



City of  
**Peterborough**

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

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

**Meeting Date:** **May 3, 2021**

**Subject:** **Report IPSTR21-004**  
**Active Transportation and Health, 2020 Indicators Report**

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## **Purpose**

A report to present the Active Transportation and Health, 2020 Indicators Report.

## **Recommendation**

That Council approve the recommendation outlined in Report IPSTR21-004, dated May 3, 2021, of the Commissioner of Infrastructure and Planning Services as follows:

That the Active Transportation and Health, 2020 Indicators Report and presentation be received for information.

## **Budget and Financial Implications**

There are no budget or financial implications associated with this report.

## Background

In 2014, the inaugural Active Transportation and Health, Indicators Report was published. The report was a joint effort of the City of Peterborough, GreenUP and Peterborough Public Health. In 2018, a project team formed to work on an update to the 2014 report, using data from the 2016 Census and Transportation Tomorrow Survey, among other sources. The County of Peterborough was also a partner in the 2020 report.

This new report provides insights into local transportation including:

- Trends in how we travel
- Factors influencing travel behaviour
- Walking
- Cycling
- Transit
- Safety
- Health and wellbeing
- Education and engagement, and
- Policies and plans.

The report provides evidence about the links between active transportation (including transit) and health and wellbeing, and can be used to inform program, infrastructure, policy, and planning decisions.

It is not within the scope of this report to assess the impact of the COVID-19 pandemic on travel behaviour, as this report is based on data that was collected well before 2020. The next report, using data from the 2021 Census, will include insights about how the current pandemic has changed work and travel patterns.

The intent is to prepare a similar report every five years, following completion and release of data from the Census and Transportation Tomorrow Surveys. Information from these series of reports will allow the City to track progress made over time and provide valuable insights to guide future planning activities.

## Summary

The Active Transportation and Health, Indicators Report represents a joint effort of the Peterborough Public Health, GreenUP and the City of Peterborough. The County of Peterborough is also a partner on this initiative. The report uses 2016 Census and Transportation Tomorrow Survey to draw links between active transportation options and community health and well being. The intent is to update the report every five years, based on new census and survey information. The information is valuable to current and future planning initiatives.

Submitted by,

Cynthia Fletcher  
Commissioner of Infrastructure and Planning Services

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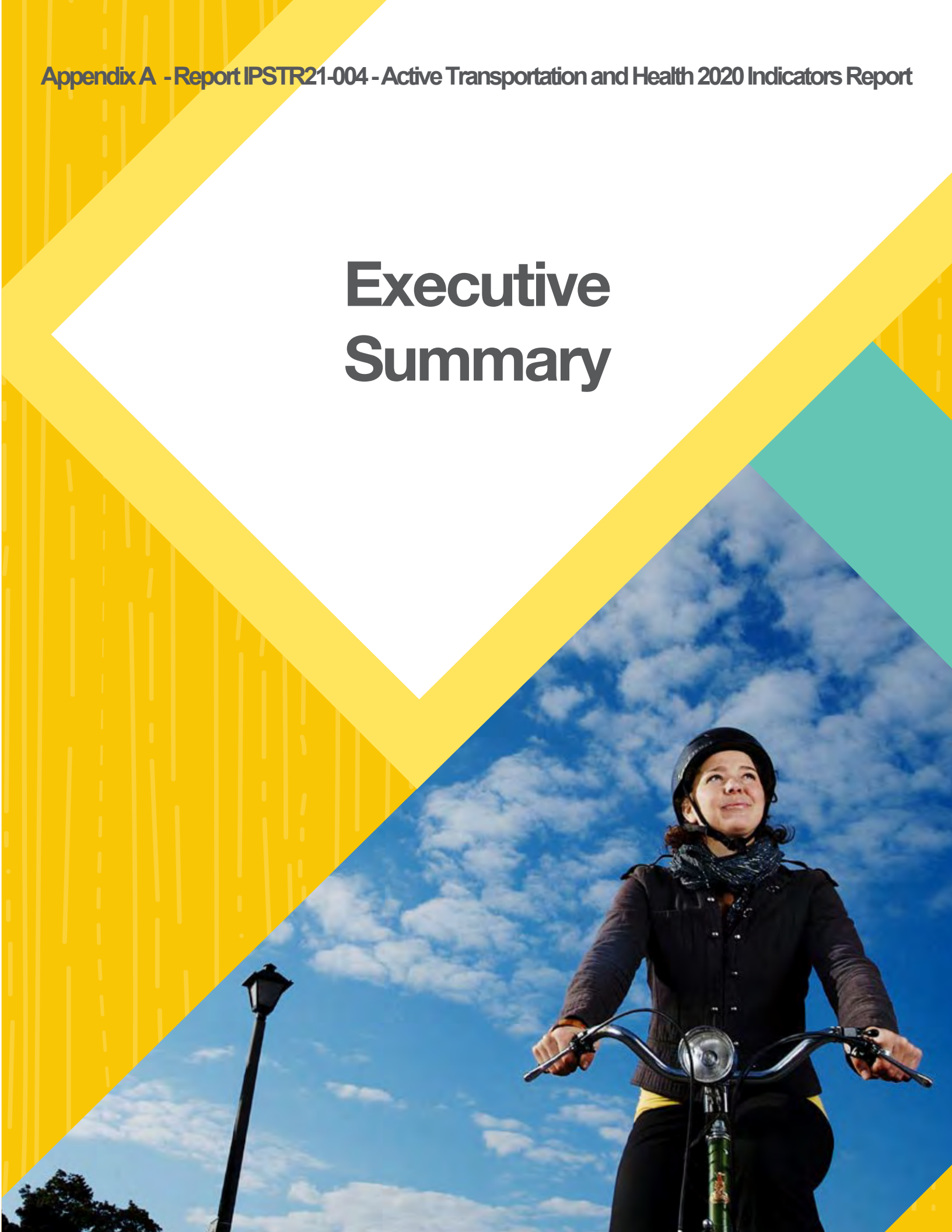
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**Attachments**

