



City of Kawartha Lakes Active Transportation Master Plan

Task Force Meeting #6. Wednesday June 21, 2023

Meeting Purpose and Objectives

Meeting purpose...

- Provide an update on the status of the ATMP
- Review the proposed AT network and discuss the impacts of design solutions
- Review the confirmed ATMP recommendations
- Discuss network and recommendation priorities and implementation impacts and considerations

Meeting objectives...

- Greater understanding of active transportation – specifically cycling – facility design
- Buy-in to the ATMP recommendations and proposed network
- Input on network and recommendation priorities for consideration as part of the phasing strategy development
- Identification of potential engagement activities and outreach opportunities

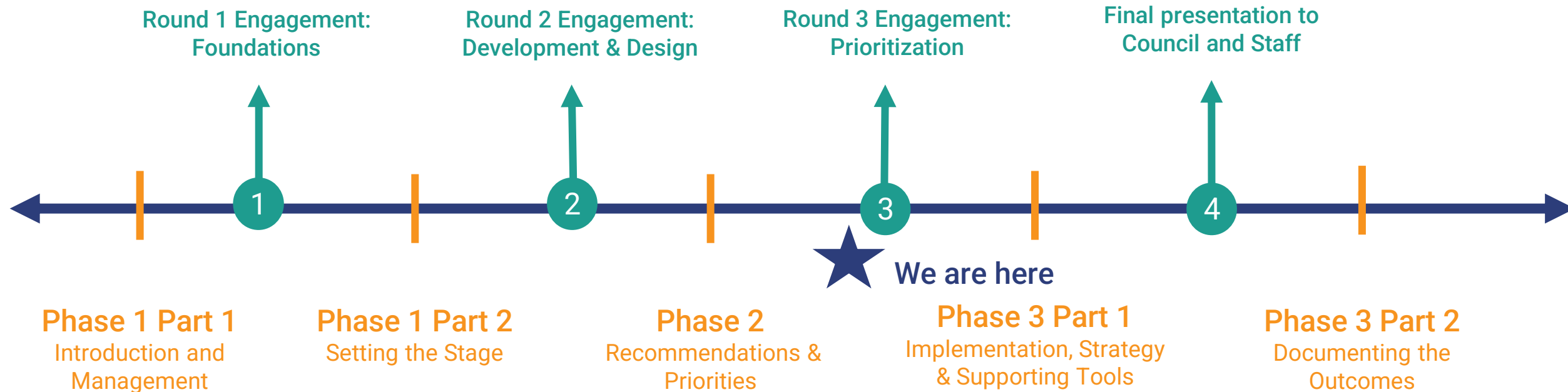
Project Commitments for Kawartha Lakes



Project Progress

Project Initiation
January 2022

Project Completion
Fall 2023



ATMP Ambitious Goals

Vision for Future
Successes

Alignment with core
Values

Multi-pronged
Commitments

Basis for all Plan
Recommendations

1

Access for all is ensured no matter the location, trip type or trip purpose

2

Urban and built-up areas throughout Kawartha Lakes are walkable places to live or visit

3

Cycling is a safe, comfortable, and connected activity throughout Kawartha Lakes

4

Consistent and respectful understanding of how to safely use the road is shared between user groups

5

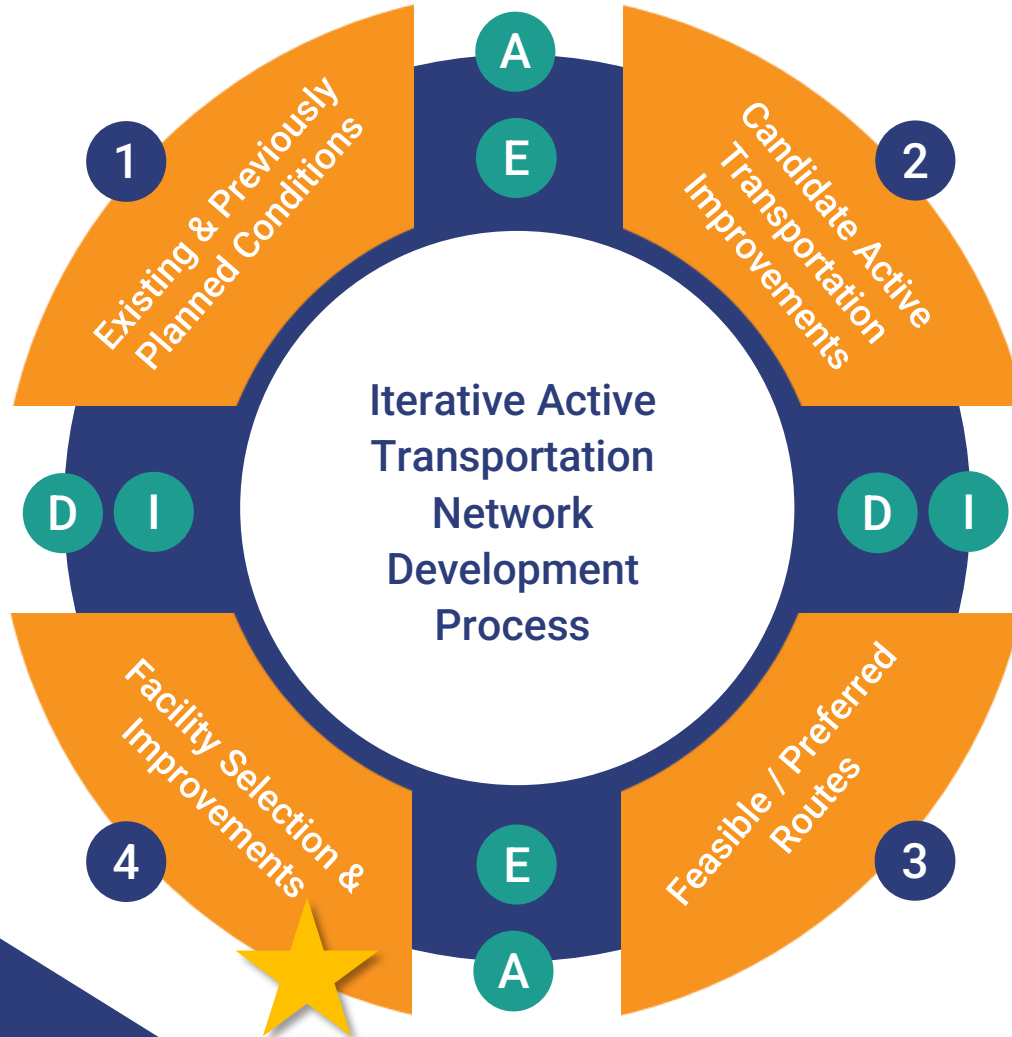
A feasible and evergreen master plan is achieved through partnerships, coordination, and management



Part 1. Proposed AT Network & Design

Network Development Process

What do the different network development inputs mean?



D Data Collection

- > Gathering information which helps to frame the existing and potential demand for active transportation routes and facilities

I Field Investigation

- > Either desktop or in the field identification of existing or potential route conditions or the surrounding context

A Analysis

- > Review routes with the aim of determining which could or will form part of the active transportation network

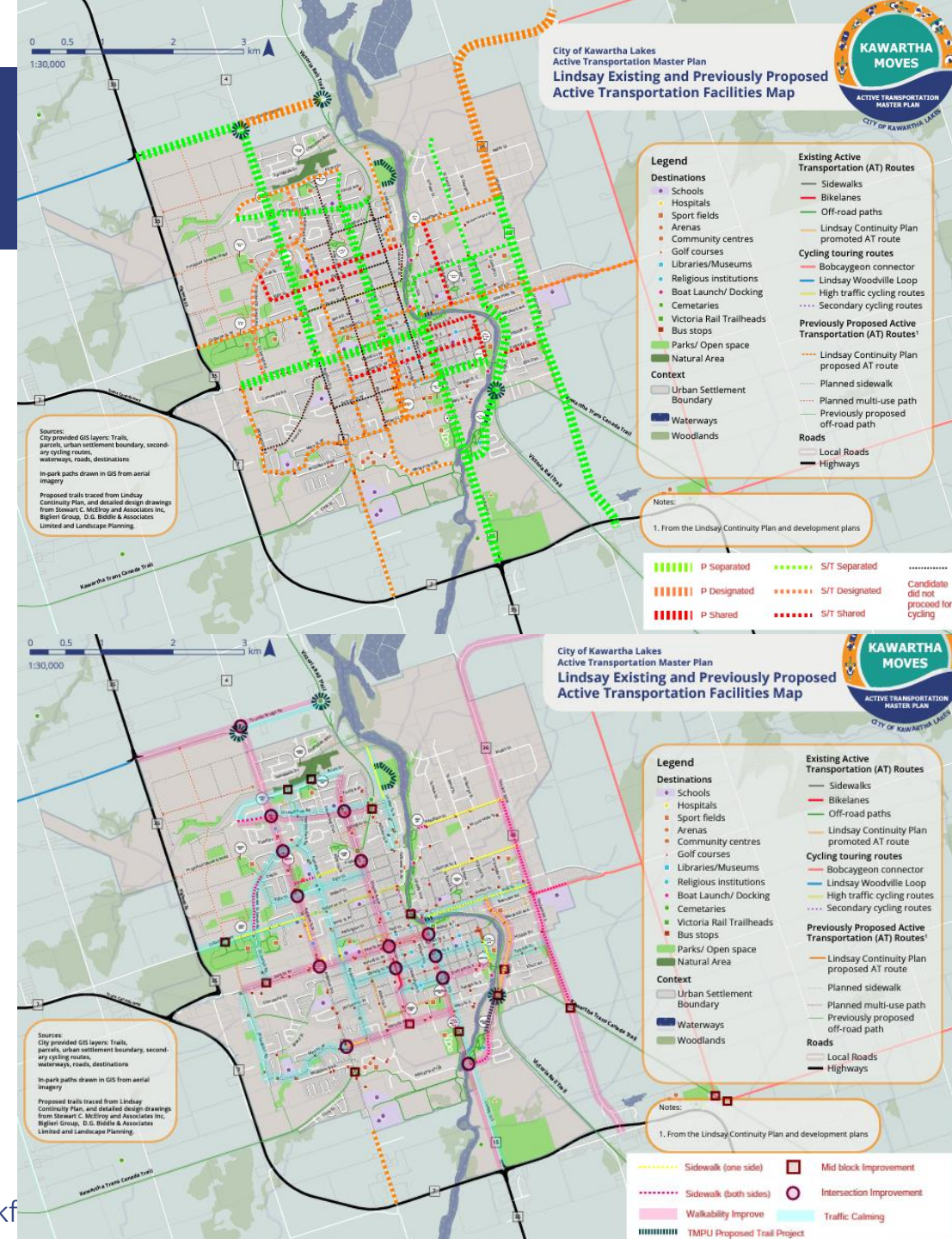
E Engagement

- > Gathering input to review draft considerations and to inform the selection of preferred outcomes

