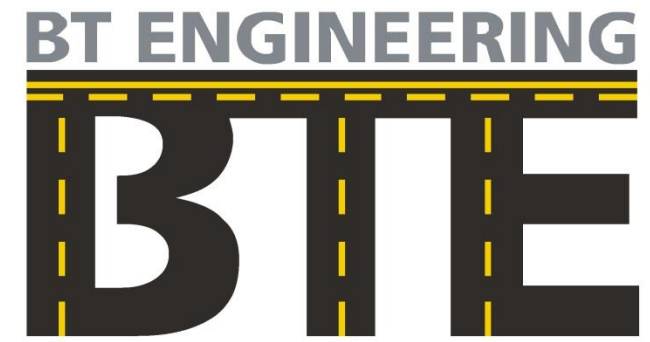




# Active Transportation Master Plan







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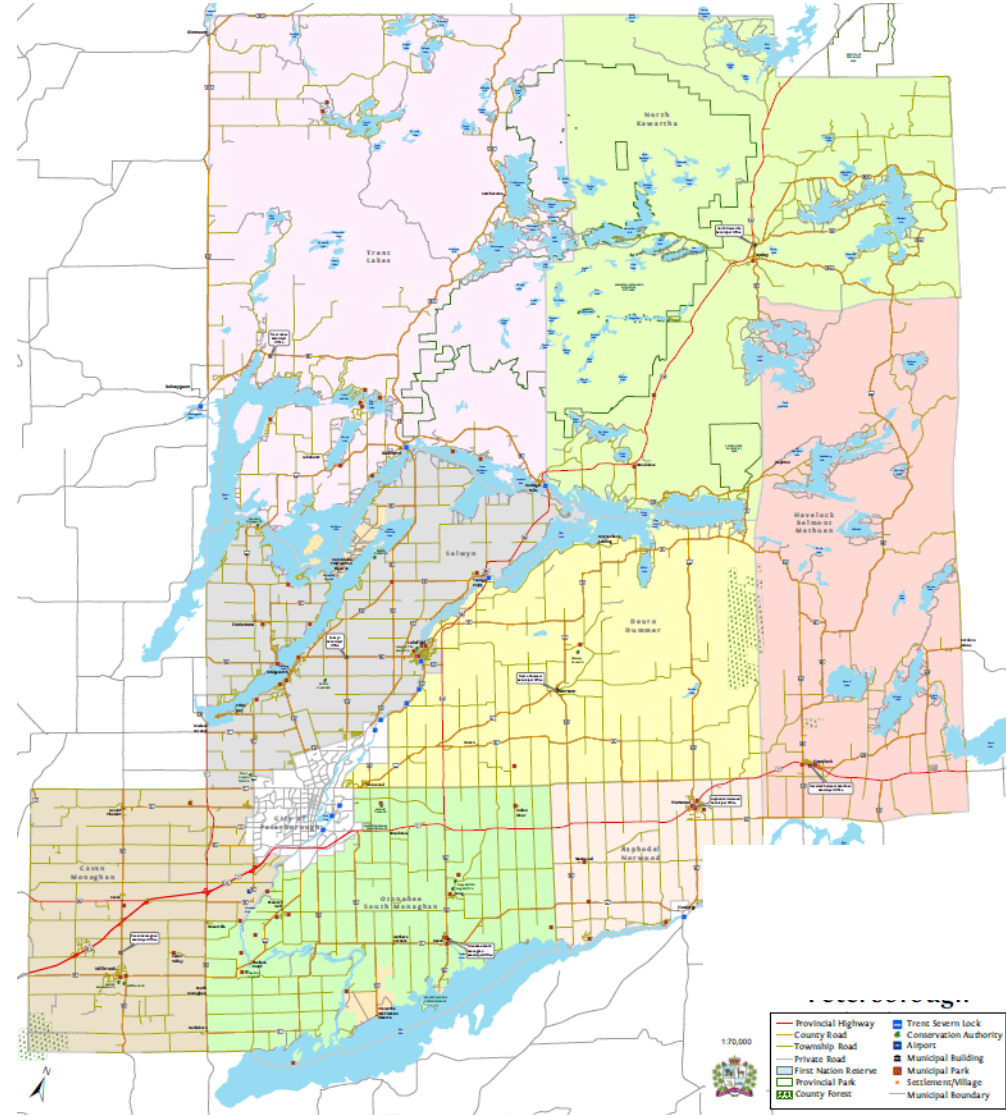
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# INTRODUCTION

