for these facilities will morph and change and possibly become more flexible. The Town of Wasaga Beach's Engineering and Planning Departments are encouraged to stay up to date with evolving standards and apply any innovative strategies that become available to the planning of the road networks.

As the Town of Wasaga beach plans for the reconstruction of roads over the coming years it will be necessary to refer to this document to identify the location of on road bike lanes. Where bike lanes are required and right of way width allows the engineering of these roads sections will need to include the on road bike lanes as identified in this report. As connectivity is paramount to the success of an on road network, consideration is provided in the phasing schedule of this report for the build out of the system (Figure 10).

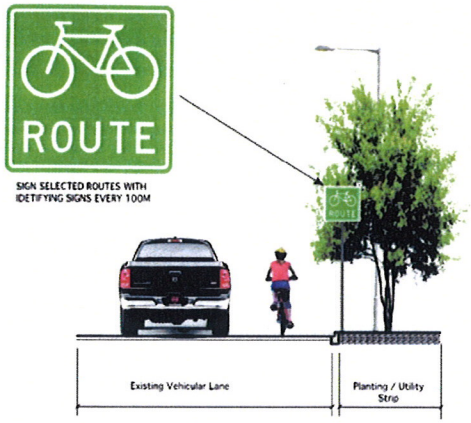
Figure 10



5.5 Bicycle Routes – Existing Roads signed as Bike Routes

Where vehicular speeds are low and conflict between users is minimized, bicycle traffic can safely mix with vehicular traffic. This plan identifies bicycle routes that are required to link the proposed system together. Existing roads will be signed as bicycle routes and users will be directed to off road sections of trail which link the various neighbourhoods together with popular destinations (Figure 11).

Figure 11

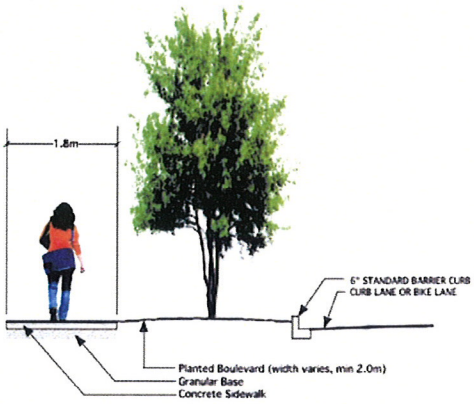


EXISTING ROAD IDENTIFIED AS BIKE ROUTE

5.6 Sidewalks – 1.8metre concrete sidewalk within Municipal Right of Way

Amply wide concrete sidewalks are proposed in order to connect the major destinations in Town into existing and proposed neighbourhoods. 1.8 m wide sidewalks will be required on one side of the street in new developments exceeding 5 dwelling units (Figure 12).

Figure 12



SIDEWALK WITH BOULEVARD AND STREET TREE

6.0 The Proposed Multi Use Trails

Throughout our resident interviews and at the Open Houses we repeatedly heard about the need for safe off road facilities where people could ride their bikes or walk of the road on a safe path. From Vancouver, to Barrie and Ottawa and even European examples, people told us about the wonderful wide hard surfaced pathways that cyclists and pedestrians shared.

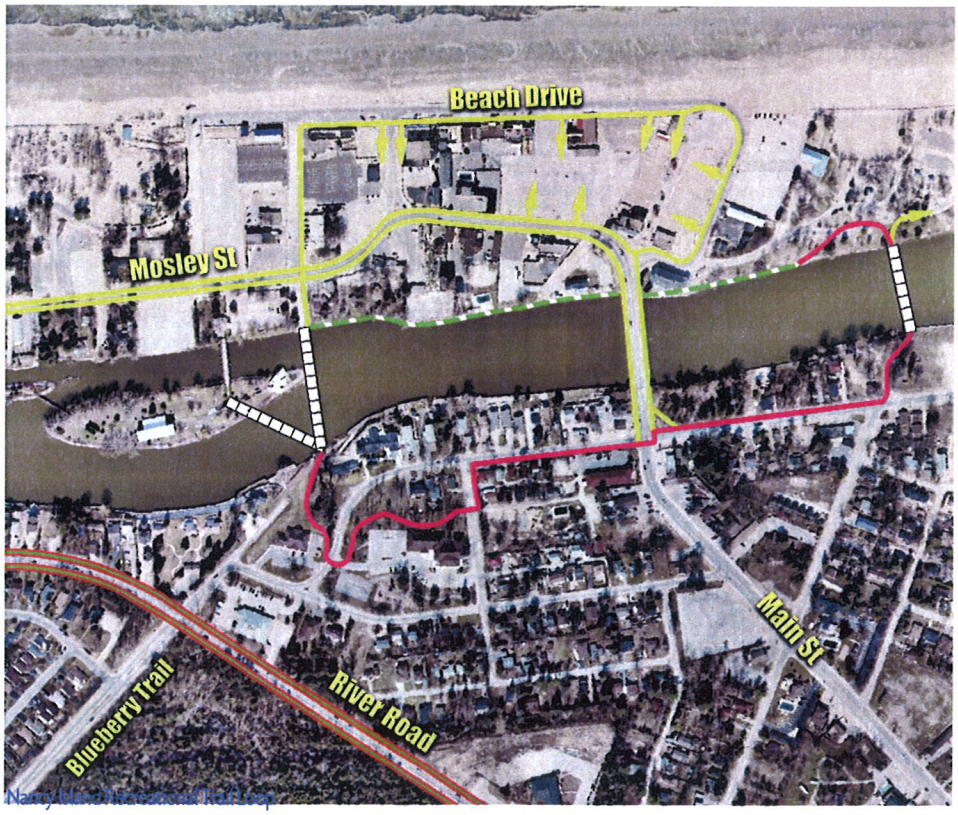
We went back to our background information and mapping to determine how these types of facilities could be integrated into Wasaga Beach. Using a combination of new 3.5 metre wide asphalt surfaced pathways, existing streets, proposed bridges and boardwalks we identified three opportunities for these types of multi use trails in Wasaga Beach.

Nancy Island Recreational Trail Loop

While requiring some significant pieces of infrastructure and cooperation between the Town and Parks Canada this off road looping trail is 2km long and would provide many new opportunities for residents and visitors to access the Town and the Beach. A pedestrian bridge crossing the Nottawasaga and providing an alternate access to Beach Area One has long been a dream for the Town of Wasaga Beach. Opportunity exists to link across the River, either by linking into the existing Nancy island bridge, or if necessary bypassing Nancy Island and spanning the entire River. Municipally owned lands are available on either side of the River at this point and the bridge is required to complete this trail loop.

A Phase one and Phase Two of this loop are proposed recognizing jurisdictional issues as well as cost prohibitions. It is Phase One of this looping system that will provide the greatest improvement for this critically important area of Town and is 0.85 kilometres. A riverside boardwalk along the frontage of the properties fronting the Nottawasaga River that has long been contemplated by the Town and sidewalk improvements to the existing Main Street Bridge are also required for this loop to be connected. Phase Two is 1.12 kilometres long (Figure 13).

Figure 13

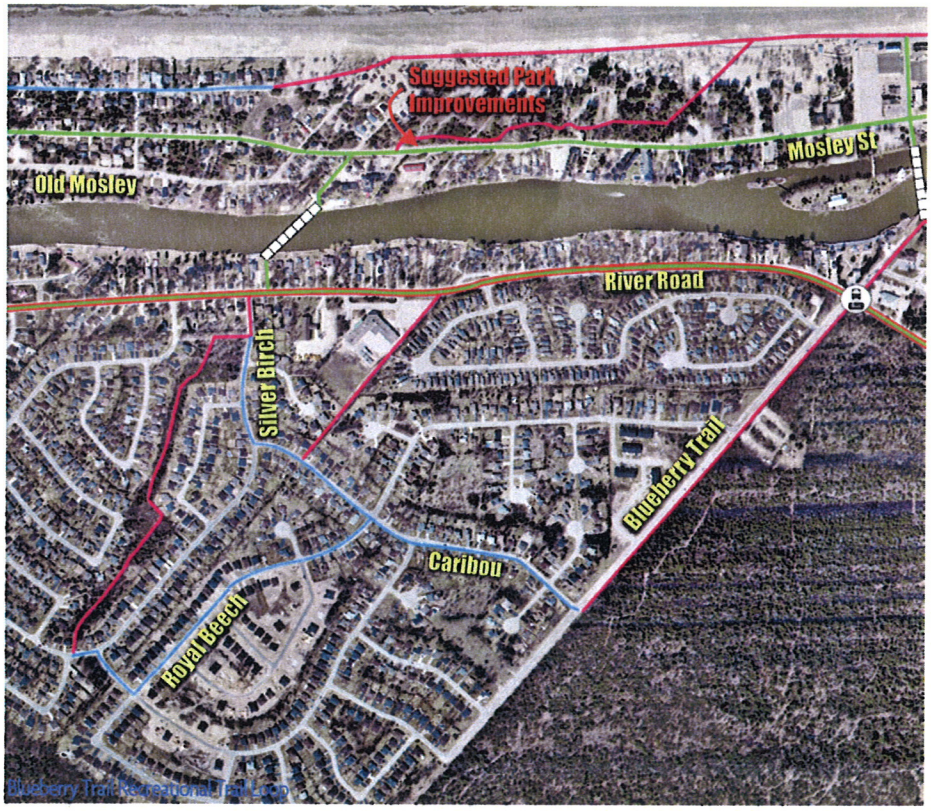


Nancy Island Recreational Trail Loop

Blueberry Trail Recreational Trail Loop

This new looping trail uses a combination of new and existing trails as well as portions of existing roads to provide a 4 kilometre loop that links the beach to the Provincial Park and the adjacent Blueberry Trails residential neighbourhood. This looping system connects to the Nancy Island loop and once in place would provide a total of 6 kilometres of safe and easily accessible trail to visitors and residents. The existing Silver Birch Trail would be required to be realigned and upgraded to a 3.5 metre wide asphalt surface and sections of Caribou and Silver Birch to be signed as a bicycle route (Figure 14).

Figure 14



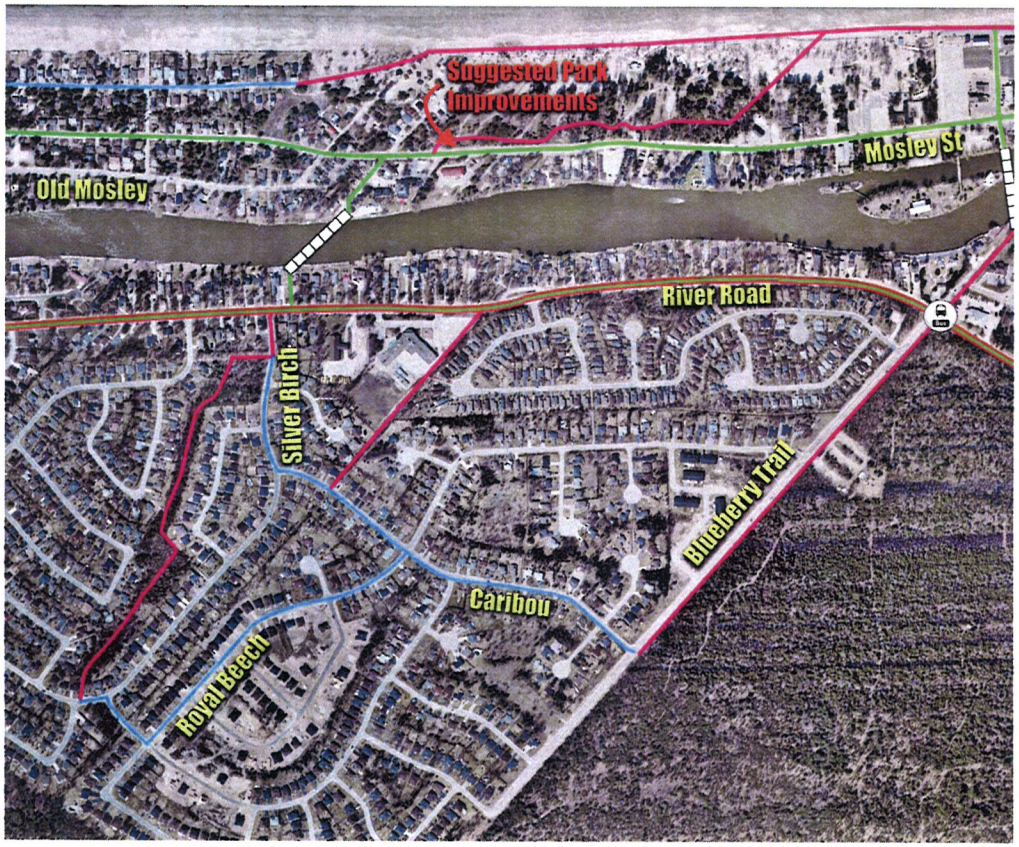
Wasaga West Recreational Trail Loop

A 3.5 metre wide asphalt surfaced trail is proposed for the west end of Wasaga Beach. Following the alignment of existing and proposed trails and incorporating the ROW of the existing Highway 26 as well as Shoreline Road as it exists today 10.3 kilometre loop is created. Numerous access points are available and so users can choose to use longer or shorter segments of this pathway. A small section of on road bike lane is required on Mosley Street, but other than utilizing the existing Shoreline Road as a signed bicycle route the rest of the trail is provided as an off road recreational loop. This is imagined as a more locally utilized recreational facility serving the residents of this area but it would also provide an important link to the "Welcome Centre" at the west end of Town (Figure 15).

Figure 15

Wasaga West Recreational Trail Loop

BLUEBERRY TRAIL RECREATIONAL TRAIL LOOP

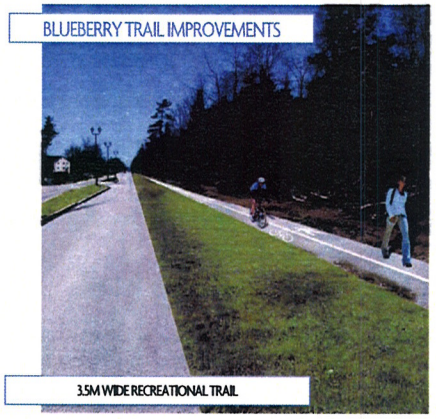


LEGEND

- SIGNED 'BIKE ROUTE'
- MULTI USE RECREATIONAL TRAIL
- ON ROAD BIKE LANES AND SIDEWALKS
- SIDEWALKS ONLY
- TRANSIT STOPS / WAYFINDING
- PEDESTRIAN BRIDGES

- This new looping trail uses a combination of new and existing trail and portions of existing road to provide a 4km loop that links the beach to the Provincial Park and the adjacent Blueberry Trails residential neighbourhood.
- This looping system connects to the Nancy Island loop and once in place together would provide 4.85km of safe and easily accessible trail to visitors and residents.
- Silver Birch Trail will be required to realigned and upgraded to a 3.5m wide asphalt surface
- Sections of Caribou Street and Silver Birch Street will be signed as a Bicycle Route.

BLUEBERRY TRAIL BEFORE



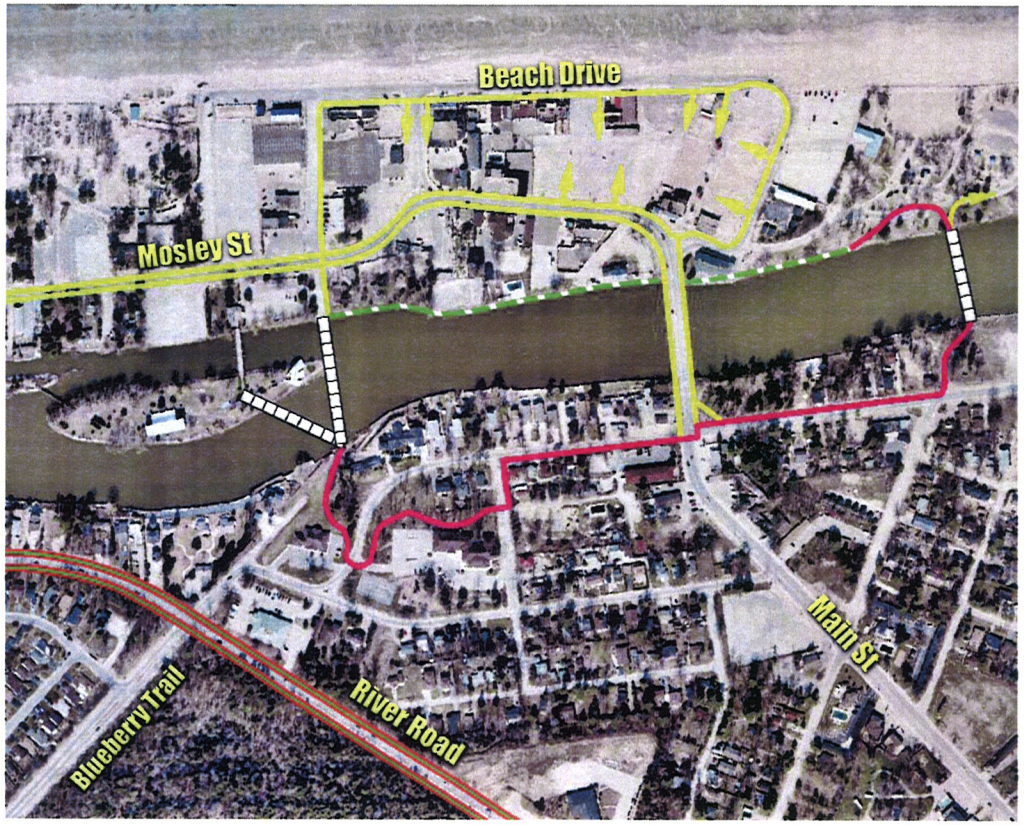
BLUEBERRY TRAIL IMPROVEMENTS

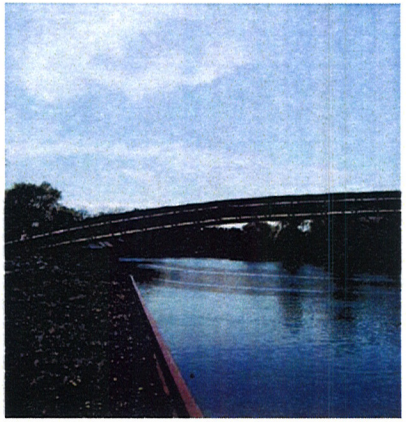
3.5M WIDE RECREATIONAL TRAIL

BLUEBERRY TRAIL IMPROVEMENTS

TRAIL SEPARATED BY TREES

NANCY ISLAND RECREATIONAL TRAIL LOOP





LEGEND

- SIGNED 'BIKE ROUTE'
- MULTI USE RECREATIONAL TRAIL
- ON ROAD BIKE LANES AND SIDEWALKS
- SIDEWALKS ONLY
- PEDESTRIAN BRIDGES (ALTERNATE LOCATION)

- Provides many new opportunities for residents and visitors to access the Town and the Beach.
- A pedestrian bridge crossing the Nottawasaga River and providing an alternate access to Beach Area One, long a dream for the Town of Wasaga Beach, is proposed.
- A Phase One and Phase Two of this loop are proposed.
- Phase One of this looping system that will provide a critical and significant improvement for this critically important area of Town.
- A riverside boardwalk along the frontage of the properties fronting the Nottawasaga River that has long been contemplated by the Town and sidewalk improvements to the existing Main Street Bridge are also required for this loop to be connected.

WASAGA WEST RECREATIONAL TRAIL LOOP

LEGEND

- SIGNED 'BIKE ROUTE'
- MULTI USE RECREATIONAL TRAIL
- ON ROAD BIKE LANES AND SIDEWALKS
- SIDEWALKS ONLY
- TRANSIT STOPS / WAYFINDING

- A 3.5m wide asphalt surfaced trail is proposed for the west end of Wasaga Beach.
- Following the alignment of existing and proposed trails and incorporating the ROW of the existing Highway 26 as well as Shoreline Road as it exists today a 10.3 km loop is created.
- A small section of on road bike lane is required on Mosley Street.
- This is imagined as a largely locally recreational facility serving the residents of this area and provides an important link to the propsed "Welcome Centre" at the west end of Town.

7.0 TRANSIT & WAYFINDING

7.1 Transit

This plan makes recommendations for an integrated Transit System to service the proposed Welcome Centres where ample surface parking is offered to visitors and would be required to function from the May 24 weekend through the Labour Day weekend. The routing of the service would deliver visitors to the various wayfinding locations (a wayfinding design exercise is still required to be completed) along Mosley and River Road West and also down closer to the Beaches by looping down Main Street Mosley Street and Old Mosley Street.

Once the surface parking areas are secured and constructed the system should begin seasonal operations. The logo-izing of the transit should be completed in a manner that promotes active transportation and healthy living as well as emphasizes the links of the system into the Wasaga Beach pedestrian system. Bicycle racks should be provided on the front of the buses or shuttles. Service initially should be offered Friday through Sunday Service from 8:30am through 8:30 pm a provincial wide promotional strategy should be incorporated to kick off the service and it should be promoted aggressively by Wasaga Beach Tourism. Yearly monitoring of capture rates and the success of the system will determine the need for expansion of hours and/or days of service.