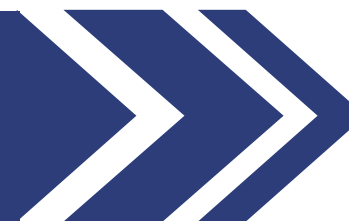
Previous Meeting Overview

At Task Force Meeting #5, we presented and discussed potential walking and cycling improvements including...

- > Refining and removing previous candidate routes based on a detailed assessment of conditions and context as per step 2 of OTM Book 18 as well as pedestrian experience
- > The assessment and identification of the preliminary level of separation for cycling facilities consistent with OTM Book 18 for both the urban and rural areas based on roadway volumes, speeds and preliminary context
- > The assessment and identification of pedestrian improvements in built-up areas, including identification of sidewalk gaps, and potential locations for walkability improvements, traffic calming, and intersection and mid-block crossing opportunities
- > The identification of a series of ATMP recommendations based on prior input from the task force as well as other municipal planning policy or strategy sources



Input Received & Changes Made



**Please refer to the detailed summary of comments received as well as responses to each individual comment for your review and consideration while working through the content related to the proposed ATMP network*

	Comment Received	What has been incorporated
1	Concerns on lack of safe crossings in Lindsay and other urban areas.	Mid-block & intersection improvements identified
2	Desire for greater coordination and integration of trail linkages with the ATMP network.	Proposed trail projects identified as well as trail linkages and crossings in challenging locations
3	Prioritising pedestrian amenities and traffic calming on certain routes.	Future consideration of design features and prioritization
4	Concern about the lack of paved shoulders along rural routes or the lack of identification of existing paved shoulders	Where possible, paved shoulders reflected on existing conditions mapping and is primary focus of future facilities
5	Gaps in the proposed network	Where feasible or realistic, routes have been adapted or included
6	Identification of challenging locations due to current road context relative to future facility needs	Future consideration of interim facility design as well as direction related to implementation and project phasing
7	Maintenance comments related to specific locations i.e. buckling in sidewalks	Future strategies related to maintenance practices identified in recommendations but specific locations are not within scope

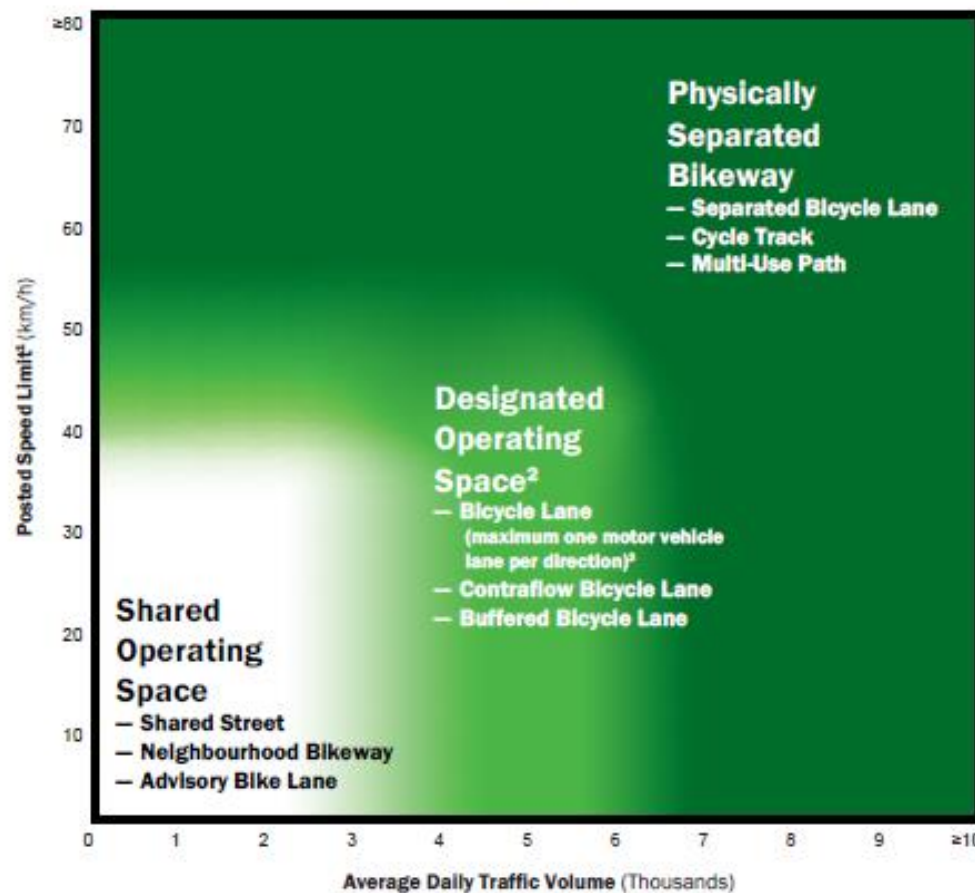
Cycling Facility Design Approach

Step 1:

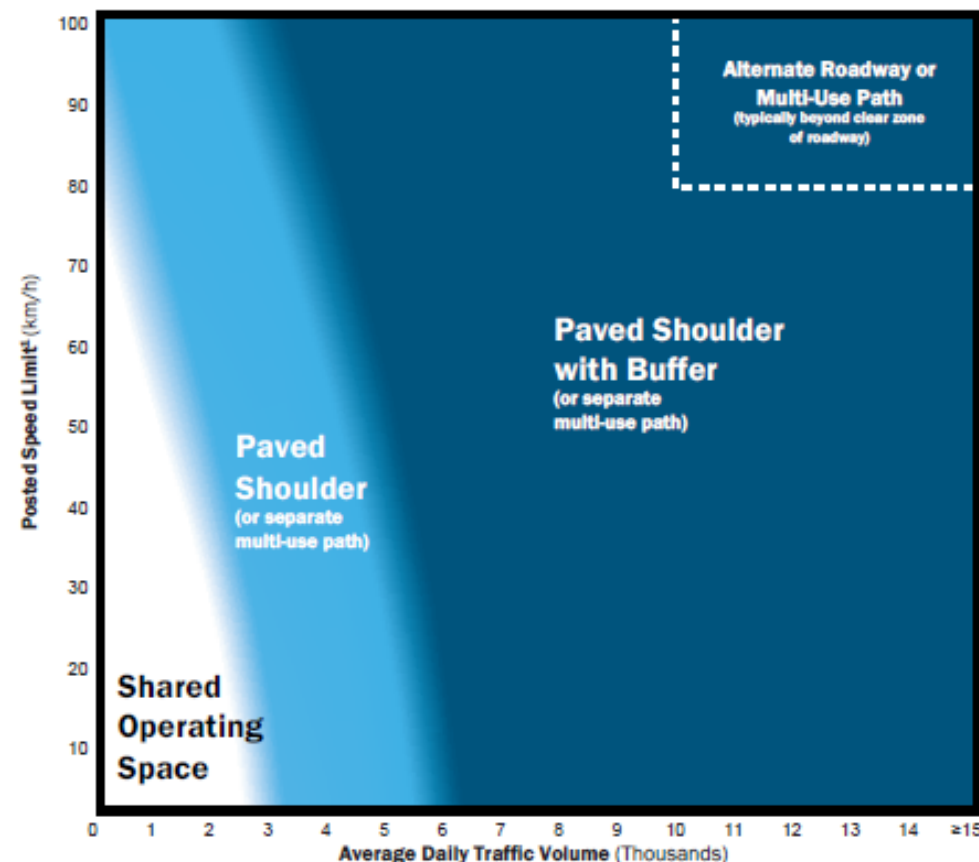
Pre-select facility options based on:

- > Traffic speeds
- > Traffic volumes

Desirable Cycling Facility Pre-Selection Nomograph
Urban/Suburban Context (Step 1)



Desirable Cycling Facility Pre-Selection Nomograph
Rural Context¹ (Step 1)



Cycling Facility Design Approach

Step 2:

Detailed & Contextual Evaluation to refine facility type, considering:

- > Roadway Characteristics
 - > Motor vehicle speed & volume
 - > Function of street
 - > Vehicle mix
 - > Pedestrian activity
 - > On-street parking
 - > Frequency of intersections/crossings
- > Feasibility
 - > Available space
 - > Anticipated costs
 - > Attractiveness
 - > User skill level and stress tolerance
- > Function of route within cycling network

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
Motor vehicle speed									
30 km/h or less	✓	✓	?	?					
40 km/h	?	?	?	✓	✓	✓	✓	✓	✓
50 km/h			?	✓	✓	✓	✓	✓	✓
60 km/h			?			?	✓	✓	✓
70 to 90 km/h			?					✓	✓
Over 90 km/h								✓	✓
Motor vehicle volumes									
<1,500 vehicles/day	✓	✓	?	?	?	?			
1,500 to 3,000 vpd	?	?	?	✓	✓	✓	✓	✓	✓
3,000 to 6,000 vpd			?	?	?	?	✓	✓	✓
6,000 to 10,000 vpd			?				✓	✓	✓
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Access roads (local streets)	✓	✓	✓	?	?	?			
Both mobility and access roads (minor collectors)			?	?	✓	✓	✓	✓	✓
Mobility roads (major collectors and arterials)			?		?	?	✓	✓	✓
Vehicle mix									
More than 30 trucks/buses per hour in curb lane			?			?	✓	✓	✓
Bus stops located along route			?		?	?	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓
High pedestrian volumes	✓	✓		✓	✓	✓	✓	✓	?




