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Memorandum

To/Attention	Susan Sauvé, City of Peterborough	Date	December 2020
From	IBI Group	Project No	125338
cc	Project Team		
Subject	City of Peterborough Cycling Master Plan - George Street Online Public Survey		

Introduction

The City of Peterborough is working with IBI Group to develop a Cycling Master Plan. The Cycling Master Plan is a long-term strategic plan which provides recommendations for cycling infrastructure, policies and programming. As part of the study, the City is also proposing the reconfiguration of several streets to include cycling facilities, including a portion of George Street.

As part of the consultation process, the study team posted an online survey to obtain feedback about the proposed reconfiguration of George Street. This memo summarizes key findings from the online survey.

Overview

The City has a planned microsurfacing project along George Street from Lake Street to Lansdowne Street in 2021, which presents an excellent opportunity for the City to add cycling facilities to this corridor and expand Peterborough's active transportation network. The study team reviewed potential designs for the proposed cycling facilities and identified a preferred alternative, which was presented for public input via online survey.

The survey was posted on the project website through the ConnectPTBO portal as of November 24, 2020 and was available online until December 15, 2020. 230 people provided responses to the survey during this time. The purpose of the survey was to determine how members of the community feel about the proposed cycling facilities and provide an opportunity for additional feedback.

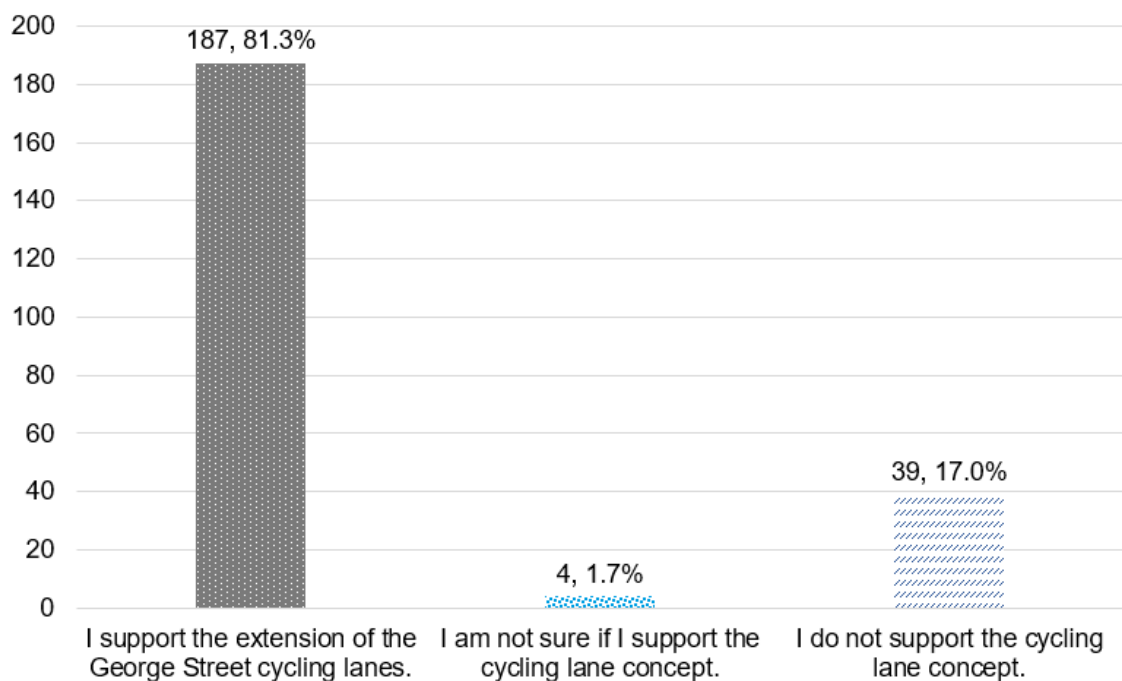
Summary of Results

The following section outlines the findings of the online survey questions and additional comments from participants.

