2012 Comprehensive Transportation Master Plan

STATUS OF STUDY RECOMMENDATIONS

JUNE 6, 2018

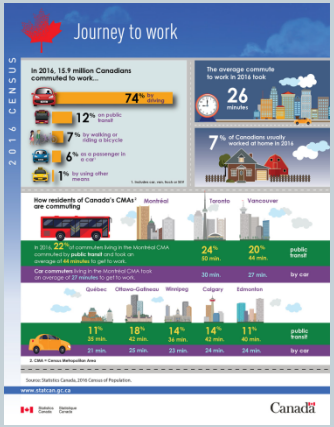
Transportation Master Plan Context

- Companion document to Official Plan (OP)
- Official Plan provides overall city-wide framework for managing land use and growth
- Transportation Master Plan (TMP) identifies the transportation strategies and infrastructure to implement the Official Plan vision

Transportation Master Plan Updates

- Typically updated every 5-10 years to account for changes in land use, trip patterns and characteristics, and policy directions

PLAN IT PETERBOROUGH

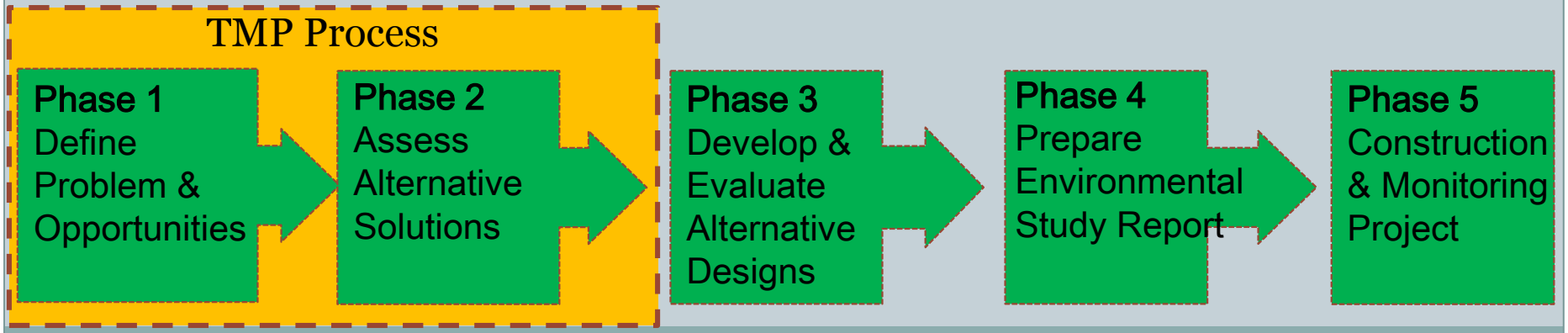


2016
CENSUS • RECENSEMENT

transportationtomorrow
SURVEY 2016

From Planning to Implementation

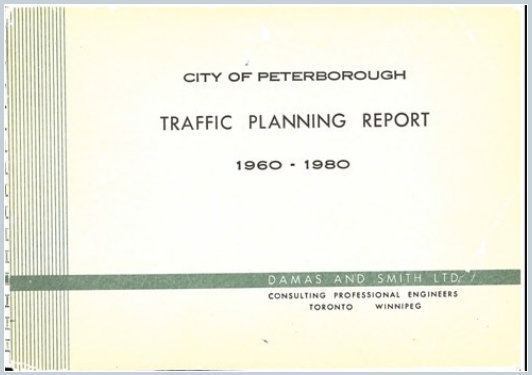
- Environmental Assessment Act governs all municipal and provincial infrastructure development
- Master Plans are recognized within Municipal Class Environmental Assessment process
  - Integrated approach to identifying infrastructure needs
  - Identify needs and assess various alternative solutions
  - Most projects in a TMP still need to proceed through Phases 3 and 4 of the Environmental Assessment Process before construction



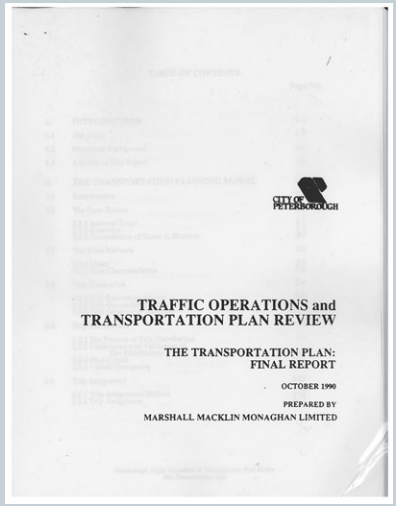
5 Phases of Typical Environmental Assessment Process

Previous Transportation Master Plans

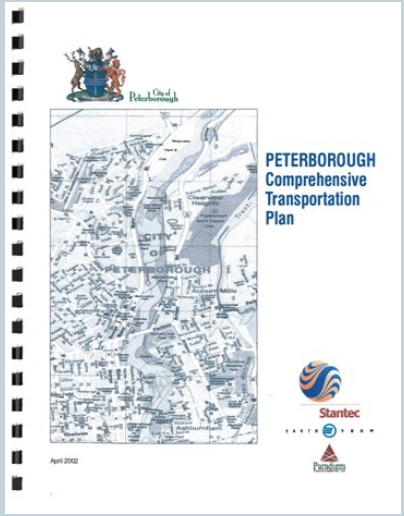
- TMP's have been used to guide transportation decision making in Peterborough for decades



