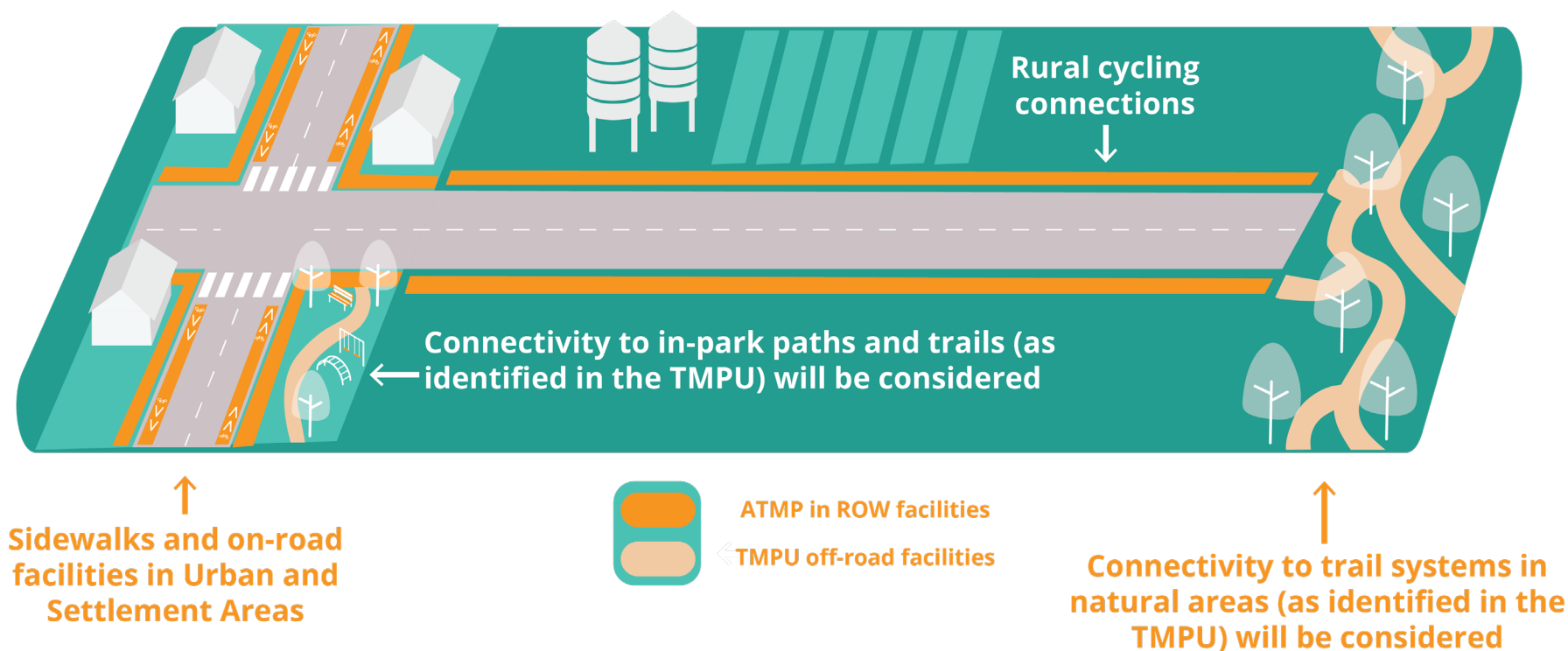




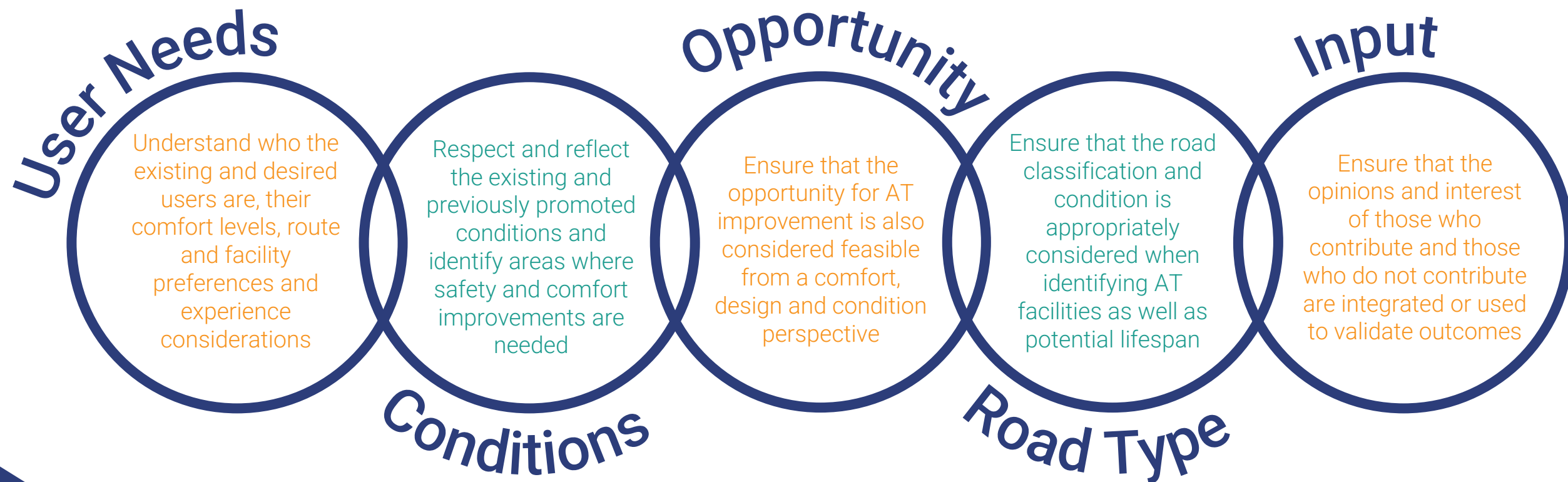
Upload 4: Network Approach and Options

Developing an AT Network

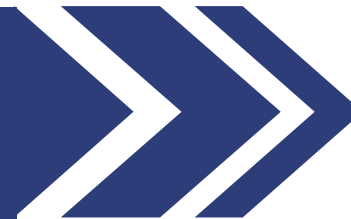
The foundation of an ATMP is the identification of a network of active transportation facilities. For Kawartha Lakes, the AT Network will include routes in urban and rural areas that are designed to accommodate the safe and comfortable use by active users with a focus on pedestrians, cyclists and other self propelled or accessible forms of transportation. The image below illustrates how the AT network is proposed to “interact” with the proposed improvements that will be identified as part of the trails master plan update. Together they will form a system of on and off-road active routes and facilities to accommodate day to day and recreational travel throughout the City.



How to develop an AT network?



Network Approach Options



The project team has put forward three options to developing Kawartha's active transportation network and is seeking your thoughts on a preferred option. More details on each option are in the next slides.

Option 1 - Major Areas

- > Emphasis will be placed on identifying improvements within the towns, hamlets and built up areas of the City. This approach will focus less on the recreational aspect of AT and more on the practical aspect such as trips to school, work, etc.

Option 2 - Connectivity

- > A fully continuous and connected system of AT routes will be identified through the entire City of Kawartha Lakes.

Option 3 - Road Type & Condition

- > Routes and route design will be determined based on the type of road and what is required based on guidelines (such as OTM Book 18) and whether the condition and context make it feasible

Option 1 - Major Areas

Considerations

- > Development of comprehensive AT network within urban areas only, supplemented by existing cycling touring routes.
- > Rural areas may feel left out because of lack of improvements.
- > Potential for “quick-win” initiatives in the shorter-term

