



HURON COUNTY

CYCLING STRATEGY

November, 2016

Approved by County Council on January 4, 2017

Overview

The Huron County Cycling Strategy is intended to improve cycling safety and enjoyment in Huron County and was developed with input from stakeholder groups, local municipalities and local residents. It provides recommended actions, identifies lead organizations, and sets out timelines for implementation.

County Council strongly believes in promoting safety on our roads. The Cycling Strategy was developed at the direction of the following motion passed by County Council in December, 2015:

“That a comprehensive program be initiated to enhance the safety of all road users, with primary emphasis on cyclists, by commencing the following actions immediately:

Participate in Share the Road education programs;

Investigate the feasibility of a pilot project of wider paved shoulders outside of the fog line during the reconstruction of County Road 31 from Saltford to Benmiller;

Enhance the County Cycling Guide/website with additional information for cyclists;

Support, where possible and feasible, community initiatives for off-road cycling facilities such as the existing Goderich-Auburn Rail Trail (GART) and the proposed Goderich to Guelph rail trail (G2G) and Port to Point trail (P2P).

And by developing a Cycling Strategy (signage, legal considerations, bicycle infrastructure, etc.) in 2016 with stakeholder consultations and using in-house resources.”

In addition, three reports were received by County Council in recent years that provide background and support for cycling and active transportation initiatives. These reports include Take Action for Sustainable Huron, Transportation Demand Management Plan, and Huron County Active Transportation: A Call to Action.

Process

A Huron County Cycling Strategy Steering Committee was formed, which comprised stakeholders from the cycling, health, municipal, police, tourism, and transportation sectors. The committee provided input and guidance in the development of the strategy. A list of Steering Committee members is included in an Appendix.

In order to share information and build the Cycling Strategy together as a community, the Cycling Strategy Committee hosted two Bicycle Friendly Communities workshops in May, 2016. The daytime and evening workshops were facilitated by the Share the Road Cycling Coalition, which is a leading organization in promoting cycling safety. A representative, Justin Jones, from Share the Road, provided examples of best practices for attendees to consider and facilitated discussions to gather input on potential cycling improvements and initiatives in Huron County. The bicycle friendly workshops were very well attended with approximately 100 people participating in total. Share the Road staff documented the input received from the workshops into a document called Huron County Bicycle Friendly Workshops, May 19, 2016 – Summary Report and Recommendations which is attached as an appendix to this strategy.

There was a public consultation process for the final draft Cycling Strategy from September 17th to October 31st 2016. Public consultation efforts included:

- Draft strategy posted on the County website
- Display at all of the County libraries
- Huron County Bike Ride for Hunger (Sept. 17)
- Press release (newspaper and radio coverage)
- Circulated key stakeholders – public works (included presentation at October 5 2016 Public Works meeting), municipalities, County Departments, Cycling groups

A summary of the comments from the public are included in Appendix B (35 responses were received).



Figure 1 Cycling strategy committee meeting to discuss the strategy in Clinton

Summary of Recommendations

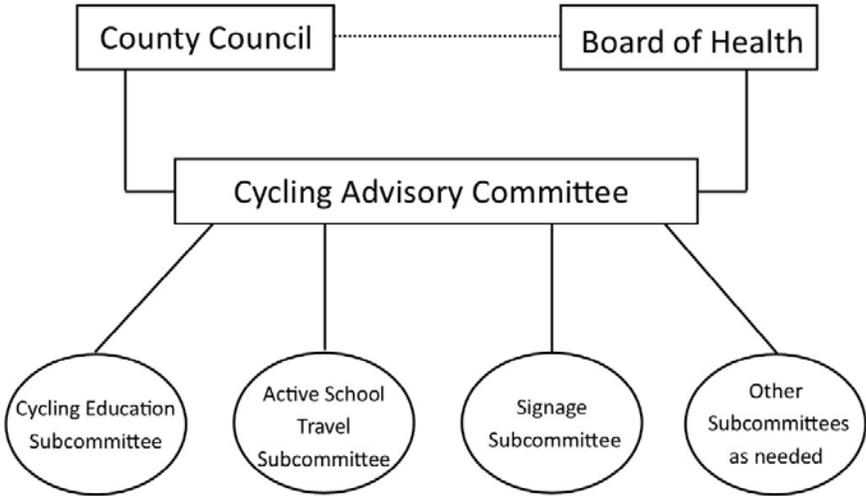
The Cycling Strategy Committee recommends the following actions, timing and co-ordinators to enhance cycling use, safety and enjoyment in Huron County for the benefit of residents' health, quality of life, and economic development.

