

Peterborough & the Kawarthas 2013 Cycling Summit

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Introduction

- Progress is being made
- Transportation Master Plan Update – completed in 2013
- Development of cycling facilities has started
- Planning for active transportation
- Next steps



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 completed this process in 2013.



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

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**



Planning for Active Transportation

➤ Recognition of cycling and walking in Transportation Master Plan

➤ 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





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 Policy Alternatives and Recommendations



Opportunities

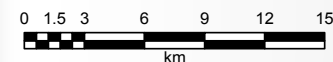
- Provide connecting cycling network infrastructure
- County-wide network that spans County roads, municipal roads, and existing off-road trails
- Fully connected network

*Current status is conceptual

Conceptual Active Transportation/Cycling Network for Peterborough County

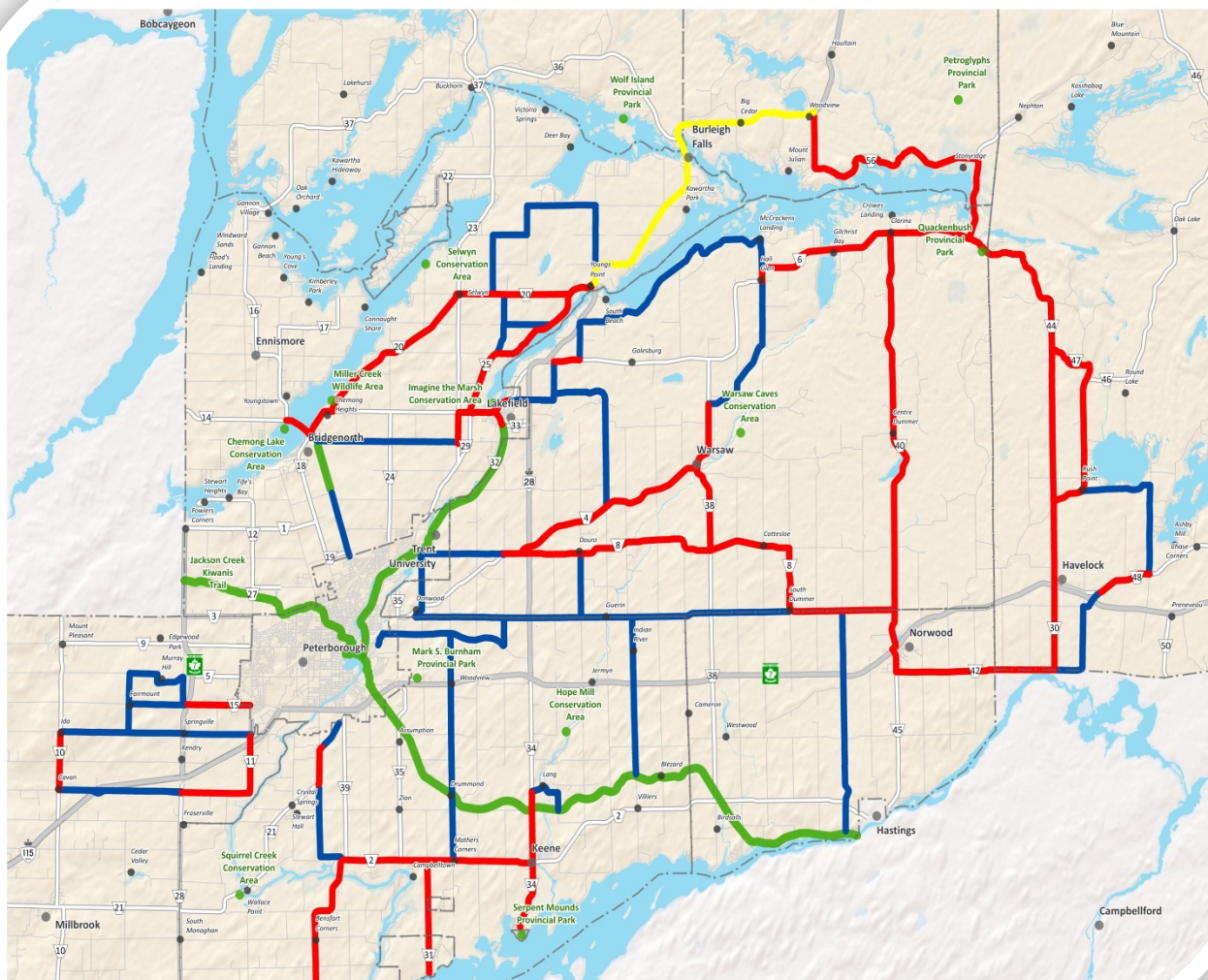


UTM Zone 17 NAD 83



Legend

- Provincial Park/Conservation Area
- Major Community/Destination
- Other Community/Destination
- County Road Network
- Municipal Road Network
- Provincial Highways
- Off Road Trails
- Provincial Highways
- County Roads
- Local Roads
- Lakes and Rivers
- Peterborough County



