

Town of Perth: Active Transportation Plan

Committee of the Whole

AUGUST 6, 2024



Town of Perth:
Active Transportation Plan

AGENDA

- **General Introduction**
- Needs and Opportunities
- Recommendations
- Capital Costs
- Questions



Indigenous Acknowledgement

We respectfully acknowledge that the land on which we gather is the traditional home of various Indigenous Peoples. As we work towards reconciliation, may we all live with respect on this land and live in peace and friendship with all its diverse peoples.

Setting the Stage

What is an Active Transportation Plan?

An Active Transportation Plan (ATP) is a blueprint for planning, implementing, operating and maintaining the active transportation network.

Why is it important?

Active transportation helps create a **healthier, more vibrant** and **connected** community by fostering an environment that supports and encourages these active forms of transportation, making them a **convenient, safe, and enjoyable** option for everyone.

The Municipal Class Environmental Assessment (MCEA) Process

The ATP was prepared following the Master Planning process as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment (EA) following "Approach #1" which is an approved process under the Environmental Assessment Act.



What is our Vision?

Our vision is to create a vibrant, accessible Perth where walking, cycling, and rolling are not just modes of transport but a way of life, contributing to the sustainable use of the Town's assets, its tourism economy, and the health and well-being of its residents.

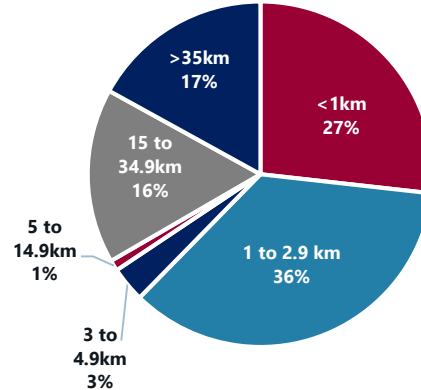
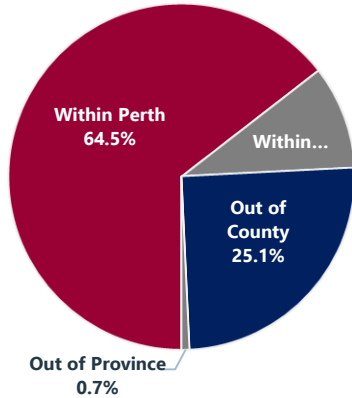
Town of Perth: Active Transportation Plan

- General Introduction
- **Needs and Opportunities**
- Recommendations
- Capital Costs
- Questions

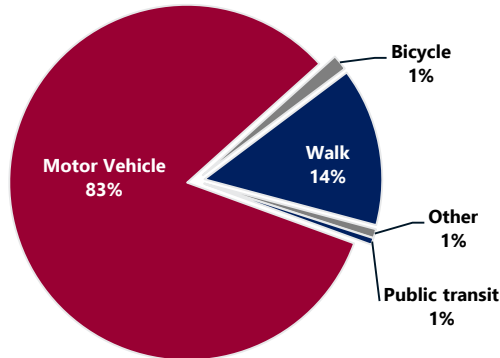


Perth at a Glance

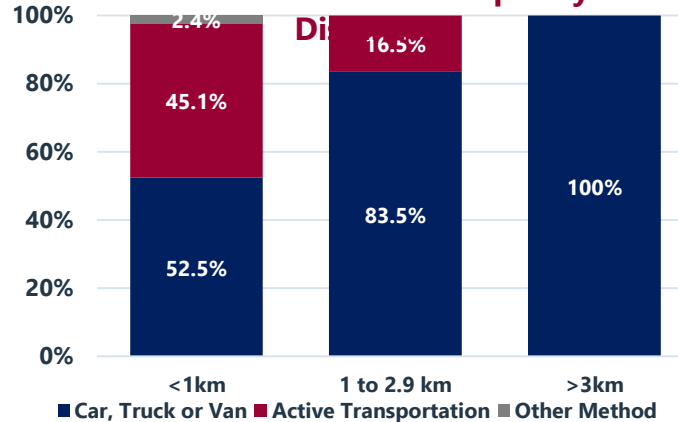
Perth Residents: Location of Employment (%) Distance Travelled to Work by Perth Residents



Main Mode of Commuting



Perth Residents Modal Split by Distance



Existing Policies

- Design a transportation network that supports **all modes**
(Official Plan Section 5.5)
- Leverage **parks, open spaces and natural areas** for recreational trails and community linkages
(Official Plan Section 8.1.3.20)
- Promote **seasonal activities (such as hiking and biking)** to support the growth of tourism
(Perth Tourism Master Plan 1.C)
- Support and encourage **walking and cycling** for residents and visitors
(Town of Perth Transportation Master Plan 4.5)
- Provide **improved cycling facilities and connectivity** on County roads
(Lanark County Transportation Master Plan 8.2.5)
- Education and incentive measures** to promote cycling across the region
(Lanark County Transportation Master Plan 8.2.5)

Online Survey

General Findings:

- Roughly 50% were either retired or do not work.
- Roughly 50% were satisfied with existing sidewalks, trails, pathways
- Walking and jogging were more popular than cycling for all purposes.
- Roughly 40% indicated they felt some level of discomfort while crossing bridges in Perth.

