



City of Kawartha Lakes Active Transportation Master Plan

Committee of the Whole Meeting
Tuesday January 16th, 2024

Project Summary & Recommendations Update

Meeting overview



Presentation Overview

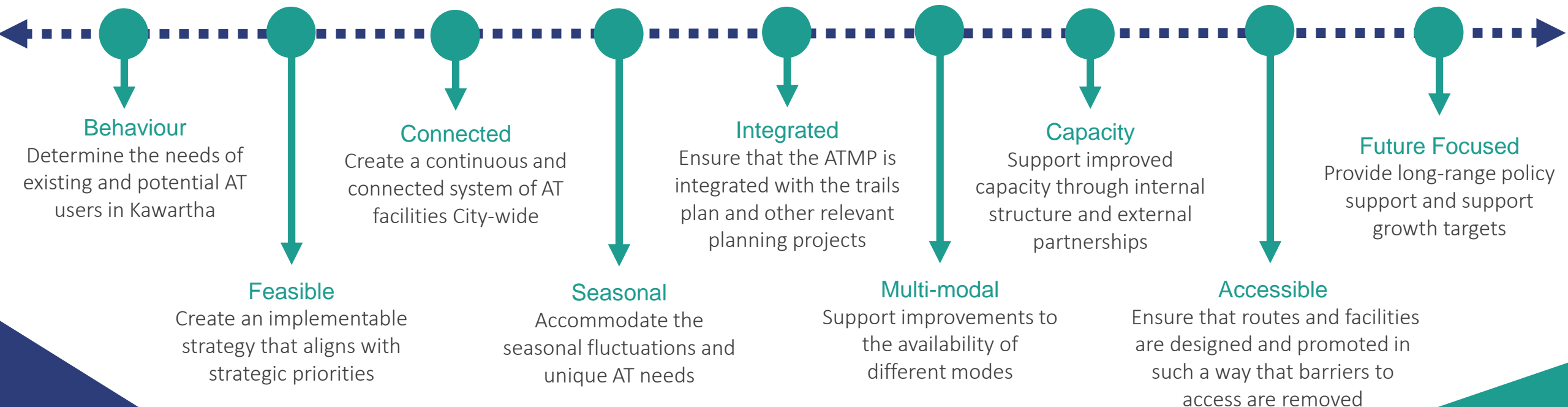
1. Project objectives and benefits
2. Project process
3. Input received and incorporated
4. AT vision and ambitious goals
5. Recommended AT Network
6. Network Cost
7. Implementation Considerations
8. Supporting Recommendations
9. Next steps

Meeting Purpose

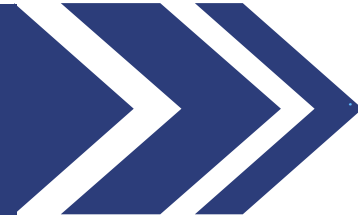
CIMA+, in partnership with the project team from the City of Kawartha Lakes Planning and Development Division, are updating Council on the proposed recommendations of the City of Kawartha Lakes Active Transportation Master Plan. This presentation is for information purposes only.

Project Objectives

Create a long-range (20+ year) strategic planning document with supporting policies, programs, tools, and design solutions to improve the overall understanding of and support for active transportation in Kawartha Lakes



ATMP Investments and Benefits



If Kawartha Lakes invests in...

The recommendations found within the ATMP including...

- > AT Infrastructure
- > Policy shifts and enhancements
- > Education and encouragement programs
- > Staffing and internal support for active transportation
- > New processes and practices

To get...

- More active mobility
- Greater recreational and utilitarian opportunities
- Greater travel choice
- Less congestion
- Safer streets
- More resilient communities
- Sustainable alternatives and options

Resulting in...

Social Benefits - Health, transportation equity, social connectedness.



Environmental Benefits - Lower GHG's, less noise & air pollution, protected natural areas



Economic Benefits - Increased tourism, revitalized downtowns & local business



Input Received and Incorporated

Round 1

Round 2

Round 3

Activities

Public outreach through Jump In Survey #1
 Public input session #1
 Stakeholder Outreach via email
 Taskforce meetings #1, #2 and #3

Public outreach through Jump In Survey #2
 Taskforce meetings #4 & #5

Public outreach through Jump In Local events
 Individual Stakeholder Meetings
 Taskforce meeting # 6

Themes

- > Address challenges and conflicts between users through design and management
- > The integration of ATMP with other existing policies and plans.
- > Need for education and promotion to drive a wider culture shift.

