

Town of Perth: Active Transportation Plan

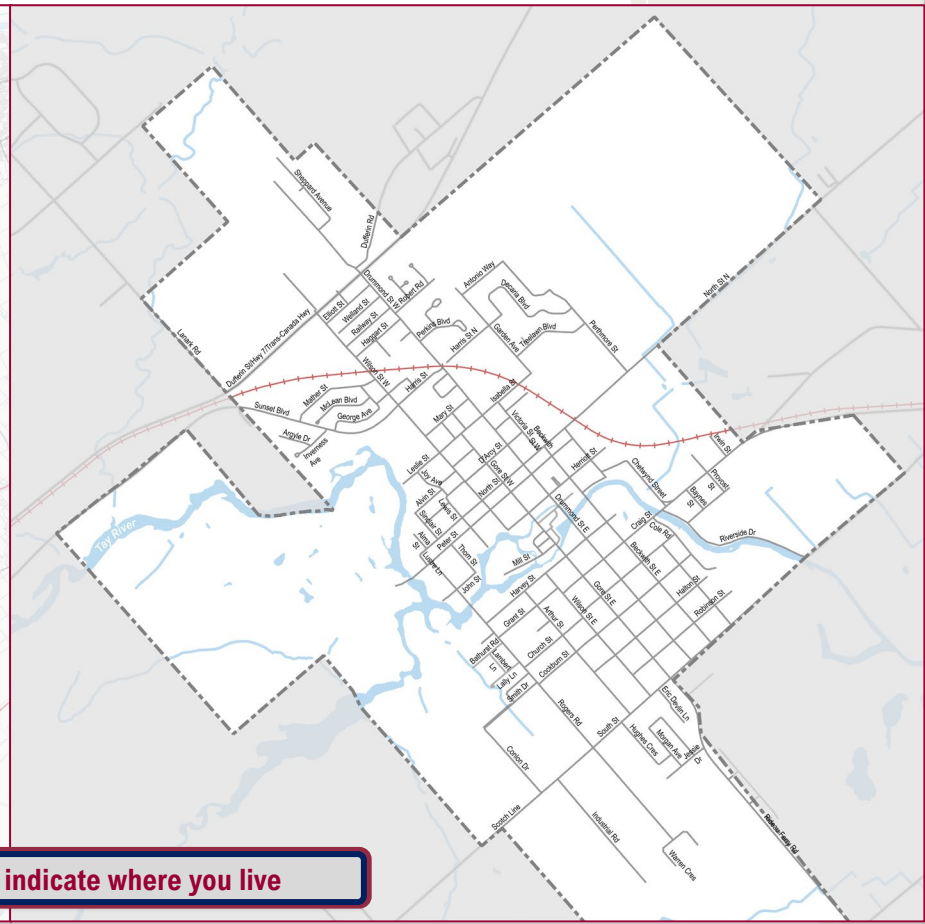
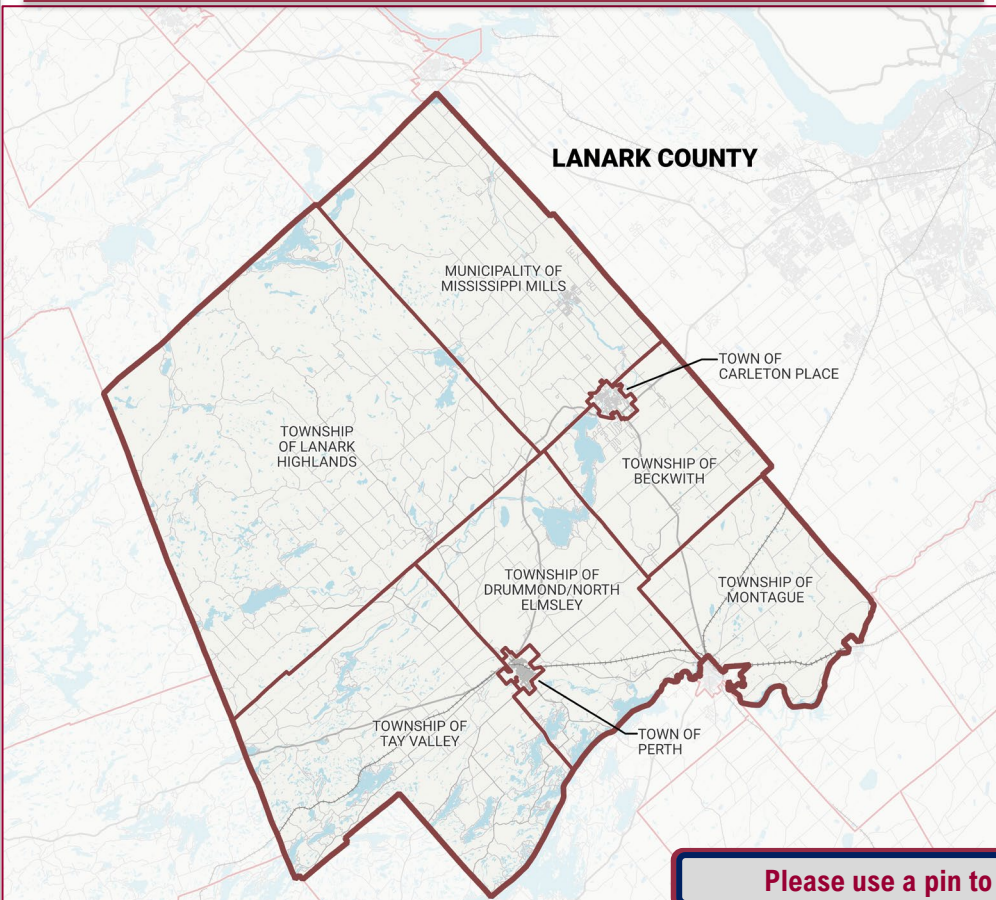
Public Information Centre

MAY 14, 2024



Active Transportation Plan (ATP) Public Information Centre

Where Do You Live?