Overall Support for the Project

Participants were asked to indicate their level of support for the proposed reconfiguration. Out of 230 responses, 187 participants indicated that they support the extension of the George Street cycling lanes (81.3%), as illustrated in Exhibit 1. 39 participants indicated that they do not support the cycling lane concept (17.0%) and 4 participants indicated that they are not sure if they support the cycling lane concept (1.7%).

Exhibit 1: Participant's Level of Support for the George Street Reconfiguration (230 respondents)



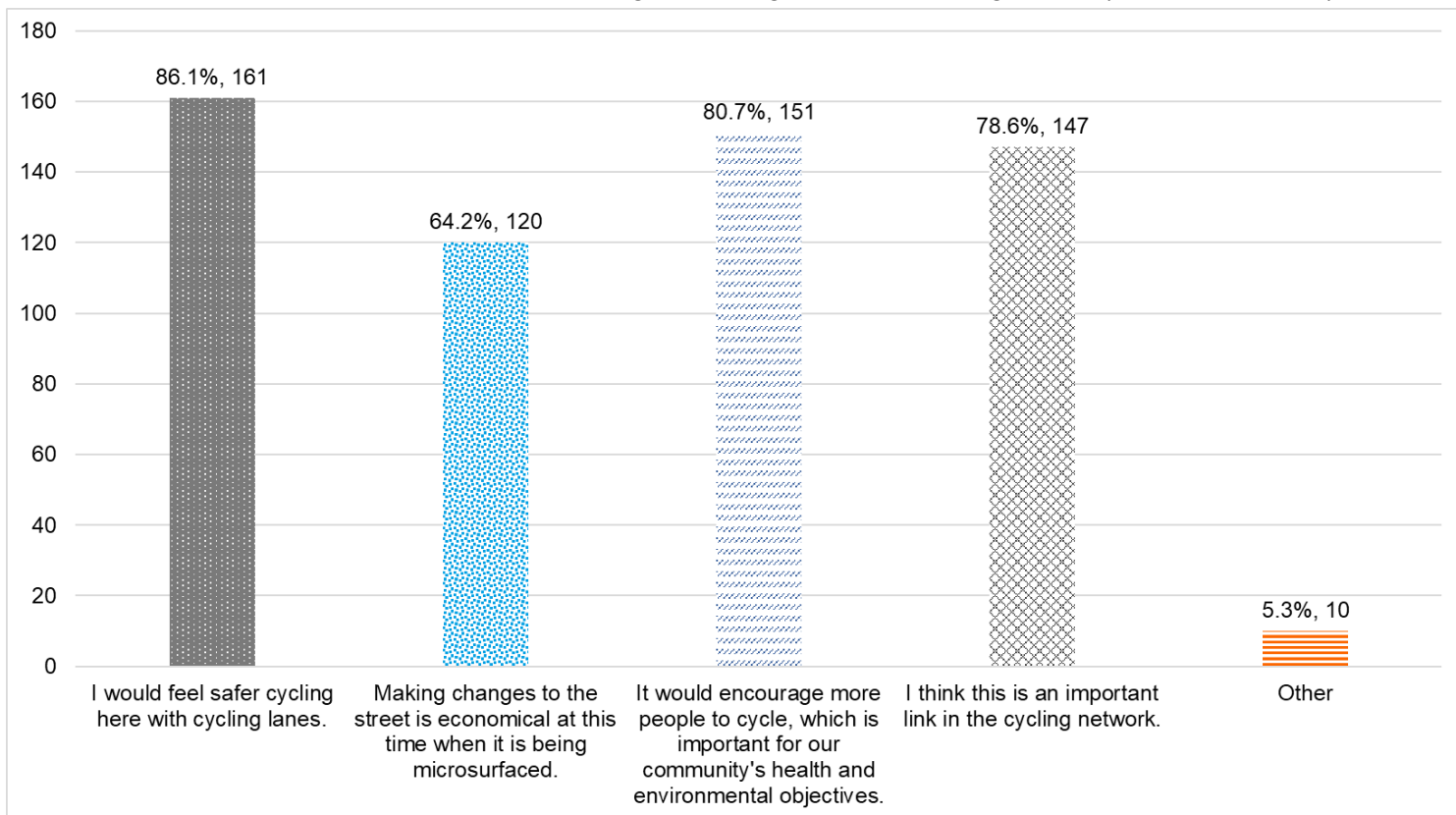
Source: City of Peterborough George Street Public Survey, 2020

Reasons for Supporting the Project

Participants who indicated that they support the proposed configuration were asked to select the reason(s) for their opinion from a different list of potential answers.