- > Confirmation of the proposed AT network.
- > Desire for greater coordination and integration of the TMPU and the ATMP.
- > Providing connections to off-road trails.

- > Consideration of new and upcoming developments in the ATMP.
- > Evaluation of different design interventions.
- > Exploring various alternatives for priority projects.

Application

- > Informed the user profiles developed.
- > Policy assessment.
- > Developing recommendations for updating plans/policies.

- > Finalizing the routes feeding into AT network.
- > Shared vision and goals of ATMP and Trails Master Plan.
- > Providing key connections based on input provided.

- > Preparing recommendations for all upcoming development applications.
- > Finalizing design interventions.
- > Identifying phasing, and costing based on priority projects and network development.

AT Vision and Principles

Confirmed Vision

Active Transportation in Kawartha Lakes is planned, designed and implemented with equity, accessibility and feasibility in mind.

Supporting Objectives

1. Design for user comfort & safety
2. Provide barrier-free access
3. Connect community destinations
4. Identify feasible solutions
5. Support sustainable implementation
6. Establish clear communications
7. Foster stewardship
8. Establish consistent monitoring

Ambitious Goals

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

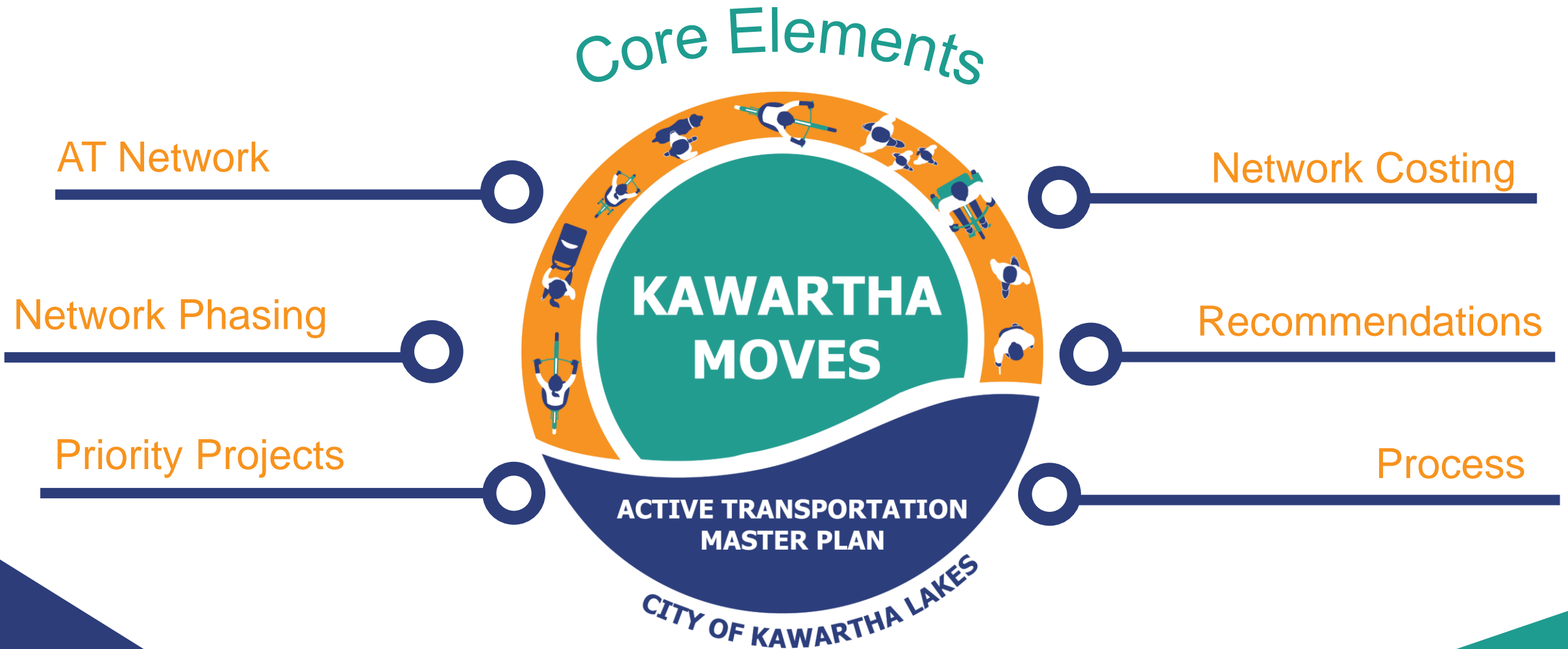
Urban and built-up areas throughout Kawartha Lakes are walkable places to live or visit

