

Appendix C

Record of Consultation (Community Café and PIC Reports)

Peterborough County Active Transportation Master Plan

Community Café Workshop Summary Report

May 2016



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Introduction

This report summarizes the comments gathered at the Community Café carried out by BT Engineering (BTE) for the Peterborough County Active Transportation Master Plan. In 2014, the County of Peterborough completed an update to its Transportation Master Plan (TMP) to identify recommendations for built improvements to the transportation network. The plan identified the promotion of cycling and walking as important measures that increase the well-being and sustainability of a community. One of the key measures recommended in the TMP was to develop a County-wide Active Transportation Master Plan (ATMP).

The TMP developed a conceptual active transportation/cycling network for Peterborough County that identified both on-road and off-road active transportation facilities. The ATMP planning process is subject to the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario's Environmental Assessment Act.

The project location encompasses the County of Peterborough as illustrated in **Figure 1**.



Figure 1: Project Location

The Community Café event took place on Tuesday, March 29, 2016 at the Lakefield-Smith Community Centre in Selwyn Township. The Community Café was conducted with key stakeholders as part of the Environmental Assessment process.

The meeting Attendance List is included in **Appendix A**.

Methodology

The Community Café process follows the principles of the “World Café” philosophy; namely, that people want to talk together about issues that matter, and that as we talk together we are able to collectively achieve greater wisdom. People have the capacity to work together and can collectively be creative and insightful when actively engaged in meaningful conversations. The Community Café is a simple yet effective conversational method for fostering dialogue, accessing collective intelligence and creating innovative possibilities for action. The seven café principles are:

- Set the context
- Create hospitable space
- Explore questions that matter
- Encourage everyone's contributions
- Connect diverse perspectives
- Listen together for insights
- Share collective discoveries

The Peterborough ATMP Community Café was an informal event that facilitated conversation by providing participants with a comfortable and welcoming environment. The event was set up with small tables, flowers, and background music to evoke a feeling of familiarity and comfort.

The event was organized to create a network of dialogue about issues that matter to the stakeholders and community. Each conversation was chosen to reflect the most important parameters of the project and to realize the desired goals of the participants.

Five topics were provided as discussion points to reflect the actual concerns of the community. As participants moved between the tables, key ideas and perspectives were exchanged which provided new insights to the project.



Figure 2 - ATMP Community Cafe

Café facilitators were stationed at each table to provide a neutral voice to the discussion. Facilitators encouraged all participants to contribute to the conversation and to remain focused on the topic being discussed. As participants moved between tables, the facilitators briefed the table on what was previously discussed. This allowed the table to build on the previous group's discussion, and provide a different insight into the topic.

The five topics that were chosen to be discussed during the event included the following:

1. Pedestrians
2. Cyclists
3. Tourism
4. Funding
5. Programs and Policies (Open Discussion)

Each discussion lasted approximately 15 minutes before participants were asked to move to a new discussion table.

Opening Presentations

The Community Café event began with an introductory presentation from Steve Taylor and Stephen Brook. The introductory presentation is provided in **Appendix B**.

Steve Taylor (BTE) introduced the Peterborough Active Transportation project including the project issues, approach, and process.

Stephen Brook (BTE) provided background information on the traffic and transportation requirements of the project.

Following the project introduction, Steve Taylor explained the process and objectives of the Community Café event. The participants then moved to the small tables to begin discussion on the applicable topics.

Topic Discussions

At each table, a topic of conversation was provided for discussion. Each topic had several questions associated with the topic; however, the conversation often diverged from the given questions. This allowed for the conversation to flow freely, and created an encouraging environment for everyone at the event to contribute ideas and perspectives. It also provided

the participants an opportunity to direct the conversation to questions that are relevant to their actual concerns.

The following pages summarize the ideas and comments expressed during the event. All of the comments are listed based on the discussion topic of the table.

Pedestrians

1. What are the key attractions that should be accessible to pedestrians?

- Schools – important for young people and families (sidewalks**)
- Subdivisions – new community infrastructure connections are important
- Historical sites, gardens, historic walks, cemeteries – for the elderly
- Developments that are outside of Hamlets

2. What are missing linkages in settlement areas?

- Safe routes between residential areas and child-friendly areas (playgrounds, libraries, sports fields, etc.)
- Sidewalks – connecting schools to the urban areas
- Paved shoulders to encourage more walking
- At least one paved shoulder/sidewalk on one side of the roadway
- Ennismore and Bridgenorth could use sidewalks and/or paved shoulders
- Residents of Norwood can't get across Highway 7 easily due to traffic volume
- East side of Television Road – there is a subdivision without a paved shoulder
- The sidewalk network needs improved connectivity
- Apsley to Lakefield – far distance
- Edge of City north of Lily Lake Road

3. What do you think are barriers preventing you from walking rather than driving?

- Children walking to their bus stops in certain areas is unsafe
- Lack of paved shoulders/sidewalks
- Volume of traffic
- 80km/h speed limits in conjunction with the speed and proximity of adjacent traffic
- Township road dust on dirt roads

Cyclists

1. What are the key attractions that should be accessible to cyclists?

- Lakes and rivers
- Public beaches
- Ideally everywhere in the County should be accessible
- Residential development areas – linking new larger residential developments to settlement areas is important
- Settlement areas – making connections between residential trails and other facilities is important
- Parking areas and facilities

2. What are missing linkages in the cycling network?

- County Road 28 (Lakefield to Stony Lake Road) – cannot cycle to the next side road
- Linkages between the City and the Townships
- Cavan: CR10 is unpleasant to ride on due to proximity to heavy and high speed traffic
- Since Airport Road was closed at the west end, and it is a long way to River Road South, makes it necessary to ride on CR10 (see above)
- County Road 34 – important to connect Keene and Lang to the Trans-Canada Trail
- Connect Lang to Hastings
- Robinson Road loop
- Linking up all of the current cycling routes would be ideal
- Strickland Road east of County Road 28
- Size of aggregate used in surface treatment on Division Road East of County Road 28 is very rough to cycle on
- There are no connections in certain areas – Village of Keene is 1.5 km from the Trans-Canada Trail and there is no connection, no paved shoulders
- Gifford Causeway – lack of shoulders

3. What do you think are barriers preventing you from cycling?

- Lack of paved shoulders on many roads
- Missing links in County
- Lacking connectivity between Municipalities
- Misuse of the trails – safety issues (i.e. ATV's)
- Lack of consistency in maps
- Douro-Dummer does not allow 2-abreast cycling

4. What types of facilities do people in the community want to see?

- Fully paved shoulders

- Signage (“Share the Road”, route signs, marked routes)
- Commonality in signage (road paint, clear lanes, etc.)
- County Website showing cycling routes, showing the road surface, traffic on-road or off-road
- Standardized set of rules for facilities
- Parking areas for those who do not ride from home
- Trails to Lakefield
- Signage similar to that found in Northumberland County
- Guide signage (similar to what is placed on some snowmobile trails) with distances to the next road/town/attraction would be beneficial,
- Cycling network signs posted at key locations marked with “You are here”

Tourism

1. What active transportation facility could be a key marketing tool for the County?

- Shops, restaurants/cafes, etc. to visit along the bike routes/trails
- Resources are needed to know where to ride and places to go
- Routes through the County should be online and include signage where there are currently trails
- Bathrooms, convenience stores, small cafes, pubs, etc. along the trails are important so that cyclists and walkers have many options
- Trails should be linked to common tourist destinations

2. County Council has provided direction that the study recommendations should support tourism. How would you target tourists?

- The trail network should focus on all types of tourists – short or long rides for cyclists, walking routes, etc.
- Accommodations in the area should be cyclist friendly (bike racks/lockers, etc.)
- Cycling packages that include accommodations
- Attractions for cyclists should include essentials and amenities, as cyclists or pedestrians cannot carry belongings like clothes, coolers, etc.
- A website indicating if there are cycling tours in the area and when they occur
- An app or website to plan a trip in the County (on County website or Trails website) to assist in the planning of tourist activities
- It would be beneficial if the trails were marked as accessible (or non-accessible) to assist in the planning of tourist activities

- Connectivity – without connectivity, no visitors will come; try to connect all the small towns in the County, join each hub/community as a starting point, which will route cyclists into town(s)
- Towns are the focus – they act as hubs that promote themselves as cyclist-friendly towns by making themselves available and welcoming to both locals and tourists with signs and bike racks (e.g. Hello Cyclists! sign)
- The County would benefit economically if the trails came into the town(s)
- It is proven that tourists on bikes spend more money than tourists in cars – providing these cyclists with routes to the City or small towns would be beneficial for both them and the County

3. What are the key attractions and private sector partners that would support attracting tourists?

- Bed and breakfasts that shuttle your belongings to the next spot would be convenient, as you are unable to carry everything while cycling
- Geocaching is a big attraction in the County (there are 4 stops in Ennismore alone); can connect these locations with the trail network

4. You live in the GTA and are considering a vacation in Peterborough County. What would you be looking for?

- It is important to have bathrooms, convenience stores, small cafes, and pubs along the trails so cyclists and walkers have many options and can plan a holiday
- Connecting trails to the Provincial Parks and Conservation Areas in the County would be very beneficial as this would become a sought after tourist attraction
- Paved shoulders are important, but in certain areas a separate trail or path would be beneficial; both are good tourist attractions
- Trails should be linked to common tourist destinations
- The Trent Severn Waterway is a popular attraction, and biking or walking along the water would be desired
- Accommodation facilities that are cyclist friendly
- A resource that indicates “Suggested Routes”

Funding

1. Where should the County focus spending?

- Connectivity

- Airport Road
- Bridgenorth south to 5th on County Road 18
- Highway 28 Birchview to North School Road
- County Road 4 Warsaw to Peterborough – this is an important route for commuters
- Highway 34 between Lang and Keene
- County Road 2 in its entirety, around the lake
- Important to have good facilities
- Bridgenorth – west side of Gifford Causeway to Terra Road on Yankee Line
- County should provide a map with cycling routes, wineries, restaurants, etc. to draw attention to the area
- Social media advertising could help
- Could be used for County members to attend the Toronto International Bike Show
- Benches / rest areas (adopt-a-bench program)
- Add a parking lot at Ackison Road (where the Trans-Canada Trail crosses, to Omemee) would promote safety for pedestrians trying to get onto the trail
- Improving crossings at all locations to promote safety

2. What is the number 1 priority?

- The most important thing is connectivity
- Paving shoulders can develop more of a network, “get more bang for your buck”
- Investing in soft infrastructure along the trails would promote demand in the future
- Sidewalks done by Municipality, paved shoulders done by County
- Connectivity, specifically on new links is most important

3. What private sector partners should be involved?

- Having the private sector help out would be very beneficial, but these need to be local heroes to initiate on their own and drive the economics
- Canadian Cyclist magazine
- County website, cyclist’s websites

Programs and Policies

1. What programs should be considered by the study?

- Create an education/promotional program as to why we are doing this initiative
- Communicate the “one metre” passing law
- Create a stewardship program to allow sustainability to trails
- County should be participating in RTO8 and Ontario by Bike to promote tourism
- Use bylaw officers to enforce no ATV’s,
- Establish a count program to document usage
- Communication and promotion – great video – good roads – blue mountains **

2. What policies should be considered by the study?

- County to utilize a policy of fully paving all shoulders as part of resurfacing projects
- Create a policy for consistent signage on trails
- Create a strategic sidewalk policy (gaps and priority for County and Township)
- Review amendment of municipal bylaws to match new Highway Traffic Act
- Establishing consistent rules for each type of trail
- Recognition of the importance of Active Transportation should be embedded in Transportation Policies
- In the County Plan there should be a stewardship model in which the trail becomes self-sustainable
- Agreement between County and Townships on a county-wide policy
- Changing the by-law in Douro-Dummer that prohibits 2 abreast cycling
- Common bridge design guidelines to consider active transportation
- More policies that support provisions for active transportation in road design, etc.

