

PROJECTS

The TMP developed 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. This list of facilities was expanded through a Community Café event, public consultation meetings, direction from the Technical Advisory Committee and discussions with agencies and stakeholders. A long list of projects included separated trails, roadway improvements, parking facilities, pedestrian crossings, and new or improved trail networks.

The long list of projects was evaluated to assist in establishing priorities for the County and Lower Tier Municipalities.



The ATMP built upon the conceptual active transportation/ cycling network developed for the TMP. A long list of projects was divided into priorities for the County and Lower-Tier Municipalities.

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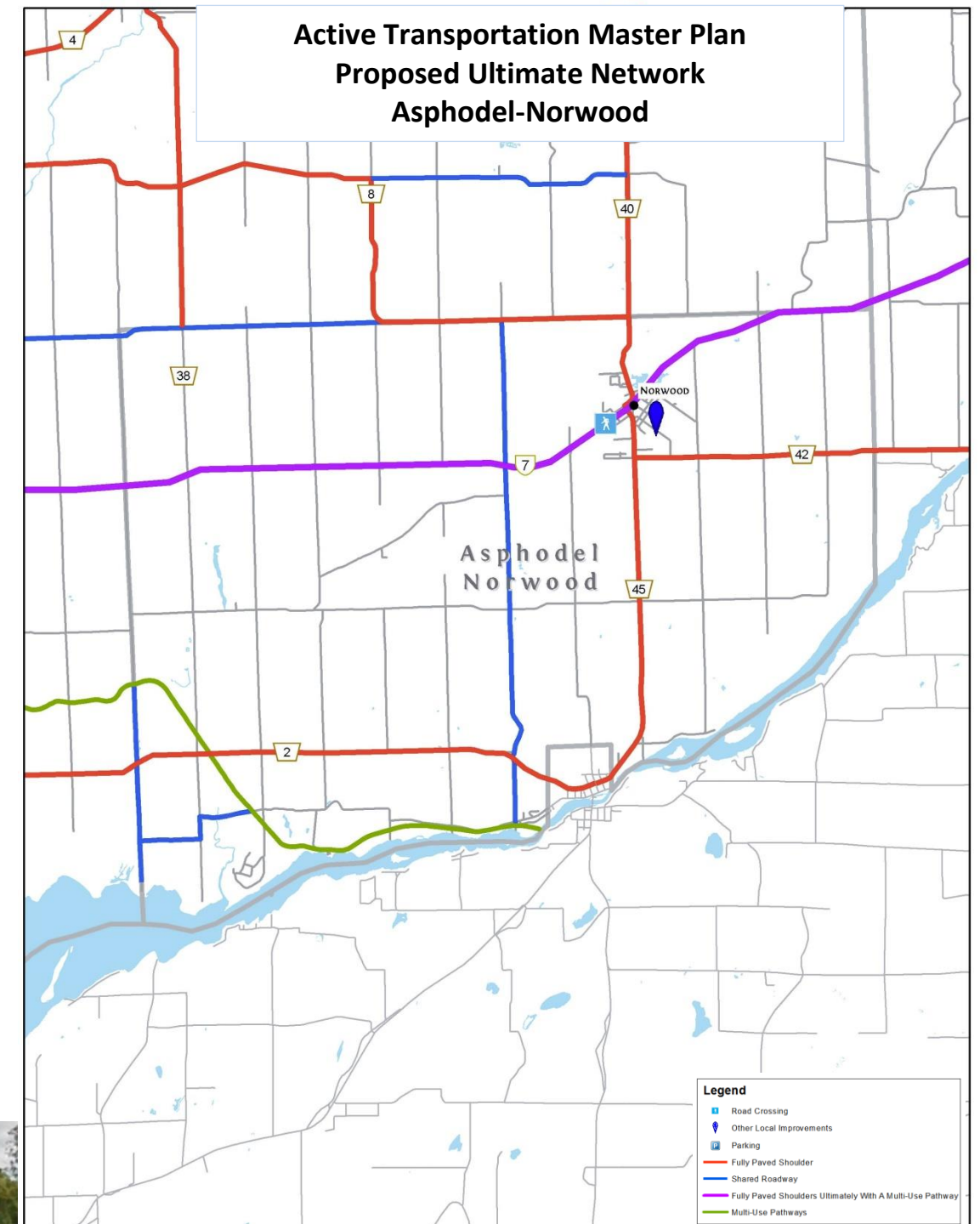
Asphodel-Norwood Ultimate Network

The Township of Asphodel-Norwood identifies itself as “providing an attractive blend or rural, village and cottage living”.

