



MIDDLESEX COUNTY | CYCLING STRATEGY

Welcome!

Public Information Centre #2
October 17th, 2017 | 6:00 – 8:00 p.m.

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ABOUT

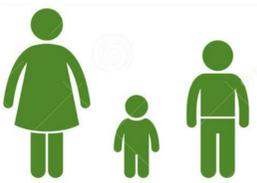


Objectives



1

Create a plan for a **connected and continuous** system of **cycling routes**



2

Establish a network that makes **cycling more convenient and enjoyable** for people of all ages and abilities



3

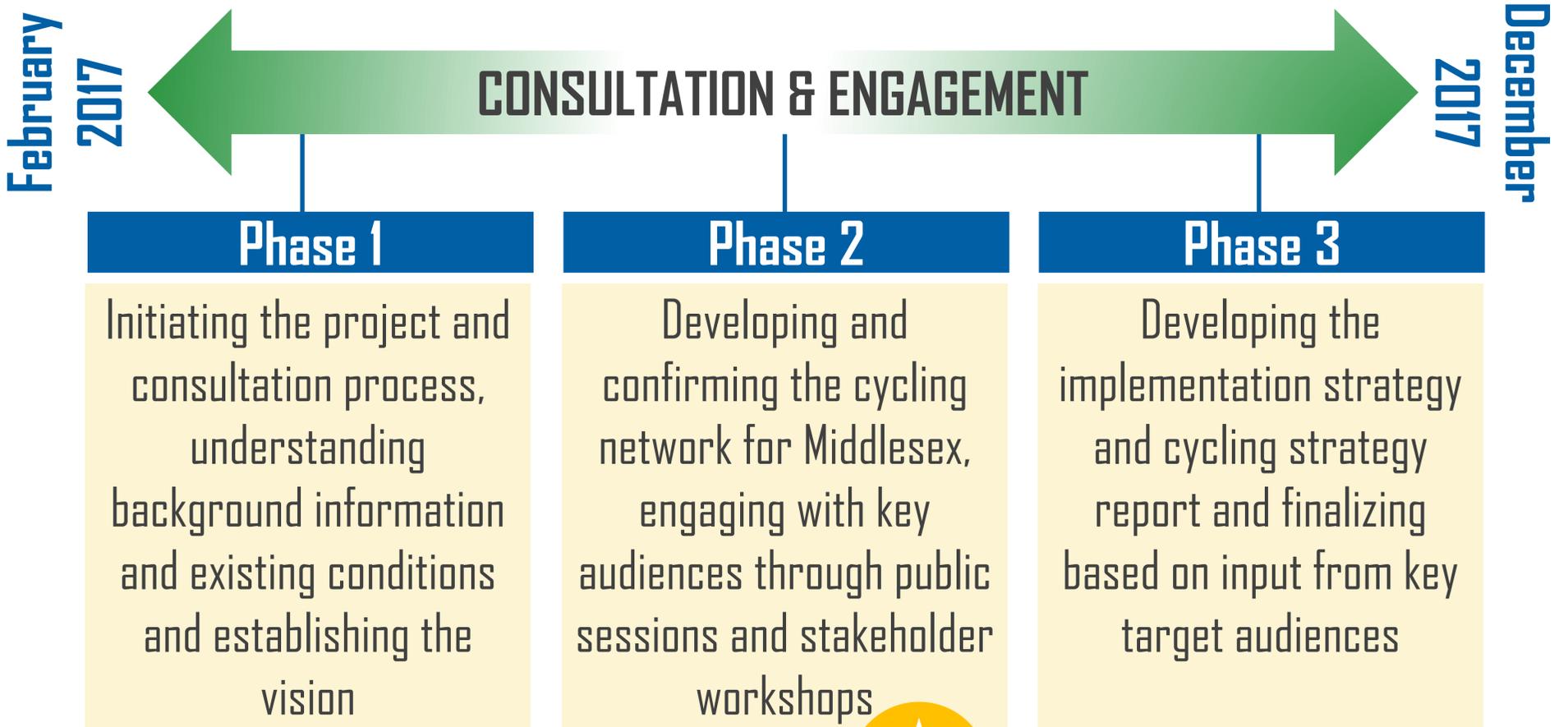
Enhance Middlesex as a **destination for cycling** while creating more healthy and sustainable communities



4

Provide the County and Local Municipal staff with **tools to help with decision-making** related to cycling

Process



We are here!



ABOUT



Vision



Middlesex County is made up of communities and destinations that are connected by a continuous system of cycling routes and facilities, which provide opportunities for people to bicycle for transportation, fitness, fun, or as part of a longer bicycle tour. Cycling is encouraged County-wide and is supported by the local area municipalities making it attractive to both residents and visitors.