3. For which community events should the study provide materials to the public and what are the dates that they occur?

- Peterborough Pulse – (Saturday July 16)
- Farmer’s Markets
- International Trails Day (June 4, 2016)
- Butter Tart Competition
- Peterborough Music Festival (June 25 – August 24, Wednesday and Saturday evenings)
- Lakefield Jazz Festival (July)
- Family Paddle Day – Lakefield (Tuesday July 14)
- National Canoe Day (June 26)
- Brochures at Canoe Museum

- Granfondo – September (3rd weekend – September 17th)

4. How should we best communicate to seasonal residents in the County?

- Cottage Associations
- Kawartha Chamber of Commerce
- May Issue of Lakers Link
- All municipalities do a mailing we could include information
- Destinations – Lockside Trading Company (lockside.com)
- Universities and Colleges
- Illuminated Information Board/Variable Message Boards
- To local churches and schools
- General Stores in villages
- Peterborough Cycling Club can email information

Implementation Plan – Next Steps

The discussion presented in this report represents the opinions of stakeholder groups in the County of Peterborough. This discussion will be used as input by the EA Planning Team for subsequent steps in the Environmental Assessment study. The alternatives will be presented to the public and the Technical Advisory Group at the in May 2016.

Readers of this report are cautioned that the recorded ideas and discussions are unsubstantiated and may or may not be feasible, and require development. They do, however, represent the best effort to identify the issues and alternatives for the project that are consistent with the values and opinions of area stakeholders

Appendix A Attendance List

Name	Organization	Email
Yvonne Spradbrow	Selwyn Trails Committee	ycld@sympatico.ca
Barry Diceman	Lang Hastings Trans Canada Trail	bdiceman@cogeco.ca
Marc Broadfoot	PBB – Peterborough	Mbroadfoot@cogeco.ca
Paul Buttitor	PCC Peterborough	paulbutt@i-zoom.net
Dave Cavanagh	Selwyn Trails	Homestead_herefords@msn.com
Lorna Plunkett	Age Friendly Comm.	plunkett@sympatico.ca
Janice Matthews	Trent University	jmatthews@trentu.ca
Paul Hurley	PBAC	paul@engageeng.ca
Marilyn Freeman	PBAC	Marilyn.freeman2@gmail.com
Brianne Salmon	GreenUP/PBAC	Brianne.salmon@greenup.on.ca
Lindsay Stroud	GreenUP/Active & Safe Parks	Lindsay.stroud@greenup.on.ca
Sarah Collingham	PCOA – Age-Friendly	scollingham@peterborough.ca
Bruce Bellchambers	Lakefield Trail Committee	bellcham@nexicom.net
Craig Murray	Peterborough Cycling Club	craigmurray@trentu.ca
Gord Gallant	Peterborough Cycling Club	Gordon.gallant@ontario.ca
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Appendix B Introductory Presentation

The County of Peterborough Active Transportation Master Plan PIC No. 1 Summary Report



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August 24, 2016

1.0 INTRODUCTION

In 2014, the County of Peterborough completed an update to its Transportation Master Plan (TMP). The plan identified the promotion of cycling and walking as an important measure that increases the well-being and sustainability of a community. One of the key measures recommended in the TMP was to develop a County-wide Active Transportation Master Plan (ATMP).

A preliminary conceptual active transportation/cycling network for Peterborough County was developed that identified candidate projects as illustrated in **Figure 1** and **Figure 2**.

This TMP network was a coarse network based on the existing trails and off-road routes located in Peterborough County and the City of Peterborough. However, this plan was conceptual and will be refined in co-ordination with municipalities and stakeholders as part of this study.

The ATMP planning process will consider a number of built improvements to the transportation network that may have impacts on the Natural, Social and Economic environments. As such, it is subject to the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario's Environmental Assessment Act.

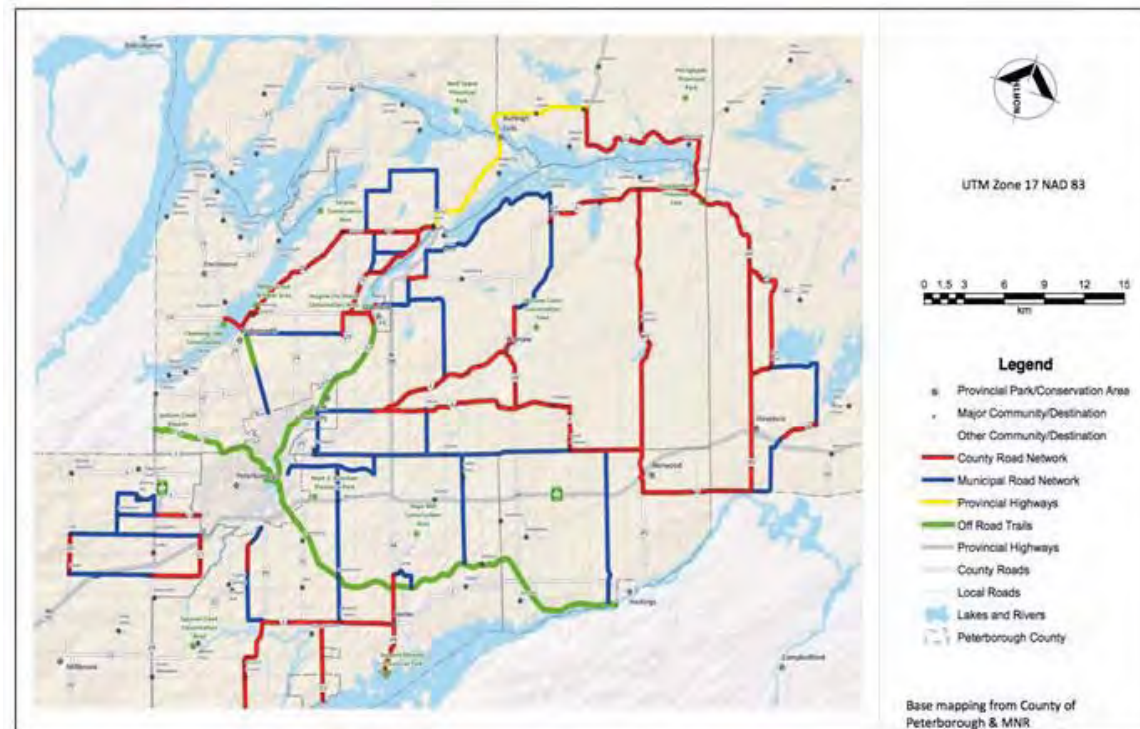


Figure 1: Conceptual Active Transportation Network from Peterborough County TMP



Figure 2: Identified Road Improvements from Peterborough County TMP

The first round of public consultation was organized to utilize three approaches to reach out to the general public, many of which are seasonal residents. These approaches were:

- On-line survey;
- Use of display boards at each Township office (these are available for display at local events); and
- Attendance at a day-long Peterborough Pulse street event. This event attracts thousands of

residents from the County to booths set up on George Street.

The formal Public Information Centre (PIC) for this project as mandated by the Class EA was held on Saturday, July 16, 2016 at the Peterborough Pulse festival, from 9 am to 3 pm on George Street, Peterborough.

The PIC included presenting the following:

- County of Peterborough ATMP Master Plan and Vision Statement;

- Municipal Class EA Process;
- Potential Projects, Policies and Programs;
- Survey forms with prepaid envelopes; and
- Interactive maps for attendees to mark-up new routes to be considered and information displays on active transportation.

County of Peterborough and consultant representatives were available to respond to any inquiries.

All members of the public and interest groups were invited to view the presentation material and to discuss the project with the County and consultant representatives.

It is estimated that approximately 1000 people were reached at the Peterborough Pulse festival. Comment sheets were available in the form of a questionnaire and an online survey for the public to respond to the EA Study. Each person was encouraged to provide a written response to any issues or concerns about the project.

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the project is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections. A

Study Design was released for public review and placed on the County's website.

2.1 Newspaper Notice

Notice of the first PIC was placed in: a cycling newsletter, an email notice on the County's Facebook and Twitter pages, and an email blast to the mailing list.

The survey will be published in the County's newspaper-based County Connect ad.

3.0 PIC COMMENTS

Display panels/boards were set up in a booth at the Peterborough Pulse festival to be viewed at leisure and were also posted on the County's website. A copy of the presentation boards is provided in **Appendix A**.

Fifteen (15) comment sheets were received at the PIC. Copies of the comments, excluding personal information, are provided in **Appendix B**. The results of the comments and discussions are summarized in the following sections.

One hundred and fifty-nine (159) full and partial responses (as of August 4th) were completed for the online survey. The results of the online survey are summarized in the following sections.

Based on the on-line survey, 68 people were added to the Study contact list

3.1 Summary of Comments

The results of the comments received and discussions held at the first round of consultation are summarized below in **Table 1**. The comments have been

summarized by general subject matter. Top Destination responses are summarized in **Section 3.2**.

Table 1 Summary of Written Comments Public Information Centre No. 1 June 7, 2016		
Comment	Number of Respondents	Comment Sheet Reference No.
Lack of dedicated bike lanes	5	1, 8, 12, 13, 15
Cars park in existing bike lanes are an issue	1	1
Lack of driver education	1	1
Need to identify water access locations	1	4
Need to acquire access points to water at reasonable spacing to make accessible for the general public	1	4
Signage to identify routes and destination signage	2	6, 12
Improved infrastructure (shoulders, lighting, sidewalks etc.) for safety of pedestrians and cyclists on current routes.	3	6, 7, 9
City maintenance of current infrastructure	2	6, 8
Access to parking at Ackison Road	1	8
Bike days on Sunday (River Road)	1	9
Bike racks and benches along routes	2	10, 15
Canoe Routes	1	14

3.2 Summary of Online Survey

The following illustrates the responses to the online survey and the questionnaire submitted by public members at the PIC:

Distance from Home to Work/School received 124 responses where 40 respondents indicated N/A. **Figure 3** illustrates the responses.

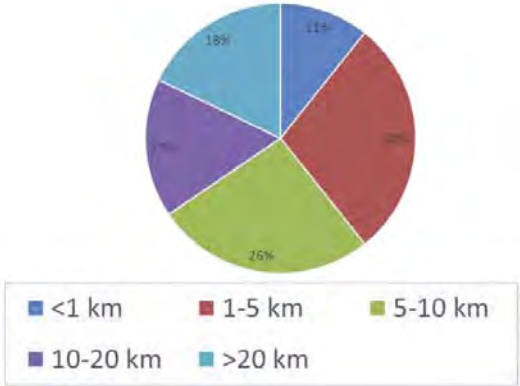


Figure 3: Distance from Home to Work/School

Motivation to Walk and/or Cycle

Figure 4 illustrates the responses (124 people responded).

