



December 8, 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: George 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 extending cycling lanes on George Street from Lake Street to Lansdowne 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.

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In review of the information available on the Connect Peterborough website in December 2020, we would like to provide the following feedback, in lieu of completing the online survey. The online survey acknowledged that George Street has been identified as a priority in the Cycling Network Plan since 2012. The gap in cycling infrastructure on George Street south of Lake 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. The Cycling Network Plan in the 2012 TMP identifies Project 10 (encompassing George Street from McDonnell Street to Romaine Street) as a high priority, to be completed by 2021. Further extension from Romaine Street to Braidwood Avenue is identified as a low priority (beyond 2031) project. Romaine Street is also identified as a high priority project (31), though this project has not been implemented yet. Extending the cycling lanes on George Street to at least Romaine Street would enhance the connectivity of the network and allow for connection to this eventual East-West corridor. However, further extension to Lansdowne Street would enhance safe connectivity to Morrow Park and the residential neighbourhoods beyond.

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>6</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>7</sup> The speed a vehicle is travelling impacts both the probability of collisions and the severity of injury.<sup>8</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>9</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>10</sup> We look forward to learning how the City will implement this project.

In conclusion, we would like to thank the City of Peterborough for recognizing the opportunity to implement enhanced Cycling facilities on George Street when the road is resurfaced in 2021, 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, Family and Community Health

<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> Toronto Public Health. (2015). *Pedestrian and Cyclist Safety in Toronto*. Retrieved from: <http://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-81601.pdf>; 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>7</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; 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>8</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>9</sup> Rosen, E. and Sander, U. (2009). *Pedestrian fatality*

<sup>10</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>