Goals



1

Supporting continuous and connected routes



2

Providing opportunities for different types of cycling trips



3

Providing cyclists with well maintained infrastructure



4

Encouraging cycling as a form of transportation



5

Integrating cycling into day to day decision making



6

Establishing policies and plans that support cycling



7

Creating a foundation of commitment from partners

WHO



The Many Faces of Cycling

Strong & Dedicated



<1%

Enthusied & Confident



7%

Interested but Concerned



60%

No Way no How

33%



AGE



GENDER



LOCATION



EXPERIENCE



EDUCATION



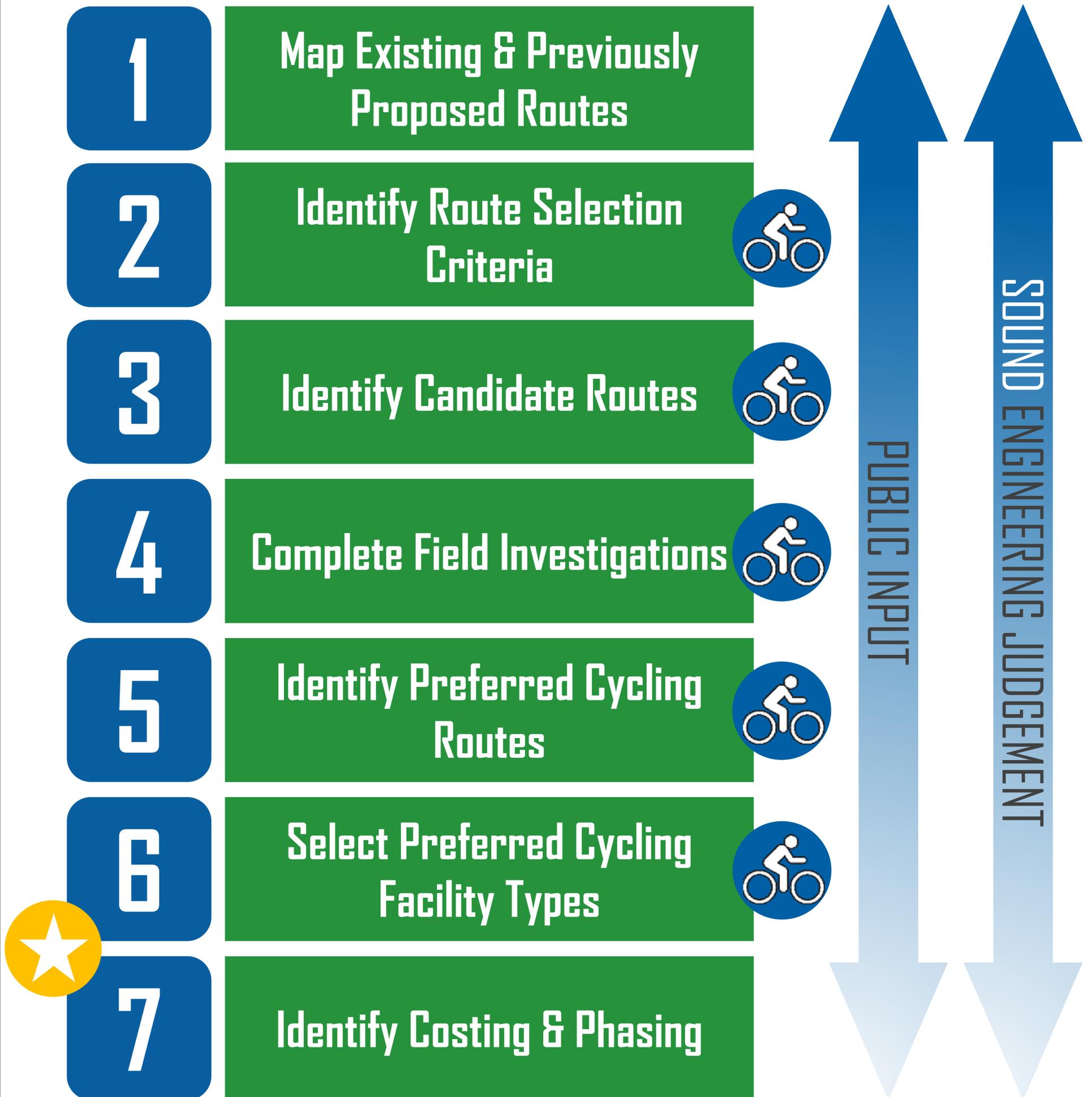
VALUES



HOW



Development Process



WHAT



Your input!

ONLINE QUESTIONNAIRE RESPONSES & INPUT

Based on our **169** survey respondents...



3%
Adelaide
Metcalf

4%
Lucan
Biddulph

46%
Middlesex
Centre

8%
North
Middlesex

7%
Southwest
Middlesex

19%
Strathroy-
Caradoc

12%
Thames
Centre

97% Have access to a bicycle

58% Use Middlesex cycling facilities

74% Strongly agree with investing in cycling improvements

How would you rate your experience using Middlesex County bicycle facilities?

7%
★

36%
★ ★

50%
★ ★ ★

7%
★ ★ ★ ★

Least Comfortable

Most Comfortable

Signed bicycle route

Paved shoulder

Signed bicycle routes with sharrows

Signed bike route with edgeline

Bike lanes

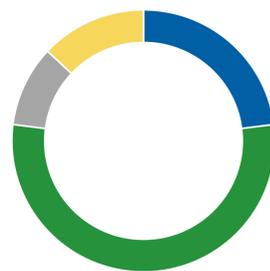
In-boulevard multi-use trails

Buffered paved shoulder

Off-road trails

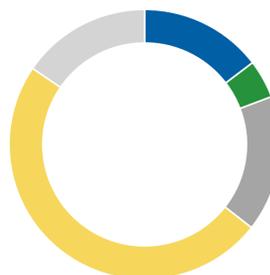
Buffered bike lanes

How often do you cycle?



23% everyday
54% a couple times a week
8% a couple times a month
13% a couple times a year

Why do you cycle?



15% to go to work
5% to make deliveries
16% to go to school / run errands
49% for fitness / recreation
15% for tourism

WHAT



Your input!

Based on our **73** interactive map responses...

Less busy road to Lake Huron. This would offer an opportunity to head West and join up with the off road path that already goes along the Pinery, up to Grand Bend.

Good cycling routes, but can be busy with cottage traffic.

Too busy for cycling. Needs a cycle lane

Road could use some work

Fanshawe Lake provides an opportunity for Mountain Biking. This is an important cycling destination (both the main entrance and this north parking lot) and should have quality on road access to both points.

Oxford County has done an excellent job of paving shoulders on some of these County roads. It would be great to see them continue. This would offer people to bike further distances on paved roads. Not all long distance cyclists are comfortable on the vehicle side of the white line and would prefer a paved shoulder. Recommending that long distance cyclists always use less busy roads is also not ideal because they are often in worse shape or rougher. Providing paved shoulders on some key regional connecting roads (especially those where neighbouring counties have done so), would be great.

A common destination for people traveling through Middlesex County is the beach (i.e. Grand Bend). Having a safe and convenient cycling connection between Lake Huron and London would be incredible. It would also allow towns along the way, like Parkhill, to cater to cycle tourism.

Very busy road and would benefit from a cycle lane or routes to avoid Hwy 7.

A busy road and would benefit from a cycle lane. Many big trucks use this road as a route to London

On-road cycling lanes need to be added on main routes to colleges & universities. For example Huron street needs an on-road cycling lane that continues West to meet with the TVP.

Road can be quite busy and could use a cycle lane

This rail trail should connect to London

Good road for cycling.

A north-south pedestrian/bicycle bridge here, along with road-connecting paths, would encourage people to walk/ride the shorter route instead of driving a longer distance.

With London bringing their trail system to the corner of Commissioners Road and Hamilton Road, Dorchester needs a link by bike path to this trail system. The main artery to accomplish this would be Hamilton Road.

I live a 10-15 bike ride from the Thames Valley Parkway (TVP) and have to travel Wonderland or Gainsborough to access Middlesex County - both of which feel extremely dangerous to ride or are in rough condition.

More signage indicating The 3-Foot Rule for cycling safety as well as designated colour coded cycling lanes would promote safer roads.

Busy road. Requires a paved shoulder. Know someone who was hit on while cycling on this road

The interconnected riverside paths are an excellent example of a successful, separate non-motor-vehicle transit route that encourages use by often being shorter than motor vehicle routes between two points.

Best trail ride in the city.

Providing a connection to St. Thomas would be incredible. There are people who work and live in London and St. Thomas who could use it to commute. It also offers a link for recreational cyclists to access Lake Erie and the Waterfront Trail. I think connecting this gap should be a priority in the plan. I also think it's important to work with the City of London to have this link connect to the TVP.



37

favourite route



2

home



17

destination



15

Improvement



2

Issue



WHAT



Criteria

ACCESS	The route provides access to significant origins and destinations, and does not duplicate a route that has already been built.	COST	An appropriate facility type can be constructed cost-effectively, and the investment provides greater community benefits.
CONNECTIVITY	The route is continuous. It connects existing routes, and/or provides opportunities to travel both short and long distances throughout the County.	ATTRACTING USERS	The route is interesting and will attract cyclists to experience and enjoy it. The design of the facility creates an overall sense of interest.
ATTRACTIVE	The route is scenic and provides cyclists with an enriched cycling experience which provides access to areas of natural and cultural significance.	TOURISM	The route provides access to major tourism destinations and supports local tourism initiatives.
SAFETY & COMFORT	The route minimizes the potential for conflict with other modes of travel (e.g. motor vehicles) and appeals to a broad range of cyclist types.	ENVIRONMENTAL IMPACT	The route and the recommended type of cycling facility can be designed to avoid or minimize impacts on natural heritage features.
ROAD CLASSIFICATION	Design of an appropriate cycling facility is feasible based on characteristics relative to the road class. For example - Is it appropriate and feasible to achieve a separated facility on an arterial class road?		

