



- The Transportation Master Plan could also incorporate policies that require centres of employment, retail centres, community facilities, and institutions to provide secure bicycle parking facilities to encourage cycling to and from daily activities.
- Given Cobourg's anticipated growth, there is a significant opportunity for the Town to incorporate new policies into the Transportation Master Plan that promote active transportation in high-density areas, particularly in new, developing communities or in redevelopments.

Generally speaking, it is best to plan for higher quality transit service in high density residential areas and to ensure that active modes of transportation are accommodated to a high degree. The Town should consider active transportation modes as well as improved transit service when developing land use plans for high density areas, and capitalize on the opportunity to develop strong policies with regard to this issue in the Transportation Master Plan.

For example, the Town could **require** that all new high-density developments be constructed within a certain proximity to public transit facilities (e.g. 500 metres). It could also require that new high density developments feature a certain number of accessible bicycle storage facilities (e.g. 1 bicycle locker per 3 residents) and a high quality pedestrian realm.

- In order to maximize usage and investment in bicycle paths and bicycle lanes, the Town should work to identify key cycling destinations, such as schools, parks and the waterfront, libraries/community centres, employment areas and shopping malls for example, where people are likely to cycle, and then develop a bicycle network focused on these destinations. Instead of creating bicycle lanes on all existing and new arterial and collector roads, it might be more beneficial to create a network of bicycle lanes that all connect with each other but are not necessarily on every major road. There is an opportunity for the Town to incorporate a cycling plan into its Transportation Master Plan that identifies common origins and destinations and allocates bicycle lanes and pathways accordingly.

6. RECOMMENDED TRANSPORTATION PLAN

The recommended Transportation Plan for the Town of Cobourg considers the community goals and objectives. The Plan therefore should be built on the following principles:

1. Provide high level of service on multi-modal transportation network. Provide for safe and efficient mobility to transit vehicles, passenger cars and trucks, cyclists and pedestrians. Meet future travel demand at the acceptable level of service.
2. Provide support facilities and infrastructure required to support multi-modal transportation network such as bike lanes, pedestrian sidewalks, signage, street furniture / benches, transit shelters, etc. where appropriate.
3. Support sustainable development and be compatible with Official Plan goals.
4. Support economic development, industry and economic growth. Promote live-work communities.
5. Minimize impact on natural environment and air quality.
6. Include public support by meeting the needs and expectations of the residents of the Town.
7. Have a capital cost that is affordable with acceptable cost-to-benefit ratio and provides funding for all modes of travel.

The recommended long-term (2031) **Transportation Plan** for the Town of Cobourg focuses on improvements to address existing and future transportation problems and needs. The recommended **Transportation Plan** integrates the following elements:

- Integrated land-use and transportation planning
- Urban sustainable design standards
- Travel demand management
- Transit network and service improvements
- Improvements to existing arterial and collector roads
- Extensions of arterial and collector roads
- Cycling and pedestrian network improvements including cycling/pedestrian infrastructure and signage

These elements are presented in the following sections.

6.1 Land Use and Sustainable Design

Implementation of the intensification directives and policies set out in the Provincial Growth Plan are the essential prerequisites for changing travel patterns, modal choices and the environmental conservation that are part of the recommended transportation plan.

Redevelopment and intensification in the high density residential areas, major transit station area, and the main central area (see land use plan in **Exhibit 1**) should be focused towards high density, transit-oriented development that encourages higher transit usage, lower auto dependency, and walking and cycling. In turn, reliance on auto travel and accompanying traffic pressures will be reduced. To maximize the benefits of high density development along major corridors and improve quality of living in low density residential areas,

development planning and design principles should follow the Transit-Supportive guidelines prepared by the Province of Ontario. Additionally, the Town's 2006 *Transit Ridership Growth Plan and 10-year Asset Management Plan* provided transit supportive development design guidelines to ensure transit needs are addressed in new growth areas.

The Town should also protect designated employment areas for employment-based development. Attracting jobs to the Town of Cobourg will provide residents with local employment choices that allow for shorter commutes and non-auto commutes.

6.2 Travel Demand Management

Travel Demand Management (TDM) refers to various strategies that are used to change travel behaviour, including how, when and where people travel, in order to increase the efficiency of the transportation system and achieve specific planning objectives.² Specifically, TDM is often used to encourage sustainable, non-auto modes of transportation.

Key planning objectives for the Town of Cobourg, as indicated in this Plan, include the development of a multi-modal transportation network that provides for the safe and efficient mobility of transit vehicles, motorists, cyclists and pedestrians while minimizing impacts on the natural environment and air quality. TDM initiatives can play an important role in influencing transportation choices and there are various TDM strategies that the Town of Cobourg could consider, such as:

- **Land Use Planning:** Land-use planning that supports alternative, non-auto travel modes is a key component to encouraging non-auto use. Effective land-use planning methods include compact and mixed-use development (e.g. commercial development integrated with residential development) a connected transportation network that includes connected roads, sidewalks and pedestrian paths, streets designed to accommodate various transportation modes, and smaller building blocks, for example. Parking structures may also be considered if funds are available and demand warrants, as an alternative to surface parking lots since they could potentially accommodate a smaller building block.
- **Parking Management Strategies:** Parking strategies can be used to reduce auto usage and encourage motorists to consider alternative transportation modes. Examples of parking management strategies include not providing an over-supply of parking at major destinations, charging motorists directly for parking, as well as charging higher parking fees for long-term parkers.
- **Promoting Commuting by Non-Motorized Travel:** This can be encouraged by providing facilities for cyclists such as changing rooms at workplaces and secure bicycle parking at places of employment, community centres, shopping malls and schools. Employers can also provide bicycles to employees for rent or loan to encourage more bicycle commuting.
- **Variable Work Schedules:** Initiatives to encourage employers to allow for variable work schedules such as “flextime”, where employees have flexibility in daily work schedules, or a compressed work week, where employees can work longer hours over

² “What is Transportation Demand Management?”, Victoria Transport Policy Institute, 21 Jan. 2011
<<http://www.vtpi.org/tm/tm12.htm>>

fewer days, to help reduce peak-hour commuting demands on the transportation system. Variable work schedules assist in “spreading out” commute trips over a longer commuting period, rather than concentrating all trips within a single hour.

- **Rideshare, Carpooling and Vanpool programs:** These types of initiatives could benefit commuters living in the more rural villages and hamlets outside of Cobourg by providing a system to coordinate ridesharing and/or carpooling for residents of the rural hamlets that travel to work in the Town of Cobourg.
- **Marketing TDM:** The marketing and promotion of TDM strategies should begin with surveys to identify potential users of alternative modes of transportation and to identify their needs, preferences and barriers. TDM marketing campaigns should be directed at individuals and groups who are most willing to change their travel behaviour

The implementation and monitoring of TDM programs and strategies need to be supported by allocating funds to alternative (non-auto) travel modes, increased support for TDM programs and changes in land-use planning practices. The implementation of TDM strategies can support the Town in its transportation planning objectives and assist in reduced traffic congestion, road and parking facility cost savings, energy conservation, pollution emissions reduction and improved mobility for non-motorists.

The Town of Cobourg should develop a Transportation Demand Management Master Plan to address the following:

- Development of an effective Town-wide promotion plan that includes the major employers within Cobourg.
- Development of a “TDM culture” for Cobourg, including the consistent application of TDM principles within the Town’s administration processes. This should include reviewing and modifying site design guidelines, traffic impact study requirements and site plan approval process to encourage applicants to adopt TDM initiatives.
- Development of TDM supportive parking policy such as paid parking, shared parking and other parking management strategies.

6.3 Transit Network

With planned development in the Town and the upcoming opening of the new Cobourg Community Centre, additional transit service is needed. Recommendations for improved service and operational efficiencies include:

- Bus stop at Cobourg Community Centre (CCC). The site plan for the CCC indicates a bus stop area on the east side of the building away from D’Arcy Street that would require buses to circle the perimeter of the building. Any deviation of Route 2 from D’Arcy Street should take into account travel time and the need to maintain timed transfers at the Northumberland Mall and Downtown stops.
- Extended evening service hours to encourage transit usage for evening programs/events at the CCC.
- Initiation of service for new development in the New Amherst and Densmore Road areas by a) extending existing routes, b) redesigning existing routes and schedules or c)

introducing low-cost alternative methods of transit service delivery. Alternative methods include feeder services, taxi shuttle service to major bus stop at an activity node, etc.

- As development occurs in Cobourg East, transit service should be initiated as soon as possible to provide new residents with an alternative to auto travel.
- Assess the duplication of service to Northumberland Hills Hospital by Route 1 and the Port Hope Shuttle to determine if the duplication of resources be better allocated elsewhere.
- Encourage transit use by high school students through promotion and ensuring that route schedules are compatible with school hours. The future of transit is dependent on encouraging transit use by students, who are more likely to continue using transit later in life.
- Complete a 5-year update of the Transit Ridership Growth Plan in 2011. A joint study with the Town of Port Hope, similar to the 2006 study, is recommended.

6.4 Road Network

6.4.1 Intersection Improvements

In the short-term, the study intersections are operating at acceptable levels of service with some constrained movements at major intersections. However, to maximize capacity on the existing infrastructure, transportation system management tools such as adaptive signal timings to meet real-time demand and signal pre-emption for transit and/or emergency vehicles should be implemented throughout the Town. In 2007, the Town of Cobourg undertook a signal timing review and optimization study for the Elgin Street corridor from Rogers Road to Division Street including the additional adjacent intersections as part of a new signal system installation. A similar study and implementation of coordinated signals should be considered for corridors such as King Street, William Street and Division Street.

The Elgin Road / Burnham Street-William Street and Elgin Road / Division Street intersections are gateway intersection to/from Highway 401 and both are under the jurisdiction of the County. The capacities of Elgin Street, Burnham Street-William Street and Division Street are constrained by the capacities at these two intersections. Accordingly, both intersections should be monitored as to their performance, and intersections improvements should be implemented when warranted.

Improvements are recommended in the near-term (2011-2016) for the Division Street / Park Street-Munroe Street intersection. Several improvement options are discussed in **Section 3.2**. With the planned redevelopment of the commercial plaza on the northeast quadrant, the opportunity to make more significant improvements, such as realigning the east-west approach(es), may be available.

As growth in Cobourg continues, signalization of the following intersections should be implemented when traffic signal warrants, as defined in Book 12 of the Ontario Traffic Manual, are met:

- Elgin Street / D'Arcy Street (*County intersection*)



- Elgin Street / Brook Road North (*County intersection*)
- Elgin Street / Greer Road
- Kerr Street intersections with other arterials throughout Cobourg
- Nagle Road / Danforth Road

The need and timing of the above traffic signals are sensitive to the rate of development within Town and, specifically, Cobourg East.

The intersections identified as cycling “hot spots” (refer to Section 3.4.1 and **Exhibit 8**) by the Sustainable Cobourg committee and should be considered as priorities for potential improvements for the accommodation of designated cycling facilities.

Intersection improvements to accommodate cycling facilities should be considered along all roadways that are recommended as cycling routes. Section 6.5 identifies various roadways and priorities that the Town should consider as designated cycling corridors. The specific type of cycling facility (e.g. bike lanes, boulevard pathway, shared-road facility) provided at intersections along designated cycling routes should be confirmed through a detailed cycling and pedestrian master plan study.

6.4.2 Network Improvements

The major road network improvements that are required to accommodate future traffic volumes as the Town continues to grow are listed below. The Town should protect sufficient right-of-ways for all arterial roads to accommodate centre turn-lanes and exclusive turn lanes at intersections, as well as planned cycling facilities, following the street and streetscape recommendations of the Town’s *Urban and Landscape Design Guidelines*.

The specific type of cycling facilities (e.g. bike lanes, boulevard pathway, shared-road facility) provided along recommended cycling routes (refer to Section 6.5) should be confirmed through a detailed cycling and pedestrian master plan study.

Recommended improvements that apply to roadways under the jurisdiction of Northumberland County are shown in *italics*.

New construction

Road	Description	Classification	Timing
Brook Road North	Northerly, 2-lane extension (with protection for future 4-lane cross-section) from Elgin Street East which ties in to Densmore Road-Danforth Road. This will serve future residential and employment lands in Cobourg East, as well as the potential future 401 interchange in the vicinity of Nagle Road.	Arterial	2021 to 2031, as development occurs in Cobourg East

Road	Description	Classification	Timing
DePalma Drive	Extend DePalma Drive westerly to the future extension of Rogers Road on the Town boundary. The need for DePalma is driven by the development of adjacent employment / commercial areas.	Collector	2011-2016, as development occurs.
Kerr Street	Connect existing segments for a continuous 2-lane road from Westwood Drive to D'Arcy Street. This will provide alternative east-west capacity to Elgin Street and King Street.	Arterial	2011-2021
	Further extension easterly as a 2-lane road from D'Arcy Street to Workman Road through Cobourg East. Protect for future 4-lane cross-section.	Arterial	2021-2031, as development occurs in Cobourg East
	Further extension westerly from Prince of Wales Drive to New Amherst Boulevard.	Arterial	2021-2031, as development occurs in New Amherst
New Amherst Blvd	Southerly extension of New Amherst Boulevard to future Kerr Street.	Collector	2021-2031, or as development occurs in New Amherst.
Rogers Road	Extend the Rogers Road northerly to the future extension of DePalma Drive. The Rogers Road extension lies on the boundary between Cobourg and Hamilton Township and will fall under joint jurisdiction.	Collector	2011-2016, as development occurs in the adjacent employment / commercial areas.
White Street	Connect existing segments of White Street for a continuous east-west roadway between Burnham Street and Division Street including a new 2-lane structure over Cobourg Creek. This will serve the future development in the area as well as provide an east-west alternative to Elgin Street.	Collector	2021-2031

Reconstruction and/or Widening

Reconstruction and/ or widening are required on a number of roadways in the Town to accommodate future traffic demand as well as the recommended cycling network. The Town should protect sufficient right-of-ways for all arterial roads to accommodate centre turn-lanes

and exclusive turn lanes as well as designated pedestrian and cycling facilities at intersections.

Road	Description	Classification	Timing
Brook Road North	<i>South of Elgin Road East, Brook Road North is a County Road. There is a need to widen Brook Road North to 4-lanes in the longer-term horizon; however this will need to be implemented by Northumberland County.</i>	<i>County Road</i>	<i>2021-2031, as development occurs in Cobourg East</i>
Burnham Street	<i>Reconstruction to add designated cycling facility on Burnham Street from DePalma Drive to Elgin Street (County jurisdiction)</i>	<i>County Road</i>	<i>2011-2016</i>
Densmore Road-Danforth Road	2-lane reconstruction up to Parkview Hills Drive (E) with cycling facility. 2-lane reconstruction from Parkview Hills Drive (E) to future Brook Road North extension with cycling facility. 2-lane reconstruction from Brook Road North extension to the east boundary with cycling facility.	Collector Collector Arterial	2011-2016 2021-2031 as development in Cobourg East occurs 2021-2031, as development in Cobourg East occurs
Elgin Street	<i>Reconstruction between Rogers Road and D’Arcy Street to accommodate cycling facilities. This section is under the jurisdiction of the County and should be developed as part of the County’s cycling plan.</i> <i>4-lane widening from D’Arcy Street to Brook Road North as well as road reconstruction to accommodate cycling facilities. This section is under the jurisdiction of the County.</i> 4-lane widening from Brook Road North to Workman Road with cycling facility. 2-lane reconstruction from Workman Road to the east boundary with cycling facility.	<i>County Road</i> <i>County Road</i> Arterial Arterial	<i>2011-2016</i> <i>2016-2021, as development occurs in Cobourg East</i> 2021-2031, as development occurs in Cobourg East. 2021-2031, as development occurs in Cobourg East.
Jarvis Road	2-lane reconstruction from Elgin Street to Danforth Road with cycling	Arterial	2021-2031, as development occurs in

Road	Description	Classification	Timing
	facility.		Cobourg East
King Street East	4-lane widening from D'Arcy Street to Brook Road North with cycling facility.	Arterial	2016-2021
	4-lane widening from Brook Road North to east boundary with cycling facility.	Arterial	2021-2031
Nagle Road	2-lane reconstruction from Danforth Road to Highway 401 with cycling facility.	Arterial	2021-2031, as development occurs in Cobourg East
William Street	Reconstruction on to add cycling facility on William Street from Elgin Street to Burnham Street cul-de-sac at Carlisle Street.	Arterial	2011-2016
Workman Road	2-lane reconstruction from Elgin Street East to King Street East with cycling facility.	Arterial	2021-2031, as development occurs in Cobourg East

There are also a number of roadways within the current urban area which have a rural cross-section. From a traffic operations perspective, reconstruction of these roadways will not provide significant network capacity improvement and the need and timing of the reconstructing these roadways should be based on the need to accommodate cycling facilities, stormwater facilities or maintenance requirements.

The following collector and local roadways have rural cross-sections and are part of the recommended short-term spine network of on-street cycling routes (see **Section 6.5**).

