

2024 | Town of Perth Active Transportation Plan



Town of Perth

Active Transportation Plan – FINAL REPORT

Prepared for:

Town of Perth

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Perth Ontario

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EXECUTIVE SUMMARY

An Active Transportation Plan (ATP) has been prepared for the Town of Perth that reflects a proactive and comprehensive approach to planning, implementing, operating and maintaining the active transportation system that will serve the municipality for decades to come.

The ATP represents a roadmap for future planning decisions and capital investments while being used to align the goals and necessities of staff, stakeholders, and decision makers under a comprehensive community vision. The ATP will strive to promote and better integrate active transportation in the town through contemporary thinking, utilizing the best practices in pedestrian and cycling planning and design, incorporating themes of equity, inclusivity, safety, and accessibility, to help overcome barriers to the adoption of active modes of travel.

The ATP was developed through a collaborative process guided by Parsons Inc. under the direction of municipal staff with significant input from various stakeholders and the public. The ATP was carried out in general alignment with the Municipal Class Environmental Assessment (EA) process for Master Plans, which culminates to a comprehensive prioritized list of active transportation infrastructure and policy recommendations.

ENGAGEMENT

Multiple public consultation and stakeholder engagement opportunities were offered over the course of the ATP. These events were published through the project website, social media, and newspaper notices, and consisted of an online community survey, a stakeholder working groups meetings, and one public information centre. All the comments, input, and feedback from stakeholders and the public were grouped, mapped, and assessed to help inform the recommendations in the ATP.

AN ACTIVE TRANSPORTATION VISION FOR PERTH

The ATP was guided by the following vision statement, which was crafted collaboratively in consultation with municipal staff, stakeholders, and members of the public.

“The vision of the Perth Active Transportation Plan is to create a vibrant, accessible Perth where walking, cycling, and rolling are not just modes of transport but a way of life, contributing to the sustainable use of the Town’s assets, its tourism economy, and the health and well-being of its residents.”

To support the vision, the following key themes were developed:

- 1. Health and Fitness:** Policies that promote active transportation have been shown to have a positive impact on many health indicators through the increase in physical activity.
- 2. Equity and Inclusivity:** As the residents of Perth continue to age, active transportation provides independence to all ages, income levels and mobility levels by providing an affordable transportation option.

3. **Quality of Life:** Enhancement to the current active transportation network improves the quality of life of residents through safer roads and sidewalks, healthier and more active lives, and more sustainable use of current assets.
4. **Connectivity:** Current gaps in Perth’s active transportation infrastructure are forcing users to find safer routes that increase travel time. Enhancements make it easier for residents and visitors to walk and bike as a part of their lives, connecting people to the places they need to go, and to other people for a more vibrant, engaged and healthy community.
5. **Environmental Sustainability:** Active transportation supports environmental sustainability through reduction in motor vehicle usage translating to less congestion, improved travel times, and reduced greenhouse gas emissions.
6. **Tourism:** Active transportation is becoming an increasingly important component of tourism as Lanark County and Perth’s partner municipalities focus more on cycle tourism, the area is becoming known as a cycling destination.

NEEDS AND OPPORTUNITIES

A comprehensive review of the active transportation network, existing policies and programs, in combination with feedback received during the consultation process yielded a list of needs and opportunities that would form the basis of the Active Transportation Plan. The municipality will need to respond to these driving forces to ensure the future active transportation system will continue to adapt to the community’s needs. A summary of the overarching key needs and opportunities identified for the municipality’s long-term transportation system is as follows:

- **Active Transportation Adoption**
- **Best Practices in Active Transportation**
- **Strengthen Sidewalk and Cycling Policies**
- **Improve Cycling Facility Connectivity**
- **Active Tourism**
- **Subdivision Design and Access**
- **Site Plan Design and Access**
- **Trucks and Road Closures**
- **Overcome Barriers:**
 - Highway 7
 - Tay River
- **Education and Incentives**
- **Climate Change**
- **Affordability**
- **Safety, Equity and Inclusivity**

RECOMMENDATIONS

The Perth ATP consists of recommendations that include physical infrastructure projects, policy refinements, and additional programs and studies to strengthen the municipality’s active transportation network.

Table ES-1 shows the various recommended policies and programs to support the ATP.

Table ES-2 and **ES-3** show the various recommended active transportation infrastructure projects and related action items. The recommended active transportation network consists of specific active transportation projects categorized into three separate network scenarios, as outlined below.

1. **Immediate** network with a target completion within 5 years, which form the foundation for the enhanced active transportation network.

2. **Target** network to be completed beyond 5 years and represents a feasible long-term vision for the town's active transportation network that builds on the immediate network.
3. **Ideal** network represents the aspirational enhancements that must leverage the opportunities and overcome the barriers identified in **Sections 2.3.1** and **2.3.2** to be realized.

Table ES-4 outlines the pedestrian facility gap program. The program is grouped into high, medium and low priority projects. This allows the municipality flexibility when implementing the program, rather than a time horizon, identifying those facilities that should be targeted when adequate funds/ budget permit them.

IMPLEMENTATION PLAN

The total capital cost for all active transportation projects is approximately **\$23M**, of which the fulfillment of the Pedestrian Facility Gap program, which targets new sidewalks, represents **\$9.3M** or 40% of the total capital expenditure. The implementation of other active transportation infrastructure projects, such as cycling infrastructure, represented the largest proportion at roughly **\$13.7M** or roughly 60% of the total capital expenditure.

ES-5 shows high-level cost estimates for only the "Immediate" and "Target" network scenarios but not for the ideal network. As previously noted, the ideal network was provided for information purposes that reflects an aspirational outlook for the active transportation network and is intended to foster discussion and engagement with the relevant agencies to assess the feasibility and opportunities of obtaining approval to further strengthen the AT network. The ideal network projects should be revisited as part of future Transportation Master Plan or Active Transportation Plan updates.

ES-6 shows high-level cost estimates for high and medium priority gaps within the Pedestrian Facility Gap Program, but not for low priority gaps, which can be implemented at the discretion of the municipality when opportunities arise, such as the next road and sewer renewal cycle.

All projects outlined in the ATP are categorized as Schedule 'A+' projects. Under the 2019 Amendments to the Municipal Class Environmental Assessment (MCEA) process, all road works within the existing right-of-way that do "not increase continuous lanes of travel for vehicles" are considered Schedule A+ projects. Furthermore, "no EA process is required for property purchase. If the proponent acquires property to widen a road allowance through another process (negotiation with owner or planning policies for minimum width of road allowances) then the project to construct within the altered road allowance is A+."

As previously indicated, the implementation plan is intended to be used as a guide, where the actual timing may be dependent on available funding or opportunities. As the cost of implementing the plan will be lower when undertaken in conjunction with other capital projects, it may be beneficial to adjust the timing and priority of projects to take advantage of opportunities that arise through the next Transportation Master Plan update or Asset Management Plan.

Table ES-1: Summary of Needs and Opportunities with Recommended Policies and Action Items

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Active Transportation Adoption	Census and survey data suggest an opportunity to replace a significant volume of local vehicle trips with cycling trips, because of the size of the settlement area (~10 minutes biking distance between any two points within the urban boundary) and the significant proportion of trips < 5km in length.	Implement the Immediate and Target infrastructure recommendations (Maps 7 and 8) as well as recommended policy and action items stated herein. Revisit the ATP recommendations to ensure there is proper integration with other transportation networks within the next Town of Perth Transportation Master Plan (TMP) update.
Active Transportation Safety, Equity and Inclusivity	Strengthen policies to be more inclusive and prioritize the safety and comfort of active users in the transportation system, particularly the most vulnerable (such as children, the elderly and the mobility challenged).	Adopt age-friendly urban design principles and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring the safety and comfort of all users, particularly the most vulnerable are always considered for every capital project. Establish and/ or amend relevant by-laws to pronounce where e-bikes and e-scooters are prohibited and permitted, clarify the use along on and off-road facilities, and establish and enforce parking policy and designated parking areas. Update impacted existing by-laws to refer to the provision of sidewalk cycling being permitted for youth 12 and under, in addition to users with disabilities.
Design Standards for Active Transportation Facilities	Existing active transportation facilities have not been implemented consistently and do not reflect contemporary design standards. There is a lack of considerations for active transportation in current municipal road design standards.	Review and adopt design standards for active transportation facilities to align with contemporary industry standards such as AODA, OTM, TAC – as discussed in Section 3.1 and 3.2. Adopt language in the Official Plan (OP) update to follow these standards for all new active transportation facilities, including those bundled within other capital projects such as road projects. Consider adopting a "complete streets approach" that incorporates these philosophies and design requirements as part of the next TMP update.
Active Transportation Maintenance Practices	Perth Tourism Master Plan 1.C – Promote seasonal activities in Perth, such as hiking, biking, and skating. Opportunity to enhance active transportation year-round to support active travel in winter cities.	Consider the feasibility of a "winter cycling network", following all or part of the new enhanced active transportation network, enabling year-round access by bike to key destinations.

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Sidewalks	<p>Noted that some recent development has foregone the provision of sidewalks, resulting in sub-standard accessibility, walkability of new subdivisions. Need for more clarity in related policy.</p> <p>Opportunity to expand sidewalk considerations through the ongoing OP update.</p>	<p>As part of the OP update adopt language to consider the provision of sidewalks under the following guidelines:</p> <ul style="list-style-type: none"> ▪ All urban local streets on at least one side, ▪ Urban public streets with "sensitive" uses (e.g. schools, care homes, parks, recreation facilities) on both sides if desirable, ▪ Both sides of all urban collector and arterials streets (subject to available funds), ▪ May be exempted on cul-du-sacs. <p>Review the sidewalk gap priority system annually to ensure progress is made and re-prioritize items as necessary.</p>
Cycling Network Connectivity	<p>Existing cycling network is comprised of isolated segments; acknowledged that a more complete network is needed to create safe, convenient cycling conditions, encourage uptake of sustainable modes.</p> <p>Lack of cycling considerations on arterial roads; current OP only considers the provision of bike lanes on collectors.</p> <p>Current recreational trail policies only consider the provision of pedestrian facilities.</p>	<p>Adopt language in relevant policies, such as the OP and TMP, reflecting the broad objective that, in the future, all roads within the town boundary shall accommodate cyclists.</p> <p>As part of the ongoing OP update adopt language to consider separated cycling facilities on all new collector and arterial roads (subject to available funds); additionally, update recreational trail policies to consider the use of future trails by both pedestrians and cyclists.</p>
Active Tourism	<p>Perth Tourism Master Plan 1.C - Promote seasonal activities in Perth, such as hiking, biking, and skating.</p> <p>Opportunity to support growth of tourism in the region through investments in active transportation facilities.</p>	<p>Seek additional opportunities for collaboration with organizations such as Ontario by Bike; update relevant municipal materials, webpages with up-to-date information on cycling routes, facilities.</p>

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Transportation Demand Management for Future Developments	Lack of policies providing active transportation incentives and support, such as TDM, within the development review process	As part of the next TMP update, develop a Transportation Demand Management framework that will support the development review process and consider active transportation policy recommendations to inform future zoning bylaw and requirements for developments such as minimum bike parking requirements, type of bike parking, supporting shelters, rest stops, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle lockers and shower facilities, among others.
Subdivision Design and Access	Current residential area policies focused on continuous pedestrian facilities. However, subdivision roads are often circuitous and create inefficient and overlong travel distances for slower active users. Lack of cycling consideration as well as concept of permeability or directness.	As part of OP update, include the concepts of "permeability" and "directness", via easements and good subdivision design that ensures active transportation linkages minimize the travel distance through all future neighbourhoods/residential growth areas. New development applications should also be required to consider other design aspects that encourage active transportation adoption, such as traffic-calming infrastructure at strategic locations, streetscaping features and supportive active transportation amenities, such as pedestrian rest areas where appropriate.
Site Plan Design and Access	Current Urban Design Guidelines for commercial and medium- to high-density uses in OP lack strong policy to maximize connections between entrances and onsite amenities to the municipal active transportation network.	As part of the OP update, provide policy direction to ensure commercial and medium- to high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways).
Truck Routes	A previously planned "truck-bypass" would have connected County Roads 10 and 43 to Highway 7, providing an alternate route for truck traffic to avoid downtown Perth. This bypass is no longer planned.	Updates to the OP and TMP should reflect the cancellation of the downtown truck bypass, and ATP policies must consider status quo with trucks and general traffic on municipal/ county streets in town (such as planning the active transportation network to avoid roads that are designated truck routes).

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Highway 7	Highway 7 represents a significant barrier to safe active transportation connectivity for existing and future communities in north Perth. There is a need to improve facilities on, connecting to, and connecting across this corridor.	Continue collaboration with MTO to develop active transportation plan for developments surrounding Highway 7, considering the north is a long-term growth area. Future traffic studies in proximity of Highway 7 should include a specific active transportation connectivity review.
Urban Design Guidelines	Current Urban Design Guidelines do not include complete streets concepts.	Review Urban Design Guidelines to include complete streets concepts for the TMP.
Education and Support Programs	The County TMP provide education and incentive program recommendations to promote the uptake of active modes of transportation.	Work with the county to promote the uptake of active transportation modes through education workshops or activities, on-site/ event activations (tactics and strategies used to create a memorable experience for attendees – includes social media campaigns, live performances etc.), promoting and advertising the active transportation network using maps highlighting key destinations, walking-bus/ safe routes programs, walking and bike tours, and leveraging transportation demand management programs.
Road Closures	There is an opportunity to review the use of road closures as a tool to encourage active transportation use and strengthen the overall active transportation network.	Consider road closures to support active transportation use/ adoption and to strengthen the overall network. Temporary road closures may be used for events or seasonally to encourage greater use of active modes of travel where and when demand is highest, thereby creating a safer environment for active users. Permanent closures are a strategic conversion of a street to an active transportation or “living street” that limits or prohibits general traffic and promotes greater social interaction and physical activity. Any proposed road closures must be supported by an operational assessment to ensure there is sufficient road network capacity to accommodate it. This may be investigated further as part of the next TMP update.

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Affordability	<p>Accommodation of future growth in travel demand through active modes provides an opportunity to reduce the future financial burden of road infrastructure.</p> <p>It is not financially sustainable for the municipality to directly fund all recommended active transportation infrastructure projects; ongoing federal and provincial initiatives provide opportunities to reduce financial constraints.</p>	<p>Consider long-term financial sustainability in future decisions relating to active transportation infrastructure.</p> <p>Continue to monitor and apply for funding from federal, provincial and local sources to support the ATP, as documented in Section 4.4.</p>
Right-of-way (ROW)	<p>Current OP policy allows for the use of utility and rail corridors as active transportation corridors, which presents an opportunity to strengthen the active transportation network by utilizing these corridors.</p> <p>There are unopened road allowances and insufficient ROW protections to maximize active transportation potential.</p>	<p>Continue to look for opportunities for the joint-use of utility and rail corridors for the purpose of strengthening the off-road active transportation network, beyond the infrastructure recommendations included in this ATP.</p> <p>As infill development occurs along arterial and collector roads, look for opportunities to acquire right-of-way which would allow for the provision of future active transportation facilities along these streets.</p> <p>Review unopened road allowances and ROW protections for opportunities to enhance the active transportation network as part of the next TMP update.</p>
Speed Management	<p>Contemporary urban speed management best practice is to reduce operating speeds on local roads to 40 km/h and in some regions 30 km/h.</p> <p>The current Perth By-Law No. 3961 sets the default speed limit as 50 km/h.</p>	<p>Consider developing a speed management policy as part of the next TMP update.</p> <p>If there is sufficient public and political support along with evidenced-based justification, investigate the potential of adopting a 30 km/h or 40 km/h default operating speed on all urban local streets and streets designated "shared spaces" for cycling, supported by: education, signage and pavement markings (e.g. edge lines to narrow lane widths) or traffic calming measures.</p>
Monitoring and Evaluation	<p>There is no direct means to track or assess the impact of the ATP recommendations.</p>	<p>The active transportation network should be monitored annually to track progress and assess the impacts if implementing the recommendations. The ATP should be reviewed every 5 years, or as part of a future TMP update, to determine if the original assumptions and recommendations continue to apply or if an update is needed.</p>

Table ES-2: Summary of Needs and Opportunities with Recommended Infrastructure Projects and Action Items

Theme	Needs / Opportunities	Infrastructure Recommendations / Action Items
Active Transportation Project Implementation	<p>Need an updated list of municipal active transportation capital projects for the short- and long-term horizons.</p> <p>Census and survey analysis results suggest there's an opportunity to increase active transportation usage through investment in infrastructure.</p>	<p>Adopt the Immediate and Target infrastructure recommendations and look for opportunities to advance the development of the Ideal network in the fullness of time.</p> <p>Refer to Maps 7, 8 and 9, as well as Table 16.</p>
Active Transportation on Bridges	<p>There is a lack of active transportation facilities on several bridges.</p>	<p>Look for opportunities as part of the bridge renewal program to augment existing bridges with active transportation facilities (type of facilities to be confirmed as part of future design implementation).</p>
Active Transportation Integration at Highway 7 intersections	<p>The Meadows development north of Highway 7 relies on a signalized pedestrian crossing at Drummond Street, while no cycling facilities are present.</p>	<p>Coordinate with MTO to include bicycle crossing infrastructure to support the proposed bike lanes on Drummond (and ideally cycle tracks ultimately) at the Drummond Street and Highway 7 intersection.</p>
	<p>The proposed Wilson Street Gateway intersection design has overlong pedestrian crossings at over 30m that presents a challenge and barrier for more vulnerable users. There are also no cycling considerations through the intersection.</p>	<p>Coordinate with MTO to consider bicycle crossing infrastructure and refuge islands along the east and west crossings at the Highway 7 and Wilson Gateway intersection.</p>
Perth Golf Course Development (PGC)	<p>Future bridge crossings have yet to be defined.</p>	<p>Any bridge crossings supporting the Perth Golf Course (PGC) development should safely accommodate active transportation modes, preference is sidewalk on both sides with separated or segregated cycling facilities (if feasible).</p>
	<p>Provision of active transportation facilities throughout development and connections to bridge crossings.</p>	<p>Ensure PGC provision for active transportation facilities including sidewalks and cycling infrastructure, the provides safe and direct access to the active transportation network, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle parking/lockers and shower facilities.</p>

Theme	Needs / Opportunities	Infrastructure Recommendations / Action Items
County Active Transportation Facilities	<p>Perth has an opportunity to engage with the county on all future county capital projects in the town to ensure they align with the recommendations developed in this ATP.</p> <p>The county road network (such as South Street, Gore Street, and Wilson Street) are important connections in Perth. The local context on these roadways may include rural features, direct frontage, varying right-of-way widths, and various land use types. There is a need to better define the long-term vision for these road corridors to ensure they align with the ATP recommendations and provide a consistent experience for all users.</p>	<p>Engage and assist the county in the following planned projects:</p> <ul style="list-style-type: none"> ▪ Assessment on South Street, in Perth to determine future needs, with potential for a multi-use pathway. ▪ Addressing afternoon peak hour analysis issues at the following intersections: South Street and Rideau Ferry Road-Gore Street. ▪ Planned county projects: <ul style="list-style-type: none"> ▪ Intersection at South Street and Gore Street – Modification to the sidewalks at the corner of Donaldsons (Shell Gas Station) to accommodate the pedestrian crossing across South Street ▪ Requests from Lanark Lifestyles to install sidewalks on the East side of Rideau Ferry Road, up to the seniors home. ▪ Rehabilitation work on County Road #10, Scotch Line – adding paved shoulders and are working our way back toward Perth from the United County Leeds & Grenville boundary ▪ Rehabilitation work on County Road #10, Drummond Concession 2 from the rails tracks to Perthmore ▪ Adding paved shoulders this year: <ul style="list-style-type: none"> ▪ Completion of rehabilitation work from County Road #14 Narrows Locks Road to Glen Tay Side Road this year. ▪ Completion of rehabilitation work continuing along County Road #14 Narrows Locks Road from Glen Tay Side Road to Oty Lake Side Road next year. <p>Perth should engage the county as part of the next Lanark County TMP update to review the long-term vision of the county road network in Perth (such as South Street, Gore Street and Wilson Street) that would define additional right-of-way protection requirements, design features, and other infrastructure considerations – in particular active transportation infrastructure that aligns with the ATP vision.</p>
Perth TMP Update	<p>Perth has identified the need to update its Transportation Master Plan to reflect current growth projections and inform their long-term capital budget forecasts.</p>	<p>The town should expand the recommendations of the ATP when the full transportation system is taken into context. For example, if the next TMP update identifies a long-term vision of Drummond Street or any other designated shared roadway with cyclists to include road widening with additional right-of-way protection, then the shared road treatments identified in the ATP should be expanded to cycle tracks or other higher-order facility.</p>

Table ES-3: Recommended Infrastructure Projects by Network Scenario

Type	Segment	From	To	Distance (m)	Notes
IMMEDIATE HORIZON PROJECTS (<5 YEARS)					
Pavement Marking and Signage	Cockburn/Smith	Conlon	Last Duel Park	1,444	<ul style="list-style-type: none"> - Provide signage and road markings indicating street is part of the enhanced shared space network (such as sharrows and cycling supportive signage) - Consider reducing operating speed limits (to 40 km/h or 30 km/h) according to By-law No. 3961 to improve safety and comfort of cyclists in the corridor. - Reinforce the change in operating speed limit with traffic calming measures along the corridor.
Pavement Marking and Signage	Garden-Harris	Isabella	Drummond	647	
Pavement Marking and Signage	Drummond	Perkins	South	2,248	
Pavement Marking and Signage	Welland	Drummond	Wilson	254	
Pavement Marking and Signage	Peter/Foster	Rogers	Drummond	722	
Pavement Marking and Signage	Isabella/Leslie	Garden	Joy	818	
Pavement Marking and Signage	Riverside	Beckwith	Sherbrooke	137	
Pavement Marking and Signage	John	Thom	West end	209	
Pavement Marking and Signage	Mill	Gore	Mill Street Pedestrian Bridge	365	
Pavement Marking and Signage	Tay	Gore	Basin	91	
Pavement Marking and Signage	Bathurst	Roger	Conlon Farm Multi-Use Pathway	100	
Bike Lanes	Drummond	Perkins	HWY 7	393	

Type	Segment	From	To	Distance (m)	Notes
Bike Lanes	Drummond	Highway 7	Sheppard	325	<ul style="list-style-type: none"> - Assumptions: <ul style="list-style-type: none"> - 2 bike symbols /100m - Cycle lane markings (white 10cm) along both sides of road - No road widening required
Bike Lanes	Dufferin	Drummond	Eastern Town Limits	435	
Bike Lanes	Sunset	Wilson	Water Treatment Plant Access	256	<ul style="list-style-type: none"> - Assumptions: <ul style="list-style-type: none"> - 2 bike symbols /100m - Cycle lane markings (white 10cm) along both sides of road - No road widening required - Could widen one side of roadway and narrow lanes to provide bike lanes; would need to be a floating bike lane (because of right turn lane). No costing for this applied.
Paved shoulders	North and South side Scotch Line/South	St. John Catholic High School Lane	Last Duel Park	1,852	<ul style="list-style-type: none"> - Repave shoulders to 1.5m
Gravel Path	Tay Trail North	Leslie	Tay Trail	937	<ul style="list-style-type: none"> - 3m wide stone dust path - Costing was based on tendered costs associated with Tay River Trail Extension project, and increased for the proposed 3m width (Tay River trail was 2m wide)
PXO	Mill	Gore	-	-	<ul style="list-style-type: none"> - Cost of PXO may vary from \$10k to \$100K depending on PXO Type and local conditions – the higher cost reflects possible road modifications needed. - Lower cost threshold reflects minimal road modification and Type D. - For cost estimate, average PXO cost was assumed to be \$20k per location. - Cost to be confirmed at implementation or as part of next TMP update.
PXO	Conlon	Scotch Line	-	-	
PXO	Wilson	Scotch Line	-	-	
PXO	St. John Catholic High School Lane	Scotch Line	-	-	
PXO	Drummond	Welland	-	-	
PXO	Drummond	Perkins	-	-	
PXO	Riverside South	Craig	-	-	

Type	Segment	From	To	Distance (m)	Notes
TARGET NETWORK PROJECTS (> 5 YEARS)					
Cycle Track	Sunset	Wilson	Water Treatment Plant Access	256	<ul style="list-style-type: none"> - 2.0m unidirectional cycle track on each side - Require paving 1.5m to 2m strips behind both curbs - Would complicate crossing at intersection
Cycle Track	Drummond	Perkins	Highway 7	393	<ul style="list-style-type: none"> - 2.0m unidirectional cycle track on each side - May require road narrowing
Cycle Track	Drummond	Highway 7	Sheppard	325	
Cycle Track	Dufferin	Drummond	Eastern Town Limits	435	
Cycle Track	Rogers	John	South	1,109	
Multi-Use Pathway	Riverside South	Craig/CR43	Canal Bank	848	
Multi-Use Pathway	Tay Trail South	Leslie	John	776	<ul style="list-style-type: none"> - 3m multi-use pathway
Multi-Use Pathway	Tay Trail North	Leslie	Tay Trail	937	
Multi-Use Pathway	Tay Trail South	Leslie	Peter	525	
Multi-Use Pathway	Conlon	Smith	Scotch Line	463	
Multi-Use Pathway	Conlon	Smith	Scotch Line	463	<ul style="list-style-type: none"> - 3m multi-use pathway - Constrained ROW and may have notable tree impacts.
Paved Path	Riverside North	Craig/CR43	Sherbrooke	356	<ul style="list-style-type: none"> - 3m paved multi-purpose trail
Paved Path	Conlon Farm Pathway	Bathurst	Smith	468	
Paved Path	Tay River Tow Path	Beckwith	Tay	251	

Type	Segment	From	To	Distance (m)	Notes
IDEAL NETWORK PROJECTS (BARRIERS & OPPORTUNITIES, SECTION 2.3.2)					
Multi-Use Pathway	North of Highway 7	Sheppard	CR511	-	- 3m multi-use pathway - Design and costing dependent on future development.
Multi-Use Pathway	CPKC Rail Line	CR10/North	CR43/Craig	678	- 3m multi-use pathway - Requires extensive approvals to secure space and adhere to design requirements from CPKC.
Multi-Use Pathway	CPKC Rail Line	Isabella	Drummond	394	
Multi-Use Pathway	CPKC Rail Line	Drummond	Wilson	367	
Multi-Use Pathway	CPKC Rail Line	Wilson	CR511	783	
Multi-Use Pathway	Last Duel Park	Scotch Line	Craig	-	
Paved Path	Unopened Road allowance	Isabella	CR10/North	338	
PXO	CPKC Multi-Use Pathway	Wilson	-	-	- Contingent on CPKC approvals of pathway location and alignment
PXO	CPKC Multi-Use Pathway	Drummond	-	-	
PXO	CPKC Multi-Use Pathway	North	-	-	
Living Street	Gore	North	Harvey	508	- Active transportation focused design – limited or prohibits general vehicle traffic - Includes specialized street furnishing, traffic calming, and surface treatments - Requires reduced operating speed limit
Living Street	Mill	Gore	Market St	85	- Requires approvals from key staff departments and agencies, e.g. Lanark County, emergency services, maintenance, among others.
Living Street	Market St	Mill	Market Sq	45	- Requires extensive community and stakeholder engagement to gauge buy-in, such as the BIA and accessibility advisory committee.
Living Street	Market Sq	Gore	Gore	174	

Type	Segment	From	To	Distance (m)	Notes
Living Street	Tay	Gore	Basin	90	
Living Street	Basin	Gore	Colbourne	147	
Living Street	Colbourne	Gore	Drummond	128	
Living Street	Wilson	North	Herriot	207	
Living Street	Foster	Wilson	Gore	146	
Living Street	Herriot	Wilson	Drummond	278	

Notes: PX0 = pedestrian crossover

Table ES-4: Summary of Pedestrian Facility Gap Program by Linear Distance

Type	Distance (m)				Notes
	High Priority	Medium Priority	Low Priority	Total	
Sidewalk	5,802	3,377	15,952	25,131	<ul style="list-style-type: none"> - 1.8m sidewalk, both sides for all arterial and collector roads. - One side for all local roads, cul-de-sacs may be exempt - Select projects bundled with other active transportation infrastructure projects. - Cost by linear distance for 1.8 m sidewalk is \$1,015 per meter. - Depiction of Specific Location are shown in Map 10.

Table ES-5: Recommended Infrastructure Projects with Costs

Active Transportation Enhancements by Corridor or Location	Immediate (< 5 Years)	Target (> 5 Years)
Shared Space Cycling Treatments (Pavement Markings and Signage)	\$ 66,000	-
Drummond Bike Lanes – Perkins to Highway 7	\$ 13,000	-
Drummond Bike Lanes – Highway 7 to Sheppard	\$ 11,000	-
Dufferin Bike Lanes – Drummond to Eastern Town Limits	\$ 14,000	-
Rogers Bike Lanes – John to South ¹	\$ 37,000	-
Sunset Bike Lanes – Wilson to Water Treatment Plant Access	\$ 8,000	-
Drummond PXO at Welland ²	\$ 20,000	-
Drummond PXO at Perkins ²	\$ 20,000	-
Mill PXO At Gore ²	\$ 20,000	-
Conlon PXO at Scotch Line ²	\$ 20,000	-
Wilson PXO at Scotch Line ²	\$ 20,000	-
Riverside PXO at Craig ²	\$ 20,000	-
St. John Catholic High School Lane PXO at Scotch Line ²	\$ 20,000	-
Paved shoulder on north and south side Scotch Line/South – St. John High School Lane to Last Duel Park	\$ 2,502,000	-
Tay Trail North Gravel Path – Leslie to Tay Trail	\$ 735,000	-
Rogers Cycle Track – John to South	-	\$ 1,981,000
Drummond Cycle Tracks – Perkins to Highway 7	-	\$ 735,000
Drummond Cycle Tracks – Highway 7 to Sheppard ¹	-	\$ 616,000
Dufferin Cycle Tracks – Drummond to Eastern Town Limits ¹	-	\$ 808,000
Riverside South Multi-Use Pathway – Canal Bank to Craig	-	\$ 1,107,000
Riverside North Trail Paved Path – Craig to Sherbrooke	-	\$ 465,000
Tay River Tow Paved Path – Beckwith to Tay	-	\$ 328,000

Active Transportation Enhancements by Corridor or Location	Immediate (< 5 Years)	Target (> 5 Years)
Conlon Farm Pathway Expansion – Bathurst to Smith	-	\$ 611,000
Conlon Multi-Use Pathway – Smith to Scotch Line	-	\$ 604,000
Sunset Cycle Track – Wilson to Water Treatment Plant Access	-	\$ 343,000
Tay Trail South Paved Path – Leslie to John	-	\$ 1,169,000
Tay Trail North Paved Path – Leslie to Tay Trail	-	\$ 1,411,000
TOTAL	\$3,526,000	\$10,178,000
GRAND TOTAL	\$13,704,000	

Notes: PXO = pedestrian crossover

General Costing Assumptions:

1. PXO cost assumed to be \$20,000, to be confirmed at detailed design.
2. Bundled with sidewalk gap project as seen in Table 12.
3. Costs are in 2024 CAD and rounded up to nearest \$1,000.
4. Unit Prices derived from City of Ottawa 2023 Spec Code Listing unit rates and/ or recent contract unit prices.
5. Estimates based on conceptual sections – costs to be confirmed during detailed design.
6. Cost estimates include basic assumptions for various costs and contingency, such as Engineering and Construction Services, Municipal, Utilities, Property, Miscellaneous Soft Costs, Potential Geo-Technical Factors, AODA Compliance, Phasing of Implementation, Species at Risk and Project Mitigation, Approvals, Federal and Provincial Environmental Assessments.
7. Property impacts were not costed – value needs to be reviewed on a case-by-case basis by municipal staff.

Table ES-6: Pedestrian Facility Gap Program with Costs

Pedestrian Facility Gaps by Corridor or Location	Cost ¹
High Priority	
Provide sidewalks on both sides of Roads without sidewalks for the following locations: <ul style="list-style-type: none"> • Chetwynd – Sherbrooke to Craig ² • Scotch Line/ South – St. John High School Lane to Last Duel Park ² • Rogers – Cockburn to Scotch Line ³ 	\$ 5,889,000
Medium Priority	
Provide additional sidewalks on one side of Roads with only one sidewalk for the following locations: <ul style="list-style-type: none"> • Rogers – Harvey to Smith ² • Sunset Boulevard – Western Town Limits to Wilson ² • George Street – Wilson to Drummond ² • Sherbrooke – Foster to Riverside ² • Drummond – Harris to Sheppard ³ • Dufferin – Drummond to Eastern Town Limits ³ 	\$ 3,428,000
Low Priority	
Fill in any remaining gaps within the sidewalk network as per the recommended sidewalk policy set out in Table 13, or as opportunities arise.	-
Grand Total	\$ 9,317,000

1. Linear Rate for 1.8 m wide sidewalks is \$1,015 per meter.
2. Sidewalk implementation cost assumes no “bundling” with other capital projects, such as municipal renewals or future development, which may accelerate or delay the timing of implementation to maintain cost efficiencies.
3. Bundled with bike lane or cycle track project as seen in Table 11.
4. Costs are in 2024 CAD.

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1.0 Introduction

The Town of Perth is developing a new Active Transportation Plan (ATP) – a blueprint for planning, implementing, operating, and maintaining the active transportation network for existing and future residents in the years to come. The ATP will identify policies, infrastructure investments and programs to meet the needs of all active modes of transportation such as walking, rolling, and cycling. The ATP is a strategic policy document within the broad framework established by the Town’s Official Plan and Strategic Plan that will help achieve the town’s active transportation goals.

Identified as an action item in the Strategic Plan 2023–2027 and building off the 2017 Transportation Master Plan (TMP), this Plan is intended to build on the Town’s and their partner’s Vision, lessons learned and existing assets to enhance the experience for active transportation and provide residents with a choice in what mode of transportation they use. The ATP sets the foundation for a strategy to implement infrastructure, establish supporting policy and identify meaningful programs as a means of improving active transportation in Perth.



1.1 Why is Active Transportation Important for the Town of Perth?

The ATP is a forward-thinking initiative dedicated to enhancing the quality of life of the residents of Perth through active modes of transportation. There are many benefits that can be realized through the implementation of active transportation infrastructure, programs, and policies; it helps create a healthier, more vibrant, and connected community that makes physical movement more convenient, safe, and enjoyable option for everyone. Understanding these benefits can help support and rationalize future decision-making, and through communication and outreach help emphasize the value of these investments to support future decisions, commitments and priorities. More specific areas that are benefitted through active transportation include:

Health – Active transportation promotes active lifestyles which can reduce the risk of chronic diseases by improving heart, bone, muscle and lung health, as well as decreasing depression, anxiety and stress.

