Appendix A

Active Transportation Advisory Committee (ATAC) and Technical Agency Committee (TAC) Meeting Minutes

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May 2015

THE REGIONAL MUNICIPALITY OF HALTON

MEETING NO. 01-12

NAME OF MEETING: ACTIVE TRANSPORTATION ADVISORY COMMITTEE

DATE OF MEETING: Wednesday, May 16, 2012
9:30 AM

PLACE OF MEETING: Halton Room
Halton Regional Centre
1151 Bronte Road
Oakville, Ontario

Members of the Planning and Public Works Committee:

The Halton Active Transportation Advisory Committee met on the above-noted date and advised the following:

OPENING REMARKS

Tim Dennis, Director of Transportation Services welcomed members to the Halton Active Transportation Advisory Committee. Members of the Committee introduced themselves.

Tim gave an overview of the Committee and its role in the development of an Active Transportation Master Plan for the Region. The objective of the Active Transportation Master Plan is to establish and develop an integrated active transportation system for Halton Region that will support the objectives of the Transportation Master Plan, approved by Council in October 2011. The plan will also include developing policies for the application of both on and off road active transportation facilities and also programs to promote active transportation safety and education and awareness. A copy of the presentation is attached to the minutes.

ELECTION OF ATAC CHAIR AND VICE-CHAIR

BE IT RESOLVED THAT Councillor Colin Best be appointed Chair and Councillor Tom Adams be appointed Vice-Chair of the Halton Active Transportation Advisory Committee until November 30, 2013, or until their successors are appointed.

REGULAR AGENDA

1. STUDY OVERVIEW PRESENTATION – IBI GROUP

Tim Denis introduced Norma Moores and Brian Hollingworth from IBI Group. IBI Group are the consultants retained for the development of the Active Transportation Master Plan.

Brian Hollingworth and Norma Moores provided the committee an overview of the Active Transportation work IBI Group (with Velo Quebec), has undertaken, as well as providing an overview of Active Transporation in the context of Halton Region. The presentation provided an overiew of existing conditions (walking and cycling), best practices as well as facilities to be considered in the development of the plan.

2. GROUP DISCUSSION

Members of the Committee as well as senior staff from Halton and the area municipalities addressed the following questions:

1. *What are your aspirations for the Study – what do you hope it will accomplish for the Region?*

   - Prioritization of Capital projects
   - Family Friendly – people need to feel safe
   - Avoiding "super widening" particularly in neighbourhood communities
   - Shift the way of thinking – people need to incorporate this way of thinking into their everyday life
   - Widening of sidewalks – make walking a pleasant experience by adding shade trees, garbage receptacles and benches
   - Ability to safely cross streets
   - Wider sidewalks
   - More bike lanes on all Regional roads
   - Should be consistent with the Active Transportation plans for the Local municipalities
   - Educating people on roundabout safety for pedestrians and cyclists
   - Dual Purpose and consistency – rules should apply across municipal boundaries
   - Connect municipalities around the Region and outside the Region (Mississauga and Hamilton)
   - Identify safe routes to school

2. *What questions or issues would you like the Study to answer or address?*

   - Address e-bikes and where do they fit in the network
   - Retrofitting of older communities
   - Barriers around 400 series Highways and the QEW – need for safe crossings
   - Look at data being collected and how it is being measured
   - Intersection improvements – design on road cycling lanes and bike boxes
   - Integration of cyclists in BRT/HOV network plans
   - Reduce traffic congestion
   - A list of places where people would like to bicycle

3. What do you see as the key related issues, strengths, challenges and/or opportunities

- Shift the way of thinking – people need to incorporate this way of thinking into their everyday life
- Tie in with site plans
- Work with Metrolinx – get into GO station
- Traffic flow – work with Halton Regional Police Services
- Share the Road Coalition – engage Halton Regional Police Services
- Use of rail corridors both old and existing – use as a multi use path
- Work with Health Department to combat issues such as morbid obesity
- Work with Economic Development to promote tourism and cycling in Halton and promoting the escarpment (Eco-Cycling Tourism)
- PAN/AM Games – Cycling in Milton
- Education and outreach

4. What key trends or contextual considerations need to inform the Study – essential factors that must be taken into account?

- Work together with the Boards of Education to educate children on the health benefits of walking and cycling
- Having the Province at the table to: address the bottleneck at Highway 7 and to address QEW crossing
- Funding – how funds are allocated
- Cycling routes need to go somewhere if they are to be used for more than just recreation
- Funding should be matched by the Region – use development charges and gas taxes like Peel Region has done in the past.
- Aging population – ability for wheelchairs, walkers, scooters to get around
- Demographic trends – some areas have an aging population where some have a growing population of younger families
- Employers should have facilities to accommodate employees who cycle to work (safe place for bikes, showers, lockers)
- Make taking transit, walking, cycling a pleasant experience (ie: shelters, sidewalks, etc.)
- Dual purpose – consistency Region-wide. The rules should apply across the Region.
- Challenge – integrating Local and Regional Plan – There should be one consistent plan
- How to collect data and how performance will be measured
- Being cognisant of the visually impaired

3. NEXT STEPS

In June the consultants will meet with the public via Public Information Centres (PICs). The consultants will continue to attend project committee and staff meetings. The consultants plan to have a report summarizing the background and an existing conditions assessment as part of part one of the project after they have met with the public in June. The next step would be looking at both programming policies and the network in the fall.

4. CLOSING REMARKS

The Committee will meet in the fall and IBI Group will report back on Part I. Committee suggested inviting the Share the Road Group to the meetings. Members requested to have access to any drafts and to see notes from any discussions and "side meetings" via email.

5. OTHER BUSINESS

Councillor Dennison will follow up with the City of Burlington with regards to the vacancy on the Committee.

Tim Dennis was asked whether a 5% modal split target for Active Transportation (by 2031) is appropriate as population in Halton is growing (doubling) within this timeframe. Tim will provide the committee with more information.

Announcement - City of Burlington will be holding a Car Free Sunday June10th and July 15th.

There was discussion among some members of the Committee if malls were the best location to be hosting Public Information Centres. It was suggested that maybe farmer's markets, soccer fields or Car Free Sunday (in Burlington) would be appropriate venues to consider.

If anyone has any ideas or suggestions please forward to Jeffrey Reid or Erin DiCarlo.

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COMMITTEE NOTES

MEMBERS PRESENT:	Councillor C. Best, Chair Councillor T. Adams, Councillor J. Dennison, Councillor J. Fogal, M. Grant, S. Siegal
STAFF PRESENT:	M. Zamojc, T. Dennis, J. Davidson, M. Van Ravens, G. Ali , F. M. Green-Battison, J. Reid, P. Monaghan, F. Cabarcas, S. Haggith, E. DiCarlo

REGRETS: C. Harris

OTHERS PRESENT: R. Solecki Halton Region Police Service
B. Zvaniga City of Burlington, C. Clapham Town of Oakville,
J. Kwast Town of Halton Hills, M. Roj Town of Halton Hills
N. Moores, B. Hollingworth, IBI Group

There being no disclosures of pecuniary interest, the Committee proceeded with the regular order of business.

Adjournment: 11:30 am

Walk Bike Roll Halton
REGION ACTIVE TRANSPORTATION MASTER PLAN

Active Transportation Advisory Committee Meeting No. 1

Halton Region Active Transportation Master Plan
IBI Group with Vélo Québec
May 16, 2012

WELCOME

- Welcome to the Halton Active Transportation Advisory Committee
- The Halton Active Transportation Advisory Committee is an Advisory Committee established by Regional Council in accordance with Report PW-47-11

PURPOSE OF PRESENTATION

To provide an overview of:

- Purpose of the Halton Active Transportation Advisory Committee
- Role of an Advisory Committee
- Active Transportation Master Plan process and schedule

PURPOSE OF THE COMMITTEE

The purpose of the Halton Active Transportation Advisory Committee is to provide advice and assistance in:

- Developing an overall Active Transportation Master Plan for Halton Region to 2031, including identifying:
  - An integrated Active Transportation system for the Region
  - Policies for the application of on-road and off-road Active Transportation facilities
  - Programs to promote safety and education awareness on Active Transportation

COMMITTEE MEMBERS

The Committee comprises:

- 4 members of Regional Council representing each of the four Local municipalities; and
- The Chair or designate from each Local municipalities' Active Transportation Committee or other appropriate representative as may be determined by the Local municipality.

The Committee is supported by:

- Staff representatives who will support the Committee in an advisory role.
  - Region (Public Works, Planning, Health, Economic Development, etc.)
  - Local Municipal Staff

ROLE AND FUNCTION

- In general, Advisory Committees "advise and assist" the Region with respect to developing and implementing policies and programs
- The Committee's focus will be on development of the Active Transportation Master Plan
- Advice provided is utilized in the development of staff recommendations to Council as much as possible

ROLE OF STAFF

Staff Liaison:

- Provide the committee with technical information and professional input regarding the Active Transportation Master Plan
- Review advice from the Committee and prepare recommendations for consideration by Regional Council
- Consider inputs from a wide variety of other sources (public, agencies, etc.)
- Liaise between the Committee and other Regional staff
- Work within an established framework, guided by Provincial legislation and policy, as well as Regional policy and standards

ROLE OF CLERK

Clerk/Administrative Support:

- Prepares and distributes agenda
- Takes minutes
- Advises of how to operate within the Terms of Reference and the Regional Procedural By-law

WORKING TOGETHER

Advisory Committees are opportunities:

- Provide needed input and advice
- To work closely with staff from an early stage
- Establish a working relationship and an element of trust
- Understand the process

ATMP Presentation

Study Purpose and Approach
Background and Context
Best Practices in other Jurisdictions
Existing Conditions
The Active Transportation Network
Schedule
Next steps

IBI Group and Vélo Québec

Four regional AT Plans

***Local plans*:** rural, suburban, urban in N. America

***Provincial*:** *La Route Verte*; Ontario's inventory

***International*:** state-wide AT Plan, Rio de Janeiro

***National studies*:** AT in Canadian communities; site design for sustainable modes

Design: trails, accessible pedestrian realm, bike lanes, buffered bike lanes, cycle tracks, bike boxes, way-finding signs, retrofits, reconstruction, new construction

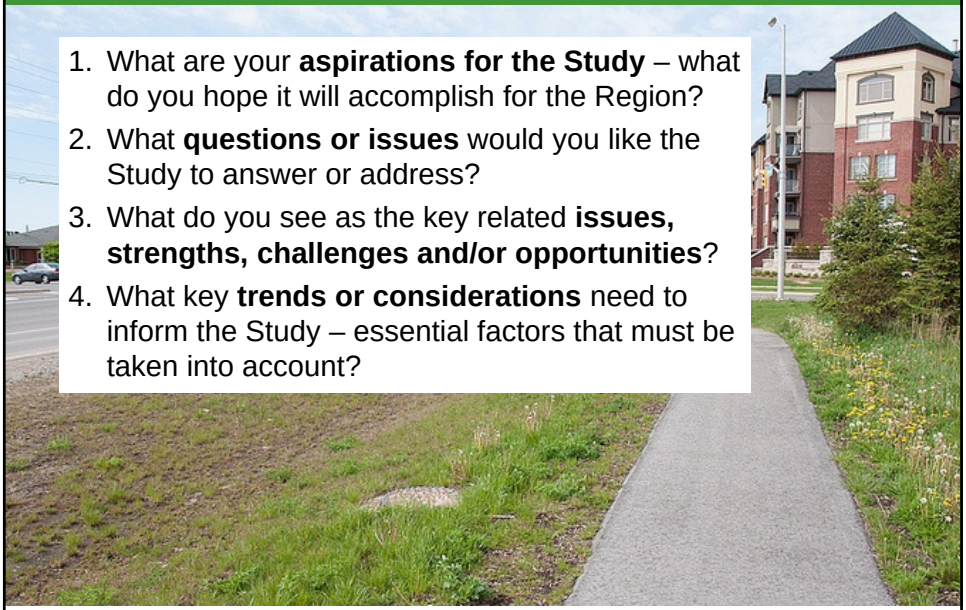
First Complete Streets policy in Ontario

Promotion: tourism, communities, schools, employers

IBI GROUP

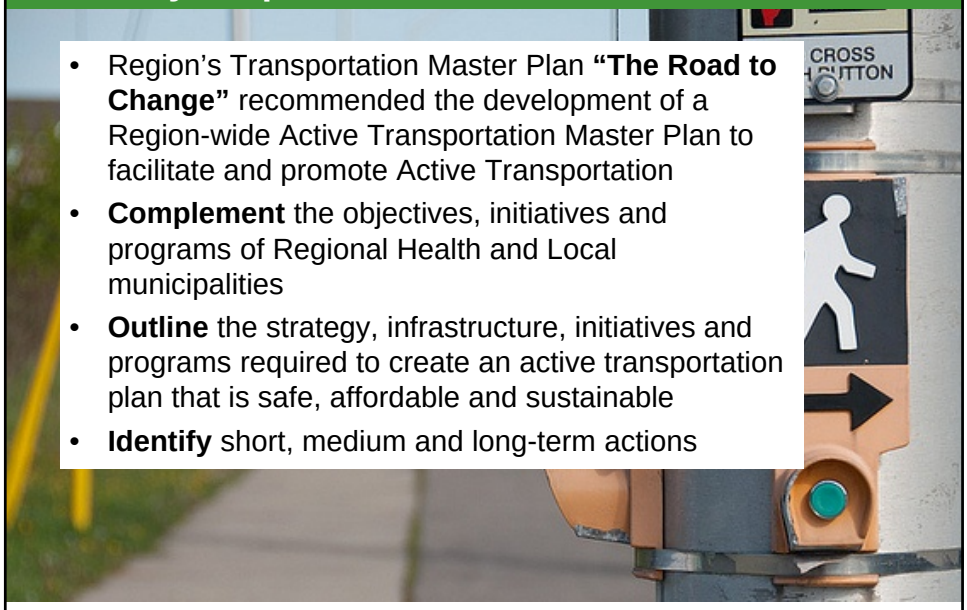
Vélo Québec

Discussion Questions



1. What are your **aspirations for the Study** – what do you hope it will accomplish for the Region?
2. What **questions or issues** would you like the Study to answer or address?
3. What do you see as the key related **issues, strengths, challenges and/or opportunities**?
4. What key **trends or considerations** need to inform the Study – essential factors that must be taken into account?

Study Purpose



- Region's Transportation Master Plan **"The Road to Change"** recommended the development of a Region-wide Active Transportation Master Plan to facilitate and promote Active Transportation
- **Complement** the objectives, initiatives and programs of Regional Health and Local municipalities
- **Outline** the strategy, infrastructure, initiatives and programs required to create an active transportation plan that is safe, affordable and sustainable
- **Identify** short, medium and long-term actions

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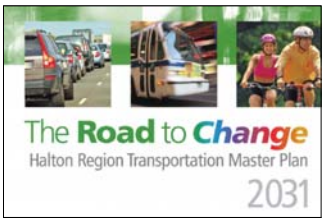
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
13

Study Purpose

Planning and Transportation Vision:

- **ROPA 38:** Halton's planning vision is to "preserve for this and future generations a landscape that is rich, diverse, balanced, productive and sustainable, and a society that is economically strong, equitable and caring…. Halton believes in building "healthy communities"… where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes.
- **TMP Vision:** Accommodate various travel choices and support a sustainable and multi-modal network. It must encourage people to change their travel characteristics, maximize the use of transit and other alternatives to the single occupant vehicle.
- **TMP Guiding Principles:**
  - Balanced Needs
  - Healthy Communities
  - Economic Vitality
  - Sustainability
  - Well-maintained Infrastructure



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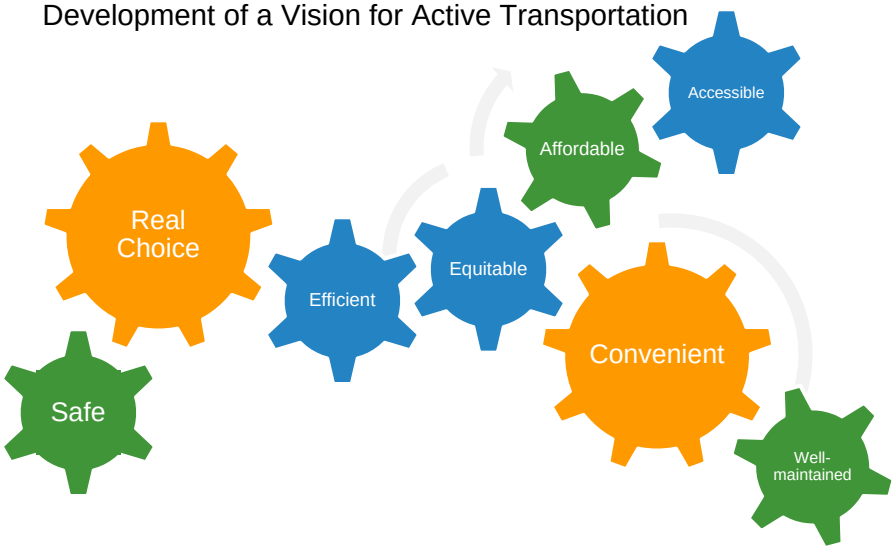
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
14

Study Purpose

Development of a Vision for Active Transportation



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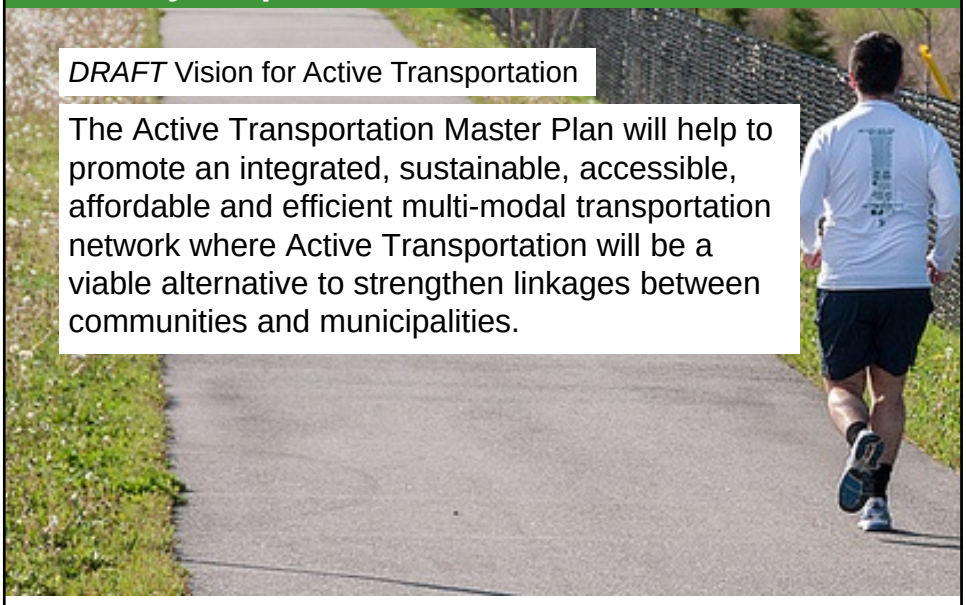
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
15

Study Purpose



DRAFT Vision for Active Transportation

The Active Transportation Master Plan will help to promote an integrated, sustainable, accessible, affordable and efficient multi-modal transportation network where Active Transportation will be a viable alternative to strengthen linkages between communities and municipalities.