*The County of Peterborough 2014 TMP identified the promotion of cycling and walking as an important measure to increase the well-being and sustainability of a community. The ATMP provides the documentation of the plan.*

The 2014 Transportation Master Plan (TMP) developed a conceptual active transportation/cycling network for Peterborough County that identified both on-road and off-road (trail) active transportation facilities. This was a coarse network based on the existing trails and off-road routes located in Peterborough County and the City of Peterborough. However, that plan was conceptual and has been refined in coordination with municipalities and stakeholders as part of developing a County-wide Active Transportation Master Plan (ATMP).



County of Peterborough

This ATMP report provides an outline of a staged plan for programs, policies and projects which will promote Active Transportation (AT). AT is defined by the Public Health Agency of Canada to be: “any form of human-powered

transportation (such as) walking, cycling, using a wheelchair, in-line skating or skateboarding.”

## Vision Statement

**“To promote leadership and community partnerships that make the County of Peterborough and its lower tier municipalities healthy, prosperous and sustainable, with active transportation as a key component of a safe, accessible, integrated transportation system linking where we live, work and play.”**

In partnership with area municipalities and in consultation with area stakeholders, the study developed and reviewed potential programs, policies and projects to promote AT and safety throughout the County. Benefits of the plan’s implementation have been identified to also include:



- Opportunities to promote eco-tourism in support of area businesses;
- Healthier lifestyles as increased physical activity leads to a significant improvement in a number of health indicators;
- Decreased emissions of greenhouse gases with a reduced reliance on motor vehicles; and
- With increased levels of cycling and walking, potential to reduce or eliminate the need for expensive and potentially environmentally damaging new or upgraded transportation facilities to accommodate motorized traffic.



The ATMP is proposed as a living document that will serve as a general guide and will evolve over time to satisfy changing needs, opportunities and priorities within the County of Peterborough and the broader Central Ontario Region.



# TOURISM

Ontario is in the process of implementing a cycling strategy “CycleON” to promote cycling across the province, and have unveiled the province’s first cycling tourism plan “Tour by Bike”.

Tourism is a vital part of the County of Peterborough’s economy. The physical geography and the cultural and historical landscape attractions throughout the County combined with an “Open for AT Business” program create opportunities for Peterborough County to:

- Capitalize on the rapid growth in cycling tourism that Ontario has been experiencing
- Benefit from growing interest in healthy and active lifestyles
- Promote and expand existing paddling routes
- Build upon Provincial Initiatives #CycleON and #PaddleON
- Support local businesses and communities that thrive on the tourist industry
- Establish or expand partnerships with organizations that include area businesses, Trent-Severn Waterway, area cycling, and hiking and paddling clubs

The ATMP would provide further support for Peterborough & the Kawarthas Economic Development’s promotion of tourism. Outdoor activities/adventures is identified as the number one activity for visitors to the area.