7.2 Wayfinding

A Wayfinding System helps to create a safe and easily identifiable pedestrian system and uses a strategy that assists the viewer in experiencing and understanding the geography of a location with the use of a consistent language. A Wayfinding System is key to the success of the Active Transportation Strategy and will orient visitors and residents while providing clear directional information. A Wayfinding System creates a dialog between the user and the information and impacts their behavior and routing decisions. This is accomplished by using text, images, colour, and shape, all within the context of the sign.

The Wayfinding Strategy should:

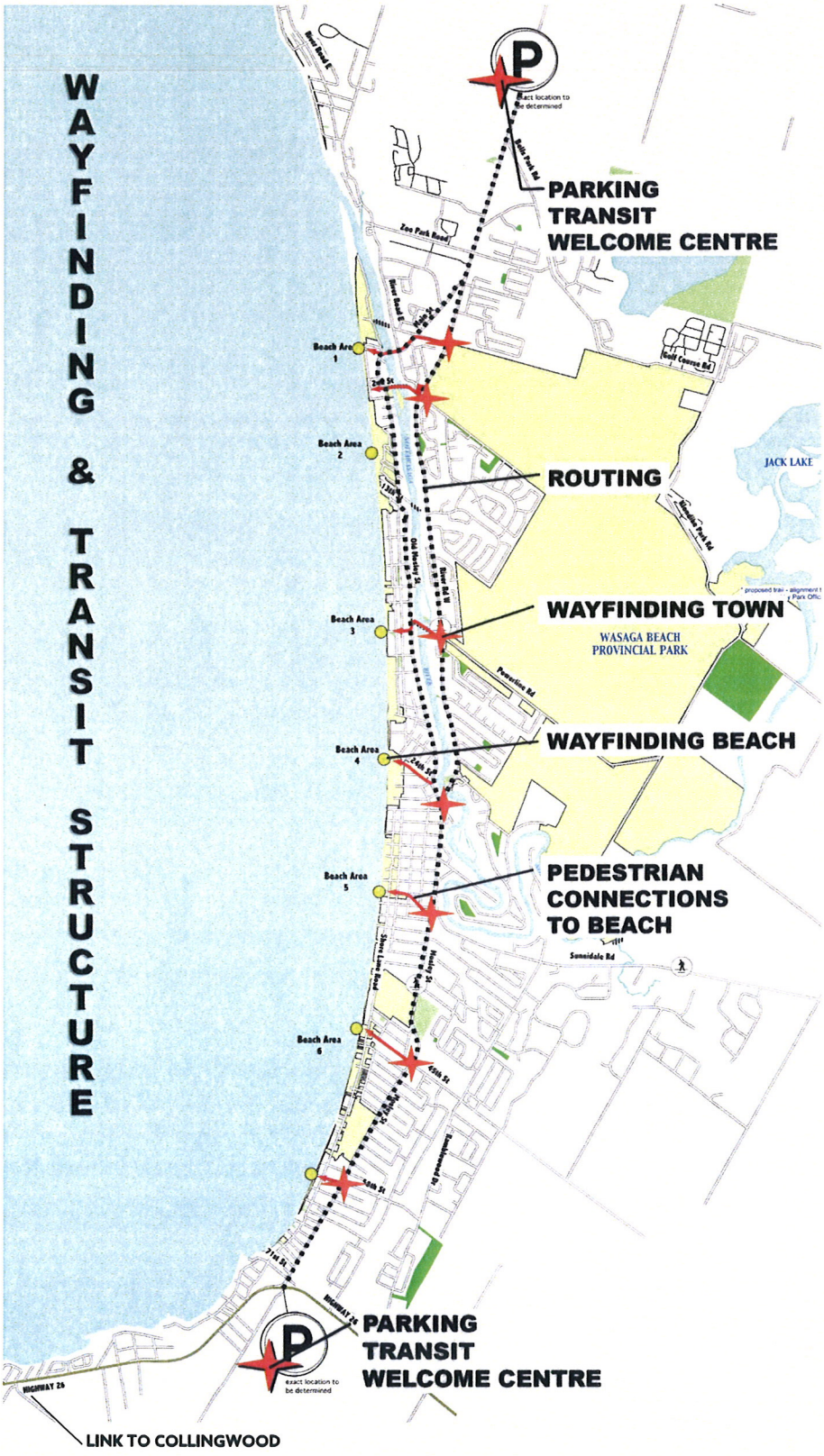
- Align signage with other media and the culture from the Wasaga Beach area.
- Provide information that does not degrade over time, become inaccurate or irrelevant.
- Use a typography that has maximum legibility.
- Use signs that do not physically degrade or change over time.

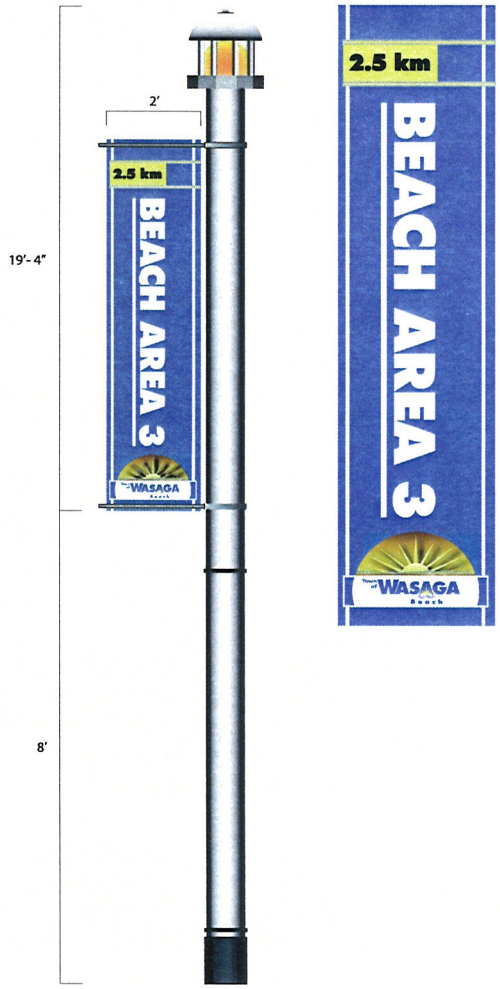
This document provides the suggested locations for the Wayfinding installations. We are recommending a hierarchy of wayfinding with the boldest being the welcome centre locations themselves which should be designed as gateways into Town. Second in scale and hierarchy are the main Wayfinding installations along Mosley Street and River Road West, thirdly are iconic beach markers installed at each beach and indicating the distance travelled along the beach beginning at beach Area One as 0km. Finally trailhead signage is recommended as the smallest and last piece of Wayfinding to be installed in the Town of Wasaga Beach.

A full design exploration and the necessary public outreach to come up with the proposed design of the Wayfinding Signage for Wasaga Beach is beyond the scope of this report and our phasing schedule includes selecting a consultant to begin developing this system for Wasaga Beach in the near future.

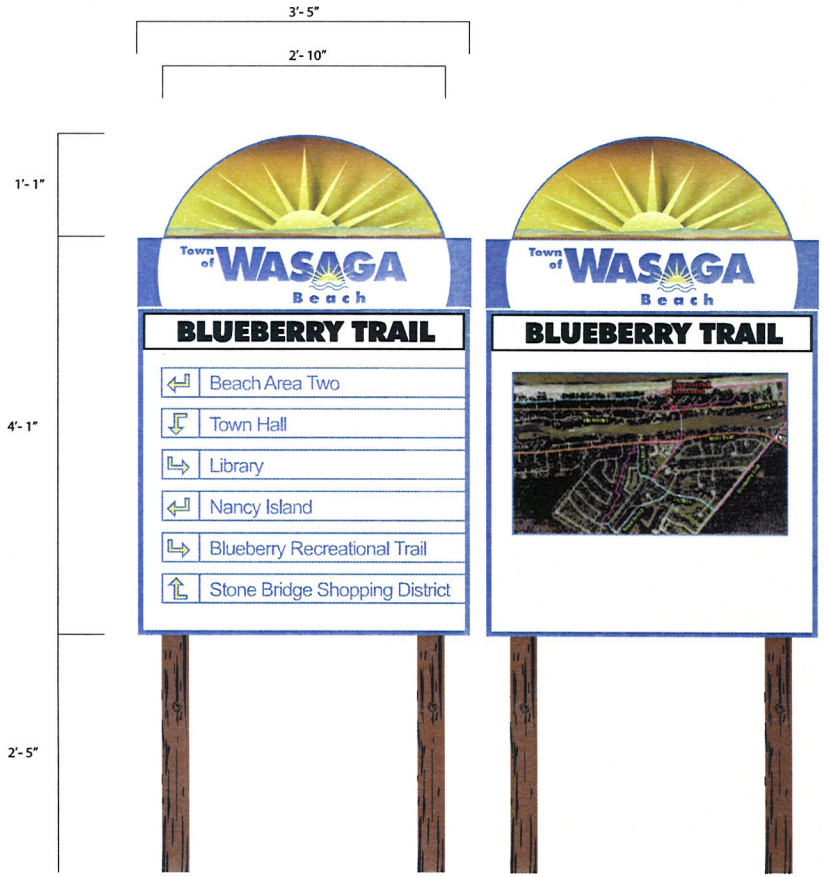
Examples of a Wayfinding system that could be utilized in Wasaga Beach are shown here, however it will be desirable for the Town to develop its own process in the creation of this system. The graphical information provided here is for context and direction only and should not be taken as a finished product.

7.0 TRANSIT SYSTEM STRUCTURE

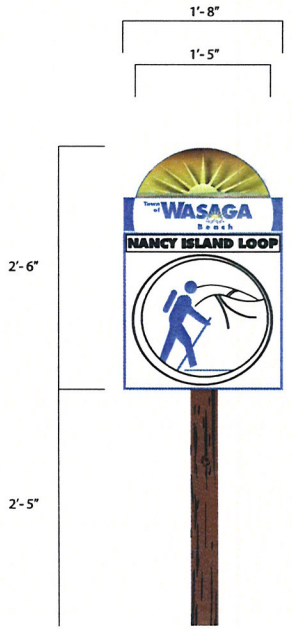




Beach Wayfinding



Town Wayfinding



Trail Head

8.0 Design Guidelines

The Master Plan for Wasaga Beach proposes over 100 kilometres of trails utilizing six categories of pedestrian infrastructure, including:

Multi-Use Trail – 3.5 metre multi-use trail

Sidewalks – 1.8 metre concrete sidewalk within Municipal Right of Way

Community Trail – 1.5 metre wide gravel surfaced pathway

On Road Bike Lanes – 1.2 metre on road Bike Lanes

On Road Signed Bike Routes – Existing Roads signed as bike routes

Pedestrian Bridges – 3.0 metre wide steel prefabricated pedestrian bridges

8.1 Multi-Use Recreational Trail

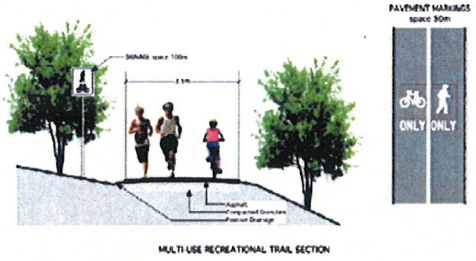
Typically designed to support a variety of active transportation users. A 3.0 metre wide asphalt path with grades not exceeding 8% will support walkers, joggers, cyclists, in-line skaters, skate boarders, baby carriages, etc. The multi-use trail will include identifying signage and pavement markings as well as intermittent "points of interest" and "wayfinding" signage. The multi-use trails in Wasaga Beach are primary located along existing trail sections that are presently gravel surfaced and of varying widths (Figure 16).

It will be necessary to have a topographical survey of the proposed routes completed in order to prepare accurate cost estimates and construction documentation. For each section of Multi Use Trail it will be necessary to follow the following general work plan:

- Review of existing sources of information on topography, ecology, natural features, culvert or ditch crossing requirements
- Complete field inspections "on the ground"
- Complete a topographic survey of area
- Prepare construction plans ensure grade grade is not excessive and natural drainage patterns are not disturbed
- Prepare cost estimate
- Issue tender bid
- Build

Refer to Map 3 to review the proposed alignment of the multi-use trails.

Figure 16



MULTI-USE RECREATIONAL TRAIL SECTION

8.2 Sidewalks

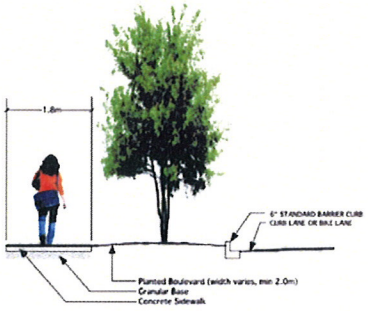
Sidewalks are proposed in a number of locations to be either on one side of the street or on both sides.

A recommendation of this report is that all new development be required to construct a 1.8m wide sidewalk on one-side of the street and plant street trees.

Three details are provided here to guide in the design and layout for new sidewalk installations. In green field situations detail A (Figure 17) below shall be the preferred layout for new facilities. In retrofit situations where the roadway already exist site specific topographic survey will be required to examine grade constraints and a determination of road right of way width will need to be undertaken. Once the road right of way width has been determined and the grading constraints have been analyzed a determination of which layout to use can be selected. Where the preferred cross section (detail A) can be built this layout shall be used where it is not fea-

sible detail B (Figure 18) shall be used if feasible and if not detail C (Figure 19) shall be used.

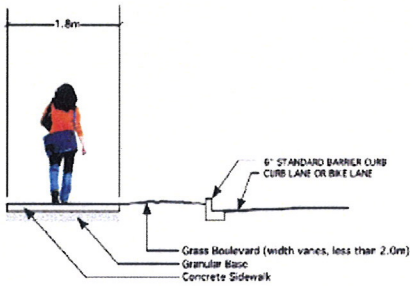
Figure 17



SIDEWALK WITH BOULEVARD AND STREET TREE

DETAIL A – PREFERRED LAYOUT & STANDARD FOR NEW DEVELOPMENT – BOTH SIDES OF STREET

Figure 18

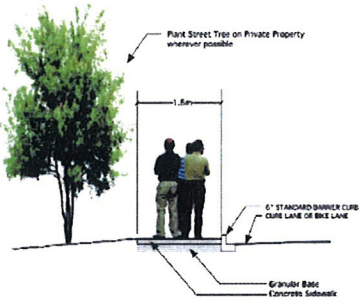


SIDEWALK WITH GRASS BOULEVARD
(where boulevard is less than 2.0m wide)

DETAIL B – LESS DESRIABLE

USE ONLY IN RETRFIT CONDITIONS WHERE DETAIL A IS UNFEASIBLE

Figure 19

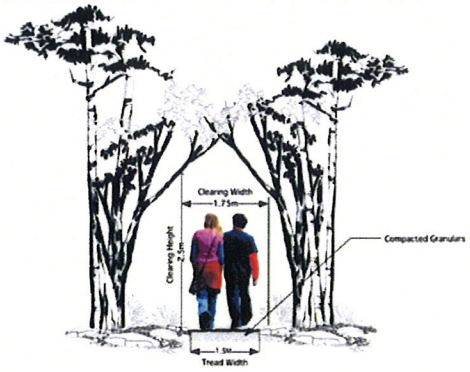


SIDEWALK ATTACHED TO CURB
(where no room for boulevard)

DETAIL C – LEAST DESIRABLE

USE ONLY IN RETROFIT CONDITIONS WHERE DETAIL A & B ARE NOT FEASIBLE

Figure 20



COMMUNITY TRAIL LAYOUT

8.3 Community Trail

Typically designed to support hiking and jogging these could also be made available to off road cyclists. A 1.5m wide gravel surface is proposed as the base for these facilities. These trails would be identified with the trail head signage indicated in this report. Many of the community trails indicated in the Master Plan already exists and the parks department is presently maintaining these. In other cases the trails are either within an improved residential development that has been planned but not constructed or they are sections of trail that are proposed to better link the existing system together (Figure 20).

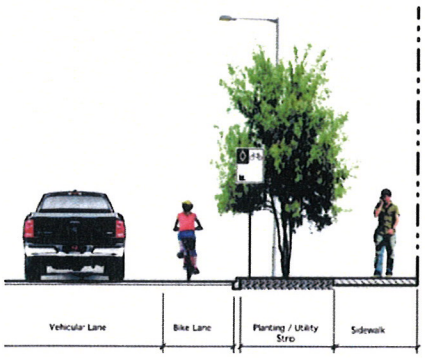
The Parks Department will be responsible for developing a capital program to continue upgrading the proposed community trails as indicated in the report as well as coordinating with the Planning Department for the purpose of providing trail standards for new development. Where new trails are proposed it will be necessary to

- Review of existing sources of information on topography, ecology, natural features, culvert or ditch crossing requirements
- Complete field inspections "on the ground"
- Flag trail alignment.
- Complete a topographic survey of area flagged
- Plan to generally maintain the drainage patterns
- Prepare construction plans ensuring grade is

not in excess of 15% and natural drainage patterns are not disturbed

- Prepare cost estimate
- Issue tender bid
- Construct the Community Trail

Figure 21



8.4 On Road Bike Lanes

These proposed facilities provide complete connected routes for utilitarian cyclists. The proposed bike lanes are identified as indicated in the following drawings and are proposed at 1.5m in width (Figure 21).

Engineering requirements, signage and proposed alignments are provided by the Transportation Association of Canada and identified on the following pages.

8.5 On Road Signed Bike Routes

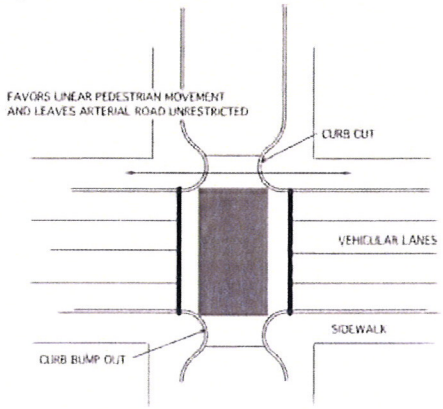
Where vehicular speeds are low and conflict between users is minimized bicycle traffic can safely mix with vehicular traffic. This plan identifies bicycle routes that are required to link the proposed system together (Figure 22). Existing roads will be signed as bicycle routes and users will be directed to off road sections of trail along these routes in order to link the various neighbourhoods together. Signs are generally spaced approximately 200M apart and closer where cyclists need to be aware of changes in the route.

Figure 22

8.6 Curb Bump-Outs

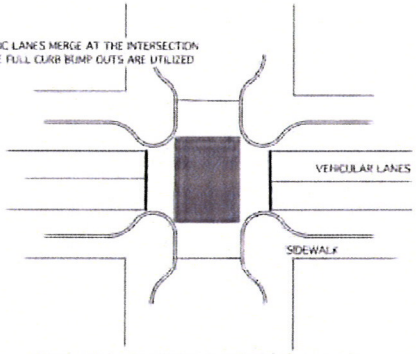
Bump outs should be considered at all major intersections as a method for reducing pedestrian crossing distance and to improve the safety of the pedestrian realm (Figure 23 and Figure 24). Sidewalk bump-outs also act to slow traffic and will humanize the scale of the pedestrian realm. Where sidewalk bump outs

Figure 23



CURB BUMP OUTS FULL INTERSECTION

Figure 24



CURB BUMP OUTS PARTIAL INTERSECTION

are to be considered in conjunction with a bike lane warning signings should be used to announce the end of the bike lane and a widened vehicular lane would allow cyclists to merge with vehicles through these intersection areas.

8.7 Street Trees

Street Trees are an important part of the pedestrian realm and beyond providing aesthetic improvement to the community will serve a number of additional purposes. Trees planted in the boulevard between the sidewalk and the curb provide both perceived and real safety for the pedestrian. It has been proven that pedestrians feel much safer with this separating feature but street trees also calm traffic and serve to force drivers to pay more attention to their immediate surroundings. Street trees shade the sidewalk zone and decrease the amount of heat reflected back from asphalt surfaces. However street trees do require maintenance and will impact the way snow clearing is done. An undertaking to begin planting a significant number of trees will require additional staff and should not be started until there are sufficient resources. to dedicate to this piece of infrastructure.

Trees should be selected from a list of locally available salt tolerant trees and planted no closer than 2.0m from the curb. Sidewalk design side should consider providing adequate space for gas exchange in the critically important root zone of the trees and to maximize the amount of growing medium available from the tree. Ideally 8-10 cu.m. of soil should be provided to each tree to ensure health and proper growing.