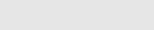
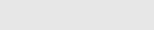
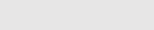

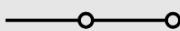

✓	Typically appropriate for the context
?	Requires further context specific evaluation

Cycling Network & Facility Overview






Refinement

- > Additional investigation
- > Input from staff provided on feasibility
- > Input from task force as well as historical input from members of the public and stakeholders
- > Majority of the routes maintained
- > Minor revisions primarily focused on route additions or alignment refinements as well as updates to the existing conditions

Urban Facility Overview

	Multi-use Path
	Cycle Track
	Separated Bike Lane
	Bike Lane (Buffered)
	Advisory Bike Lane
	Neighbourhood Bikeway / Signed Bicycle Route
	Intersection Improvement
	Speed reduction to 40km/h
	Facility Transition

Rural Facility Overview

	Buffered Paved Shoulder
	Paved Shoulder
	Signed Bicycle Route
	Crossing Improvement
Significant crossings of major transportation barriers i.e. highways of the AT routing as well as a focus on crossings of the Trans Canada Trail	
	TMPU Trail Project
Identification of trail projects as adopted through the trails master plan process	

****Additional details regarding each of the proposed facility types noted above is provided on the slides following our presentation of the proposed cycling network**



City of Kawartha Lakes
Active Transportation Master Plan
Proposed Cycling Facilities
Lindsay



Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Golf courses
- Libraries/Museums
- Religious institutions
- Boat Launch/ Docking
- Cemeteries
- Victoria Rail Trailheads
- Bus stops

- Parks/ Open space
- Natural Area

Context

- Urban Settlement Boundary
- Waterways
- Woodlands

Existing Active Transportation (AT) Routes

- Sidewalks
- Bikelanes
- Off-road paths
- Lindsay Continuity Plan promoted AT route

Cycling touring routes

- Bobcaygeon connector
- Lindsay Woodville Loop
- High traffic cycling routes
- Secondary cycling routes

Previously Proposed Active Transportation (AT) Routes¹

- Lindsay Continuity Plan proposed AT route
- - - Planned sidewalk
- - - Planned multi-use path
- Previously proposed off-road path

Roads

- Local Roads
- Highways

- - - Multi-use Pathway
- - - Cycle Track
- - - Separated Bike Lane
- - - Bike Lane
- - - Neighbourhood Bikeway / Signed Bike Route
- - - Advisory Bike Lane
- - - Paved Shoulder
- - - Buffered Paved Shoulder

- Facility Transition

- Intersection Improvement

- ||||| T MPU Trail Project

- Speed Reduction 40km/h

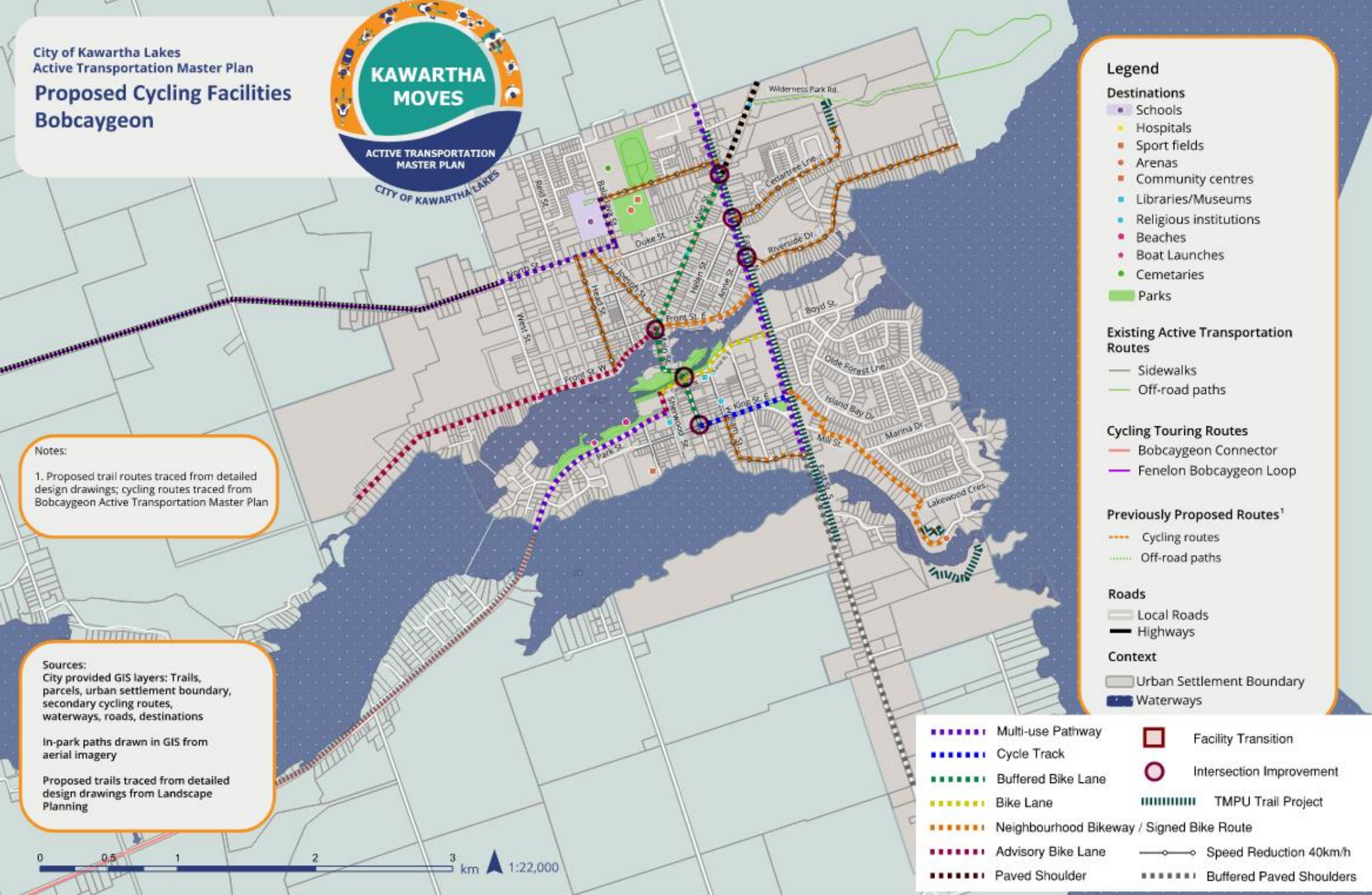
- Dependent on development

Sources:
City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from Lindsay Continuity Plan, and detailed design drawings from Stewart C. McElroy and Associates Inc, Biglieri Group, D.G. Biddle & Associates Limited and Landscape Planning.

City of Kawartha Lakes
Active Transportation Master Plan
**Proposed Cycling Facilities
Bobcaygeon**



Notes:

1. Proposed trail routes traced from detailed design drawings; cycling routes traced from Bobcaygeon Active Transportation Master Plan

Sources:

City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from detailed design drawings from Landscape Planning

Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemeteries
- Parks

Existing Active Transportation Routes

- Sidewalks
- Off-road paths

Cycling Touring Routes

- Bobcaygeon Connector
- Fenelon Bobcaygeon Loop

Previously Proposed Routes¹

- Cycling routes
- Off-road paths

Roads

- Local Roads
- Highways

Context

- Urban Settlement Boundary
- Waterways

- Multi-use Pathway
- Cycle Track
- Buffered Bike Lane
- Bike Lane
- Neighbourhood Bikeway / Signed Bike Route
- Advisory Bike Lane
- Paved Shoulder
- Facility Transition
- Intersection Improvement
- TMPU Trail Project
- Speed Reduction 40km/h
- Buffered Paved Shoulders

Proposed Cycling Facilities Fenelon Falls



Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemeteries
- Victoria Rail Trailheads
- Parks

Context

- Urban Settlement Boundary
- Waterways

Existing Active Transportation Routes

- On-road route for the Victoria Rail Trail (Summer Route)
- Sidewalks
- Off-road paths

Cycling Touring Routes

- Fenelon Bobcaygeon Loop

Roads

- Local Roads

Multi-use Pathway

Cycle Track

Separated Bike Lane

Bike Lane

Neighbourhood Bikeway / Signed Bike Route

Advisory Bike Lane

Buffered Paved Shoulder

Facility Transition

Intersection Improvement

TMPU Trail Project

Speed Reduction 40km/h



Kawartha Lakes



Legend

On-Road Identified Cycling Routes

- Bobcaygeon Connector
- Coboconk Kinmount Burnt River Loop
- Coboconk Provincial Park Loop
- Fenelon Bobcaygeon Loop
- Kirkfield Lift Lock Loop
- Lindsay Woodville Loop
- Little Britain Loop
- Omemee Loop
- Sturgeon Point Loop
- - - Secondary Cycling Routes
- High Traffic Cycling Routes