Appendix A – Executive Summary

A full copy of the Active Transportation and Health 2020 Indicators Report is available at:  
<https://www.peterborough.ca/en/city-services/resources/Documents/ATI-Report-2020-WEB-Acc-FINAL.pdf>

# Executive Summary





This report is about  
**how we connect**  
to our lives, our neighbourhoods, and our region through  
**walking, cycling, and transit.**

# Executive Summary

The 2020 Active Transportation and Health Indicators Report is an assessment of the state of walking, cycling, and transit in the Greater Peterborough Area, which includes the City and County of Peterborough. It follows up on the 2014 report with the latest information on local transportation trends, infrastructure changes, program and policy initiatives, and health and wellness trends. At the heart of this document is evidence of connections between active transportation (including walking, cycling, and transit) and community health and wellness, equity, safety, and environmental sustainability.

A joint effort of Peterborough Public Health, GreenUP, and the City and County of Peterborough, this report is a window into trends and factors influencing transportation behaviour and community health and wellness. Planning documents and policies shape how our communities grow and develop and have a significant influence on the success of initiatives designed to increase rates of active transportation. This report showcases what planning initiatives are underway and how they support active transportation.

The front section of the report shines a spotlight on how our community currently chooses to travel and the factors that may be influencing these choices. Where possible, you will find trends over time. Throughout, there are glimpses of the potential existing in our community for greater use of active transportation and transit and the obstacles we will have to creatively overcome to get there.

The middle section of the report dives deeper into what we know about walking, cycling, and transit use in our community. Travel data for each form of transportation are considered alongside information about walkability (and bikeability!), infrastructure and service improvements, and new trends in technology.

The final section is about understanding connections. An analysis of our region's hospital and collision data provides a snapshot of our community to help us better understand transportation safety. Associations between active transportation, physical activity, and air quality are considered from the standpoint of one's health and well-being. A review of education and engagement activities since the last report highlight how the community is building the culture, alongside the skills, necessary for long-term transportation shifts. The section closes with a showcase of the foundational policies and plans that are pointing us towards future goals of increased active transportation and transit.

We know that our transportation system is essential in supporting residents to access the food, jobs, services, and social opportunities needed to live comfortable, healthy lives. We also know there are important equity, financial, and environmental reasons for our community to become less reliant on personal vehicles to provide this support. As such, it is important to consider how the transportation system supports residents in walking, cycling and taking transit to access these opportunities.

We envision the information in this report used by staff, Councils, non-profit organizations, and other stakeholders when making decisions related to infrastructure development, land use and transportation planning, program development, and policy.

## Report Highlights

The 2020 Active Transportation and Health Indicators Report tracks progress made in the five years since the inaugural 2014 report was released, revealing exciting additions to infrastructure and programs and corresponding changes to how we travel in the Greater Peterborough Area (GPA). This report tracks the changes and makes the connections between planning, infrastructure, and health. Below are the most significant highlights in terms of travel trends, improvements made, and other positive local statistics, community programs, and planning documents.