Equity and Inclusivity – Walking and cycling serves all ages, income levels and mobility levels, it is the most affordable alternative to driving and provides independence and autonomy from vehicles.

Economy – Walking and cycling tourists can help with economic growth on both a local and regional scale. They are also more likely to invest time interacting with the community they visit than motorists.

Safety – Investing in greater walking and cycling use translates to a greater sense of safety within the community, as they are more vulnerable to major injury that involve motor vehicles. Cities and towns with high levels of walking and cycling typically see lower rates of collision.¹

Environment – Significant environmental benefits can occur when people walk and cycle. Even short distance trips (1 to 3 km) that avoid motor vehicle use can greatly reduce carbon emissions. The co-benefits of mitigation efforts to health and economics add value to these actions.

1.2 How do we develop an Active Transportation Plan?

The Active Transportation Plan was developed in four phases using an iterative approach informed by input collected from town staff, stakeholders, and members of the public. Table 1 provides an overview of the study process and tasks completed for all phases of project work.

Table 1: Active Transportation Study Process

<p>1. Needs and Opportunities</p>	<p>Review background information, identify areas of need or opportunity, and establish the active transportation vision</p>	<p>General tasks included:</p> <ul style="list-style-type: none"> ▪ Inventory of existing facilities ▪ Review existing policies, programs, and initiatives ▪ Identify gaps, needs or areas for improvement ▪ Identify strengths, opportunities to leverage and improve or expand active transportation ▪ Develop a vision and general objectives ▪ Identify route selection criteria ▪ Identify network gaps – carry out online public engagement survey to identify priorities and objectives ▪ Develop Project List (include facility type recommendation) ▪ Prioritization/ Phasing of Projects ▪ Conduct comprehensive public engagement through Public Information Centre and Presentation to Council to hear from the end users on the proposed projects ▪ Cost and phase proposed network based of high-level unit costs and stakeholder priorities ▪ Develop supportive policy and initiatives for the implementation of the plan ▪ Document study process and recommendations in a technical report ▪ Presentation to Committee of the Whole
<p>2. Network Development</p>	<p>Identify proposed enhanced routes</p>	
<p>3. Implementation Plan</p>	<p>Confirm the network and develop a plan for implementation</p>	
<p>4. Plan Preparation</p>	<p>Develop final report to summarize study process, findings and recommendations</p>	

To inform the ATP, the following key audiences were engaged:

¹ Jacobsen, P.L., Safety in numbers: more walkers and bicyclists, safer walking and bicycling. Injury Prevention. 2003. 9:205-209.

- **Members of the public:** those who live within Perth who will be using/ experiencing the outcomes of the ATP.
- **Local businesses:** businesses play an active role in supporting cycling and transportation within the town and may be impacted by infrastructure recommendations.
- **Local interest groups:** representatives of clubs or organizations that focus on activity or have a strong preference for active modes of transportation, who often provide promotion and outreach support.
- **Local advisory committees:** committee representatives with a strong understanding of factors that can influence the experience of the user, such as the Accessibility Advisory Committee and the Climate Change Advisory Council.
- **Council members:** various members of Council to share experiences and understanding of their constituents.
- **Government agencies:** representation from external agencies who have jurisdiction over some elements of the plan or an interest in its success.

1.3 Who is the Active Transportation Plan for?

The active transportation plan is intended to address the needs of a broad range of users with varying interest levels, ability and skill when walking, cycling, rolling, and this includes the growing movement of micromobility users (power-assisted and electric devices). The recommendations contained within the ATP reflects the needs and preferences of all active transportation user groups to help encourage a broader range of people to use active modes of transportation more often. Understanding the factors that impact a user’s behaviour and preferences as well as the local context help shape the information, tools and resources contained within the ATP to ensure the recommendations are tailored to influence the change desired.

1.4 Engaging Perth

The development of the Active Transportation Plan was consistent with Master Plan Approach #1 of the Municipal Class Environmental Assessment (MCEA) Process. A key component of the MCEA process is to provide meaningful engagement and consultation with a minimum of two points of contact during the study process. Two types of engagement were utilized for this study: **self-guided** and **facilitator lead**.

Self-Guided

Purpose: to gain an understanding of residents’ current behaviours and provide the opportunity for residents to speak of their visions and experiences with active transportation in the community including key priority areas for facilities or destinations

Activity: Online Survey

230+ participants

500+ individual comments

Facilitator Lead (PIC)

Purpose: to engage members of the public in person, share information related to the needs and opportunities, preliminary alternatives and preferred solutions, and gain important feedback regarding the future of active transportation in the town.

Activity: In-Person Public Information Centre

15+ participants

90+ individual comments

Highlights of the online survey results are presented below, and the full summary of survey results and consultation process is provided in **Appendix A** and **Appendix B** respectively.

1.5 Perth At a Glance

Nestled between the Township of Drummond North Elmsley and Tay Valley Township within the borders of Lanark County, Perth is a connecting point for users of any mode with trail connections to the Rideau Heritage Trail and waterway connections with the Tay and Rideau Canals. The Active Transportation Plan (ATP) recognizes the history of active transportation development, including infrastructure, policies and programs that work to promote an active culture, and other active transportation foundations that have already been established. Our first step was to document them. Building upon these foundations was critical to developing a comprehensive, but tailored plan for the town.

1.5.1 Community Profile

A town profile was developed that highlighted the current conditions, influences and trends within the community. Two data sources were used:

Census Data: The 2021 Census Data from Statistics Canada^{2,3} asked respondents to provide information on their age, marital status, language, education, labour, mobility, income and housing. The results establish profiles for municipalities and regions across Canada.

Active Transportation – Online Survey: An online survey was released to residents of Perth that included 19 questions. The survey collected information about existing travel habits, priority locations for expanded pedestrian/ cycling facilities and target actions for investing in active transportation in the town.

A summary of Perth’s community profile is provided below.



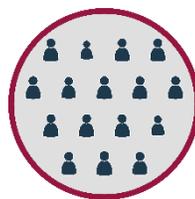
12.21 km²

Land Area



530

Population Density
per Square
Kilometre



6,469

Population



52.7

Average Age of the
Population



66%

Live less than 5 km
from their place of
work or school

² Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released February 8, 2023. (<https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E>).

³ Statistics Canada. Table 98-10-0461-01 Main mode of commuting, by commuting duration, distance (straight-line) from home to work and time leaving for work: Canada, provinces and territories, census divisions and census subdivisions. (<https://doi.org/10.25318/9810046101-eng>).

1.5.2 Active Transportation Patterns

Understanding where people travel and their general experiences and attitudes towards active transportation within Perth can help establish the context for identifying areas where investments to infrastructure could have the largest benefit to the community.

The Online Survey indicated that 47% of respondents are either retired or do not work; walking and jogging were more popular than cycling for all trip purposes (commuting to work/ school, personal visits, fitness, and running errands); and active transportation modes are mostly used for personal trips. The survey also indicated that respondents preferred using an active mode (45%) for trips less than a kilometre in distance, 17% for trips between 1 and 2.9 kilometres, and 0% for trips 3 kilometres or greater. The survey also revealed that respondents were generally comfortable using the town’s sidewalks (55%), bridges (57%), and trails and pathways (58%) for walking. By comparison less than half of respondents were comfortable using the trails and pathways (48%), bike-lanes and paved shoulders (27%), and least of all mixed-traffic (3%) when cycling.

Some of the specific responses relating to active transportation preferences from the Online Survey are highlighted below, with a corresponding reference depiction in Figure 1.

The top five bridges that respondents felt **discomfort** using include:

1. Beckwith Street Bridge
2. Rainbow Bridge
3. Drummond Street Bridge
4. Rogers Road Bridge
5. Craig Street Bridge and Stewart Park Bridges

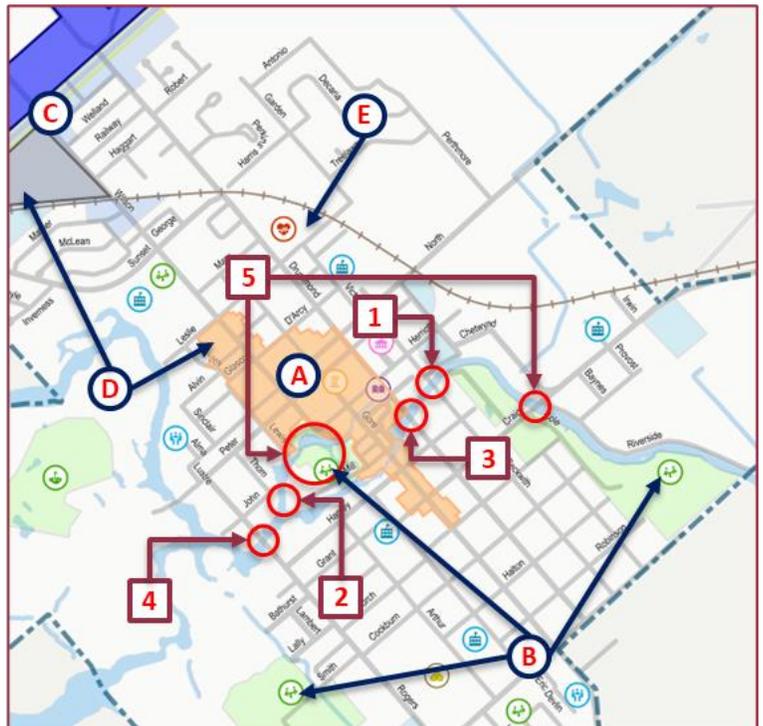
The **preferred** locations to enhance active transportation connections include:

- A. Downtown
- B. Parks
- C. Highway 7 Business Centre
- D. Grocery Stores
- E. Hospital/ Clinic

The corridors that have been identified as **important** to cyclists include:

- Gore-Wilson
- Perthmore-Sunset
- Drummond-CR10-North

Figure 1: Areas of Concern and Desired Enhancements



1.5.3 Current Policies and Design Framework

There are various policies and plans within each level of government that provide guidance on the planning, design, implementation and operation of active transportation facilities. A policy review was

undertaken to better understand the various levels of support that exist within the federal, provincial, and municipal levels of government to develop the Active Transportation Plan.

Table 2 provides a summary of existing policies within each level of government that are applicable to active transportation in Perth. A summary of all policies that were reviewed can be found **Appendix C**.

At a high-level, each of these policies provides support for active transportation; however, few of these documents beyond the local level provide policy, planning or design direction specific to Perth. By understanding the opportunities and gaps in these policies, there is a greater potential for the projects and strategies identified within the ATP to be considered and implemented. Aligning the recommendations outlined in this ATP with these higher-level policies and plans can also help with future federal and/ or provincial funding opportunities when they arise.

Table 2: Existing Policies

Federal Government	Province of Ontario	Lanark County	Town of Perth
<ul style="list-style-type: none"> - Federal Sustainable Development Act - Transport Canada 2022-2023 Departmental Plan (2022) - Transportation 2030: A Strategic Plan for the Future of Transportation in Canada 	<ul style="list-style-type: none"> - Accessibility for Ontarians with Disabilities Act - Provincial Policy Statement - Municipal Act - O. Reg. 369/09: Power-Assisted Bicycles - O. Reg. 389/19: Pilot Project – Electric Kick-Scooters - O. Reg 141/21: Pilot Project – Cargo Power-Assisted Bicycles 	<ul style="list-style-type: none"> - County of Lanark Transportation Master Plan - County ATV Usage By-Law 2013-20 	<ul style="list-style-type: none"> - Official Plan - Strategic Plan - Transportation Master Plan - Community Improvement Plan - Heritage Conservation District Plan - Climate Change Action Plan - Climate Change Advisory Panel - Asset Management Plan - Accessibility Plan 2020-2025 - Recreation Master Plan - Economic Development Master Plan 2022-2026 - Traffic and Parking By-Law No. 3961

1.5.4 Active Transportation Facilities

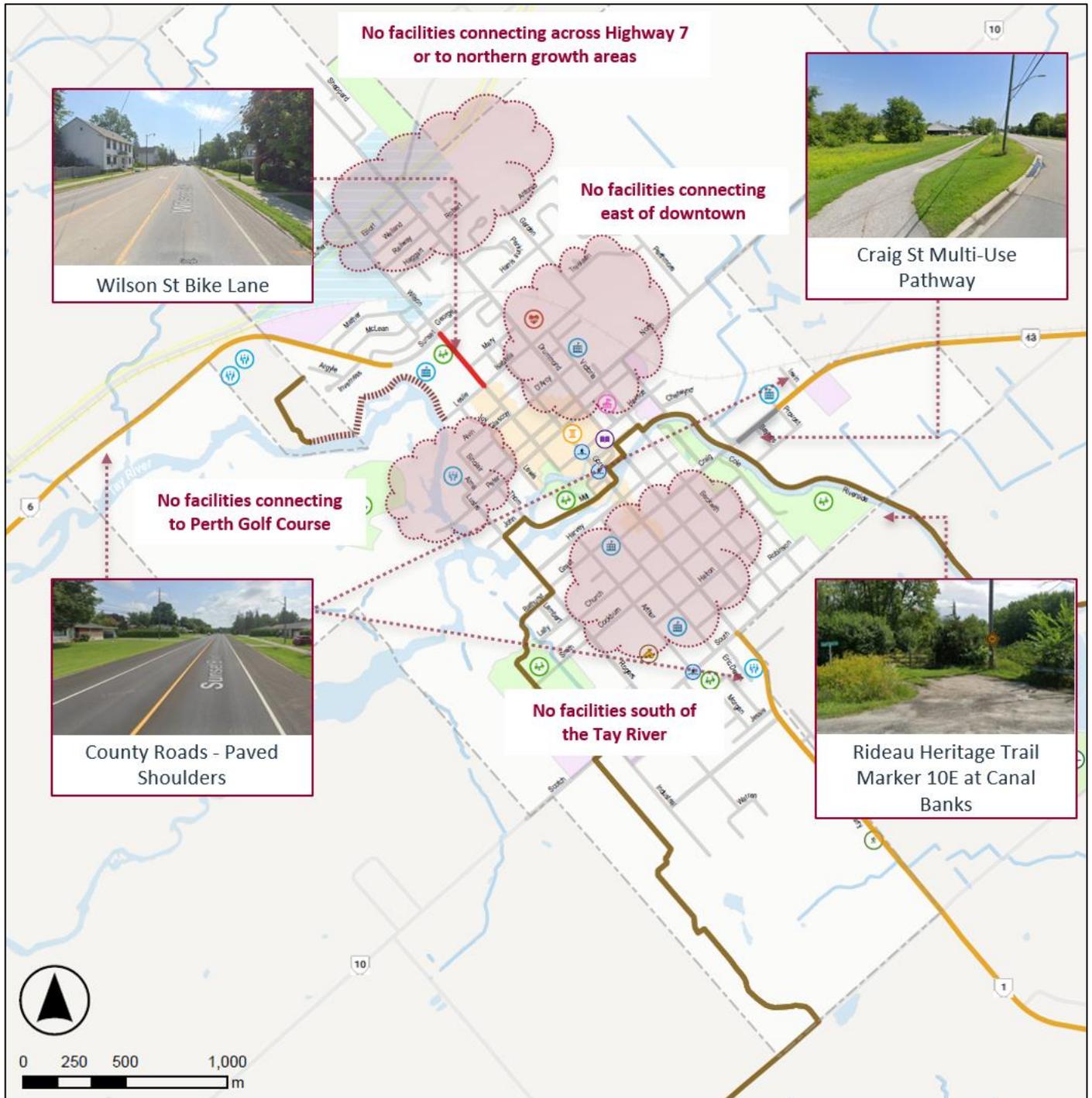
The existing active transportation and sidewalk networks are shown in **Map 1** and **Map 2** and consist of approximately:

- **6 km** of On- and Off-Road Regional Trails
- **2.75 km** of Off-Road Local Trails
- **260 m** of Physically Separated Cycling Facilities
- **5 km** of On-Road Facilities
- **35 km** of Sidewalks

A comprehensive inventory of the sidewalk network was completed, and a heat map was developed highlighting areas with excellent coverage (sidewalk on both sides of the road), adequate coverage (sidewalk on one side of the road) and poor coverage (no sidewalks), as depicted in **Map 3**. Upon review of the existing active transportation and sidewalk networks revealed the following:

- **Dedicated cycling facilities are isolated and disconnected.** (Refer to Figure 2)
- **The sidewalk network is concentrated within the town’s core area and less developed in the periphery neighbourhoods.**

Figure 2: Review of Cycling Facilities in Perth



1.6 Needs and Opportunities

Upon review of existing travel behaviour, active transportation infrastructure, and engagement with stakeholders and staff, a summary of different needs and opportunities was developed and presented in **Table 3** below.

Table 3: Summary of General Needs and Opportunities

Increase Active Transportation Adoption	Opportunity to convert local vehicle trips to pedestrian or cycling trips, based on the relative size of the town (~10 minutes biking distance between any two points within the urban boundary) and the proportion of trips made by residents being less than 5 km in length.
Best Practices in Active Transportation	Need to adopt contemporary best practices in both planning and design guidelines/ standards of active transportation facilities to ensure they prioritize the comfort and safety of users of all ages and abilities, especially the most vulnerable.
Sidewalks	Need for more clarity in related policy for the provision and treatment of sidewalks, such as accessibility and walkability/ permeability, within new subdivisions. Need to fill the sidewalk gaps, particularly in the town’s periphery. Opportunity to expand sidewalk requirements/ considerations through the ongoing Official Plan update.
Cycling Connectivity	Need for a more complete, safe, connected and convenient cycling network. Need for greater regional cycling considerations along arterials roads and recreation trail policies. Opportunity to expand cycling requirements/ considerations through the ongoing Official Plan update.
Cycling Priority	Need some form of prioritization of cycling enhancements over time, to help guide future investment and leverage opportunities as they arise.
Active Tourism	Opportunity to support growth of tourism in the region through strategic investments in active transportation, particularly near key destinations.
Subdivision Design and Access	Need for the provision of cycling infrastructure in future residential developments to complement the provision of continuous pedestrian facilities. Opportunity to expand cycling considerations through the ongoing Official Plan update to ensure active transportation permeability within future subdivision designs.
Site Plan Design and Access	Need for Urban Design Guidelines for commercial and mid/ high density uses policy to maximize the number of connections between entrances and onsite amenities to the municipal active transportation network. Opportunity to expand active transportation network and policy considerations during the Site Plan Control process as part of the ongoing Official Plan update.
Highway 7	Need to recognize the importance of active transportation facilities in proximity to, connecting to, and connecting across the Highway 7 corridor, and to address the significant barrier it presents to safe active transportation connections between the existing and future communities north and south of the highway.
Education and Incentives	Opportunity to expand education and incentive programs to promote the uptake of active modes of transportation and reduce the reliance on single occupant vehicles. Leverage local interest groups to support active transportation adoption as the implementation plan rolls out.

Climate Change	Opportunity to reduce greenhouse gas emissions by converting local vehicle trips to active mode trips, particularly for trips less than 5-km in length.
Trucks and Road Closures	Need to update relevant policies to reflect previously planned “truck-bypass” is no longer proceeding. Opportunity to consider road closures to strengthen the overall active transportation network.
Affordability	Need to ensure the ATP is financially sustainable, provides flexibility but also tangible benefits to the community.
Safety, Equity and Inclusivity	Need to adopt policy and design standards that prioritize safety and comfort of active transportation users to promote greater equity and inclusivity in the transportation system.

1.7 A Vision for Active Transportation in Perth

The ATP includes a vision statement and set of corresponding central themes. The vision statement acts as a formal, aspirational statement that identifies what the community will look like in the future. It also provides the foundation for establishing the specific themes that are benefitted through a strong active transportation plan, and whose metrics will help gauge the progress and effectiveness of the recommendations over time.

Vision Statement

“The vision of the Perth Active Transportation Plan is to create a vibrant, accessible Perth where walking, cycling, and rolling are not just modes of transport but a way of life, contributing to the sustainable use of the Town’s assets, its tourism economy, and the health and well-being of its residents.”

To support the vision, the following key themes were developed:

- 7. Health and Fitness:** Policies that promote active transportation have been shown to have a positive impact on many health indicators through the increase in physical activity.
- 8. Equity and Inclusivity:** As the residents of Perth continue to age, active transportation provides independence to all ages, income levels and mobility levels by providing an affordable transportation option.
- 9. Quality of Life:** Enhancement to the current active transportation network improves the quality of life of residents through safer roads and sidewalks, healthier and more active lives, and more sustainable use of current assets.
- 10. Connectivity:** Current gaps in Perth’s active transportation infrastructure are forcing users to find safer routes that increase travel time. Enhancements make it easier for residents and visitors to walk and bike as a part of their lives.
- 11. Environmental Sustainability:** Active transportation supports environmental sustainability through reduction in motor vehicle usage translating to less congestion, improved travel times, and reduced greenhouse gas emissions.
- 12. Tourism:** Active transportation is becoming an increasingly important component of tourism as Lanark County and Perth’s partner municipalities focus more on cycle tourism, the area is becoming known as a cycling destination.

2.0 Developing the Active Transportation Network

The foundational elements of the Active Transportation Plan (ATP) are the recommended pedestrian and cycling networks, which aim to create a continuous and connected active transportation system in Perth. These networks build upon existing routes and facilities, regional and local trail systems, and routes proposed in other approved policy documents. The network plans will also be supported by policies and programming initiatives to incentivize and encourage greater active transportation adoption and provide tools that enable the town to more easily and cost-effectively implement these networks.

The following section outlines the process for how the recommended networks were developed, including the facility type identified for the cycling network, the proposed pedestrian links, and trail connections.

It is important to emphasize that the recommended pedestrian and cycling networks are not intended to remain static and unaltered over time. The network will be shaped by a set of tools and resources used by staff and partners to guide future decision making as new opportunities arise. The proposed network must be flexible so staff can adapt to changes and evolving trends that come with growth, but still couched within the vision and principles established in this ATP.



2.1 Network and Project Development

A select list of active transportation projects to address identified needs and opportunities was developed using an iterative 5-step process, based on the existing active transportation network review and informed by input from stakeholders and town staff. Each step and their corresponding outcome are outlined in Table 4 below, with additional information provided in the following sections.

As indicated, the route selection criteria for potential active transportation enhancements were established in consultation with town staff, stakeholders, and the public through their experiences using the existing network. The route selection criteria listed in Table 5 was applied to determine which corridors should be given greater priority for active transportation enhancements.

Using the selection criteria as established in Step 2, routes were identified to fill identified network gaps, connect key/ popular destinations in town, consider future planned road works, and were highlighted as routes in need of enhancement identified by the project team, town staff, and the public.

The next step was to identify the appropriate facility type to apply to each identified route. This will be discussed further in **Section 2.2**.

Table 4: Steps to Develop the Recommended Active Transportation Network

1	Step 1: Existing Conditions	
	Inputs	GIS Data received from the town, review of provincial, regional, and municipal approved planning documents, and input from stakeholders and town staff.
	Assessment	Identify existing and planned facilities as well as routes under construction through document and data review including off-road trails (regional and local), on-road bicycle routes, paved shoulders, sidewalks and cycle tracks.
	Outcome	Map of Existing and Planned Facilities (Map 1 and Map 2).
2	Step 2: Selection Criteria (Route and Facility Type)	
	Inputs	Input from town staff, stakeholders, residents and project team.
	Assessment	Identify a set of criteria to help select, assess, and refine routes to form part of the preferred cycling network. The route selection criteria are meant to be a guide to help achieve the vision and overall Plan goals.
	Outcome	Selection Criteria for Cycling Routes and Pedestrian Links (see Table 5).
3	Step 3: Candidate Routes	
	Inputs	Existing conditions review via desktop and field observations, input from town staff and stakeholders, noted on-road bicycle routes and tours, the proposed "Bike and Pedestrian Routes" in Figure 33 of the Perth Transportation Master Plan (2017).
	Assessment	A proposed route is identified if a connection satisfies a sufficient number of route selection criteria (Step 2) or identified through the engagement process. Routes are identified to complete gaps in the existing and planned network and consider the appropriateness and suitability of the route.
	Outcome	List of candidate routes for Active Transportation enhancements.
4	Step 4: Confirm Proposed Network and Identify Facility Types	
	Inputs	Desktop review, input from town staff and stakeholders, OTM Book 18 Cycling Facilities Nomographs for facility type.
	Assessment	Review the potential for cycling facilities on the proposed routes including the proposed facility types while confirming the preferred cycling network. Review the potential for pedestrian facility implementation and if a combined cycling and pedestrian facility should be considered.
	Outcome	List of Active Transportation enhancements by corridor.
5	Step 5: Project Prioritization	
	Inputs	Consultation with town staff, potential desire lines, public feedback, and significance/sensitivity of connections.
	Assessment	Prioritize the identified projects into groupings of immediate and target networks based on prioritization criteria, ease of implementation, and input from the town staff that coincides with the phasing of other projects.
	Outcome	Recommended Active Transportation Network Scenario Maps (Map 7, Map 8, Map 9, and Map 10)

Table 5: Route Selection Criteria for Active Transportation Network Enhancement

Route Selection Criteria		Description
Connected	Schools & Community Hubs	Provides connections to schools and community facilities (See Map 4)
	Parks and Open Spaces	Provide connections to neighbourhood parks and recreational facilities such as Last Duel Park, Stewart Park, and Conlon Farm (See Map 4)
	Amenities & Services	Provides connections to major amenities and service providers (See Map 4)
	Commerce & Employment	Provides residents and visitors with connections to commercial and employment nodes (See Map 4)
	Growth Areas	Provides connections to future growth areas (See Map 4)
	Natural Areas & Trails	Connects existing natural areas such as the Tay River, and the existing and planned trails (See Map 1)
	Regional Cycling Routes	Connects to existing regional cycling routes (See Map 5)
Logical	Direct and Efficient	Provides direct and permeable connections between origin and destination; route is efficient for those who want to move quickly
	Easy to Follow	Logical, well signed, and minimizes the number of turns
	Avoids Barriers	Avoids crossing higher class roads that typically have heavy traffic and/ or provides safe crossings when necessary (See Map 6)
	Consistent	Facility types and presence of dedicated or signed cycling infrastructure is consistent along route
Cost Effective	Capital Cost	Proposed routes are feasible and appropriate in scale for the town
	Sustainable	Locate, align, and design routes so they can be sustained over the long-term

2.2 Project and Facility Type Identification

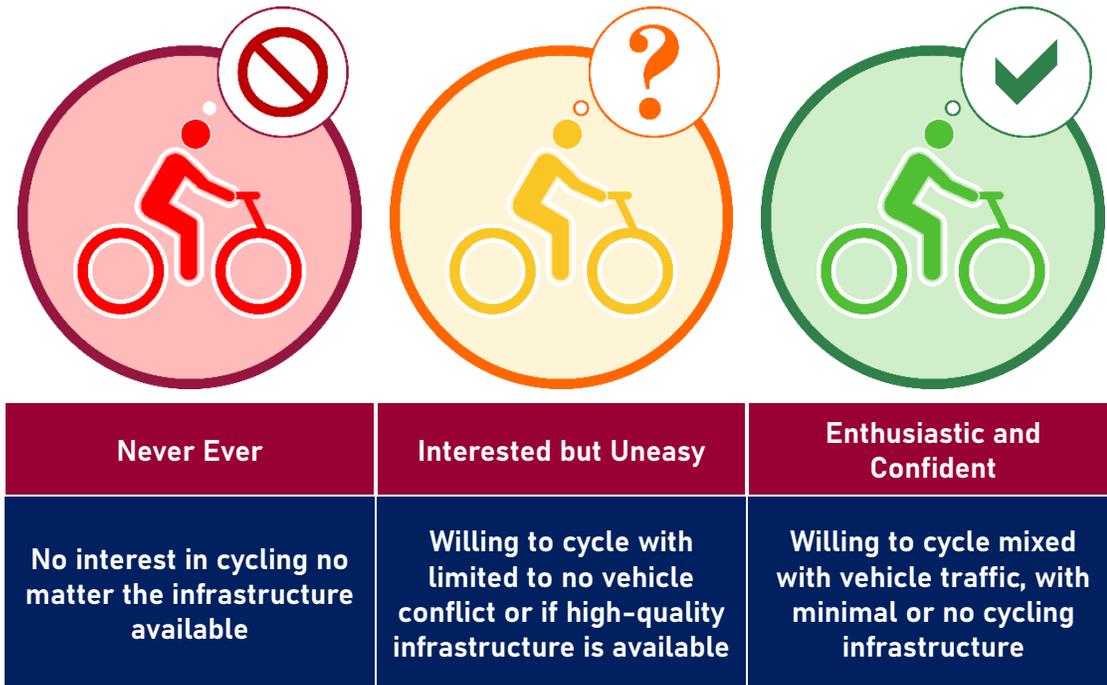
2.2.1 Understanding Active User Type

There are different user types with varying needs, modes of transportation, interests, abilities and skill levels that need to be considered when developing an ATP. These user types include pedestrians, cyclists, and even the growing movement of micromobility users (power-assisted and electric devices).

The term “pedestrian” in the ATP includes persons of all ages and abilities and may include children, adults, seniors, users with mobility aids (wheelchairs, walkers, canes or other assistive devices), users with disabilities, and other users such as joggers, inline skaters, skateboarders, scooters, persons with young children, and persons walking dogs.

In terms of cyclists, there are generally three categories of cyclist; these categories are meant to reflect the range of user comfort level, experience and in some cases preference when selecting a cycling route/facility. The three types of cyclists are presented in Figure 2, with the majority of the population typically falling within the interested but uneasy category.

Figure 3: Types of Cyclists



There are potential opportunities to improve peoples comfort levels resulting in a shift to a higher cyclist category through the introduction of micromobility devices. Micromobility describes small, fully or partially human-powered vehicles such as e-bikes and e-scooters, intended to enable more “active” travel by supporting short- to medium-distance trips, and addressing first and last mile connections associated with transit.⁴ Within this ATP, discussions on micromobility will focus on power-assisted and e-vehicles such as e-bikes, e-cargo bikes, and e-scooters.

2.2.2 Understanding the Active Transportation Facility Type

There are different facility types to choose from when developing the long-term active transportation network. Active transportation facilities can generally be categorized as **on-road** or **off-road** facilities, with various subcategories based on users, level of separation, and street context.

On-road active transportation facility types are often classified by their horizontal separation between active transportation users (typically cyclists) and motorized traffic. Users are generally more comfortable with greater separation between the active transportation facility and motorized vehicles (the “buffer” space), which holds true in Perth based on the online survey results. Paved shoulders are a

⁴ Transportation Association of Canada, Shared Micromobility Services in Canadian Communities, (2024).

means of separating pedestrian and cyclists from vehicles on rural roads (i.e. without curb and gutter) where budget and/ or space do not allow for a fully separated facility. The buffer space can also be augmented with physical measures, such as pin curb or flex posts that force vehicles to provide even greater separation from the active transportation facility.

Off-road active transportation facility types are both horizontally and vertically separated from motor vehicles and can mix pedestrians and cyclists or separate them. Hence, they are often classified by their separation between pedestrians and cyclists as well as the surface treatment. Separating cyclists and pedestrians results in less intermodal conflicts and can greatly improve the comfort for all users. Similarly, surface treatments along off-road trails contribute to the comfort of cyclists, with paved and more compact surfaces providing a smoother experience, whereas loosely compact surfaces detract from the experience.

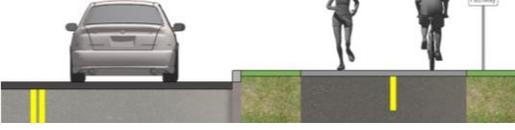
Pedestrian Crossing facilities, under the Highway Traffic Act fall into two categories:

- **Protected crossing** - where vehicles must yield to pedestrians, and
- **Unprotected crossing** - where pedestrians must yield to vehicles.

Protected crossings include traffic control signals, pedestrian crossovers (PXOs), stop sign, all-way stop control, pedestrian signals, pedestrian grade separation, and crossing guards. For busy corridors, protected crossings such as PXOs should be implemented to provide pedestrians with opportunities to safely cross.

A depiction and description of the various types of active transportation facilities are provided in Table 6.

Table 6: Summary of Different Active Transportation Facility Types

Facility Type	Depiction or Example	Description
Pedestrians Only		
Sidewalk		<ul style="list-style-type: none"> Sidewalks are located within the boulevard space and provides a dedicated space for pedestrians. Recommended sidewalk design requirements are provided in Section 3.2.1.
Mixed		
Paved Shoulder		<ul style="list-style-type: none"> Paved shoulders provide a designated space along the edge of the road located directly adjacent to motor vehicle travel lanes. The shoulder can be a space for cyclists exclusively, designating it a bike lane, or shared with other active transportation users in rural environments. The route should be signed as a bike route with supplementary markings and signage to denote that other users such as pedestrians may use the paved shoulder. Recommended paved shoulder design requirements are provided in Section 3.2.1.
In-Boulevard Multi-Use Path		<ul style="list-style-type: none"> In-boulevard multi-use paths (MUPs) are physically separated from motor vehicle traffic by a boulevard between the path and motor vehicle traffic lane. The multi-use path within the road right-of way; and are shared by pedestrians, cyclists and other active transportation users. In-boulevard facilities provide the highest level of separation for cyclists and are typically used when motor vehicle operating speed and volumes are very high. Recommended in-boulevard multi-use path requirements are provided in Section 3.2.4.
Off-Road Trail		<ul style="list-style-type: none"> Off-road trails are located outside of a road right-of-way are typically found within hydro corridors, forest tracts and parks. These connections function as recreational facilities or convenient connections between core cycling routes. Like an in-boulevard MUP, an off-road trail is intended to be shared between cyclists, pedestrian and other nonmotorized users. Off-road trails could be a variety of surface types depending on the location and context and surrounding land uses. Natural surfaces or crushed limestone are appropriate surface types. If the demand for trail usage is high or if it forms part of a larger trail system, consideration could be given to pave the trail. In the planning and design of off-road trails, due diligence is needed to ensure AODA compliance and environmental impacts are analyzed and mitigated. Recommended off-road trail design requirements are provided in Section 3.2.5.