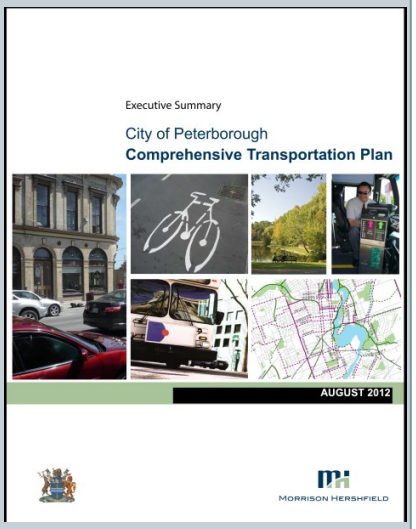
1960



1990



2002



2012

2012 Transportation Master Plan Vision

- Mobility
  - Safe, efficient, accessible modes of transportation for all
- Environment
  - Transportation system balances the needs of natural, social, and economic environments
- Economic Vitality
  - Transportation system serves the needs of area business and supports retention of new business
- Affordability
  - Maintain, operate, and expand infrastructure over time, in response to growth, mobility needs, and financial capabilities

2012 Transportation Plan included a strategic focus on reducing reliance on single occupant auto travel and the encouragement of increased use of more sustainable modes of travel

Transportation Mode Shares

- The mode share refers to the proportion of trips made by various modes of travel
  - Auto as driver
  - Auto as passenger
  - Transit
  - Walk
  - Cycle
  - Other

Peterborough residents make 167,000 person trips on a typical weekday – or 2.03 trips per person

This rate has been steadily declining from a high of 2.54 trips per person per day in 2001

- The 2012 TMP established mode share targets to reflect the transportation vision for the City
- Targets intended to be reached by 2031

Transportation Mode Share

- Mode share patterns have been relatively stable over time until 2016 – noticeable increase in active transportation

Mode of Travel	1996	2001	2006	2011	2016	2031 Target
Auto Driver	65.8%	69.5%	67.1%	67.7%	69.3%	83%
Passenger	19.9%	18.1%	19.6%	20.5%	14.4%	
Total Auto	**85.7%**	**87.6%**	**86.7%**	**88.2%**	**83.7%**	
Transit	4.7%	3.1%	4.2%	3.7%	4.3%	6%
Cycling	0.8%	0.9%	0.7%	1.3%	3.5%	8%
Walking	6.1%	5.9%	6.0%	4.5%	6.7%	
Total Active Transportation	**6.9%**	**6.8%**	**6.7%**	**5.8%**	**10.2%**	
Other	2.8%	2.5%	2.4%	2.3%	1.8%	3%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

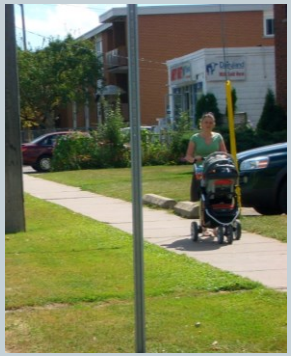
Target Close

Investment Required

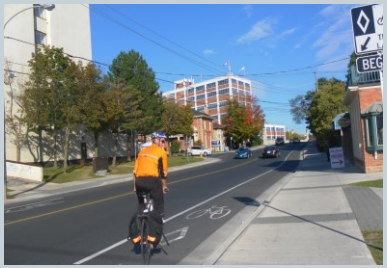
Target Exceeded !

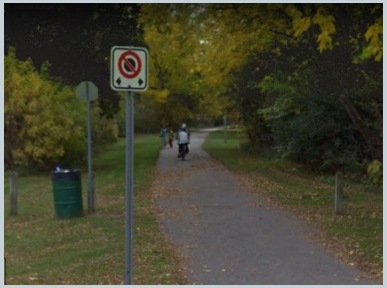
Investment in Active Transportation Yields Results

- Since 2012 a strong investment in active transportation infrastructure has been made by the City