Preferred locations to enhance AT connections:

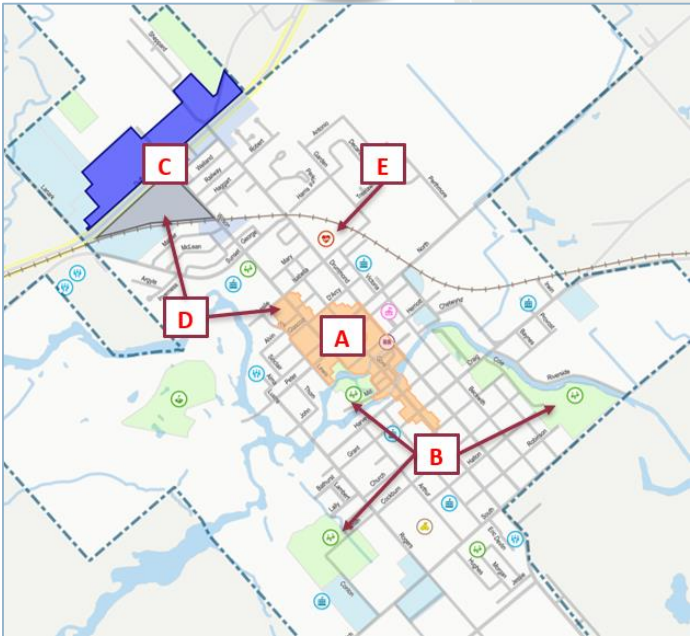
- A. Downtown
- B. Parks
- C. Highway 7 Business Centre
- D. Grocery Stores
- E. Hospital/Clinic

Key corridors for cyclists:

- Gore
- Wilson
- CR10-North
- Perthmore
- Sunset
- Drummond

An online survey was conducted in January-February 2024 to better understand trends and thoughts about active transportation in the town.

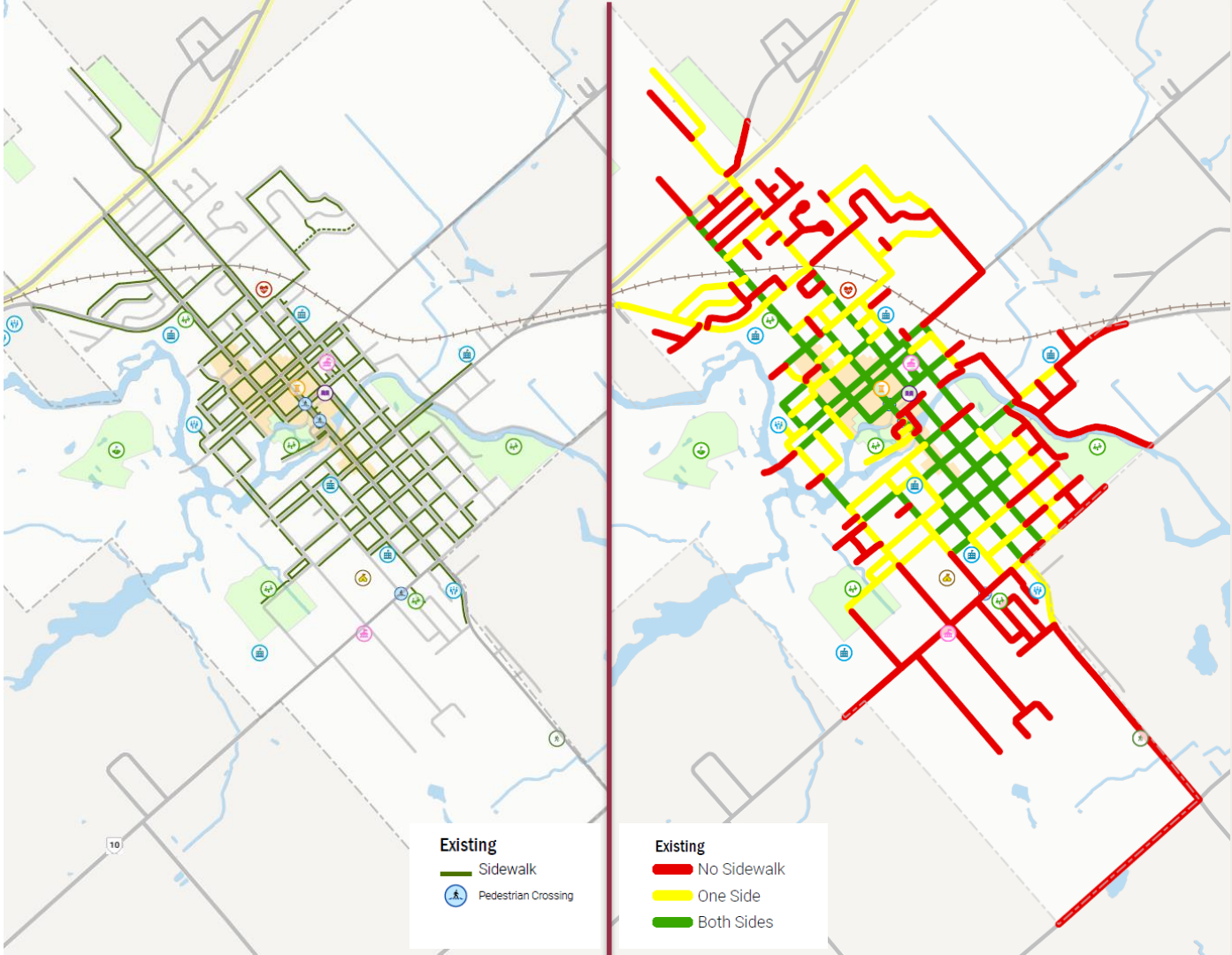
There were **238 respondents**.



Are you comfortable CYCLING in the following contexts?	On-Road in mixed- traffic (no bike lanes or paved shoulders)	On-Road in a bike-lane or on a paved shoulder	Off-Road on trails and/or pathways
	3%	27%	48%

Existing SIDEWALKS Conditions

- There is approximately **37 km** of existing sidewalk
- There is excellent sidewalk coverage in the town core.
- Gaps are generally located in the periphery of the town.