As illustrated in Exhibit 2, out of 187 respondents, 161 participants indicated that they would feel safer cycling here with cycling lanes (86.1% of respondents). This was followed by 151 participants that indicated it would encourage more people to cycle (80.7%), and 147 participants that indicated that it is an important link in the cycling network (78.6%). 120 respondents (64.2%) felt that making changes to the street is economical at this time.

Exhibit 2: Reasons for Supporting the George Street Reconfiguration (187 respondents)



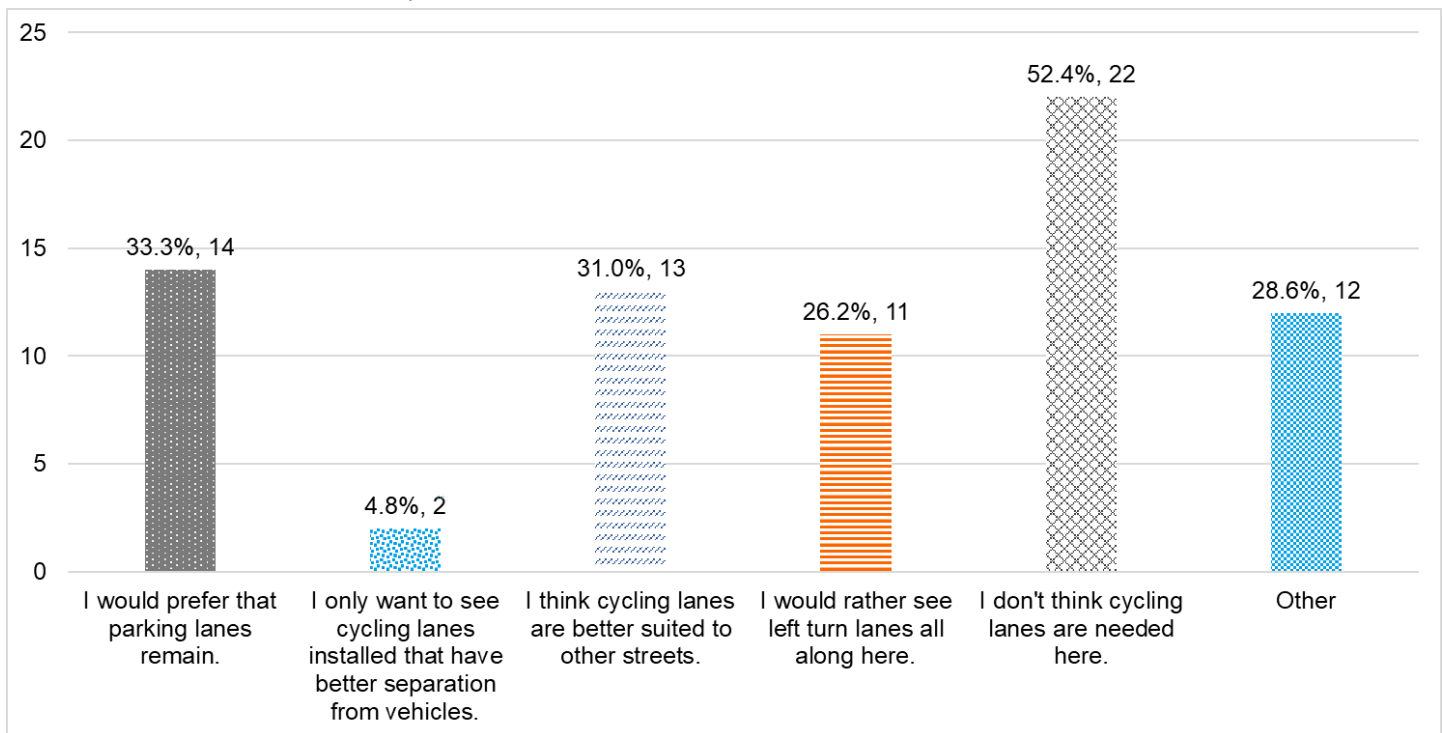
Source: City of Peterborough Public Survey, 2020

Reasons for Not Supporting the Project

Participants who indicated that they do not support the proposed reconfiguration were asked to select their reason(s) for their opinion from a list of potential answers.