Facility Type	Depiction or Example	Description
<p>Living Street (Woonerf)</p>	<p>Marché Way - Lansdowne Park, Ottawa</p> <p>Exhibition Way - Lansdowne Park, Ottawa</p>	<ul style="list-style-type: none"> • Living Streets (commonly referred to as “Woonerfs”) reflect a street design in which all users, whether pedestrians, cyclists, or vehicles, share the space – there are no dedicated spaces for active users, while vehicle movements are typically restricted and calmed. • The intent of a Woonerf design is to grant the highest priority to active users while maintaining the minimum requirements to accommodate occasional vehicle use (including delivery trucks and emergency vehicles). Elements of the living street include <i>distinct gateways, elimination of continuous curbs, use of traffic calming measures, provision of on-street parking, outdoor furnishings and landscaping.</i> • Benefits include: <ul style="list-style-type: none"> ▪ Reduced vehicle speeds ▪ Increase pedestrian and cyclist safety ▪ Maintains parking ▪ Improved use of public space for socialization, activities, and street amenities ▪ Reduced physical accessibility barriers • Drawbacks include: <ul style="list-style-type: none"> ▪ High cost; often requiring major road redesigns ▪ Recommended for areas with: <ul style="list-style-type: none"> - <100 vehicles/hour during peak periods - <600-metre corridor length
<p>Pedestrian Crossovers (PXO)</p>		<ul style="list-style-type: none"> • Requires motorists to stop, when pedestrians or dismounted cyclists are present, providing safe crossing opportunities. • PXOs are located along 1 to 4 lane roadways providing protected crossing at mid-blocks, roundabouts, intersections, and right-turn channels. • Facility type is split into four categories determined by posted speed and vehicle volumes. • Further discussion relating to pedestrian crossing treatments are provided in Section 3.2.6.

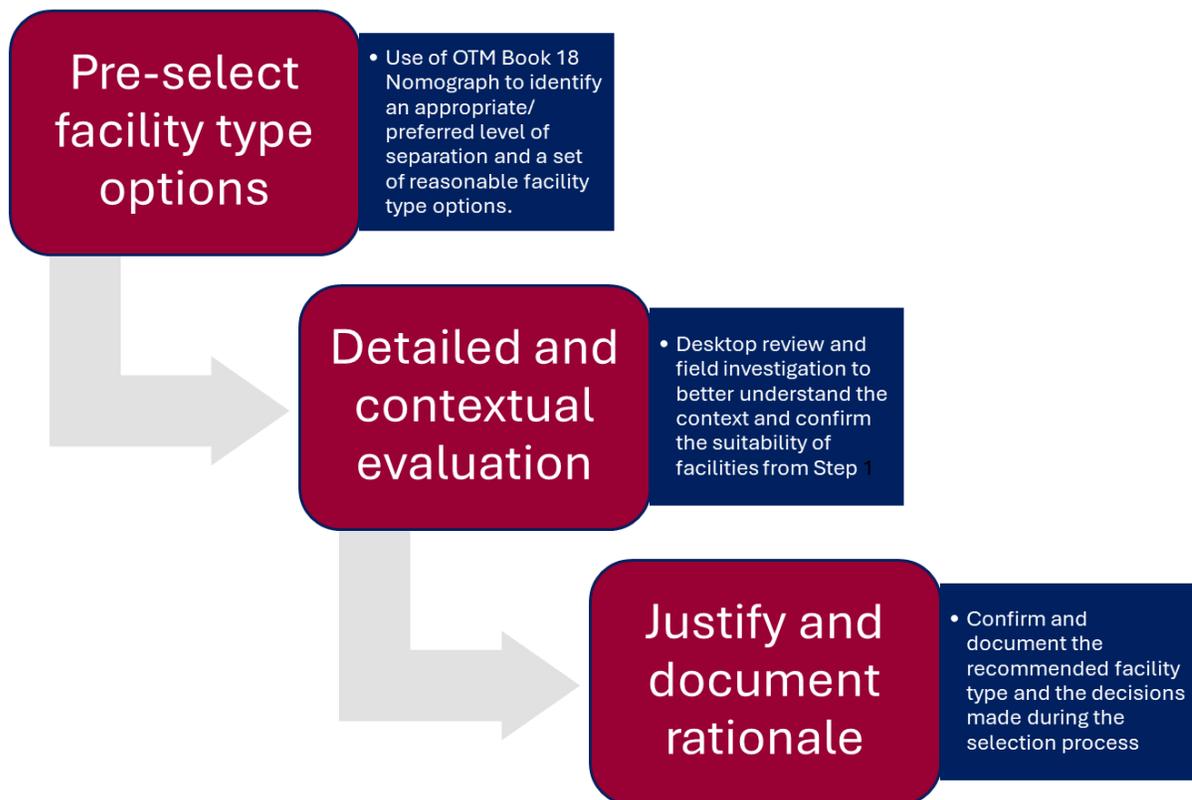
Facility Type	Depiction or Example	Description
Cyclists Only		
Shared Space		<ul style="list-style-type: none"> • A signed bike route is a shared facility that is formally marked by a green bike marker sign. • The marker sign is intended to indicate to motorists that they should be aware of cyclists on the road and provides route confirmation for cyclists. • Supplementary signage or pavement markings can be used such as “Share the Road” or painted sharrow symbols for wayfinding. • Signed bike routes are only to be implemented on roadways with low motor vehicle operating speed, traffic volumes and truck volumes.
Bike Lanes and Buffered Bike Lanes		<ul style="list-style-type: none"> • Bike lanes have a similar physical description to paved shoulders. • A buffered bike lane has the same general application as a bike lane, the difference is that where a bike lane is typically placed adjacent to the curb, their location may shift for additional separation where vehicle volumes are very high or if adjacent to a parking lane and additional buffer space may be provided to have a clear ‘door zone.’ • Recommended bike lane design requirements are provided in Section 3.2.2.
Cycle track		<ul style="list-style-type: none"> • A cycle track combines the user experience of a separated facility with the on-street infrastructure. • It is physically separated from motor traffic with a vertical and/or horizontal separation and is also distinct from the sidewalk space. • The space is exclusively for cyclists and can be one-way or two-way. They can also be at either the road level or sidewalk level. • Cycle tracks offer a high level of security for cyclists and demonstrate that bicycles are part of the road network by dedicating a space to them. • Cycle tracks are used in an urban setting where volumes and speeds are high as well as there being anticipation of high cycling volumes. • Recommended cycle track design requirements are provided in Section 3.2.3.

2.2.3 Defining the Active Transportation Facility Types in Perth

Pedestrians in urban contexts shall be accommodated by sidewalks. Shared pedestrian and cycling facilities would be accommodated by multi-use pathways or trails, and in rare instances within rural environments on paved shoulders.

For cyclists, the facility type chosen for any route selected for enhancement was determined based on the pre-selection nomographs developed within the *Ontario Traffic Manual (OTM) Book 18: Cycling Facilities*. The ideal facility type can be determined from the annual average daily vehicle traffic volume (AADT) and posted speed limit on the proposed cycling route, which is a representation of the general safety and comfort of the cyclist. In other words, roadways with higher traffic volumes and higher posted speed limits would justify the implementation of cycling facilities that have an increased level of separation from traffic. A review of the surrounding context is then carried out to identify at a planning level whether the recommended facility type would be feasible for implementation based on a multitude of factors, such as existing road right-of-way, presence of vegetation and driveways, utility pole locations, etc. A summary of the 3-step facility selection process is shown in Figure 4 below.

Figure 4: Cycling Facility Selection Process



There are two types of pre-selection nomographs in *OTM Book 18* that can be used depending on location and context. Given the urban/ suburban context of Perth based on Schedule A of the Official Plan and indicated by mixed uses, closely spaced driveways, on-street parking and pedestrian activity, the facility selection guidance for urban/ suburban environments was used.

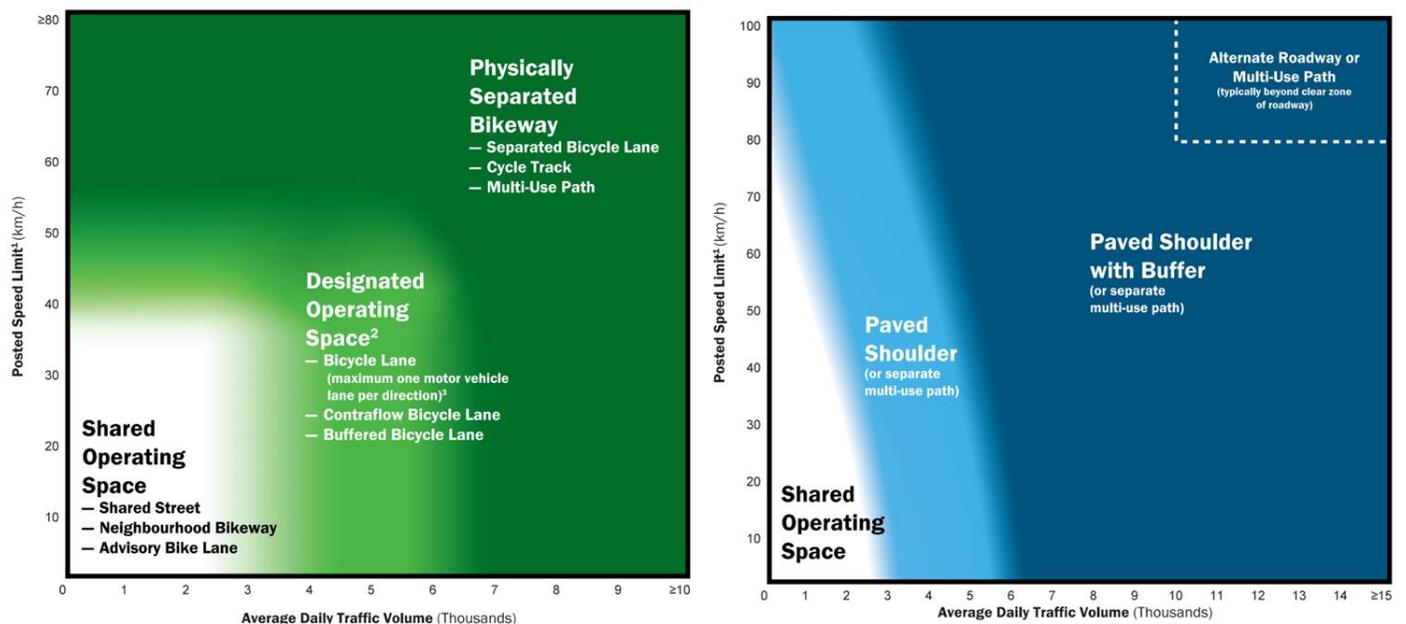
Paved shoulders were recommended in areas that have no concrete curb or have gravel shoulders. In addition, they were expected to be shared between pedestrians and cyclists in instances where there are notable constraints or barriers to providing off-road or separated facilities.

The recommended cycling facility type identified in *OTM Book 18* for each identified route was treated as the minimum facility type provided that the surrounding context is able to accommodate such a facility without the requirement to purchase property. The intent was to provide the highest quality facility possible within any given context.

In cases where a lower separation level than that recommended based on *OTM Book 18* was proposed due to limitations in the road right-of-way or notable physical constraints, supplemental measures were suggested to ensure user safety and comfort is at the forefront. For example, proposing a potential reduction in the posted speed limit and other traffic calming measures and the use of delineator/ flex posts.

The selection nomograph tools from *OTM Book 18* are shown in Figure 5.

Figure 5: *OTM Book 18* Cycling Facility Pre-Selection Nomographs, Urban/ Suburban Context (left) and Rural Context (Right)



The above selection criteria nomographs may be used to guide future implementation and should be utilized in future capital road projects where applicable. Additionally, the recommendations herein should be revisited and verified as part of Perth's next **Transportation Master Plan** update that may feature changes in the long-term road network (such as new roads or road widenings) that may change the types of active transportation facilities selected in the Active Transportation Plan.

2.3 Recommended Active Transportation Network

The recommended active transportation network as presented in a series of maps (Map 7, Map 8, Map 9, and Map 10) that aims to provide improved connectivity, a network that is easier to navigate, and provides a safe and comfortable experience for users travelling within and through Perth.

One of the essential objectives of the recommended networks is to provide feasible route options for anyone, not just the confident user, whether they are travelling east-west or north-south across town. For example, one of the critical gaps in the cycling network is the lack of north-south connectivity through town – there is no clear and connected route between South Street and Highway 7. The recommended cycling network addresses this gap through enhancements to Drummond St., Rogers Rd. and the Tay Valley Trail.

The recommended networks also build in redundancies that allow users to reach their destinations using a variety of routes, while selecting routes that avoid conflict areas and providing supporting infrastructure when these areas cannot be avoided.

The recommended cycling network is organized into three scenarios: **immediate**, **target**, and **ideal**.

The **immediate network (Map 7)** represents enhancements that can be implemented within the next 5 years, representing projects that are lower cost and quicker to implement, but still provide some tangible benefit to active users.

The **target network (Map 8)** represents the comprehensive active transportation network that includes higher-order facilities and higher-quality treatments. This network is intended to reflect the vision established in the Active Transportation Plan (ATP). These items would include projects that may be bundled with future road projects (such as road renewals), to be confirmed in the next Transportation Master Plan (TMP) update.

The **ideal network (Map 9)** represents the ultimate outlook for the active transportation network if notable barriers are overcome and potential opportunities are leveraged. This representation is aspirational but gives the community a blueprint of what may be possible. The ideal network would require further engagement and approval from other agencies or municipalities to be achieved and should be revisited at every ATP or TMP update.

The **pedestrian facility gap program** identifies and prioritizes pedestrian infrastructure gaps to be filled in the sidewalk network as shown in **Map 10**. The program is grouped into high, medium and low priority projects. This allows the municipality flexibility when implementing the program, rather than a time horizon, identifying those facilities that should be targeted when adequate funds/ budget permit them. It is important to stress that **the program is intended to be flexible**, meaning some medium or low priority projects may be fulfilled earlier than high priority projects if an opportunity presents itself, such as bundled with a future capital project (this may include a road renewal, future development, or future road modification identified in the next Transportation Master Plan (TMP) update).

A summary of the network breakdown by facility type is shown in Table 7 and Table 8.

Table 7: Network Enhancements by Facility Type

Recommended Active Transportation Network by Linear Distance				
Facility Type	Existing Active Transportation Network (KM)	Immediate Active Transportation Network (KM)	Target Active Transportation Network (KM)	Ideal Active Transportation Network (KM)
Shared Space (signed route)	-	7.0	7.0	7.0
Paved Shoulder	4.5	6.4	6.4	6.4
Bike Lane	0.4	3.3	0.4 ¹	0.4
Cycle Track	-	-	2.9	2.9
Multi-Use Pathway	0.3	0.3	1.6	2.5
Off-Road Trail	4.3	4.3	5.8 ¹	8.4
Living Street	-	-	-	1.8
Sidewalk	35	67.2 ²		
Total KM	44.4	62.6	65.4	96.6

1. Includes conversion to higher-order facility, such as cycle track, multi-use pathway, or paved off-road trail.
2. The pedestrian facility gap program envisions roughly 32 km of new sidewalks; however, these were not organized as part of the three network scenarios, there is a separate prioritization program outlined in **Section 4.2.** and Table 12.

The immediate network includes addressing pedestrian facility gaps, reallocating road space to provide bike lanes or paved shoulders (an increase by nearly 3.0 km over the existing network) and adding pavement markings and signage to support shared roads (nearly 8.0 km).

The target network includes more intense interventions, such as upgrading bike lanes to cycle tracks, expanding the multi-use pathway and off-road trail network, and continuing the pedestrian facility gap fill program to lower priority areas. The target network represents nearly double the linear length of active transportation facilities in the town.

The ideal network generally reflects the full completion of the pedestrian facility gap program, the development of a new pathway system following the CPKC rail-line and highlighted by a re-imagined downtown core as a “living street.”

Table 8: Network Crossing and Bridge Enhancements

Recommended Crossing and Bridge Enhancements				
Facility Type	Existing Total	Immediate Horizon Total	Target Horizon Total	Ideal Horizon Total
Pedestrian Crossings	3	10	10	13
Bridge Treatments	-	1	3	3
Total	3	11	13	16

The recommended active transportation network is intended to be flexible such that if new opportunities arise it can be accommodated within the plan. This could include the addition of routes or revision of

facility types as part of future master plans, such as the next Transportation Master Plan update. The ATP is flexible by design and is expected to evolve over the course of time.

2.3.1 Network Integration Opportunities

The town should always investigate opportunities to strengthen the active transportation network as part of other capital projects or future growth areas, where the additional cost to incorporate these facilities would be relatively low. Some opportunities may include:

- **Future capital projects or renewals:** if a capital project triggers the deconstruction and rehabilitation of a roadway, the town should attempt to add or enhance active transportation facilities if the budget permits it. This is the central concept of a “Complete Streets” approach to network development.
- **Future Development:** The town should require all future development or re-development applications to consider filling any active transportation facility gaps (including off-road trails and pathways) at the cost of the developer.
- **Transit projects:** If public transit service or related projects arise in the future, the town should incorporate active transportation supportive facilities to ensure these sustainable modes are integrated, such as bus bike racks, bike amenities at bus stops, sidewalk connections to bus stops, bus shelters, accessible furnishings, among others.

Perth’s next Transportation Master Plan update should review the recommended active transportation plan and attempt to align future right-of-way requirements to protect for active transportation facilities appropriate for the road classification and context.

2.3.2 Network Barriers

The following section outlines some key barriers to implementing the ideal active transportation network as shown in Map 9 and Map 10.

- **The numerous bridges found throughout Perth.**

Collectively, there are 12 bridges found throughout Perth, 6 of which support vehicles and pedestrians, 2 support vehicles only, and the remaining 4 only accommodate pedestrians. Currently, none of the bridges include cycling infrastructure either forcing cyclists to dismount to cross the bridge on a sidewalk or share the space with vehicles.

- **The current designated truck route along Wilson Street and Gore Street.**

The truck route along Wilson-North-Sherbrooke-Chetwynd-Craig poses a barrier to users along the corridor by creating frictions that detract from the user’s safety and comfort. Therefore, proposed routes aim to avoid this corridor and when this is not feasible appropriate facilities are to be provided.

- **Crossing and navigating along Highway 7.**

Currently, Provincial Highway 7 is a barrier to pedestrians and cyclists trying to connect to the Meadows Development at Drummond, the HWY Business Centre at Wilson, and to the County Road 511 regional cycling routes. Proposed alternatives to address this barrier include unidirectional bike lanes on

Drummond, a pedestrian refuge at the Wilson Gateway, a CR511-Meadows active transportation connection, and the CPKC rail pathway.

- **Implementing the multi-use pathway and crossings in proximity to the CPKC rail line**

Barriers to implementing the CPKC rail pathways include the limited right-of-way space along the corridor, the high daily volumes, the multiple jurisdictions and the special crossing solutions required at Wilson, Drummond and Harris, and North. All elements of the CPKC rail pathway should be implemented together to avoid potential network gaps such as disconnected segments and missing crossing enhancements. Alternatives to the CPKC rail pathway include the Drummond corridor, and the Garden-Harris bypass.

- **Implementing higher-order cycling infrastructure along Drummond Street**

When selecting the routes for the active transportation network Drummond Street was identified as a key north-south corridor due to:

- It being a continuous connection between Hwy 7 to the north and South Street to the south.
- There is an intersection at Hwy 7 that leads to the north end commercial area and the Meadows development area.
- Traffic concerns identified on parallel streets, e.g. Beckwith bridge was perceived as the least inviting active transportation bridge crossing in the Online Survey.
- Drummond St was amongst the important active transportation corridors in the Online Survey

However, challenges associated with integrating active transportation facilities along the corridor include:

- The limited right-of-way space due to encroaching building frontages.
- The desire to maintain on-street parking based on consultation.
- Potential complications associated with bridge and the rail corridor crossings.
- Budgetary constraints and social impacts of acquiring property

The ideal scenario for the Drummond cycling corridor includes higher-order cycling facilities throughout (such as cycle tracks), but the above-mentioned challenges meant compromises had to be made in order to integrate cycling enhancements in a feasible and financially sustainable way. The targeted network for Drummond includes:

- Cycle tracks between Sheppard and Perkins where sufficient right-of-way space is available.
- Shared street supported by pavement markings and signage from Perkins to South Street, where the available right-of-way is not adequate to support higher-order cycling facilities.
- Providing an enhanced crossing at key transition points:
 - Welland to support access to the Perth Mews,
 - Perkins connecting to the proposed sidewalk east of Drummond.
- Supporting traffic calming measures along shared street sections to reduce vehicle speeds.

These enhancements still provide tangible benefit to local users but does require monitoring and refinement as users provide feedback over time, particularly along the shared street sections. While higher-order active transportation facilities along Drummond were not included in the immediate or targeted networks, there is an opportunity to revisit this potential through the town's Transportation Master Plan update that can better identify trade-offs with vehicle traffic and parking along the corridor.

- **Implementing higher-order cycling infrastructure along Scotch Line / South Street**

Similar to the Drummond Street corridor, Scotch Line/ South Street corridor was recommended for cyclizing enhancements based on the following conditions:

- The connection between County Road 1, County Road 10, and Last Duel Park.
- The connection to numerous regional cycling routes.
- The connection to the Conlon Drive, Rogers Road, and Drummond Street north-south active transportation corridors.

However, challenges associated with integrating higher-order active transportation facilities along the corridor include:

- Multiple jurisdictional control (Lanark County, Town of Perth, and Township of Drummond North Elmsley).
- The rural context.

The optimal solution for Scotch Line/ South includes higher-order cycling facilities along the entirety of the corridor. However, given the above-mentioned challenges compromises were required to integrate Scotch Line/ South Street within the active transportation network in a feasible and financially sustainable way. The immediate network includes:

- Paved shoulders along both sides.
- Enhanced crossings at:
 - St John's Catholic High School
 - Rogers Road
 - Eric Devlin

These enhancements still provide tangible benefit to local users but does require monitoring and refinement as users provide feedback over time. While higher-order active transportation facilities along Scotch Line/ South Street were not included in the targeted or ideal networks, there is an opportunity to revisit this potential through the town's Transportation Master Plan update that can better identify trade-offs with vehicle traffic and parking along the corridor.

- **Integrating with and connecting to the Perth Golf Course development.**

The Perth Golf Course development 2019 Infrastructure Master Plan proposes over 940 new residential units with two vehicle access points at Peter Street and the Lanark County Office access. However, the 2023 amendment proposes all vehicles for both Community and Golf Course trips would access the site by Peter Street only, which increases the risk of congestion and crossing conflicts on Peter Street, and reliance on the Peter Street bridge to manage all traffic to/ from the new development. Whatever the outcome, the ATP is expected to function with either the single access point or the double access loop option. The long-term operations of Peter Street and the bridge should be reviewed as part of the next Transportation Master Plan update.

- **Cost of implementing sidewalk on at least one side on every local street.**

It has become commonplace for sidewalks to be provided on at least one side of every continuous street (with few exceptions, such as short cul-du-sacs or dead-end streets) that epitomizes accessibility and

safety for pedestrians. However, sidewalk integration is not always simple, such as rural contexts or if utility conflicts exist, and can be costly to implement retroactively as an isolated project. As a result, they are often constructed as part of a larger capital project, such as a road renewal or new development to manage costs.

3.0 Keeping Momentum

The following section will provide policy and design guidance to support the implementation of the Perth Active Transportation Plan (ATP).

3.1 Design Guidance

3.1.1 TAC

The Transportation Association of Canada (TAC) publishes various handbooks and standards to guide the design, management, maintenance and operation of transportation systems across Canada. The following are some of the relevant TAC references to support the Perth ATP:

- *TAC Canadian Guide to Traffic Calming (2018)*
- *TAC Geometric Design Guide for Canadian Roads; Chapter 5 – Bicycle Integrated Design (2017)*
- *TAC Guidelines for Establishing Posted Speed Limits (2009)*
- *TAC Pedestrian Crossing Control Guide (2018)*
- *TAC Safety Performance of Bicycle Infrastructure in Canada (2020)*
- *TAC Speed Management Guide (2016)*

3.1.2 OTM

The Ministry of Transportation, Ontario published the Ontario Traffic Manual (OTM) to “provide information and guidance for transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario.”⁵ The following are some of the relevant OTM references to support the Perth ATP:

- *OTM Book 5: Regulatory Signs (2021)*
- *OTM Book 12: Traffic Signals (2012)*
- *OTM Book 12A: Bicycle Traffic Signals (2018)*
- *OTM Book 15: Pedestrian Crossing Facilities (2016)*
- *OTM Book 18: Cycling Facilities (2021)*

3.1.3 Other

The following are additional references to support the Perth ATP:

- Accessibility for Ontarians with Disabilities Act (AODA, 2005)
- City of Toronto Multi-Use Trail Design Guidelines (COT, 2015)
- Guidelines for New Development in Proximity to Railway Operations (FCM/RAC, 2013)
- National Association of City Transportation Officials (NACTO):
 - Urban Street Design Guide
 - Global Street Design Guide
 - Urban Bikeway Design Guide
 - Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities
 - Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings

⁵ Ministry of Transportation, Ontario. Introduction to the Ontario Traffic Manual. St. Catherines ON. Foreword. 2005.

4.0 Implementing the Vision

4.1 Design Considerations

The following section outlines some general recommendations for the design of active transportation facilities. The recommendations herein are not exhaustive, but provide a foundation based on the cited industry standards. Ultimately, it is to town staff's discretion on whether unique or custom solutions may be acceptable that deviate from the recommended standard, subject to proper supporting documentation and study.

4.1.1 Sidewalks and Paved Shoulders

Sidewalks are an integral component of an active transportation network. They facilitate safe movement of all persons regardless of age and ability outside the road space. The most equitable forms of transportation, such as walking and rolling, are enabled by simply providing a well-connected and well-constructed sidewalk network.

The **recommended standards** for the design of **sidewalks**:

- Sidewalks should have an absolute **minimum width of 1.5m** to comply with provincial accessibility standards (AODA) that allows for a mobility device to turn around. A **target width of 1.8m** or more should always be considered for optimal comfort and passing.
- The surface type is typically concrete. Roads with on-street parking or a separated cycling facility, a **curb to sidewalk spacing of 1.0m** is recommended to allow for snow storage on collector roads, while **2.0m** is recommended on arterial roads.

Refer to *OTM Book 15* for additional design guidance related to sidewalks.

Paved shoulders are the part of the roadway that is adjacent to the regularly traveled portion and on the same level as the roadway. Typically, there is no physical curb to delineate the road space and the boulevard or active transportation facility. It is rare to find separated pedestrian or cycling facilities on these roadways since there is typically limited space and far less walking and cycling activity to justify them.

The rural roadways within the town are found on County roads, and the paved shoulder requirements should follow the county's design standards based on vehicle volumes to ensure sufficient width is allotted. The safety and comfort of active users using paved shoulders may be enhanced with traffic calming measures. Further discussion is provided in **Section 3.2.4**.

Refer to *TAC Geometric Design Guidelines for Canadian Roads* for further guidance relating to paved shoulders.

4.1.2 Bike Lanes

As previously outlined in Table 6, bike lanes are on-road cycling facilities that are separated from vehicle traffic through pavement markings and can be supported with traffic calming measures (e.g., flex posts) to provide greater comfort and safety.

The **recommended standards** for the design of **bike lanes** were based on *OTM Book 18, Table 4.7* and summarized as follows:

- Uni-directional bike lanes in most situations should have a **minimum width of 1.5m** and a **target width of 1.8m**. Note, it is permissible for an absolute minimum facility width of 1.2m but only in constrained situations and for lengths of 100m or less.
- Uni-directional bike lanes that split two travel lanes should have a **minimum width of 1.8m** and a **target width of 2.0m**. This includes bike lanes between through lanes and turn lanes on an intersection approach, as well as between through lanes and merge lanes downstream of an intersection.
- Uni-direction bike lanes that are adjacent to on-street parking should have a **minimum width of 1.5m lane + 0.6m parking buffer** and a **target width of 1.5m lane + 1.0m parking buffer**.

Buffered bike lanes are similar to conventional bike lanes, but they have a painted buffer to provide extra safety and comfort for cyclists. This facility type is best suited for roadways with moderate vehicle traffic and operating speeds between 40km/h and 50km/h.

The **recommended standards** for the design of **buffered bike lanes** were based on *OTM Book 18, Table 4.8* and summarized as follows:

- Buffered bike lanes in most situations should have a **minimum width of 1.5m + 0.3m buffer** and a **target width of 1.8m + 1.0m buffer**. The combined width of the bike lane and buffers should not exceed 2.8m to avoid confusion as a vehicle travel lane, even if marked and signed as a bike lane.
- Buffered bike lanes that are adjacent to on-street parking should have a **minimum width of 0.6m parking buffer + 1.5m lane** and a **target width of 1.0m parking buffer + 1.5m lane + 0.3m buffer**.

Refer to *OTM Book 18* for additional design guidance related to bike lanes, such as bi-directional bike lanes, integration at intersections and supporting signage and pavement marking details.

4.1.3 Cycle Tracks

Cycle tracks are a more costly facility but can provide a higher-level of comfort and safety for cyclists. They are physically separated from vehicles (both horizontally and vertically) and is designed exclusively for cyclists.

The **recommended standards** for the design of **cycle tracks** were based on *OTM Book 18, Table 4.4* are summarized as follows:

- Uni-directional cycle tracks should have a **minimum width of 1.5m** and a **target width of 2.0m**.

Wider cycle tracks (2.5m) may be desired on high-demand routes (>1,500 cyclists/day). The noted widths may be reduced to 1.2m over very short distances in constrained areas or in complex circumstances (such as to avoid hydro pole relocations).

Refer to *OTM Book 18* for additional design guidance related to cycle tracks, such as bi-directional facilities, integration at intersections, separation treatments and requirements, and supporting signage and pavement marking details.

4.1.4 In-Boulevard Multi-Use Paths

An in-boulevard multi-use path is horizontally and vertically separated from motor vehicle traffic by a curb and grass strip, which is often referred to as a “boulevard” or paved “splash strip” within the roadway right-of-way. This facility type provides two-way travel, is shared between people riding bikes and pedestrians, and is suitable for roadways with moderate to high traffic volumes and speeds. While this facility provides separation from motor vehicles, it does not segregate pedestrians and cyclists, which creates challenges with integrating these users at intersections and with accessibility users. However, it is more affordable and easier to implement than a cycle track and sidewalk combination.

The **recommended standards** for the design of **in-boulevard multi-use paths** were based on *OTM Book 18, Table 4.5 and 4.6* and summarized as follows:

- On a low-to-moderate volume path (< 100 users/ hour) and a posted speed limit of ≤ 60 km/h, a **minimum width (excluding curb) of 3.0m + 0.6m buffer** and a **target width of 3.5m + 1.5m to 2.5m buffer**.
- On a high-volume path (> 100 users/ hour) and a posted speed limit of ≤ 60 km/h, a **minimum width (excluding curb) of 3.0m + 0.6m buffer** and a **target width of ≥ 4.0m + 1.5m to 2.5m buffer**.
- If the posted speed limit exceeds 70 km/h, the minimum width of the buffer must be outside the clear zone – which is defined in the *TAC Geometric Design Guideline for Canadian Roads (2017)*. If the facility cannot be located outside the clear zone, engineering judgement and supporting analysis should be provided to determine an appropriate design solution.

Refer to *OTM Book 18* for additional design guidance related to in-boulevard multi-use paths, such as thresholds to segregate pedestrians and cyclists, integration at intersections, and supporting signage and pavement marking details.

4.1.5 Trails

A variety of types of trails serve different purposes and provide a different user experience. The classification of trails varies but can largely be grouped into the following categories.

- **Walking / Hiking Recreational Trails** – These recreational trails are intended to support walking and hiking. They are primarily located within natural areas and parks and generally have unpaved surfaces.
- **Multi-use Trails** – These trails are intended to accommodate a wide variety of users, such as cyclists and pedestrians, and are used for both utilitarian and recreational trips. They can be further classified into secondary and primary multi-use trails.
 - **Multi-use Trails (Secondary)** – Secondary multi-use trails act as tributary branches to the larger primary multi-use trails. These trails provide local, community-level connections. These trails can accommodate a lower volume of users compared to primary multi-use trails.
 - **Multi-use Trails (Primary)** – Primary multi-use trails have a city-wide function, connecting neighbourhoods and providing access to key destinations across different parts of a city. These trails can accommodate a higher volume of users compared to secondary multi-use trails.

This section primarily focuses on providing design criteria and guidance for primary and secondary multi-use trails. These trails are intended to serve as or replace exterior paths of travel, can accommodate multiple types of users, and are intended to be compliant with *Accessibility for Ontarians with Disabilities Act (AODA)* standards. References that informed the recommended standards have been noted.

Table 9: Recommended Trail Design Standards

Criteria	Description	Recommended Standards
Design Speed	<p>Design speed is used to inform the design of geometric features such as turning radii and horizontal alignment.</p> <p>Design speed should match the anticipated speed of fast-moving cyclists on the trail.</p>	<p>20 km/h for secondary multi-use trails</p> <p>30 km/h for primary multi-use trails, with consideration for higher design speeds depending on the downgrade of the cycling facility</p> <p>(TAC and COT)</p>
Trail Width	<p>The width refers to the horizontal width of the multi-use trail surface. Having appropriate trail widths ensures that trail users can safely pass one another.</p> <p>The increased separation can improve the comfort level for all users of the facility. The following design widths assume two-way travel.</p>	<p><u>Primary (Secondary) Multi-Use Trails</u></p> <p>Minimum: 2.4 m</p> <p>Adequate: 3.0 m (2.8 m)</p> <p>Target: 4.0 m + (3.0 m +)</p> <p>The minimum in this case is only suitable for short sections which are highly constrained, for example, across a bridge deck or utilities or major natural features such that costly construction activities can be avoided.</p> <p>(OTM)</p>
Cross and Running Slope	<p>Cross-slope is the transverse slope of the trail, and it is necessary to ensure proper drainage and runoff from the trail surface. Trails can be designed such that all runoff is directed towards one side of the trail or designed with a crown configuration where runoff is directed to both sides of the trail.</p> <p>Running slope is the longitudinal slope of the trail. Greater running slopes increase the difficulty and effort required to ascend the trail.</p>	<p><u>Cross Slope</u></p> <p>Target: 2.0%</p> <p>Maximum: 4.0%</p> <p><u>Running Slope</u></p> <p>Target: < 4%</p> <p>Maximum: 5%</p> <p>(TAC and COT)</p>

Criteria	Description	Recommended Standards									
Clearance Zones	<p>Vertical clearance refers to the area of space above the trail which should be kept clear of all obstructions.</p> <p>Horizontal or lateral clearance refers to the area of space adjacent to the trail which is kept clear to improve safety of trail users and provide recovery space. This lateral clearance also provides “elbow space” for cyclists riding adjacent the edge of the trail, or while passing.</p> <p>Clearance to hazards is important to ensure trail users can avoid various objects without impacting the safety of other trails users.</p>	<p>Vertical Clearance Minimum: 2.5 m Target: 3.0 m</p> <p>If vertical clearances less than 2.5m cannot be avoided, warning signs should be installed to warn trail users of the potential hazards.</p> <p>Horizontal Clearance Primary and Secondary Multi-Use Trails Minimum: 0.6 m Target: 1.0 m</p> <p>Clearance to Hazards Minimum = 0.2m for features between 100mm & 750mm high Minimum = 0.5m for features > 750mm</p> <p>Clearance to utility poles to be confirmed with local utility providers. (TAC and COT)</p>									
Horizontal Curves	<p>Horizontal curves are often described in terms of their radii. Curves with sufficiently large radii ensure that cyclists and other users can safely negotiate the trail’s change of direction. The radius depends on three main factors: the design speed, the banking of the curve, and the lateral friction between the surface and the bicycle tires. Multi-use trails typically have cross-slopes of 2% which also represents the banking of the curve. Lateral friction is highly dependent on the trail surface. Hard surfaces, such as asphalt, will require significantly smaller turning radii compared to granular surfaces such as stone dust.</p> <p>Minimum and recommended horizontal curve radii for asphalt surfaces with a banking of 2% are provided below. These values represent common trail characteristics, and the radii are presented as a function of design speed.</p>	<table border="1"> <tr> <td>Design Speed (km/h)</td> <td>20</td> <td>30</td> </tr> <tr> <td>Minimum Radius (m)</td> <td>10</td> <td>17</td> </tr> <tr> <td>Recommended Radius (m)</td> <td>10</td> <td>20</td> </tr> </table> <p>(COT)</p>	Design Speed (km/h)	20	30	Minimum Radius (m)	10	17	Recommended Radius (m)	10	20
Design Speed (km/h)	20	30									
Minimum Radius (m)	10	17									
Recommended Radius (m)	10	20									

Notes:

- TAC = Transportation Association of Canada
- COT = City of Toronto
- OTM = Ontario Traffic Manual

4.1.6 Intersections and Crossings

The following section provides guidance and references that can support the town on how best to integrate active transportation users at intersections and crossings when opportunities arise for intersection upgrades or new intersections to be constructed. The guidelines and suggestions presented here should be reviewed as part of the next Transportation Master Plan update to ensure they synergize with the long-term vision of the road network.