Existing CYCLING INFRASTRUCTURE Conditions

- 6 km Regional Trails
- 2.75 km Off-Road Local Trails
- 260 m Paved Multi-Use Pathway
- 440 m Bike Lanes
- 4.5 km Paved Shoulders

Existing dedicated cycling facilities are
isolated and disconnected

Legend

Municipal Boundary

Central Area District

Waterbody/Watercourse

Parks & Open Space

Highway Commercial

Business Park

Rail

Existing

Road with Paved Shoulder

Bike Lane

Multi-Use Pathway

Trail

Proposed

Trail

Facilities & Amenities

Recreational Facility

Algonquin College

Perth Fair

Perth Golf Course

Public Library

Community Centre

Museum

School

Walking Trail

Retirement Living

Hospital

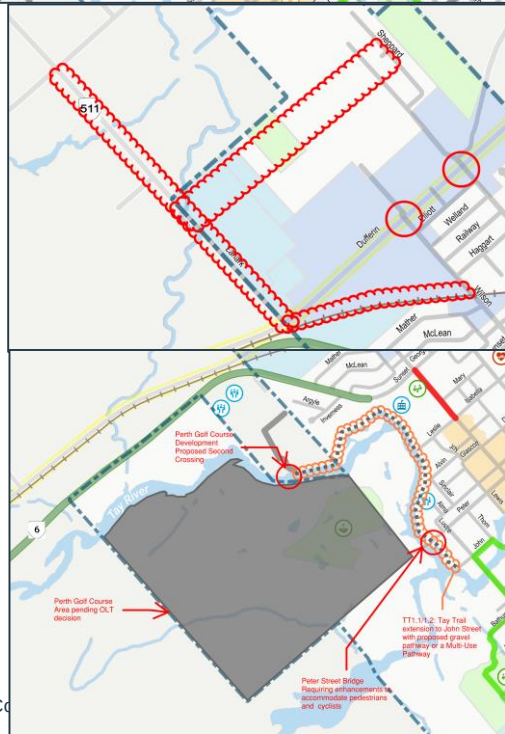
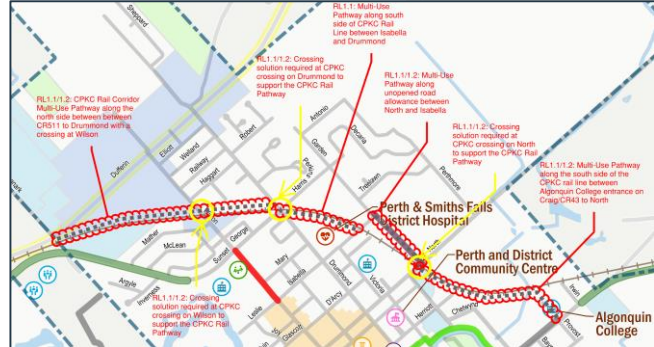
Wildlife Reserve



Specific Constraints

SOME BARRIERS TO ACTIVE TRANSPORTATION ADOPTION OR EXPANSION

1. CPKC Rail Line
2. Highway 7 (MTO)
3. Perth Golf Course Development
4. The Tay River and the numerous bridges found throughout Perth.
5. The current designated truck route along Wilson Street and Gore Street.
6. Limited right of way on some streets.
7. Cost of implementing sidewalk on at least one side on every local street



Needs and Opportunities Summary

Increase Active Transportation Adoption	Opportunity to convert local vehicle trips to pedestrian or cycling trips, based on the relative size of the town (~ 10 minutes biking distance between any two points within the urban boundary) and the proportion of trips made by residents being less than 5 km in length.
Best Practices in Active Transportation	Need to adopt contemporary best practices in both planning and design guidelines/ standards of active transportation facilities to ensure they prioritize the comfort and safety of users of all ages and abilities, especially the most vulnerable.
Sidewalks	Need for more clarity in related policy for the provision and treatment of sidewalks, such as accessibility and walkability/ permeability, within new subdivisions. Need to fill the sidewalk gaps, particularly in the town's periphery. Opportunity to expand sidewalk requirements/ considerations through the ongoing Official Plan update.
Cycling Connectivity	Need for a more complete, safe, connected and convenient cycling network. Need for greater regional cycling considerations along arterials roads and recreation trail policies. Opportunity to expand cycling requirements/considerations through the ongoing Official Plan update.
Cycling Priority	Need some form of prioritization of cycling enhancements over time, to help guide future investment and leverage opportunities as they arise.
Active Tourism	Opportunity to support growth of tourism in the region through strategic investments in active transportation, particularly near key destinations.
Subdivision Design and Access	Need for the provision of cycling infrastructure in future residential developments to complement the provision of continuous pedestrian facilities. Opportunity to expand cycling considerations through the ongoing Official Plan update to ensure AT permeability within future subdivision designs.
Site Plan Design and Access	Need for Urban Design Guidelines for commercial and mid/ high density uses policy to maximize the number of connections between entrances and onsite amenities to the municipal active transportation network. Opportunity to expand active transportation network and policy considerations during the Site Plan Control process as part of the ongoing Official Plan update.
Highway 7	Need to recognize the importance of active transportation facilities in proximity to, connecting to, and connecting across the Highway 7 corridor, and to address the significant barrier it presents to safe active transportation connections between the existing and future communities north and south of the highway.
Education and Incentives	Opportunity to expand education and incentive programs to promote the uptake of active modes of transportation and reduce the reliance on single occupant vehicles. Leverage local interest groups to support active transportation adoption as the implementation plan rolls out.
Climate Change	Opportunity to reduce greenhouse gas emissions by converting local vehicle trips to active mode trips, particularly for trips less than 5-km in length.
Trucks and Road Closures	Need to update relevant policies to reflect previously planned "truck-bypass" is no longer proceeding. Opportunity to consider road closures to strengthen the overall active transportation network.
Affordability	Need to ensure the ATP is financially sustainable, provides flexibility but also tangible benefits to the community.
Safety, Equity and Inclusivity	Need to adopt policy and design standards that prioritize safety and comfort of active transportation users to promote greater equity and inclusivity in the transportation system.

Town of Perth: Active Transportation Plan

- General Introduction
- Needs and Opportunities
- **Recommendations**
- Capital Costs
- Questions



General Approach to Developing Solutions

While we strive for all urban streets to accommodate active modes, we made sure to recognize the **constraints** facing the municipality.

Perth’s current policies are comprehensive in its provision of **pedestrian** infrastructure. We will strengthen policies and target gaps for investment where applicable.