Please use a pin to indicate where you live

Introduction

Welcome!

We appreciate your participation in this Public Information Centre for the Perth Active Transportation Plan!

We want to hear from you! Please help shape the future of transportation in Perth by:

- Asking us a question
- Submitting a comment (sheets provided)
- Visiting the ATP webpage at:

<https://www.perth.ca/en/live-and-play/active-transportation-plan.aspx>



Project Schedule



Event Objectives

- Introduce the ATP Study
- Share the draft vision and objectives of the study
- Share the draft enhanced active transportation network plan
- Document your feedback so it may inform the final ATP recommendations

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.

Background

What is an Active Transportation Plan?

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

The ATP will identify policies, infrastructure investments and programs to meet the needs of active modes of transportation including walking and cycling.

Why is it important?

The ATP is a forward-thinking initiative dedicated to enhancing the **quality of life** through sustainable and active modes of transportation.

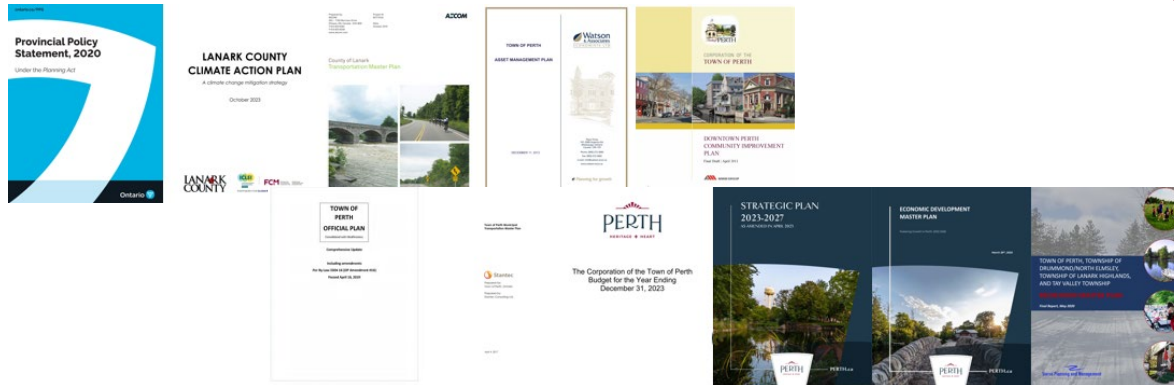
Active transportation helps create a **healthier, more vibrant** and **connected** community by fostering an environment that supports and encourages these active forms of transportation, making them a **convenient, safe, and enjoyable** option for everyone.



Background

Relationship to Other Policies

The ATP considers existing provincial, regional, and municipal policies and plans, including the Town's Official Plan which is being updated. The ATP will focus on the needs and opportunities at the Town level.

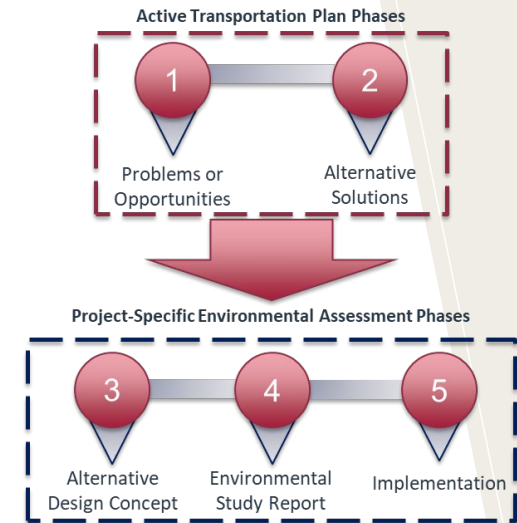


The Municipal Class Environmental Assessment (MCEA) Process

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.

Why is the MCEA Process Important?

The Class EA process provides a transparent approach to planning municipal infrastructure utilizing consensus building through public and stakeholder consultation conducted throughout the study lifecycle.



Vision and Objectives

Draft 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.

**Q: Are we missing any key objectives or directions?
Is there anything you would change?**

Draft Objectives

To support the vision, the following ATP Objectives were developed:

- 1. Health and Fitness:** Policies that promote active transportation have been shown to have a positive impact on many health indicators through the increase in physical activity.
- 2. Tourism:** Active transportation is becoming an increasingly important component of tourism as Lanark County and Perth's partner municipalities focus more on cycle tourism, the area is becoming known as a cycling destination.
- 3. Connectivity:** Current gaps in Perth's active transportation infrastructure are forcing users to find safer routes that increase travel time. Enhancements make it easier for residents and visitors to walk and bike as a part of their lives.
- 4. Environmental Sustainability:** Active transportation supports environmental sustainability through reduction in motor vehicle usage translating to less congestion, improved travel times, and reduced green house gas emissions.
- 5. Quality of Life:** Enhancement to the current active transportation network improves the quality of life of residents through safer roads and sidewalks, healthier and more active lives, and more sustainable use of current assets.