The most common reason, with 22 responses out of 42 total responses, was that participants don't think the cycling lanes are needed here (52.4%), as shown in Exhibit 3. 14 participants selected that they would prefer that the parking lanes remain (33.3%), 13 participants indicated that they think cycling lanes are better suited to other streets (31.0%), and 12 indicated that they have other reasons for their opinion (28.6%). The least common responses were that participants would rather see left turn lanes all along this portion of the street, or, they would only want to see cycling lanes installed that have better separation from vehicles.

Exhibit 3: Reasons for Not Supporting the George Street Reconfiguration (42 respondents)



Source: City of Peterborough George Street Public Survey, 2020

Additional Comments About the George Street Project

Participants were also asked to share any additional comments about the proposed reconfiguration along George Street. Over 100 participants provided comments. A high-level summary of common themes is provided below, and a complete list of comments can be found in **Appendix A**.

Many participants indicated:

- Strong support for the proposed cycling facilities due to the many benefits they will provide (e.g. reduced traffic, healthier communities, increased sustainability, etc.), while a few respondents highlighted concerns over the need for the project, timing, and costs;
- Interest in extending the cycling lanes up to the intersection of Lansdowne Street and further south;
- That this project would provide important connections to other key cycling facilities including the existing cycling facilities along George north of Lake Street;
- Mixed opinions about parking -some respondents noted concern about reducing parking along the street, while others indicated support for reducing parking;

- That a separated cycling facility would be preferred to increase safety; and
- Other streets that should be considered in addition to or as an alternative to this project.

Key Findings

The key findings of this review indicate that:

- The majority of survey participants support the George Street reconfiguration;
- Participants that support the project believe there are many benefits to the project such as:
 - Increasing safety for cyclists;
 - Encouraging more people to cycle;
 - Providing an important connection to other cycling routes in Peterborough;
 - Improving health and providing opportunities for physical activity; and
 - Reducing traffic and increasing sustainability.
- Participants that do not support the project believe that George Street is not the ideal street for the proposed reconfiguration for a variety of reasons such as:
 - The proposed cycling facilities are not necessary;
 - Parking should not be reduced on George Street;
 - There are other, more appropriate streets for a project like this; and
 - The timing and cost of the project are not ideal.
- Many participants think the feasibility of separated cycling facilities should be explored for this project; and
- Several participants listed other streets that should be considered in addition to or as an alternative this project.

Conclusions

The George Street online public survey generated a significant amount of input from community members. A report to Council regarding the proposed George Street cycling lanes will be presented early in 2021.

Project updates and contact information will continue to be posted on the study portal, ConnectPTBO, and community members can reach out to the study team with any questions or additional comments about the project.

Appendix A: Public Comments

- It would be great to see these lanes completed!
- Protected bike lanes would be best, but I'll take what I can get!:))
- I thought that parking was to be restricted on the east side of the street, not both sides. I think that non-cyclists would find this approach more palatable.
- Parking on George is common during events at the Mem Centre so some compensation would need to happen for people to park during those events.
- I believe that it would not only feel current cyclists to feel safe, but encourage others to use peterborough's cycling infrastructure. It is practical and economical to add extended cycling lanes on George and I would be thrilled to see this project be approved by city council.
- I am so pleased to learn that this is a possibility. It makes so much sense, at so many levels. Transportation links are as good as their weakest link. This stretch is the weakest link for sure, on this important arterial.
- A very good idea. But, we need better and safer crossings on the trail network that is not on busy streets. Perhaps these trails are more heavily used than city streets and should receive greater priority (think of the Rotary Trail crossing at Hunter St.)
- This change would facilitate farmers market access as well as road cycling opportunities in that area - accessing the alternate route along Crescent Street is problematic when events are occurring or there is a lot of traffic/parked cars next to Little Lake.
- Reduce speed limit to 40 kph.
- Also, by eliminating the on-street parking, you passively discourage car traffic.
- I think there is alternatives to no parking at all that should be explored.
- I sincerely hope that these bike lanes will result in the removal of the onstreet parking between Landsdowne and Princess Street. The most frequent users of these parking spaces are not area residents but people attending events at the memorial centre (who are unwilling to pay for parking) or those frequenting Sticks sports bar. These cars decrease safety for cyclists close to an already hectic pub/convenience store parking lot and intersection.
- I am a downtown resident, pedestrian, and cyclist....so in general I am supportive of people powered transit.....but I am also very aware of the 'kid in the candy store' approach.....the City should be able to demonstrate a need (not just a want) for these types of measures
- If anyone objects to the loss of parking spaces on George Street, they should be advised that there are plenty of side streets where parking is available. As there is also the parking lot in Del Crary Park that provides a number of spaces. I currently do not cycle along George Street south of Lake Street

