

PROJECTS

Otonabee-South Monaghan

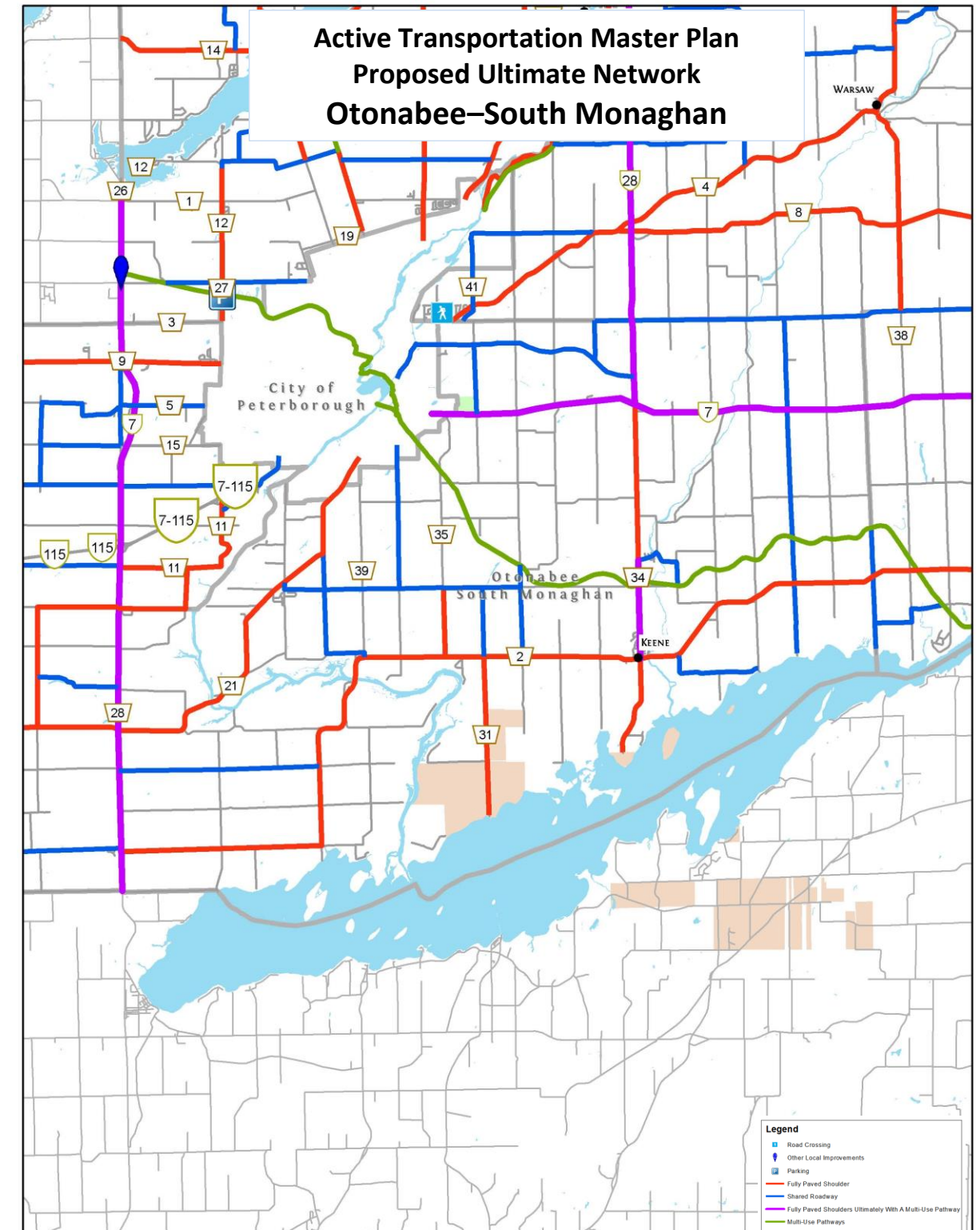
Ultimate Network

Otonabee-South Monaghan, located on the north shore of Rice Lake, is home to Lang Pioneer Village, Harold Town Conservation Area and numerous resorts that are major tourist destinations. Provisions to accommodate AT will provide additional recreational opportunities to further promote tourism and support area businesses.