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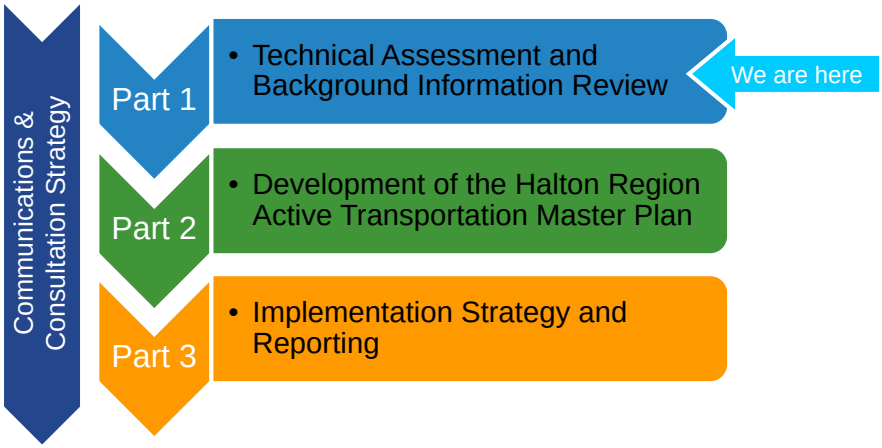
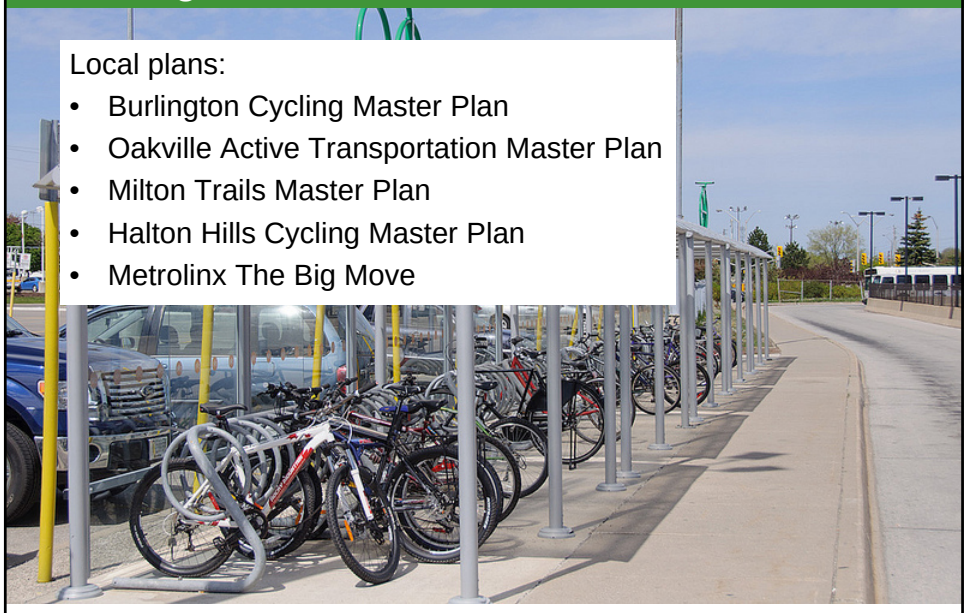
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
16

Study Approach



Background and Context



Local plans:

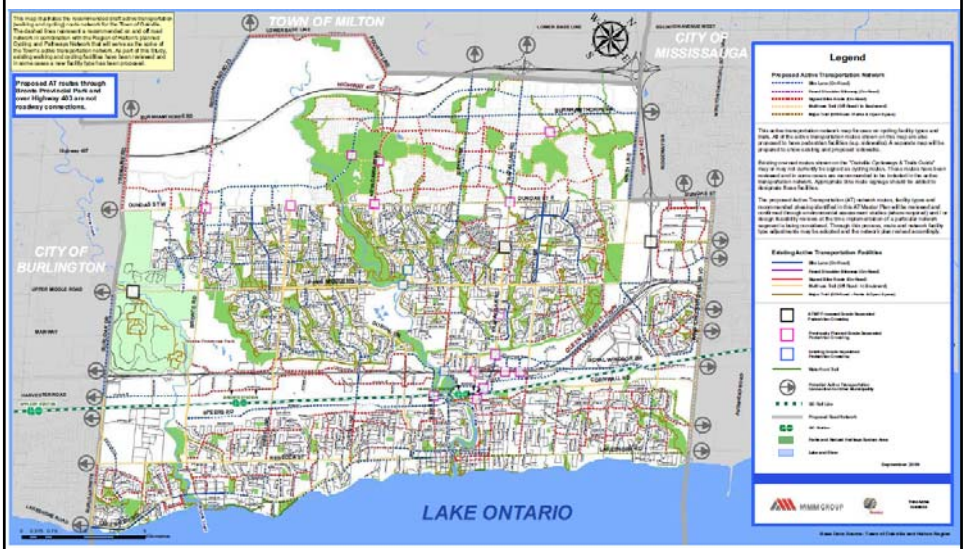
- Burlington Cycling Master Plan
- Oakville Active Transportation Master Plan
- Milton Trails Master Plan
- Halton Hills Cycling Master Plan
- Metrolinx The Big Move

Background and Context

Burlington Cycling Master Plan

Background and Context

Oakville Active Transportation Master Plan



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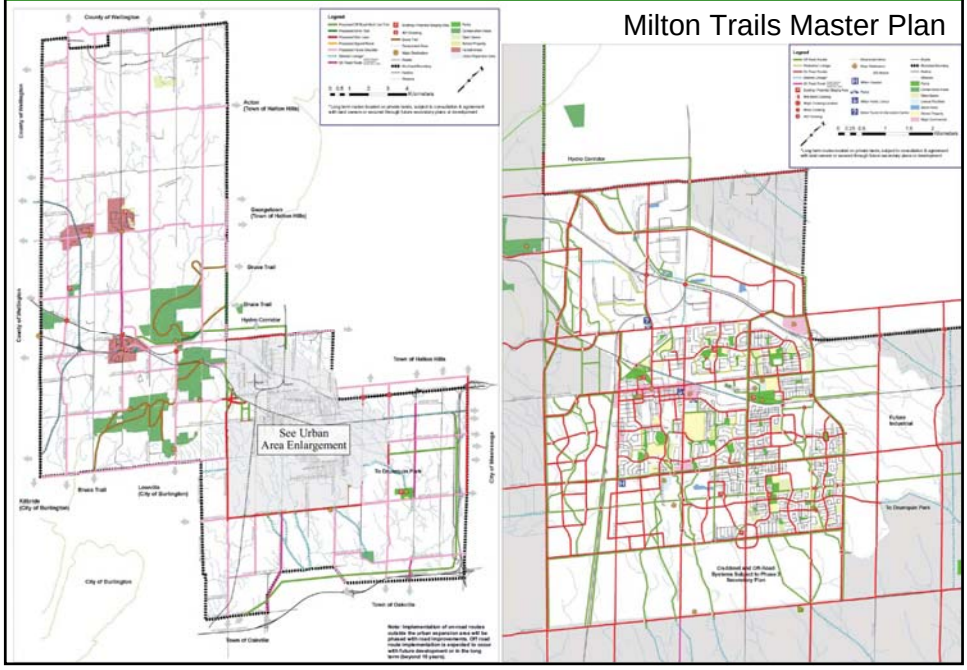
Halton Region Active Transportation Master Plan

ATAC Meeting No. 1
May 16, 2012

20

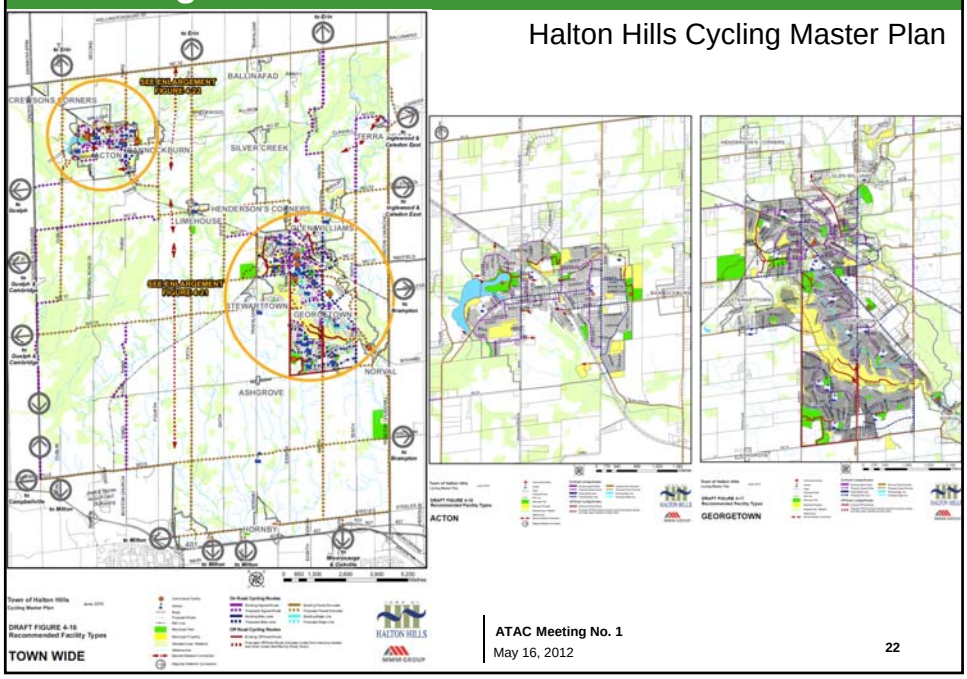
Background and Context

Milton Trails Master Plan



Background and Context

Halton Hills Cycling Master Plan



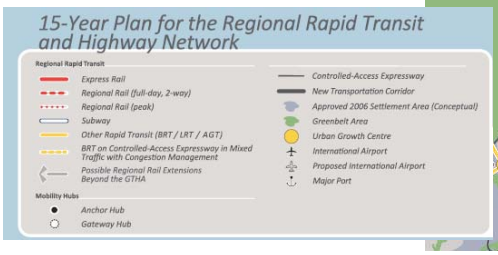
Background and Context

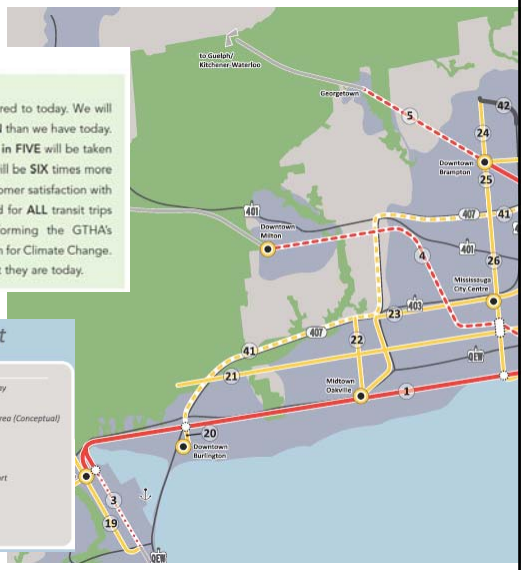
Metrolinx: The Big Move

OUR VISION IN NUMBERS

25 YEARS FROM NOW . . .

The distance that people drive every day will drop by **ONE-THIRD** compared to today. We will accommodate **50% MORE PEOPLE** in the region with **LESS CONGESTION** than we have today. On average, **ONE-THIRD** of trips to work will be taken by transit and **ONE in FIVE** will be taken by walking or cycling. **60%** of children will walk or cycle to school. There will be **SIX** times more bike lanes and trails than today. **ALL** transit vehicles will be accessible. Customer satisfaction with the transportation system will exceed **90%**. A single fare card will be used for **ALL** transit trips throughout the GTHA, and **ALL** fares will be integrated. By transforming the GTHA's transportation system, we will help meet the province's Go Green Action Plan for Climate Change. Per person, our emissions from passenger transportation will be **HALF** what they are today.





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Halton Region Active Transportation Master Plan

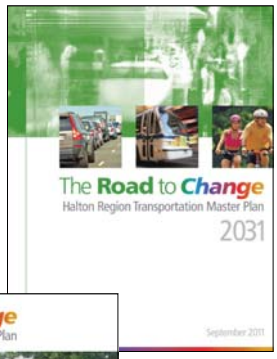
ATAC Meeting No. 1
May 16, 2012

23

Background and Context

Halton Region's Transportation Master Plan (2031) - The *Road to Change:*

- Strategies
  - Transportation Demand Management
  - Active Transportation
  - Public Transit
  - Roads
- Regional Right-of-Way Guidelines



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Halton Region Active Transportation Master Plan

ATAC Meeting No. 1
May 16, 2012

24

Background and Context

Regional Right-of-Way Guidelines

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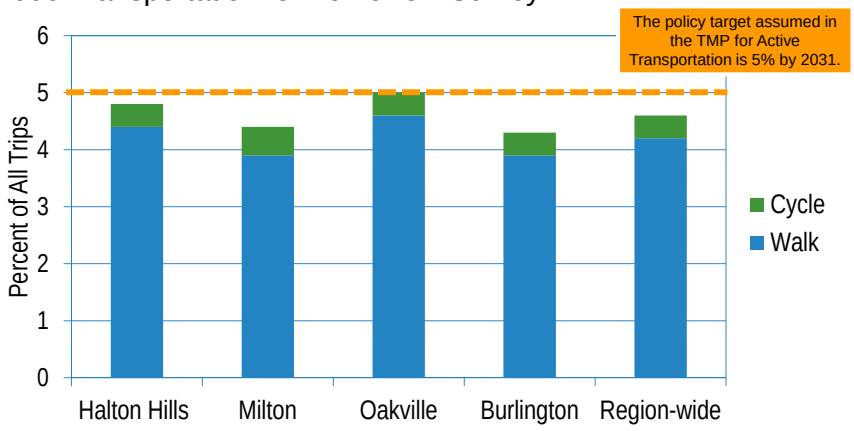
ATAC Meeting No. 1
May 16, 2012
25

Background and Context

2006 Transportation for Tomorrow Survey



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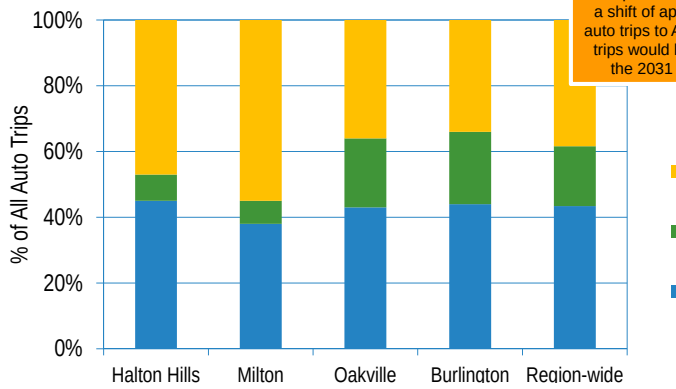
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
26

Background and Context

2006 Transportation for Tomorrow Survey

Auto Trip Length	Halton Hills	Milton	Oakville	Burlington	Region
0 - 5 km	45%	38%	43%	44%	43%
5 - 10 km	8%	7%	21%	22%	18%
Over 10 km	47%	55%	36%	34%	38%



For trips less than 10 km in length, a shift of approximately 25,000 auto trips to Active Transportation trips would be required to meet the 2031 5% policy target.