For **cyclists**, we have developed specific criteria to help identify locations for strategic “enhancements” that will maximize the town’s investment

Design guidelines were developed based on provincial and national standards for active transportation and related supporting facilities, including:

- **Sidewalks and Paved Shoulders**
- **Bike Lanes**
- **Cycle Tracks**
- **Trails**
- **Intersections and Crossings**
- **Traffic Calming**

Route Selection Criteria	
Connected	Schools & Community Hubs
	Parks and Open Spaces
	Amenities & Services
	Commerce & Employment
	Growth Areas
	Natural Areas & Trails
	Regional Cycling Routes
Logical	Direct and Efficient
	Easy to Follow
	Avoids Barriers
	Consistent
Cost Effective	Capital Cost
	Sustainable

Best Practices in Cycling



**Paved
Shoulder**



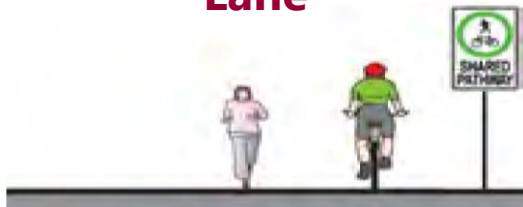
Bike Lane



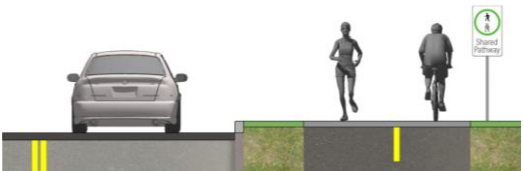
**Buffered Bike
Lane**



Cycle Track



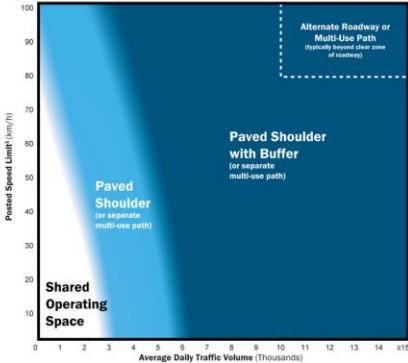
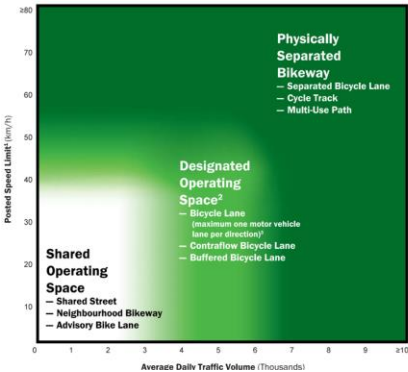
**Off-Road
Trail**



**Multi-Use
Pathway**



Never Ever	Interested but Uneasy	Enthusiastic and Confident
No interest in cycling	Willing to cycle with limited to no vehicle conflict or high-quality infrastructure is available	Willing to cycle with minimal or no cycling infrastructure



Recommended Active Transportation Networks

Three network scenarios were developed: **immediate**, **target**, and **ideal**.

Network Scenario	Description
Immediate	▪ Enhancements that could be implemented in the short-term (within the next 5 years). ▪ They are generally lower cost and easier to implement, but still provide some tangible benefit to active users.
Target	▪ Represents the long-term but feasible active transportation network. ▪ Features higher-order facilities and higher-quality surface treatments.
Ideal	▪ Represents the ultimate outlook for the active transportation network if notable barriers are overcome and potential opportunities are leveraged. ▪ This representation is aspirational but gives the community a blueprint of what may be possible. ▪ The ideal network would require further engagement and approval from other agencies or municipalities to be achieved. ▪ The ideal network was not costed.

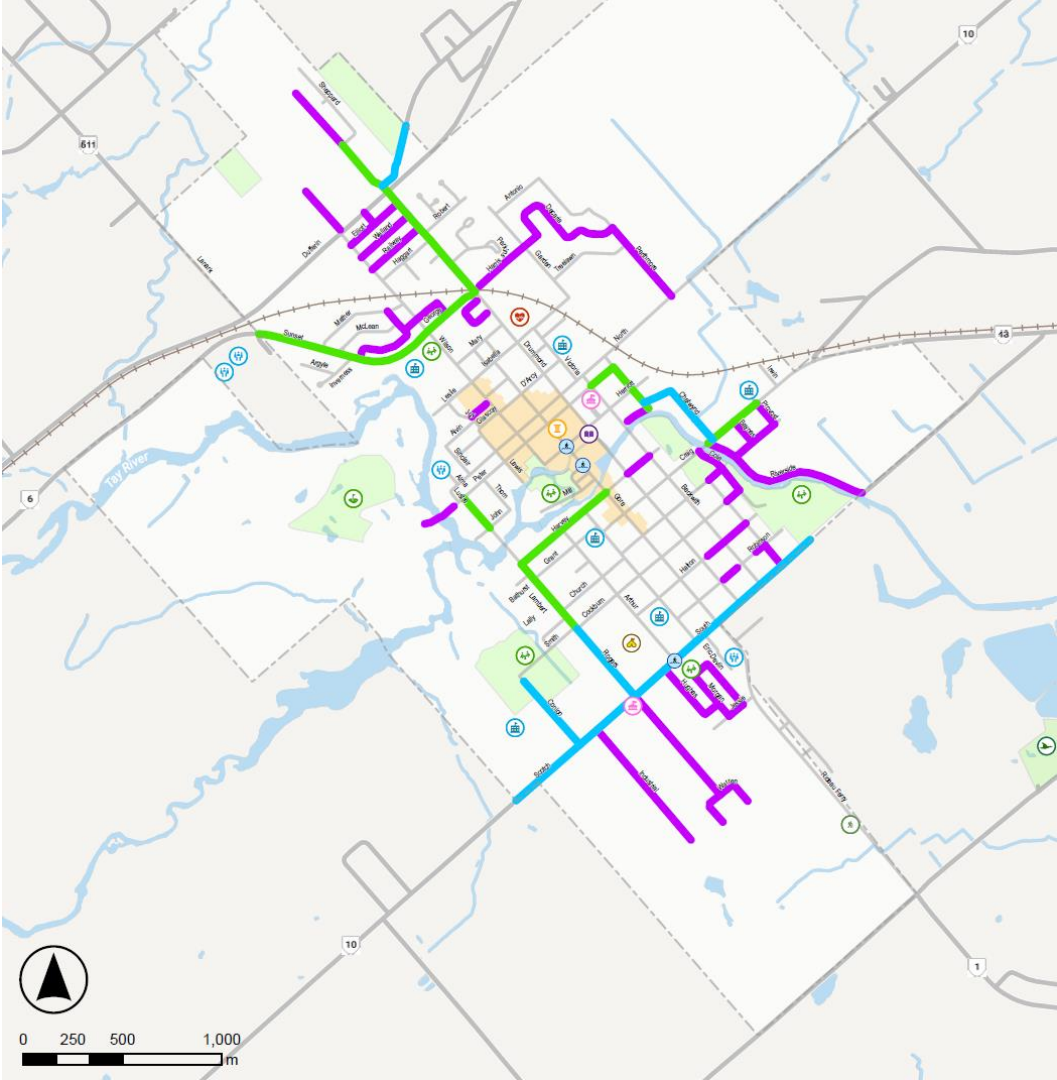
Pedestrian Facility Gap Program

- Legend**
- Municipal Boundary
 - Central Area District
 - Waterbody/Watercourse
 - Rail

