



Interim Submission

Transportation Master Plan Study

October 15, 2010





Introduction

This submission is a partial contribution from **Sustainable Cobourg** to the **Cobourg Transportation Master Plan Study**. It includes specific proposals for the following:

- **Installation of Share-the-Road Signage**
- **Conversion of arterial roads using “Road Diet” design**
- **Adding Bike Lanes**
- **Identification of “Hot Spots”**
- **Conducting a study for additional Bicycle Parking**

Our proposals are low-cost — for the most part just signage and paint — and will transform Cobourg into one of the most cycleable (safe, efficient, from anywhere to anywhere) towns in Ontario, if not North America!

An additional submission will follow which will address:

- Land use intensification and transportation planning
- Bike-to-School Program
- Integration with County Cycling Master Plan
- Education
- Promotion
- Data and Research
- Tourism

Advocating for sustainable living within our environmental means.

Case for Action

Business-as-usual is not a viable option for future transportation planning. Some of the drivers for change include:

Climate change

Climate change is a threat to the very survival of our society. It is difficult to overstate the urgency to take significant action to reduce greenhouse gas (GHG) emissions. Personal transportation is a large contributor to GHG emissions. A significant modal shift needs to be made from motorized vehicular use to cycling and walking.

Health care spending

Canadians' sedentary lifestyle contributes significantly to diabetes, heart disease, stroke, cancer, and dementia. All of these chronic diseases are creating an unsustainable cost for our health care system. Government health care spending is crowding out spending on other essential services. One of the solutions is disease prevention by increasing the activity and fitness of the public. "Active Transportation" through cycling and walking for everyday activities is one of the methods to achieve increased activity and fitness.

Decline of fossil fuel supplies ("Peak Oil")

The supply of fossil fuels, particularly easily available sources, will decline rapidly over the coming decades. Maintaining our current auto-dependent transportation system will become economically and environmentally unsustainable. Shifting transportation options to less auto-dependent alternatives such as cycling, public transit, and walking will help create a more resilient and sustainable society.



New Official Plan and Provincial policies

Places to Grow and the Provincial Policy Statement require that municipalities revise their Official Plans to do land use planning and transportation planning which increases cycling and walking in the community. The recently revised Cobourg Official Plan reflects these requirements. This new Official Plan includes a shift to more intensive development and more neighbourhood based land use design and compact urban form. These changes require a corresponding change in the design of transportation planning.

Loss of farmland and natural areas

Cobourg's current car-oriented, low-density, suburban style transportation design has contributed to the unnecessary loss of hundreds of acres of farmland and natural areas at Cobourg's boundaries. This approach needs to be reversed in order to protect farmland and natural areas, which will never be recovered once developed.

Sustainable Cobourg is proposing that the Town of Cobourg implement the following projects to improve the safety and enjoyment of cyclists in Cobourg.



Shared Signage



Road Diet



Bike Lanes



Bike Parking



Shared Signage



Project	Description	Proposed Schedule
Share-the-Road Signage	 <p>Share-the-Road signage placed at regular intervals along secondary roads where there are no bicycle lanes but where the road is used as a significant cycling route.</p>	
Burnham St.	Install signage on Burnham St. , from King St. West to cul-de-sac adjacent to William St.	fiscal year 2011-12
Westwood Drive	Install signage on Westwood Dr. from Burnham St. to Carlisle St.	fiscal year 2011-12
Carlisle St.	Install signage on Carlisle St. from Rogers Rd. to Burnham St.	fiscal year 2011-12
Chipping Park Blvd.	Install signage on Chipping Park Blvd. from Elgin St. to Sutherland Cr.	fiscal year 2011-12
Sutherland Cr.	Install signage on Sutherland Cr. from Chipping Park Blvd. to Ontario St.	fiscal year 2011-12
Huycke St.	Install signage on Huycke St. from Chipping Park Blvd. to Ontario St.	fiscal year 2011-12
University Ave.	Install signage on University Ave. from D'arcy St. to Cottesmore Ave.	fiscal year 2011-12
Cottesmore Ave.	Install signage on Cottesmore Ave. from University Ave. to King St. East.	fiscal year 2011-12
Ewart St./ Second St.	Install signage on Ewart St./Second St. from D'arcy St. to Division St.	fiscal year 2011-12
Burwash St./ Boulton St.	Install signage on Burwash St./Boulton St. from Westwood Dr. to William St.	fiscal year 2011-12
Spring St./ Hibernia St.	Install signage on Spring St./Hibernia St. from University Ave. to Third St.	fiscal year 2011-12
George St.	Install signage on George St. from King St. West to VIA Train Station	fiscal year 2011-12
Margaret St.	Install signage on Margaret St. from University Ave. to King St. West	fiscal year 2011-12