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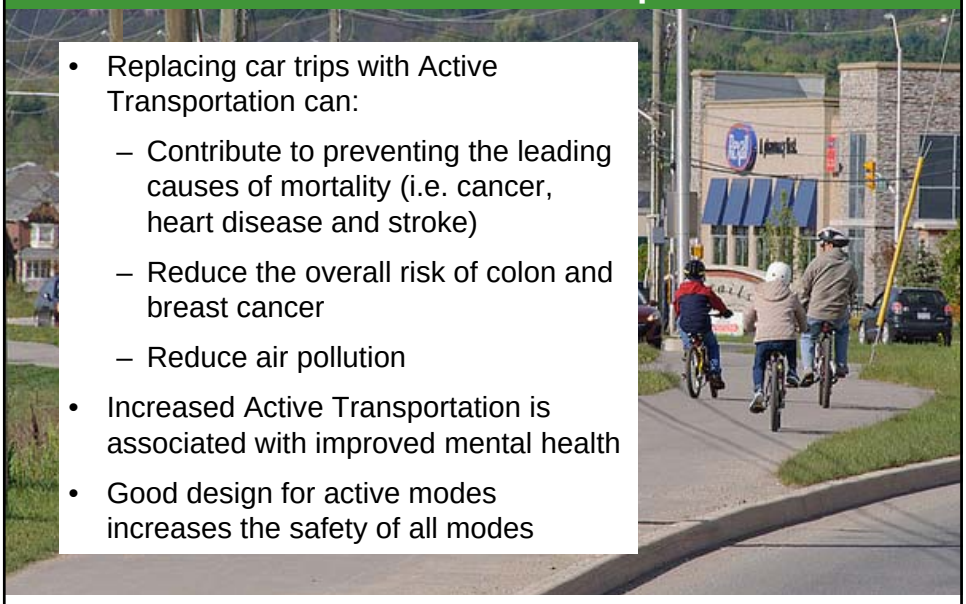
ATAC Meeting No. 1
May 16, 2012
27

Health Benefits of Active Transportation



- Replacing car trips with Active Transportation can:
  - Contribute to preventing the leading causes of mortality (i.e. cancer, heart disease and stroke)
  - Reduce the overall risk of colon and breast cancer
  - Reduce air pollution
- Increased Active Transportation is associated with improved mental health
- Good design for active modes increases the safety of all modes

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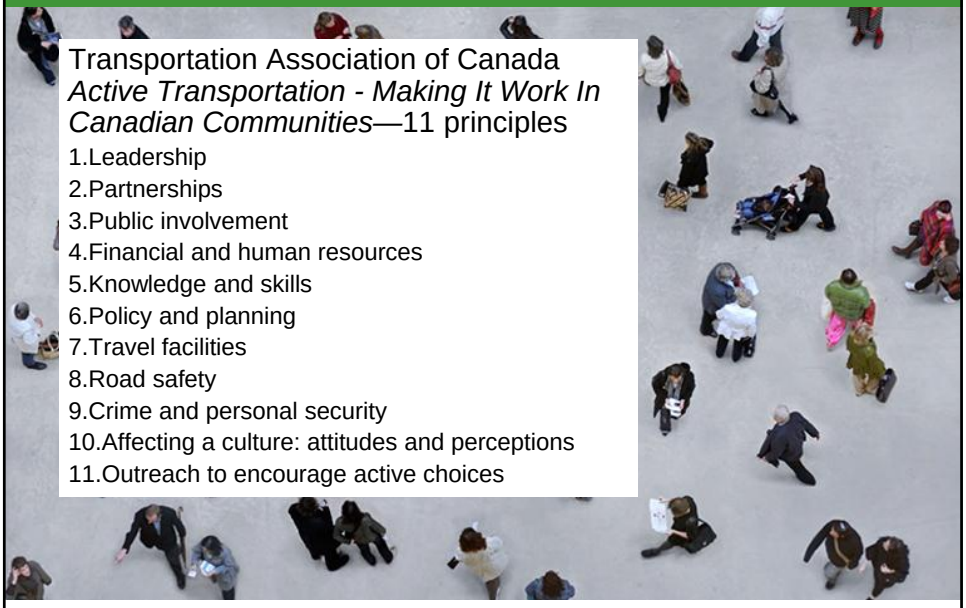
Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
28

Best Practices



Transportation Association of Canada
Active Transportation - Making It Work In Canadian Communities—11 principles

1. Leadership
2. Partnerships
3. Public involvement
4. Financial and human resources
5. Knowledge and skills
6. Policy and planning
7. Travel facilities
8. Road safety
9. Crime and personal security
10. Affecting a culture: attitudes and perceptions
11. Outreach to encourage active choices

Best Practices

- Waterloo:
  - 1994 Regional Cycling Policy Master Plan
  - 2004 Regional Cycling Master Plan
  - 2005 Pedestrian Charter
  - 2010 Sidewalk Policy
  - On-going Active Transportation Master Plan
- Niagara:
  - 1995 Regional Bicycle Study
  - 2002 Bikeway Master Plan
- York: 2008 Pedestrian and Cycling Master Plan
- Durham: 2008 Regional Cycling Plan
- Peel: 2012 Active Transportation Plan and Implementation Plan

Best Practices: Pedestrian Facilities


Accessible Sidewalk


High Visibility Crosswalk


Boulevard Trail


Median Refuge Island

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ATAC Meeting No. 1
May 16, 2012
31

Best Practices: Pedestrian Facilities


Urban Smart Channel


Accessible Pedestrian Signal


Countdown Signal


HAWK Signal

www.pedbikeimages.org / Mike Cynecki


Rapid Flashing Beacon

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Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
32

Best Practices: Cycling Facilities

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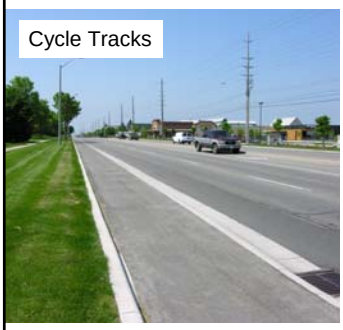
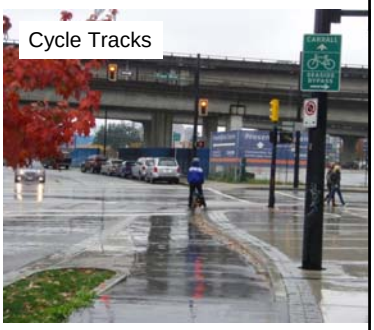
ATAC Meeting No. 1
May 16, 2012
33

Best Practices: Cycling Facilities





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Halton Region Active Transportation Master Plan
ATAC Meeting No. 1
May 16, 2012
34

Best Practices: Cycling Facilities

Bicycle Detection

Intersection / Driveway Crossings

Bike Box

Two-stage Left Queue Box

Existing Conditions

Existing Walking Network

Legend

Existing Regional Walking Network
- Sidewalk
- Boulevard Trail
- Bruce Trail - Main Route
- Waterfront Trail
- Trans-Canada Trail

Local Walking Network
- Existing Sidewalk
- Existing Trail
- Proposed Sidewalk
- Proposed Trail

Existing Conditions

Existing Cycling Network

Legend

Existing Regional Cycling Network

- Bike Lane
- Boulevard Trail
- Shared Use Lane
- Cautionary Route - shoulder 1m asphalt
- Waterfront Trail
- Trans-Canada Trail

Local Cycling Network

- Existing On-Road Route
- Existing Off-Road Route
- Proposed On-Road Route
- Proposed Off-Road Route

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan

Existing Conditions

Barriers

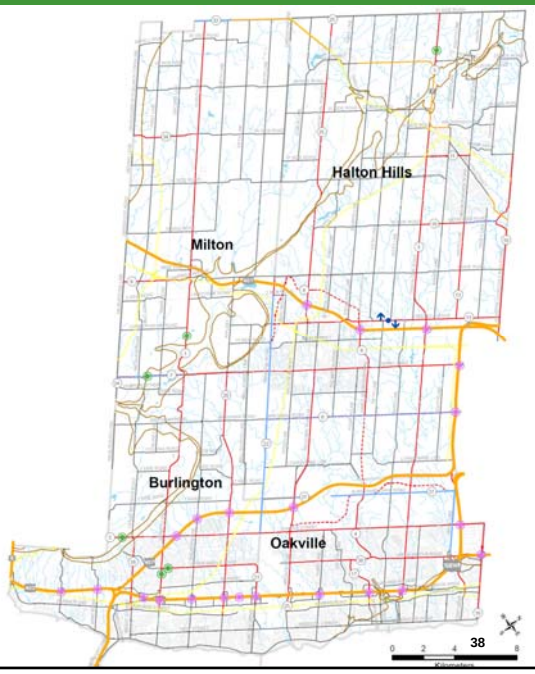
Legend

Regional Road Network

- Existing Regional Road
- Proposed Regional Road

Restricted Truck Routes

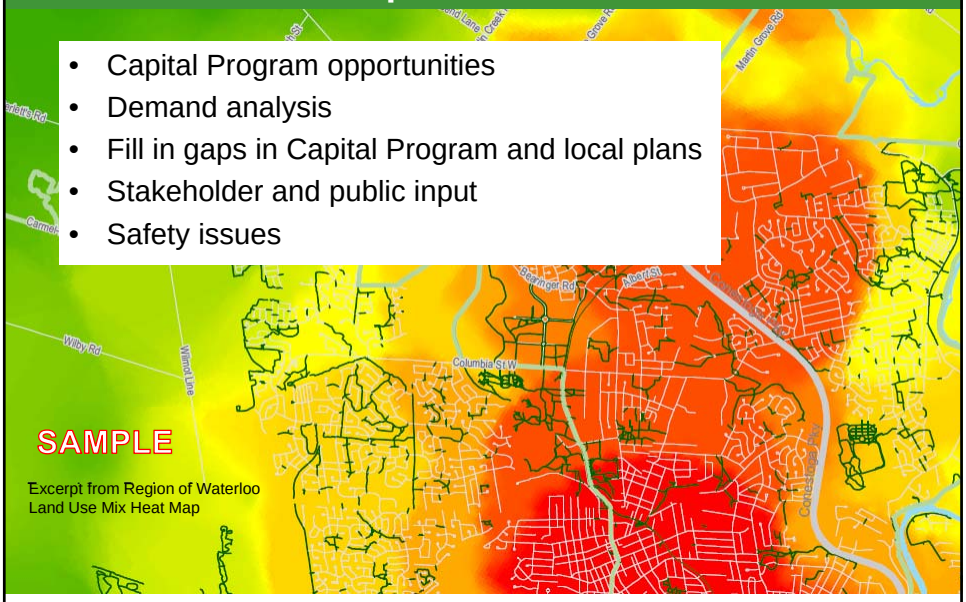
- Seasonal Load Restricted
- Reduced Load
- Escarpment
- Interchange
- Crossing / Connection Opportunity
- Offset Cycling Route
- Freeway
- Provincial Highway
- Railway
- Waterways
- Major Road



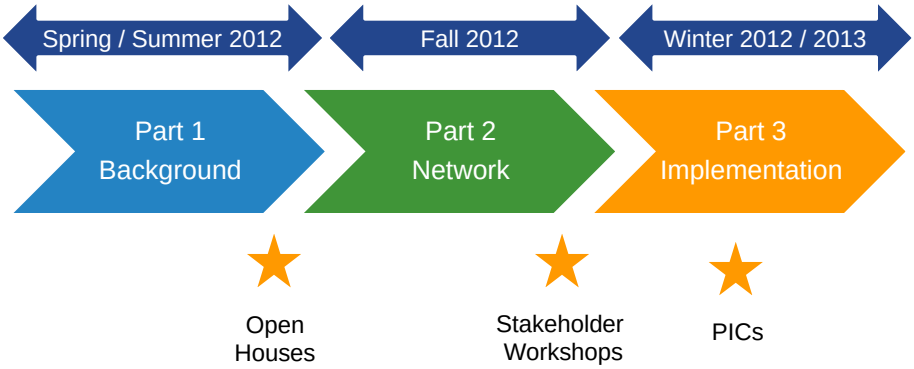
IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan

The Active Transportation Network

- Capital Program opportunities
- Demand analysis
- Fill in gaps in Capital Program and local plans
- Stakeholder and public input
- Safety issues



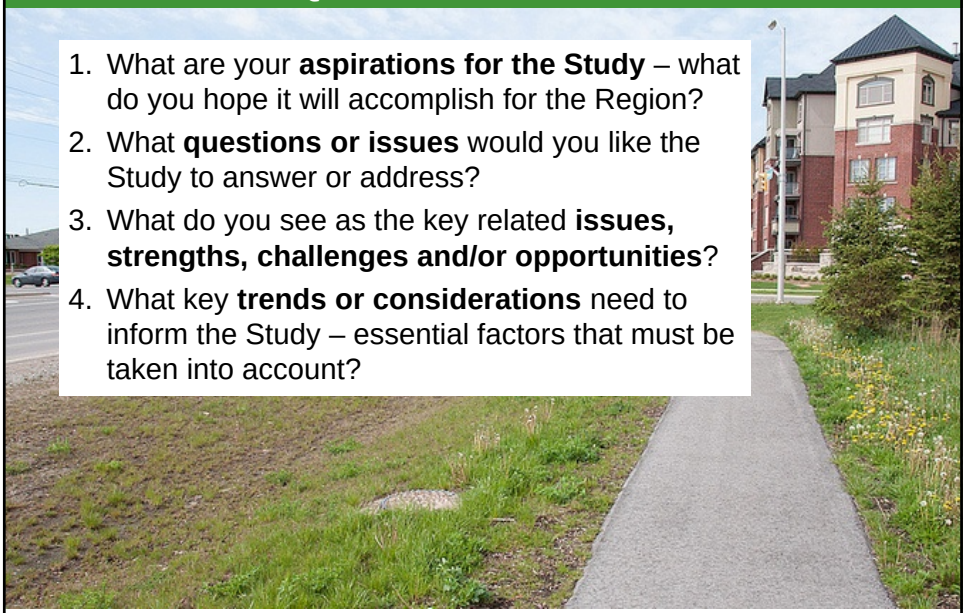
Schedule



Next Steps

- Public Open Houses June 2012
- Identify key activity centres, corridors, destinations
- Identify barriers, connectivity issues
- Review Capital Program

Discussion Questions



1. What are your **aspirations for the Study** – what do you hope it will accomplish for the Region?
2. What **questions or issues** would you like the Study to answer or address?
3. What do you see as the key related **issues, strengths, challenges and/or opportunities**?
4. What key **trends or considerations** need to inform the Study – essential factors that must be taken into account?

THE REGIONAL MUNICIPALITY OF HALTON

MEETING NO. No.02-12

NAME OF MEETING: ACTIVE TRANSPORTATION ADVISORY COMMITTEE

DATE OF MEETING: Monday, November 26, 2012
9:30 AM

PLACE OF MEETING: Halton Room
Halton Regional Centre
1151 Bronte Road
Oakville, Ontario

Members of the Planning and Public Works Committee:

The Halton Active Transportation Advisory Committee met on the above-noted date and advised the following:

CONFIRMATION OF THE MINUTES

THAT the Minutes of Meeting No. 01-12, held on Wednesday, May 16, 2012 be received.

CARRIED

REGULAR AGENDA

1. Introductions

Introductions were made around the table.

2. Consultation Update:

Brian Hollingworth and Norma Moores of IBI Group updated the committee on the recent work completed. The Project Team have been focusing the majority of their efforts on a best practices review, consultation, and developing network alternative strategies. The information gathering exercise undertaken as part of the study included the topics of pedestrians, cyclists, bikeways, traffic control, multi-use trails, etc. In addition, web-based trip-planning technologies were explored. In terms of consultation, points of contact included meetings/events with; the Technical Advisory Committee (comprised of staff from the Local municipalities and external agencies such as Conservation Halton), Halton Active Communities Summit Workshop, Open Houses in each of the Local municipalities and Stakeholder Workshops. Currently, the Project Team has initiated Part 2 of the Master Plan Study which includes the development of alternative

strategies and network options, as well as an evaluation of the alternatives. As a part of this next phase the Project Team will develop a draft detailed implementation plan that will include projects, plans, policies and costs.

3. Study Update:

Norma walked the committee through the alternative strategies (Tier one) and the five strategic network alternatives (Tier 2). Norma discussed the active transportation facility design considerations and answered questions of committee.

Suggestions/Discussion from the committee:

Slide 13 “Evaluation Criteria” - Health should be included as a separate heading with its own criteria or more prominently defined in the criteria provided.

Slide 17 “Network Alternatives” - walking >2 km should be walking <2 km

Slide 22 “Network Alternative 6” - should be “Network Alternative 5”

A member of the committee inquired about what the pedestrian catchment distance is around major hubs (i.e. GO Stations)?

In response it was noted that the evaluation methodology presented indicates a 2 km radius around a trip generator and if a destination falls within that radius, the Project Team will provide a facility to connect the two points. The committee members cautioned the Project Team to use the distance between the two points and not mistake two overlapping radiuses as a reasonable walking or cycling distance.

The committee advised that the Project Team must demonstrate a financial requirement for implementing the AT network facilities.

Norma discussed Active Transportation Design Considerations as they relate to both design pedestrians and design cyclists, including the wide range of facilities required to accommodate different types of pedestrians and cyclists.

It was noted that E-bikes will be considered in Part 3 of the study. Norma further noted that the MTO has allowed for E-bikes to be used on trails and pathways if there is a speed limiter on them (less than 30km/h).

With respect to the pedestrian design criteria it was noted that this should also include both joggers and runners.

Safety and security issues were discussed, particularly as it relates to trails and pathways. The Project Team will look into polices that will promote and support Crime Prevention Through Environmental Design (CPTED).

Committee members who attended the Stakeholder Workshops felt that participants had lots of great ideas and wished there been more time to discuss each subject.

Committee members suggest the Project Team develop a consultation update/summary to send to the various Stakeholders, outlining the consultation to date and the feedback received. This would provide an opportunity for additional feedback. The requested consultation update/summary is attached.

4. Next Steps:

Part 2: Norma advised the committee that as part of the work to be undertaken the Project Team will look at specific corridors and make recommendations as they work through the development of the network. To begin, The Project Team will work through the evaluation criteria and apply them to the five different network strategies to develop a recommended strategy. The Project Team will also be exploring education and outreach programs. IBI has done an inventory on what is going on in the Region and they will work on ways to build upon existing partnerships. The Project Team will meet with Local municipal staff as part of the network development. The Project Team will also meet with the Technical Advisory Committee and the Halton Active Transportation Advisory Committee to review draft recommendations.

Part 3: Will include the implementation and funding strategies. The Project Team will consider different types of funding structures and models.

5. Next Meeting:

The next meeting will be held in Spring 2013. Members of the Committee will be contacted with a firm meeting date and time.