- Fill Priority**
- Immediate Network
 - Targeted Network
 - Ideal Network

Facilities & Amenities

- | | | |
|-----------------------|------------------|-------------------|
| Recreational Facility | Public Library | Walking Trail |
| Algonquin College | Community Centre | Retirement Living |
| Perth Fair | Museum | Hospital |
| Perth Golf Course | School | Wildlife Reserve |



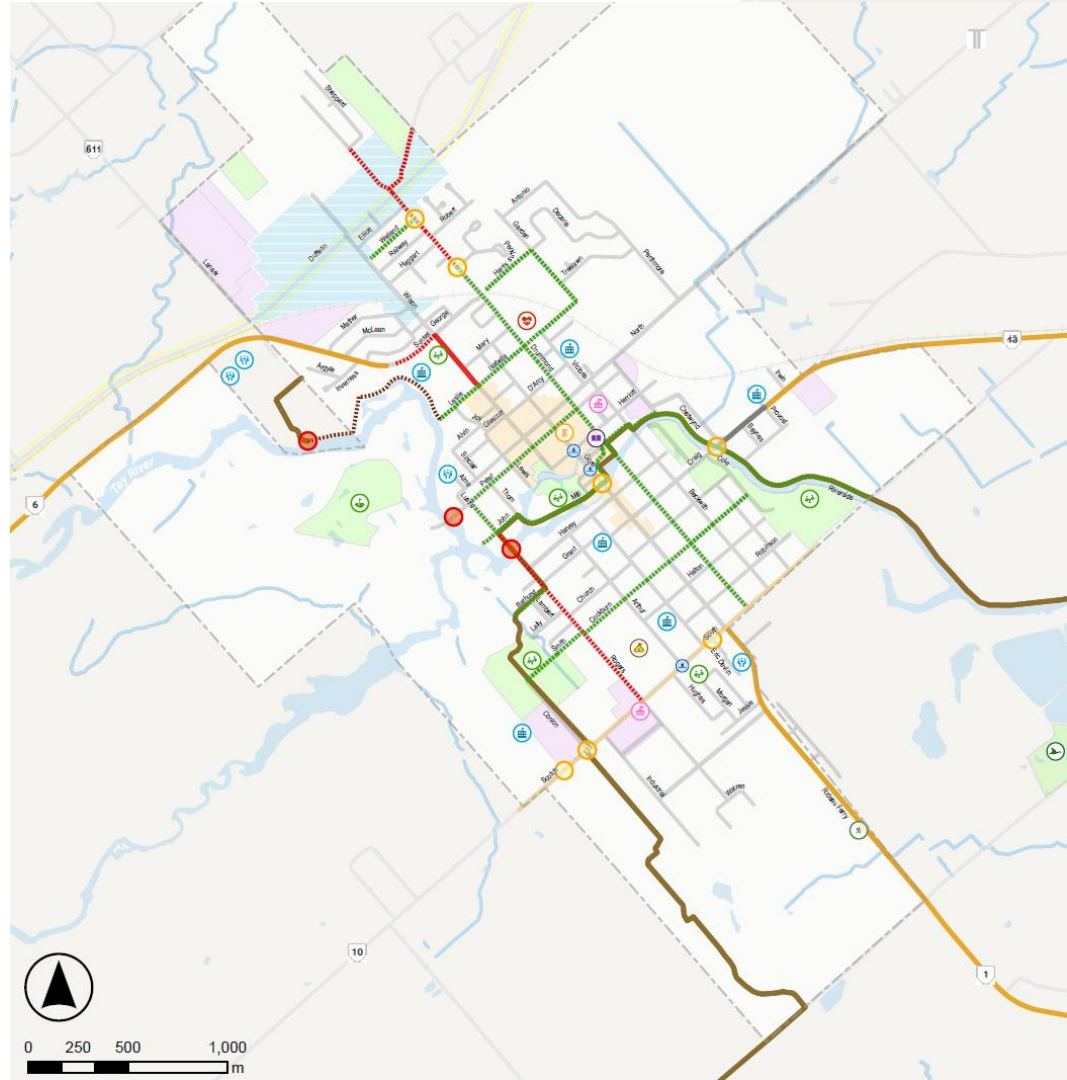
Immediate Network (< 5 Yrs.)

- Legend
- Municipal Boundary
 - Central Area District
 - Waterbody/Watercourse
 - Business Park
 - Highway Commercial
 - Parks & Open Space
 - Rail

- Existing
- Road with Paved Shoulder
 - Bike Lane
 - Multi-Use Pathway
 - Trail
 - Pedestrian Crossing

- Proposed
- Bike Lane
 - Shared Route
 - Paved Shoulder
 - Trail
 - Crossing Enhancement
 - Bridge Treatment

- Facilities & Amenities
- Recreational Facility
 - Algonquin College
 - Perth Fair
 - Perth Golf Course
 - Public Library
 - Community Centre
 - Museum
 - School
 - Walking Trail
 - Retirement Living
 - Hospital
 - Wildlife Reserve