The Township is also home to the existing Peterborough & the Kawarthas Classics Cycling Routes 3 and 3A.

The Township of Otonabee-South Monaghan is bisected by the Trans Canada Trail. Major elements of the proposed AT network are linkages to the Trans Canada Trail from within the community, particularly the tourist areas along Rice Lake. Linkages to cycling routes within Northumberland County could also establish a route that circles Rice Lake as an additional attraction for cycling enthusiasts and eco-tourism.



PROJECTS

Selwyn - Ultimate Network

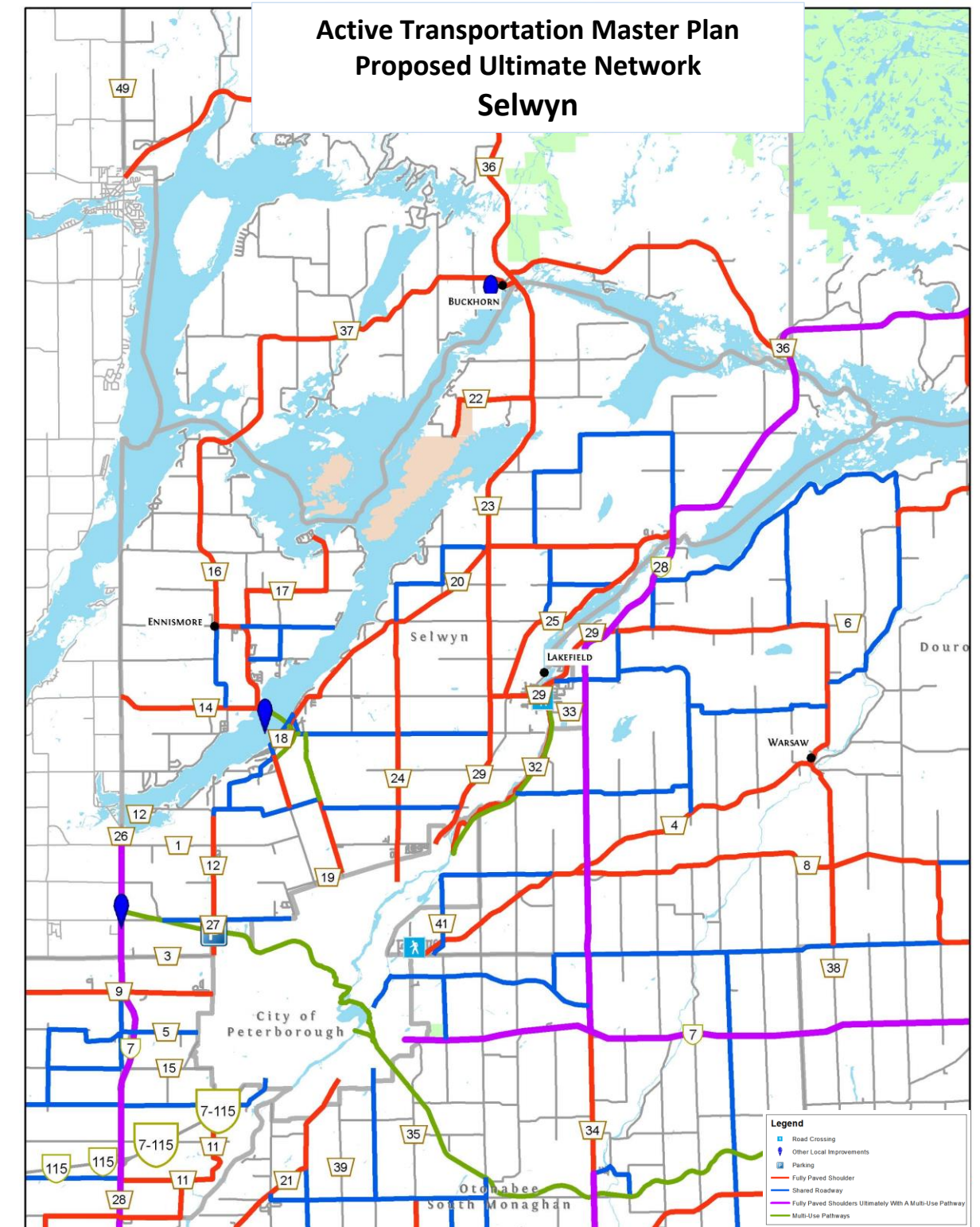
The Township of Selwyn is centrally located within the County of Peterborough, bordering the City of Peterborough and the City of Kawartha Lakes. Lakefield, Bridgenorth and Ennismore are Selwyn's largest urban areas. The community is home to many attractions, festivals and special events. It also contains numerous lakes, rivers, beaches and parks all of which are potential AT destinations for cyclists, hikers and paddlers. Surrounded by water on three sides, water is both an attraction and a barrier for active modes of transportation, limiting route alternatives. Selwyn is home to Peterborough & the Kawarthas Classics Cycling Routes 1 and 1A.



