



Community Action Plan

City - County of Peterborough



City - County of Peterborough



8-80 Cities (Formerly Walk and Bike for Life)

8-80 Cities is a Canadian based non-profit organization with an international outlook. Our goal is to contribute to the creation of vibrant cities and healthy communities, where residents live happier and enjoy great public places. Our name 8 - 80 Cities reflects our commitment to contribute to the creation of cities that are great for everyone. If every decision that we make related to our cities had as common denominator to make it fantastic for the 8 year old and the 80 year old then we would end up with a city that is great for all.

8-80 cities promotes walking and bicycling as activities and urban parks, trails and other public spaces as great places for ALL. These activities and public spaces improve our environment, advance economic development, boost and complement our transportation systems, make better recreation for all, and enhance our personal and public health. We believe safe walking and cycling infrastructure, and vibrant public places are key symptoms of a more people-oriented and socially equitable city. We are committed to empowering communities through community participation and education, thus providing them with the tools and support to advocate for improved public spaces and pedestrian and bicycling facilities.

Biography: Gil Penalosa, Executive Director, 8-80 Cities (formerly Walk and Bike for Life)



The Community Action Plan project is the brainchild of 8-80 Cities Executive Director, Gil Penalosa. A leading executive and urban strategist with years of public and private sector senior managerial experience, Gil is celebrated around the world for his ability to create walkable, bicycle-friendly communities with healthier, happier residents.

Gil is perhaps most famous for his achievements during his tenure as Commissioner of Parks, Sport and Recreation for the city of Bogotá, Colombia. In Bogotá, a metropolis of 7 million people, Gil led his team to design and build over 200 parks, of which the best known is the Simon Bolivar (360 hectares/899 acres).

Under Gil's leadership, Bogotá was revolutionized through the opening of 91 kilometres of car-free city roads on Sundays. These Sundays are now known as the Ciclovía, where over 1.5 m people come out weekly to walk, run, skate and bike. The Ciclovía model has captured imaginations globally and is emulated in cities large and small.

Because of his uniquely effective blend of pragmatism and passion, Gil's leadership has been sought out by many organizations. Gil works as Director of Healthy Places Initiatives with NYC's Project for Public Spaces and as Senior Consultant for the renowned Danish firm Gehl Architects. He serves on the Boards of Directors of American Trails, City Parks Alliance, International Sport and Culture Association, as well as on Advisory Committees of America Walks, Green GTA and WalkON.

Gil is a much sought after international speaker and consultant. In his presentations and workshops on creating better communities, Gil demonstrates how walking and bicycling, and parks and trails, can promote economic development, environmental sustainability, public health, efficient transportation, and recreational opportunities for all people, regardless of social status or physical ability.

Gil holds a Master in Business Administration degree from UCLA's Management School. He lives in Ontario, Canada and enjoys outdoor activities with his wife and their three children.



Peterborough County-City Health Unit

The Peterborough County-City Health Unit has over 120 staff who deliver public health programs and services to the residents of the Peterborough region including two First Nations communities. Their aim is to improve and maintain the health of the population; reduce disparities in health across the province; prepare for, and respond to, emergencies and outbreaks of disease; and enhance the sustainability of the health care system.



Health for Life

Health for Life is a partnership of agencies and individuals from the City and County of Peterborough. They are committed to reducing chronic diseases in their community, including heart disease, stroke, cancer, diabetes, and osteoporosis.

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How to use this document



Forward

January 11, 2010

Our region is recognized as an active and enjoyable place in which to live.^{1,2} In the City of Peterborough, we have many beautiful trails, great parks and a vibrant downtown. The County of Peterborough includes many opportunities for outdoor recreation in all seasons. Health for Life hopes to build upon these strengths to create a health community for all residents.

Health for Life is a chronic disease prevention coalition. In 2008, we identified the complete community model as a framework for planning our health promotion strategies. This resulted in the creation of the Moving and Playing Working Group tasked with the role of increasing awareness and support for creating a built environment that supports healthy living. We focus our efforts on decreasing our community's dependence on the single-occupant motor vehicle and increasing opportunities for physical activity for low income residents.

In 2009, the Moving and Playing Working Group were pleased to host Gil Penalosa and Amanda O'Rourke from 8-80 Cities for two days at the end of September. Our guests shared their extensive knowledge of walkable communities from around the globe. They collected ideas and insights from local residents at events held in the City and in the County. Older residents, youth, and other concerned citizens participated in discussions with Gil and Amanda. The results of these sessions were recorded and are presented in this report.

The Moving and Playing Working Group hopes that this document encourages residents and local leaders to consider how we can enhance local resources and build a sustainable, healthy future for our community together.

Yours,
Ellen Stewart, Chair
Moving and Playing Working Group – Health for Life

¹ Wedley, B. The city that walks. Peterborough Examiner. Retrieved January 11, 2010 from <http://www.thepeterboroughexaminer.com/>

² Peterborough City and County ranked as the most active region in the province and has Ontario's highest rate of breastfeeding duration according to the Initial Report on Public Health released August 21, 2009 by the Ontario Ministry of Health and Long Term Care (MOHLTC). Available from <http://www.health.gov.on.ca/>

This report has been created by **8-80 Cities** as a tool for the residents of Peterborough to advocate for the change they wish to see in their community. It is meant to serve as a resource for everyone, including citizens, decision-makers, municipal staff, and anyone interested in creating a more people-oriented Peterborough (County and City).

The recommendations presented in this report represent the opinions and ideas of Peterborough City-County residents who participated in the various Community Action Plan sessions facilitated by 8-80 Cities in September 2009.

The overall goal of this report is to generate action. This is neither an academic exercise nor a document that is meant to sit on a shelf. We hope that this report provides the resources, persuasive arguments, and clear examples that are needed to implement the community recommendations.

We also see this as a "living document" that evolves over time. The recommendations presented here are a picture of what Peterborough City-County residents indicated as a priority for action. We are sure that there are many more priorities that will arise over time. This is the start of a community building process, not an end.

Executive Summary



The County of Peterborough and its urban centre- the City of Peterborough, are located in the east central area of Ontario. Peterborough City-County is also part of the Greater Golden Horseshoe of Southern Ontario, one of the most rapidly growing regions in North America. Located on the north eastern edge of the GGH, Peterborough is unique among regions in this area, having a much lower commuting population and experiencing a more self-contained local/regional economy. With its many lakes and beautiful landscapes, Peterborough also attracts many people from the Greater Toronto Area who wish to indulge in summer cottages or recreational activities.

There are many characteristics of this area that make it an ideal community for walking and cycling. The median commuting distance in the City of Peterborough is only 4.2 km yet 82% of commuters use a car to get to work. Peterborough also has a high senior population (19%) and 12% of the population does not have access to a vehicle. The City is also quite compact and dense which creates ideal distances for walking and cycling. The City and County is growing in population (19% and 12% respectively by 2031) which represents a tremendous opportunity to guide future development. With the proper pedestrian and cycling infrastructure, Peterborough has tremendous potential to become a more walkable, bikeable, and people-oriented community.

On Wednesday September 30th, 2009 members of the 8-80 Cities team facilitated a full day workshop to gather ideas from stakeholders on how to improve the overall walk-ability, bike-ability, and quality of life in the City of Peterborough. That afternoon, 8-80 Cities also met with members of the Mayor's Youth Council and in the evening held a Community Forum open to the public. 8-80 Cities also facilitated a smaller workshop for the County of Peterborough on Thursday October 1st. Recommendations distilled from the discussions, surveys, Group Activity Sheets and group presentations from the various sessions are compiled and summarized in the "What You Said" section of this report.

Key recommendations from the City of Peterborough included improving the techniques of snow removal on sidewalks and bike lanes, implementing Car-Free Sundays, ensuring that cars do not park in bike lanes, and incorporating a Complete Streets Policy into the planning of new streets and reconstruction of existing streets.

Key recommendations from the County of Peterborough included integrating pedestrian and cycling trails and routes into the County's planning procedures, building the Bridgenorth trail according to plans, and implementing Community Improvement Plans throughout the county.

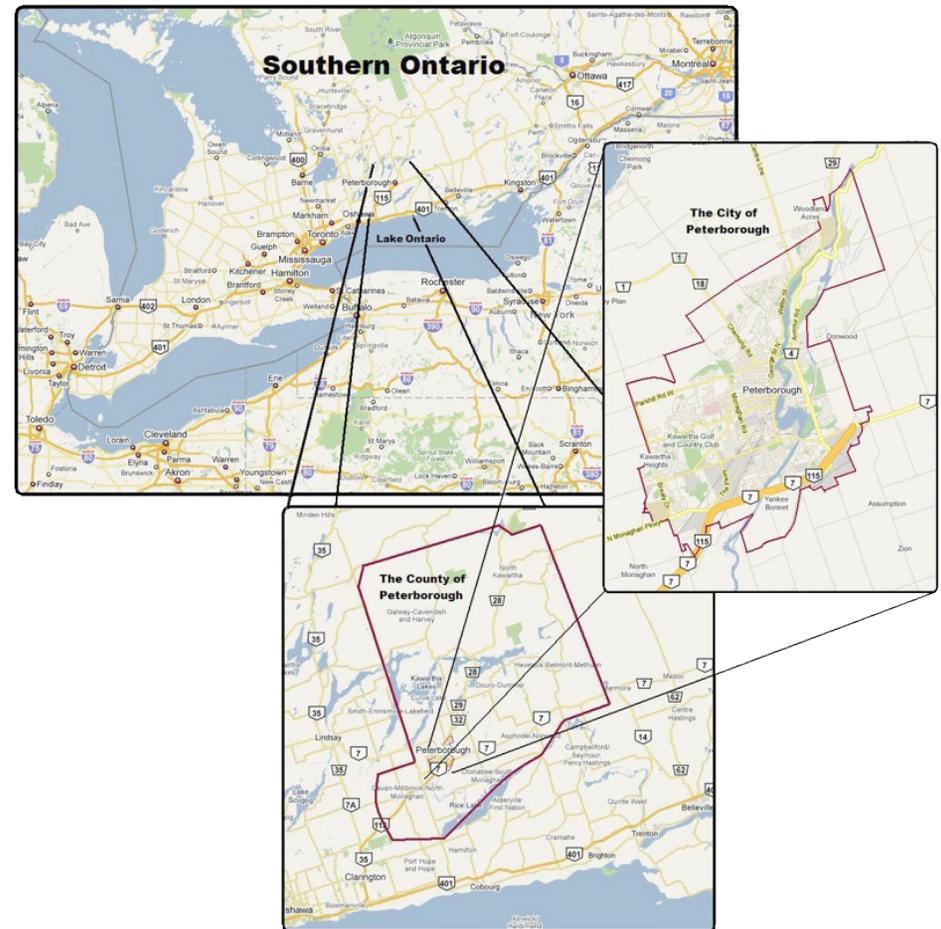


Figure 1: Map of the City and County of Peterborough. Peterborough is located in the central east area of Ontario.



The City of Peterborough

On the Trent-Severn Waterwayⁱ
South-western part of the Peterborough County

Area characteristics

38 km of formal multi-use trails

Population in the City of Peterborough: 74,898

Population density per square kilometre: 1,282.6

Population change 2001-2006: 4.8% (lower than Ontario)ⁱⁱ

Population Projection: 2031: 88,000ⁱⁱⁱ

Trent University students:

6,007 full-time; 1,341 part-time^{iv}

Fleming College students:

5,000 full-time; 10,000 part-time^v

7,750 students move into the City during the school year

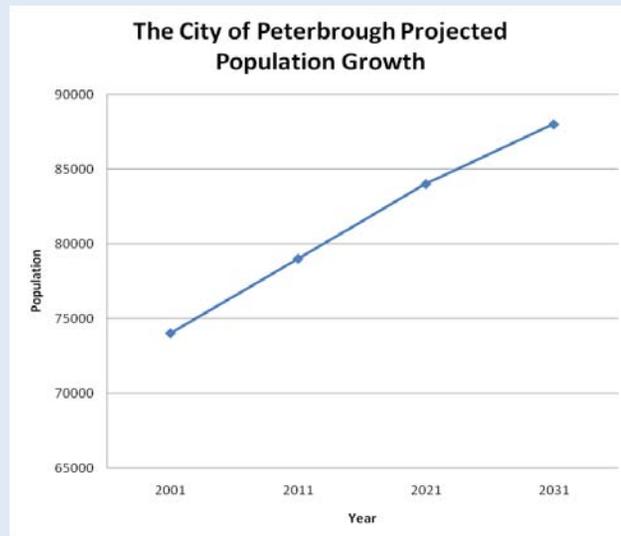


Figure 2: Graph depicts the growth of the population of The City of Peterborough from 2001 to 2031. There was a 19% change.



Jackson Park in Peterborough.



Riverview Park and Zoo Playground in Peterborough



Pertinent Statistics:

- 74% of the employed labour force live and work in the city
- 12% households do not have access to a vehicle
- Median commute: 4.2 km^{vi}
- 19% population are seniors^{vii}

The City of Peterborough Mode Share

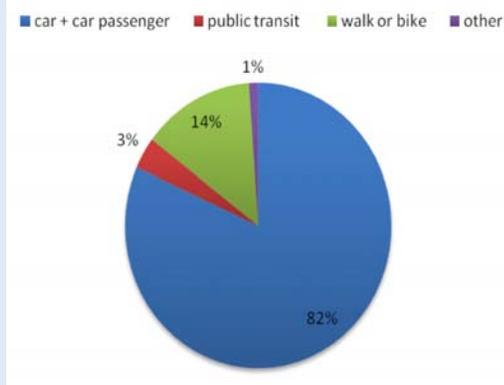


Figure 3: Graph depicts the percentage of commuters who walk, bike, take transit and drive.

Various projects underway:

- Airport development³
- Central Area Master Plan**⁴
Supporting plan for the Official Plan which elaborates on commercial land use policies
- Charlotte Street Streetscape
- Growth Plan for the Greater Golden Horseshoe**⁵
Peterborough plans for the effects of the Greater Golden Horseshoe Growth Plan
- Lily Lake Functional Planning⁶

Little Lake Master Plan⁷

A plan to improve and better connect the existing route around Little Lake in the City of Peterborough.

Morrow Park Master Plan⁸

Retail Market Analysis⁹

Urban Forest Strategic Plan¹⁰

Transportation Plan¹¹

Review in 2009

Sidewalk Strategic Plan¹²

Identifies and constructs sidewalks where need throughout the city based on demand.