Active Transportation Integration at Intersections

The municipality may consider more contemporary traffic signal designs and timing plans, that can improve safety and priority of pedestrians and cyclists at intersections. Current and future traffic signals should be reviewed and ensure they are designed to contemporary standards, including the signal timing plans. Some examples of measures that would help improve safety and comfort of active users at these locations include:

- Consider audible features and crossing timers at all signalized intersections.
- Ensure busy unsignalized intersections are assessed using the appropriate warrants for traffic signals and all-way stop control, based on provincial guidelines (*OTM Book 12: Section 4* for Signals; *OTM Book 5: Section 2* for Stop Control).
- Ensure that there is sufficient crossing time for pedestrians. Crossing times should be based on a 1.0 m/s walking speed, but with flexibility to provide walk speed for less than 1.0 m/s in areas where there are more vulnerable users, such as near schools or seniors' residences.
- Prohibiting "right-turns on red" on movements turning into busy crossings, to reduce potential conflicts between vehicles and pedestrians or cyclists.
- Provide an advanced pedestrian phase, where pedestrians are given a head start for 5 seconds and all traffic movements are shown a red signal. This measure requires pedestrian signal heads.
- Consider traffic calming measures to reduce speeds within intersections, such as high visibility crosswalks or reducing curb radii at locations not on designated truck routes. Further discussion on traffic calming as it relates to road corridors is provided in **Section 3.2.7**.
- Incorporate appropriate design treatments at intersection for safe pedestrian and cycling integration (*OTM Book 15: Section 6* for pedestrians; *OTM Book 18: Section 6* for cyclists).
- Ensure sufficient space is protected at intersections through by-law requirements for corner sight triangles and through the development review process.

In the City of Ottawa, there is a specialized resource that provides guidance on to how to accommodate pedestrians and cyclists at intersections along active transportation/ complete street corridors: *Protected Intersection Design Guidelines (2021)*. This is another useful guideline to review when designing new or retrofitting existing intersections that prioritizes the safety and comfort of active users.

Pedestrian Crossings

An uncontrolled crossing is a crossing that does not have any traffic control measure to provide a dedicated pedestrian right-of-way. Therefore, pedestrians must wait for a safe gap to fully cross the roadway or for vehicles to stop before crossing. In accordance with Ontario's Highway Traffic Act ⁶, controlled pedestrian crossings in the Province of Ontario are only at locations where vehicles are controlled by any of traffic signals, intersection pedestrian signals, mid-block pedestrian signals, pedestrian crossovers, stop signs, yield signs, or school crossings when a school crossing guard is supervising the crossing.

⁶ Ontario Highway Traffic Act, R.S.O 1990, Chapter H.8 (http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90h08_e.htm)

The standard practice for protected pedestrian crossing design in the province is based on the *OTM Book 15: Pedestrian Crossings*. This manual provides detailed information relating to various types of controlled pedestrian crossings include traffic control signals, pedestrian crossovers (PXOs), stop signs, all-way stop control, pedestrian signals, pedestrian grade separation, and crossing guards. It also includes warrants and decision-making tools to determine the best type of crossing treatment to apply in various contexts. The town should apply these tools for any capital project that is in the area of influence of a pedestrian route or desire-line, or if there are public concerns with any pedestrian crossing in the municipality to determine if enhancements may be justified.

4.1.7 Traffic Calming

The behaviour of motor vehicles may not always align with the context or intended function of the roadway. The most common example is vehicles travelling at speeds higher than the posted speed limit. This behaviour increases the risks to active users, particularly on local streets or streets where active users are expected to share the road space with vehicles. Physical interventions in the roadway may be necessary to mitigate the issue or at least reduce the potential risks, which is often referred to as traffic calming.

The *TAC: Canadian Guide to Traffic Calming (2018)* provides a framework, decision-making tool, and toolbox of measures to address vehicle speeding. Possible interventions should be considered when implementing on-road cycling facilities to ensure the appropriate treatment is selected to avoid physical conflicts or challenges with active users.

Some examples of traffic calming measures used to support active transportation facilities are provided in Table 10. Any measures that have drainage or design implications should be studied accordingly, and any potential impacts to vehicle operations should be assessed. A more thorough review of road implications should be completed in the next Transportation Master Plan update.

Table 10: Examples of Active Transportation Supportive Traffic Calming Measures

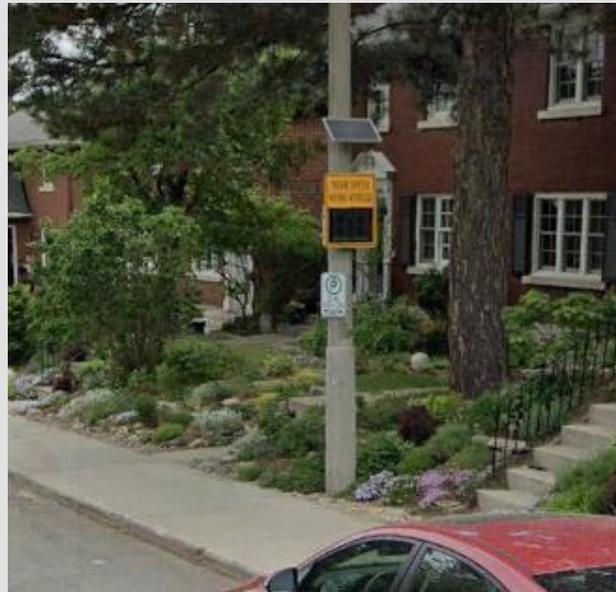
<p>Flexposts – Edgeline or centreline Delineators</p>	 <p>Image: Bronson Avenue, Ottawa (Google, 2023)</p>
<p>Pavement markings and signage</p>	 <p>Images: Left-Fifth Street, Ottawa (Google Earth, 2022); Right-Glen Avenue, Old Ottawa South Community Association (2017)</p>
<p>Traditional Bulb-out / Curb Extension / Narrowing</p>	 <p>Image: Sherwood Dr. at Reid Ave., Ottawa (Google Earth, 2021)</p>

Cycling friendly
Bulbout – e.g.,
with pavement
markings and
optional
planters or flex
posts



Images: Top-Fairmont Avenue. and Hereford Drive, Ottawa (City of Ottawa, 2022); Middle-Aberdeen Street, Ottawa (City of Ottawa, 2021); Bottom- O'Connor St. at Third Ave., Ottawa, (Google Earth, 2021)

Speed display
sign



Images: Holland Avenue at Sherwood Drive, Ottawa (Google Earth, 2021)

4.1.8 Other

Additional design considerations have been noted with the corresponding references that should be reviewed at the detailed design of any active transportation project.

Trail Elements and Amenities (e.g. wayfinding, lighting, furnishings and others) – Toronto Trail Guidelines: Section 7
General Operations and Maintenance – (Municipal Highways) Ontario Regulation 366/18 under the Municipal Act (Cycling Facilities) OTM Book 18: Section 10
(Trails) Toronto Trail Guidelines: Section 9

4.2 Policy Considerations

4.2.1 Guidance

Implementing the Active Transportation Plan (ATP) depends on strong and effective top-down policy initiatives that reflect the benefits and importance of active transportation in Perth. The key components of the ATP, such as the network and implementation plan, should be adopted into municipal planning and policy documents to connect the strategy to the broader goals of the town. As such, active transportation projects and initiatives should be reflected in the Perth Official Plan (OP).

Affected Policies and Plans

- Town of Perth Official Plan (OP) - Update Schedule “B” of the OP to include active transportation network (i.e. trails and cycling routes).

4.2.2 Complete Streets

Complete Streets are streets that are planned, designed, constructed, operated and maintained for all modes of transportation and all street users. The street network functions in such a way that it allows people to arrive at their destination using a wide range of travel modes with a sense of comfort.

A Complete Streets Policy can be considered for all types of projects and policies at any stage. It can be used as a guiding tool for town staff, agencies, planners and developers to build, design and retrofit existing or new infrastructure. The goal of the policy should be to promote equal consideration to multiple transportation mode users in order to provide a balanced and inclusive transportation network.

- It is recommended that the Town of Perth consider adopting the Complete Streets policy, see **Appendix D** for a sample framework, to provide a standardized guideline in planning, constructing and maintaining infrastructure for all modes of travel and all transportation system users. This policy should be refined and integrated within the next Transportation Master Plan update.

4.2.3 Accessibility (AODA) and Equity

The AODA sets out the accessibility design standards to address physical barrier within the built environment in support of equitable access and inclusivity for all people, including the most vulnerable road users. Given the Town’s aging demographic, age-friendly communities help create more accessible environments for people of all ages and abilities. These communities respond to the opportunities and challenges of an aging population by creating physical and social environments that:

- Support independent and active living; and
- Enable older adults and people with disabilities to continue contributing to all aspects of community life.

It is recommended that the Town of Perth:

- Adopt language in the OP and TMP to follow the AODA standards for all new active transportation facilities in all future capital projects.
- Incorporate design elements that ensure accessibility for people of all ages and physical abilities.
- Ensure equal access to essential services and amenities, including healthy food outlets, healthcare, recreation and education, is provided for those who do not drive.
- Monitor and evaluate the effectiveness of these designs to avoid unintended negative consequences for equity-deserving groups.
- Provide age-friendly communities and apply an equity lens when engaging the community about and updating and establishing policies for active transportation facilities.

4.2.4 New Developments

New development areas should be reviewed to identify opportunities to connect future communities to the active transportation network within the town. It is important that the town staff work with the development community to ensure that active transportation facilities and amenities are incorporated into their subdivision designs in a manner that encourages active modes of travel, such as adding easements for pathway shortcuts.

The conceptual plan of new developments should include typical details for active transportation facilities, including an on-site circulation network that incorporates active transportation elements and connects to the broader network, through new or planned connections. These improvements could include traffic-calming infrastructure at strategic locations, streetscaping features and supportive infrastructure for active transportation, such as pedestrian rest areas. These features should be included prior to draft plan approval during the re-zoning stage and to subdivision approval and registration. Detailed design drawings, specifications and cost estimates for construction for active transportation facilities should be included in the document package as part of the Site Plan Control application.

The town is recommended to strengthen language supporting active transportation in the town's current Zoning By-Law. This should include language focusing on enhancement of active transportation amenities in private developments, such as increasing the number of bicycle parking spaces as part of residential, commercial, and institutional developments, as well as promoting building forms that accommodate structures to encourage people to access the development using active transportation modes.

Affected Policies and Plans

Comprehensive Zoning By-law No. 3358

- Add by-law regulation regarding parking space requirement for bikes (i.e. number of bike parking spaces, location of bike parking).

4.2.5 Micromobility, Electric Bikes and Scooters

Micromobility and electric-powered vehicles such as e-bikes and kick style e-scooters have emerged as a potential solution for mobility needs for people of various ages and abilities at the provincial, national and international level.

E-bikes and other forms of micromobility can help municipalities support sustainable and inclusive travel choices such as the first and last mile travel and can help to reduce the physical stress of biking by permitting a rider to travel longer and farther than a traditional bike. A power assisted bicycle, such as an e-bike refers to a vehicle that:

1. Has steering handlebars and is equipped with pedals.
2. Is designed to travel on not more than three wheels in contact with the ground.
3. Is capable of being propelled by muscular power.
4. Has one or more electric motors that have, singly or in combination, the following characteristics:
 - a. It has a total continuous power output rating, measured at the shaft of each motor, of 500 W or less,
 - b. If it is engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,
 - c. If it is engaged by using an accelerator controller, power assistance immediately ceases when the brakes are applied,
 - d. It is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground,
 - e. Bears a label that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle as defined in this subsection; and
 - f. Has one of the following safety features:
 - i. An enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that it is operable by the driver, or
 - ii. A mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h.

By contrast e-scooters, refer to a vehicle that has:

1. Two wheels (one at the front and one at the back).
 2. A platform to stand on.
 3. A handlebar for steering.
 4. An electric motor that does not exceed 500 watts.
 5. A maximum speed of 24 km/h on a level surface.
- It is recommended that the Town of Perth establish and/ or amend relevant by-laws to pronounce where e-bikes and e-scooters are prohibited and permitted, clarify the use along on and off-road facilities, and establish and enforce parking policy and designated parking areas.

4.2.6 Cycling on Sidewalks

The *Highway Traffic Act (HTA)* has been interpreted to generally prohibit cyclists from riding on a sidewalk unless authorized by a specific municipal by-law and/ or directed by traffic signs or traffic control devices. Municipal by-laws do not currently allow cyclists, defined as vehicles, on sidewalks except for vehicles used for the carriage of small children or persons with a disability. Relevant policies and by-laws should be updated to prohibit cyclists from riding bicycles on sidewalks except for youth (i.e. children 12 years and under 12) with an accompanying parent.

- The Town of Perth should update the existing by-laws to refer to the provision of sidewalk cycling being permitted for youth 12 and under, in addition to users with disabilities

4.2.7 Reduced Speed Zones

The risk of a road crash and severity of that crash is directly related to speed. In defining the facility types for cycling routes, recommendations are based on the *Ontario Traffic Manual (OTM) Book 18* nomographs that identify the recommended type of separation between motor vehicles and vulnerable road users based on the Average Annual Daily Traffic (AADT) volume and travel speed.

The World Health Organization (WHO) have stated that when vehicle speed is reduced, the chance of survival for a pedestrian or cyclist involved in a crash is drastically increased. For example, at a vehicle travel speed of 30 km/h, a pedestrian struck by the vehicle has a 90% chance of survival. This is reduced to less than 50% at a speed of 45 km/h and with a 0% chance at 80 km/h.

On May 1, 2018, the Government of Ontario updated the Highway Traffic Act regulations to provides municipalities with the authority to establish speed limits lower than 50 km/h within neighbourhoods using specialized gateway speed limit signage.

If there is a desire and sufficient public support to investigate reductions in posted speeds, it requires development of a speed management policy. The *TAC Speed Management Guide (2016)* provides a framework to develop such a policy. This policy would establish criteria based on different roadway contexts that promotes a consistent application for establishing reduced speed zone areas within the town. Typical criteria include road type, context and surrounding land use, traffic volumes, existing speed limits, roadway widths and the active transportation environment. It is based on this last criterion that a speed reduction policy is recommended for Perth.

In a number of instances, there is insufficient space or opportunity to provide the recommended separation for cyclists or a dedicated facility for pedestrians which is primarily related to speed and not traffic volumes. Reducing the speed limit in these instances can provide a more comfortable operating space for vulnerable users. The policy should outline what defines the active transportation environment.

For example, the *City of Ottawa's 30 km/h Speed Limit Policy* suggests at least one of the following conditions must be met: elementary or junior high school abutting the roadway, parkland abutting the roadway, significant pedestrian generator (e.g. older adult residences) abutting the roadway, no dedicated cycling facility, no sidewalks, existing physical traffic calming measures currently in place and lack of safe stopping distance.

It is important to note that reducing posted speed limits do not simply mean changing the posted signs. Additional measures are often required to support the change such as: education, signage and pavement markings (e.g. edge lines to narrow lane widths) or traffic calming measures. These should be considered as part of the policy development.

Affected Policies and Plans

Traffic and Parking By-Law No. 3961

- The Town of Perth should consider developing a speed management policy as part of the next Transportation Master Plan update.

Community Safety Zones

Under the Highway Traffic Act, the municipality has the authority to designate two types of “zones” for heightened safety and enforcement emphasis.

School Zones indicates to motorists that they should reduce their speeds at certain times because they are entering an area where school children are present.

Community Safety Zones (CSZ) inform drivers they are entering an area the community has deemed paramount to the safety of its children/citizens. These sections of roadway are typically near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences and may also be used for collision-prone areas within a community.

Traffic-related offences committed within these zones are subject to increased fines through a special designation under the Highway Traffic Act. The CSZ warrant comprises the following four justifications:

1. Areas of Special Consideration (areas around sensitive uses such as schools, seniors' residences, playgrounds, and parks, etc.)
 2. Identified Safety Concern (based on collision history and risk assessment)
 3. Locations where other applicable measures were not successful (i.e., continued underperformance of a road segment following implementation of other traffic calming interventions)
 4. Ability to enforce (i.e., resources are available, CSZ is of a manageable size)
- The Town of Perth should continue to identify and enact school zones and community safety zone where appropriate as governed by the provincial guidelines.

4.2.8 Age-friendly Communities and Equity

Age-friendly communities help create more accessible environments for people of all ages and abilities. These communities respond to the opportunities and challenges of an aging population by creating physical and social environments that:

- Support independent and active living; and
- Enable older adults and people with disabilities to continue contributing to all aspects of community life.

The World Health Organization identified age-friendly communities as having a range of accessible transportation options, facilitating mobility and connected neighbourhoods that save residents time and money and improve quality of life.

- The Town of Perth should provide for age-friendly communities and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring AODA requirements are met and “rest areas” with benches, and trees or shade structures provided.

4.3 Partnerships

The Town of Perth contains infrastructure owned and maintained by other municipalities or agencies, including but not limited to the Ministry of Transportation Ontario, Lanark County, and Canadian Pacific Kansas City Ltd.

These entities should be informed and properly engaged on any capital project within their area of influence that may impact active transportation or present an opportunity to enhance active transportation within the town. These partnerships are also essential to ensure design and maintenance standards of active transportation facilities are consistent throughout the town, so residents and visitors have a seamless experience when travelling across facilities of different jurisdictions.

5.0 Implementing the Vision

The following section will outline the implementation plan including the schedule and cost to enact the active transportation networks.

5.1 Total Capital Cost

As previously discussed in **Section 2.3**, the recommended active transportation network plan consists of specific active transportation projects categorized into three separate scenarios, as outlined below.

4. **Immediate** network with a target completion within 5 years, which form the foundation for the enhanced active transportation network.
5. **Target** network to be completed beyond 5 years and represents a feasible long-term vision for the town's active transportation network that builds on the immediate network.
6. **Ideal** network represents the aspirational enhancements that must leverage the opportunities and overcome the barriers identified in **Sections 2.3.1** and **2.3.2** to be realized.

High-level cost estimates were prepared for only the "Immediate" and "Target" network scenarios but not for the ideal network since it reflects an aspirational outlook and is intended to foster discussion and engagement with the relevant agencies to assess the feasibility and likelihood of obtaining approval. The ideal network projects should be revisited as part of future Transportation Master Plan (TMP) or Active Transportation Plan (ATP) updates.

High-level cost estimates were also prepared for high and medium priority gaps within the Pedestrian Facility Gap program, but not for low priority gaps.

The total capital cost for all active transportation projects is approximately **\$23M**, of which the fulfillment of the Pedestrian Facility Gap program (i.e. sidewalks) represents **\$9.3M** or 40% of the total capital expenditure. The implementation of the recommended active transportation infrastructure projects (i.e. all other active transportation facilities and enhancements) was the largest proportion at roughly **\$13.7M** or roughly 60% of the total capital expenditure.

All projects are categorized as Schedule 'A+' projects. Under the 2019 Amendments to the Municipal Class Environmental Assessment (MCEA) process, all road works within the existing right-of-way that do "not increase continuous lanes of travel for vehicles" are considered Schedule A+ projects. Furthermore, "no EA process is required for property purchase. If the proponent acquires property to widen a road allowance through another process (negotiation with owner or planning policies for minimum width of road allowances) then the project to construct within the altered road allowance is A+."

5.2 Project Phasing

The active transportation plan includes several cycling specific measures including shared streets treatments, bike lanes, and cycle track upgrades. The implementation timing considers urgency of need (e.g. safety, locations near schools) that included input received from stakeholders and municipal staff, and general costs where more affordable projects can easily be advanced for quicker implementation.

The implementation schedule of the Active Transportation Plan (ATP) is intended to be used as a guide, where the actual timing may be dependent on available funding and opportunities. As the cost of

implementing the plan will be lower when undertaken in conjunction with other infrastructure projects, it may be necessary to adjust the timing and priority of projects to take advantage of opportunities that arise through the next Transportation Master Plan update or Asset Management Plan.

A summary of costs for projects within the **Immediate** and **Target** network scenarios is shown in Table 11, with a more detailed cost breakdown by corridor or location provided in **Appendix E**.

A summary of the cost for the high and medium priority projects in the **Pedestrian Facility Gap** program is shown in Table 12.

Table 11: Recommended Infrastructure Projects with Costs

Active Transportation Enhancements by Corridor or Location	Immediate (< 5 Years)	Target (> 5 Years)
Shared Space Cycling Treatments (Pavement Markings and Signage)	\$ 66,000	-
Drummond Bike Lanes – Perkins to Highway 7	\$ 13,000	-
Drummond Bike Lanes – Highway 7 to Sheppard	\$ 11,000	-
Dufferin Bike Lanes – Drummond to Eastern Town Limits	\$ 14,000	-
Rogers Bike Lanes – John to South ¹	\$ 37,000	-
Sunset Bike Lanes – Wilson to Water Treatment Plant Access	\$ 8,000	-
Drummond PXO at Welland ²	\$ 20,000	-
Drummond PXO at Perkins ²	\$ 20,000	-
Mill PXO At Gore ²	\$ 20,000	-
Conlon PXO at Scotch Line ²	\$ 20,000	-
Wilson PXO at Scotch Line ²	\$ 20,000	-
Riverside PXO at Craig ²	\$ 20,000	-
St. John Catholic High School Lane PXO at Scotch Line ²	\$ 20,000	-
Paved shoulder on north and south side Scotch Line/South – St. John High School Lane to Last Duel Park	\$ 2,502,000	-
Tay Trail North Gravel Path – Leslie to Tay Trail	\$ 735,000	-
Rogers Cycle Track – John to South	-	\$ 1,981,000
Drummond Cycle Tracks – Perkins to Highway 7	-	\$ 735,000

Active Transportation Enhancements by Corridor or Location	Immediate (< 5 Years)	Target (> 5 Years)
Drummond Cycle Tracks – Highway 7 to Sheppard ¹	-	\$ 616,000
Dufferin Cycle Tracks – Drummond to Eastern Town Limits ¹	-	\$ 808,000
Riverside South Multi-Use Pathway – Canal Bank to Craig	-	\$ 1,107,000
Riverside North Trail Paved Path– Craig to Sherbrooke	-	\$ 465,000
Tay River Tow Paved Path – Beckwith to Tay	-	\$ 328,000
Conlon Farm Pathway Upgrade – Bathurst to Smith	-	\$ 611,000
Conlon Multi-Use Pathway – Smith to Scotch Line	-	\$ 604,000
Sunset Cycle Track – Wilson to Water Treatment Plant Access	-	\$ 343,000
Tay Trail South Paved Path – Leslie to John	-	\$ 1,169,000
Tay Trail North Paved Path – Leslie to Tay Trail	-	\$ 1,411,000
TOTAL	\$3,526,000	\$10,178,000
GRAND TOTAL	\$13,704,000	

Notes: PXO = pedestrian crossover

General Costing Assumptions:

1. PXO cost assumed to be \$20,000, to be confirmed at detailed design.
2. Bundled with sidewalk gap project as seen in Table 12.
3. Costs are in 2024 CAD and rounded up to nearest \$1,000.
4. Unit Prices derived from City of Ottawa 2023 Spec Code Listing unit rates and/ or recent contract unit prices.
5. Estimates based on conceptual sections – costs to be confirmed during detailed design.
6. Cost estimates include basic assumptions for various costs and contingency, such as Engineering and Construction Services, Municipal, Utilities, Property, Miscellaneous Soft Costs, Potential Geo-Technical Factors, AODA Compliance, Phasing of Implementation, Species at Risk and Project Mitigation, Approvals, Federal and Provincial Environmental Assessments.
7. Property impacts were not costed - value needs to be reviewed on a case-by-case basis by municipal staff.

Table 12: Pedestrian Facility Gap Program with Costs

Pedestrian Facility Gaps by Corridor or Location	Cost ¹
High Priority	
Provide sidewalks on both sides of Roads without sidewalks for the following locations: <ul style="list-style-type: none"> • Chetwynd – Sherbrooke to Craig ² • Scotch Line/ South – St. John High School Lane to Last Duel Park ² • Rogers – Cockburn to Scotch Line ³ 	\$ 5,889,000
Medium Priority	
Provide additional sidewalks on one side of Roads with only one sidewalk for the following locations: <ul style="list-style-type: none"> • Rogers – Harvey to Smith ² • Sunset Boulevard – Western Town Limits to Wilson ² • George Street – Wilson to Drummond ² • Sherbrooke – Foster to Riverside ² • Drummond – Harris to Sheppard ³ • Dufferin – Drummond to Eastern Town Limits ³ 	\$ 3,428,000
Low Priority	
Fill in any remaining gaps within the sidewalk network as per the recommended sidewalk policy set out in Table 13, or as opportunities arise.	-
Grand Total	\$ 9,317,000

1. Linear Rate for 1.8 m wide sidewalks is \$1,015 per meter.
2. Sidewalk implementation cost assumes no “bundling” with other capital projects, such as municipal renewals or future development, which may accelerate or delay the timing of implementation to maintain cost efficiencies.
3. Bundled with bike lane or cycle track project as seen in Table 11.
4. All costs in 2024 CAD.

5.3 Supporting Active Transportation Policies

The following section provides recommended policies and action items for adopting the associated infrastructure recommendations, to support active transportation within the Town of Perth. These include policies to be adopted into the Official Plan (OP), the Transportation Master Plan (TMP), and various bylaws, as well as collaborative approaches to support programming and funding. General recommendations are presented in Table 13 and Table 14 .

Table 13: Summary of Recommended Policies and Action Items

Theme	Policy Recommendations / Action Items
Active Transportation Adoption	<p>Implement the Immediate and Target infrastructure recommendations (Maps 7 and 8) as well as recommended policy and action items stated herein.</p> <p>Revisit the ATP recommendations to ensure there is proper integration with other transportation networks within the next Town of Perth Transportation Master Plan (TMP) update.</p>
Active Transportation Safety, Equity and Inclusivity	<p>Adopt age-friendly urban design principles and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring the safety and comfort of all users, particularly the most vulnerable, is always considered for every capital project.</p> <p>Establish and/ or amend relevant by-laws to pronounce where e-bikes and e-scooters are prohibited and permitted, clarify the use along on and off-road facilities, and establish and enforce parking policy and designated parking areas.</p> <p>Update impacted existing by-laws to refer to the provision of sidewalk cycling being permitted for youth 12 and under, in addition to persons with disabilities.</p>
Design Standards for Active Transportation Facilities	<p>Review and adopt design standards for active transportation facilities to align with contemporary industry standards such as AODA, OTM, TAC – as discussed in Section 3.1 and 3.2.</p> <p>Adopt language in the Official Plan (OP) update to follow these standards for all new active transportation facilities, including those bundled within other capital projects such as road projects.</p> <p>Consider adopting a "complete streets approach" that incorporates these philosophies and design requirements as part of the next TMP update.</p>
Active Transportation Maintenance Practices	<p>Consider the feasibility of a "winter cycling network", following all or part of the new cycling priority system, enabling year-round access by bike to key destinations.</p>

Theme	Policy Recommendations / Action Items
Sidewalks	<p>As part of the OP update adopt language to consider the provision of sidewalks under the following guidelines:</p> <ul style="list-style-type: none"> ▪ All urban local streets on at least one side, ▪ Urban public streets with "sensitive" uses (e.g. schools, care homes, parks, recreation facilities) on both sides if desirable, ▪ Both sides of all urban collector and arterials streets (subject to available funds), ▪ May be exempted on cul-du-sacs. <p>Review the sidewalk gap priority system annually to ensure progress is made and re-prioritize items as necessary.</p>
Cycling Network Connectivity	<p>Adopt language in relevant policies, such as the OP and TMP, reflecting the broad objective that, in the future, all roads within the town boundary shall accommodate cyclists.</p> <p>As part of the ongoing OP update adopt language to consider separated cycling facilities on all new collector and arterial roads (subject to available funds); additionally, update recreational trail policies to consider the use of future trails by both pedestrians and cyclists.</p>
Active Tourism	<p>Seek additional opportunities for collaboration with organizations such as Ontario by Bike; update relevant municipal materials, webpages with up-to-date information on cycling routes, facilities.</p>
Transportation Demand Management for Future Developments	<p>As part of the next TMP update, develop a Transportation Demand Management framework that will support the development review process and consider active transportation policy recommendations to inform future zoning bylaw and requirements for developments such as bike parking, type of bike parking, shelter/ rest stop, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle lockers and shower facilities, among others.</p>
Subdivision Design and Access	<p>As part of OP update, include the concepts of "permeability" and "directness", via easements and good subdivision design that ensures active transportation linkages minimize the travel distance through all future neighbourhoods/ residential growth areas.</p> <p>New development applications should also be required to consider other design aspects that encourage active transportation adoption, such as traffic-calming infrastructure at strategic locations, streetscaping features and supportive active transportation amenities, such as pedestrian rest areas where appropriate.</p>
Site Plan Design and Access	<p>As part of the OP update, provide policy direction to ensure commercial and medium- to high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways).</p>
Truck Routes	<p>Updates to the OP and TMP should reflect the cancellation of the downtown truck bypass, and ATP policies must consider status quo with trucks and general traffic on municipal/ county streets in town (such as planning the active transportation network to avoid roads that are designated truck routes).</p>

Theme	Policy Recommendations / Action Items
Highway 7	Continue collaboration with MTO to develop active transportation plan for developments surrounding Highway 7, considering the north is a long-term growth area. Future traffic studies in proximity of Highway 7 should include a specific active transportation connectivity review.
Urban Design Guidelines	Review Urban Design Guidelines to include complete streets concepts for the TMP.
Education and Support Programs	Work with the county to promote the uptake of active transportation modes through education workshops or activities, on-site/ event activations (tactics and strategies used to create a memorable experience for attendees – includes social media campaigns, live performances etc.), promoting and advertising the active transportation network using maps highlighting key destinations, walking-bus/ safe routes programs, walking and bike tours, and a leveraging transportation demand management programs.
Road Closures	<p>Consider road closures to support active transportation use/ adoption and to strengthen the overall network.</p> <p>Temporary road closures may be used for events or seasonally to encourage greater use of active modes of travel where and when demand is highest, thereby creating a safer environment for active users.</p> <p>Permanent closures are a strategic conversion of a street to an active transportation or “living street” that limits or prohibits general traffic and promotes greater social interaction and physical activity. Any proposed road closures must be supported by an operational assessment to ensure there is sufficient road network capacity to accommodate it. This may be investigated further as part of the next TMP update.</p>
Affordability	<p>Consider long-term financial sustainability in future decisions relating to active transportation infrastructure.</p> <p>Continue to monitor and apply for funding from federal, provincial and local sources to support the ATP, as documented in Section 4.4.</p>
Right-of-way (ROW)	<p>Continue to look for opportunities for the joint-use of utility and rail corridors for the purpose of strengthening the off-road active transportation network, beyond the infrastructure recommendations included in this ATP.</p> <p>As infill development occurs along arterial and collector roads, look for opportunities to acquire right-of-way which would allow for the provision of future active transportation facilities along these streets.</p> <p>Review unopened road allowances and ROW protections for opportunities to enhance the active transportation network as part of the next TMP update.</p>
Speed Management	<p>Consider developing a speed management policy as part of the next Transportation Master Plan update.</p> <p>If there is sufficient public and political support along with evidenced-based justification, investigate the potential of adopting a 30 km/h or 40 km/h default operating speed on all urban local streets and streets designated "shared spaces" for cycling, supported by: education, signage and pavement markings (e.g. edge lines to narrow lane widths) or traffic calming measures.</p>

Theme	Policy Recommendations / Action Items
Monitoring and Evaluation	The active transportation network should be monitored annually to track progress and assess the impacts if implementing the recommendations. The ATP should be reviewed every 5 years, or as part of a future TMP update, to determine if the original assumptions and recommendations continue to apply or if an update is needed.

