



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **Cynthia Fletcher**  
**Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **September 14, 2020**

**Subject:** **Report IPSTR20-025**  
**Provision of Cycling Facilities on Charlotte Street**

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## **Purpose**

A report to update Council on the review of potential cycling facilities on Charlotte Street, and to recommend cycling lanes be implemented on Charlotte Street between Park Street and Monaghan Road.

## **Recommendations**

That Council approves the recommendations outlined in Report IPSTR20-025 dated September 14, 2020, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That cycling lanes be provided on Charlotte Street between Park Street and Monaghan Road, including a painted buffer with lane delineators.
- b) That parking be prohibited on both sides of Charlotte Street from Park Street to Monaghan Road.
- c) That Parking By-law 09-136 be amended to authorize implementation of Recommendation b).
- d) That a capital project and budget transfer of \$20,000 be approved to fund a Charlotte Street Curb Cut program for those residents where on-street parking has been removed and wish to provide their own driveway connection to Charlotte Street.

## **Budget and Financial Implications**

Charlotte Street between Park Street and Monaghan Road is being micro-surfaced this year as part of the pavement preservation program. The contract to micro-surface the road already includes the cost of the centre line pavement markings.

The cost to add the line painting, symbols, signs, and buffer treatment for the cycling lanes is estimated at \$25,000. These costs will be funded from the uncommitted balance of \$124,591 in the 2019 Transportation Planning capital account (2019 Budget Reference 5-19.02).

The estimated cost of the curb cut program is \$20,000, assuming approximately 15-20 properties that may be in a position to build a new driveway to Charlotte Street take advantage of the program. Funding for the program can be accommodated with a \$20,000 budget transfer from the uncommitted balance in the 2019 Transportation Planning capital account (2019 Budget Reference 5-19.02).

There will be no additional cost to provide lane delineators within the buffer area, as the equipment will be re-deployed from the flexible delineators currently in use through the downtown. It is expected that the changes to the downtown road network will be removed in mid-October, and the delineators will be salvaged and redeployed to Charlotte Street in the spring of 2021.

The operating cost to install and remove the lane delineators seasonally would be approximately \$3,000 and this cost would be funded through an increase in the annual pavement marking budget.

## **Background**

### **The Cycling Network Plan**

There are a number of benefits that accrue to a community when investments are made in infrastructure to support cycling, including:

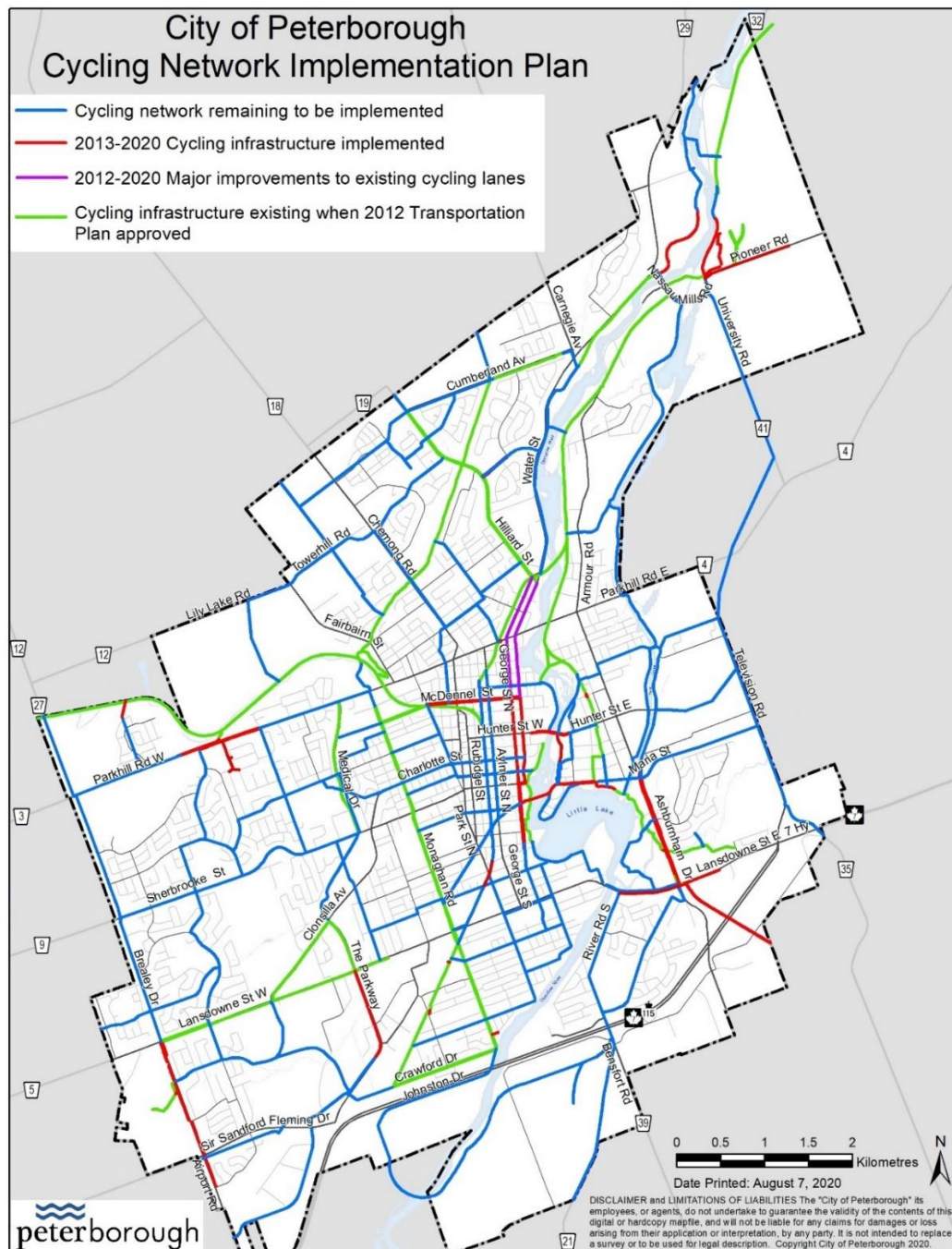
- Increased health and well-being
- Improved equity in the transportation system
- More affordable transportation options
- Reduced road congestion and air pollution; and
- Progress towards reaching targets for climate change action.

Recognizing these benefits, the 2012 Comprehensive Transportation Master Plan included recommendations for an extensive city-wide Cycling Network, developed in consultation with local cycling groups and stakeholders. Implementing the Cycling Network was

envisioned to occur over a 20-year horizon and included 95 projects comprised of 183 km of off-road and on-road cycling routes, comprised of 97 km along roads and 86 km of multi-use trails.

Since 2012, 21 km of new cycling facilities have been implemented and an additional 2.5 km of existing cycling facilities were significantly upgraded as shown in Figure 1.

**Figure 1 – City Cycling Network Implementation Progress**



It is estimated that approximately 76 km (39%) of the network will be implemented by the end of 2020, with the length by facility type summarized in Table 1.

**Table 1: 2020 Cycling Network by Facility Type (km)**

Facility Type	Length (km)
On Road Cycling Lane	30.0
Shared Lane – with “Sharrows” Markings	1.0
Protected One-Way Bike Lane	0.1
Protected Two-Way Bike Lane	1.0
Multi-Use Path	32.0
Road-Side Path	12.0
<b>Total</b>	<b>76.1</b>

There is increasing evidence that one of the most effective ways to increase rates of cycling is to build a quality, connected cycling network. As reported in Report IPSTR18-015 – Status of Transportation Plan Recommendations, cycling trips made by City of Peterborough residents have increased from 1.3% to 3.5% of total daily travel between 2011 and 2016, and this represents approximately 6,000 cycling trips made in the City each day, excluding the numerous cycling trips made purely for recreation purposes or by children. Much of this increase can be attributed to the extent and quality of the cycling network in the City.

Improving the cycling network is also recommended in several local plans, including the:

- 2016 Greater Peterborough Climate Change Action Plan
- Vision 2025: A 10-year Strategic Plan for Recreation, Parks, Arenas and Culture
- 2017 Age-Friendly Peterborough Community Action Plan
- 2018-2022 Accessibility Plan; and
- 2019 Peterborough Community Wellbeing Plan.

In 2020 the City initiated the Cycling Master Plan project. The Cycling Master Plan is intended to be a long-term strategic plan to guide the development and implementation of a cycling network as well as supporting programs and policies. The Plan will build upon the current Cycling Network, originally developed in 2012, and include updated recommendations for cycling and trail projects, types of facilities, an action-oriented implementation plan, design standards, and policies and strategies that will encourage more people to choose cycling as a transportation option in Peterborough. It is anticipated that the Cycling Master Plan will be completed in 2021.

### **Charlotte Street Cycling Lanes**

The need for cycling facilities on Charlotte Street was originally recommended as part of the Cycling Network in the 2012 Comprehensive Transportation Plan.

### **Park Street to Aylmer Street**

Council, at their meeting of January 28, 2019 approved the following motion with respect to cycling lanes on Charlotte Street:

“That the Charlotte Street project, include cycling lanes, potentially painted or dedicated, from Park Street to Aylmer Street, in the design of the corridor; and

That staff report back to Council on any additional design costs and opportunities for public consultation.”