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

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

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

Master Plan Components



Recommended AT Network

Development Considerations






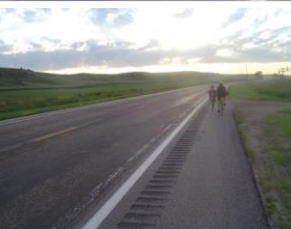
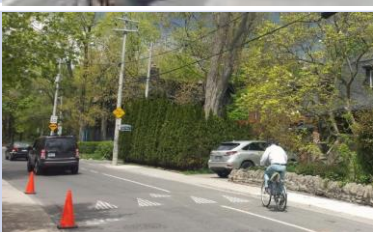

- > Focus on on-road linkages
- > Build upon existing conditions
- > Leverage previously planned opportunities
- > Identify and connect to major destinations and growth areas
- > Reflect user needs and considerations relative to routes
- > Design for the context and current conditions
- > Prioritize connectivity within the built-up areas
- > Facilitate strategic connectivity within the rural areas
- > Connect to previously planned trail improvements
- > Consider the location of major and minor barriers

Network Summary

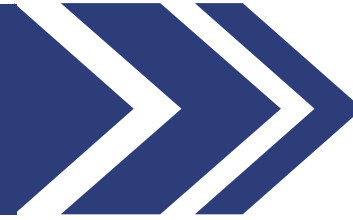
There are **763km** of AT Routes and Facilities proposed throughout Kawartha Lakes











Area	Cycling	Walking	Total
Bobcaygeon	21 km	15 km	36 km
Lindsay	54 km	51 km	105 km
Fenelon Falls	13 km	8 km	22 km
Urban Total:	88 km	74 km	162 km
Rural Total:	601 km		601 km
Grand Total:	689 km	74 km	763 km

Cycling Improvement Design Solutions

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

Walking Improvement Design Solutions



			Traffic Calming
			Walkability Enhancements
			Sidewalks
			Other

**Proposed Cycling
Improvements
Bobcaygeon**



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

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

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from detailed design drawings from Landscape Planning