Early Community and Stakeholder Feedback Highlights

Sidewalks and Cycling

An online survey was conducted in January/February 2024 to better understand current thoughts and concerns about active transportation in the Town. There were **238 respondents**.

General Findings:

- Roughly **half** are either **retired** or **do not work**.
- Roughly **half** were **satisfied** with existing sidewalks, trails, pathways
- **Walking and jogging** were **more popular** than cycling for all purposes.
- **Active modes** are mostly used for **personal trips**

Areas of Concern and Desired Enhancements

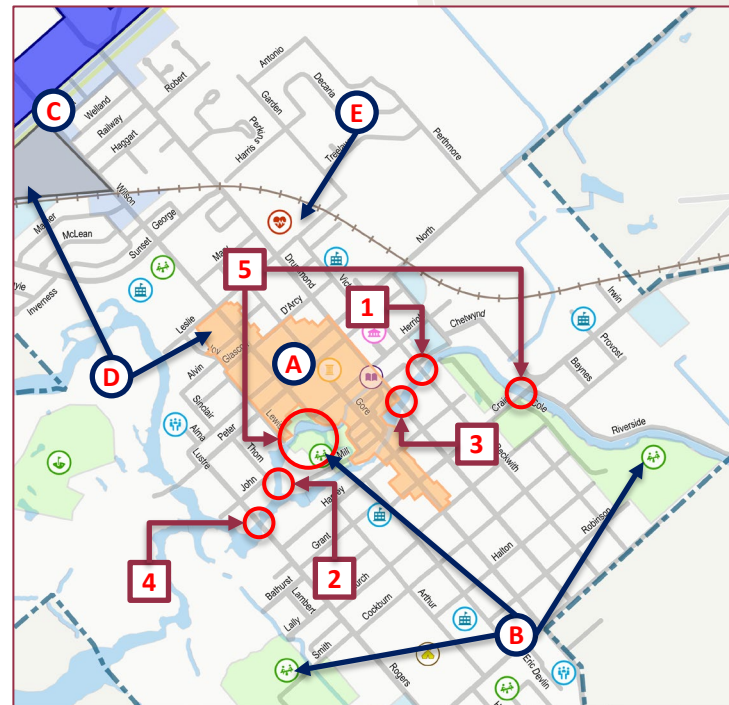
Two-fifths of the respondents **felt some level of discomfort** while crossing bridges in Perth.

Top five bridges that respondents felt discomfort using:

1. Beckwith Street Bridge
2. Rainbow Bridge
3. Drummond Street Bridge
4. Rogers Road Bridge
5. Craig Street Bridge and Stewart Park Bridges

Preferred locations to enhance AT connections:

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



Important corridors for cyclists:

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

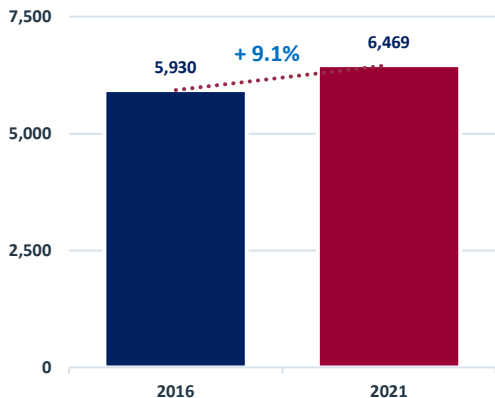
Q: Do you align with these findings? Any gaps or different opinions?

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%

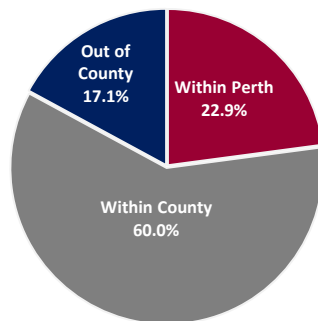
Historical Trends in Perth

- ➔ Perth's population is growing but also aging.
- ➔ Most residents work in the Town or the County.
- ➔ Most short trips are made with personal vehicles.

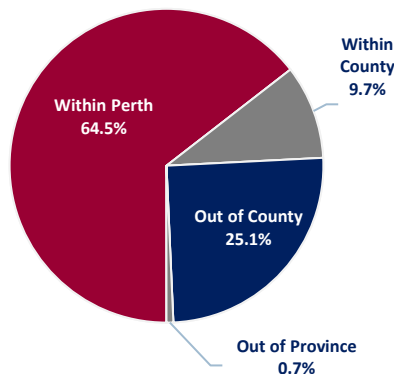
Total Population



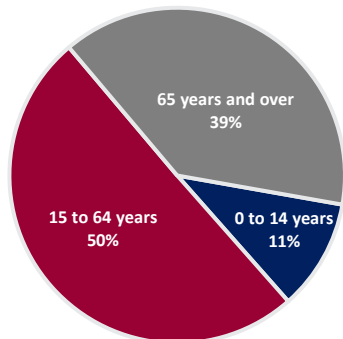
Perth Employees (2021):
Location of Residence



