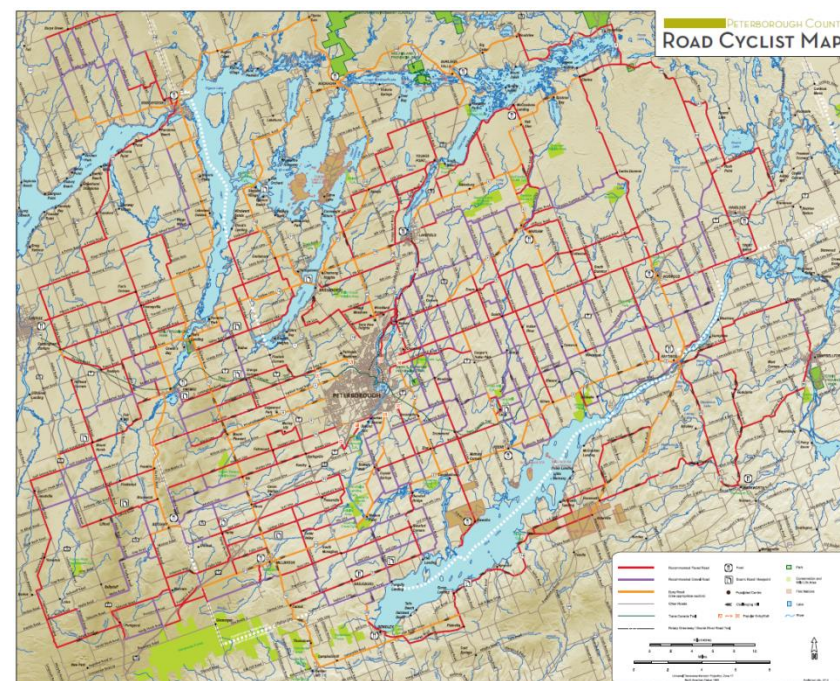


EXISTING FACILITIES

The County of Peterborough is an area that is largely rural in nature and extends over approximately 3,800 square kilometres with a population of over 56,000 people. Previous studies including the Active Transportation and Health – Indicators Report have noted that demands for AT across the region are continuing to increase. To accommodate this increasing demand, more sidewalks are being provided by the lower tier municipalities within the urban areas. A growing number of multi-use trails serving as linkages to area communities have been developed. These include:

- Trans Canada Trail
- Lakefield – Peterborough Rotary Greenway Trail
- B.E.L.Rotary Bridgenorth Trail
- Victoria Rail Trail
- Harold Town Conservation Area
- Millbrook Valley Trails
- Warsaw Caves Conservation Area
- Ganaraska Hiking Trails
- Adam and Eve Trail
- Lakefield Trail

On-road cycling facilities are being developed within the City of Peterborough; however, these are only starting to be considered for development in other areas of the County. The suitability for cyclists to share existing roadways with



motor vehicle traffic is dependent on a variety of factors including: traffic volumes, traffic speeds, roadway geometry and surface type. A road cyclist map was developed as a guide to help area residents and visitors select suitable routes.

The County of Peterborough, City of Peterborough, Peterborough & the Kawarthas Tourism, and Shimano Canada partnered to create the area's first designated road cycling routes, the Peterborough & the Kawarthas Classics Road Cycling Routes (Shimano Routes). Way-finding route markers have been placed along almost 300 km of scenic rural roads to guide riders off the beaten path to area businesses and attractions along the routes. The touring loops range from 47 to 98 km in length and accommodate avid cyclists.

Parking at trailheads or paddling route accesses to provide convenient access, bike racks to allow cyclists to secure their bicycles, roadway crossings and benches placed strategically along some routes to provide pedestrians or cyclists an opportunity to rest or a vantage point to view the scenery are among the other existing facilities / amenities that require expansion to more fully support AT.



A growing number of multi-use and hiking trails exist in the County of Peterborough where the area is largely rural in nature.