Off-Road Cycling Routes




- - - Victor
- - - Kawa
- - - Signed Bike Route
- - - Paved Shoulder
- - - Buffered Paved Shoulder
- Facility Transition
- Crossing Improvement
- - - TMPU Trail Project
- - - Speed Reduction

Roads

- Local
- Arterial



Roads

-  Local roads
-  Arterial roads
-  Provincial Highways

Additional context

-  Provincial Parks
-  Conservation Areas
-  Urban Settlement Boundaries
-  Open Spaces (including Forest Tracts)
-  Waterbodies
-  Railways

-  Signed Bike Route
-  Paved Shoulder
-  Buffered Paved Shoulder
-  Facility Transition
-  Crossing Improvement
-  TMPU Trail Project
-  Speed Reduction

1:390,000

0 2 4 8 12 16 Kilometers

In-Boulevard Multi-use Paths

As illustrated on the mapping:



Description

In-boulevard bicycle-only facilities separated from roadway by a curb and buffer.
Can be one-way (unidirectional) or two-way (bidirectional)

Speed

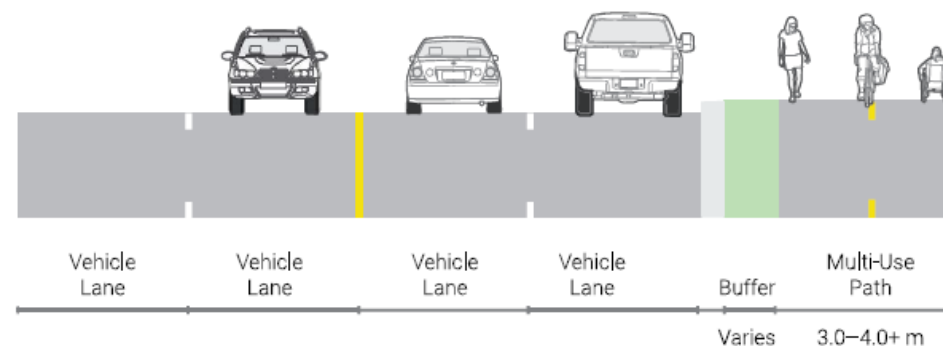
High (<40km/h)

Volume

High (<3000 vpd)

Other Considerations

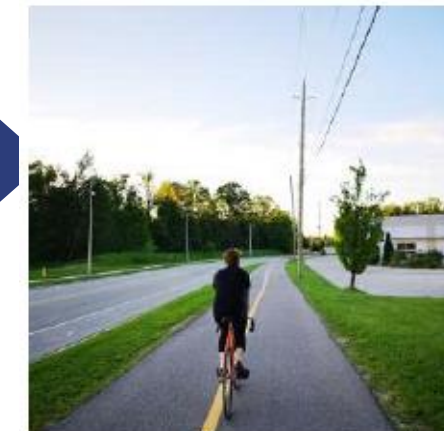
- > Primarily found on mobility or access roads including minor collectors, major collectors and arterials
- > Significant vehicular mix including trucks and buses with presence of bus stops along the corridor
- > Low to moderate pedestrian volumes
- > Appropriate in all locations where there is on-street parking present along the corridor
- > More appropriate when there are limited intersections and driveway crossings or low volume driveways or unsignalized intersections
- > Additional consideration of pedestrian and cyclist mix may require separation based on TAC guidance



Design Condition	Desired Width	Suggested Minimum
Low-to-moderate volume path (< 100 users/hour) ^a	3.5 m	3.0 m ^b
High-volume path (> 100 users/hour) ^a	≥ 4.0 m ^c	3.0 m ^b

Potential Buffer widths between the facility and roadway...

Facility Type	Posted Speed Limit	Desired Width (excluding curb)	Suggested Minimum (excluding curb)
One-way	≤ 50 km/h	0.6 – 1.0 m	0.3 m ^{a,b}
	60 km/h	1.5 – 2.5 m	0.6 m ^c
	≥ 70 km/h	Outside clear zone ^d	
Two-way	≤ 60 km/h	1.5 – 2.5 m	0.6 m ^{c,e}
	≥ 70 km/h	Outside clear zone ^d	



Signage & Pavement Marking

- > Shared pathway sign
- > Pathway organization sign
- > Yield to pedestrian sign
- > Pedestrian and bicycle crossing ahead sign
- > In-boulevard multi-use path pavement markings

Cycle Track

As illustrated on the mapping:



Description

In-boulevard facility separated from the roadway by a curb and buffer, shared by cyclists and pedestrians.

Speed

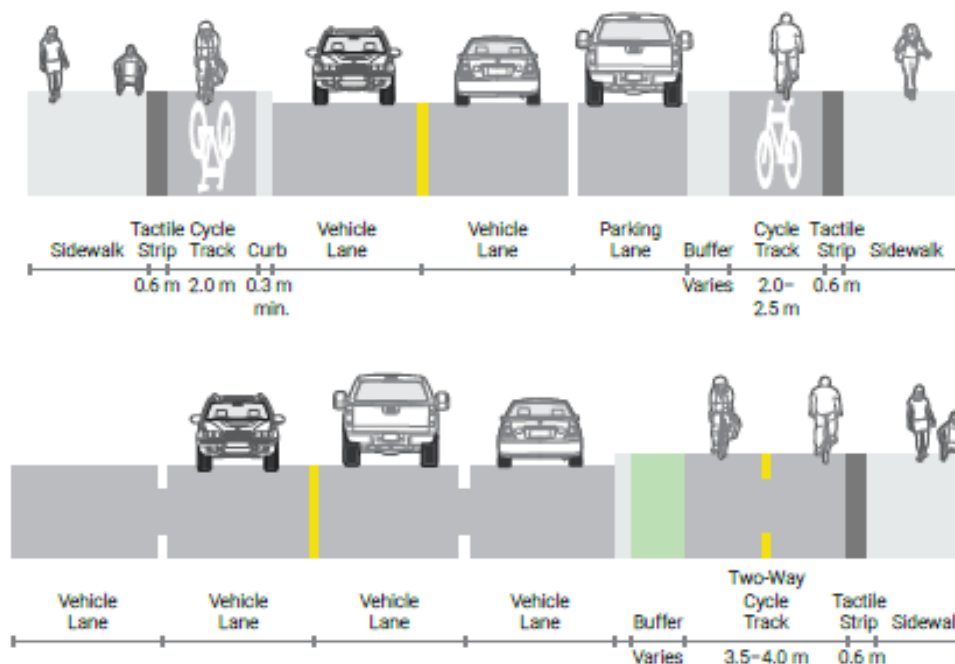
High (<40km/h)

Volume

High (<3000 vpd)

Other Considerations

- > Primarily found on mobility or access roads including minor collectors, major collectors and arterials
- > Significant vehicular mix including trucks and buses with presence of bus stops along the corridor
- > Low to high pedestrian volumes
- > Appropriate in all locations where there is on-street parking present along the corridor
- > Appropriate where there is the presence of intersections or crossings but requires some design adaptation in select locations
- > Should be two-way travel for cyclists within a corridor with options including one-way cycle track on each side, two-way cycle track on one or both sides or opposite one-way cyclist track



Signage & Pavement Marking

- > Bicycle lane pavement marking with optional directional arrow – reserved lane diamond is not required
- > Yellow centre line (for two-way cycle tracks)

Facility	Desired Width	Suggested Minimum
One-way Cycle Track	2.0 – 2.5 m ^a	1.5 m ^{b,c}
Two-way Cycle Track	3.5 – 4.0 m ^a	3.0 m ^c

Separated Bike Lane

As illustrated on the mapping:



Description

On road facility designated for exclusive bicycle use with a physical separation to separate cyclists and other vehicles

Speed

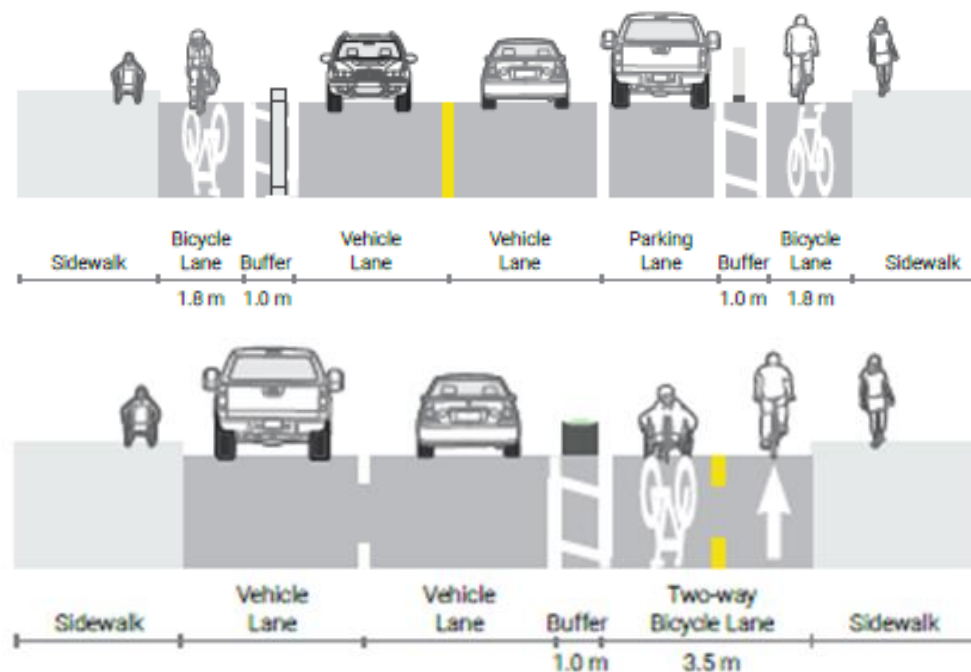
Moderate (40-60km/h)

Volume

Moderate (1,500 – 10,000 vpd)

Other Considerations

- > Primarily found on mobility or access roads including minor collectors, major collectors and arterials
- > Significant vehicular mix including trucks and buses with presence of bus stops along the corridor
- > Low to high pedestrian volumes
- > Appropriate in all locations where there is on-street parking present along the corridor
- > Appropriate where there is the presence of intersections or crossings but requires some design adaptation in select locations
- > Should be two-way travel for cyclists within a corridor with options including one-way cycle track on each side, two-way cycle track on one or both sides or opposite one-way cyclist track



Signage & Pavement Marking

- > Reserved bicycle lane sign
- > Reserve bicycle lane ahead sign
- > Turning vehicles yield to bicycles sign
- > Object marker sign
- > Bicycle lane pavement marking with optional directional arrow
- > Yellow Centre line
- > Painted buffer strip

Facility	Desired Width	Suggested Minimum
One-way Physically Separated Bicycle Lane	1.8 m ^a lane + 1.0 m buffer	1.5 m ^{b,c} lane + 0.3 m ^d buffer
Two-way Physically Separated Bicycle Lane	3.5 m lane + 1.0 m buffer	2.7 m lane + 0.3 m ^d buffer

Bicycle Lane

As illustrated on the mapping:



Description

On road facility designated for exclusive bicycle use through pavement markings and signage.

