

Preliminary Kawartha ATMP Recommendations

Date updated: 07.26.23; Updated by: C. Basinski



Indicates a priority recommendation as discussed at the task force meeting; critical to the success of the ATMP

Immediate

Recommendations that can be implemented once the plan has been adopted

Alternate Timing

Recommendations which can be implemented once other initiatives or work has been completed

Requires Investigation

Recommendation which require additional research/review to be undertaken to confirm next steps

Guidelines

	Revised / Refined Recommendation	Timeline
1	The design guidance provided in the ATMP as well as other provincially accepted design guidelines such as OTM Book 18 will be used as the primary reference for all AT infrastructure include road retrofits and new developments.	
2	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, park spaces, downtown nodes and bicycle hubs. Specific locations and parking alternatives are to be determined based on the guidelines provided in the ATMP.	
6	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	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.	
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	Allocate sufficient space to implement 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.	

Policies

Revised / Refined Recommendation		Timeline
16	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	
17	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	
18	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 or additional information to support and facilitate the implementation of traffic calming and similar road conditions features.	
19	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	
20	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	
21	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.	
22	Emerging and complex policy topics such as e-mobility should continued to be monitored and discussed by the City and its partners to continually adapt and address policy concerns and opportunities.	

Implementation

	Revised / Refined Recommendation	Timeline
23	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 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	On an annual basis, seek the input of ATMP partners - as outlined in the partnership strategy - to discuss active transportation infrastructure, programming and maintenance priorities.	
26	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	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 Engineering 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 Public Works 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.	
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	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	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	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.	

Programming

Revised / Refined Recommendation		Timeline
36	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	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	Explore acquiring a Bicycle and / or Walk Friendly Community designation in partnership with Share the Road Cycling Coalition and other applicable organizations	
44	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	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.	

Monitoring

Revised / Refined Recommendation		Timeline
46	The 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 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	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	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	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	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	Sidewalk maintenance should be a focus to improve and enhance the maintenance practices prioritizing the maintenance of sidewalks on primary corridors and connections to the trial system.	
53	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	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.	
55	The existing Kawartha Lakes touring cycling routes should continue to be monitored and when appropriate updated based on public and stakeholder input if they are not identified as part of the ATMP network.	