12 km of missing sidewalk built





23 km of new cycling facilities

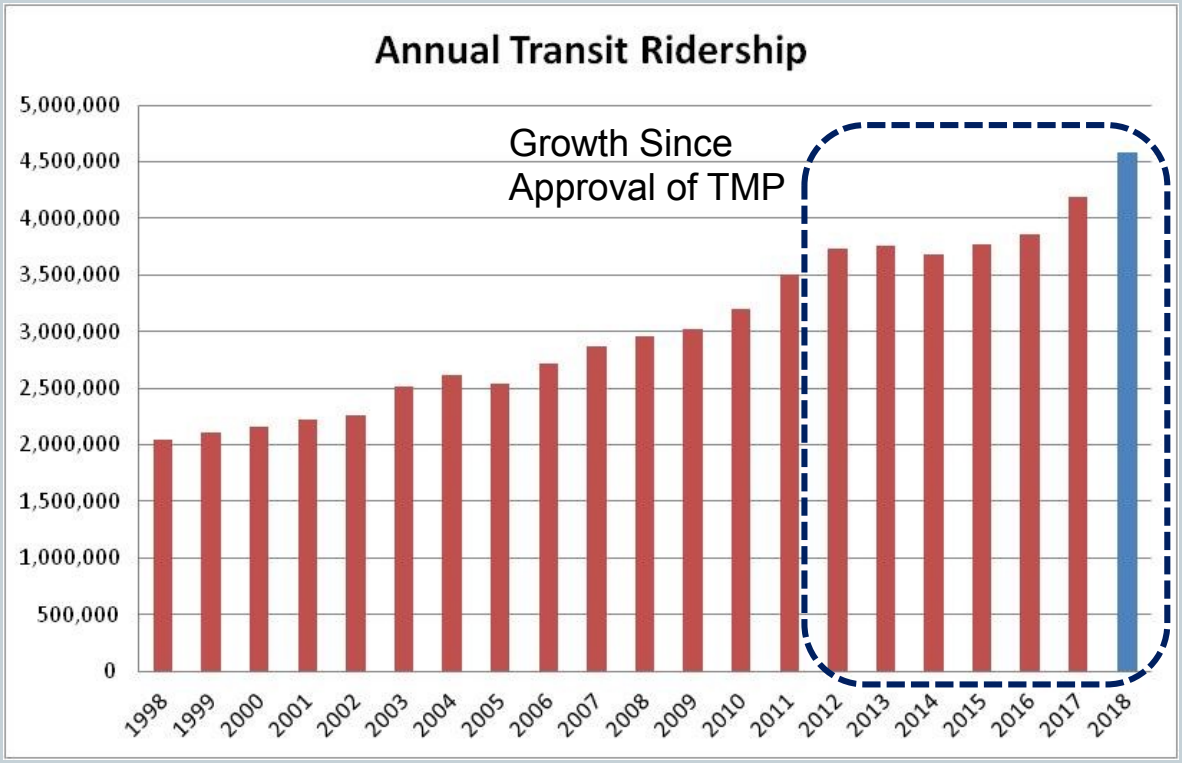
Programs and Awareness

- ✓ Increased Usage
- ✓ Targets Surpassed

Additional Investment in Transit Needed to Reach Targets

- Transit ridership has increased but has not kept up with population growth

- Most of the growth has been in the high school and post secondary student markets



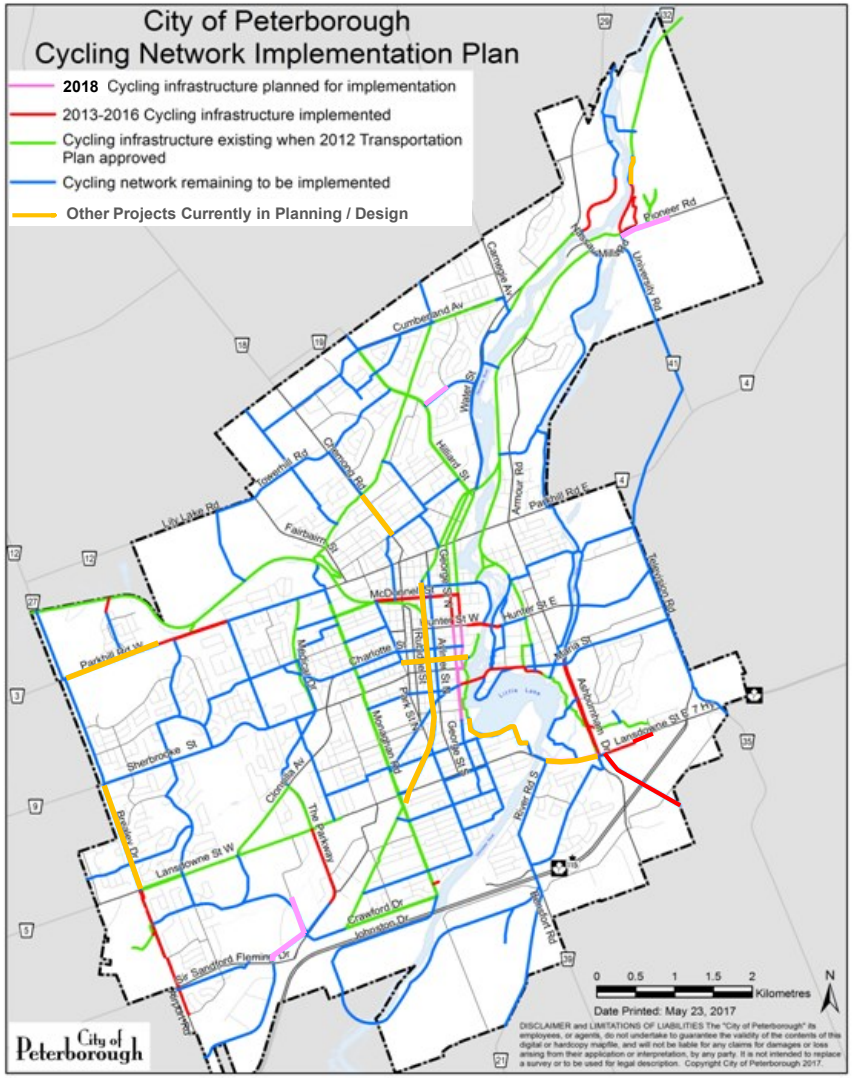
Status of TMP Recommendations

- The 2012 TMP contained 102 recommendations for the period 2011-2031
- 74% are ongoing / started or complete
- 26% are future initiatives or involve projects by others