Speed

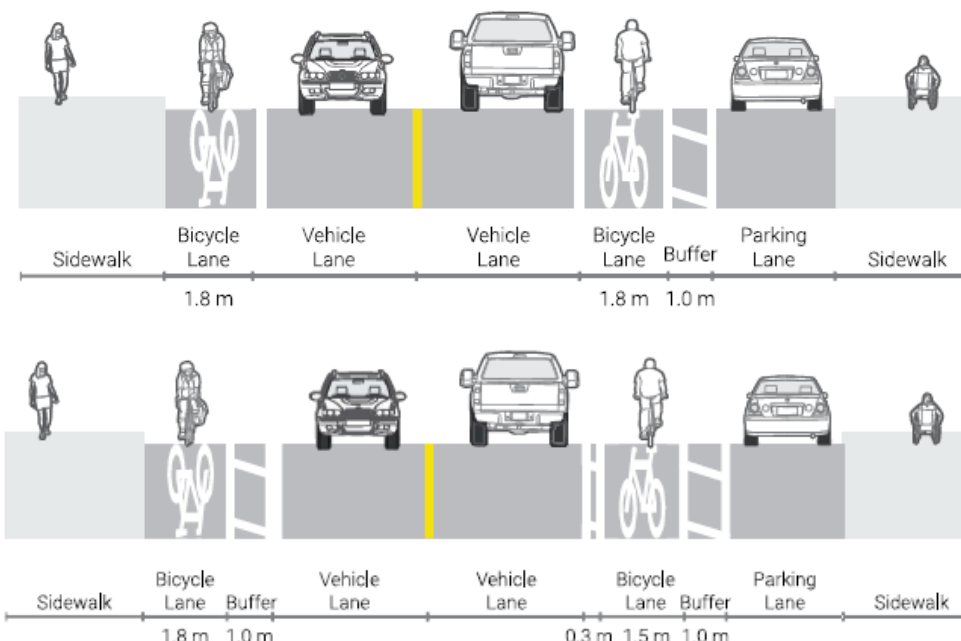
Moderate (40-50km/h)

Volume

Moderate (1,500 – 6,000 vpd) – dependent on context

Other Considerations

- > Primarily found on mobility or access roads including minor collectors with the potential to be included on access roadways depending on context
- > Minimal vehicular mix of buses and trucks not preferred
- > Low to high pedestrian volumes
- > On-street parking not preferred but could be context specific
- > Appropriate when there are limited intersections and driveway crossings or low volume driveway or unsignalized intersections
- > Bicycle lane alternatives include conventional bike lanes, buffered bike lanes with a painted line or contraflow bike lanes



Facility	Desired Width	Suggested Minimum
Conventional Bicycle Lane	1.8 m ^b	1.5 m ^c
Buffered Bicycle Lane	1.8 m lane + 1.0 m buffer ^a	1.5 m lane + 0.3 m buffer
Buffered Bicycle Lane adjacent to parking lane	1.0 m parking buffer + 1.5 m lane + 0.3 m buffer ^b	0.6 m parking buffer + 1.5 m lane



Signage & Pavement Marking

- > Reserve bicycle lane sign
- > Reserved bicycle lane ahead sign
- > Turning vehicles yield to bicycles sign
- > Bicycle lane pavement marking with optional directional arrows
- > Solid white edge line
- > Painted buffer strip

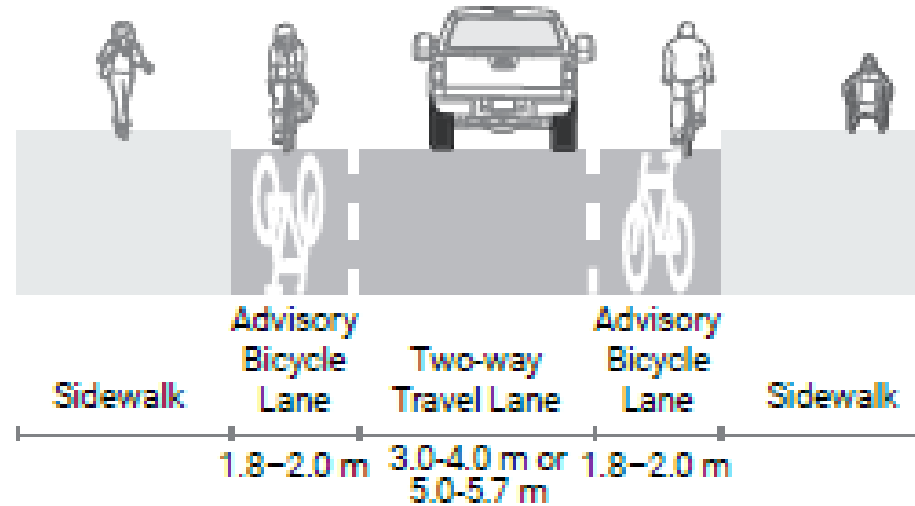
Advisory Bicycle Lane

As illustrated on the mapping:



Signage & Pavement Marking

- > Stopping prohibited sign
- > No parking sign
- > Dashed white bicycle lane line
- > Bicycle lane pavement marking with optional directional arrow and no diamond



Description

A shared roadway facility that visually delineates space for cycling with dashed outer lines.

Speed

Moderate (30-50km/h)

Volume

Low (1,500 – 6,000 vpd) – dependent on context

Other Considerations

- > Primarily found on access roads (local streets)
- > Not recommended for roadways with considerable vehicular mix including buses and trucks
- > Low to high pedestrian volumes
- > On-street parking not preferred but could be context specific and would be preferred for parallel parking with low turn over
- > Appropriate when there are limited intersections and driveway crossings or low volume driveway or unsignalized intersections
- > Can be implemented on urban or rural roadways. In rural areas implementation is recommended when sidewalks are present
- > Where there is on-street parking a buffer of 1.0m should be implemented to protect riders

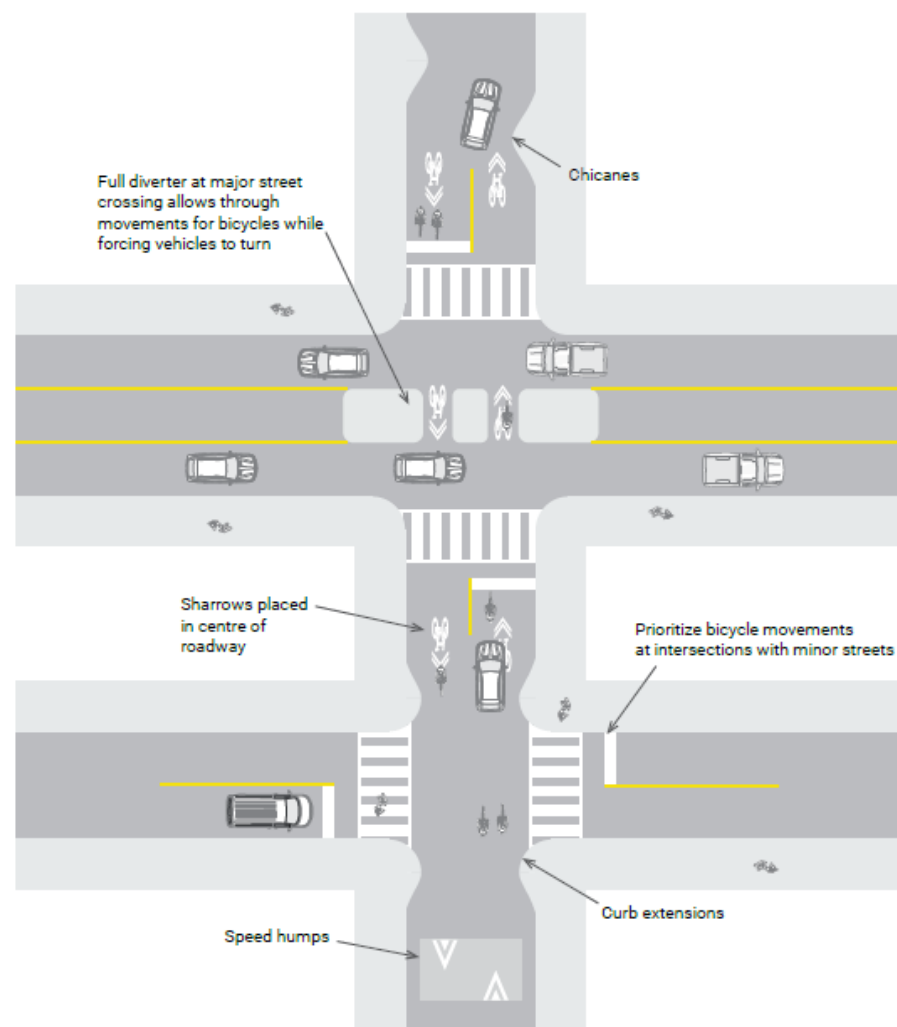
Facility	Desired Width	Suggested Minimum
Advisory Bicycle Lane	1.8 – 2.0 m ^a	1.5 m
Advisory Bicycle Lane adjacent to on-street parking ^b	1.8 m lane + 1.0 m buffer	1.5 m lane + 0.6 m buffer
Two-way Travel Lane	3.0 – 4.0 m or 5.0 – 5.7 m ^c	2.7 m