PADDLING

The County of Peterborough is home to the Trent-Severn Waterway, and hundreds of local lakes and rivers including Chemong Lake, Stoney Lake and Buckhorn Lake. The Trent-Severn Waterway is a 386 km long canal route connecting Lake Ontario at Trenton to Lake Huron at Port Severn. Also found within the City of Peterborough is the Canadian Canoe Museum that explores the canoe's significance to Canadians and hosts more than 100 canoes and kayaks on display. Paddling on the County's waterways offers the public another form of active transportation. The plans presented at the PIC's included existing canoe routes and input on the suitability of some of those routes was provided.

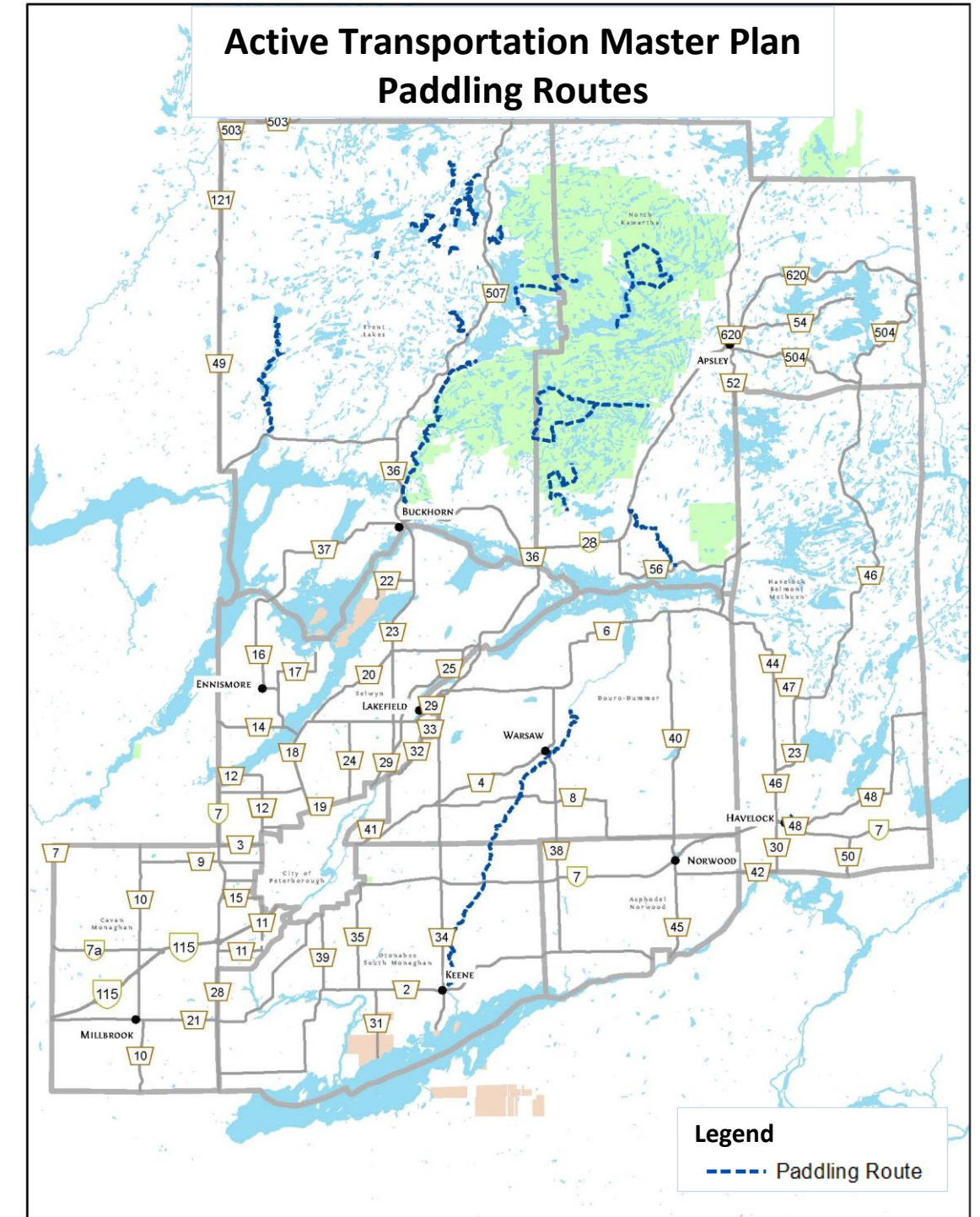


Credit: Canadian Canoe Museum

The provincial initiative "PaddleON" provides a new opportunity to promote canoeing and kayaking which has been a longstanding attraction that invites local residents and tourists to experience the County by water and explore local features and wildlife from a different perspective.