peterborough  
&  
THE KAWARTHAS

TOURISM  
TRAVEL  
FACTS

## PRIMARY ACTIVITIES



OUTDOORS



PARKS



HISTORIC

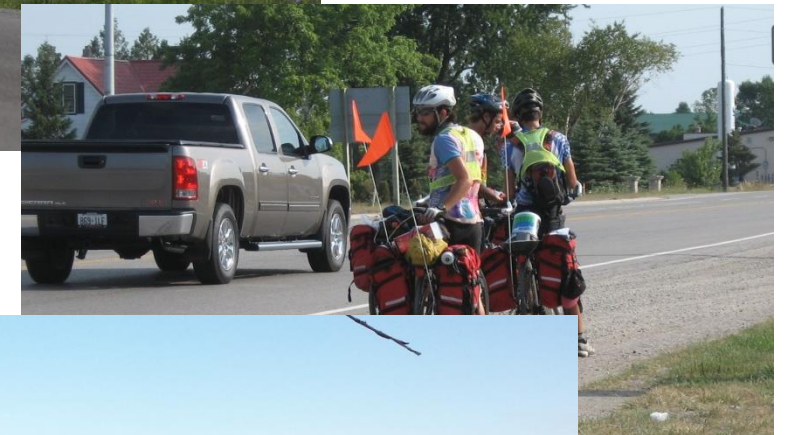
Next to  
transportation



visitors spend the most  
on Food & Beverage

Source: Stats Canada, Travel Survey of the Residents of Canada 2013,  
International Travel Survey 2013, Ontario Ministry of Tourism, Culture & Sport.

*Businesses around Ontario are benefiting from the tourist dollars being generated by active transportation. In surveys completed for Cycle Tourism Reports in Prince Edward County, Essex County and Halton Region, 40% to 63% of businesses indicated cyclists were either a ‘core’ or ‘regular’ part of their business.*

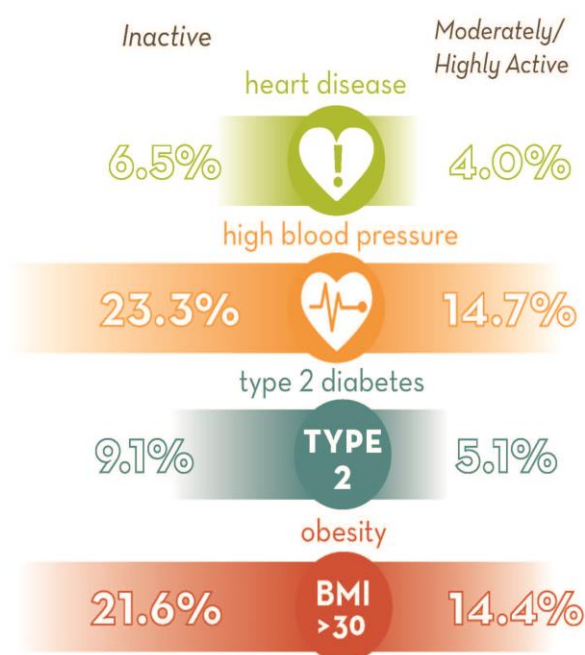




# HEALTH

The Canadian Association of Physicians for the Environment has identified that “chronic diseases such as heart disease and diabetes are rising across Canada at alarming rates.” The health benefits of physical activity; reducing the risk of heart disease, high blood pressure, diabetes and obesity; are clear and well known. Most Canadians however, are not physically active enough to achieve those benefits which results in billions of dollars in additional health care costs in Canada annually. Many people are too busy to find time to exercise by going to the gym or participating in sports, but using active modes of transportation builds that physical activity into our everyday life. Each hour per week of moderate or vigorous physical activity, such as walking or cycling, is associated with a 4%-9% reduction in the risk of death from all causes.