Implementation of the above noted direction will be completed as part of the Charlotte Street reconstruction project, tentatively scheduled for construction following the work on Bethune Street.

### **Park Street to Hospital Drive**

For the remaining section of Charlotte Street, between Park Street and Hospital Drive, opportunities to implement the recommended cycling lanes have been considered as one of the early tasks in the Cycling Master Plan project.

The scope of work for the Cycling Master Plan also includes the functional planning, design, and public consultation for implementation of cycling lanes on this section of Charlotte Street. A cycling lane on Charlotte Street would improve cycling network connectivity because it would connect to the planned cycling facilities along Charlotte Street to the east, the Bethune Street corridor, and the existing cycling lanes on Monaghan Road.

The most cost-effective way to implement the cycling network is to include the addition of cycling facilities with planned road projects, including road resurfacing and micro-surfacing projects. The 2020 pavement preservation program includes micro-surfacing on Charlotte Street between Park Street and Hospital Drive.

An assessment of various design concepts for cycling lanes on Charlotte Street was completed by IBI Group, the consultant completing the Cycling Master Plan. Given that Charlotte Street is an arterial road with a moderate volume and speed of traffic, designated space for cyclists is recommended. The IBI Group recommends dedicated cycling lanes because the volume of vehicles is higher than is recommended for a shared street where vehicles and cyclists share the same lane. In summary, three alternative design concepts were developed, including:

- Buffered/Protected Bike Lanes (One-Way)
- Parking Protected Bike Lane (North Side) & Bike Lane (South Side)
- Protected Two-Way Bike Lanes (South Side)

## **Public Engagement**

A public engagement process on the proposed cycling lanes took place from July 6 – 24. It included a video summary of the proposed design, a written summary of the evaluation and a survey to collect feedback from users and area residents on the City's public engagement platform, ConnectPtbo. Other methods of notification included:

- City media release July 10, 2020
- A letter to property owners within 200 metres of this section of Charlotte Street
- Phone calls to businesses fronting on the street
- Email to Cycling Master Plan distribution list and numerous stakeholders
- Information in the e-newsletter of the Peterborough Bicycle Advisory Committee.

There was a high level of participation in the public engagement process with 377 survey responses and 18 responses through email and phone. The survey questions and responses are provided in Appendix A. An overwhelming majority of survey respondents are in support of cycling lanes between Park Street and Monaghan Road (92%). In addition, 76% of respondents would also like to see cycling lanes on the section between Monaghan Road and Hospital Drive.

Peterborough Public Health provided input in support of cycling lanes between Park Street and Hospital Drive, attached as Appendix B. Of the input received by email and phone, 6 (33%) were not in support of the cycling lanes.

## **Cycling Facility Options for Charlotte Street from Park Street to Monaghan Road**

While there is strong public support for cycling lanes on this section of Charlotte Street, there is not enough road width to accommodate new cycling lanes while retaining the parking on the north side of the street.

After evaluating the alternatives and considering public feedback received, the Buffered / Protected Bike Lane (One-Way) was recommended as it maintains minimum design criteria, including travel lane widths for the trucks and buses that frequently use Charlotte Street; provides a high-quality facility with bike lane protection on both sides of Charlotte Street; and minimizes vehicle conflicts and cyclist visibility issues.

If parking were no longer permitted, there would be enough space for cycling lanes on each side of the road with a painted buffer between the vehicle lanes and the cycling lanes, as shown in Figure 2. In the non-winter months, lane delineators are recommended to be installed to increase awareness of the cycling lanes and improve safety for cyclists.

**Figure 2: Proposed Configuration of Park Street to Monaghan Road**



### **Changes to the Street to Incorporate Buffered Cycling Lanes**

Currently, Charlotte Street from Park Street to Monaghan Road has one travel lane in each direction, with left turn lanes at Monaghan Road and Park Street. The westbound lane is currently wide enough to allow space for one lane of parking on the north side of the street. To incorporate the cycling lanes, the existing parking would be eliminated on the north side of the street and the centre line of the street would move to the centre of the pavement. The cycling lane would start at Monaghan Road and end just west of the Park Street intersection. The existing left turn lanes would be retained at both of these intersections.

Cycling lanes cannot be carried through the Park Street intersection at this time due to restricted road width and alignment challenges at the intersection. Opportunities to extend the cycling lanes through the Park Street intersection will be explored as part of the design of the Charlotte Street reconstruction, between Park Street and Aylmer Street.

### **Elimination of On-Street Parking**

Parking is currently permitted on the north side of Charlotte Street between Park Street and Monaghan Road, except near the intersections and at transit stops and driveways. There is capacity for approximately 36 vehicles to park along this stretch. Parking studies conducted in summer and fall of 2018 found a low demand for parking on this section of Charlotte Street with a maximum of 9 vehicles, representing 25% of available capacity, at any given time. There are numerous side streets where parking is permitted that can act as an alternative to parking on Charlotte Street.

Approximately 10 residential properties and one business on this section of Charlotte Street have driveways, while two other residential properties have driveway access onto sideroads. Approximately 29 residential properties and one business property gains

access to parking via a rear lane that runs between Monaghan Road and Park Street. Of the 379 responses to the survey, roughly 31 (8.2%) expressed various concerns with the proposed plan. The majority of these responses (19 / 31 or 61%) expressed concern with the loss of parking on Charlotte Street, while others felt that cycling facilities were not needed or were better suited for other parallel streets.

The majority of the properties along the north side of Charlotte Street that utilize the on-street parking have access to the rear laneway that runs behind their homes. Some residents have noted that the rear lane is not maintained by the City and is not suitable for accommodating all parking needs, including guest parking or for service providers accessing the property. Approximately 15-20 of these properties that only have access to the rear lane may have sufficient room to accommodate a small driveway in their front or side yard spaces.

While construction of a driveway would be at the expense and discretion of the property owner, given the presence of the rear lane, it is proposed that the City facilitate approvals for those homeowners wishing to provide a separate driveway connection to Charlotte Street and contribute to this cost by paying for the cost of a curb cut (estimated at \$750 - \$1000 per lot). While this measure would not work for all properties, it may significantly reduce the number of residents seeking parking on adjacent side streets, which already have challenges with on-street parking at certain times.

### **Cycling Facility Assessment - Monaghan Road to Hospital Drive**

While there is also strong public support for cycling lanes on Charlotte Street from Monaghan Road to Hospital Drive, implementation would involve more significant changes to the street. Given the much higher traffic volumes on this section of Charlotte Street, the preferred method of implementing cycling lanes would require widening of the road right of way and widening of the pavement surface, which is beyond the scope and available budget of the current micro-resurfacing project.

The consultant examined opportunities to introduce cycling lanes under the current pavement width, and identified the following changes that would be required:

- One eastbound vehicle lane would need to be permanently closed at Sherbrooke Street and replaced with a centre two-way left turn lane between Victory Crescent and Hospital Drive;
- The island at the Hospital Drive intersection would need partial removal and reconfiguration; and
- The left-hand turn lane at Monaghan Road would be shortened, starting at Albertus Avenue.

Staff have also noted that traffic signals may be required at the Hospital Drive / Charlotte Street / Clonsilla Avenue intersection to provide safe crossing opportunities for pedestrians and cyclists wishing to access any new cycling lanes.

Staff recommend that cycling lanes not be included between Monaghan Road and Hospital Drive at this time.

Instead, a future capital budget should be established for widening of this section of Charlotte Street rather than incorporating them into the resurfacing project currently underway. The rationale for this recommendation is based on:

- Concerns about road capacity being impacted along Clonsilla Avenue and reduced left turn capacity from Charlotte Street onto Monaghan Road;
- Safety implications associated with terminating the eastbound center lane by forcing motorists in this lane to turn left;
- Consistency with the recommendations from the 2012 Comprehensive Transportation Master Plan, which recognized that widening of this section of Charlotte Street would be required to incorporate cycling lanes;
- The need for this project to be considered through the full Municipal Class EA planning process; and
- Limitations imposed upon the City related to the Order from the Ministry of the Environment and Climate Change related to the Parkway Corridor Environmental Assessment Project.

## **Timelines**

The micro-surfacing of Charlotte Street is underway and expected to be completed this fall. Upon approval of the recommendations, the pavement marking design to incorporate the bike lanes will be prepared and incorporated into the existing contract, scheduled for completion in late 2020. The lane delineators would be installed seasonally beginning in the spring of 2021. The curb cut program for properties wishing to construct separate driveways onto Charlotte Street would commence in the spring of 2021.

## **Summary**

The micro-surfacing of Charlotte Street creates an opportunity to implement an important section of the Cycling Network in a cost-effective way. Between Park Street and Monaghan Road, a Buffered/ Protected Bike Lane is recommended on each side of the street, connecting to the planned cycling facilities along Charlotte Street between Park Street and Aylmer Street, the future Bethune Street corridor, and the existing cycling lanes on Monaghan Road. To provide cycling facilities along Charlotte Street between Monaghan Road and Hospital Drive, a future capital project to widen the road is recommended.