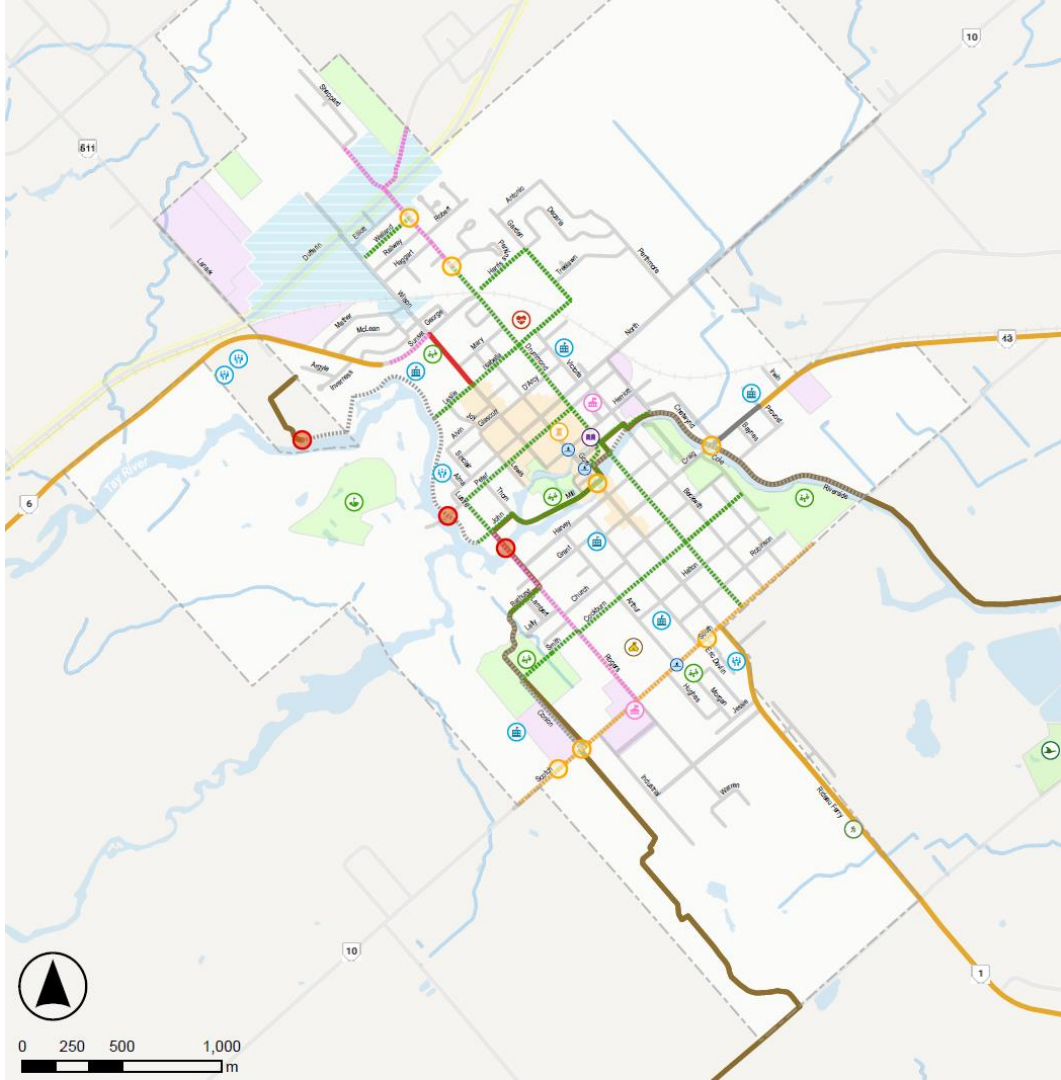


Target Network (> 5 Yrs.)

- Legend**
- Municipal Boundary
 - Central Area District
 - Waterbody/Watercourse
 - Business Park
 - Highway Commercial
 - Parks & Open Space
 - Rail

- Existing**
- Road with Paved Shoulder
 - Bike Lane
 - Multi-Use Pathway
 - Trail
 - Pedestrian Crossing

- Proposed**
- Cycle Track
 - Shared Route
 - Paved Shoulder
 - Multi-Use Pathway
 - Bridge Enhancement
 - Crossing Enhancement
- Facilities & Amenities**
- Recreational Facility
 - Algonquin College
 - Perth Fair
 - Perth Golf Course
 - Public Library
 - Community Centre
 - Museum
 - School
 - Walking Trail
 - Retirement Living
 - Hospital
 - Wildlife Reserve



Ideal Network (Aspiration)

Legend

- Municipal Boundary
- Central Area District
- Waterbody/Watercourse
- Business Park
- Highway Commercial
- Parks & Open Space
- Rail