8.8 Pedestrian Crossings

A variety of pedestrian crossings are used across Canada however the perfect balance between vehicular efficiency and pedestrian safety remains a challenge for many communities. Essentially if the emphasis of road design is based on vehicular efficiency instead of pedestrian safety, pedestrian crosswalks often do not meet the engineering criteria applied to carrying a particular volume of traffic. However many communities are beginning to strike a balance between vehicular efficiency and pedestrian safety and are using a variety of signalized and non-signalized pedestrian crosswalks including;

- Courtesy Crossings
- Pedestrian Refuge Islands
- Signed or signalized Interlocking Brick Crossing
- Signed or signalized Zebra Painted Crossing
- Countdown Signals
- Intersection Pedestrian Signals
- Midblock Pedestrian Signals
- Audible Signals

This study recommends five new crossings, two on River Road West, two on Mosley Street and one on Sunnidale Road. Signalization of these crossings should be considered the preferred option for crossings, as they provide a higher degree of safety and convenience for pedestrians. However, a balance between the carrying capacity of the road and the improved safety for the pedestrian is a consideration. Where signalized crossings cannot be provided non-signalized options such as signage with flashing lights.

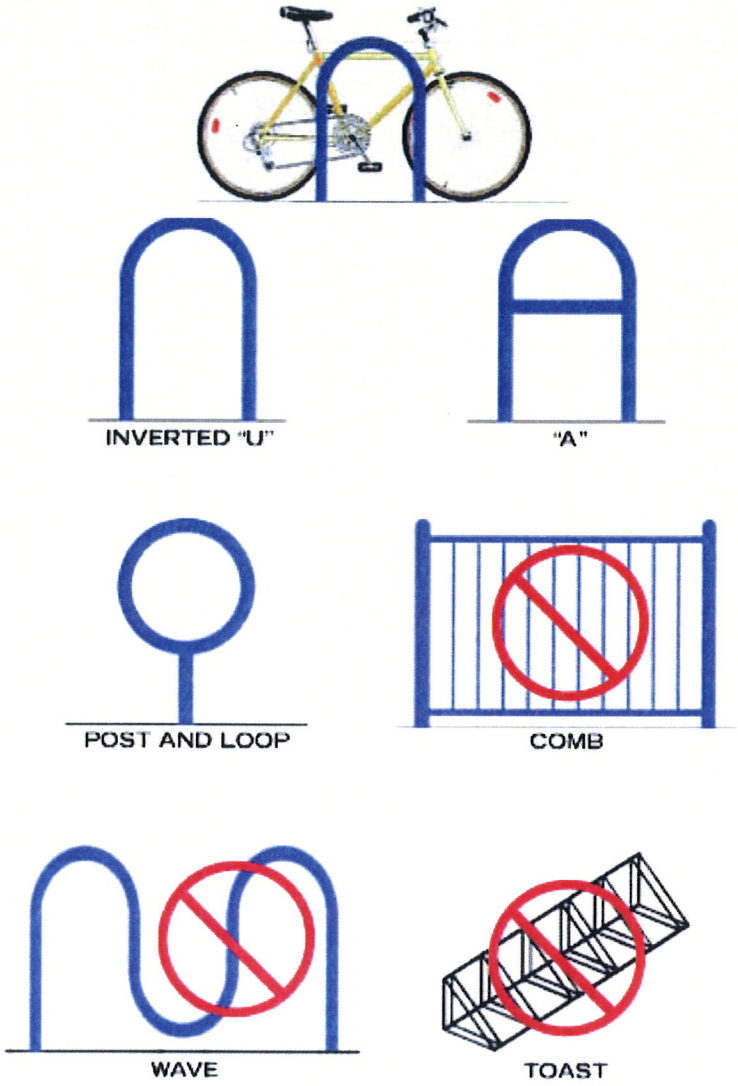
8.9 Bicycle Lock-Ups

Bicycle lock ups are considered an important part of the cycling infrastructure. They provide the security necessary to ensure their bicycle will be there when they return. This plan recommends that all new commercial site plans be required to install bicycle locking posts at the place of business and all municipally owned facilities install locking posts in convenient locations close to the entrance of the buildings (Figure 25).

8.10 Street Furnishings

Adequate street furnishings in the major commercial centres of Town will be required to develop a safe comfortable pedestrian realm. To this end, this Plan recommends that all commercial site plans be required to install benches and trash/recycling receptacles at the place of business and all municipally owned facilities in-

Figure 25

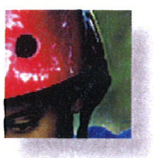


Source; Bicycle Parking Guidelines, Association of Pedestrian and Bicycle Professionals

stall locking posts in convenient locations at the frontage of the buildings. In addition to this all municipally owned buildings shall install benches and trash/recycling receptacles at the frontage of the buildings in convenient locations.

8.11 Urban Design Guidelines for New Development

To ensure the Town of Wasaga Beach attains the necessary vision for the public realm required to support the goals of this plan the Town of Wasaga Beach shall endeavour to complete Urban Design Guidelines for each of the major commercial centres in Town. The Urban Design Guidelines should be prepared by an urban design professional and be required to support the overall objectives of this study as well as the Active Transportation Policies in the Official Plan.



BICYCLE PARKING

TO INDICATE A BICYCLE LOCK UP AREA

CYCLIST TO DISMOUNT

WHERE A CYCLIST IS REQUIRED TO ACT AS A PEDESTRIAN

NO MOTORIZED VEHICLES

AN INDICATION THAT THE PATHWAYS ARE FOR USE BY NON-MOTORIZED VECHILES ONLY

WASAGA BEACH TRAIL HEADS

CYCLISTS YIELD TO PEDESTRIANS

FOR USE WHERE CYCLISTS ARE REQYURED TO CROSS OR SHARE A FACILITY USED BY PEDESTRIANS

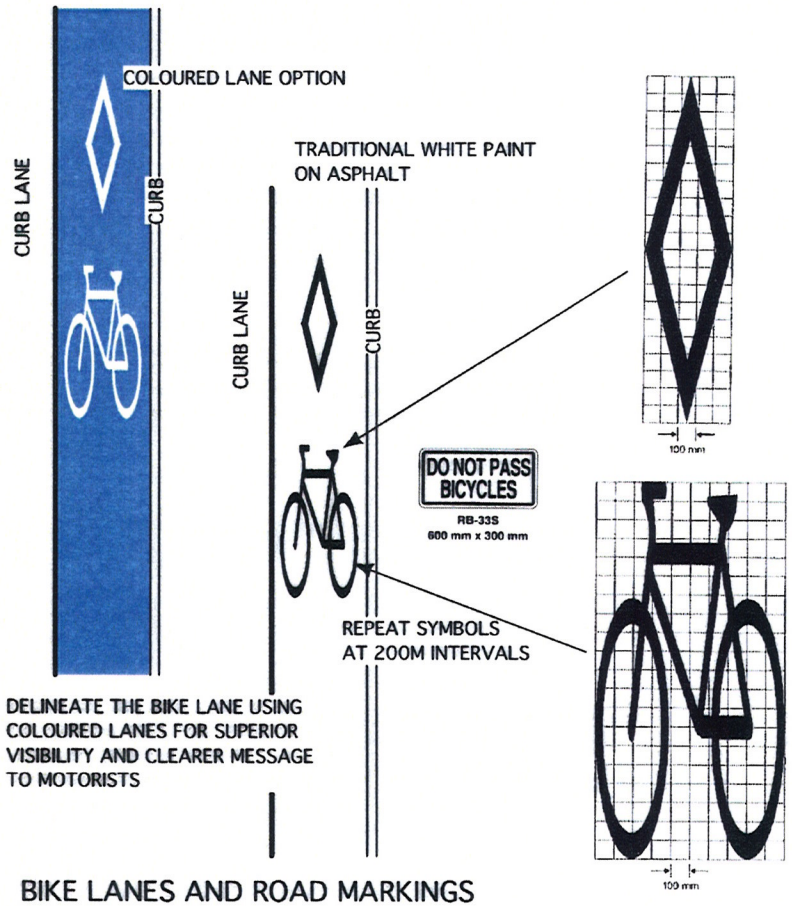
TO SEPARATE PEDESTRIANS AND CYCLISTS

FOR USE WHERE IT IS DESIREABLE TO SEPARATE PEDESTRIAN AND CYCLISTS

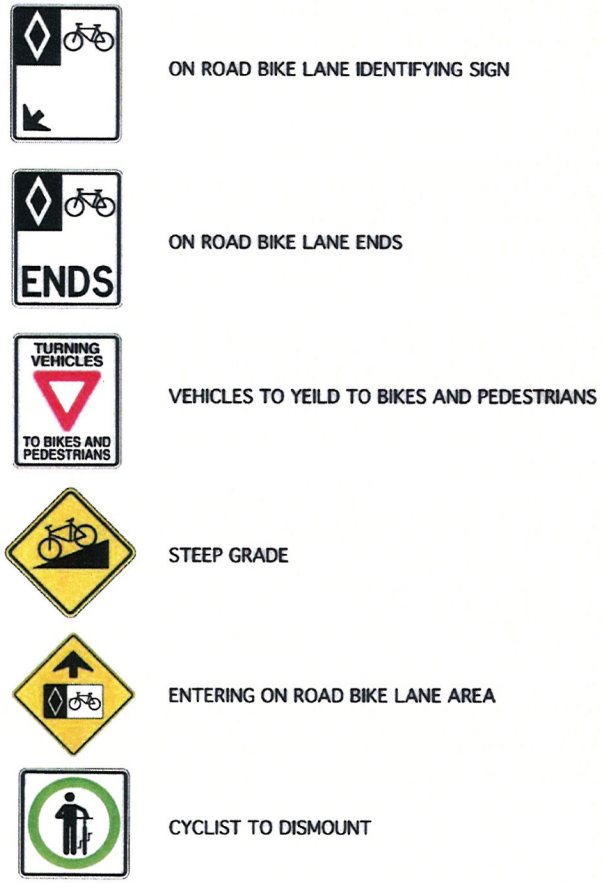
MAIN IDENTIFYING SIGN FOR MULTI-USE PATHWAYS

MULTI-USE RECREATIONAL PATHWAYS SIGNAGE

Source: Transportatin Association of Canada - Bikeway Traffic Control Guidelines for Canada (TAC 1998)

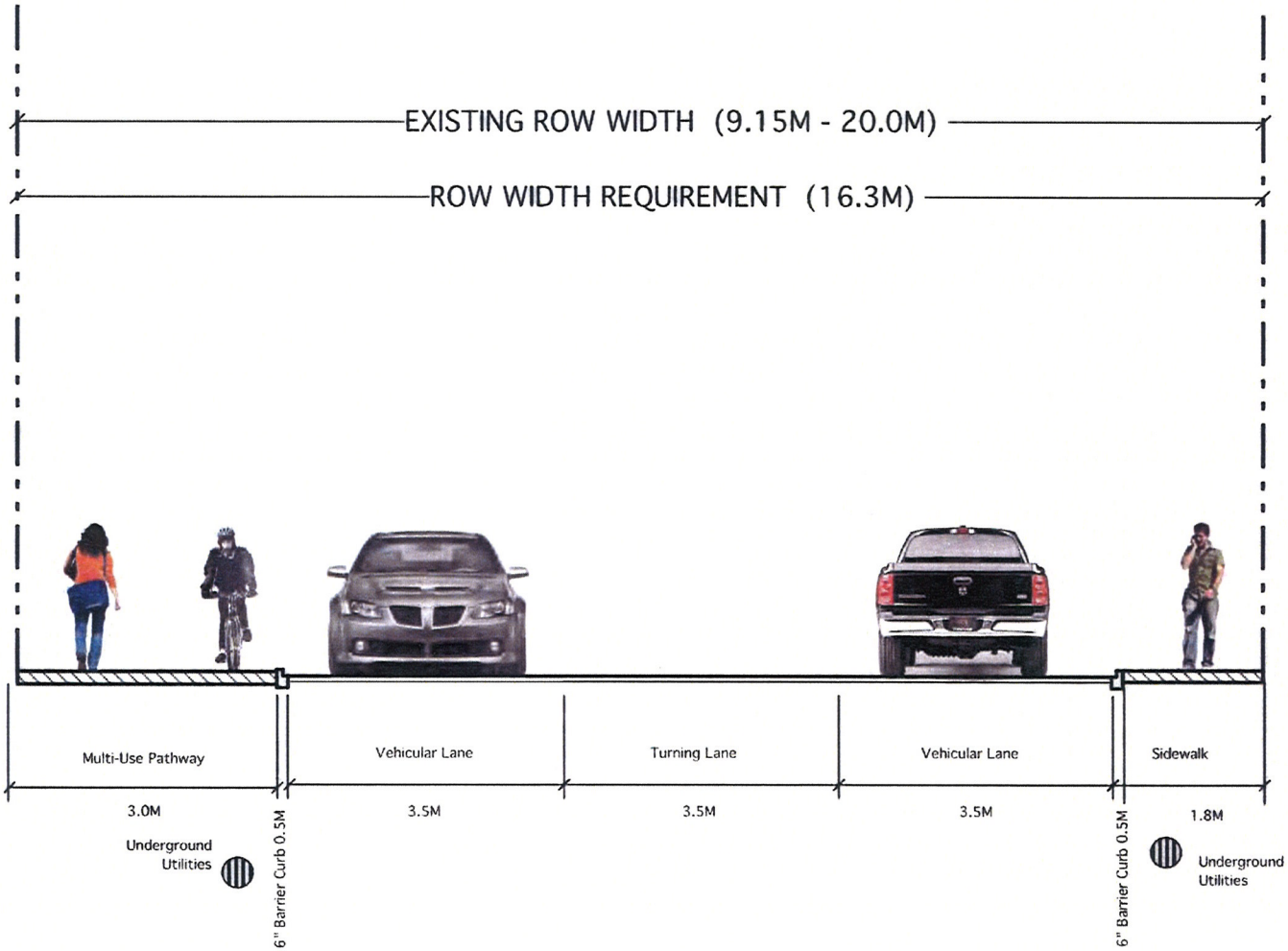


BIKE LANES AND ROAD MARKINGS

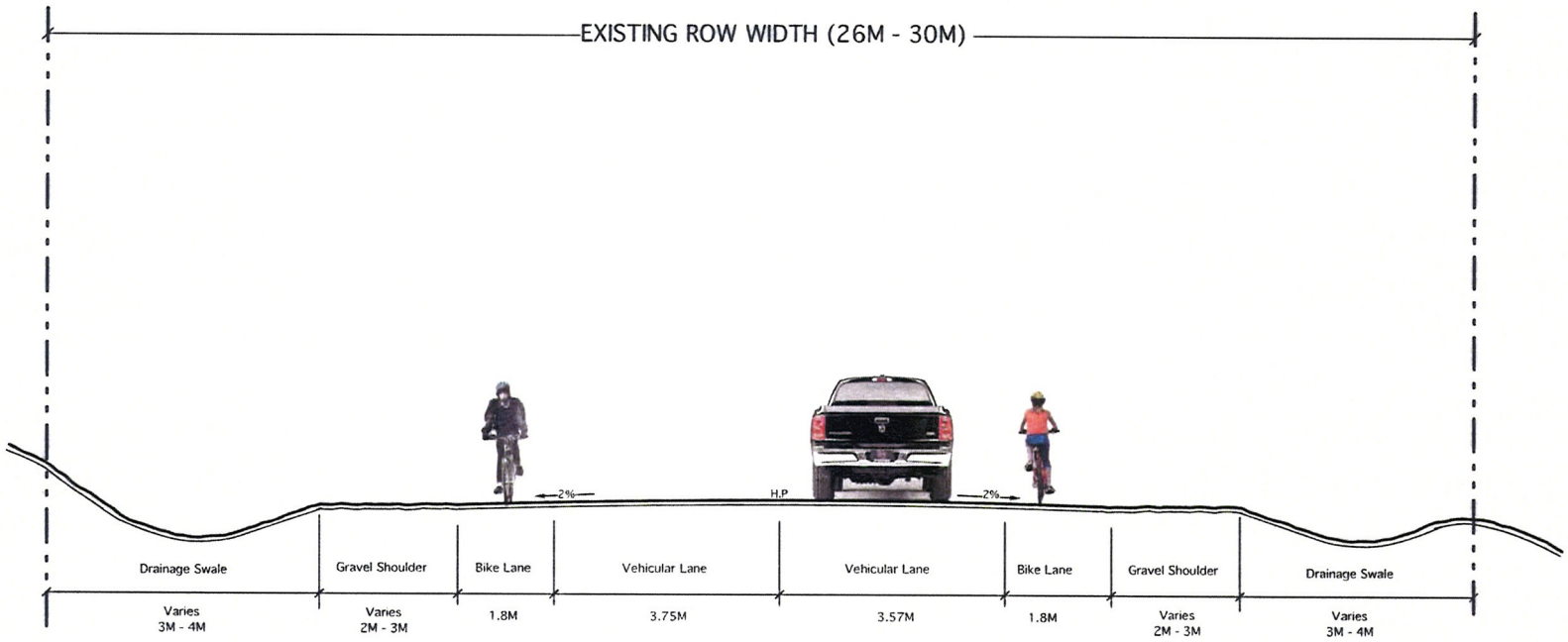


ON ROAD BICYCLE LANES - SPECIFICATIONS
SIGNAGE & ROAD MARKINGS

Source: Transportatin Association of Canada - Bikeway Traffic Control Guidelines for Canada (TAC 1998)



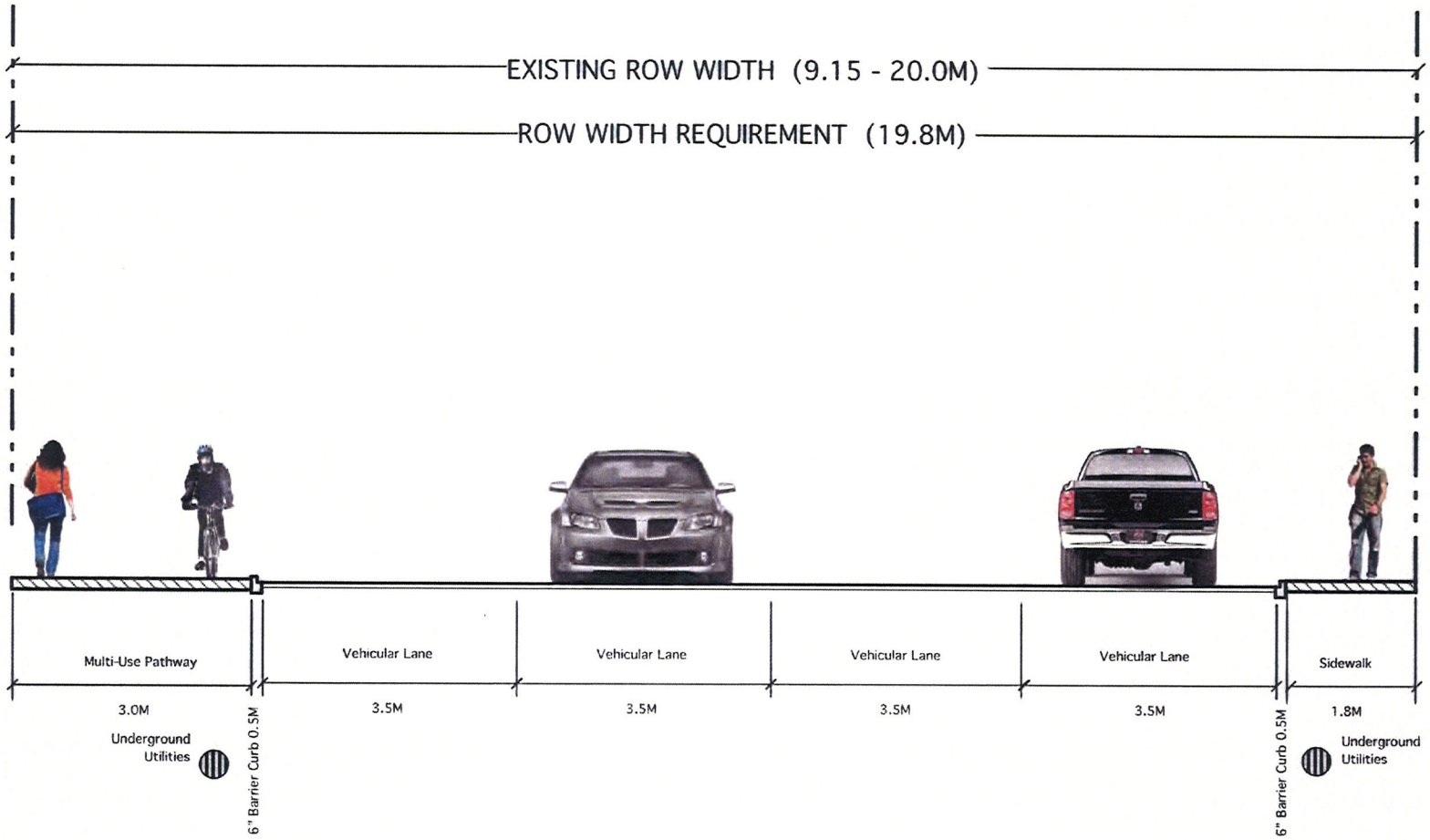
OPTION #3 - MOSLEY STREET & RIVER ROAD WEST
3 LANES OF TRAFFIC W/ MULTI-USE PATH & SIDEWALK ONE SIDE