Table 14: Summary of Recommended Infrastructure Projects and Action Item

Theme	Infrastructure Recommendations / Action Items
Active Transportation Project Implementation	Adopt the Immediate and Target infrastructure recommendations and look for opportunities to advance the development of the Ideal network in the fullness of time. Refer to Maps 7, 8 and 9, as well as Table 17.
Active Transportation on Bridges	Look for opportunities as part of the bridge renewal program to augment existing bridges with active transportation facilities (type of facilities to be confirmed as part of future design implementation).
Active Transportation Integration at Highway 7 intersections	<p>Coordinate with MTO to include bicycle crossing infrastructure to support the proposed bike lanes on Drummond (and ideally cycle tracks ultimately) at the Drummond Street and Highway 7 intersection.</p> <p>Coordinate with MTO to consider bicycle crossing infrastructure and refuge islands along the east and west crossings at the Highway 7 and Wilson Gateway intersection and the Highway 7 and Drummond intersection.</p>
Perth Golf Course Development (PGC)	<p>Any bridge crossings supporting the Perth Golf Course (PGC) development should safely accommodate active transportation modes, preference is sidewalk on both sides with separated cycling facilities (if feasible).</p> <p>Ensure PGC provision for active transportation facilities including sidewalks and cycling infrastructure, the provides safe and direct access to the active transportation network, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle parking/lockers and shower facilities.</p>
County Active Transportation Facilities	<p>Engage and assist the county in the following planned projects:</p> <ul style="list-style-type: none"> ▪ Assessment on South Street, in Perth to determine future needs, with potential for a multi-use pathway. ▪ Addressing afternoon peak hour analysis issues at the following intersections: South Street and Rideau Ferry Road-Gore Street. ▪ Planned county projects: <ul style="list-style-type: none"> ▪ Intersection at South Street and Gore Street – Modification to the sidewalks at the corner of Donaldsons (Shell Gas Station) to accommodate the pedestrian crossing across South Street

Theme	Infrastructure Recommendations / Action Items
	<ul style="list-style-type: none"> ▪ Requests from Lanark Lifestyles to install sidewalks on the East side of Rideau Ferry Road, up to the seniors home. ▪ Rehabilitation work on County Road #10, Scotch Line – adding paved shoulders and are working back toward Perth from the United County Leeds & Grenville boundary ▪ Rehabilitation work on County Road #10, Drummond Concession 2 from the rails tracks to Perthmore ▪ Adding paved shoulders this year <ul style="list-style-type: none"> ▪ Completion of rehabilitation work from County Road #14 Narrows Locks Road to Glen Tay Side Road this year. ▪ Completion of rehabilitation work continuing along County Road #14 Narrows Locks Road from Glen Tay Side Road to Oty Lake Side Road next year. <p>Perth should engage the county as part of the next Lanark County TMP update to review the long-term vision of the county road network in Perth (such as South Street, Gore Street and Wilson Street) that would define additional right-of-way protection requirements, design features, and other infrastructure considerations – in particular active transportation infrastructure that aligns with the ATP vision.</p>
Perth TMP Update	<p>The town should expand the recommendations of the ATP when the full transportation system is taken into context. For example, if the next TMP update identifies a long-term vision of Drummond Street or any other designated shared roadway with cyclists to include road widening with additional right-of-way protection, then the shared road treatments identified in the ATP should be expanded to cycle tracks or other higher-order facility.</p>

5.4 Funding Sources

Implementation of the ATP will require significant investment from the municipality with additional funding support from contributing partners including the Federal, Provincial and Regional governments and other key stakeholders. The municipality should take advantage of these opportunities to increase funding to support the ATP.

5.4.1 Federal

- **Investing in Canada Infrastructure Program (ICIP):** \$33 billion in funding to communities with a focus on the following targeted funding streams: Public Transit, Green Infrastructure, Community and Recreation, Rural and Northern Communities, and a temporary COVID-19 Resiliency Stream. For projects funded through these streams, the Government of Canada will invest up to 40% for municipal and not-for-profit projects in the provinces.
- **Canada Community-Building Fund (previously, the Federal Gas Tax Fund):** Permanent funding program providing upfront, bi-annual payments to provinces, to in turn distribute to municipalities for local infrastructure priorities. Funding is ~\$2 billion yearly. Funds can be invested across 18 project categories to address local priorities. Active transportation infrastructure such as sidewalks, bike lanes, and multi-use paths are eligible for funding under this initiative.

5.4.2 Provincial

- **Provincial Gas Tax Program:** The program provides long-term funding to reduce congestion, support economic growth and improve the overall quality of life of municipal residents. Since the program began in 2004, more than \$3.7 billion in funding has been allocated to Ontario municipalities.
- **Infrastructure Ontario (IO):** IO offers a Loan Program that provides long-term financing to public sector clients to help renew infrastructure. IO loans have been used by several Ontario municipalities to revitalize roads and bridges, build recreational facilities, and improve the overall mobility of municipal residents.
- **Ontario Trillium Foundation (OTF):** The OTF is an agency of the Government of Ontario, and one of Canada's leading granting foundations. The goal of OTF is to build healthy and vibrant communities throughout Ontario through investments in community-based initiatives. Key priority outcomes for OTF grants include high quality programming and infrastructure to support physical activity.
- **Ontario Community Infrastructure Fund (OCIF):** Provides grants for small, rural, and northern communities. Communities do not need to apply for the funding but will need to provide planning and reporting documents to receive the grants.
- **Tourism Development Fund (TDF):** Cost-sharing program providing non-capital funding to projects that encourage tourism in Ontario. Funding may be used for initiatives such as new cycling maps, cycling tours and bikeshare visitor offers.

5.4.3 Regional or Local

- **County of Lanark:** Proposed infrastructure located on roads and lands under the jurisdiction of Lanark County should be fully or partially funded through the county's capital budget and other available funding sources. Capital projects are identified on an annual basis which includes the

construction and rehabilitation of road and active transportation projects. The construction and maintenance of active transportation enhancements on county roads are typically excluded from county capital budgets, but if they are completed at the same time as a roadway project (such as a renewal), there is an opportunity to achieve cost efficiencies.

- **Local:** Other sources of funding may include development charges, local business donations and local charity events.

5.4.4 Other

- **Federation of Canadian Municipalities Green Municipal Fund (GMF):** The GMF provides funding for municipal environmental initiatives that improve air, water, and soil, and reduce greenhouse gas emissions. Funding is available to all Canadian municipal governments and their partners for eligible projects. Grants are also available for various planning studies and pilot projects.
- **TD Friends of the Environment Foundation Grant:** The Foundation supports a wide range of environmental initiatives, with a primary focus on environmental education and green space programs. Eligible projects include schoolyard greening, park revitalization, community gardens, park programming and citizen science initiatives.

5.5 Monitoring

A monitoring program will allow the municipality to track both the efficacy of the Active Transportation Plan (ATP) implementation and how it is shaping the way people travel within and through Perth. The ATP recognizes that the municipality already possesses knowledge, expertise, and equipment within their existing data collection program, which already captures traffic volume, vehicle class, and speed data. This wealth of information should be categorized and organized in a way that relevant information can be extracted and expanded upon, such as traffic trends and patterns to help inform future active transportation infrastructure decision making. The following additional performance indicators should be tracked on an annual basis if possible, reflecting the shift towards active modes of transportation, more data beyond vehicle centric metrics is needed.

- Percentage of active transportation infrastructure plans implemented,
- Cycling and pedestrian usage at strategic locations on the enhanced active transportation network to assess demand and capacity
- Collision detailed reports including the number of vehicles/pedestrians/cyclists, type of impact, and severity.
- Survey of residents' travel behaviour (Canadian Census).

Much of the data required to track these metrics are accessible from existing sources, such as the municipality's existing data collection program or the OPP. In some cases, additional data collection may be necessary. For example, information of residents' travel behaviour must be collected from the Canadian Census database, and the municipality's automated traffic recorders and road tubes.

5.6 Integration with Future Master Plans

The Perth ATP is an important component of the overall transportation system. Active transportation is the most basic form of transport, utilizing human power movement and is therefore ubiquitous. However,

a fully connected system requires integration with higher forms of transportation, such as motor vehicles and public transportation.

The policy and infrastructure recommendations developed within this document represent another step towards achieving a fully integrated transportation system. This plan guides the town towards its ultimate vision of the active transportation network, but it must fit and synergize with the vision and objectives of the other transportation system elements that would be developed as part of the town's next Transportation Master Plan update.

The Town should also be aware there may be opportunities to expand the recommendations of the ATP when the full transportation system is taken into context. For example, if the next TMP update identifies a long-term vision of Drummond Street or any other designated shared roadway with cyclists to include a road widening with additional right-of-way protection, then the shared road treatments identified in the ATP should be expanded to cycle tracks or other higher-order facility.

6.0 Summary of Recommendations

A complete summary of policy and infrastructure recommendations are presented below in Table 15, Table 16, and Table 17.

6.1 Active Transportation Policy Recommendations

Table 15: Summary of Needs and Opportunities with Recommended Policies and Action Items

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Active Transportation Adoption	Census and survey data suggest an opportunity to replace a significant volume of local vehicle trips with cycling trips, because of the size of the settlement area (~10 minutes biking distance between any two points within the urban boundary) and the significant proportion of trips < 5km in length.	Implement the Immediate and Target infrastructure recommendations (Maps 7 and 8) as well as recommended policy and action items stated herein. Revisit the ATP recommendations to ensure there is proper integration with other transportation networks within the next Town of Perth Transportation Master Plan (TMP) update.
Active Transportation Safety, Equity and Inclusivity	Strengthen policies to be more inclusive and prioritize the safety and comfort of active users in the transportation system, particularly the most vulnerable (such as children, the elderly and the mobility challenged).	Adopt age-friendly urban design principles and apply an equity lens when updating and establishing policies for active transportation facilities, such as ensuring the safety and comfort of all users, particularly the most vulnerable are always considered for every capital project. Establish and/ or amend relevant by-laws to pronounce where e-bikes and e-scooters are prohibited and permitted, clarify the use along on and off-road facilities, and establish and enforce parking policy and designated parking areas. Update impacted existing by-laws to refer to the provision of sidewalk cycling being permitted for youth 12 and under, in addition to persons with disabilities.
Design Standards for Active Transportation Facilities	Existing active transportation facilities have not been implemented consistently and do not reflect contemporary design standards. There is a lack of considerations for active transportation in current municipal road design standards.	Review and adopt design standards for active transportation facilities to align with contemporary industry standards such as AODA, OTM, TAC – as discussed in Section 3.1 and 3.2. Adopt language in the Official Plan (OP) update to follow these standards for all new active transportation facilities, including those bundled within other capital projects such as road projects. Consider adopting a "complete streets approach" that incorporates these philosophies and design requirements as part of the next TMP update.

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Maintenance Practices	<p>Perth Tourism Master Plan 1.C – Promote seasonal activities in Perth, such as hiking, biking, and skating.</p> <p>Opportunity to enhance active transportation year-round to support active travel in winter cities.</p>	<p>Consider the feasibility of a "winter cycling network", following all or part of the new enhanced active transportation network, enabling year-round access by bike to key destinations.</p>
Sidewalks	<p>Noted that some recent development has foregone the provision of sidewalks, resulting in sub-standard accessibility, walkability of new subdivisions. Need for more clarity in related policy.</p> <p>Opportunity to expand sidewalk considerations through the ongoing OP update.</p>	<p>As part of the OP update adopt language to consider the provision of sidewalks under the following guidelines:</p> <ul style="list-style-type: none"> ▪ All urban local streets on at least one side, ▪ Urban public streets with "sensitive" uses (e.g. schools, care homes, parks, recreation facilities) on both sides if desirable, ▪ Both sides of all urban collector and arterials streets (subject to available funds), ▪ May be exempted on cul-du-sacs. <p>Review the sidewalk gap priority system annually to ensure progress is made and re-prioritize items as necessary.</p>
Cycling Network Connectivity	<p>Existing cycling network is comprised of isolated segments; acknowledged that a more complete network is needed to create safe, convenient cycling conditions, encourage uptake of sustainable modes.</p> <p>Lack of cycling considerations on arterial roads; current OP only considers the provision of bike lanes on collectors.</p> <p>Current recreational trail policies only consider the provision of pedestrian facilities.</p>	<p>Adopt language in relevant policies, such as the OP and TMP, reflecting the broad objective that, in the future, all roads within the town boundary shall accommodate cyclists.</p> <p>As part of the ongoing OP update adopt language to consider separated cycling facilities on all new collector and arterial roads (subject to available funds); additionally, update recreational trail policies to consider the use of future trails by both pedestrians and cyclists.</p>

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Active Tourism	<p>Perth Tourism Master Plan 1.C - Promote seasonal activities in Perth, such as hiking, biking, and skating.</p> <p>Opportunity to support growth of tourism in the region through investments in active transportation facilities.</p>	<p>Seek additional opportunities for collaboration with organizations such as Ontario by Bike; update relevant municipal materials, webpages with up-to-date information on cycling routes, facilities.</p>
Transportation Demand Management for Future Developments	<p>Lack of policies providing active transportation incentives and support, such as TDM, within the development review process</p>	<p>As part of the next TMP update, develop a Transportation Demand Management framework that will support the development review process and consider active transportation policy recommendations to inform future zoning bylaw and requirements for developments such as minimum bike parking requirements, type of bike parking, supporting shelters, rest stops, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle lockers and shower facilities, among others.</p>
Subdivision Design and Access	<p>Current residential area policies focused on continuous pedestrian facilities. However, subdivision roads are often circuitous and create inefficient and overlong travel distances for slower active users.</p> <p>Lack of cycling consideration as well as concept of permeability or directness.</p>	<p>As part of OP update, include the concepts of "permeability" and "directness", via easements and good subdivision design that ensures active transportation linkages minimize the travel distance through all future neighbourhoods/residential growth areas.</p> <p>New development applications should also be required to consider other design aspects that encourage active transportation adoption, such as traffic-calming infrastructure at strategic locations, streetscaping features and supportive active transportation amenities, such as pedestrian rest areas where appropriate.</p>
Site Plan Design and Access	<p>Current Urban Design Guidelines for commercial and medium- to high-density uses in OP lack strong policy to maximize connections between entrances and onsite amenities to the municipal active transportation network.</p>	<p>As part of the OP update, provide policy direction to ensure commercial and medium- to high-density residential developments maximize the number of safe active transportation connections to the municipal network (including trails, cycling facilities, sidewalks, and pathways).</p>

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Truck Routes	A previously planned "truck-bypass" would have connected County Roads 10 and 43 to Highway 7, providing an alternate route for truck traffic to avoid downtown Perth. This bypass is no longer planned.	Updates to the OP and TMP should reflect the cancellation of the downtown truck bypass, and ATP policies must consider status quo with trucks and general traffic on municipal/ county streets in town (such as planning the active transportation network to avoid roads that are designated truck routes).
Highway 7	Highway 7 represents a significant barrier to safe active transportation connectivity for existing and future communities in north Perth. There is a need to improve facilities on, connecting to, and connecting across this corridor.	Continue collaboration with MTO to develop active transportation plan for developments surrounding Highway 7, considering the north is a long-term growth area. Future traffic studies in proximity of Highway 7 should include a specific active transportation connectivity review.
Urban Design Guidelines	Current Urban Design Guidelines do not include complete streets concepts.	Review Urban Design Guidelines to include complete streets concepts for the TMP.
Education and Support Programs	The County TMP provide education and incentive program recommendations to promote the uptake of active modes of transportation.	Work with the county to promote the uptake of active transportation modes through education workshops or activities, on-site/ event activations (tactics and strategies used to create a memorable experience for attendees – includes social media campaigns, live performances etc.), promoting and advertising the active transportation network using maps highlighting key destinations, walking-bus/ safe routes programs, walking and bike tours, and leveraging transportation demand management programs.
Road Closures	There is an opportunity to review the use of road closures as a tool to encourage active transportation use and strengthen the overall active transportation network.	Consider road closures to support active transportation use/ adoption and to strengthen the overall network. Temporary road closures may be used for events or seasonally to encourage greater use of active modes of travel where and when demand is highest, thereby creating a safer environment for active users. Permanent closures are a strategic conversion of a street to an active transportation or "living street" that limits or prohibits general traffic and promotes greater social interaction and physical activity. Any proposed road closures must be supported by an operational assessment to ensure there is sufficient road network capacity to accommodate it. This may be investigated further as part of the next TMP update.

Theme	Needs / Opportunities	Policy Recommendations / Action Items
Affordability	<p>Accommodation of future growth in travel demand through active modes provides an opportunity to reduce the future financial burden of road infrastructure.</p> <p>It is not financially sustainable for the municipality to directly fund all recommended active transportation infrastructure projects; ongoing federal and provincial initiatives provide opportunities to reduce financial constraints.</p>	<p>Consider long-term financial sustainability in future decisions relating to active transportation infrastructure.</p> <p>Continue to monitor and apply for funding from federal, provincial and local sources to support the ATP, as documented in Section 4.4.</p>
Right-of-way (ROW)	<p>Current OP policy allows for the use of utility and rail corridors as active transportation corridors, which presents an opportunity to strengthen the active transportation network by utilizing these corridors.</p> <p>There are unopened road allowances and insufficient ROW protections to maximize active transportation potential.</p>	<p>Continue to look for opportunities for the joint-use of utility and rail corridors for the purpose of strengthening the off-road active transportation network, beyond the infrastructure recommendations included in this ATP.</p> <p>As infill development occurs along arterial and collector roads, look for opportunities to acquire right-of-way which would allow for the provision of future active transportation facilities along these streets.</p> <p>Review unopened road allowances and ROW protections for opportunities to enhance the active transportation network as part of the next TMP update.</p>
Speed Management	<p>Contemporary urban speed management best practice is to reduce operating speeds on local roads to 40 km/h and in some regions 30 km/h.</p> <p>The current Perth By-Law No. 3961 sets the default speed limit as 50 km/h.</p>	<p>Consider developing a speed management policy as part of the next TMP update.</p> <p>If there is sufficient public and political support along with evidenced-based justification, investigate the potential of adopting a 30 km/h or 40 km/h default operating speed on all urban local streets and streets designated "shared spaces" for cycling, supported by: education, signage and pavement markings (e.g. edge lines to narrow lane widths) or traffic calming measures.</p>
Monitoring and Evaluation	<p>There is no direct means to track or assess the impact of the ATP recommendations.</p>	<p>The active transportation network should be monitored annually to track progress and assess the impacts if implementing the recommendations. The ATP should be reviewed every 5 years, or as part of a future TMP update, to determine if the original assumptions and recommendations continue to apply or if an update is needed.</p>

6.2 Active Transportation Infrastructure Recommendations

Table 16: Summary of Needs and Opportunities with Recommended Infrastructure Projects and Action Items

Theme	Needs / Opportunities	Infrastructure Recommendations / Action Items
Active Transportation Project Implementation	<p>Need an updated list of municipal active transportation capital projects for the short- and long-term horizons.</p> <p>Census and survey analysis results suggest there's an opportunity to increase active transportation usage through investment in infrastructure.</p>	<p>Adopt the Immediate and Target infrastructure recommendations and look for opportunities to advance the development of the Ideal network in the fullness of time.</p> <p>Refer to Maps 7, 8 and 9, as well as Table 17.</p>
Active Transportation on Bridges	<p>There is a lack of active transportation facilities on several bridges.</p>	<p>Look for opportunities as part of the bridge renewal program to augment existing bridges with active transportation facilities (type of facilities to be confirmed as part of future design implementation).</p>
Active Transportation Integration at Highway 7 intersections	<p>The Meadows development north of Highway 7 relies on a signalized pedestrian crossing at Drummond Street, while no cycling facilities are present.</p>	<p>Coordinate with MTO to include bicycle crossing infrastructure to support the proposed bike lanes on Drummond (and ideally cycle tracks ultimately) at the Drummond Street and Highway 7 intersection.</p>
	<p>The proposed Wilson Street Gateway intersection design has overlong pedestrian crossings at over 30m that presents a challenge and barrier for more vulnerable users. There are also no cycling considerations through the intersection.</p>	<p>Coordinate with MTO to consider bicycle crossing infrastructure and refuge islands along the east and west crossings at the Highway 7 and Wilson Gateway intersection.</p>
Perth Golf Course Development (PGC)	<p>Future bridge crossings have yet to be defined.</p>	<p>Any bridge crossings supporting the Perth Golf Course (PGC) development should safely accommodate active transportation modes, preference is sidewalk on both sides with separated or segregated cycling facilities (if feasible).</p>
	<p>Provision of active transportation facilities throughout development and connections to bridge crossings.</p>	<p>Ensure PGC provision for active transportation facilities including sidewalks and cycling infrastructure, the provides safe and direct access to the active transportation network, route amenities such as wayfinding elements, benches, and trees or other shading structures, and amenities at destinations including, bicycle parking/lockers and shower facilities.</p>

Theme	Needs / Opportunities	Infrastructure Recommendations / Action Items
<p>County AT Facilities</p>	<p>Perth has an opportunity to engage with the county on all future county capital projects in the town to ensure they align with the recommendations developed in this ATP.</p> <p>The county road network (such as South Street, Gore Street, and Wilson Street) are important connections in Perth. The local context on these roadways may include rural features, direct frontage, varying right-of-way widths, and various land use types. There is a need to better define the long-term vision for these road corridors to ensure they align with the ATP recommendations and provide a consistent experience for all users.</p>	<p>Engage and assist the county in the following planned projects:</p> <ul style="list-style-type: none"> ▪ Assessment on South Street, in Perth to determine future needs, with potential for a multi-use pathway. ▪ Addressing afternoon peak hour analysis issues at the following intersections: South Street and Rideau Ferry Road-Gore Street. ▪ Planned county projects: <ul style="list-style-type: none"> ▪ Intersection at South Street and Gore Street – Modification to the sidewalks at the corner of Donaldsons (Shell Gas Station) to accommodate the pedestrian crossing across South Street ▪ Requests from Lanark Lifestyles to install sidewalks on the East side of Rideau Ferry Road, up to the seniors home. ▪ Rehabilitation work on County Road #10, Scotch Line – adding paved shoulders and are working our way back toward Perth from the United County Leeds & Grenville boundary ▪ Rehabilitation work on County Road #10, Drummond Concession 2 from the rails tracks to Perthmore ▪ Adding paved shoulders this year: <ul style="list-style-type: none"> ▪ Completion of rehabilitation work from County Road #14 Narrows Locks Road to Glen Tay Side Road this year. ▪ Completion of rehabilitation work continuing along County Road #14 Narrows Locks Road from Glen Tay Side Road to Oty Lake Side Road next year. <p>Perth should engage the county as part of the next Lanark County TMP update to review the long-term vision of the county road network in Perth (such as South Street, Gore Street and Wilson Street) that would define additional right-of-way protection requirements, design features, and other infrastructure considerations – in particular active transportation infrastructure that aligns with the ATP vision.</p>
<p>Perth TMP Update</p>	<p>Perth has identified the need to update its Transportation Master Plan to reflect current growth projections and inform their long-term capital budget forecasts.</p>	<p>The town should expand the recommendations of the ATP when the full transportation system is taken into context. For example, if the next TMP update identifies a long-term vision of Drummond Street or any other designated shared roadway with cyclists to include road widening with additional right-of-way protection, then the shared road treatments identified in the ATP should be expanded to cycle tracks or other higher-order facility.</p>

Table 17: Recommended Infrastructure Projects by Network Scenario

Type	Segment	From	To	Distance (m)	Notes
IMMEDIATE HORIZON PROJECTS (<5 YEARS)					
Pavement Marking and Signage	Cockburn/Smith	Conlon	Last Duel Park	1,444	<ul style="list-style-type: none"> - Provide signage and road markings indicating street is part of the enhanced shared space network (such as sharrows and cycling supportive signage) - Consider reducing operating speed limits (to 40 km/h or 30 km/h) according to By-law No. 3961 to improve safety and comfort of cyclists in the corridor. - Reinforce the change in operating speed limit with traffic calming measures along the corridor.
Pavement Marking and Signage	Garden-Harris	Isabella	Drummond	647	
Pavement Marking and Signage	Drummond	Perkins	South	2,248	
Pavement Marking and Signage	Welland	Drummond	Wilson	254	
Pavement Marking and Signage	Peter/Foster	Rogers	Drummond	722	
Pavement Marking and Signage	Isabella/Leslie	Garden	Joy	818	
Pavement Marking and Signage	Riverside	Beckwith	Sherbrooke	137	
Pavement Marking and Signage	John	Thom	West end	209	
Pavement Marking and Signage	Mill	Gore	Mill Street Pedestrian Bridge	365	
Pavement Marking and Signage	Tay	Gore	Basin	91	
Pavement Marking and Signage	Bathurst	Roger	Conlon Farm Multi-Use Pathway	100	
Bike Lanes	Drummond	Perkins	HWY 7	393	

Type	Segment	From	To	Distance (m)	Notes
Bike Lanes	Drummond	Highway 7	Sheppard	325	<ul style="list-style-type: none"> - Cycle lane markings (white 10cm) along both sides of road - No road widening required
Bike Lanes	Dufferin	Drummond	Eastern Town Limits	435	
Bike Lanes	Sunset	Wilson	Water Treatment Plant Access	256	<ul style="list-style-type: none"> - Assumptions: <ul style="list-style-type: none"> - 2 bike symbols /100m - Cycle lane markings (white 10cm) along both sides of road - No road widening required - Could widen one side of roadway and narrow lanes to provide bike lanes; would need to be a floating bike lane (because of right turn lane). No costing for this applied.
Paved shoulders	North and South side Scotch Line/South	St. John Catholic High School Lane	Last Duel Park	1,852	<ul style="list-style-type: none"> - Repave shoulders to 1.5m
Gravel Path	Tay Trail North	Leslie	Tay Trail	937	<ul style="list-style-type: none"> - 3m wide stone dust path - Costing was based on tendered costs associated with Tay River Trail Extension project, and increased for the proposed 3m width (Tay River trail was 2m wide)
PXO	Mill	Gore	-	-	<ul style="list-style-type: none"> - Cost of PXO may vary from \$10k to \$100K depending on PXO Type and local conditions – the higher cost reflects possible road modifications needed. - Lower cost threshold reflects minimal road modification and Type D. - For cost estimate, average PXO cost was assumed to be \$20k per location. - Cost to be confirmed at implementation or as part of next TMP update.
PXO	Conlon	Scotch Line	-	-	
PXO	Wilson	Scotch Line	-	-	
PXO	St. John Catholic High School Lane	Scotch Line	-	-	
PXO	Drummond	Welland	-	-	
PXO	Drummond	Perkins	-	-	
PXO	Riverside South	Craig	-	-	
PXO					

Type	Segment	From	To	Distance (m)	Notes
TARGET NETWORK PROJECTS (> 5 YEARS)					
Cycle Track	Sunset	Wilson	Water Treatment Plant Access	256	<ul style="list-style-type: none"> - 2.0m unidirectional cycle track on each side - Require paving 1.5m to 2m strips behind both curbs - Would complicate crossing at intersection
Cycle Track	Drummond	Perkins	Highway 7	393	<ul style="list-style-type: none"> - 2.0m unidirectional cycle track on each side - May require road narrowing
Cycle Track	Drummond	Highway 7	Sheppard	325	
Cycle Track	Dufferin	Drummond	Eastern Town Limits	435	
Cycle Track	Rogers	John	South	1,109	
Multi-Use Pathway	Riverside South	Craig/CR43	Canal Bank	848	
Multi-Use Pathway	Tay Trail South	Leslie	John	776	<ul style="list-style-type: none"> - 3m multi-use pathway
Multi-Use Pathway	Tay Trail North	Leslie	Tay Trail	937	
Multi-Use Pathway	Tay Trail South	Leslie	Peter	525	
Multi-Use Pathway	Conlon	Smith	Scotch Line	463	
Multi-Use Pathway	Conlon	Smith	Scotch Line	463	<ul style="list-style-type: none"> - 3m multi-use pathway - Constrained ROW and may have notable tree impacts.
Paved Path	Riverside North	Craig/CR43	Sherbrooke	356	<ul style="list-style-type: none"> - 3m paved multi-purpose trail
Paved Path	Conlon Farm Pathway	Bathurst	Smith	468	
Paved Path	Tay River Tow Path	Beckwith	Tay	251	

Type	Segment	From	To	Distance (m)	Notes
IDEAL NETWORK PROJECTS (BARRIERS & OPPORTUNITIES, SECTION 2.3.2)					
Multi-Use Pathway	North of Highway 7	Sheppard	CR511	-	- 3m multi-use pathway - Design and costing dependent on future development.
Multi-Use Pathway	CPKC Rail Line	CR10/North	CR43/Craig	678	- 3m multi-use pathway - Requires extensive approvals to secure space and adhere to design requirements from CPKC.
Multi-Use Pathway	CPKC Rail Line	Isabella	Drummond	394	
Multi-Use Pathway	CPKC Rail Line	Drummond	Wilson	367	
Multi-Use Pathway	CPKC Rail Line	Wilson	CR511	783	
Multi-Use Pathway	Last Duel Park	Scotch Line	Craig	-	
Paved Path	Unopened Road allowance	Isabella	CR10/North	338	
PXO	CPKC Multi-Use Pathway	Wilson	-	-	- Contingent on CPKC approvals of pathway location and alignment
PXO	CPKC Multi-Use Pathway	Drummond	-	-	
PXO	CPKC Multi-Use Pathway	North	-	-	
Living Street	Gore	North	Harvey	508	- Active transportation focused design – limited or prohibits general vehicle traffic - Includes specialized street furnishing, traffic calming, and surface treatments - Requires reduced operating speed limit
Living Street	Mill	Gore	Market St	85	- Requires approvals from key staff departments and agencies, e.g. Lanark County, emergency services, maintenance, among others.
Living Street	Market St	Mill	Market Sq	45	- Requires extensive community and stakeholder engagement to gauge buy-in, such as the BIA and accessibility advisory committee.

Type	Segment	From	To	Distance (m)	Notes
Living Street	Market Sq	Gore	Gore	174	
Living Street	Tay	Gore	Basin	90	
Living Street	Basin	Gore	Colbourne	147	
Living Street	Colbourne	Gore	Drummond	128	
Living Street	Wilson	North	Herriot	207	
Living Street	Foster	Wilson	Gore	146	
Living Street	Herriot	Wilson	Drummond	278	

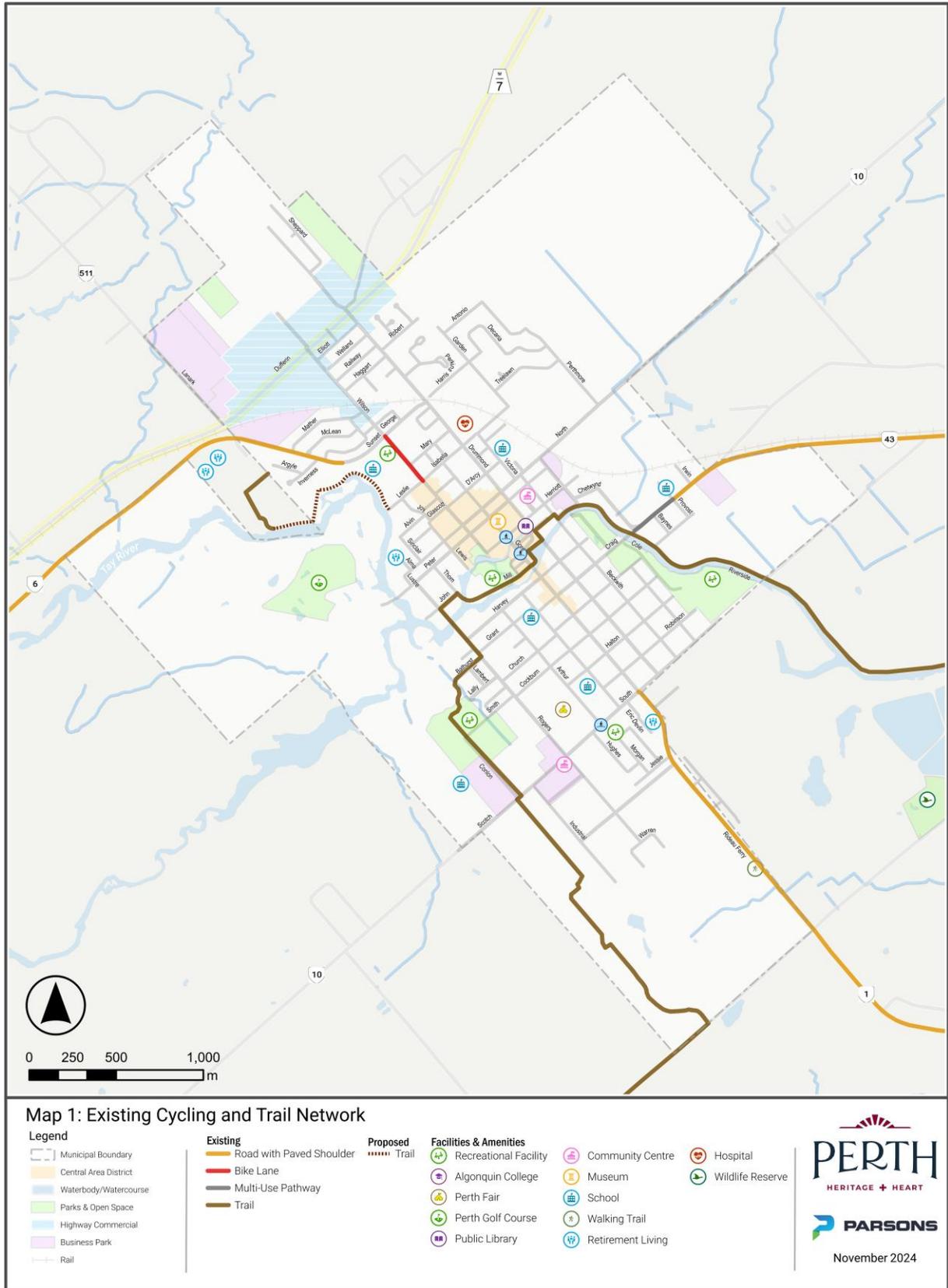
Notes: PXO = pedestrian crossover

Table 18: Summary of Pedestrian Facility Gap Program by Linear Distance

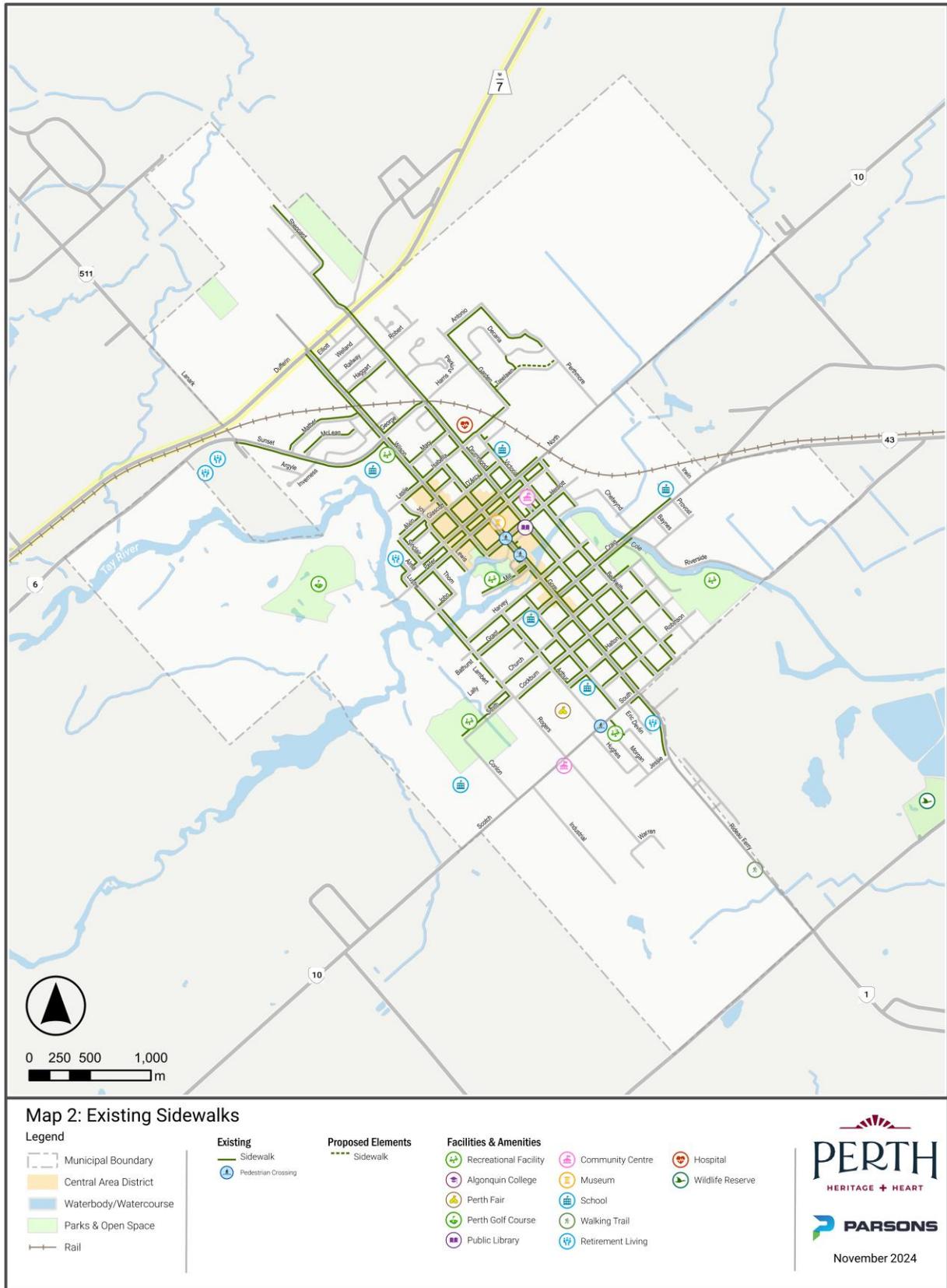
Type	Distance (m)				Notes
	High Priority	Medium Priority	Low Priority	Total	
Sidewalk	5,802	3,377	15,952	25,131	<ul style="list-style-type: none"> - 1.8m sidewalk, both sides for all arterial and collector roads. - One side for all local roads, cul-de-sacs may be exempt - Select projects bundled with other active transportation infrastructure projects. - Cost by linear distance for 1.8 m sidewalk is \$1,015 per meter. - Depiction of Specific Location are shown in Map 10.