## CHRONIC DISEASES & RISK FACTORS BASED ON PHYSICAL ACTIVITY LEVELS

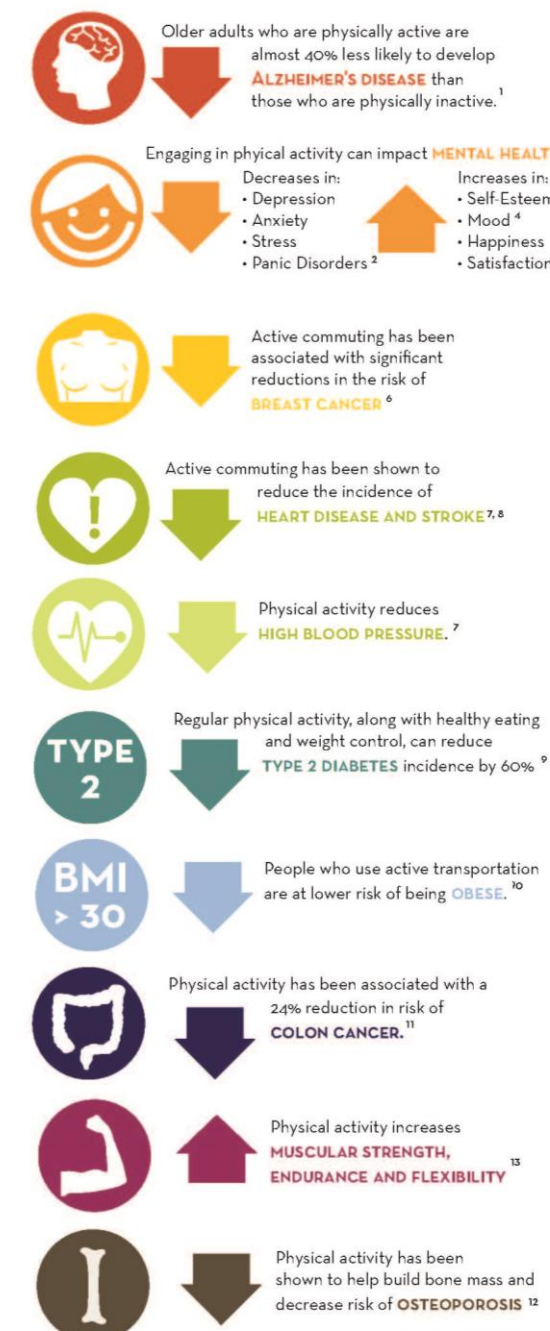
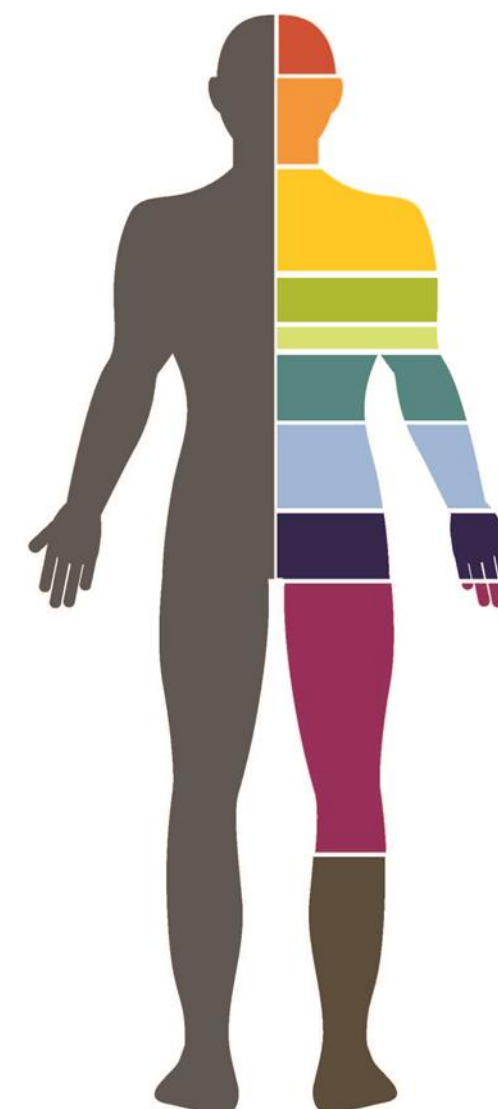


Canadian Community Health Survey, 2011/2012

Cycling, walking, and other active modes of transportation offer an opportunity to become physically active while completing travel trips that may otherwise have relied on an automobile.

