

Planning for a Pedestrian Friendly Community

Community Action Plan: City-County of Peterborough

For the complete report go to www.pcchu.ca/cap

Health for Life Peterborough (HFL) released the “Community Action Plan: City-County of Peterborough” on World Health Day April 7, 2010. The theme for World Health Day this year was ‘1000 Cities-1000 Lives.’ The recently released report was created by 8-80 cities, an organization that empowers communities through community participation and education, to advocate for improved public spaces and pedestrian and bicycling facilities.

In 2009, HFL Peterborough (a coalition that acts, through partnerships and community involvement to promote healthy eating, physical activity and smoke-free living) hosted a community consultation. Staff from 8-80 Cities facilitated the session and provided insight about walkable communities from around the globe. Input from the consultation was analyzed by the staff of 8-80 Cities who then produced the report with recommendations on how Peterborough can design a sustainable, healthy community for the future. Here is an overview of some of the findings:

What facts support these recommendations:

- 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.

Recommendations from the consultation:

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

What facts support these recommendations:

- With the proper pedestrian and cycling infrastructure, Peterborough has tremendous potential to become a more walkable, bikeable, and people-oriented community
- 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.
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“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.”

Recommendations from the consultation:

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

YEAR2-5 – 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

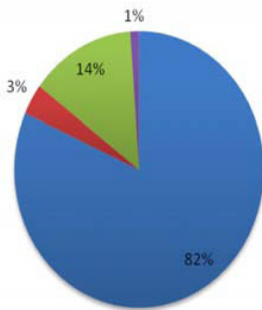
A GREAT PLACE

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

What facts support these recommendations:

The City of Peterborough Mode Share

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



“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. 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.”

Recommendations from the consultation:

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

YEAR2-5 – 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

Why this report is timely to the planning of Peterborough for the future:

Over the past year the PSPC has provided the community with a series of Infonotes that denote the many changes that are proposed for Peterborough. We had reviewed the following initiatives and identified the issues that will require innovative planning:

- City of Peterborough Central Area Master Plan (increasing the density and enhancing the liveability of our downtown)
- Planning Peterborough to 2031: How the Growth Plan for the Greater Golden Horseshoe Will Impact Peterborough (decreasing urban sprawl and rethinking how our community is built)
- Little Lake Master Plan (maintaining the greenspace necessary for an intensified downtown and providing accessible parkland)
- Peterborough Partnership Council on Immigrant Integration (the expectations of new Canadians to have alternative transportation services)
- New Transportation Plan for the City of Peterborough (the opportunity to develop a comprehensive transportation system with less reliance on cars)
- The **Planning By Design** handbook produced through the partnership of the **Ministry of Municipal Affairs and Housing** and the **Ontario Professional Planners Institute** (how places can be planned and designed more sustainably for healthy, active living and to retain and attract residents, investors and visitors.)
- Proceedings of Peterborough's First Senior's Summit: "Improving Navigation of the System" (directions to build a community that is sensitive to seniors needs)

Each of these initiatives supports in whole or in part the recommendations from the recently released document "Community Action Plan: City-County of Peterborough". That is: the need to plan for a more pedestrian/bicycle friendly community to serve the residents of Peterborough today and in the future.

For more information about our InfoNotes contact

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