

WALK Friendly Ontario Feedback Report – City of Peterborough Summary of Recommendations

1. **Recommendation:** Incorporate elements of “complete communities” into site plan agreements and stop allowing single use, low density residential development – period.
2. **Recommendation:** Require developers to submit a Transportation Demand Management (TDM) Plan as part of their site plan agreement to ensure that sustainable travel modes are included in neighbourhood design.
3. **Recommendation:** Adopt a Complete Streets policy making implementation “routine accommodation”, and incorporate Complete Streets into your Transportation Master Plan (TMP).
4. **Recommendation:** Set separate and more ambitious targets for walking and cycling in your TMP.
5. **Recommendation:** Set safety targets such as the reduction in collisions between walkers and motor vehicles in your TMP so that this can be a tool to address this issue through the evaluation of current design and management strategies, and appropriate counter measures can be implemented.
6. **Recommendation:** Install more and better quality facilities at transit stops to accommodate people waiting for a bus, such as shelters, concrete pads, seating and waste receptacles.
7. **Recommendation:** Develop maximum parking standards that allow for reduced parking requirements when TDM strategies are implemented and include these in your Parking Strategy.
8. **Recommendation:** Inventory your lighting, especially at transit stops, as part of your asset management plan/program in order to schedule and budget for improvements.
9. **Recommendation:** Adopt a standard curb radius of 6 m on all new neighbourhood streets and collectors and a radius not greater than 12 m on all arterials.
10. **Recommendation:** Develop and consistently implement guidelines for pedestrian oriented intersections that address the needs of the most vulnerable users of these spaces – people walking.
11. **Recommendation:** Pedestrian signals should display with every phase of the light as this is what gives walkers the right of way in the intersection. A program to install count-down signals in the downtown should be implemented immediately.
12. **Recommendation:** Reduce posted speed limits on neighbourhood streets, near schools and seniors residences to 30 km/hr and to 40 km/hr in your downtown area, in conjunction with an education and enforcement campaign.

13. **Recommendation:** Engage in a process to identify priority locations for mid-block crossings that considers collision data, need expressed by citizens, block length and land use context.
14. **Recommendation:** Paint ladder markings at all signal controlled intersections, crosswalks and pedestrian crossovers (PXOs) to clearly delineate the crossing. This provides a strong visual cue to drivers that the crossing area is pedestrian space.
15. **Recommendation:** Develop and implement a traffic calming policy that includes a process to address issues brought forward by citizens.
16. **Recommendation:** Consider working with the Police to implement a Crime Prevention Through Environmental Design initiative to assess areas of the city for personal safety. There may be places that people don't feel comfortable walking due to factors in the built environment that could be addressed, e.g. human scale lighting.
17. **Recommendation:** Consider engaging the Police in quarterly meetings with traffic engineers, planners and others to review sites in need of traffic safety improvement for motorists and pedestrians. For example, information collected for their Top 10 list from collision reports could be useful in determining counter measures in design that could help to address pedestrian-vehicle collisions and other traffic safety issues.
18. **Recommendation:** Consider expanding the data collection methods used at schools to other parts of the community, for example, workplaces, community centres, shopping areas and other places where useful.
19. **Recommendation:** Implement better tracking and monitoring of the number of people engaged in TDM initiatives, events and activities to enable you to evaluate what's working and what's not in relation to mode shift and engagement in walking for transportation, enjoyment, health and well-being.