HOW



Design

Shared

Designated

Separated

Generally lower traffic volumes and lower vehicle operating speeds

Generally higher traffic volumes and higher vehicle operating speeds



Interested but Concerned

Enthusied & Confident

Strong & Dedicated

Signed Bike Route



377.8 KM

Paved Shoulder



152.3 KM

Buffered Paved Shoulder



124.5 KM

Bike Lane



8.3 KM

Cycle Track



0.9 KM

Multi-Use Trail



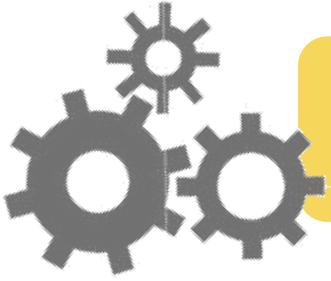
80.8 KM

744.6 KM Proposed Cycling Facilities identified for Middlesex County

HOW



Recommendations



1

ENGINEERING

How cycling routes and facilities are designed for consistency and continuity



2

EDUCATION

Providing information to audiences on how to properly and safely use cycling routes and facilities



3

ENCOURAGEMENT

Programs and initiatives that increase interest in cycling and encourage involvement



4

ENFORCEMENT

Methods of enforcing and improving safe cycling based on safe and regulated practices



5

EVALUATION

Understanding and tracking how the strategy is implemented and routes / facilities are used

MAP 4-1

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

MIDDLESEX COUNTY

OCTOBER 2017

Legend

Proposed Facility Types

- Proposed Multi-Use Trail
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed Cycle Track
- Proposed Bike Lane

Existing Trail

- Existing Off-Road Trail
- Existing Paved Shoulder

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Railway Station

Transportation Features

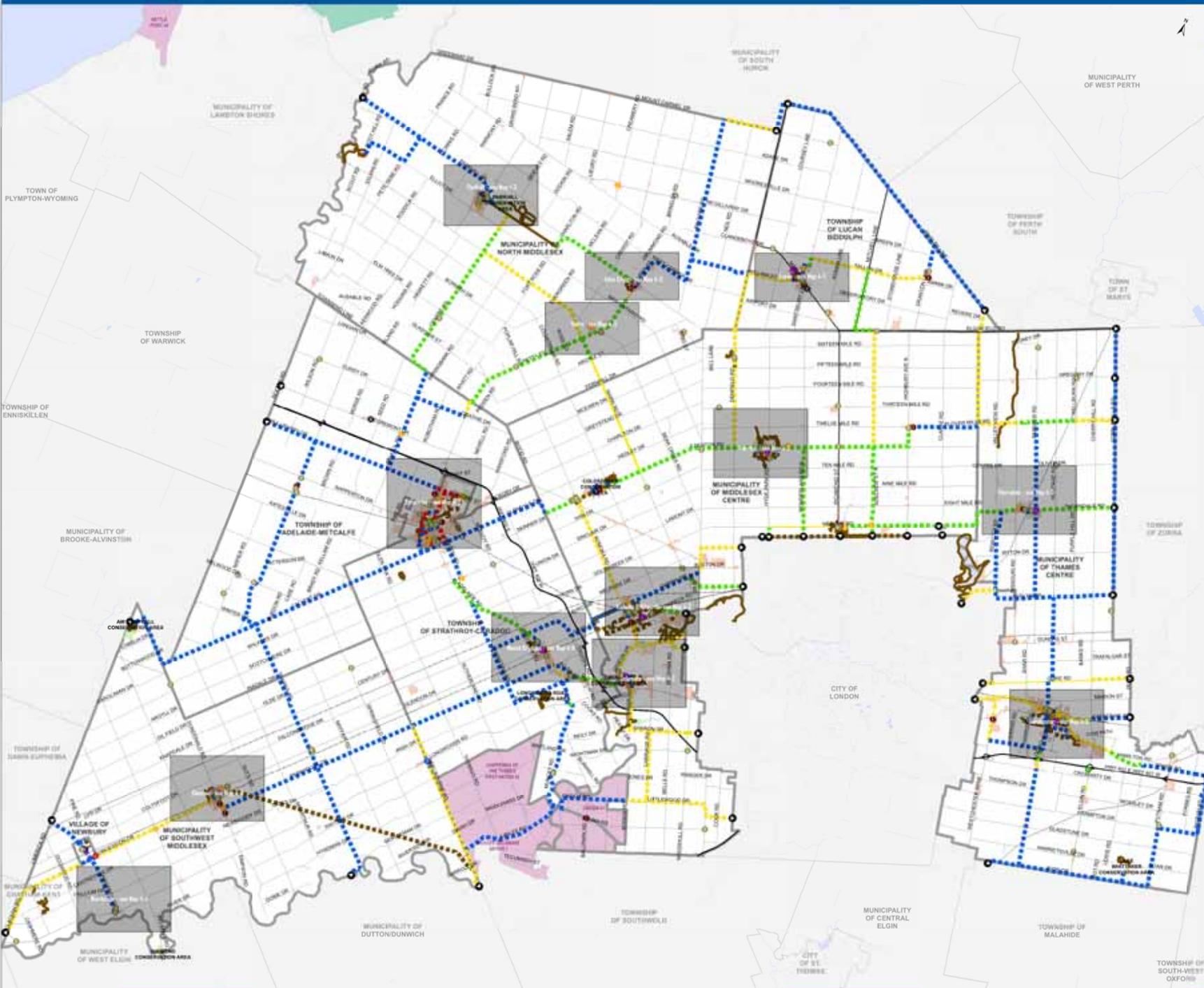
- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Cycling Connection to Surrounding Municipality

Other

- Municipal Boundary
- Built Up Area
- Provincial Parkland
- First Nations Land
- Natural Heritage System
- Local Parkland



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MAP 4-2

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

MUNICIPALITY OF MIDDLESEX CENTRE

OCTOBER 2017

Legend

- Proposed Facility Types**
- Proposed Multi-Use Trail
 - Proposed Buffered Paved Shoulder
 - Proposed Paved Shoulder
 - Proposed Signed Route
 - Proposed Cycle Track
 - Proposed Bike Lane