- Acadia Drive
- Clyde Street
- Coronation Crescent
- Durham Street
- Hamilton Avenue (east of Coverdale Avenue to Maplewood Boulevard)
- King Street West (Tracey Road to Burnham Street)
- Lakeshore Drive-Lakeshore Road
- Maplewood Boulevard
- Nomar Road
- Pebble Beach Drive

As these roadways are residential in nature and carry low vehicular traffic volumes, there is no immediate need for improvement. However, prioritization for the reconstruction of these roadways to accommodate dedicated cycling facilities should be considered in conjunction with maintenance or stormwater projects.

Rail Grade Separation

The *Development Area C – Transportation Report* (2004) study identified 90 daily trains through Cobourg on the two mainlines operated by CN Rail and CP Rail. The Ministry of Transportation’s railway crossing exposure warrant indicates that a grade separation is warranted when the exposure index is greater than 200,000. Based on the volume of trains, the warrant would be met with an average daily volume of only 2,800 vehicles on the roadways crossing the railway lines. This threshold volume is exceeded under existing conditions on Ontario Street and D’Arcy Street. The threshold volume will be exceeded on Brook Road North in the 2021-2031 timeframe with the development of Cobourg East.

The Town should protect the lands and right-of-way required to accommodate a rail grade-separation at Ontario Street, D’Arcy Street and Brook Road North, where grade-separation is or will be warranted.

It is not anticipated that the crossing at Burnham Street will warrant a rail grade-separation within the 2031 timeframe, however, the lands for a grade-separation should be protected should the warrant be met after 2031. It is also not anticipated that the Willmott Street extension north of King Street East will be completed prior to 2031, and similarly, it is not shown in Schedule X2 of the Cobourg East Community Secondary Plan. However, the lands for a grade separation should be protected for long-term needs.

New Highway 401 Interchange

With the future growth of the Town, specifically with the development in the Cobourg East secondary plan area, it is expected that the Town would experience a significant increase in traffic demand for access to Highway 401. Currently, the two Highway 401 interchanges serve a population of 18, 210. The 2031 total population in Cobourg is anticipated to be 28,500, a 57% increase, which would result in a proportionate increase in traffic demand to/from Highway 401. Additionally, full build-out of Cobourg East is anticipated beyond the 2031 horizon.

There is no immediate need to construct a new Highway 401 interchange. It is recommended that the Town monitor the traffic growth and operation conditions on the available road network as development occurs in Cobourg East. The right-of-ways required for the ultimate road network needs and a new interchange in the vicinity of Nagle Road should be protected.

6.4.3 Summary of Road Improvements

The recommended road network improvements described above are summarized in **Table 11** and illustrated in **Exhibit 11**.

All road network improvements should be cross-referenced with roads that have been designated as recommended cycling routes (refer to Section 6.5 and 6.6). The types of cycling facilities provided along designated cycling routes should be confirmed through the recommendations in this study as well as through a detailed cycling and pedestrian master

plan, that the Town should consider undertaking in conjunction with Northumberland County.

Roadway improvements should also consider the installation of street amenities such as street furniture, signage, and pedestrian facilities for example, that are appropriate for the classification of roadway (e.g. arterial road, collector road, local road) being improved, as well as “Crime Prevention Through Environmental Design” (CPTED) principles. CPTED is an approach to planning and development that reduces opportunities for crime. CPTED principles in the context of road design include:

- Providing appropriate lighting for streets, paths, alleys and parks,
- Designing roadways to discourage through traffic, and
- Clearly delineate private property, such as yards, driveways and walkways, from public space, such as streets and sidewalks, through shrubbery, alternative paving stone colours and changes in grade

Additional recommendations are provided in the Town of Cobourg’s Urban Design Guidelines, **Appendix C** and **Appendix D**.



Table 11: Summary of Recommended Road Improvements

Location	Improvement ⁽¹⁾	Timing	Estimated Cost
Division Street / Park Street / Munroe Street intersection	Intersection improvements	2011-2016	\$900,000
<i>Elgin Street / Burnham Street-William Street intersection (County intersection)</i>	<i>Monitoring and intersection improvements</i>	<i>2011-2016</i>	<i>\$900,000</i>
<i>Elgin Street / Division Street intersection (County intersection)</i>	<i>Monitoring and intersection improvements</i>	<i>2011-2016</i>	<i>\$900,000</i>
<i>Elgin Street / D'Arcy Street intersection (County intersection)</i>	<i>Traffic signals⁽²⁾</i>	<i>2011-2016</i>	<i>\$250,000</i>
<i>Elgin Street / Brook Road North intersection (County intersection)</i>	<i>Traffic signals⁽²⁾</i>	<i>2021-2031</i>	<i>\$250,000</i>
Elgin Street / Greer Road intersection	Traffic signals ⁽²⁾	2021-2031	\$250,000
Kerr Street / William Street intersection	Traffic signals ⁽²⁾	2011-2021	\$250,000
Kerr Street / Ontario Street intersection	Traffic signals ⁽²⁾	2011-2021	\$250,000
Kerr Street / Division Street intersection	Traffic signals ⁽²⁾	2011-2021	\$250,000
Kerr Street / D'Arcy Street intersection	Traffic signals ⁽²⁾	2011-2021	\$250,000
Kerr Street / Brook Road North intersection	Traffic signals ⁽²⁾	2021-2031	\$250,000
Kerr Street / Workman Road intersection	Traffic signals ⁽²⁾	2021-2031	\$250,000
Nagle Road / Danforth Road intersection	Traffic signals ⁽²⁾	2021-2031	\$250,000
Brook Road North	Elgin Street East to Danforth Road	2021-2031	\$3,800,000 ⁽⁵⁾
<i>Brook Road North (County Road)</i>	<i>Elgin Street East to King Street East</i>	<i>2021-2031</i>	<i>\$6,500,000⁽⁵⁾</i>
<i>Burnham Street (County Road)</i>	<i>DePalma Drive to Elgin Street East</i>	<i>2011-2016</i>	<i>\$700,000</i>
Densmore Road	across Parkview subdivision to Parkview Hills Drive (E)	2011-2016	\$3,700,000



Location	Improvement ⁽¹⁾	Timing	Estimated Cost
Densmore Road-Danforth Road	Parkview Hills Drive (E) to Brook Road North extension	2021-2031	\$3,500,000
Danforth Road	Brook Road North extension to the east boundary.	2021-2031	\$7,800,000 ⁽⁵⁾
DePalma Drive	existing terminus to Rogers Road extension	2011-2016	\$650,000
<i>Elgin Street W-Elgin Street E (County Road)</i>	<i>Rogers Road to D'Arcy Street</i>	<i>2011-2016</i>	<i>\$4,300,000</i>
<i>Elgin Street East</i>	<i>D'Arcy Street to Brook Road North</i>	<i>2021-2031</i>	<i>\$3,300,000</i>
Elgin Street East	Brook Road North to Workman Road	2021-2031	\$4,800,000
Elgin Street East	Workman Road to the east boundary	2021-2031	\$2,100,000
Jarvis Road	Elgin Street East to Danforth Road.	2021-2031	\$2,500,000
Kerr Street	New Amherst Boulevard to Prince of Wales Drive	2021-2031	\$2,500,000
Kerr Street	Westwood Drive to D'Arcy Street	2011-2021	\$9,200,000
Kerr Street	D'Arcy Street to Workman's Road	2021-2031	\$6,500,000
King Street East	D'Arcy Street to Brook Road North	2016-2021	\$3,400,000
King Street East	Brook Road North to east boundary	2021-2031	\$6,400,000
Nagle Road	Danforth Road to Highway 401.	2021-2031	\$2,100,000
New Amherst Boulevard	existing terminus to future Kerr Street	2021-2031	\$2,700,000
Rogers Road	Elgin Street West to future DePalma Drive extension	2011-2016	\$2,200,000
White Street	Connection over Cobourg Creek	2021-2031	\$400,000
White Street	Ontario Street to Division Street	2021-2031	\$3,500,000



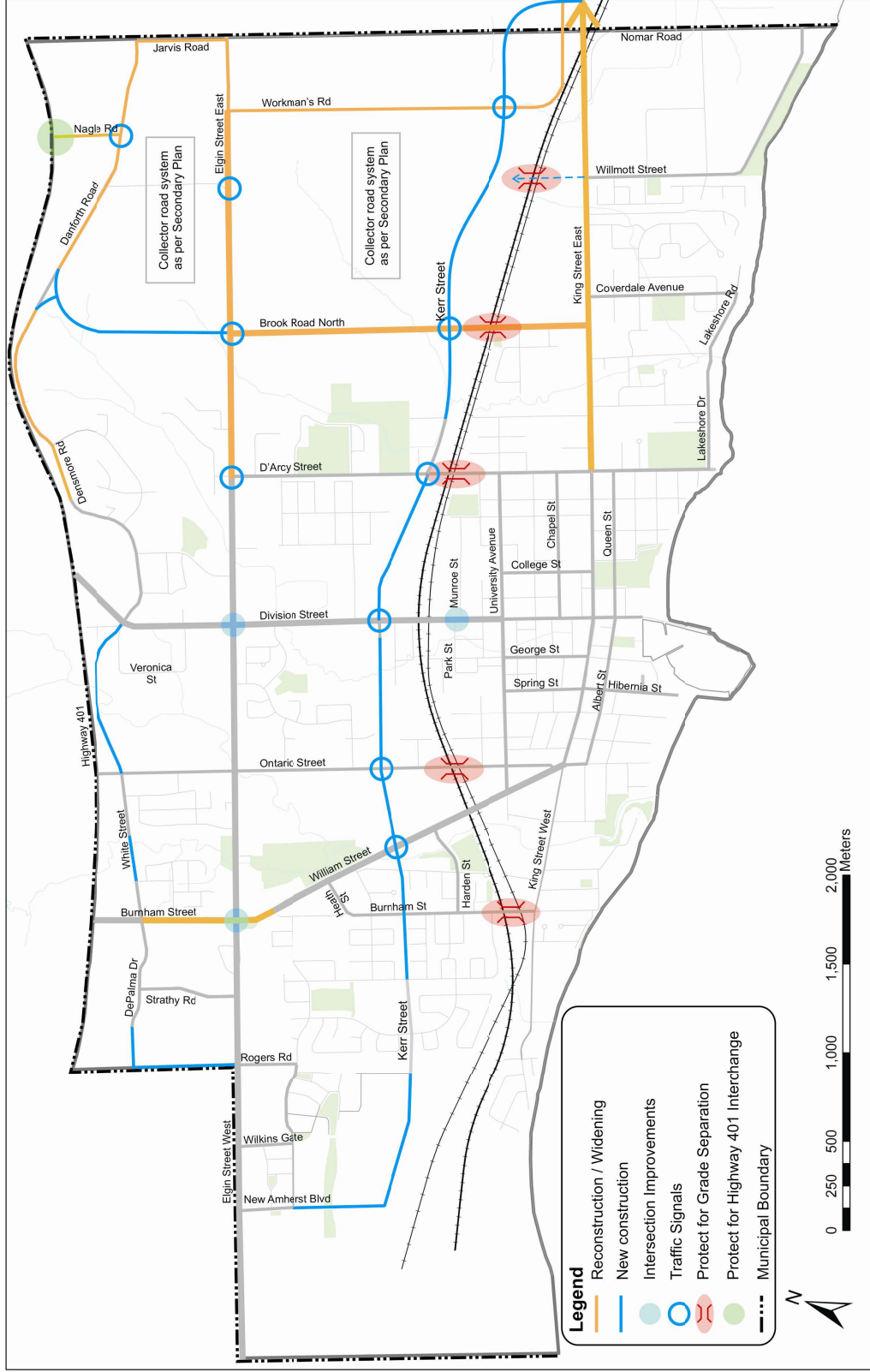
Location		Improvement ⁽¹⁾	Timing	Estimated Cost
White Street	Burnham Street to Ontario Street	New-2 lane extension ⁽³⁾	2021-2031	\$2,400,000
William Street	Elgin Street West to Burnham Street cul-de-sac	Implement designated cycling facility	2011-2016	\$400,000
Workman Road	Elgin Street East to King Street East	2-lane arterial reconstruction	2021-2031	\$9,600,000
Burnham Street at rail crossing		Protect for future grade separation	2031+	\$3-5,000,000
Ontario Street at rail crossing		Grade separation	As funding permits	\$3-5,000,000
D Arcy Street at rail crossing		Grade separation	As funding permits	\$3-5,000,000
<i>Brook Road North at rail crossing</i>		<i>Grade separation</i>	<i>As funding permits</i>	\$3-5,000,000
Willmott Street extension at rail crossing		Protect for future grade separation	2031+	\$3-5,000,000
Nagle Road at Highway 401		Protect for future interchange	2031+	\$5-10,000,000

Items in *italics* are under the jurisdiction of Northumberland County.

Notes:

- (1) Improvements include other related network facilities such as pedestrian and cycling facilities and appropriate street amenities suitable for the classification of roadway being improved. Refer to Appendix C as well as the Town of Cobourg's Urban Design Guidelines
- (2) Includes minor intersection improvements
- (3) Includes reconstruction of the existing street west of Ontario Street
- (4) Includes cycling facilities
- (5) Estimated cost is based upon an urban cross section (i.e. with curb and gutter)

Exhibit 11: Recommended Road Network



6.5 Active Transportation Network: Cycling

Although the Town's Official Plan identified a comprehensive active transportation network (see **Exhibit 3**, Schedule 'B' of the OP), the proposed cycling network focused primarily on on-road cycling routes along the arterial road network and off-road routes within the Town's parkland system.

Since the Town's Official Plan policies are to provide for cycling facilities within the road right-of-way, the provision of designated facilities along the existing arterial road network may require extensive reconstruction of some of these roads, making it difficult to implement the OP's active transportation network in the shorter-term due to high costs. The opportunity exists however, to implement a "cycling spine" network utilizing existing cycling facilities and the Town's collector and local roads to provide a network of signed-only cycling routes that could be implemented in the short-term that would not require extensive reconstruction, rehabilitation or upgrades.

Other roadways designated as cycling routes in the Town's Official Plan could be added to the cycling network when funds are available and/or these roads are scheduled for reconstruction or rehabilitation.

Based on this approach, a series of short term (within the next 5 years) and long-term (beyond 5 years) goals and initiatives are recommended for the Town of Cobourg and detailed in **Section 6.5.1 and 6.5.2** as part of an active transportation strategy.

Detailed recommendations for the implementation and application of signage, pavement markings, lane widths for bikes, autos and parking, and off-street pathways are provided in **Appendix J**. Furthermore, preliminary recommended initiatives to support the Town's goal to encourage walking, cycling and the implementation of the active transportation network are also provided in **Appendix J**.

6.5.1 Short-Term Improvements (2011 - 2016) Develop a "Cycling Spine Network"

A spine cycling network would consist primarily of bike lanes and signed-only bicycle routes, with connections provided to existing off-road paths and trails and on-road cycling facilities. These two types of cycling facilities are most appropriate in the short-term as major road reconstruction or widening, beyond the installation of appropriate signage and adjustments to pavement markings, are not required.

The spine network would form an integrated and continuous basic network of on-road cycling facilities linking key attractions and destinations within the Town and would act as a catalyst for development and promotion of cycling initiatives in Cobourg. The spine network addresses existing discontinuities and the lack of existing cycling connections in and through downtown Cobourg, except for the signed Waterfront Trail route. The short-term cycling network priorities are shown in blue in **Exhibit 12**.

The provision of bicycle parking facilities at major destinations such as schools, community centres, shopping malls/plazas, the downtown business area, VIA rail station, major employment areas and the waterfront is needed to support the recommended cycling network.

The Town should also create a Town cycling map in conjunction with Northumberland County and update the map as new facilities are added.

As part of these short-term initiatives, the Town of Cobourg should also undertake a cycling (and pedestrian) master plan study as it proceeds with its active transportation initiatives. Additional details are provided in **Section 6.6**.

On-Road Network Priorities (Requiring Road Reconstruction for Designated Cycling Facilities)

From a network-connectivity perspective, there are some roadways that may require physical modifications or reconstruction to accommodate cycling and pedestrian facilities, primarily for cycling routes along the arterial road network. Although the main objective of the cycling spine network would be to implement cycling routes that would not require physical road reconstruction or modifications, some roads should be considered short-term priorities and reconstructed when funding becomes available to accommodate cycling facilities.

Construction of these links would ensure that a connected, Town-wide cycling network could be implemented in the short-term.

Key corridors that should be considered for reconstruction to accommodate cycling facilities are as follows:

- Elgin Street (Rogers Road to D'Arcy Street): Signed-only routes and shared-road cycling facilities would not be appropriate for this road due to high traffic volumes along this road. Separate, designated cycling facilities are recommended such as paved shoulders / bike lanes or a boulevard multi-use pathway. Cycling facilities provided along this corridor should be developed in conjunction with Northumberland County as part of the County-wide cycling plan study.
- Burnham Street-William Street (DePalma Drive to Burnham Street cul-de-sac at Carlisle Street): Designated cycling facilities along this segment would provide a direct north-south connection from the commercial and residential areas north of Elgin Street West to the existing Waterfront Trail route along Burnham Street south of Carlisle Street.
VIA Station Connection: A pedestrian/cycling connection between the VIA train station and existing/proposed cycling routes along Division Street and George Street. In the interim, a signed-only cycling route could be implemented along the VIA access to Division Street. A signalized intersection or "half-signal" provided at the VIA access and Division Street intersection would allow for a protected crossing to the existing pathway on the east side of Division Street. Pedestrians and cyclists accessing the VIA station through George Street to/from the south would have to navigate through the parking lot to access the station building.