The numbers listed in the table below are for reference only and do not express relative importance.

When	Action	Co-ordinator
Now (2017)	1. Create a Huron County Cycling Advisory Committee	Health Unit
	2. Plan cycling routes and infrastructure	Planning (with Public Works)
	3. Develop a "Share the Road" signage plan	Planning (with Public Works)
	4. Address distracted driving	OPP/CHIP/OSAID groups
	5. Improve G2G	G2G Inc
	6. Stay current on best infrastructure practices for cycling	Public Works (with Planning)
Next (2017-2018)	7. Create a Cycling Education Subcommittee	Huron County Library & Cultural Services
	8. Promote cycling activities	Cycling Advisory Committee
	9. Identify and encourage pilot projects	Cycling Advisory Committee
Later (2018-2019)	10. Create an Active School Travel Subcommittee	Health Unit
	11. Review the Bicycle Friendly Communities Report from Share the Road for additional	Cycling Advisory Committee

Organizational Structure

As illustrated in the following diagram, the Cycling Advisory Committee, when formed, will lead the implementation of the strategy. The Advisory Committee will report at least annually to County Council and the Board of Health. The Advisory Committee will pursue projects and initiatives as identified in this strategy, and respond to changing needs and circumstances. The subcommittees for education, active school travel, and signage will flow from and report to the Advisory Committee. These subcommittees will pursue projects identified in this strategy, and recommend other initiatives for the consideration of the Advisory Committee. Other subcommittees will be formed as needed.



Legal Considerations

A major consideration regarding cycling initiatives and development of infrastructure is liability. Research to date suggests that the County would not be creating additional liability by participating in the kinds of programs recommended by this strategy. Many municipalities across Ontario are engaged in similar activities and plans. Legal considerations should be reviewed for each activity or project (at the County or local level) and appropriate measures taken commensurate with the risk.

The Municipal Act legal standard for municipal roads is to maintain to a reasonable state of repair, given the location and character of the road. This duty already applies to municipalities regarding cycling, based on the case law. Many municipalities have implemented “Share the Road” signs as an educational program without creating cycling facilities on their roads.

Cycling and other trails which are not on municipal roads (e.g., in parks, rail trails, etc.) are subject to a lower duty of care generally known as “no reckless disregard.” Best practice calls for signing such facilities as “Recreational Trail.”

The Ministry of Transportation Book 18 on cycling facilities is a guideline, not a standard, but such guidelines can be considered best practice by the courts. The guideline will be an important reference document when considering or planning cycling facilities.

Frank Cowan Company, the Insurance provider for the County, is conducting additional research on relevant case law. This information will inform the implementation of the cycling strategy.

Resources

Resources for coordination and projects will be sourced wherever possible from participating agencies and organizations. Funding from outside sources will be pursued whenever available (e.g. RTO4, Climate Change funding, Gas Tax funding, Ontario Community Infrastructure Fund, MTO Municipal Cycling Infrastructure Funding- Round 2, Canada 150, Ontario Trillium Foundation, Huron Perth United Way). The success of implementation depends mainly on the ability to source the necessary resources to coordinate the work of the committees and to fund projects.

The budget for implementing some of the action items in the Cycling Strategy will be drawn from existing departmental resources (e.g. create a Huron County Cycling Advisory Committee), or by other organizations, funders and agencies (e.g. OPP, G2G). Other actions and special projects will be brought to Council for consideration in the 2017 budget process (i.e. paved shoulders, signage).



Figure 2 Group of Huron County Cyclists

Strategy Details

1. Create a Huron County Cycling Advisory Committee

Description: Gather members of various organizations or local individuals interested in the Huron County Cycling Strategy to form a Huron County Cycling Advisory Committee.

Suggested Projects:

- The Cycling Advisory Committee will lead the implementation of the strategy.
- The Advisory Committee will report at least annually to County Council and the Board of Health.
- The Advisory Committee will pursue projects and initiatives as identified in this strategy, and respond to changing needs and circumstances.
- The Committee will encourage municipalities to develop a local Active Transportation Committee (where they don't exist already) for co-ordinated program delivery and community engagement.

