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Mobility and University Entrances

Trent's current mobility landscape comprises transit routes, cycling and pedestrian circulation routes, regional and informal trails, and private and municipal roads. As the University continues to evolve and expand, a strengthened mobility framework will secure a "10-minute Campus Core"- a pedestrian-focused, easily navigable environment promoting safe, easy, and multi-modal access to amenities within and beyond the Symons Campus.

Trent University is one of three major anchors in the City of Peterborough (outside of the downtown core). It serves as the north-eastern entrance to the City, and is located at a strategic juncture as it shares its boundaries with the townships of Selwyn, and Douro-Dummer.

As the City and County of Peterborough continue to evolve, a number of critical transportation studies have been initiated to support their growth and address challenging issues, particularly around the University, including the:

- North End and Trent University Area Class Environmental Assessment, City of Peterborough;
- East Side Transportation Study, City of Peterborough;
- Transportation Master Plan, City of Peterborough; and
- Transportation Master Plan, Peterborough County.

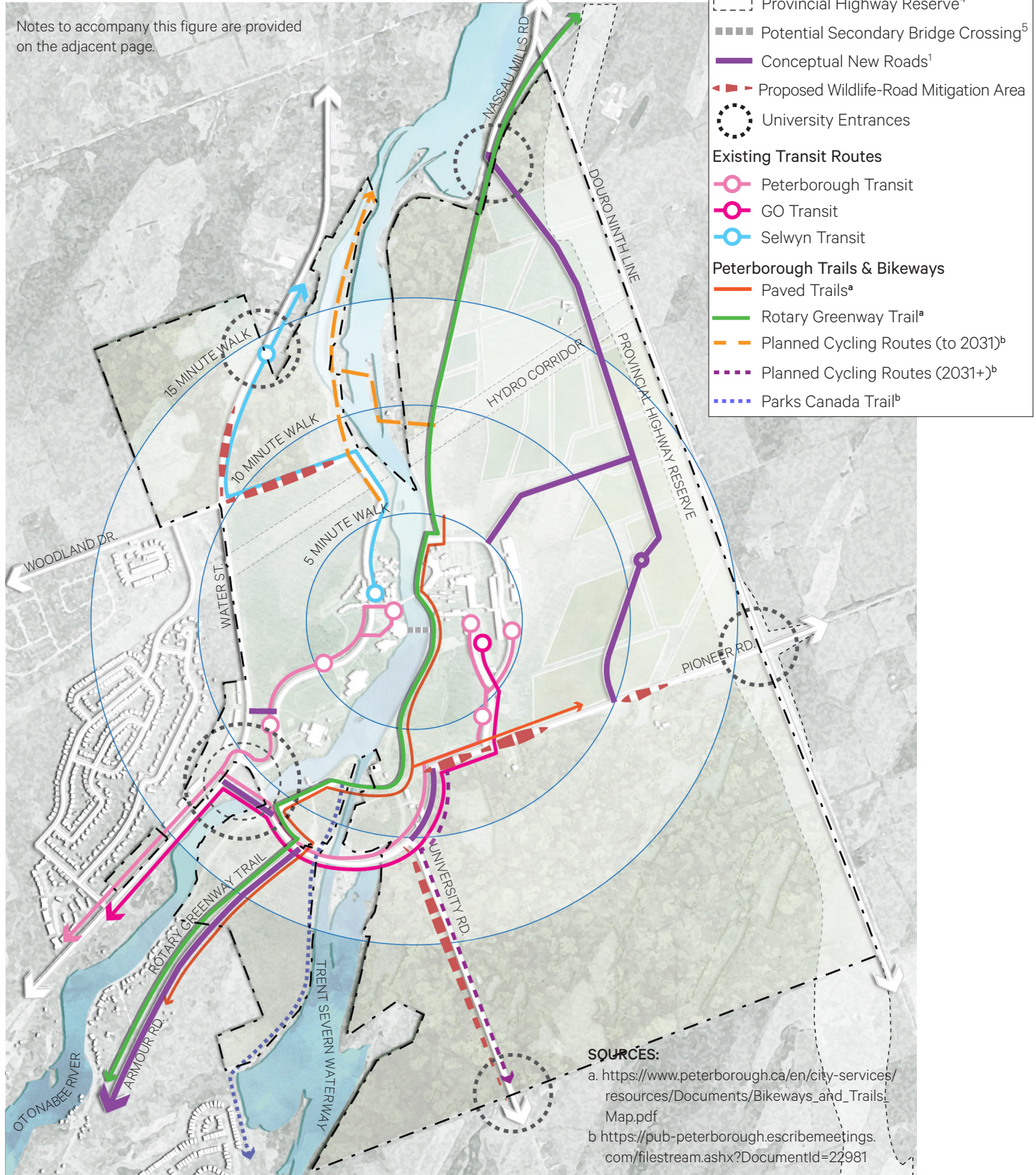
An investment in and better management of the mobility infrastructure on the Symons Campus is critical to meet the demands of a thriving campus and growing community. With a strengthened mobility framework, Trent can offer a safe, affordable, and low-carbon mobility system that strives to achieve the guiding principles and vision of this Plan.

