

**Comments & Suggestions on Parkway Corridor EA Alternatives
from ACHAC Meeting June 13, 2013**

Summary of BEST and LEAST PREFERRED Scoring Alternatives

- Alternative 1 for all Steps in Corridor draws the greatest concern: (red dots) under all of MCP Strategic Directions. These are the alternatives that directly impact green space.
- The alternatives generating the least concern (green dots) are those that utilize existing roadways.

Underlying Principles:

- **Protect green space: Options that cross green space versus using *existing roads* challenge the MCP Strategic Directions**
- **Emphasize a “non-car-culture” local cultural identity**
- **Archeology needs to be front and centre in this assessment**
 - Many of these areas have high potential for archeological materials
 - Has there been archeological testing in the green-spaces in question in this EA?

General Comments & Concerns:

- **Do not use the green corridor - make it available for the future**
- The assessment *assumes* the future in 20 years, will be the same as now in terms of demographics, lifestyle, transit, driving – commuting times and patterns, peak hours, traffic focus
 - Is this appropriate?
- Original intent of the Parkway was for it to be an *expressway* (80 km/hr)
 - Impacts use of roads and our sense of what this city is
 - Now that it isn't to be a high-speed corridor, impacts are different
- **There are two different viewpoints from different “populations” in Peterborough – long time residents and newcomers**
with different *cultural views* of what this city “is” and what is desirable and valuable (i.e. that the need for faster traffic flow is more important than protecting urban green space)
- Once paved you can't “re-green” it
- **Challenging the “Car Culture” status-quo**
 - Looking for a more environmentally responsible and green city
 - Peterborough loves its green-space (voted most walkable city)
 - Being ecologically-sound city with a “non-car-culture” cultural identity
- It's about philosophy and underlying principles in decisions about the city's future
- The consultants are basing their assessment on ‘how easy it is to drive around’
 - Peterborough values and identifies with its green-space

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- Ploughing up green-space and road widening is an argument for “densification” – urban intensification
- Jane Jacobs made the same argument about walkable communities
- Consultants talked about projected growth which equals increased truck and vehicle traffic
 - So you have to think where traffics goes if the city grows
 - Commercial traffic
- Water street has green dots but are we forgetting the riverside parks
- George Street is being narrowed to 2 lanes to enable bikeways and non-vehicular uses
 - To what extent is the City’s Transportation Department’s expertise being included on this process (encouraging the slowing and narrowing of selected roads)?
 - It’s a different kind of thinking
- Building roads and bridges don’t have to be the same type of standard unattractive engineered structures.

*Items in italics were emphasized in original notes**