The Lang-Hastings (Trans Canada) Trail provides access to residences and resorts located along the Trent River. This could form a key linkage if a cycling route around Rice Lake is promoted. Cyclists would cross the Trent-Severn Waterway at Hastings. The Mill Pond Forest Trails are located just off of County Road 40, north of the village of Norwood. The trail system comprises 1.8 km of scenic paths overlooking the north side of the Mill Pond, includes forested and open field systems, and is home to a variety of native wildflowers, birds and butterflies.

In the north end of the Township, the Kawartha Lakes Railway currently operates on the former Canadian Pacific Railway line through Norwood. Potential improvements to the railway corridor are being considered to reintroduce passenger rail service to the area. Opportunities to expand any future railway corridor to develop a “Rail and Trail” facility as an alternative to a multi-use pathway within the Highway 7 corridor should be considered. Crossings of Highway 7, which carries as much as 12,000 vehicles/day, can also be an issue for pedestrians and cyclists.

The plan further identifies the potential for improved pedestrian crossing facilities across Highway 7 and improved pedestrian links throughout the Norwood settlement area.



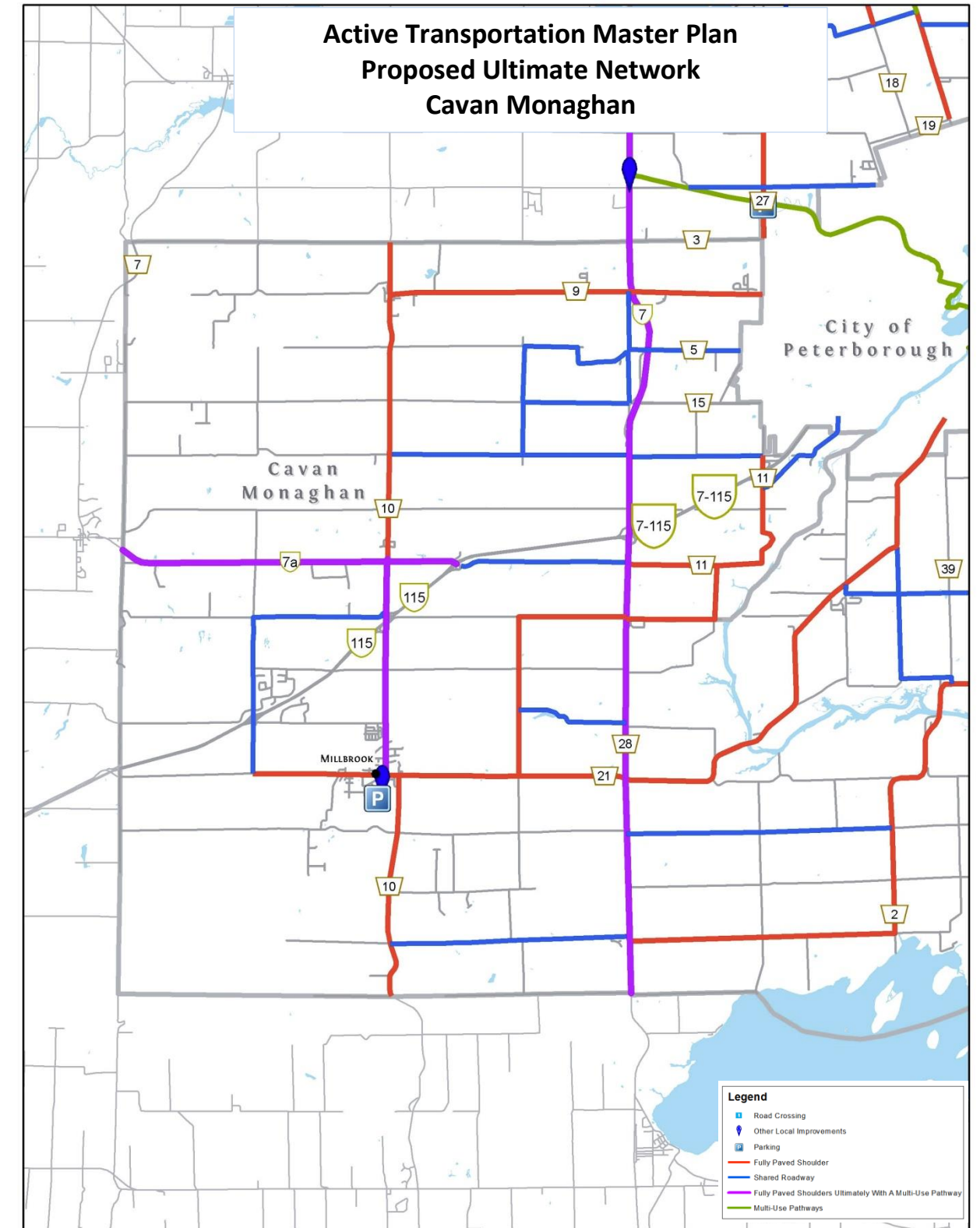
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Cavan Monaghan Ultimate Network