- Existing Cycling Routes**
- Existing Paved Shoulder
 - Existing Off-Road Trail

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

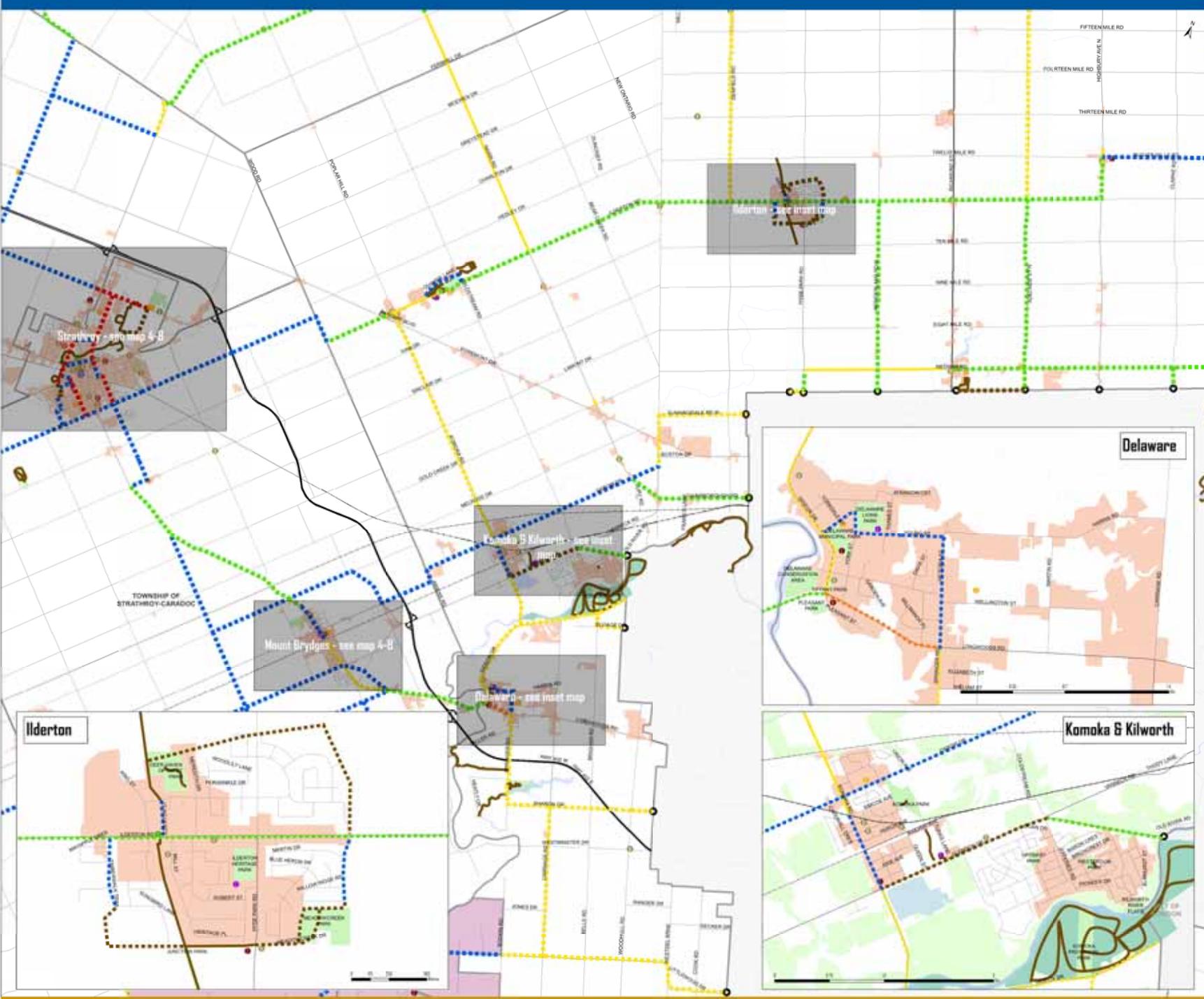
- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Connection to Surrounding Municipality

Other

- Municipal Boundary
- Built Up Area
- Provincial Parkland
- First Nations Land
- Local Parkland



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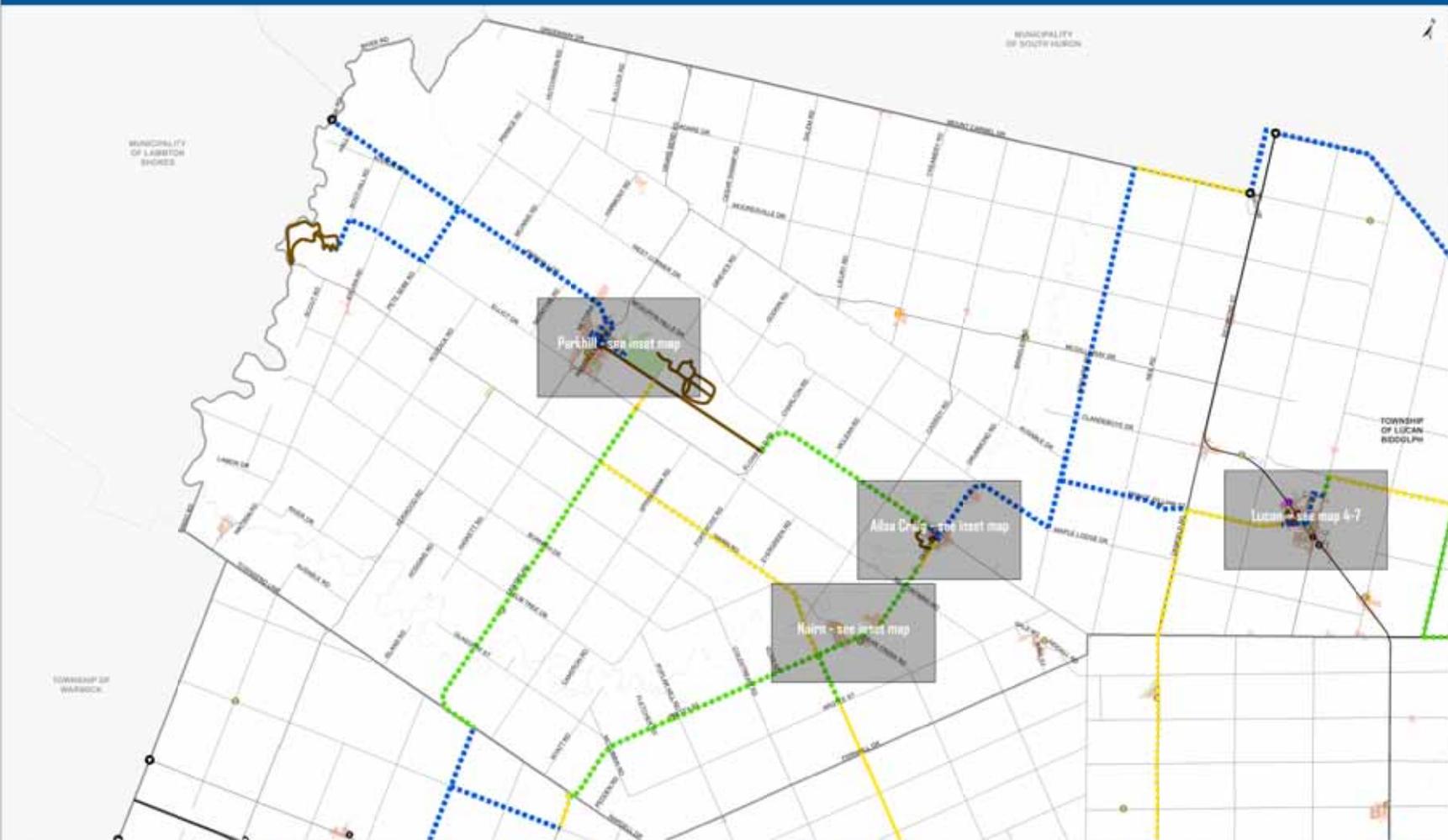