Submitted by,

Cynthia Fletcher  
Commissioner of Infrastructure and Planning Services

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**Attachments:**

- Appendix A – Charlotte Street Cycling Lanes – Survey Response Report and Public Feedback
- Appendix B – Peterborough Public Health Comments

# Charlotte Street Cycling Lanes

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## **SURVEY RESPONSE REPORT**

30 October 2019 - 24 July 2020

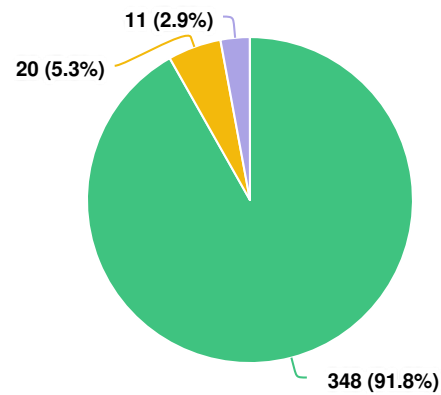
### **PROJECT NAME:**

Cycling Master Plan



# SURVEY QUESTIONS

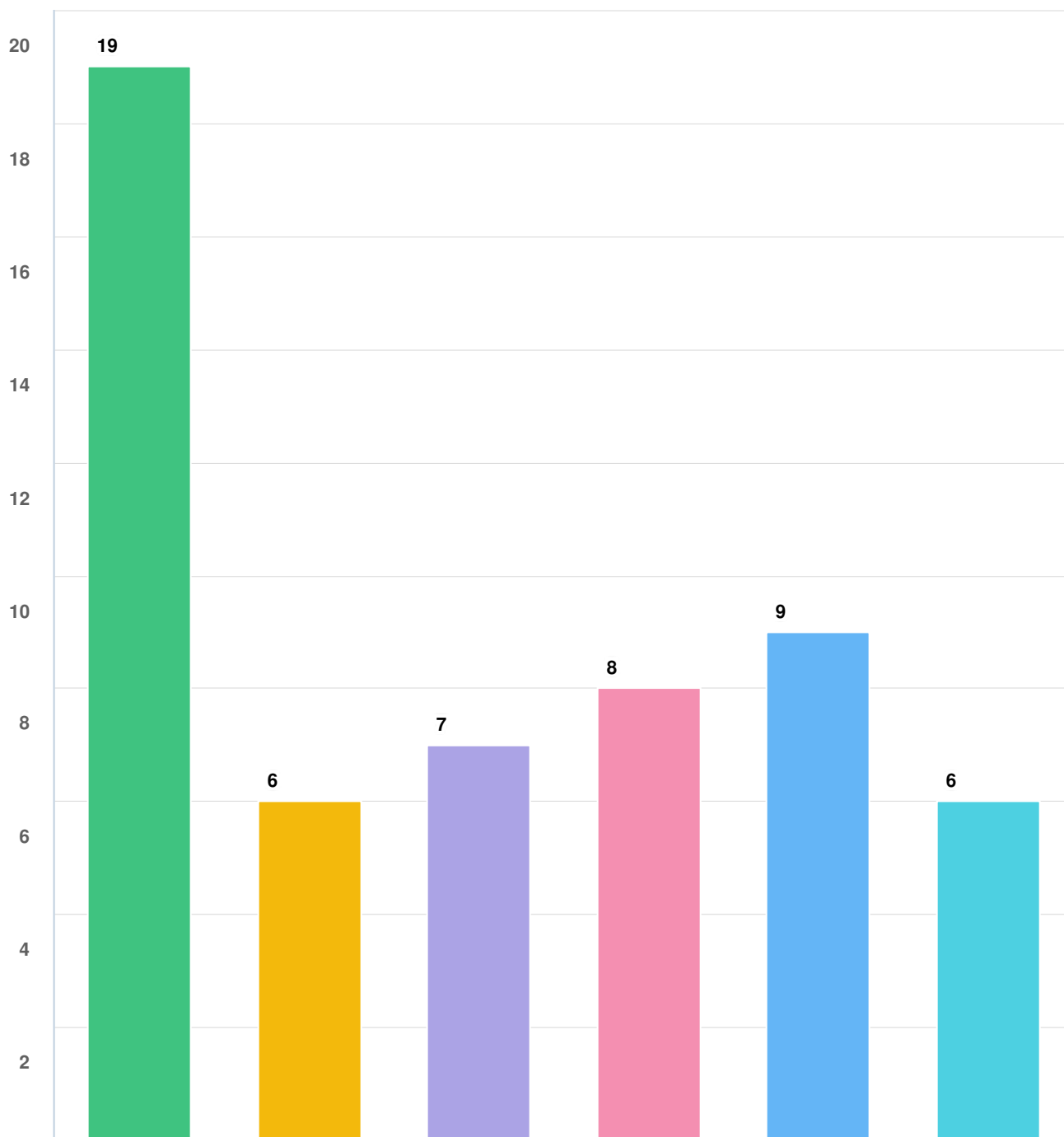
**Q1** Between Park Street and Monaghan Road, there would be enough space for cycling lanes if the parking lane on the north side ...

**Question options**

- I support the cycling lane concept.
- I do not support the cycling lane concept.
- I am not sure if I support the cycling lane concept.

*Mandatory Question (377 response(s))*

*Question type: Radio Button Question*

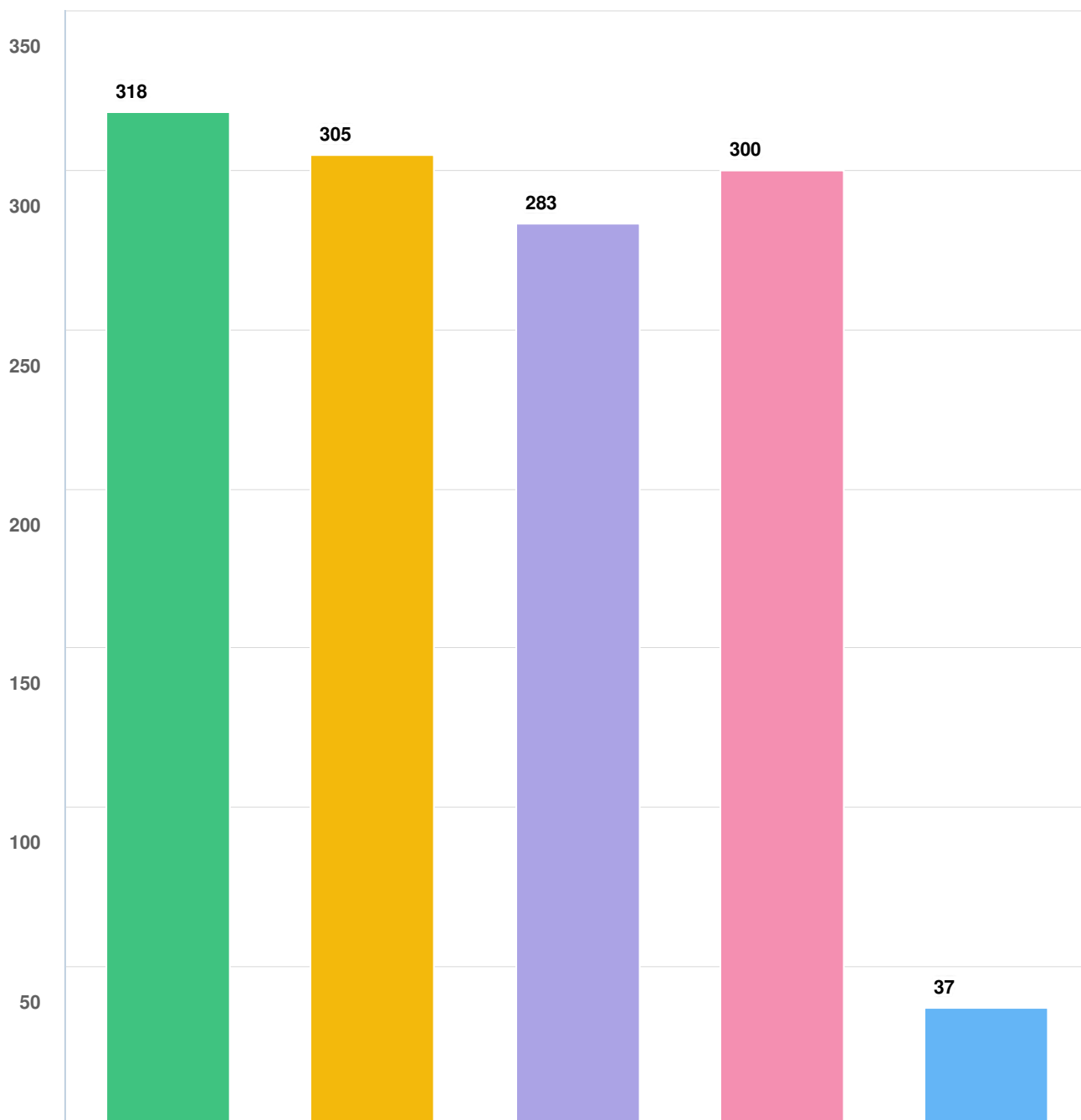
**Q2 What are the reasons for your opinion about the proposed cycling lanes on Charlotte Street between Park Street and Monaghan Road? (Select as many as apply.)****Question options**

- ☐ I would prefer that parking lanes remain.
- ☐ I would rather see left turn lanes all along here.
- ☐ I only want to see cycling lanes installed that have better separation from vehicles.
- ☐ I don't think cycling lanes are needed here.
- ☐ I think cycling lanes are better suited to other streets.
- ☐ Other (please specify)

Optional question (30 response(s), 349 skipped)

Question type: Checkbox Question

**Q3** What are the reasons for your opinion about the proposed cycling lanes on Charlotte Street between Park Street and Monaghan Road? Select as many as apply.



