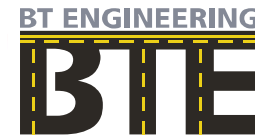


Appendix D

Programs and Policies Memorandum



Peterborough Regional ATMP Preliminary Programs and Policies



June 2017

Introduction

The County of Peterborough is developing a Regional Active Transportation Master Plan (ATMP) to promote leadership and community partnerships that make it a healthy, prosperous and sustainable community, with Active Transportation as a key component of a safe, accessible, integrated transportation system linking where we live, work and play.

The ATMP is proposing *Policies, Programs and Projects* that help fulfil this vision.

The attached memorandum summarizes the proposed *Policies and Programs* recommended for inclusion in the ATMP.

Policies are principles and/or guidelines designed to be used by County and Lower Tier decision makers to influence greater adoption of active transportation. Proposed policies have been divided into the following categories:

1. Planning;
2. Design and Construction; and
3. Financing.

Programs are further plans of action that could involve the County, Lower Tier Municipalities, and/or partnerships with other organizations (such as the City of Peterborough, GreenUP, Peterborough Public Health etc.) designed to increase Active Transportation throughout Peterborough County. *Programs* have been divided into the following categories:

1. General;
2. Safety and Education; and
3. Promotion / Marketing / Encouragement / Tourism.



MEMORANDUM

TO: Doug Saccoccia DATE: June 14, 2017
FROM: Stephen Brook PROJECT #: BTE15-041
PROJECT: Peterborough Regional Active Transportation Master Plan
SUBJECT: Active Transportation (AT) Preliminary Programs and Policies

	Policies	Comments
1	<p>Planning</p> <p>Rationale: The Official Plans are policy documents that guide Councils in their decisions about how land in the Municipality should be used and how growth can be managed. The Official Plan contains objectives, policies and development standards for, among others, the location of public services such as roads and utility corridors. As such this document is important for the implementation of facilities for walking and cycling.</p> <p>Adopting Active Transportation (AT) strategies and initiatives as part of the planning process is an opportunity for the County and Lower Tier Municipalities (the municipalities) to improve economic prosperity through the promotion of tourism, economic development and healthy lifestyles for residents and visitors. Municipalities can draw from the following best practices to support AT.</p>	
1.1	Municipalities should consider the opportunity and benefit of protecting future cycling and pedestrian linkages prior to disposing of any unopened road allowances and right-of-ways.	
1.2	Municipalities should encourage private developments adjacent to waterways to dedicate land for greenways and public spaces.	
1.3	The protection of municipal rights-of-way, utility easements and abandoned railway corridors should be considered where feasible for the construction of multi-use recreational pathways (trails) and linkages to adjacent communities.	
1.4	The permitted uses of County Forest are described in the County's Forest Management Plan. Recreational use of the County Forest is a privilege. Continued or expanded use of trail systems within the County Forest should reflect forest management objectives.	
1.5	Municipalities should consider the protection of public water access to support tourism within the County.	

1.6	Municipal planning should consider the importance of AT as part of the Regional Age Friendly Action Plan and in support of the Sustainable Peterborough Plan together with the Climate Change Action Plan.	
1.7	Municipal support should be provided for Provincial initiatives to promote active transportation such as #CycleON and #PaddleON.	
1.8	Municipalities should clearly indicate the type of users allowed on designated trails through by-laws, trail rules or other means. It is preferred that motorized vehicles not be permitted on recreational trails identified in the ATMP unless otherwise designated through a by-law.	
1.9	Due to the increasing demand for AT, municipal official plan updates, municipal zoning bylaws, and subdivision codes should consider a "Complete Streets" approach containing policies enhancing facilities for active transportation.	
1.10	Bicycle parking facilities/amenities should be considered as a requirement in new buildings, through Site Plan Control, as part of the development application process where appropriate.	
2	<p>Design and Construction (Public Works)</p> <p>Rationale: Municipalities have a desire to promote safety and accessibility for both on-street and off-street walking and cycling facilities. Where determined to be feasible, paved shoulders on County roads and paved recreational trails will reduce long term maintenance costs, enhance safety and improve accessibility for all permitted road users.</p>	
2.1	Municipalities should thoroughly review Ontario Traffic Manual (OTM) Books 15 and 18 as guideline documents/references, where specific municipal policies have not been developed and apply generally accepted engineering principles and design concepts where applicable complying with applicable laws and regulations.	OTM Book 15 has already been adopted by the County of Peterborough
2.2	Municipalities should consider incorporating provisions for "Complete Streets" as part of Municipal planning and reconstruction projects in urban and rural areas.	

