

# Peterborough & The Kawarthas 2012 Cycling Summit

September 20<sup>th</sup>, 2012

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# Introduction

The County is in the process of carrying out a Transportation Master Plan Update with an expected completion date of December 2012. This process is undertaken on a five year cycle.

The Transportation Plan is being developed in accordance with the planning and design processes of the Municipal Class Environmental Assessment and incorporates the key principles of environmental planning under the Ontario Environmental Assessment Act.

The master planning process identifies a recommended “set” of proposed works and the rationale for their implementation.



# Stages of a Transportation Master Plan

The master planning process is comprised of five stages:

1. Data Collection and Review
2. Identifying Problems and Opportunities and presenting at the first Public Information Centre
3. Examining Alternatives and presenting at the second Public Information Centre
4. Developing an Implementation Strategy and presenting at a third Public Information Centre
5. Approval of Master Plan by County Council

The County is at the 3<sup>rd</sup> stage of this process.



# Community Involvement

Through the initial Public Information Centres (PICs), Active Transportation, Walking and Cycling, has been identified as an area for review to support active forms of transportation.

An assessment of current transportation policies has been undertaken, including an assessment of practices used in other jurisdictions. Policy alternatives have been identified for many transportation issues reflecting different levels of emphasis. Feedback on these alternatives will be used to shape the transportation policy recommendations of the Updated Transportation Master Plan.



# Active Transportation

## Walking and Cycling Policies

- Review and update County policies to support active forms of transportation
- Reviewed best practices of other rural jurisdictions
- Policies for implementation of infrastructure on County Roads and for inclusion in the County Official Plan



# Planning for Active Transportation

- Recognition of cycling and walking in Transportation Master Plans gaining prominence

- Role of active transportation:

- Utilitarian mode of transportation:

- ✓ Commuting & school trips
- ✓ Improve the travel mode share
- ✓ Reduce reliance on the car



- Recreation:

- ✓ Bike tourism
- ✓ Cycling clubs
- ✓ Touring



Welcome Cyclists!



# Types of Cycling Facilities



- Shared road lane / signed route



- Paved Shoulder (1.2 – 1.5m)



- Designated / striped bike lane

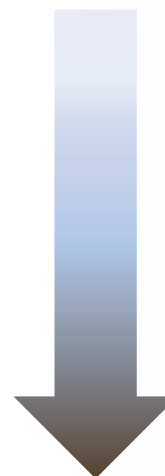


- Separated / buffered bike land



- Off-road multi-use trail (3 – 4 m)

Lower traffic  
volumes and/or  
lower speeds



Higher traffic  
volumes and/or  
higher speeds



# Key Considerations

- **Network:** Routes should connect and link communities and destinations
- **Cost / Affordability:** Construction and ongoing maintenance
- **Maintenance:** Shoulder stability/pavement , pot holes and road grates
- **Safety:** Visibility, signage, striping alerting drivers to presence of cyclists
- **Facilities:** Bike racks / secure storage at community buildings and promoting private sector partnerships/co-operation
- **Marketing:** Public awareness and education, economic development
- **Direction by Council:** Cross connectivity to trails across municipalities



# Active Transportation in Other Communities



## Simcoe County

- Roads with higher speed / higher volume – off-road path at the back of ditch instead of paved shoulder
- Promote active transportation
- Included bike racks at County buildings
- Education and cooperation with municipalities and school boards

## Haliburton County

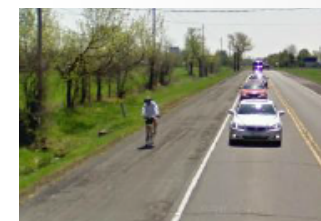
- Network of route options
- 1.2m paved shoulders on Rural County Roads
- Build awareness / education
- Market the County as a cycling destination
- Encourage / support commuter cycling
- Identify opportunities for off-road routes

## Northumberland County

- Paved shoulders included in road rehabilitation projects
- On-road routes (five looped routes) established by the County
- Off-road / multi-use trails through Ganaraska Forest, Northumberland Forest and conservation areas and park lands
- Portions of the waterfront trail and Trans Canada Trail

## Lanark County

- Pave shoulders on some County roads
- Construct bicycle lanes in urban areas
- Incorporate off-road recreational paths and existing paved shoulders into cycling network
- Develop Cycling to School and Active & Safe Routes to School programs
- Work with local municipalities to provide network connectivity with bike routes on local roads.