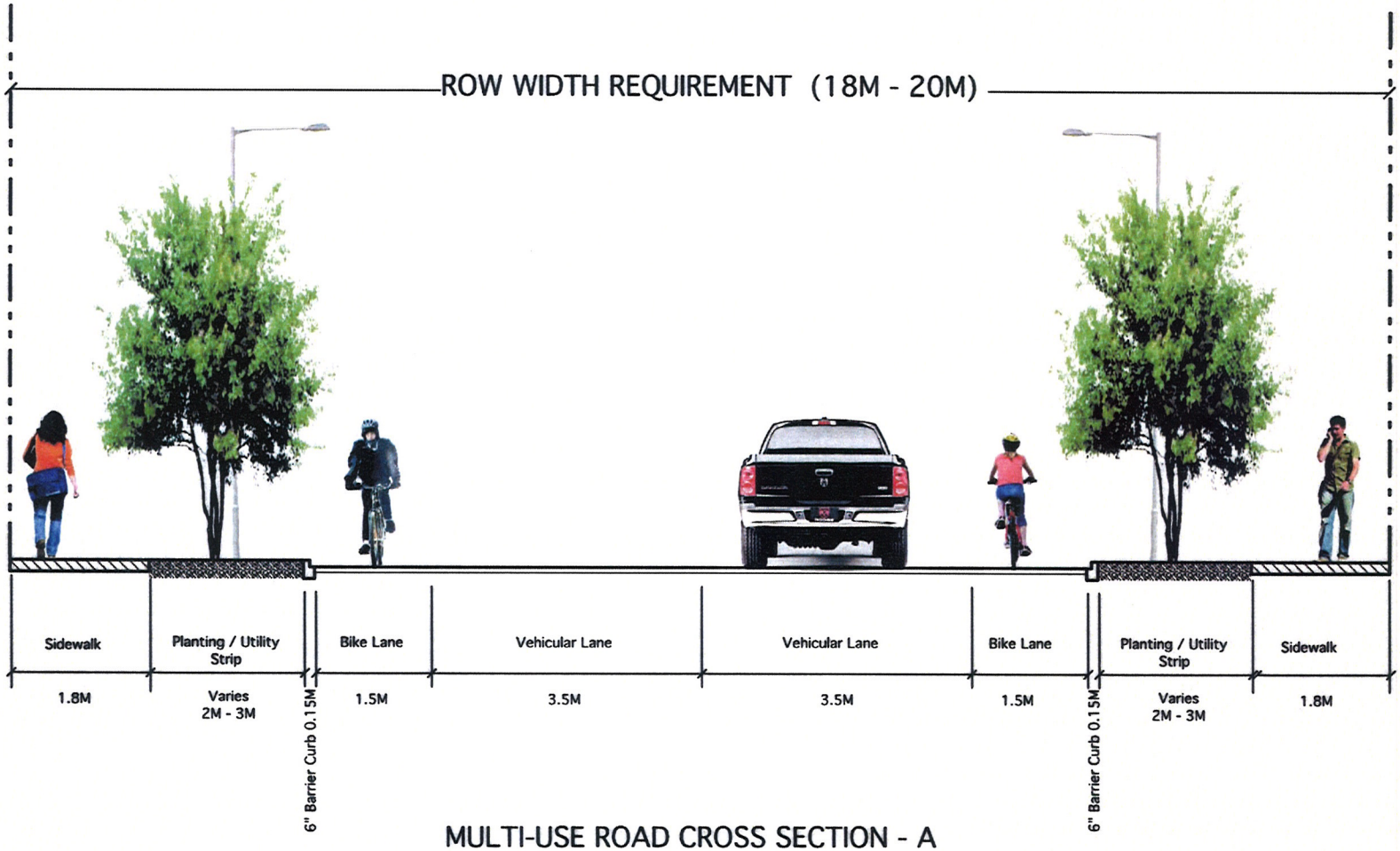
PROPOSED CROSS SECTION

Non-Urbanized 2-3 Lane Sections of Road

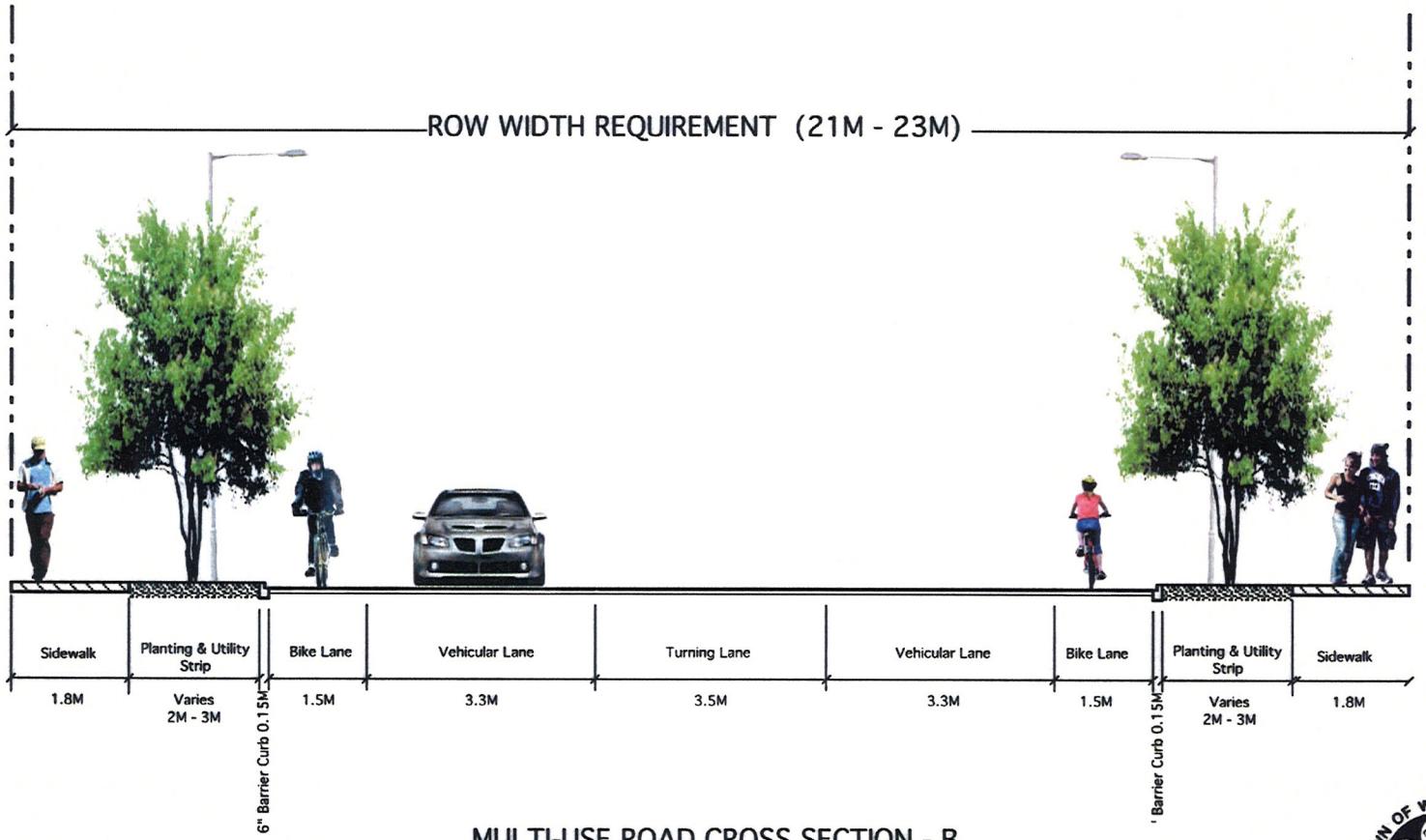
(Powerline Road, Klondike Park Road, Sunnidale Road, 45th Street, Bells Park Road, Golf Course Road, Flos Road Seven, Ryther Road, Atkinson Road, County Road 92, Highway 26)



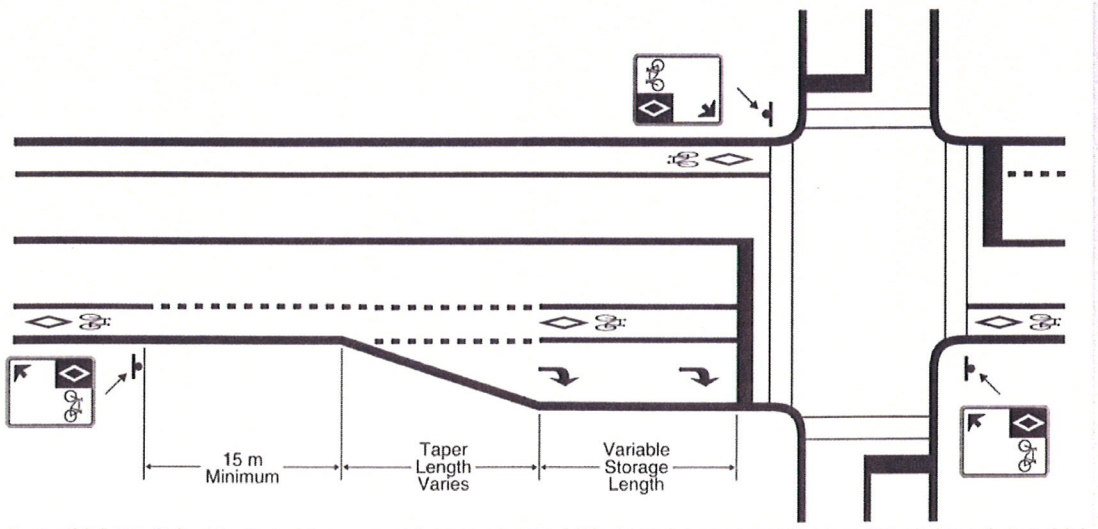
OPTION #5 - MOSLEY STREET & RIVER ROAD WEST
4 LANES OF TRAFFIC W/ MULTI-USE PATHWAY & SIDEWALK ONE SIDE



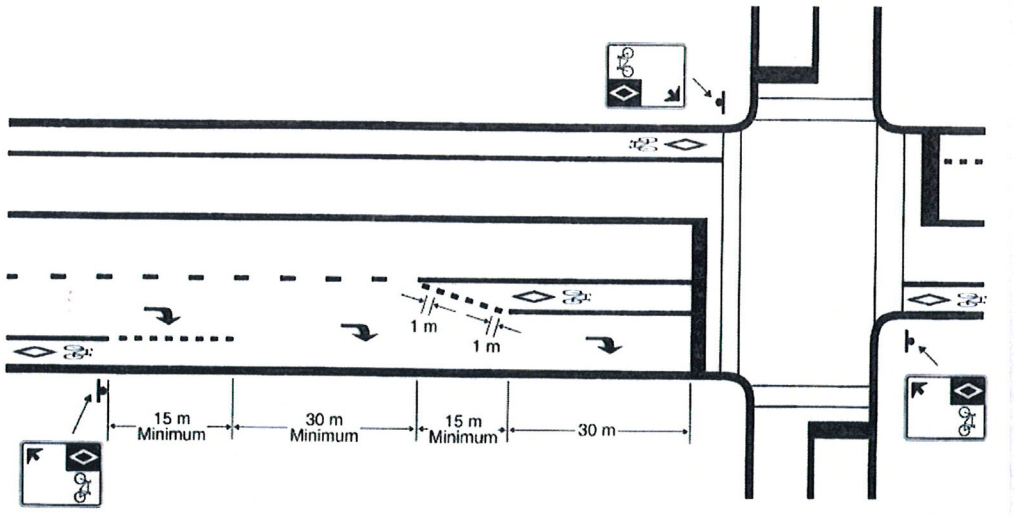
MULTI-USE ROAD CROSS SECTION - A
2 LANES OF TRAFFIC W/ BIKES LANES, STREET TREES & SIDEWALKS



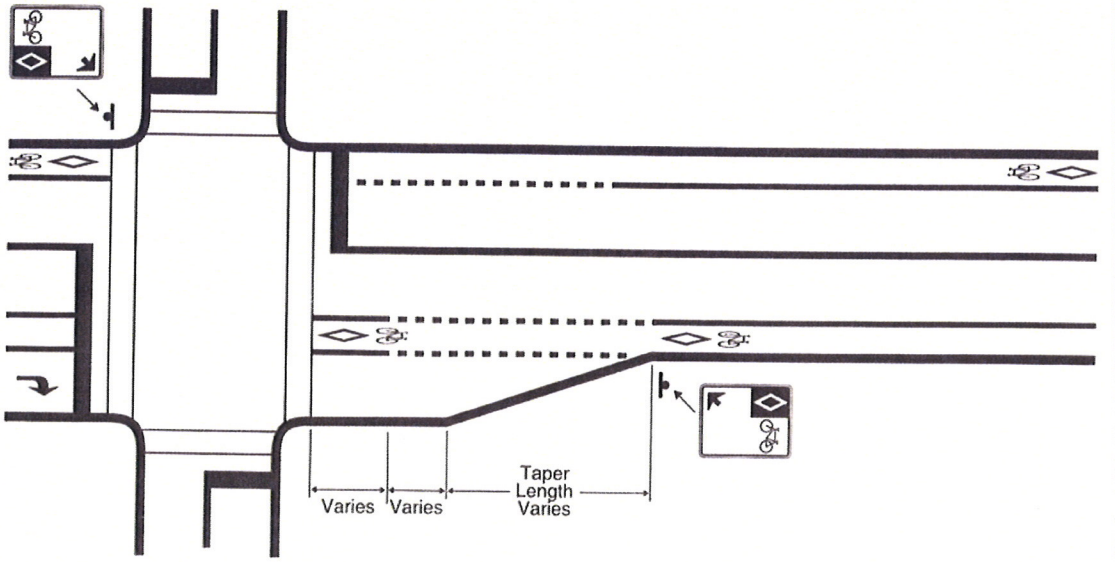
MULTI-USE ROAD CROSS SECTION - B
3 LANES OF TRAFFIC W/ BIKES LANES, STREET TREES & SIDEWALKS