SCHEDULE OF MAPS

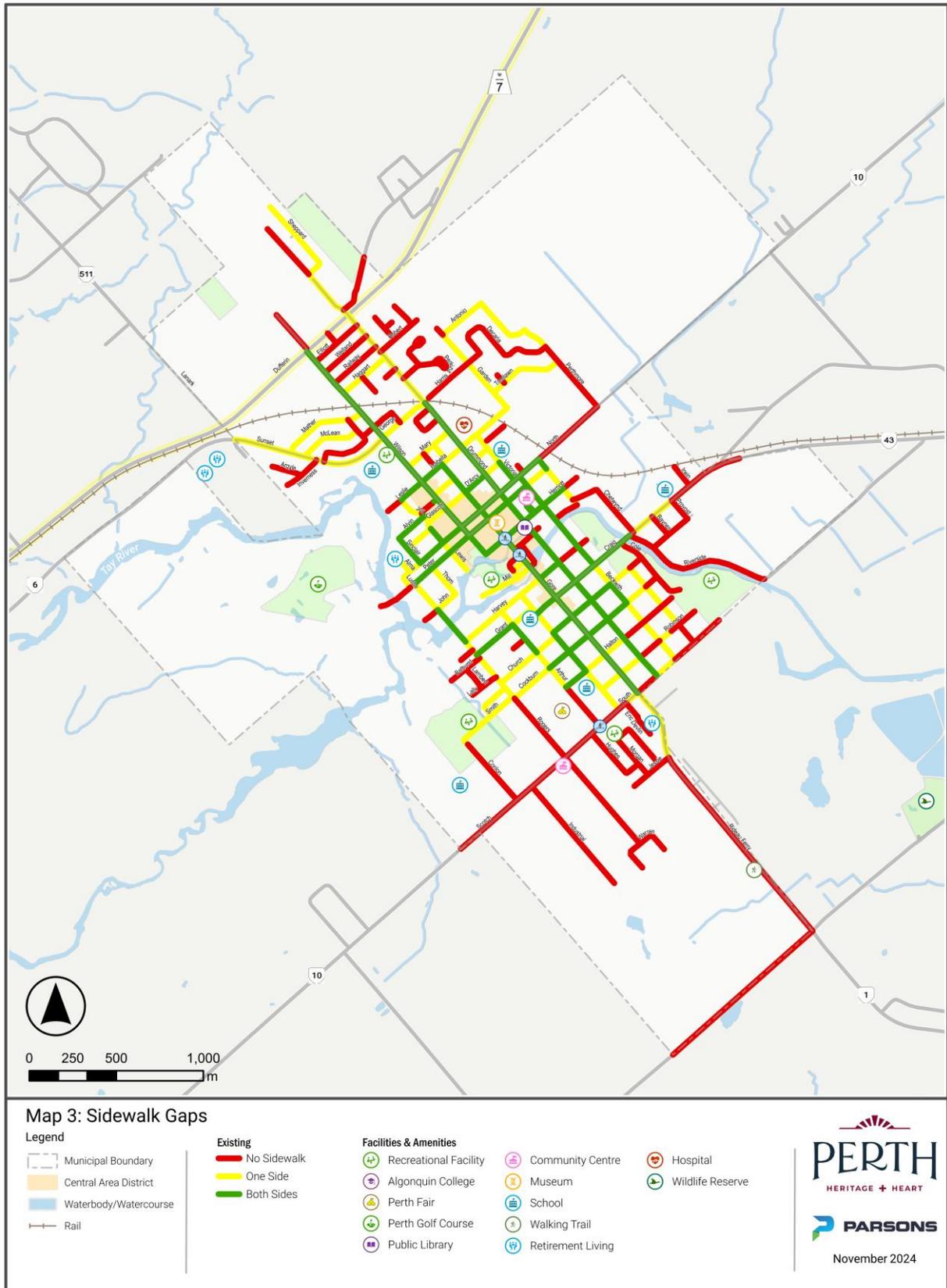
Map 1 - Existing Active Transportation Infrastructure Network



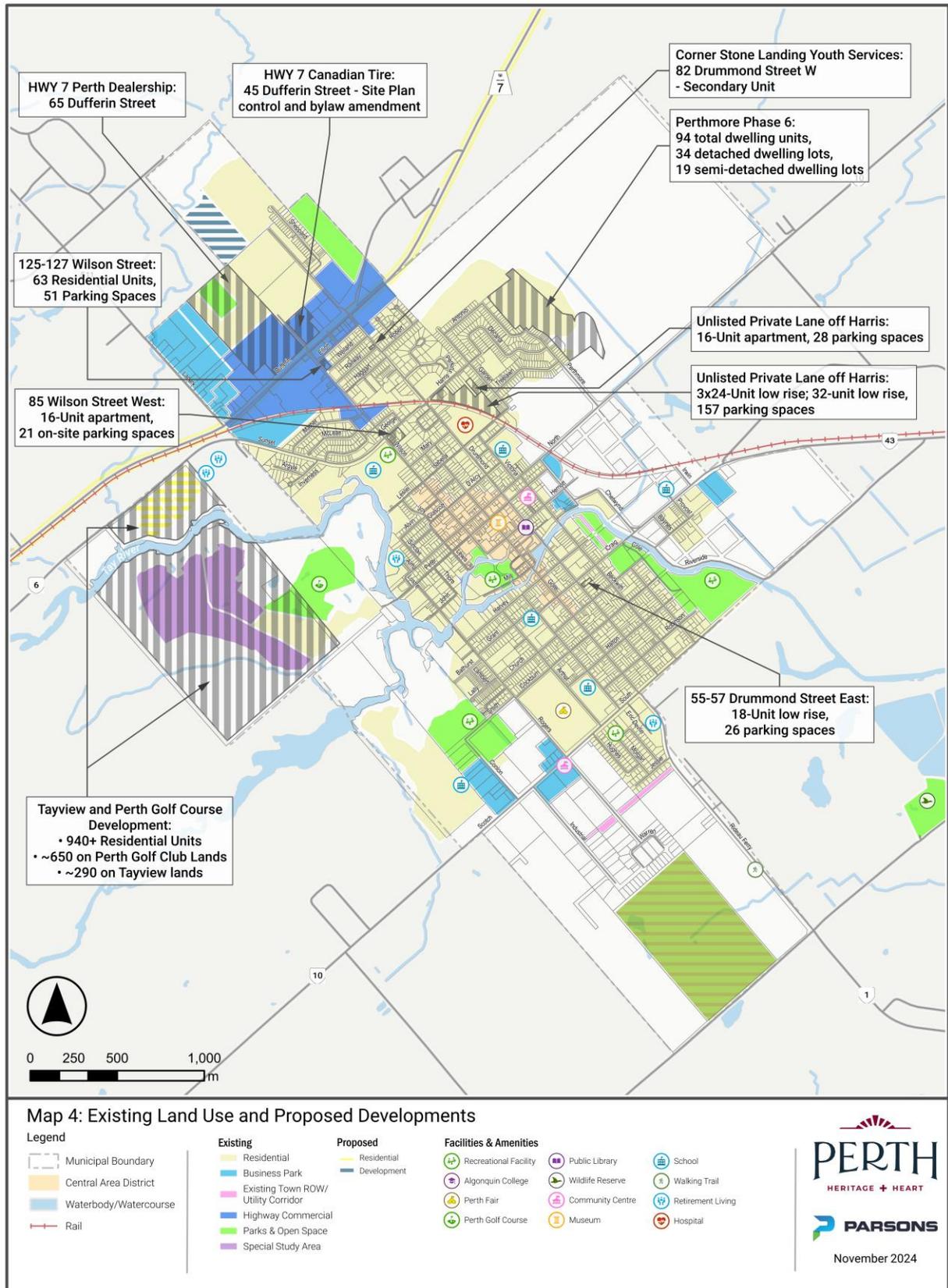
Map 2 - Existing Sidewalk Infrastructure Network



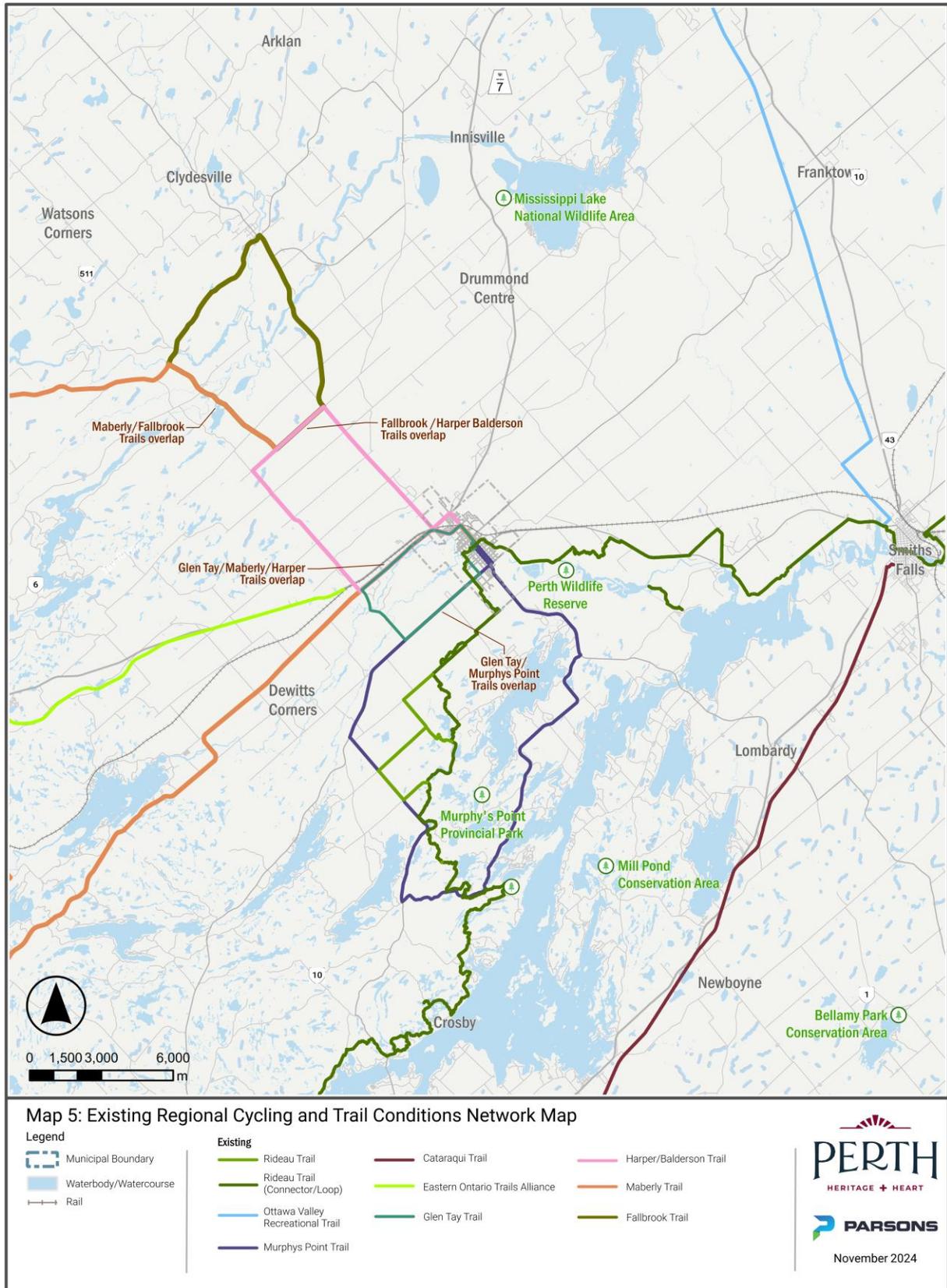
Map 3 - Sidewalk Infrastructure Network Gaps



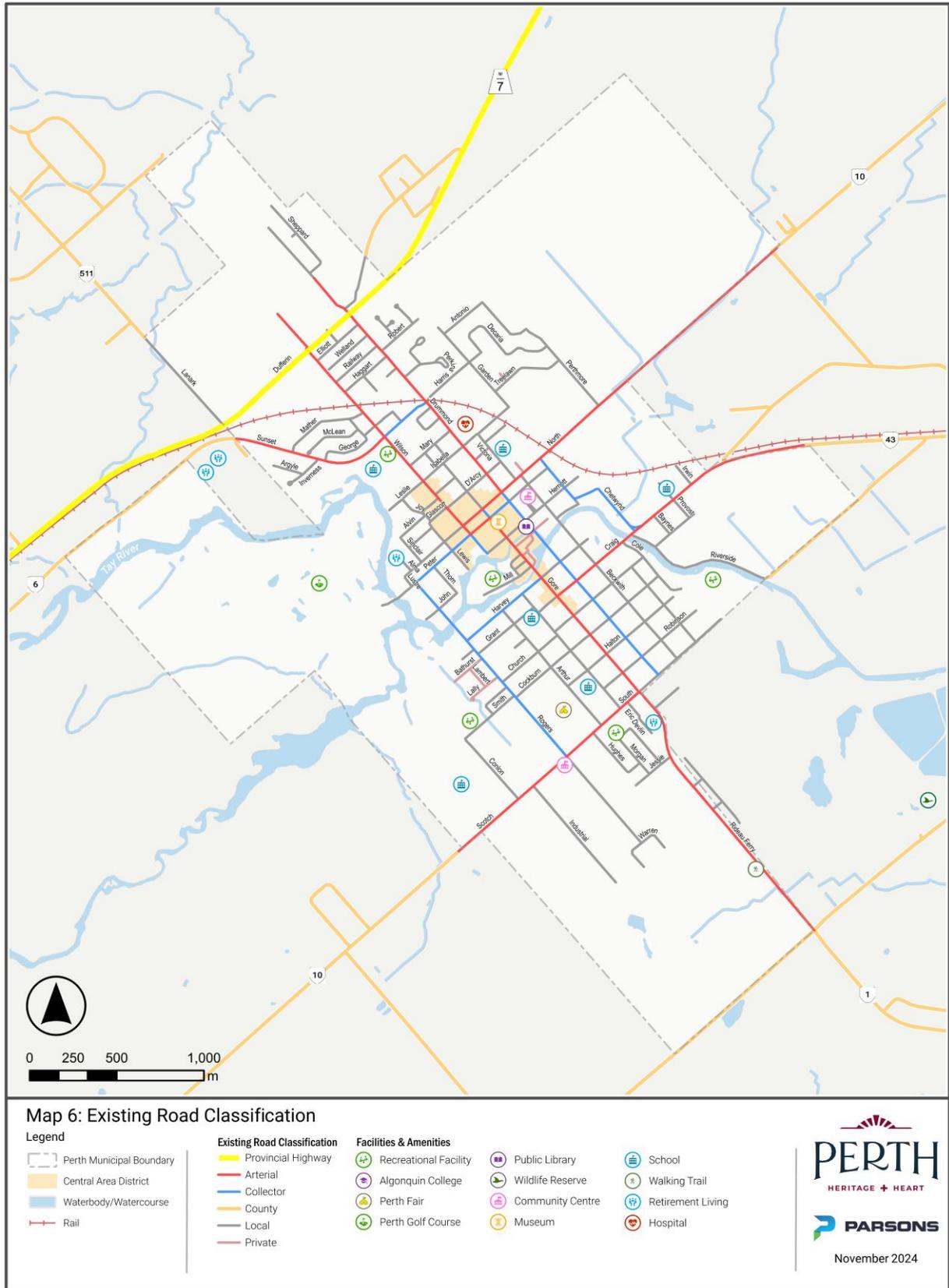
Map 4 - Existing Land Use and Proposed Developments



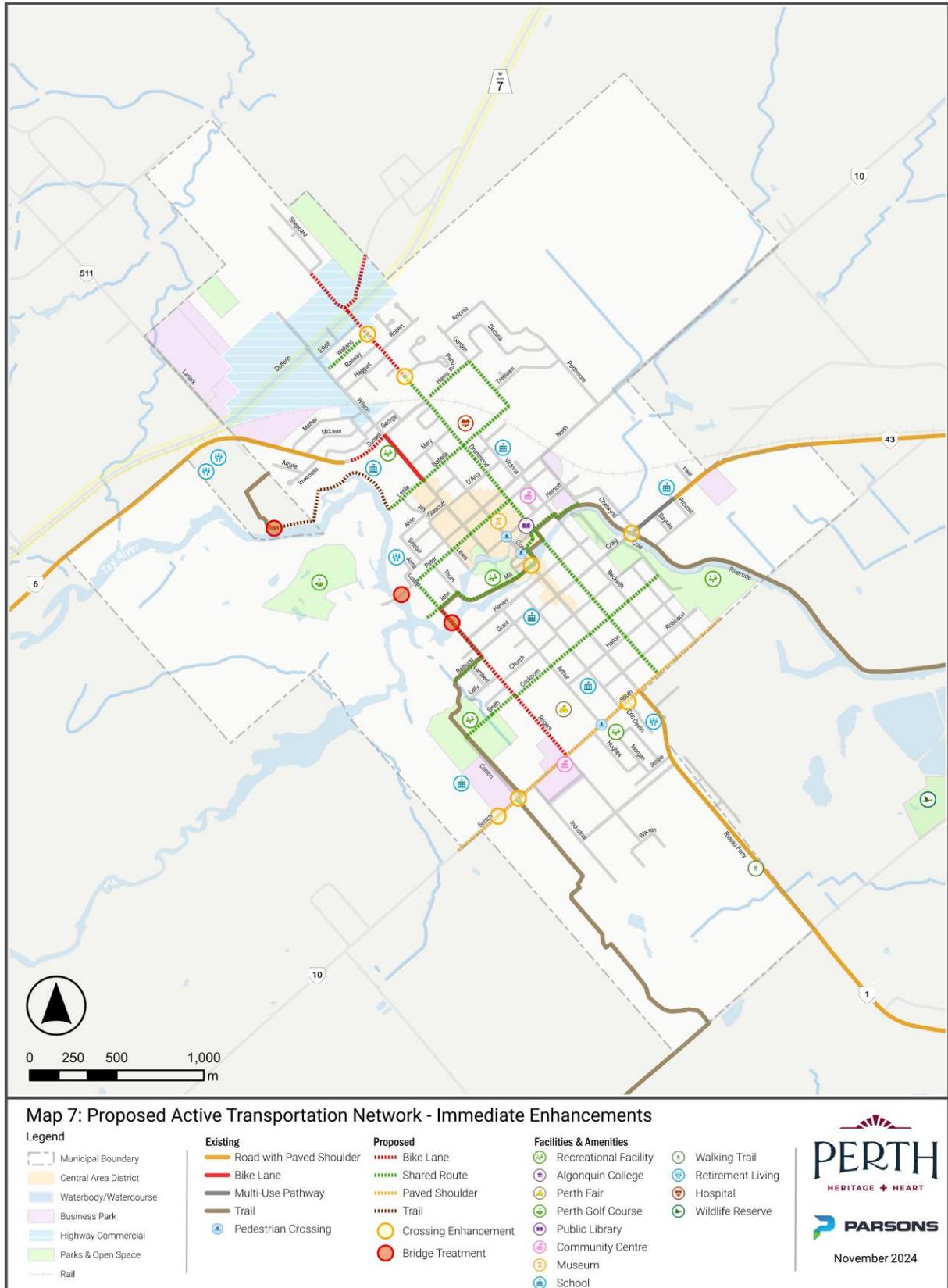
Map 5 - Regional Cycling Routes



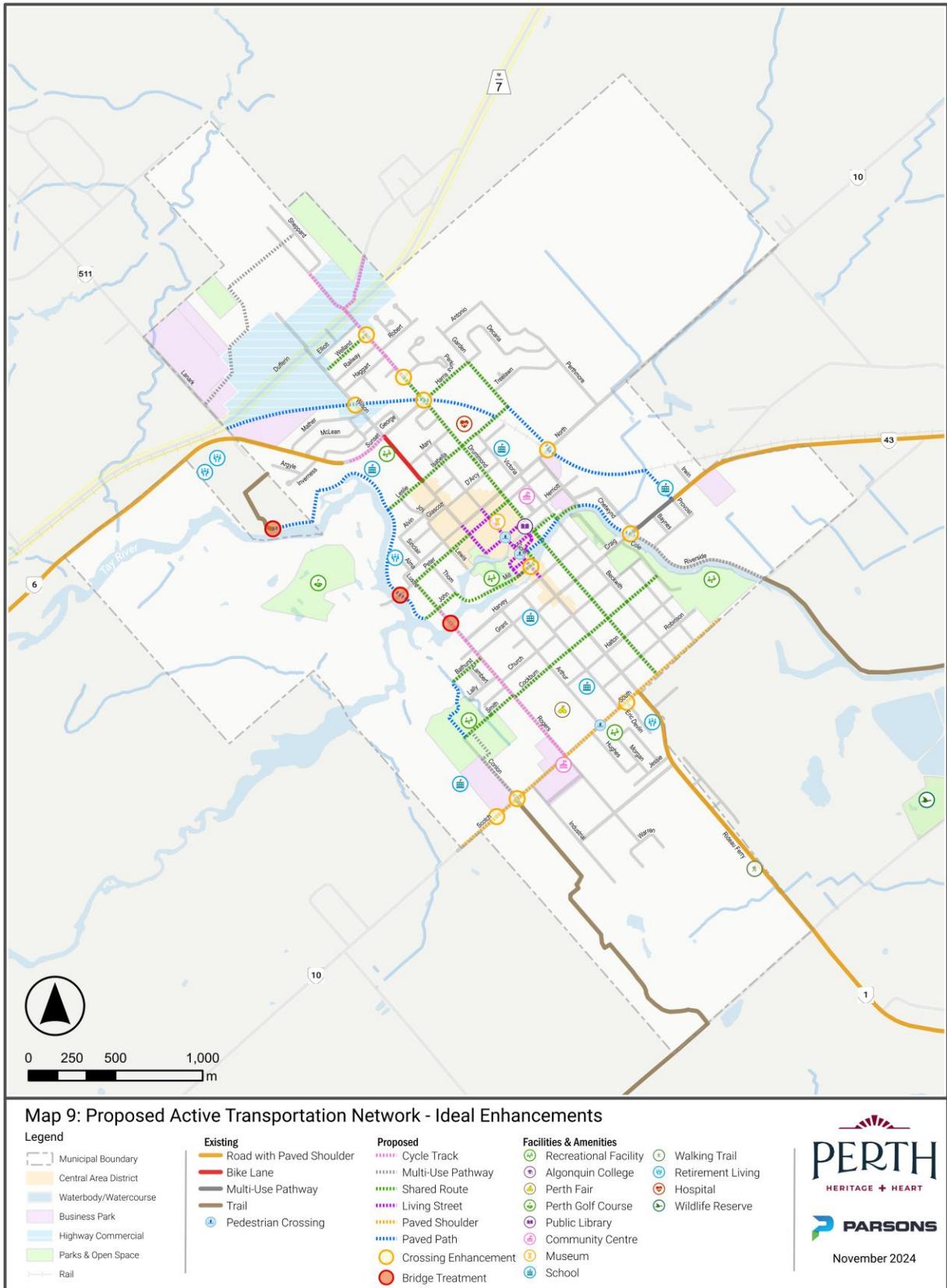
Map 6 - Existing Road Classification



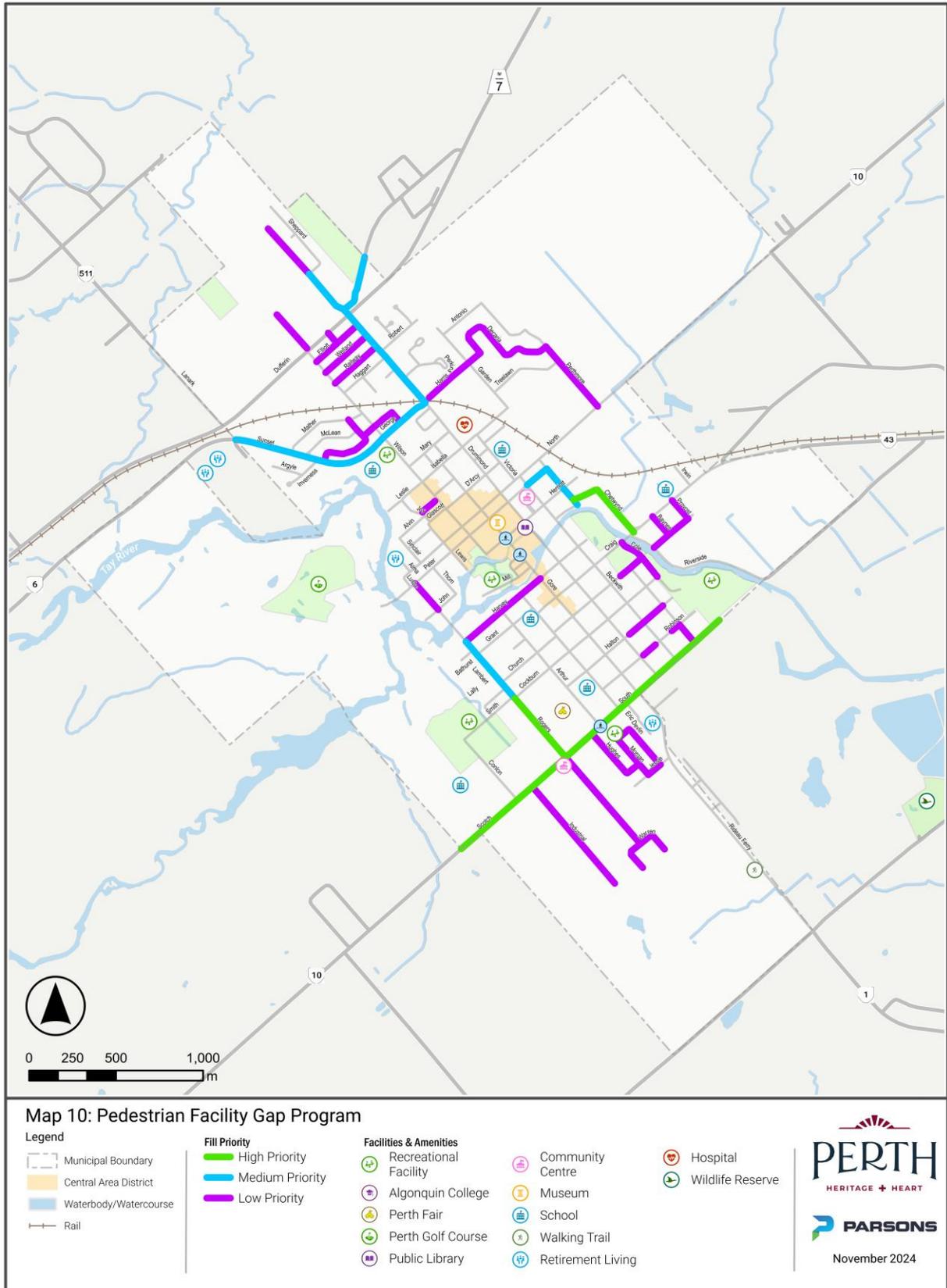
Map 7 - Immediate Active Transportation Network



Map 9 - Ideal Active Transportation Network



Map 10 - Pedestrian Facility Gap Program



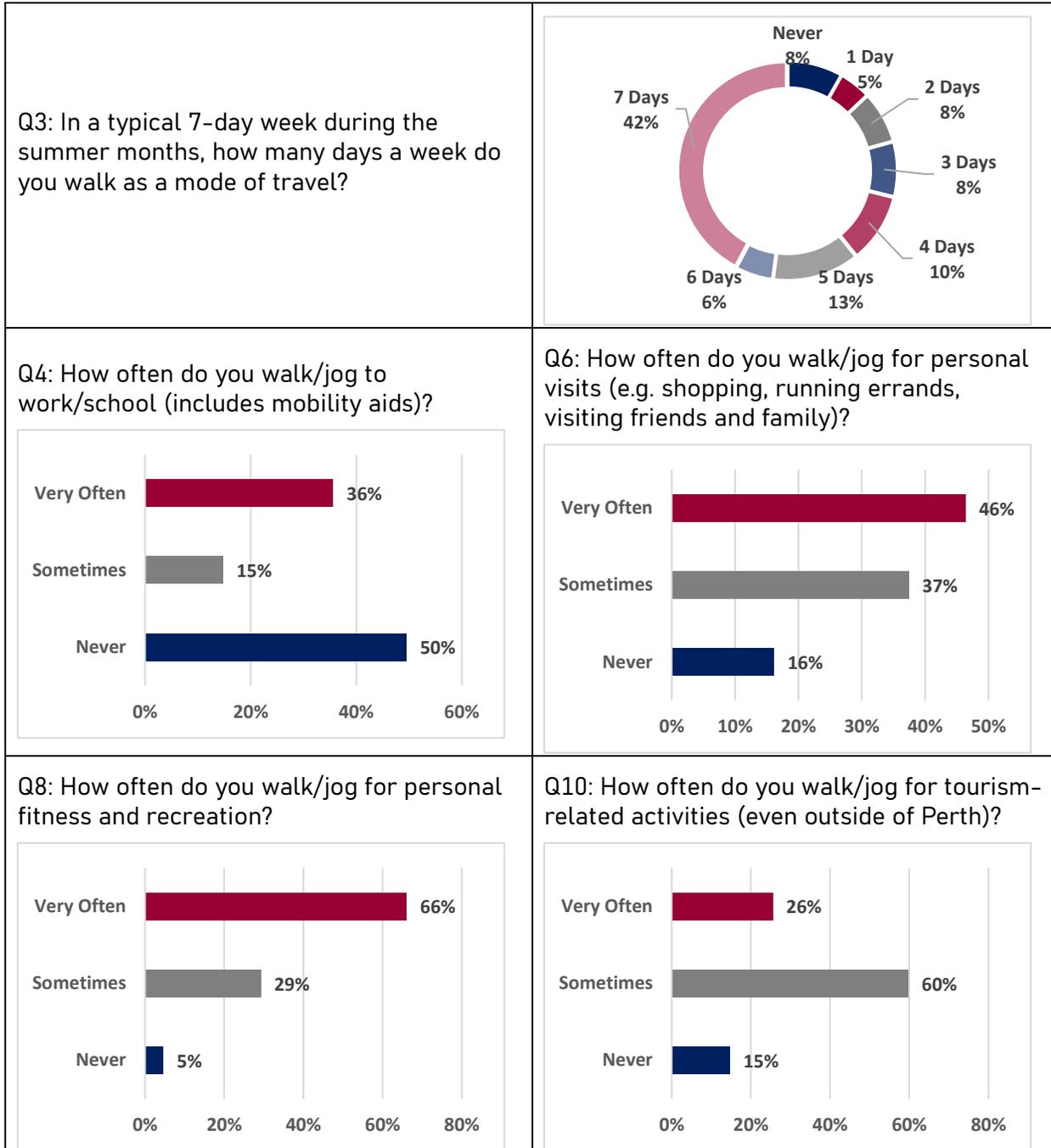
APPENDICES

APPENDIX A:

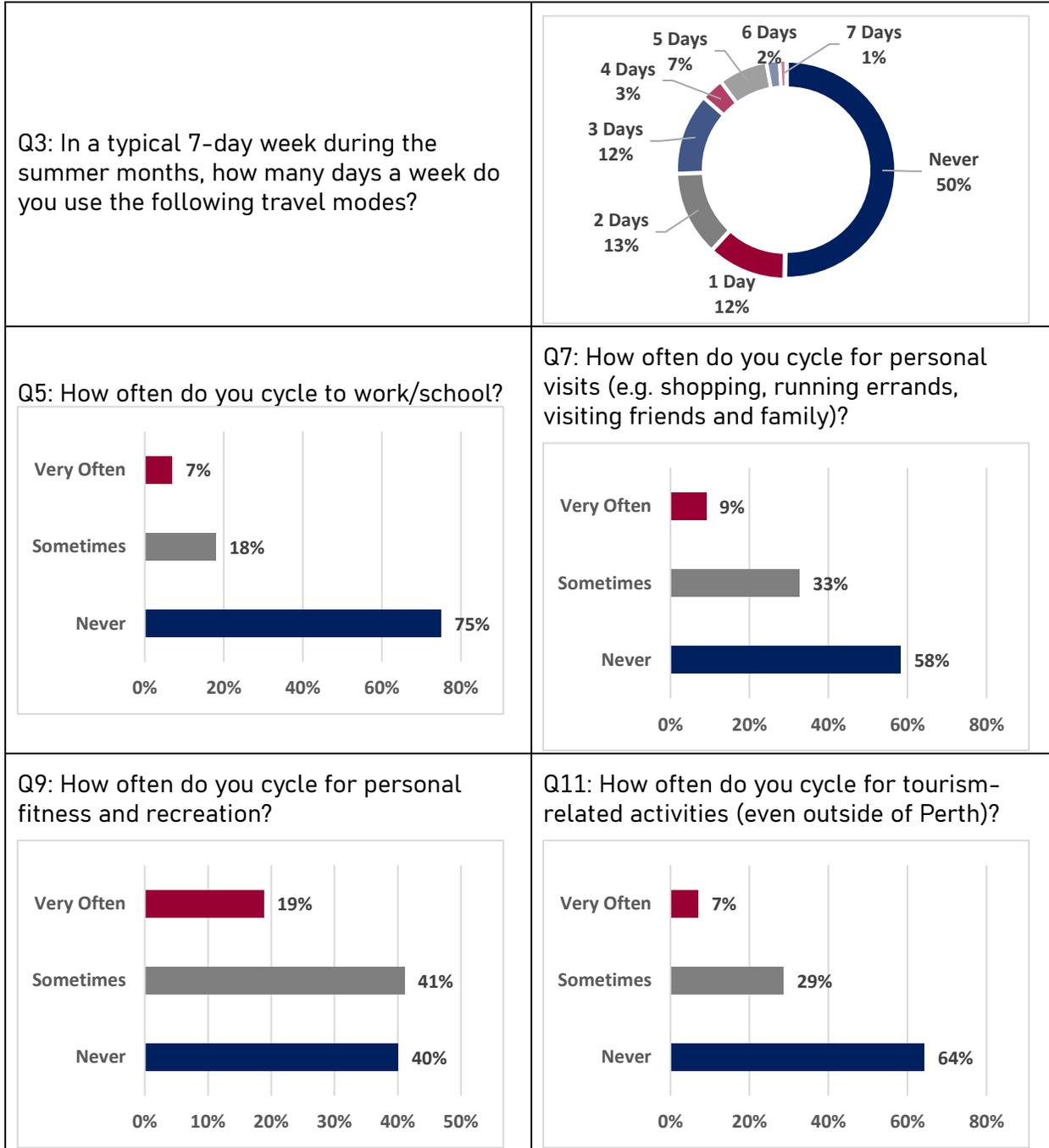
ON-LINE SURVEY RESULTS

The online survey received over 230 responses, with 47% of survey respondents indicating that they are either retired or do not work. Typically, walking and jogging were more popular than cycling for all trip purposes (Work/ School commutes, personal visits, fitness, and running errands), while active transportation modes are mostly used for personal trips.