because it's unsafe and dangerous. If cycling lanes are installed, I will cycle along that stretch of road.

- Thanks, Sue.
- I would not use this section of cycling lane often as I have no reason to be there. However cycling is my main mode of transportation for all but the deep winter months, so cycling lanes anywhere are a priority for me. Thanks for your efforts!
- Would really appreciate this as I bike from Prince Street to link with the trail at del crary to go to work at Ontario government building on Water
- The bike lanes on George street have been wonderful and it would be great if they could get us all the way to Lansdowne Street.
- As a lifelong cyclist in Peterborough I have noticed that as cycling infrastructure has developed the growth of cycling has grown correspondingly. Build it and they will come!
- Any addition to a cycling network is a good one!
- I am generally in favour of bike lanes but I can appreciate that many (most?) of Peterborough's streets are so narrow that options are limited - go to Lindsay to see what generous road allowances look like. Building the new ice arenas on Townsend Street with adequate public transit will take some of the strain off George Street. Also, lobby for smaller cars...
- Filling in Peterborough's network of cycling lanes is critical to shifting our city to more sustainable mobility -- and cycling needs to feel safe for everyone, not just young, healthy, committed cyclists. It is especially important to undertake this work when it is economical to do so (i.e. when resurfacing or other roadwork is being done), so that we can get the most "bang for the buck" in this important infrastructure.
- Cycling lanes would promote more active use of the recreational areas by Little Lake and active transportation more generally.
- I live in the North end of town and completing George St would allow me to cycle in a safer manner to access rural (less travelled) roads of Otonabee-South Monaghan. Now I have to cross the river and go out Ashburnham (thanks for that BTW!!!)
- there are too many cycling lanes everywhere, when we actually need more car lanes!
- George Street is a transport artery and as such should do as much as possible to make "travel" its priority. Parking is dangerous on arterial roads and would be better accommodated in parking lots, driveways or side streets. Extending cycling lanes would allow more people to safely use this artery to get from place to place.

- I think you should retain parking on one side of the street and have a cycling lane on the other side. I don't think you need 2 cycling lanes and businesses still need some local parking.
- Existing and new cycling infrastructure design typically fails at the intersections. Please consider infrastructure design that accommodates left turn movements for cyclists at George and Lake (in both the north and south directions) and continue the cycling infrastructure as it approaches Lansdowne Street. Modify existing turn lanes and vehicular lanes on George Street at Lansdowne, as required. To make the connection to Lansdowne Street work properly, cyclists need to be able to continue south across Lansdowne Street. Dropped cycling lanes at intersections put cyclists in vulnerable situations and make it difficult for both motorists and cyclists to understand the zones they should be in and the optimal paths they should take.
- I live at [REDACTED] George Street South and here are some comments to consider. Although I am likely ok with this concept, I would prefer seeing other improvements undertaken in this area first. -Curbs and proper boulevards at the north and south east quadrants of George at Princess. -Better parking enforcement should parking remain. -A multi deck parking structure at the Morrow building would be a great asset to this neighborhood. -Acoustic speed traps would really please the seniors along George and be a great revenue source for the city. -More trees on the boulevards. Generally speaking, the city should get caught up on road repairs and enforcing property standards throughout the older core which is becoming somewhat decapitated.
- Agree with making efficient use of the space within the public road allowance to facilitate transportation rather than for parking. This would include space for both motor vehicles and bike lanes.
- The city needs a more westerly link to the south end. These lanes could provide that.
- Now if we could only get lanes on Chemong, Water and Clonsilla! Also a continuation of the Charlotte lanes (yay!) to Clonsilla/Hospital.
- Extending the lanes on this busy thoroughfare will also make motorists more aware of the presence (and legitimacy) of shared space for active transportation users elsewhere in the city.
- The light at George street and Lansdowne might need some consideration. there are a lot of people who turn right from George to Lansdowne. We always have to be extra careful when crossing there. It would also be really helpful to know how long we have til the light turns red like at other crossings, This crossing only shows the walk signal when someone pushes the button so if you're approaching a green light you have no idea if it will turn red soon. Thank you so much for considering this improvement! (I think you might have some trouble with people who park for the Pete's games)