Recommendations	Ongoing / Started	Complete	Future Initiative
Transportation Demand Management	10	3	2
Active Transportation	21	5	8
Transit	8	3	8
Road Improvements	9	1	3
Transportation System Management	2	0	1
Neighbourhood Traffic Management	4	0	0
Parking	0	1	0
Regional Connectivity	3	0	1
Plan Implementation	4	1	4
Total (102)	61 (60%)	14 (14%)	27 (26%)

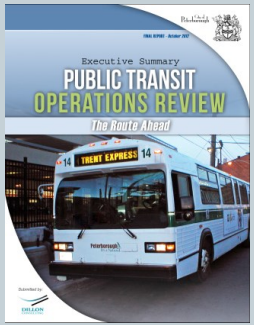
Status of Cycling Network Improvements

- While good progress has been made we are about 10 km short of planned short term implementation schedule from TMP
- Much of that gap will be addressed through projects currently in planning / design
- Update to the planned cycling network scheduled to begin in late 2018 / early 2019



Status of Transit Improvements

- Key changes since completion of TMP
  - 2013 Transit Operations Review
  - 26 new clean diesel buses
  - Downtown Terminal renovated
  - Investment in technology
  - 20 minute peak service on 4 busiest routes
  - Statutory Holiday service
  - Fleming U-Pass Program
  - New Community Bus service launched
  - 5 new Handi-vans (4 replace + 1 new)
  - Stop upgrades
  - Route Review and Long Term Growth Strategy to begin in fall 2018

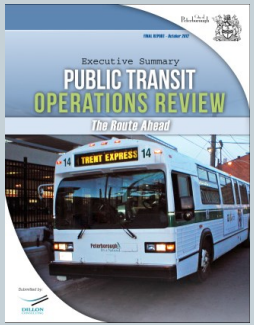


Peterborough Transit

Status of Transit Improvements

- More aggressive investment needed to reach TMP targets
  - 39% increase in daily ridership required to achieve 6% Transit Mode Share

1) Add 20 min peak service all routes
   - $850,000 annual net operating cost +
   - $6,000,000 for 10 new buses +
   - Expanded garage space
2) Add 20 min service all routes, all day – (close to 6% Target)
   - $3,400,000 annual net operating cost +
   - $7,200,000 for 12 new buses +
   - Expanded garage space