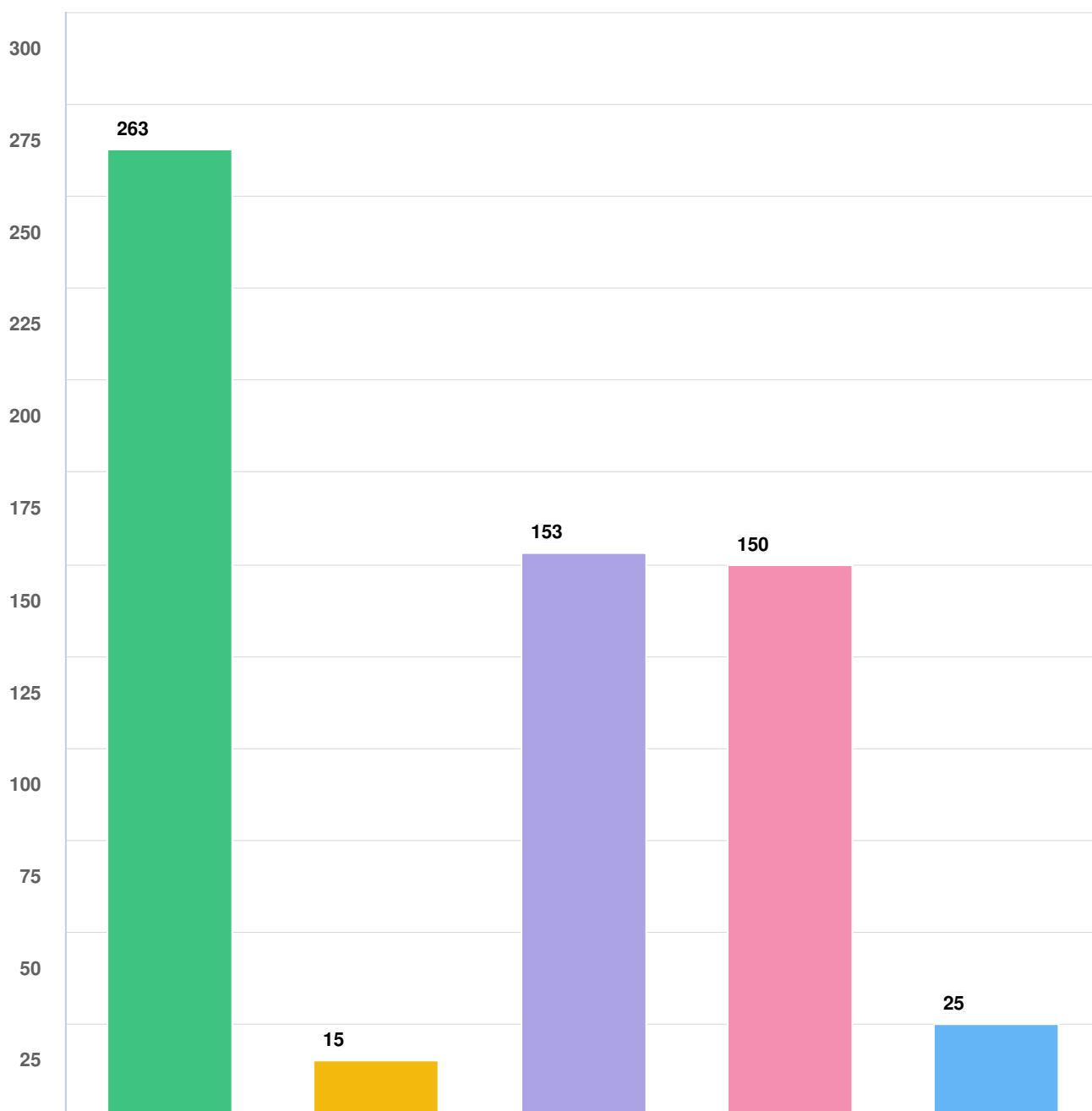
#### Question options

- ☐ I would feel safer cycling here with cycling lanes.
- ☐ I think this is an important link in the cycling network.
- ☐ Making changes to the street is economical at this time when it is being resurfaced.
- ☐ It would encourage more people to cycle, which is important for our community's health and environmental objectives.
- ☐ Other (please specify)

Optional question (346 response(s), 33 skipped)

Question type: Checkbox Question

**Q4** For the section of Charlotte Street between Monaghan Road and Hospital Drive, we are still examining options. What would you like to see in this section?



#### Question options

- ☒ Dedicated cycling lanes added, even if it means reducing a vehicle lane
- ☒ No changes
- ☒ Share the road signage and bicycle symbols on the pavement to show where to expect cyclists
- ☒ Extending the project slightly west towards Sherbrooke Street to allow for new left turn lanes into the Westmount Pharmacy and the Medical Clinic
- ☒ Other (please specify)

Optional question (372 response(s), 7 skipped)

Question type: Checkbox Question

Report generated at: 2020-07-25 10:03:39 by Cycling Master Plan

Project: Cycling Master Plan

SurveyTool: Charlotte Street Cycling Lanes [2019-10-30 to 2020-07-25]

Question: Please provide any other comments that you have below.

No.	Contribution
1	I look forward to riding these new lanes! They could be an important connector for people living in the Avenues who are reluctant to cycle.
2	I would like to see a widened Clonsilla and bike lanes or a shared sidewalk/trail along it between Monaghan Road all the way to the Parkway. Driving or cycling along the stretch from Sherbrooke to the Parkway is too narrow, and makes me feel nervous and unsafe.
3	Cycling lanes on Charlotte Street between Hospital Drive and Park Street is critical to creating a safe cycling network for cyclists of all ages and abilities. The proposed changes seem to have little to no impact on traffic flow or parking, and so adding lanes as part of current
4	More importantly, extend past Sherbrooke to Goodfellow and beyond. There is a silly paved curb between the road that and sidewalk. It could be repurposed and we'd have a separated cycle lane! But they won't do that because there are telephone poles embedded...
5	I get around Peterborough by car, bicycle, or on foot, depending on the trip. One of the things that stops me from biking more is the lack of hill-free routes for some trips -- cycling shouldn't be just for the young and fit. A well-connected, safe cycling network is the most important way to get more people on bikes in this town.
6	That is such a difficult and dangerous area to ride a bike in right now. There is often higher speeds and a lot of traffic movement across lanes in that area. It really was not designed for two lanes. One and a bike lane would be so much better. Thank you for improving cycling for all of us.
7	Although parking along Charlotte Street between George & Park is convenient for patrons of the businesses there, I feel that there is an urged need to make way for safer cycling along
8	This is a helpful and timely initiative.
9	I do have some reservations about this extension, because its effects on residences along Charlotte St. might be a source of opposition. But I support it because it would rectify the absence of a direct western route into downtown. It would be nice to have the bike lanes that have been added on the western end of Parkhill Rd extended toward Monaghan.
10	I cycle the top of Charlotte St (Westmount Pharmacy to Albertus Ave) daily and it is one of the most dangerous pieces of bike travel in the city. Cars rip around that corner for some reason. It would be AMAZING if attention was given to that.
11	It will be important to work with the residents on Charlotte Street who could be impacted by the loss of street parking.
12	For me, if the bike lane went to medical drive that would be great, offering safer cycling to medical appointments at The Medical Clinic, The Medical Centre and PRHC.
13	If we are serious about safety, there need to be physical barriers as well. I love the idea of planted islands in particular. I'm a Peterborough resident.
14	The right turn exit from Charlotte onto Hospital Road gets very narrow and feels unsafe on a bicycle, especially with large vehicles involved.
15	See comments in #3
16	More biking education action from a young age.. get it ingrained in our culture