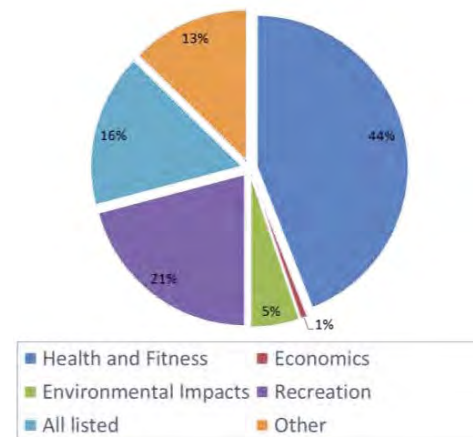


Figure 4: Motivation to Walk and/or Cycle

How far people cycle to work, school or shopping/library received 78 respondents who cycle or walk; results are shown in Figure 5.

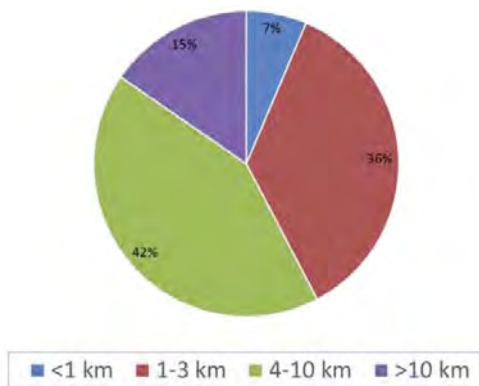


Figure 5: Distance to Cycle to Work, School or Shopping/Library

As a recreationalist cyclist, how far do you typically ride? Figure 6 illustrates the results of 128 responses

where 17 respondents indicated that they did not cycle recreationally.

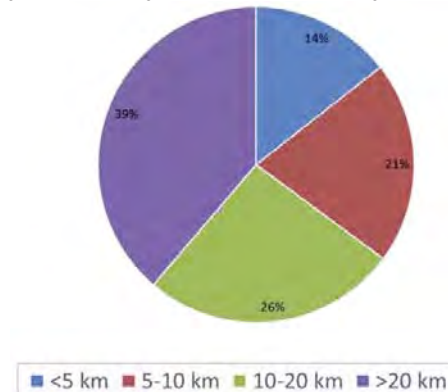


Figure 6: Recreationalist Cyclists Distance

If you cycle to race or for sport training, how far do you typically ride? Figure 7 illustrates the results of the 128 responses.

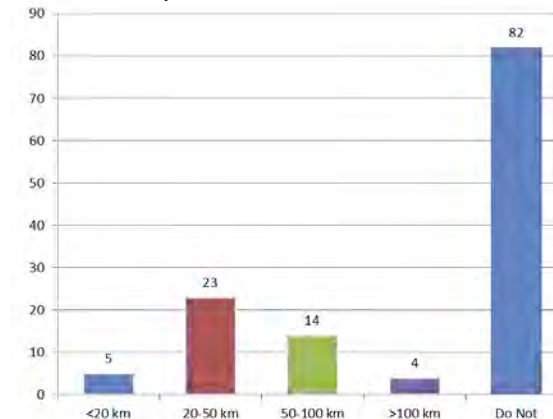


Figure 7: Cycling Distance for Racing or Sport Training

How often do you cycle? Figure 8 illustrates results of the 128 responses received.

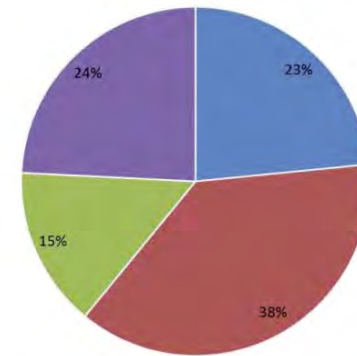


Figure 8: Frequency of Cycling

Do you cycle in the winter? The results of the 129 responses are illustrated in Figure 9.

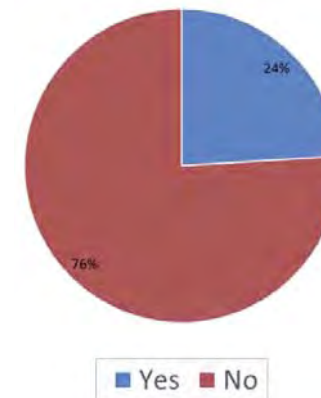


Figure 9: Cycling in the Winter

How often do you walk? The results of the 131 responses are illustrated in Figure 10.

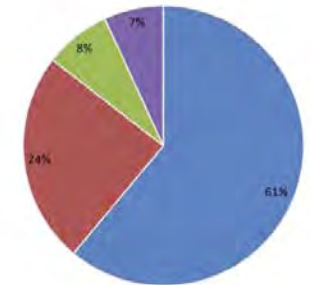


Figure 10: Frequency of Walking

How far do you typically walk? The results of the 128 responses are illustrated in Figure 11.

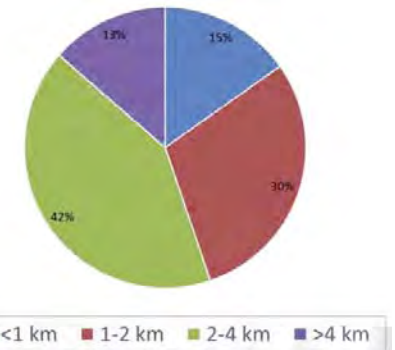


Figure 11: Walking Distance

Top Destinations:

Answered: 77

Top Responses:

- Downtown Peterborough (29%)
- Harold Town Conservation Area: (23%)
- Lakefield: (17%)
- Green Spaces (generally): (17%)
- Millbrook: (16%)
- Warsaw Caves: (12%)

Barriers to Cycling/Walking:

Answered: 119

Top Responses:

- Concerns due to Motorized Traffic: (39%)
- Lack of Paved Shoulders: (34%)
- Lack of Bike Lanes: (27%)
- Lack of Trails: (24%)
- Lack of Multi-Use Paths (MUP): (19%)
- Gaps in Cycling Network: (13%)
- Lack of Driver Education: (11%)
- Lack of Sidewalks: (8%)

Top Cycling Projects:

104 Responses

Top Generic Responses:

- More Bike Infrastructure: (60%)
 - More Bike Lanes: (31%)
 - More Paved Shoulders: (29%)
 - More Trails and MUP's: (32%)
- More Bike Parks (i.e. Harold Town CA): (8%)
- More Bike Parking: (6%)

Top Specific Projects:

- Trent-Lakefield Connection: (8%)
- Extend Rotary Trail to Lakefield: (6%)
- Links to the City of Peterborough: (4%)
- Complete Airport Road Connection: (2%)
- Lakefield-Bridgenorth-Jackson Park: (2%)

Top Pedestrian Projects:

Answered: 77

Top Generic Responses:

- More Trails: (14%)
- More Sidewalks: (14%)
- More MUP's: (13%)
- More Amenities (i.e. Benches, Washrooms etc.): (12%)
- More Paved Shoulders: (10%)

- Improved Lighting: (6%)
- Top Specific Projects:
- More Parking at Trailheads (4%)
 - Pedestrian signals/Crosswalks at Trail Crossings of Major Roads: (4%)

Programs and Policies:

- Regular maintenance of Infrastructure (14 responses)
 - i.e. bike lanes clear of debris, trails kept clear, etc.
- Cyclist and Driver Training Programs (15 responses)
- Guide signage throughout AT network (6 responses)
- Winter maintenance of AT infrastructure (6 responses)

Notable Comments:

- 7 Respondents highlighted challenges involving interactions between cyclists and pedestrians on Multi-Use trails.
 - Suggested a speed limit
 - Suggested developing a "Trail Etiquette Guide" for trail users
- Create trails/active transportation corridors on unopened road allowances
- 3 Respondents identified concerns due to noxious weeds on or near trails (e.g. Poison Ivy)

4.0 CONCLUSIONS

The following input was received at the initial round of public consultation:

- Strong support for the County initializing an Active Transportation Master Plan;
- Strong support for education and safety of cyclists and pedestrians;
- Many suggestions of additional candidate links to be considered as projects as part of the EA;
- Strong support for paving of shoulders to improve safety for cyclists and pedestrians;
- Comments on major canoe routes (and 1 comment to eliminate a canoe route); and,
- Support for active transportation to strengthen tourism in the County.



APPENDICES

Appendix A
PIC Display Boards



County of Peterborough Active Transportation Master Plan

The County of Peterborough has initiated the development of an Active Transportation Master Plan to increase awareness and provide improved facilities for alternative travel modes. Active transportation refers to all human powered or non-motorized modes of travel. Implementation of a Master Plan for active transportation has the following benefits:

- **Health** - physical activity leads to significant improvements in a number of health indicators
- **Safety** - improved safety for active modes of transportation and vulnerable road users
- **Environment** - reduced greenhouse gas emissions with less reliance on automobiles
- **Tourism** - with the resulting economic benefits to area businesses

A Study Design report is available for your review and comments on the County of Peterborough website: <http://county.peterborough.on.ca/transportation-master-plan>

Vision Statement

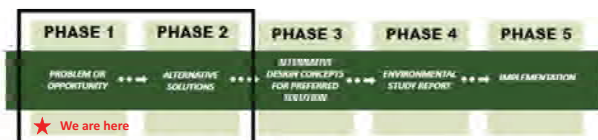
To promote leadership and community partnerships that make the County of Peterborough a healthy, prosperous and sustainable community, with Active Transportation as a key component of a safe, accessible, integrated transportation system linking where we live, work and play



Municipal Class Environmental Assessment (EA) Process

This study is being undertaken as a Master Plan in accordance with the Municipal Class Environmental Assessment, 2011.

The study will culminate in the delivery of an Active Transportation Master Plan for Peterborough County and area municipalities satisfying Phases 1 and 2 of the Class EA process.



What could be included?

The Master Plan could identify a variety of **projects, programs** and **policies** to encourage active transportation across the County and within each municipality.