³ For more info: www.peterborough.ca/Assets/Documents/Planning/Ongoing+Planning+Studies/Airport+Development+Business+Case/Airport+Development+Business+Case.pdf

⁴ For more info: www.peterborough.ca/Assets/Documents/Planning/Ongoing+Planning+Studies/Central+Area+Master+Plan/Central+Area+Master+Plan+Final+Report.pdf

⁵ For more info: www.peterborough.ca/Business/Planning/Ongoing_Planning_Studies_Applications/Official_Plan_Amendment_No_142_Growth_Plan_for_the_Greater_Golden_Horseshoe.htm

⁶ For more info: www.peterborough.ca/Business/Planning/Ongoing_Planning_Studies_Applications/Lily_Lake_Functional_Planning_Study.htm

⁷ For more info: www.peterborough.ca/Business/Planning/Ongoing_Planning_Studies_Applications/Little_Lake_Master_Plan_-_Project_Summary.htm

⁸ For more info: www.peterborough.ca/Business/Planning/Ongoing_Planning_Studies_Applications/Morrow_Park_Master_Plan.htm

⁹ For more info: www.peterborough.ca/Assets/Documents/Planning/Ongoing+Planning+Studies/Retail+Market+Analysis/Retail+Market+Analysis+Report.pdf

¹⁰ For more info: www.peterborough.ca/Business/Planning/Ongoing_Planning_Studies_Applications/Urban_Forest_Strategic_Plan.htm

¹¹ For more info: www.peterborough.ca/Assets/Documents/Transportation/2002+Transportation+Plan.pdf

¹² For more info: www.peterborough.ca/Assets/Documents/Transportation/Sidewalk+Strategic+Plan.pdf



The County of Peterborough

3805 km²

Central East Ontario ^{viii}

Area characteristics: 134 lakes ^{ix}

County of Peterborough is made up of:

8 townships

Asphodel-Norwood

Cavan Monaghan

Douro-Dummer

Galway-Cavendish-Harvey

Havelock-Belmont-Methuen

North Kawartha

Otonabee-South Monaghan

Smith-Ennismore-Lakefield

2 First Nations communities

Hiawatha

Curve Lake

The City of Peterborough

Population in the County of Peterborough:

133, 080

Population density per square kilometre:

35 (higher than Ontario)

Population change 2001-2006: 5.7%

(lower than Ontario) ^x

Population Projection: 2031: 147, 000 ^{xi}

Seasonal population increase in the County (summer homes): 30,000 (estimated) ^{xii}

36% of households are seasonal cottages:

11,264 cottages in the county in 1999 ^{xiii}

The County of Peterborough Projected Population Growth

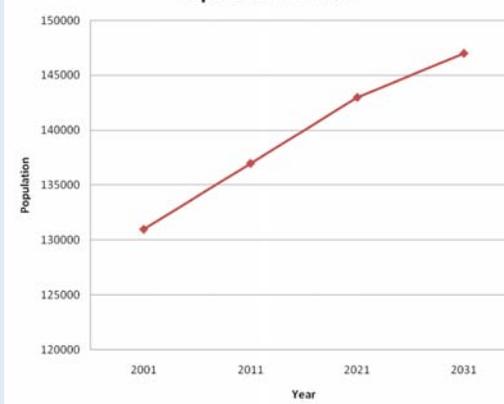


Figure 4: Graph depicts the growth of the population of The County of Peterborough from 2001 to 2031. There was a 12% change.

75% of the employed labour force in the County of Peterborough live and work in city

19% population are seniors ^{xiv}

The County of Peterborough Mode Share

■ car + car passenger ■ public transit ■ walk or bike ■ other

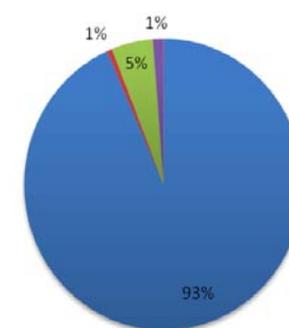


Figure 5: Graph depicts the percentage of commuters who walk, bike, take transit and drive.

City and County of Peterborough Health Indicators:

Peterborough: over 40% of the population would be considered inactive (statistically significant higher than provincial rate of physical activity) CCHS Survey (2005) found that participation in physical activity was highly correlated with household income. ^{xv}

Chapter 1

Key Concepts for Creating People-oriented Communities

Walking and Bicycling



Introduction

A city is only a means to a way of life. If we choose to plan and design our cities for people, we must do it in a way that maximizes people's happiness and quality of life. For decades, city planning has been focused on cars' mobility. A human-scaled approach to planning recognizes the benefits to providing safe and convenient facilities for people to walk and bike as a means of transportation and recreation. This approach also emphasizes the importance of parks, trails, and public spaces as great places for interaction and community cohesion.

Walking and bicycling: More than just fun and games

It would be easy to write a laundry list of the perfect conditions needed to make the case for active transportation. These could include; increased public concern and awareness about environmental degradation, climate change, a global economic crisis, an obesity epidemic, and worsening traffic congestion. Today, all of these conditions exist, creating a perfect storm of challenges that make investing in safe and convenient walking and bicycling facilities a relevant solution to many of today's problems.

8-80 Cities has developed the EARTH umbrella concept, which represents a shelter from the storm of challenges we are facing today and describes the numerous benefits of walking and bicycling in detail.

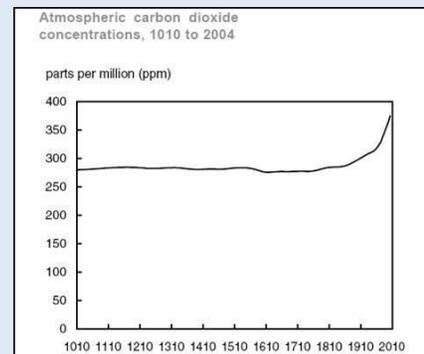
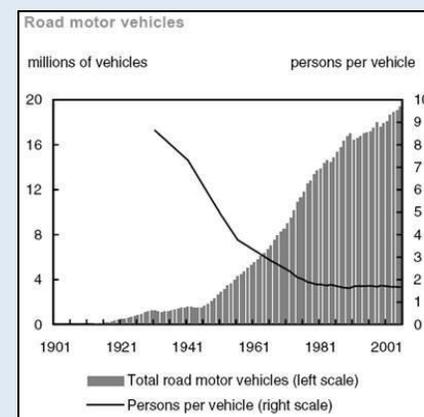


The EARTH concept

Environment

Only a few years ago scientists questioned the very existence of human-induced climate change. Now there is general agreement within the scientific community that global atmospheric concentrations of greenhouse gases such as carbon dioxide have increased markedly as a result of human activities, particularly through the use of fossil fuels and land use change.^{xvi} In 2004, emissions from the transportation sector accounted for 25 per cent of all the greenhouse gases (GHGs) emitted in Canada. Private vehicles alone (passenger cars and trucks) account for over 11 per cent of total GHG emissions. With such a significant portion of our emissions released through transportation, moving toward more sustainable transportation options such as public transit, bicycling, and walking could drastically reduce Canada's carbon footprint.

Shifting away from private car use and toward non-motorized forms of transportation is less daunting than one might think. Research shows that a large percentage of trips made by car are within walking and bicycling distance. Metrolinx, the regional transportation authority in the Greater Toronto and Hamilton Area (GTHA), reported in 2008 that 40 per cent of the total trips taken across the GTHA were within biking distance (under 5 km) and 17 per cent were within walking distance (under 2km).



The number of motor vehicles on the road has increased sharply in the last 30 years, as the number of people per vehicle has decreased. A dramatic rise in Carbon Dioxide, the most prevalent Greenhouse Gas, has accompanied this trend.

The EARTH concept



Economic Activity

In the 19th century, wealth was measured in terms of land, making land the most valuable of any asset. By the 20th century the market's focus had shifted to capital. Today, knowledge is at the heart of the economy. Attracting and retaining highly educated, creative people is the greatest challenge facing cities in the 21st century.

In an ever-more globalized world, the most skilled people – be they carpenters, artists or doctors – can live anywhere they choose. Why live in Peterborough and not Vancouver, Paris or Sao Paulo? A walk-able, bike-able community is a critical factor in creating lively, attractive neighbourhoods, and quality of life has become a main element of economic competitiveness.

Mercer's Quality of Living survey, used by thousands of companies to decide where to locate their offices, recognizes the importance of active transportation. Pedestrian and bicycling facilities positively influence 5 of the 10 categories used in the survey to determine the best places to set up a business.¹³

Vibrant commercial districts, and the small businesses which populate them, rely heavily on foot traffic. Walkable, bikeable neighborhoods are safer, more attractive, and more pleasant to shop in. Traffic calming is so good for business that business owners in affected areas often go from initial fear over the loss of parking to passionate support for further traffic calming, both in their own neighborhood and others.^{xvii}

Have you ever heard anyone return from a vacation in Paris and talk about how beautiful the highways were?

Great public spaces, pedestrian plazas, parks and trails attract tourists and generate economic activity. Tourism is a billion dollar industry. In 2007, tourism in Canada generated \$19.7 billion in government revenue alone.^{xviii} The cities making the most of this service industry are inclusive of all types of people. Crucially, these cities recognize that tourists are primarily pedestrians. Increased investment in the unique beauty of Canadian cities through well-placed trails, parks and public spaces will add to the appeal – and bank accounts – of our neighbourhoods.

¹³ Categories positively affected by high quality pedestrian and bicycle infrastructure: Medical and Health Considerations (Air Pollution), Natural Environment (Climate), Public Services and Transit, Recreation (Sport and Leisure Activities), Socio-Cultural Environment (Limitation on Personal Freedom)



Local business owners in Copenhagen had a huge boost in economic activity from increased foot traffic after car dominated streets were replaced with pedestrian-only streets.

The EARTH concept



Recreation

In the year 1700, most physical activity took place in the workplace. In North America in 2008, only about five per cent of our physical activity takes place in the workplace, while recreational activities account for the highest percentage (Figure 6).

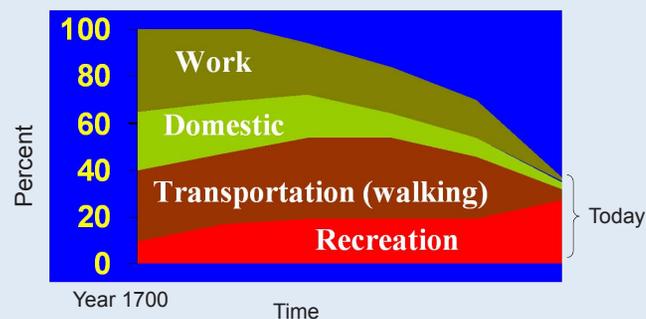


Figure 6: The ways in which we get our physical activity have changed drastically in the past 300 years, as recreation has come to play an increasingly important role in our lives and our physical health.

Walking, bicycling, and running are now some of the most popular forms of physical activities in the world.

In addition, current trends show that people are turning increasingly to unscheduled and unorganized activities such as walking and bicycling as a form of daily exercise. According to Statistics Canada's 2005 Community Health Survey, walking is by far the most popular form of physical activity in Canada, with bicycling places in the top five.^{xix} These activities are free of charge, enjoyable in groups or alone, and accessible to all ages. In order to build communities that fa-

Facilitate participation in these activities, it is important to provide city dwellers with the facilities that encourage spending time outdoors. Well-maintained and managed trails, urban parks and public spaces allow residents to enjoy, relax and take pride in their city.

In addition, more localized recreational facilities encourage more frequent use by community members because people have both a physical and mental connection to them. That is, these facilities are physically accessible to users through a short walk or bike ride and mentally connected to them as a result of frequent events, festivals and promotions. For example, you are probably more inclined to take your dog for a walk on a Thursday evening if you can walk to the nearby neighbourhood trail or park as opposed to driving to it. You may even be more inclined to take that walk if you can grab a coffee on your way, or if there are interesting things happening in and around the trails or park.

Recreation is something more than what people do on the weekend

By building and improving upon community trails, parks, greenways, and public spaces it can become part of people's daily routine and serve as a way to unwind, connect with nature, and to just have fun.



A functional and inviting public space provides a number of opportunities for different activities to take place; Portland, Oregon



Wading Pool; Portland, Oregon

The EARTH concept



Transportation

Transportation is about moving people, not about moving cars. Yet the way some North American cities have been built, it would appear the opposite is true. Thirty six per cent of Greater Toronto and Hamilton area residents do not have a driver's license.^{xx} To live up to the Canadian principles of equity and accessibility, our cities must be built to allow the mobility of those who cannot - or choose not - to drive.

Furthermore, providing safe, extensive infrastructure for cyclists and pedestrians has been proven to alleviate congestion. Such infrastructure paves the way for affordable, convenient transportation, which in turn can have a profound impact on the economy. Traffic congestion contributes to delays in moving goods, lost productivity and higher fuel costs. Congestion costs Ontario over \$5 billion in lost GDP every year.^{xxi}



Transportation infrastructure must be designed for the mobility of all users, not just drivers

Cities like Copenhagen and Amsterdam have invested heavily in bicycling infrastructure and have achieved significant results. In Copenhagen, bike mode share has gone from less than 10% in 1975 to 36% in 2004, outperforming automobile mode share.^{xxii} With 329 km of cycling tracks in place, Copenhagen has continuously been improving its infrastructure.^{xxiii} Furthermore, it recognizes that increasing active transportation use is a matter of planning-for-people and creating a cultural shift.

Health

Many Canadians today find themselves driving to the gym to walk on a treadmill. Meanwhile, 23 per cent of Canadians over the age of 18 are obese.^{xxiv} Obesity is at the root of a myriad of diseases and health problems, and inactivity is one of the major contributing factors to obesity. Sedentary living is creating a huge strain on our healthcare system and our wallets.

Today, health experts agree that 30 minutes of moderate physical exercise can cut vulnerability to heart disease in half, control blood pressure, and reduce cholesterol. Experts say that exercise also increases energy levels and improves moods, sleeping habits and digestion.^{xxv}

Building convenient and accessible pedestrian and cycling infrastructure makes it easier for physical activity to become a part of our daily routine.

A study from the American Journal of Preventative Medicine published in 2004 found that every additional hour spent in a car was linked to a six per cent increase in a person's chances of becoming obese. Conversely, each kilometer walked was linked to a 4.8 per cent decrease in the chance of becoming obese.^{xxvi}

Furthermore, as illustrated in *Figure 7*, obesity rates for several highly industrialized countries consistently drop when alternative forms of transportation, such as walking, cycling, and public transit are used.

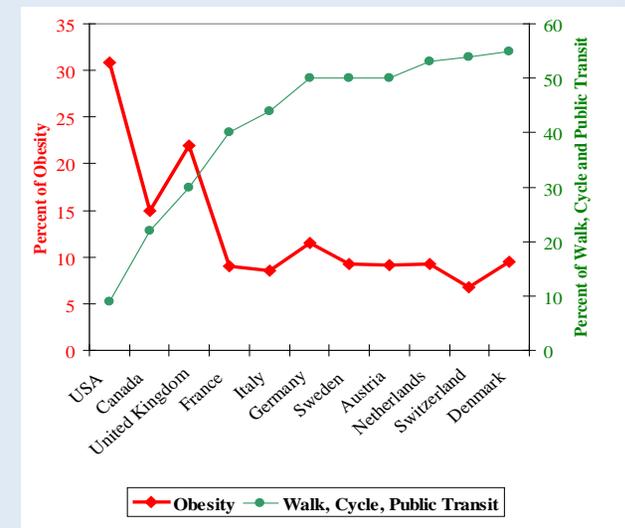


Figure 7: Obesity rates fall sharply with increased walking, bicycling and public transit use.

Trails & People



Trails and People: Making Connections between People and Places

Redefining the word TRAIL

Many communities in Ontario enjoy the benefits of an abundance of natural assets including the trails that take people along the many beautiful creeks, rivers, lakes, and other spectacular natural features that are characteristic of this province. Given these existing assets, there is tremendous opportunity to build on what we have in order to create trails and trail systems that are an integral part of the community, interwoven to its intimate fabric, connecting people who live, work, or play along their path.

Very often the word 'trail' resonates with a specific activity, be it cycling, walking, cross-country skiing, or hiking. At 8-80 Cities we see trails as all those things and more. Trails can be used as efficient modes of transportation as well as mechanisms for creating and connecting great public spaces. It is important to note the different needs of the different trail users. Recreational users enjoy the very curvy, winding paths that are often outside of the urbanized areas of the city and allow them to experience the natural beauty and green spaces. Transportation users, on the other hand, value straight corridors between places of origin and destinations in order to get to where they are going in the most efficient manner possible. An effective trail system is one that combines both of these types of trails. A network of trails across a city can become an excellent connector for a myriad of users across many diverse cultural, economic and social backgrounds.