Major existing linkages to build an AT network around include:

- The Rotary Greenway Trail, connecting the City of Peterborough and Lakefield
- The B.E.L. Rotary Bridgenorth Trail
- The Gifford Causeway
- Lakefield Trail Network
- Trans Canada Trail

The proposed regional AT network is in part a subset of Selwyn's Trails Master Plan and would provide loops within the community and linkages joining key areas within the Township of Selwyn and to neighbouring communities such as: Cities of Peterborough and Kawartha Lakes, Buckhorn and Burleigh Falls. The plan also includes a proposed scenic lookout on the Gifford Causeway as well as additional parking for access to the Trans Canada Trail at the south end of the Township.



PROJECTS

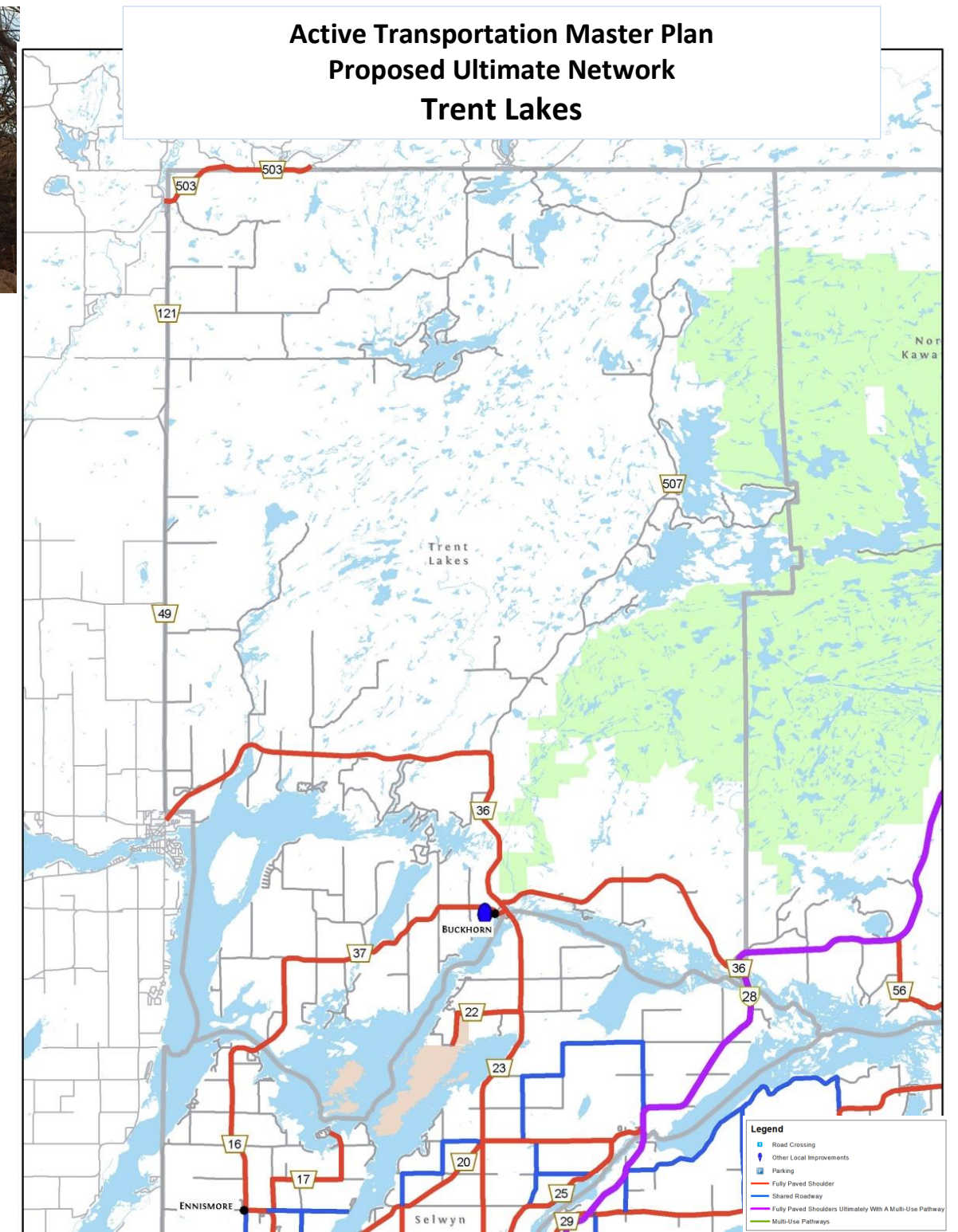
Trent Lakes - Ultimate Network

The Municipality of Trent Lakes supports a strong cottage and tourist industry and includes Buckhorn, Burleigh Falls and Kinmount. The Trent-Severn waterway, which passes through the Township, is both an attraction for and a source of tourist traffic within the community. Integrating AT facilities with these area destinations in the south end of the township are important linkages in the network.



The settlement area of Kinmount in the northwest corner of the County is located on the Toronto to Algonquin Greenway. The Greenway is a series of rail trails that connect Uxbridge, Lindsay and the City of Peterborough to Fenelon Falls and Haliburton.