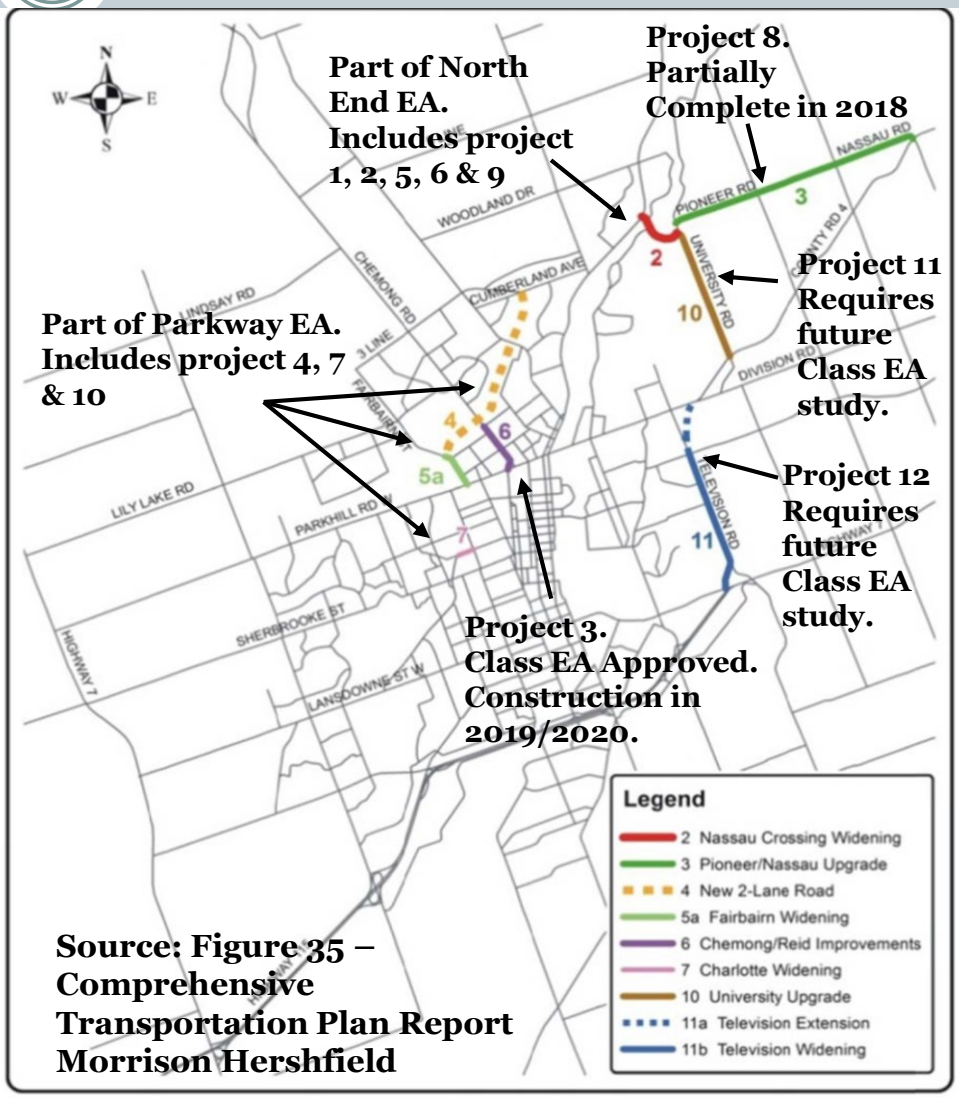


Peterborough Transit

Road Expansion Projects

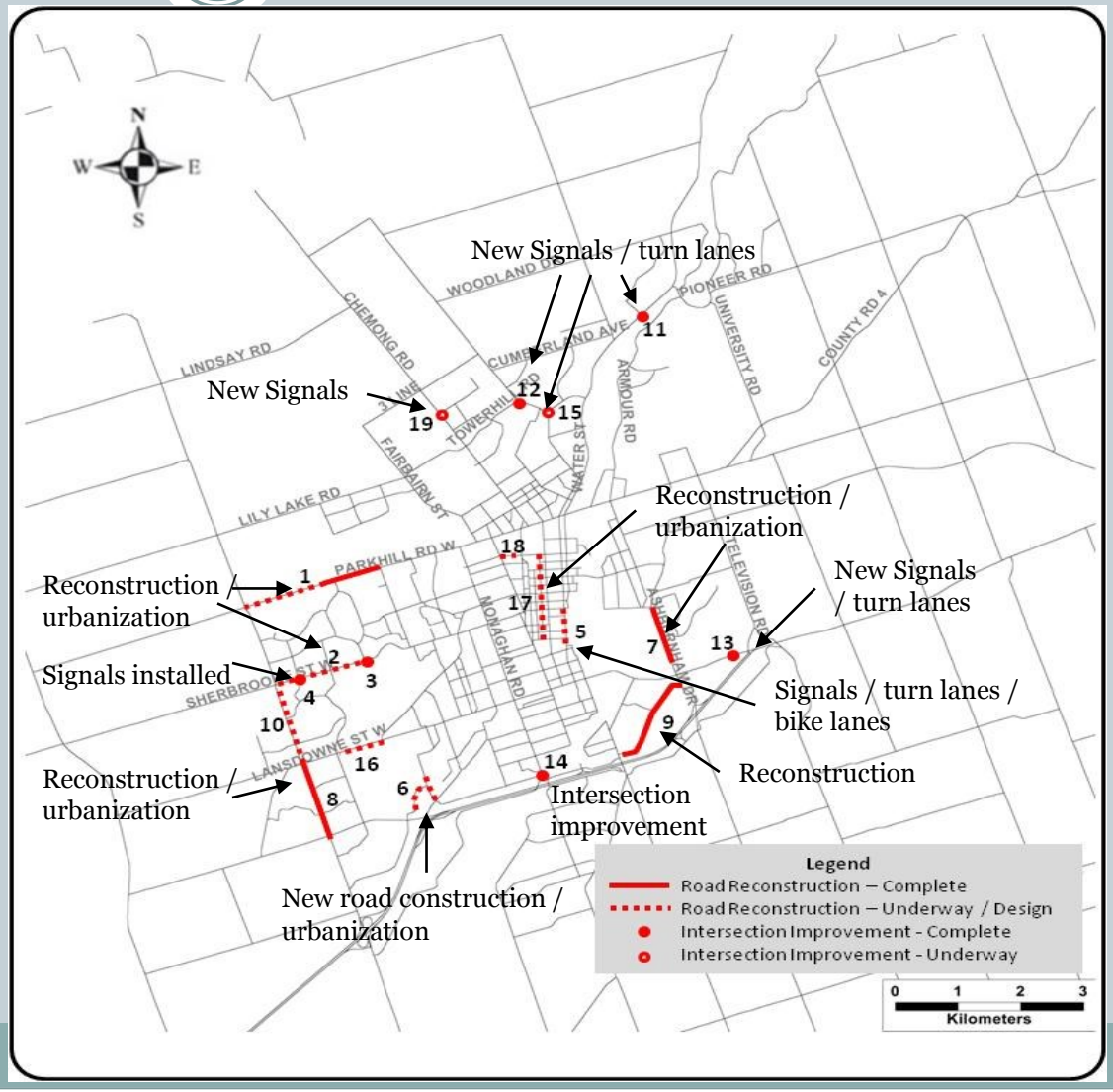
- 12 major road expansion projects recommended

2011-2016 Horizon	Status
1. Widen Nassau Mills Road bridge over the Otonabee River	- Underway - Currently being studied as part of North End Class EA
2. Widen Nassau Mills Road (Water Street to Armour Road)	- Underway - Currently being studied as part of North End Class EA
3. Chemong Road /Reid Street Improvements	- Underway - Class EA Approved. Detailed design and remaining property purchase underway. Construction to begin in 2019 /2020.
4. Charlotte Street Widening (Monaghan Road to Hospital Drive)	- Deferred as part of Parkway Class EA. Pending resolution of Individual EA.
2016 – 2021 Horizon	
5. Widen Nassau Mills Road Bridge over the Trent-Severn Waterway	- Underway - Being studied as part of North End Class EA
6. Widen Nassau Mills Road (Armour Road to University Road)	- Underway - Being studied as part of North End Class EA
7. Fairbairn Street Widening (Parkhill Road to Parkway Right-of-way)	- Parkway Class EA completed in 2014. Provincial Order restricts ability to implement. Now requires Individual EA.
2021 – 2026 Horizon	
8. Pioneer Road /Nassau Mills Road Upgrade	- Pioneer Road within City limit reconstructed in 2017 / 2018
9. Nassau Mills Road upgrade	- Underway - Being studied as part of North End Class EA
10. New 2-Lane Road in Parkway Right of Way	- Parkway Class EA completed in 2014. Provincial Order restricts ability to implement. Now requires Individual EA.
11. University Road Upgrade	- Future Initiative. Class EA Required.
12. Television Road Extension & Widening	- Future Initiative. Class EA Required.