MAP 4-3

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

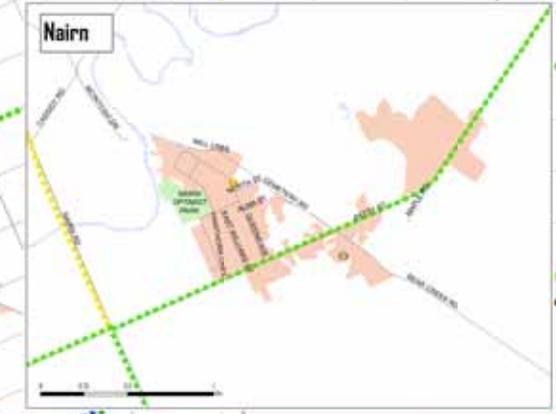
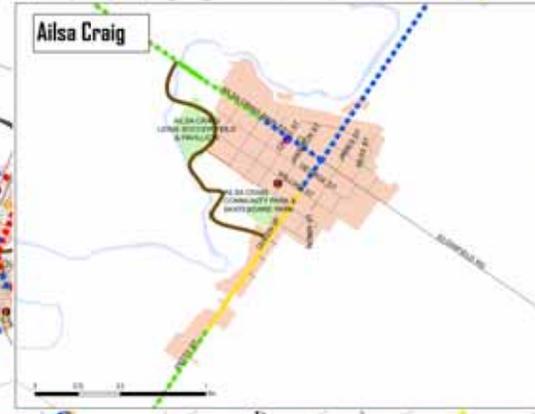
MUNICIPALITY OF NORTH MIDDLESEX

OCTOBER 2017



Legend

- Proposed Facility Types**
 - Proposed Multi-Use Trail
 - Proposed Buffered Paved Shoulder
 - Proposed Paved Shoulder
 - Proposed Signed Route
 - Proposed Cycle Track
 - Proposed Bike Lane
- Existing Cycling Routes**
 - Existing Off-Road Trail
 - Existing Paved Shoulder
- Key Community Destinations**
 - Hospital
 - Libraries
 - Municipal Office
 - Place of Worship
 - Public Parking
 - Transit Station
 - Emergency Service
 - School
 - Community / Recreational Centre
 - Railway Station
- Transportation Features**
 - Provincial Highway
 - County Road
 - Local Road
 - Proposed Road
 - Discontinued Railway
 - Operational Railway
 - Connection to Surrounding Municipality
- Other**
 - Municipal Boundary
 - Built Up Area
 - Provincial Parkland
 - First Nations Land
 - Local Parkland



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MAP 4-4

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

MUNICIPALITY OF SOUTHWEST MIDDLESEX

OCTOBER 2017

Legend

- Proposed Facility Types**
- Proposed Multi-Use Trail
 - Proposed Buffered Paved Shoulder
 - Proposed Paved Shoulder
 - Proposed Signed Route
 - Proposed Cycle Track
 - Proposed Bike Lane

- Existing Cycling Routes**
- Existing Paved Shoulder
 - Existing Off-Road Trail

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Connection to Surrounding Municipality

- Other**
- Municipal Boundary
 - Built Up Area
 - Provincial Parkland
 - First Nations Land
 - Local Parkland



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MAP 4-5

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

MUNICIPALITY OF THAMES CENTRE

OCTOBER 2017

Legend

- Proposed Facility Types**
- Proposed Multi-Use Trail
 - Proposed Buffered Paved Shoulder
 - Proposed Paved Shoulder
 - Proposed Signed Route
 - Proposed Cycle Track
 - Proposed Bike Lane

- Existing Cycling Routes**
- Existing Paved Shoulder
 - Existing Signed Route
 - Existing Off-Road Trail

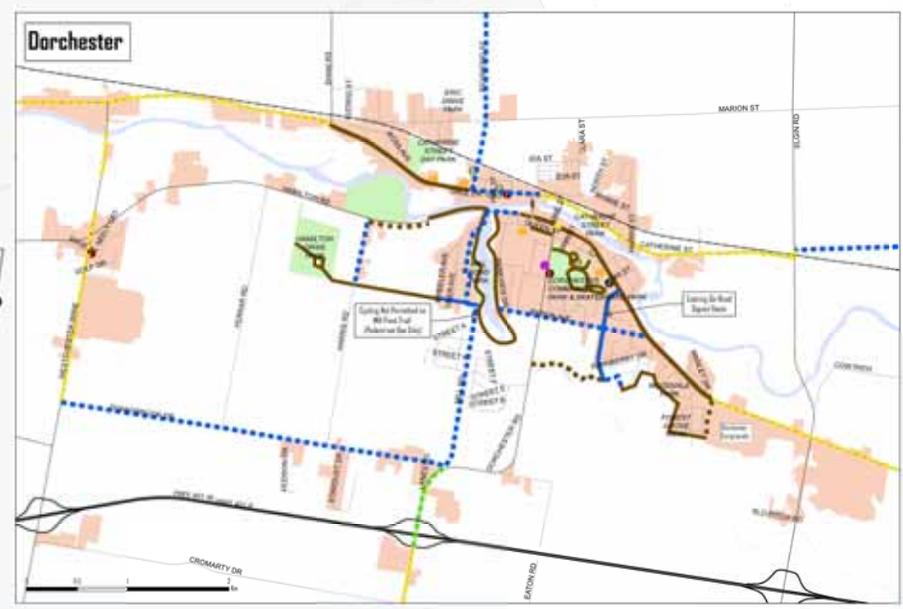
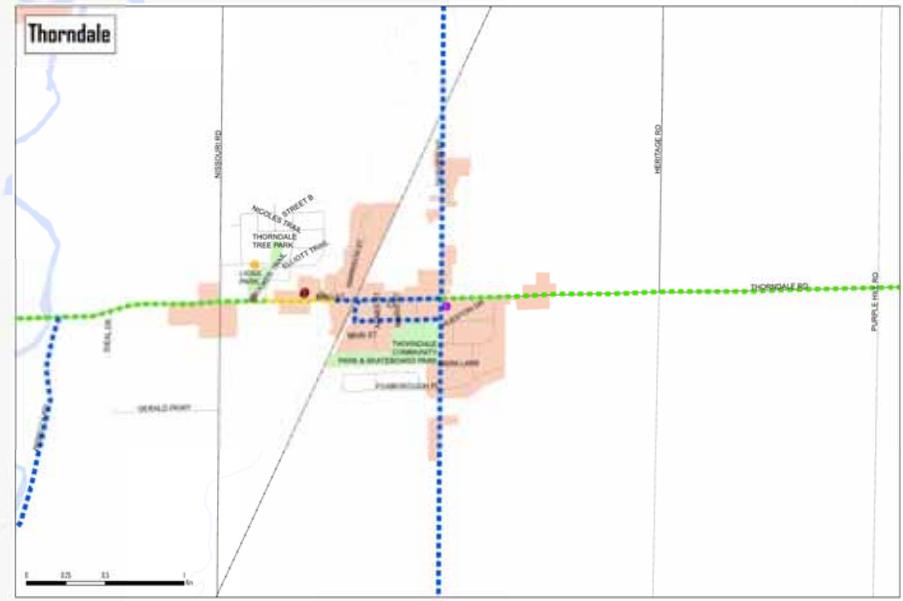
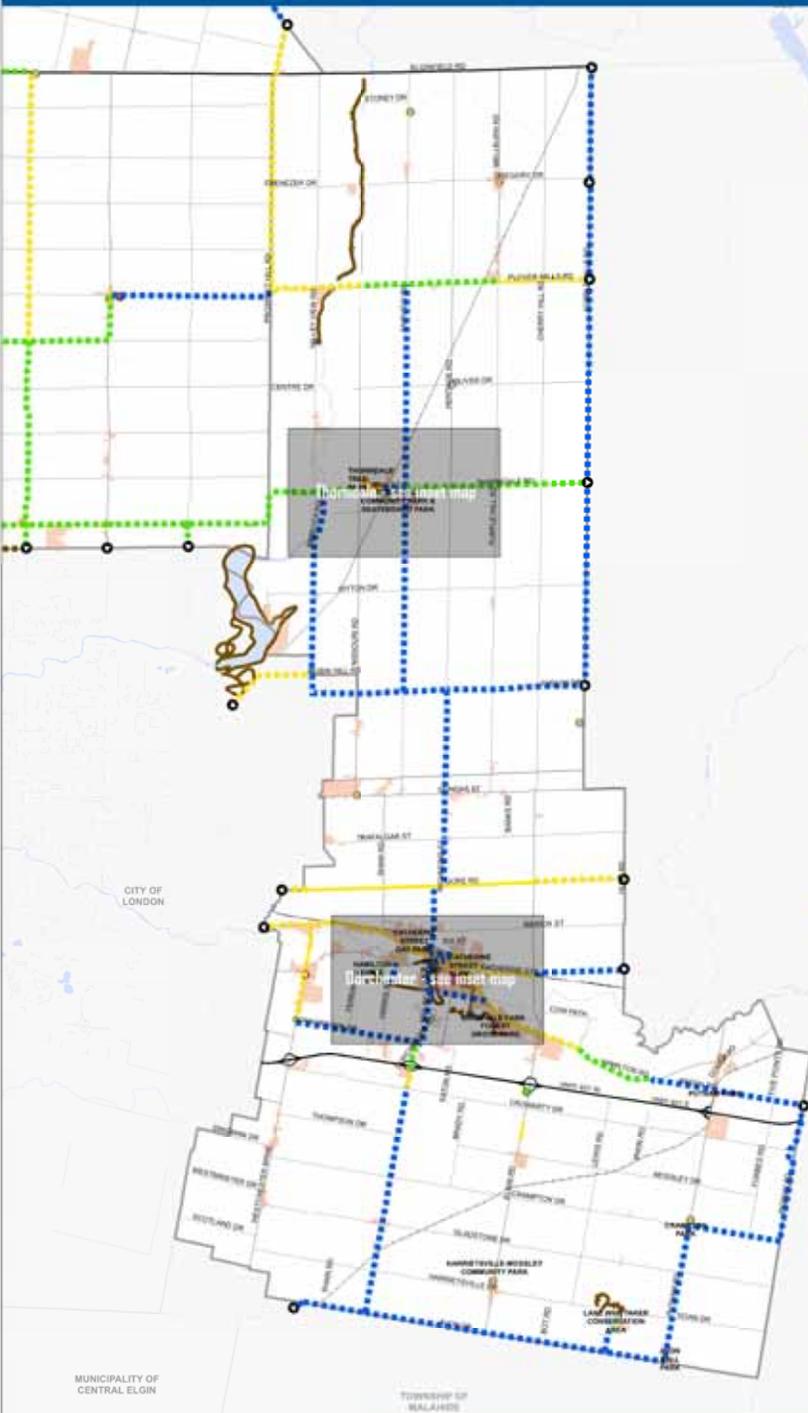
- Key Community Destinations**
- Hospital
 - Libraries
 - Municipal Office
 - Place of Worship
 - Public Parking
 - Transit Station
 - Emergency Service
 - School
 - Community / Recreational Centre
 - Railway Station