2.3	<p>The County and the Townships should consider a policy for the provision of a stepped warrant for the provision of paved shoulders, where feasible and as part of rural reconstruction and resurfacing projects, to improve safety, reduce maintenance costs and support active transportation. An example is as follows:</p> <ul style="list-style-type: none"> - Low volume roads (AADT < 1000): shared use of the traffic lane with a desirable 0 - 0.5 m partially paved shoulder. - Medium volume roads (1000 < AADT < 5000): a desirable 1.5 – 2.0* m fully paved shoulder. - Higher volume roads (AADT > 5000): a desirable 2.0 m fully paved shoulder. <p>* on higher speed roadways with a posted speed limit > 60 km/h</p>	<p>Paved shoulders where available will not be designated for bicycles only but will be available for multiple uses and benefits, including the provision of an improved surface for pedestrians, cyclists and e-bikes. It is recognized that the feasibility of providing paved shoulders on roadways classified by the County of Peterborough as “Special Character” will vary.</p>
<p style="text-align: center;">Desirable Paved Shoulder (PS) Width</p> <p style="text-align: center;">AADT</p> <p>■ Class C - 0 - 0.5m Partially PS ■ Class B - 1.5 - 2.0m Fully PS ■ Class A - 2.0m Fully PS ■ Class - Special Character (0 – 2.0 m) FPS</p>		
<p>AADT – Average Annual Daily Traffic</p>		
2.4	<p>“Share the Road” pavement marking and signage policies should be developed for consistent application across municipal boundaries within the County of Peterborough.</p>	
2.5	<p>On high volume roadways with an AADT > 10,000, consideration should also be given to the provision of a separate facility such as a multi-use pathway.</p>	
2.6	<p>Maintenance of roads shall meet or exceed minimum maintenance standards.</p>	
2.7	<p>A standard for the maintenance of trails, multi-use pathways and sidewalks should be developed by municipalities upon completion of the ATMP. The standard should address all seasons. Some trails may not be maintained in the winter.</p>	

3	<p>Financing Rationale: Reliable consistent funding is the key to the successful phased implementation of the ATMP.</p>	
3.1	<p>The County and local municipalities should establish 10-year capital programs for AT based on Council approved recommendations of the ATMP. Allocations will be through the annual budget process.</p>	
3.2	<p>Funding for AT facilities can be considered from the capital works program according to the following priorities:</p> <ol style="list-style-type: none"> 1. Roads that are going to be reconstructed or resurfaced 2. Road sections or crossings with major safety concerns 3. Major AT corridors 4. Corridors providing network connectivity 5. Roads that were reconstructed recently, i.e. next reconstruction is still many years away 	
3.3	<p>Municipalities should pursue all eligible federal and provincial funds for the further planning and implementation of the network. Capital funding received from successful applications will be used to advance priority projects identified in the ATMP.</p>	
3.4	<p>Municipalities should encourage employers to provide secure bicycle storage, lockers and shower facilities for their employees.</p>	
3.5	<p>Municipalities should investigate partnership opportunities as sources for funding active transportation facilities and programs.</p>	