## Prince Edward County

- Abundance of low traffic volume roads (shared use)
- Highway 33 / Loyalist Parkway – paved shoulders
- Millennium Trail:
  - Off-road multi-use trail on former CN railway line
  - Connects Carrying Place to Picton
  - Partially paved
  - 15m wide, 49km long
- Routes mapped and promoted by cycling clubs

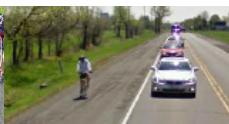




# Active Transportation - Alternatives

## Passive:

- Maintain existing off-road trail system.
- Support identification of additional off-road trails to create a broader network.
- Provide bike route signage for shared routes on County roads that are popular cycling routes.
- Support Peterborough Sustainability Plan and TransCanada Trail Completion
- Support municipalities in developing on-road bike facilities on local roads.
- Coordinate with stakeholders, such as local municipalities and cycling groups, to promote use of active transportation trails and facilities throughout the County.





# Active Transportation - Alternatives

## Passive Plus:

- Survey residents to gather input on approach.
- Develop County policies that support active transportation for commuting and school trips, as well as for recreational purposes.
- Encourage local municipalities to adopt similar policies.
- Develop an active transportation network plan that includes both on-road and off-road cycling facilities.
- Identify County roads that could be included as cycling routes and develop a plan to provide paved shoulders.
- When County roads are being rehabilitated, consider paved shoulders.
- Provide bike racks at County facilities.
- Promote identification of rest stops to support the active transportation network.

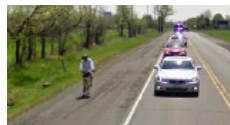




# Active Transportation - Alternatives

## Moderate Plus:

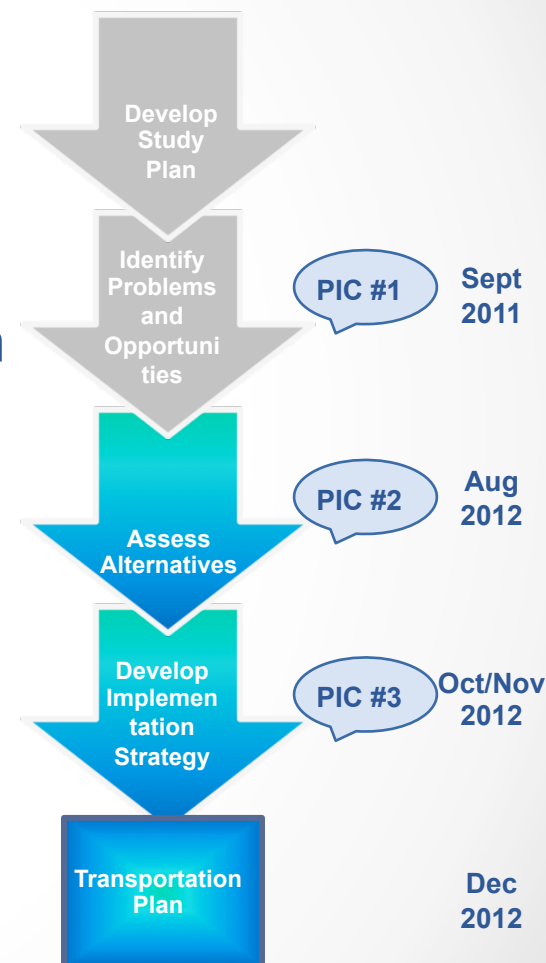
- Develop County vision and policies to support reduced reliance on cars and create complete streets within urban areas.
- Require municipalities to adopt similar policies.
- Adopt design standards for on-road bike facilities on County roads.
- Require paved shoulders on all County roads.
- Identify County roads where striped / marked bike lanes could be appropriate.
- Promote the County as a premier active transportation destination.
- Fully integrate active transportation into transportation and land use planning and decision making





# Next Steps

- Review / incorporate public comments
- Evaluate long term network improvements
- Develop transportation policies and standards
- Hold PIC #3 to present Draft Transportation Plan Recommendations (Late Fall 2012)
- Develop an implementation & funding plan to support the development of the ten and twenty year capital program
- Update Transportation Plan Report
- Present Transportation Master Plan to County Council for approval





# PETERBOROUGH COUNTY ROAD CYCLIST MAP