The Town of Cobourg should coordinate with VIA rail, which is currently working on a revised station layout, to ensure that pedestrian / cycling accommodation is being considered.

Off-Road Network Priorities

The ultimate active transportation network proposed in Schedule 'B' of the Town's Official Plan also identifies numerous pedestrian/cycling paths within the Town's greenlands and parks system. Off-road corridors can provide connection opportunities between various on-road cycling facilities where a direct on-road connection may not be in place. Furthermore, as part of the Town's policy to encourage alternative (non-auto) modes of transportation, the development of an off-road pathway network would encourage a wide range of active transportation user groups, including pedestrians, cyclists, in-line skaters and skateboarders, where trail surfaces permit.

New, off-road multi-use trails recommended as short-term priority for the cycling spine network are as follows:

- A pathway generally following Cobourg Creek from the Rayner Road-Glenhare Street pathway connection to the Waterfront Trail.
- A pathway following the general alignment of the future Kerr Street as a precursor to construction of the full roadway.
- A pathway through the linear park system parallel to the Charles Wilson Parkway, west of Rogers Road.

Other off-road priorities include the consideration of cross-country trails across Northumberland County and through the Town of Cobourg. Cross-Country trails should utilize north-south and east-west corridors that serve large areas of the Town, and act as cross-town routes. Possible corridors that should be considered for cross-country trails include the Kerr Street corridor, the Midtown Creek corridor/Greenland system, the Cobourg Creek corridor/Greenland system, or the Waterfront. The Town of Cobourg should work with Northumberland County and establish appropriate cross-country trail routes as part of a cycling and pedestrian master planning study.

The off-road network priorities above will not be as easy to implement as the on-road priorities (many of which require only additional signage and pavement marking adjustments). However, as opportunities become available, the Town should consider constructing and/or upgrading these off-road routes to complete the initial cycling spine network.

6.5.2 Mid to Long-Term Improvements (Beyond 2016)

Longer-term cycling initiatives would build upon the initial spine network recommended above. Longer-term initiatives would include the provision of designated cycling facilities along arterial roadways as proposed in the Town's Official Plan when these roads are reconstructed or rehabilitated, upgrading current signed-only cycling routes to designated cycling facilities where appropriate, and extending the cycling network along new roadways

in future development areas. Mid to long-term improvements would involve roads that require some level of reconstruction and/or reconfiguration to include designated cycling facilities.

Recommended long-term initiatives are as follows:

- Upgrade any “shared” cycling facilities (e.g. where cyclists share a lane with motor-vehicles) to separate designated facilities along arterial roads and major collectors.
- Provide designated on-road cycling facilities along the Kerr Street corridor as it is constructed.
- Reconstruct or reconfigure William Street to accommodate designated cycling facilities.
- Gradually implement the proposed pedestrian and cycling paths as identified in Schedule ‘B’ of the Official Plan as funding becomes available and when designated roads are selected for reconstruction / rehabilitation.
- Construct off-road paths within the greenland system where pedestrian/bicycle paths are proposed.
- Provide designated cycling facilities on “day one” on new roadways constructed in new development areas that are proposed as designated cycling routes.
- Coordinate with VIA rail as they develop their revised station layout to ensure that pedestrian and cycling accommodation is provided to/from George and Division Street’s, including a pathway connection along the periphery of the station site, around the parking lot. In the longer-term or when funding becomes available, improved connections are recommended between the VIA station and George Street to the north. A new crossing of the railway corridor would be required for this connection.
- Review and update the cycling network as part of future updates of the Transportation Master Plan.
- Create a network hierarchy for the Town’s cycling network consisting of “higher-order” facilities.

The ultimate, long-term cycling network that should be considered for the Town of Cobourg, including the short-term priorities, is illustrated in **Exhibit 12**.

Exhibit 12: Recommended Active Transportation Network – showing Short Term “Priority” and Long-Term Proposed Cycling Routes





6.6 Active Transportation Network: Pedestrian

The Town of Cobourg has undertaken many initiatives to improve the Town's pedestrian system, including policy direction developed as part of the Town's Official Plan and *Urban and Landscape Design Guidelines*.

It is vital that communities are designed to encourage walking and provide safe and attractive pedestrian facilities. Linking neighbourhoods together through a network of sidewalks and trails will support walking as a viable transportation mode – an essential element to building healthy communities.

The Town should follow the recommendations provided in the Official Plan and *Urban and Landscape Design Guidelines*, ensuring that policies for the provisions of sidewalks along the arterial, collector and local road network are followed so that any discontinuities in the sidewalk system are connected. These include:

- Provision of sidewalks on both sides of all arterial and collector roads and one side of all local roads at a minimum, with the exception of cul-de-sacs and streets with a limited number of homes on them.
- The provision of multi-use pathways on both sides of arterial roads adjacent to the greenlands system.
- Provision of sidewalks in all locations where pedestrian routes connect to local amenities such as schools, parks, transit routes and retail areas.
- Incorporate cemeteries into the overall active transportation network through the integration of trails with the sidewalk network.
- Take advantage of 'orphaned spaces' within the public right-of-way to create 'Village Squares' and incorporate them into the overall trail network.
- Create paths at the perimeter of storm water retention ponds which are integrated into the overall network.
- Complete a study for Albert Street which would incorporate the unique 'Special Street' opportunities identified in the *Urban and Landscape Design Guidelines* as well as recommendations from the Transportation Master Plan.

Building from the existing and proposed active transportation network in the Official Plan (see **Exhibit 3**), the Town should develop its own pedestrian (and cycling) master plan, in conjunction with Northumberland County, in the short-term (within the next 2 years), prior to implementing the recommended active transportation network. This Plan should address the pedestrian (and cycling) needs for the Town, establish a formalized pedestrian and cycling network, identify connections with the Northumberland County's pedestrian and cycling network, identify cycling/pedestrian supportive programs and initiatives, outline an implementation schedule and maintenance program and define the associated costs for implementing the plan. The plan should include:

- Recommendations for support-facilities and supportive programs to encourage the participation of walking (and cycling).
- Identification, evaluation and selection of designated pedestrian routes.



- Development of a maintenance and monitoring program.
- Development of implementation and funding strategies.
- Expansion of the pedestrian pathway network within the Town's Greenland system. This should be undertaken in conjunction with a cycling master plan since most pathways are multi-use and used by pedestrians and cyclists.
- Recommendations regarding specific details, derived from the *Urban and Landscape Design Guidelines*, which can be incorporated into future roadworks projects, including curb-cuts, illuminated cross-walks, audible signals, and ramp treatments in an effort to improve accessibility and safety.
- Recommendations regarding specific details, derived from the *Urban and Landscape Design Guidelines*, which can be incorporated into future roadworks projects, including bike lanes, trails, drainage and treatments in an effort to improve sustainability through better storm water management.
- The Town should require the incorporation of active transportation facilities within existing neighbourhoods and developments and provide regular maintenance of sidewalks and trails during the winter time to ensure that walking remains a safe and viable transportation mode all year long. The budget required for all-year maintenance should be confirmed through a Town-wide cycling and pedestrian master plan study, that should identify high-usage pedestrian and cycling corridors and prioritize them for potential year-round maintenance. It is recommended that all cycling routes within the Town that are signed should receive enhanced maintenance throughout the entire year if possible. However, priority should be placed on routes with cycling facilities located within the travel portion of the roadway (e.g. bike lanes or shared-road cycling routes) along high-volume roadways such as arterial and collector roads. It is on these types of roads where the need to provide separation between cyclists and motorists is highest.

Appendix A

Public Consultation

A PUBLIC CONSULTATION

This Appendix provides a summary of the public consultation undertaken as part of the Town of Cobourg Transportation Master Plan study.

A.1 Open House Event

A single public open house was held for the Town of Cobourg Transportation Master Plan on Tuesday, October 5th, 2010 between 4pm and 7pm at the Town of Cobourg Fire Hall, located at 111 Elgin Street East. The purpose of the public open house was to obtain public input on the following information presented:

- The Transportation Master Plan Process,
- An overview of the study including the study purpose and goals,
- Existing transportation conditions in the Town, including existing weekday traffic volumes, transit services and active transportation routes,
- Key transportation issues that exist in the Town today, including issues related to safety at intersections, mobility, accessibility and connectivity
- The future directions for the Town, including expected population and employment growth, and potential elements for the future “transportation strategy” for the Town.

In total, 10 persons signed the sign-in sheet and became engaged (i.e. stopped to ask questions and provide input) at the Open Houses. A few other (less than five) members of the public dropped in briefly to view the Open House presentation boards, but did not sign-in. Attendees included representatives from various local organizations including the Town of Cobourg’s Bicycle Action Committee of Sustainable Cobourg, Northumberland County and Cobourg Citizens. The open house was attended by representatives from HDR | iTRANS, Planning Alliance and Town of Cobourg staff.

A.2 Notification

A study commencement notice was advertised in Northumberland Today on September 23, 2010, and posted on the Town’s website to notify residents of the upcoming open house event. The study commencement notice is illustrated below.



NOTICE OF STUDY COMMENCEMENT AND PUBLIC OPEN HOUSE

Cobourg Transportation Master Plan

The Town of Cobourg has initiated a study to develop a comprehensive Transportation Master Plan. This Plan will guide the development of Cobourg's 20-year transportation network in a coordinated manner, while addressing existing issues and concern of Cobourg residents. The study will focus on accommodated and encouraging more sustainable modes of transportation such as transit, cycling and walking, while also considering the needs of vehicular traffic.

This study is being carried out in accordance with the approved process for Phases 1 and 2 of the Municipal Class Environmental Assessment (June 2000). Public consultation is vital to this study. The Town would like to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before any decisions are made on the future transportation system. Members of the public are invited to attend the Public Open House for an introduction to the project and to give input into the planning process.

The Public Open House will be held on:

Tuesday, October 5, 2010 from 4:00 PM to 7:00 PM at the Cobourg Firehall, Training Room

If you are unable to attend the Open House, but would like to provide us with your comments or get familiar with the issues and presentation materials, please visit the Town's website www.cobourg.ca after October 5, 2010 or contact one of the individuals below:

Barry Thrasher, P.Eng.
Deputy Director of Public Works
Town of Cobourg
390 King St West
Cobourg, ON K9A 2N7
Email: bthrasher@cobourg.ca
Phone: 905-372-9971
Fax: 905-372-0009

Suzette Shiu, P.Eng.
Consultant Project Manager
HDR | ITRANS
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Email: suzette.shiu@hdrinc.com
Phone: 905-882-4100 ext. 5293
Fax: 905-882-1557

All information will be maintained on file for use during the study. With the exception of personal information, all comments will become part of the public record.

We invite your participation in this study.

A.3 Open House Materials

Presentation Panels were prepared for the Open Houses. A copy of the panels is included in this Appendix. In addition to the project panels, comment sheets and a comment box were provided to allow attendees to share their thoughts and comments about the project.

A.4 General Comments

Key themes discussed at the open house focused primarily on improving conditions at the 5 “hot spot” locations and improving cycling conditions in the Town, including recommended cycling routes that should be considered as part of the study.

Only few comment forms were filled out and returned to the project team. Of the comments received, they focused primarily on improving cycling conditions in the Town. Comments received included working with the Bicycle Action Committee to improve cycling conditions at problem intersections, and the need for more cycling routes within and across the Town, as well as cross-country trails that provide access to Northumberland County.

A.5 Meeting with Town of Cobourg Bicycle Action Committee

On December 1st, 2010, HDR | iTRANS and Town of Cobourg staff met with representatives from the Town of Cobourg’s Bicycle Action Committee (BAC) and Sustainable Cobourg (SC). HDR | iTRANS staff presented their preliminary thoughts various cycling initiatives that the Town of Cobourg should consider and include as part of the Transportation Master Plan.

Representatives from the BAC and SC recommended that the Town invest more in cycling infrastructure in an effort to make Cobourg a place where people of all ages can safely ride bicycles throughout the Town. Other recommendations from BAC and SC representatives included providing more secure bicycle parking throughout the Town and to ensure that cycling accessibility is not compromised. Key comments included an emphasis on “visible initiatives” such as signage, maps, pavement markings and other cost-effective measures that would raise awareness and increase “cycling presence” to all roadway users.

Various suggestions for off road cycling routes were also recommended by the BAC and SC including a route parallel to the Cobourg Creek, a shared multi-use pathway along the Waterfront and a pathway along the proposed Kerr Street alignment.

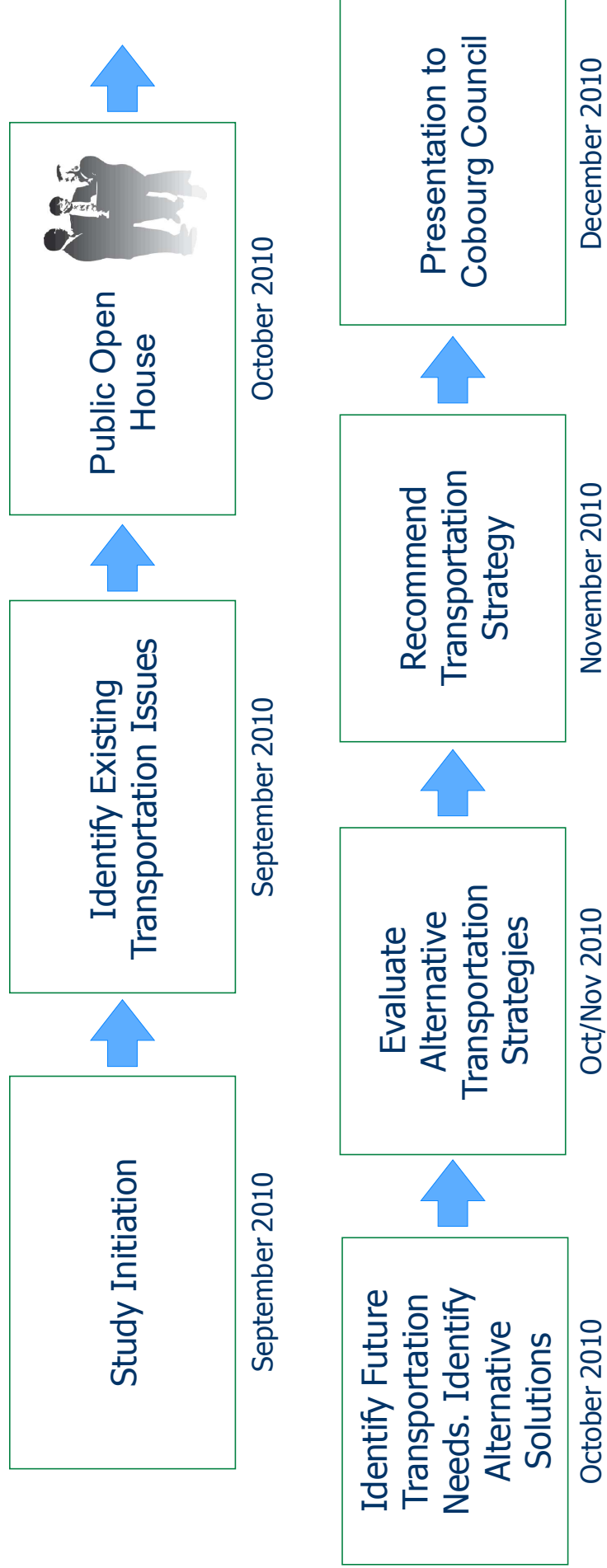
The comments received from the BAC and SC representative were recorded for consideration as part of the Transportation Master Plan. The BAC and SC indicated that they would like to be informed when the draft report of the TMP is available.