* * * * * * * * *

COMMITTEE NOTES

MEMBERS PRESENT:	Councillor C. Best, Chair Councillor T. Adams, Councillor C. Best, Councillor J. Fogal, P. Elliot
STAFF PRESENT:	M. Zamojc, T. Dennis, M. Van Ravens, M. Green-Battiston, P. Monaghan, N. Stewart, G. Ali, F. Cabarcas, S. Mazhari, S. Haggith, E. DiCarlo

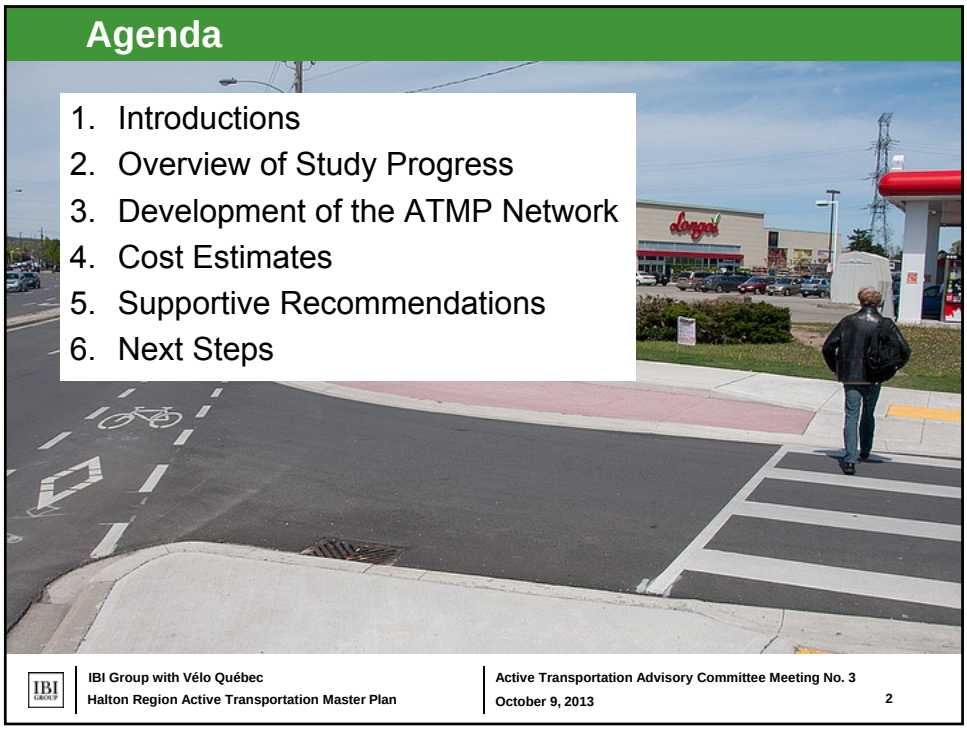
REGRETS: Councillor J. Dennison, M. Grant, C. Harris

OTHERS PRESENT: S. Long, Halton Region Police Service
C. Clapham, Town of Oakville, J. Kwast, Town of Milton
M. Roj, Town of Halton Hills, N. Moores, IBI Group
B. Hollingworth, IBI Group

There being no disclosures of pecuniary interest, the Committee proceeded with the regular order of business.

Adjournment: 10:45 am


Halton ACTIVE
Transportation
Master Plan
walk
bike
roll
Active Transportation Advisory Committee Meeting No. 3
Halton REGION
IBI Group
with Vélo Québec
October 9, 2013

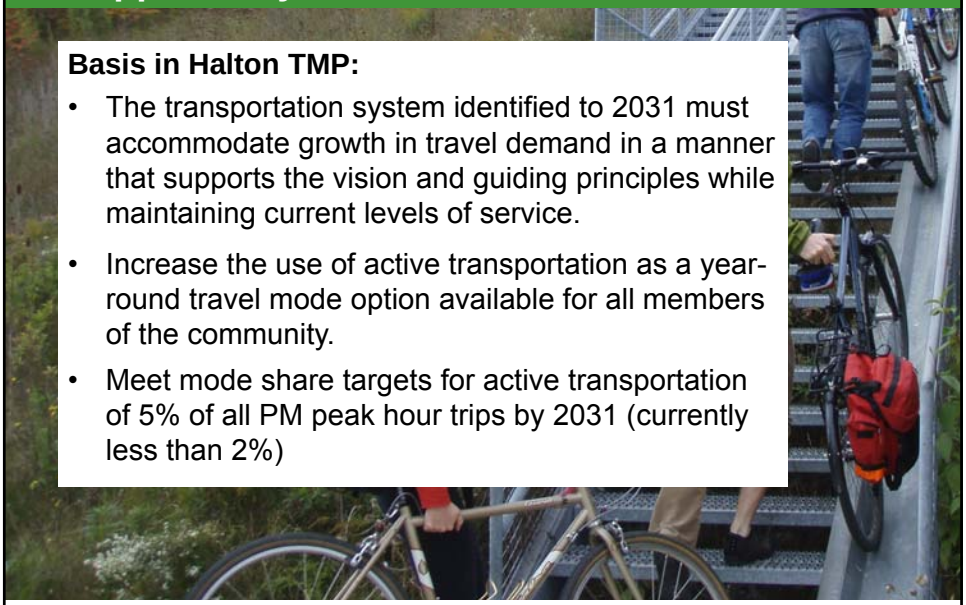

Agenda
1. Introductions
2. Overview of Study Progress
3. Development of the ATMP Network
4. Cost Estimates
5. Supportive Recommendations
6. Next Steps
IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
2

Study Progress

Schedule	Work Plan	Consultation
Spring / Summer 2012	Part 1 Background	ATAC Meeting No. 1
		Open Houses
		TAC Meeting No. 1
Fall 2012 Winter / Spring 2013	Part 2 Master Plan: Network, Policies and Programs	AT Summit Workshop
		Stakeholder Workshop
		TAC Meeting No. 2
		ATAC Meeting No. 2
Summer 2013		Municipal Meetings
		TAC Meeting No. 3
Fall 2013	Part 3 Implementation Strategy	ATAC Meeting No. 3
		PICs
Spring 2014		PPW / Council

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
3

Opportunity Statement



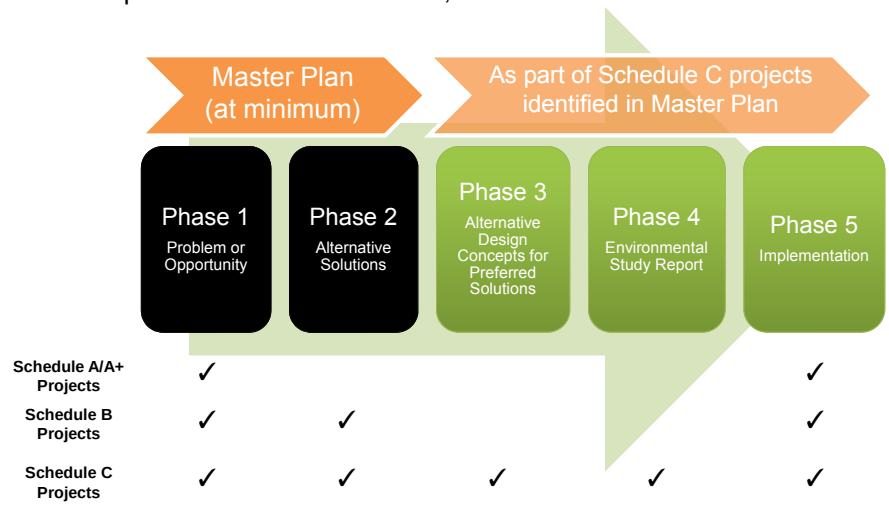
Basis in Halton TMP:

- The transportation system identified to 2031 must accommodate growth in travel demand in a manner that supports the vision and guiding principles while maintaining current levels of service.
- Increase the use of active transportation as a year-round travel mode option available for all members of the community.
- Meet mode share targets for active transportation of 5% of all PM peak hour trips by 2031 (currently less than 2%)

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
4

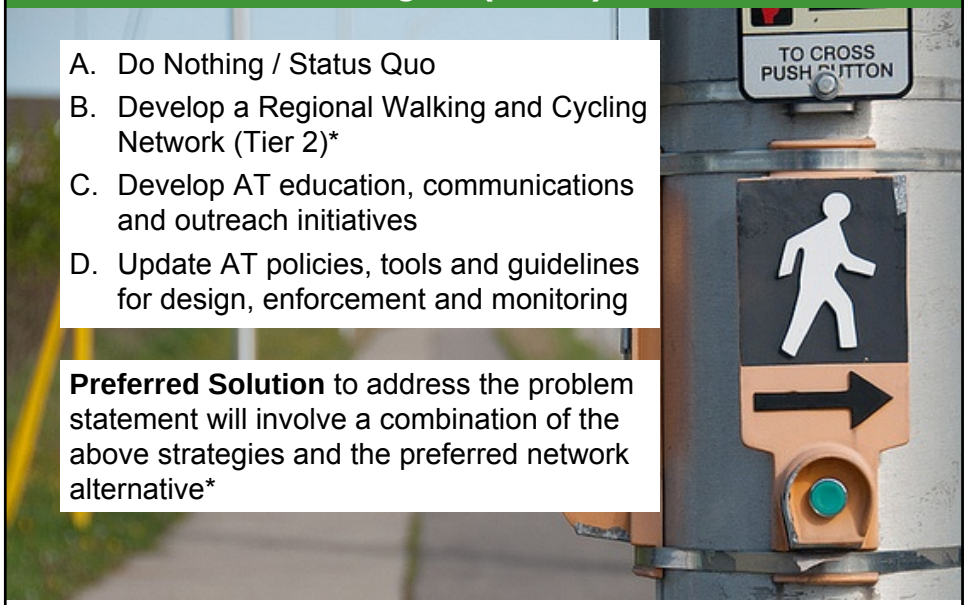
Class EA Process

Municipal Class EA October 2000, as amended in 2007 and 2011



	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Schedule A/A+ Projects	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓

Alternative Strategies (Tier 1)



A. Do Nothing / Status Quo
B. Develop a Regional Walking and Cycling Network (Tier 2)*
C. Develop AT education, communications and outreach initiatives
D. Update AT policies, tools and guidelines for design, enforcement and monitoring

Preferred Solution to address the problem statement will involve a combination of the above strategies and the preferred network alternative*

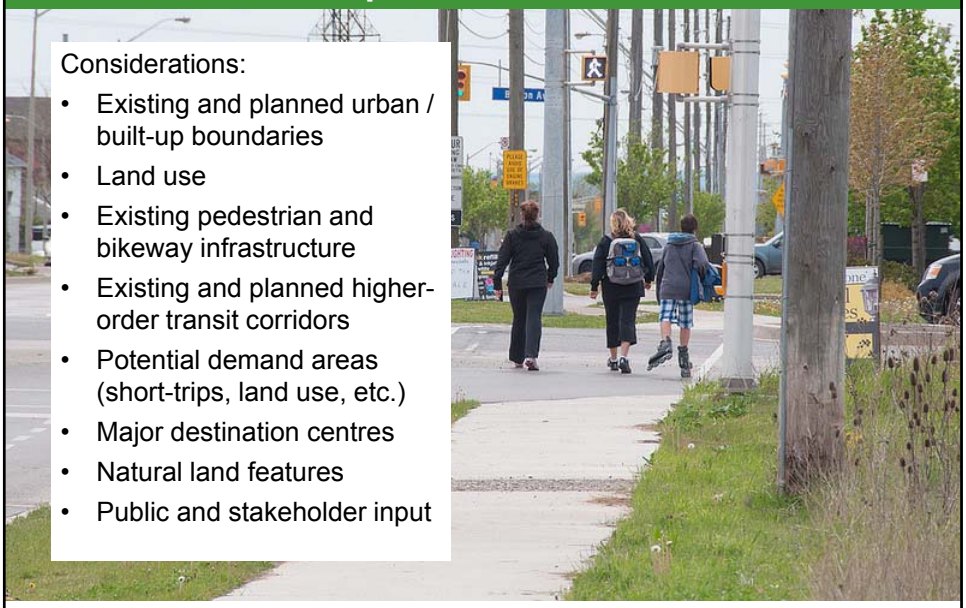
Network Alternatives (Tier 2)

1. Do Nothing / Status Quo
2. Support Local Municipalities in developing their AT networks
3. Provide AT Facilities on all Regional Roads
4. Develop a Strategic AT Network along Regional Roads
5. Develop a Strategic Regional Corridors Network

Preferred Network: Hybrid of Alternatives 3 & 5

- Develop an AT Network along all Regional Roads within the Urban Areas
- All Rural Regional Roads will include Paved Shoulders with Resurfacing
- Include Regionally Significant Routes on Strategic Local Corridors (Streets and Trails)

Network Development: Corridors



Considerations:

- Existing and planned urban / built-up boundaries
- Land use
- Existing pedestrian and bikeway infrastructure
- Existing and planned higher-order transit corridors
- Potential demand areas (short-trips, land use, etc.)
- Major destination centres
- Natural land features
- Public and stakeholder input

Network Development: Facility Types

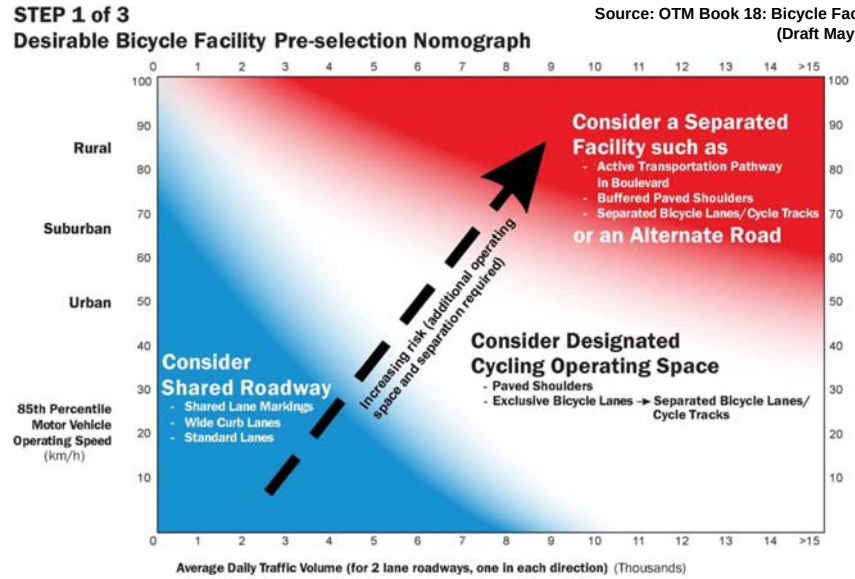
Design considerations:

- Users and level of use
- Cost / type of project
- Function within cycling network
- Roadway classification
- Intersection / driveway frequency

Selection Guide:

- Speed
- Volumes
- Road function
- Vehicle mix
- R.O.W. width

Network Development: Facility Types



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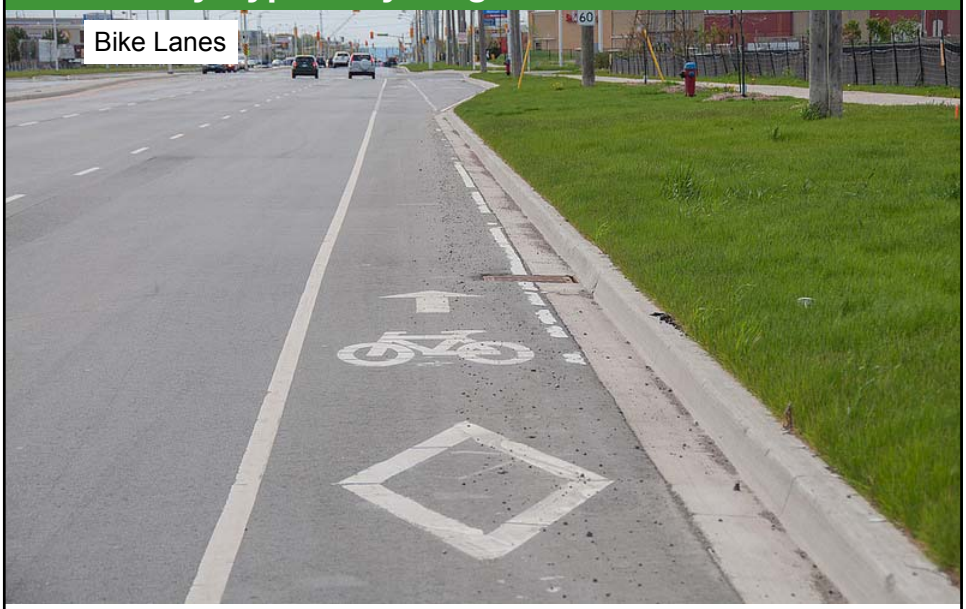
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
11

Facility Types: Cycling Network



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Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
12