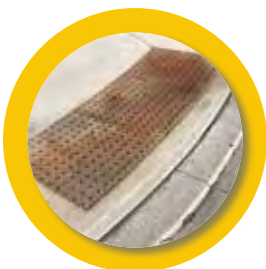
### **2031 Targets for Walking and Cycling Achieved in City**

The 2031 targets for walking and cycling rates in the 2012 City Comprehensive Transportation Plan were met in the first 5 years of its implementation, signaling that more ambitious targets are achievable. The 2016 Transportation Tomorrow Survey showed that 1 in 10 trips (10.2%) were made by bike or on foot, which is about 50% higher than trends reported in the 2014 report. The increase is most notable in the proportion of trips taken by bike.



### **Land Use Planning Factors Influence Rates of Active Transportation**

The highest rates of walking and cycling to work are in Peterborough's downtown, where there is a mix of land uses and higher density. Rates of active transportation to work in the city are lowest in the low-density, residential-only suburbs. Provincial planning documents continue to encourage land use planning that supports mixed uses and higher densities, recognizing various benefits, such as supporting more active and healthy communities.



### **Sidewalk Infrastructure has Expanded and Improved**

With the guidance of the Sidewalk Strategic Plan, the City of Peterborough has seen 21 km of priority one and two sidewalks installed between 2014 and 2018. At the same time, the rate of sidewalk repairs needed has declined from 0.89/100 metres in 2014 to 0.25/100 metres in 2019.



### **Pedestrian Infrastructure Accessibility has Improved**

The City of Peterborough now has 24 intersections with high-visibility pavement markings, 49 with countdown signals, and 11 with audible signals. The percentage of sidewalk intersection corners with curb ramps improved substantially, up from 65% in 2014 to 87% in 2018.



### **Peterborough Awarded Silver Bike Friendly Status**

The City of Peterborough received a Silver Bicycle Friendly Communities status from Share the Road in 2015, improving from the bronze received in 2012. Factors contributing to the silver designation included expansion of the cycling network, strong community partnerships, and the Pedal Power program for Grade 5 students.



### **Infrastructure Enhancement and Cycling Rates are Correlated**

In the city, for every kilometre of new cycling infrastructure installed between 2012 and 2017, there was a 1.5% increase in the number of cyclists counted during annual counts. The correlation in Peterborough is consistent with other municipalities across North America that have seen increases in cycling trips with the installation of new infrastructure, such as protected bike lanes and multi-use pathways.



### **County Paved Shoulder Initiatives are Underway**

Ten percent of County roads now have paved shoulders. On provincial roads within the County of Peterborough, 100 km of paved shoulders were added to Highway 28 from Lakefield to Bancroft in 2018. Paved shoulders increase comfort and safety for people cycling along rural paved roads. To stay competitive with cycling tourism in other Ontario jurisdictions, paved shoulders are important to implement on paved rural roads, especially on official cycling routes.



## **Peterborough & the Kawarthas Classics Road Cycling Routes Introduced**

The Peterborough & the Kawarthas Classics are a collection of three road cycling routes developed in 2015 by Peterborough & the Kawarthas Tourism in collaboration with local cyclists. Each signed route consists of a long and short loop ranging from 45 to 100 kilometres, starting and ending in the City of Peterborough at Millennium Park. Sponsored by Peterborough-based Shimano, these cycling routes attract local cyclists and visitors alike.



## **Peterborough Transit Ridership has Increased**

Peterborough Transit ridership increased 34% between 2014 and 2018. Increases in post-secondary student enrollment, the integration of transit fees into student fees at Fleming College, and increased service levels for Fleming Express routes contributed to this increase. Peterborough has also seen per capita ridership rise from 29 rides per person in 2001 to 57 in 2018, a 97% increase!



## **Transit Service for People with Disabilities has Improved**

Transit has achieved its goal of a fully accessible fleet, undertaken a major capital program to increase the number of fully accessible transit stops, and introduced the Community Bus. Together, these improvements have transformed public transit. It is now a public service that is more able to meet the needs of Peterborough residents, regardless of their personal mobility.



## **Inter-regional Transit is Evolving**

Peterborough Transit provides a vital connection to GO Transit's inter-regional services, the backbone of transit to the Greater Toronto Hamilton Area (GTHA). As private services that traditionally offered connections between GPA communities have declined or been eliminated, growing Peterborough Transit's role as an inter-community service will be increasingly important. A collaborative pilot project to deliver transit service to Selwyn Township will launch in 2021. Connecting communities in Lakefield, Bridgenorth, and Curve Lake to city services and employment has been identified as a high need in several plans, including the Age-Friendly Peterborough Community Action Plan.



## **Pedestrian and Cycling Collision and Injury Rates are Decreasing**

The rates of emergency department visits and hospitalizations of pedestrians and cyclists involved in traffic collisions are decreasing. Comparing data from 2003-2012 and 2013-2017, the average number of emergency department visits by pedestrians is down 7% and those by cyclists are down 12%. Average number of hospitalizations are the same for pedestrians (10 per year), while for cyclists they are down 29% (from 14 per year to 10). This is in the context of stable rates of walking and increasing rates of cycling.