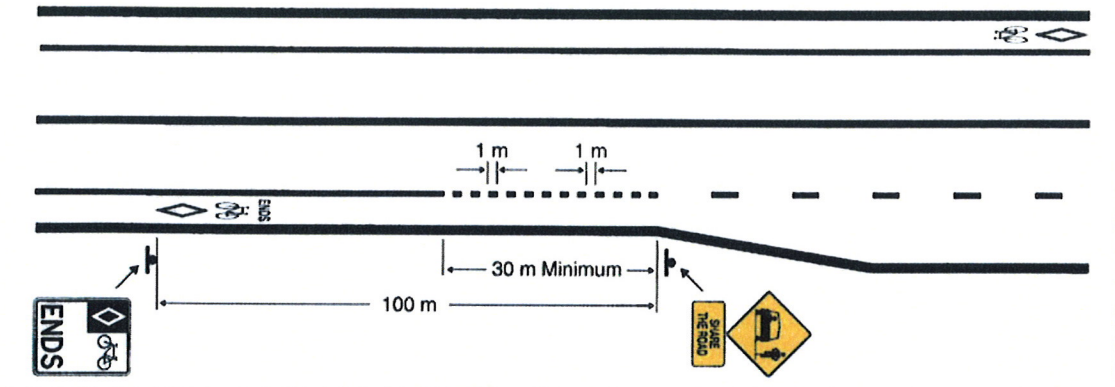
Adjacent to Right Turn Lane



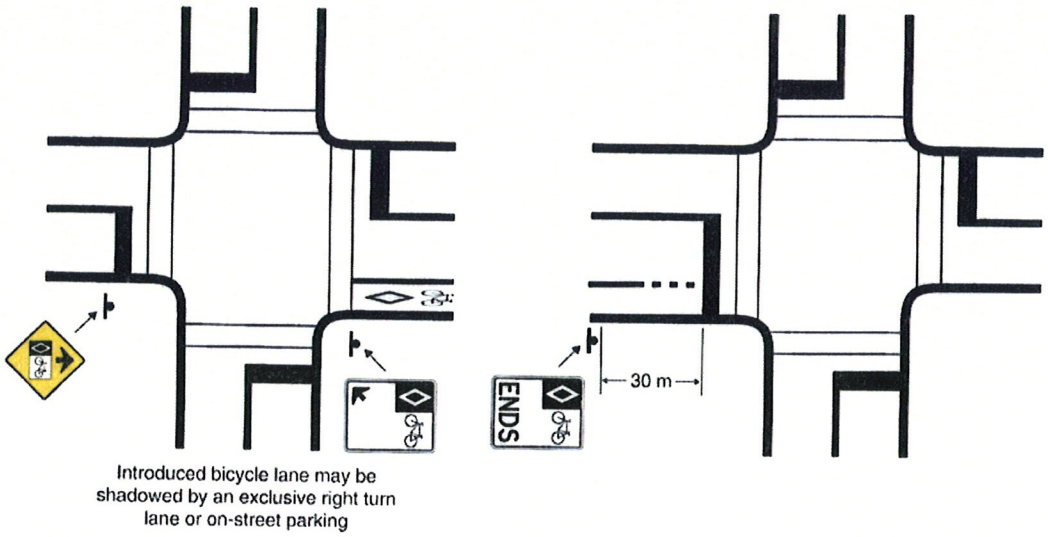
Adjacent to Introduced Turn Lane



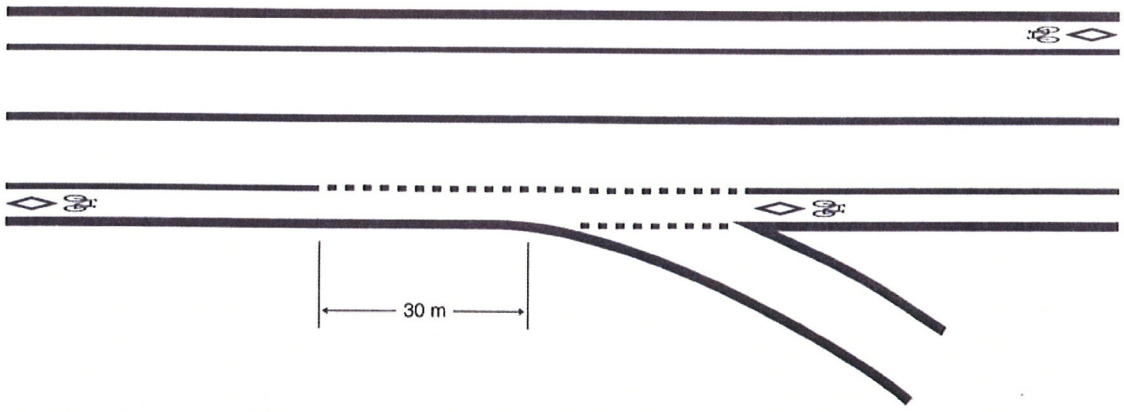
Adjacent to Merge Lane



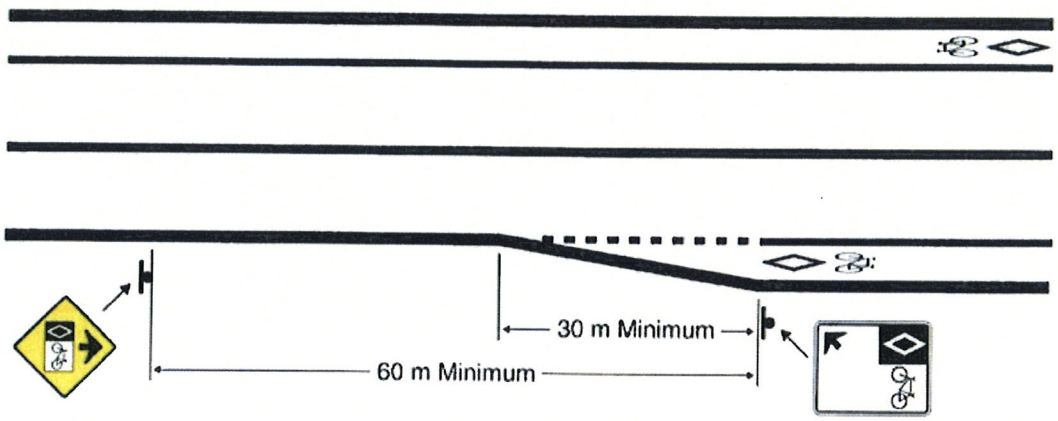
Mid-block Discontinued Lane



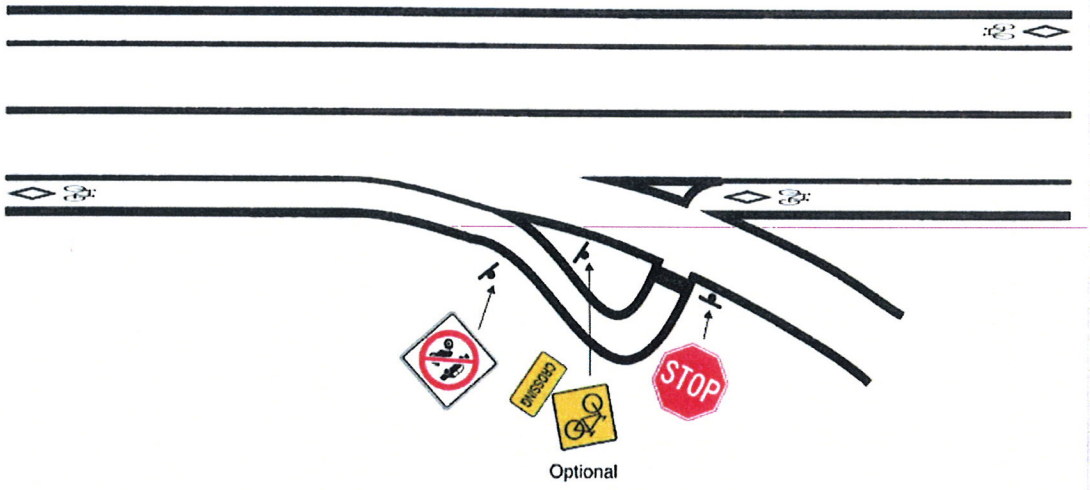
Introduced and Discontinued Lane



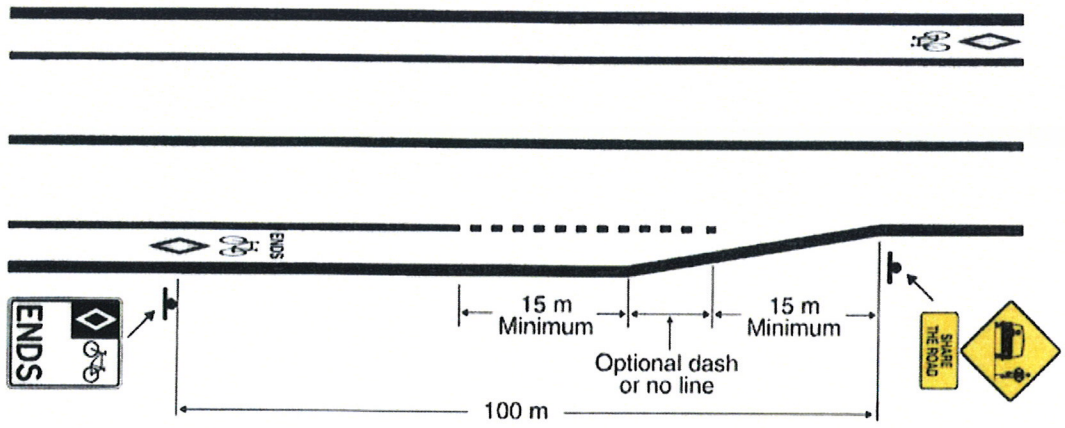
Adjacent to Diverging Ramp



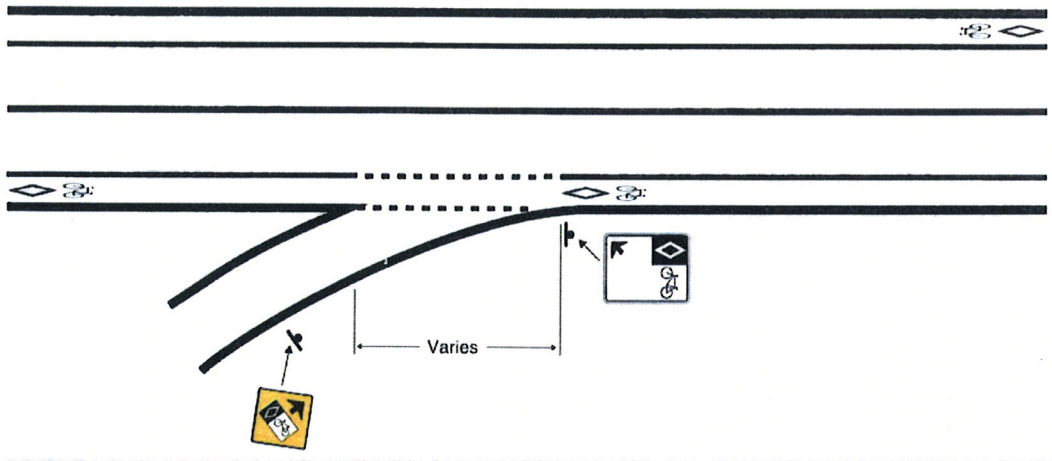
Introduced Mid-block



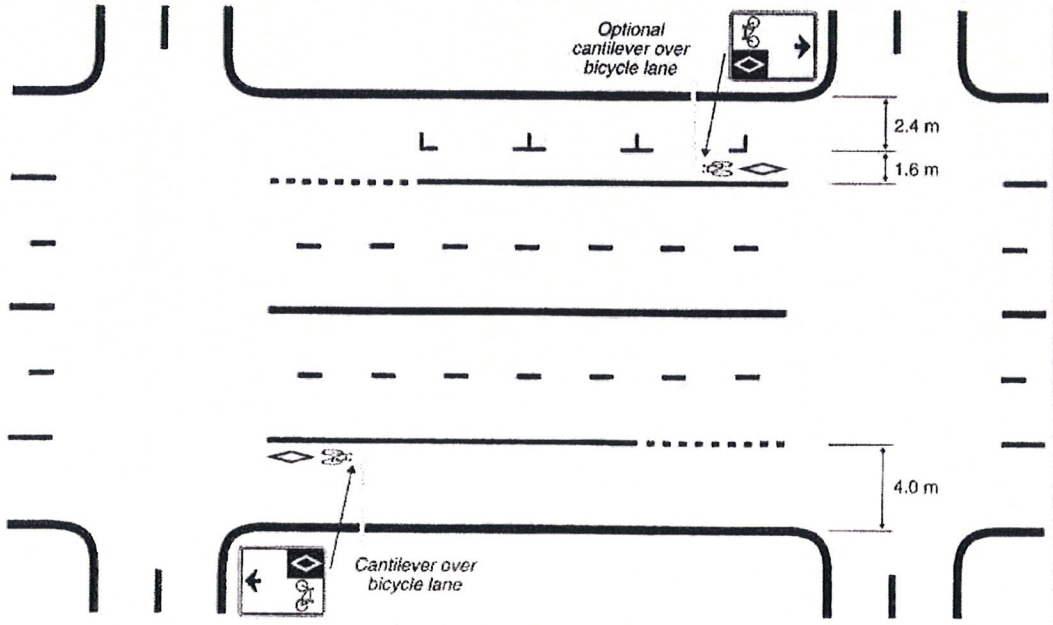
Jug Handle at Diverging Ramp



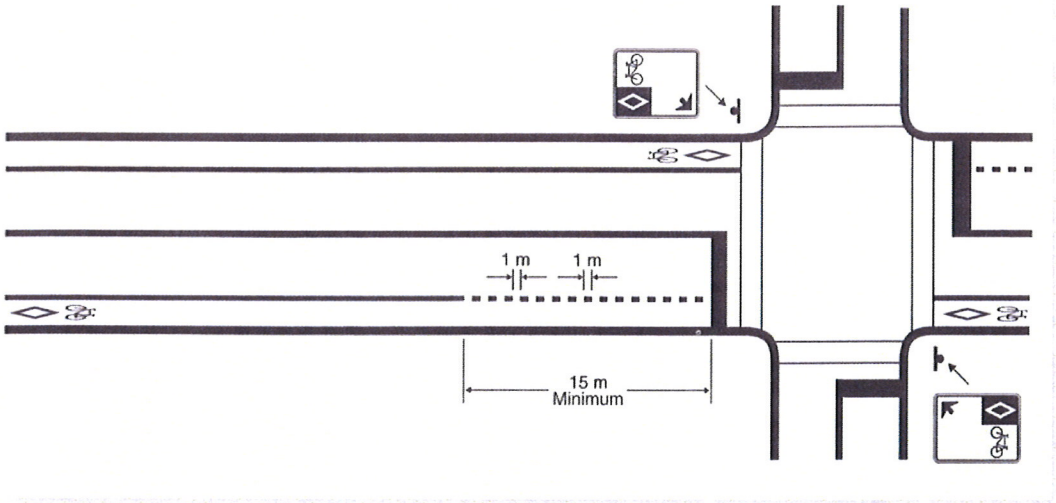
Mid Block Discontinued Lane



At Merging Ramp Family



With Full Time On Street Parking



Adjacent to Combined Through/Right Turn Lane

9.0 Maintenance & Operations

Operations & Maintenance Recommendations

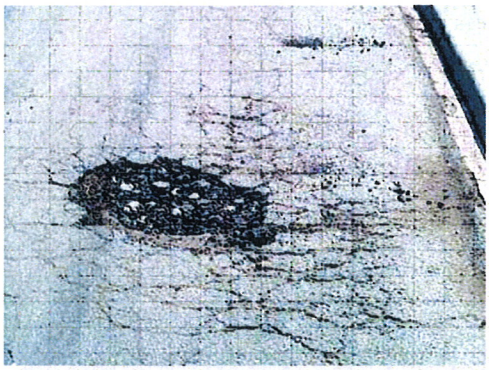
9.1 On Road Bicycle Routes:

The recommendations provided below should be merged with Public Works current maintenance practices to ensure, bike lanes, bike routes and wide shoulders are maintained in a manner appropriate to ensure safety on these primary cycling routes.

- Sweeping: Annual removal of sanding materials and dirt, litter and debris from all roads with bike lanes, bike routes and wide shoulders. The aforementioned bike routes indicated in this report should be swept monthly from late spring to early fall.
- Surface Problems: Regular review of quality of surface including potholes and other surface irregularities and where present they should be patched to a high standard. Ridges or cracks should be filled or ground down as needed to reduce the chance of a bicycle accident.
- On-road bicycle signs: The bicycle signs indicated earlier in this report should be maintained in the same way that other roadway signs are.
- On-road bicycle markings: Bicycle lane striping should be renewed at the same time that routine striping for the roadways is completed.

9.2 On Road Cycling Facilities Maintenance Cost

The cost of Incorporating the above noted practices into current maintenance routines will vary based on the current frequency of sweeping and other recommended routine activities. Review of surface conditions, signage and road markings is a current practice at the Town of Wasaga Beach. However a more detailed review of cycling routes will impact the cost of maintenance.



9.3 Trails & Pedestrian Bridges:

The recommendations provided below should be merged with Parks Departments current maintenance practices to ensure multi-use trails, community trails and pedestrian bridges are maintained in a manner appropriate to ensure safety on these primary cycling routes.

- Grasses adjacent to trail edges: Tall grasses should be mowed ensuring potential hazards are not hidden from a cyclist's view. Vegetation also needs to be prevented from breaking up the edge of pavement and encroaching on the trail surface.
- Signing and marking trails: Regular inspections for theft or vandalism should be conducted to ensure that signs are still in place and in good condition. Special attention should be paid to regulatory and warning signs.
- Trail markings: line marking on multi-use trails should be repainted as needed.

- Bridge Deck and Railing Inspections: Pedestrian bridges should be inspected for any sign of deterioration or vandalism as part of routine Parks Department practices – repairs are done on an as needed basis.
- Bridge Structural Inspections: (as per current Public Works practices) regular inspections to identify maintenance, repair and rehabilitation needs of all bridges in the Town of Wasaga Beach.

9.4 Schedule of Trails Maintenance

The recommendations provided below should be reviewed and customized by the Parks Department to merge with and complement current parks and trails maintenance programs and will require additional resources and staff as the trails system is enlarged over time.

Task	*Item Estimated Frequency*
Encroaching Vegetation	As needed (3 times per year average)
Trash pickup/disposal	Weekly
Path surface repair	As needed
Site amenity repair	As needed
Graffiti removal	as per current practices
Trail litter	Monthly - annually as needed
Weed control	Monthly - as needed
Sign replacement/repair	As needed
Snow Clearing (optional)	Multi-use Trails only – as needed

9.5 Trail Maintenance Costs

The amount of trails developed and the regularity of maintenance for off road facilities trails will effect the cost estimate. Municipally available data indicates a range in maintenance from $2.25 - $15.00 per metre depending on the frequency of maintenance (summer only or including snow plowing) and the variety of site amenities, lighting benches, garbage receptacles. Parks Department should monitor and report to Council annually with maintenance costs

9.6 Responsibilities & Budgeting

Responsibilities need to be clearly established for the operation, maintenance and policing of bicycle and trail facilities prior to construction. Public Works would generally be responsible for on road facilities and sidewalks, including signage, whereas Parks would generally be responsible for off road facilities including multi-use trails, the associated amenities, and signage.

The necessary operating and maintenance costs should be established and monitored yearly to ensure they are adequate. The appropriate budget, established by the department responsible for the maintenance of the facility, should be approved for each facility prior to construction.

10.0 Budgeting and Cost Estimation

Current costs of asphalt are on the rise as is trucking and labour and many other factors affecting the cost of construction. The following cost chart should be used as a generalized guide for estimating bicycle and pedestrian improvements. As each improvement is surveyed and designed and construction documentation is prepared there will be a cost estimate provided to the Town prior to tendering the project. Public Works and Parks are encouraged to keep a running tally of the costs of improvements from year to year to ensure in house cost estimates are kept up to date. It is noted here that a number of roads have sufficient space to either paint the existing paved shoulder to indicate a bike land or widen the paved section of the road slightly to accommodate bike lanes. In this case costs will be considerably reduced from those provided here and could be obtained from the Public Works Department.

TYPE OF FACILITY	COST PER UNIT	UNIT
TRAILS		
UPGRADE EXISTING TRAIL TO 3.5M MULTI-USE PATHWAY	$150.00	m
3.5M WIDE MULTI-USE PATHWAY	$200.00	m
1.5M WIDE COMMUNITY TRAIL	$75.00	m
SIDEWALKS	$100.00	m
ON ROAD BICYCLE FACILITIES		
*BICYCLE ROUTE	$3,000.00	km
BIKE LANE	$35,000.00	km
** PAVED SHOULDER	$27,500.00	km
*** WIDENED CURB LANE	$20,500.00	km

****Unit Cost Assumptions
150mm thick Gran A – $6/ sm
300mm thick Gran B – $6.5/ sm
60mm HL8 – $8/ sm
Barrier Curb - $40/ lm
Conc. Sidewalk - $ 55/ sm

* signs only, 1 per 100m
** 1.8m paved shoulder
*** 1m widening of the curb lane
****wmi & associates engineers

Community Trails	Existing Total length – 33.5km Final Total Length – 49.82km Planned Trails – 10.92 Proposed Trail Length – 5.4km Cost Estimate: $405,000.00
Multi Use Trails	Blueberry Trail Recreational Loop 4.05km On Road Signed Route – 1.8km 3.5m asphalt trail = 2.25km Cost Estimate $456,000.00 Phase 1 Nancy Island Recreational Loop .85km On Road Signed Route - .30km 3.5m asphalt trail - .25km Nancy Island Bridge - .10km Ganaraska River Boardwalk - .20km Cost Estimate: $55,000.00 (does not include the cost of the bridge or the boardwalk, cost estimation for these facilities is beyond the scope of this study) Wasaga West Recreational Trail Loop – 10.37km On Road Signed Route – 4.25km 3.5m asphalt trail – 6.12km Cost Estimate: $918,000.00
Sidewalks	$100.00/m
On Road Bike Lanes:	$35,000.00/km
Paved Shoulders	$27,500.00/km
Wide Curb Lane	$20,500.00/km
Signed On Road Route	$ 3,000.00/km

11.0 A Phasing Strategy for The Active Transportation Plan

Key recommendations are provided here for projects that can begin early, in order to build momentum for the Active Transportation Plan. Early commitment to recommendations will show that the Town is dedicated to the long term vision for Active Transportation in Wasaga Beach.

2008/2009

- ☐ DEVELOP USER FRIENDLY MAPS TO POST ON THE WEBSITE
- ☐ UPDATE THE WEB SITE TO INCLUDE AN ACTIVE TRANSPORTATION AREA WITH LINKS TO TRAIL MAPS
- ☐ ACTIVE TRANSPORTATION COMMITTEE TO CREATE A SUB COMMITTEE AS "EDUCATION AND PROMOTION FOCUS GROUP" AS PER RECOMMENDATIONS IN THIS REPORT
- ☐ ACTIVE TRANSPORTATION COMMITTEE TO CREATE A SUB COMMITTEE AS "FINANCE COMMITTEE" (FUND RAISING & CORPORATE SPONSORSHIP)
- ☐ COUNCIL TO APPROVE $5,000.00 YEARLY BUDGET FOR ACTIVE TRANSPORTATION COMMITTEE TO ORGANIZE AND HOST SPECIAL EVENTS AND PROMOTIONS
- ☐ INCORPORATE NEW ACTIVE TRANSPORTATION POLICY INTO THE NEW OFFICIAL PLAN
- ☐ SUBDIVISION AGREEMENTS TO BE UPDATED TO REFLECT NEW SIDEWALK, STREET TREE AND COMMUNITY TRAIL STANDARDS
- ☐ INCLUDE POLICIES IN THE NEW OFFICIAL PLAN TO EMPOWER PLANNING DEPARTMENT TO UTILIZE BILL 51 TO ITS FULLEST IN ORDER TO REQUIRE PEDESTRIAN AMENITIES IN ASSOCIATION WITH APPROVED SITE PLAN APPLICATIONS
- ☐ IMPROVE AND UPGRADE THE EXISTING CANOE LAUNCH INTO THE NOTTAWASAGA RIVER
- ☐ AMEND CITY STANDARDS TO REQUIRE 1.8M WIDE SIDEWALKS ON BOTH SIDES OF THE STREET IN NEW RESIDENTIAL DEVELOPMENT PROPOSING MORE THAN 12 UNITS
- ☐ INITIATE A SHARE THE ROAD SIGNAGE PROGRAM DETERMINING NUMBER OF SIGNS REQUIRED TO IDENTIFY ALL BIKE ROUTES
- ☐ EXPLORE FEASIBILITY AND NECESSITY OF LOWERING SPEED LIMIT ON NOTTAWSAGA RIVER FROM RIVER MOUTH TO SCHOONER TOWN BRIDGE
- ☐ SHORE LANE ROAD IMPROVEMENTS
  - Orient stop signs to favor continuous travel on shore lane
  - Initiate discussions with Ontario Parks officials re: improvements to the road surface for portions of shore lane within park and the removal of barriers– also to be signed as bike route
  - Reduce posted speed to 30km
  - Sign as bicycle route replace existing signage with new standard
  - Sign as "no on street parking"
  - Host a ribbon cutting when improvements are in place and advertise newly improved bicycle route
- ☐ INITIATE DISCUSSIONS WITH CANADIAN TIRE RE: ALLOWING PEDESTRIAN ACCESS THROUGH THE REAR OF THE PROPERTY
- ☐ INVENTORY STORM GRATES FOR ORIENTATION AND DEVELOP A PROGRAM TO REPLACE WITH BICYCLE FRIENDLY GRATES AND ADOPT AS NEW TOWN STANDARD
- ☐ INITIATE A STUDY FOR THE DESIGN AND DEVELOPMENT OF A WAYFINDING SYSTEM FOR WASAGA BEACH TO FULFILL THE MASTER PLAN REQUIREMENTS OF THIS REPORT
- ☐ RFP ISSUED TO INITIATE THE DESIGN, COST ESTIMATION AND CONSTRUCTION DRAWING PREPARATION FOR THE COMPLETION OF THE BLUEBERRY TRAILS RECREATIONAL LOOP
- ☐ INITIATE DISCUSSIONS WITH ONTARIO PARKS OFFICIALS RE: THE NANCY ISLAND BRIDGE TO DETERMINE FEASIBLE ALIGNMENTS AND WHETHER THE EXISTING BRIDGE CAN BE UTILIZED OR WILL BE REQUIRED TO BE BY-PASSED
- ☐ ISSUE AN RFQ FOR THE PRODUCTION OF TRAIL HEAD SIGNS AS PER THE DETAILS PROVIDED IN THIS REPORT
- ☐ PUBLIC WORKS WITH PLANNING DEPARTMENT TO REVISIT THE 10 YEAR CAPITAL IMPROVEMENTS PLAN FOR RECOMMENDATIONS ON BIKE LANES, WIDE CURB LANES, OR OFF ROAD MULTI-USE PATHS WITHIN RIGHT OF WAYS REFERENCED IN THIS REPORT – INCLUDING FINAL COST IMPLICATIONS FOR EACH AND PRESENTATION TO COUNCIL – 10 YEAR CAPITAL PLAN TO BE ADJUSTED AS REQUIRED FOR RIGHT OF WAY TREATMENT FOR ROADS IDENTIFIED IN THIS REPORT, PRIOR TO CLASS EA FOR SCHEDULED RIVER ROAD WEST IMPROVEMENTS.
- ☐ OFFICIAL PLAN TO BE AMENDED IF DIFFERENT RIGHT OF WAY WIDENINGS REQUIRED
- ☐ PUBLIC WORKS TO CREATE A CAPITAL IMPROVEMENT PLAN FOR THE SIDEWALK RETROFITS INDICATED IN THIS REPORT, INCLUDING TIMING AND BUDGETING WITH THE GOAL OF COMPLETING THE WORKS BY 2014
- ☐ PLANNING DEPARTMENT TO ADVANCE THE LAND ACQUISITION EXERCISE FOR LANDS FOR THE WELCOME CENTRES AT THE ENTRY TO WASAGA BEACH – REPORT TO COUNCIL WITH FINDINGS – ONGOING UNTIL COMPLETE
- ☐ PLANNING DEPARTMENT AND ACTIVE TRANSPORTATION COMMITTEE TO BE REPRESENTED ON STEERING COMMITTEE FOR THE PREPARATION OF THE PROVINCIAL PARK MASTER PLAN ADVANCING DISCUSSIONS ON IMPROVING PUBLIC ACCESS TO TRAILS WITHIN THE PARK AND THE INCLUSION OF A CONNECTED PEDESTRIAN TRAIL OR BOARDWALK THROUGH THE PARK LINKING ALL SIX BEACHES AND INCLUDING WAYFINDING AS INDICATED IN THIS REPORT
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2010