Legend

Destinations

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

Existing Active Transportation Routes

- Sidewalks
- Off-road paths

Cycling Touring Routes

- Bobcaygeon Connector
- Fenelon Bobcaygeon Loop

Previously Proposed Routes¹

- Cycling routes
- Off-road paths

Roads

- Local Roads
- Highways

Context

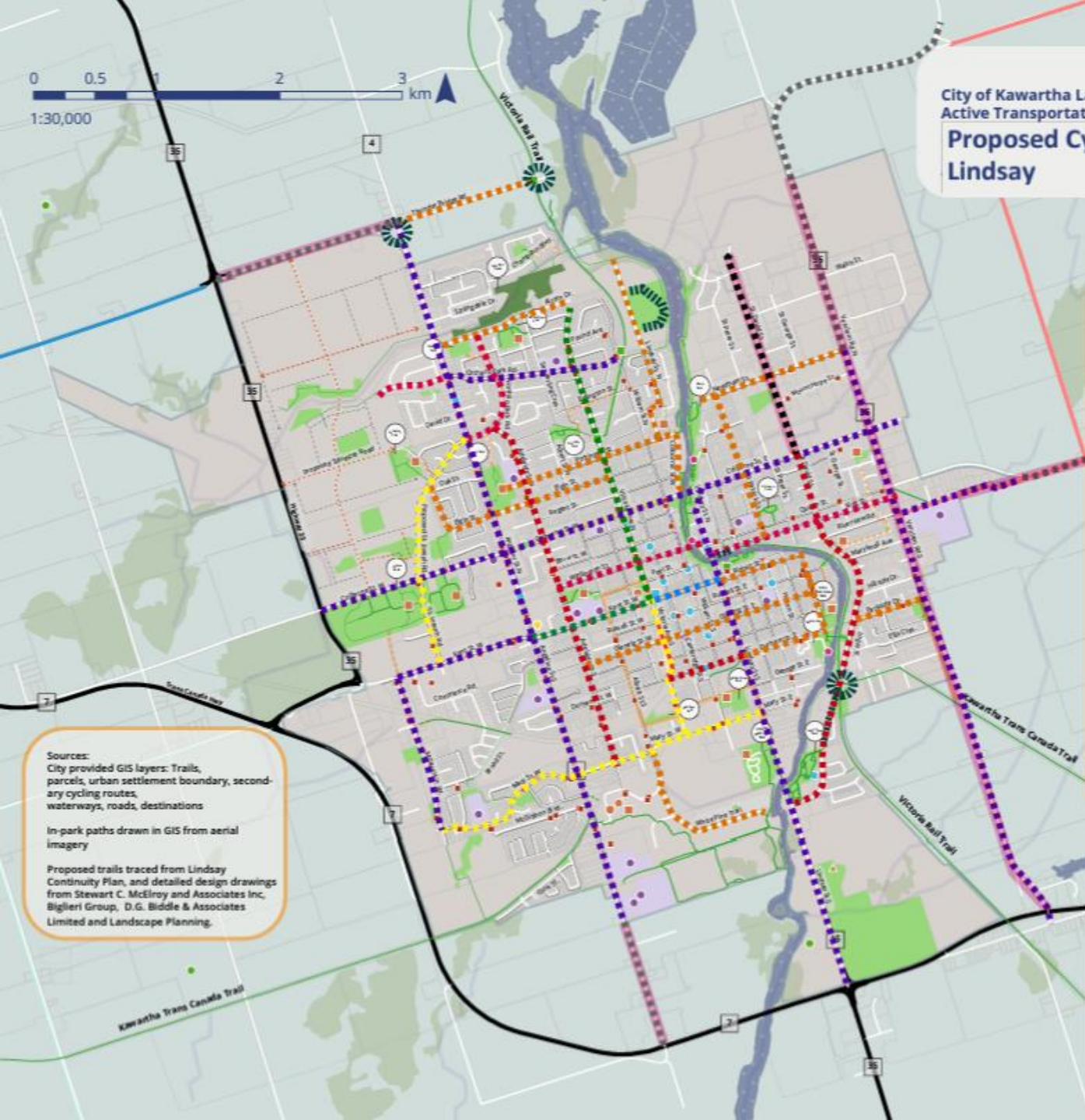
- Urban Settlement Boundary
- Waterways

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





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



Sources:
 City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations
 In-park paths drawn in GIS from aerial imagery
 Proposed trails traced from Lindsay Continuity Plan, and detailed design drawings from Stewart C. McElroy and Associates Inc, Biglieri Group, D.G. Biddle & Associates Limited and Landscape Planning.

Legend

Destinations

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

Context

- Urban Settlement Boundary
- Waterways
- Woodlands

Existing Active Transportation (AT) Routes

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

Cycling touring routes

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

Previously Proposed Active Transportation (AT) Routes¹

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

Roads

- Local Roads
- Highways

- Multi-use Pathway
- Cycle Track
- Separated Bike Lane
- Bike Lane
- Neighbourhood Bikeway / Signed Bike Route
- Advisory Bike Lane
- Paved Shoulder
- Buffered Paved Shoulder
- Dependent on development
- TMPU Trail Project

Proposed Cycling Facilities Fenelon Falls



Legend

Destinations

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

Context

- Urban Settlement Boundary
- Waterways

Existing Active Transportation Routes

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

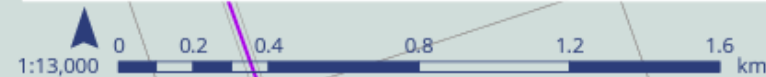
Cycling Touring Routes

- Fenelon Bobcaygeon Loop

Roads

- Local Roads

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



Network Phasing

Development Considerations

- > Complexity of the proposed project
- > Community need / interest
- > Planned capital projects as identified by Public Works and Engineering
- > Ongoing or previously completed environmental assessments
- > Future development plans / potential
- > Access to planned trail projects / coordination
- > Access to destinations and other high needs areas relative to the community interests and priorities