Neighbourhood Bikeway

As illustrated on the mapping:



Description	Streets that are designed to encourage bicycle activity through design elements where the space is shared by bicycles and motorized vehicles
Speed	Low (30km/h or less)
Volume	Low (1,500 – 3,000 vpd)
Other Considerations	<ul style="list-style-type: none"> > Primarily found on access roads (local streets) > Not recommended for roadways with considerable vehicular mix including buses and trucks > Low to high pedestrian volumes > On-street parking not preferred but could be context specific and would be preferred for parallel parking with low turn over > Appropriate when there are low volume driveway or unsignalized intersections > Design elements include: <ul style="list-style-type: none"> > Traffic reduction > Intersection treatments (bike boxes bicycle signals, cross-rides, etc.) > Priority > Speed management > Signs and pavement markings



Signage & Pavement Marking

- > Bicycle route marker sign
- > Share the road / shared use lane signs
- > Motor vehicle passing prohibited sign
- > Shared use land symbol



Paved Shoulders

As illustrated on the mapping:



Signage & Pavement Marking

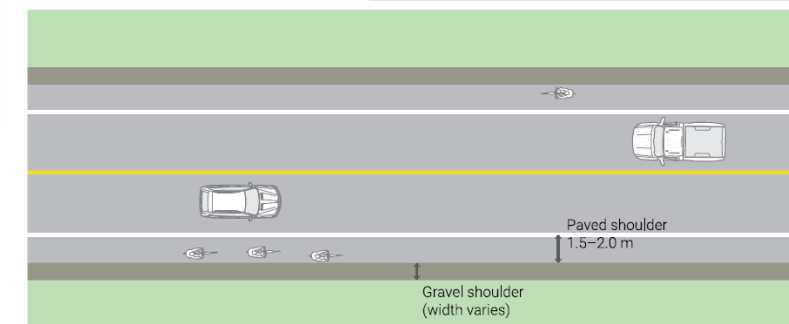
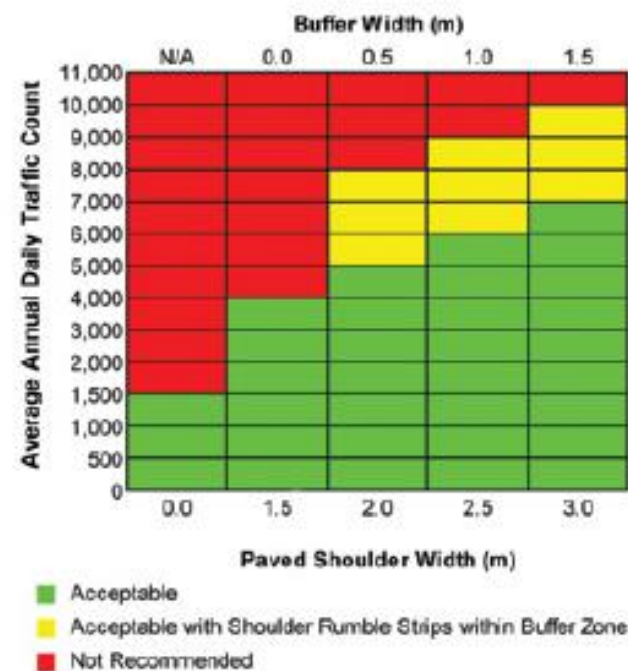
- > Bicycle route sign
- > Solid white edge line
- > Painted buffer strip

Description
A portion of the roadway outside of the traffic lanes that accommodates cyclists, pedestrians, and stopped motor vehicles. Considered “bicycle accessible” if they provide sufficient operating space and pavement markings.

Speed
Low (30km/h or less)

Volume
Low (1,500 – 3,000 vpd)

- Other Considerations**
- > Primarily found on access roads (local streets)
 - > Not recommended for roadways with considerable vehicular mix including buses and trucks
 - > Low to high pedestrian volumes
 - > On-street parking not preferred but could be context specific and would be preferred for parallel parking with low turn over
 - > Appropriate when there are low volume driveway or unsignalized intersections
 - > Design elements include:
 - > Traffic reduction
 - > Intersection treatments (bike boxes bicycle signals, cross-rides, etc.)
 - > Priority
 - > Speed management
 - > Signs and pavement markings



Facility	Desired Width	Suggested Minimum
Rural Paved Shoulder ^a	1.5 – 2.0 m ^b	1.2 m
Rural Paved Shoulder with Marked Buffer	1.5 – 2.0 m operating space + 0.5 – 1.0 m buffer	1.5 m operating space + 0.5 m buffer
Urban Paved Shoulder (Edge Line) ^c	≥ 1.5 m ^d	1.2 m

Walking Improvement Details

Refinements

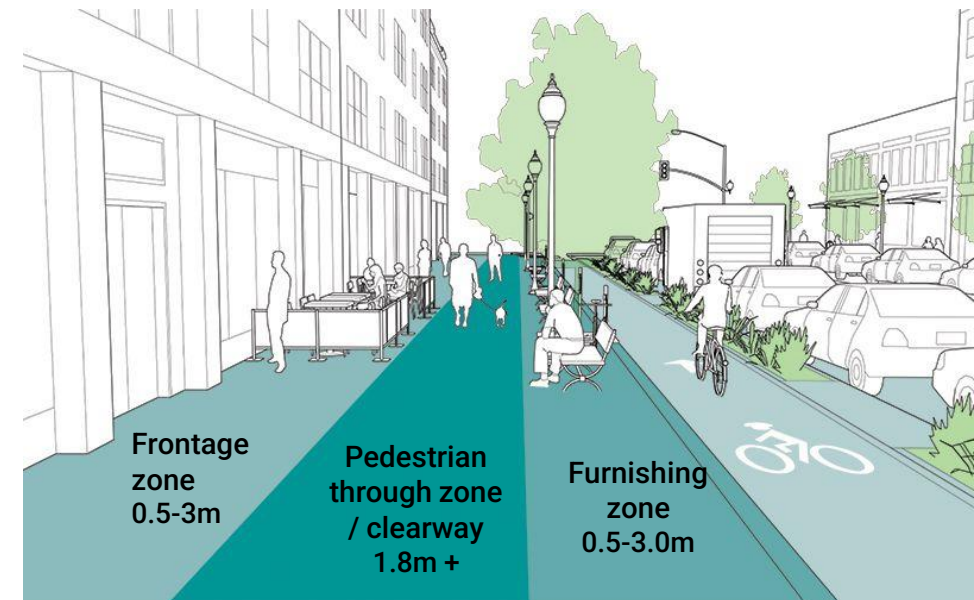
- > Additional investigation
- > Input from staff provided on feasibility
- > Input from task force as well as historical input from members of the public and stakeholders
- > Majority of the routes maintained
- > Minor revisions with some strategic enhancements to select corridors related to walkability improvements
- > Proposed walkability improvements serve as more of an inventory or assets and are not specifically addressed in the rural areas

Improvement Types

-  Sidewalks on one-side needed
-  Sidewalks on both sides needed
-  Walkability improvements recommended (e.g., sidewalk conditions, accessibility, amenities, etc.)
-  Traffic calming recommended (e.g., speed humps, curb extensions, narrower lanes, etc.)
-  Mid-block improvement / crossing opportunity
-  Intersection Improvement / crossing opportunity

Sidewalk Considerations

- > Provide sufficient space – 1.8m+ through zone recommended, wider in areas with many pedestrians
- > Provide sidewalks on both sides of the street where possible accommodating a range of pedestrian types and design needs
- > Add furnishing zone (buffer) where feasible, especially on busy streets
- > Ensure accessibility, including width, stable non-slip surfaces, accessible pedestrian signals, safety barriers, lighting, and tactile strips
- > Ensure pedestrian crossings are provided where connectivity is needed, including at intersections or strategic mid-block locations



Walkability Enhancements Overview

- > New sidewalks to fill gaps and create a more continuous experience
- > Wider sidewalks when not considering multi-use pathways
- > Increased separation between sidewalk and road (i.e. grass strip)
- > Accessibility improvements i.e. sensory strips
- > Amenities such as improved lighting, trees and vegetation, benches and other street furniture
- > Signage and wayfinding and other communication methods



Traffic Calming Overview

- > Speed humps/tables
- > Curb extensions (“bulb-outs”) or chicanes
- > Reduced speed limits
- > Mini-roundabouts / traffic circles
- > Narrowing of motor vehicle travel lanes / edge lines
- > Automated speed enforcement
- > Dynamic speed signs
- > Bollards



Speed hump



Curb extension / bulb-out



Mini-roundabout / traffic circle



Chicanes



Proposed Pedestrian Improvements

Lindsay



Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Golf courses
- Libraries/Museums
- Religious institutions
- Boat Launch/ Docking
- Cemeteries
- Victoria Rail Trailheads
- Bus stops
- Parks/ Open space
- Natural Area

Context

- Urban Settlement Boundary
- Waterways
- Woodlands

Existing Active Transportation (AT) Routes

- Sidewalks
- Bikelanes
- Off-road paths
- Lindsay Continuity Plan promoted AT route

Cycling touring routes

- Bobcaygeon connector
- Lindsay Woodville Loop
- High traffic cycling routes
- Secondary cycling routes

Previously Proposed Active Transportation (AT) Routes¹

- Lindsay Continuity Plan proposed AT route
- Planned sidewalk
- Planned multi-use path
- Previously proposed off-road path

Roads

- Local Roads
- Highways

Notes:

- 1. From the Lindsay Continuity Plan and development plans

Sources:
City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from Lindsay Continuity Plan, and detailed design drawings from Stewart C. McElroy and Associates Inc, Biglieri Group, D.G. Biddle & Associates Limited and Landscape Planning.