Trails become more efficient as the connectivity increases. All too often we see trails that operate like sports arenas that are "drive-to" facilities. But why force people to drive to a trail to take a walk or to bike if we can build pedestrian and cycling connections to the trails within the communities. Many cities face the challenge of turning their patchwork of trails into a complete network. A successful network of trails has to connect a large portion of the population to many key destination points across the city. These destinations can include work places, schools, city centres, transport hubs, recreational areas, and many other great public places. One of the challenges that 8-80 Cities as well as many communities across Ontario are facing is creating a cultural shift in redefining the word 'trail' and incorporating it into the context of active transportation and vibrant city planning.

Minneapolis in the United States and Ottawa in Canada are examples of cities that have been able to create networks of trails that combine recreational and transport uses and link urbanized areas of the city to natural areas and green spaces across the city (see Toolkit for Minneapolis Case Study and Ottawa Case Study).



Millenium Park Trail in Peterborough



Trail with clear separation of users in Minneapolis, MN.

Trails & people



Characteristics of a Great Place

Public spaces have both “Emotional” and “Quantifiable” benefits. The “Emotional” benefits greatly increase the quality of life of its residents. They are social equalizers and sources of happiness for community members. They also strengthen communities and improve safety in neighbourhoods. The “Quantifiable” benefits of public spaces are ones that can be calculated in terms of several different criteria. They provide benefits that increase property values, increase tourism, increase economic activity, lower health care costs, and create greener more environmentally sound cities by reducing greenhouse gas emissions.^{xxvii}

Creating great public places is one of the main characteristics of a successful city. One challenge that many cities face is the lack of such places and poor connections to surrounding neighbourhoods. It is difficult to define what exactly makes a great place, it is a subjective topic. Although each great place will be different to almost anyone, NYC’s Project for Public Spaces has come up with some common symptoms of great public spaces.^{xxviii}

GOOD PLACES TO SIT



It is simple but often overlooked. Seating is critical to creating an inviting space for people to rest, people-watch and/or interact.

SOCIABILITY/PEOPLE IN GROUPS



People meeting in groups and being social with one another is an indicator of a great public space.

Trails & people



DIVERSITY



A place with a diversity of ages, ethnicities, and abilities is another indicator of a great public space that is accessible and inviting to all.

HIGH PROPORTION OF WOMEN



Women are much more discerning when it comes to choosing a place. If there is a high proportion of women in a place it usually means the area is safer, cleaner and more aesthetically pleasing.

AFFECTION



People are generally affectionate when they feel comfortable in a place.

In a general sense, these symptoms paint the image of a safe, socially active, comfortable and happy place. The place can either be a neighbourhood corner, a park, an entire community, a district, or a whole city. A network of trails that connects all these places can create a city that has so many great places in it that it eventually becomes one great city. This is the goal of many cities, but cities as big as they are, tend to forget that city life blooms on the street corner.

Chapter 2

Community Action Plan: City of Peterborough and County of Peterborough

CAP methodology



Community Action Plan for Life Methodology

At 8-80 Cities we recognize that citizens hold the greatest expertise when it comes to the communities in which they live, work, or play. 8-80 Cities Community Action Plan for Life project uses this idea as the basis for its approach with engaging communities in promoting more walking and bicycling-friendly places. 8-80 Cities spent time in the City of Peterborough and the County of Peterborough, where we delivered participatory presentations, workshops, community forum, and stakeholder interviews.

Stakeholder Workshop

On September 30th, 2009 members of the 8-80 Cities team facilitated a full day workshop (9am–4 pm) to gather ideas from representatives of community organizations, public health officials, city staff, and decision makers on how to improve the overall walkability, bikeability, and public spaces in the City of Peterborough. It began with a participatory presentation by Gil Penalosa entitled *Walking, Cycling and Public Spaces: Creating a Great Peterborough Region*. Following Q&A and discussion participants were split into groups of 3–4 people and each group was given a Group Activity Sheet to fill out concerning their long and short-term recommendations for making The City of Peterborough more pedestrian friendly, cycling-friendly and an overall great place. Each group then presented their recommendations to the larger group, discussing and comparing their ideas with those of other groups. Participants also filled out Individual Surveys. Following the discussion, participants prioritized their collective ideas with a “dot-mocracy” exercise by casting their votes for specific recommendations.



Discussion with Youth

Following the workshop, 8-80 Cities had a discussion with the local Youth Council to hear ideas about the issues that youth in the area face around walking and cycling and to hear some recommendations for improvement. Any ideas expressed are incorporated into the community recommendations section of this report.

Community Forum

The evening of September 30th, 2009 8-80 Cities also held a session open to the public to hear recommendations from the community. The forum included the *Walking, Cycling and Public Spaces: Creating a Great Peterborough Region* presentation by Gil Penalosa and a facilitated Q&A and discussion. Community members, the Chief Medical Officer of Health, local Councillors, and city staff attended.

CAP methodology



County Stakeholder Workshop

On Thursday October 1st, 2009 8-80 Cities facilitated a workshop for representatives from the County of Peterborough. The format was the same as the workshop delivered for the City.

Approximately 45 people attended the stakeholder workshop, youth discussion, and community forum in the City of Peterborough and 7 people attended the County of Peterborough workshop. Their recommendations are distilled directly out of the ideas and wishes expressed by survey respondents and workshop participants.

Due to the smaller sample size of respondents from the County of Peterborough, trends from the results were described rather than graphed. Also please note that the majority of workshop participants at the County of Peterborough were from the towns of Bridgenorth and Lakefield thus the results and recommendations are more reflective of the needs of those areas.

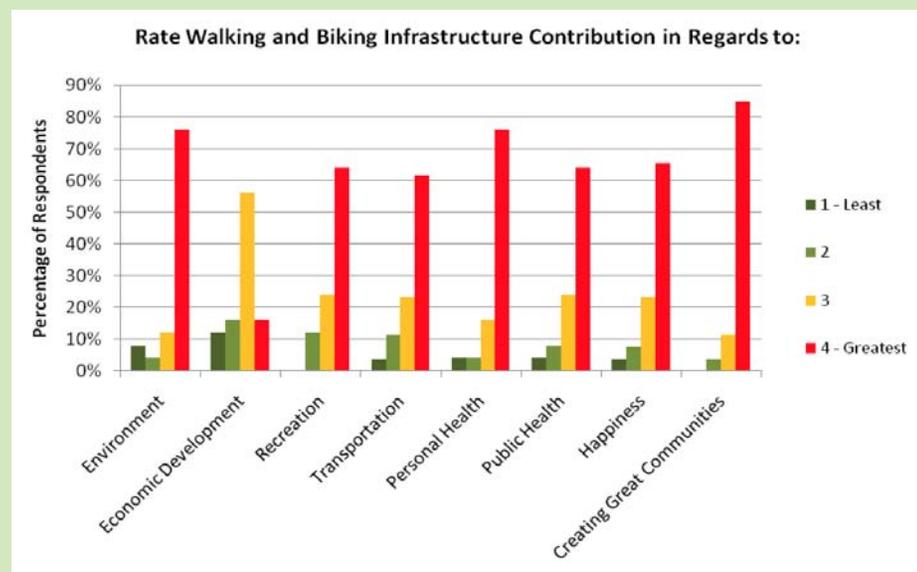


What You Said: Results of the Individual Surveys



Question 1: Please rate the importance of active transportation for the following:

The City of Peterborough:

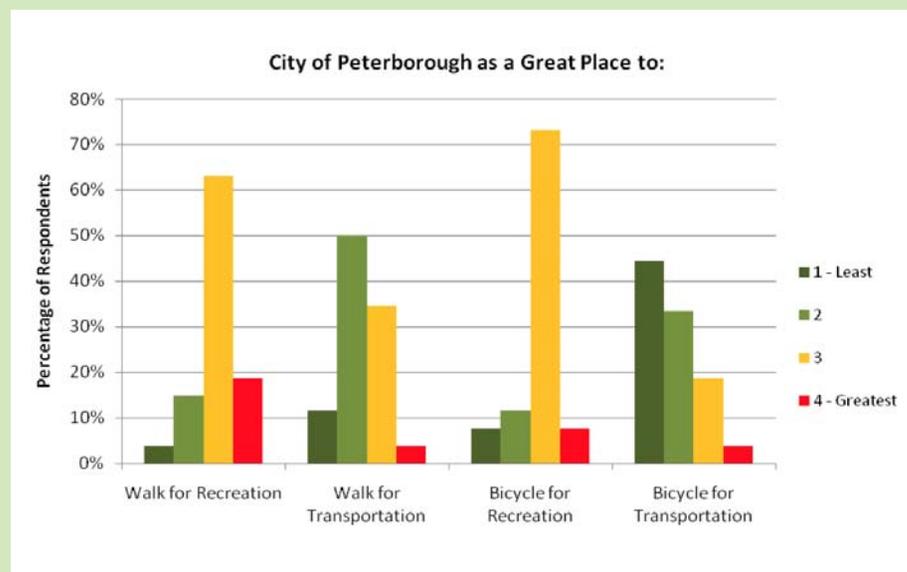


Graph 1: Respondents rate the contribution of Walking and Bicycling in regards to the environment, economic development, recreation, transportation, personal health, public health, happiness and the creation of great communities

Creating great communities, Personal Health, and the Environment were perceived as the areas where walking and bicycling would have the most impact, with over 70% of respondents indicating it as the highest. Economic development was the one area which the participants did not perceive walking and cycling making a high contribution.

The County of Peterborough: Respondents perceive the health benefits and environmental benefits of walking and cycling as high. However, their contribution to 'creating great communities', 'economic development', and to 'transportation' were rated lower.

Question 2: How would you rate the need for the following programs and facilities in the community in order to increase the number of people walking and bicycling on a regular basis?



Graph 2: Respondents rate the City of Peterborough as a great place to walk for recreation, walk for transportation, bicycle for recreation, and bicycle for transportation.

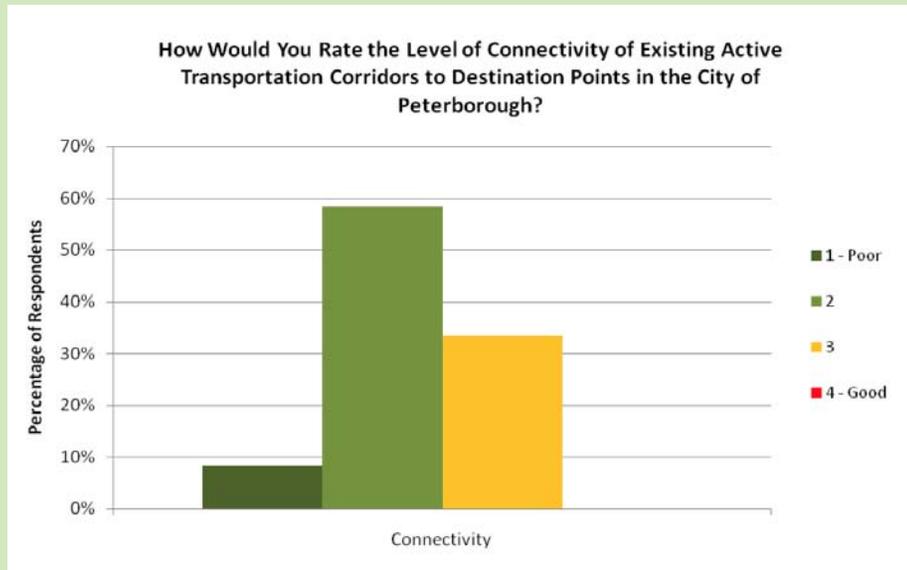
Overall, not one category was rated very high. Walking for recreation and cycling for recreation was rated the most positively with about 80% of the respondents giving it a rating of high or very high. The lowest rated category was 'bicycle for transportation' with 77% of the respondents giving a combined rating of low and very low. Similarly, walking for transportation was also rated quite low with only 4% of the respondents giving it a rating of very high.

The County of Peterborough: Most survey respondents rated the County as a great place to walk and bike for recreation rather than for transportation. Most respondents also perceive the County of Peterborough to be more suitable for walking rather than biking.

What You Said: Results of the Individual Surveys



Question 3: How would you rate the level of connectivity of existing active transportation corridors to destination points?

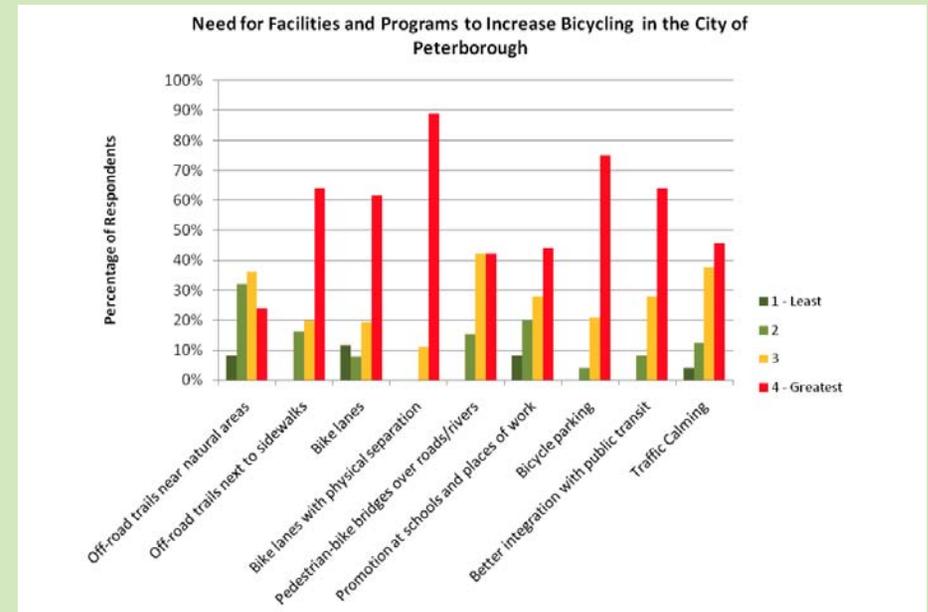


Graph 3: Respondents rate the current level of connectivity of existing transportation corridors to destination points in the City of Peterborough.

Graph 3 shows that 64% of respondents rated the level of connectivity between existing active transportation routes in The City of Peterborough as poor or somewhat poor. Thirty three per cent of respondents rated the level of connectivity in The City of Peterborough as somewhat good.

The County of Peterborough: 50% of survey respondents rated the level of connectivity as somewhat good. The other respondents rated it poor or somewhat poor.

Question 4: How would you rate the need for the following programs and facilities in the community in order to increase the number of people bicycling on a regular basis?



Graph 4: Respondents rate the need for different programs and facilities to increase bicycling in the City of Peterborough.

Graph 4 shows that respondents identified many high needs areas in order to get more people riding bikes regularly in the City of Peterborough. The need which was rated the highest was the need for bike lanes with physical separation. Bicycle parking and better integration with public transit follows closely behind with over 90% of respondents rating it as greatest or great.