The Township of Cavan-Monaghan is located in the southwest quadrant of Peterborough County. It is committed to promoting sustainable growth and enhancing a healthy community. The proposed AT network provides linkages to Northumberland County to the south and the Municipality of Kawartha Lakes to the west. This includes a section of the Province-wide cycling network that is now proposed. The historic Village of Millbrook is a major attraction for tourists and is a destination for cyclists and hikers. The township is also home to the existing Peterborough & the Kawarthas Classics Cycling Routes 3 and 3A.

The Millbrook Valley Trails are available for hikers and follow the shores and valley of Baxter Creek, south of Millbrook through the Oak Ridges Moraine. These walking trails vary in length from 0.6 km to 3 km.

The plan further identifies parking improvements at Millbrook Conservation Area and improvements/expansion to the Millbrook Valley trail system to build on the existing tourist potential.



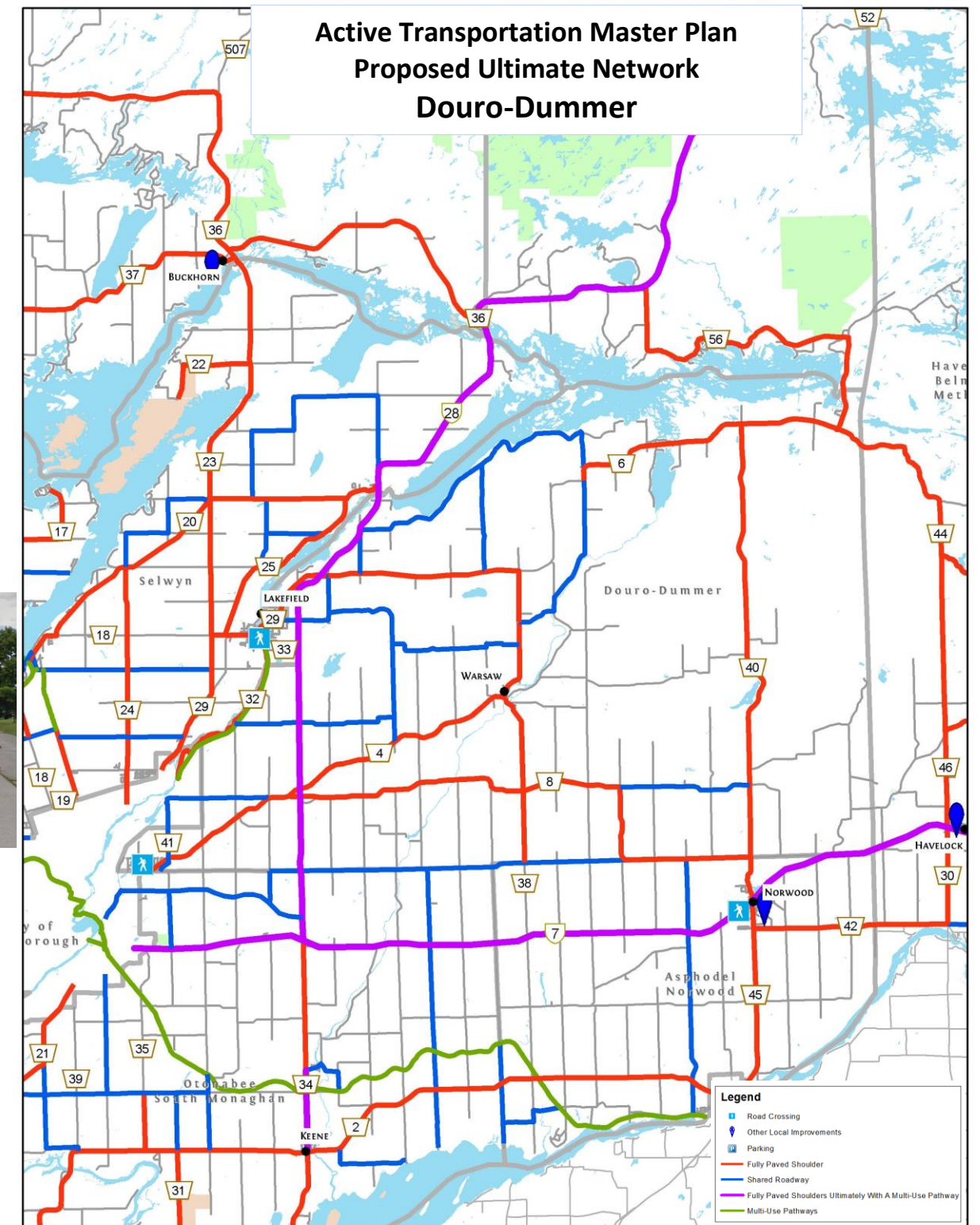
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Douro-Dummer Ultimate Network

The Township of Douro-Dummer is “a quaint rural community comprised of small and large businesses, farmlands, beautiful lakes and rivers, parks, walking trails and recreational opportunities.”

Picturesque landscapes, the Trent-Severn Waterway and natural features that include rolling drumlins are a highlight for a number of avid cyclists. The placement of the township provides linkages between the City of Peterborough and a variety of local destinations including: Douro, Warsaw, McCracken’s Landing, Young’s Point and beyond. The Township is also home to the existing Peterborough & the Kawartha Classics Cycling Routes 2 and 2A and portions of the Rotary Greenway Trail.

The ultimate plan identifies many linkages to connect settlement areas and attractions. It also identifies the potential for sidewalks and pedestrian facilities within urban settlement areas near the City of Peterborough.