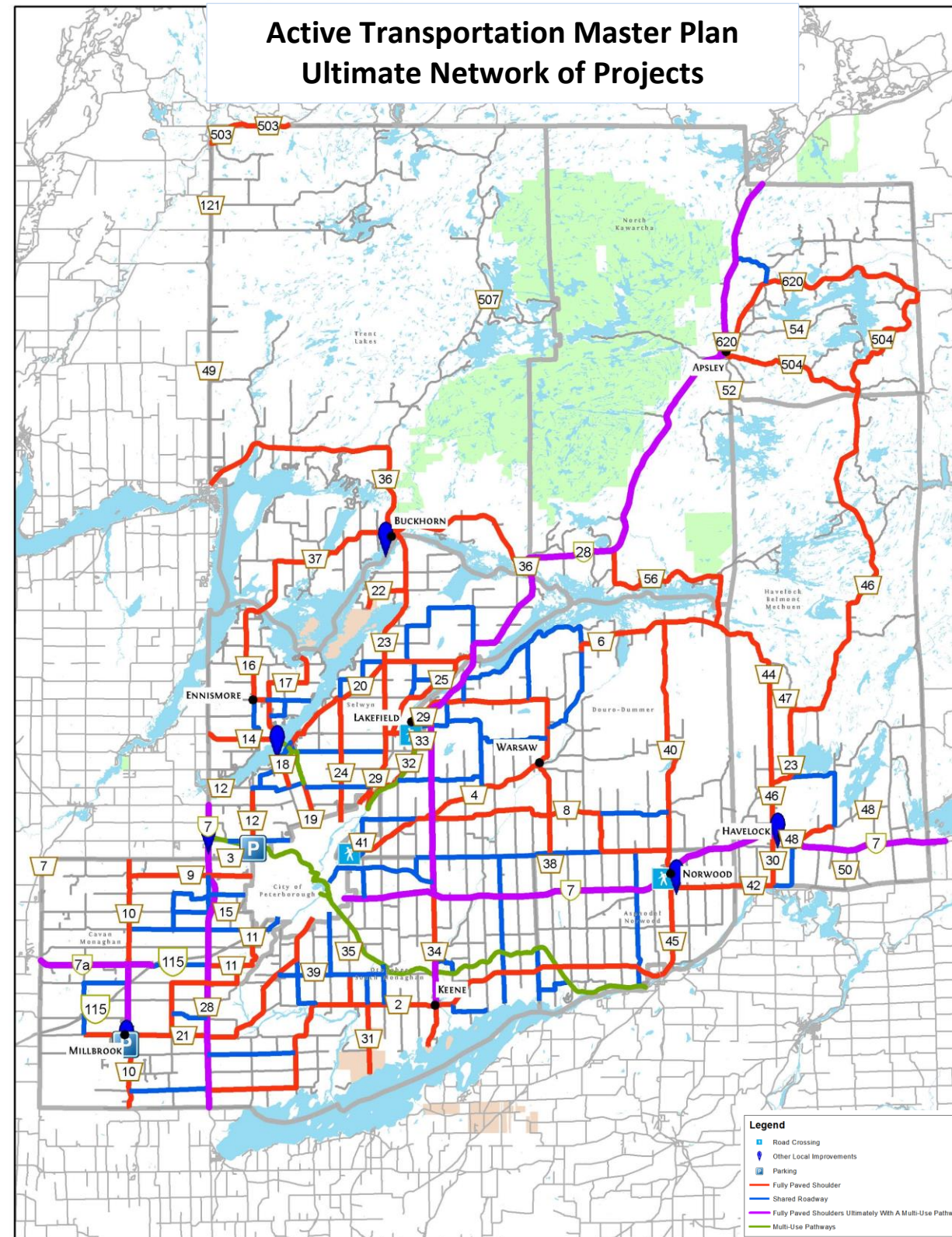
The plan also identifies improving connectivity between existing trails (such as the Adam & Eve trail) and new/proposed residential areas around settlements.



PROJECTS

Ultimate Network

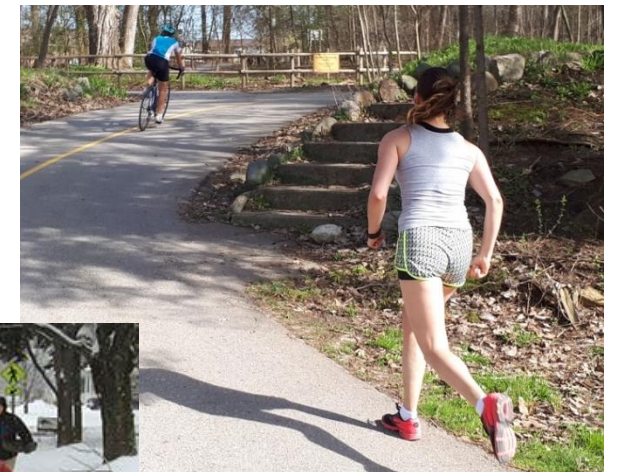
The Ultimate Network illustrates all projects that were presented throughout the course of the study. This list can grow as required. The list of projects includes trails, facilities and roadway updates (such as a paved shoulders or signage).



The AT Master Plan includes pedestrian and cyclist friendly projects, programs and policies. The proposed Ultimate Network integrates the projects for each municipality to provide a long-term vision for the future. The vision will better accommodate AT modes with traditional motorized traffic (“Complete Streets”).