Other Road Network Improvements

- 19 other road reconstruction projects / intersection improvements have been completed or are in design / construction



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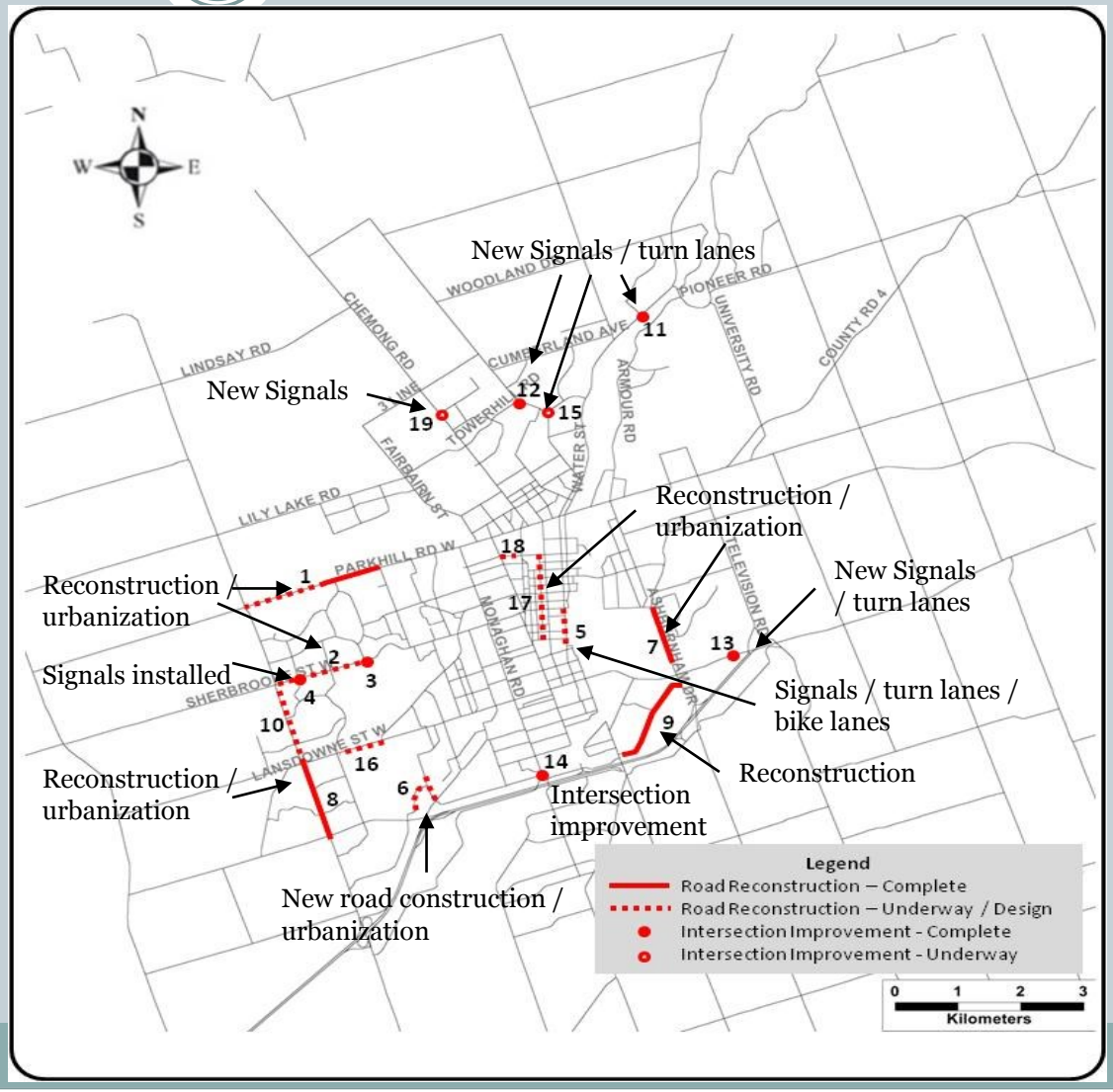
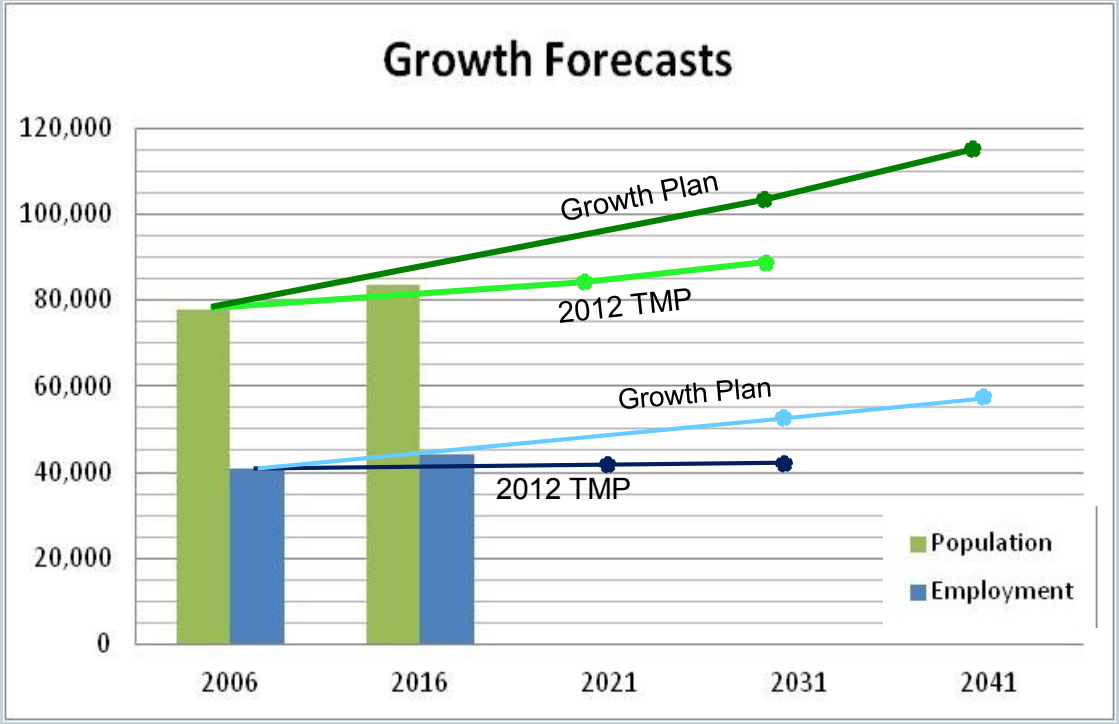