- ☐ ISSUE A RFQ FOR THE PREPARATION OF WAYFINDING SIGNAGE BASED ON THE PREVIOUS YEARS DESIGN STUDY AND TO FULFILL THE MASTER PLAN REQUIREMENTS OF THIS REPORT – CONTRACT WITH A SIGN MANUFACTURER FOR PRODUCTION OF THESE SIGNS AND PUBLIC WORKS WILL COORDINATE THE INSTALLATION OF 3 – 4 WAY FINDING SIGNS PER YEAR –COMPLETE ALL INSTALLATIONS WITHIN TWO YEARS
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE IN WRITING ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – IF GROUPS CAN AID ONE ANOTHER ARRANGEMENTS TO BE MADE
- ☐ PLANNING DEPARTMENT TO ADVANCE THE LAND ACQUISITION EXERCISE FOR LANDS FOR THE WELCOME CENTRES AT THE ENTRY TO WASAGA BEACH – REPORT TO COUNCIL WITH FINDINGS – LOCATIONS TO BE DETERMINED BY 2012
- ☐ PLANNING DEPARTMENT TO CONDUCT REVIEW FOR LAND OR RIGHT OF WAY ACQUISITION FOR BOARDWALK CONSTRUCTION ALONG THE NOTTAWASAGA RIVER TO SUPPORT THE NANCY ISLAND RECREATIONAL TRAIL LOOP AS INDICATED IN THIS REPORT AND REPORT TO COUNCIL WITH FINDINGS AND RECOMMENDATIONS
- ☐ 10 YEAR CAPITAL PLAN IS REVISED TO INCLUDE THE RECOMMENDATIONS OF THIS REPORT AND ANY ROAD WORKS BEING PLANNED OR CONSTRUCTED ARE NOW COMPLETED ACCORDING TO THE STANDARDS WITHIN THIS DOCUMENT
- ☐ PARKS DEPARTMENT TO INITIATE A PROGRAM TO INSTALL NEW TRAIL HEAD SIGNS AT A RATE OF 6 PER YEAR PRIORITIZED WITH THE MOST HEAVILY USED TRAILS IN THE TOWN BEING SIGNED FIRST – ONGOING UNTIL COMPLETE
- ☐ TENDER AND CONSTRUCT THE BLUEBERRY TRAILS RECREATIONAL LOOP INCLUDING SIGNAGE
- ☐ BIKE ROUTE SIGNAGE TO COMPLETE THE BLUEBERRY TRAILS RECREATIONAL LOOP TO BE INSTALLED AS PER THIS REPORT
- ☐ BEGIN ROLLING OUT SIDEWALK IMPROVEMENT PLAN WITH THE GOAL OF COMPLETING THE RETROFITS BY 2014
- ☐ ADVANCE DISCUSSIONS FOR THE NANCY ISLAND BRIDGE WITH PARKS OFFICIALS
- ☐ INSTALL SHARE THE ROAD SIGNS
- ☐ PUBLIC WORKS AND PLANNING TO INITIATE A TRAFFIC CALMING NEEDS STUDY TO DETERMINE REQUIREMENTS
- ☐ PARKS DEPARTMENT TO CREATE A TRAILS IMPROVEMENT PLAN FOR COMMUNITY TRAILS INDICATED IN THIS REPORT TO UPGRADE AND CONNECT ALL TRAILS AS INDICATED IN THE MASTER PLAN DOCUMENT WITH THE GOAL OF UPGRADING THESE FACILITIES BY 2015
- ☐ PARKS DEPARTMENT TO CREATE AN IMPROVEMENT PLAN FOR CANOE LAUNCHES INDICATED IN THIS REPORT WITH THE GOAL TO CONSTRUCT ALL LAUNCHES BY 2013 – ISSUE RFP FOR DESIGN IF REQUIRED
- ☐ INITIATE PROGRAM TO REPLACE STORM GRATES WITH BICYCLE FRIENDLY GRATES AS NEEDED BASED ON PREVIOUS YEARS INVENTORY
- ☐ PUBLIC WORKS TO INITIATE CLASS EA PROCESS FOR PROPOSED PEDESTRIAN ROAD CROSSINGS
- ☐ PLANNING DEPARTMENT AND ACTIVE TRANSPORTATION COMMITTEE TO BE REPRESENTED ON STEERING COMMITTEE FOR THE PREPARATION OF THE PROVINCIAL PARK MASTER PLAN. ADVANCING DISCUSSIONS ON IMPROVING PUBLIC ACCESS TO TRAILS WITHIN THE PARK AND THE INCLUSION OF A CONNECTED PEDESTRIAN TRAIL OR BOARDWALK THROUGH THE PARK LINKING ALL SIX BEACHES AND INCLUDING WAYFINDING AS INDICATED IN THIS REPORT.
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2011

- ☐ BASED ON REPORT TO COUNCIL ON APPROPRIATE STRATEGIES FOR LAND OR RIGHT OF WAY ACQUISITION FOR BOARDWALK CONSTRUCTION ALONG THE NOTTAWASAGA RIVER PLANNING DEPARTMENT TO ADVANCE THIS MATTER OF BUSINESS AS PER COUNCILS DECISION
- ☐ ADVANCE DISCUSSIONS FOR THE NANCY ISLAND BRIDGE WITH PARKS OFFICIALS
- ☐ CONDUCT A DETAILED COST ESTIMATE EXERCISE FOR THE NOTTAWASAGA RIVER BOARDWALK
- ☐ PLANNING DEPARTMENT TO ADVANCE THE LAND ACQUISITION EXERCISE FOR LANDS FOR THE WELCOME CENTRES AT THE ENTRY TO WASAGA BEACH – REPORT TO COUNCIL WITH FINDINGS – LOCATIONS TO BE DETERMINED BY 2012
- ☐ PARKS DEPARTMENT TO CONTINUE IMPLEMENTING THE COMMUNITY TRAILS IMPROVEMENT PLAN – ONGOING TO 2015
- ☐ PUBLIC WORKS IMPLEMENTING THE INSTALLATION OF 3 – 4 WAYFINDING SIGNS – COORDINATE WITH TRANSIT – COMPLETE IN 2012
- ☐ PLANNING DEPARTMENT AND ACTIVE TRANSPORTATION COMMITTEE TO BE REPRESENTED ON STEERING COMMITTEE FOR THE PREPARATION OF THE PROVINCIAL PARK MASTER PLAN ADVANCING DISCUSSIONS ON IMPROVING PUBLIC ACCESS TO TRAILS WITHIN THE PARK AND THE INCLUSION OF A CONNECTED PEDESTRIAN TRAIL OR BOARDWALK THROUGH THE PARK LINKING ALL SIX BEACHES AND INCLUDING WAYFINDING AS INDICATED IN THIS REPORT – ONGOING UNTIL COMPLETE
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE IN WRITING ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – YEARLY UNTIL COMPLETED
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2012

- ☐ BASED ON REPORT TO COUNCIL ON APPROPRIATE STRATEGIES FOR LAND OR RIGHT OF WAY ACQUISITION FOR BOARDWALK CONSTRUCTION ALONG THE NOTTAWASAGA RIVER TOWN STAFF TO ADVANCE THIS MATTER OF BUSINESS AS PER COUNCILS DECISION
- ☐ ISSUE RFP FOR THE DETAILED DESIGN OF THE WELCOME CENTRES WITH ASSOCIATED PARKING, TRANSIT, TRAIL CONNECTIONS AND TOURIST INFORMATION
- ☐ PUBLIC WORKS IMPLEMENTING THE INSTALLATION OF 3 – 4 WAYFINDING SIGNS – COORDINATE WITH TRANSIT – COMPLETE
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE IN WRITING ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – YEARLY UNTIL COMPLETED
- ☐ PARKS DEPARTMENT TO CONTINUE IMPLEMENTING THE COMMUNITY TRAILS IMPROVEMENT PLAN – ONGOING TO 2015
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2013

- ☐ ISSUE AN RFP FOR DETAILED DESIGN AND CONSTRUCTION DOCUMENT PREPARATION FOR THE NOTTAWASAGA RIVER BOARDWALK
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE IN WRITING ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – YEARLY UNTIL COMPLETED
- ☐ PARKS DEPARTMENT TO CONTINUE IMPLEMENTING THE COMMUNITY TRAILS IMPROVEMENT PLAN – ONGOING TO 2015
- ☐ TENDER AND COMPLETE WELCOME CENTRES CONSTRUCTION PROJECT
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE
- ☐ AN INDEPENDENT REVIEW OF THE ACTIVE TRANSPORTATION MASTER PLAN IMPLEMENTATION SHOULD BE CONDUCTED BY PLANNING AND/OR URBAN DESIGN PROFESSIONAL AND A REPORT TO COUNCIL WITH RECOMMENDATIONS PREPARED

2014

- ☐ NECESSARY CHANGES TO THIS IMPLEMENTATION SCHEDULE SHOULD BE MADE BASED ON PREVIOUS YEARS INDEPENDENT REVIEW BY PLANNING AND/OR URBAN DESIGN PROFESSIONAL
- ☐ BASED ON COMPLETED ENGINEERING AND COST ESTIMATES FOR THE NOTTAWASAGA RIVER BOARDWALK COUNCIL TO CONSIDER INCLUSION FOR CONSTRUCTION IN 2014 BUDGET, IF APPROVED PROJECT TO BE TENDERED
- ☐ ISSUE RFP FOR ENGINEERING DESIGN AND COST ESTIMATE FOR THE NANCY ISLAND BRIDGE
- ☐ ISSUE RFP TO INITIATE THE DETAILED DESIGN, COST ESTIMATION AND CONSTRUCTION DRAWING PREPARATION FOR THE COMPLETION OF THE NANCY ISLAND RECREATIONAL LOOP
- ☐ PARKS DEPARTMENT TO CONTINUE IMPLEMENTING THE COMMUNITY TRAILS IMPROVEMENT PLAN – ONGOING TO 2015
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE IN WRITING ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – YEARLY UNTIL COMPLETED
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2015

- ☐ BASED ON COMPLETED ENGINEERING AND COST ESTIMATES FOR THE NANCY ISLAND BRIDGE COUNCIL TO CONSIDER INCLUSION FOR CONSTRUCTION IN 2015 BUDGET, IF APPROVED PROJECT TO BE TENDERED
- ☐ BASED ON COMPLETED DETAILED DESIGN AND COST ESTIMATES FOR PHASE ONE OF THE NANCY ISLAND RECREATIONAL TRAIL LOOP COUNCIL TO CONSIDER INCLUSION FOR CONSTRUCTION IN 2015 BUDGET, IF APPROVED PROJECT TO BE TENDERED
- ☐ PUBLIC WORKS TO REPORT TO ACTIVE TRANSPORTATION COMMITTEE ON THE STATUS OF POWERLINE BRIDGE PROJECT AND THE INCLUSION OF PEDESTRIAN FACILITIES ON THE BRIDGE – IF GROUPS CAN AID ONE ANOTHER ARRANGEMENTS TO BE MADE
- ☐ PARKS DEPARTMENT TO FINISH IMPLEMENTING THE COMMUNITY TRAILS IMPROVEMENT PLAN
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2016

- ☐ RFP ISSUED TO INITIATE THE DESIGN, COST ESTIMATION AND CONSTRUCTION DRAWING PREPARATION FOR THE COMPLETION OF THE WASAGA WEST RECREATIONAL LOOP
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE

2017

- ☐ TENDER AND CONSTRUCT THE WASAGA WEST RECREATIONAL LOOP INCLUDING SIGNAGE
- ☐ BIKE ROUTE SIGNAGE TO COMPLETE THE WASAGA WEST RECREATIONAL LOOP TO BE INSTALLED AS PER THIS REPORT
- ☐ PLANNING DEPARTMENT, PUBLIC WORKS AND THE ACTIVE TRANSPORTATION COMMITTEE TO MONITOR THE IMPLEMENTATION OF THE PHASING SCHEDULE, INCLUDING ON ROAD IMPROVEMENTS, AND CARRY FORWARD ANY PROJECTS THAT HAVE NOT BEEN COMPLETED TO THE FOLLOWING YEARS SCHEDULE
- ☐ AN INDEPENDENT REVIEW OF THE ACTIVE TRANSPORTATION MASTER PLAN IMPLEMENTATION SHOULD BE CONDUCTED BY A PLANNING AND/OR URBAN DESIGN PROFESSIONAL AND COORDINATED BY THE ACTIVE TRANSPORTATION COMMITTEE AND A NEW PHASING SCHEDULE BE PREPARED FOR ENDORSEMENT BY COUNCIL

12.0 General Recommendations

With the approval of this document the Town of Wasaga Beach indicates that it endorses the Master Plan and will take the necessary actions to implement the following recommendations.

1. REQUIRE 1.8m WIDE SIDEWALK TO BE CONSTRUCTED ON ONE SIDE OF THE ROAD IN ALL NEW RESIDENTIAL DEVELOPMENT WITH A MINIMUM OF 5 DEVELOPMENT UNITS

2. WHERE TRAILS INDICATED IN THIS MASTER PLAN ARE PROPOSED IN NEW DEVELOPMENT AREAS, DEDICATION OF THE NECESSARY RIGHT OF WAY WILL BE A CONDITION OF APPROVAL

3. ENDEAVOR TO GENERALLY ADOPT, FOLLOW, AND BUDGET APPROPRIATELY FOR THE PHASING SCHEDULE INDICATED IN THE MASTER PLAN

4. CREATE A CAPITAL IMPROVEMENT PLAN FOR SIDEWALK IMPROVEMENTS IN EXISTING AREAS TO RETROFIT ROADS WITH SIDEWALKS AS INDICATED IN THIS REPORT

5. IMPROVE ROAD DESIGN TO ACCOMMODATE PEDESTRIANS, CYCLISTS, AND VEHICLES SAFELY WITHIN THE RIGHT OF WAY

6. ADOPT THE SIGNAGE STANDARDS IN THIS REPORT TO IDENTIFY PEDESTRIAN FACILITIES THROUGHOUT TOWN

7. ENGAGE IN A WAYFINDING DESIGN EXERCISE TO CREATE WAYFINDING SIGNAGE TO BE INSTALLED AS INDICATED ON THE MASTER PLAN

8. ENDEAVOR TO AQUIRE LANDS NECESSARY TO CREATE SUFACE PARKING AREAS AT THE EASTERN AND WESTERN ENDS OF TOWN

9. ENDEAVOR TO ENSURE THESE SURFACE PARKING AREAS ARE CONNECTED BY TRANSIT TO THE LOCATIONS INDICATED INTHIS REPORT

10. ENDEAVOR TO ENSURE THESE SURFACE PARKING AREAS ARE CONNECTED TO THE CYCLING AND PEDESTRIAN SYSTEM INDICATED IN THIS REPORT

11. BENCHES, GARBAGE CONTAINERS AND BICYCLE LOCKING POSTS SHOULD BE REQUIRED TO BE INDICATED ON ANY SUBMITTED COMMMERCIAL SITE PLAN PRIOR TO SITE PLAN APPROVAL

12. ALL TOWN OWNED COMMUNITY CENTRES SHALL BE REQUIRED TO BE CONNECTED TO THE MUNICIPAL SIDEWALK WITH AN ON SITE SIDEWALK CONNECTION AND TO PROVIDE BICYCLE RACKS, SHOWERS AND CHANGE ROOMS

13. ALL PUBLIC USE BUILDINGS AND MAJOR EMPLOYMENT LAND USES MEETING A FLOOR SPACE THRESHOLD OF 1,600 sq.m. SHALL BE REQUIRED TO BE CONNECTED TO THE MUNICIPAL SIDEWALK WITH AN ON SITE SIDEWALK CONNECTION AND TO PROVIDE BICYCLE RACKS, SHOWERS AND CHANGE ROOMS

14. ENDEAVOR TO CONSTRUCT NEW OFF ROAD TRAILS AS MULTI-USE TRAILS WITH MINIMUM WIDTHS OF 3.5M AS INDICATED IN THIS REPORT

15. UPGRADE EXISTING OFF ROAD TRAIL SECTIONS AS MULTI-USE TRAILS WITH MINIMUM WIDTH OF 3.5M AS INDICATED IN THIS REPORT

16. SUPPORT ONGOING EDUCATION FOR TOWN STAFF AND ELECTED OFFICIALS REGARDING PLANNING AND BUILDING PEDESTRIAN FACILITIES

17. EDUCATE RESIDENTS AND THE POLICE SO THAT CYCLISTS MUST OBEY TRAFFIC LAWS AND MOTORISTS MUST RESPECT CYCLISTS RIGHT TO USE THE ROAD

18. INTRODUCE A REQUIREMENT FOR TRANSPORTATION IMPACT STUDIES TO BE PREPARED AS PART OF EVERY MAJOR DEVELOPMENT, TAKING ALL MODES OF TRAVEL INTO ACCOUNT AND SPECIFICALLY STUDYING OPPORTUNITES TO IMPROVE WALKING AND CYCLING.

19. APPROVE ON A YEARLY BASIS AND AS A SEPARATE LINE ITEM A MAINTENENACE BUDGET TO ADDRESS THE EXPANDING ACTIVE TRANSPORTATION NETWORK

20. UPDATE THE TOWN'S OFFICIAL PLAN TO INCLUDE THE POLICIES PROVIDED HEREIN

12.1 SPECIFIC RECOMMENDATIONS

Shore Lane

- Sign as Bicycle Route
- Stop signs should be redirected to favor continuous non-stop travel on Shore Lane
- Speed Limit should be lowered to 30KM
- On street parking should be prohibited

Notawasaga River

- Consider lowering the speed limit on the river to favor slower human powered water craft
- Safety devices should be installed along the Rivers Edge, throw ropes and safety rings.
- Upgrade the existing launch points to the river and install new ones as per the locations indicated on the Master Plan

Educational and Promotional Recommendations:

- Create an active transportation portal. Web portal providing maps of on-road cycling facilities and trails across the Town of Wasaga Beach and links to neighbouring towns and allowing for trip planning by active transportation modes.
- Initiate a safety campaign that will address cycling safety, road crossing and traffic congestion issues. This can include community police, school officials, and media.
- Education and Promotion Focus Group should be struck, to focus on:
  - ☐ Who are you & what is your connection to active transportation education and promotion in Wasaga Beach?
  - ☐ What is the current state of affairs/policy regarding promotion of safe active transportation in Wasaga Beach?
  - ☐ Target Audience
  - ☐ Delivery
  - ☐ Outcomes
  - ☐ Funding Mechanisms
  - ☐ What are potential efficiencies, partner ships, funding sources, and delivery methods?
  - ☐ What actions can you pursue to maximize efficiency and advocacy for active transportation in Wasaga Beach?
  - ☐ What are the steps to implement the Wasaga Beach Active Transportation Plan
- An official Active Transportation Coordinator or TDM specialist, should be hired or outsourced to be the central resource to coordinate the many pieces of the Active Transportation Plan for Wasaga Beach. This position would act as the liason between council, senior city staff, and stakeholders. It could either be part of Public Works, Planning, or a separate entity.
- Town Staff should engage a community dialogue on whether the Canadian Heritage Rivers System designation is appropriate for consideration on the Nottawasaga River. Past provincial experiences in southern and central Ontario has typically seen the local conservation authority provide leadership on CHRS designations.

Best Practices - Ontario, Canada, and International

The Purple and Yellow Bike Project is a fleet of used bikes that are available for use on the **University of British Columbia** campus. Bikes are locked with same keyed locks. Whenever a prospective user sees a bike, he/she is free to unlock it and ride it away; the person that left it there will have to find another one.
http://www.ams.ubc.ca/clubs/bikecoop/p&y.htm

Fort Frances will consider a recently-completed active transportation plan when it conducts a review of its official plan later this year.

The Trail Network Steering Committee has recommended the active transportation plan be included in the town's review of its official plan this year, and also that an action committee be formed to start implementing some of the suggestions and recommendations made in the report.

Cities in North America and abroad are implementing innovative strategies to encourage travel by active modes. **Vancouver's** bike priority corridors, bikeway design in the Netherlands and Berlin, the concept of shared street space, commonly known as a Woonerf or "Home Zone", and Paris' Velib program all provide interesting possibilities.