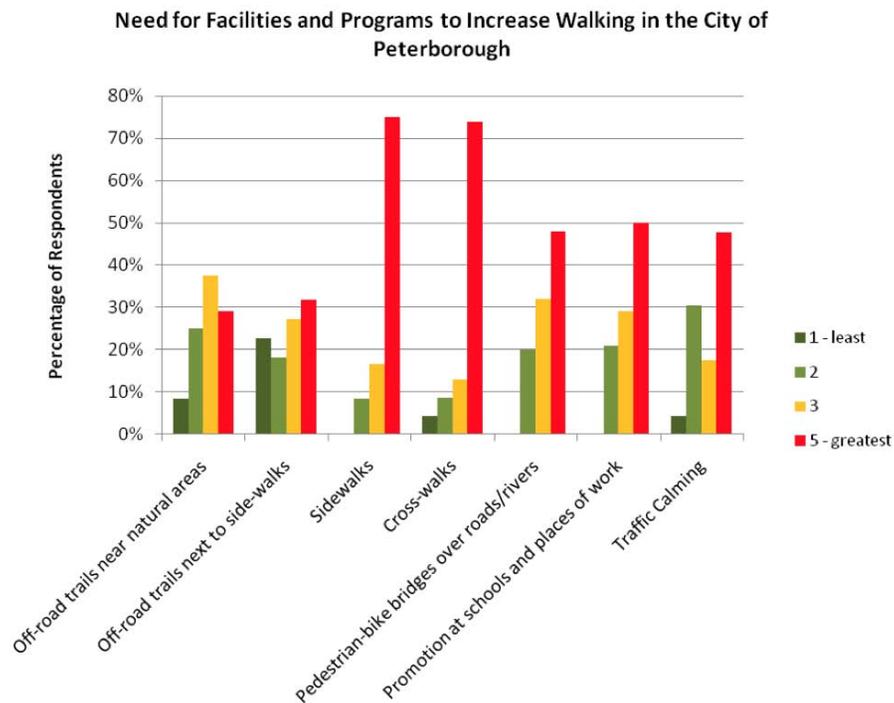
The need for off-road trails near natural areas was rated significantly lower than the others.

The County of Peterborough: All respondents in the County of Peterborough agreed that having bike lanes with physical separation was the most important. Bike lanes and promotion at schools and places of work were also rated high. The need for pedestrian-bike bridge over roads/rivers was rated the lowest.

What You Said: Results of the Community Workshop



Question 5: How would you rate the need for the following programs and facilities in order to increase the number of people walking on a regular basis?



Graph 5: Respondents rate the need for different programs and facilities to increase walking in the City of Peterborough.

Graph 5 shows that sidewalks and crosswalks were rated as having the greatest or great need by the most respondents. Two less pressing, but also popular needs were pedestrian-bike bridges over roads/rivers and promotion at schools and places of work, which were rated positively by about 80% of respondents. The other programs and facilities were also seen as necessary or somewhat necessary by over 50% of respondents.

The County of Peterborough: The respondents from the County of Peterborough emphasized the need for sidewalks as the highest priority in their survey responses. They all also rated promotion, traffic calming, and off-road trails near natural areas as highly necessary. Pedestrian-bike bridges over roads/rivers were not rated as highly.

Question 6.1: Would you support a policy that would ensure all transportation, planning, and development decisions take into account the needs of all users of public rights-of-way, in this order of priority: pedestrians, cyclists, transit users, motorists.

The City and County of Peterborough: This question resulted in a very positive response from the participants. **100% of respondents indicated that they would support a city policy that would ensure all transportation, planning, and development decisions take into account the needs of all users of public rights-of-way.** This city policy would prioritize the most vulnerable road users first, following this order: pedestrians, cyclists, transit users, motorists.

Question 6.2: Would you support a policy that would ensure all transportation, planning, and development decisions give priority to the most vulnerable citizens: persons with disabilities, children, and seniors.

The City of Peterborough: Much like question 6.1, there was an overwhelming support for a city policy that would ensure that all transportation, planning, and development decisions give priority to the most vulnerable citizens, such as persons with disabilities, children, and seniors. In this regard, 93% of the respondents said that they would support such a policy.

The County of Peterborough: 83% of the respondents agreed that the needs of disabled people, children, and the elderly should be prioritized in county planning.

Recommendations at a Glance



The City of Peterborough

YEAR 1 – Low cost, high benefit, good visibility and easy to implement actions that could be taken right away to make the City of Peterborough more:

PEDESTRIAN FRIENDLY

1. Improve the maintenance of sidewalks
2. Implement Car-free Sundays in the summer
3. Create safe and effective traffic crossings in the downtown
4. Temporarily transform parking areas into public spaces
5. Ensure that every school has implemented the walking school bus program
6. Implement pedestrian and cycling education programs in schools

BICYCLING FRIENDLY

1. Ensure that cars do not park in bike lanes
2. Increase the availability of safe and accessible bicycle parking
3. Improve signage for pedestrians and cyclists

A GREAT PLACE

1. Incorporate a 'Complete Street' policy into transportation planning
2. Develop a coalition of agencies to push forth the various action plans presented in this report

YEAR 2-5 – higher cost, longer-term initiatives that could be taken to make The City of Peterborough more:

PEDESTRIAN-FRIENDLY

1. Create pedestrian-friendly sidewalks and paths
2. Complete the trail around Little Lake with separate lanes for pedestrians and cyclists
3. Promote the use of trails by linking them to destinations
4. Ensure trails are safe at all times

BICYCLING FRIENDLY

1. Create physically separated bike lanes on all arterials
2. Encourage employers to provide change rooms and showers

A GREAT PLACE

1. Improve transit services
2. Create a planning policy framework which promotes mixed-use neighbourhoods
3. Create an outdoor public space
4. Maximize parking space where possible
5. Reduce car parking requirements in the downtown area
6. Create express routes through or around the city

Recommendations at a Glance



The County of Peterborough

YEAR 1 – Low cost, high benefit, good visibility and easy to implement actions that could be taken right away to make The County of Peterborough more:

PEDESTRIAN FRIENDLY AND BICYCLING-FRIENDLY

1. Integrate pedestrian and cycling trails and routes into the County's planning procedures
2. Build the Bridgenorth trail according to existing plans
3. Identify trails for future development
4. Create wayfinding signage on trails

A GREAT PLACE

1. Implement Community Improvement Plans
2. Improve Streetscapes across the County
3. Promote the use of trails and public spaces through events

YEAR 2-5 – higher cost, longer-term initiatives that could be taken to make The County of Peterborough more:

PEDESTRIAN FRIENDLY AND BICYCLING-FRIENDLY

1. Develop walking and cycling routes for transportation and recreation
2. Prioritize the building of more sidewalks
3. Reduce street lanes and limit parking to build sidewalks, bike lanes and bike parking
4. Incorporate pedestrian and cycling infrastructure into the reconstruction of The Causeway
5. Put in traffic lights where necessary



What You Said: Recommendations from the Community

Over the course of the various sessions facilitated by 8-80 Cities different stakeholders were asked to discuss possible ways to make Peterborough more pedestrian-friendly, bicycling-friendly, and a great place. The following recommendations were of highest importance for the groups and most in alignment with the results of the individual surveys. The full transcript of all ideas can be found in **Appendix C**.

YEAR 1 – Low cost, high benefit, good visibility and easy to implement actions that could be taken right away to make the City of Peterborough more:

The city of Peterborough

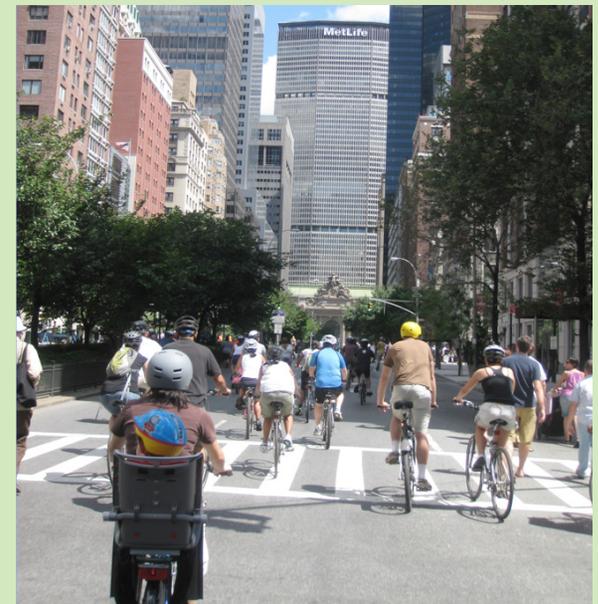
PEDESTRIAN FRIENDLY

1. Improve the maintenance of sidewalks, making sure they are cleared of snow sooner and more effectively.
 - a. Technique should be changed creation of snow banks and to implement an alternative to salt



Snowploughing in Montreal involves actual removal of the snow preventing snow pile-up!

2. Implement Car-free Sundays in the summer in order to open the streets to pedestrians and cyclists.
 - a. A specific consideration for this is Water St. between King and Nassau.
3. Create safe and effective pedestrian crossings in downtown.
 - a. Crosswalks - Install clear and marked crosswalks with different colours/textures.



New York City's Car Free Sunday or "Summer Streets" on Park Ave, August

Community Recommendations



- b. Scramble crossings - Install where there is high volume of pedestrians
 - i. Priority areas include the intersections of George St. and Simcoe St., and George St. and Hunter St.
- c. Eliminate right turn on red light in the downtown.



George St and Hunter St



George St and Simcoe St

The intersections of George St and Simcoe and Hunter Sts in Peterborough- an ideal place for a pedestrian scramble crossing like the one pictured below at Yonge St and Dundas St in Toronto. Scramble crossings halt all car traffic for a certain period of time to allow pedestrians to cross safely in all directions, including diagonally.



4. Temporarily transform parking areas into public spaces such as outdoor cafes.

5. Ensure that every school has implemented the Walking School Bus program.
a. For more information about the program visit: <http://www.walkingschoolbus.org/>

6. Implement pedestrian and cycling education programs in schools for both children and their parents in order to promote the safe use of pedestrian and cyclist routes.



Portland Oregon – any space can be transformed into a public space through fun events!



BICYCLING FRIENDLY

1. Change city policy so that cars are not allowed to park in bike lanes and ensure appropriate enforcement.



Cars parked in bike lanes on Peterborough City Streets.



2. Improve signage for pedestrians and cyclists.
 - a. Downtown - Install wayfinding signage that directs people to trails.
 - b. On trails - Install maps and wayfinding signage to make trails easier to use.

3. Increase the availability of safe and accessible bicycle parking.

- a. Create more bicycle parking in parking spots and municipal parking garages.
- b. Incorporate and prioritize municipal standards for bike parking in the planning process for new developments.



Bicycle parking that takes space away from car space not pedestrian space in Portland.



A GREAT PLACE

1. Incorporate a 'Complete Streets' policy into the planning of new streets and reconstruction of existing streets.

- a. Specific consideration for a pilot project should be George St., between Perry and Sherbrooke.



Complete Street concept: All streets should be designed, built, operated, and maintained in a way that takes into consideration the needs of all users: pedestrians, cyclists, transit users, and motorists. Safe access must be ensured for all users, regardless of age or physical ability. The picture shows a Complete Street in Paris.



Rendering from the City of Peterborough. Participants in the workshop identified physically separated bike lanes as a priority to ensure safety of cyclists – see Bicycling-friendly recommendation 1

2. Develop a coalition of agencies, such as environmental agencies, health groups, and city members that will work together to push forth the various action plans presented in this report.



YEAR 2-5 – higher cost, longer-term initiatives that could be taken to make The City of Peterborough more:

PEDESTRIAN-FRIENDLY

1. Create pedestrian-friendly sidewalks and paths.
 - a. Ensure adequate width of sidewalks and bike paths
 - b. Physically separate pedestrians, cyclists, and vehicles.



A pedestrian-friendly street in Ottawa, Ontario where there is physical separation between the different users of the street.

2. Promote the use of trails by linking them to destinations
 - a. For example, create a pedestrian and cycling bridge across the river to access the zoo.
 - b. Improve connections between parks and trails and between trails.

3. Complete the trail around Little Lake with separate lanes for pedestrians and cyclists.
 - a. Fill in gaps in trail and improve safety by separating cyclists and pedestrians from motorists
 - b. Improve the Train Bridge to accommodate for pedestrians and cyclists.



The Train Bridge section of the trail around Little Lake. Currently there is limited space for pedestrians and cyclists on the bridge.

4. Ensure trails are safe at all times
 - a. Install sources of light on all sidewalks and off-road trails.
 - b. Retrofit bridges where necessary.



BICYCLING FRIENDLY

1. Create physically separated bike lanes on all arterials
 - a. Begin with higher demand areas such as Sherbrooke St., George St., Water St., Lansdowne St., Parkhill Rd.



Separated bikeways in Montreal.

2. Put into place a policy which will encourage employers to provide change rooms and showers to allow employees to comfortably incorporate physical activity into their daily schedules.



Best Practice example:

Surrey, British Columbia: Pioneer Pacific Property Management's Station Tower

Program: TravelChoices, commissioned by Intrawest

Employees affected: 700

Results: 50% of employees use alternative modes of transportation

Program features:

- Showers and bike lockers
- Access to fitness facilities
- Service provided to match carpool partners within the complex
- Prime parking spots reserved for carpools
- Guaranteed ride home insurance.
- TravelBucks are given to employees each day they use alternative transportation which can be accumulated to receive prizes.

Effects: Employees are healthier and happier, less strain on the environment, and the corporation and organizations save money!



A GREAT PLACE

1. Improve transit services
 - a. Increasing the frequency of routes
 - b. Add routes where necessary
 - c. Add or improve bus shelters where there is need
2. Create a planning policy framework which promotes mixed-use neighbourhoods, offering amenities such as youth areas.
 - a. Create a central meeting area for youth in the downtown
3. Create a central outdoor public space for events/activities/place to meet
 - a. Spaces that could be developed into this include:
 - i. Louis lot on Charlotte St.
 - ii. South-east corner of mall parking lot



Louis Lot on Charlotte St in Peterborough. It could be a fantastic outdoor public space to be used by everyone.

4. Maximize parking space where possible by implementing a policy that allows complementary uses of parking spaces. For example, two or more neighbouring establishments can use the same parking if their hours of use are different.
5. Reduce car parking requirements in the downtown area to allow for alternate use of the downtown space.
6. Create express routes through or around the city in order to alleviate traffic downtown.



Market Square behind City Hall in Kingston, Ontario. Only a few years ago this space was only used in the spring, summer and fall for an open market. Now people can enjoy it in the winter too.



Parking Paradigm Shift

Parking planning is shifting from the old paradigm dictating that parking should be provided at minimum cost and maximum abundance to a new paradigm of parking management where parking is planned as efficiently as possible, involving the sharing of parking, strategic pricing, increased parking user information and improvements in walkability in order to make parking easier to walk to but also to deter people from driving to destinations.