Phasing Summary

Short-term

Medium-term

Long-term

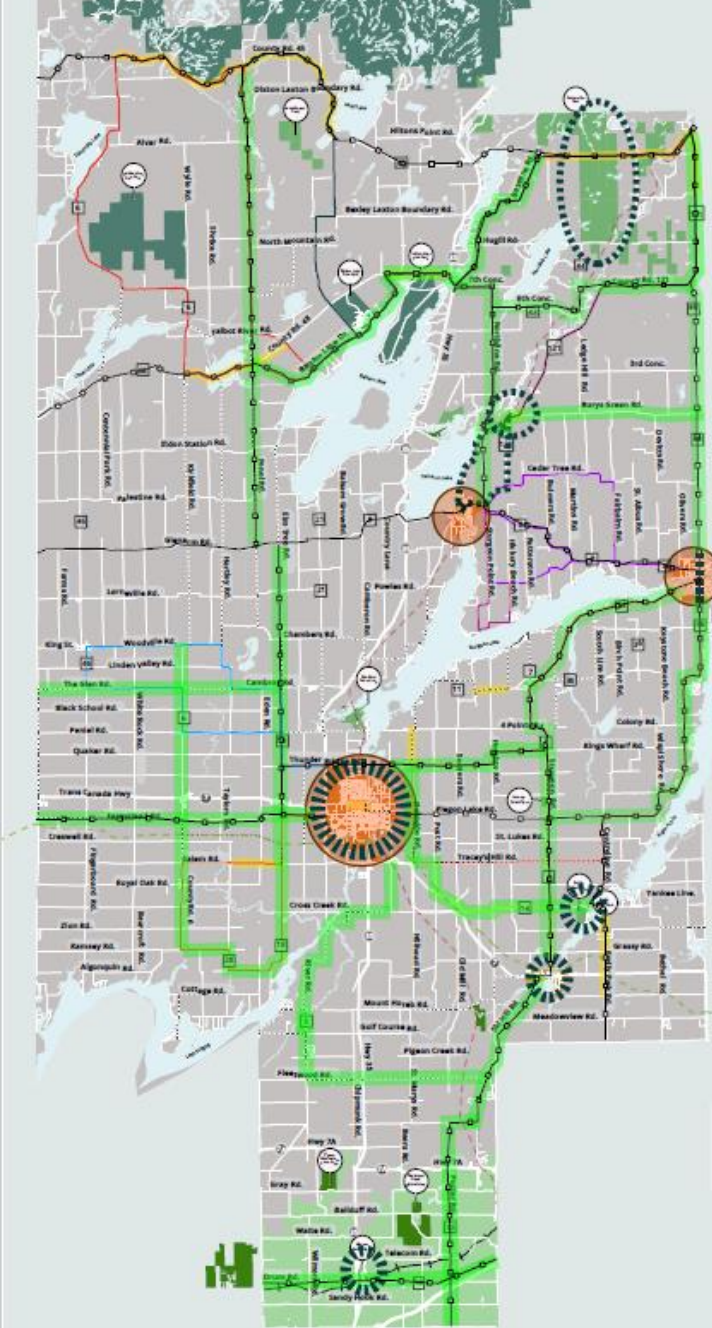
0-10 years

11-20 years

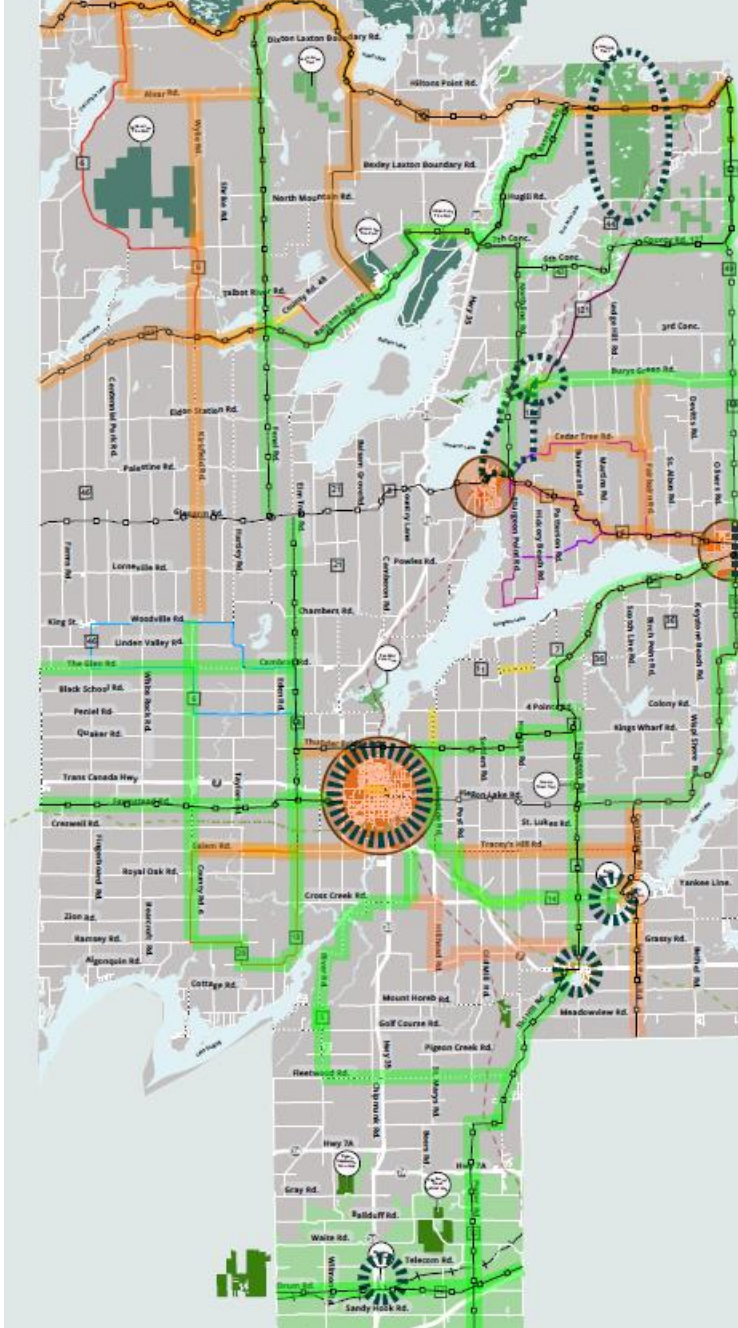
20+ years

Area	Short-term	Medium-term	Long-term
Bobcaygeon	17 km	15 km	4 km
Lindsay	38 km	50 km	16 km
Fenelon Falls	13 km	7 km	2 km
Urban Total:	68 km	72 km	22 km
Rural Total:	349 km	201 km	51 km
Grand Total:	417 km	273 km	73 km

Short Term



Medium Term



Long Term



Priority Projects

Development Considerations

These projects represent a spine system of routes that are considered to have the greatest impact on successfully encouraging more active trips throughout the City.

- > “Ranked highest” in terms of community need and interest
- > Provide the greatest connectivity to destinations
- > Considered relative or easily feasible to implement
- > Investment is considered necessary for the need
- > Leverage capital projects and ongoing EAs
- > Provide linkages to trail connections
- > Priorities are identified across all phases

Priority Projects by Phase

There are **424 km** of priority AT projects proposed throughout Kawartha Lakes

Area	Short-term	Medium-term	Long-term	Total	% of total network
Bobcaygeon	10 km	3 km	2 km	16 km	8%
Lindsay	24 km	28 km	5 km	57 km	13%
Fenelon Falls	5 km	2 km	1 km	8 km	2%
Rural Total:	226 km	93 km	24 km	344 km	81%
Total:	265 km	127 km	32 km	424 km	

Network Costing

Development Considerations

Costs are prepared at the master plan level and are intended to be reviewed and confirmed prior to formal project budgeting and budget allocation.

