

The Corporation of the City of Kawartha Lakes
Minutes
Active Transportation Master Plan Task Force Meeting

ATMPTF2023-04
Thursday, July 13, 2023
10:30 A.M.
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:
Councillor Pat Warren
Daryl Broadworth
John Bush
Arthur Hornibrook
Barbara MacPherson
Glenda Morris
Peter Petrosoniak
Greg Scott
Sajeev Sivayogarajah
John Speirs
Bill Steffler
Nick White

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1. **Call to Order**

Task Force members in attendance: Councillor Pat Warren, Daryl Broadworth, John Bush, Arthur Hornibrook, Glenda Morris, Peter Petrosoniak, John Speirs, Bill Steffler, Greg Scott

Absent Task Force members: Barbara MacPherson, Sajeev Sivayogarah, Nick White

Municipal Representatives/Staff in attendance: Paul Pentikainen, Supervisor Policy Planning, Max Faulhammer, Planner II, Nancy Ord, Administrative Assistant.

Consultants in Attendance: Claire Basinski, CIMA+, Jonathan Derworiz, WSP

Chair Steffler called the meeting to order at 10:34 a.m.

The Chair made a tribute to the significant accomplishments of Al MacPherson in advocating for historical plaques, grants and trails projects in Kawartha Lakes. Al MacPherson's dedication and service to the City of Kawartha Lakes were echoed by Task Force members and condolences extended to his widow, Barbara MacPherson, ATMP Task Force member. Members were invited to a farewell event for Al MacPherson on July 22, 2023 at Fleming College.

2. **Adoption of Agenda**

ATMPTF2023-009

Moved By P. Petrosoniak

Seconded By G. Morris

That the agenda be adopted as presented.

Carried

3. **Declaration of Pecuniary Interest**

There were no declarations of pecuniary interest disclosed.

4. **Adoption of Minutes from Previous Meeting**

ATMPTF2023-010

Moved By A. Hornibrook

Seconded By Councillor Warren

That the minutes of the April 19, 2023 Active Transportation Master Plan Task Force meeting be adopted.

Carried

5. Deputations

There were no deputations.

6. Correspondence

There was no correspondence presented.

7. New Business

7.1 Network Overview and Design

Slide presentation by C. Basinski provided detailed explanation of the proposed AT network and outlined the meeting's objective for Task Force members to:

- be updated on ATMP status with anticipated presentation to City Council before the end of 2023,
- have a greater understanding of the AT network and designs,
- buy-into the ATMP recommendations,
- discuss recommendation priorities, engagement and outreach opportunities.

Issues raised by Task Force members included:

- ATMP Ambitious Goals 2 and 3 address walking and cycling separately with built-up areas the focus for walking and cycling throughout Kawartha Lakes including rural areas.
- Strengthening Goals on connectivity to off-road features, between built-up areas and application to both rural and urban areas.
- Walking and hiking amenity needs differ. Amenities such as washrooms or benches have more value in built-up areas where there are more walkers who may be carrying groceries or walking with children.

C. Basinski highlighted the Network Development process indicating all comments had been considered and summarized detailed spreadsheets previously provided. The spreadsheets refer to a range of issues related to safe crossings, trail linkages, pedestrian amenities, traffic calming, need for paved shoulders in rural routes, gaps in the Network, challenging locations and maintenance issues.

The following were raised by Task Force members:

- The Dan Burden “walkabout” process and recommendations undertaken as part of the Bobcaygeon Active Transportation Study have been included. The ATMP will include recommendations for audits, staff training for walkability audits and maintenance at different times of year with varying conditions (e.g. lack of light, rainy or wintery weather).
- ‘Complete Streets’ approach for safe design for all users and other sidewalk uses (street furniture, trees, storm water management) was desirable.

C. Basinski provided an overview of the cycling and walking design approach for urban and rural facilities and referred to a series of illustrative maps.

The Task Force members raised the following:

- The need for rules to ensure AT design features are incorporated into new developments. C. Basinski indicated comments have been provided to City Staff on recent development proposals and the ATMP will suggest updates to policy documents (e.g. Official Plan).
- The ATMP include safety and design standards where trails are crossed by vehicles/roads ranging from a preference that Trails not be crossed to stop signs for vehicles. Specific reference was made to Alcorn Drive crossing the busy Legacy Trail.
- The ATMP will identify preferred design features for existing identified roadways or provide direction for new roadways. Minimum standards are provided for in boulevard multi-use paths, cycle tracks, separated bike lanes, bike lanes and advisory bike lanes where a shared roadway has a visually delineated space for cycling on the roadway.
- Duke Street in Bobcaygeon is very busy, has had many complaints about safety at the intersection of Main Street (where a Day Care is located) and should have sidewalks designated. C. Basinski indicated Duke Street can be highlighted in the walkability analysis and sidewalk inventory.
- Duke Street or County Road 8 is a major route between Fenelon Falls and Bobcaygeon and should be identified as a cycling route with design features added. C. Basinski will review Duke Street further noting its connectivity between Fenelon Falls and Bobcaygeon and the link to Highway 36 addressing cycling safety due to heavy truck and vehicle traffic.
- Parks should be coloured green on the Network mapping.