- Transportation Features**
- Provincial Highway
 - County Road
 - Local Road
 - Proposed Road
 - Discontinued Railway
 - Operational Railway
 - Connection to Surrounding Municipality

- Other**
- Municipal Boundary
 - Built Up Area
 - Provincial Parkland
 - First Nations Land
 - Local Parkland



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MUNICIPALITY OF CENTRAL ELGIN

TOWNSHIP OF WILKINSON

MAP 4-6

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

TOWNSHIP OF ADELAIDE-METCALFE

OCTOBER 2017

Legend

Proposed Facility Types

- Proposed Multi-Use Trail
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed Cycle Track
- Proposed Bike Lane

Existing Cycling Routes

- Existing Paved Shoulder
- Existing Off-Road Trail

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Connection to Surrounding Municipality

Other

- Municipal Boundary
- Built Up Area
- Provincial Parkland
- First Nations Land
- Local Parkland



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MAP 4-7

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

TOWNSHIP OF LUCAN BIDDULPH

OCTOBER 2017

Legend

Proposed Facility Types

- Proposed Multi-Use Trail
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Cycle Route
- Proposed Cycle Track
- Proposed Bike Lane

Existing Cycling Routes

- Existing Paved Shoulder
- Existing Off-Road Trail

Key Community Destinations

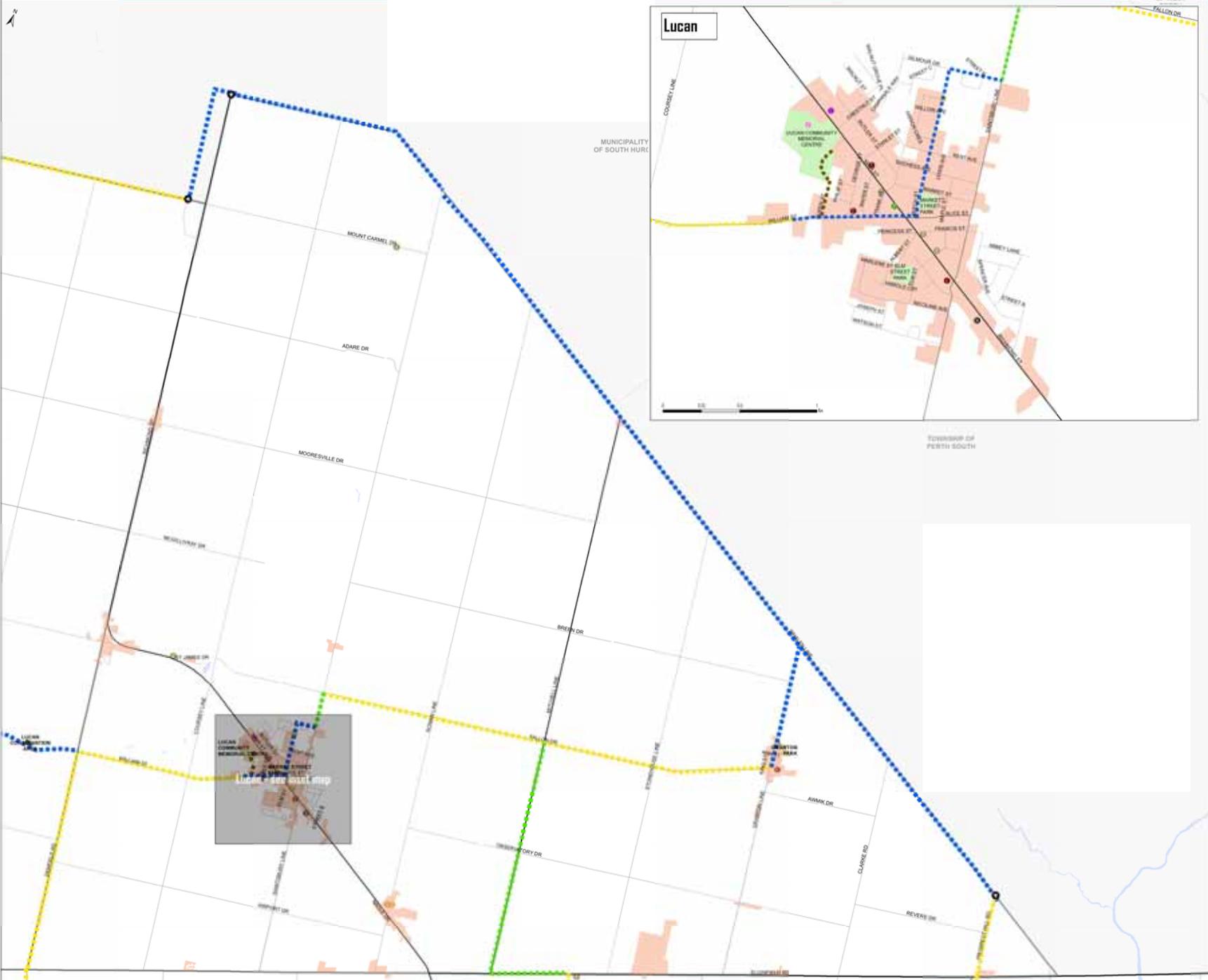
- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Connection to Surrounding Municipality