- > Establish a series of industry standard unit costs for specific AT interventions
- > Costs only pertain to construction / implementation and do not include staff time or acquisition
- > Costs should be reviewed and updated and other industry standards are acquired
- > Costs are not prescriptive and may not include all affiliated costs for the full project

Priority Projects by Phase

Costs represent full build-out of the **763 km** of AT facilities throughout the City of Kawartha Lakes

	Total	Short-term	Medium-term	Long-term
Bobcaygeon	\$7 019 956	\$2 841 759	\$3 376 634	\$801 563
Lindsay	\$20 548 988	\$6 719 560	\$10 903 520	\$2 925 907
Fenelon Falls	\$3 528 191	\$1 893 699	\$953 946	\$680 545
Urban areas	\$31,097,135	\$11,455,018	\$15,234,100	\$4,408,015
City Wide	\$56 860 530	\$25 648 930	\$21 713 805	\$9 497 794
Total	\$87,957,664	\$37,103,949	\$36,947,906	\$13,905,809

Implementation Considerations

Cost Off-setting

Cost would not be fully borne by the City as individual AT projects. Costs could be off-set by:

- > Coordination with road reconstruction / retrofit projects
- > Coordination with larger infrastructure projects
- > Utilization of development charges
- > Payment by developed through growth projects
- > Acquisition of external funding from the province
- > In-kind work provided by members of the public
- > Provision of private investments or donations

Implementation Needs

Other implementation needs would include:

- > Proceed with necessary approvals (as required)
- > Determine EA needs (where appropriate)
- > Undertake preliminary and detailed design
- > Potential increased staffing to facilitate implementation
- > Additional internal coordination
- > Data and asset management through GIS
- > Vehicles or equipment for maintenance

Supporting Recommendations



Guideline

15

recommendations

Establishing consistent direction on how to design AT infrastructure, amenities and supportive features



Policy

7

recommendations

Embed AT-supportive directions within existing policy documents and establish new policies to enhance AT planning practice



Implementation

13

recommendations

Processes and practices that integrate AT decision making into day-to-day practices for municipal staff as well as future partnerships



Programming

10

recommendations

Initiatives that aim to influence and adapt the behaviours of individuals to generate a greater interest in, and use of, active modes











Monitoring

10








recommendations

Mechanisms to determine the effectiveness of the ATMP's implementation and opportunities for adaptation and update

ATMP Priority Recommendations

Recommendation	Type	Recommendation	Type
Development standards to be amended to reflect acceptable active transportation facility design standards.		The AT network to be incorporated as a schedule as part of the City's Official Plan along with the necessary policy supports to ensure that the ATMP recommendations are reflected in higher-level policy.	
The AT network is to be used as the blueprint for the identification and design of on-road active transportation infrastructure.		The active transportation network to be incorporated into the City's Transportation Master Plan with consistent support for the implementation of traffic calming and similar road conditions features.	
The AT network is to be integrated and coordinated with the proposed trail projects and focus areas as identified in the City's Trails Master Plan 2023.		On an annual basis, seek the input of ATMP partners - as outlined in the partnership strategy - to discuss active transportation infrastructure, programming and maintenance priorities.	
Allocate sufficient space to implement bike corral stations within the downtown areas of Lindsay, Bobcaygeon and Fenelon Falls.		Within the Engineering capital budget, a line item of \$500,000 be identified for the implementation of active transportation projects.	

ATMP Priority Recommendations

Recommendation	Type	Recommendation	Type
<p>Within the Public Works Division operations budget, the line item for maintenance will be increased to \$200,000 with appropriate increases to the budget per annum based on km implemented.</p>		<p>The ATMP to be revisited every five years and a report generated on the status of implementation and priorities for the next five years.</p>	
<p>Within the Planning and Development Division capital budget, a line item of \$50,000 be identified for the implementation AT-related education and encouragement strategies with the potential to increase to \$100,000</p>		<p>The proposed AT network is to be reviewed on an annual basis to determine the need for any updates.</p>	
<p>Undertake a comprehensive wayfinding and signage strategy with a focus on the built-up areas.</p>		<p>Sidewalk maintenance should focus on improving and enhancing the City’s practices, prioritizing maintenance along primary corridors and connections to the trail system.</p>	
<p>Explore acquiring a Bicycle and / or Walk Friendly Community designation in partnership with Share the Road Cycling Coalition and other applicable organizations.</p>			

Next Steps

Project Finalization

- > Gather input on project findings and recommendations
- > Prepare draft ATMP report
- > Provide 30-day review of draft report
- > Update and finalize draft report
- > Prepare and provide final presentation to Council for approval

Engagement

- > Promotion of draft report on the Jump In project page for public input
- > Distribute the draft report for review and commentary to the following audiences:
 - > Task Force
 - > Key stakeholders i.e., public health, school boards, conservation authorities, etc.
 - > Internal staff members



Thank you.
Questions?