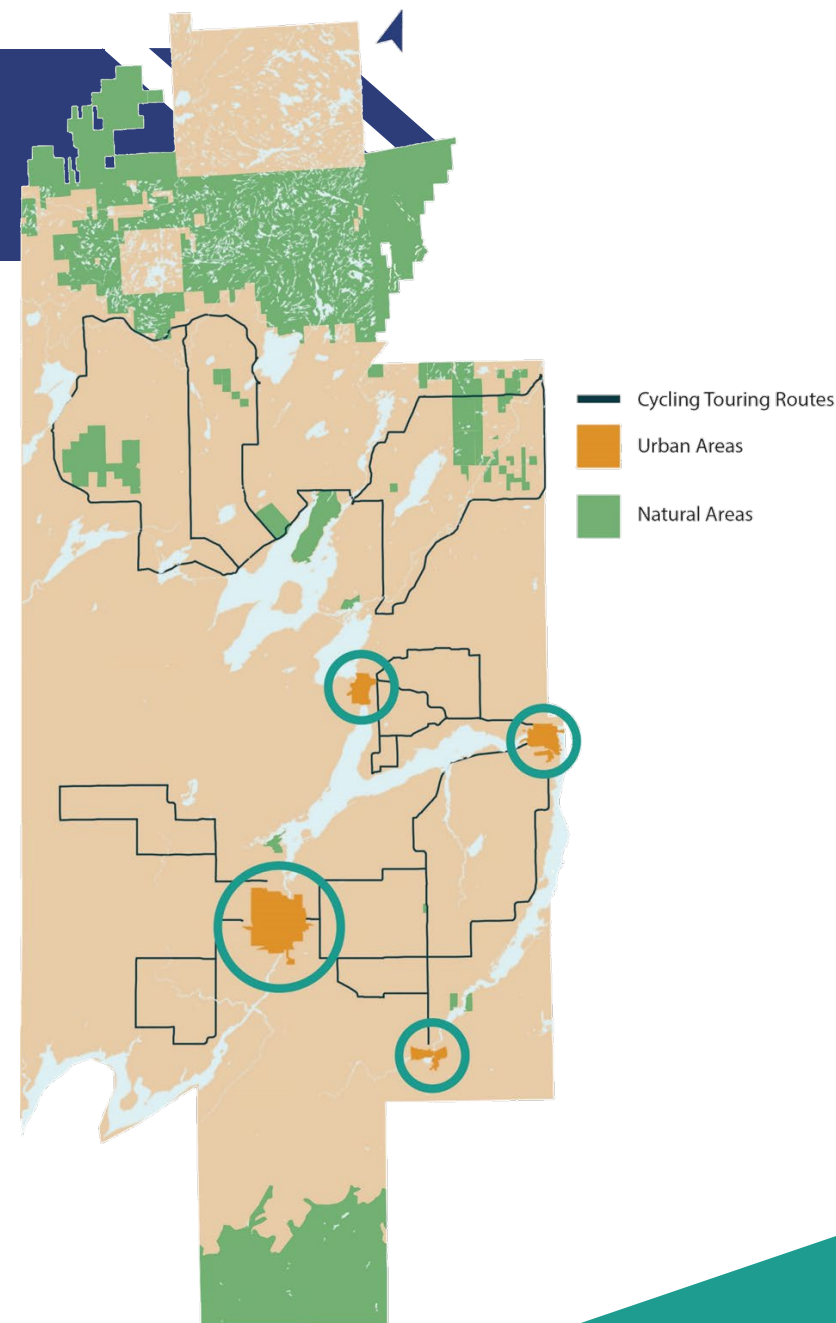
Route Locations

- > Focus on practical travel (i.e., to school, work, etc.) and shorter distance trips with an 8-80 or AAA focus.
- > Improvements to existing routes only in urban areas.
- > Cycling touring routes currently promoted by Tourism Kawartha will be maintained as the signed rural cycling routes with priority given to connecting major urban areas only.

For AT Users.



- > Walkability assessment based on major destinations.
- > Highlight missing sidewalks and prioritize by need.
- > Application of provincial guidelines based on preferred routes in urban areas e.g. OTM Book 18 & TAC
- > Maximizing opportunities to identify active multi-use facilities in the boulevard where space allows and connections to active trails
- > Alternate users e.g. e-bikes and accessibility to be considered based on route opportunity



Option 2 – Connectivity

Considerations

- > Gives “access for all” to proposed AT routes. Considers both urban and rural areas and responds to wide range of demand / interest
- > Urban roads will be considered based on the same set of criteria as rural roads with a focus on connectivity and continuity City-wide
- > Will likely result in more long-term implementation measures

Route Locations

- > Rural roads will be considered candidates for City AT network. Touring Cycling routes will be revisited based on appropriateness of route and design
- > Focus will be placed on achieving connectivity throughout the entire City and to surrounding areas