- This is a great idea!
- This would be a great improvement for those going from downtown to join the Peterborough & Kawartha Cycling Route 3/3A south of the city, especially since the cycling lanes on Monaghan are in really rough shape right now - potholes, sewers, and cracks all over the place. The route along George also avoids the large hill on Monaghan so it's a great alternative to join to the south area of the city.
- Every Saturday I cycle from the Morrow St farmers market to the downtown farmers market, and the most stressful part of the journey is from Landsdowne to Lake, mostly because of the parked cars. Bike lanes would be most welcome.
- If cycling lanes are to be implemented, parking will be needed in other spaces nearby.
- This is a great idea!! Let's do it!
- Any chance we can hold back on unnecessary spending during a pandemic or is that the only thing we don't restrict?
- I believe we need to expand our cycling infrastructure in Ptbo
- Never see fycludts enjoying the kiles if lanes now
- Really great to have safe cycling throughout the city. Go green Peterborough.
- So important to connect the bike lanes and make it safe for everyone, and connect downtown to the trans Canada trail.
- Cycling lanes for how many people? What is the usage for cyclists in this area? You really need to do a cost benefit analysis for projects because lately it seems like you are doing things just for the sake of it.
- We have excellent trails for bikers. That is why they were created and maintained so well.
- Stop! Stop this nonsense, start working for the majority in this city. You have ruined Charlotte Street. Start fixing the streets.
- Please add dedicated cycling lanes to Landsdowne St. Start with George St. to the Parkway.
- Biking right now is scary in the dark (November mornings). I t-boned a pickup truck with my bike and the city fined me (I was unduly tired in the middle of the day and did not just come home after the accident - I used up no-fault credits in physiotherapy) - a wheel was stolen off my bike and I scrapped it (had it scrapped by a neighbor/welder).
- Now is not the time to spend on wants. We need to spend on needs and additional bike lanes are not needed
- Cars help pay for streets by gas tax to Ontario, which in turn gives city money's. Bicycles don't pay taxes.

- You need to be looking at segregated cycle lanes to ensure that all people feel safe using them. You need to provide priority starting for cyclists at junctions. You need to ensure that all cycle routes are more interconnected.
- I would feel much safe riding my bike along that section of George St and would be inclined to ride more often.
- Peterborough needs to apply existing Highway Traffic Act laws to cyclists. Currently this does not occur consistently, and the majority of cyclists consistently ignore those laws posing a danger to themselves and to others. Cycling lanes would not be perceived as such a necessity if the cyclists would merely conduct themselves appropriately and follow the rules of the road. ALSO.... cyclists between the ages of 16 and 60 years should be REQUIRED to be LICENSED, as should their cycles, and to have LIABILITY INSURANCE to use any and all city roads, lanes, and pathways, and should be required to carry and produce on demand those documents while cycling.
- First off most cyclists do not even follow rules of the road example they run lights all the time. If u do t see get out more. Two it's a waste of my tax money to pay for this kind of useless stuff. Rarely see any bikes on this stretch of road downtown yeah but not up to lansdowne st. The idea is absolutely ridiculous why don't u spend the money fixing the roads instead of painting them!!
- There are enough trails for cycling
- See question 2 and fix the existing roads first.
- I think cycling is becoming more and more the way of our future not only for mental and physical health but to promote a green environment. As more people are opting for cycling we need to ensure the safetiness of our fellow cyclers by creating more bike lanes.
- More cycling lanes is always better and doing it when road work is being done is smart. It's important that bike lanes and paths connect so you don't end up at a deadend.
- Your efforts are greatly appreciated by us cyclists
- Improving dedicated bicycle entry and exit into the downtown core is important, in addition to the separate trail system. There is a lack of bicycle arterial access from the south end of the city
- Parking already spills to the side streets when there is anything going on at Del Crary park. Think about the residents. Cycling can go thru park and around Crescent Street and out to Lansdowne St.
- How about spending some money on cleaning up the downtown so a person might actually enjoy going there. Also invest in commercial waterfront near Beavermead. The downtown is disgusting and everyone in Peterborough agrees with me.