- Any intersection with a multi-use path be identified as an intersection/crossing improvement area. Many intersections noted do not show improvements and reference was made to crossings at McLaughlin and Kent Streets, Lindsay and Kent Streets.
- The ATMP include rules/standards for pedal assisted ebikes to ensure trails are not used for motorcycles. C. Basinski referred to comprehensive review in the Trails Master Plan of existing by-laws, an approach that will form part of the ATMP.
- The ATMP propose trails on both sides of rivers/waterways if possible in urban areas referring to new development area proposals, the Scugog River and the south end of Lindsay north of the fairgrounds. C. Basinski referred to the ATMP identification of linkages to rivers/waterways.
- Colborne Street between Highway 35 and Angeline Street is a nightmare for AT and consideration be given to a pedestrian bridge across Colborne Street to promote usage on both sides and to a traffic signal at Colborne and St. Joseph Streets with wider crossing for connectivity to Wilson Fields.

7.2 Recommendation Overview

C. Basinski's slide presentation raised the following Task Force issues:

- Options for providing hard copy documents rather than digital to Task Force members and tables be provided in Word document format rather than Excel.
- An Executive Summary of the ATMP be prepared.
- Public engagement over the Summer 2023 will be clarified after discussion with City Staff and may include maps/information online and potential open houses.
- Add existing trails to the overall Rural Area map.
- Safety designs for Highway 35 to County Road 45 be added as this route is used by cross country cyclists and the vehicles on the highway are moving at high speeds. C. Basinski clarified the Ministry of Transportation will not allow any AT features on its provincial highways.
- Public Health has/will be further involved in the AT once the Task Force has indicated it is comfortable with the ATMP recommendations.

- ATMP will incorporate a series of recommendations for bike education to encourage best cycling/walking practices, “walking school bus” initiatives and traffic calming within certain distance to schools as in the TM Plan. Initiating a “walking school bus” initiative would be affected by the capacity of volunteers and clarification on who will organize and implement.

The Task Force meeting was adjourned at 12:04 p.m. and reconvened at 1:02 p.m.

C. Basinski continued the presentation with a summary of fifty-four ATMP recommendations created from all comments received and grouped into guideline, policy, implementation, programming and monitoring recommendations which form the foundation of the ATMP. One revision was noted to clarify responsibility from Public Works Division to Engineering Division.

Task Force members raised the following:

- Recommendation #10 timing be sooner for asphalt shoulders as part of road rehabilitation and reconstruction projects.
- Recommendation #13 be changed to remove reference to “at least two bike corral stations within the downtown” to phrasing that applies a proportional number of corrals by specific urban area (e.g. Bobcaygeon should have at least four bike corrals).
- Recommendations #5 and #12 add reference to bike corrals in parks.
- Strong local AT policies will allay the potential effects of Bill 23 and developers not adhering to local AT recommendations.
- ‘Bicycle Friendly City’ and ‘Walkable Community’ designations can evolve from an approved ATMP and will lead to further initiatives, awards, plaques and on-line awareness.
- Setting implementation time limits, ‘Walk’ and ‘Active’ Scoring, annual AT meetings and ‘Ontario Bike Nights’ are means to show progress, AT improvement, goal setting and encourage support.
- To encourage walkability in the downtown area between Kent and Russell Streets, reduce the prioritizing of cars and remove the need for pedestrians to push buttons to activate walk indicators.
- The ATMP include stronger statements on contributing to environmental health. C. Basinski indicated statements to reflect a strong vision and specific recommendations that address climate change can be included.

Further the ATMP will work together with other policies (TMP, Official Plan, Healthy Environment Plan).

- Ranking of recommendations will likely be in the form of short/medium and long term prioritizing with the top five recommendations likely relating to staffing, funding, updating internal policies, updating development standards and partnership strategies (outside of Development Services Division).

Task Force member G. Morris left the meeting at 1:45 p.m.

Comments of Task Force members continued after C. Basinski provided an overview of next steps and new recommendations relating to updating mapping, coordination with other agencies/school boards/health representatives and templates for consistent monitoring.

Further Task Force comments raised the following:

- Costing for improvements such as paving road shoulders not be a separate budget line item but an integral part of road construction as paved shoulders extend the life of roads. Many AT projects will occur over time as part of road rebuilding, will not stand alone and will be coordinated with the TMP.
- The AT will refer to external funding options such as donations.
- The AT will not sit on the shelf but contain recommendations for updating every five years and monitoring.
- The ATMP will be ready for public input/comment within the next week once the JumpIn page has been prepared.
- A programming recommendation be added on education of biking rules. Recommendation #44 generally addresses education of trail etiquette for cyclists on a trail with pedestrians, safety provisions and signage.
- The ATMP will identify implementation partners, their involvement and ATMP projects to be included in Public Works Five-year capital works forecasts.

At this point in the meeting, the Task Force members convened to view posted large size copies of the network maps and to add specific comments and notations to clarify and correct technical details.

8. Next Meeting

It was noted future meetings of the ATMP Task Force will be via zoom and members will be canvassed for meeting dates.

9. Adjournment

ATMPTF2023-011

Moved By B. Steffler

Seconded By P. Petrosoniak

That the Active Transportation Master Plan Task Force meeting be adjourned at 2:37 p.m.

Carried