User Impact



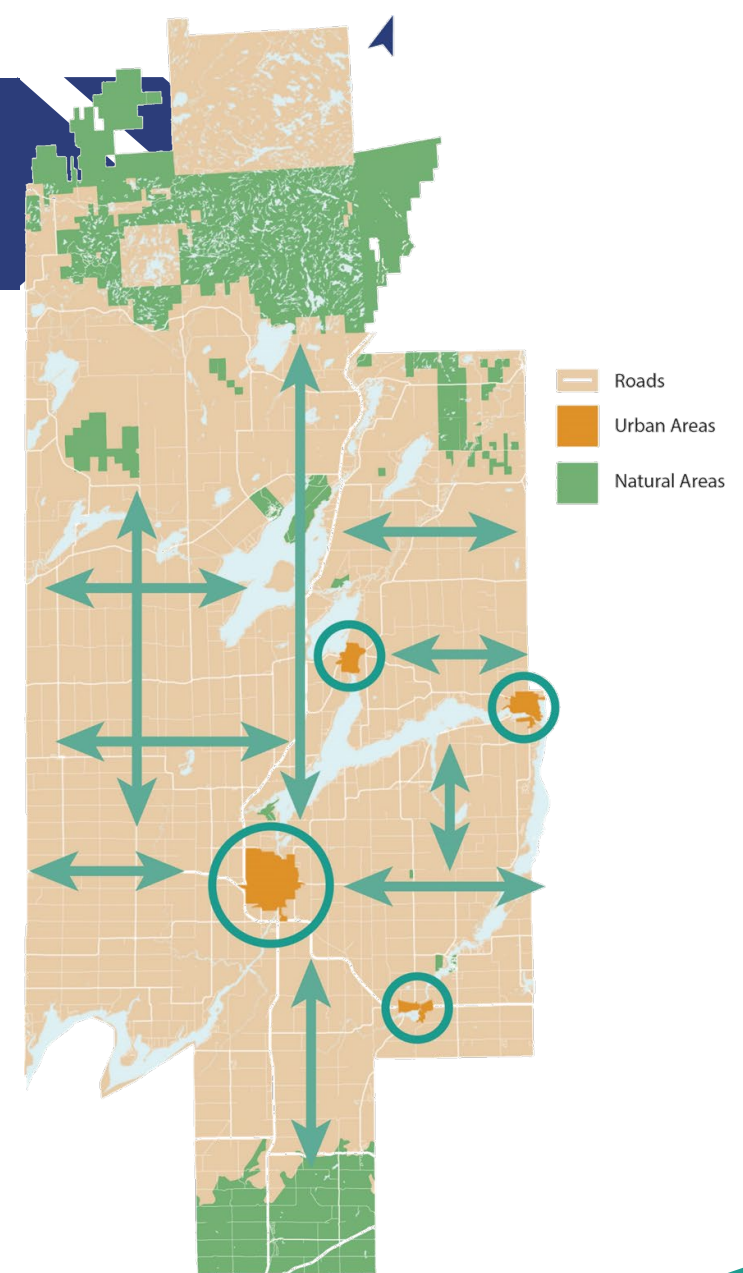
- > Walkability will need to be considered in the urban and rural context and will likely align with the cycling improvements
- > Walkability improvements in rural areas will likely be more educational in nature



- > Application of provincial guidelines based on preferred routes in both the urban and rural areas e.g. OTM Book 18 & TAC



- > Users other than pedestrians and cyclists will be addressed in a multi-use context primarily in urban areas.



Option 3 – Road Type

Considerations

- > Most roads can be considered as part of the AT network unless they are considered to be unsafe or uncomfortable based on design guideline criteria .
- > May not be as user-focused as Option #1 and Option #2 if design guidance isn't validated by user needs and unique conditions

Route Locations

- > Preferred AT routes will be determined based on whether the road type e.g. local, collector or arterial in its current conditions can accommodate the appropriate facility e.g. shared, designated or separated
- > Facility appropriateness will be determined based on guidance from provincial documents e.g. OTM Book 18. For example, a separated facility (e.g. a cycle track) is required for a high volume high speed arterial road.
- > High level feasibility criteria will be used to determine the most appropriate routes.
- > Provincial roadways are not considered a viable road type for the AT network and will be addressed as a barrier

User Impact



- > Each route will be reviewed in the context of how it could accommodate pedestrians, cyclists and other users.
- > The routes will inherently be approached from an active multi-use perspective starting with pedestrians and cyclists followed by other more niche users
- > Additional consideration may be given to identifying education and awareness information to ensure that conflict is reduced
- > By laws may be considered to identify where other uses are permitted i.e. e-bikes, etc.