## **Pedal Power Brings School-based Cycling Education to Local Youth**

The Pedal Power program has become the local benchmark for excellence in school cycling skills courses and remains one of the only school-based programs in the province. Teaching fundamental cycling skills at an early stage is key to successfully supporting a population that is comfortable cycling. With this in mind, GreenUP and B!KE have offered Pedal Power to grade 5 classes in the city since 2013.



## **Peterborough Hosts Its First Open Streets Event, Five Years Running!**

Peterborough Pulse is an annual event celebrating city streets as vital community spaces that support active transportation and healthy living, and enhance community bonds and economy. During Pulse, several streets in downtown Peterborough are closed to vehicle traffic, and downtown businesses offer interactive activities to pedestrians, rollerbladers, skateboarders, and cyclists. An average of 7725 people attend each year.



## **Active Transportation Master Plan Approved for County**

The County of Peterborough's Active Transportation Master Plan (ATMP), approved in 2017, envisions the county as a healthy, prosperous, and sustainable community. The plan identifies policies, programs, and projects that promote safe, non-motorized forms of travel throughout the County of Peterborough and acts as a blueprint for moving forward with active transportation initiatives.

## Moving Forward

Throughout this report, we highlight areas where active transportation and transit systems in the GPA could be enhanced or better supported in the community and how these enhancements contribute to supporting diverse priorities and objectives of communities. The key actions for moving forward are summarized below.



### 1. Take Climate Change Action

The Government of Canada and the City of Peterborough declared a Climate Emergency in 2019, signaling that action on climate change is a priority. Since transportation is the second-largest contributor to greenhouse gases in Peterborough<sup>1</sup>, responding to the Climate Emergency will require accelerating investment in programs and infrastructure to support walking, cycling, and transit, as per the Climate Change Action Plan.



### 2. Implement Recommendations in Existing Community Plans

The role of active transportation and transit in achieving community goals relating to health, mobility, and sustainability has been recognized in a variety of community plans. Plans such as the Age-Friendly Peterborough Community Action Plan, Peterborough Community Wellbeing Plan, Vision 2025, and the Climate Change Action Plan identify benefits that would accrue to our communities with increased support for walking, cycling, and transit. Implementing recommendations in these plans will facilitate the growth of active transportation and contribute to improvements in health and well-being.



### 3. Build Transportation Equity with Public Engagement

A transportation system that allows people to easily and safely walk, cycle, or take transit, ensures that everyone has access to the food, jobs, services, and social opportunities needed to live comfortable, healthy lives, even if they do not drive or have access to a vehicle. To successfully identify and address barriers to travel and develop effective solutions, planning processes need to embrace meaningful community engagement. As the City and County move forward with development of plans such as Official Plans, Transportation Master Plans, Active Transportation Master Plans, and Transit studies, it will be important to engage people at all stages of plan development.



#### 4. Set Road Safety as a Priority

Roads should be safe for users of all ages and abilities using any mode of transportation. In the GPA, traffic accidents that cause fatalities are not common, and rates of serious injury (hospitalizations) of pedestrians and cyclists are similar to the Ontario average. However, Canada's Road Safety Strategy has a vision of zero fatalities and serious injuries on our roads, and many municipalities across Canada have started work on road safety strategies as a way of reaching this goal. Development of a road safety strategy for the City and County would identify the ways that road design, enforcement, and education could be enhanced to achieve road safety improvements.



#### 5. Enhance Investment in Active Transportation and Transit

Consistent, adequate funding of active transportation and transit would not only set our region on track for creating a more equitable transportation system but also help in reaching towards our climate change goals. Substantial investments would help to close the gaps in our pedestrian infrastructure, including important sidewalks and crossings along our busy roads to enhance accessibility for all ages. It would allow for accelerated implementation of cycling network infrastructure that is perceived as safe and convenient, including bicycle detection at traffic signals, to get more people on bikes. Strategic transit investments could result in efficient routes operating at a higher service frequency.



#### 6. Respond to Active Transportation Trends

As cities around the world work to creatively address traffic congestion and climate change, industry is presenting a new set of mobility options. For example, e-bikes continue to grow in popularity, and the provincial government may be embarking on a study assessing definitions and associated regulations for the different types of e-bikes. In 2018, e-bike sales represented 12% of the new bike sales market in North America. In Europe, they were 24% of new bike sales, and sales are projected to continue to increase. The challenge will be to safely incorporate e-bikes into the transportation system.