17	Cycling infrastructure is indicative of a healthy community. I grew up in Toronto and although the streets are busier, I have no fear as a cyclist there because of the infrastructure and signage that has led to increased driver awareness on sharing the road and etiquette.
18	Cycling infrastructure leads to a healthier, safer community. Peterborough motorists are still somewhat unaware of sharing-the-road etiquette which makes for unsafe conditions. A push for dedicated lanes and signage would improve this.
19	I am really excited that the safety of cycling lanes is being considered! I love to take my grandchildren and I want to remain an active senior.
20	Please consider Lansdowne St for dedicated cycling lanes and repaving especially from Ashburnham to the Parkway.
21	I am in favour generally of more bicycle lanes and reduced speed limits. That may mean reducing the width of some automobile lanes but one only needs look at Water Street north of Hilliard to see that motor vehicles can cope with narrow lanes - it serves as well to reduce speeding. I must include my perennial plea for reversion of George and Water streets to two-way traffic (as proposed by an expert to the DBIA last year). I believe that would address the DBIA's objections to the present one-lane experiment and would improve the quality of life for
22	Clonsilla between Hospital Dr and Sherbrooke is a short but crucial stretch of road for the cycling network. It is TERRIBLE right now to cycle on - the four car lanes are narrow so bad for cars, bad for cyclists. Having the cycling lanes on Charlotte end at Hospital Drive would limit connectivity, as many cyclists will come along Charlotte and want to go west on Sherbrooke. So this would be like the ski run that is blue all except the last drop that is double black diamond. People will choose not to cycle on Charlotte b/c the cycling lanes do not get them to Sherbrooke. And the huge hill on Sherbrooke between Monaghan and Clonsilla
23	I love the bicycle friendliness of Peterborough. I produced a short video about bicycle paths in Peterborough. Here is the link. <a href="https://vimeo.com/436807355">Vimeo.com/436807355</a>
24	more cycling lanes on all major routes would encourage more cycling and make for a healthier
25	I believe it is imperative that we establish bike lanes through out the city where ever and whenever possible - especially when there are already road projects planned - this makes economical sense. More bike lanes encourage active alternative transportation in a safe way. As we continue to expand on the cycling infrastructure, it becomes much more inviting for more people to ride more which will also alleviate traffic congestion as well as creating a
26	What happened to improvements on Charlotte between the downtown and Park Street? Getting to businesses there is horrible.
27	I would use the bike lanes on Charlotte St. DAILY. It matters enormously to me that there be safe and viable bike infrastructure, in a connected network, across the city.  I'm in my 50s, a small business owner, and a big part of why I live in this area of the city is so I can walk and cycle to most of what I do. If it's not safe on a key part of the route, I simply can't do it. PLEASE keep expanding the safe, connected cycling and walking network.
28	The cycling lanes should be extended to Landsdowne so there is an easy way to get from the west end downtown. Currently, the only approved route is Kawartha Heights to Weller. This is a hilly route that most casual riders wouldn't attempt. I'm 71 and don't know how many more years I can get up the hill by the hospital. I go to the library regularly and find it easier to drive my car. I would like to cycle there if there were bike lanes along Clonsilla/Charlotte.

29	Peterborough needs more dedicated cycling lanes. Safety for all is achieved when these dedicated cycling lanes exist in cities around the world. More cycling pathways off the streets would be a plus as well.
30	This is a high volume traffic area that is dangerous for drivers, pedestrians and cyclists. Single lanes with less interruption (adding appropriate left turn lanes) would be significantly safer with little change in the overall capacity.
31	Change is hard to get used to, but with proper information, consultations and communication it is possible to use infrastructure like this to make our city better and reduce car traffic, encourage cycling and improve safety for all.
32	Charlottte Street between Park and George Street is exceptionally dangerous for cyclists and for too long and should be addressed as soon as possible. Many of us use this route to do our downtown shopping on Charlotte Street...
33	A change to city bylaws to allow bicycles on sidewalks, except in the downtown area, would allow cyclists to legally use Lansdowne Street sidewalks, which would create an east-west route that would cost very little.
34	Removing the parking on Charlotte may be a significant burden for people living there. Given that there is excellent biking along Gilmour and King, I'm not sure this plan is the way to go. Removing the parking may create other problems, such as lots of people trying to park on the surrounding streets. Overall I feel that a plan which keeps optimal bike routes separate from optimal car routes works better for everyone.
35	Nice video open house, well done!
36	More bike lanes, please! Protect cyclists, not cars.
37	I do currently bike on Charlotte in that area but do find it dangerous. There are also rarely cars parked here so I don't think losing the parking would be a big deal
38	It would be great, for in the future, you consider putting a designated bike lane right through Clonsilla to Lansdowne for all west-enders who bike to work or transfer to other trails in Peterborough. You are off to a great start!
39	The easier and safer it is for cyclists, the more cyclists there will be. The more cyclists there are on the road, the more obvious and familiar they are to motorists and pedestrians, and that makes it even safer. More cyclists = fewer cars = better
40	No mechanized vehicles on any bike paths or lanes.
41	Go Peterborough!
42	Another option would be to allow cycling on sidewalks west of Monaghan. I use this option all the time for safety reasons.
43	I live in southwest Peterborough and work downtown. I commute to work by bike every day of the year. I usually take a route involving Clonsilla -> Charlotte -> downtown. I would personally prefer to have dedicated cycling lanes (rather than parking lanes or extra vehicle lanes) along as much of that route as possible.
44	Thank you for asking our opinion!
45	A wonderful cycling city. But more cycling infrastructure is always better imho.
46	I live downtown, ebikes and cyclists are a nuisance and a disaster. They run red lights, pick and choose where and what lanes they ride in, they do not obey the traffic laws, they cause congestion when cars don't have enough room to pass, and when they finally do the cyclist just jumps up on the sidewalk to get to the front. We need more regulations and consequences for breaking them before we need to invite more of them onto the road. Cruise ships do not move for canoes. Cyclists should NOT be holding up traffic, or be allowed to pass

47	I am an experienced cyclist, but have never rode between Monaghan and Sherbrooke, due to safety concerns. The lack of infrastructure forces me to take the easy option of using my personal vehicle to shop at about 5 stores I regularly attend, instead of biking to them, even though they are with an easy 2 km bike ride from my house.
48	Charlotte Street is pretty wide, and I don't have any problems cycling along the section in
49	Definitely need more cycling lanes. Peterborough is a city that could very easily support commuting by cycling.
50	Good work! Keep going! Farther west on Clonsilla, and then some attention to Lansdowne
51	It'd have to be a shared curbside lane headed westbound; there isn't really any other option.  I've been a cyclist eastbound on the section from Hospital Drive to Monaghan & beyond without issue, provided I'm staying as close to the curb while traveling as possible. I presume westbound may work similarly if any obstructive parking is removed for that short stretch.
52	I bike often up Charlotte street and I often feel unsafe doing so. I would love to see more
53	This seems like a great project. If the stretch of Charlotte east towards George can have bike lanes or a traffic calmed shared arrangement, that would be even better
54	King street is good cycling from Monaghan to millennial park
55	Super idea to get an east west cycling lane with a lesser hill profile! I live on a street with 9 houses. 2 households are consistent cyclists. 4 other households have stated that they would cycle more if they felt safe and could avoid the huge hills east west. This will make cycling between the hospital and downtown much more achievable for many people.
56	Having improved cycling lanes along charlotte would improve my commute. I dont feel comfortable biking that way right now because of traffic. I have trouble finding a suitable alternative route to get that way across the city.
57	I fully support the proposed cycling lanes not only to Monaghan but right to Sherbrooke. Clonsilla is a death trap for cyclists. Even for motor vehicles, the lanes are so narrow that the existing four lanes function as only two lanes anyways. A road diet to shrink the road to three motor lanes (1 lane each way plus a middle turning lane) and protected bike lanes would facilitate traffic flow by all vehicles safely and efficiently.  The video says that the proposed bike lanes would allow sufficient space for protective dividers, as a potential option. I really hope this option is pursued. We know from the existing paint-only bike lanes in Peterborough that cars will park in these lanes. The same will happen here if there's no physical barrier. If bikes can't bike on the lanes (due to parked cars), then they're not really bike lanes.  I also want to point out that these lanes are not just useful for bikes. I bike daily commuting to work (other than during Covid time), and almost every day I pass people on motorized wheelchairs using the George & Water bike lanes. This is wonderful, especially for a community with as many senior citizens as Peterborough. When old people give up their driver's licence, they feel they're giving up their independence of movement, because our transportation systems are built for cars. With protected lanes for motorized wheelchairs and
58	This would be a huge step in connecting the cycling network east to west. This would greatly increase my cycling safety as I almost always use cycling as my mode of transportation (for environmental and financial reasons) to get from my house in the west end to downtown to visit restaurants, the library, and to shop at local businesses. I think it should also be mentioned that those parking spots on Charlotte are rarely used and there are many side