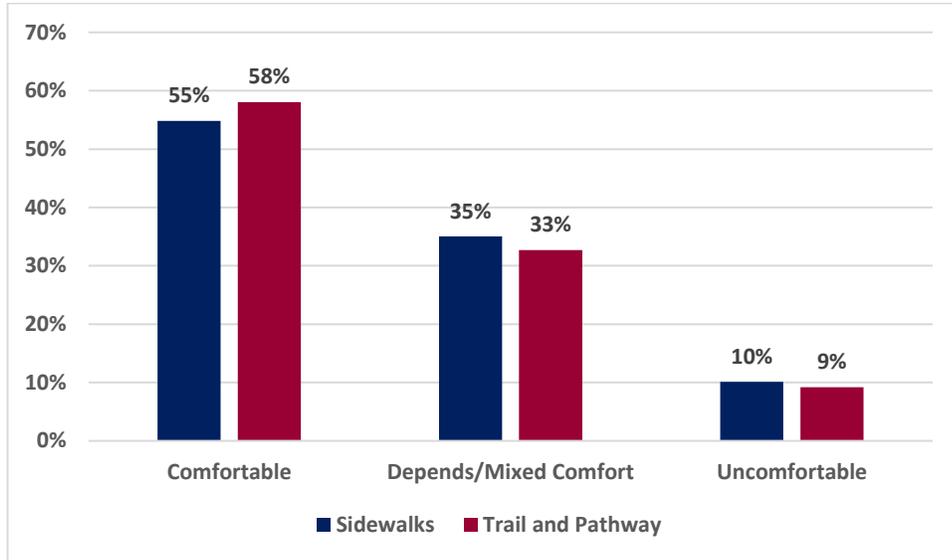
Walking



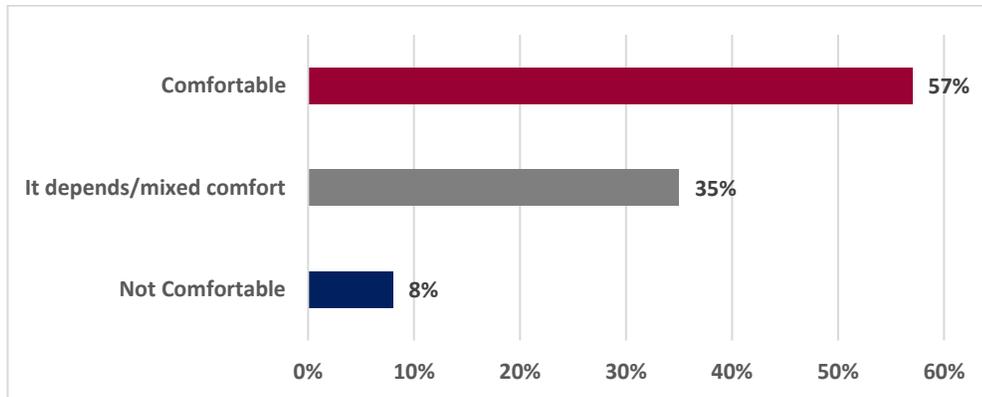
Cycling



Q#: How comfortable are you walking/jogging on the following facilities in Perth?



Q#: How comfortable are you walking (includes mobility aids), jogging and/or cycling over the bridges in Perth?



Q#: The top five responses to which (if any) of the bridges make you feel any level of discomfort while walking, jogging, or cycling across, where:

- None of the Above
- Beckwith Street Bridge
- Rainbow Bridge
- Drummond Street Bridge
- Rogers Road Bridge

Q#: How comfortable are you cycling in the following contexts in Perth?	3% On-road in mixed-traffic (no bike lanes or paved shoulders)	27% On-road in a bike-lane or on a paved shoulder	48% Off-road on trails and/or pathways
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APPENDIX B:

PUBLIC INFORMATION CENTRE SUMMARY AND PRESENTATION MATERIALS

Public Information Centre

On May 14, a public information centre was held at Algonquin College campus from 3:00pm to 7:00pm. A series of 20 boards were used to present information about the Active Transportation Plan to the public. Roughly 20 people attended the event and were encouraged to read the boards, ask questions, and leave their comments with stick notes and comment sheets. A total of 27 comments were provided as seen below.

PIC Board Comments

Ensure compatibility integrating of ATP with Towns Accessibility Plan
 Provide active transportation linkages to shopping and community centres
 clarity about term satisfied needed
 Need to keep in mind more people walk than cycle
 What other areas besides bridges feel uncomfortable?
 Perth will see a lot more motorized wheel chairs - need to anticipate this in addition to cyclists
 Existing streets too narrow how could you do these?
 Existing streets too narrow how could you do these?
 We live with winter. This option doesn't work. Too much work for the town employees
 Does not show regional cycle connections: North st to CR10; scotch line to 511
 Also need to consider future connection to Caivan development, and Perthmore
 Minimum ROW 20 m for new development
 All planning applications
 How do/will policies integrate ATP with accessibility plan?
 Employ temporary traffic calming measures no w in select areas to test and collect data as well as solicit public feedback. Also raise awareness and education.
 Concerned tat complete streets plan will be too costly and disruptive, use iterative strategies instead
 Nothing in plan that speaks to the need for cycle route signage
 Op update should show diagrams or illustrations to help explain concepts
 Need to integrate Lanark County Cycling routes with Town cycle infrastructure
 Perth needs a car share program (like communauto in Ottawa) Doesn't need to be Town ran, these can be organized by citizens or by private enterprise
 Live without cars for one week challenge.
 Wishing that someday trains will not run through town and track can be used for cyclists/pedestrians (like Montreal)
 Enforcement for speed
 Sidewalk Development Key
 I have lived in Perth since 2018 and love this town, however there are serious issues with traffic. Perth is not a pedestrian friendly town. I walk 4 miles almost everyday and see constraint dangerous driving incidents. Many drivers do no follow crosswalks or traffic lights.
 The ATP has so many excellent ideas, among them more pedestrian crosswalks especially on Drummond which only has sidewalks on one side. I feel that the crosswalk would be best at Haggart street North of Welland which is quite close to highway 7.
 The plan to reduce speed limits within the Town limits is also excellent!
 One thing I have noticed is that the installation of the pedestrian stop signs at the crosswalks on Gore street has made a big difference and made crossing so much safer.
 I think its telling to not that I feel safer as a pedestrian in Vancouver and Calgary where I often visit.
 Wish there was a way to walk/ride between HWY 7 and South st. without having all the traffic.

For individuals unable to attend the event in person, the boards were made available through the Engage Perth platform, where users were asked 9 questions. A total 15 people participated in the online platform and left 63 comments as seen below.

Draft Vision & Objectives (slide 6)
Are we missing any key objectives or directions? Is there anything you would change?
Safety: safety for pedestrians and cyclists must be an overriding objective.
Looks like you have the key objectives. Perhaps accessibility and inclusiveness should be list here?
You show a path along the river from Leslie Street to Peter Street. At least 2/3 of that property is private and the town has burnt their bridge with the property owners regarding this project. Why would you put a trail across private property without consulting and input from those landowners? It makes the plan a farce if it will never happen without an easement and based on my experience with the town on this I can say it ain't happening.
Putting this trail out there in the plan is irresponsible and misleading.
Here are some additional objectives that could be beneficial: 1. Collaboration: Strengthen partnerships with local organizations, schools, and businesses to support and promote active transportation initiatives. 2. Education and Awareness: Promote educational initiatives and awareness campaigns to encourage the adoption of active transportation and inform residents about the benefits and available infrastructure. Highlight the potential economic benefits of active transportation, such as increased local business patronage and reduced transportation costs for residents.
something that perth should look at as other city and town's look at their's a lack of transportation system in canada .perth should look at starting up a tram system in our area and get the federal and provincial government involment with the plan .They need to look at doing a electric tram system .It would be helpful for people looking for work and for tourist in our area .Europe has them and their used every day over in europe . https://www.youtube.com/watch?v=5qcF5xb8xes
These could be reordered to focus more on those who live in Perth and their needs- for instance, tourism, in my opinion should be ranked #5. Quality of life should be higher. Absent from this conversation are also cross walks, including crosswalks at busy and difficult to see intersections like Gore and North or at Drummond and D'Arcy.
There is an implicit need, as a further objective, to integrate the Town's Accessibility Plan with the proposed ATP. Safe pedestrian traffic on our sidewalks is imperative as is the ability to access stores and businesses. Connectivity has an even broader implication than that suggested. connectivity also means that residents and visitors have easy access to businesses and community services throughout Perth. This also includes the provision of safe and secure bicycle parking while patronizing businesses and services in Town.
Early Community & Stakeholder Feedback Highlights (slide 7)
Do you agree with these findings? Do you see any gaps or have different opinions?
Yes. No.
The key to transition people from motorized modes to active modes is that their entire trip must meet their level of comfort. It looks like almost 50% are only comfortable off road.
Yes No
I admit to a little nervousness the first time I drove over the Beckwith Street Bridge. However, I recognized it as a "Me Problem." No doubt, its engineering has been scrutinized endlessly so I approached it slowly and found it to be far easier to manage than expected. I have become fond of its quirkiness and now I almost look forward to crossing it. The only bridges I have FUTURE concern about (if the golf course is

heavily developed) are the Rogers Rd and Peter Street bridges that I suspect will bottleneck traffic accustomed to skirting Perth via Wilson. I support vigilant maintenance of the Stewart Park bridges, particularly any efforts to combat ice in the winter, but not substantial change to the structures. I am a near-retiree who soon will be caring for a 90-year-old parent in my home. I love our beautiful town but see Stewart Park as its irreplaceable heart. I don't think either my mother (or myself) would place our own needs before the protection of its unique character. I agree with the identification of most of the above corridors and access points as problematic for cyclists.

With the new Tay River Health Centre and Lanark Lifestyles retirement community being built just south of South Street, improved connectivity to the town is essential. Currently, the only access point is the traffic light at the intersection of South and Drummond Streets, leaving no alternative routes for reaching these buildings or the surrounding homes. To encourage active transportation, it is crucial to prioritize safety and ensure continuous pathways.

Yes. Rogers road also has some areas with only one sidewalk and biking is uncomfortable so some improvement could be done there also.

yes i agree.

Was this cross referenced with Stats Can data? How do the needs of low income earners or retirees in Perth factor into this conversation? I suspect that those living in or at the poverty line didn't have access to your survey.

cycle corridors that facilitate regional connections are vital for recreational travel and transportation. Notwithstanding the safety issues, Hwy 511 is missing from the list.

I enjoy cycling, but feel Perth could benefit from a bike lane (painted green or blue so it stands out). I typically bike alongside the traffic, but cars often don't pay attention to cyclists and on several occurrences have come dangerously close to hitting myself or my children while cycling in Perth (especially on Rogers rd over the bridge). It would be nice to see designated bike lanes and/or grassy medians put in place to form a barrier between pedestrians, cyclists and vehicles. Any bike lanes which run through town need to form a continuous flow for the cyclist, and not end abruptly as the one does on Wilson up near Harris street. The bike lane ends and cyclists then are forced to ride alongside vehicles in an already congested area. I'm looking forward to seeing better solutions put into place for Perth so we can use our bicycles more and our cars less.

I agree

Sample Draft Policy Updates - Active Transportation usage & sidewalks (slide 17)

Do you have any comments or suggestions?

Cyclists should be kept off sidewalks, particularly in the downtown core. Safe bike lanes or trails must be provided.

All local urban streets should have at least one sidewalk especially if on street parking is allowed. Higher density and "sensitive" streets need 2m wide sidewalk on both sides. Collector and arterial streets need sidewalks on both sides of the street.

If you want to promote active transportation and your community is walkable ensure you have policies that demand infrastructure. Words like "desirable" only confuse the issue.

The one-side sidewalks often switch side between blocks or around corners, so the pedestrian unfortunately has to cross more lanes to reach another sidewalk. Also, many sidewalks still have holes or gaps where they have broken down or where tree roots have impeded them, even though some sanding down was done a few years ago. It is still easy to trip, and filling those gaps would enhance safety.

There needs to be a sidewalk on Sinclair Street between Alvin and North Street. There are sidewalks on all the connecting streets to Sinclair but none on this street. -Heavy pedestrian traffic including elderly residents from the Carolina buildings is required to mix with increasing vehicle traffic on this street.

I strongly support at least a stripped down bus service, for example, a bus that travels on Hwy 7 between Tim Hortons and Home Hardware, then turns around and takes Drummond St to South St/Scotch Line, turns right from Scotch Line along Rogers Rd to Peter Street, right at Peter then left onto Wilson to close the loop at Hwy 7. I commute to Ottawa for work so this wouldn't remove drivers in my position from the roads but I suspect that half of the traffic in the downtown area is non-working locals running errands. Perth is narrow enough that even a pared-down bus loop puts nearly everyone within 2-3 blocks of a potential stop. People over a certain age or those with recognized medical challenges could be issued a brightly-coloured card to stop a bus passing the end of their streets rather than having to wait at a more distant bus stop. I don't think drivers should be taxed additionally for having a car - it is hard enough to make ends meet now - but I do think residents who are willing to give up a vehicle should be rewarded, perhaps with a heavily discounted bus pass or property tax incentive.

This sounds good.

something that perth should look at as other city and town's look at their's a lack of transportation system in canada .perth should look at starting up a tram system in our area and get the federal and provincial government involment with the plan .They need to look at doing a electric tram system .It would be helpful for people looking for work and for tourist in our area .Europe has them and their used every day over in europe . <https://www.youtube.com/watch?v=5qcF5xb8xes>

Missing AODA requirements in this conversation

Again, accessibility is important so that sidewalks are universally accessible and meets OPSD standards for width, and grade alterations at intersections.

I'd like to suggest adding a grassy median or border between the sidewalks and the edge of the curb leading onto the roads.

Sample Draft Policy Updates - ATP priority/enhancements/connectivity (slide 17)

Do you have any comments or suggestions?

Remove the statement "(subject to available funding)"!

Update the road design cross sections and ensure that utility companies are on board. This can be a challenging process but is critical to success in supporting pedestrian and cycling infrastructure inclusion in road design.

It is also critical that the Town follow their own Official Plan guidance. Don't use funding as an excuse to avoid good road design.

This looks comprehensive.

Town removing a well used pedestrian right of way from Perthmore demonstrates the current administration's lack of commitment to safe walking infrastructure. Giving up this corridor permanently rather than installing the fencing as approved by the council shows a poor vision for the future.

These are all laudable goals. "Subject to available funds" is a big inhibitor, though. Perhaps the funding source is different but I have been mystified by long-term road improvements between Perth and Carleton Place along 7. I travel that road 5 days a week and can say I have not noticed one pothole or damaged area in the past two years until one reaches a small pothole in the left lane EAST of Carleton Place. Why the expensive resurfacing? I could understand adding another lane (or two) - especially a dedicated bike lane - but the road work has seemed to me to be unwarranted and wasteful. Can someone explain?

something that perth should look at as other city and town's look at their's a lack of transportation system in canada .perth should look at starting up a tram system in our area and get the federal and provincial government involment with the plan .They need to look at doing a electric tram system .It would be helpful for people looking for work and for tourist in our area .Europe has them and their used every day over in europe . <https://www.youtube.com/watch?v=5qcF5xb8xes>

There are many businesses and services in Perth that do not have secure bicycle storage (racks). retrofitting will not address the deficiencies expeditiously. The Town needs to commit to an aggressive

program to incentivize businesses to retrofit by adding bicycle storage facilities. Complete streets also mean accessible streets (per previous comments). The cycling network plan needs to include language that speaks to regional cycling connections between Perth and Lanark County for intermunicipal travel. A policy on integration of the accessibility and ATP plans is also needed.

Sample Draft Policy Updates - Plan of Subdivision and Site Plan Control & Speed Management (slide 17)

Do you have any comments or suggestions?

This is great!
Reduction in speed limits may require traffic calming measures to achieve the target speed. Active transportation supports green initiatives. There are other policies that should also be considered. Car share parking, electric bike charging, EV car charging, appropriate bicycle storage, repair and cleaning stations.

40 km/h seems unrealistic these days, good luck!

I absolutely agree that developers should share the responsibility of creating trailways for walking and cycling that completely conform to a town plan. Perth is lucky to be a small community still surrounded by considerable green space. We need to proactively buy buffer zones and corridors to aid in the expansion of a trail system. More on that later.

Speed management is an excellent consideration. Very happy to see this in the plan.

Consider enforcement of speed as even with posted limits there are a good number of speeders that simply don't care. We saw this by the golf course and feel more deterrents could be needed in general if speed limits are potentially going to change around town.

Consider closing main streets to through vehicle traffic at key times of year such as weekends in summer on Gore St

"Site plan and subdivision plans are not the only planning tools that can be used. Reference should be made to all types of planning applications that may transportation related components such as OPAs, ZBLAs, consents etc. It should also be noted that there is an interest in the development permit system in Perth, comparable to that of Carleton Place. This approach will warrant specific policies. One consideration that has not been addressed anywhere in the ATP is signage for cycling. Directional signs with mileage (distances) are invaluable to persons not familiar with a community. Speed management may also have an impact on off road cycling paths and trails."

Sample Draft Action Items - Active Transportation Usage & sidewalks (slide 18)

Do you have any comments or suggestions?

The need to determine "level of comfort" for cyclists is critical in selection of cycling facility.

Most people are not comfortable cycling on road with any significant volume of traffic or need to move around parked cars. Cycling on road on a truck route should not even be considered.

Also, intersections and intersection control are critical spots in route selection. Even though PXO's are not a cycling control they can be used by cyclists to cross busy streets safely by dismounting.

Consider adding a statement about establishing a clear timeline for the implementation of these enhancements to ensure accountability and progress tracking.

Sample Draft Action Items - Active Tourism, Community Improvement Plans, & Highway 7 (slide 18)

Do you have any comments or suggestions?

With communities like Perthmore, make clear pathways with fencing through circular or meandering streets so walkers can get from their home to a destination like a grocery store more directly.

If the OP supports residential development on the north side of Hwy 7, it is critical to support safe and connected crossings of the highway for pedestrians and cyclists. I would suggest that protected intersections be used at all signalized intersections rather than roundabouts and that the number of accesses from developments be reduced.

Good ideas; we need to encourage both tourists and young families to reside in Perth.

something that perth should look at as other city and town's look at their's a lack of transportation system in canada .perth should look at starting up a tram system in our area and get the federal and provincial government involment with the plan .They need to look at doing a electric tram system .It would be helpful for people looking for work and for tourist in our area .Europe has them and their used every day over in europe . <https://www.youtube.com/watch?v=5qcF5xb8xes>

Highway 7 should become a divided high way

Tourism is important, but so is day-to-day patronizing of restaurants, businesses and other services. The economic impact of cycling is broader than just tourism.

Sample Draft Action Items - Active Transportation Support Programming, Speed Management, & Climate Change (slide 18)

Do you have any comments or suggestions?

I agree with all of the above.

This is wonderful! Engage with community groups to provide as much support as possible. Empower the community and work together.

Seniors have more problems with local movement by foot or cycle. The local bus is a good start, and encouraging more mass transportation is a desirable long-term goal.

Integrate active transportation and greenhouse gas reduction goals into broader municipal policies and planning efforts to ensure cohesive and sustainable development.

Establish a greenhouse gas emissions monitoring program to measure and track reductions in emissions resulting from increased active transportation usage. This program will help evaluate the effectiveness of our initiatives and guide future actions.

Implement community education and outreach programs to raise awareness about the benefits of active transportation and encourage residents to reduce single-occupancy vehicle trips.

Add a stop sign and/or pedestrian cross walks at the intersection of Peter Street and Rogers Road. Frequently there are speeders heading to and from the Golf Course which go in excess of 60 km. It is adjacent to an elderly community at Aspira Carolina Retirement centre, and I see them frequently out for nightly walks. Cars exiting the golf course do not slow down for pedestrians. Also many walk to the Golf Course bridge on Peter street and pause to look at the wildlife. These are people in their 70s-80s and speeders do not slow down. I've seen it first hand and it quite bothers me the carelessness cars have when interacting with pedestrians - especially elderly.

Education needs to be a very big component here! In particular, education for motorists that bikes are allowed to share the road, and belong on the road on shared streets.

Do you have any other comments, feedback, or suggestions? Be as general or specific as you like!

The truck route on Gore Street between Foster and Craig St must be removed. You cannot have an on road bike route with a truck route.

Look for as many opportunities to connect the routes shown on the draft cycling plan.
Develop a recreational off road loop route that is adjacent to the Tay River as much as possible.

Consider cycling routes for different purposes and determine the necessary level of comfort for each

route. For instance, school routes, recreational routes (local and long distance) and purpose driven routes (shopping, businesses).

I don't think Drummond is a good southbound route between the Crystal Palace and Harvey Street due to the hill and narrow cross section.

Uncle Thom St between Peter and John St as a shared cycling route.

Remove the need for pedestrian activation of the crossing at the two traffic control signals on Foster St. In the long term, these 2 traffic control signals should be moved to North St. No idea why Foster St would be used for traffic signals.

The easiest way to increase cycling is to provide convenient secure bike parking!

The current lack of enforcement for vehicle noise, speeding, not using signals, and the blocking of sidewalks by parked vehicles and brush not cleared away is shameful. Perth is not a friendly pedestrian town and it should be.

The survey asked about sidewalks and bridges but did not ask people how safe they feel at traffic lights as a pedestrian. I've provided this feedback twice now but would like to reiterate it.

A review of current traffic light controls is warranted to help improve pedestrian safety. Pedestrians, particularly the young, old and disabled, need adequate time to cross and protection from left and right turning vehicles when they are provided with a walk signal.

Thank you for your good work on this initiative.

Apart from improving infrastructure in downtown Perth, I think this is one time we can look to Brockville for a successful AT project that ticks a lot of boxes - The Brock Trail. Before buying a home in Perth, for two years I seriously considered Brockville for little reason other than its beautiful waterfront and The Brock Trail. I discovered I was not alone. On every visit, I walked the trail, chatting with everyone who seemed approachable. Most people seemed to be habitual users of the trail but I'd say 1/3 of the people I asked about neighbourhoods, community issues etc, turned out to be tourists or people deciding if they wanted to move there. They all highly valued the trail and considered it to be among Brockville's top attractions. On one visit, while considering a home purchase on a street whose mid-way bridge had been converted from vehicle to pedestrian traffic, I asked a resident if it presented a commuting headache. She said she didn't mind it a bit - the rerouting added less than a minute to travel time; she said two Brock Trail trailheads were right over the bridge, more than making up for the change in use. I completely agreed. In fact, I was specifically looking for a home near a trailhead. Brockville isn't the warmest of communities but everyone I met on the trail was friendly and helpful. To understand the positivity and success of the Brock Trail, you have to experience its ambience. I am linking a YouTube video of someone biking the trail here. At its beginning, the commercial/recreational areas along the St. Lawrence River are gorgeous, however the green spaces are connected by roads that are not bike- or walk-friendly. (See: youtube Brock Trail Brockville ON) It is at the 12:40-second mark that the trail comes into its own becoming a beloved shortcut to visit neighbours, walk dogs, or get daily exercise in dappled serenity. The 5 km narrow paved trail is being steadily expanded, permitting cyclists to travel from the West End, across the northern part of the Historic Downtown, to the East End, interrupted with occasional road crossing but primarily off of arterial roads. Despite its close proximity to homes and backyards, the trail is narrow and lined with trees on both sides, making it feel shaded, relaxing and intimate. Other than families, most people walk in twos, chatting or observing birds or flowers. I wouldn't change a thing about Stewart Park but some of Perth's other green spaces do not inspire walking. Last Duel Park is a fine campground but its "trails" are

motorways and feel like it. Strolling across hot open fields lacks everything that makes The Brock Trail a destination or a daily joy. Just walk or bike that short section of trail in Last Duel Park that parallels Sherbrooke E, running roughly from South St to Robinson Street. The natural buffer on each side is only 1-2 trees deep but it feels far more like a stroll in nature than the groomed open areas adjacent to it. What I propose is a two-part AT project for Perth to eventually enable people to cross through the South and North Zones with minimal travel on roadways. Since the Rideau Trail roughly follows much of the route I would propose for the South Zone, including Stewart Park, I suggest we start at the Trailhead for Last Duel Park at the intersection of Craig St and Cole Rd and head into the South Zone first. Yes, bikes can use the existing road system in Last Duel Park but the Park would be infinitely more enjoyable with an accessible, fairly narrow TREE-LINED corridor that starts near the River then connects clumps of woods until reaching the green space that crosses north-east of where South St ends. Skirt the marsh area in a diagonal southerly direction until reaching Rideau Ferry Rd, roughly across from Darou Farm, then cross or skirt their farm until reaching the wooded area on the western edge of their farm. There are several paths that cut through the green space south of the industrial area. Cut between Top Shelf Distillers and the Perth Landfill site, skirt to the west of the industrial area, close to the Town Line, and coming out on Scotch Line as close to the west side of St. John Catholic High School as possible. Follow the western tree/ marsh line. When you reach the Conlon Farm Complex, try to keep the trail within the tree line west and north of the complex, ideally reaching the corner of the Tay River behind the condo unit at 23 Rogers Rd. The Rideau Trail follows a similar route from Scotch Line Rd. but it isn't so much a nature trail as a slog from one road to another. It may be inevitable to walk along Rogers Rd, cross the Bridge, then walk along John St until you reach the little foot bridge that carries one into Stewart Park but it would be far more inspiring (and safe) to cross Rogers Rd behind the unit at 23, then follow the southern side of the Tay River behind the big units at 99 and 77 Harvey until reaching the concrete abutment above the rapids. It would be an ideal spot for a footbridge connecting it to the end of Mill St and the Park. After leaving the Park, turn east on Mill St for one block before crossing Gore St, then follow the boardwalk at Tay St/Tay Lane until the path crosses under the Drummond St Bridge and alongside The Legion to where it crosses Beckwith St to Riverside Dr which quickly turns into the Riverside trail along a curve in the Tay River. When that trail reaches Craig St, turn right over the bridge to meet the Last Duel trailhead again. It is an ambitious project but, I believe, doable. The Brock Trail skirts far more residences and crosses more roads. I think the biggest challenge, creating a tree-lined path along the Tay behind the three complexes off Rogers Rd, might, in fact, be welcomed as a selling feature for condos isolated from any comfortable AT access to Stewart Park and the downtown. A word about road crossings: another thing that the Brock Trail gets right is that every trailhead has a distinctive garbage receptacle (it looks more like a concrete planter) in the middle of the entrance. When you reach a road, it is easy to spot where the trail picks up even if it is down the street a short distance. When you are driving in the city or walking in one of the little parks, you are reminded about taking the trail whenever you see one of the receptacles. They act as attractive trail markers and a convenient way to keep the trail system clean. Part 2. of the project would connect the North Zone by following the Tay on the golf course side then following the Town Line to the east of the Lanark County Administration Building until it meets up with the railroad right-of-way, following the R.O.W. eastward until it curves around the north-east of the town before cutting down to Riverside Drive at Chetwynd Street. Perth already is a beautiful small town but imagine if, in addition to a world-class park at its core, it has a nature trail entirely ringing the downtown! One last mention of The Brock Trail model: Once completed by the town, a volunteer board - largely retirees - monitors it. Properties that run adjacent to the green corridor, often plant flowers at its edges and trailheads. It is hard to overstate its significance to that city.

An opportunity to encourage active transportation with available scooters & bicycles.
Also to make money for the town with rentals as well as speed cameras.

I appreciate this thorough plan to bring about a safer and healthier community.

something that perth should look at as other city and town's look at their's a lack of transportation system in canada .perth should look at starting up a tram system in our area and get the federal and provincial government involement with the plan .They need to look at doing a electric tram system .It would be helpful for people looking for work and for tourist in our area .Europe has them and their used every day over in europe . <https://www.youtube.com/watch?v=5qcF5xb8xes>

Promotion of the significance of ATP is vital to any changes, upgrades or new installations especially when there may be a concurrent loss of parking spaces. Awareness of the economic benefits to community businesses is vital to ensure that they are on board and support the ATP. The ATP materials do not include examples from other communities as a selling feature of the benefits, economic and otherwise. We need to "sell" the product so to speak.

Thank you for doing this. Thank you for hearing our concerns and taking our suggestions into consideration. Perth is an amazing place with a great community and there is always room for improvement.

APPENDIX C:

EXISTING POLICY REVIEW

Supporting Policy and Design Guidance

The development and construction of active transportation infrastructure should be integrated with active transportation planning, design, promotion, outreach and monitoring strategies and practices in day-to-day decision making by Town Staff to establish a long-lasting shift towards more sustainable and active transportation. Developing a comprehensive active transportation plan requires a collaborative and coordinated process that builds on what has been done previously within the Town, the surrounding municipalities and throughout Lanark County. It also relies on strengthened partnerships with community members, businesses and key stakeholders. The experience and expertise of those who live, work and play throughout Perth is founded on best practices and lessons learned of municipalities of similar scope and scale. A vital element of implementing a functional Active Transportation Plan is incorporating existing policy and creating new policy to shape an effective Active Transportation network. Existing policy will be used to guide recommendations in the Plan and to help identify where policy gaps exist.

Existing Policy

The planning, design, construction, operation and maintenance of cycling infrastructure in Perth is shaped by Provincial, County, and Municipal policy. All applicable existing policy at all levels of government listed below were reviewed to accurately shape the Plan and form implementable recommendations.

Federal Government	Province of Ontario	Lanark County	Town of Perth
Federal Sustainable Development Act Transport Canada 2022-2023 Departmental Plan (2022) Transportation 2030: A Strategic Plan for the Future of Transportation in Canada	Accessibility for Ontarians with Disabilities Act Provincial Policy Statement Municipal Act O. Reg. 369/09: Power-Assisted Bicycles O. Reg. 389/19: Pilot Project – Electric Kick-Scooters O. Reg 141/21: Pilot Project – Cargo Power-Assisted Bicycles	County of Lanark Transportation Master Plan County ATV Usage By-Law 2013-20	Transportation Master Plan Official Plan Community Improvement Plan Heritage Conservation District Plan Climate Change Action Plan Climate Change Advisory Panel Strategic Plan Asset Management Plan Accessibility Plan 2020-2025 Recreation Master Plan Economic Development Master Plan 2022-2026 Traffic and Parking By-Law No. 3961

Federal Government

Federal Sustainable Development Act (2008)

The Federal Sustainable Development Act (FSDA) requires the development of a federal sustainable development strategy. The FSDA provides a framework through which to conduct sustainable planning

and will strengthen sustainable development practices within the federal government. This policy allows the government to set environmental sustainability policies more effectively and to align the work of other federal departments with these sustainable policies. Its guiding principles focus on clean air and water, natural protection and shrinking the environmental footprint of government. The strategy intends to produce:

- An integrated view of federal actions and results to achieve environmental sustainability;
- Effective measurement and monitoring of sustainability progress to Canadians; and
- Equal footing of environmental with economic and social considerations in federal decision-making.

Relevance to Active Transportation Plan

While not binding on any other order of government, the FDSA sets a policy precedent at the federal level, asking other orders of government to take sustainability seriously as well. The FDSA includes goals for sustainable development, along with an implementation strategy for each.

Transport Canada 2022–2023 Departmental Plan (2022)

Transport Canada's 2022–2023 Departmental Plan is a visionary document which sets out the federal transportation department's goals and directions for the coming annual period. Guidance for which relies on the "Transport 2030: A Strategic Plan for Transportation in Canada" which envisions such objectives over a broader decade-long horizon. Accordingly, underlying of both plans are actions related to improving the safety, accessibility, robustness and environmental sustainability of the nation's transportation systems.

Relevance to Active Transportation Plan

While generalist, the Departmental Plan does specify an action item related to cycling specifically. Such involves research towards identifying new and innovative safety initiatives supporting pedestrians and cyclists.

Transportation 2030: A Strategic Plan for Transportation in Canada (2016)

The "Transportation 2030: A Strategic Plan for Transportation in Canada" lays out a blueprint for how the nation's transportation sector is to be developed within the oncoming decade. Guiding of which is a goal to reform the sector in support of trade and economic growth, a cleaner environment and the well-being of Canada's middle class.

Relevance to Active Transportation Plan

Most specific to cycling, the Strategic Plan recognizes investment into new green and innovative transportation as a central priority. Demonstratively, the plan includes a pledge of funding, in support of Clean Energy and Transportation Innovation programming.

Province of Ontario

Accessibility for Ontarians with Disabilities Act

The Accessibility for Ontarians with Disabilities Act (AODA) was passed on June 13, 2005. The policy calls on the business community, public and not-for-profit sector and people with disabilities to develop, implement and enforce mandatory standards.