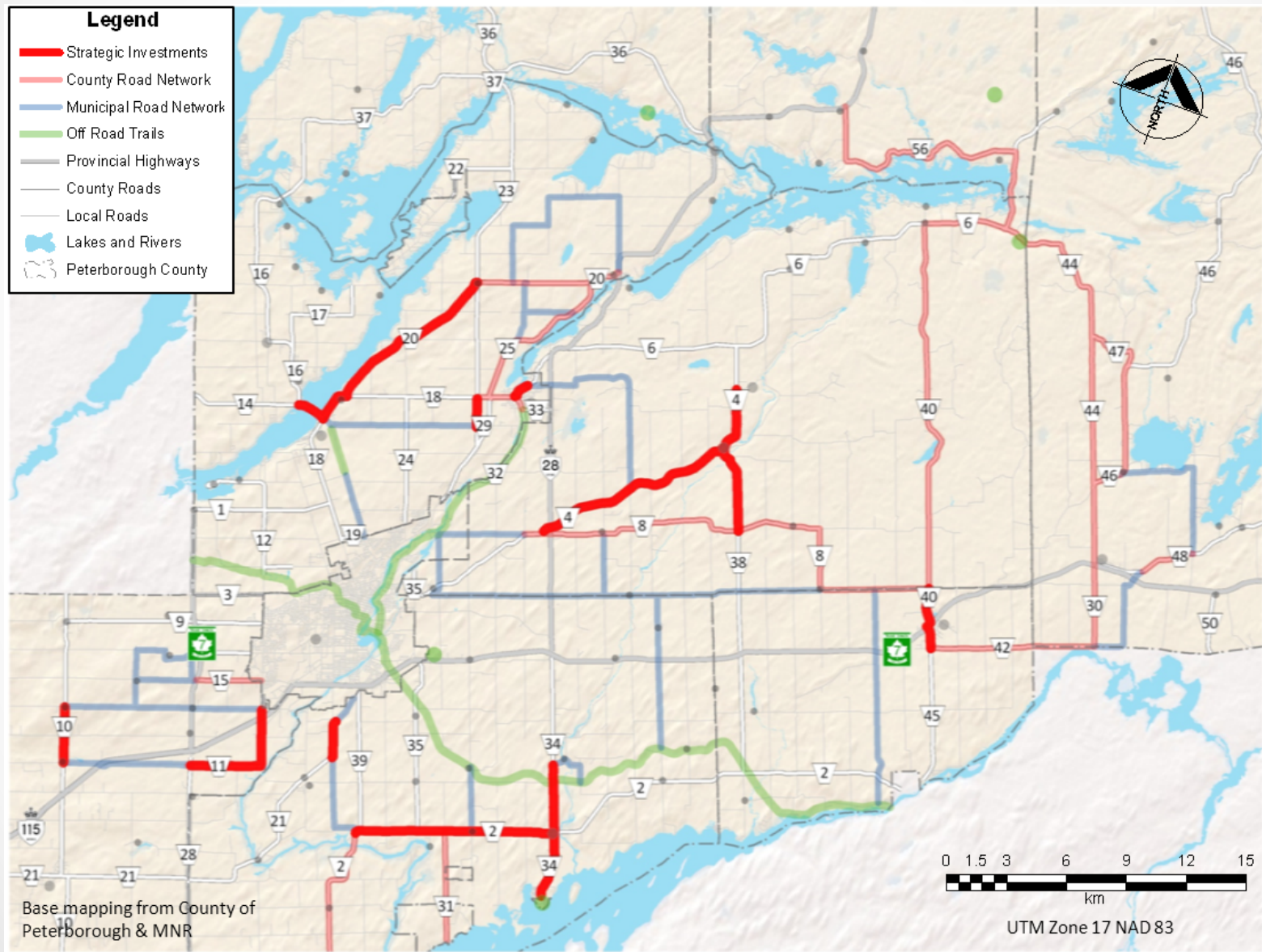
Base mapping from County of Peterborough & MNR

Active Transportation Policy Alternatives and Recommendations



- Great starting point
- Peterborough Cycling Advisory Committee recommendations
- Upgrades required

Strategic Road Improvements Required to Implement Cycling Network



Early Initiatives





Next Steps

Develop a County-wide active transportation/cycling network plan:

- Conceptual network and recommendations of the study can be used as starting point for the plan.
- Develop plan co-operatively with local municipalities and stakeholders
- Identify/Confirm vision and priorities for an active transportation/cycling network
- Identify which on-road routes are to be:
 - Signed/shared roads only (promotes driver awareness to presence of cyclists)
 - Wider paved shoulders (incorporate with upcoming improvement projects)
 - Striped/marked bike lanes
- Link implementation of the plan to roadway maintenance and improvements program