Vancouver

Financing models in other jurisdictions are also of interest. Both the German Federal Government and the Dutch Central Government put millions of dollars towards cycling each year, including spending on bikeway extensions, cycling research, and demonstration projects. **In Canada**, the *Ministère des Transports du Quebec* (MTQ) and the B.C. Ministry of Transportation are showing great leadership in investment in cycling facilities. These funds are primarily used in cost-sharing agreements with municipalities.

For the past decade or so, the **City of Hamilton** has been implementing changes to its downtown streetscapes. About one-quarter of downtown streets have received a full

makeover. Features include new and wider sidewalks, a leading edge urban Braille system, landscaping and street furniture. In 2004, the City converted two of its main streets from one-way to two-way operation as a means of slowing traffic. Despite predicted reductions in the level of service for automobiles, local businesses are reporting increased economic activity. There is now an emerging arts district where the conversion occurred.

Hamilton streetscape

Phase I of the **Town of Markham** Cycling Master Plan, completed early in 2007, established an on-road neighbourhood route network. It links urban areas within the town for utilitarian use, but also supports recreational use by including looping opportunities. Phase II has since commenced with a goal of constructing a more comprehensive and connected network. The goal of this plan is to provide the infrastructure so that convenience and/or safety issues no longer inhibit residents from cycling or cycling more often.

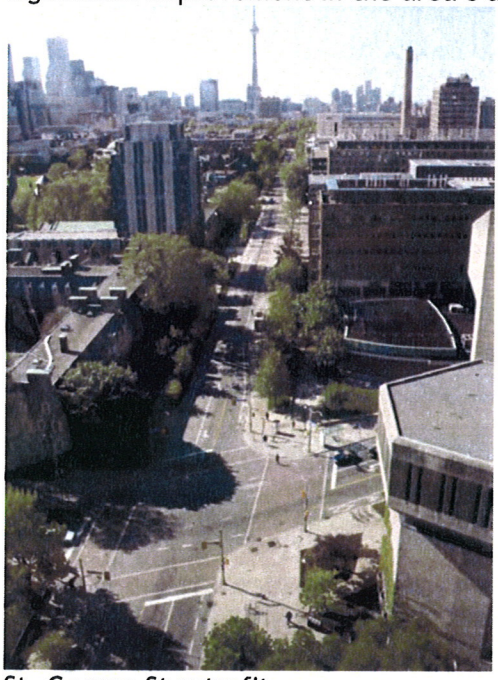
To date, the plan has established 112 km of signed on-road routes and lanes. The town plans to invest $6 million over the next six years to add another 123 km, with the funding coming from federal gas tax revenues. The proposed final network will comprise about 390 km of on- and off-road routes at a cost of about $19 million. It will ensure that all residents will be within a five-minute bike ride from the network, will provide connections to all major attractions, will bridge major barriers to cycling, will connect to networks in adjacent municipalities, and will encourage bike storage and shower facilities, and workplaces.

In order to truly promote cycling as a transport mode the **City of Toronto** has recognized that, as with cars, bicycles need to be stored when not in use and, therefore, require secure and convenient bicycle parking at all cycling destinations. In 1993, it amended its zoning by-law to require such parking for all new residential and commercial buildings over 2,500 m^2 within the former City of Toronto. For example, a new residential building is required to provide 0.75 spaces per unit, while a new commercial building needs to provide one space per 1,250 m^2. In addition, showers and change rooms, at least one for each gender, are required for commercial over

2,500 m^2. These requirements have not yet been applied to most other parts of the city or elsewhere in the GTHA.

Bike parking in a Toronto parking structure

The portion of St. George Street that runs through the University of Toronto campus was placed on a permanent "road diet" in 1997. At a cost of $6 million, the street was reduced from four lanes to two, the sidewalks were widened, and pedestrian crossings, bicycle lanes, architectural features and greenery were added. Since implementation, traffic speed and collisions have decreased, bicycle volumes have increased while car volumes stayed the same. University employees have noted a significant improvement in the area's attractiveness.



St. George St retrofit.

Other successes include the increasingly common practice of ordering new buses equipped with racks while retrofitting the existing fleet throughout the GTHA or the large number of effective and popular programs like Active and Safe Routes to School or Bike Week. The provincial government has also lifted the provincial sales tax on bicycles as of December 1, 2007.

Winnipeg's surge in active transportation programs is championed by the Mayor and strongly supported by Council and energetic community groups. Since approving its 2005 Active Transportation Study, the City has fulfilled four key priorities that included hiring a dedicated coordinator and forming an advisory committee. Over the same period, the City's capital budget for active transportation has risen from $300,000 to more than $3 million. The City of Winnipeg has identified approximately 450 km of active transportation infrastructure to be added to the approximately 190 kms that will be present by the end of this year.
http://www.winnipeg.ca/publicworks/MajorProjects/ActiveTransportation/ATActionPlan/default.stm

Bike Corridors

Vancouver, B.C. has looked beyond bike lanes to build its cycling network. To avoid conflicts on busy streets, Vancouver has dedicated streets adjacent to major arterials as bike priority corridors. Vehicular through-traffic is discouraged by the heavy use of traffic calming and traffic diverters that do not affect cyclists. Where these corridors intersect major streets, bike priority traffic signals and pushbuttons have been installed. A similar approach to shared-use facilities is also practiced in Berlin, Germany, where driving is limited to 30 km/h and motorists must not interfere with or pressure cyclists. In Vancouver, the introduction of these traffic calming features has also worked in conjunction with a Green Streets program by creating countless spaces for small volunteer gardening projects. The successful Vancouver system is truly a network that continues to expand its extensive use of Skytrain corridors, bikeways, "greenways" and bike lanes, while simultaneously enhancing the city's public space for pedestrians.

Bike Way Design

The definition of what constitutes a bikeway can vary considerably. Shared on-street facilities, for example, could mean anything from simple lane markings to traffic-calmed bike corridors. Ultimately, design can make or break the usefulness of a bikeway. Over the past decade, expansion of the bike network in the Netherlands has actually slowed as the cities' focus shifts to improving the design of facilities. Bike lanes, for example, are often wide enough for two cyclists to ride side-by-side. Facilities in Berlin are almost all segregated from traffic. As a result, intersection designs have improved dramatically.

Nowhere are the conflicts between cyclists, pedestrians, and motorized traffic more apparent than at intersections. Even spectacular bike lanes or trails are useless if they fail at intersections.

The concept of bike boxes has been around for decades, but has appeared in North America only recently. Essentially the vehicle stop line is moved away from intersections to leave room for cyclists to queue on a red light. By moving cyclists in front of vehicles, cyclists can make left turns without interference and their visibility to motorists is dramatically improved.

Some also argue that they improve pedestrian safety since motorists are not able to turn right on a red light. The bright colours usually seen in bike boxes can also be used to highlight bike lanes and encourage caution as people pass through intersections. When segregated bike lanes are placed on the right side of parked vehicles or along half of the sidewalk, it can be very difficult for turning motorists to see oncoming cyclists at intersections. As a result, planners in several European cities will often use special traffic signals or realign crossing bike lanes further from the intersection. The latter is a minor inconvenience for cyclists, but helps improve their chances of being seen by right-turning vehicles. To improve pedestrian crossings, designers are trying different surface treatments to expand the sensory cues signaling motorists to use caution. Unconventional street geometry is also becoming more common as designers better understand how to influence behavior without relying on street signs. Simple adjustments include curb extensions to minimize crossing distances and bollards or traffic islands to sharpen turning radii and slow down turning vehicles. Some contemporary approaches to street design in Europe are notably more radical than common Ontario practice.

APPENDIX A – BEST PRACTICES AND FUNDING OPPORTUNITIES

Wasaga Beach Active Transportation Plan – August 2008

The concept of shared street space, commonly known as a Woonerf or "Home Zone", grew from attempts to quantify a street's environmental capacity based on measures of noise, pollution, social activity, pedestrianization and visual aesthetics. This led to the notion that certain environmental capacities could safely permit streets with mixed uses. Such streets are typically narrow, lack curbs and clear sightlines, and have obvious gateways, very low speed limits, street trees, community gardens, and varied surface treatments. Until recently, this approach was not taken seriously in North America, despite having been practiced for decades in countries like Holland, Germany, England, Japan, Israel, and Spain.

More recently, the late Dutch traffic engineer, Hans Monderman, has been applying a similar design philosophy to higher-capacity streets by removing all traffic signs and roadway markings. Without signs, those using the street purportedly pay more attention to their surroundings and look to make eye contact more often. Almost counter-intuitively, this ambiguity has resulted in fewer severe accidents, thus challenging our traditional approaches to safe design.

One of the biggest challenges ahead revolves around the role of the suburban arterial road - so deeply entrenched in existing development patterns. Portland, Oregon, uses an innovative street classification system that accounts for a variety of dimensions such as bike, pedestrian, transit, freight, traffic, and emergency response needs. A

progressive European initiative, ARTISTS, also proposes a new paradigm for thinking about the role of streets which, in identifying diverse needs, argues for broader participation in the processes of changing them. As we reconsider how we build our city streets, there is growing recognition that a wider variety of safe designs are possible, which can better address the diverse needs all users, not only those in motor vehicles.

The issue of pedestrian access to public transit often slips through institutional cracks, despite most transit users accessing the system by foot. Furthermore, since cycling is ideal for two to five km trips, it offers enormous potential to expand the catchment area of higher-level transit services and dramatically improve their viability in lower density neighbourhoods, while reducing or delaying the need for parking at transit stations. Yet we see limited investment in such facilities at transit stations, or attention paid to the safety and comfort of access routes to stations. Bikes on public transit and bike-racks on buses or trains are not yet widespread throughout the region, particularly on long distance routes.

It is now common practice in many Northern European cities to provide extensive bike parking at stations, such as Berlin's 24,600 bike-n-ride parking spots, the 3,300 spaces at the central station in the small city of Münster or the covered and monitored bike parking lot at the Basel railway station.

APPENDIX A – BEST PRACTICES AND FUNDING OPPORTUNITIES

Wasaga Beach Active Transportation Plan – August 2008

For those of us who might need a bike at both ends of the trip, Vélib is a stunning initiative launched in summer 2007 in Paris, France, which saw 10,600 self-serve bike rental stalls distributed across 1,500 strategic public transit locations. This program was financed by the JCDecaux advertising corporation in return for Paris signing over the income from a portion of on-street advertising. Paris, like Seville in Spain, has integrated bike-sharing with significant improvements to citywide bicycle infrastructure.

Vélib

Closer to home, Vancouver's regional transportation authority, Translink, has just announced it will develop a business strategy for the installation of a similar automated public bicycle system across the region.

http://www.translink.bc.ca/Transportation_Services/Bikes/Public_Bikes.asp

The German Federal Government takes cycling very seriously as revealed by the approximately $1.6 billion spent between 1980 and 2000 on bike facilities along highways. Recently, funding has increased as they now spend $146 million annually on bikeway extensions, cycling research, and demonstration projects. With one-fifth the population, the Dutch Central Government is arguably even more aggressive, given the $88 million it allocates to cycling each year. [1]

In contrast with Québec and British Columbia, GTHA municipalities receive little support from provincial government or regional transportation bodies for active transportation. The *Ministère des Transports du Québec* (MTQ) has budgeted $98.6 million toward cycling facilities since 1996, 23 per cent of which was provided to municipalities under cost-sharing agreements. In particular, the MTQ focused on the completion of a 4,000 km provincial-scale bike network, La Route Verte, which was inaugurated this past summer. A further $22.6 million was contributed to municipalities by other Québec ministries. [2]

The B.C. Ministry of Transportation has also invested heavily in cycling facilities. Since 1995, it has contributed $17.5 million for cycling infrastructure to municipalities under cost-sharing agreements and $1.7 million is available for the 2007-2008 fiscal year. Under similar cost-sharing stipulations, municipalities are set to receive $40 million in funding for capital projects by 2011 to implement programs for people with disabilities (Victoria has already been awarded $585,000 to reconstruct an arterial road with bike lanes and sidewalks). Vancouver's regional transportation agency, Translink, also allocates $6 million annually to its cycling program, which includes the bike facilities on a bridge connecting Vancouver to Richmond, bike lockers at stations, and instructional courses. Again, the program is based on cost-sharing agreements with municipalities. [3]

1. Pucher, J. & Buehler, R. (2008) *Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany.*
2. Clean Air Partnership (Nov, 2007 - Draft), The State of Active Transportation: Greater Toronto, Hamilton and Beyond (Draft), Prepared for Metrolinx.
3. Ibid.

Funding Opportunities And Grants

The Ontario Ministry of Health Promotion has several funding and grant opportunities for communities wishing to improve the lives of residents.

Communities in Action Fund - Ontario Ministry of Health Promotion

http://www.mhp.gov.on.ca/english/sportandrec/fund.asp

Trails for Life - Ontario Ministry of Health Promotion

http://www.mhp.gov.on.ca/english/sportandrec/trailsforlife/default.asp

The Ontario Trillium Foundation

http://www.trilliumfoundation.org/cms/en/html/GrantSeekers/GrantSeekers.aspx?menuid=15

MOST - Moving on Sustainable Transportation - Transport Canada

http://www.tc.gc.ca/programs/environment/most/menu.htm

FCM Centre for Sustainable Community Development - The Green Municipal Fund

http://sustainablecommunities.fcm.ca/home/

Notes: information and photo credits: Metrolinx, Pedestrian and Bicycle Information Center

APPENDIX B
TO THE ACTIVE TRANSPORTATION PLAN FOR THE TOWN OF WASAGA BEACH

Item #1

Section 16.1 (Objectives) is deleted and replaced as set out below:

"16.1 OBJECTIVES

It is the objective of this Plan to:

a) facilitate the safe and efficient movement of people and goods within the Town and to and from adjacent municipalities;

b) establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including, automobiles, trucks, public transit, cycling and walking;

c) promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;

d) protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;

e) ensure that new roads in urban development areas are constructed safely, designed in a manner that helps to distribute car and truck traffic evenly and provide access for the future operation of an efficient public transit system;

f) promote forms of settlement that encourage energy conservation, the eventual use of public transit, the integration of paths and trails, cycling routes, walking, the incorporation of natural features and other pedestrian friendly elements.

g) encourage bicycle and pedestrian paths to generally be separated from the roadway on existing and proposed county roads and utility corridors, parks and green spaces. Where required and feasible, County Road shoulders may be adapted to provide safer travel for bicycles between settlement areas and other major activity nodes.

f) ensure that appropriate right-of-way widths for all existing and proposed roads are provided in accordance with the *Planning Act*;

g) ensure that future roads have a sufficient right-of-way to accommodate the Town-wide Active Transportation Network;

h) ensure that all parts of the Town are served by the Active Transportation Network in a manner that provides for maximum public access to the network;

i) require the provision of lands as a condition of development approval for the establishment and enhancement of the Town's Active Transportation Network;

j) ensure that all public works factor the requirements for the Active Transportation Network;

k) require the development of sustainable design elements as a condition of development approval pursuant to the *Planning Act*;

l) encourage the use of alternative development standards for roads, where appropriate; and,

m) encourage the efficient use of land along transportation corridors to maximize the use of public transit."

Item #2

The heading for Section 16.2 is deleted and replaced with "POLICIES FOR PUBLIC ROADS'.

Item #3

Section 16.2.12 (Recreational Trails, Pedestrian and Bicycle Movement) as deleted and replaced with a new Section 16.3 as set out below and former Section 16.3 (Implementation) is re-numbered as Section 16.4.

"16.3 ACTIVE TRANSPORTATION

16.3.1 Introduction

The Town of Wasaga Beach, Healthy Communities Network Committee (HCNC) created a vision for Active Transportation in Wasaga Beach in October of 2007. As part of that process, an Active Transportation Vision was established and it indicates that '*The Town of Wasaga Beach, by linking our neighborhoods, our beach, our forests and our facilities through an active transportation network, promotes a healthy active lifestyle for all ages and abilities.*' In order to implement that vision, an Active Transportation Plan that establishes a long-term plan to provide the basis for the development, maintenance and enhancement of the network was prepared and then adopted by Council in August 2008. The policies in this section are intended to implement the Active Transportation Plan.

16.3.2 Objectives

It is the objective of this Plan to:

a) expand the Town's existing pedestrian and cycling system by establishing off road trails, on road bike lanes, signed bike routes and sidewalks in accordance with the Active Transportation Plan shown on Schedule ____ to this Plan;

b) ensure that high quality pedestrian infrastructure and wayfinding signage is established at key locations either as a condition of

development approval or by the Town as part of its annual capital works program;

c) ensure that high quality cycling infrastructure is established throughout the Town including at all commercial, industrial and community facilities either as a condition of development approval or by the Town as part of its annual capital works program;

c) support the development of a series of pedestrian bridges linking the main commercial area of the Town on the north and west sides of the Nottawasaga River to the south side in key locations as shown on Schedule ____;

d) provide convenient and highly accessible locations for visitors to park cars to both access the pedestrian and cycling system and improved public transit;

e) support the establishment of opportunities to access the Nottawasaga River through a series of proposed or improved canoe launches;

f) work and partner with the Ministry of Natural Resources, the County of Simcoe and adjacent municipalities to ensure that the Town's Active Transportation Network is as integrated as possible with pedestrian and bicycle trails that may exist or be developed on their lands or within their jurisdictions;

g) consider the provision of safe and convenient cycling and walking routes in the review of all development applications;

h) encourage and support measures which will provide for barrier-free design of all pedestrian facilities;

i) ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads as set out in Section 16.2 of this Plan;

j) ensure the provision of sidewalks and/or multi-use trails through all new commercial, industrial and institutional developments and through all residential developments proposing 12 or more units.

j) ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes; and,

k) ensure that all pedestrian and cycling routes are designed to be safe.

16.3.3 Components of the Active Transportation Network

The Active Transportation Master Plan provides more than 100km of trails as shown on Schedule ____ to this Plan and is made up of the following:

a) Multi-Use Trail – The function of this 3.5 metre wide asphalt surface off road trail is to provide the opportunity for multiple user groups (cyclists, walkers, runners, inline skaters, baby carriages, skateboarders, etc.) with a means to access various parts of the Town and the Provincial Park in a manner that minimizes conflicts with motor vehicle traffic. Three separate off road recreational loops each serving a different area of Town are proposed.

b) Community Trail – The function of this 1.5 metre wide off-road gravel surfaced pathway is to also connect various neighbourhoods and the Provincial Park and provide access to the Multi-Use Trails.

c) Pedestrian Bridges – The function of these 3.0 metre wide steel prefabricated pedestrian bridges across the Nottawasaga River is to connect the north and south portions of Town.

d) Bike Lanes – The function of these 1.5 metre wide on-road dedicated bike lanes is to further support and enhance the Multi-Use Trail and Community Trail systems and ensure that all parts of the Town can access the Active Transportation Network.

e) Bicycle Routes – These are roads that are signed as bike routes and where bicycle traffic can safely mix with vehicular traffic.

f) Sidewalks – The function of these 1.8 metre wide concrete sidewalks located within municipal rights of way is to further connect the major destinations in Town and existing and proposed neighbourhoods.

The location of any future component of the Active Transportation Network shown on Schedule ____ are approximate. The exact alignment shall be determined either through municipal studies or during the consideration of development applications. An Amendment to the Official Plan will not be required to modify the locations of components of the Active Transportation Network, provided their function and location will continue to generally conform with the intent of the Official Plan.

16.3.4 Role of Wasaga Beach Provincial Park

A critically important component of the recreational base in Wasaga Beach is the Provincial Park. There are two distinct parts of the Park in

Wasaga Beach, the well-known beach and the less known large inland parcel home to a selection of rare ecosystems including sand dunes.

While the inland park is a great resource for recreation, it is also a naturally complex and fragile environment. In order to protect this resource while promoting the establishment of a coherent Active Transportation Network, both public education and cooperation with the Ministry of Natural Resources is required.

The primary issue to be addressed on the inland park is the protection of the unique ecosystems while allowing and promoting a level of public use that is appropriate and sustainable on these lands. The primary issue to be addressed for the Beach Areas is the protection of this resource in a manner that is balanced with a high level of public use and the creation of revenue for the management of these resources.

Coordinating Town efforts with Ontario Parks who manage the Provincial Park lands is a complex undertaking. Both parties have a great deal of interest in protecting and promoting these lands. The Town of Wasaga Beach and Ontario Parks need to build upon the existing dialogue and communication strategies to deal with their often overlapping areas of concern. The success of each of their areas of responsibility including a safe integrated pedestrian system will ultimately come down to their ability to share information and coordinate an agreed upon set of goals and objectives.