Linking where we “Live, Work and Play”, the proposed plan has been developed to provide health, safety, economic and environmental benefits resulting from:

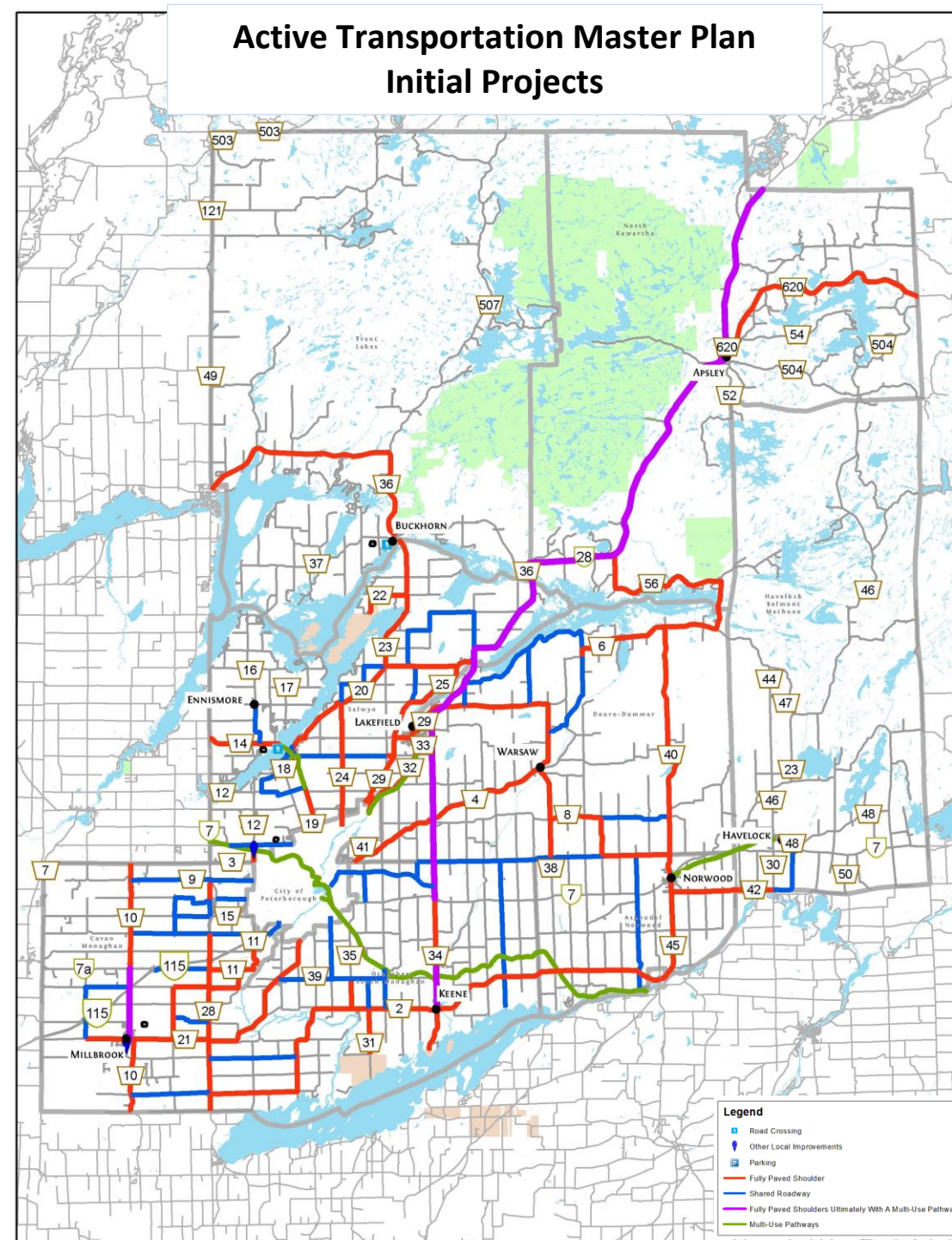
- Fitness and exercise;
- Infrastructure improvements;
- Promotion of tourism (supporting area businesses); and
- Improved air quality with reduced greenhouse gas emissions.