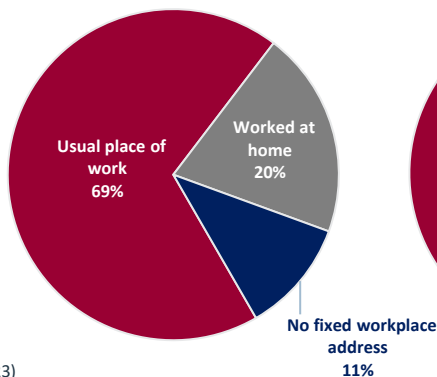
Perth Residents (2021):
Location of Employment



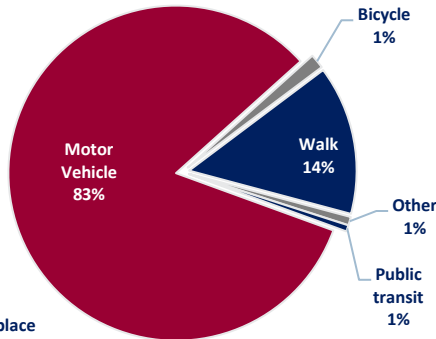
Age Distribution (2021)



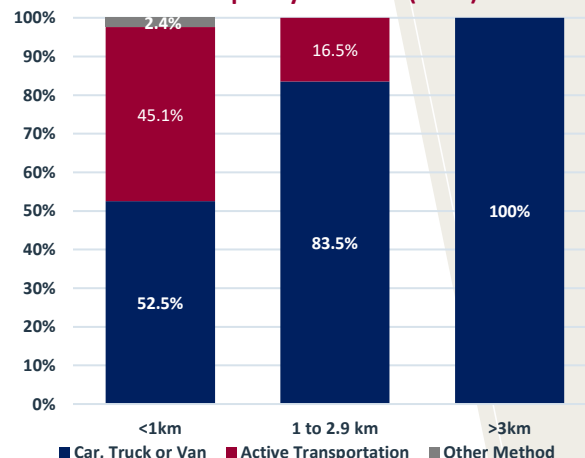
Location of Work (2021)



Main Mode of Commuting (2021)



Modal Split by Distance (2021)

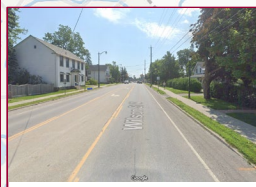


GAPS in the sidewalk network around the Town's periphery neighbourhoods

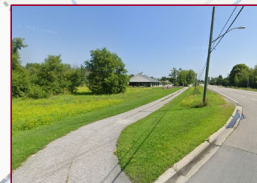
Active Transportation Plan (ATP) Public Information Centre

Dedicated cycling facilities are **isolated** and **disconnected**

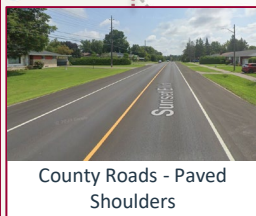
OPTIMAL sidewalk coverage within the Town core and Downtown Area



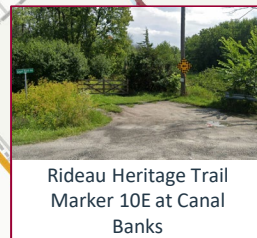
Wilson St Bike Lane



Craig St Multi-Use Pathway



County Roads - Paved Shoulders



Rideau Heritage Trail Marker 10E at Canal Banks

Existing Sidewalks

Legend

Municipal Boundary	Parks & Open Space	Community Centre	Retirement Living
Central Area District	School	Perth Museum	Perth Fair
Waterbody/Watercourse	Hospital	Public Library	No Sidewalks
Rail	Recreational Facility	Wildlife Reserve	Sidewalks - One Side
	Perth Golf Course	Walking Trail	Sidewalks - Both Sides

Existing Cycling and Trail Network

Legend

Municipal Boundary	Existing Bike Lane	Parks & Open Space	Recreational Facility	Perth Museum
Central Area District	Trail	Highway Commercial	Perth Golf Course	Retirement Living
Waterbody/Watercourse	Road with Paved Shoulder	Business Park	Public Library	Perth Fair
Rail	Multi-Use Pathway	School	Walking Trail	
		Hospital	Community Centre	

Active Transportation Plan (ATP) Public Information Centre

Needs and Opportunities

Increase Active Transportation Usage	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.
Sidewalks	Need for more clarity in related policy for the provision and treatment of sidewalks, such as accessibility and walkability/permeability, within new subdivisions 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/ Enhancements	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 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 / Incentive Programs	Opportunity to expand education and incentive programs to promote the uptake of active modes of transportation. Leverage local interest groups to support active transportation adoption as the implementation plan rolls out.
Speed Management	Need to consider contemporary urban speed management best practices to support active transportation recommendations.
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.

General Approach to Developing Solutions

We will provide **policy**, **programming**, and **infrastructure** recommendations that address the needs and leverage the opportunities, while synergizing policies with the ongoing Official Plan Update.

For instance:

- Strengthening Official Plan language to support an **equitable**, **economically viable**, and **environmentally sustainable** active transportation network;
- Consider incentives and expand programs to improve the **attractiveness** and usage of active modes of transportation for **trips 5 kilometers or less**;
- Implementing infrastructure enhancements to improve the **comfort**, **safety**, **permeability**, **connectivity**, and **convenience** for all users, while maximizing the **sustainable** usage of municipal assets.