..... Sidewalk (one side)	Mid block Improvement
..... Sidewalk (both sides)	Intersection Improvement
Walkability Improve	Traffic Calming
TMPU Proposed Trail Project	

Proposed Pedestrian Improvements

Fenelon Falls



Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemeteries
- Victoria Rail Trailheads
- Parks

Context

- Urban Settlement Boundary
- Waterways

Existing Active Transportation Routes

- On-road route for the Victoria Rail Trail (Summer Route)
- Sidewalks
- Off-road paths

Cycling Touring Routes

- Fenelon Bobcaygeon Loop

Roads

- Local Roads

Sidewalk (one side)

Sidewalk (both sides)

Walkability Improve

TMPU Proposed Trail Project

Mid block Improvement

Intersection Improvement

Traffic Calming

Sources:

City provided GIS layers: Trails, parcels, urban settlement boundary, cycling routes, waterways, roads, destinations

Off-road paths in parks drawn in GIS from aerial imagery



Proposed Pedestrian Improvements

Bobcaygeon



Notes:

1. Proposed trail routes traced from detailed design drawings; cycling routes traced from Bobcaygeon Active Transportation Master Plan

Sources:
City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from detailed design drawings from Landscape Planning

- Sidewalk (one side)
- Sidewalk (both sides)
- Walkability Improve
- TMPU Proposed Trail Project
- Mid block Improvement
- Intersection Improvement
- Traffic Calming

Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemetaries
- Parks

Existing Active Transportation Routes

- Sidewalks
- Off-road paths

Cycling Touring Routes

- Bobcaygeon Connector
- Fenelon Bobcaygeon Loop

Previously Proposed Routes¹

- Cycling routes
- Off-road paths

Roads

- Local Roads
- Highways

Context

- Urban Settlement Boundary
- Waterways

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Network Next Steps

Part 1: Once the network has been confirmed...



Part 2: Once the plan as been implemented and a project proceeds...

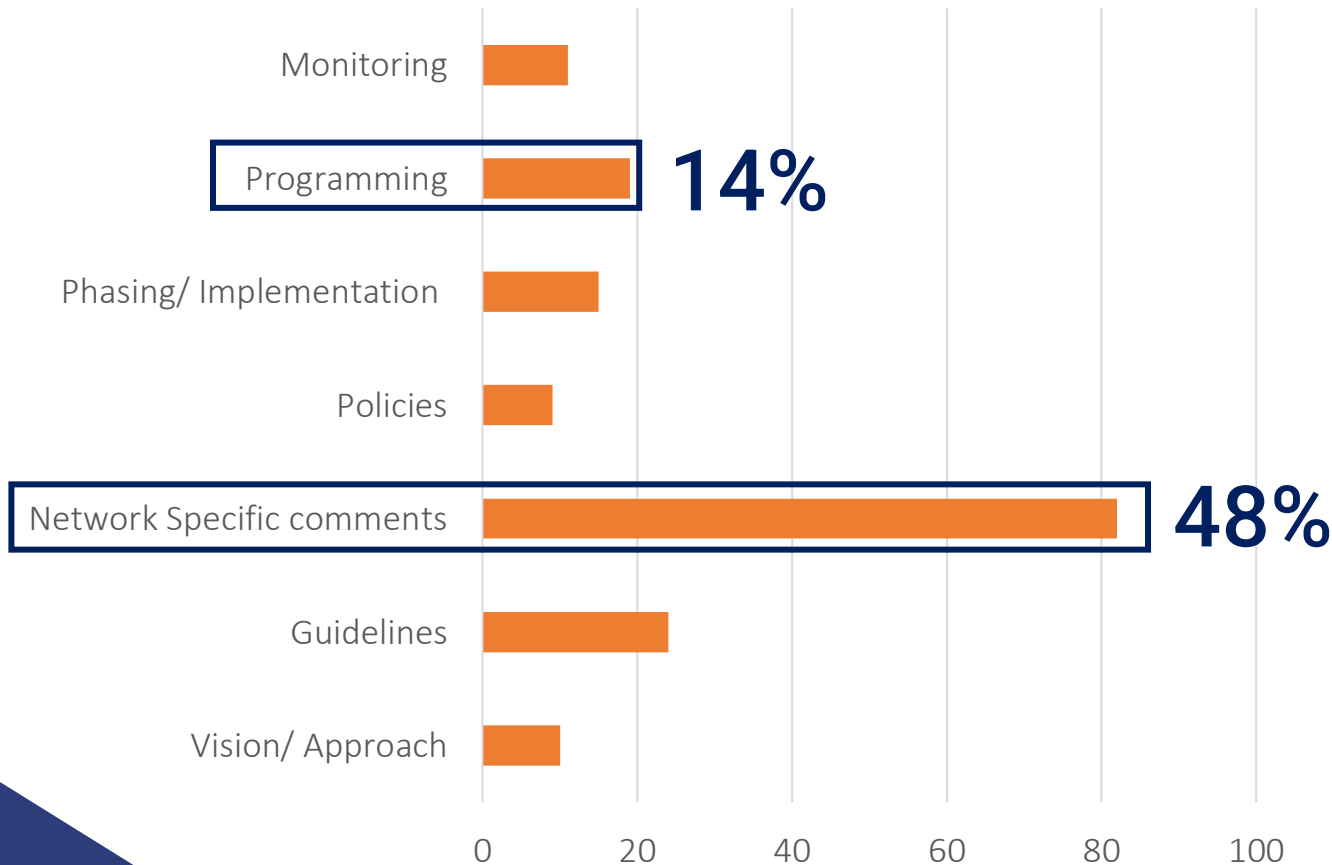




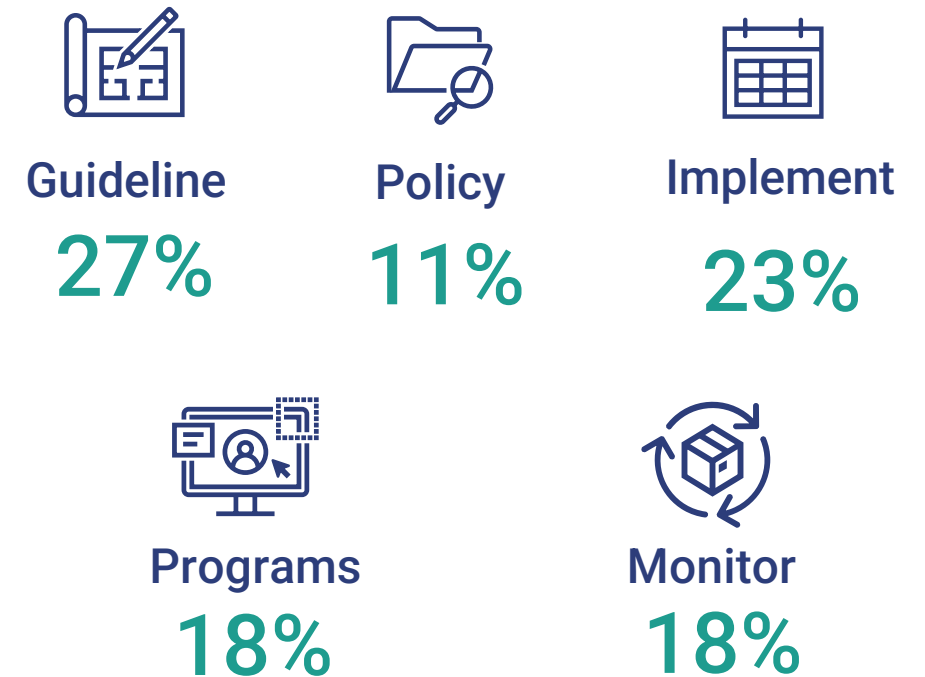
Part 3. ATMP Recommendations

What we heard & What was changed

Comments based on topic



Recommendations Created from Comments



Network-specific comments have been incorporated into the revised maps

GUIDELINE RECOMMENDATIONS

No.	Revised Recommendation	Timeline
1	The design guidance provided in the ATMP as well as other provincially accepted guidelines such as OTM Book 18 will be used as primary reference for all the AT infrastructure include road retrofits and new developments	
2	The City's development standards are to be amended to reflect acceptable active transportation facility design standards including the accommodation of both pedestrian and cycling infrastructure on all major arterials and collectors (1.5m minimum sidewalk on both sides and appropriate cycling infrastructure as per OTM Book 18).	
3	Where the desired active transportation infrastructure cannot be accommodated along the proposed corridor, traffic calming treatments and speed reducing to a minimum of 40km/h are to be implemented to improve active transportation conditions.	
4	The proposed ATMP routing and design solutions including recommended speed reductions on select streets should be reviewed in collaboration with the City's public works department with a focus on developing and implementing an urban area speed reduction campaign.	
5	Bicycle parking is to be implemented at all community destinations that encourage active transportation including libraries, schools, community centres, downtown nodes and bicycle hubs. Specific locations and parking alternatives are to be determined based on the guidelines provided in the ATMP.	
6	New recommendation: The selection of preferred and appropriate bicycle parking solutions in locations throughout the City should be guided by the ATMP bicycle parking design guidance as well as best and comparable practices.	
7	The active transportation network is to be used as the blueprint for the identification and design of on-road active transportation infrastructure with a focus on safe and comfortable connectivity between and around communities.	
8	The active transportation network is to be integrated and coordinated with the proposed trail projects and focus areas as identified in the City's Trails Master Plan 2022 to achieve seamless network connectivity and design.	
9	New recommendation: An assessment of parking needs within the built-up area is to be undertaken and where demand is not demonstrated, consideration should be given to reallocating the space to accommodate active transportation infrastructure.	
10	On all rural roadways a min. 1.5 m asphalt shoulder should be provided as part of road rehabilitation and reconstruction projects with a paved shoulder by-law developed and adopted to prioritize future implementation.	