Proposed

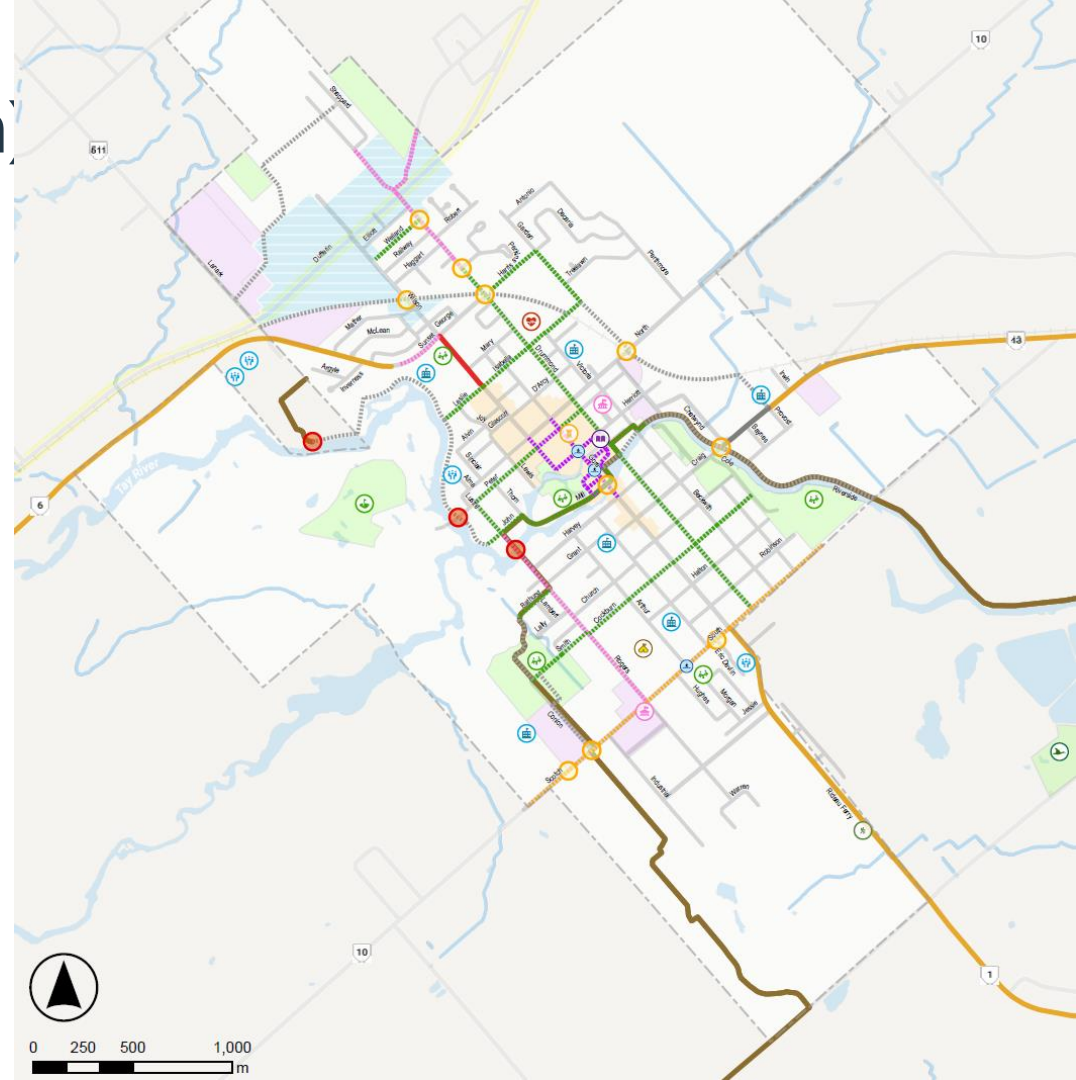
- Cycle Track
- Multi-Use Pathway
- Shared Route
- Living Street
- Paved Shoulder
- Crossing Enhancement
- Bridge Treatment

Existing

- Road with Paved Shoulder
- Bike Lane
- Multi-Use Pathway
- Trail
- Pedestrian Crossing

Facilities & Amenities

- Recreational Facility
- Algonquin College
- Perth Fair
- Perth Golf Course
- Public Library
- Community Centre
- Museum
- School
- Walking Trail
- Retirement Living
- Hospital
- Wildlife Reserve



Recommended Supporting Policies

Theme	Policy Recommendations / Action Items
Active Transportation (AT) Adoption	Implement the Immediate and Target infrastructure recommendations (Maps 7 and 8) as well as recommended policy and action items stated herein. Revisit the ATP recommendations to ensure there is proper integration with other transportation networks within the next Town of Perth Transportation Master Plan (TMP) update. Adopt age-friendly urban design principles and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring the safety and comfort of all users, particularly the most vulnerable are always considered for every capital project.
AT Safety, Equity and Inclusivity	Adopt age-friendly urban design principles and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring the safety and comfort of all users, particularly the most vulnerable, is always considered for every capital project. Establish and/ or amend relevant by-laws to pronounce where e-bikes and e-scooters are prohibited and permitted, clarify the use along on and off-road facilities, and establish and enforce parking policy and designated parking areas. Update impacted existing by-laws to refer to the provision of sidewalk cycling being permitted for youth 12 and under.
Design Standards for AT Facilities	Review and adopt design standards for active transportation facilities to align with contemporary industry standards such as AODA, OTM, TAC – as discussed in Section 3.1 and 3.2. Adopt language in the Official Plan (OP) update to follow these standards for all new active transportation facilities, including those bundled within other capital projects such as road projects. Consider adopting a "complete streets approach" that incorporates these philosophies and design requirements as part of the next TMP update.
AT Maintenance Practices	Consider the feasibility of a "winter cycling network", following all or part of the new cycling priority system, enabling year-round access by bike to key destinations.
Sidewalks	As part of the OP update adopt language to consider the provision of sidewalks under the following guidelines: ▪ All urban local streets on at least one side, ▪ Urban public streets with "sensitive" uses (e.g. schools, care homes, parks, recreation facilities) on both sides if desirable, ▪ Both sides of all urban collector and arterials streets (subject to available funds), ▪ May be exempted on cul-du-sacs. Review the sidewalk gap priority system annually to ensure progress is made and re-prioritize items as necessary.
Cycling Network Connectivity	As part of the OP and TMP update, adopt language reflecting the broad objective that, in the future, all roads within the Town boundary shall accommodate cyclists. As part of the ongoing OP update adopt language to consider both separated or segregated cycling facilities on all new collector and arterial roads (subject to available funds); additionally, update recreational trail policies to consider the use of future trails by both pedestrians and cyclists.
Active Tourism	Seek additional opportunities for collaboration with organizations such as Ontario by Bike; update relevant municipal materials, webpages with up-to-date information on cycling routes, facilities.
Transportation Demand Management for Future Developments	As part of the next TMP update, develop a Transportation Demand Management framework that will support the development review process and consider active transportation policy recommendations to inform future zoning bylaw and requirements for developments such as bike parking, type of bike parking, shelter/ rest stop, route amenities such as wayfinding elements, and amenities at destinations including, bicycle lockers and shower facilities, among others.