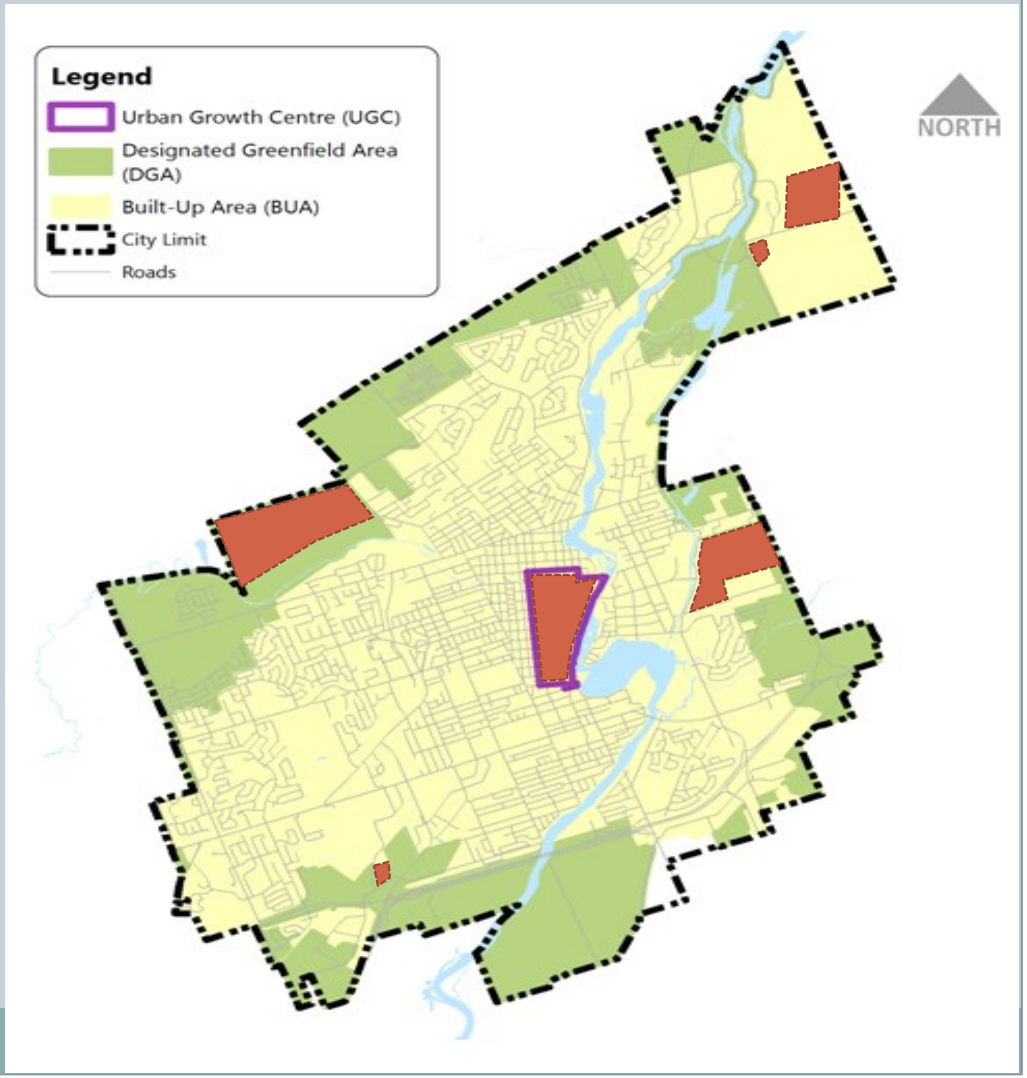
A New Growth Paradigm

- Growth forecasts are much higher than forecasts used in last TMP
- Provincial Growth Plan allocates higher population and employment growth for 2031 and 2041