Facility Types: Cycling Network

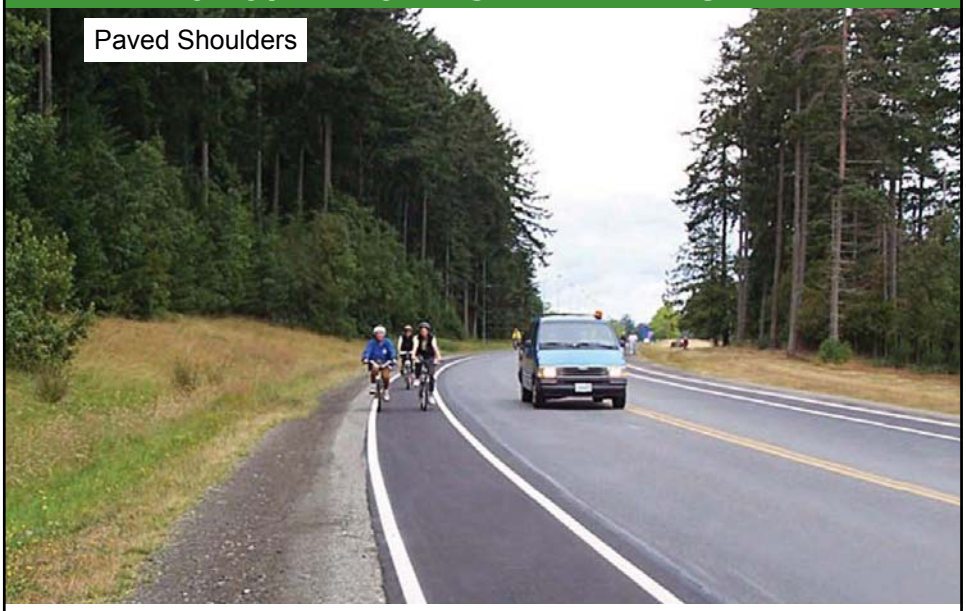
Buffered Bike Lanes

Facility Types: Cycling Network

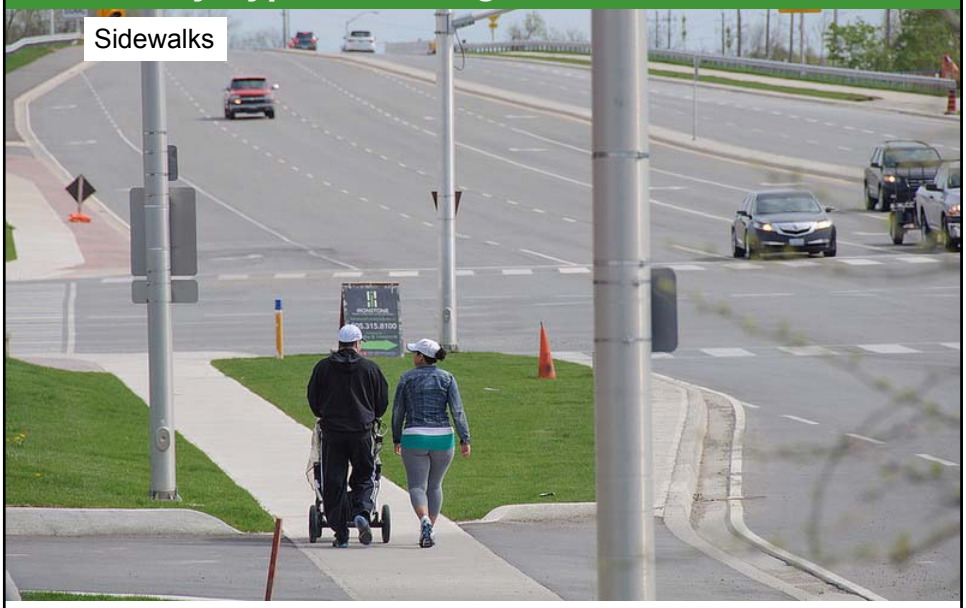
Cycle Tracks

Facility Types: Cycling and Walking Networks

Facility Types: Cycling and Walking Networks



Facility Types: Walking Network



Halton Region Cycling Network

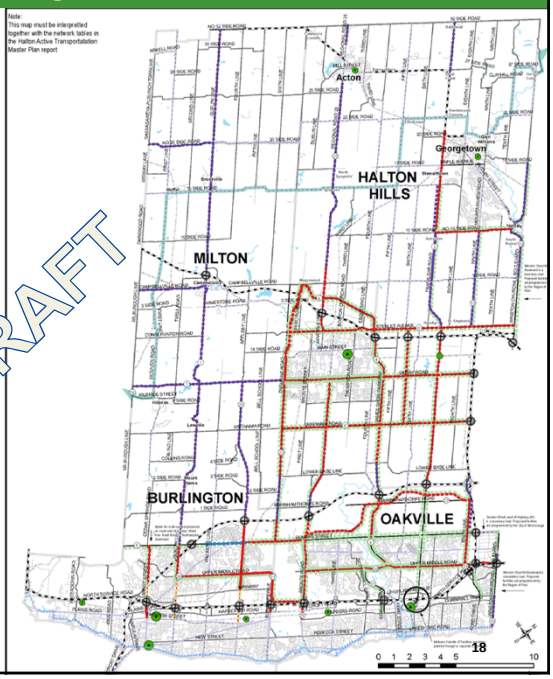
Regional Roads	
Existing Facilities	**km**
On-road (centerline)	72
Off-road (each side)	53
Proposed Facilities	**km**
On-road (centerline)	251
Off-road (each side)	258

Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Cycling Route

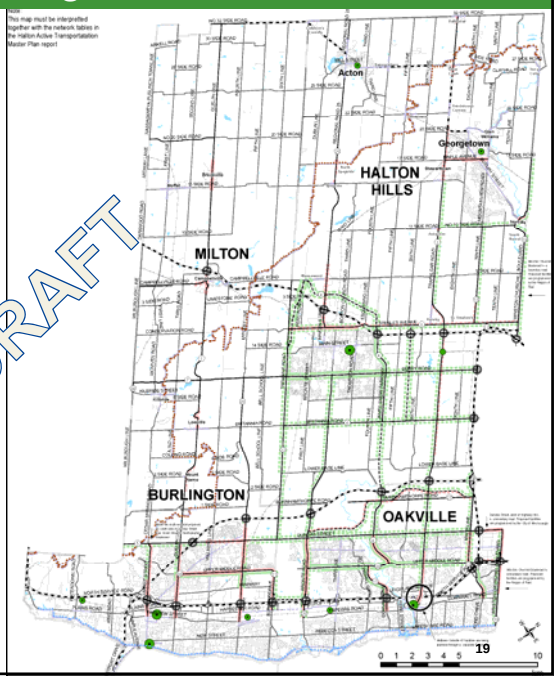
Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Paved Shoulders
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Existing GO Station
- Proposed GO Station



Halton Region Walking Network

Regional Roads	
Existing Facilities	**km**
Sidewalks	115
Multi-use Trails	53
Proposed Facilities	**km**
Sidewalks	108
Multi-use Trails	258



IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan

Cost Estimates

What are We Building?

Regional Network is comprised of....	Existing (km)	Proposed (km)	Total (km)
On-road (centerline)	72	251	308[d]
Bike lanes	11	167	178
Wide curb lanes	15	0	0
Buffered bike lanes	-	7	7
Cycle tracks	-	3	3
Paved shoulders	46 [a]	74	120
Off-road (each side)	168	366	534
Sidewalks	115	108[b]	223
Multi-use trails	53	258[c]	311

Notes: a. Includes 40 km of existing partially paved shoulders (≥1 m wide)
b. Does not include 5 km of sidewalk that will be replaced
c. Does not includes 86 km of multi-use trail that will be replaced
d. Wide curb lanes replaced by proposed bike lanes

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
20

Cost Estimates

How Do We Build It?

AT Facility to be built...	Proposed facilities	Cost [b]	% of Total Costs for AT Facilities
...as part of the Capital Program	606 km	$105 to 118 M	78%
Build new on-road facility	190 km	$50 to 55 M	
Replace off-road facility (widening)	91 km	$12 to 15 M	
Build new off-road facility	325 km	$43 to 48 M	
...as an Infill Project	37 km	$14 to 16 M	10%
Build new on-road facility (widening)	9 km	$5 to 6 M	
Build new off-road facility	28 km	$9 to 10 M	
...as part of the Resurfacing Program	65 km	$15 to 19 M	12%
Build new on-road facility	52 km	$12 to 14 M	
Build new off-road facility	13 km	$3 to 5 M	
Total	617 km [a]	$134 to 153 M	

Notes: a. Does not include 91 km of off-road facilities being replaced during road widening
b. Cost includes upgrading 40 km of existing partially paved shoulders to 1.5 m wide

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Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
21

Cost Estimates

Network by Local Municipality

AT Facility to be built...	Burlington	Halton Hills	Milton	Oakville
...as part of the Capital Program				
Build new on-road facility	$6 to 7M	$8 to 9 M	$25 to 27 M	$11 to 12M
Replace off-road facility (widening)	$1 to 2 M	< $0.5M	$6 to 7M	$5 to 6M
Build new off-road facility	$4 to 5M	$7 to 8M	$21 to 23M	$11 to 12 M
...as an Infill Project				
Build new on-road facility (widening)	$4 to 5M	-	-	$1 to 2M
Build new off-road facility	<$1 M	-	<$1 M	$8 to 9M
...as part of the Resurfacing Program				
Build new on-road facility	$5 to 6 M	$3 to 4 M	$3 to 4 M	<$ 1 M
Build new off-road facility	$1 to 2 M	$2 to 3 M	<$0.5 M	-
Total	$21 to 27 M	$20 to 24 M	$56 to 61M	$37 to 41M

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Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
22

Cost Estimates

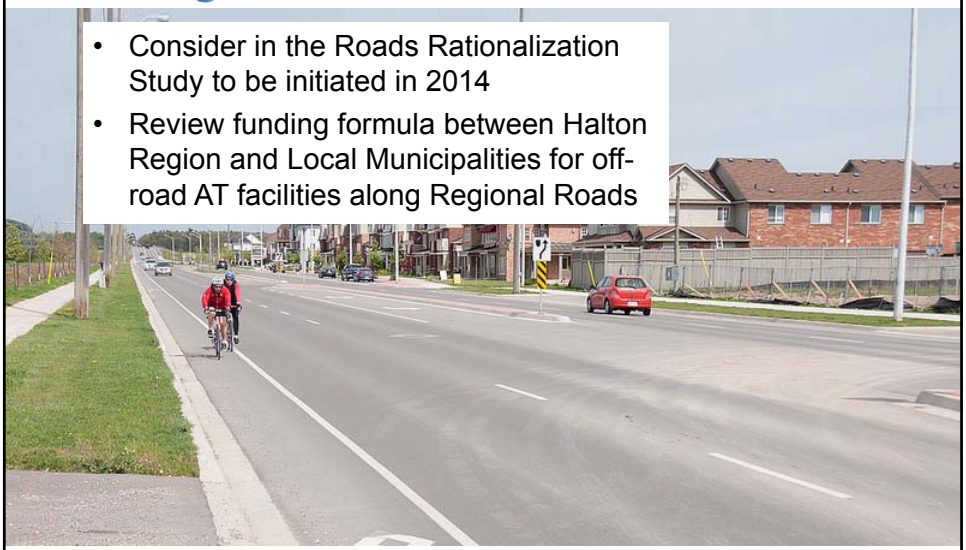
Network by Local Municipality

Responsibility of ...	Burlington	Halton Hills	Milton	Oakville
Region	$16 to 20M	$11 to 13 M	$34 to 38 M	$18 to 20 M
Local Municipality	$6 to 7 M	$9 to 11 M	$22 to 23M	$19 to 21 M
Total	$21 to 27 M	$20 to 24 M	$56 to 61M	$37 to 41M

Cost Estimates

Funding of AT in Halton

- Consider in the Roads Rationalization Study to be initiated in 2014
- Review funding formula between Halton Region and Local Municipalities for off-road AT facilities along Regional Roads



Supportive Recommendations

AT Design Tool Box

- Selected bibliography
- AT user characteristics
- Pedestrian facilities: sidewalks, street crossings
- Bikeways: paved shoulders, bike lanes, segregated bike lanes, boulevard multi-use trails; intersections
- Facility selection guidelines for Regional ROW Categories

Supportive Recommendations

Education—Community

- AT Working Group
- AT identity and web portal
- Fact sheets; handlebar hang-tag; Drive SAFE campaign
- Transportation Services' Annual Report
- Bicycle Friendly Community and Walk Friendly Ontario designations

Supportive Recommendations

Education

Workplace:

- Outreach events promoting sustainable commuting
- Workplace clinics / workshops
- Employer bicycle parking info and repair kit

Schools:

- Input to AT travel initiatives
- Walking and cycling safety and promotional kits to parents, youth and teens

Supportive Recommendations

Regulations and By-laws

- HTA review
- Regional by-laws for on-road AT facilities
- Support local by-laws for AT vehicles

Supportive Recommendations

Tourism

- Updates to the Halton AT map
- AT trip planning tool
- Cycling event planning support
- Regional way-finding and destination signage strategy
- Program support, i.e. Welcome Cyclists

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
29

Next Steps

Part 3:

- PIC #2
  - November 19 and 20, 2013
- Active Transportation Master Plan
- Report to Council

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
30

THE REGIONAL MUNICIPALITY OF HALTON

MEETING NO. 01-13

NAME OF MEETING: ACTIVE TRANSPORTATION ADVISORY COMMITTEE

DATE OF MEETING: Wednesday, October 9, 2013
9:30 a.m.

PLACE OF MEETING: Halton Room
Halton Regional Centre
1151 Bronte Road
Oakville, Ontario

MEMBERS PRESENT: Councillor C. Best, Chair
Councillor T. Adams, Councillor J. Dennison,
Councillor J. Fogal, S. Siegal, G. Wasik

REGRETS: Councillor M. Grant

OTHERS PRESENT: B. Zvaniga , City of Burlington,
C. Clapham, Town of Oakville
N. Moores, M. Saavedra, IBI Group

STAFF PRESENT: M. Zamojc, T. Dennis, M. Van Ravens,
M. Green-Battiston, F. Cabarcas, J. Reid, E. DiCarlo

Members of the Planning and Public Works Committee:

The Halton Active Transportation Advisory Committee met on the above-noted date and advised the following:

DISCLOSURES OF PECUNIARY INTEREST

A pecuniary interest is a direct or indirect financial interest in a matter. An extraordinary pecuniary interest exists when your interests exceed those that the Region could reasonably assume that you have. Committee members must advise of any extraordinary pecuniary interest and refrain from discussing or voting on the matter.

REGULAR AGENDA

1. Confirmation of the Minutes of Meeting No. 02-12 held on Monday, November 26, 2012

THAT the Minutes of Meeting No. 02-12 held on Monday, November 26, 2012 be received as presented.

CARRIED

2. Introductions

Members of the committee gave a brief introduction of themselves. The committee welcomed Gene Wasik to the committee. Gene is a member of the Burlington Cycling Committee and will be the City of Burlington's representative on this committee.

3. Overview of Study Progress

Norma Moores of IBI Group, Project Manager for the Halton Active Transportation Master Plan (ATMP) Study provided the Committee a presentation which included the study's progress, development of the ATMP Network, preliminary cost estimates, supportive recommendations and next steps. Public Information Centres will be held November 19th and 20th, 2013. The Draft Master Plan is anticipated to be presented to Committee and Council in Spring 2014.

4. Development of the ATMP

Norma's presentation highlighted the Class Environmental Assessment (EA) Process for which a Master Plan follows and confirmed that Phase I (Problem or Opportunity) and Phase II (Alternative Solution) will be completed. The majority of AT projects identified will be planned as part of the Class Environmental Assessment for road projects (i.e. road widenings or reconstructions) and will incorporate all identified on-road and/or off-road AT facilities. In order to accommodate growth and travel demands identified by 2031, the developed preferred network solution includes a combination of:

- Strategy 3 – provide AT facilities on all Regional roads; and
- Strategy 5 – Routes of 'Regional Significance' along Local municipal corridors.

The proposed Cycling and Walking Network maps will be presented at the up-coming PIC's in November for Public review and input.

Members of the Committee made the following comments regarding the proposed Cycling and Walking Network maps:

- Trafalgar Road (north of Lower Base Line to Steeles Avenue) – consider including on-road (cycling) and off-road facilities on both sides of the road. In the future, development will be on both sides of Trafalgar Road.

- The Burlington Lift Bridge is an important connecting link and should also be identified.

- Lakeshore Road through Burlington and Oakville is not marked, but is represented by the Waterfront Trail.

- Proposed Cycling map indicates proposed bike lanes on Upper Middle Road in Burlington from Guelph Line to Walker's Line. The Committee advised that these lanes should be identified as existing bike lanes.

- Cyclists avoid roads constructed with 'chip and tar' and therefore should be discouraged in areas for promoting Cycling Tourism within Halton.

RECOMMENDATION:

THAT as part of the Active Transportation Master Plan there should be guidance for asset management planning in order to address the on-going maintenance costs required over the lifespan of off-road AT facilities (i.e. sidewalks and/or multi-use paths); and

THAT the comments of the Committee be considered by staff in the preparation of the plan.

CARRIED

5. **Supportive Recommendations**

In addition to the preferred network alternative, there are a number of supportive recommendations which include design, education and policies.

Active Transportation Design Toolbox: This is a resource to highlight best practices in the design of Active Transportation facilities.

Education in the Community and Workplace: Recommendations with respect

to education are a vital component to the success of the AT Master Plan. Education strategies being considered are:

- Establish AT Working Group with Local municipalities to co-ordinate resources and construction activities
- Develop web portal for information sharing
- Continue to include cycling and pedestrian safety as part of the Drive SAFE (Safety Awareness for Everyone) campaign
- Support Smart Commute Halton initiatives
- Provide employers with information on how to provide bicycle parking

Regulations and By-laws associated with cycling and walking. There needs to be more clarity and enforcement when it comes to regulations and by-laws. The Region needs to encourage the Ministry of Transportation of Ontario (MTO) to review the Highway Traffic Act (HTA) as it pertains to cyclists and pedestrians. The Region should support the Local municipalities in developing by-laws regarding who can use AT facilities, particularly those that are off-road (i.e. multi-use paths and paved shoulders) which are not governed by the HTA.

6. Next Steps

Public Information Centre #2 to take place in November. Once the public's input has been received a Draft Active Transportation Master Plan will be presented to Committee and Council in Spring 2014.

OTHER BUSINESS

Craig Kielburger High School in Milton has a large volume of students cycling to school. This school should be used as a champion and advocate for cycling to school to other students across Halton.

Members of the Committee inquired about safety and the lack of lighting on the multi-use trails.

City of Burlington's Cycling Committee discussed the removal of bike lanes along Upper Middle Road.

Staff requested that the City of Burlington's Cycling Committee forward a formal recommendation to the Region following their next meeting.

The growth of cycle tourism in the area has grown significantly. The City of Burlington attended presentations at an Urban Leadership Session which included the Waterfront Regeneration Trust and Share the Road Cycling Coalition which highlighted the increase in cycle tourism over the last few years. Councillor Dennison requested that

the presentations be forwarded to the Committee. The presentations will be sent electronically via email with the minutes.