Co-ordinator: Huron County Health Unit

Participants: The Committee would be comprised of stakeholders from the cycling, health, municipal, police, tourism, and transportation sectors.

Timing: Now (2017)

2. Plan cycling routes and infrastructure

Description: Design and/or add to routes in order to make cycling a safer and more accessible option; inform cyclists of these options and new features.

Suggested Projects:

- 2017 pilot project to pave shoulders on Saltford Road (CR 31) from Benmiller to Westmount Line. (Explanatory note: not a cycling lane, but a paved shoulder which may provide an increased measure of safety for all road users. This explanatory note was added following Council's discussion on this strategy and the 2017 budget.)
- Develop a paved shoulder strategy incorporating lessons learned from Saltford Road pilot project (costing, locations, timing, traffic counts, long-term budgeting including design costs and maintenance, based on the cycling route map consider rumble strips along the fog line) for municipal and county roads.
- Connect routes from residential areas in proximity to settlement areas (e.g. VLA, Huronview, Bluewater Beach, Vanastra, area North of Bayfield). Several route and infrastructure suggestions were recommended in the comments received from the public. These are listed in the Appendix and will be provided to the 'Planning Routes and Infrastructure' subcommittee.
- Identify priority routes that can have the 5 highest impact on ridership, consider unopened road allowances.

- Review and enhance a Huron County Cycling Map in partnership with Economic Development.
- Develop a cycling way-finding strategy.
- Collaborating with the Waterfront Trail, P2P, G2G, and other provincial initiatives (MTO survey). Comments from the public indicate a separated pathway (off Hwy 21), or a safe paved route on existing roads off Hwy 21 would be beneficial.
- Engage/lobby MTO to develop cycling infrastructure on Provincial roads that connect with cycling routes.
- Work with Share the Road to lobby MTO for provincial funding for cycling infrastructure for rural areas.
- Develop active transportation planning requirements for new development (such as bike parking requirements in zoning by-laws).
- Install bike racks in downtowns, at retail locations, schools, community centres, etc.
- Consider facilities as part of cycling infrastructure planning e.g. Accessible showers, lockers, bike repair stands.
- Conduct surveys where necessary.
- Consider engaging consulting firm for design work as necessary.
- Consider infrastructure and skills training to support different types of biking (e.g. BMX bikes, mountain bikes, trail riding).

Co-ordinator: Planning and Development with Huron County Public Works

Participants: Municipal Public Works, Economic Development, Cycling Groups

Timing: Now (2017)



Figure 3 Cycling Lane in Europe

(retrieved from: <http://www.worldbiking.info/wordpress/2011/08/top-5-reasons-to-cycle-denmark/>)

3. Develop a “Share the Road” signage plan

Description: Place some Share the Road signage in the short-term, as well as develop a County-wide signage plan to implement in the long-term.

Suggested Projects:

- Install Share the Road signs at the entrances and exits for each community or settlement area. Refer to the “Ontario Traffic Manual Book 18: Cycling Facilities” to for guidance in developing signs.
- Install signage according to the signage plan at other strategic locations to maximize cycling safety throughout Huron County.

Co-ordinator: Huron County Public Works, Planning and Development

Participants: Municipal Public Works, Cycling Groups Timing:

Now (2017)



Figure 4 Share the Road Signage from Book 18

4. Improve the G2G Trail

Description: Promote the trail with events, finish connecting the trail components and making them more bicycle-accessible.

Suggested Projects:

- Support G2G in submitting funding applications, developing partnerships with the private sector, fostering relationships with local communities to maintain sections of the G2G trail.
- Improve the trail surface, install bridges and culverts.
- Develop a maintenance plan.
- Create an annual event to highlight the G2G and Huron County (consider Spring on the Trail).
- Install trail etiquette signage at the beginning of trails and routes to villages and towns.
- Install counters to collect data about number of cyclists.
- Develop the Walton section of the G2G as a demonstration site for the 2017 International Plowing Match (promote “Hike or Bike to the IPM”).

Co-ordinator: G2G Inc.