Town of Cobourg Transportation Master Plan

Public Open House
Tuesday, October 5, 2010
4 PM to 7 PM

Transportation Master Plan Process

We are here



Identify Future Transportation Needs. Identify Alternative Solutions

October 2010

Evaluate Alternative Transportation Strategies

Oct/Nov 2010

Recommend Transportation Strategy

November 2010

Presentations to Cobourg Council

December 2010

Study Purpose

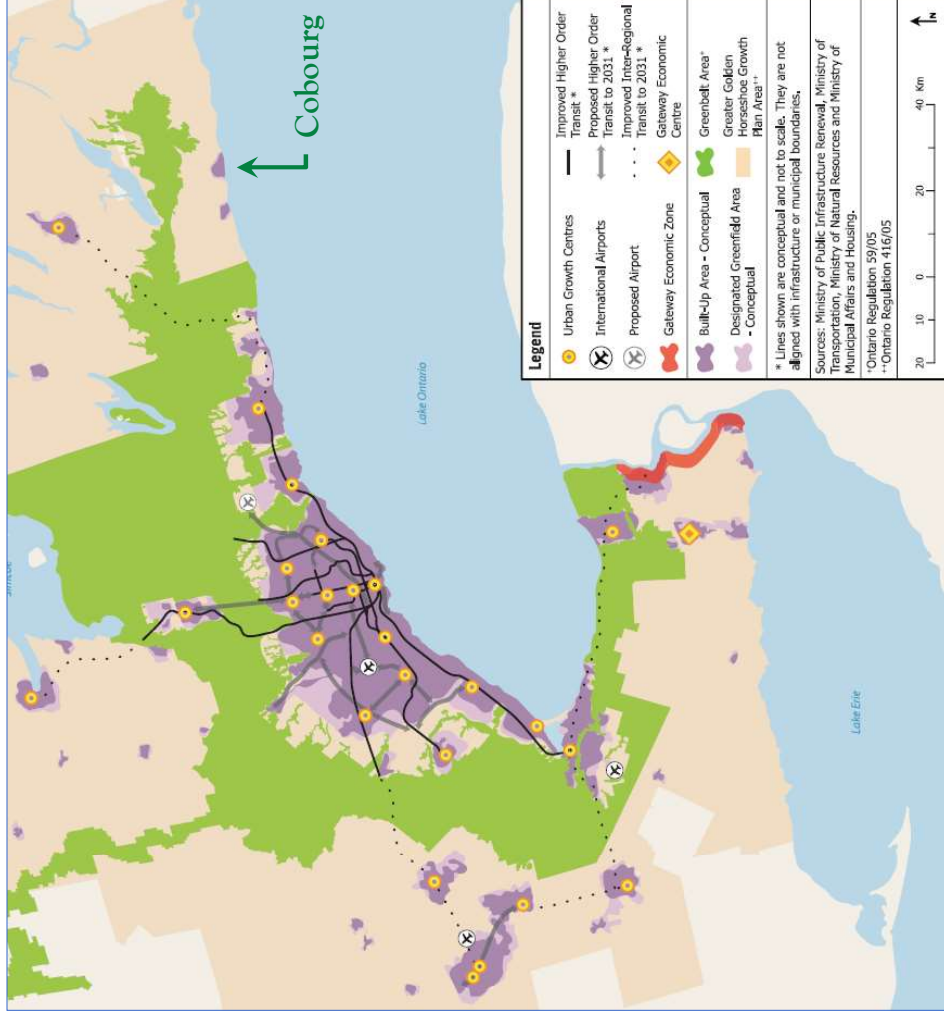
- Provide an updated and expanded comprehensive Transportation Master Plan that will guide the development of Cobourg’s transportation network for the next 20 years, while addressing existing issues and concerns of Cobourg residents.
- Focus on accommodating and encouraging more sustainable modes of transportation such as transit, cycling and walking while also considering the needs of vehicular traffic.

Study Goals

- Provide a context for *how best to utilize transportation resources.*
- Give direction on *what transportation related policies, services and infrastructure should be implemented* to address community values, desires and mobility needs in an effective and responsible manner.
- Reflect the *rural and urban character* of Cobourg, and its *high quality of life.*
- Recognize the *importance of the transportation network to the economic competitiveness* of the Town.
- Examine how *changes in community values, emerging trends, environmental considerations, financial constraints and other societal trends* have changed the public's focus on transportation.
- Provide a framework, from a transportation perspective, for the establishment of an *economically sustainable and environmentally respectful growth management strategy*, which supports the growth objectives articulated in the Town's Official Plan.

Provincial Context

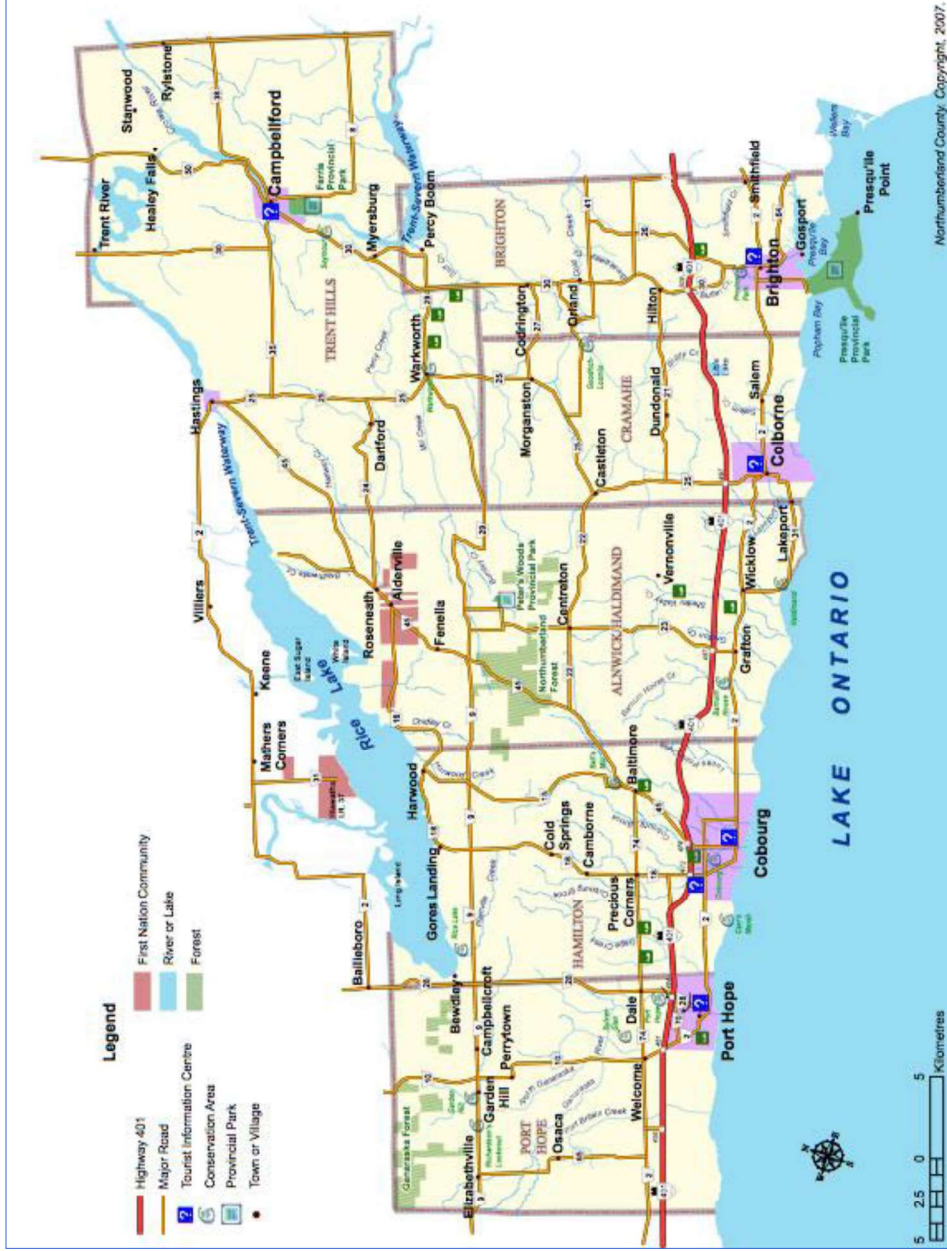
- Provincial program to plan for growth and development across Ontario
- Cobourg is included in *The Growth Plan for the Greater Golden Horseshoe*
- The Plan aims to:
 - Revitalize downtowns
 - Create complete communities that offer more options for living, working, learning, shopping and playing.
 - Curb sprawl and protect farmland and green spaces.
 - Reduce traffic gridlock by improving access to a greater range of transportation options.



Source: Places to Grow, Schedule 5 – Moving People - Transit

County Context

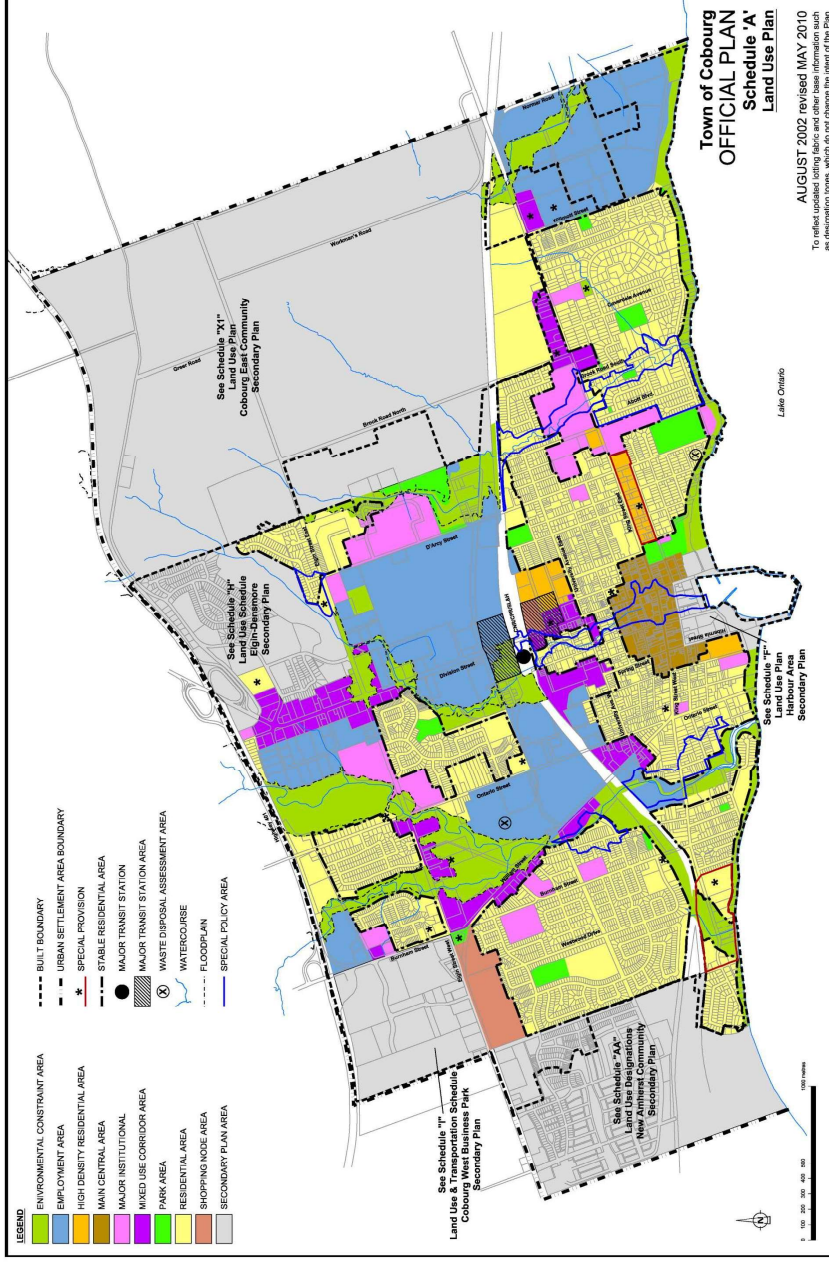
- Northumberland Growth Management Strategy (Dec 2009)
 - Allocation of population and employment growth to the local municipalities
- Northumberland County Cycling Plan
 - Commences fall 2010
 - Opportunity for Town to coordinate with county-wide plan
- Integrate Town transportation planning with County and adjacent municipalities



Source: Northumberland County Tourism website

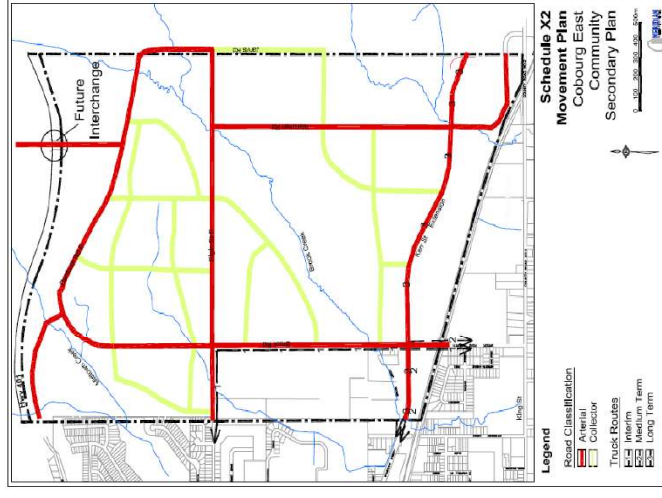
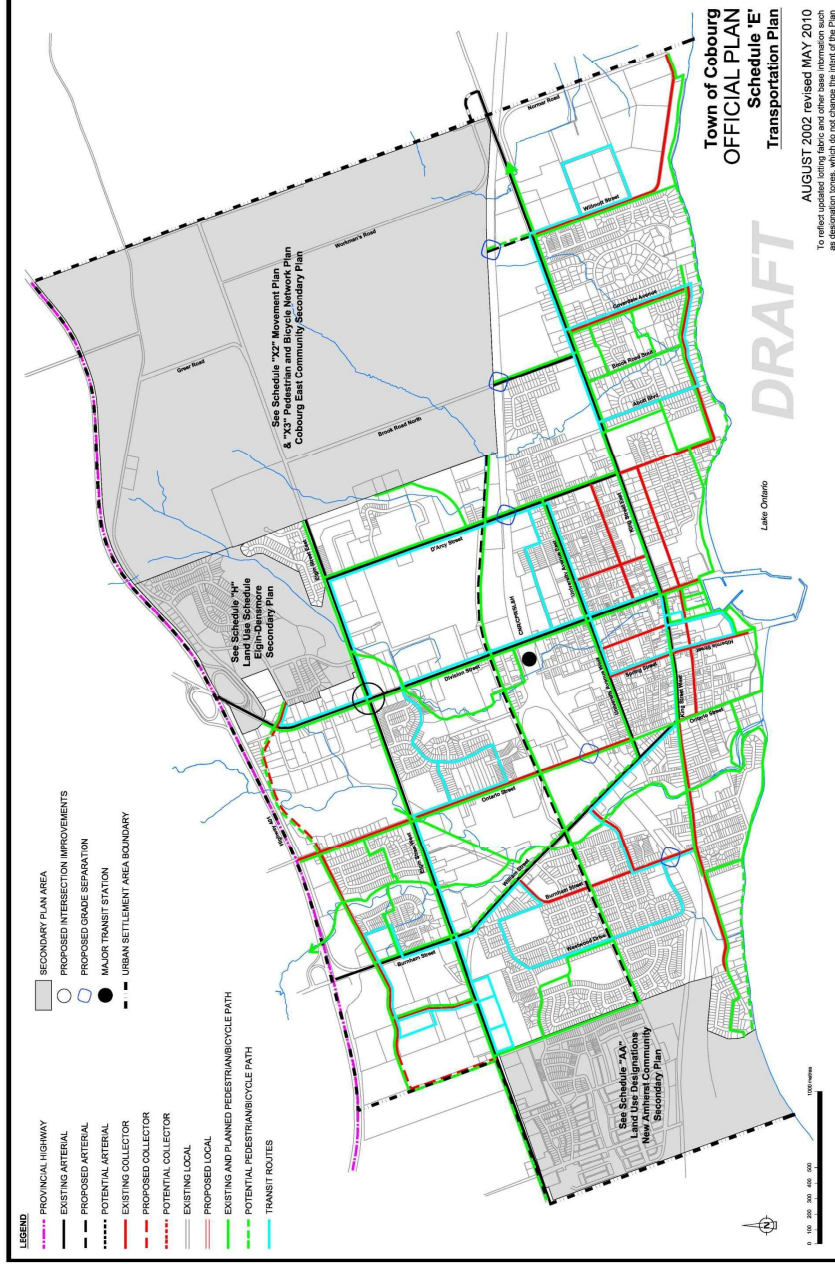
Cobourg Official Plan

- Key planning policy document
- Includes community vision, principles and objectives, as well as general policy direction and a land use planning framework
- Guides the physical, social, economic and environmental management and growth of the Town