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

Pedestrian Network

- **Strengthen** sidewalk policies
- **Target** gaps for investment where possible
- **Connect** and **integrate** sidewalks, multi-use pathways, and trails in new developments

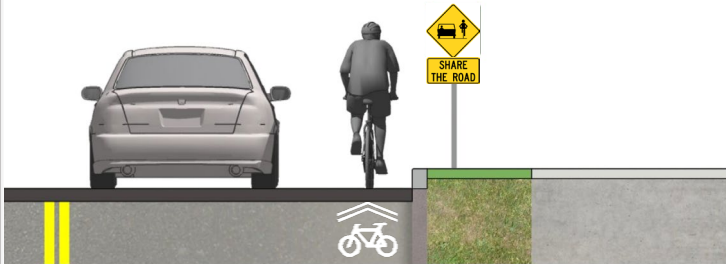
Cycling Network

- Provide **safe** and **efficient** cycling connections between desirable destinations.
- Develop a **connected** network with cycling **enhancements** where **segregated space** is available or **shared space** conditions are conducive to cycling use where space is not available for optimal enhancements.



Cycling Treatments

On Street Facilities



Shared Use Lanes (Sharrows) – Used in mixed traffic areas, shared use lanes treatment is intended for streets with low-volumes and reduced operating speeds.

Benefits include:

- Low cost and ease of implementation
- Alerts motorists to share the lane
- Provides wayfinding to cyclists
- Identifies conflict zones

Drawbacks include:

- Mixed environment increases risk, particularly to recreational users
- Only functional on streets with low vehicle volumes and operating speeds
- Requires physical treatments, particularly in high friction or “speeding” corridors



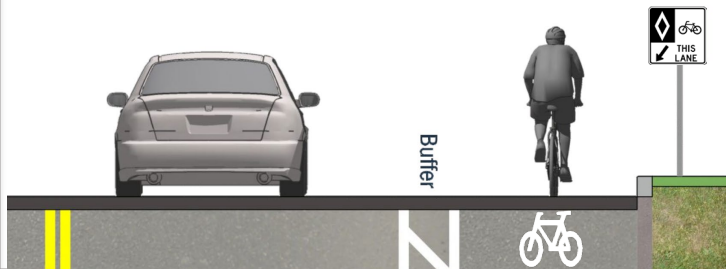
Paved Shoulders (Separated) – Portion of the roadway used to accommodate stopped vehicles, emergency uses, pedestrians, cyclists, and lateral support for pavement structure.

Benefits include:

- Low cost and ease of implementation if sufficient asphalt space is available

Drawbacks include:

- Typically found in rural context
- May be mixed with pedestrian traffic
- Often insufficient width to be comfortable for all ages and abilities



Bike Lane (Separated) – Portion of roadway designated by pavement markings and signage for cyclists. Buffers may be included for separation between vehicles and cyclists.

Benefits include:

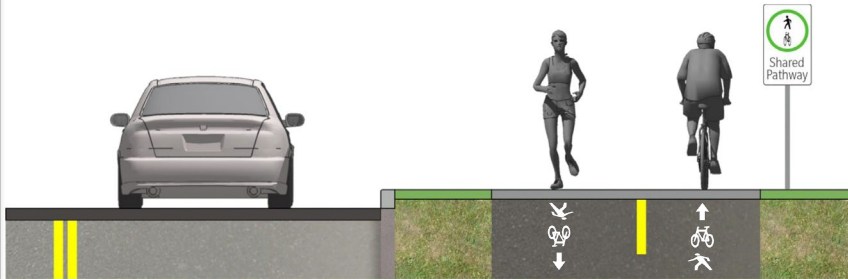
- Low cost and ease of implementation if sufficient asphalt space is available
- Greater separation, despite on-road

Drawbacks include:

- May require physical treatments, e.g., on higher volume or higher speed corridors
- Ideal bike lane and buffer space requirements may be prohibitive

Cycling Treatments

Off Street Facilities



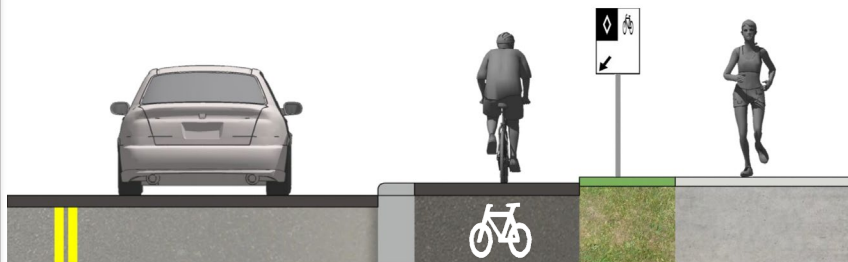
Multi-Use Pathway (Separated) – A two-way path that is vertically and horizontally separated from the roadway by a curb and buffer, intended for both cyclists and pedestrians.

Benefits include:

- Protection from vehicles
- Suitable for high-speed and high-volume corridors

Drawbacks include:

- Challenges with frequent driveways or accesses
- Mixing of pedestrians and cyclists creates accessibility challenges



Cycle Track (Separated) – A bikeway exclusively for cyclists, that is vertically and horizontally separated from vehicles by a curb and buffer.