Other

- Municipal Boundary
- Built Up Area
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MAP 4-8

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES TOWNSHIP OF STRATHROY-CARADOC

OCTOBER 2017

Legend

Proposed Facility Types

- Proposed Multi-Use Trail
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed Cycle Track
- Proposed Bike Lane

Existing Cycling Routes

- Existing Paved Shoulder
- Existing Off-Road Trail

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

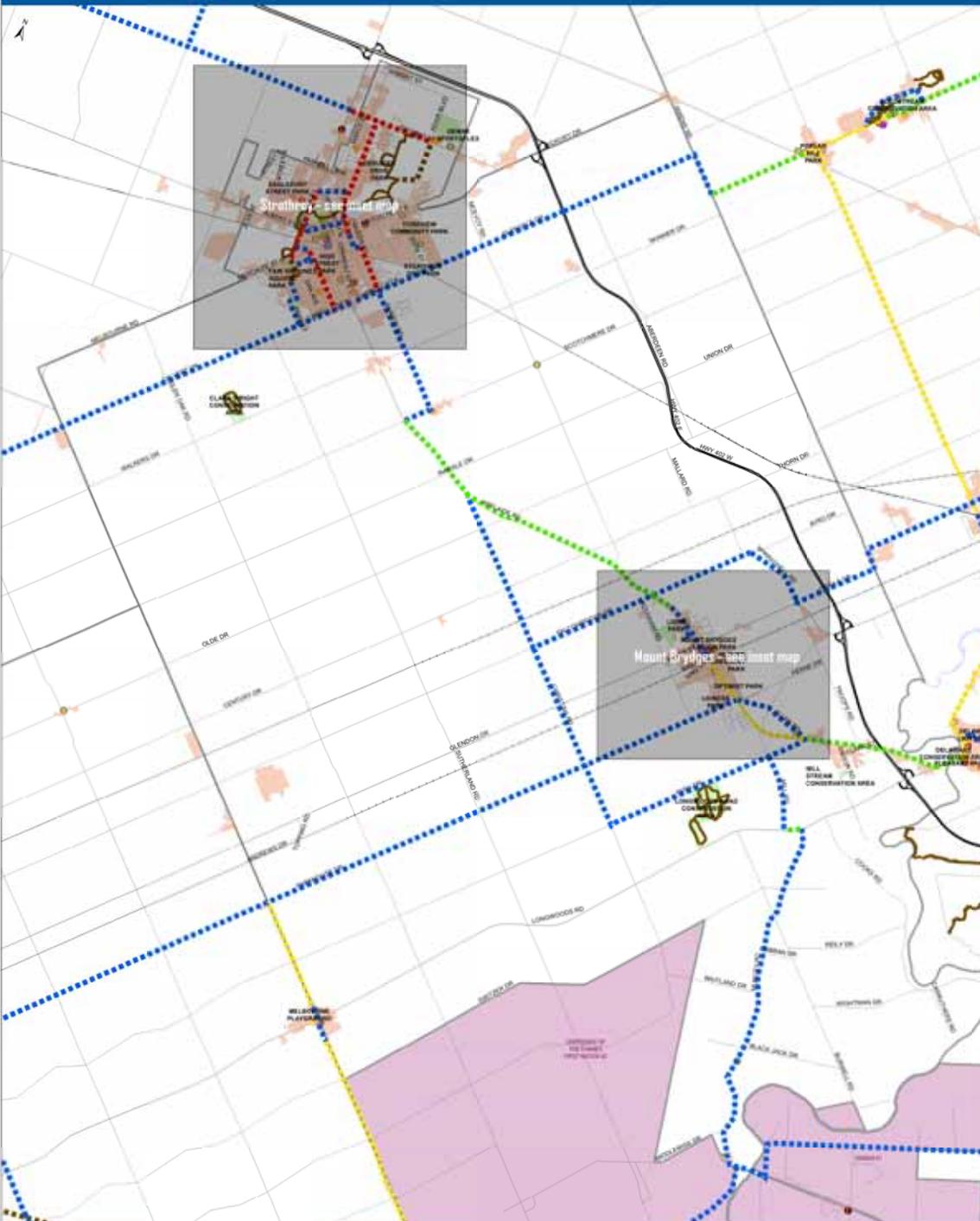
- Provincial Highway
- County Road
- Local Road
- Proposed Road
- Discontinued Railway
- Operational Railway
- Connection to Surrounding Municipality

Other

- Municipal Boundary
- Built Up Area
- Provincial Parkland
- First Nations Land
- Local Parkland



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MAP 4-9

DRAFT CYCLING NETWORK WITH PROPOSED FACILITY TYPES

VILLAGE OF NEWBURY

OCTOBER 2017

Legend

Proposed Facility Types

- Proposed Multi-Use Trail
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed Cycle Track
- Proposed Bike Lane

Existing Cycling Routes

- Existing Paved Shoulder
- Existing Off-Road Trail

Key Community Destinations

- Hospital
- Libraries
- Municipal Office
- Place of Worship
- Public Parking
- Transit Station
- Emergency Service
- School
- Community / Recreational Centre
- Railway Station