Through urban areas and hamlets, the provision of paved shoulders and multi-use paths would be replaced by alternative context sensitive facilities for pedestrians and cyclists

PROJECTS

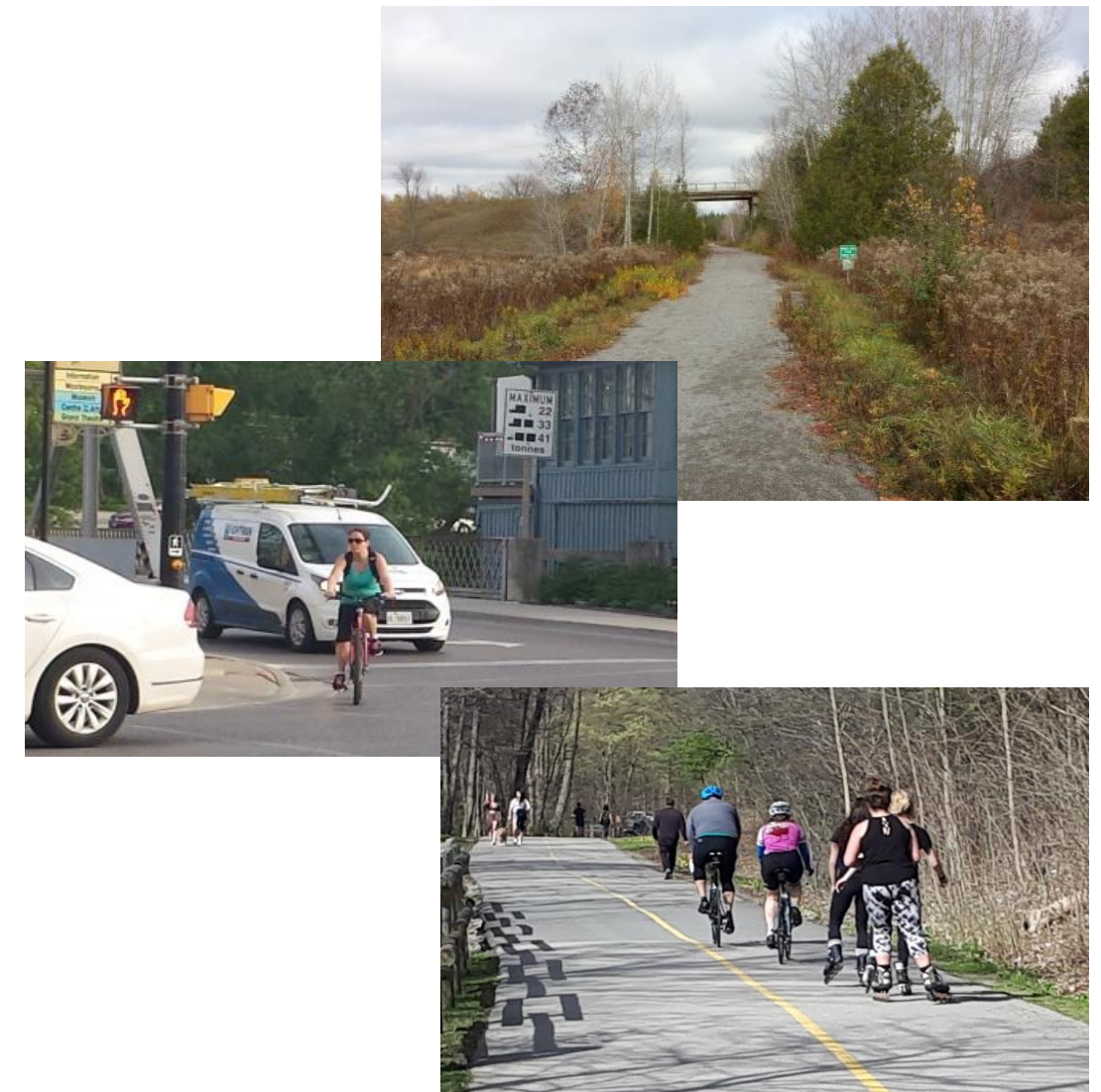
Initial Network



As an initial step towards staged implementation of the long-term vision for active transportation within the County of Peterborough, a plan of potential initial projects was identified from the proposed ultimate network considering a variety of factors that included:

- Roadway corridors that are currently scheduled for reconstruction or repaving
- The ranked utility of each potential project
- Locations with particular safety issues
- Connectivity to communities and attractions within the County and beyond
- Ease of implementation

The Active Transportation Master Plan is intended to be a Living Document and as a result, projects and priorities will be adjusted over time.