Timing: Now (2017)



Figure 5 G2G Trail Crossing in Walton

5. Address distracted driving

Description: Promote safer driving and awareness of cyclists through education Suggested

Projects:

- Collaborate with the OPP to educate high school students and beginning drivers about the risks associated with distracted driving.
- Use best practices from other municipalities to foster a community culture between cyclists and drivers to share the road (e.g. Thumbs Up program from City of Waterloo).
- Develop a social media campaign about distracted driving, including a Huron County distracted driving video.

Co-ordinator: OPP/CHIP/OSAID Participants:

Huron County Health Unit

Timing: Now (2017)

6. Stay current on best practices

Description: Attend meetings and conferences regarding cycling safety in Ontario (staff and councillors)

Suggested Projects:

- Join the Association of Pedestrian and Bicycle Professionals.
- Attend annual Ontario Bike Summit.
- Collaborate with cycling organizations such as Share the Road and Ontario By Bike.
- The current provincial cycling infrastructure design guidelines “Ontario Traffic Manual Book 18: Cycling Facilities” will inform the development of cycling infrastructure being planned and installed.

Co-ordinator: Huron County Public Works

Timing: Now (2017)

7. Create a Cycling Education Subcommittee

Description: Organize a group of individuals who will educate the public on how to cycle and safe cycling. Involve the OPP in the safety component.

Suggested Projects:

- Create a Trucking Campaign.
- CAA - Watch for Bikes messaging to County Staff.
- Host a CanBike Instructor Course and educate public on cycling safety
- Include Cycling safety at farm and other related events.
- Host OPP Cycling Safety Blitz.
- Offer bike maintenance workshops.
- Driver training to provide instruction about how to safely share the road with cyclists
- Positive Ticketing.
- Organize a “Ride a mile in my shoes” event for community leaders including politicians and plain clothes police officers to ride with cyclists.
- More officers patrolling by bike.
- Bike rodeos.
- Share the Road, “Stay Back, Stay Safe” campaign for stickers and messaging on trucks.
- Develop a Huron County Share the Road bright coloured t-shirt with “←1m” (arrow showing the required 1m space between vehicles and bikes) on the lower back for cyclists to wear.
- Share the Huron County Cycling Strategy with provincial partners (Share the Road, Waterfront Regeneration Trust) and other municipalities, especially rural municipalities.
- Consider using social media in education campaigns.
- Develop a computer simulation of being on a bike and being passed by a vehicle travelling at 90 km per hour as an educational tool to create driver awareness of passing cyclists.

Coordinator: Being discussed with Huron County Library

Timing: Next (2017-2018)



Figure 6 Workshop participants discussing around the table at the Share the Road workshop in Holmesville.

8. Promote cycling activities

Description: Provide entertaining cycling events to encourage the public and local communities to cycle. Provide educational events that encourage people to incorporate cycling into their daily lives.

Suggested Projects:

- Develop an annual signature County cycling event.
- Host an Ontario by Bike workshop – Economic Development
- Ontario Cycling Advocacy Network.
- Host Bike Month Activities.
- Launch a Community Bike Challenge (riding long distances)
- Host Open Streets Events in Huron County.
- Organize Social Rides in Huron County.
- Host a Bike to Work/School Day: work with employers/schools to encourage employees/students to bike to work/schools.

- Create Programs that provide people with the opportunity to get back on their bikes at unique times.
- Host a Carrying Cargo Bike Event.
- Increased messaging regarding safety improvements, bicycle activities, benefits of cycling, local cycling clubs/groups via social media, newsletters.
- Promote health benefits of cycling.

Co-ordinator: Cycling Advisory Committee

Timing: Next (2017-2018)

9. Identify and encourage pilot projects

Description: Implement new infrastructure changes which encourage a cycling culture, that may not have been attempted before in the county

Suggested Projects:

- Road diet on Suncoast Drive, Goderich (convert four lanes into three and use the fourth for cyclists).
- Clinton – Huronview connection.
- Develop cycling lane demonstration areas where there are unused paved shoulders (e.g. County Road 12 south of Seaforth).
- Pavement marking - County Road 12.
- Future consideration for design costs for urban cycling infrastructure and pilot projects.
- 2017 pilot project to pave shoulders on Saltford Road (CR 31) from Benmiller to Westmount Line. (Explanatory note: not a cycling lane, but a paved shoulder which may provide an increased measure of safety for all road users. This explanatory note was added following Council's discussion on this strategy and the 2017 budget.)