Parking Solutions Case Study Lloyd District in Portland, Oregon



Problem:

- Transit commute mode split was only 10%

Solution:

- Local planners worked with local government and the transit provider to develop an aggressive transit improvement and incentive program
 - Elimination of free commuter parking
 - Development of aggressive maximum parking ratios
 - Agreement to purchase annual employee transit passes through the establishment of the Lloyd District PASSport Program
 - Restrictions on surface parking lot development
 - guidelines and restrictions on parking near the rail system
 - New direct route transit
 - Revenue sharing of meters and transit pass sales

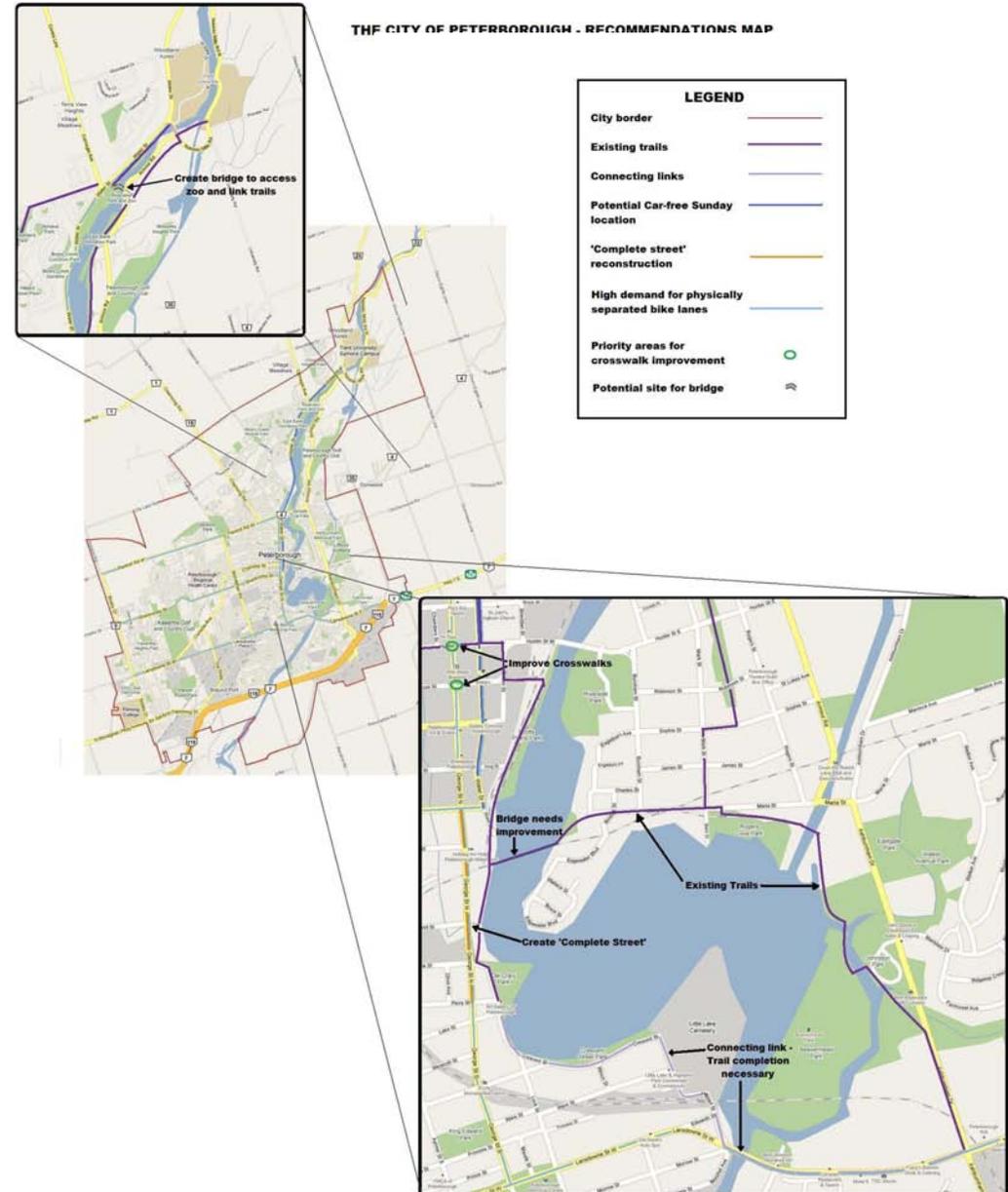
Results:

- Transit commute mode increased to 21% by 1997 and 41% at the end of 2005
- For businesses
 - over 1.3 million square feet of new public/private development
 - decrease in commercial office occupancy rate from 12% (2001) to 3% (2005)
 - decrease in parking from 3.5 spaces per 1,000 square feet to 1.95
 - removal of 1,433 commute vehicles
 - estimated savings of over \$35 million in parking development costs



The city of Peterborough Recommendations map

Figure 8: Map shows a summary of some of the specific infrastructure recommendations.





The county of Peterborough

YEAR 1 – Low cost, high benefit, good visibility and easy to implement actions that could be taken right away to make The County of Peterborough more:

PEDESTRIAN FRIENDLY AND BICYCLING-FRIENDLY

1. Ensure that pedestrian and cycling trails and routes are integrated into the County's planning procedures.
 - a. Draft policies to be written into the Official Plan, Subdivision Agreements, and/or Site Plan Agreements.
2. Build the Bridgenorth trail according to existing plans.
3. Identify trails for future development which complement existing trail networks.
4. Create wayfinding signage on trails in order to make them safer and easier to navigate.

A GREAT PLACE

1. Implement Community Improvement Plans across the county according to guidelines presented in the County of Peterborough Official Plan
2. Improve Streetscapes across the county
 - a. Build upon existing capacity at the community level (eg. Bridgenorth Beautification Committee)
 - b. Incorporate Streetscape Plans into Community Improvement Plans
3. Promote community-based use of trails and public spaces by planning events which will encourage members of the community to come out.



Brantford, Ontario has recently invested in beautification of its downtown streets.



YEAR 2-5 – higher cost, longer-term initiatives that could be taken to make The County of Peterborough more:

PEDESTRIAN FRIENDLY AND BICYCLING-FRIENDLY

1. Develop walking and cycling routes which encourage pedestrians and cyclists to use them for transportation and recreation.
 - a. For example, pedestrian paths can be incorporated around retail areas. Cyclist routes should also focus on linking trails to destinations.

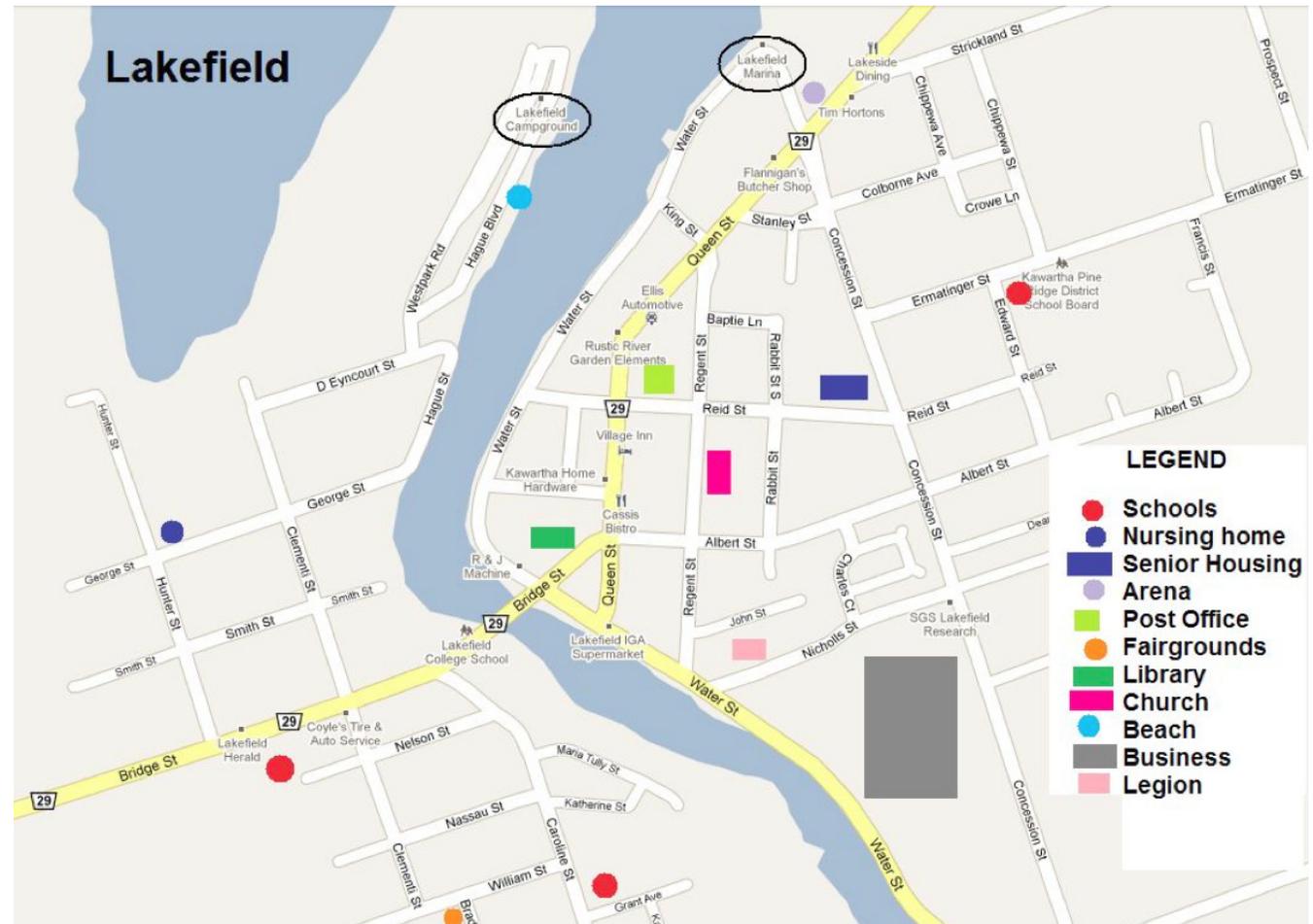


Figure 9: Map shows the various destinations in Lakefield outlined by workshop participants as places to which they would prefer to see better linkages

Community Recommendations

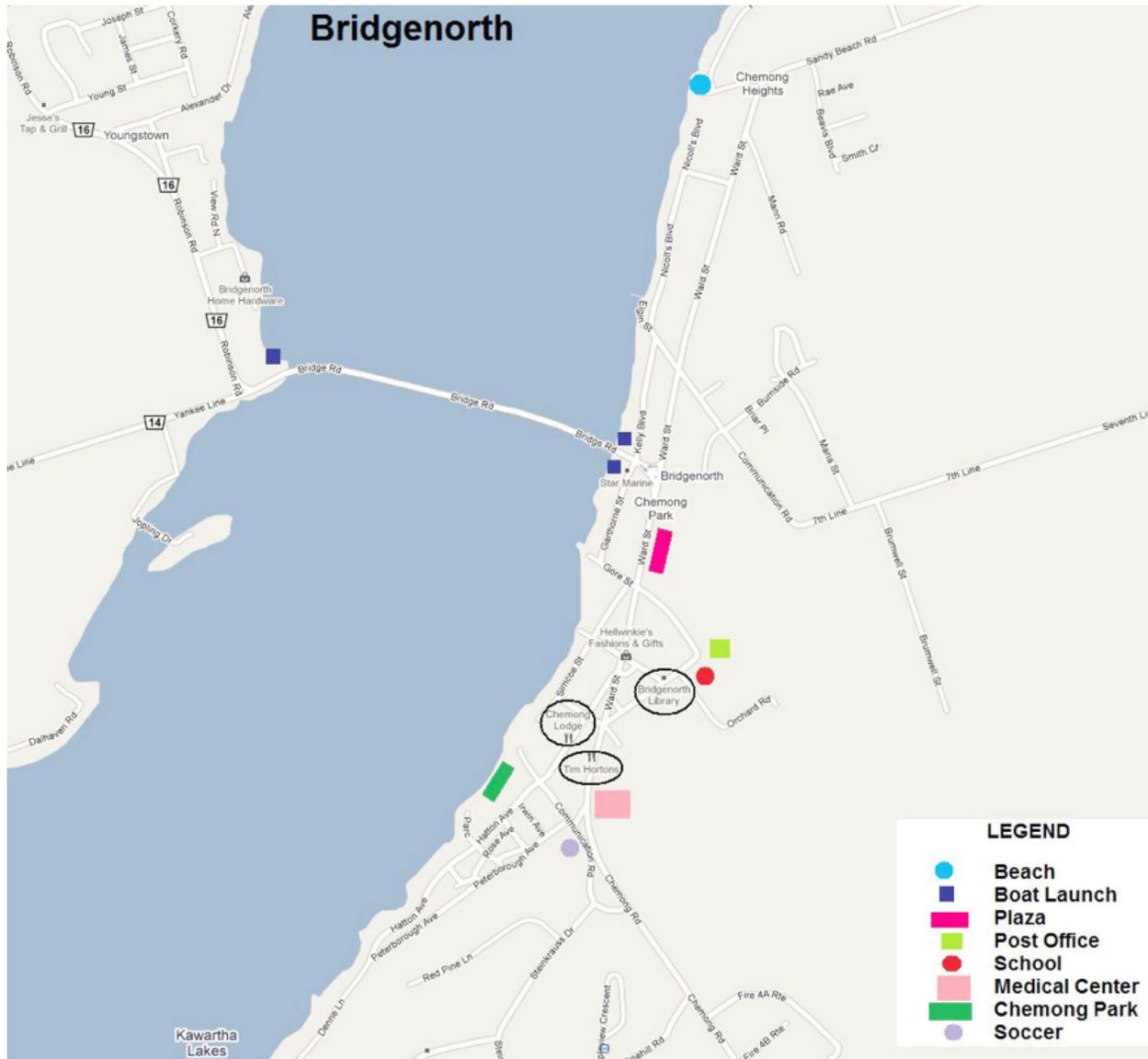


Figure 10: Map shows the various destinations in Lakefield outlined by workshop participants as places to which they would prefer to see better linkages

- Prioritize the building of more sidewalks, especially in Bridgenorth and Lakefield
- Reduce street lanes and limit parking in order to build sidewalks and bike lanes as well as additional bike parking.
 - Car parking should be encouraged on back streets as opposed to main streets.
 - A specific consideration for lane reduction is Ward St
- Incorporate pedestrian and cycling infrastructure, with physical separation, into the reconstruction of The Causeway
- Put in traffic lights where necessary in order to keep pedestrians and cyclists safe from oncoming traffic.
 - Specific considerations for this should be at Gore St. and Ward St., as well as Concession St. and Queen St



A physically separated bike lane with proper signage in Minneapolis, Minnesota.

Community Recommendations



The County of Peterborough - Recommendations map

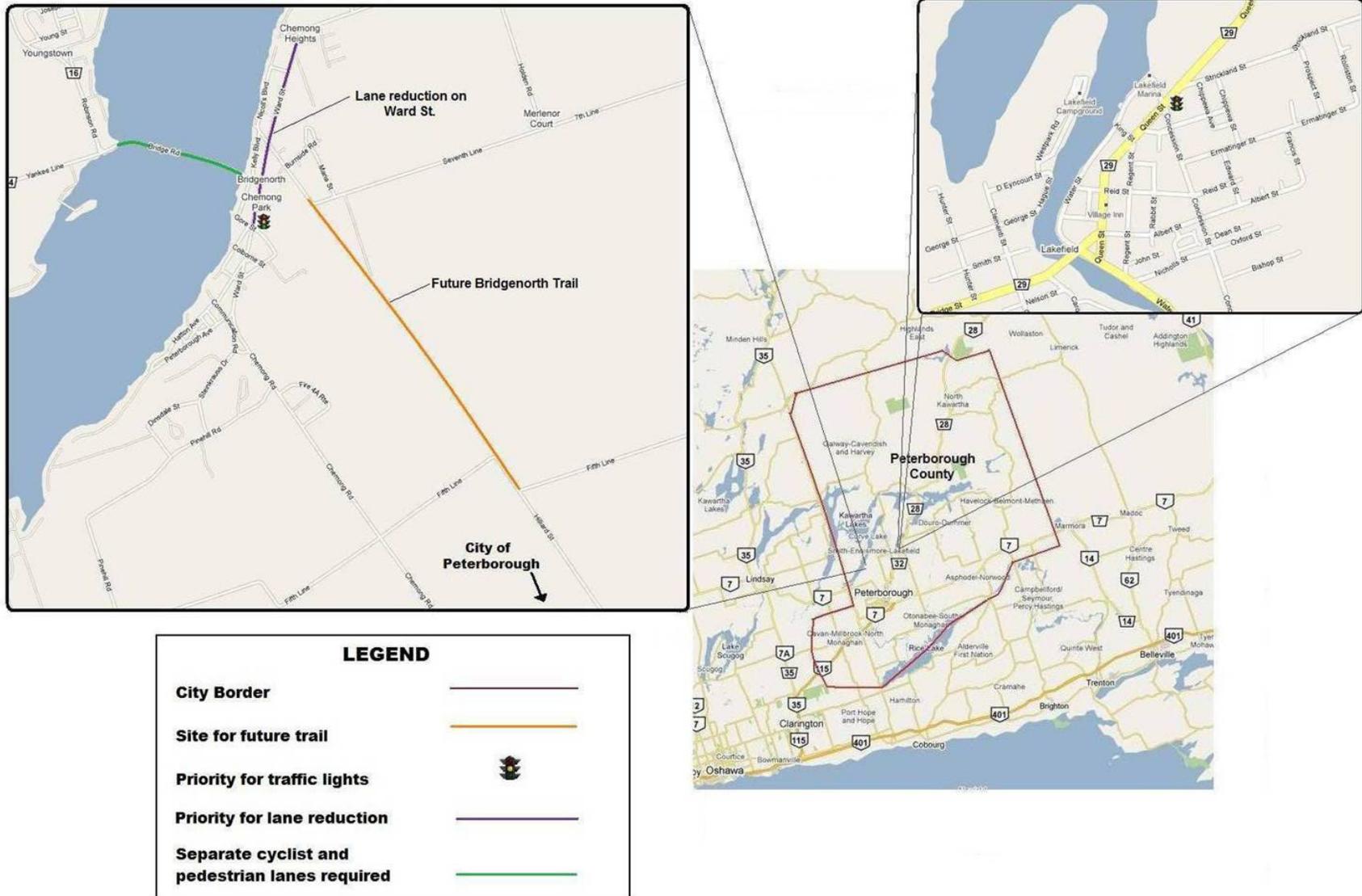


Figure 11: Map shows a summary of some specific recommendations

Chapter 3

Next Steps

Community Action Group



Advocating for the Recommendations Community Action Group

Many recommendations have been presented in this report and local community representation is necessary to transform these ideas into action, and to prompt real, tangible change and results. 8-80 Cities acknowledges that the members of every community understand their unique challenges and solutions better than any outside organization. Therefore, in order to advance initiatives for walk-ability, bike-ability, and the creation of great public spaces in a given jurisdiction, it is necessary to have a locally driven coalition of passionate and capable individuals and organizations. This can include representation from any and every interested party: members of the public, government agencies, business leaders, environmental groups, school groups, and any other concerned community members. These community action groups have the opportunity and resources to work at a grassroots level to implement unique and localized solutions in their neighbourhoods.