GOALS and OBJECTIVES

The vision of the Active Transportation Master Plan is “**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**”.

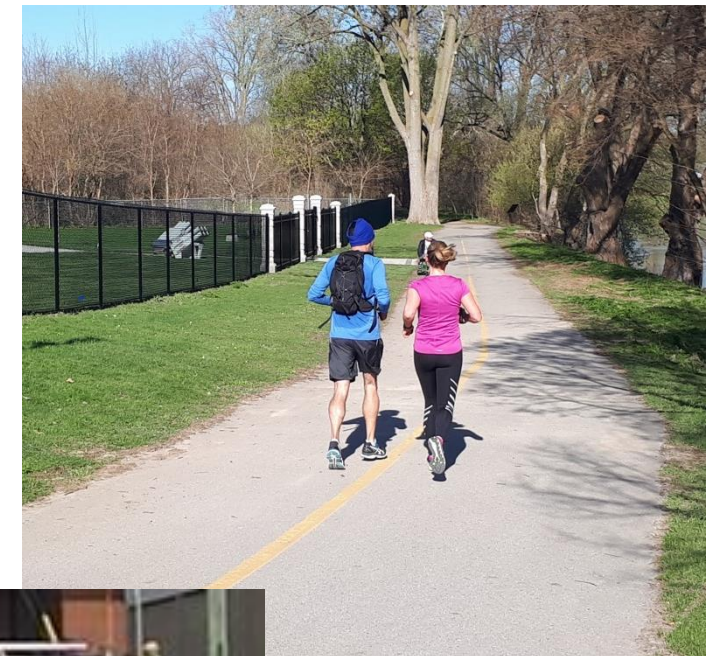
The need to better accommodate active modes of transportation is increasing within the County of Peterborough and across Canada. Goals for promoting active transportation within the County of Peterborough through the implementation of supporting programs, policies and infrastructure as identified in the Active Transportation Master Plan include:

- A **Vibrant Economy** that supports area businesses through an expanded tourist industry.
- To encourage **Healthier Lifestyles** within our community. Increased physical activity such as walking and cycling leads to a significant improvement in a number of health indicators.
- A **Healthier Planet** with decreased emissions of greenhouse gases and a reduced reliance on motor vehicles.
- **Improved Accessibility** for individuals of all ages, levels and abilities. Typically 20 to 40% of people do not drive due to age, ability or expense.
- To **Improve Safety** for all modes of travel, adopting a Complete Streets approach to future transportation projects.

Objectives of the Active Transportation Master Plan include:

- Providing a long term vision for active transportation within the County of Peterborough so that staged implementation of infrastructure improvements can be provided more cost effectively, working towards the long term goals
- Achieving 80% implementation of the Initial Projects identified in the plan over the next 10 years
- Addressing the needs of the community by improving connectivity
- Limiting the potential for future liability through improved transportation safety

Goals and Objectives are achieved cost effectively through staged implementation and monitoring of the long term Master Plan.



Acknowledgements and References

Acknowledgements

Active Transportation Steering Committee

| | |
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| Peter Nielsen | County of Peterborough |

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References

1. Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments, June 2016.
2. Ontario Traffic Manual Book 18 – Cycling Facilities, December 2013
3. Bikeways Design Manual, Ontario Ministry of Transportation, March 2014
4. Geometric Design Guide for Canadian Roads, Transportation Association of Canada (TAC), September 1999
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6. Guide for the Development of Bicycle Facilities , AASHTO, 2012