Any programs, policies and projects that result in an increase in the number, frequency and duration of trips using active modes of transportation will result in a corresponding improvement in health indicators, a reduction in health care costs to society and an overall reduction in premature death.

## HEALTH BENEFITS OF PHYSICAL ACTIVITY



Active transportation can be the preventative medicine that fosters better personal health. The World Health Organization has identified promotion of active modes of transportation, such as walking and cycling, to be one of the few policy decisions that have the potential to significantly reduce chronic diseases.

Note: Health statistics and graphics presented on this page are sourced from the 2014 Active Transportation & Health Indicators Report, produced by Peterborough Public Health, GreenUP, and the City of Peterborough

# SAFETY

Regular physical activity such as walking and cycling can have a substantial impact on improving health and life expectancy. Ontarians, however, not only need to walk and cycle, they need to be able to walk and cycle safely. One of the greatest obstacles to promoting active transportation and increased walking and cycling can be a perceived lack of safety for pedestrians and cyclists. MTO data shows that the largest proportion of vehicle collisions with cyclists and pedestrians (over 65%) occurs at intersections.



Concern for the safety of pedestrians and cyclists led the Office of the Chief Coroner for Ontario to complete a Pedestrian Death Review and a Cyclist Death Review. The Pedestrian Death Review, released in June 2012, identified:

- Pedestrians over 65 years of age accounted for a disproportionate share of pedestrian fatalities (13.2% of the population but 36% of the fatalities)
- Peak hours for pedestrian collisions were between 2:00 pm and 10:00 pm, largely coinciding with peaks in traffic volumes
- 76% of pedestrian fatalities occurred in urban areas and 24% in rural areas
- Five circumstances accounted for 70% of pedestrian deaths:
  - Pedestrians hit at a mid-block location while crossing (31%)
  - Pedestrians hit on the sidewalk and/or shoulder of the road (14%)
  - Vehicle going straight through the intersection while the pedestrian crossed without right-of-way (11%)

The Pedestrian Death Review recommendations included:

- That a “Complete Streets” approach be adopted to guide development. Complete Streets should be designed to be safe, convenient and comfortable for every user regardless of travel mode, physical ability or age.
- Proposed amendments to the Highway Traffic Act including allowing municipalities to erect non-signalized pedestrian crossings in midblock areas.

*Bicycle Helmets – “Don’t ride without one.” Wearing a helmet remains one of the most important actions that a cyclist can take to reduce their risk of serious injury.*

The Cycling Death Review found that of the fatalities:

- 86% were male
- 78% were struck by an automobile
- 65% occurred in urban environments
- 53% occurred during daylight conditions

Recommendations from the Cycling Death Review included:

- Adoption of a “Complete Streets” approach focused on the safety of all road users
- A comprehensive cycling safety public awareness and education strategy
- Establishing a “one-metre” rule for vehicles passing cyclists
- Prioritizing the development of paved shoulders on provincial highways



Credit: Peterborough Public Health

Research shows that there are two main requirements to improve the safety of pedestrians and cyclists:

- 1) Designated pedestrian and cyclist infrastructure that is safe and designed to enhance the users experience; and
- 2) More pedestrians and cyclists to create a “safety in numbers” effect.

*Note:* The 2014 Peterborough City and County Active Transportation and Health Indicators Report contains a more complete review of cyclist and pedestrian injury and death in Peterborough County



# ENVIRONMENT

The County of Peterborough's Climate Change Action Plan identifies that in 2011, 27% of Peterborough County's Greenhouse Gas (GHG) emissions resulted from transportation. The Climate Change Action Plan was adopted by Council in January 2017. The plan is aiming to achieve a 31% reduction in GHG emissions from the 2011 baseline.