If you are interested in helping move some of these ideas forward please contact:

Jill Ritchie, B.A. (Hons.), M. Ad. Ed.
Health Promoter, Chronic Disease and Injury Prevention Program
Peterborough County-City Health Unit

Phone: (705) 743-1000 ext. 331
Email address: jritchie@pcchu.ca
Website: <http://www.pcchu.ca>



A group of concerned citizens and stakeholders have the power to advocate for real change.

Moving from Talking to Doing



Applying this form of people-oriented planning can help cities become more liveable, enjoyable and overall world class destinations. But how do we turn these ideas into action? 8-80 Cities has spent many years working on walking, bicycling, parks, public spaces and trails in cities. After reflecting on his successes, 8-80 Cities has identified the following:

five elements which are necessary in order to stop talking and start doing.

Leadership

A movement needs many leaders. Having passionate, committed, and knowledgeable leaders can inspire people to not only understand these issues but act upon them as well. It's not about knowing everything; it's about motivating others and making them understand the importance of your work. It is understood that planning and transportation issues can be incredibly complex and controversial. However, by having leaders who are more focused on doing the right things rather than doing things 'right', cities can begin to develop on a human-focused scale. Leaders often occupy positions of power but this is not always necessary. You can become a leader in your community by gathering the knowledge and resources necessary to inspire and create action. Getting involved in relevant community events is a great way to get yourself connected to other actors within your community. Nevertheless, whether it is you who is leading or not, it is imperative that you make your voice heard by those who are. This can be done through, emails, letters, petitions, or events.

Although having passionate, progressive leaders in your area makes it much easier to implement change, don't give up if this is not the case. There are still four more factors that can turn talking into doing.

Ann C. Fenton
Physical Education Teacher
Montgomery Village Public School
Orangeville, Ontario, Canada

Ann got fed up with the chaos and idling that accompanied the drop-off time in the morning at her school so she took action! When kids came back to school after Christmas holidays, the school parking lot was blocked off and five zones were set up outside of the school where parents could drop off their children and volunteers would help them walk to school the remaining kilometre – in the middle of winter! Initially many parents were upset with this change but Ann dressed up as a pylon, the kids loved her, and parents soon warmed up to the idea as well.



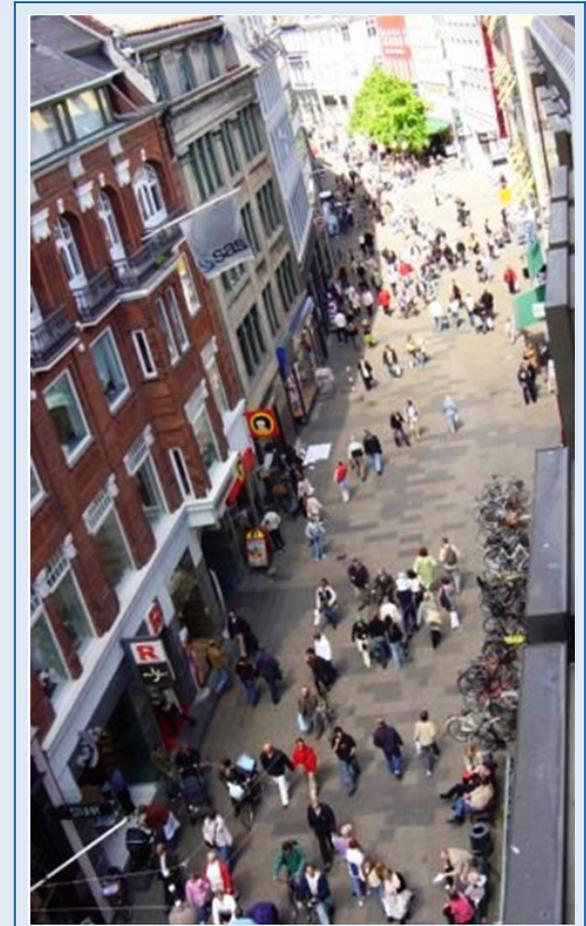
Moving from Talking to Doing



Political Will

When it comes to building infrastructure in our city, community members can only do so much. The plans and proposals for new roads, trails, public spaces, and parks need to come from our politicians. It takes guts to take an innovative idea and move forward with it – but the rewards of being that person are considerable and long-lasting. In Copenhagen, the first steps towards improved public spaces were met with intense backlash on multiple fronts. Not only were business owners worried about the impact upon their profits, but drivers were also worried about decreased car mobility. Despite this reaction, leaders in office had a long term vision which they stuck with – and now residents are grateful for their politicians' foresight. With the improved economic activity and decreased congestion brought on by their plans, Copenhagen's placemakers proved that great politicians and city staff with the courage to create real change can build world class cities.

That being said, politicians work for the people, and if there is no visible support for an issue coming from constituents, then politicians will be much less likely to fight for it. With so many matters on their minds, we cannot expect politicians to focus on the issues that are not being brought to their attention. Local groups and citizens must work together to make these topics visible to politicians as well as encourage them to make the gutsy decisions necessary to create real change.



One of Copenhagen's successful pedestrian plazas

Community Action Group



“Doers” in the public sector

It's not enough for politicians to talk about their goals and ideas; someone needs to do the work to follow through upon those promises. An excellent example of this is Janette Sadik-Khan, Transportation Commissioner for New York City who was inspired by the cycling facilities that she saw around the world. Thirty days after she announced New York City's new bike plan, a physically separated bicycle lane was set up on 9th Avenue. Sadik-Khan is now transforming the meaning of transportation in New York City and being hailed as a visionary for her actions.

It is a common theme within the public sector to find different departments, who often work on similar or neighbouring infrastructure, to lack communication or cohesion. Often you will find work being duplicated because certain departments don't think to, or prefer not to work together. Local organizations, citizens, and politicians must work to bring these departments together in order to improve co-operation and efficiency. For example, many municipal, regional, and provincial transportation, public works departments build infrastructure without consulting each other. This often leads to different areas of the same road or public space to be worked on at different times or with different characteristics. This is not only a waste of time, but a massive waste of money. Promoting a more cohesive communication system will help to align departments in both principle and practice. This alignment will in turn lead to more efficient and effective action. Everyone in the public sector should remember that citizens are paying them to get things done, not to have 20 reasons why things can't be done.



New York City's first physically separated bicycle lane.



New York City continues with impressive improvements on Broadway

Community Engagement

It takes the work of a strong and active community to make change in our cities. Everyone has their own cause, so if you aren't writing letters and making calls to city officials, then someone else is. If city representatives are not hearing about an issue, they have no way of knowing that it is a priority to their constituents. So citizens need to speak up, speak to their elected officials and make known that transportation is an important issue in this community – politicians are paid to listen. Get involved through public meetings, the media (letters to editor). (Refer to Community Action Group for more information).

Sense of Urgency

With carbon emissions pushing the globe's temperature to rise at record rates, and unpredictable fuel prices making it difficult for households and public agencies alike to budget from one year to the next - transportation is one of the most urgent issues facing us today.^{xxix} So why aren't we feeling the pressure to invest in active transportation? The connections are not being made concerning the important role that transportation will play in meeting the great challenges of this generation. A lack of urgency permits complacency and procrastination – attitudes that cities cannot afford. The importance of this issue must be made clear so that all stakeholders pay attention and to begin taking action now. With the issues of traffic congestion, obesity, global warming and the financial crisis, this should be very clear, but it is not.

Chapter 4

Tool Kit

The 8/80 Rule



The 8/80 Rule



When roads are built, planners do not build one road for new drivers and a separate road for experienced drivers. When creating sidewalks and bikeways, we cannot make them only accessible to experienced cyclists and agile pedestrians. 8-80 Cities has created a rule of thumb to help individuals when they are evaluating bicycling and pedestrian infrastructure, we have dubbed it the 8/80 rule.

Step 1:

Think of a child that you love and care for who is approximately **8 years of age**. This could be a child, grandchild, sister, brother, cousin etc.

Step 2:

Think of an older adult, approximately **80 years of age**, who you love and care for. This could be a parent, grandparent, friend etc.

Step 3:

Ask yourself: Would you send that 8 year old along with the 80 year old on a walk, or a bike ride on that infrastructure? If you would, then it is safe enough, if you would not, then it is not safe enough.

This rule may seem simple but it holds many implications. Interestingly, when you are forced to think of the ability of most cycling and pedestrian infrastructure to safely serve all citizens, they often fail.



Myths vs. Facts



When it comes to dedicating time and money to the creation of parks, trails, and people-friendly infrastructure, naysayers tend to raise the same objections time and again. Here we will take some time to put these common misconceptions and misunderstandings to rest. This will allow us to focus our time and energy on finding solutions to the challenges faced by our neighbourhoods and on overcoming real, rather than imagined, obstacles.

Myth: Walking and bicycling are not safe modes of transportation

Fact: Walking and cycling can and should be made safe. Activities become safe when appropriate infrastructure and safety measures are implemented

Statistics in Canada show that more and more people are choosing to use their cars as their main means of transport.^{xxx} An average of 7 pedestrians and 1 cyclist are killed in motor vehicle accidents every week in Canada.^{xxxi} To put that in perspective – each year almost twice as many Canadians are killed by cars while walking and cycling than are killed by firearm violence.^{xxxii}

While there are dangers to walking and cycling in Canadian neighbourhoods, there is no reason to throw out walking and cycling as legitimate modes of transportation. Think about it - when water is contaminated, we don't tell people to start drinking juice, we clean up the water! In the same way, we need to clean up our streets by implementing the infrastructure that makes them safe for cyclists and pedestrians. Only through the construction of such infrastructure will pedestrian and cyclist deaths decrease.

Figure 12 shows that cyclist and pedestrian fatality rates decline in direct proportion to the quality of infrastructure in a city. The reasons behind this decline are multilayered. As infrastructure improves, more people cycle. As more people

use their bicycles, cyclists become a common sight on the road, making drivers much more aware of and reactive to their presence. Conversely, drivers who are not used to seeing cyclists tend to be less respectful and comfortable driving alongside them. In fact, Figures 13 and 14 show that cyclist and pedestrian fatality rates also decline in direct proportion to the number of pedestrians and cyclists using the sidewalks and roads. In the U.S., cycling and walking levels are only about 1% and 6% respectively, with death rates at about:

7 deaths/ 100 km travelled for cyclists,
and 14 deaths/ 100 km travelled for
pedestrians.

In the Netherlands, where cycling and walking levels are more than 4 times higher than those in the US, death rates drop dramatically to 2.5 cyclists/ 100 mill km travel and only 2 pedestrians /100 mill km travelled.^{xxxiii}

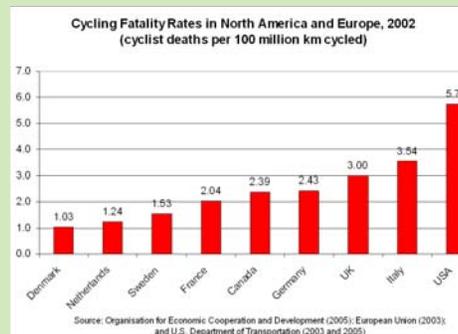


Figure 12: Cyclist fatalities per 100 million km of riding. Denmark, famous for their extensive walking and cycling infrastructure, has a fatality rate that is less than half that of Canada's.

So, yes, walking and cycling can be dangerous without the proper infrastructure in place. Once that infrastructure is in place, more people will use non-motorized transportation, cars will become more used to sharing the roads, and less pedestrians and cyclists will be killed – making our roads safer for all.

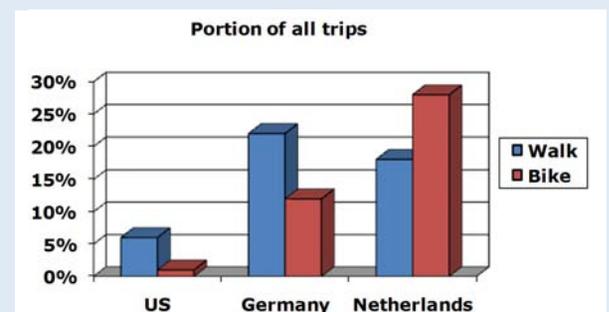


Figure 13: Percentage of trips made by foot and bicycle in the United States, Germany and the Netherlands

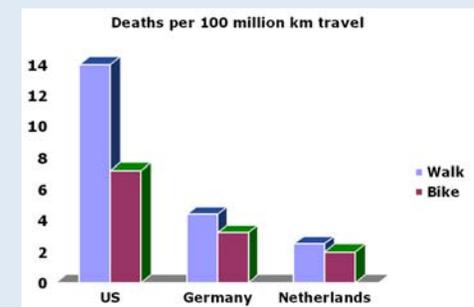


Figure 14: Cyclist and pedestrian deaths per 100 million km travelled. Fatality rates are dramatically lowered in countries where there are more pedestrians and cyclists on the roads and sidewalks.

Myths vs. Facts



Myth: Creating walkable, bikeable communities, trails and parks is too expensive

Fact: Building healthier communities is a matter of priorities. It might be more expensive not to create healthier communities.

From 1995 – 2001 Bogota Colombia, a city with approximately one eighth the per capita income of Canada, built over 850 parks, including 5 metropolitan parks. In 3 years, a 280 km separated bicycle path network was built in the heart of the city. Furthermore, the city's bike share program increased to 300 000 users from 28 000. The point is - changing our cities is more a matter of doers, not dollars. With a cohesive long term plan, short term attainable goals and most importantly, a serious desire to make change, our cities' wealth can be used to reflect our priorities. Of course, cities cannot fund everything proposed, but to say that this infrastructure is too expensive is simply not the case.