Co-ordinator: Cycling Advisory Committee

Participants: Local Municipalities, County Departments, Cycling Groups, Active Transportation Committees

Timing: Next (2017-2018)

10. Create an Active School Travel Subcommittee

Description: Work with schools to establish a committee that encourages and creates opportunities for students to be more active and ride their bikes.

Suggested Projects:

- Work with local schools by contacting principals to develop walking school bus programs (focus on 1.6 km from schools, as the area not serviced by buses, to encourage walking and biking to school).
- Provide bike racks at school.
- Cycling events.
- Skills training.
- Resources to parents.

Co-ordinator: Huron County Health Unit

Participants: School Boards, Parent Councils, Local Municipalities, Active Transportation Committees

Timing: Later (2018-2019)



Figure 7 Young children riding their bikes

11. Review the Bicycle Friendly Communities Report from Share the Road for additional projects and initiatives

Description: Following the completion of the above goals, determine future initiatives using the report completed by Justin Jones, Share the Road Coalition.

Suggested Projects:

- Approve a Complete Streets policy.
- Expand the number of officers patrolling the urban areas within Huron County by bike.
- Establish a community bike shop.

- Host Bike Valet at large community events (Celtic Festival, large town centre festivals).
- Consider a small-scale bike share system (town halls, libraries).
- Host a Bike Swap.
- Identify collision hot spots, conditions, contributing factors (time of day/ sun angle, sight lines, brightness of clothing).
- Create partnerships to allow for the hiring of an Active Transportation Coordinator.

Co-ordinator: Cycling Advisory Committee

Timing: Later (2018-2019)



Figure 8 Share the Road Cycling Coalition Logo

Appendix A

Name	Stakeholder Group
Municipal Public Works	
Tom Sinclair	Central Huron Public Works
Kelly Church Scott Price (alternate)	North Huron Public Works
Jennette Walker	Bluewater Public Works
Cycling Communities and Trail Development	
Jocelyn DeBoer	North Huron cyclist
Con Melady	P2P; Goderich and area cyclist
Chris Watson	Cycling safety
Pamela Sommer Jeremiah Sommer	Race Huron Dungannon cyclists
Ted Hayward	Grand Bend area cyclist
Paul Vandermolten	G2G Inc.
County Council	
Paul Gowing	Warden, County of Huron
Trucking Industry	
Randy Scott	Hyndman Transport, Wroxeter
School Board	
David Frier Mary Lou Bilcke	Transportation Co-ordinator, Huron Perth Student Transportation Services
Tourism Development	
Kirsten Harrett Hamish Macfie	Ashwood Inn, Bayfield
Denata Stanbury	360 Bikes and Board, Goderich
Ontario Provincial Police	
Constable David Greer Staff Sergeant Michael Butler Jason Younan	Community Mobilization Officer HR Analyst/Training Co-ordinator
Huron County Staff	
Scott Currie	Media and Grants Coordinator
Laura Dekroon	Public Health Promoter, Health Unit
Steve Lund	Director of Operations
Susanna Reid	Planner
Beth Rumble	Branch Services Librarian, Huron County Library
Scott Tousaw	Director, Planning & Development and IT
Sandra Weber	Manager of Planning
Ontario Ministry of Transportation, Planning & Design Section	
Paul Santos	Senior Project Manager, MTO West Region

Appendix B

Summary of Public Comments Received on Draft Huron County Cycling Strategy
October 31st, 2016