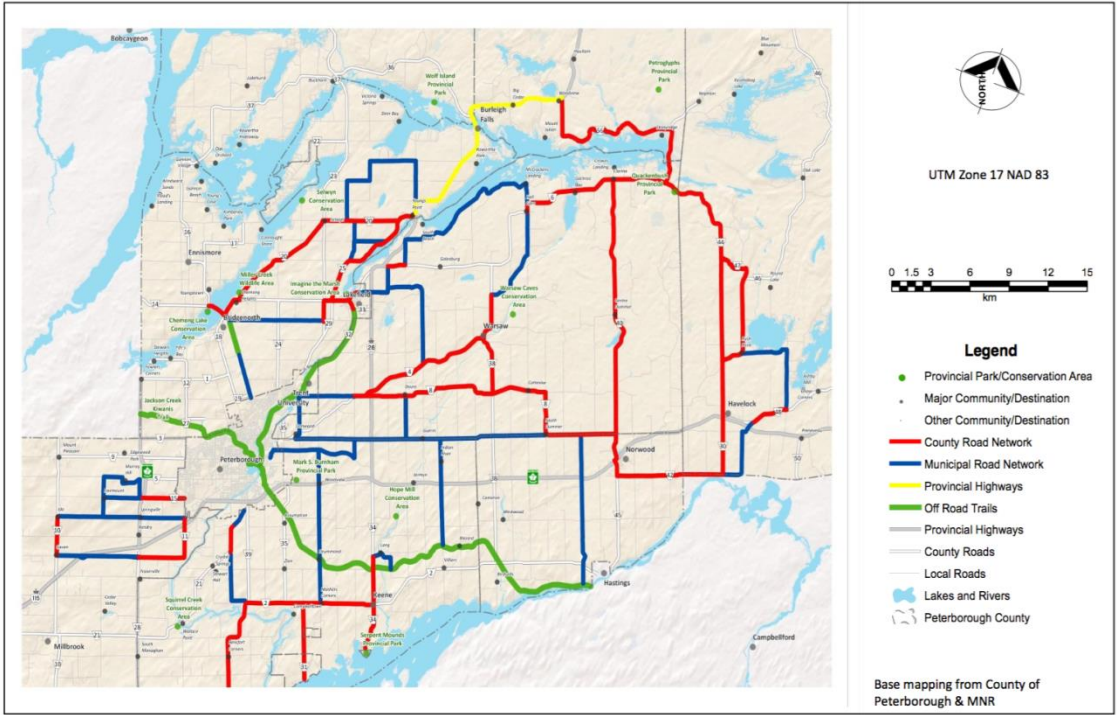
Credit: Canadian Canoe Museum



Peterborough is home to the Canadian Canoe Museum and offers hundreds of beautiful lakes and rivers (Canada's original active transportation corridors).

GENERATION OF ALTERNATIVES

Alternative projects, programs and policies were developed as part of the ATMP to build upon the TMP which included a conceptual AT/cycling network for Peterborough County that identified both on-road and off-road (trail) AT facilities. This was a coarse network based on the existing trails and off-road routes located in Peterborough County and the City of Peterborough. Key principles that were considered included that each alternative should be **safe**, should be **accessible** and should **connect to places people want to go**. The initial list of potential facilities was expanded through a Community Café event, public consultation meetings and discussions with agencies and stakeholders. A long list of projects included separated multi-use trails, roadway improvements, parking facilities, pedestrian crossings, and new or improved trail networks.



Conceptual TMP Network

It must be recognized that cyclist behaviour varies depending on the skill and experience of the cyclist. AT infrastructure should be designed to accommodate as many users and user types as possible. Typically, cyclists can be categorized into one of the following four groups:

Strong and Fearless	Enthused and Confident	Interested but Concerned	“No Way – No How”
1%	7%	60%	32%

Strong and Fearless cyclists will cycle on any roadway that bicycles are permitted, regardless of the speed and volume of traffic on the adjacent roadway and regardless of whether cycling-specific infrastructure exists.