59	I live in the Park and Charlotte area and have at times cycled to Peterborough Clinic for a Dr. appt which is usually in the morning. I have stopped because the traffic is too heavy with no dedicated protected bike lane. I also see many cyclists heading east to work downtown.
60	I would also like to see the cycling lane extend along Charlotte through the downtown to Water
61	As a cyclist, the section between Monaghan and Hospital drive is a very precarious section of road to navigate. It is a high traffic area with no space for cars to pass a cyclist and, through fear cyclists tend to use the narrow sidewalk.
62	Charlotte from Park to Monaghan is wide. If, in the proposed design, the buffers on the cycling lane were removed there would be room to retain parking on the north side. This would push the Complete Streets model by not giving up one attribute for another. Street parking remains valuable. Cyclists need space, yes, but so much pavement is given over to the 1 meter lane plus buffers. I think a 'crowded' design with 2 lanes of traffic, 2 lanes of cycling and one skinny lane of parking will slow traffic down. That can be a valuable outcome - less space on the street gives cues to drivers to slow down. That's a better street for everyone.
63	This is on my route when I ride to work. Having dedicated bike lanes will definitely make it safer for cyclists and more visible for drivers.
64	I would also like cycling lanes extended all the way into the downtown
65	The more bike lanes the better. We need to encourage people to stop driving and start
66	Given the preference for King St, it seems like the consequences of eliminating parking on Charlotte would be too great. I also recall the future transportation plan idea of making Charlotte 3 lanes...is that still in the plan? How might that be affected by addition of bike
67	Integrating safe cycling into Peterborough is so important! For the physical health of the people who live in Peterborough and for the health of our environment. Thank you for making this happen now on Charlotte Street.
68	This is a key route for me. My doctor is in the medical centre and I live within sight of Charlotte St.  It would be even more wonderful if the city were to use these wide legacy streetcar streets to
69	Please ensure that Charlotte street is repaired so that the road is not so uneven. it is unsafe to cycle on at this time. Flat pavement and a cycling lane will encourage more to cycle
70	Cycling infrastructure must show connection to other cycling routes. Cycling lanes that start and stop in a few blocks are a waste of resources and unsafe.
71	I've learned this thought/proposal was first tabled in 2012. It's certainly about time to do it!
72	Cycle lanes help everyone.
73	Inclusive transportation should be an important part of every street in Peterborough along with accessibility
74	Thanks for thinking of cyclists!
75	Bikes and pedestrians first.
76	Please be BRAVE.
77	Thank you for being a City that is taking cycling seriously! It is both healthy and sustainable.
78	The only extended bike lane I can think of is along Monaghan from Lansdowne to Parkhill. More routes like that are needed. Charlotte from Hospital Dr to Water would be a big step
79	Bike lanes on Charlotte St. Will allow my family more access to downtown shops and services (e.g. library).

80	Having continuity of cycling lanes to access all communities within the city is important if it is to be a viable transportation option. The loss of street parking would be a potential source of conflict with local businesses. Extended periods of "free" or validated parking at King or Simcoe parkades could provide an option for these business.
81	Appreciate this survey - so thank you.  IMHO a cycle lane is really needed on the Monaghan-Hospital Drive stretch. I encourage all families to include an active and healthy lifestyle, yet would strongly advise against cycling on any road that is double-lane-each-way, as the double lane is disproportionately dangerous for cyclists. On this type of road in particular a cycle lane is sorely needed - else one is forced to ride the sidewalk simply to save their life.
82	I would NEVER consider biking along Clonsilla past the medical clinic. Being able to continue towards Sherbrooke would open opportunities for accessing the western parts of Peterborough by bike much more easily.
83	Thank you.
84	Encourage cycling in PTBO strengthens it's identity and attraction to people and/or business.
85	I fully support this project! Thank you for doing this survey.
86	From Monagan to the Medical Centre is a really busy section of road that should not have the number of lanes reduced.
87	We definitely need more safe cycling spaces in the community. I support cycling lanes everywhere where deemed necessary to ensure the safety of cyclists and pedestrians
88	We have enough cycling lanes. They are hardly used
89	The new single lane for car traffic on downtown streets feels like it has made it really confusing/unsafe for cyclists (for example, on Hunter St, it's now one way west, but cyclists still want to travel west) - interested to know what's planned to make this aspect of the restrictions to vehicle traffic friendlier, clearer and safer for cyclists?
90	Even though I'm an avid cyclist, the limited parking available to those of us who reside on Charlotte street I don't think a dedicated cycle lane is feasible, or fair to Charlotte st home owners. Parking off the alleyway behind Charlotte is already difficult enough year-round given that the city provides little to no maintenance and frequently city plots block the alley
91	Bikes are allowed on sidewalks outside the city centre. Keep bikes on these surfaces and away from transport trucks. Pave and designate one side of the sidewalk for cycling. ie north or south sidewalk could be changed to a cycling route.
92	I live on Charlotte Street and am extremely unhappy that this is being considered on several fronts: we are limited to parking for any visitors to our home to what is out front of the house, for many of our visitors who are elderly and disabled, parking on a side street in the avenues would be not only inconvenient, but out of the question. If parking is taken away on the north side of Charlotte Street, the parking will then be forced to congest the adjacent avenues. Charlotte Street is a main transportation corridor to the downtown AND to the hospital, large transport trucks constantly drive this road as well as Ambulance, Police, Fire Trucks and other emergency vehicles needing to get across town at a fast pace, - bicycles and these vehicles

93	<p>1. Cycling lanes are essential.</p> <p>2. They should be separated by permanent boundaries and not just pavement markings.</p> <p>3. Parking is also important. I live on Charlotte and rely on parking on Charlotte street to access my home. Taking away this parking spot would be a very unpopular move for me.</p> <p>4. If the City wants to take away street parking then they should maintain the laneway parking spots that residents could use as an alternative. This is a legal obligation of the city that they are failing to perform. Residents park on the street because the back laneway is in poor shape.</p> <p>5. Narrowing the driving lanes, adding dedicated cycling lanes and maintaining parking should</p>
94	This is the time to add more cycling and green infrastructure.
95	I am pleased to see that infrastructure for bicycles is being planned throughout the city. As safer ways to travel are provided for bicyclists, more people will use them.
96	Safe crosswalk added to Westmount Pharmacy and Medical Centre. We live across the road and have seen frequent accidents, many close calls and witnessed a car-pedestrian collision.
97	I use King Street, Hunter, Weller....safer streets. Charlotte is too busy and traffic can be backed up or moving very fast with people trying to make left turns everywhere. The curve at hospital drive is not safe for cyclists and sometimes drivers. It is awkward. I think the city should provide an alternate route so that it is safer and ask cyclists to use that. Also, where do cyclists go after hospital drive? Charlotte becomes very narrow going West.
98	I would love to see and USE bicycle lanes on Charlotte St!
99	A general comment. It's hard for me to imagine any streets in PTBO where I wouldn't support bike lanes, even with reducing a lane of traffic,adding left turning lanes, and dedicated bike
100	Cars go very fast in Peterborough. If cyclists of varying abilities are to cycle in Peterborough, protected lanes on the main streets are essential.
101	it's important to have a bike lane that extends to the Hospital.
102	I ride a bike and welcome safer conditions in general. This is an awkward area for traffic already and traffic is getting heavier all the time so encouraging more bicycles without proper separation is dangerous. A higher priority should be to improve automobile flow before or as an essential component of bike lanes.
103	Your introductory statement at the beginning of the survey says only one parking lane would be removed but then says all parking would be removed. Which is it? It would be better if one lane of parking could remain on Charlotte St.
104	Cycling lanes make me feel safer riding also for my young child.
105	Increased cycling can be part of a climate action plan, which is a bonus. Also, a healthier population comes with more cycling.
106	Having lived and cycled in Toronto, Montreal, and the Netherlands, Peterborough is not very bike friendly, yet as a small city it should be so much better. Cycling from one end of Peterborough to the other is (hills notwithstanding) a very long ride, yet even for experienced city riders many of the roads feel very unsafe and unfriendly to cyclists.
107	Thanks for consulting us. We are proud of the Peterborough community - cycling is the future!
108	this is a great time to improve bike access into the downtown from the west end of
109	Going forward, the best solutions if possible are to create dedicated bike paths completely separated from roads.
110	Peterborough has been great for its trail networks - but that corridor has always been lacking a safe way to get to the west part of the city. The whole city should be accessible by bike paths so that if someone wants to go without a car and avoid buses (and bike to stay strong at any
111	Reduce the speed limit on Charlotte Street to 40 kph.