Typical projects would potentially involve:

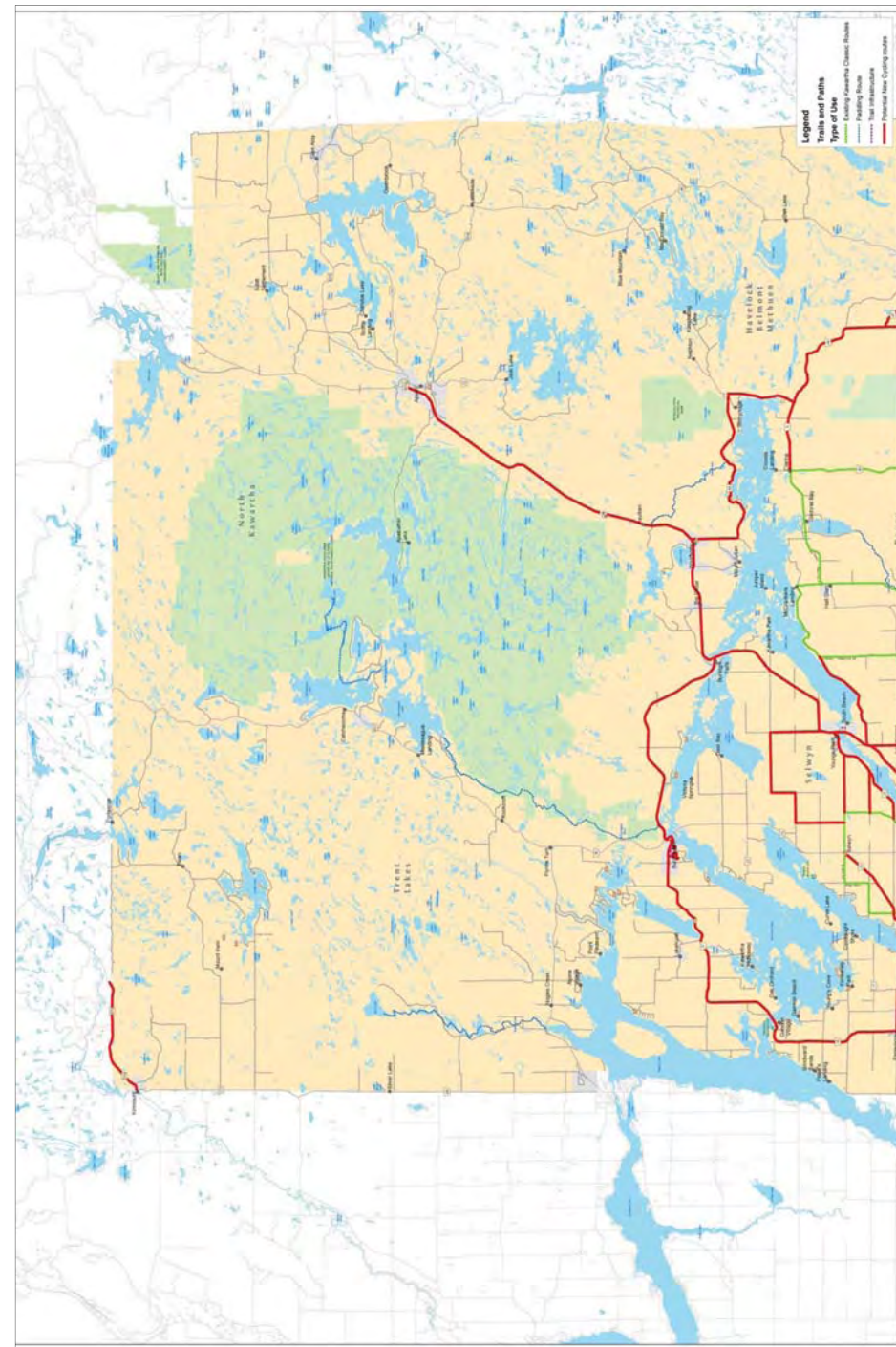
- Pedestrians: sidewalks, trails, multi-use pathways, paved shoulders and crossings
- Cyclists: shared roadways, designated facilities (such as paved shoulders or bicycle lanes) and separate facilities (trails, in-boulevard multi-use pathways, bicycle lanes separated from motorists)
- Facilities: provision of parking areas at trailheads or paddling routes



Is there anything that should be added to this list?



Potential Projects



Please provide your comments on Potential Projects shown here or any you feel are missing



Potential Projects



Please provide your comments on Potential Projects shown here or any you feel are missing

4



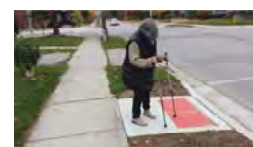
Potential Policies

Potential policies for the County and area municipalities to promote Active Transportation include:

1. The provision of **fully paved shoulders or bike lanes** as part of either:
 - all roadway projects, or
 - stepped warrant for improvements along specific, designated corridors, based on characteristics of the link.
2. **Site plan approval** requirements for new developments to consider the needs of pedestrians and cyclists to create walkable and bicycle friendly communities
1. A common policy for area municipalities regarding **sidewalk warrants** and **accessibility standards** to accommodate individuals of all ages and abilities
2. The development of **stewardship models** and **partnerships** to ensure sustainability, maintenance and funding
3. Warrants for consideration of **Multi-use Pathways** adjacent to County Roads
4. Endorsement of **"Complete Streets"** designed for all ages, abilities and travel modes



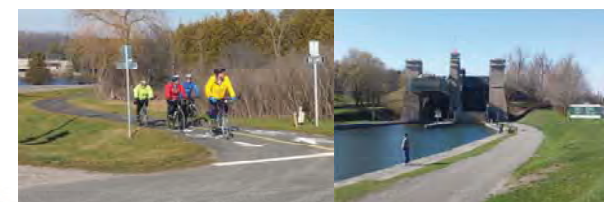
Source: gobiking.ca



Potential Programs

Potential Programs to promote active transportation include:

- **Education** for motorists and cyclists to:
 - ✓ Promote safety with age appropriate cycling skills training, and
 - ✓ Increase awareness of "Rules of the Road" and Highway Traffic Act amendments
- The development of **Partnerships** with:
 - ✓ area businesses;
 - ✓ Peterborough Economic Development (PED);
 - ✓ Parks Canada;
 - ✓ GreenUP; and
 - ✓ Peterborough Public Health.
- The development of new **promotional material** and **on-line tools** for use in marketing and/or to raise awareness and education
- The provision of **support facilities** for pedestrians and cyclists (e.g. staging areas, washrooms, benches, secure bicycle parking)
- Commitment to a **signage program** for warnings, regulation of facilities and wayfinding
- **Strategic sidewalk programs** for municipalities to prioritize needs and missing linkages on an annual basis



15

Where is your level of riding comfort?



Shared Existing
County Roads



Paved Shoulders or
Designated Bike Lanes



Shared Use of Low
Volume Roads



Separate Multi-Use
Pathways

Why do you walk?



To School



To Work



For Exercise

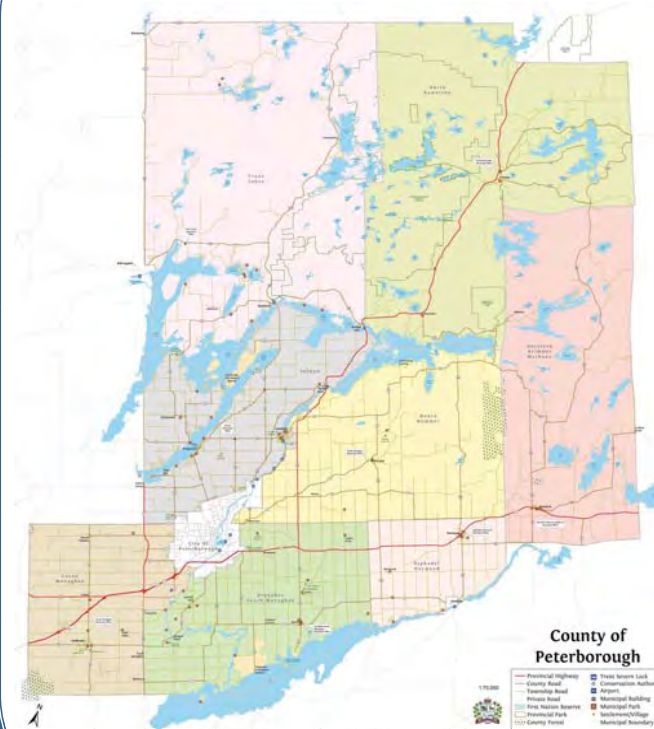


Other

Place a sticker under the options that best reflect yourself



Where in the County do you Live?



Please mark the general location



Your input is Important!

How can you remain involved in the Study?

- Submit your name/e-mail to be added to the mailing list
- Provide input including a completed comment sheet or
- Complete the online survey:
(http://www.surveymonkey.com/r/ptboco_atmp)
- Monitor the study's progress on the County website:
(<http://county.peterborough.on.ca/transportation-master-plan>)
- Contact the County's representative or the consultant at any time

Doug Saccoccia, P. Eng.
Assistant Manager – Engineering and Design
County of Peterborough
T: 705-775-2737 ext. 320
E: DSaccoccia@county.peterborough.on.ca

Stephen Brook, P. Eng.
EA Project Manager
BT Engineering
T: 519-672-2222
E: stephen.brook@bteng.ca

Join us on Twitter or Facebook using **#ptboCountyATMP**



All information is collected in accordance with the *Freedom of Information and Privacy Act*.

Next Steps

The project team will:

- Consider all the input you have provided
- Refine network improvements and connectivity with area municipalities based on public comments
- Provide information at various community events – summer/fall 2016
- Public Information Centre No. 2 – fall 2016
- Present the Active Transportation Master Plan to County Council – winter 2017





Comment Sheet

County of Peterborough - Active Transportation Master Plan (ATMP)

Please provide your comments on any of the material presented, and complete the questionnaire below.

1a. If you cycle to work, school or shopping/library how far do you ride?

☐ < 1 km ☐ 1 – 3 km ☒ 4 – 10 km ☐ > 10 km

1b. If you are a recreational cyclist, how far do you typically ride?

☐ < 5 km ☐ 5-10 km ☐ 10-20 km ☒ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

☐ Daily ☒ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☒ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) LIBRARY (Pbo)
- 2) ANY DOWNTOWN LOCATION / SHOPPING ETC
- 3) _____

5a. How often do you walk?

☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☐ < 1 km ☐ 1 – 2 km ☒ 2 – 4 km ☐ Other _____

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Please check ☐ if you would like to be added to our mailing list



6. What are the key barriers to cycling or walking in the County of Peterborough?

- ① LACK OF ~~BI~~ DEDICATED BIKE LANES - NEW LANES ON BREAWY FARGUES!
- ② CARS PARKED IN EXISTING LANES
- ③ LACK OF DRIVER EDUCATION RE: RESPECTING CYCLING LANES.

7. What are the top 3 projects that should be priorities for:

a. Cyclists

- ① COMPLETION OF BREAWY / AICKISON RECONSTRUCTION TO CONNECT WITH EXISTING LINDSAY / PBO TRAIL
- ② COMPLETION OF ROTARY TRAIL TO ELIMINATE ROAD TRAVEL AT TRENT UNIVERSITY.

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

CONTINUED DEVELOPMENT OF INITIATIVES LIKE THE NEW BREAWY TRAIL WHICH PROVIDES SAFE ROUTES FOR PEDESTRIANS & CYCLISTS

Please send your completed comment sheet to:

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Tel: 705-775-2737 ext 320
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- ☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

- ☐ Daily ☒ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Access to downtown safely
- 2) _____
- 3) _____

5a. How often do you walk?

- ☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: ~~2-3~~

5b. How far do you typically walk?

- ☐ < 1 km ☐ 1 - 2 km ☐ 2 - 4 km ☐ Other: 20 km/wk

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2. How often do you cycle?

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3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Along Cnty Rd/4, Donwood.
- 2) Burnham Provincial Park.
- 3) _____

5a. How often do you walk?

☐ Daily ☒ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

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3. Do you cycle in the winter? ☐ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) _____
- 2) _____
- 3) _____

5a. How often do you walk?

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7. What are the top 3 projects that should be priorities for:

a. Cyclists

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

We need to:

① identify water access locations on the map

② Need to acquire access points to water at reasonable pricing to make accessible for the general public

Please send your completed comment sheet to:

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 County of Peterborough
 470 Water Street, Peterborough, ON, K9H 3M3
 Tel: 705-775-2737 ext 320
 Fax: 705-749-2551
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3. Do you cycle in the winter? ☐ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) _____
- 2) _____
- 3) _____

5a. How often do you walk?

☐ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

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Name / Organization: _____

Address _____

City / Town _____

Postal Code _____

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a. Cyclists

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

✓ Ross Rader cross ~~the~~ Ontario Route

↳ Google show cross Ontario Route

34h - Shuman Warring

Ottawa - Windsor

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1b. If you are a recreational cyclist, how far do you typically ride?