Relevance to Active Transportation Plan

A revision and update of the Built Environment Standard was released in 2013. “The goal of the Accessibility Standards for the Built Environment is to remove barriers in public spaces and buildings. This will make it easier for all Ontarians – including people with disabilities, seniors and families – to access the places where they work, travel, shop and play.” The standards for public spaces cover: Recreational Trails and Beach Access Routes, Outdoor Public Use Eating Areas, Outdoor Play Spaces, Exterior Paths of Travel, Accessible Parking and Obtaining Services. Some highlights of the technical requirements for recreational trails under the regulation 80.8(1) include a minimum clear width of 1,000mm; a clear height that provides a minimum head room clearance of 2,100mm above the trail; a firm and stable surface type; edge protection where the trail is constructed adjacent to water or a drop-off, a clear opening of between 850mm and 1,000mm (even where the entrance includes a gate, bollard or other entrance design) and trail head signage that provides relevant accessibility information (i.e. length of the trail, type of surface, average and minimum trail width).

Provincial Policy Statement Update (2020)

The 2020 Update of the Provincial Policy Statement (PPS) sets the foundation for regulating land use planning and development within the Province of Ontario while supporting provincial goals and interests. Municipal Official Plans are identified as the most important vehicle for implementing the PPS.

Relevance to Active Transportation Plan

The PPS promotes land use patterns that support active transportation. Densities for new housing, public streets and spaces must facilitate active transportation and promote it by minimizing the length and number of vehicle trips. The PPS also encourages the reuse of abandoned transportation corridors to maintain their integrity and continuous linear characteristics.

Municipal Act (2001)

The Municipal Act gives municipalities flexibility when dealing with issues which influence municipal development. It recognizes that municipal governments are responsible and accountable when addressing matters within their jurisdictions.

Relevance to Active Transportation Plan

The Municipal act sets out policies pertaining to municipal jurisdiction over municipal roadways and the maintenance of those roadways which, in turn, has significant impact on the design and development of cycling facilities identified within the road right-of-way.

Highway Traffic Act, R.S.O. 1990, c. H.8

The Ontario Highway Traffic Act, regulates the licencing of vehicles, classification of traffic offences, classification of vehicles, and other transport-related issues. The Act provides guidance on the legal requirements for operating vehicles within the province.

Relevance to Active Transportation Plan

The Act provides definitions, minimum age of operation, required equipment for operation, and identifies where operation is permitted for bicycles and power-assisting bicycles. It should be noted that as part of

proposed Bill 197 Safer Roads and Communities Act (2024) the definition and the minimum age of operation for power-assisted bicycles will be repealed and substituted.

O. Reg. 369/09: Power-Assisted Bicycles

The Province of Ontario's O. Reg. 369/09: Power-Assisted Bicycles sets out the legal requirements for operating an e-bike in the province. The regulation sets out the maximum weight and assisted speed, electric motor requirements and power output limits, minimum wheel widths, as well as braking system requirements.

Relevance to Active Transportation Plan

Currently power-assisted bicycles are permitted in the same areas as bicycles, and the ATP should consider regulations set out in O. Reg. 369/09 when drafting by-laws relating to bicycle usage.

O. Reg. 389/19: Pilot Project – Electric Kick-Scooters

The Province of Ontario's O. Reg. 389/19: Pilot Project – Electric Kick-Scooters establishes the legal requirements for participating in the pilot, intended to evaluate the use and operation of electric kick-scooters. These include the legal definition, where operation is permitted and prohibited, requirements of the operator, required equipment for operation, and the requirements of the municipality. The pilot project commenced on January 1, 2020, and will be completed on November 27, 2024.

Relevance to Active Transportation Plan

With the pilot project ending in November 2024, the ATP should wait to see the results of the pilot to determine if electric scooters will be allowed permanently in Ontario, and if so what the rules of operation will be.

O. Reg 141/21: Pilot Project – Cargo Power-Assisted Bicycles

The Province of Ontario's O. Reg. 141/21: Pilot Project – Cargo Power-Assisted Bicycles and amendment 321/21 establishes the legal requirements for participating in the pilot, intended to evaluate the use and operation of cargo power-assisted bicycles. These include the legal definition, where operation is permitted and prohibited, requirements of the operator, required equipment for operation, and the requirements of the municipality. The pilot project commenced on April 19, 2021, and will be completed on March 1, 2026.

Relevance to Active Transportation Plan

In order to participate in the pilot program, the municipality must pass by-laws permitting their use and set out specific requirements for operating. The ATP should consider by-laws which allow the operation of Cargo Power-Assisted Bicycles. Furthermore, any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to a cargo power-assisted bicycle unless the by-law provides otherwise.

Lanark County

County of Lanark Transportation Master Plan

The County of Lanark Transportation Master Plan is the County's long-term plan for managing the transportation system in support of the Lanark County Vision 2025 objectives and the local municipalities growth management strategies and Official Plans. The plan is to provide a framework and recommended strategies, from a transportation perspective, for the establishment of an economically sustainable and environmentally respectful growth management strategy.

Relevance to Active Transportation Plan

The TMP provides design guidelines, traffic calming measures and recommended strategies to support active transportation initiatives. Recommended strategies include physical and operational and educational and incentive measures to improve safety, connectivity, accessibility, and increase uptake. Furthermore, the County is currently adding paved shoulders to County Highways, the Municipality should explore ways to connect County cycling facilities with Municipal cycling facilities to provide connectivity between cycling networks.

The Corporation of the County of Lanark ATV Usage By-Law No. 2013-20

Within the general provisions of County By-Law No. 2013-20 (June 26, 2013), for All-Terrain, Multi-purpose Off-Road Utility and Recreational Off-Road Vehicles, there are usage area regulations that indicate which county highways permit usage and regulations for operating on county highways, including equipment requirements, rates of speed, hours of usage, and other provisions.

Relevance to Active Transportation Plan

There is no indication of regulated usage areas within the Perth municipal boundaries.

Lanark County Climate Action Plan: A Climate Change Mitigation Strategy

The Lanark County Climate Change Action Plan (2023) establishes goals and actions for achieving emission reductions while ensuring the resilience of local communities. Climate action goals are grouped by theme and include corporate and community specific actions. The publication of the Action Plan marks the completion of Milestone 3 of the Partners for Climate Protection (PCP) program offered by the Federation of Canadian Municipalities and Local Governments for Sustainability. The primary objective of the Action plan is to work with stakeholders to reduce greenhouse gas (GHG) emissions, while preparing the community for present and future changers.

Relevance to Active Transportation Plan

The action plan identifies the goal of updating the transportation master plan to include active transportation. Recommended approaches included improving quality and connectivity of active transportation facilities, implementing 15-minute communities policies, and partnering with schools to implement Walking School Bus Programs, with performance indicators for each.

Town of Perth

Transportation Master Plan

The Perth Transportation Master Plan (TMP) is the Town’s blueprint for planning, developing and operating its walking, cycling, and road networks. It addresses operational design, planning and policy issues within the context of transportation and land use planning within the Town. The TMP proposes several policies and recommendations for a multi-modal approach to transportation. The TMP sets the vision for Perth includes the concepts of Complete Streets, safe and sustainable Community, and respect for Heritage and the Natural Environment.

Relevance to Active Transportation Plan

The TMP provides route selection principles to guide the development of the Active Use Network. Active Transportation routes should be:

- Visibility
- Connected and Direct
- Provide Equitable Access
- Destination-Based
- Attractive
- Meeting Diverse Needs
- Safe and Comfortable
- Accessible
- Context Sensitive
- Provide Amenities and End-of-Trip Facilities
- Cost Efficient

Additionally, the TMP identifies the current regional cycling routes that intersect Perth and where Active Transportation Facilities are currently located within the Town as seen in the table below:

Active Transportation Facility	Type	Connection		Length
Rideau Heritage Route	Multi-Use	<ul style="list-style-type: none"> • Ottawa • Manotick • Kars • North Grenville • Merrickville • Smiths Falls • Westport 	<ul style="list-style-type: none"> • Portland • Newboro • Elgin • Delta • Lyndhurst • Seeley's Bay • Kingston 	202 km
Tow Path Trail	Multi-Use	<ul style="list-style-type: none"> • Lanark Lodge 	<ul style="list-style-type: none"> • East side of Tay River 	0.5 km
Wilson Street	Bike Lane	<ul style="list-style-type: none"> • Between Harris St and Leslie St 		
Route 1 - Glen Tay	Cycling	<ul style="list-style-type: none"> • Glen Tay 		15 km
Route 2 - Murphy's Point	Cycling	<ul style="list-style-type: none"> • Murphy's Point 	<ul style="list-style-type: none"> • Provincial Park 	42 km

Route 3 - Harper/Balderson	Cycling	<ul style="list-style-type: none"> Glen Tay Harper 	<ul style="list-style-type: none"> Balderson 	26 km
Route 4 - Maberley	Cycling	<ul style="list-style-type: none"> Glen Tay Dewitts Corners Christie Lake Camp Bolingbroke Maberley 	<ul style="list-style-type: none"> Elphin McDonald's Corners Playfairville Fallbrook Balderson 	93 km
Route 5 - Fallbrook	Cycling	<ul style="list-style-type: none"> Timber Run Golf Course Balderson Fallbrook 	<ul style="list-style-type: none"> Playfair Historic Church Blue Heron Golf Course 	25 km
Route 6 - Middleville	Cycling	<ul style="list-style-type: none"> Middleville Baird Trail 	<ul style="list-style-type: none"> Herron Mills Village of Lanark 	31 km
Route 7 - McDonald's Corners	Cycling	<ul style="list-style-type: none"> Heron Golf Course Casawenate Campground Playfairville Historic Church Sedge Meadow Nature Observatory 	<ul style="list-style-type: none"> McDonald's Corners Dalhousie Glen Purdon Conservation Area Village of Lanark 	40 km
Route 8 - Ferguson Falls	Cycling	<ul style="list-style-type: none"> Ferguson Falls 	<ul style="list-style-type: none"> Timber Run Golf Course 	24 km
Route 10 - Westport	Cycling	<ul style="list-style-type: none"> Murphy's Point Provincial Park Narrows Locks 	<ul style="list-style-type: none"> Newboro Westport 	88 km
County Road 1	Cycling	<ul style="list-style-type: none"> Paved shoulders between CR 10 and Rideau Ferry Road 		-
County Road 10	Cycling	<ul style="list-style-type: none"> Paved shoulders west from CR 1 to 	<ul style="list-style-type: none"> CR 14 and between Perthmore Street to Highway 15 	-
County Road 43	Multi-Use	<ul style="list-style-type: none"> Between Chetwynd and Provost 		0.3 km
County Road 511	Cycling	<ul style="list-style-type: none"> Paved shoulders Perth to Lanark 		-

Perth Official Plan

Perth Official Plan (2019) establishes strategies for managing growth and related land use requirements over 20 years to 2039. The OP guides Council on matters related to land use planning and growth and promotes the Provincial policy-led planning system. The OP supports a comprehensive, integrated and long-term approach to planning and recognizes linkages among policy areas.

Relevance to Active Transportation Plan

Throughout the Official Plan active transportation is recognized and promoted primarily as an opportunity to improve community health, environmental sustainability and mobility. Specifically, there are goals within the OP that support the development of an active transportation network:

Provide environmentally sustainable programs, facilities, and infrastructure assets, supported by a network of trails and pathways throughout the Town to provide an alternate means of transportation.

Policies include:

- Energy conservation and sustainability will be promoted by encouraging pedestrian and bicycle usage or active transportation systems over motorized travel and by considering alternative development standards.

Create a well-designed, unique, and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity; support community interaction; and attract residents, business, and visitors to Perth (Town Centre). Policies include:

- Designs are to promote proximity of residential buildings and occupancies to other community facilities such as shops, schools, workplaces, recreation areas etc., to reduce the need for motor vehicle use.
- Promote more mixed use development in the downtown core to encourage to reduce the need for motor vehicle use.
- Land use decisions will be cognizant of the need to create or preserve 'people places', to reduce the need and impact of the automobile and increase the opportunities for pedestrian travel within and through the community.
- To create a universally accessible, caring and inclusive community that accommodates all citizens, including those with disabilities.

Complete and maintain a transportation system that supports the mobility needs of bicyclists and pedestrians while also providing for the safe and efficient movement of automobiles, buses, and trucks.

Policies include:

- To meet the transportation needs of residents while reducing dependence on cars and promoting active transportation systems and encouraging means of travel such as cycling, walking, carpooling, car sharing and taxi services.
- Reshape the transportation modes and patterns within the Town to establish more balance between motor vehicles and other means of travel with improved pedestrian and cycle friendly designs, routes and facilities. Design initiatives will also coordinate cycle and pedestrian routes with the bordering municipalities and with Lanark County (see also Cycle Friendly Policies).
- Reduce the need for motorized transportation by shifting urban design to emphasize safe cycling routes, pedestrian walkways and pedestrian-friendly street design and neighbourhoods featuring commercial services and shopping opportunities within reasonable walking distance.
- Provide for a safe and functional transportation network that facilitates the movement of motorized, non-motorized and pedestrian traffic within and through the Town, of which:
- The scale and design of sidewalks, roads, and street networks support a variety of transportation modes such as walking, cycling and motorized vehicles.

- The transportation system is designed to co-ordinate land use and transportation decisions to encourage the use of high-occupancy vehicles, cycling and walking.
- Public transportation corridors are designed in accordance with their intended function to provide or improve: accessible sidewalks, pedestrian level street lighting, public seating, tree plantings, cycling and pedestrian paths, traffic calming features, textured right-of-ways and guiding signage and visual pathways and public art.
- Perth becomes a more cycle-friendly community by creating a visible and connected cycling network that is easily accessible, safe and actively used by cyclists of all ages and capabilities.
- Facilitating the secure storage, parking and access for bicycles in the downtown core and for all non-residential development.
- Provide for pedestrian walkways in new residential development which provide convenient and direct travel or linkages between streets, parks and other activity areas and which support active transportation and community connectivity.
- Ensure that all new streets have at least one sidewalk and that a sidewalk is provided on at least one side, wherever physically practical in the redevelopment of existing streets.

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in Perth. Policies include:

- The planning of public streets and new development shall evaluate methods to encourage and meet the needs of pedestrian and non-motorized movement including but not limited to cycling. This shall include continuous linkages to or between residential neighbourhoods, shopping areas, institutional uses, parks and open space areas; employment areas and arterial/collector roads.
- The Town will work with the cycling community to facilitate a cycling program which will promote: active living and improved air quality; improved cycling information (e.g., online bicycle route maps, safety information, upcoming events); infrastructure for bicycles (bicycle parking facilities, bicycle maintenance and repair workshops, repair services; and incentives for cycling to work, artisan-designed bike racks, on-street bike lanes and markings, and improved safety signage).
- The cycling network should be designed to maximize the safety of all users.
- New arterial roads should be designed with a 1.5 m wide bike lane on each side in order to support and accommodate safer cycling.
- New Major Collector Roads shall have a minimum width of 23 m and will include bike lanes.
- Ensure that all new streets have at least one sidewalk and that a sidewalk is provided on at least one side, wherever physically practical in the redevelopment of existing streets.
- Sidewalks may be constructed on one side for any local road or collector and on two sides for any arterial road (subject to the availability of funds). Sidewalks are not required on residential streets such as a cul-de-sac or local roads with limited potential for through traffic.
- Town will endeavor to:
 - Develop a cycling network for the Town consisting of bike lanes, multi-use trails, and signed bicycle routes.
 - Integrate multi-use trails with cycling trails where they do not conflict with each other.
- New Roads: All new collector and arterial roads will be designed to accommodate and facilitate cycling traffic by including bike lanes or through curb lane design. A 4.2 m curb lane should be a

component of new roads and road reconstructions where possible, in order to provide greater comfort for motorists and improved safety for cyclists.

- 4. The Town will coordinate and integrate its internal cycling network with those of adjacent municipalities and Lanark County.
- In residential areas:
 - Provide well landscaped streetscapes that create safe pedestrian and non-motorized links while providing for vehicular traffic flows at safe speeds;
 - Facilitate alternative design concepts as a means to encouraging community formation and cohesion, creation of pedestrian-friendly streetscapes and potentially reducing infrastructure costs;
 - Provide safe and functional linkages to other residential neighbourhoods and employment areas, which are supportive of pedestrian and cycling activities;
- Residential Design Principles
 - Human scale will be achieved by:
 - Ensuring that all local streets are designed to provide for safe and continuous pedestrian access within and between residential areas and commercial or other activity areas, notably parks, trails, recreation facilities and public places in the community (i.e. connectivity);
 - Constructing sidewalks that are ramped or depressed at intersections and linked to clearly marked crossovers with good sight lines for pedestrians; and
 - Ensure universal access and ease of crossing for those with disabilities.
- Facilitate an evolution of the Dufferin Street corridor to a thoroughfare that is safe and friendlier for the pedestrian through landscaping, and providing north-south pedestrian links.
- Urban design guidelines for all commercial uses include Safety and accessibility criteria for pedestrians, cyclists and persons with disabilities through measures for active transportation.
- The design of commercial development or redevelopment shall have regard to the following principles:
 - Facilitating pedestrian and non-motorized traffic movement within the corridor and through the corridor;
 - Facilitating access for people with disabilities;
- Business Park development is intended to be pedestrian or bicycle accessible and to locate within walking distance of established or establishing residential areas to facilitate and promote a "walk or cycle to work and/or shop" type of environment.
- Pedestrian and Cyclist Circulation Guidelines for Commercial Areas
 - Sites should be designed such that pedestrians do not have to cross drive-through stacking lanes or parking areas when accessing the sites from adjacent streets and sidewalks. Pedestrian amenities to consider include things such as outdoor seating, phone booths and weather protection, as well as appropriate landscaping. Design should ensure the safety of all of the facility's users regardless of their means of travel to or within the site. Preferred design features include:
 - Locating main entrances to buildings on the primary access street, on the main pedestrian access route to or through the site, in proximity to vehicle entrances to the site, on corner lots, or at the corner of the building;

- Incorporate an organizing structure in the design that gives safe and convenient pedestrian and cyclist access a clear priority;
- Locate amenities such as bike racks and outdoor seating close to building entrances without impeding pedestrian circulation;
- Sidewalks should be at least 2 m in width;
- Ensure that walkways are distinguished from driving surfaces, use a variety of pavement types and where necessary, raise walkways to curb level;
- Provide vegetated buffer areas between site access sidewalks and primary vehicle entrances and driveways / access lanes.

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation. Policies include:

- The trail system should be linked with the Rideau Trail and should take advantage of the linear open space along the Tay River/Canal corridor.
- For the Tay Basin Site, designs of the area shall also integrate pedestrian linkages between the basin lands and the Tay River/Tay Canal corridor and Stewart Park.
- Provide for a parallel corridor adjacent to the rail line right-of-way to be developed as a recreational trail over the long term.
- Recreational Trails provide opportunities for alternate linkages in the community to motorized travel. Linkages may be established along the Tay River linking the tow path, Conlon Farm, the Rideau Trail, wetlands and adjacent community activity centers. Recreational trails should be constructed to standards that ensure the safety and personal security of users e.g. height, width, surface, lighting and incorporate components for use by disabled persons.
- Lands designated as Industrial Area may be used for recreational pedestrian and cycling trails.
- Improve the Town's pedestrian and cycling trail network by recognizing lands with existing trails or potential to connect or extend the trail network in the Town of Perth.

Community Improvement Plan

The Downtown Perth Community Improvement Plan (2011) (CIP) is intended to promote the ongoing revitalization and improvement of Downtown Perth. The purpose of the CIP is to establish goals and objectives for community improvements in the Downtown area, provide initiatives to assist in achieving the community improvement goals and objectives; and

Relevance to Active Transportation Plan

The CIP provides improvement recommendations for the streetscapes, pedestrian crossings, roadways and sidewalks within the Downtown area. These including:

- Enhance the safety and comfort of pedestrian crossings, including the installation of demarcated crossings, upgrades to crossing signalization at major intersections, or improved traffic signage;
- Improve the aesthetics of the streetscape, including the application of consistently designed sidewalks, demarcated pedestrian crossings or sidewalks, and the installation of coordinated street furniture, improved lighting, banners or the planting of vegetation and other beautification elements;
- Improve the accessibility of the streetscape, including the provision of barrier-free access to public spaces and public facilities; and

- Improve pedestrian and automobile way-finding in the Downtown Area, including the provision of way-finding signage, with a particular emphasis on illustrating the locations of important public places, parks and trails, and the location of off-street parking.

Furthermore, the CIP provides improvement recommendations for trails and open spaces within the planning area. These include:

- Expansion to the trails network, which may include the improvement of connections to trails via urban streets, or which may include acquisition of land to increase the amount of public open space and the length of trails; and
- Improvements to parks and trails, including the provision of lighting, furniture, signage, landscaping improvements, and the creation of new public gathering spaces or sitting areas.

Climate Change Action Plan

The Town of Perth Climate Change Action Plan establishes targets and actions for reducing greenhouse gas (GHG) emissions below 2015 levels by 2022. The Action Plan contributes to the first three Milestones established by the Partners for Climate Protection (PCP) program offered by the Federation of Canadian Municipalities and Local Governments for Sustainability.

Relevance to Active Transportation Plan

The Action plan recommends implementing employee incentives, friendly contests, education and Walking School Bus programs, and expanding available cycling infrastructure to promote the uptake of active transportation and help reduce GHG emissions.

Climate Change Advisory Panel

The Town of Perth Climate Change Advisory Panel 2024 DRAFT Workplan is intended to outline activities that support greening of town operations, community improvement, and raising public awareness about the risks and potential impacts associated with climate change. The workplan provides a list of action items in the short term (less than 1 year) medium term (within a 4-year Council term), long term (greater than 4 years), or as part of ongoing initiatives.

Relevance to Active Transportation Plan

As part of their role, the Climate Change Advisory Panel (CCAP) reviews and make recommendations to the Committee of the Whole. The Workplan identifies objectives to improve active transportation and public transit in the Perth and the surrounding region.

Strategic Plan

The Strategic Plan 2023-2027 (2023) is the guiding document providing an overall direction for the Town of Perth, highlighting key priorities over the short- and long-term.

Relevance to Active Transportation Plan

The strategic plan provides action items relating to active transportation and health. These actions include:

- Implement pedestrian and bike friendly components during infrastructure renewal; and

- Investigate support and cooperation with Lanark Transportation, or other service providers, for transportation services for seniors and others.

Asset Management Plan

The Town of Perth Asset Management Plan (2013) is intended to be a resource for Town staff for decision-making processes with regards to the annual budgeting process and capital grant application process. It is a long-term plan for capital assets, such as road related (roads, curbs, bridges, streetlights, traffic lights, signs and sidewalks), and the levels of service at which the capital assets are being maintained. Overall, the Asset Management Plan provides an overview of the Town’s asset inventory including asset attributes, replacement costs, and asset condition, the expected levels of service within the area, an asset management strategy that indicates the requirements for maintaining, rehabilitating, replacing/disposing and expanding the Town’s assets, and a financing strategy to establish a funding plan for the asset management strategy.

Relevance to Active Transportation Plan

As part of the asset management strategy, Town staff prioritized select assets based on having an extreme/high total risk if a particular asset were to fail and are listed below. These prioritized select assets will be utilized in identifying the overall implementation strategy for the Active Transportation Plan.

Roads
Gore Street E
Foster Street
North Street
Craig Street

Accessibility Plan 2020-2025

The Accessibility Plan represents the Town’s commitment to improving the ability of people with disability to live independently and contribute to our community. As part of the requirements set out in the AODA and Integrated Accessibility Standard Regulations O. Reg 191/11, this plan contains standards for the following five areas:

1. Customer Service,
2. Information and Communication,
3. Employment,
4. Transportation, and
5. Built Environment

Relevance to Active Transportation

The plan identifies the following projected future activities for the built environment:

- Ensuring all new sidewalks include slope and width for wheelchairs, accessible curbs, and painted crosswalks;
- Ensure a continuing program of shaving sidewalks; and
- Ensure that future recreational trails to meet O. Reg 191/11 accessible standards.

Recreation Master Plan

The Recreation Plan for the Town of Perth, Township of Drummond/North Elmsley, Township of Lanark Highlands, and Tay Valley Township is a flexible blueprint to guide planning and decision making for parks, recreation, and cultural assets up to 2030. This plan is meant to help the four municipalities by providing recommendations to manage the development of parks and trails, recreation and cultural facilities and services, and programming and events. Trail system planning and design trends that apply to active transportation include:

- Uptake of walking for exercise;
- Community connectivity;
- Accessible pathway design and multi-use trails; and
- Four season use.

Relevance to Active Transportation Plan

The plan classifies the various parks into parkland hierarchies and recommends that Perth adopt the parklands typology hierarchy and proposed potential uses for each type. The parkland typologies, associated parks, purpose/function, and potential active use facilities are presented in the table below:

Typology	Parks	Purpose/Function	Potential Facilities
Regional Park	Conlon Farm	Not Provided	Not Provided
Community Park	Stewart Park Daines Park Central (Mill Street) Perth Playground Code-Haggart Park	Active / passive recreation. Community focal points.	Pathways/trail linkages Bike Racks
Neighbourhood Park	Scott Park Perthmore Park Ecoforest Park Arnold Carson Park	Active / passive recreation. Neighbourhood focal points	Pathways
Waterfront Park	Last Duel Park	Active / passive recreation, water access.	Trails, Benches

Suggestions received through public engagement regarding the trails included:

- More multi-use trails for walking, hiking, cycling etc.
- Mountain biking and cross-country skiing trails
- More accessible and/or paved trails
- More Perth Area trails for running, walking and cycling
- Some respondents identified an opportunity for a walking/running/cycling path around the perimeter of Perth
- Cycling routes with wider paved shoulders on roads

- Better promotion of existing trails
- Trails connecting Perth to surrounding trails and conservation areas

Furthermore, the plan provides recommendations focused on providing better interconnection between trails, better promotion of existing trails, and the addition of mountain biking trails.

Economic Development Master Plan 2022-2026

The goal of 2022-2026 Perth Economic Development Master Plan (2022) is to improve the community across a range of economic, political, and social sectors. The plan is organized into four action areas intended to make investing, growing, and living in Perth easier and more beneficial to all.

Relevance to Active Transportation Plan

The plan identifies the following action items to be implemented:

- Become a Silver Bike Friendly Community
- Identify new spaces that can be modified to improve pedestrian experience.

Planned Development and Investment

- Infrastructure Masterplan Area North of Highway 7
- Infrastructure Master Plan West Annex PGC
- Perth Wilson Street Gateway
- Town of Perth Asset Management Plan
- Development Applications:
 - 55-57 Drummond
 - 65 Dufferin Street
 - Perth Golf Course
 - 45 Dufferin Canadian Tire
 - 82 Drummond Corner Stone Landing Youth Services
 - 85 Wilson Street
 - Harris Street 16-unit appartement Part Lot 2, Concession 2
 - Harris Street 3-4 buildings 24 residential units, Part Lot 2, Concession 2
 - 125-127 Wilson Street

APPENDIX D:

COMPLETE STREETS POLICY SAMPLE FRAMEWORK

WHAT ARE COMPLETE STREETS

Complete Streets are streets that are planned, designed, constructed, operated and maintained for all modes of transportation and all street users. Through a Complete Streets design and mindset, the street network functions in such a way that it allows people to arrive at their destination using a wide range of travel modes with a sense of comfort.

A Complete Streets Policy can be considered for all types of projects and policies at any stages. It can be used as a guiding tool for Town staff, agencies, planners and developers to build, design and retrofit existing or new infrastructure. The policy promotes equal consideration to multiple transportation mode users in order to provide a balanced and inclusive transportation network.

PURPOSE & OBJECTIVES

For the Town of Perth, the Complete Streets policy is to provide a standardized guideline in planning, constructing and maintaining infrastructure for all modes of travel and all transportation system users.

The Complete Streets Policy is built upon a collective vision to balance safety, equity, and efficiency of transportation. This Policy will act as a roadmap for any expansion and maintenance of existing and future roadways in Perth as well as potential expansion of service (e.g. transit service). This Complete Streets Policy provides a consistent guideline to follow when reviewing, planning, retrofitting, building and maintaining roads. The purpose is to ensure all road users are familiar with roadway features and facilities and are accommodated for their needs regardless of their travel mode choice.

The objectives that the Complete Streets Policy is seeking to achieve include:

- Provide a safe and comfortable street environment for all ages and abilities as pedestrians, cyclists, potential future transit riders, mobility devices, other non-motorized devices and motorists;
- Promote sustainable travel and improve public health; and
- Review and encourage more comprehensive capital program planning.

THE 10 COMPLETE STREETS GUIDING ELEMENTS

The National Complete Streets Coalition is the leading association that developed 10 elements of Complete Streets. These 10 elements have been adapted by Complete Streets for Canada to use as guidelines to develop policies. These 10 elements are key points that can guide the Town of Perth design and planning processes for equitable and context-sensitive transportation and streetscape projects. The 10 guiding elements include:

Guiding Element		Description
Vision		
1.	Embodies a Community Vision	Establishes a motivating community vision, objectives and purpose for implementing Complete Streets elements
Core Commitments		
2.	Defines All Users and Modes	Specifies and provides equal consideration to people of all ages and abilities, as well as all modes of travel, especially walking, cycling, riding transit (if provided in the future), on wheelchairs or scooters, driving trucks, buses and automobiles
3.	Applies to All Projects and Phases	Recognizes opportunities of application to new and retrofit transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations
4.	Identifies Clear, Accountable	Exceptions Accounts for any appropriate exemptions due to legislative, topographical, technical, cost-benefit limitations or other exemptions that are specified and approved by a high-level official
5.	Encourages Network Connectivity and Integration	Promotes continuous integration of different modes in a comprehensive and connected street network
Best Practices		
6.	Adoptable by All Agencies and Jurisdictions	Establishes an approach that can be adopted and understood by all departments and other agencies that may be involved in the process
7.	Utilizes Latest Design Guidelines	Draws from the use of the latest and best design criteria and guidelines while recognizing the need for flexibility to balance user needs
8.	Acknowledges Context Sensitive Solutions	Considers the current and planned context, buildings, land use and transportation needs to recommend planning and design solutions to be adapted
9.	Defines Performance Standards with Measurable Outcomes	Establishes qualitative or quantitative performance indicators to evaluate and monitor policy impacts over time
Implementation		
10.	Proposes Specific Implementation Steps	Lists specific steps and identifies a timeline for implementing Complete Streets

APPENDIX E:

RECOMMENDED PROJECTS - COSTING SUMMARY

Active Transportation Network Immediate and Target Network Implementation Plan with Estimated Cost

Type	Segment	From	To	Distance (M)	Immediate Horizon Costs	Target Horizon Costs
Cockburn-Smith Corridor					\$ 14,000	-
Pavement Marking and Signage	Cockburn/Smith	Conlon	Last Duel Park	1,444	\$ 14,000	-
Garden-Harris Corridor					\$ 6,000	-
Pavement Marking and Signage	Garden-Harris	Isabella	Drummond	647	\$ 6,000	-
Drummond Corridor					\$ 61,000	\$ 2,159,000
Bike Lanes	Drummond	Perkins	HWY 7	393	\$ 13,000	-
Bike Lanes	Drummond	HWY 7	Sheppard	325	\$ 11,000	-
Bike Lanes	Dufferin	Drummond	Eastern Town Limits	435	\$ 14,000	-
PXO	Drummond	Welland	-	-	-	-
PXO	Drummond	Perkins	-	-	-	-
Pavement Marking and Signage	Drummond	Perkins	South	2,248	\$ 21,000	-
Pavement Marking and Signage	Welland	Drummond	Wilson	254	\$ 2,000	-
Cycle Track	Drummond	Perkins	HWY 7	393	-	\$ 735,000
Cycle Track	Drummond	HWY 7	Sheppard	325	-	\$ 616,000
Cycle Track	Dufferin	Drummond	Eastern Town Limits	435	-	\$ 808,000
Downtown					\$15,000	-
PXO	Mill	Gore	-	-	-	-
Pavement Marking and Signage	Peter/Foster	Rogers	Drummond	722	\$ 7,000	-
Pavement Marking and Signage	Isabella/Leslie	Garden	Joy	818	\$ 8,000	-
Rogers Corridor					\$ 37,000	\$ 2,336,000
Bike Lane	Rogers	John	South	1,109	\$37,000	-
Cycle Track	Rogers	John	South	1,109	-	\$ 1,981,000
Rideau Heritage Trail					\$ 8,000	\$ 3,115,000
Pavement Marking and Signage	Riverside	Beckwith	Sherbrooke	137	\$ 1,000	-
Multi-Use Pathway	Riverside South	Craig/CR43	Canal Bank	848	-	\$ 1,107,000
PXO	Riverside South	Craig	-	-	-	-
Paved Path	Riverside North	Craig/CR43	Sherbrooke	356	-	\$ 465,000
Multi-Use Pathway	Tay River Multi-Use Pathway	Beckwith	Tay	251	-	\$ 328,000

Type	Segment	From	To	Distance (M)	Immediate Horizon Costs	Target Horizon Costs
Bike Lane	Rogers	John	Scotch Line/South Street	358	See Rogers Corridor	-
Cycle Track	Rogers	John	Scotch Line/South Street	358	-	See Rogers Corridor
Paved Path	Conlon Farn Path	Bathurst	Smith	1,013	-	\$ 611,000
Multi-Use Pathway	Conlon	Smith	Scotch Line	1,013	-	\$ 604,000
Pavement Marking and Signage	John	Thom	West end	209	\$ 2,000	-
Pavement Marking and Signage	Mill	Gore	Mill Street Pedestrian Bridge	365	\$ 3,000	-
Pavement Marking and Signage	Tay	Gore	Basin	91	\$ 1,000	-
Pavement Marking and Signage	Bathurst	Roger	Conlon Farm Multi-Use Pathway	100	\$ 1,000	-
Sunset Boulevard					\$ 8,000	\$ 343,000
Bike Lanes	Sunset	Wilson	Water Treatment Plant Access	256	\$ 8,000	-
Cycle Track	Sunset	Wilson	Water Treatment Plant Access	256	-	\$ 343,000
Scotch Line-South Corridor					\$ 2,502,000	-
Paved shoulder	North and South side Scotch Line/South	St. John Catholic High School Lane	Last Duel Park	1,852	\$ 2,502,000	-
PXO	Conlon	Scotch Line	-	-	-	-
PXO	Wilson	Scotch Line	-	-	-	-
PXO	St. John Catholic High School Lane	Scotch Line	-	-	-	-
Tay Trail					\$ 735,000	\$ 2,580,000
Paved Path	Tay Trail South	Leslie	John	776	-	\$ 1,169,000
Paved Path	Tay Trail North	Leslie	Tay Trail	937	-	\$ 1,411,000
Gravel Path	Tay Trail North	Leslie	Tay Trail	937	\$ 735,000	-