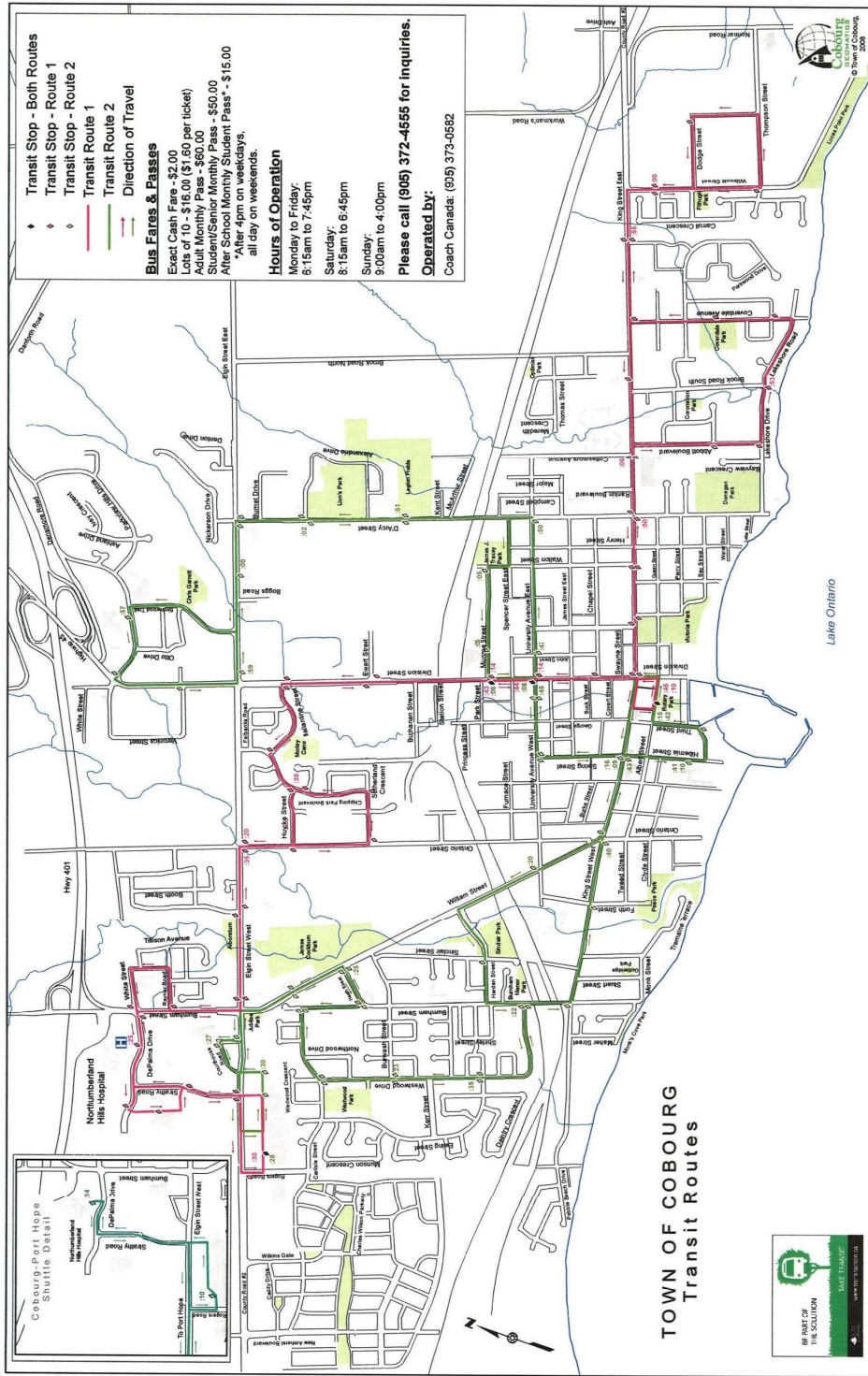


Cobourg OP: Transportation

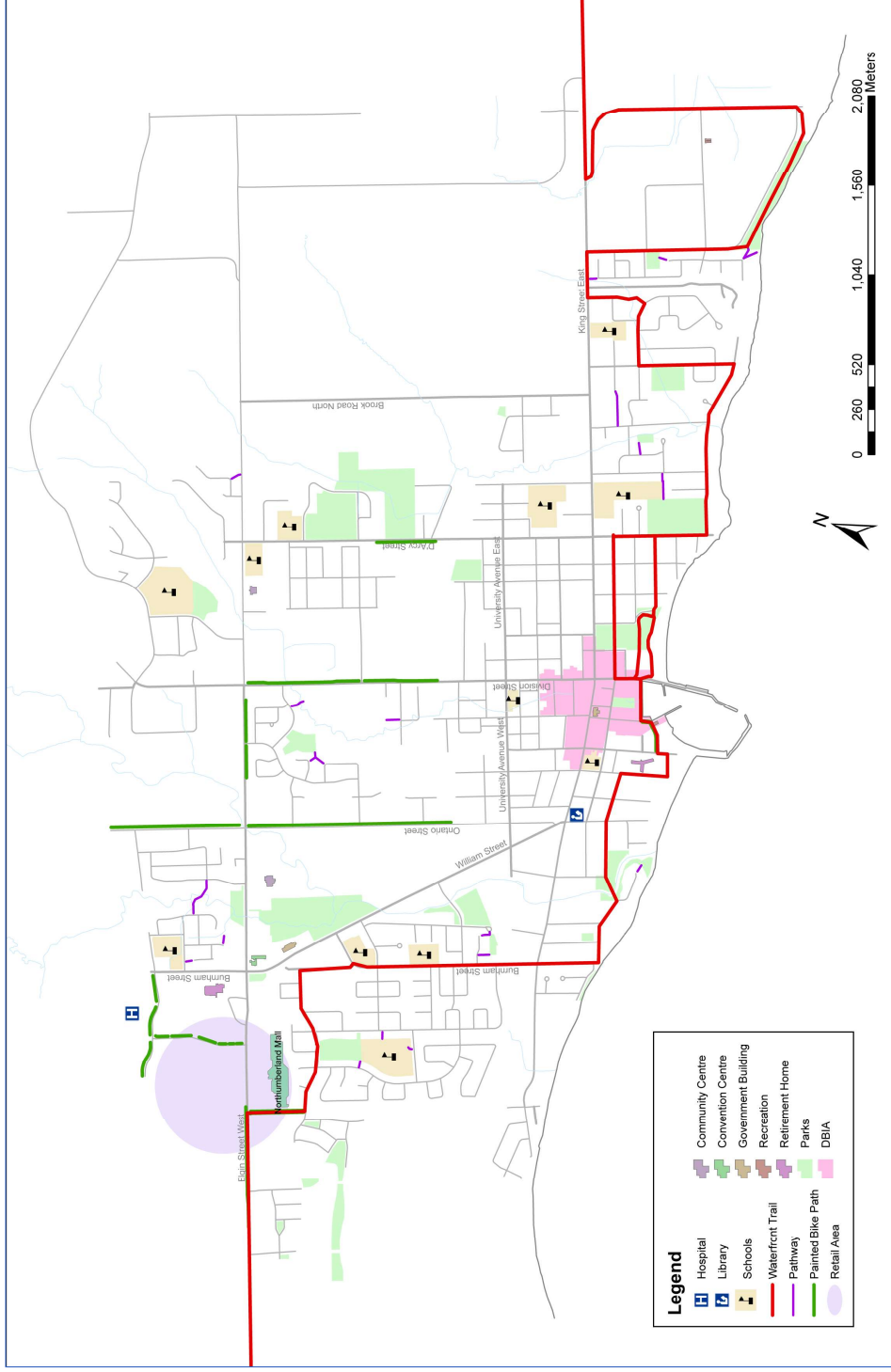
- Direction of future transportation network



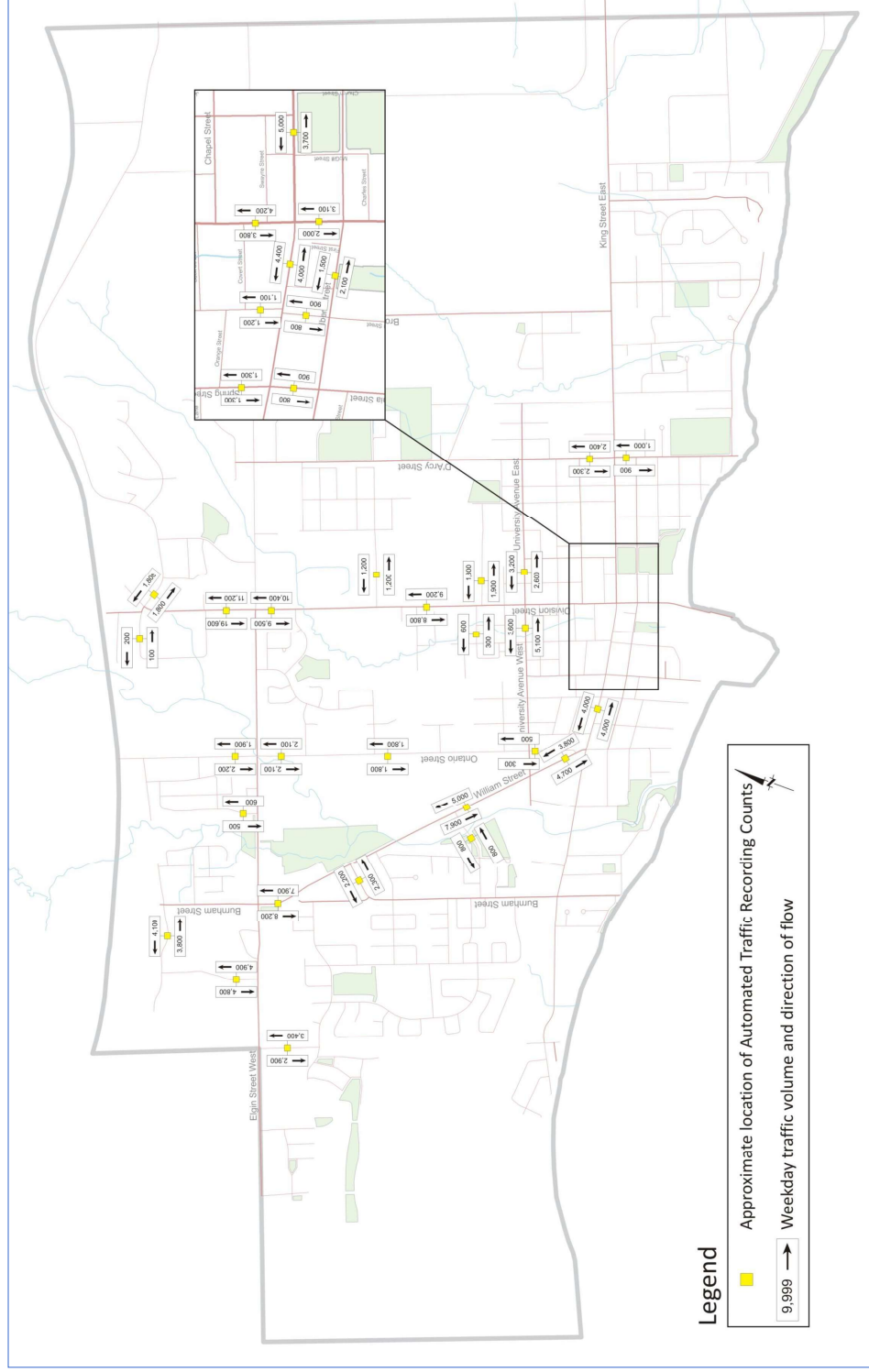
Existing Transit



Existing Pedestrian / Cycling Network



Existing Weekday Traffic Volumes



Safety Performance “Hot Spots”

Five locations in Cobourg were identified for further investigation to improve safety performance:

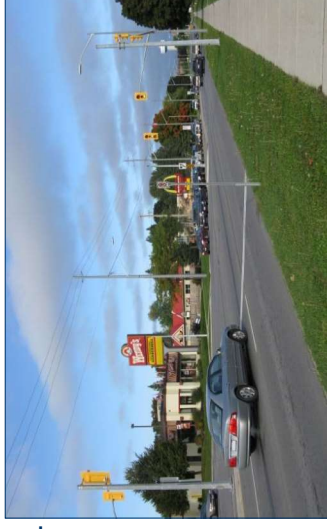
1. Division St at Munroe-Park
2. Division St at University Av
3. William St at Heath St
4. University Av at D'Arcy St
5. King St at George St



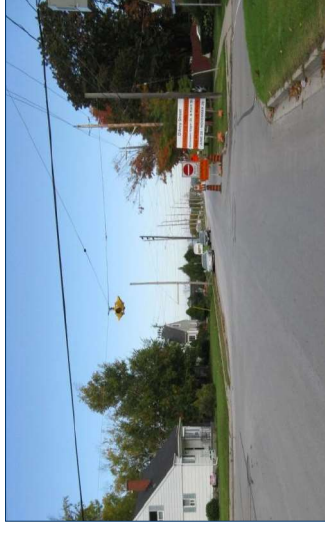
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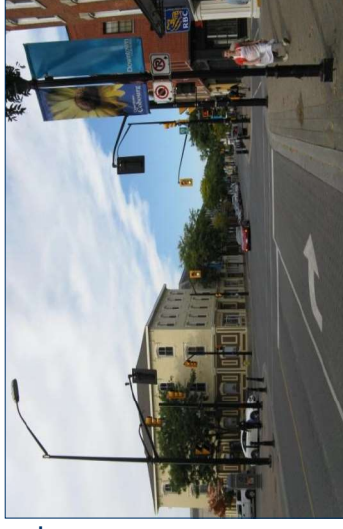
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3.



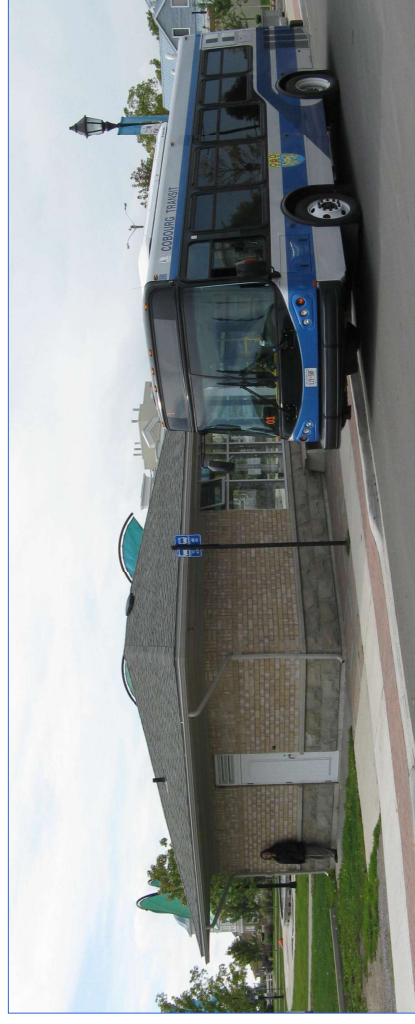
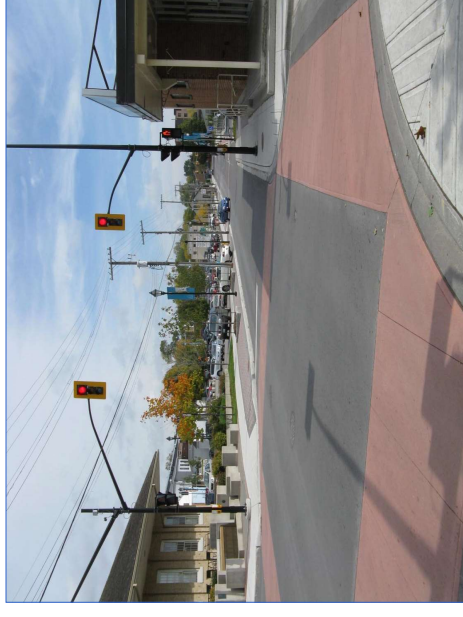
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5.

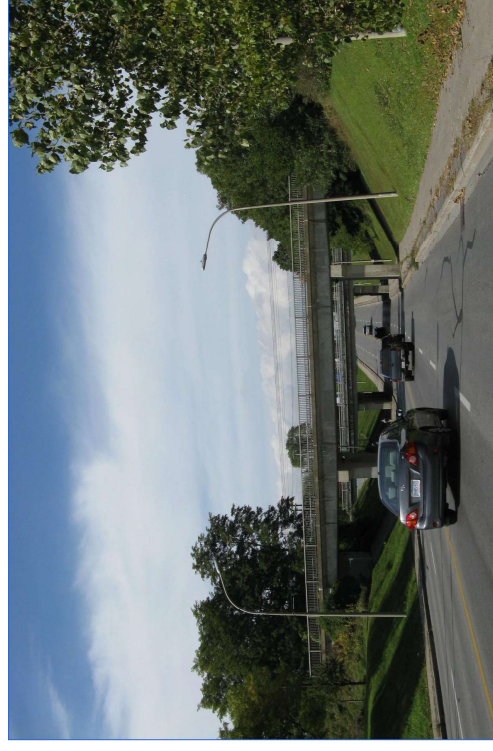
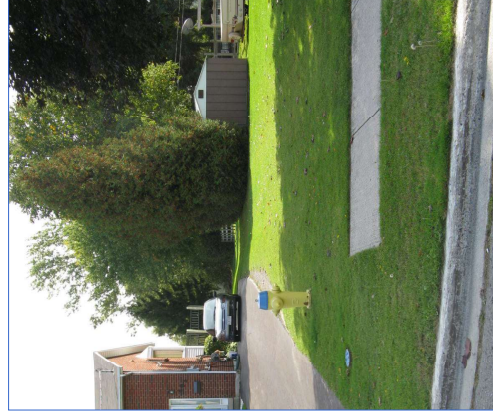
Transportation Issues

- Mobility for all
 - Drivers, pedestrians, cyclists
- Perceived congestion on arterial roads
 - Elgin St, Division St , and King St
 - Impacts to community and environment
- Transit
 - Ridership, accessibility, service frequency



Transportation Issues (cont.)