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1c. If you cycle to race or for sport training, how far do you typically ride?

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2. How often do you cycle?

☐ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☐ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

1) Ferris's Provincial Park Campbellford

2) _____

3) _____

5a. How often do you walk? / wheelchair

☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☐ < 1 km ☐ 1 – 2 km ☐ 2 – 4 km ☐ Other _____

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6. What are the key barriers to cycling or walking in the County of Peterborough?

Signage to identify routes & Destination Signage

7. What are the top 3 projects that should be priorities for:

a. Cyclists

b. Pedestrians

- Improved lighting in City on Trail between Brock and MacDonnell for safety and security

8. Are there other projects, policies or programs that should be considered?

Crossing Railway tracks (improve pavement across tracks at pedestrian

- ADD a shoulder rumble strip to separate bike lanes or paved shoulders

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3. Do you cycle in the winter? ☒ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) _____
- 2) _____
- 3) _____

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Postal Code _____

Email address _____



6. What are the key barriers to cycling or walking in the County of Peterborough?

LACK OF APPROPRIATE INFRASTRUCTURE TO MAKE
THE ACTIVITY SAFE

7. What are the top 3 projects that should be priorities for:

a. Cyclists

SHOULDER ON ALL NEW ROAD REHABILITATION

b. Pedestrians

SIDEWALKS WITH NON-SLOPING DRIVEWAY CURBS

8. Are there other projects, policies or programs that should be considered?

SURFACING
- RE-PAVING CYCLING ROUTES SHOULD INVOLVE APPROPRIATE
MATERIALS - THIS SEASON (2016) COUNTY (RENEW) HAVE
REPAVED MANY CYCLING ROUTES UN-USEABLE BY
SURFACING WITH UNUSABLE GRAVEL.

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2. How often do you cycle?

☐ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☐ Other 1-2 x wks.

3. Do you cycle in the winter? ☒ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) LITTLE LAKE FALL CIRCLE
- 2) NORTH TO BURTON FALLS FROM PT. ST.
- 3) S TO PORT HOPE FROM PT. ST.

5a. How often do you walk?

☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☐ < 1 km ☐ 1 - 2 km ☐ 2 - 4 km ☒ Other 5+ km

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6. What are the key barriers to cycling or walking in the County of Peterborough?

- * 1. Access to parking at Akeris Rd → need path on Akeris Rd from
Parkhill
2. City maintenance of Mainway Rd → no dedicated bike RT. - NOISE!
3. more dedicated lanes needed

7. What are the top 3 projects that should be priorities for:

a. Cyclists

↑

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

Funding at trails for trails

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2. How often do you cycle?

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3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Hwy 32, River Road, Trent - Lakefield
2) _____
3) _____

5a. How often do you walk?

- ☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

- ☐ < 1 km ☐ 1 - 2 km ☒ 2 - 4 km ☐ Other _____

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6. What are the key barriers to cycling or walking in the County of Peterborough?

Vehicle traffic on and cyclists - not enough room, unsafe.

7. What are the top 3 projects that should be priorities for:

a. Cyclists River Road, Paved Shoulders

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

Suggest: Great opportunity on River Road to close down traffic once a week eg. Sunday 10-4 to open up for cyclists, pedestrians, etc.
• Links two communities. i.e. Lakefield, PTBO/Trent
• flat i.e accessible to many
• Scenic

Thanks!

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☒ < 5 km ☐ 5-10 km ☐ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

☒ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

☐ Daily ☒ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☒ Yes / ☐ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Bike rack on Buses would be nice
- 2)
- 3)

5a. How often do you walk?

☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☒ < 1 km ☐ 1 - 2 km ☐ 2 - 4 km ☐ Other _____

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Please check ☐ if you would like to be added to our mailing list

Name / Organization:

Address

City / Town

Postal Code

Email address



Comment Sheet
County of Peterborough - Active Transportation Master Plan (ATMP)

Please provide your comments on any of the material presented, and complete the questionnaire below.

1a. If you cycle to work, school or shopping/library how far do you ride?

☐ < 1 km ☐ 1 – 3 km ☒ 4 – 10 km ☐ > 10 km

1b. If you are a recreational cyclist, how far do you typically ride?

☐ < 5 km ☐ 5-10 km ☒ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

☐ Daily ☒ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) _____
- 2) _____
- 3) _____

5a. How often do you walk?

☐ Daily ☒ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☐ < 1 km ☐ 1 – 2 km ☒ 2 – 4 km ☐ Other _____

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Comment Sheet
County of Peterborough - Active Transportation Master Plan (ATMP)

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1a. If you cycle to work, school or shopping/library how far do you ride?

☐ < 1 km ☒ 1 – 3 km ☐ 4 – 10 km ☐ > 10 km

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☒ < 5 km ☐ 5-10 km ☐ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

☒ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Downtown
- 2) _____
- 3) _____

5a. How often do you walk?

☐ Daily ☐ 2-3 times/week ☐ Weekly ☒ Other: 12-15 times / day

5b. How far do you typically walk?

☐ < 1 km ☐ 1 – 2 km ☒ 2 – 4 km ☐ Other _____

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Please check ☐ if you would like to be added to our mailing list

Name / Organization: _____

Address _____

City / Town _____ Postal Code _____

Email address _____



6. What are the key barriers to cycling or walking in the County of Peterborough?

more bike lanes on busy city streets
Designation of bike lanes on pedestrian trails

7. What are the top 3 projects that should be priorities for:

a. Cyclists

more bike lanes on busy streets

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

look to Vancouver and take ideas
and lessons learned
as there is a huge cycling community
in ptbo that should be promoted as
a green place to be

Please send your completed comment sheet to:

Doug Saccoccia, P.Eng.
County of Peterborough
470 Water Street, Peterborough, ON, K9H 3M3
Tel: 705-775-2737 ext 320
Fax: 705-749-2551
DSaccoccia@county.peterborough.on.ca



Comment Sheet

County of Peterborough - Active Transportation Master Plan (ATMP)

Please provide your comments on any of the material presented, and complete the questionnaire below.

1a. If you cycle to work, school or shopping/library how far do you ride?

☐ < 1 km ☐ 1 – 3 km ☐ 4 – 10 km ☐ > 10 km

1b. If you are a recreational cyclist, how far do you typically ride?

☐ < 5 km ☐ 5-10 km ☐ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

☐ < 20 km ☒ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

☒ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☐ Other _____

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) Burleigh Falls
- 2) Ennismore / Bridgewater
- 3) Arling

5a. How often do you walk?

☐ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

☐ < 1 km ☐ 1 – 2 km ☐ 2 – 4 km ☐ Other _____

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Please check ☒ if you would like to be added to our mailing list



6. What are the key barriers to cycling or walking in the County of Peterborough?

traffic

7. What are the top 3 projects that should be priorities for:

a. Cyclists

more bike lanes in county

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

Please send your completed comment sheet to:

Doug Soccoccia, P.Eng.
County of Peterborough
470 Water Street, Peterborough, ON, K9H 3M3
Tel: 705-775-2737 ext 320
Fax: 705-749-2551
DSoccoccia@county.peterborough.on.ca



Comment Sheet
County of Peterborough - Active Transportation Master Plan (ATMP)

Please provide your comments on any of the material presented, and complete the questionnaire below.

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- ☐ < 1 km ☐ 1 – 3 km ☐ 4 – 10 km ☐ > 10 km

1b. If you are a recreational cyclist, how far do you typically ride?

- ☒ < 5 km ☐ 5-10 km ☐ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

- ☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

- ☐ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☒ Other _____

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) _____
2) _____
3) _____

5a. How often do you walk?

- ☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

- ☐ < 1 km ☐ 1 – 2 km ☒ 2 – 4 km ☐ Other _____

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Please check ☐ if you would like to be added to our mailing list



6. What are the key barriers to cycling or walking in the County of Peterborough?

7. What are the top 3 projects that should be priorities for:

a. Cyclists

b. Pedestrians

8. Are there other projects, policies or programs that should be considered?

(FROM STEVE)
Hi ~~Doug~~ Dummer Lake, Canoe Route
Southly Past Dummer Wildlife Area
Should have the canoe route be
removed. Why? ~~THE~~ THE WATER IS VERY
VERY SHALLOW INTERMITTANT DEPTH. PORTAGE
VERY LONG DISTANCE. TOURIST WILL BE
AT RISK. WE HAVE HAD MANY 911 CALLS
ALONG THE RIVER ~~AND~~ OVER THE YEARS DUE
TO BEING LOST HEAT STROKE ETC.
THE RIVER CAN BE ACCESSED ^{SOUTH} ~~AT~~ AT
THE WARSAW CAVE + IN THE TOWN OF
WARSAW. Call if you need to DISCUSS



Comment Sheet
County of Peterborough - Active Transportation Master Plan (ATMP)

Please provide your comments on any of the material presented, and complete the questionnaire below.

1a. If you cycle to work, school or shopping/library how far do you ride?

- ☒ < 1 km ☐ 1 – 3 km ☐ 4 – 10 km ☐ > 10 km

1b. If you are a recreational cyclist, how far do you typically ride?

- ☒ < 5 km ☐ 5-10 km ☐ 10-20 km ☐ > 20 km

1c. If you cycle to race or for sport training, how far do you typically ride?

- ☐ < 20 km ☐ 20-50 km ☐ 50-100 km ☐ >100 km

2. How often do you cycle?

- ☐ Daily ☐ 2-3 times/week ☐ 2-3 times/month ☒ Other *Casual*

3. Do you cycle in the winter? ☐ Yes / ☒ No

4. What are the top 3 destinations/attractions in the County that should be accessible for cyclists?

- 1) *Downtown (for me)*
2) _____
3) _____

5a. How often do you walk?

- ☒ Daily ☐ 2-3 times/week ☐ Weekly ☐ Other: _____

5b. How far do you typically walk?

- ☐ < 1 km ☒ 1 – 2 km ☐ 2 – 4 km ☐ Other: _____

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Please check ☐ if you would like to be added to our mailing list

Name / Organization: _____

Address _____

City / Town _____

Postal Code _____

Email address _____



6. What are the key barriers to cycling or walking in the County of Peterborough?

Lack of Bike Lanes on main Streets
No mandatory training for cyclists who don't follow
rules & are a b/c threatening hazard to themselves & others

7. What are the top 3 projects that should be priorities for:

a. Cyclists

Training as above

b. Pedestrians

More benches for people to rest
we are an ageing community

8. Are there other projects, policies or programs that should be considered?

Please send your completed comment sheet to:

Doug Soccoccia, P.Eng.
County of Peterborough
470 Water Street, Peterborough, ON, K9H 3M3
Tel: 705-775-2737 ext 320
Fax: 705-749-2551
DSoccoccia@county.peterborough.on.ca

The County of Peterborough Active Transportation Master Plan PIC No. 2 Summary Report



Table of Contents

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Appendices

Appendix A	PIC Display Boards
Appendix B	Comment Sheets

1.0 INTRODUCTION

In 2014, the County of Peterborough completed an update to its Transportation Master Plan (TMP). The plan identified the promotion of cycling and walking as an important measure that increases the well-being and sustainability of a community. One of the key measures recommended in the TMP was to develop a County-wide Active Transportation Master Plan (ATMP).

A preliminary conceptual active transportation/cycling network for Peterborough County was developed that identified candidate projects as illustrated in **Figure 1** and **Figure 2**.

This TMP network was a coarse network based on the existing trails and off-road routes located in Peterborough County and the City of Peterborough. However, this plan was conceptual and will be refined in co-ordination with municipalities and stakeholders as part of this study.