1. Create a Huron County Cycling Advisory Committee

2. Plan cycling routes and infrastructure

- biggest drawback is inability to avoid major roads/hwys
- Impacts to the provincial highway system. MTO be engaged/lobbied to develop cycling infrastructure on provincial highways that connect with cycling routes. (x2 comments)
- Paved shoulders are required to make cycling in Huron safer; A 3 foot paved shoulder would be most important for safety. It cost money to pave but in the long run it will save cost, because of no grading throughout the year and the addition of replacing gravel every year (comments regarding benefits of paved shoulders 15+ times)
- Improving the cycling corridors on trails and connect trails so cyclists don't have to drive their vehicle to access the trail (with Goderich, Clinton, Bayfield, Points Farm Provincial Park); defined routes preferred (x5)
- Off road bike paths specific to cyclists (x2), no ATVs
- Bicycle paths in town
- Separate biking from cars; dedicated biking infrastructure (x5)
- Someone had read an article about cycling routes and municipal liability and the article stated that promoting a specific roads as the prefer route, created significant liability for all parties if there was ever an incident.
- Paved shoulders are expensive
- More emphasis on developing infrastructure is required
- Enjoy cycling on roads with light traffic (Bronson Road and Orchard Line)
- I especially like the process suggested in the strategy for planning cycling routes and infrastructure. It seems to me to be a sensible way to go about both expanding what's available in Huron County and connecting to what's available in adjoining areas
- It is a beautiful cycling area with potential for growth and a promotional feature for tourism. That said, it does require investment in road infrastructure and safety to advance those possibilities
- *the following are examples of heavily trafficked and cycled routes where short strips of blacktop (path width or full road) would allow riders the ability to avoid hwys and stay on routes with lower speeds and less motorized traffic (something both cyclists and drivers want)

Examples:

- Centennial between Goshen and Bronson (@2km) to split the 14km distance from Bayfield to Zurich• Hensall/#84
- Crystal Springs from Goshen to Bronson (@2km) and Lidderdale from Crystal Springs to the trailer park (@1km) to avoid use of HWY #3
- Whys Line paved through from Bayfield Road/#13 to Bayfield River Road
- Telephone Rd between Tipperary and Parr Line/#31 (@2km)
- The problem is getting to the country roads from Grand Bend. The only paved routes out of Grand Bend are Highways 21, 81, and 83. It would be better for both cyclists and motorists to avoid having the cyclists on these highways. To provide a safe route for cyclists out of Grand Bend paving of side roads such as:
- Kirkton Road from Highway 81 to Blackbush Line, and/or Mollard Line from Hwy 81 to Crediton Road and Crediton Road between Mollard Line and Highway 81. This represents a small distance of paving, but will be significant in allowing cyclists to use side routes rather than the highways into and out of Grand Bend.
- I'm a member of the Grand Bend Bike (Cycling) Club. We ride all over Huron County starting our rides in Dashwood, Bayfield, and Grand Bend. Unfortunately it is not easy for us, especially coming from the south to reach secondary county roads. Riding on 83 Highway, either direction, is very dangerous at the best of times. Also cycling out of Grand Bend towards Mount Carmel or Crediton on Highway 81 is very dangerous for us and there have been numerous close calls. It would be great if some secondary East - West Roads could be paved so that we can reach some North-South secondary roads safely.
- More paved roads off the main corridor of Highway 21 would definitely be beneficial. Consider more East/ West roads connecting with the inland North/South roads
- Paving of east/west roads allowing options for cyclists to stay off major highways. Currently we have some well paved roads that run north and south but we could use more paved roads east and west in order to get off Hwy 21, Hwy 4 and Hwy 8 that have heavy traffic.
- Highway 21 is a major connection between communities along the Huron Shore, but this highway is not safe for cyclists, pedestrians, runners, etc. Ideal examples of successful shoreline paths include the path that runs south of Grand Bend to the Pinery or the path that runs along the shore between Southampton and Port Elgin).
- I would like to see a paved cycling path created (similar to the one south of Grand Bend to the Pinery) that would run north of Grand Bend to Bayfield and between Bayfield and Goderich, which is also home to a dedicated cycling community. Alternatively, even paved shoulders along this highway marked as cycling lanes would provide safer cycling routes along Highway 21.
- If a few more roads were paved running east and west in this grid (such as Centennial Road), cyclists could choose less busy roads, instead of busy routes like Highway 84, and have safer routes to cycle in the grid between Grand Bend and Bayfield
- Initiative to pave a shoulder on CR 31 is one positive move in reducing danger, but not as much as paving selected sections of secondary roads

3. Develop a “Share the Road” signage plan

- Putting up road signs to let people know roads are for cyclists as well would be a good start to remind vehicles that cyclists have a right to the road
- Share the Road signs are also a great educational and awareness tool. They alert cars to the fact that this area is popular for cyclists. Glad to see that on your list.
- Better signage needs to happen to make cycling safe in Huron
- Signage on roads with 3 foot passing requirement enforced.
- Signage to define Goderich as a biking community to help raise awareness