- Connectivity:
 - Rail grade-separation – Burnham St, Ontario St , D’Arcy St, Brook Rd, Willmott St
 - New east-west arterial connection – Kerr St
 - Pedestrian Network
 - Bicycle / Trail Network



Future Directions for Cobourg

- Currently Cobourg has 18,200 residents and 12,100 jobs
- Future 2031 projections for 28,500 residents and 15,300 jobs
- Development of Cobourg East Secondary Plan
 - 243 ha of residential development
 - 91 ha of employment lands
- Focus on transit, pedestrian and bicycle and goods movement, as well as improving connections to regional and inter-regional bus and rail services
- Multi-modal corridors - roads not just for single-occupant vehicles, instead emphasize people-carrying capacity
- Sustainable and accessible design

Potential Elements of Transportation Strategy

- Integrate land use and transportation planning
- Urban sustainable design standards
- Transit
 - Frequency, hours of operations, specialized services
- Active transportation network
 - Pedestrian connections
 - Continuous bike lanes and/or paths
- Travel demand management
- Official Plan policies
 - Road classifications, designated Right-of-Way
- Key intersection improvements
 - “Hot spot” locations
- Arterial and collector road improvements
 - Increase capacity
 - Improve east-west connections
- New Highway 401 interchange at Nagle Road

Next Steps

- October
 - Identify future transportation needs
 - Identify alternative solutions
 - Evaluate alternatives
- November
 - Recommend transportation strategy
 - Draft report
- December
 - Present to Council and public

We Need Your Input!

- Public input is critical to the success of this project. We ask for your input on:
 - Transportation Issues
 - Future Directions
- How to stay involved:
 - Add your name to the mailing list
 - Check the Town's website www.cobourg.ca → Transportation Master Plan
- Contact us:
 - Submit a comment form
 - Town Project Manager: Barry Thrasher at bthrasher@cobourg.ca
 - HDR | iTRANS Project Manager: Suzette Shiu at suzette.shiu@hdrinc.com

Gumbs, Sherwin

From: Shiu, Suzette
Sent: Sunday, January 09, 2011 7:18 PM
To: Gumbs, Sherwin
Subject: FW: Re.Cycling in Cobourg/Northumberland County

Suzette Shiu, P.Eng.
Project Manager

HDR | iTRANS
100 York Blvd, Suite 300 | Richmond Hill, ON | L4B 1J8
Phone: 905.882.4100 x 5293 | Fax: 905.882.1557 HDR | iTRANS
1545 Carling Avenue, Suite 410 | Ottawa, ON | K1Z 8P9
Phone: 613.907.7414 | Fax: 613.722.8890
Email: suzette.shiu@hdrinc.com
www.hdrinc.com
www.itransconsulting.com

-----Original Message-----
From: [REDACTED]
Sent: Sunday, January 09, 2011 7:18 PM
To: Shiu, Suzette
Subject: Re.Cycling in Cobourg/Northumberland County

I would like to see more x- country trials around the county,possibly something even in town limits.My wife and myself cycle quit a bit,for exercise and training.It would feel much safer than riding in traffic,where many times I have been just about hit!This would also be a large benefit to tourism.The younger/more active need priority in this community as well and there needs should not be overlooked!

[REDACTED] cyclist

Sent from my iPhone



Town of Cobourg Transportation Master Plan

Public Open House
October 2010

COMMENT FORM

My question or comment is the following:

Can we get counts on pedestrian
and cycles ~~to~~ - just as you have
counts for vehicles.

If you need more space, feel free to use the back of this page. Please leave this form with staff when you are finished, or send it to the following contacts by mail, fax, or e-mail:

Barry Thrasher, P.Eng.
Deputy Director of Public Works
Town of Cobourg
390 King Street West
Cobourg, ON K9A 2N7
Email: bthrasher@cobourg.ca
Phone: 905-372-9971
Fax: 905-372-9999

Suzette Shiu, P.Eng.
Consultant Project Manager
HDR | iTRANS
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Email: suzette.shiu@hdrinc.com
Phone: 905-882-4100 x 5293
Fax: 905-882-1557

Name: _____
Address: _____
E-Mail Address: _____

This information is collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Town of Cobourg Transportation Master Plan

Public Open House
October 2010

COMMENT FORM

My question or comment is the following:

The Bicycle Action Committee of Sustainable Cobourg will gladly provide you with lots of input regarding "hot" spots, suggestions etc. I will e-mail them tonight asking them to gather their ideas - even take pictures - and that we'll meet to collate the material for you. We'd really like to meet with you to present this. We can mark up your map and give you a written submission.

If you need more space, feel free to use the back of this page. Please leave this form with staff when you are finished, or send it to the following contacts by mail, fax, or e-mail:

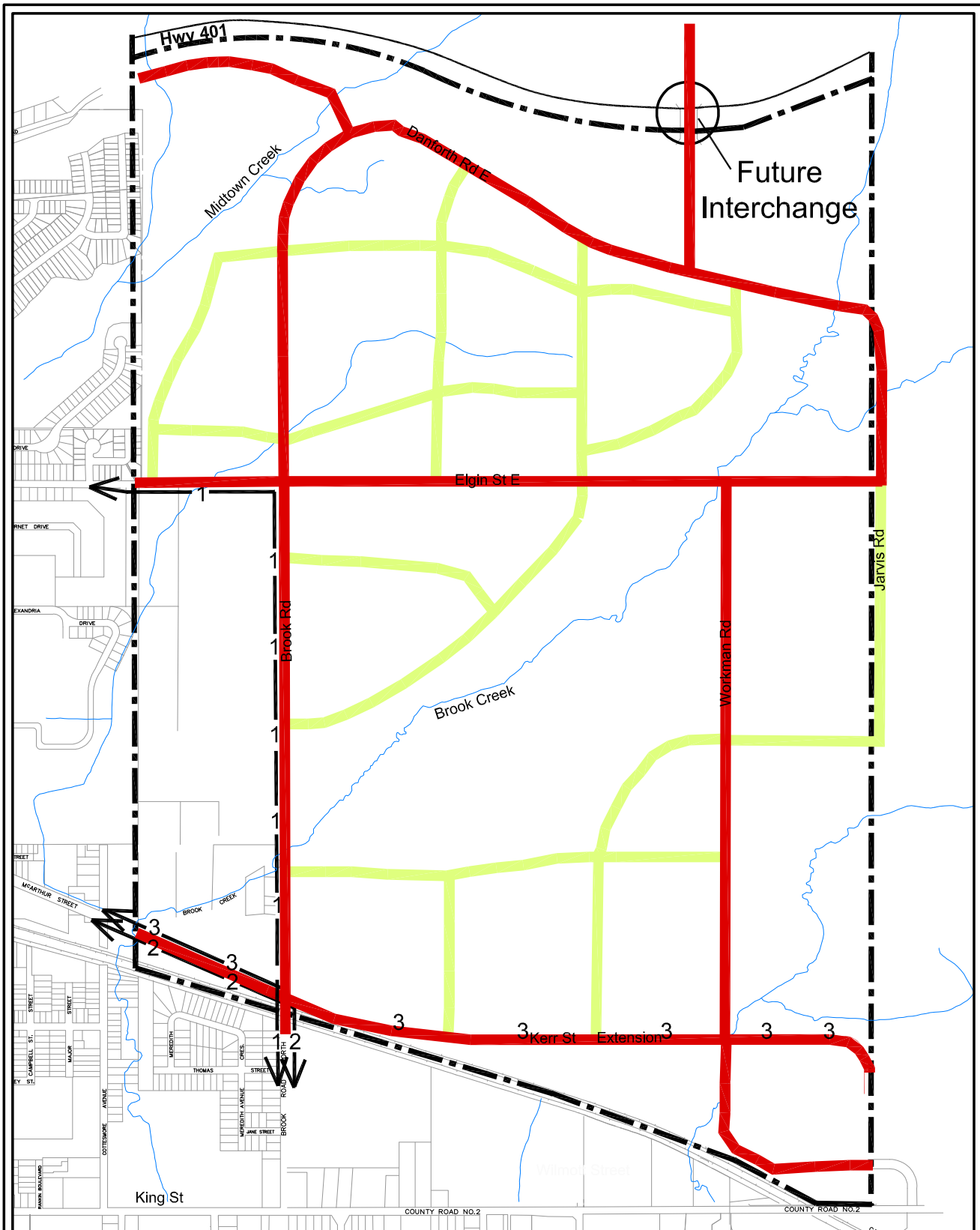
Barry Thrasher, P.Eng.
Deputy Director of Public Works
Town of Cobourg
390 King Street West
Cobourg, ON K9A 2N7
Email: bthrasher@cobourg.ca
Phone: 905-372-9971

Suzette Shiu, P.Eng.
Consultant Project Manager
HDR | iTRANS
100 York Boulevard, Suite 300
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Fax: 905-882-1557

Name: _____
Address: _____
E-Mail Address: _____

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Appendix B
Secondary Plan Schedules






Legend

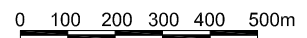
Road Classification

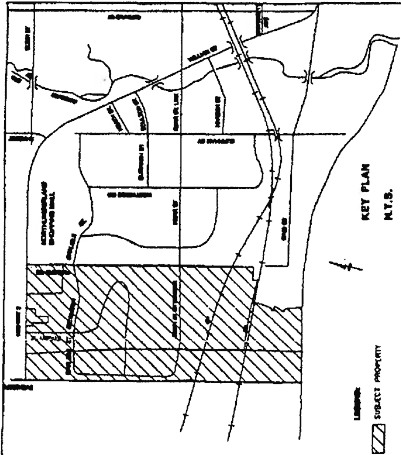
-  Arterial
-  Collector

Truck Routes





-  Interim
-  Medium Term
-  Long Term

**Schedule X2
Movement Plan
Cobourg East
Community
Secondary Plan**

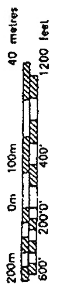




SCHEDULE DD: ROAD NETWORK PLAN

-  NEW AMHERST SECONDARY PLAN AREA
-  COLLECTOR ROAD
-  POTENTIAL COLLECTOR ROAD
-  POTENTIAL BIKE OR PEDESTRIAN PATHWAY

OFFICE CONSOLIDATION

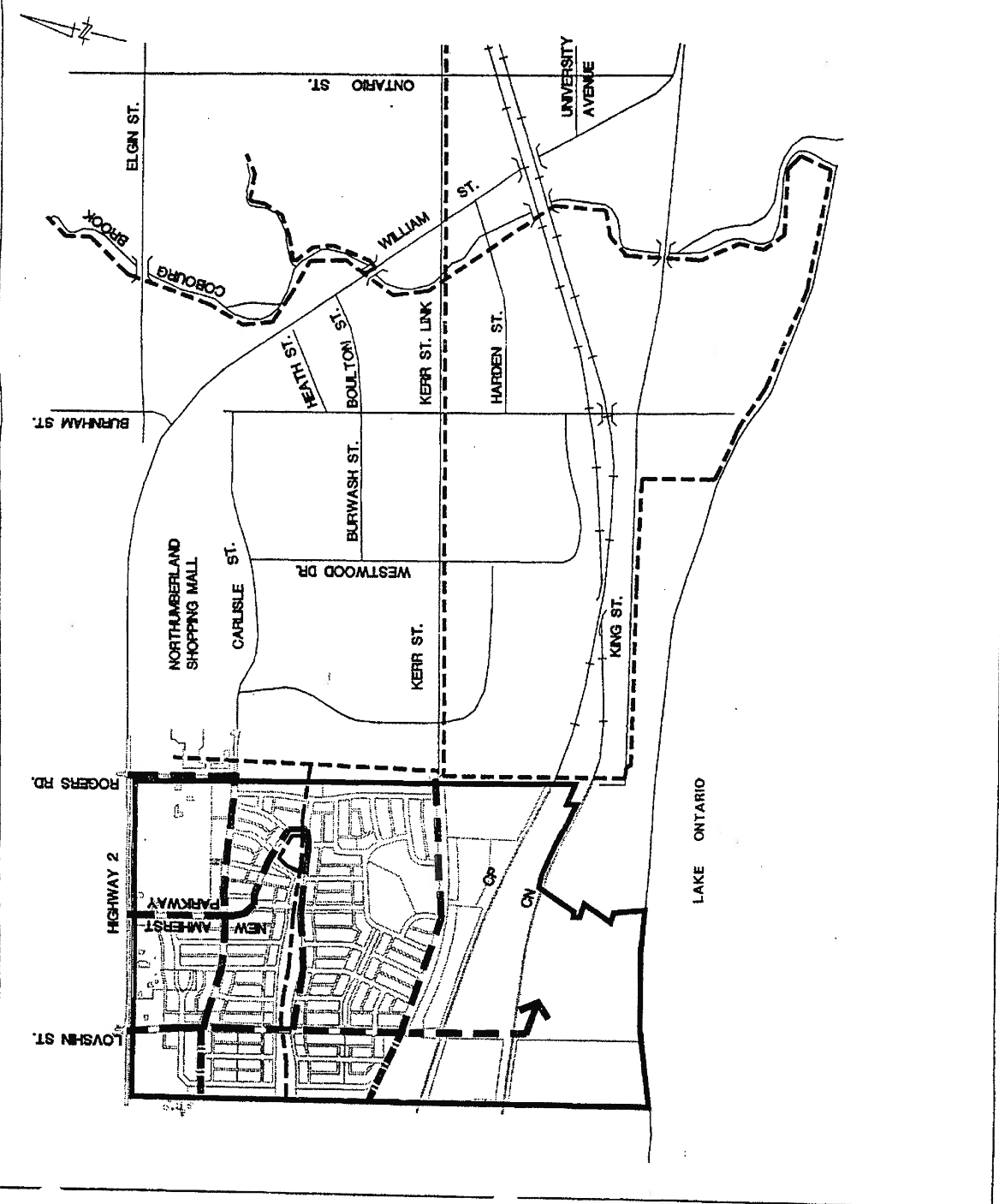


NEW AMHERST COMMUNITY SECONDARY PLAN

Proctor & Redfern
Limited
45 Green Belt Drive
Windsor, ON N9A 4A4
519-253-5222
FAX 519-253-5220
DATE MAY 09

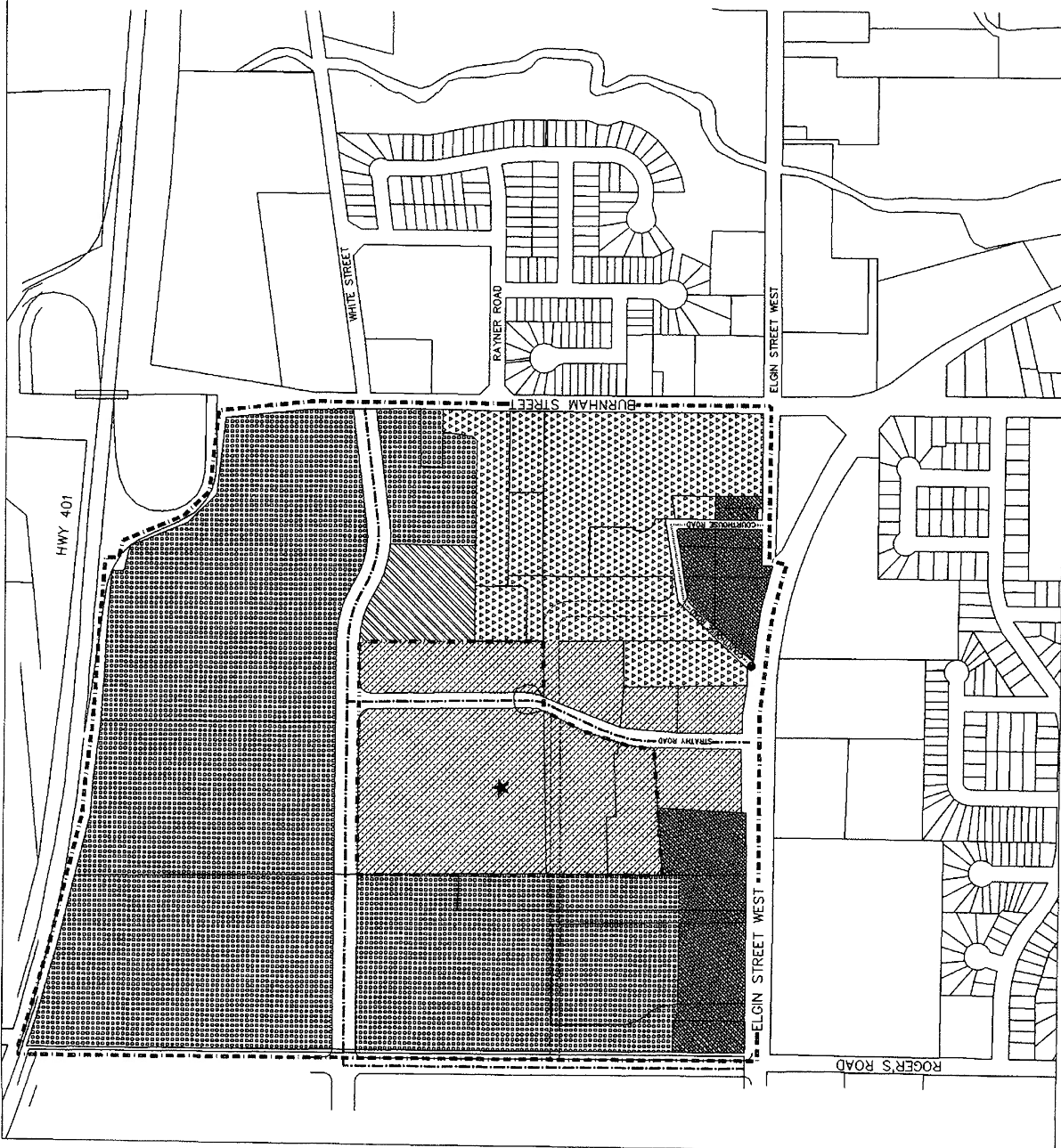
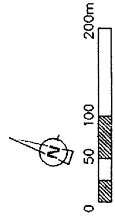
Drawing Number: 01102
C.O. No. 13,200
SHEET NO. 01102