The ATMP planning process will consider a number of built improvements to the transportation network that may have impacts on the Natural, Social and Economic environments. As such, it is subject to the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario's Environmental Assessment Act.

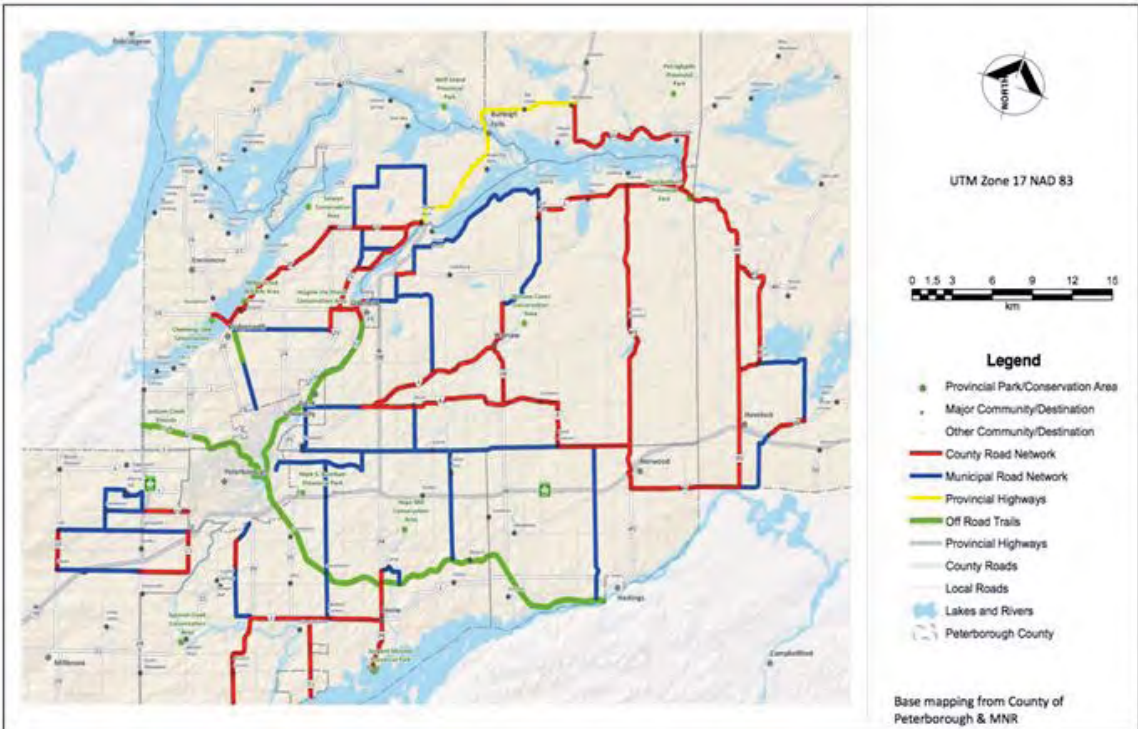


Figure 1: Conceptual Active Transportation Network from Peterborough County TMP

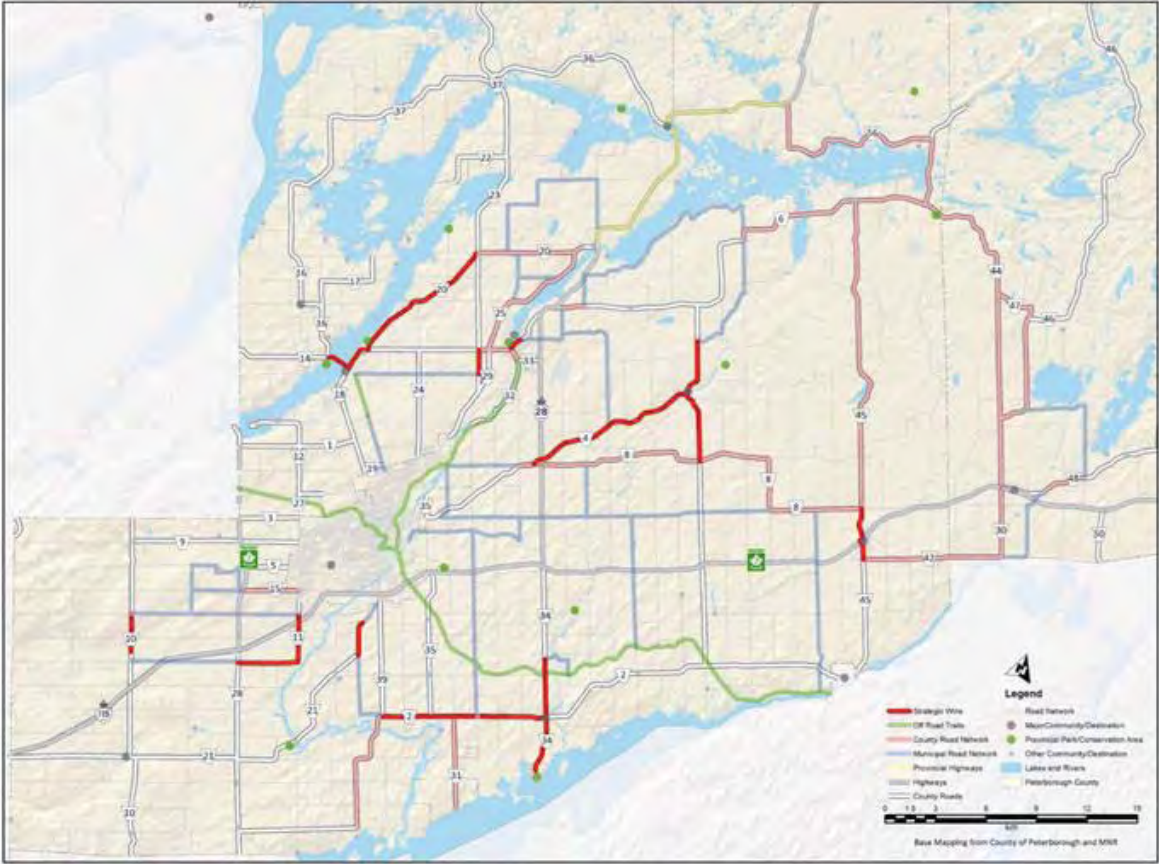


Figure 2: Identified Road Improvements from Peterborough County TMP

The second round of public consultation was organized to present the ultimate and short term network of active transportation in the County.

The formal Public Information Centre (PIC) for this project as mandated by the Class EA was held on Saturday, March 25, 2017 at the Lakefield Community Centre from 12 pm to 3 pm.

The PIC included presenting the following:

- County of Peterborough ATMP Master Plan and Vision Statement;
- Municipal Class EA Process;
- Proposed facilities;
- Proposed ultimate and shorter term network; and
- Proposed Policies and Programs.

County of Peterborough and consultant representatives were available to respond to any inquiries.

All members of the public and interest groups were invited to view the

presentation material and to discuss the project with the County and consultant representatives.

Approximately 20 people attended the PIC.

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the project is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections. A Study Design was released for public review and placed on the County’s website.

2.1 Newspaper Notice

Notice of the second PIC was placed in: a cycling newsletter, an email notice on the County’s Facebook and Twitter pages, and an email blast to the mailing list.

Table 1 Summary of Written Comments Public Information Centre No. 2 March 25 2017		
Comment	Number of Respondents	Comment Sheet Reference No.
Highly recommend paving shoulders for safety of automobiles and cyclists.	2	2, 5
Promotion of cyclin is good for health and the environment.	2	2, 6
Paint “Share the Road” symbols on roads rather than just signs for better reminders.	1	2
Buckhorn Trails Association would like a parking lot at the Chase property on the	1	3

3.0 PIC COMMENTS

Display panels/boards were set up on the second floor of the Lakefield Community Centre during a women’s hockey tournament with other booths. A copy of the presentation boards is provided in **Appendix A**.

Seven (7) comment sheets were received at the PIC. Copies of the comments, excluding personal information, are provided in **Appendix B**. The results of the comments and discussions are summarized in the following sections.

3.1 Summary of Comments

The results of the comments received and discussions held at the first round of consultation are summarized below in **Table 1**. The comments have been summarized by general subject matter. Top Destination responses are summarized in **Section 3.2**.

Table 1 Summary of Written Comments Public Information Centre No. 2 March 25 2017		
Comment	Number of Respondents	Comment Sheet Reference No.
Trent Lakes side of Gannon’s Narrow Bridge		
Would like trails from Buckhorn to Chase Property and from Buckhorn to Lakefield	1	3
Physical separation of bike paths in high volume vehicle traffic areas is preferred	2	5, 6
Cars parking and driving in bike paths is an issue	1	5
Hydration stations	1	5
With proper marketing, AT may promote tourism	1	6
Centreline painted on Rotary trail	1	7
More “Share the Road” signage	1	7
Recommend inverted U bike parking rather than post or hoop style	1	8
No reference to connectivity between settlement areas.	1	8
Support for the Complete Streets approach recommendation	1	9
Support for bike parking and storage policy	1	9
Consideration for Transportation Demand Management should be considered where applicable	1	9
Strong support for the adoption of OTM Book 15 and 18	1	9
Support for stepped warrant for paved shoulders	1	9
A regional cycling tourism plan would be a valuable addition	1	9
Further consultation with local cycling experts to provide guidance on alignment with other cycling network plans would be beneficial	1	9

4.0 CONCLUSIONS

The following input was received at the initial round of public consultation:

- Positive feedback on active transportation and the list of possible improvements (paved shoulders, signage, separate facilities);
- Active transportation is great for overall health and the environment;
- Safety of cyclists is a concern on high volume roads.

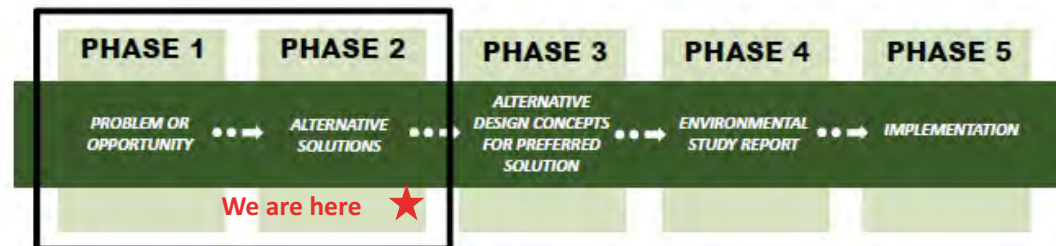
APPENDIX A PIC EXHIBITS

Active Transportation Master Plan - Vision Statement

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

Municipal Class Environmental Assessment (EA) Process

The project is being undertaken as a Master Plan to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.