Preliminary Programs		Comments
<i>General</i>		
A	Cycling Inventory Database - Maintain the ATMP database for all AT road sections and trails; the database lists information such as AADT, AT volumes (e.g. pedestrian and cyclist counts) number of traffic lanes, cycling facility type and status of implementation.	
B	Bicycle Parking Program - Install very specific bicycle stands in commercial and Municipal areas, public facilities, parks, carpool areas, and trailheads - Establish public-private partnerships for funding	
C	Warranted Sidewalk Programs - Municipalities establish annual Warranted Sidewalk Programs to prioritize extensions to the existing sidewalks and eliminate missing links from their sidewalk networks.	
D	Signage Program - Annual program for signage and pavement marking improvement along designated cycling routes - Way-finding: route naming and destination with distance signs. Encourage way-finding with signs, maps, and landscape cues to direct pedestrians and bicyclists to major attractions, scenic points, etc. - Establish public-private partnerships for funding	
E	Amenity Program - Provide benches, information kiosks, etc. and other support facilities at key locations in partnership with local community groups - Improve streetscapes through landscaping, lighting, and public art - Establish public-private partnerships for funding	
F	STOP (Selective Traffic Operations Program) Objective: Small construction improvements to promote safety, not exceeding \$5,000.00 per improvement - Typical examples: install missing way-finding signs, placement of warning signs, placement of vehicle detection equipment	

	for cyclists at signalized intersections, detour signing, pavement repair, etc.	
G	Training Program Objective: training and professional development for municipal staff on AT facilities (needs, design, benefits, costs, best practices, implementation and maintenance)	
<i>Safety and Education</i>		
H	Safe Routes to School Program - The Municipalities support community agencies and organizations (such as Peterborough Public Health and GreenUP) to: <ul style="list-style-type: none"> • Deliver programs and events that promote safe access to and from schools for pedestrians and cyclists • Encourage bicycling promotion events aimed at increasing the number of children cycling to school, in Hamlet/Village areas, and receiving bicycle safety education • Make facilities available for cycling skills development and helmet use programs through on-road and class training 	
I	Enforcement Program - Partner with police for a 'Share the Road' campaign - Collision review aimed at reducing motor vehicle / bicycle collisions by targeting those Highway Traffic Act and Municipal By-laws most violated, e.g. crosswalk cycling at intersections and motorized vehicles on multi-use recreational trails	
J	Information Program - To promote AT by disseminating information to the public about AT issues including but not limited to: existing facilities, improvements completed, safety, benefits, and legislation	
<i>Promotion / Marketing / Encouragement / Tourism</i>		
K	County AT Website - Establish and maintain, in partnership with Peterborough & the Kawarthas Economic Development, an up-to-date AT website with a variety of information, including: <ul style="list-style-type: none"> • Pedestrian and safety guides • Tourism related information (e.g. "Experience Cycling in 	

	<p>Peterborough & the Kawarthas” video)</p> <ul style="list-style-type: none">• Highlight cycling activities at local and regional events• Legislation updates, e.g. the <i>Keep Ontario Safe Act</i> (June 2014)• Best areas to bike/walk/ roller blade, etc.• Parking areas for canoe landing areas• Publish stories of personal experiences and articles about the economic benefits generated through cycling tourism	
L	<p>Create an “Open for AT Business” Program</p> <ul style="list-style-type: none">- Develop partnerships with organizations such as Peterborough & the Kawarthas Tourism, the Trent –Severn Waterway and cycling-related businesses/industries.- Develop and supply Government of Ontario Travel offices and municipal tourist offices with cycling, hiking and canoeing maps, lists of events and other useful tourism information related to cycling, hiking and canoeing.- Involve local businesses to see the economic benefits, i.e. business generated in bicycle-friendly communities, such as bike shops, rentals, tourism, consulting, bike racing, etc.- Promote fundraising with local businesses, service clubs and organizations that focus on environmental issues and stewardship (e.g. GreenUP).	