112	having complete links in the cycling network is important. a hodgepodge and bikelanes that dead end makes it hard to get around safely. I pull my children in a trailer some times and it is hard to find a safe route.
113	The section between Monaghan and Sherbrooke is currently very dangerous for cyclists as the vehicle lanes are narrow, and the curb is very high
114	I believe this city needs more dedicated cycling lanes and it would be responsible for this project to happen now.
115	I cringe everytime I see a cyclist anywhere on Clonsilla ave. The new cycling lanes need to take into account where cyclists will go when the lane ends. Clonsilla is not wide enough for 2 lanes of traffic, similar to Water St between Hilliard and the Zoo. These 2 roads see cyclists who don't know the danger they may encounter as they can be hidden to one vehicle behind another in the right lane until the last second making the cyclist very vulnerable. Please, please please do something to discourage cyclists from riding these sections or reduce these
116	With so many people texting and driving, dedicated cycling lanes are a must to ensure rider safety. Far too many close calls keeps my family off the roads without.
117	We need education! I support any education that you can give drivers on how to safely share the road with cyclists. All drivers need to understand that their vehicle can kill a person on a bike. I also realize that cyclists need to obey the rules of the road and there are ways to be
118	Please keep making constant improvements and additions to make bicycling safer, and more appealing in Peterborough. The more people on bikes in a rapidly growing city, the better.
119	Charlotte isn't very wide Monaghan to Hospital drive so don't know how a cycling lane would work there. It's very busy through that section so one is definitely needed. There are often cars parked on the north side of the road from Park to Monaghan, which would make a bike lane
120	I don't think that extending the project to include Clonsilla between Monaghan and the medical clinic is possible. There is too much traffic in a narrow section to allow for separate bike lanes. Beyond the pharmacy use of the parallel road is possible for bike traffic in one direction.
121	The mayor of Paris is staking her re-election bid on Paris being a "15 minute city" that everything you need is a 15 minute walk or bike away. Pretty cool. THIS is the future, for the planet (greenhouse gas emissions), for physical and mental health, for community, for the economy. Enough with the 1953 mindset! Please keep following CURRENT best practices so
122	A left turn lane on to Victory Crescent would help, but NOT another into Westmount Pharmacy. The Pharmacy parking lot can be accessed off Victory Crescent, and the current opening on Charlotte/Clonsilla should be only an exit from the Pharmacy.
123	Perhaps revisit these changes once the financial impacts are truly known from the Covid 19 pandemic. Already reading about a huge tax increase for the next budget to assist with the financial impact - not sure that those of us on a fixed income can continue to have our disposable incomes further reduced to use for non essential items.
124	As a resident in the Avenues, I would be delighted to see this project go forward.
125	Great idea more safe bike lanes means more people cycling and staying healthy!
126	I have noticed that cycling lanes become more visible and "authoritative" when bordered by standup markers such as those now used along George Street. With those in place the cyclist will feel much safer from encroachments by motor vehicles. What would look least safe or inviting is placing the cycling lane out in the middle of the pavement, i.e. surrounded by traffic on one side and parked vehicles on the other. There, the arrangement also looks less clear.
127	The more physical separators that can be used the better! I would be far more likely to use the lane if there were physical separators when feasible.

128	Please also add a connector between Medical Drive and Charlotte - ideally bike lanes on Hospital Dr. Thank you!
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### Comments Via Phone and Email

129	I think it is a very good idea to establish some cycling lanes on Charlotte St. between Park and Monaghan, however, as you know the real challenge will be the continuation toward Hospital Drive. Since this particular stretch of Charlotte Street is extremely busy and narrow it would be difficult to create cycling lanes unless the city would be willing to broaden Charlotte Street on the south side where there is no side walk. It would also require some sort of traffic light to exit from Hospital Drive onto Charlotte Street.
130	has lived there since 1946, remembers when it was Highway 28, does not support bike lanes, does not want cars interfered with and would like to see this section widened to 4 lanes
131	All for cycling lanes on Charlotte Street between Park and Monaghan.
132	Opposed to bike lanes because road is not being widened, so feels it would be unsafe, businesses will not be happy about the removal of parking, would contribute to traffic
133	Not in favour of bike lanes due to worry about accidents at the intersection and loss of parking, mainly for tenants in housing along the corridor.
134	Opposed to bike lanes due to reduced parking for tenants and difficulty parking to maintain rental property e.g. lawn cutting
135	Support the cycling lanes, but wondering where the parked cars will go. One solution may be to make the bike lanes seasonal. Also concerned that it could be a challenge to put in place a safe cycling lane for cyclists who continue west from downtown after Charlotte.
136	My husband and I purchased a legal duplex in 2017 on Charlotte Street. I myself am a biker, but I do not believe that bike lanes on Charlotte Street are in the best interest of the property owners or the tenants that reside in them. We have had many contractors at our property during this time, roofers, electricians, plumbers and general contractors. I can tell you from experience, most service vehicles are unable to park in the back alley or simply refuse, as it is extremely narrow and not maintained by the city. These vehicles are just far too large, and we are fortunate enough to have 4 parking spots, most homeowners do not. Access to the alley must be maintained at all times to ensure all homeowners or tenants can use the lane way and you can imagine what it's like in the winter months. As the majority of these homes are rental units, moving vehicles need to be able to load and unload safely, without interfering with alley traffic. In order to service these homes we need street parking for all service providers and moving vehicles. Both Gilmour Street or Homewood Ave that run parallel are a mere few metres away in either direction and are perfect for bikes. They are safer options and is this ultimately not what we are trying to achieve. It seems like a great expense to the city for such a short distance. We are providing affordable housing to students and young professionals
137	Supports the bike lanes, moved from TO and found cycling there to feel safer than Ptbo, protected bike lanes would be better, but anything is good
138	Excellent news! A lot of people who bike will certainly welcome this proposed improvement. I agree with the 2012 cycling plan regarding easier east west access due to the less severe slope compared to parkhill and sherbrooke.

139	<p>First, I fully support the idea of having bike lanes on Charlotte between Monaghan and Park. Second, I don't see how lanes on Charlotte between Monaghan and Hospital would work without major traffic issues resulting. My concerns are as follows:</p> <p>a) There is no space for bicycle lanes in this section without reducing the eastbound traffic to one lane. Reducing this section to one lane will lead to a lot of traffic backed up, especially at "rush hour" times. This backup will lead to driver frustration, which leads to more erratic driving, whether wanting to turn north at Monaghan or continuing east on Charlotte. Also, there will be increased congestion along Clonsilla as it turns into Charlotte as two lanes become one. This will be the case whether lanes are reduced at Sherbrooke or Hospital.</p> <p>b) As well as frustration, reducing to one lane will lead to increased air pollution to residents in that neighbourhood as cars idle longer as they wait to cross the Monaghan/Charlotte intersection.</p> <p>c) Turning off of Charlotte west to Hazeldean and Albertus, and turning west onto Charlotte from these streets will become more difficult and potentially dangerous, and of course air pollution will increase as drivers wait longer to make their turns.</p> <p>d) Given how little bicycle traffic there is in this section, I don't think the trade-off for greener infrastructure is worthwhile.</p>
140	Letter submitted expressing support for cycling lanes on Charlotte Street between Park Street and Hospital Drive, and support for pedestrians and cyclists to cross Charlotte Street at Hospital Drive/The Medical Centre.
141	Opposed to bike lanes due to not needed and waste of money.
142	The Medical Centre supports left turn lane for their complex
143	Supports the cycling lane, believed it will be difficult to have bike lanes between Monaghan and Hospital Drive based on present width of street.
144	Westmount Pharmacy would like to see left turn lanes and a single vehicle lane along the block of Clonsilla where their business is located. They would also like to see a pedestrian crossing at or near Hospital Drive as it is a long way between traffic signals. One staff person lives on Victory Crescent and she would like to see speed bumps installed there to slow down
145	Supports cycling lanes, thinks the road is in good condition and doesn't need resurfacing, especially compared to some other streets
147	Given development announcements at Kawartha Golf & Country Club, think it is time to implement cycling facilities along Clonsilla Avenue as well.



July 31, 2020

Susan Sauvé  
City of Peterborough  
500 George Street North  
Peterborough, ON K9H 3R9  
[ssauve@peterborough.ca](mailto:ssauve@peterborough.ca)

Dear Ms. Sauvé:

**Re: Charlotte Street Cycling Lanes**

Peterborough Public Health (PPH) is mandated by the [Ontario Public Health Standards](#) (OPHS) and the [Health Promotion and Protection Act](#) to deliver public health programs and services that promote and protect the health of Peterborough city and county residents.<sup>1</sup> There is growing evidence that shows links between features of the built environment and the health of the public.<sup>2</sup> For example, population density, land use mix, access to and quality of active transportation and transit networks can all contribute to the prevention of chronic diseases and conditions as well as prevention of injuries and premature mortality.<sup>3</sup> With this in mind, PPH has a vested interest in ensuring that the transportation system in Peterborough is designed and updated in such a way that prevents injury, illness and disease and promotes the health of our residents. As a result, PPH would like to submit these comments in response to the City of Peterborough's survey regarding cycling lanes on Charlotte Street.

In PPH's 2018 Submission to the City of Peterborough Official Plan Review (Health in Official Plans: A Toolkit), we outlined how land use planning components of the Official Plan could impact health outcomes of City residents, which then informed a variety of recommendations to the City of Peterborough for their Official Plan review. The connections between public health and transportation systems are well documented in research.<sup>4</sup> When transportation systems are designed in ways that foster health, numerous benefits emerge.<sup>5</sup> Specifically,

- Designing communities so that walking, cycling and transit use are easy choices can improve physical activity and reduce the risk of chronic diseases and conditions.
- Designing our streets so that they are safe and convenient for all road users, regardless of age or ability (pedestrians, cyclists, transit users, drivers) increases physical activity and reduces injuries and fatalities.
- Designing our communities so that there are many destinations within close proximity so residents do not require a vehicle can reduce air pollution and greenhouse gas emissions.

In PPH's Health in Official Plans: A Toolkit, our third recommendation was to "Reduce automobile dependence by creating a well-connected and safe active transportation network". In the report, we acknowledged that implementation of the Proposed Cycling Network in the Comprehensive Transportation Master Plan (2012) is an important component of creating a well-connected and safe active transportation network. The online survey acknowledged that Charlotte Street is an important east-west corridor in the cycling network as there is no large hill. This gap in cycling infrastructure on Charlotte Street may be a barrier for residents that would otherwise feel comfortable traveling across the City on their bicycle to work, shop, access services, etc.