Active transportation while important might play only a nominal role in Peterborough County to help meet the climate change targets currently being set by all levels of government. An average car releases approximately 0.85 kg of CO<sub>2</sub> per kilometre compared to active transportation that releases virtually none. A 2004 nation-wide survey completed by York University identified that 84% of respondents would like to walk more and 64% would like to cycle more often. Investment in active transportation infrastructure for pedestrians and cyclists is required if our reliance on the automobile is to be reduced.

Building an active transportation network is identified as Strategy M1 of the Climate Change Action Plan to reduce GHG emissions and the use of fossil fuels. The Action Plan identifies however that recreational cycling and hiking is expected to be a main focus for active transportation in the County. Active recreational activities would have less of an impact on GHG emissions than reducing use of the automobile for work, school or other purpose trips.

The Climate Change Action Plan identifies that the potential for future transit service within the County and reducing the frequency of single occupant vehicles have a greater potential to reduce GHG emissions. The importance of active transportation as a component in achieving climate change goals should not be underestimated. It is noted that:

- To achieve increased use of transit, every transit trip begins and ends as a pedestrian.
- By providing a safe environment for pedestrians and cyclists, walking and cycling become a more viable mode alternative for short car trips to school or the neighbourhood store
- Recreational active transportation may not replace resident's daily travel requirements but it typically will still consume far less energy than many other recreational alternatives.
- As the number of "enthused and confident" recreational cyclists within the County continues to increase, cycling will also become a more viable mode alternative for other purpose trips.

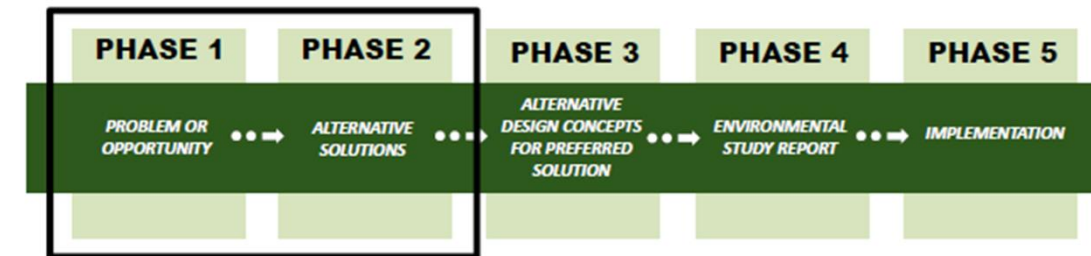


*Active Transportation is good for the planet. Improved air quality and reduced greenhouse gas (GHG) emissions are among the benefits of Active Transportation*



# STUDY PROCESS

The study was undertaken as a Master Plan according to the Municipal Engineers Association Class Environmental Assessment (EA) and satisfies Phases 1 and 2 of the Class EA Process.



Master Plans are long range plans which integrate infrastructure requirements for existing and future conditions with environmental assessment planning principles. The ATMP was initiated in November 2015. BT Engineering (BTE) was retained by the County of Peterborough to develop a comprehensive Master Plan that would accomplish the following:

- Identify potential **projects** in the form of AT links, including the expansion and improvement of existing infrastructure as well as recommending new trail and roadway facilities, culminating in an AT Network;
- Identify potential **policies** that can foster and increase the share of trips made by active modes throughout the County; and
- Identify potential **programs** that can improve safety, awareness, and education of AT as a safe and healthy way of getting around in Peterborough County.



The Study was guided by a Technical Advisory Committee (TAC) that included representatives from:

- County of Peterborough
- City of Peterborough
- Local Municipalities: Municipality of Trent Lakes; Townships of; Selwyn, Asphodel-Norwood, Cavan Monaghan, Douro-Dummer, Havelock-Belmont-Methuen, North Kawartha, Otonabee-South Monaghan
- Peterborough Public Health
- Peterborough Economic Development
- Parks Canada
- Ministry of Transportation Ontario (MTO)

- Accessibility Advisory Committee
- ORCA

**Phase 1** included a comprehensive review of background studies, reports and existing infrastructure and mapping provided by the County related to AT. Phase 1 culminated in the production and distribution of the **Study Design** report, which can be found in **Appendix A**. The Study Design defined the vision, objectives, consultation strategy and summarized existing routes and background study material.