Enthused and Confident cyclists are those who are comfortable sharing the roadway with motor vehicles but prefer doing so either within their own designated area (i.e. with pavement markings and/or signage for the preferential or exclusive use of cyclists) or on low speed/low volume roadways.

Interested but Concerned riders represent approximately 60% of the population, the bulk of the cycling community. They typically prefer to ride on low volume, low speed roads or multi-use trails totally separated from motor vehicle traffic. They often ride less frequently but may become *Enthused and Confident* with more experience, encouragement, education and better facilities.








Together, *Enthused and Confident* riders and *Interested but Concerned* riders comprise the target cyclist groups for much of the infrastructure improvements proposed as part of the plan. The goal of improving cycling infrastructure is to provide more cycling opportunities for the *Interested but Concerned* cycling community so that they can gain the confidence and experience necessary to become *Enthused and Confident*.

No Way – No How individuals represent approximately 30% of the population. They are not cyclists and either have no interest in becoming cyclists or are unable to ride. They are still important from the perspective of encouraging good driving behaviour and greater awareness of pedestrians and cyclists.



Alternatives were developed for various projects, programs and policies to promote a “Complete Streets” approach and build upon the existing TMP. Alternatives were reviewed for all modes of active transportation.

GENERATION OF ALTERNATIVES

Types of Facilities for Cyclists

Shared Roadways			Fully Paved Shoulders	Bike Lanes	Multi-Use Pathways	
Unsigned Low Volume Roads	Signed	Pavement Markings			Within Road Right-Of Way	Separate Alignment
						
Suitable for lower volume roads with lower operating speeds. As volumes of vehicles and/or cyclists increase, signage and roadway markings may be added.			Improves conditions for pedestrians and cyclists, while also improving motor vehicle safety and reducing maintenance costs	Dedicated facility often limited to urban settlement areas. Providing separation between cyclists and motor vehicles	Greatest separation between motor vehicles and active modes. Offers greatest opportunity to attract “Interested but Concerned” category of cyclist.	

Types of Facilities for Pedestrians

Sidewalk	Fully Paved Shoulder	Multi-Use Pathway	Road Crossings
			
Fully separate facility limited to pedestrians only. Typically limited to urban settlement areas.	Serves needs of pedestrians and cyclists, while also improving vehicle safety. Offers rural areas improved pedestrian facility.	Greatest separation between motor vehicles and active modes. Requires speed limits on cyclists to protect pedestrian safety	Crossings remove barriers created by high volume/high speed roadways. Ranges from pavement markings and signage to signalization

Other Facilities

Facilities that improve access to or enhance AT opportunities without adding AT linkages to the network are included under “Other Facilities”. Examples include:

- Scenic lookouts/dwelling areas that overlook areas of natural beauty;
- Visible and secure bicycle parking; and
- Vehicle parking at:
 - Multi-Use Trail access locations
 - Paddling lake and river accesses
 - Conservation Areas



COMPLETE STREETS

Complete Streets are multi-modal streets for everyone, designed and operated to provide safe access for all road users, including pedestrians, cyclists and motorists of all ages and abilities. Development of a Complete Streets Guideline for the County would place a greater emphasis on pedestrians, cyclists, accessibility and streetscape. It would assist in changing the traditional approach that for many years has focused on the provision of roads to accommodate motor vehicles.

Implementing a guideline for a “Complete Streets” approach to infrastructure projects within the County of Peterborough would:

- Provide safe, accessible streets for people of all ages and abilities
- Give people a range of transportation choices
- Promote healthy and livable communities
- Contribute to environmental sustainability
- Support economic prosperity
- Create vibrant and attractive people places



Source: Brockville Active Mobility matters



Source: Brockville Active Mobility Matters



POLICIES

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

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

Adopting AT 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 AT should consider where feasible and appropriate:

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

Promoting safety and accessibility for all modes of travel is desired by each municipality. To further support AT, the County and Lower Tier Municipalities should consider, where physically and economically feasible:

1. A stepped warrant for the provision of paved shoulders on medium volume ($1,000 < \text{AADT}^1 < 5,000$) and higher volume roads ($\text{AADT} > 5,000$) to improve safety and reduce longer term maintenance costs