AUGUST 2002



OFFICE CONSOLIDATION
 TOWN OF COBOURG OFFICIAL PLAN
 SCHEDULE I
 COBOURG WEST BUSINESS PARK SECONDARY PLAN
 LAND USE AND TRANSPORTATION PLAN

- EMPLOYMENT AREA
- MAJOR INSTITUTIONAL AREA
- SHOPPING NODE AREA
- SPECIAL SHOPPING NODE AREA
- DISTRICT COMMERCIAL AREA
- SECONDARY PLAN BOUNDARY
- FUTURE COLLECTOR ROAD
- FUTURE LOCAL ROAD or PRIVATE DRIVEWAY CONNECTION
- EXISTING LOCAL ROAD
- FUTURE ROAD CLOSURE
- SPECIAL POLICY AREA



TOWN OF COBOURG

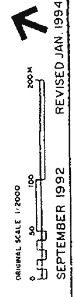
Elgin - Denmore Secondary Plan

SCHEDULE 'H' LAND USE SCHEDULE

- Low Density Residential
- Special Residential
- High Density Residential
- Special High Density Residential
- Commercial/Residential
- School
- Community Park
- Environmental Conservation Area
- Special Environmental Conservation Area
- Lands to be Retained in Private Ownership
- Trail System
- Collector Road
- Local Road
- Temporary Road
- Study Area Boundary



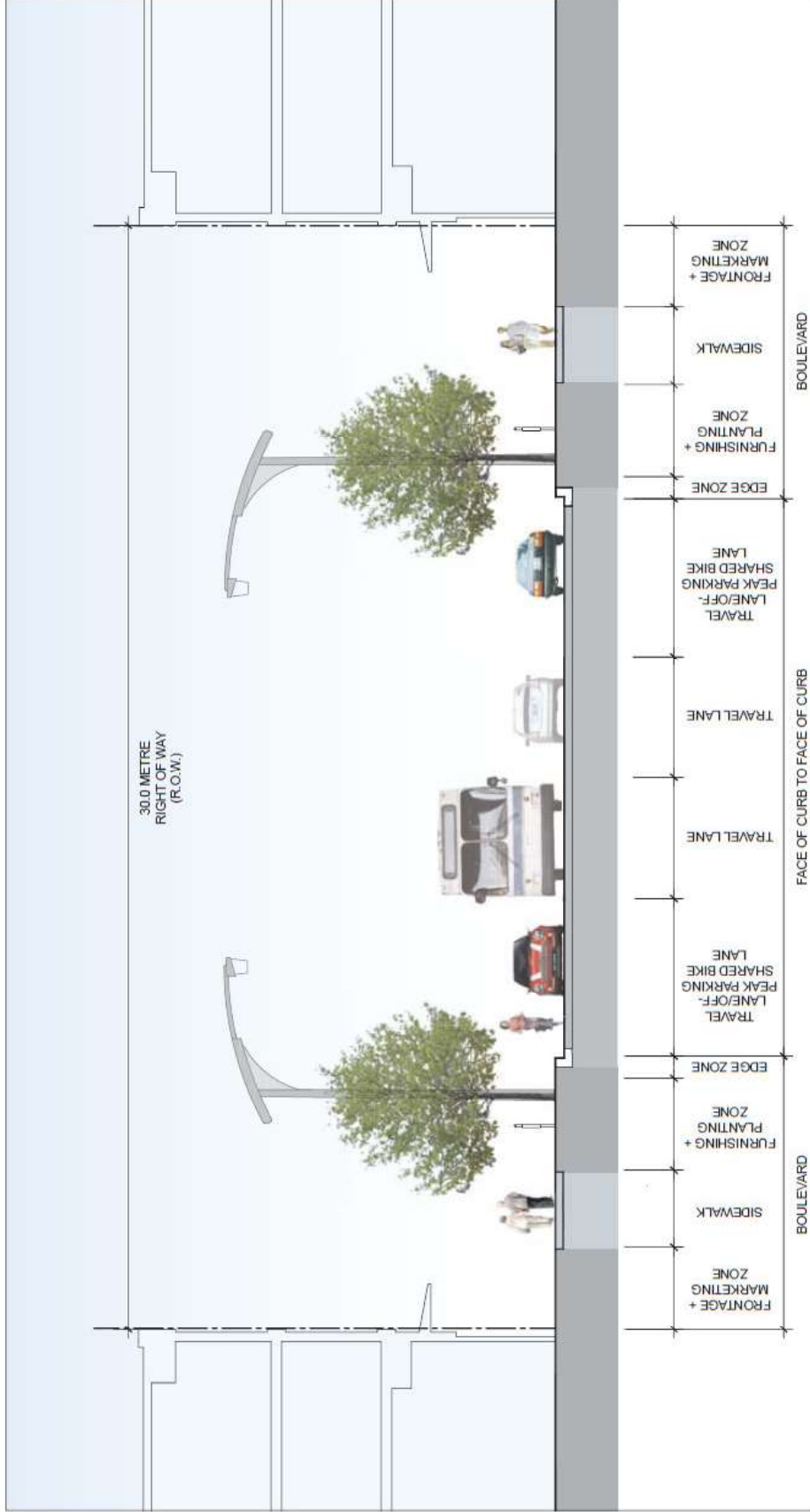
THIS IS
SCHEDULE "A"
TO OFFICIAL PLAN
AMENDMENT No. 37



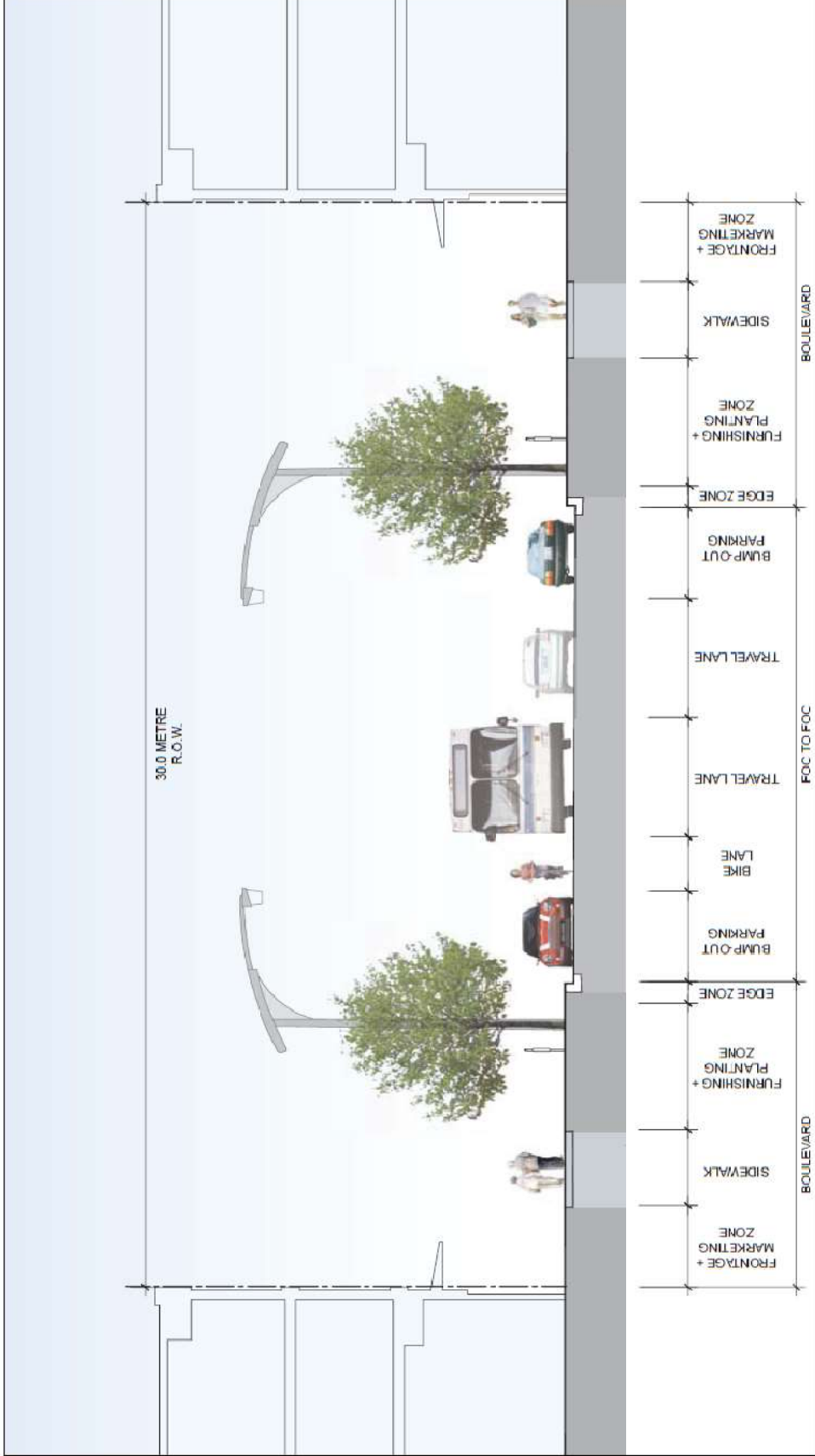
SEPTEMBER 1992 REVISED JAN. 1994

Best Map Source: C.N. Strick & Associates Ltd.

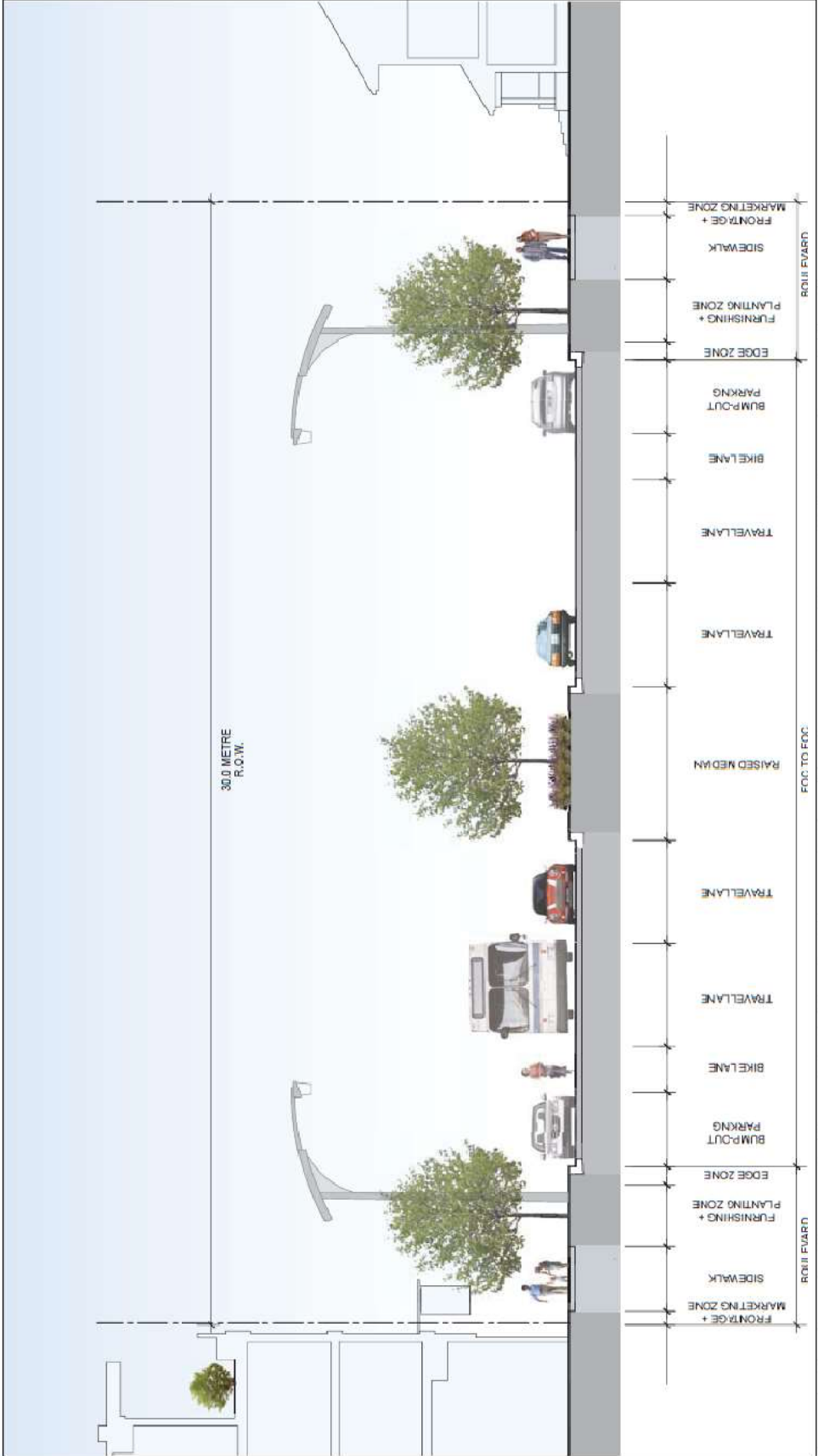
Appendix C
Town of Cobourg Urban Design
Guidelines – Sample Cross-Sections



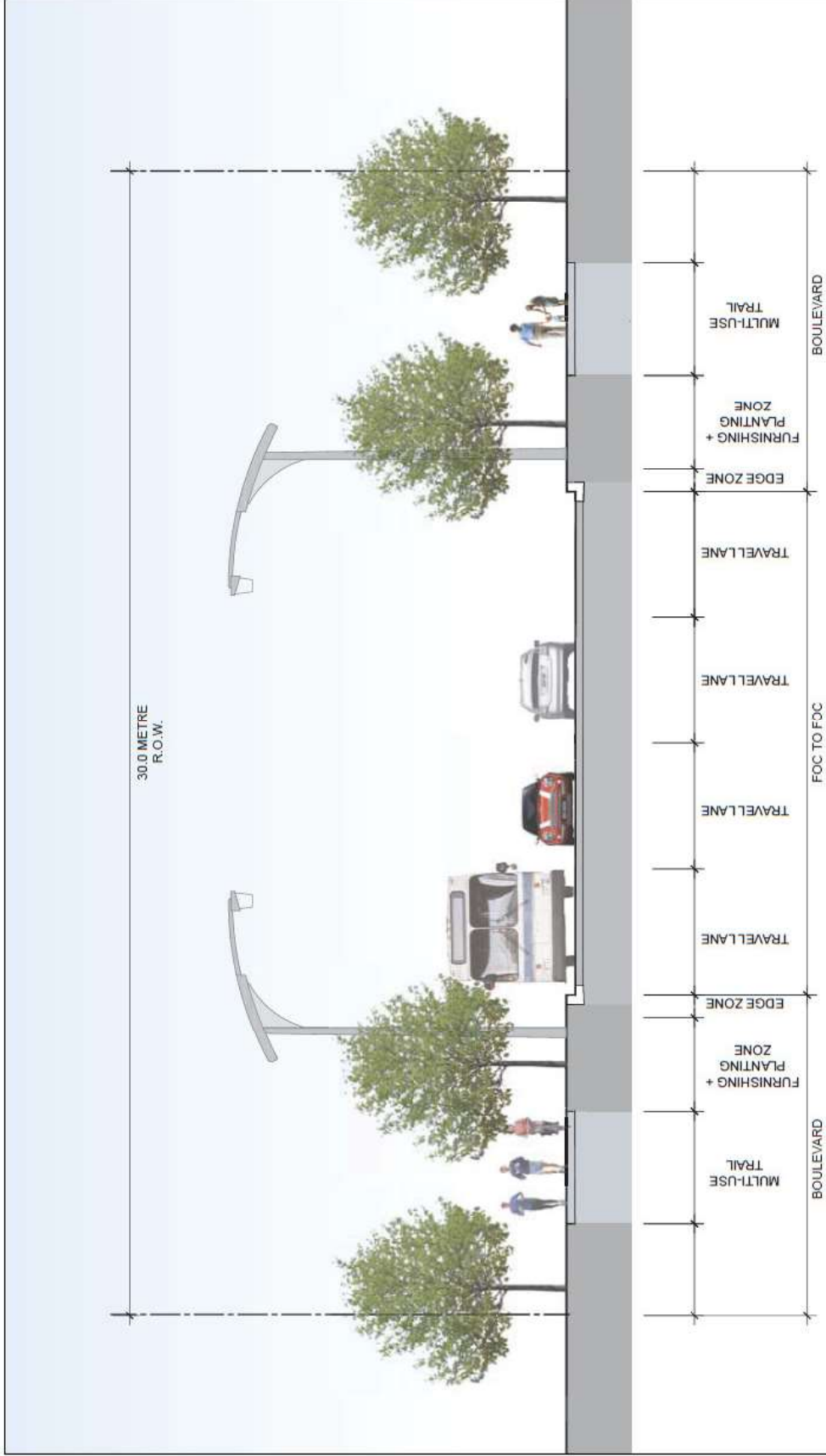
Sample drawing of a mixed use 4-lane Arterial Road with shared bike lanes and enhanced streetscape treatments.