**Phase 2** implemented the Study Design. The TAC, with input from local cycling clubs, key stakeholder groups and the general public, developed the following:

- A long list of potential projects utilizing a variety of AT infrastructure for public review and comment; and
- A draft list of potential policies and programs.

Candidate projects were rated for performance by local cyclists and AT enthusiasts under three key evaluation criteria: “Desire Lines for Pedestrians”, “Desire Lines for Cyclists” and “Promote Public Health”.

The long list of projects was then evaluated and ranked using the Multi-Attribute Trade-Off System (MATS). The methodology and technical evaluation is detailed in **Appendix B**.

Phase 2 culminated in the following:

- Ultimate Active Transportation Network;
- Initial Active Transportation Projects;
- Recommended Policies and Programs; and
- The Active Transportation Master Plan (this report).



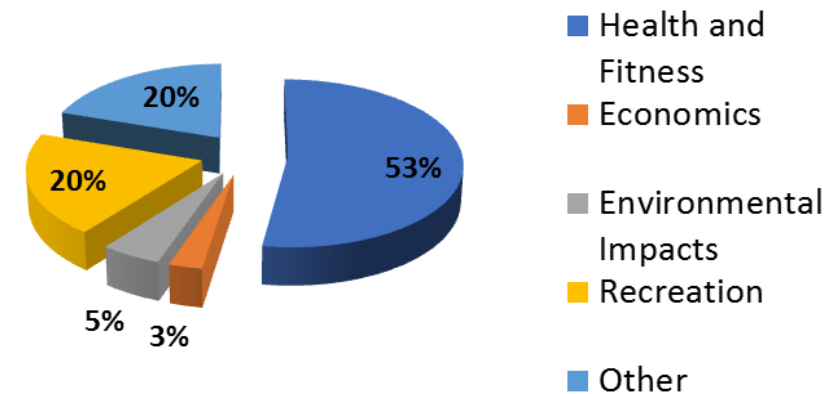
# CONSULTATION

The ATMP was completed following the Municipal Class Environmental Assessment Phases 1 and 2 by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively involving the public in defining a recommended plan for improvements.

## On-Line Survey

An on-line survey was conducted through June and July 2016 to reach out to a broader spectrum of the County. The survey was used to help identify the profile of AT enthusiasts and their attitudes and opinions. Among the survey responses, health and fitness was identified to be the leading motivator for AT.