Pedestrian and cycling infrastructure is much cheaper and serves many more people per dollar than does infrastructure for motorized vehicles.

Funding is dependent on how high these issues are on decision makers' list of priorities. Therefore, if they choose to make it a priority, they will always have the funding.

Myth: The people in this city love their cars, this will not transform into a city of cyclists

Fact: Bicycle infrastructure increases bicycle commuting

In 1990 Portland, Oregon had a disjointed and minimal trail network made up of bikeways which were often disconnected from one another. Not all of the city's residents were highly interested in biking, and the majority of trips made to the city centre were by car, with only 2% made by bicycle in most places.^{xxxiv} All that changed by 2000 when a Transportation Master Plan was implemented that included an extensive, accessible and cohesive cycling network (Figure 15). A large part of the city now boasts ridership of over 5%.^{xxxv}

In other words, Portland officials doubled their city's ridership by increasing the extent and integration of their bike trails.

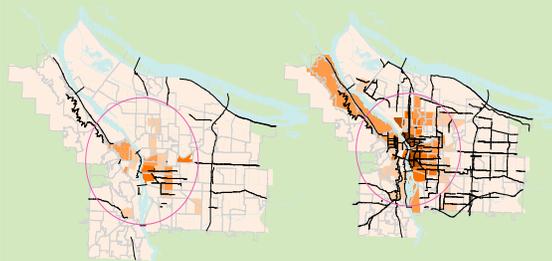


Figure 15: Portland's cycling trails moved from disconnected in 1990 (left) to cohesive and extensive in 2000 (right). Ridership doubled as a result of the change.

Myth: Winter makes active transportation impossible in Peterborough.

Fact: Winter is a challenge that can be met. With proper maintenance of sidewalks and well-designed trails, all residents can enjoy active mobility all year round.

Average annual snowfall in Peterborough is 162 cm.^{xxxvi} That is less than Montreal (217 cm) and just slightly more than nearby Toronto (133 cm) or Calgary (126 cm).^{xxxvii} Winter makes it even more important to implement measures which prevent residents from being stranded once the snow begins to fall. With proper year-round maintenance, including ploughing and salting of sidewalks, trails, and bikeways, walking and cycling can remain viable and safe throughout the winter. There are best practices; Montreal not only ploughs the snow but removes and then displaces it! With proper support, inhabitants can enjoy an active outdoor lifestyle and good personal mobility all year round.



Commuters make their way to work during a Copenhagen winter. 70% of cyclists continue to ride during

Myths vs. Facts



Myth: Canadian people want more cars and more highways

Fact: When citizens become engaged, cities focus on people

In the Economist's 2007 ranking of the world's cities, Vancouver was rated the number 1 most liveable city in the world. When asked, the Economist Intelligence Unit cited low crime rates, little threat from terrorism, and advanced communications and transportation infrastructure as the reasoning behind Vancouver's rank.^{xxxviii} The city's award winning transportation isn't car focused. In fact, city staff, politicians and citizens haven't allowed new highways into Vancouver's city centres in 30 years! No one group is dictating these decisions – Vancouver prides itself on extensive citizen engagement and has actively chosen a people-centred way of life.



City planners in Vancouver, with extensive citizen input, coordinate their planning of Land Use and Transportation

Myth: European cities can't be used as a guide to make this city more walkable and bikeable. They were built to be people-centred hundreds of years ago.

Fact: Many European cities have seen drastic turnarounds in the last 20 years by taking risks and making the tough decisions during their planning and development.

Fifteen years ago citizens of Copenhagen, Denmark thought that a vibrant public life based around walking and bicycling was impossible – residents were too dependent on cars, the city's weather was too harsh, and extensive walking and biking was not part of Danish culture. Today, residents know better.

Figure 16 shows that in 25 years the number of people using bicycles as their primary vehicle in Copenhagen has doubled. In those 25 years the number of bicycles entering Copenhagen during the morning rush hour has increased from 8 000 to over 20 000, while the number of cars entering the city has decreased from 23 000 to only 18 000.

Copenhagen's planners made a choice and took the necessary measures to create a walkable, bikeable city. The result has been citizens who are proud, happy and comfortable in their community – no wonder outsiders think that life has always been this way.



Figure 16: Morning rush hour commuters into Copenhagen. From 1990-2005 bicycle use increased dramatically and now surpasses car use in the downtown core.

Myths vs. Facts



Myth: Walking and cycling infrastructure is about painting lines on the pavement.

Fact: Designing proper infrastructure is about re-evaluating our priorities.

A survey in Portland showed 65% of cyclists to be male and 70% of cyclists aged between 25 and 50 (See Figure 17).^{xxxix} This gender and age imbalance, which is seen in many North American cities in the cycling community, is a direct result of the design of our streets. A prevalent attitude among decision makers seems to be that if there is enough money left over, a bike lane might be painted onto the road. The result is roadways that are great for cars, but intimidating and unusable for most cyclists, and dangerous for those who do cycle.

Transportation, just like all other government matters, must be inclusive, and must reflect the needs of all citizens, especially the most vulnerable. Riding a bike beside a large transport truck when separated by only a painted line makes even experienced cyclists feel threatened. So, if you wouldn't feel comfortable putting your 80 year old grandparents out on a bike in your city, consider it a sign that you've still got work to do.

Building better infrastructure requires the recognition that all means of transportation are equally important and, therefore, need to be given equal consideration in planning. That means investing money in physically separated bike lanes, wider sidewalks, clearly marked intersections, and coherent trail systems. It means making the transportation of people, rather than cars, into the primary consideration of road design.



Physically separated facilities are safe and comfortable for all users: drivers, cyclists, and pedestrians.

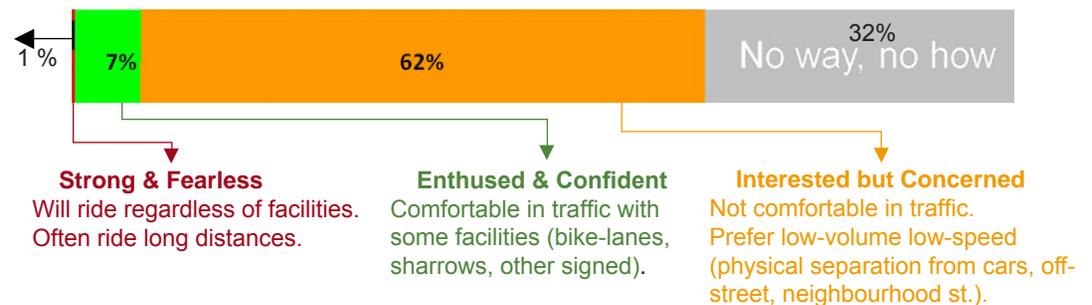


Figure 17: A study of cyclists in Portland shows that 62% of riders fall into the "interested but concerned" category. To make a real difference in the habits of residents, planners must satisfy the concerns of this group. A bikeway should not be considered finished until it is safe enough for the most vulnerable commuters—namely children and elderly.

Case Studies



People Are Doing It! Case Studies in Walkable, Bikeable Communities

Sometimes you need to see it to believe it. Each of the following cities had hurdles to overcome similar to those faced in Peterborough. Taking inspiration from their innovation and experiences can help us to work toward building our cities into unique, healthy, and happy communities.

Chain of Lakes – Minneapolis

Minneapolis has 64 km of dedicated bicycle lanes along the streets and 134 km of off-street bicycle paths.^{xi} The city has placed a lot of emphasis on getting their commuters to bike, walk or use transit. *The Minneapolis Pedestrian Program* has resulted in 92% of streets having sidewalks on both sides which totals 2900 km of sidewalks.^{xii} There are also 100 pedestrian/cycling bridges.^{xiii}

They have also implemented programs to promote cycling such as *the Guaranteed Ride Home program*, which provides free transit passes to cycling commuters for use in an emergency. *The Bike Walk Ambassador Program* has also been implemented, where ambassadors work in Minneapolis and in the 13 adjacent communities to educate people about the importance of increasing walking and biking and minimize driving.^{xliii xliiv}



Integrating walking into one's daily routine means providing safe infrastructure for people to do so, such as this bridge that is exclusively for walking and cycling.

Another program that has been recently initiated is *the Bicycle Rack Cost Share Program* where the city shares the cost of putting in bike racks in front of private businesses to encourage employers to do so.^{xliv} Much of the rapid walking and cycling promotion and infrastructure improvement is due to *the Non-motorized Transportation Pilot program* which has been providing Minneapolis and its adjacent communities as well as three other communities in the US with the funds for walking and cycling community improvement projects.^{xlvi xlvi}

Putting their beautiful waterfront scenery to good use, Minneapolis created their famous "Chain of Lakes." With parks and trails located along the lakeshore and 21.4 kilometres of walking/jogging/biking friendly pathways, the Chain of Lakes provides a safe and accessible opportunity for residents to actively transport and enjoy themselves.



This section of Franklin Avenue in Minneapolis is a high quality pedestrian environment, including benches, trees, garbage cans, pedestrian-level lighting, and a comfortable sidewalk widths.

The Chain of Lakes system is a part of an even larger system of trails that totals 80.6 kilometres.

This is the Grand Rounds National Scenic Byway. This trail system connects users from many parts of the city, and provides its users with a variety of activities. Along the Grand Rounds there are many hiking, biking, and skiing trails. There are also golf courses, scenic pathways, historic sites, gardens, and many other natural features to explore.^{xlviii} It draws over 14 million visitors a year. With the purchase of food, services and accommodations that those visitors make, the trails are generating millions of dollars in revenue for the city.



Minneapolis residents and visitors making the most of their waterfront location

Case Studies



Ottawa, Canada A City That Embraces All Seasons

Ottawa is home to the Rideau Canal Skateway in the winter, which is the largest outdoor skating rink! With a length of 7.8 km, this is a great site for outdoor events and festivals that often take place on the weekends.^{xlix} Not only do many people come out to the canal for recreational skating, many also use it as a means of transportation to work or school. Ottawa is also home to a network of 180 km of bike paths throughout the city known as the Capital Pathway. Gatineau Park is another highlight of Ottawa where one can enjoy the 361 square km for their recreational activity of choice – in addition to the protected wildlife and green space there are many trails for biking, hiking, or cross-country skiing.^{li}



Rideau Canal Skateway in Ottawa – spans 7.8km!



Ottawa River pathway is shared among different users – with benches along the way to rest and check out the view!



Pedestrian street through shopping district with outdoor cafes creates a safe public space for the community.

Car Free Sunday

Every Sunday from Victoria Day to Labour Day between 6am and 1pm, Ottawa closes its streets to cars and opens them to people. Over 65 km of roadways are shut down each week allowing citizens and tourists to actively enjoy the city's streets. There are attractions to see along the route as well, such as the Hog's Back Falls, the Experimental Farm, Dow's Lake Pavilion, Mooney's Bay, and Parliament buildings.^{lii} Car free Sundays are a great way to foster a community atmosphere – not only do they keep people active, but they change our perceptions by presenting our well paved, wide and comfortable roads as public places for all citizens.



Sunday Bikedays in Ottawa - Taking back the streets – enjoying Ottawa's wide open road space on the city's summertime car-free

Case Studies



COPENHAGEN, DENMARK – THE BEST CYCLING CITY IN THE WORLD!!

83% of residents think Copenhagen is great to cycle in.
2006 → 36% cycled to workplaces
2015 → goal is 50% of commuters cycling
Every day 1.2 million kilometres are cycled in Copenhagen
Serious cyclist casualties dropped from 124 to 92 between 2004 and 2006
388 km of cycle routes
55% of all trips are cycled! ⁱⁱⁱⁱ



The best cycling city in the world was not created over night, the City of Copenhagen has spent the last 30 years transforming the roads and communities into cycling-friendly environments, starting



Case Studies



primarily in the 1970s and 1980s. The 1973 oil crisis struck a nerve in Denmark and it is then that residents got to witness how much they were relying on cars and how easily that could be compromised. Thus decisions were made in the city of Copenhagen to begin to minimize how much they rely on oil by promoting green energy production and walking and cycling. Significant funds were allocated towards the implementation of adequate cycling infrastructure and programs.

It is the consistent planning and prioritizing of cyclists that has created the city as it is today.^{iv} Not only was Copenhagen transformed into a cycling city through proper infrastructure such as bike routes and bike parking but also through various programs such as the bike-sharing program. Cars are also highly taxed through parking and insurance which has incentivised the use of bikes.



Amazing public spaces such as parks, markets, pedestrian-only streets, cafes, beach trails and more!

Because the infrastructure for cycling is safe and separated from motor vehicles cycling in Copenhagen is in no way limited by clothing or shoes. It is common to see business men in their suits or ladies in their high heels. In fact, it has turned in to a fashion statement. The evidence can be found everywhere throughout the city that cycling is highly valued, promoted, and prioritized.

Not only is there a vast cycling infrastructure network but there is also an amazing network of pedestrian-only streets where people can enjoy the shops, markets, and cafes. There are public self-cleaning washrooms that have been placed all around the city. There are parks, green spaces, and events to enjoy throughout the city and with the abundance of bicycle parking (both indoor and outdoor) riding your bike to all these areas is made easy and convenient!



Public washrooms such as this one can be found all over the city!

Case Studies



Winter Cycling in Copenhagen, Denmark

In light of Ontario's winters, some might say that cycling infrastructure is a waste of time and money, claiming that even if bikeways were cleared and salted, no person would want to leave the comfort of their car for the cold of winter. In fact, a number of cities with cold, snowy winters have looked past this perceived impediment and found such perceptions to be unfounded. In Copenhagen, Denmark 30% of residents cycle to work and 70% of those cyclists continue to bike even during Copenhagen's cold, snowy winters.^{iv}



Commuters make their way to work during a Copenhagen winter. 70% of cyclists continue to ride during Copenhagen's winters

Yellowknife, Northwest Territories

Spans 105km²
Population: 18,700
Population density per square kilometre: 177

24% of the Yellowknife community who work walk or cycle to get there!^{lvi}
Yellowknife is considered a 'City in the Wilderness' as you can find 17 lakes and 38 acres of parks within the city. There is also a network of trails which connects many of the main destinations within the city, such as the Heritage Centre, Assembly building, Long beach, and various parks including Fred Henne Territorial Park.^{lvii}
Every year Yellowknife hosts different events and festivals which bring the community out to enjoy the streets and the surrounding areas. These events include Caribou Carnival, Canadian Championship Dog Derby, Aboriginal Day, Raven Mad Daze, Midnight Sungolf Tournament, Snow King Winter Festival, Folk on the Rocks, Yellowknife.^{lviii}



City in the Wilderness- Yellowknife is embedded in lakes, forests, and rocky terrain allowing for plenty of trails to explore and opportunity for recreational activity!



Raven Mad Daze – Annual event celebrating the longest day of the year – July 21 – It goes all day and night with live bands, street sales, and plenty of food.

Case Studies



Brantford, Ontario

The City of Brantford is located on the Grand River, with a population of 90, 192 in 2006. The City has recently invested heavily into the downtown in reaction to the dwindling economy in the 1980s and 1990s as a result of manufacturer bankruptcies. In order to bring people into the downtown, the City created Harmony Square which serves as an attraction and meeting place for the community with the various events involving music, art, and movies as well as the ice rink which is open in the winter. For a video on Harmony Square go to <http://www.brantford.ca/harmonysquare>. The streets of Brantford have also been enhanced through various streetscape designs. These changes have brought more people into the downtown as it has become more appealing and enjoyable. Wilfred Laurier opened a campus in downtown Brantford 10 years ago and since then the size of the student body has grown significantly. This is largely due to the creation of Harmony Square, a public space which the students can enjoy while attending the university. Thus not only has this new space enhanced the lives of the community members, it has also revitalized the local economy.