Immediate



Alternate Timing



Requires investigation

GUIDELINE RECOMMENDATIONS CONT'D.

No.	Revised Recommendation	Timeline
11	Within the urban areas of the City, active transportation facilities should be constructed with asphalt or comparable surface treatment at the appropriate minimum width as per Ontario Traffic Manual Book 18 guidance. Sidewalks are to be consistently constructed using a cement treatment at a minimum 1.5m in width.	
12	Bicycle repair stations are to be implemented at bicycle hub locations as well as strategic community locations such as schools, downtown nodes and major / minor trailheads as identified through the Trails Master Plan update.	
13	City staff should allocate sufficient space to accommodate at least 2 bike corral stations within the downtown areas of Lindsay, Bobcaygeon and Fenelon Falls with the opportunity to expand into other communities if demand warrants.	
14	When active transportation routes and facilities are being implemented or intersections are being reviewed by City staff, every effort should be made to implement crossing enhancements that accommodate pedestrians and cyclists in a safe and comfortable manner consistent with OTM Book 15 and 12.	
15	When confirming the preferred design solution for active transportation projects long primary corridors, every effort should be made to design a fully separated facility as per the options and alternatives outlined Ontario Traffic Manual Book 18 and considerate of the context specific conditions.	



Immediate



Alternate Timing



Requires investigation

POLICY RECOMMENDATIONS

No.	Revised Recommendation	Timeline
17	A traffic calming policy is to be developed for both the urban and rural areas of the City and adopted through the City's transportation master plan to complement the ATMP network	
18	The active transportation network as adopted in the 2023 Active Transportation Master Plan is to be incorporated as a schedule as part of the City's Official Plan along with the necessary policy supports to ensure that the ATMP recommendations are reflected in higher level policy	
19	The active transportation network as adopted in the 2023 Active Transportation Master Plan is to be acknowledged and incorporated into the City's Transportation Master Plan with consistent recommendations	
20	Where possible, site plan requirements should include the consideration of and design for active transportation users with a focus on strategic place making within parking lots and in between buildings	
21	Applicable municipal guidelines, standards, and bylaws are to be reviewed and amended / updated to reflect the policy framework and suggested revisions as identified within the Active Transportation Master Plan	
22	The City should develop and adopt a complete streets policy or guide as they review and adapt road classifications to reflect changes in land use patterns and growth.	



Immediate



Alternate Timing



Requires investigation

IMPLEMENTATION RECOMMENDATIONS CONT'D.

No.	Revised Recommendation	Timeline
23	New Recommendation: Implementation of the AT network is to be monitored and updated relative to new development opportunities to ensure that the development approvals and site plan approval process incorporate active transportation features to the fullest extent possible.	
24	Planning and development are responsible for the coordination and implementation of the active transportation master plan and will meet annually with representatives from the community services department and public works to ensure that there is sufficient coordination between the functional transportation plans adopted by the City.	
25	New Recommendation: On an annual basis, City staff should seek the input of ATMP partners - as outlined in the partnership strategy - to discuss active transportation infrastructure, programming and maintenance priorities.	
26	New Recommendation: Active transportation priorities will be reviewed on an annual basis to determine which projects and programs are to proceed to implementation. Status updates and project recommendations will be summarized in an annual report to Council which will go forward at the same time as the report prepared for the trails master plan.	
27	New Recommendation: A dedicated staff person should be identified to support and coordinated the implementation of the ATMP starting with an existing staff member and expanding to 1.0 additional FTE in year two. Depending on the level of effort required to implement the plan this may increase to 1.5-2.0 FTE based on future assessment of need.	
28	A partnership strategy will be implemented to support and facility the implementation of the ATMP based on the guidance provided within the ATMP document related to appropriate roles and responsibilities	
29	Partnerships with key stakeholders and organizations that are in alignment with or support of active transportation should continue to be supported as part of enhanced community outreach.	
30	Within the Planning and Development Division capital budget a line item of \$500,000 be identified for the implementation of active transportation projects in addition to exploring external funding opportunities as provided within the ATMP	
31	Within the Planning and Development division operations budget, the line item for maintenance will be increased to \$200,000 with appropriate increases to the budget per annum based on km implemented.	



Immediate



Alternate Timing



Requires investigation

IMPLEMENTATION RECOMMENDATIONS CONT'D.

No.	Revised Recommendations	Timeline
32	Within the Planning and Development Division capital budget a line item of \$50,000 be identified for the implementation AT related education and encouragement strategies with the potential to increase to \$100,000	
33	New Recommendation: Municipal staff should annually explore external funding options and alternatives at the federal and provincial level to determine if there are opportunities to secure monies to support the implementation of the ATMP beyond municipal monies.	
34	New Recommendation: Donations to support the implementation of the ATMP should be encouraged from community groups and members with the potential for a dedicated account to monitor and track annual donations aligned with municipal planning and budget decision making	
35	New Recommendation: The proposed phasing strategy as identified in the ATMP is to be used as the primary reference by City staff to determine annual active transportation projects and priorities and is to be reviewed and updated every 5 years.	



Immediate



Alternate Timing



Requires investigation

PROGRAM RECOMMENDATIONS

No.	Revised Recommendation	Timeline
36	The City should provide additional support and maintenance of the existing Bike Share program within the City's urban and built-up areas in partnership with the community groups and external organizations that are responsible for implementation and management.	
37	The Planning and Development division will support the implementation and coordination of AT related education and outreach programs based on the recommended educational strategy outline within the ATMP	
38	Programming will be developed and implemented based on a series of target audiences, including a focus on youth and seniors to support a greater degree of culture shift towards active modes.	
39	Active Transportation promotional materials including hard copy mapping are to be updated on an annual or bi-annual basis to accurately reflect the existing active transportation facilities including coordination with the Parks and Recreation department to ensure both on and off-road opportunities are reflected	
40	New recommendation: The interactive online mapping system should be updated to reflect the existing active transportation and trails network and should continually be monitored and updated as projects are implemented or conditions change to ensure accuracy of information.	
41	A comprehensive wayfinding and signage strategy - that is integrated with the Trails Master Plan Update - should be undertaken by the City based on the loop routes identified by Kawartha Tourism and routing confirmed through the ATMP with a focus on the built-up areas	
42	An expansion to the Bicycle Friendly Businesses Program should be explored in partnership with Ontario by Bike and local businesses	
43	When appropriate the City should explore acquiring a Bicycle Friendly Community designation in partnership with Share the Road Cycling Coalition	
44	New Recommendation: the City in partnership with School Board and Public Health representatives should support the development of active and safe routes to school programs based on the framework provided in the ATMP with the intent of having one pilot program launched within the first year of ATMP implementation.	
45	New Recommendation: The programs and outreach strategies as identified in the ATMP are to be reviewed and prioritized by Planning and Development in partnership with Parks and Recreation with a minimum of one initiative being undertaken each year in collaboration with local agencies (including but not limited to public health), stakeholders and interests groups.	



Immediate



Alternate Timing



Requires investigation

MONITORING RECOMMENDATIONS

No.	Revised Recommendation	Timeline
46	The City of Kawartha Lakes Active Transportation Master Plan is to be revisited every 5 years and a report generated on the status of implementation and priorities for the next 5 years	
47	The proposed City-wide active transportation network is to be reviewed on an annual basis to determine if there are any updates needed such as additional connections or opportunities that are no longer considered feasible	
48	The City of Kawartha Lakes Active Transportation Task Force in partnership with City staff should undertake bi-annual walkability audits to inform sidewalk gap identification and the recommendation of local amenities to improve walkability Based on the confirmed framework identified through the ATMP	
49	City staff should ensure that there is appropriate understanding of the current guidelines and practices relative to active transportation by undertaking annual or bi-annual training provided by Ontario Traffic Council or other relevant organizations.	
50	New Recommendation: City staff are to utilize the minimum maintenance standards as the primary reference for the maintenance of active transportation facilities with additional consideration for the seasonal maintenance practices outline within the ATMP.	
51	New Recommendation: Review the online reporting tool to ensure that the maintenance issues portal can accommodate active transportation related issues or maintenance requests in a way that appropriately documents the issues.	
52	New Recommendation: Sidewalk maintenance should be a focus for the City improving and enhancing the maintenance practices prioritizing the maintenance of sidewalks on primary corridors and connections to the trial system.	
53	New Recommendation: The City should consider the primary routes identified as part of the ATMP network for enhanced winter maintenance based on the maintenance practices identified within the ATMP.	
54	New Recommendation: Unsafe active transportation (walking and cycling) practices are to be monitored and managed through an integrated enforcement program led by the City in collaboration with OPP and appropriate community partners.	



Immediate



Alternate Timing



Requires investigation

What will you see next?

Technical next steps

- Confirming the proposed network and design solutions
- Developing network phasing (over 3 horizons) and costing
- Confirming proposed ATMP recommendations and development of master plan content and supporting documents

Engagement next steps

- Host one-on-one interviews with key stakeholders
- Hold final engagement and outreach with the public over the summer
- Engagement with Task Force regarding master plan report content
- Engagement with internal staff and senior leadership regarding the ATMP recommendations and report
- Final presentation to Council



Thank you,
Questions?