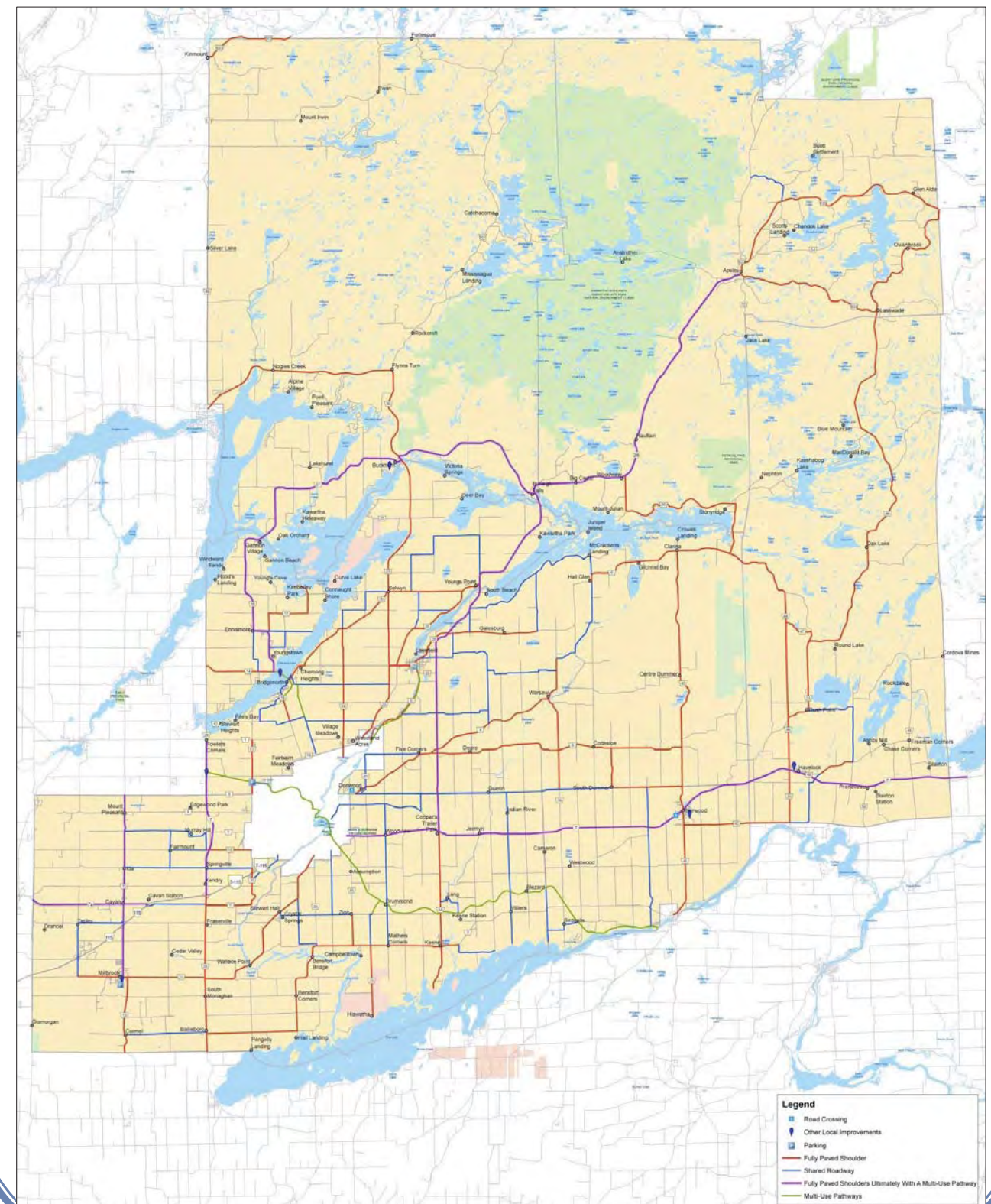
Proposed Facilities

The range of proposed facilities includes:

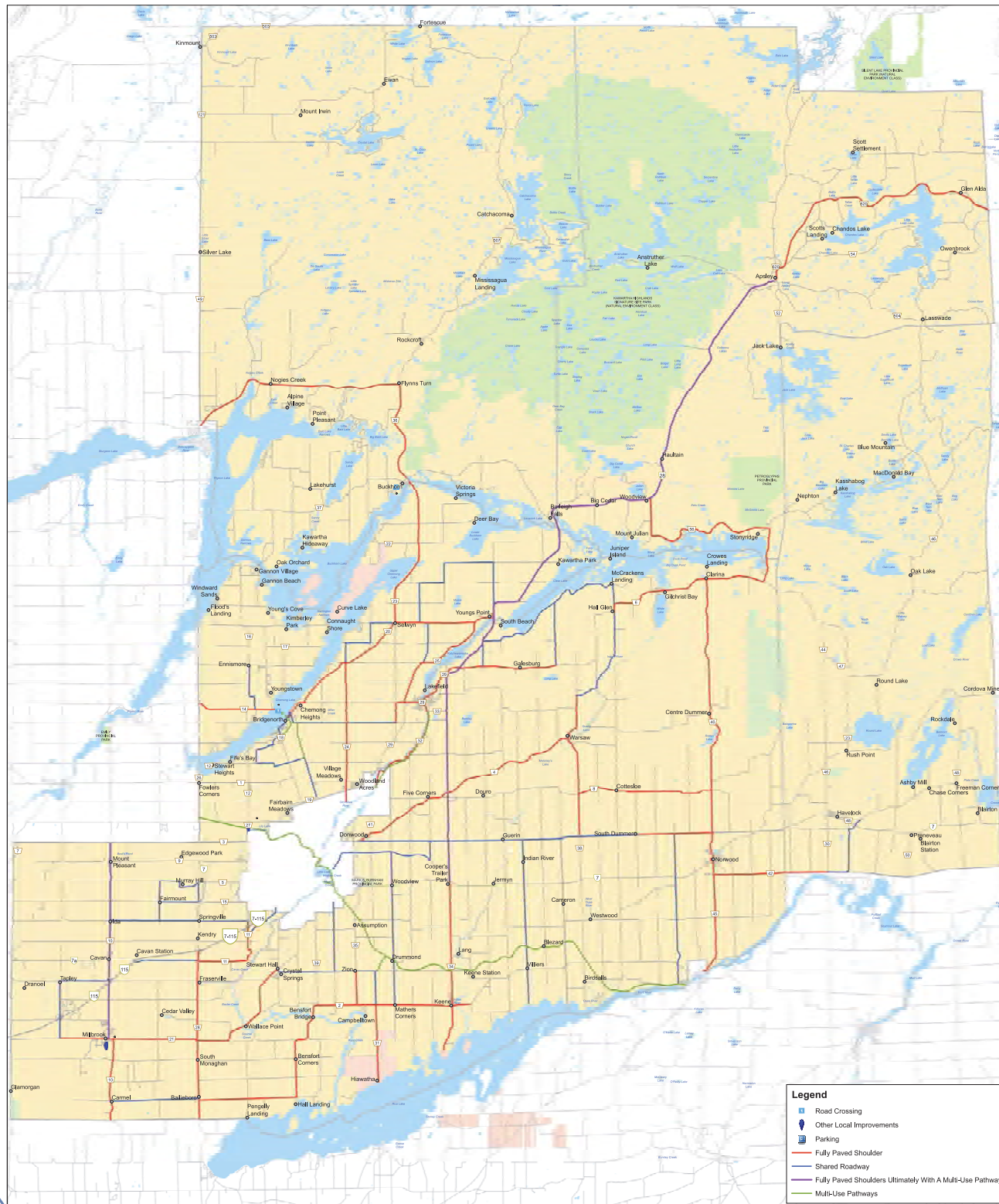
- **Multi-use pathways:** as separate route alternatives to higher volume roads
- **Paved Shoulders:** accommodating active transportation and e-bikes
- **Sidewalks:** as part of a “Complete Streets” approach in urban areas
- **Shared Roadways:** accommodating cyclists on lower volume roads
- **Crosswalks and Cross-rides:** to improve safety
- **Parking areas:** providing access at trailheads
- **Other Amenities:** such as benches and bike racks



Proposed Ultimate Network



Proposed Shorter Term Plan



Proposed Active Transportation Policies

Adopting Active Transportation supportive strategies and initiatives as part of the planning process is recognized as an opportunity for the County and Lower Tier Municipalities to improve economic prosperity through the promotion of tourism, economic development and healthy lifestyles for residents and area visitors. Best practices to support Active Transportation should consider where feasible and appropriate:

- Protecting** municipal rights-of-way, utility easements and abandoned railway corridors, for **future multi-use pathways** and linkages to adjacent communities
- Protecting water access** to support tourism within the County
- Encouraging** private developments adjacent to waterways to dedicate **land for greenways** and **public spaces**
- The importance of Active Transportation as part of the **“Regional Age Friendly Action Plan”**
- “Complete Streets”** approach to create more pedestrian and bicycle friendly environments as part of future official plan updates, municipal by-laws, subdivision codes and reconstruction projects
- Bicycle parking and storage** requirements, as part of Site Plan Control for new developments
- Prohibiting motorized vehicles** on recreational trails unless designated by municipal by-law.



Proposed Active Transportation Policies

Promoting **Safety** and **Accessibility** for all modes of travel is desired by each municipality. To further **support Active Transportation** municipalities should consider, where feasible:

1. A stepped warrant for the **provision of Paved Shoulders** on medium volume ($1,000 < \text{AADT}^* < 5,000$) and higher volume roads ($\text{AADT}^* > 5,000$) to **improve safety** and **reduce** longer term **maintenance costs**
2. Provision of multi-use pathways parallel to high volume corridors ($\text{AADT}^* > 10,000$)
3. **Adopting** Ontario Traffic Manuals as **guideline documents** for pedestrian crossings and cyclist facilities where specific policies have not been developed

Successful staged implementation is dependent on funding. **Funding priorities** for active transportation routes should be considered in the capital works program as follows:

- Roads scheduled for **reconstruction / resurfacing**
- Road sections with major **safety concerns**
- **Major** Active Transportation **corridors**
- Corridors providing **network connectivity**
- Roads that were recently reconstructed

*AADT – Average Annual Daily Traffic



Source: gobiking.ca



Proposed Active Transportation Programs

Potential General, Safety/Education and Promotion/Marketing/Tourism Programs to support active transportation have typically been identified to include:

- **Bicycle parking** – to install stands and secure lockers at key locations
- **Signage and Wayfinding** – annual improvements
- **Amenities** – to provide benches, information kiosks, landscaping etc.
- **STOP** (Selective Traffic Operations Program) – small infrastructure repairs/ improvements
- **Continued support** for existing programs such as **Safe Routes to School**
- **Enforcement** – e.g. partner with police for a “Share the Road” campaign
- **County AT Webpage** providing: pedestrian and safety guides, online maps, eco-tourism and local event promotion, etc.
- Create/Expand an **“Open for AT Business”** Program – developing partnerships with organizations such as Peterborough and the Kawartha’s Tourism, Trent-Severn Waterway, area businesses, local cycling clubs, etc.



Your input is Important!

- Provide input including a completed comment sheet to:

Doug Saccoccia, P. Eng.

Assistant Manager – Engineering and Design

County of Peterborough

T: 705-775-2737 ext. 3201

E: DSaccoccia@ptbocounty.ca

Stephen Brook, P. Eng.

EA Project Manager

BT Engineering

T: 519-672-2222

E: stephen.brook@bteng.ca


- Monitor the study’s progress on the County website:
(<http://www.ptbocounty.ca/en/living/active-transportation-master-plan.aspx>)

All information is collected in accordance with the *Freedom of Information and Privacy Act*.