Project	Description	Proposed Schedule
Ontario St.	Install signage on Ontario St. from King St. West to Boardwalk on lakefront	fiscal year 2011-12
White St./Riddell Ave./Rayner Rd.	Install signage on White St./Riddell Ave./Rayner Rd. from Burnham St. and back again to Burnham St.	fiscal year 2011-12
King St.	Install signage on King St. from Spring St./Hibernia St. to Church St.	fiscal year 2011-12
D'arcy St.	Install signage on D'arcy St. from King St. West to Waterfront Trail	fiscal year 2011-12
Waterfront Trail	Install signage on entire length of Waterfront Trail	fiscal year 2011-12
Division St.	Install signage on Division St. from King St. to Waterfront Trail	fiscal year 2011-12
Albert St.	Install signage on Albert St. from Ontario St. to Division St.	fiscal year 2011-12
Lakeshore Dr.	Install signage on Lakeshore Dr. from D'arcy St. to Coverdale Ave..	fiscal year 2011-12
Coverdale Ave.	Install signage on Coverdale Ave. from Lakeshore Dr. to King St. East	fiscal year 2011-12



Road Diet



Project	Description	Proposed Schedule
<p>“Road Diet” Re-Design of Arterial Roads</p>	<p>Conversion of 4-lane Arterial Roads to 2-lanes with a centre turning lane and bike lanes in both directions.¹</p>	
<p>William St.</p>	<p>Convert William St. from the 401 to King St. West.</p>	<p>fiscal year 2013-14</p>
<p>Division St.</p>	<p>Convert Division St. from the 401 to Munroe St.</p>	<p>fiscal year 2014-16</p>
<p>Elgin St.</p>	<p>Convert Elgin St. from Rogers Rd. to Brook Rd. North</p>	<p>fiscal year 2016-18</p>

¹ For more information on “Road Diet” design see <http://www.walkable.org/assets/downloads/roaddiets.pdf>



Bike Lanes

Project	Description	Proposed Schedule
<p>Additional Bike Lanes</p>	<p>Paint or reconstruct roads to include bike lanes based on recommended design.²</p> <p>¹ The optional solid white stripe may be advisable where stalls are unnecessary (because parking is tight) but there is concern that motorists may reconstrue the bike lane to be a traffic lane.</p> <p>² 3.6 m (11 ft) is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).</p> <p>³ Rumble strips used there should be 1.2 m (4ft) minimum from the rumble strips to the outside edge of the shoulder.</p>	
<p>Densmore Rd./ Danforth Rd.</p>	<p>Densmore Rd./Danforth Rd. from Division St. to Nagel Rd.</p>	<p>fiscal year 2013-14</p>
<p>Birchwood Trail</p>	<p>Birchwood Trail from Densmore Rd. to Elgin St.</p>	<p>fiscal year 2011-12</p>
<p>University Ave.</p>	<p>University Ave. from Margaret St. to D'arcy St.</p>	<p>fiscal year 2013-14</p>
<p>Kerr St.</p>	<p>Kerr St. in its entirety.</p>	<p>Ongoing</p>
<p>D'arcy St.</p>	<p>D'arcy St. from Lakeshore Dr. to Elgin St.</p>	<p>fiscal year 2011-12</p>


continued >

² See http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf for an example of a design guide for cycling road design.



Project	Description	Proposed Schedule
Brook St. Rd. North	Brook St. Rd. North from King St. East to Elgin St.	fiscal year 2015-16
Ontario St.	Ontario St. from VIA rail tracks to University Ave.	Fiscal Year 2011-12
Drive to VIA Train Station	Drive to VIA Train Station from Division St. to station parking lot.	As part of reconstruction of station
Division St.	Division St. from Munroe St. to King St.	fiscal year 2015-16
King St.	King St. West from Burnham St. to Spring St./Hibernia St.	fiscal year 2011-12
King St.	King St. East from Church St. to Normar Rd.	fiscal year 2011-12
Willmott St.	Willmott St. from King St. East to Lucas Point Park	fiscal year 2011-12

Hot Spots

Project	Description	Proposed Schedule
Intersections	 <p>All major intersections should be designed to safely accommodate bicycles as well as motorized vehicles. This design should provide designated turning lanes for both bicycles and motorized vehicles. Pictured left is an example</p> <p>Intersections of particular concern include: Strathy Rd./Elgin St. William St./Elgin St. Ontario St./Elgin St. Division St./Elgin St. William St./University Ave. William St./King St. West Division St. at drive to VIA Station</p>	
Bump outs	Bump outs can force cyclists into traffic unless a bike lane is provided. Bump outs on King St. East are currently causing a hazard to cyclists.	



Project	Description	Proposed Schedule
Bicycle Parking Study	Study the bicycle parking requirements on public streets, and for commercial, retail, institutional, and industrial buildings. Develop recommendations for design, location, and quantity of bicycle parking spots.	fiscal year 2011-12
Construct additional bicycle parking	Construct additional bicycle parking based on recommendations from Bicycle Parking Study.	fiscal year 2012-13



Bicycle Parking