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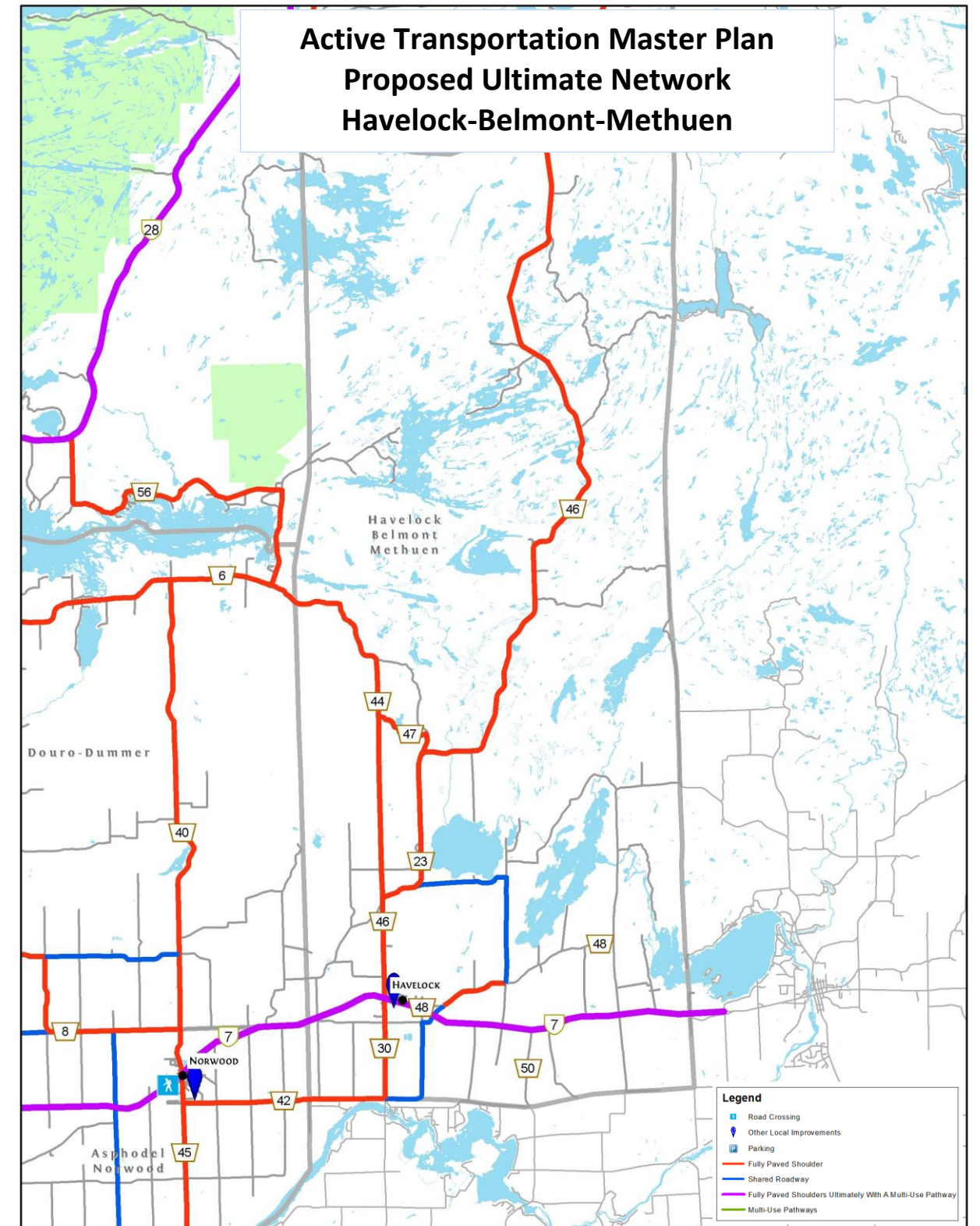
Havelock-Belmont-Methuen

Ultimate Network

Located in the southeast corner of the County of Peterborough. Tourism and outdoor enthusiasts account for a large portion of the Township of Havelock-Belmont-Methuen economy. Highway 7 can, at times, represent a barrier for pedestrians and cyclists to cross.

The proposed network would provide spines to provide access to some of the many lakes and rivers. Potential upgrades to the Canadian Pacific Railway corridor east of Havelock running parallel to Highway 7 may provide a Rail and Trail opportunity, providing a future east-west trail, separated from the motor vehicle traffic and linking communities that developed along the highway and the railway.

The plan further identifies improving connections between Havelock Village and Mountain Bike trails located immediately north of the village.



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North Kawartha Ultimate Network

The Township of North Kawartha is a rural setting covering approximately 765 square kilometres and is dotted with small hamlets. It has been described as a jewel of Central Ontario and a gateway to the Kawartha Highlands Provincial Park, Petroglyphs Provincial Park and unspoiled freshwater lakes. The rugged landscape and breathtaking scenery makes this area an exciting destination for cyclists, hikers and paddlers of all ages.

The proposed AT network would be anchored by Highway 28, a link in the proposed province wide cycling network, as a north–south spine that bisects the Township while providing a linkage to the remainder of the County and beyond. County Road 620 connects Apsley to Chandos Beach and combined with County Road 504 provides a scenic loop for cyclists around Chandos Lake and access to area cottages. The proposed plan has identified the ultimate provision of paved shoulders on County Roads 620 and 504. The provision of “Share the Road” signage on segments of those corridors could be an option for staging the implementation of provisions for cyclists.