16.3.5 General Policies

a) The look, feel and treatment of public areas such as roads, parks, and public open spaces are a key component of what makes up the character of the community. Therefore, high quality design in the public realm shall be encouraged in the development of all public parks and open spaces, roads, buildings and engineering projects.

b) An integrated design and treatment of streetscape features shall be promoted throughout the municipality. Specialized streetscape designs and treatments may be adopted for particular areas of the Town in accordance with area, or site-specific, Council-adopted Urban Design Guidelines.

c) Sidewalks and/or multi-use trails shall be provided through all new commercial, industrial and institutional developments and through all new residential developments proposing 12 or more units. Such features shall be designed in accordance with Council-adopted Urban Design Guidelines.

d) A high quality amount of pedestrian and cycling infrastructure shall be established throughout the Town including at all commercial, industrial, institutional and community facilities as a condition of

development approval or by the Town as part of its annual capital works program;

c) Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner, so as to avoid visual clutter.

d) Gateway features for the Active Transportation Network shall be established at strategic locations within the Town, and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments.

e) Road designs shall include well-designed streetscape features, incorporating, among other things: street tree planting, street lighting and furnishings, sidewalk and boulevard treatments, a variety of paving materials, and, where appropriate, bicycle lanes, community mailboxes and future transit shelters.

f) Road designs may incorporate traffic calming techniques such as narrower rights-of-way, traffic circles, and speed control devices, where appropriate, to promote a safer pedestrian environment and/or to maintain vehicles within designated speed limits. The Town will consider alternative standards for public road rights-of-way in order to achieve urban design objectives in certain areas of the municipality.

g) The design of roads shall incorporate a high quality of urban design standards to support the Active Transportation Network. On this basis:

   i) road rights-of-way shall be designed to secure a separation of vehicles and pedestrians and should provide an appropriate sidewalk for pedestrian use;

   ii) on collector and arterial roads, a suitable boulevard shall be provided to separate the road curb from the sidewalk and such boulevard shall include hard and/or soft landscape materials, street trees and pedestrian-level street lights, where appropriate;

   iii) where medians are provided within the road rights-of-way, such medians shall be encouraged to include hard and/or soft landscape materials, where appropriate;

   iv) a regularized pattern of street tree planting shall be encouraged along all roads and the Town shall establish minimum planting standards and species types in the Site

Plan Manual and/or Council-adopted Urban Design Guidelines;

v) the number and location of access points onto the public road system shall be minimized by encouraging common access points to be shared by adjacent development;

vi) street lighting shall, where appropriate, incorporate pedestrian-level lighting to maintain pedestrian safety;

vii) street lighting that reduces energy consumption and directs light away from the night sky and adjacent uses shall be encouraged;

viii) Services and utilities shall be encouraged to locate underground in a common trench, where possible, in order to maintain a pleasant visual environment along public roads; and,

ix) Above-ground utility service providers shall be encouraged to co-operate with the Town in identifying locations which minimize the visual impacts of such equipment and facilities where located within the public road right-of-way.

x) pursuant to Section 41 of the Planning Act Site Plan Approval shall require the development of major employment lands over a floor area threshold of 5000sq ft, to install; bicycle racks, sidewalk connections between building and municipal sidewalks and to consider interior employee change rooms and showers.

h) The Town recognizes that the reconstruction of roads to provide for the full implementation of the Active Transportation Network in some existing developed areas may not be appropriate from a right-of-way acquisition or community design perspective, or economically or physically feasible.

Any attempt to reconstruct such roads shall only be undertaken after a study to determine a right-of-way which will result in a streetscape which minimizes impacts on abutting properties and is appropriate to the character of the area, while serving anticipated future needs.

i) In cases where road widenings that will accommodate the Active Transportation Network and other traffic needs are proposed, such road widenings will be taken equally from both sides of the right-of-way. Unequal road widenings may be considered by the Town where:

i) the area is the site of a topographic feature which is difficult to overcome or costly to develop for road purposes; and/or,

ii) the location of an identified cultural heritage resource limits design options; and/or,

iii) the presence of a significant natural heritage feature limits design options; and/or,

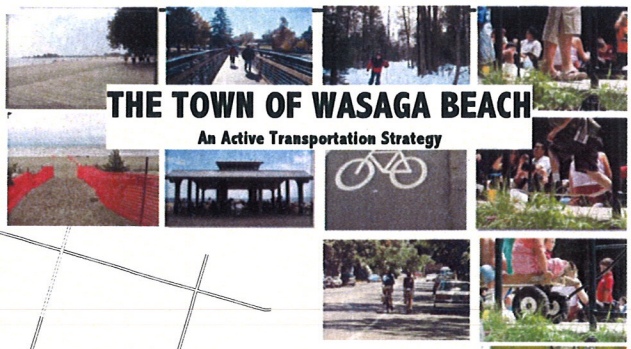
iv) the location of mature trees contributes to the character of an area.

j) Any off-road component of the Active Transportation Network shall be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers.

k) Any off-road component of the Active Transportation Network shall incorporate natural heritage features wherever possible and minimize impacts on the natural heritage system itself, in accordance with the environmental policies of this Plan.

l) The establishment of trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, transit shelters, and bicycle parking facilities that are associated with the Active Transportation Network are considered to be 'sustainable design elements' for the purposes of Section 41(4)(2)(e) of the Planning Act, which means that these items may be required to be installed by a landowner within a municipal right of way as a condition of Site Plan Approval.

INVENTORY OF EXISTING, PROPOSED, AND PLANNED PEDESTRIAN & BICYCLE FACILITIES IN WASAGA BEACH



THE TOWN OF WASAGA BEACH

An Active Transportation Strategy

PARKS & FACILITIES

1. Wasaga Stars Arena, Camp, & Trail
2. Sunward Estates Parkette & Trail
3. Marlwood Parkette
4. Wasaga Estates Park
5. Town Hall Park, Tennis Court & Trail
6. Beck Square
7. Blueberry Trail Park North
8. Blueberry Trail Park Central
9. Blueberry Trail Park South
10. Dyer Drive Parkette
11. Silver Birch Park Central & Trail
12. Silver Birch Park North
13. Indianola (bush lot)
14. Deer Trail Park
15. Glendale Park Central
16. Glendale Park North,
17. Brillinger Park & Trail
18. Woodland (bush lot)
19. Batteaux Park & Trail
20. William Arnill Memorial Park
21. McIntyer Creek Tennis Courts
22. Pridham Park
23. McIntyre Creek Pump House
24. Frederick Park & Trail
25. McIntyre Creek Trails
26. Wasaga Sports Park & Canoe
27. RecPlex & YMCA
28. Oakview Woods Sports Complex
29. Carly Patterson Memorial Trail
30. 58th Street Pond & Trail
31. Wasaga Beach Library
32. Trillium Creek Trails
33. Chamber of Commerce
34. Medical Arts Facility
35. Golfview Park

MARL LAKE

JACK LAKE

FUTURE RECREATION DESTINATION WITH BOARDWALK, PARKING & CANOE LAUNCH

WASAGA BEACH PROVINCIAL PARK

Beach Area 1

Beach Area 2

Beach Area 3

Beach Area 4

Beach Area 5

Beach Area 6

HIGHWAY 26

LEGEND

PEDESTRIAN TRAILS

- BEACH BOARDWALK
- GANARASKA TRAIL
- COMMUNITY TRAILS
- SHORE LANE ROAD TRAIL
- *PLANNED TRAILS
- **PROPOSED COMMUNITY TRAILS
- SKI TRAIL (winter use only)
- SNOWSHOE TRAIL (winter use only)

BICYCLE ROUTES

- SHORE LANE ROAD TRAIL

* Trails within new Development

** Town Initiated Trails

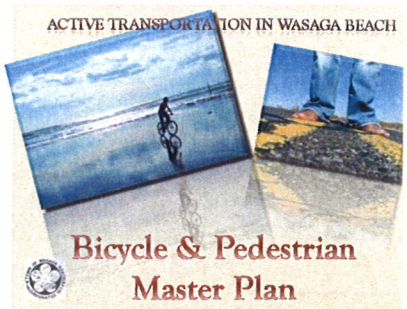
0 1 2 3 km

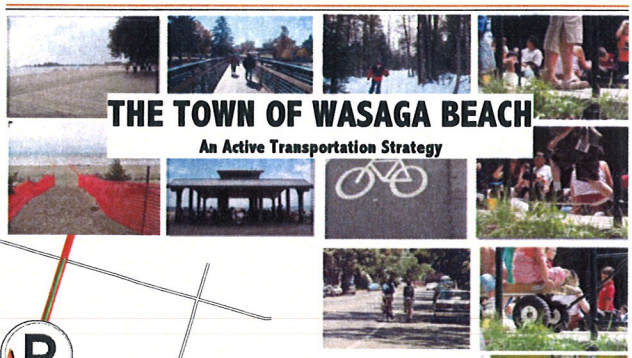
N W E S

INVENTORY PLAN

MAP 1

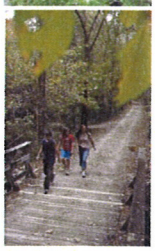
July 2008





THE TOWN OF WASAGA BEACH

An Active Transportation Strategy



LEGEND

PEDESTRIAN TRAILS

- GANARASKA TRAIL
- COMMUNITY TRAILS
- SHORE LANE ROAD TRAIL
- SIDEWALKS
- PEDESTRIAN BRIDGES
- PROPOSED MULTI-USE TRAIL
- CONTINUOUS ACCESSIBLE BEACH TRAIL
- SKI TRAIL (winter use only)
- SNOWSHOE TRAIL (winter use only)
- NOTTAWASAGA RIVER BOARDWALK
- PEDESTRIAN CROSSWALK
- TRAIL HEAD
- CANOE LAUNCH
- TRANIST STOPS / WAYFINDING
- SURFACE PARKING WITH TRANSIT
- WAYFINDING / BEACH IDENTIFIERS

BICYCLE ROUTES

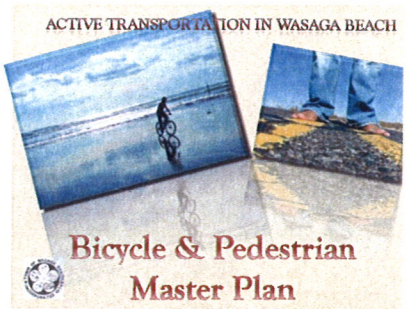
- ON ROAD BIKE LANES
- SHORE LANE ROAD TRAIL
- PROPOSED OFF ROAD BIKE TRAIL
- SIGNED ON ROAD BIKE ROUTE

All Trails and Trail Heads shown on MNR lands are subject to final approval by the Province of Ontario

MASTERPLAN

MAP 2

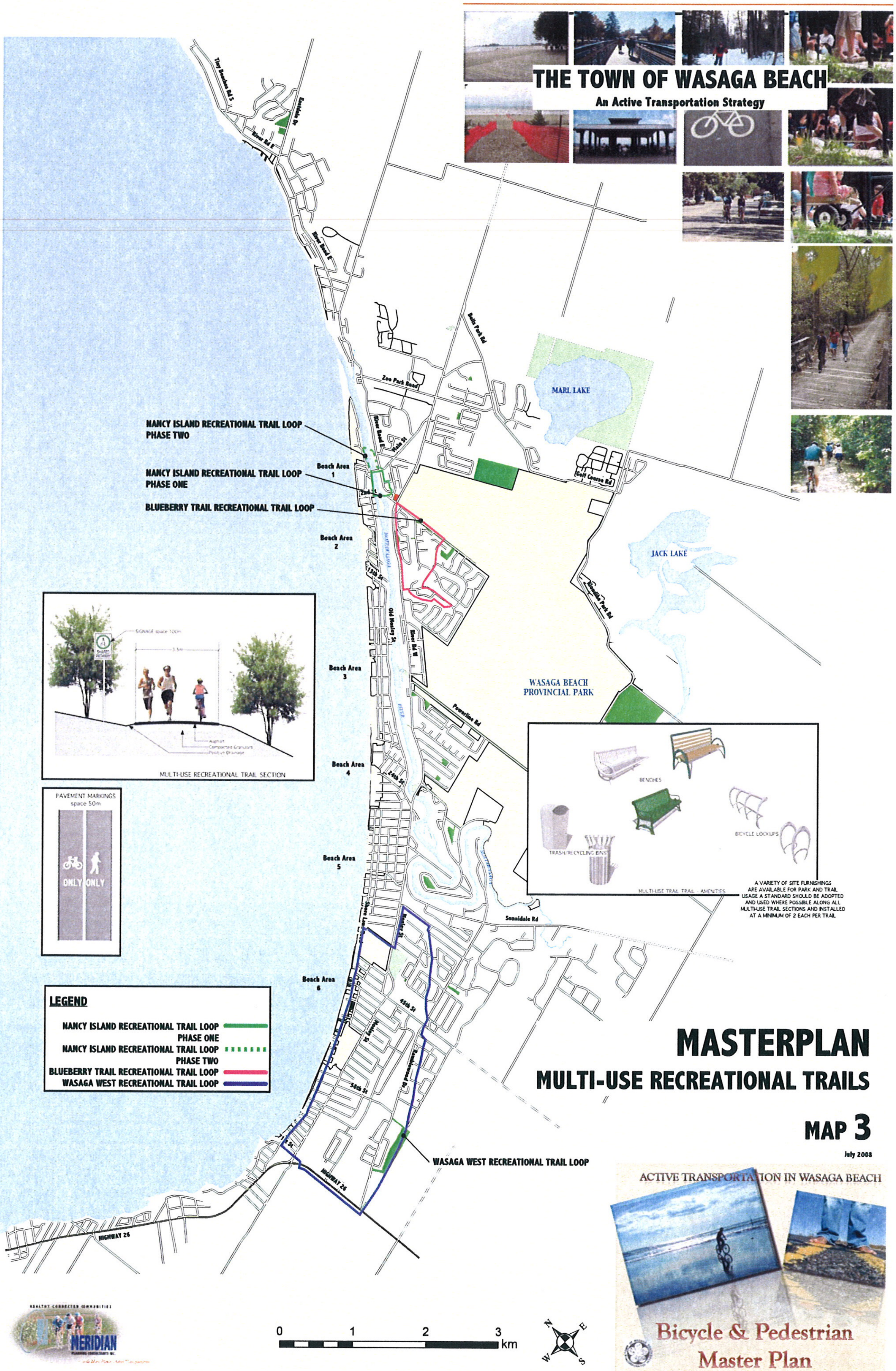
July 2008



REALTY CONNECTED COMMUNITIES
MERIDIAN PLANNING CONSULTANTS INC.

0 1 2 3 km

N W E S


THE TOWN OF WASAGA BEACH
An Active Transportation Strategy
NANCY ISLAND RECREATIONAL TRAIL LOOP
PHASE TWO
NANCY ISLAND RECREATIONAL TRAIL LOOP
PHASE ONE
BLUEBERRY TRAIL RECREATIONAL TRAIL LOOP
Beach Area 1
Beach Area 2
Beach Area 3
Beach Area 4
Beach Area 5
Beach Area 6
Zoo Park Road
MARL LAKE
Golf Course Rd
JACK LAKE
WASAGA BEACH
PROVINCIAL PARK
Powerline Rd
Sunnidale Rd
HIGHWAY 26
MULTI-USE RECREATIONAL TRAIL SECTION
PAVEMENT MARKINGS
space 50m
ONLY ONLY
BENCHES
BICYCLE LOCKUPS
TRASH/RECYCLING BINS
A VARIETY OF SITE FURNISHINGS ARE AVAILABLE FOR PARK AND TRAIL USAGE. A STANDARD SHOULD BE ADOPTED AND USED WHERE POSSIBLE ALONG ALL MULTI-USE TRAIL SECTIONS AND INSTALLED AT A MINIMUM OF 2 EACH PER TRAIL
LEGEND
NANCY ISLAND RECREATIONAL TRAIL LOOP PHASE ONE
NANCY ISLAND RECREATIONAL TRAIL LOOP PHASE TWO
BLUEBERRY TRAIL RECREATIONAL TRAIL LOOP
WASAGA WEST RECREATIONAL TRAIL LOOP
WASAGA WEST RECREATIONAL TRAIL LOOP
MASTERPLAN
MULTI-USE RECREATIONAL TRAILS
MAP 3
July 2008
ACTIVE TRANSPORTATION IN WASAGA BEACH
Bicycle & Pedestrian
Master Plan
MERIDIAN
0 1 2 3 km

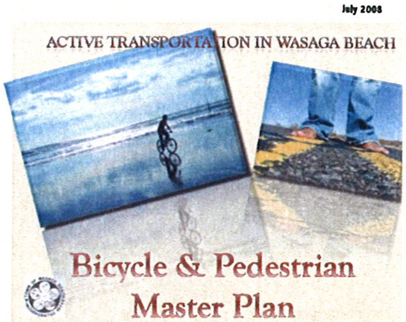

THE TOWN OF WASAGA BEACH
An Active Transportation Strategy
EXISTING ROW WIDTH (9.15 - 20.0M)
ROW WIDTH REQUIREMENT (19.8M)
OPTIONAL SIDEWALK AND BIKEWAY CONFIGURATION FOR RIVER ROAD WEST AND MOSLEY STREET WHERE RIGHT OF WAY RESTRICTIONS INHIBIT THE USE OF ON ROAD BIKE LANES
COLOURED LANE OPTION
CURB LANE
CURB
TRADITIONAL WHITE PAINT ON ASPHALT
REPEAT SYMBOLS AT 200M INTERVALS
DELINEATE THE BIKE LANE USING COLOURED LANES FOR SUPERIOR VISIBILITY AND CLEARER MESSAGE TO MOTORISTS
Vehicular Lane
Bike Lane
Planting / Utility Strip
Sidewalk
LEGEND
ON ROAD BIKE LANES
Zoo Park Road
MARL LAKE
Golf Course Rd
Ryther Rd
Atkinson Rd
JACK LAKE
Beach Area 1
Beach Area 2
Beach Area 3
Beach Area 4
Beach Area 5
Beach Area 6
WASAGA BEACH PROVINCIAL PARK
Powerline Rd
Klondike Park Rd
Sunnidale Rd
45th St
58th St
71st St
HIGHWAY 26
MASTERPLAN
ON ROAD BICYCLE LANES
MAP 4
July 2008
ACTIVE TRANSPORTATION IN WASAGA BEACH
Bicycle & Pedestrian Master Plan
MERIDIAN
0 1 2 3 km
N E S W

MASTERPLAN

SIDEWALKS & PEDESTRIAN CROSSINGS

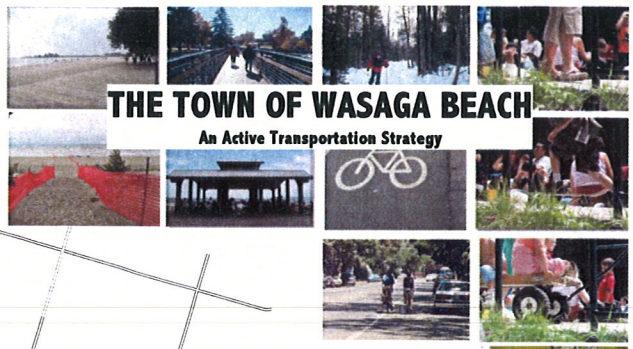
MAP 5

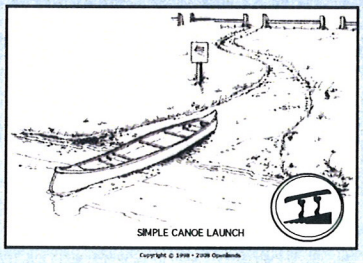
July 2008

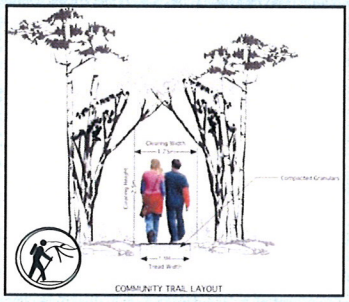


THE TOWN OF WASAGA BEACH

An Active Transportation Strategy







LEGEND

PEDESTRIAN TRAILS

- GANARASKA TRAIL
- COMMUNITY TRAILS
- SHORELINE ROAD TRAIL
- PEDESTRIAN BRIDGES
- PROPOSED MULTI-USE TRAIL
- CONTINUOUS ACCESSIBLE BEACH TRAIL
- SKI TRAIL (winter use only)
- SNOWSHOE TRAIL (winter use only)
- NOTTAWASAGA RIVER BOARDWALK
- CANOE LAUNCH
- TRAIL HEAD

MARL LAKE

JACK LAKE

WASAGA BEACH PROVINCIAL PARK

MONUMENT HILL & PROPOSED LOOKOUT

Beach Area 1

Beach Area 2

Beach Area 3

Beach Area 4

Beach Area 5

Beach Area 6

HIGHWAY 26

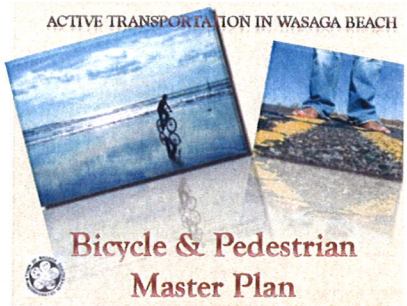
0 1 2 3 km

MASTERPLAN

TRAIL SYSTEM

MAP 6

July 2008



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