4. Improve the G2G Trail

- As a member of the G2G Rail Trail, it is very encouraging to see the inclusion of this trail in the plan, we need as much support and exposure to the community as possible to help build awareness about this great resource.
- I like your ideas for cycling events promoting bike on the G2G and improvements to the trail and signage. I would definitely like to ride that trail when it is ready.
- I am pleased to see the support for the off-road cycling facilities and the GART trail and the proposed G2G and P2P trails.
- Good to support G2G- please connect routes as from residential areas as a priority (VLA, Vanastra, etc.)
- Why the delay in the P2P- lots of support for it.

5. Address distracted driving

- Drivers don't pay attention
- Important to promote safer driving (x10)
- Change the perception and attitude that many people hold about the fact that roads were made exclusively for motorized vehicles.
- Texting while driving needs to be addressed; it's far too prevalent

6. Stay current on best infrastructure practices for cycling

- Providing dedicated outer lanes to cyclists and center lanes for motorists, the footprint of the roadway remains the same with no need to pave shoulders. Careful thought would need to be given to appropriate roadways this could be used on, as major provincial highways and county roads it would not be effective (provided photos from the Netherlands).
- Paved shoulders not sufficient unless they're wide. A physical barrier or guard rail would provide a much higher level of safety and would make cycling significantly more enjoyable and less stressful.
- Stone dust could be a less expensive way to get networks in place sooner

7. Create a Cycling Education Subcommittee

- What is the plan to educate cyclists about signaling when turning so that others know where they are going? That cyclists must follow rules of the road (stopping at stoplights and stop signs, cannot cut through or in front of traffic, cannot ride 3-4 bikes wide and take over part of the oncoming traffic lane?)
- Cyclists need to not drive on the sidewalks. This is dangerous to the walkers. Educate the bikers please.

8. Promote cycling activities

- The circle of friendships established through cycling is extensive
- Potential as a destination riding area is undeniable, from mid-spring to mid-fall for most riders, more for more avid riders
- Quebec has done an amazing job of developing both rural and urban rides for road bikes, the Magog area and the Montreal area are good examples
- Increased messaging regarding safety improvements proposed and implemented, bicycle activities, benefits of cycling, local cycling clubs/groups via social media, newsletters.
- Organize activities for novice cyclists i.e. short guided rides around communities, bicycle road safety for all ages.
- Better cycling maps (x2)
- Promote cycling clubs (people still looking for one)
- Encourage a cycling culture
- One of the promotion activities overlooked is the healthy living angle.

9. Identify and encourage pilot projects

- Ensure the plan is inclusive of all forms of cycling, certain youth/adults will enjoy some of the more freestyle forms of cycling such as BMX and Mountain Biking, providing support through bike parks, pump tracks, mountain bike trails as well as skills training programs in these areas will help to build necessary skills and confidence for these types of cyclists
- Bike Parking: providing a safe place for commuters and shoppers to park and lock their bikes helps to encourage more people to choose their bike instead of their car for day to day; The new racks in Goderich are a good example. (Bike racks comment repeated 5+ times)
- Another example: our Lions club in Bayfield, working with the municipality and other local groups, is funding a system of bike racks throughout the village. In the peak summer period parking has become a problem in the core area. More people are using their bikes but there is nowhere to park them. Lions are proposing to initially install 8 racks (similar to the Goderich design with some "heritage" enhancements) - one each at the Howard and Main Beach sites, two at the Clan Gregor Square (farmers' market) and four along Main Street.

- Bicycle repair and maintenance 101 sessions
- Financially encourage use of auto stop technology in new cars.
- I think Driver Training should include instruction on how to safely share the road with cyclists.
- Love small scale bike share with libraries
- Love the road diet (x2)

10. Create an Active School Travel Subcommittee

- The ride to school programs sound interesting but would have to have very safe bike lanes.
- Identify local cycling groups that would be interested in promoting cycling with introductory rides with emphasis on road safety.
- Standardized bicycle road safety information for elementary schools.

11. Review the Bicycle Friendly Communities Report from Share the Road for additional projects and initiatives.