Recommended Supporting Policies

Theme	Policy Recommendations / Action Items
Subdivision Design and Access	As part of OP update, include the concepts of "permeability" and "directness", via easements and good subdivision design that ensures active transportation linkages minimize the travel distance through all future neighbourhoods/ residential growth areas.
Site Plan Design and Access	As part of the OP update, provide policy direction to ensure commercial and medium- to high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways).
Truck Routes	Updates to the OP and TMP should reflect the cancellation of the downtown truck bypass, and ATP policies must consider status quo with trucks and general traffic on municipal/ county streets in town (such as planning the active transportation network to avoid roads that are designated truck routes).
Highway 7	Continue collaboration with MTO to develop active transportation plan for developments surrounding Highway 7, considering the north is a long-term growth area. Future traffic studies in proximity of Highway 7 should include a specific active transportation connectivity review.
Urban Design Guidelines	Review Urban Design Guidelines to include complete streets concepts for the TMP.
Education and Support Programs	Work with the county to promote the uptake of active transportation modes through education workshops or activities, on-site/ event activations (tactics and strategies used to create a memorable experience for attendees – includes social media campaigns, live performances etc.), promoting and advertising the active transportation network using maps highlighting key destinations, walking-bus/ safe routes programs, walking and bike tours, and a leveraging transportation demand management programs.
Road Closures	Consider road closures to support active transportation use/ adoption and to strengthen the overall network. Temporary road closures may be used for events or seasonally to encourage greater use of active modes of travel where and when demand is highest, thereby creating a safer environment for active users. Permanent closures are a strategic conversion of a street to an active transportation or "living street" that limits or prohibits general traffic and thereby strengthens the network, increases physical activity and promotes greater social interaction. Any proposed road closures must be supported by an operation assessment to ensure there is sufficient road network capacity to accommodate it. This may be completed as part of the next TMP update.
Affordability	Consider long-term financial sustainability in future decisions relating to active transportation infrastructure. Continue to monitor and apply for funding from federal, provincial and local sources to support the ATP, as documented in Section 4.4.
Right-of-way (ROW)	Continue to look for opportunities for the joint-use of utility and rail corridors for the purpose of strengthening the off-road active transportation network, beyond the infrastructure recommendations included in this ATP. As infill development occurs along arterial and collector roads, look for opportunities to acquire right-of-way which would allow for the provision of future active transportation facilities along these streets. Review unopened road allowances and ROW protections for opportunities to enhance the active transportation network as part of the next TMP update.
Speed Management	Consider developing a speed management policy as part of the next Transportation Master Plan update. If there is sufficient public and political support along with evidenced-based justification, investigate the potential of adopting a 30 km/h or 40 km/h default operating speed on all urban local streets and streets designated "shared spaces" for cycling.
Monitoring and Evaluation	The active transportation network should be monitored annually to track progress and assess the impacts if implementing the recommendations. The ATP should be reviewed every 5 years, or as part of a future TMP update, to determine if the original assumptions and recommendations continue to apply or if an update is needed.

Town of Perth: Active Transportation Plan

- General Introduction
- Needs and Opportunities
- Recommendations
- **Capital Costs**
- Questions



Capital Costs

The total capital cost for all active transportation projects in the Immediate and Target network scenarios is approximately **\$32.8M**.

The Pedestrian Facility Gap program represented the largest proportion at roughly **\$15M** or 45% of the total capital cost.

Cycling supportive facilities, such as bike lanes, cycle tracks, pathways and trails accounted for the remaining **\$17M** or 55% of the total capital cost.



Capital Cost Breakdown

Active Transportation Enhancements by Corridor or Location	Immediate (< 5 Years)
Shared Space Cycling Treatments (Pavement Markings and Signage)	\$ 66,000
Drummond Bike Lanes – Perkins to Highway 7	\$ 13,000
Drummond Bike Lanes – Highway 7 to Sheppard	\$ 11,000
Dufferin Bike Lanes – Drummond to Eastern Town Limits	\$ 14,000
Rogers Bike Lanes – John to South	\$ 37,000
Sunset Bike Lanes – Wilson to Water Treatment Plant Access	\$ 8,000
Drummond PXO at Welland	\$ 20,000
Drummond PXO at Perkins	\$ 20,000
Mill PXO At Gore	\$ 20,000
Conlon PXO at Scotch Line	\$ 20,000
Wilson PXO at Scotch Line	\$ 20,000
Riverside PXO at Craig	\$ 20,000
St. John Catholic High School Lane PXO at Scotch Line	\$ 20,000
Paved shoulder on north and south side Scotch Line/South – St. Joseph High School Lane to Last Duel Park	\$ 2,502,000
Tay Trail North Gravel Path – Leslie to Tay Trail	\$ 735,000
Pedestrian Facility Gap Program: Add sidewalks on both sides of Arterial and Collector Roads without sidewalks currently	\$ 11,860,000
TOTAL	\$15,386,000

Per

Active Transportation Enhancements by Corridor or Location	Targeted (> 5 Years)
Rogers Cycle Track with Sidewalk One Side for 400m – John to South	\$ 2,336,000
Drummond Cycle Tracks – Perkins to Highway 7	\$ 735,000
Drummond Cycle Tracks with Sidewalk One Side – Highway 7 to Sheppard	\$ 896,000
Dufferin Cycle Track with Sidewalk One Side – Drummond to Eastern Town Limits	\$ 1,199,000
Riverside South Multi-Use Pathway – Canal Bank to Craig	\$ 471,000
Riverside North Multi-Use Pathway – Craig to Sherbrooke	\$ 198,000
Tay River Multi-Use Pathway – Beckwith to Tay	\$ 140,000
Conlon Multi-Use Pathway – Bathurst to Scotch Line	\$ 563,000
Sunset Cycle Track – Wilson to Water Treatment Plant Access	\$ 146,000
Pedestrian pathway on north and south side Scotch Line/South – St. Joseph High School Lane to Last Duel Park	\$ 686,000
Tay Trail South Multi-Use Pathway – Leslie to John	\$ 899,000
Tay Trail North Multi-Use Pathway – Leslie to Tay Trail	\$ 1,086,000
North of Highway 7 Multi-Use Pathway – Sheppard to County Road 511	\$ 652,000
Pedestrian Facility Gap Program: Add sidewalks on one side of Arterial and Collector Roads with only one sidewalk currently	\$ 3,182,000
TOTAL	\$17,423,000
GRAND TOTAL	\$32,809,000

Town of Perth: Active Transportation Plan

QUESTIONS?

The draft report will be available on the Perth ATP webpage after the committee meeting.

Committee of the Whole

August 6, 2024