Harmony Square in downtown Brantford. The town has recently invested heavily this destination for the downtown and has reaped the rewards. This space is used for skating in the winter, movie nights, festivals and other community events.



Brantford, Ontario has recently invested in beautification of its downtown streets.

Case Studies



World Class Streets – New York

New York's World Class Streets program is developing several new streetscape projects across the city to enhance public spaces. The World Class Streets initiative is incorporating several methods in enhancing public spaces. It includes: a public plaza program, Broadway boulevard project, complete street projects and design standards, safe streets for seniors and students, public art program, coordinated street furniture, and weekend pedestrian and cycling streets. New York is committed to achieving its goal of having a public open space for every resident within 10 minutes of walking for every resident. To do this, the city is creating or enhancing a public plaza in every community. In June 2008, New York launched the NYC Plaza Program that established long-term partnerships between the NYC Department of Small Business Services and community groups in order to maintain and program the plazas so they continue to be well managed and active destinations. One of the great accomplishments of the project is the revamping of 9th Avenue. The before and after photos show the extensive transformation the street went through.



Madison Square after DOT pilot project



9th Avenue Before



9th Avenue After

Helpful Groups and Websites



Helpful Groups and Websites:

8-80 Cities: www.walkandbikeforlife.org

WalkON: www.walkon.ca

Ministry of Health Promotion: www.mhp.gov.on.ca

Canada Walks www.canadawalks.org

Green Communities Canada www.gca.ca

Waterfront Regeneration Trust www.waterfrontrail.org

Ontario Trails Council www.ontariotrails.on.ca

Complete the Streets: www.completestreets.org

Project for Public Spaces: www.pps.org

Transportation Alternatives: www.transalt.org

Gehl Architects: www.gehlarchitects.com

Peterborough City-County Health Unit: www.pcchu.peterborough.on.ca

Peterborough Green-up: www.greenup.on.ca

Website with City Council Contact Information: http://www.peterborough.ca/City_Hall/City_Council_2833/City_Council_Contact_Information.htm

Footnotes



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- x Statistics Canada, 2006b.
- xi Hemson Consulting Ltd., 2005, Appendix C.
- xii Greater Peterborough Area Economic Development Corporation, 2009, p. 1.
- xiii Peterborough Social Planning Council, 2002, p. 11.
- xiv Statistics Canada, 2006b.
- xv Peterborough County-City Health Unit, 2008.
- xvi IPCC, page 2
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- xxv Heart and Stroke Foundation of Ontario, 2008.
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1. **Figure 1:** “Places to Grow,” page 2
1. **Figure 1:** Maps courtesy of Google Maps with modifications made by 8-80 Cities.
2. **Figure 2:** Data from: City of Peterborough: Planning Division, 2009, p.15.
3. **Figure 3:** Statistics Canada, 2006.
4. **Figure 4:** Data from Hemson Consulting Ltd., 2005, Appendix C.
5. **Figure 5:** Statistics Canada, 2006.
6. **Figure 6:** Pan-American Health Organization
7. **Figure 7:** John Pucher, Rutgers University
8. **Figure 8 - 11:** Maps courtesy of Google Maps with modifications made by 8-80 Cities.
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11. **Figure 15:** Portland Department of Transportation
12. **Figure 16:** Gehl Architects
13. **Figure 17:** “Why Aren’t People Cycling”

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The City of Peterborough Recommendations:

Picture of snow removal in Montreal: retrieved from <http://chicagomontreal.blogspot.com/2006/01/snow-removal-in-montreal.html>

Picture of George St. transformation: provided by The City of Peterborough.

Picture of Bridge retrieved from Google Maps and taken by homewardbounddesigns.

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Image of Franklin Street and pedestrian bridge taken from The City of Minneapolis Master Plan

Copenhagen Case Study:

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Yellowknife Case Study:

Image of Yellowknife shoreline taken by David Marcus, Outcrop and retrieved from

[Northern Frontiers Visitors Association](http://www.discovernorth.ca/08_Thingstodo/photoGallery.html) at http://www.discovernorth.ca/08_Thingstodo/photoGallery.html

Image of Raven Mad Daze taken by Denie Olmstead, NFVA and retrieved from

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Brantford Case Study:

Image of Harmony Square retrieved from: <http://www.flickr.com/photos/hlast/2571670659/>

Chapter 2 graphs: Produced by 8-80 Cities.

Any maps not cited courtesy of Google Maps with modifications by 8-80 Cities.

Any images not cited taken by Gil Penalosa.

Appendix A

% growth change calculations



The City of Peterborough

Population

2001 – 74,000

2011 – 79,000

2021 – 84,000

2031 – 88,000

$100[(88000-74000)/74000] = 18.9\%$

Appendix B

Walking, Cycling, & Public Spaces



Peterborough Workshop

Group Activity Sheet

1. **How would you like to see the city of Peterborough in 20 years?**
Think about what would make this area a vibrant, healthy community with happy residents:

2. **What are the key destination points in the city of Peterborough (public spaces, parks, shopping, amenities, employment)?**
Please use the map at your table to visually define using the markers provided.

3. **PETUNIAS: YEAR 1- low cost, high benefit, good visibility and easy to implement.**
List at least two actions that could be taken right away and that wouldn't cost a lot to make Peterborough more:
 - a. Bicycling-friendly
 - b. Pedestrian-friendly
 - c. A Great Place

4. **ORCHIDS: YEARS 2-5- higher cost, longer-term**
List at least two actions that could be taken in the long term that would have the biggest impact to make Peterborough more:
 - a. Bicycling-friendly
 - b. Pedestrian-friendly
 - c. A Great Place

5. **List any barriers or obstacles that must be overcome in order to implement your suggested actions within the community** (Please be as specific as possible):

6. **What local partnerships or local talent can you identify that could help implement some of your proposed improvements?** (Please be as specific as possible).

Appendix C

Group Activity Sheet Answers



Note: [*] indicate dot-mocracy votes

Group Activity Sheet – The City of Peterborough Walking, Cycling and Public Spaces

Question 1: 1. How much you like to see the city of Peterborough in 20 years? Think about what would make this area a vibrant, healthy community with happy residents.

- Mixed use.
- No additional suburbs.
- More diversity in neighbourhoods.
- Service nodes within individual neighbourhoods.
- Car-free Sundays every weekend – water st., downtown core. • •
- Saturdays – lock st. Closed or market where no frills is (but keep no frills downtown).
- Market plaza redeveloped for conference/retail residential.
- Fleming/Trent presence downtown.
- Multi-use of retail stores (residential + commercial).
- Safe, efficient, separated bike, pedestrian, transit, car lanes for access throughout the city. Interconnected trail around Little Lake. “complete streets”.
- Transit in grid system, with buses every 15 minutes – with real-time signage.
- Improved water quality of Little Lake.
- Recovery of Jackson Creek through Peterborough City
- Remain self-contained from GTA
- Improve pedestrian accessibility, less car-dependent
- Retain scale and foster neighbourhood centres that offer basic shopping, community centre/parks, schools, churches and clinic uses
- More ped/cycling friendly
- Tourism/economic development
- Complete sidewalks
- 8/80 rule applied
- More people living downtown
- Kid-friendly neighbourhoods
- Maintain heritage features
- Key principles on which to base decisions on quality of life

Question 2: What are the key destination points in the city of Peterborough? (public spaces, parks, shopping, amenities, employment) Please use the map at your table to visually define using markers provided.

Question 3: PETUNIAS (YEAR1) – low cost, high benefit, good visibility and easy to implement.

Bicycling-friendly:

- Existing bike lanes – permanent + all day use *****
- Bicycle parking in parking spots ****
- Bicycle parking in municipal parking garages *
- Place maps + wayfinding on trails *
- Increase enforcement – no parking in bike lanes *
- Decrease speed on neighbourhood roads
- Create ped/cyclist crossing at the zoo (south end)
- Develop municipal standards for bike parking when there is new development
- “water for bikes” signs on cars

Pedestrian-friendly:

- Clear sidewalks in winter – city sooner and better ; change technique to avoid snowbanks*****
- Close downtown on every Sunday to cars in summer (connecting routes N-S/E-W) *****
- Scramble crossings in downtown (George + Simcoe, George + Hunter)*****
- Temporarily block off parking for public space (eg outdoor cafes) *****
- Walking buses for every school – within 1 km*****
- Signage and wayfinding to trails in downtown *
- Pedestrian/cycling education program in the schools (kids + parents)*
- Alternative to salt for sidewalks
- Automatic pedestrian signals □ replace video-operated
- Increase public benches (downtown and trails) + garbage
- Website (SRTS) – formalized to find volunteers
- Clear, elevated, marked crosswalks + no rights on reds
- Water st. (king – Nassau Mills) – Car free Sundays
- City-wide car free school days

Appendix C

Group Activity Sheet Answers



A Great Place:

- Make George st. (Perry – Sherbrooke) a complete street *****
- Develop coalition of agencies (city, enviro, health) to move forward on actions *****
- More downtown events –hall hockey in garage
- Decision on Parkway
- Media promotion /partnership – promote Peterborough’s potential to become better
- Enforce idling by-law in school zones
- Better signage leading to attractions
- Space to grow vegetables/fruits

Additional comments from municipal staff:

As well, making George Street south between Sherbrooke and Perry Street a “complete street” would be great. Our idea is to make it a one lane in each direction with left hand turn lanes and pedestrian refuge islands (with landscape treatments) in the centre and bike lanes on both sides. This is the southern gateway to the downtown and it would improve the road for all users, including motorists.

One of the quick wins we could have would be to spend a couple of years and some capital dollars improving trail connectivity. There are 5 trail connections that would increase the useability of the trail system a fair bit:

1. Trans-Canada Trail between Rogers Cove (park) and the trail by the Holiday Inn, including widening the pedestrian/cycling bridge in that location
2. reduce the grade and improve the surface of the link from Jackson Park (and the trails within) to the Parkway Trail
3. building the link on the Rotary Trail between the River Road at the rowing club to the Lakefield Trail section
4. extend the Crawford Trail to the downtown (rail and trail project)
5. provide a link between the two disconnected sections of Whittington Drive over the railway track

Question 4: ORCHIDS (YEAR 2-5) – higher cost, long term.

List at least two actions that could be taken in the long term that would have the biggest impact to make the city of Peterborough more:

Bicycling-friendly:

- Physically separated bike lanes (E-W/N-S) (all arterials – start with high demand) (Sherbrooke, Minilun, George/Water/Landsdowne, Stemon, Park Hill) *****
- Employers providing change rooms / showers **
- Bike racks on buses
- 200 rental bikes (Kawartha tourism)
- Bicycle lockers (downtown, garages)
- Complete the trail to Bridgenorth
- Build underpass on the trail under Park Hill at Benson
- Bike trails into downtown
- Bike boxes + no right turns on red
- MacDonald st. □ cycling education for police officers

Pedestrian-friendly:

- Pedestrian/cycling bridge across river – to zoo **
- Complete trail around little lake (split for bike/ped) improve train bridge ***
- Create safe way for peds/cyclists (on Simcoe – from Aylmer – George)
- Geothermally heated sidewalks in downtown *
- Prioritize ped/cyclists in reconstruction of roads (physically separated) *****
- Retrofit bridges to make them safe for ped/cyclists **
- Lighting off-road trails and sidewalks **
- Wider sidewalks and completing all ***
- Change equipment for snow removal on sidewalks *
- Converting downtown streets for ped. only (Hunter between George and Aylmer) (Charlotte st. Water from Aylmer) – engage business owners
- Increase public washrooms – downtown / trails
- By-law declaring Peterborough a Pedestrian-first city

Appendix C

Group Activity Sheet Answers



A Great Place:

- Add Improve the frequency of transit service / improve ad / improve/add bus shelters *****
- Mixed use neighbourhoods ***** - youth space?
- Peterborough Square – courtyard on main ***
- Reduce parking requirements in the downtown + beyond (complementary uses) including Walmart, box stores ***
- Express routes through or around the city (free-up downtown) *
- Central meeting area – Gateway *
- Minimum requirements for bicycle parking in the zoning by-law
- Open up Jackson Creek
- Improve waterfront – Del Cray neighbourhood (play areas, market) + traffic calming
- Charlotte Mews – remove parking and make people-friendly
- More grunspace downtown – use vacant lots
- Continue with waterfront trail / revitalize
- Downtown vibrant through design elements
- More green space downtown
- Pilot projects

Additional comments from municipal staff:

The Sidewalk Strategic Plan identifies key sidewalks that should be provided - support for Council in their work on this would be noticed. They are taking a lot of complaints from people who live where the new sidewalks are going in.

The route around Little Lake is shown on our trails maps - you can currently walk and bike around the lake through a series of trails and sidewalks and roads (for cyclists). The Little Lake Master Plan seeks to improve the route because there are currently some gaps that, particularly as a cyclist, put you on arterial roads for some sections. Also, a couple of the sidewalks are not the most pleasant due to heavy adjacent traffic. The Little Lake Master Plan idea is to create more trail length and a new route over the river that pulls users off of Lansdowne Street, the busiest road on the route.

Question 5: List any barriers or obstacles that must be overcome in order to implement your suggested actions within the following areas (Please be as specific as possible):

- Traffic signals
- Cost
- public + political will / education regarding priorities
- 4-year election cycle
- Complacency
- school board priorities (convincing change)
- collective will (getting parties/agencies to the table)
- fear of change
- lack of vision
- provincial / municipal regulations
- get over the apathy – the need is urgent
- have to get 'buy in' at grassroot level + decision makers

Appendix C

Group Activity Sheet Answers



Question 6: What local partnerships or local talent can you identify that could help implement some of your proposed improvements? Please be as specific as possible

- City- planning, recreation, transportation
- Green-up
- Health unit
- Board of Education
- Economic development (GPAEDC, DBIA)
- Active safe community routes
- Ministry of Health Promotion
- Social Planning Council
- Media
- Employment
- Tourism
- Public
- Environmental groups
- Ministry of Energy and Infrastructure
- Trent University
- SSFC
- Peterborough Utilities
- Member of Parliament
- Jim Balsillie
- Special interest group – Tollington for funds
- Eric Martin
- Peter Adams
- Dr. Pellizzar
- Shirley Eggleton

Group Activity Sheet – The County of Peterborough Results from poster Walking, Cycling and Public Spaces

PETUNIAS (YEAR1) – low cost, high benefit, good visibility and easy to implement.

- Build ped/cycling routes into planning process (OP, subdivision, site) ****
- Build Bridgenorth trail ****
- Continue Streetscape Plan (patios, outdoor cafe) ***
- Community improvement plans – do it****
- Develop Maps of trails to be built ***
- Wayfinding signage for trails***
- Event planning on trails + public space (bridgenorth, trail walks, chemong park) community based use**
- Cycling education in schools
- Curb cuts (lakefield-over bridge) identify and implement
- Close water st. On Sundays after church
- Install more bike paths (site plan approval)
- Paint to differentiate cyclists, pedestrians + buffers
- Nationalization and tree-planting on trail

ORCHIDS (YEAR 2-5) – higher cost, long term.

- Build more sidewalks increase budget + make it a priority (bridgenorth + Lafefield)*****
- Develop ped/cycling routes ped: focus on retail + recreational; cycling: connecting trails to destinations ****
- Remove parking on main sts more to back streets ****
- Reduce width of Ward St. – add sidewalks and bike lanes ****
- Traffic light at Gore + Ward + Concession + Queen ***
- Add ped/cycling (physical separation) infrastructure into reconstruction of the Cosway fishing area ***
- Bike parking
- Improve lighting on sidewalks + trails