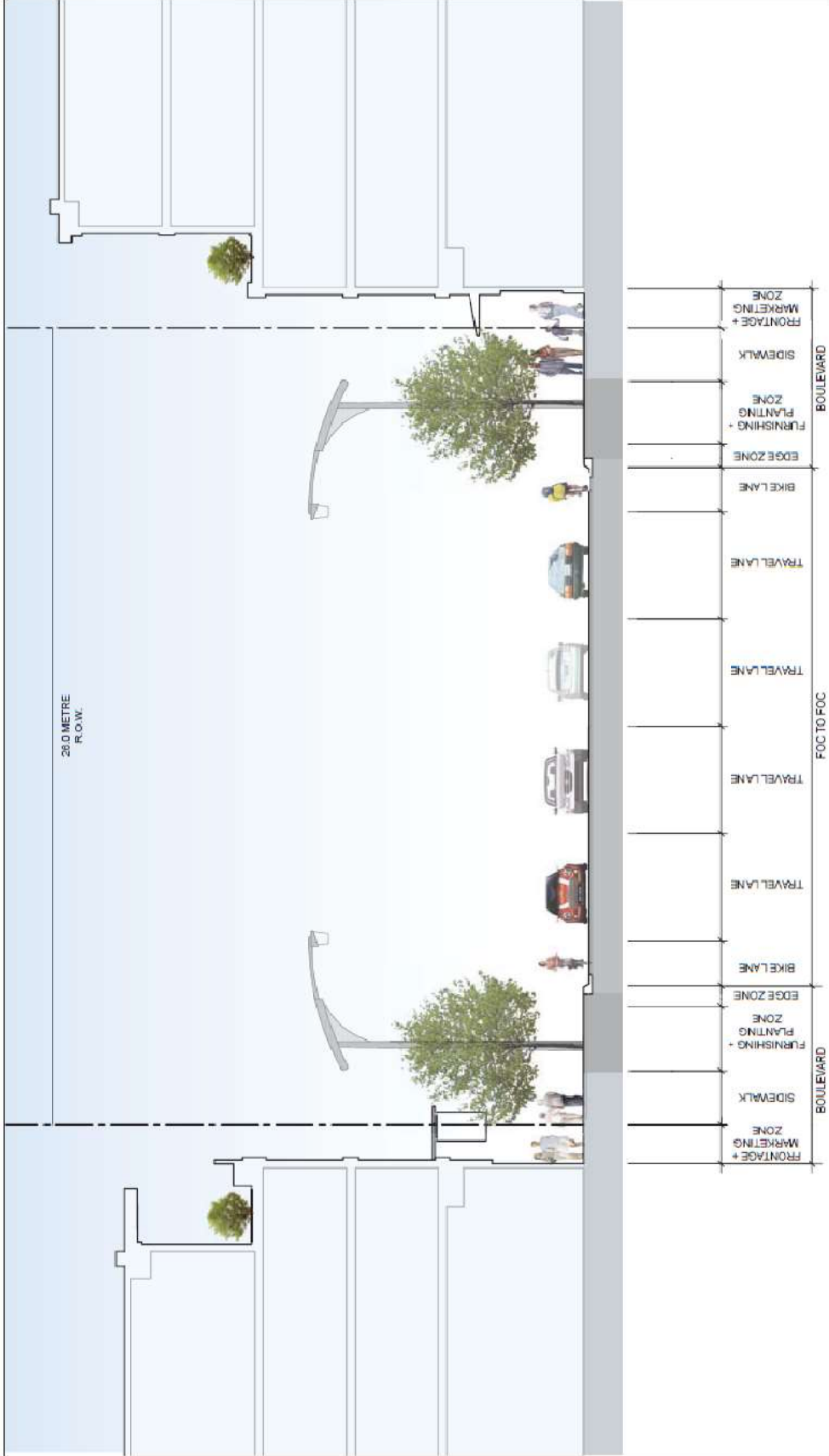
Sample drawing of a mixed use 2-lane Arterial Road with bump-out parking in each direction, a bike lane and enhanced streetscape treatments.



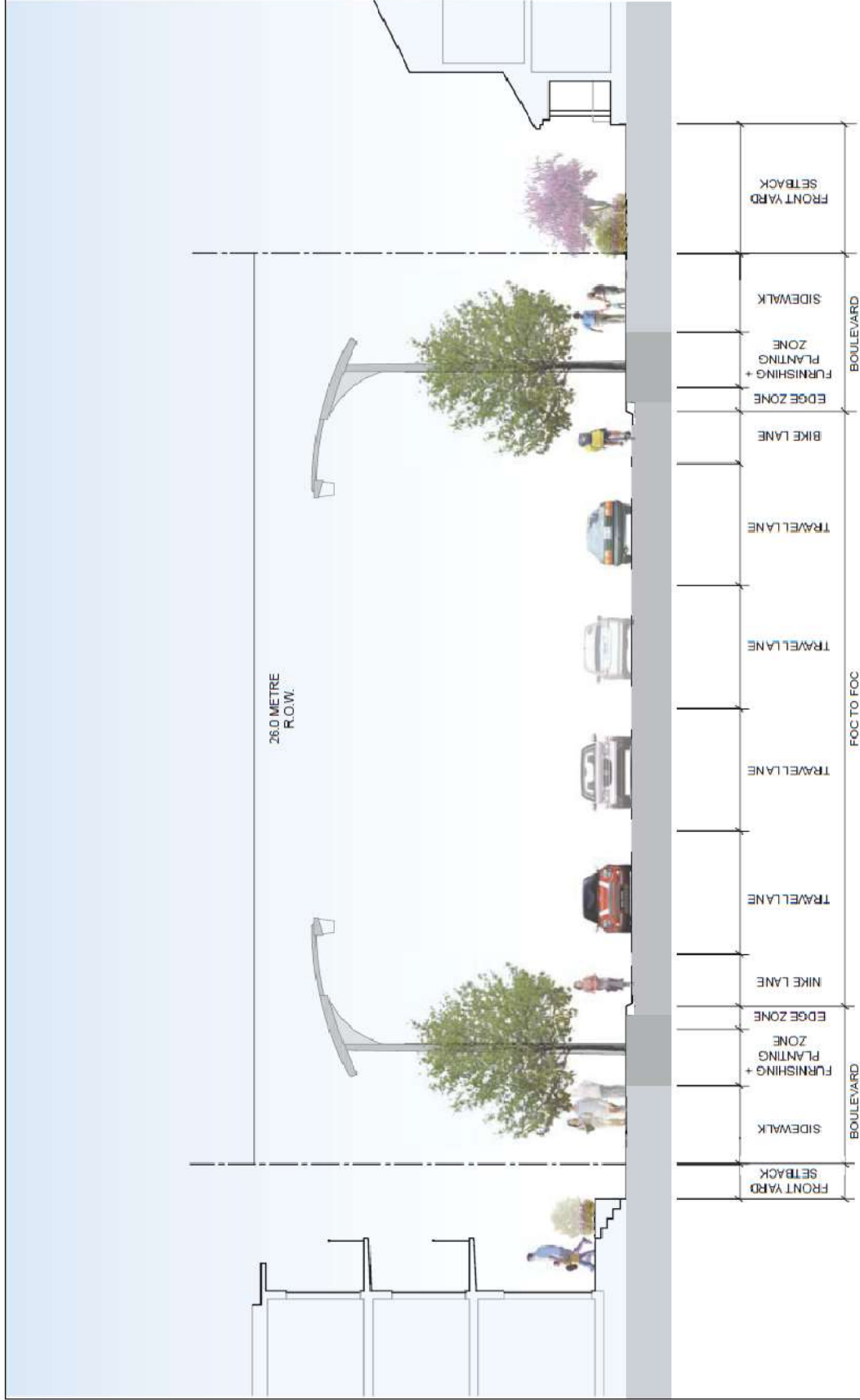
Sample drawing of a 4-lane mixed use Arterial Road with a central median, bump-out parking and bike lanes in each direction.



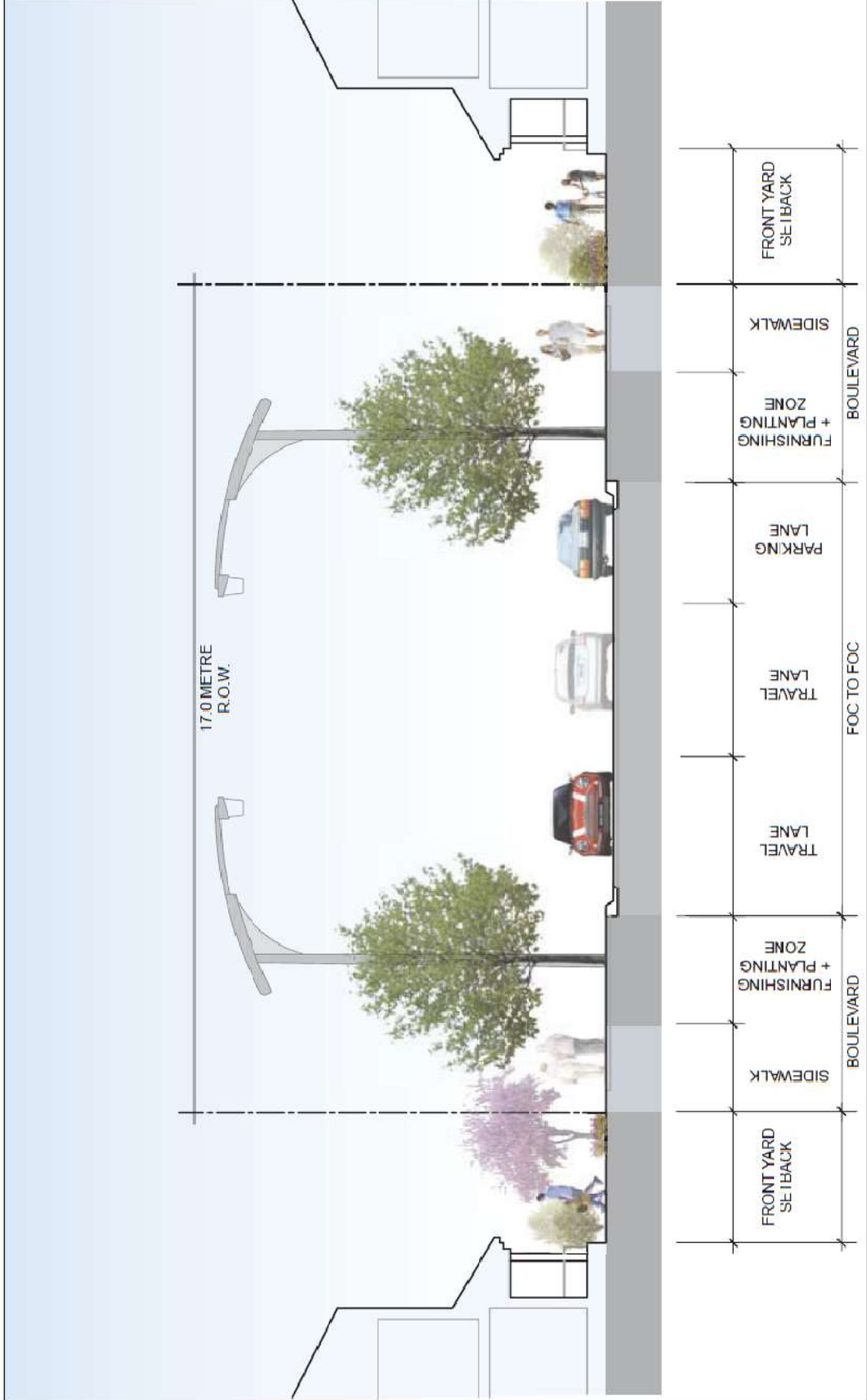
Sample drawing of a typical 4-lane Arterial Road adjacent to the Greenlands System, with multi-use trails in each direction.



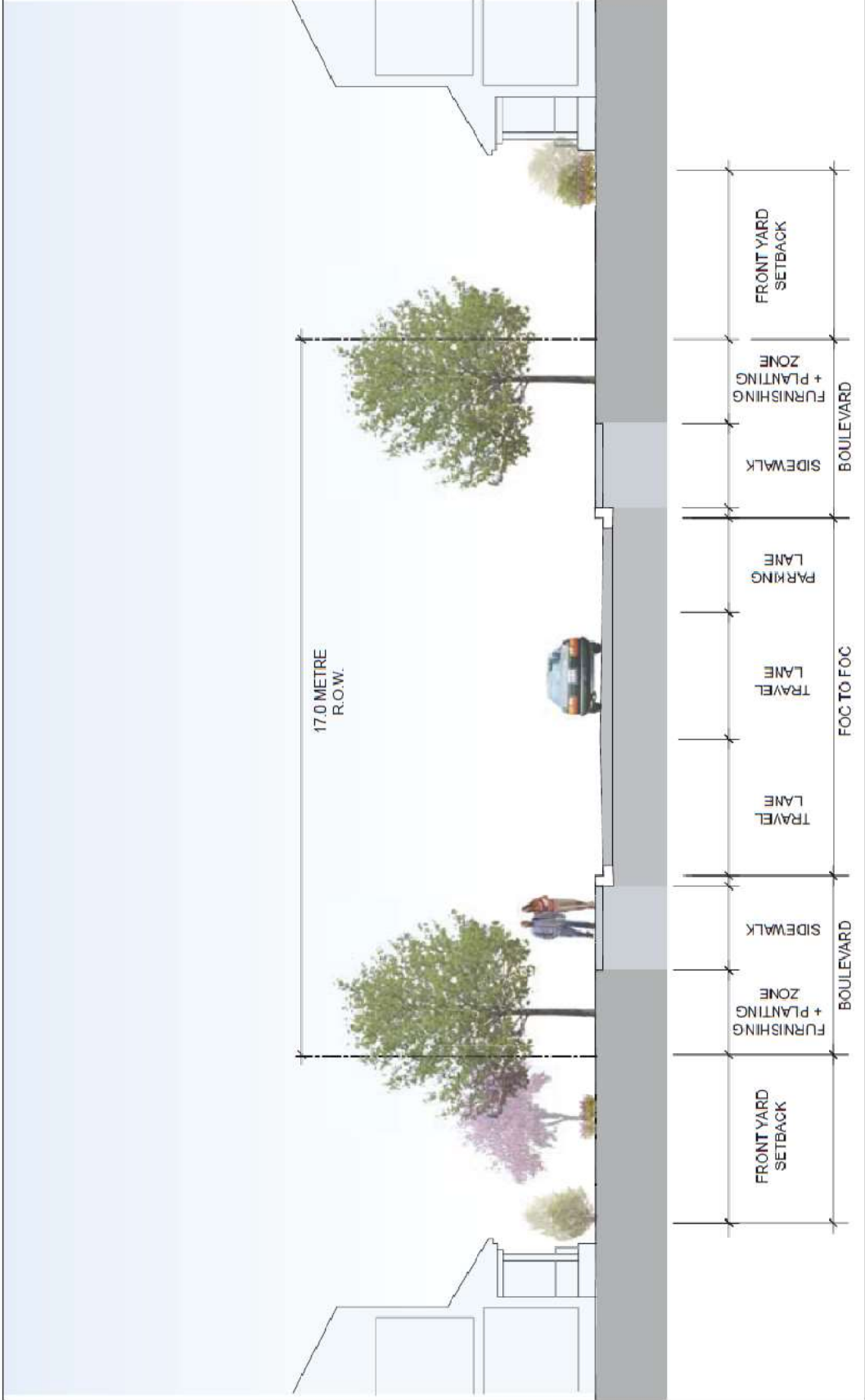
Sample drawing of a typical 4-lane mixed use Collector Road with bike lanes in each direction and enhanced streetscape treatments.



Sample drawing of a typical 4-lane residential Collector Road with bike lanes in each direction and varying setbacks.



Sample drawing of a typical 2-lane Local Road with a single parking lane and sidewalks adjacent to the property lines.



Sample drawing of a typical 2-lane Local Road with a single parking lane and sidewalks adjacent to the curb.

Appendix D
Crime Prevention Through
Environmental Design
Recommendations