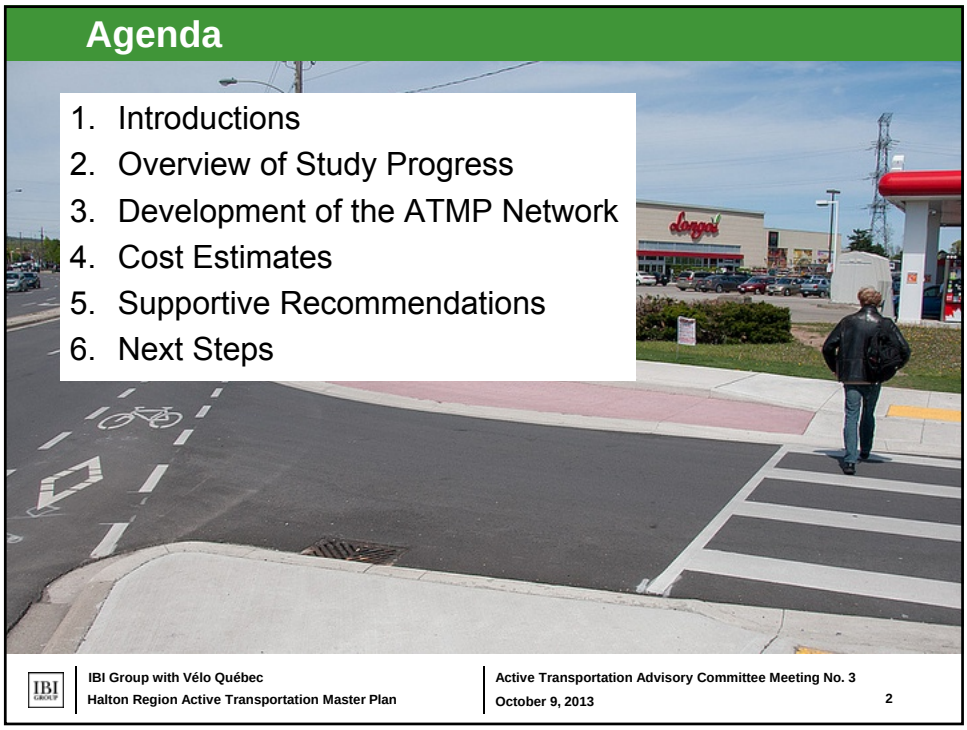
ADJOURNMENT: 11:05 AM

* * * * * * * * *

COMMITTEE NOTES

There being no disclosures of pecuniary interest, the Committee proceeded with the regular order of business.


Halton ACTIVE
Transportation
Master Plan
walk
bike
roll
Active Transportation Advisory Committee Meeting No. 3
Halton REGION
IBI Group
with Vélo Québec
October 9, 2013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October 9, 2013
2

Study Progress

Schedule	Work Plan	Consultation
Spring / Summer 2012	Part 1 Background	ATAC Meeting No. 1
		Open Houses
		TAC Meeting No. 1
Fall 2012 Winter / Spring 2013	Part 2 Master Plan: Network, Policies and Programs	AT Summit Workshop
		Stakeholder Workshop
		TAC Meeting No. 2
		ATAC Meeting No. 2
Summer 2013		Municipal Meetings
		TAC Meeting No. 3
Fall 2013	Part 3 Implementation Strategy	ATAC Meeting No. 3
		PICs
Spring 2014		PPW / Council

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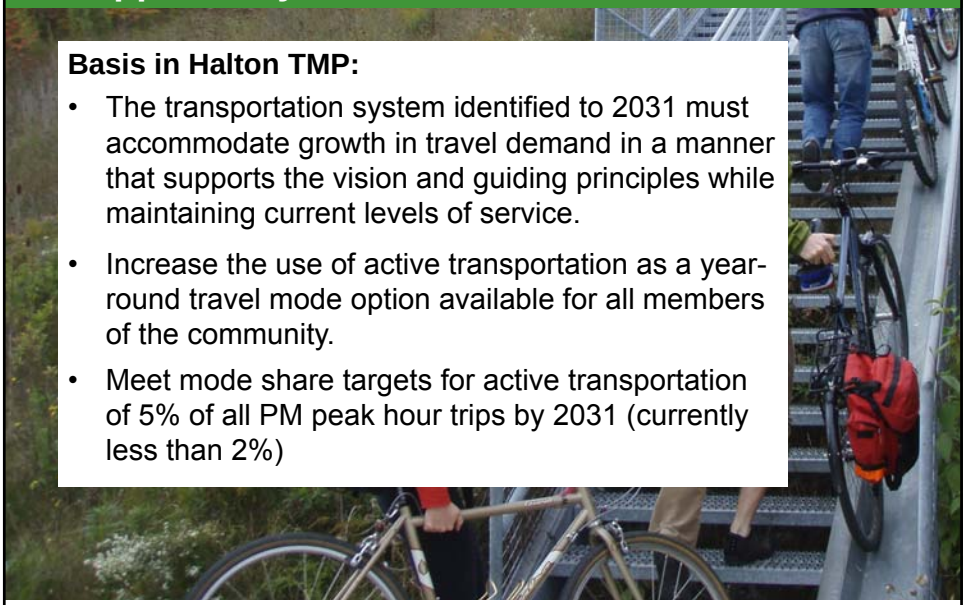
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
3

Opportunity Statement



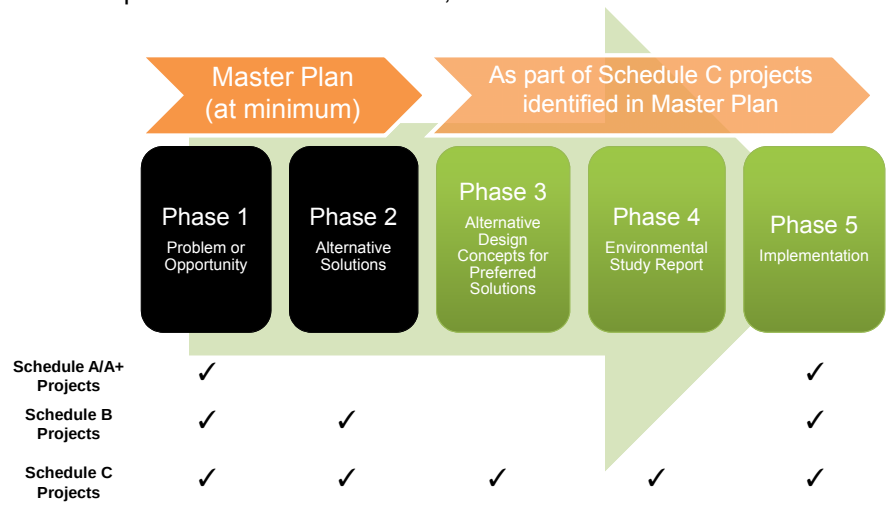
Basis in Halton TMP:

- The transportation system identified to 2031 must accommodate growth in travel demand in a manner that supports the vision and guiding principles while maintaining current levels of service.
- Increase the use of active transportation as a year-round travel mode option available for all members of the community.
- Meet mode share targets for active transportation of 5% of all PM peak hour trips by 2031 (currently less than 2%)

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
4

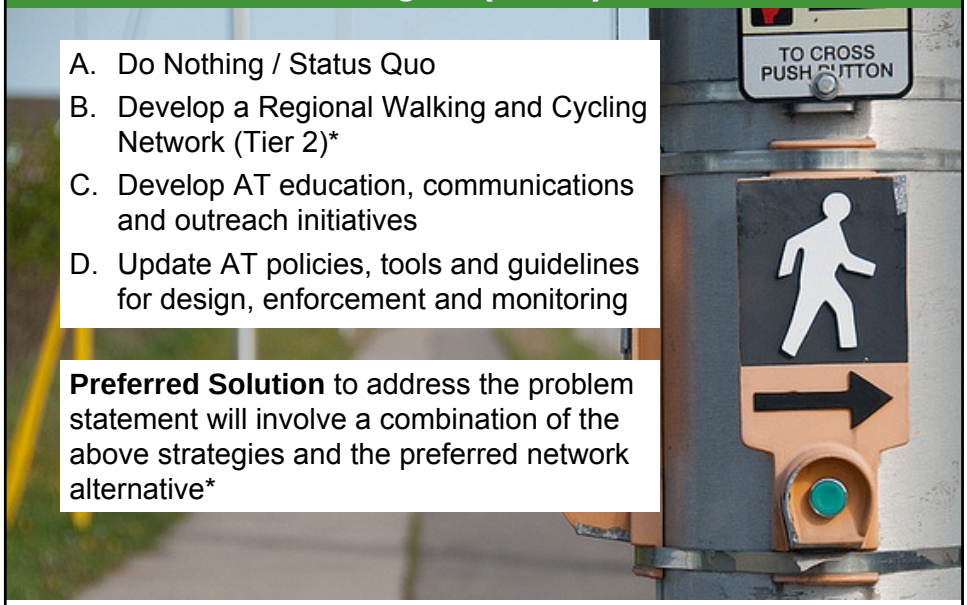
Class EA Process

Municipal Class EA October 2000, as amended in 2007 and 2011



	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Schedule A/A+ Projects	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓

Alternative Strategies (Tier 1)



A. Do Nothing / Status Quo
B. Develop a Regional Walking and Cycling Network (Tier 2)*
C. Develop AT education, communications and outreach initiatives
D. Update AT policies, tools and guidelines for design, enforcement and monitoring

Preferred Solution to address the problem statement will involve a combination of the above strategies and the preferred network alternative*

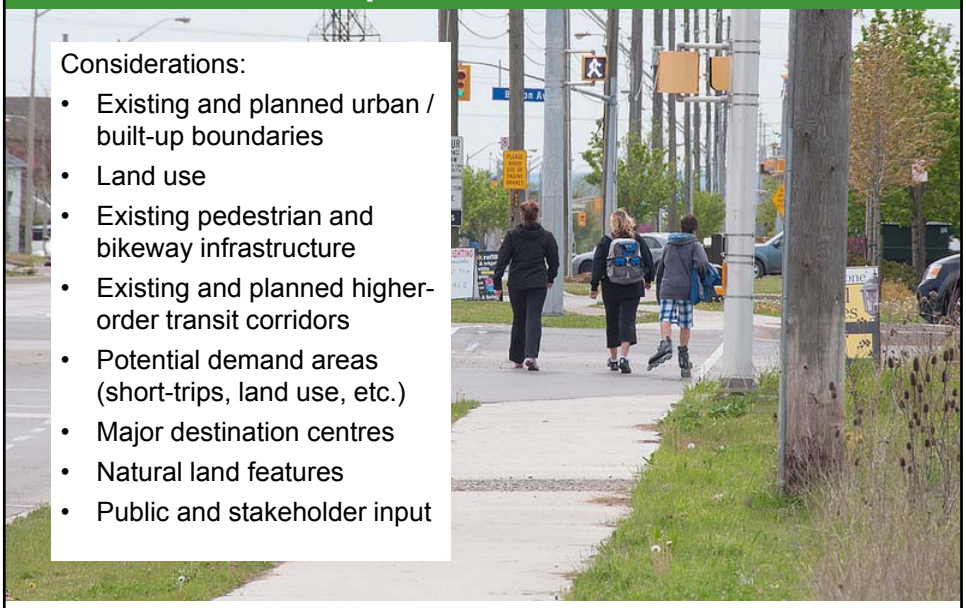
Network Alternatives (Tier 2)

1. Do Nothing / Status Quo
2. Support Local Municipalities in developing their AT networks
3. Provide AT Facilities on all Regional Roads
4. Develop a Strategic AT Network along Regional Roads
5. Develop a Strategic Regional Corridors Network

Preferred Network: Hybrid of Alternatives 3 & 5

- Develop an AT Network along all Regional Roads within the Urban Areas
- All Rural Regional Roads will include Paved Shoulders with Resurfacing
- Include Regionally Significant Routes on Strategic Local Corridors (Streets and Trails)

Network Development: Corridors



Considerations:

- Existing and planned urban / built-up boundaries
- Land use
- Existing pedestrian and bikeway infrastructure
- Existing and planned higher-order transit corridors
- Potential demand areas (short-trips, land use, etc.)
- Major destination centres
- Natural land features
- Public and stakeholder input

Network Development: Facility Types

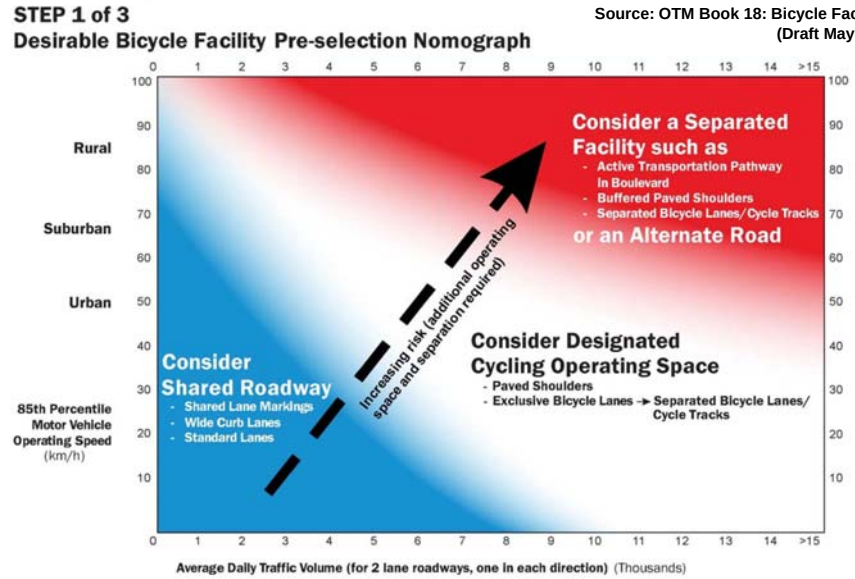
Design considerations:

- Users and level of use
- Cost / type of project
- Function within cycling network
- Roadway classification
- Intersection / driveway frequency

Selection Guide:

- Speed
- Volumes
- Road function
- Vehicle mix
- R.O.W. width

Network Development: Facility Types



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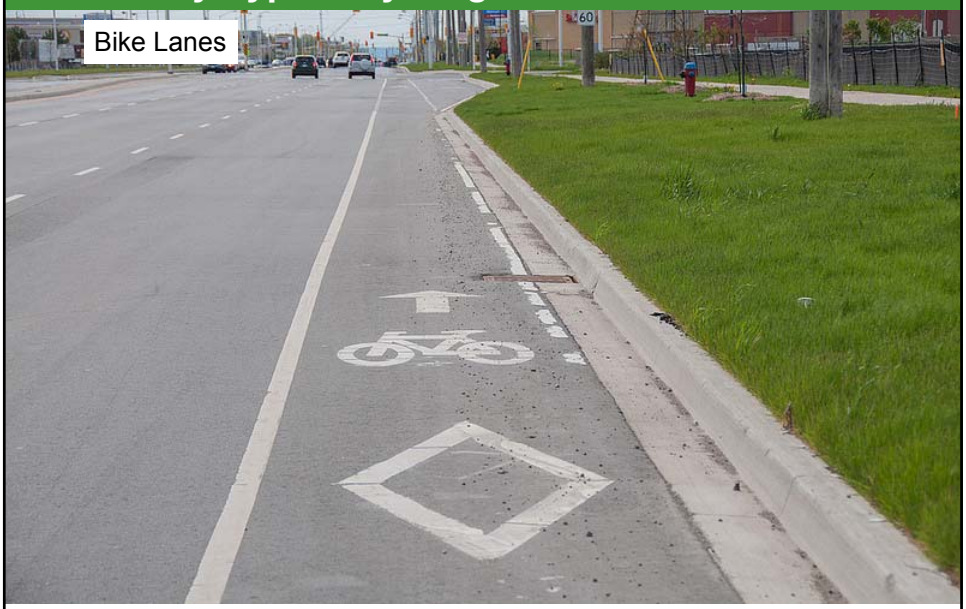
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
11

Facility Types: Cycling Network



IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
12

Facility Types: Cycling Network

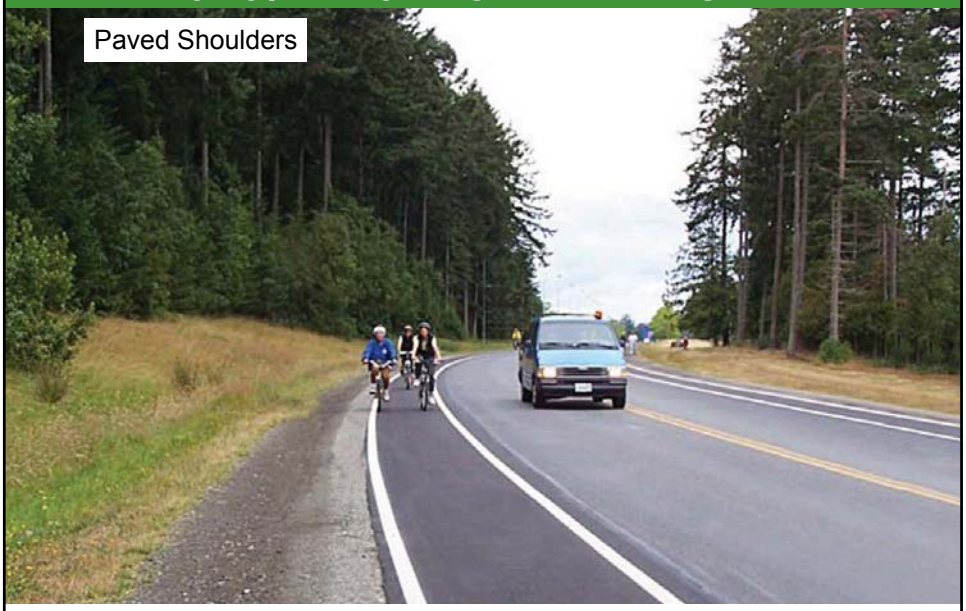
Buffered Bike Lanes

Facility Types: Cycling Network

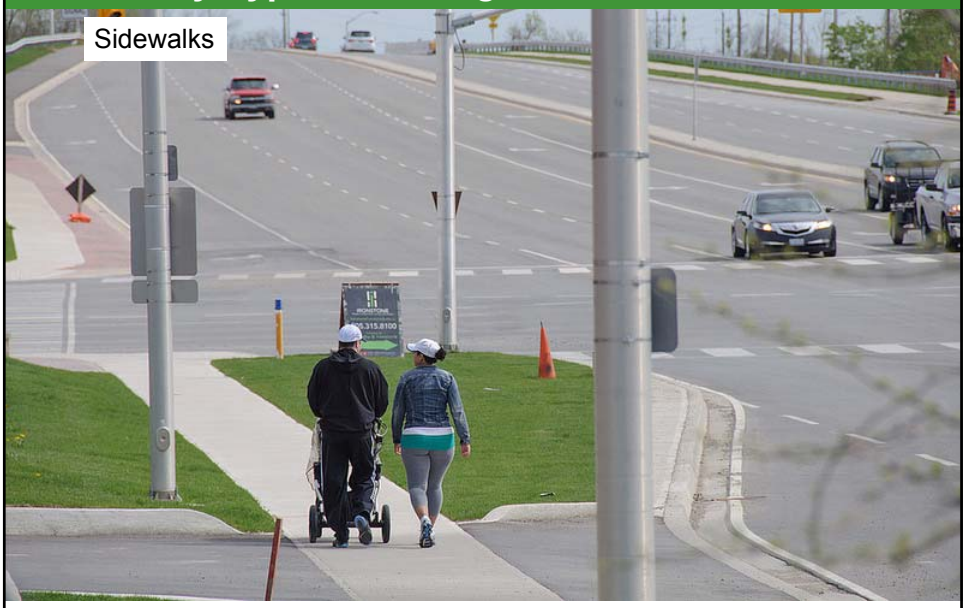
Cycle Tracks

Facility Types: Cycling and Walking Networks

Facility Types: Cycling and Walking Networks



Facility Types: Walking Network



Halton Region Cycling Network

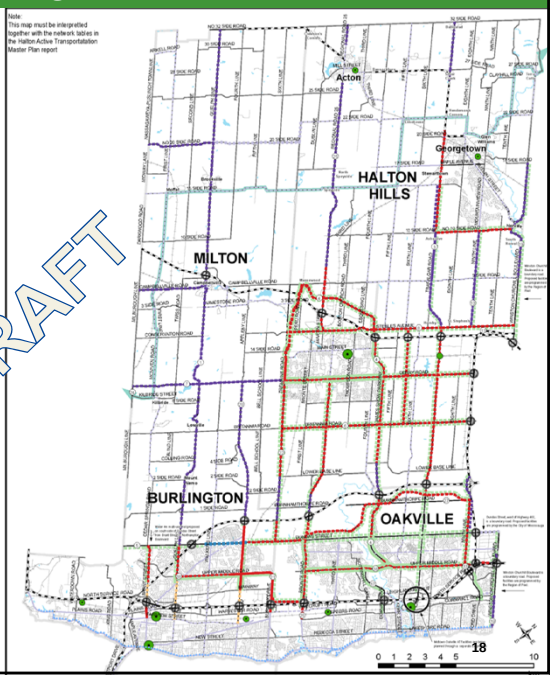
Regional Roads	
Existing Facilities	**km**
On-road (centerline)	72
Off-road (each side)	53
Proposed Facilities	**km**
On-road (centerline)	251
Off-road (each side)	258

Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Cycling Route

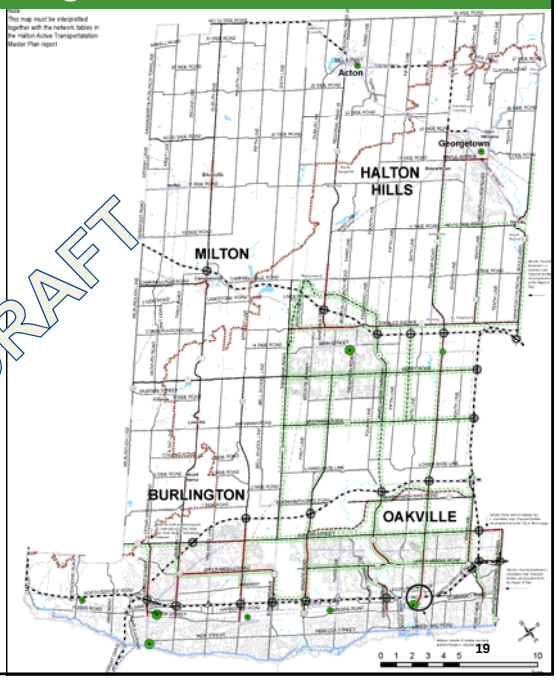
Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Paved Shoulders
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Existing GO Station
- Proposed GO Station



Halton Region Walking Network

Regional Roads	
Existing Facilities	**km**
Sidewalks	115
Multi-use Trails	53
Proposed Facilities	**km**
Sidewalks	108
Multi-use Trails	258



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Halton Region Active Transportation Master Plan

Cost Estimates

What are We Building?

Regional Network is comprised of....	Existing (km)	Proposed (km)	Total (km)
On-road (centerline)	72	251	308[d]
Bike lanes	11	167	178
Wide curb lanes	15	0	0
Buffered bike lanes	-	7	7
Cycle tracks	-	3	3
Paved shoulders	46 [a]	74	120
Off-road (each side)	168	366	534
Sidewalks	115	108[b]	223
Multi-use trails	53	258[c]	311

Notes: a. Includes 40 km of existing partially paved shoulders (≥1 m wide)
b. Does not include 5 km of sidewalk that will be replaced
c. Does not includes 86 km of multi-use trail that will be replaced
d. Wide curb lanes replaced by proposed bike lanes

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
20

Cost Estimates

How Do We Build It?

AT Facility to be built...	Proposed facilities	Cost [b]	% of Total Costs for AT Facilities
...as part of the Capital Program	606 km	$105 to 118 M	78%
Build new on-road facility	190 km	$50 to 55 M	
Replace off-road facility (widening)	91 km	$12 to 15 M	
Build new off-road facility	325 km	$43 to 48 M	
...as an Infill Project	37 km	$14 to 16 M	10%
Build new on-road facility (widening)	9 km	$5 to 6 M	
Build new off-road facility	28 km	$9 to 10 M	
...as part of the Resurfacing Program	65 km	$15 to 19 M	12%
Build new on-road facility	52 km	$12 to 14 M	
Build new off-road facility	13 km	$3 to 5 M	
Total	617 km [a]	$134 to 153 M	

Notes: a. Does not include 91 km of off-road facilities being replaced during road widening
b. Cost includes upgrading 40 km of existing partially paved shoulders to 1.5 m wide

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
21

Cost Estimates

Network by Local Municipality

AT Facility to be built...	Burlington	Halton Hills	Milton	Oakville
...as part of the Capital Program				
Build new on-road facility	$6 to 7M	$8 to 9 M	$25 to 27 M	$11 to 12M
Replace off-road facility (widening)	$1 to 2 M	< $0.5M	$6 to 7M	$5 to 6M
Build new off-road facility	$4 to 5M	$7 to 8M	$21 to 23M	$11 to 12 M
...as an Infill Project				
Build new on-road facility (widening)	$4 to 5M	-	-	$1 to 2M
Build new off-road facility	<$1 M	-	<$1 M	$8 to 9M
...as part of the Resurfacing Program				
Build new on-road facility	$5 to 6 M	$3 to 4 M	$3 to 4 M	<$ 1 M
Build new off-road facility	$1 to 2 M	$2 to 3 M	<$0.5 M	-
Total	$21 to 27 M	$20 to 24 M	$56 to 61M	$37 to 41M

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
22

Cost Estimates

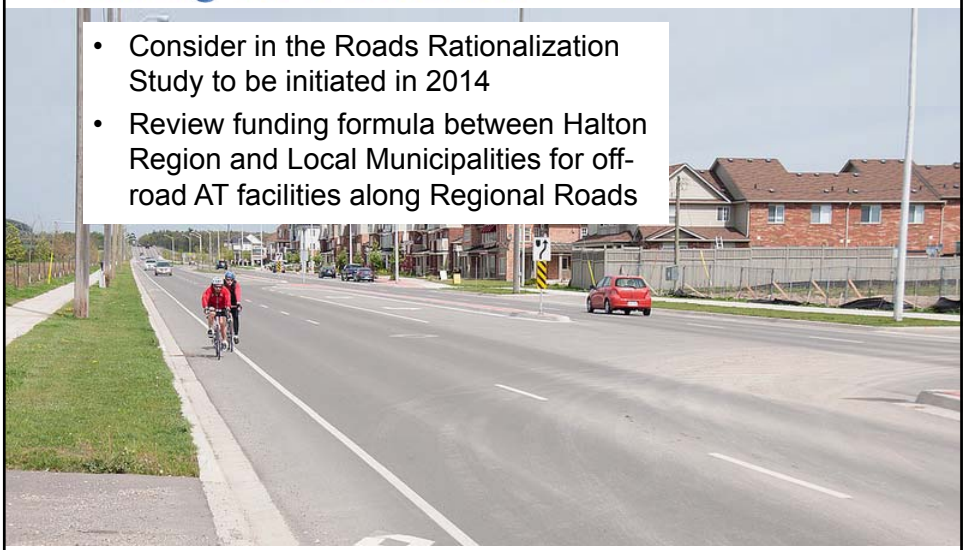
Network by Local Municipality

Responsibility of ...	Burlington	Halton Hills	Milton	Oakville
Region	$16 to 20M	$11 to 13 M	$34 to 38 M	$18 to 20 M
Local Municipality	$6 to 7 M	$9 to 11 M	$22 to 23M	$19 to 21 M
Total	$21 to 27 M	$20 to 24 M	$56 to 61M	$37 to 41M

Cost Estimates

Funding of AT in Halton

- Consider in the Roads Rationalization Study to be initiated in 2014
- Review funding formula between Halton Region and Local Municipalities for off-road AT facilities along Regional Roads



Supportive Recommendations

AT Design Tool Box

- Selected bibliography
- AT user characteristics
- Pedestrian facilities: sidewalks, street crossings
- Bikeways: paved shoulders, bike lanes, segregated bike lanes, boulevard multi-use trails; intersections
- Facility selection guidelines for Regional ROW Categories

Supportive Recommendations

Education—Community

- AT Working Group
- AT identity and web portal
- Fact sheets; handlebar hang-tag; Drive SAFE campaign
- Transportation Services' Annual Report
- Bicycle Friendly Community and Walk Friendly Ontario designations

Supportive Recommendations

Education

Workplace:

- Outreach events promoting sustainable commuting
- Workplace clinics / workshops
- Employer bicycle parking info and repair kit

Schools:

- Input to AT travel initiatives
- Walking and cycling safety and promotional kits to parents, youth and teens

Supportive Recommendations

Regulations and By-laws

- HTA review
- Regional by-laws for on-road AT facilities
- Support local by-laws for AT vehicles

Supportive Recommendations

Tourism

- Updates to the Halton AT map
- AT trip planning tool
- Cycling event planning support
- Regional way-finding and destination signage strategy
- Program support, i.e. Welcome Cyclists

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
29

Next Steps

Part 3:

- PIC #2
  - November 19 and 20, 2013
- Active Transportation Master Plan
- Report to Council

IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
Active Transportation Advisory Committee Meeting No. 3
October 9, 2013
30

Minutes

To/Attention	Notes to File	**Date**	October 11, 2012
From	Norma Moores	**Project No**	31898
		Steno	ms

Subject Technical Agencies Committee Meeting No. 1
Multi-Purpose Room #2, Queen Elizabeth Park Community Centre, 2302 Bridge Road, Oakville, ON L6L 2G6
Wednesday, October 10, 2012, 1:00 PM to 3:30 PM

Present
Daryl Bender, City of Hamilton
Rick Bruno, 407 ETR
Chris Clapham, Town of Oakville
Margie Chung, Region of Peel
Paul Cripps, Town of Milton
Jane DeVito, Conservation Halton
Jacqueline Hunter, City of Mississauga
Karen Lacroix, Halton Student Transportation
Joseph Lai, Ministry of Transportation, Ontario
Keith Moore, Halton Regional Police Service
Pat O'Reilly, Conservation Halton
Matt Roj, Town of Halton Hills
Dom Renzella, Halton District School Board
Halton Region:
- Maureen Van Ravens, Manager, Transportation Planning & Road
- Jeff Reid, Senior Transportation Planner (Project Manager)
- Melissa Green-Battison, Supervisor, Transportation Planning
- Patrick Monaghan, Transportation Planner
- Nick Zervos, Supervisor, Road Operations & Maintenance
- Fabio Cabarcas, Public Health

IBI Group:
- Norma Moores
- Marian Saavedra

Distribution All Present
Technical Agencies Committee Distribution List

Introduction to the Active Transportation Master Plan

1.	N. Moores reviewed the meeting agenda to clarify the purpose of the meeting. The agenda is provided in the attachments.	INFO
2.	J. Reid (Project Manager) provided a brief introduction to the Active Transportation Master Plan study and the Consultant Team. Attendees then each introduced themselves and their affiliated Technical Agency.	INFO

Item Discussed	Action By
3. N. Moores presented an overview of the study purpose including background, vision and guiding principles of ROPA 38 and the Region's completed Transportation Master Plan—The Road to Change (to 2031).	INFO
4. N. Moores described the study process, which consists of three parts: Background Review (Part 1), Development of the Plan (Part 2) and Implementation Strategy (Part 3). Part 1 of the study is complete. The study team anticipates consulting with the committee at least three times during the course of the study. • This first TAC meeting is at the start of Part 2, as Part 1 (Background Review) was a research exercise and did not require TAC's input. Comments and discussion received from this meeting will be used to develop the Plan, including revisions to the Draft Vision and preparing options for the ATMP network. • The purpose of the second meeting, towards the end of Part 2, will be to present and refine options developed for the ATMP network. • The third meeting will be during Part 3 to present the preferred network and draft Implementation Strategy.	INFO
5. Each attendee was asked to provide a briefing on active transportation initiatives in their respective agencies; discussion notes (at the end of the minutes) are provided for the following agencies: • 407 ETR • Conservation Halton • Town of Halton Hills • Halton Catholic School Board • Halton Transportation Services • City of Hamilton • Metrolinx • Town of Milton • City of Mississauga • Region of Peel • Town of Oakville • Ministry of Transportation	INFO
Input on Draft Vision	
6. The committee was presented with the following Draft Vision: *The Active Transportation Master Plan will help to promote an integrated, sustainable, accessible, affordable and efficient multi-modal transportation network where Active Transportation will be a viable alternative to strengthen linkages between communities and municipalities.*	INFO

Item Discussed	Action By
7. Comments received from the committee regarding the draft vision are provided in the Discussion Notes at end of the minutes. **The project team will revise the draft vision in consideration of input from the Technical Agencies Committee.**	N. Moores, IBI Group
Development of the ATMP network	
8. N. Moores described background efforts to date that will be used to inform the development of the ATMP network. Background data collected in Part 1 of the study such as the existing AT facilities, current local plans and on-going capital projects. It was noted that the study team has held the first round of public consultation and met with the Active Transportation Advisory Committee (ATAC). Both the public and the ATAC were solicited for their input into the network priorities and challenges.	INFO
9. Four maps were presented to the committee both in large displays and provided in the hand-outs (see attachments) for the committee to review: i. Existing Walking Network ii. Existing Cycling Network iii. Key Destinations iv. Barriers The display maps for Key Destinations and Barriers were marked up with public feedback. **Any errors or additions to the maps should be sent to norma.moores@ibigroup.com.**	All
10. Committee members were invited to discuss three topics in regard to developing the network: i. Barriers and Opportunities ii. Walking and Cycling Activity Centre and Corridors, defining what is “Regional Significance” iii. Classification Framework for Facility Types The discussion notes from these topics are provided at the end of the minutes. The study team will consider input from the committee in developing options for the ATMP network.	INFO

Item Discussed	Action By
Stakeholder Workshop	
11. A Stakeholder Workshop is scheduled for November 5, 2012. There will be two sessions: an afternoon session (from 3:00 PM to 5:00 PM) and an evening session (from 6:30 PM to 8:30 PM). The workshop is another opportunity for the Technical Agencies and other interested parties to discuss Active Transportation issues and opportunities in a more interactive and in-depth process. The Stakeholder Workshop will be a World Café format; groups of six to eight people will have a facilitated discussion around key questions. The questions range from network priorities, types of walking and cycling facilities, design pilot projects, education and outreach and trip-planning tools.	All
Other Business	
12. None reported.	INFO
Next TAC Meeting	
13. The next TAC meeting is scheduled for **November 14, 2012 at 1:00 PM to 3:30 PM**. Location and agenda will be forwarded to the committee at a later date.	INFO

Attachments:

- Agenda
- Discussion Notes
- Presentation Handout
- Maps Handout

Halton Region
Active Transportation Master Plan—
Technical Agencies Committee Meeting No. 1

Multi-Purpose Room #2, Queen Elizabeth Park Community Centre
2302 Bridge Road, Oakville, ON L6L 2G6
Wednesday, October 10, 2012, 1:00 PM to 3:30 PM

Agenda

1.	Introductions	All	5 mins.
2.	Study Purpose and Process	IBI Group	5 mins.
3.	Briefing from Technical Agencies on AT initiatives; key challenges and opportunities	All	3 mins. each
4.	Input on Draft Vision	All	10 mins.
6.	Development of the ATMP network:		
	• Identify barriers and connectivity issues	All	20 min.
	• Identify walking and cycling activity centres and corridors—what is of regional significance?	All	20 min.
	• Discuss a classification framework for AT facilities: recreational versus utilitarian; traffic volume and speed; on-road versus off-road, etc.	All	20 min.
7.	Stakeholder workshop: November 5, 2012	IBI Group	5 min.
8.	Other Business	All	5 min.
9.	Next TAC Meeting: November 14, 2012, 1 PM to 3:30 PM	INFO	

Discussion Notes

1. Active Transportation Initiatives among the Technical Agencies

This section contains notes summarizing the active transportation-related initiatives being undertaken by agencies of the committee and some of the challenges they face.

1.1 407 ETR

No active transportation initiatives to date. The agency is present at the TAC meeting to learn about the ATMP study and how their organization and mandate fits with active transportation. It is recognized that there may be interaction with active transportation facilities at ramps.

1.2 Conservation Halton

Recreation, health and wellness are part of the mandate of Conservation Halton (CH). Therefore, the interest in active transportation is related to encouraging walking and cycling for these purposes. CH has worked with Active Halton on initiatives related to the promotion of cycling for tourism.

CH is responsible for 6 primary parks that are visited by 450,000 visitors (plus 300,000 skiing visitors) annually from around the Region and elsewhere. These parks are popular destinations for hiking and biking, are major venues for AT events, are generally connected to the Bruce Trail and are often used as pit stops for rural cyclists or other long-distance trail users. Therefore, CH would encourage safe links from the surrounding community to the parks.