The project team will:

- Consider all the input you have provided
- Make refinements to the proposed plan based on the comments received
- Present the Active Transportation Master Plan to Municipalities and County Council – spring 2017

APPENDIX B COMMENT SHEETS

 The Dietary Management Professionals
Diététiciens en aliments pour chiens et chats

1 PFN

Comment Sheet

[Redacted]

Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough
Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

We HIGHLY RECOMMEND PAVING SHOULDERS OF ROADS BEING UPGRADED OR REHABILITATED. THIS WILL NOT ONLY BE BENEFICIAL FOR CYCLISTS BUT ALSO A SAFETY FEATURE FOR AUTOS IF A WHEEL SLIPS OFF THE PAVEMENT AND IS JERKED BACK ON THE PAVEMENT, WITH POSSIBLE DISASTROUS RESULTS.

CYCLING IS ~~BE~~ GOOD FOR HEALTH & ENVIRONMENT AND IS BECOMING VERY POPULAR. WE HAVE TO EMPHASIZE THIS ACTIVITY.

On roads that are wider and deemed a "share the road" - occasional painting of the bike logo would be a helpful reminder. Drivers don't always read the signs on posts at the side of the road (e.g. 7th line of Selwyn).
(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by April 8, 2017 to:

Steve Taylor, P.Eng.
BT Engineering
25 Base Line Road West, Unit 11A
London, ON N6J 1V1
Tel: (519) 672-2222 Fax: 1 (613) 280-1305
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Name / Organization: [REDACTED]
Address: [REDACTED]
City / Town: [REDACTED] Postal Code: K6L 1H0
Email address: [REDACTED]

Please check a box if you would like to be added to our mailing list to be informed of the publication of the Project File. ☐ mailing address ☒ email

Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough
Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

My interest in the plan comes from interest in walking/hiking. The ~~am~~ Buckhorn Trails Assoc. is wanting to establish a parking lot at the Chase Property on the Trent Lakes side of the Gannon's Narrows Bridge - property owned by Federal govt and in the Trent Severn Waterway portfolio. Also, I am interested in "finding" unassumed land to establish ~~and~~ trails from the Chase Property to Buckhorn and from Buckhorn to Lakefield. Where would I look?

Please send me digital picture of proposed trails.
(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by April 8, 2017 to:

Steve Taylor, P.Eng.
BT Engineering
25 Base Line Road West, Unit 11A
London, ON N6J 1V1
Tel: (519) 672-2222 Fax: 1 (613) 280-1305
stevenj.taylor@bteng.ca

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Name / Organization: Buckhorn Trails Association
Address: 6 Fire Rte 61
City / Town: Lakehurst Postal Code: K0L 1J0
Email address: [REDACTED]

Please check a box if you would like to be added to our mailing list to be informed of the publication of the Project File. ☒ mailing address ☒ email



4

Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

from Toronto to Algonquin Glenora
(from Haliburton County)
- Ride group primary trail system
- Dan will email me their graphic
for Regional Trails (we can use
for our report)

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided
OR send your completed comment sheet by **April 8, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Base Line Road West, Unit 11A
London, ON N6J 1V1
Tel: (519) 672-2222 Fax: 1 (613) 280-1305
stevenj.taylor@bteng.ca

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Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

in town
- Physical separation of bike paths in high volume vehicle
traffic
- Challenge of cars parking & driving in bike paths
- slippery paint surfaces
wide
- Paved shoulders vital on routes w high traffic volume
- Away from road interconnectivity in town (e.g. PTBO)
- Hydration stations



6

Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough
Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Really pleased that Active Transportation (and cycling in particular) is being considered in the County planning process. Benefits are clear in terms of individual & Public health & fitness, and of course reduced Carbon Emissions. Also, with proper marketing, may draw people from outside the region.

My chief concern, as a cyclist, is safety on roads with motor vehicle traffic. In addition, separated cycling lanes & pathways is really important to me. Need to feel safe as well as be safe is key.

- So appreciate these efforts & look forward to more cycling-friendly opportunities supported by public funds - I think people want this

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **April 8, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Base Line Road West, Unit 11A
London, ON N6J 1V1
Tel: (519) 672-2222 Fax: 1 (613) 280-1305
stevenj.taylor@bteng.ca

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7

Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough
Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

How about a "centre" line painted on the paved
sidewalk trail - esp. btw. Trent & going into Pt. Be!
we need more "share the road" signs
please!!!

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **April 8, 2017** to:

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Address

City / Town

Postal Code K0L 5H0

Email address

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Comment Sheet

Public Information Centre (PIC) No. 2
Saturday, March 25, 2017

County of Peterborough
Active Transportation Master Plan

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Pg. 5 Item B re bicycle parking: I do not recommend the use of post and hoop style bike parking.

Most jurisdictions have phased them out due to their easy breakability. Inverted "U's" are preferred.

They can't be tampered with and accommodate any size bike and U-bolt locks.

I'm very concerned about the use of the word "should" It's a word that allows for non-compliance and non-consideration.

In only 1 case on pg. 3 Item 5 is there the use of the word "shall", a word that implies conformance with the policy.

I strongly suggest that the language be changed to "shall", otherwise this report will sit on a shelf gathering dust. There are no teeth to the word "should".

I don't see much reference to connectivity between settlement areas. Where is that priority?

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **April 8, 2017** to:

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April 12, 2017

Steve Taylor, P.ENG
BT Engineering
25 Base Line Road West, Unit 11A
London, Ontario
N6J 1V1

Re: County of Peterborough Active Transportation Master Plan (PIC No. 2)

Dear Mr. Taylor,

GreenUP is pleased to provide the attached comments in response to the County of Peterborough's Active Transportation Master Plan Public Information Centre #2.

Over the past 20 years, GreenUP has been Peterborough's leading organization focused on issues of environmental education, sustainability, and stewardship. Through our core activities, GreenUP seeks to support the development of an environmentally healthy and sustainable community. We believe that the nature of our built environment has a significant influence on patterns of behaviour within our community, and it is with this understanding that we seek to support development that facilitates and enables sustainable action. When possible, GreenUP also seeks to support land use decisions that prioritize the health of our natural environment and that increase its capacity to regenerate.

A confluence of trends – an increasing population who desire to settle in healthy, livable, walkable communities; the strong momentum towards building a culture of cycling for transportation and recreation, both provincially and regionally; and the population growth projections for our region as highways from the GTA expand and our demographics shift – make this process that the County of Peterborough is undertaking so important. The new Active Transportation Master Plan will help to shape our county, and has the potential to truly support and encourage active, sustainable travel. It may even play a role in branding our region as a healthy, active community, welcoming the residents, businesses, and tourists who aim to live, work, and play in such a community. GreenUP views this ATMP as a fantastic opportunity for our region to present a vision of what our region can become.

Thank you for the extended opportunity to provide comment. Please do not hesitate to contact us if you have questions about our submission.

Sincerely,



Manager, Transportation and Urban Design | GreenUP



Comments & Recommendations

Public Information Centre 2
County of Peterborough ATMP



1) Comments on policies proposed in the preliminary report

Planning

- a) With regard to 1.8, we are pleased that a Complete Streets approach has been recommended and would suggest that the phrase 'should consider' be enhanced to say 'should adopt'. A Complete Streets approach is widely recognized as necessary to ensure the safety and comfort of all road users, and results in the increased use of active transportation desired by those in the region. The approach allows for flexible implementation that will respond to the needs of a variety of roads found in both urban and rural settings.
- b) We support the inclusion of policy regarding bike parking and storage, as stated in 1.9, and would encourage the promotion and use of the Bicycle Parking Guidelines (2015) provided by the Association of Pedestrian and Bicycle Professionals.
- c) In addition to 1.9, there is an opportunity for Site Plan Controls to require a Transportation Demand Management plan as part of the development application process, where applicable.
- d) Regarding new school development and redevelopment, there is also an opportunity for policy to require consideration of Transportation Demand Management, active transportation, and bike parking and storage planning.
- e) The County of Peterborough's current Official Plan encourages the "development of bicycle path systems and walkway systems that would serve a transportation function" (County of Peterborough, Official Plan, 5.3.3.1). Additional policies that specifically speak to the development of a regional cycling network, and to the development of walking facilities that provide connectivity between subdivisions and destinations (such as schools, recreation centers, urban centers, and parks) are suggested as a way to ensure that the bike path and walkways systems achieve their transportation function.

Design and Construction

- f) Adoption of OTM Book 15 and 18 as guideline documents for the design and construction of future pedestrian and bicycle facilities is strongly supported. It is also recommended that other design guides be consulted including the US Department of Transportation's Small Town and Rural Multimodal Networks Guide (December, 2016), and National Association

of City Transportation Official's Urban Street Design Guide and Urban Bikeway Guide (<http://nacto.org/publications/design-guides/>).

- g) As described in the above-mentioned Small Town and Rural Multimodal Networks Guide, Complete Streets can be achieved, and are desirable, in rural environments. Amending 2.2 to "Municipalities should incorporate provisions for complete streets as part of Municipal planning and reconstruction projects in both urban and rural environments", is recommended.
- h) We support the suggestion of a stepped warrant for the provision of paved shoulders, and would welcome the addition of 'Share the Road' signage, 1 meter passing signage, and painted buffers, where appropriate based on road conditions, volumes, and speeds. These additional features would increase safety, awareness, and comfort for all road users.

2) Comments on programs proposed in the preliminary report

- a) The proposed Cycling Inventory Database will be a fantastic tool for planning, tracking and evaluating the status and impact of the ATMP. Policy requiring the installation and implementation of data tracking equipment, tools and procedures for new AT projects may be a helpful addition to the Planning Policies section of the ATMP, as it may help to ensure that valuable project evaluation is appropriately funded and completed.
- b) We fully support the Bicycle Parking Program. Secure end-of-trip facilities are integral to ensuring cycling is a viable mode of transportation. Bike parking facilities need to serve the specific needs of commuter cyclists at each specific destination, for example, the needs of a commuter cyclist popping in to pick up groceries on the way home will be different from those who need to store their bike while they spend the day at work or school. Provision of short-term bike parking facilities that meet design guidelines (as set out by Ontario Traffic Manual Book 18, or the Association of Pedestrian and Bicycle Professionals) is required at places cyclists visit for regular daily activities. Within the city of Peterborough the inverted-U design is preferred for providing two points of contact for bikes of all shapes and sizes. Bike lockers will be a valuable resource for those in need of long-term parking, and also provide an opportunity for revenue generation.
- c) As the Signage Program develops, it would be wonderful to see safety and 'share-the-road' signage included in the annual program.
- d) GreenUP has worked with partners to provide professional development opportunities (e.g. cycling summits, keynote speakers, design charettes), safe routes to school programming (e.g. Car Free Wednesdays, Transit Quest, cycling education programs), and public education campaigns (e.g. Shifting Gears, Bike-Friendly Communities) in the city of Peterborough, and would happily provide guidance, connections, and/or resources to the County of Peterborough and the Townships for their future endeavours.

- e) As the Province of Ontario just released its draft Provincial Cycling Network and announced its Cycling Tourism and Marketing Plan this week at the 2017 Ontario Bike Summit, the inclusion of a regional cycling tourism plan, in partnership with the City of Peterborough, the Townships, and the local tourism organizations would be a timely and valuable addition to the proposed Open for AT Business Program.

Comments on the proposed ultimate network

- a) The addition of a formal Ultimate Network Program to the ATMP would provide an opportunity for strategic development of priorities and actions to achieve the proposed ultimate network.
- b) Northern sections of the network currently align with the draft Provincial Cycling Network, but southern sections in the area of Fraserville and Millbrook do not. Further consultation with local cycling experts may provide guidance on which of the two suggested routes is actually the preferred route, and the Provincial Network or Ultimate Network could be altered to reflect this preferred route.