### Motivation to Walk or Cycle



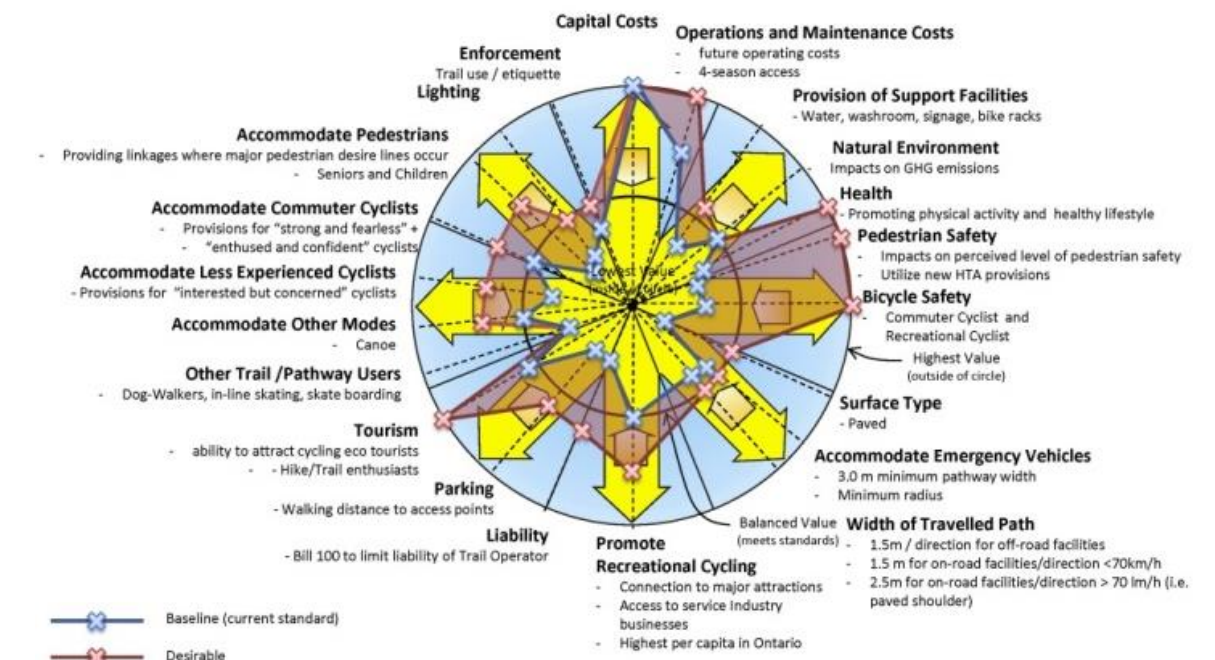
## Community Café Event

The Community Café was an initial informal event to facilitate conversation by providing participants with a comfortable and welcoming environment. The event was organized to create a network of dialogue about issues that matter to the stakeholders and community. The meeting was held in March 2016 at the Lakefield-Smith Community Centre.



## Value Planning Workshop

The Value Planning (VP) Workshop was used to review the needs, issues, priorities and feasible alternatives as an initial step in the development of the ATMP.



Methods to proactively involve the public included: distribution of a Study Design, an on-line survey, Community Café, Value Planning Workshop, Technical Advisory Committee, two Public Information Centres (PICs), Evaluation Workshop and use of Social Media platforms



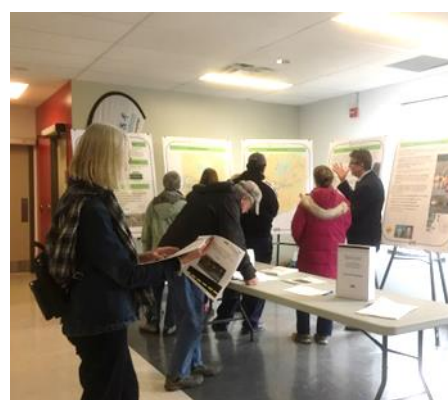
# CONSULTATION

## Public Information Centres (PIC's)

The first PIC was held at the Peterborough Pulse festival in July 2016 to reach as many members of the public as possible. Approximately 1000 people were reached through this event. Each person was encouraged to provide written responses to issues or concerns.



The second PIC was held at the Lakefield-Smith Community Centre in March 2017. The feedback received on the importance of active transportation and the proposed projects, policies and programs was positive. The safety of cyclists was recognized to be a concern that would be addressed through the implementation of infrastructure improvements.



## Evaluation Workshop

Area stakeholders, with previous study involvement, were consulted to assist in the evaluation by providing their input into the benefits of specific projects related to the connectivity for pedestrians and cyclists and their ability to promote public health.



## Stakeholders included:

- Peterborough Cycling Club
- Biker Babes
- Cycle Dudes
- Peterborough Bicycle Advisory Committee
- Peterborough Council on Aging
- Selwyn Trails Committee
- GreenUP
- North Kawartha Cycling
- B!ke
- Ganaraska Hiking Trail Association
- Lakefield Trail Committee
- Peterborough-Hastings Trans Canada Trail Association

A copy of the Study Design Report is provided in **Appendix A** and the Value Planning Report and PIC reports are provided in **Appendix C**. Select Correspondence, including dialogue with members of the public and agencies, is included in **Appendix C**.