- It is admirable to see the city soliciting public input on local issues.
- Get them off all roads
- I love being able to cycle safely... providing new bike paths means I can go from one end of town to the other without worry
- this will stop drivers telling people to get off roads as well. I feel more safe in bike lane then middle of road been yelled at:
- Seem thats all this Council can do is OK Bike Lanes. This is a Senior Town and they do not generally ride bikes on BUSY STREETS. Keep the bike lanes for much lesser used Streets. Fix the streets but drop the bike lanes not needed on most streets already done. Put it Vote at next election.
- Tax money needs to be spent on needed street repairs not intrusive bike lanes.
- This is a critically important link that should be completed
- When the reach Lansdowne Street where then, Lansdowne? You continue to choke traffic, Even when we go all electric cars we need road space at speed limit capacity. Let the bikes go on side walks with the pedestrians having the right of way.
- Maybe take the money the city spends on housing junkies in local hotels (also at taxpayers expense) and use that for more useless bicycle lanes instead.
- use another street for cycling lanes not the main street
- They ride on sidewalks on Water st.right beside the bike lanes, so why do we need bike lanes?
- It would also be great to have a physical barrier too - wherever possible. From a family perspective, it was soooo great to have the extra protected space downtown this summer. We also love the planters north of McDonnell. We encourage any of this kind of stuff everywhere possible. And we know anything is possible if we actually want it :) thanks for your work on this!
- I would definitely use these bike lanes- I don't feel safe biking on that road without them. It would provide an important link to Landsdowne as well.
- I already avoid shopping downtown due to lack of parking. Cycling lanes will add to the frustration of shopping downtown. I also am nervous driving around cycles.
- Any street that is designed for 1 car (on each side) but has room for a bike lane should have a bike lane (other examples are Spillsbury and Kawartha Heights Blvd.).
- It's important to extend and link the various cycling lanes in the city, to make cycling safer for people of different ages and abilities.
- Please consider the intersection at Romaine St and George St, and the crossing of the old railway line here. Due to the kink in the road, and the rail

trail, this is both a busy and challenging pedestrian crossing. It would be economical to upgrade this intersection while repaving.