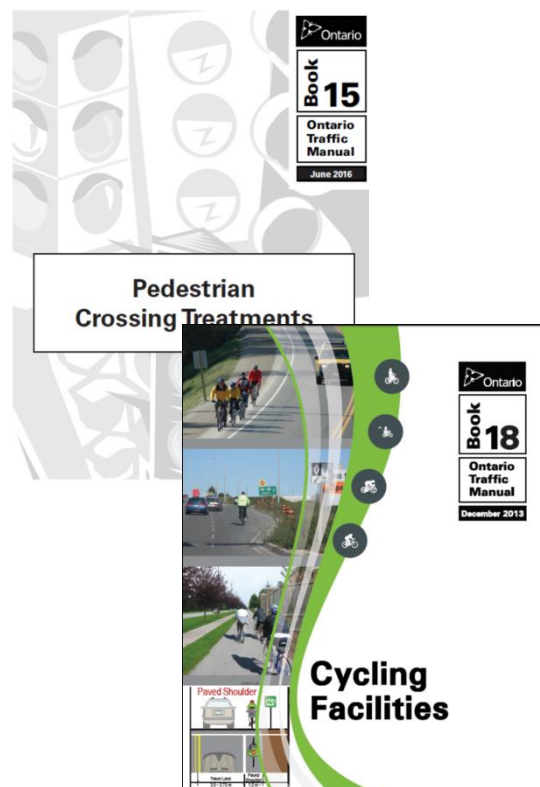
¹ AADT – Average Annual Daily Traffic



2. Provision of multi-use pathways parallel to high volume corridors (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 AT routes should be considered in the capital works program as follows:

- Roads scheduled for reconstruction / resurfacing
- Road sections with major safety concerns
- Major AT corridors
- Corridors providing network connectivity



PROGRAMS

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

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



General

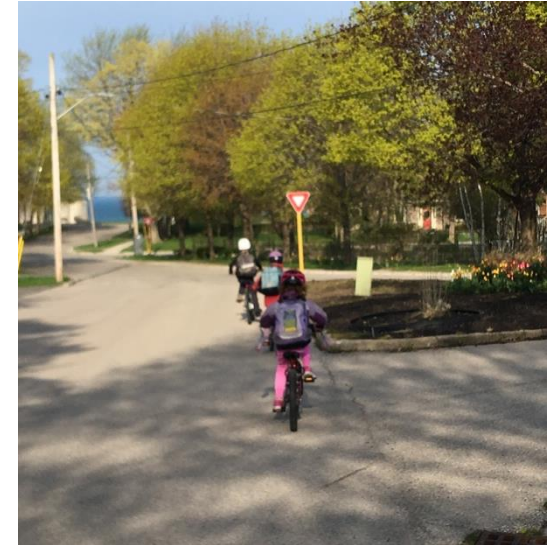
- **Bicycle parking** – install stands and secure lockers at key locations
- **Amenities** – provide benches, information kiosks, landscaping etc.
- **Signage and Way-finding** – annual improvements
- **STOP (Selective Traffic Operations Program)** – small infrastructure repairs/improvements



Programs are further plans of action designed to increase AT throughout Peterborough County. The alternatives were divided into three categories: General; Safety and Education; and Promotion/Marketing/Encouragement/Tourism.

Safety/Education

- Participate in the **CAN-Bike** cycling safety and education program. Consider training a Municipal employee as a **CAN-Bike Instructor**
- Continued support for **existing programs** such as Active and Safe Routes to School
- **Enforcement** – e.g. partner with police for a “Share the Road” campaign
- **Information Program** – Promote AT by disseminating information to the public



Promotion/Marketing/Encouragement/Tourism

- Establish an **AT Webpage**, in partnership with Peterborough & the Kawarthas Economic Development providing: pedestrian and safety guides, online maps (cycling routes, hiking trails and canoe routes), eco-tourism and local event promotion, etc.
- Create/Expand an **“Open for AT Business”** Program – developing partnerships with organizations such as Peterborough & the Kawartha’s Tourism, Trent-Severn Waterway, area businesses, local cycling clubs, etc.