Notes to accompany Figure 27:

1. New roads and circulation routes are conceptual and require further detailed study. Future design related to public streets and infrastructure will be subject to approval by the City, and Site Plan Approval will be required for future private infrastructure, as applicable.
2. An Environmental Impact Study and site-specific study are required for future development to determine: natural heritage feature limits, the significance and/or sensitivity of natural heritage features, setbacks and buffers from natural heritage features, and locations of roads and/or pedestrian crossings.
3. A Campus Master Archaeological Study was undertaken with the participation of Michi Saagiig First Nations monitors. The final report must be consulted for any future developments
4. The Provincial Highway Reserve comprises land reserved by the Ministry of Transportation Ontario for the potential future extension of Hwy 115 along the 9th Line. A review of the Framework Plan will be required in the event that the corridor is released back to the University.

Figure 27: A Connected Multi-Modal Network

Notes to accompany this figure are provided on the adjacent page.



LEGEND:

- Trent University Boundary
- Provincial Highway Reserve⁴
- Potential Secondary Bridge Crossing⁵
- Conceptual New Roads¹
- Proposed Wildlife-Road Mitigation Area
- University Entrances

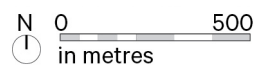
Existing Transit Routes

- Peterborough Transit
- GO Transit
- Selwyn Transit

Peterborough Trails & Bikeways

- Paved Trails^a
- Rotary Greenway Trail^a
- Planned Cycling Routes (to 2031)^b
- Planned Cycling Routes (2031+)^b
- Parks Canada Trail^b

SOURCES:
 a. https://www.peterborough.ca/en/city-services/resources/Documents/Bikeways_and_Trails_Map.pdf
 b. <https://pub-peterborough.escribemeetings.com/filestream.ashx?DocumentId=22981>



GOALS FOR MOBILITY AND ENTRANCES



LEARNING AND DISCOVERY

- Achieve a “10-minute Campus Core” through improvements to pedestrian and cycling infrastructure across the Campus Core that encourage safe, attractive, active, intermodal, and barrier-free connections throughout the year.
- Enhance mobility options that connect students and faculty to experiential and/or land-based learning opportunities across the campus (e.g. dedicated cycling routes, shuttle service).
- Retrofit and introduce new infrastructure to ensure an inclusive learning environment that is inviting to all, regardless of age or ability.
- Integrate identifiable University entrances to celebrate ones arrival to the Symons Campus.



ENVIRONMENTAL RESILIENCE AND INTEGRITY

- Prioritize walking, transit, bicycles, or carpools for travel, by enhancing routes, intermodal connections, and other associated facilities that provide attractive alternatives to car travel and thereby reduce carbon emissions.
- Coordinate transit investment and the integration of shared infrastructure and amenities (e.g., electric charging stations, drop off areas) with land use plans in support of mixed use and compact growth.
- Avoid fragmentation of significant natural areas and wildlife corridors, where possible. Where connections are unavoidable, integrate wildlife mitigation strategies to reduce potential for road mortality and provide alternate, attractive movement options for wildlife.



ECONOMIC RESILIENCE, LEADERSHIP, AND INNOVATION

- Lead a multi-modal system that supports the exchange of products, services, and knowledge throughout the campus, City, and region by making better use of road capacity, mobility networks, and sustainable technologies.
- Provide safe and accessible travel routes that connect the Campus Core to existing and future services and employment opportunities.
- Thoughtfully integrate a dedicated transit hub, which anchors the University as a major destination within the City and County transportation network (including City and GO transit services on site).



SOCIAL RESILIENCE, COMMUNITY, AND INCLUSIVITY

- Support safe, affordable, and inclusive mobility options that provide broader access to people of all ages and abilities, and allow for full and equitable participation across the campus.
- Promote community safety by undertaking physical measures to improve the safety for pedestrians and cyclists.
- Provide supportive infrastructure, including bicycle parking, weather protection, and benches, to accommodate intermodal travel and provide opportunities for rest.
- Support a public realm that fosters a culture of walking, cycling, and social interaction.
- Integrate elements of placemaking into University entrances that acknowledge the Symons Campus as an inclusive space for Indigenous peoples.