Transportation Features

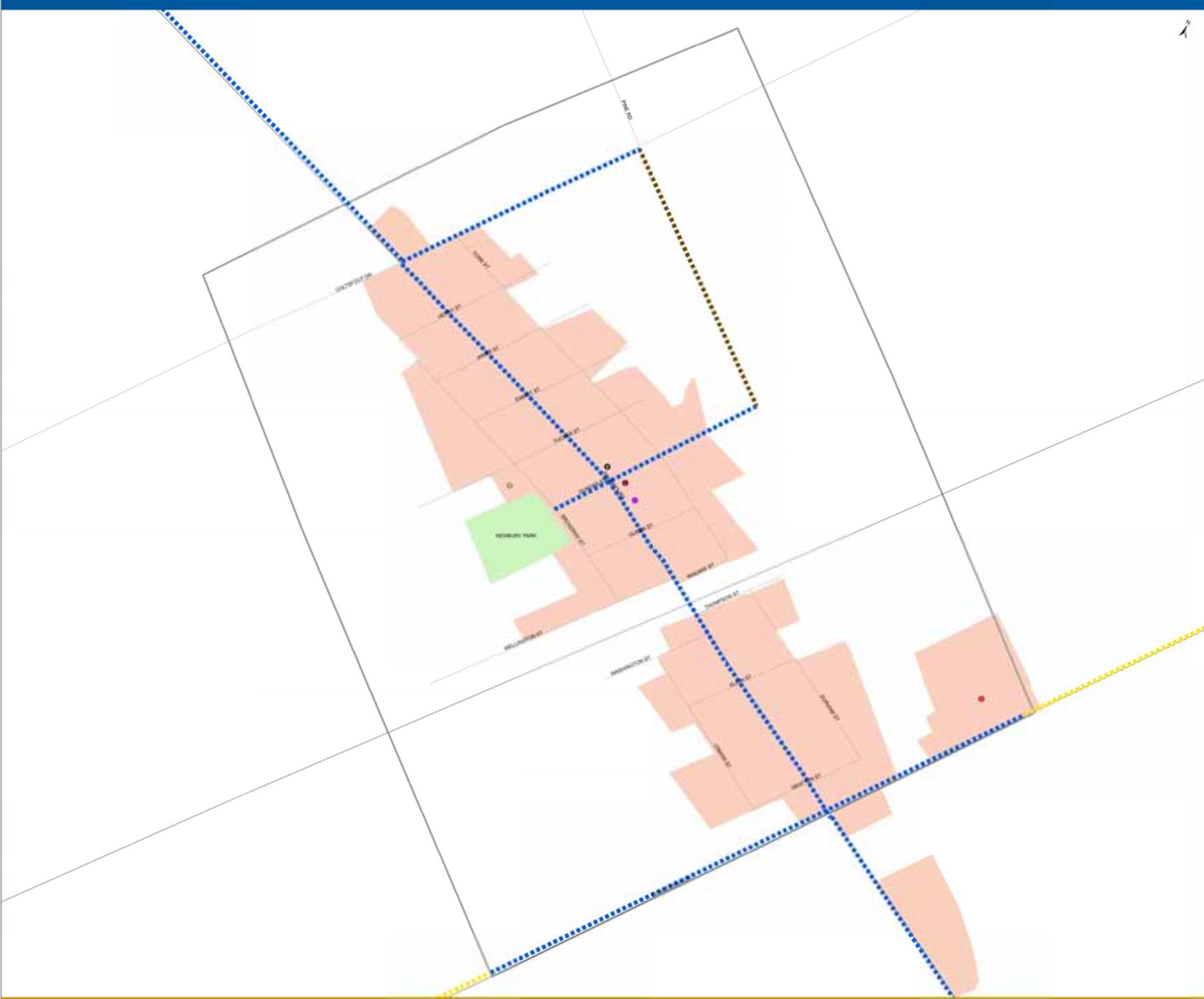
- Provincial Highway
- County Road
- Local Road
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- Operational Railway
- Connection to Surrounding Municipality

Other

- Municipal Boundary
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HOW



Recommendations

ENGINEERING RECOMMENDATIONS	Do you think the County and its partners should support this recommendation?		When do you think it should be considered for implementation?		
	YES	NO	SHORT	MEDIUM	LONG
Design cycling facilities with comfort and safety in mind.					
Design network linkages to provide access communities within each of the area municipalities.					
Identify network linkages to encourage recreational travel and trips.					
Design cycling infrastructure to address major physical barriers including provincial highways, County roads, railways and waterways.					
Improve access to surrounding municipalities by designing continuous and consistent facilities and communicating connection points.					
Establish a consistent signage and wayfinding strategy approach for both on and off-road linkages throughout the County					

ADDITIONAL ENGINEERING RECOMMENDATIONS?

HOW



Recommendations

ENCOURAGEMENT RECOMMENDATIONS	Do you think the County and its partners should support this recommendation?		When do you think it should be considered for implementation?		
	YES	NO	SHORT	MEDIUM	LONG
Identify staging areas for recreational cycling throughout the County and implement cycling amenities at those locations e.g. bicycle parking, fix-it stations, etc.					
Coordinate an annual ride which highlights different cycling infrastructure throughout the County including both on and off-road facilities.					
Establish and manage a bike valet program to be launched and utilized at key public events throughout the County.					
Work with local area municipalities to pursue bicycle friendly community designation through the Share the Road program.					
Formalize a cycling specific working group for the County which meets on bi-annual basis to discuss the implementation of the cycling strategy and to identify progress and next steps.					
Target downtown cores of municipalities and work with local businesses to implement cycling amenities i.e. bicycle parking.					

ADDITIONAL ENCOURAGEMENT RECOMMENDATIONS?

HOW



Recommendations

EDUCATION RECOMMENDATIONS	Do you think the County and its partners should support this recommendation?		When do you think it should be considered for implementation?		
	YES	NO	SHORT	MEDIUM	LONG
Partner with local schools to host "rediscover your bike" events including learn to ride courses and simple bike maintenance. Programs could also be delivered at local events.					
Prepare and distribute educational information related to cycling in partnership with local area municipalities and other stakeholders i.e. OPP.					
Develop a dedicated website and / or app specifically addressing cycling within the County which is updated on an annual basis with relevant information.					
Prepare audience specific educational information i.e. for youth or in different languages distributed throughout the County.					
Work with OPP and City of London staff to offer and host Bike Rodeos at special events.					
Prepare and distribute cycling route mapping including cycling safety information as well as relevant information about cycling within the County i.e. destinations, supportive businesses, etc.					

ADDITIONAL EDUCATION RECOMMENDATIONS?

HOW



Recommendations

EVALUATION RECOMMENDATIONS	Do you think the County and its partners should support this recommendation?		When do you think it should be considered for implementation?		
	YES	NO	SHORT	MEDIUM	LONG
Identify and implement a monitoring and evaluation program to assess the implementation and impact of cycling strategy recommendations.					
Document input gathered and trends / changes that occur and the action taken by the County and the local area municipalities as a result of the information gathered.					
Establish a maintenance approach which addresses / considers cycling facilities.					
Invest in and utilize technologies to support data collection / gathering.					
Work with local clubs and interest groups to undertake data collection along cycling linkages.					
Establish a database of information needed to facilitate the monitoring program and identify an individual to update and gather information as needed.					

ADDITIONAL EVALUATION RECOMMENDATIONS?

HOW



Recommendations

ENFORCEMENT RECOMMENDATIONS	Do you think the County and its partners should support this recommendation?		When do you think it should be considered for implementation?		
	YES	NO	SHORT	MEDIUM	LONG
Work with local OPP to undertake annual safety blitzes along key cycling corridors throughout the County.					
Invest in technology to supplement manual count programs at key locations along on and off-road cycling corridors.					
Work with local clubs and interest groups to establish trail safety programs and stewardship programs to encourage safe cycling.					
Prepare an annual enforcement report documenting outcomes of safety blitzes and other enforcement activities as well as lessons learned and changes.					
Provide safety materials e.g. lights and reflective stickers at local events on behalf of the County and its partners					
Provide a means of documenting enforcement concerns and issues raised i.e. an email or portal and an information sharing mechanism					

ADDITIONAL ENFORCEMENT RECOMMENDATIONS?

NEXT



1 Confirm the draft cycling network and facility types 



2 Identify preliminary phasing and timelines for implementation 



3 Summarize input received through consultation activities 



4 Prepare draft cycling strategy for Middlesex County 



INPUT



Online

Visit the project website for updates and draft materials for your review and other opportunities for public input.



Events

Provide your input at the public session and attend future public events i.e. Council presentations and local area events – dates / times to be confirmed on the project website.



Contact

Send an email to the project team middlesexcycling@mmm.ca or phone our project leads (see contact information noted below)

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