In review of the information and video presentation available on the Connect Peterborough website in July 2020, we would like to provide the following feedback, in lieu of completing the online survey.

Firstly, we strongly support the enhancement of cyclist facilities along this stretch of Charlotte Street, which will enhance the connectivity of the city's cycling network. Regarding the preferred alternative that is proposed in the survey (Option 1 from the video presentation and shown in the Appendix), we would agree that this option appears to be the safest and preferred option. While a summary of the considerations about traffic and parking were presented in the video, we wish to raise two considerations that were not explicitly presented. First by elimination of the parking lane in Option 1, this may eliminate the ability of automobile drivers to safely pass stopped public transit buses. This may lead to backlogs, automobile driver frustration, and potentially unsafe passing attempts, which could lead to collisions and injury. Consulting transit records and bus drivers regarding this may be valuable in assessing the risk. Another potential adverse effect of the loss of the parking lane may be increased unprotected crossings (jay walking). If automobile users are going to a residence or business on the north side of Charlotte Street but park on one of the streets south of Charlotte Street (because they are more numerous), they may try to cross Charlotte Street where there is not a safe crossing. An increase in these unprotected crossings could present risks for collisions and injuries. Effective consultation of residents and businesses located on this stretch of Charlotte Street may help in anticipating challenges and in determining the safest solutions.

Regarding the section of Charlotte Street between Monaghan Road and Clonsilla Drive/Hospital Drive, we also support enhancing cyclist facilities along this stretch to enhance the connectivity of the city's cycling network. Priority consideration should be made to the design of relevant intersections. Intersections are the site of a large proportion of injuries between cyclists and vehicles and pedestrians and vehicles<sup>6</sup> so design should seek to improve safety and reduce injury for all road users. At intersections such as Monaghan Road and Charlotte Street, to reduce the risk of injury, consider treatment of intersections to include characteristics that make cyclists and pedestrians more visible to motorists and highlight conflict areas.<sup>7</sup> Possible ways to do this could include pavement markings, warning signs/signals, length of signals, and traffic control. The method chosen should be tailored to the specific pedestrian and cycling facilities selected for the final design. In addition to the Monaghan Road and Charlotte Street intersection, careful consideration should be made about how cyclists can safely travel from Hospital Drive onto Charlotte Street (turning left). While some cyclists may be confident in making this turn, this turn can be a challenge for drivers and cyclists, alike. For pedestrians too, this corridor is a challenge as the distance between intersections (Charlotte/Monaghan and Clonsilla/Sherbrooke) is quite long, posing barrier or safety risk for crossing. With this in mind, perhaps there would be opportunity to introduce pedestrian crossing infrastructure near the Medical Centre, which could be used by cyclists, similar to the crossing at Parkhill Rd E. and Auburn Street.

In regards to the roadway, dedicated cycling lanes would be preferred. We recommend using OTM Book 18 to guide decisions. Shared bicycle-car roadways (sharrows) may represent a higher risk for collisions than other cycling facilities, as found in Toronto and other research.<sup>8,9</sup> If a shared roadway is chosen as the best option, consider shared use lane markings and signage, along with traffic calming to increase safety. Traffic calming measures may include a variety of strategies to reduce speed and improve safety such as: reduced speed limits, road humps, roundabouts, road narrowing, raised intersections, fewer travel lanes, sidewalks, on-street parking, landscaping, and cyclist/pedestrian priority areas.<sup>10,11</sup> The speed a vehicle is travelling impacts both the probability of collisions and the severity of injury.<sup>12</sup> There is an increased risk of pedestrian injury and death as speed increases, with fatality risk at 50 km/h more than 5 times higher than the risk at 30 km/h.<sup>13</sup> Traffic calming and reduced speeds will be especially important if a shared roadway design is chosen for implementation.

Enhancing cycling facilities along this corridor presents opportunities to reduce injury risks for current pedestrians and cyclists, while encouraging new users to try active modes of transportation. When people perceive a safety issue, they are less likely to cycle themselves, and will discourage others as well.<sup>14</sup> We look forward to learning how the City will implement this project, where this corridor can be safe, accessible to all users and meets the needs of the residents and businesses.

In conclusion, we would like to thank the City of Peterborough for recognizing the opportunity to implement enhanced Cycling facilities on Charlotte Street at this time, and for seeking public feedback to inform the direction taken. If you have any questions or would like additional information about our comments, please do not hesitate to contact Deanna Leahy, Health Promoter, at 705-743-1000 ext. 354 or via email ([dleahy@peterboroughpublichealth.ca](mailto:dleahy@peterboroughpublichealth.ca)).

Sincerely,

Hallie Atter  
Manager of Family and Community Health

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<sup>1</sup> Ontario Ministry of Health and Long-term Care. (2018). *Ontario Public Health Standards: Requirements for Programs, Services, and Accountability*. Retrieved from: [http://www.health.gov.on.ca/en/pro/programs/publichealth/oph\\_standards/docs/protocols\\_guidelines/Ontario\\_Public\\_Health\\_Standards\\_2018\\_en.pdf](http://www.health.gov.on.ca/en/pro/programs/publichealth/oph_standards/docs/protocols_guidelines/Ontario_Public_Health_Standards_2018_en.pdf)

<sup>2</sup> Public Health Agency of Canada. (2017). *The Chief Public Health Officer's report on the state of health in Canada: Designing healthy living*. Retrieved from: <https://www.canada.ca/content/dam/phac-aspc/documents/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living/2017-designing-healthy-living-eng.pdf>

<sup>3</sup> Ibid; Provincial Health Services Authority. (2014). *Healthy Built Environment Linkages: A toolkit for design, planning, health*. Retrieved from: [http://www.bccdc.ca/pop-public-health/Documents/linkagestoolkitrevisedoct16\\_2014\\_full1.pdf](http://www.bccdc.ca/pop-public-health/Documents/linkagestoolkitrevisedoct16_2014_full1.pdf); Provincial Health Services Authority. (2018). *Healthy Built Environment Linkages Toolkit: Making the links between design, planning and health*. Retrieved from: [http://www.bccdc.ca/pop-public-health/Documents/HBE\\_linkages\\_toolkit\\_2018.pdf](http://www.bccdc.ca/pop-public-health/Documents/HBE_linkages_toolkit_2018.pdf)

<sup>4</sup> Raynault, E. & Christopher, E. (2013). *How does transportation affect public health?* Retrieved from: <http://www.fhwa.dot.gov/publications/publicroads/13mayjun/05.cfm>; Salmon, B., Dawson, J. & Sauvé, S. (2014). 2014 Peterborough County and City active transportation and health indicator report. Retrieved from [http://www.peterboroughpublichealth.ca/wp-content/uploads/2011/09/AT\\_Health\\_Indicators\\_Report-FINAL-web.pdf](http://www.peterboroughpublichealth.ca/wp-content/uploads/2011/09/AT_Health_Indicators_Report-FINAL-web.pdf)

<sup>5</sup> Peterborough Public Health. (2018). *Health in Official Plans: A Toolkit - 2018 Submission to the City of Peterborough Official Plan Review*. Retrieved from <https://www.peterboroughpublichealth.ca/wp-content/uploads/2018/06/2018-06-29-CITY-OP-submission-FINAL.pdf>

<sup>6</sup> MTO. (2016). *Ontario Road Safety Annual Report 2013*. Toronto: Ministry of Transportation, Road Safety Research Office, Safety Policy & Education Branch.

<sup>7</sup> Ibid.

<sup>8</sup> Toronto Public Health. (2015). *Pedestrian and Cyclist Safety in Toronto*. Retrieved from: <http://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-81601.pdf>

<sup>9</sup> Teschke, K., Harris, M. A., Reynolds, C. C., Winters, M., Babul, S., Chipman, M., ... & Monro, M. (2012). *Route infrastructure and the risk of injuries to bicyclists: a case-crossover study*. American journal of public health, 102(12), 2336-2343

<sup>10</sup> Cairns, J., Warren, J., Garthwaite, K., Greig, G., Bambra, C. (2014). *Go slow: an umbrella review of the effects of 20 mph zones and limits on health and health inequalities*. Journal of Public Health (Oxf) Sept: p.1-6

<sup>11</sup> Salmon B., Dawson J., & Sauve, S. (2014.) *Peterborough City and County Active Transportation and Health Indicators Report*. Retrieved from <http://www.peterborough.ca/Assets/City+Assets/TDM/Documents/indicators+report.pdf>

<sup>12</sup> World Health Organization. (2004). *World Report on Road Traffic Injury Prevention*. Retrieved from: <http://apps.who.int/iris/bitstream/10665/42871/1/9241562609.pdf>

<sup>13</sup> Rosen, E. and Sander, U. (2009). *Pedestrian fatality*

<sup>14</sup> Ontario Medical Association. (2011). *Policy paper: Enhancing cycling safety in Ontario*. Retrieved from: <https://www.oma.org/wp-content/uploads/omacyclingpaper09-08-2011.pdf>

## Appendix

Charlotte Street Cycling Lanes: Option presented in the survey, which is Option 1 from the video presentation