Benefits include:

- Protection from vehicles
- Suitable for high-speed and high-volume corridors
- Greatest comfort for both cyclists and pedestrians

Drawbacks include:

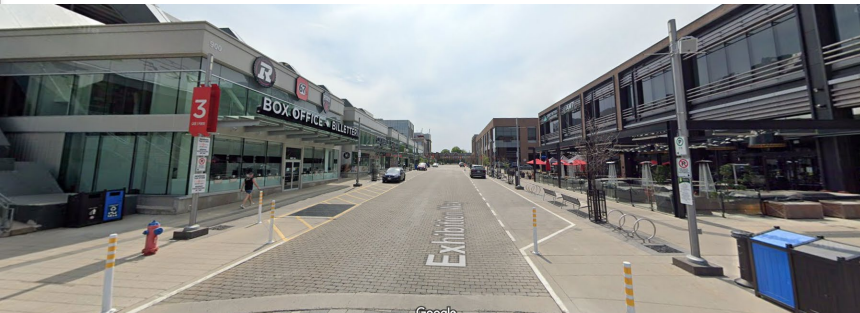
- Highest cost option
- Highest space requirements
- Challenges with frequent driveways or accesses

Cycling Treatments

Living Street (Woonerf)



Marché Way - Lansdowne Park, Ottawa



Exhibition Way - Lansdowne Park, Ottawa

Living Street (Woonerf) – A street design that employs a variety of traffic calming measures, in which pedestrians, cyclists, and vehicles share the street, with pedestrians having priority over vehicles.

Elements of the living street include:

- Distinct gateways
- Elimination of continuous curbs
- Use of traffic calming measures
- Provision of on-street parking
- Outdoor furniture and landscaping

Benefits include:

- Reduced vehicle speeds
- Increase pedestrian and cyclist safety
- Maintains parking
- Improved use of public space for socialization, activities, and street amenities
- Reduced physical accessibility barriers

Drawbacks include:

- Highest cost requiring major road redesigns
- Recommended for areas with:
 - <100 vehicles/h at peak
 - <600 meters

Active Transportation Plan (ATP) Public Information Centre

Draft Cycling Network Enhancements

Legend

-  Municipal Boundary
-  Central Area District
-  Waterbody/Watercourse

-  Rail
-  School
-  Hospital
-  Recreational Facility
-  Perth Golf Course
-  Public Library
-  Walking Trail

-  Community Centre
-  Perth Museum
-  Retirement Living
-  Perth Fair

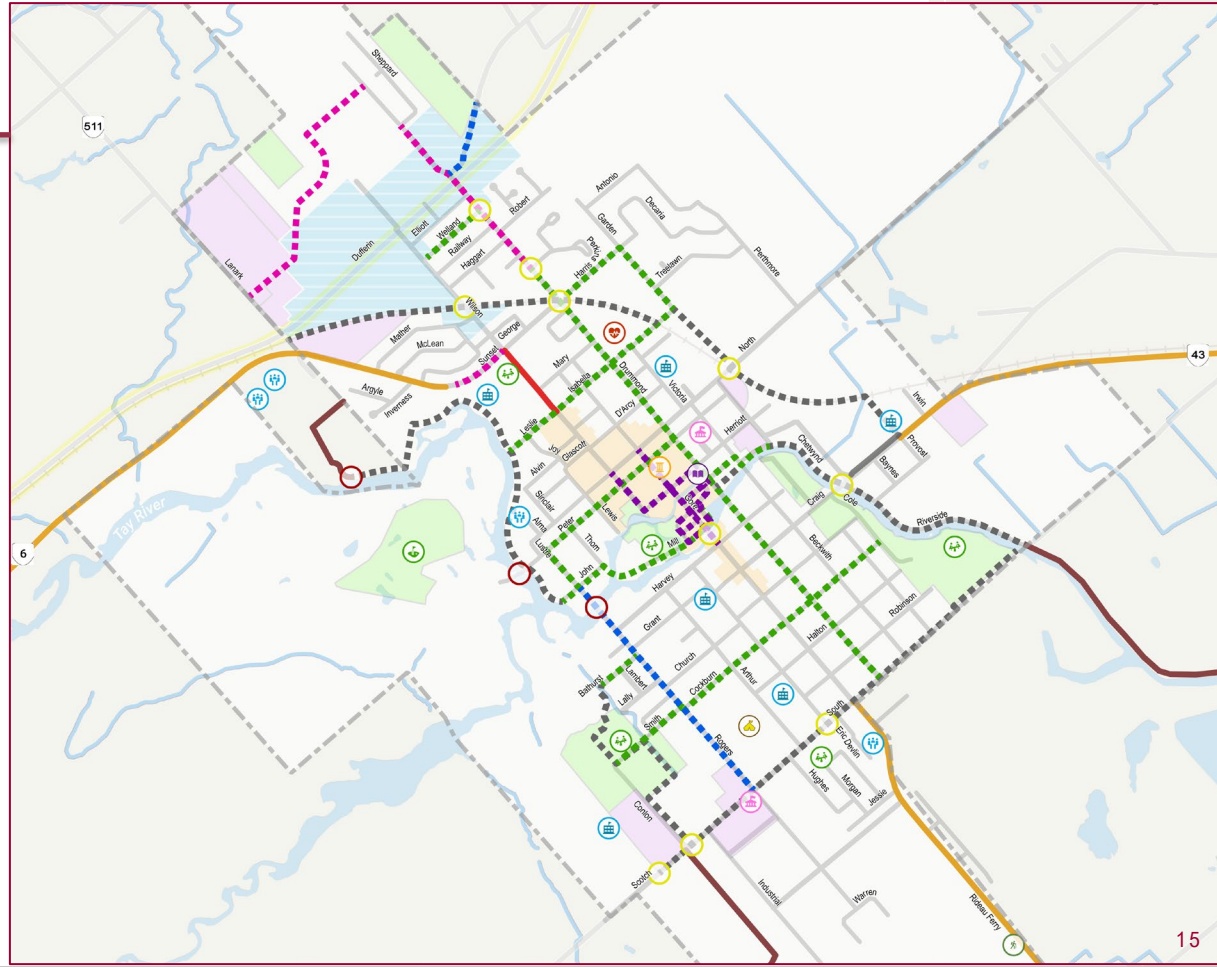
-  Parks & Open Space
-  Highway Commercial
-  Business Park