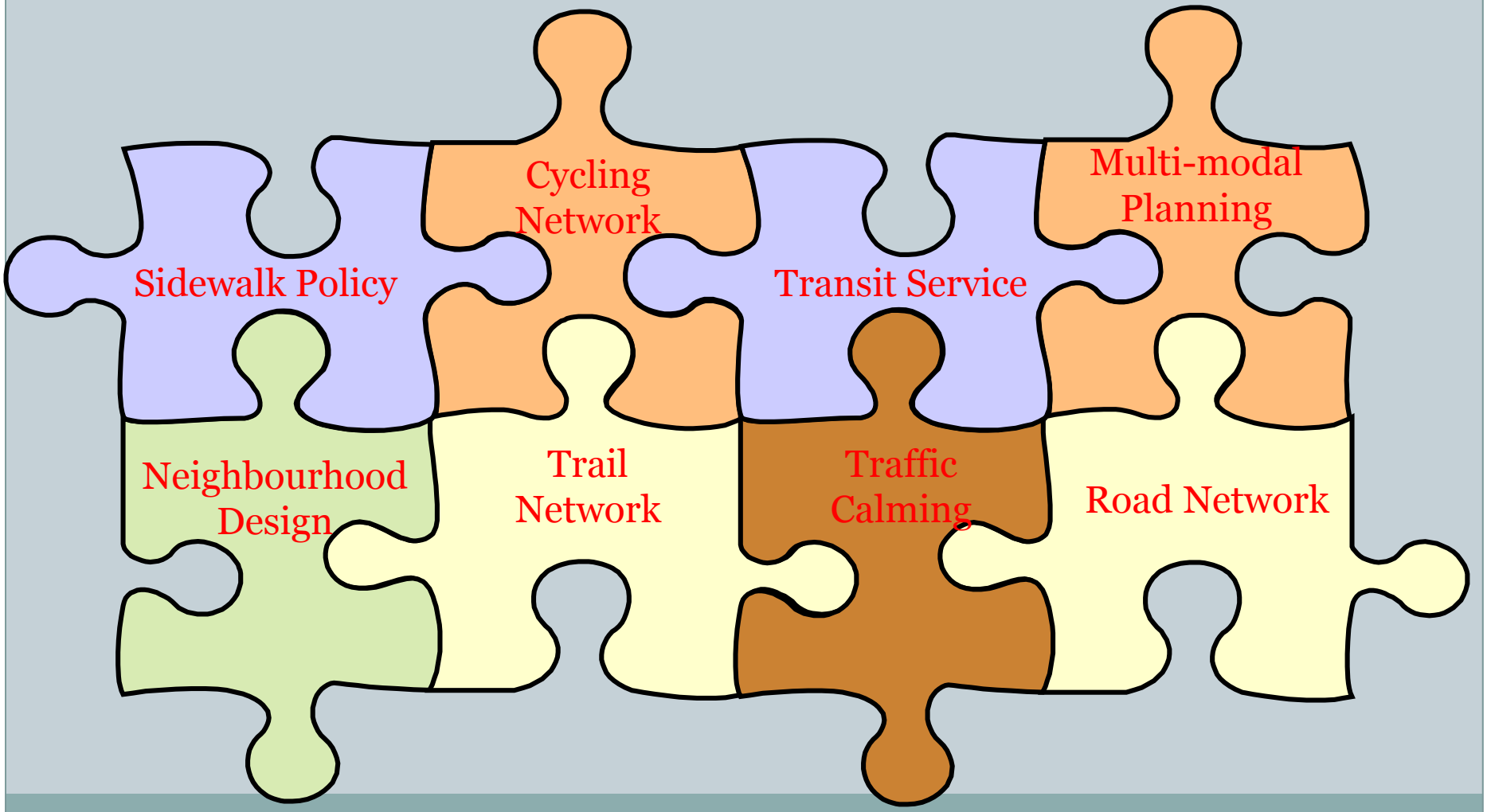
A New Growth Paradigm

- Allocation of Growth will have an influence on transportation demands
- Planned growth not accounted for in 2012 TMP
  - Lily Lake Planning Area
  - CleanTech Commons
  - New Arena at Trent
  - Casino
  - Liftlock Planning Area
  - Degree of intensification in downtown
  - New downtown Sport / Entertainment Facility



A Transportation Master Plan Update is Required

- TMP Update anticipated to begin in late 2019
- Follow completion of:
  - Official Plan
  - Transit Route Review & Long Term Growth Strategy
  - Cycling Network Update
  - Traffic Operations Review

Task	2018				2019				2020				2021			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Official Plan Review																
Transit Route Review																
Transit Long Term Growth Strategy																
Cycling Network Update																
Traffic Operation Review																
Transportation Master Plan																

Putting It All Together