- The south end neighbourhoods have very limited cycling infrastructure and are underserved in this regard. They need a link to safely get to the downtown core by bike.
- Re-pave George and Charlotte Sts. Very bumpy and dangerous.
- At any opportunity I would support the city investing in protected bike lanes, especially a biking system that perhaps follows different pathways than the roadways.
- I also drive a car, but I feel that downtown Peterborough needs to be more bike-friendly, especially with the high number of seniors we have (I'm a senior). Many old people will not ride a bike downtown given the narrow space for bikes on George St.
- Two thoughts come to mind: 1) Next up for a bike lane could be Romaine, to further connect bike lanes to one another. 2) Lansdowne is tremendously unsafe for cyclists, with that road so keyed toward car traffic, so I would think some extra attention (bike boxes? green paint?) could stand to be paid to how the intersection at George & Lansdowne is marked, and providing a safe way to cross Lansdowne (and maybe to a bike lane on Braidwood?) would certainly be useful.
- It'll make it easier for people cycling from the south to make it downtown. Bike lanes, like sidewalks, that end randomly (as the George St Lane does) are a nightmare for pedestrians/cyclists and put people in scenarios where they may be uncomfortable. Discomfort doesn't help people cycle safely or start cycling.
- What happens at Lansdowne Street. It is not a safe cycling street. Will there be future development of cycling infrastructure (perhaps a trail on south side of street) connecting George and Lansdowne west to mall, east to future bridge where old train bridge is?
- There should be focus given to the intersection at George and Romaine. There is a path (hopefully one that will eventually be paved for cyclists!) that goes across this intersection. That, as well as the blind corner for motor vehicles, makes it extremely unsafe. Cycling lanes will help with this, but there may need some attention to how to best make this safe and bike friendly.
- Great initiative!
- I live South of Lansdowne St. and this is a safer route home for me as I avoid Park St. (the Park St. speedway) at all costs. However I would like to add. 1) The section between Lake and Lansdowne has not been problematic as I have noticed not a lot of cars park on that section and the street is wide enough once the bike lane ends. 2) If you make bike lanes will that impact the left turning lane at Lansdowne? As a car driver that would be problematic and

frustrating for those turning right or going straight at that intersection if the left turning lane was eliminated. 3) If Morrow park becomes a twin pad and rec area that intersection would become quite busy and unless drivers are more cautious and aware then I see a definite increased safety risk to cyclists and pedestrians. As a pedestrian that corner is scary now! 4) Depending on the time of day or direction I am travelling I opt for Lock st or Aylmer Sts.

- Would the city support the concept of protected bike lanes?
- I do not feel safe cycling on roads without designated bike lanes and will not ride my bike in Peterborough without more protection - if there were more regulated bike lanes, I would opt to bike more often. What would be even better would be if the bike lanes were separated from the cars with physical barriers such as curbs.
- Divided cycling lanes would make it actually safer. Painted lines are a good first step - but doesn't really feel safer.
- While I fully support the addition of bike lanes along this section of George Street and throughout the city, I feel that more must be done, both from an education and enforcement perspective, to promote and ensure the proper use of bike lanes. I am an avid cyclist, but I am also a commercial driver, and all too often when I am driving around Peterborough I see cyclists and pedestrians using bike lanes incorrectly. Not only is this illegal and extremely dangerous, it also affects my decisions as a driver. A prime example is on George Street downtown, where George is a one-way street Southbound. Some cyclists and citizens in wheelchairs think that they can head North on George Street if they are using the bike lanes. This is frustrating! Wheelchairs belong on the sidewalk, and cyclists need to use Water Street or Aylmer Street to go North, just like other vehicles. Cyclists must realize that they can't have their cake & eat it too!!
- I love this. Please make it happen.
- This is a step in the right direction. Peterborough has been trying to become a cycle-friendly city and one of the issues that's been hindering that (in my opinion) is the lack of connection between bike lanes. Often the bike lanes just end abruptly or merge dangerously with vehicle lanes. If this extension links smoothly to the existing lane on George St, then I'm in favour.
- It would be great to see these lanes completed along the entirety of George Street. It creates consistency that is lacking in the cycling network.
- Only concern is traffic speed, needs to be dropped to 40km, and installing buffers safety poles Kingston recently installed.
- We need to share our roads and encourage cycling and walking as much as possible.
- Our downtown is better served by providing greater access to all. Bike lanes are part of the solution.

- This is a great opportunity. Put the infrastructure in when the work is happening.
- Peterborough is already an amazing city to cycle but I know we can do better. Anything to promote cycling will benefit this city
- Such a great cycling city. Keto up the good work. Now do Water St N. to Trent please.
- The bike lane should run on Crescent Street (by the art gallery) and Lock Street. This is the route favoured by cyclists as it links directly on to the trail system and because it avoids heavy traffic on George - especially at George and Lansdowne. I avoid the latter intersection whenever possible as it is dangerous, crowded, and not at all bike friendly. When cycling to the market from East City, for instance, I will cross the "rail bridge," journey down the bike path past Del Crary Park, take Crescent Street and then Lock Street to the rear of the market.