Existing

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

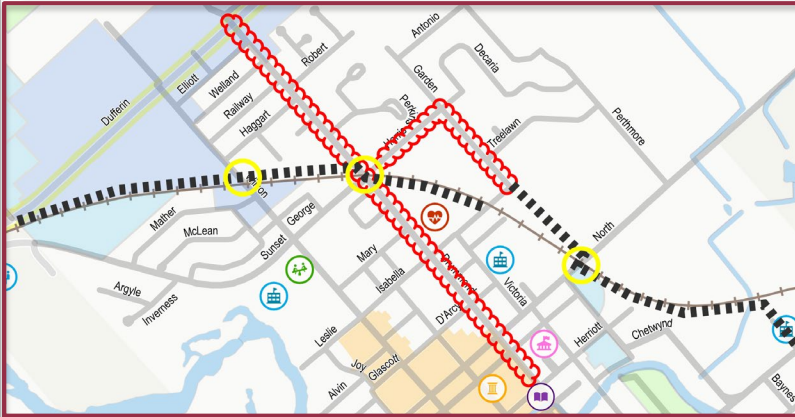
Proposed Enhancements

-  Bike Lanes / Cycle Tracks
-  Multi-Use Pathway
-  Shared Streets
-  Bike Lane/Cycle Track or Multi-Use Pathway
-  Living Street
-  Bridge Treatments
-  Crossing Enhancements



Active Transportation Plan (ATP) Public Information Centre

Specific Constraints

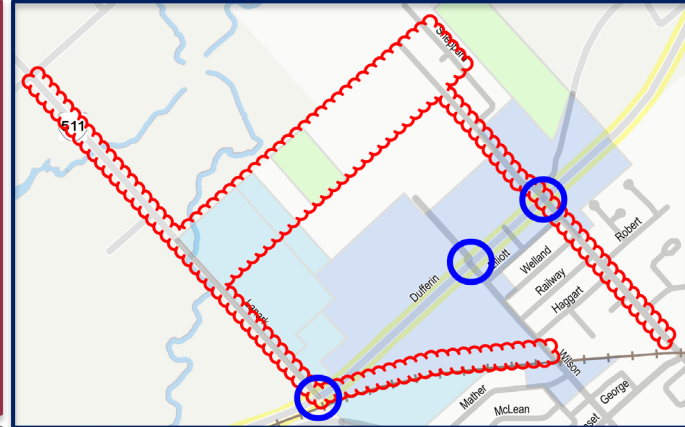


Challenges of implementing the CPKC Rail Pathway:

- Limited Right-of-Way space along rail corridor for multi-use pathway
- High daily volume rail corridor
- Special crossing solutions required at Wilson, Drummond, and North

Alternatives:

- Drummond Corridor
- Garden-Harris Bypass

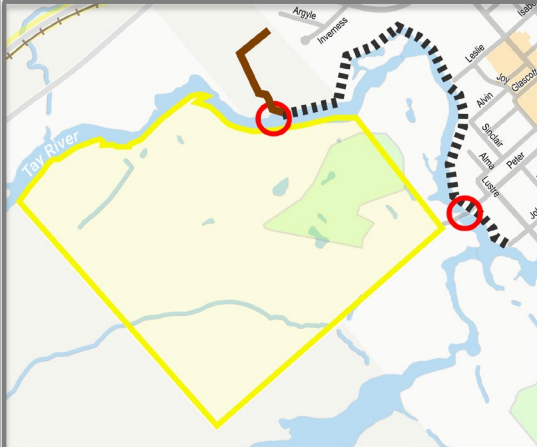


Challenges of Hwy 7:

- Connecting to the Meadows development at Drummond
- Connecting to HWY Business Centre at Wilson
- Connecting to County Road 511 cycling route

Alternatives:

- Unidirectional Bike Lanes on Drummond
- Refuge Island at Wilson Gateway
- CR511-Meadows Active Transportation Connection
- CPKC Rail Pathway



Challenges of the Perth Golf Course Development:

- Development currently under OLT appeal
- Peter Street Bridge not suitable for Active Transportation
- Lack of Active Transportation connection to County Road 6-Sunset Blvd/Tay River Pathway

Alternatives:

- Upgrade Peter Street Bridge to accommodate Active Transportation modes
- Provide second entry bridge to the north connecting to the Glen Tay, Maberley, and Harper-Balderson Cycling Routes, and completing the Tay River Pathway loop

Active Transportation Plan (ATP) Public Information Centre

Sample of Draft Policy Updates

Active Transportation Usage	• The Official Plan adopts language that promotes Transportation Demand Management, through the development review process, to reduce the reliance on single occupation vehicles (to be developed as part of the Transportation Master Plan that takes into account active transportation, transit, and rideshare / carpool programs).
Sidewalks	• As part of the Official Plan update adopt language to require sidewalks in the following contexts: • All urban public streets on at least one side, • Urban public streets with "sensitive" uses (e.g. schools, care homes, parks, recreation facilities), consider on both sides if desirable, • All urban collector and arterials streets on both sides (subject to available funds), and • May be exempted on cul-du-sacs accommodating low-density residential uses.
Active Transportation Priority/ Enhancements/ Connectivity	• The Official Plan adopt a "compete streets" approach to all capital projects (to be developed as part of the upcoming Transportation Master Plan) • The Official Plan adopt language to consider separated cycling facilities on all new collector and arterial roads (subject to available funds). • The Official Plan provide policy direction to ensure commercial and medium/high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways) • The Official Plan adopt the cycling network enhancements plan. • The Official Plan adopt updated design standards or best practices for all new or retrofit active transportation projects, including those bundled in capital road projects. • The Official Plan update, include cycling infrastructure as well as pedestrian walkways as part of the recreation trails policies.
Plan of Subdivision and Site Plan Control Applications	• The Official Plan adopt updated language that will inform future zoning bylaw and requirements for developments - e.g., minimum bike parking requirements, type of bike parking, route amenities such as wayfinding and shelter/rest stop elements, and amenities at destinations including bike lockers and shower facility requirements etc. • The Official Plan adopt Residential Areas policies should include the concepts of "permeability" and "directness", through the use of easements and good subdivision design that ensures linkages are direct, not just continuous, and should include accommodating cyclists. • The Official Plan adopt policy direction to ensure commercial and medium/high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways)
Speed Management	• The Official Plan consider revisions to By-Law No. 3961 Traffic and Parking that update the speed limits regulations to reduce operation speeds along shared use corridors to maximum 40 km/h; with an optimal target of 30 km/h if possible.

Sample of Draft Action Items

Active Transportation Usage	• The upcoming Transportation Master Plan should develop a Transportation Demand Management framework and corresponding recommendations.
Active Transportation Network Enhancements	• Ensure proposed Official Plan policy updates in the Active Transportation Plan in this plan are incorporated within the upcoming Transportation Master Plan. For example, complete streets approach (8 to 80 philosophy), bike lanes for retrofits. • Engage with appropriate stakeholders and agencies such as the Utilities, Rail authority, and MTO to continue the discussion toward achieving the long-term active transportation network enhancement plan. • Review and update design standards for active transportation facilities to reflect contemporary best practices (e.g., Accessibility for Ontarians with Disabilities Act, Ontario Transportation Manual, etc.).
Active Tourism	• Support growth of tourism in the region through strategic investments in active transportation, particularly near key destinations.
Community Improvement Plans	• For existing and future community improvement plans, develop guidelines that incorporate contemporary active transportation design best practices respecting the unique character of the area.
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. • Ensure future traffic studies in proximity of Highway 7 include specific active transportation connectivity review.
Active Transportation Support Programming	• Work with county, adjacent municipalities, and interest groups, to promote the uptake of active transportation modes through incentive and education programs, site activations, promoting and advertising the active transportation network through maps highlighting key destinations, walking-bus / safe routes programs, walking and bike tours, etc. • Increase the number of bicycle friendly businesses registered with Ontario By Bike.
Speed Management	• Review speed reduction measures and develop speed management protocols and guidelines to support speed management policies for the Transportation Master Plan.
Climate Change	• Work with county, adjacent municipalities, and interest groups, to: • Convert single-occupancy vehicle trips to active transportation modes for short-local trip, and • Develop a greenhouse gas emissions monitoring program to track success.

Active Transportation Plan (ATP)
Public Information Centre

Share Your Thoughts!!!

Help us shape the Future Active Transportation Network!

*Use a Sticky and tell us what you think about the ATP, and the information presented today. Was anything missed?
Be as general or specific as you like!*

THANK YOU FOR PARTICIPATING!!!

Please fill out a comment sheet. The PIC Boards will be uploaded to the project website.
The comment period after the PIC will remain open until **Tuesday May 28th, 2024**.

If you have questions after the PIC, don't hesitate to contact the Project Managers:

Cathy McNally
Director of Community Services
Town of Perth
Email: cmcnally@perth.ca

Austin Shih, MAsc., P.Eng.
Senior Transportation Engineer
Parsons Inc.
Email: austin.shih@parsons.com



WHAT IS NEXT FOR THE ATP?

- 1 Summarize and process all input received
- 2 Prepare draft report to Council



<https://www.perth.ca/en/live-and-play/active-transportation-plan.aspx>