Particularly popular parks are Kelso and Hilton Falls for off-road biking. Urban growth, i.e. infrastructure and proximity, is placing greater strain on the park with higher demand. Roads around the park are generally operated at high speeds and cyclists (at various comfort levels) use these roads to access the park; this conflict is a challenge with recreation-focused visitors.

The Kelso Master Plan is currently being updated with a major trail centre (i.e. ski, hike, etc.), information in the plan may inform the study. CH is also working on upgrading their trail standard to conform to the new AODA requirements for Parks Ontario.

With respect to regulations, CH is encouraging the development of trails in valley and flood plains. However, there is currently no provision on public lands for this development in established areas. One strategy CH is using are setbacks in new areas to allow for trails. Trails in CH lands generally do not have a hard surface and experience issues with erosion, providing maintenance access to valleys and creek. Some challenging areas are trails in creek valleys and across bridges.

1.3 Halton Catholic School Board and Halton District School Board

Active transportation is considered by the school boards through school site design guidelines and by working with local municipalities. Both school boards experience public and political challenges to promote active transportation due to support and requests for bus transportation.

1.4 Halton Student Transportation Services

No active transportation initiatives to date. The mandate of the agency is to *provide* transportation to students, through reviewing student routes to schools and determining the need for bus transportation. Challenges faced by the agencies are a lack of school crossing guards along student routes and the costs of bussing students to school. Parents typically cite safety as the reason their child requiring bussing, while at times a perception of convenience is more likely the underlying rationale.

1.5 Town of Halton Hills

The Town of Halton Hills is currently working with developers to implement new paths and bike lanes. Generally, the strategy is to build paved shoulders where possible along rural roads as they are reconstructed or resurfaced. The Town is working to retrofit "Share the Road" signs along popular cycling routes. Programs such as the Walking School Bus, traffic calming near schools and bike to the Farmers' Markets are some other AT initiatives. The key challenge is funding for new AT infrastructure.

1.6 City of Hamilton

The City of Hamilton have several plans: the Trails and Recreation Master Plan and the Cycling Master Plan are currently approved. The Pedestrian Master Plan is currently in progress. The City of Hamilton aims to annually build 10 to 20 km of their cycling and trails network both on- and off-road. There is a designated TDM coordinator on staff who works on the programming and communications aspect of encouraging more walking and cycling as a primary mode of travel. Political will is a challenge in building the network on a project by project basis; politicians are often "nervous" to make trade-offs (e.g. removing parking even where there is low demand). The City has used the popularity of cycling for recreation to help garner support for the cycling network that serves all cyclists, not just transportation trips.

Other challenges are:

- School and municipal policies regarding funding and catchment areas are working against encouraging active transportation (i.e. they are getting too large to make walking and cycling reasonable options);
- By-laws that strictly prohibit cycling on sidewalks can discourage cycling in general areas with no cycling facilities, or facilities that do not suit their comfort level;
- With new developments, cycling facilities are constructed last after complete built-out when residents are already accustomed to claiming on-road space intended for bike lanes as parking and their "right" to have it;

Other notes:

- Complete Streets is a good justification tool for implementing active transportation infrastructure;
- Active Routes to School is present in Hamilton through Smart Commute and Metrolinx;
- Bike Lane Winter Maintenance Pilot Project was started last year on select routes to test various snow clearing practices and to determine which are most effective; and
- Monitoring (pedestrian and cyclist counts) of AT routes provides useful information to determine where there are successes in building the network and where routes may be underutilized

1.7 Metrolinx

Generally, Metrolinx is looking into improving access to GO stations via walking and cycling; the Mobility Hub-Cycling Network Interface Study looked at the cycling network (existing and planned) around the 51 mobility hubs within the GTHA. The Mobility Hub Guidelines includes provisions to improving facilities for the pedestrian realm. In Toronto and Hamilton, there are pilot projects with secured bike parking. Throughout the Greater Toronto and Hamilton Area, Metrolinx provides financial support to the Smart Commute program.

Metrolinx may also provide promotion opportunities for other modes.

1.8 Town of Milton

The Town of Milton is working towards implementing bike lanes and paths in a connected system. The Town recognizes that not all users are comfortable on road nor exclusively use cycling facilities for commuting purposes. Therefore paths are sometimes built for the less skilled and recreational users (e.g. children, families, seniors) parallel to on-road cycling facilities.

The Town will be undertaking a Trails and Cycling Master Plan update in 2012 / 2013.

1.9 City of Mississauga

The City of Mississauga approved their Cycling Master Plan in 2010 (to replace the previous Trails Master Plan). The plan outlines a strategy to develop over 900 km of on- and off-road cycling routes. The current network consists of 400 km of routes. A challenge in Mississauga is the built-up environment and the need to make trade-offs between providing cycling facilities that compete for space with other elements in the right-of-way. The objective for the cycling network is to connect trails to roads and create a connected transportation network.

1.10 Region of Peel

In 2012, the Region of Peel approved their Regional Active Transportation Master Plan. The policies in the ATMP are being worked into ROPA 26. Now they are working through the planning (Class Environmental Assessment Studies) required to implement the network identified in the plan. Some of the challenges that Peel Region faces are issues with land/space and competing needs for utilities and AT. Other initiatives by the Region:

- Stepping it Up includes a school program supported by Metrolinx to promote walking to school
- GPS study tracking cyclist movements throughout the Region
- The Walk n' Roll website is being updated

1.11 Town of Oakville

The Active Transportation Master Plan for the Town of Oakville was approved in 2009 for the area south of Dundas. North of Dundas is currently under review. The plan includes the five "E's": Engineering, Education, Enforcement, Encouragement, and Evaluation and Planning and an implementation strategy for the proposed AT network. The Transportation Master Plan is currently approved (in principle: the required EA review period has just been closed with no comment). The Town's TMP is heavily focused at directing transportation growth to transit, active transportation and other TDM strategies. The biggest challenge is to integrate the network with the Town's Official Plan, Regional Roads (as Halton Region does not yet have a plan) and working with other stakeholders to coordinate programming. It should be noted that Halton Region has approved Regional Right-of-way Guidelines that were approved as par of the Region's TMP study.

1.12 Ministry of Transportation, Ontario

Two relevant policies may impact the development of the Region's ATMP study. First, head office is working on updating the 1992 Bicycle Policy; currently there is no tentative schedule for completion of the policy. The second initiative is an update to the Bikeway Planning and Design Guide, which is anticipated to be ready for public consultation in Spring 2013. The safe accommodation of pedestrians and cyclists (and all users) across interchanges is a recognized challenge that the MTO is working on.

2. Input into the Draft Vision

The following comments were received regarding the draft vision statement:

- The term “communities and municipalities” is not broad enough to include large parks (e.g. Conservation Halton parks), or other destinations that attract people from across the Region;
- The vision should also recognize the recreational function of the plan to target a larger audience, not just target transportation trips;
- The need for a safe network should be addressed in the vision;
- Go beyond providing “viable alternative”, include in the vision education and changing public mindset, aim to have active transportation as first choice options and not just alternatives
- Health and wellness need to be mentioned in the vision;
- The plan will help “to implement” is recommended as stronger, more effective wording (compared to “to promote”);
- The term “affordable” is unclear in the vision; does it refer to cost to user, of infrastructure, or both;
- A more integrated network may encourage users not desirable on trails (e.g. ATVs, equestrians, etc.) and may cause more damage to trails; perhaps specific uses should be encouraged over multi-use trails;
- Mention network connectivity, which will have different meanings in an urban or rural context. In urban settings, connect to neighbourhoods for walking and cycling. In rural areas, provide connections within and between communities.

3. Development of the Active Transportation Master Plan

Three topics areas were discussed with the committee to help develop the ATMP network: barriers and opportunities, defining Regional Significance, and a Classification Framework. These notes outline the discussion for each topic.

3.1 Barriers and Opportunities

3.1.1 Dundas Street and Future 6-lane Roads

Dundas Street is still considered to some residents and stakeholders as a rural “highway”, thus a major barrier to connecting communities to the north and south. The intersections on Dundas Street are perceived by some residents as “not safe” due to the high volumes, speeds and number of lanes. From the school board’s perspective, there needs to be more coordinated efforts for Active and Safe Routes to School (ASRTS) to overcome this barrier. Halton Transportation Services is under pressure to provide (bus) transportation across Dundas Street due to safety concerns from parents for elementary, middle and secondary students. Alton community is a prime example of communities who feel divided along Dundas Street; however Neyagawa Boulevard is another location with similar issues.

The committee discussed future concerns along other Regional roads stemming from further widening and design practices akin to the current design on Dundas Street. Many Regional roads within the urban areas are slated to be widened to 6-lanes by 2031. The project team recognized that the future design of Regional roads will follow the new Regional Right-of-Way Guidelines, which provides different design elements from the current design to provide multi-modal corridors. The committee have identified the need for a “character change” for these roads to be more comfortable environments for active transportation including elements such as:

- Lower speeds

- Reflect the characteristics of the land use (e.g. mixed use with more destinations)
- More crossing opportunities
- More transit service

3.1.2 Freeways and Interchanges

The committee recognized that the physical structure of freeways presents a barrier to pedestrians and cyclists in terms of network connectivity on a Regional scale due to limited access points. However, it is important to highlight improvements where active transportation has been successfully accommodated. Some examples are:

- Underpass and off-road trail at Bronte Road
- Sixth Line across the QEW; and
- Paved shoulders along the adjacent service road to Highway 6 (installed during reconstruction, Burlington).

3.1.3 Railway Crossings

For rail crossings, the barriers map should specify crossing type (at grade, overpass or underpass). Where new developments are built, railways with at-grade crossings automatically become barriers to student transportation; Halton Transportation Service is required to provide (bus) transportation to students without grade-separated railway crossings. An example is Derry Road, just west of Bronte Street, which is currently under construction for the new grade separation.

3.1.4 Environmentally Sensitive Areas (ESAs)

Environmentally Sensitive Area (ESAs) can divide communities given that limited connections are permitted through ESAs. Existing paths are informal (unpaved or unsigned) and experience problems from erosion and overuse. Conservation Halton prefers to pave trails in less environmentally sensitive locations.

3.1.5 Clarification of Regional Responsibilities

The committee identified a need for clarification regarding responsibilities that the Region is willing to assume with regard to developing the ATMP network; unclear roles and responsibilities between the Region and area municipalities is considered by the committee a barrier to future implementation. Specific cases need to be addressed:

- Funding for trails—the Region needs to clarify the basis for the funding model between the Region and area municipalities
- Building the ATMP network where facilities are on-road versus off-road within the Regional road right-of-way
- Building off-road facilities outside of the Regional road right-of-way (and determining where off-road routes are of “Regional significance”, or connect neighbourhoods versus communities)
- Recognized route of “Regional significance” where no party is able to assume a clear role or responsibility in their implementation

3.1.6 Other Barriers and Opportunities

- Steeles Avenue west of Trafalgar Road is a temporary barrier due to the alignment between the north and south; it is currently being reconstructed.
- The Niagara Escarpment is a barrier that is difficult to cross.

- The ATMP network should ensure inter-regional connections to serve people traveling across regional boundaries. (The Peel Region GPS cycling study has shown cyclists traveling between Oakville and Brampton).

3.2 Defining Regional Significance

The committee was asked to identify corridors or centres with higher walking and cycling activity. Below are their comments regarding areas defining destinations of "Regional significance:

- North-South access: there needs to be a couple safe routes for more experienced cyclists and to support existing bicycle tourism in the rural areas. Consider "Welcome Cyclist" signage in the plan.
- "Communities and municipalities" by default of the draft vision are identified as "Regionally significant" to connect to. The definition of "Regional significance" should somehow result in identifying the primary parks with a large number of visitors coming for active transportation purposes.
- Committee members encourage the connection of the ATMP network to major employers; a typical definition for major employers for TDM programming is a location with more than 100 employees.

3.3 Classification Framework

Part of the study is to develop a classification framework for selecting the type of AT facilities recommended along corridors in the ATMP network. The committee was asked to discuss models or issues associated with developing a classification framework.

3.3.1 Examples of Regional Funding Models

The committee requested examples of funding models in other Regions to understand the implications of a classification framework. The project team provided the following examples:

- In York Region, the Region supports a 50% cost-share program to support area municipalities in implementing off-road trails of regional significance. The program has an annual budget of roughly $250,000 to $500,000.
- In Waterloo Region, the Region is finalizing their ATMP for early 2013. As part of the plan, the Region is considering assuming the responsibility for constructing new sidewalks and boulevard multi-use trails along Regional roads, but not along other corridors.
- In Niagara, the Region helped the local municipalities in fundraising for the Greater Niagara Circle Route and Welland Canals Parkway Trail with some cost sharing with partners.

3.3.2 Comments regarding selection of AT Facilities Along Corridors

The discussion notes are related to selecting the type of AT facility:

- In Mississauga, the posted speed limit is used as a guideline to determine the comfort level of anticipated cyclists. Where the posted speed limit is less than 60 km/h, on-road facilities are preferred. Where the speed limit is 60 km/h and greater, off-road facilities are preferred. Other considerations in selecting between on- and off-road facilities are: number of lanes, number of driveways including their frequency and spacing. Options for on-road facilities include bike lanes, buffered bike lanes and paved shoulders;
- In Halton Hills, the primary criteria used in selecting AT facilities are: operating speed (as opposed to posted speed), the terrain and hidden driveways (and its impact on sight distance);

- In Oakville, the principle is adopted that every road must accommodate cycling. On trails, design of AT facilities is more challenging due to the presence of a greater variety of users;
- In Hamilton, priorities are flagged for paved shoulders in rural area with the criteria of connecting communities. Generally, paved shoulders are considered shared-use paths for cyclists and pedestrians; therefore, paved shoulders are not signed as bike lanes.
- The Highway Traffic Act (HTA) technically does not permit use of the paved shoulder for vehicle travel (a bicycle is defined as a vehicle). Some municipalities adopt by-laws that designate the paved shoulders as bike lanes where their permitted use is specified in the by-law.
- The Ministry of Transportation Ontario prefers off-road facilities for pedestrians along roads crossing freeways. In general, the facility should be comfortable for a variety of user but should be designed to accommodate the least experienced user.
- The classification framework should stay in the realm of guidelines (instead of a standard) due to the variety of active transportation users and skill levels. It can be difficult to follow a standard where too many user types with conflicting design requirements.
- Certain public pressure exists that push strictly for separated facilities and it is not always possible to deliver. There should be clear justification requirements for segregated cycling infrastructure.
- In Peel, the selection of AT facilities is general linked to the Regional road classification.

3.3.3 AT Facilities at Other Locations

- The Town of Oakville in their experience has recognized the need for tools to accommodate cyclists at intersections. Example tools are: bike boxes, detection and modifying the signals both physically and / or operationally).
- It is recommended that the project team consider signal activation for pedestrians and cyclists. Example elements are: pedestrian detection or default to walk phase, calibration and marking for bike detection and signal actuation.
- Book 18 (Ontario Traffic Manual for Bikeways) was recently updated and includes selection criteria that should be considered in developing the classification framework. It has not yet been published.
- In the experience of Peel, the treatment of trail crossings for pedestrians is not addressed by the warrant system for signalized intersections. Guidance for this case may be helpful for the ATMP.

3.3.4 Other Considerations for the ATMP

- Halton Region has an illumination policy, but may identify illumination needs at transit stops / stations, specific pedestrian lighting criteria and standards, etc.
- The potential implications of winter maintenance policies should be considered when selecting facility type. In Hamilton, trails must be illuminated and paved to receive winter maintenance. The City is currently undergoing a pilot project monitoring the effect of new maintenance policies on bike lane winter cycling routes.
- A potential TDM role for the school board and transportation services is to refer students to AT education and outreach efforts when they do not qualify for bus

transportation. It may be difficult for Halton Student Transportation Services to fulfill this role as their current mandate is limited to providing transportation for qualified Halton students.


Halton ACTIVE
Transportation
Master Plan
walk
bike
roll
Halton
REGION
IBI Group
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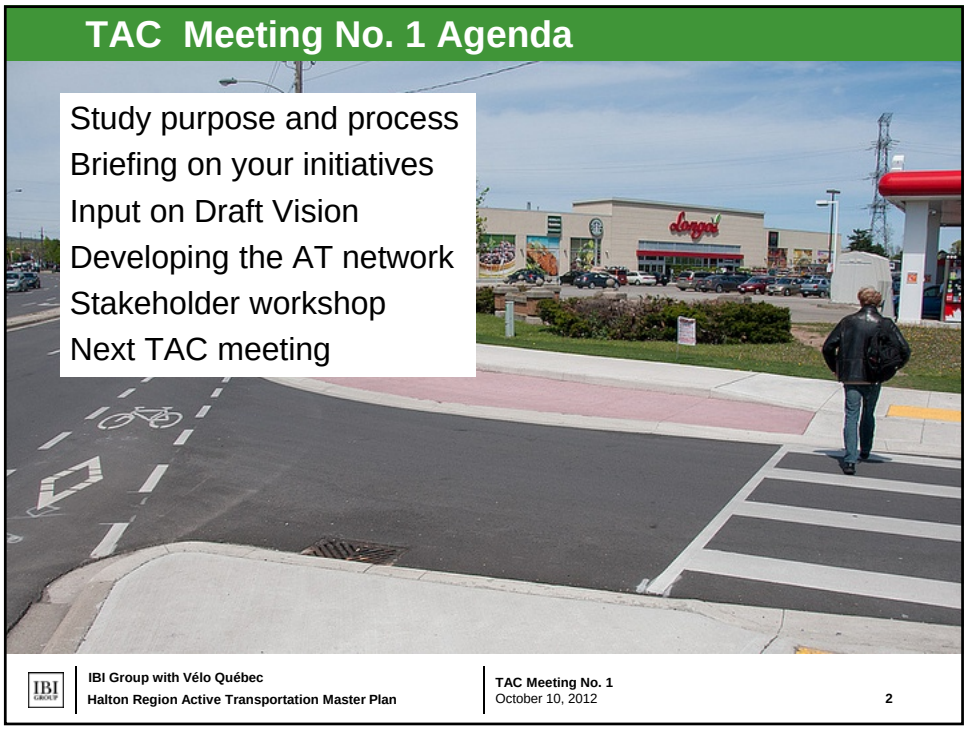
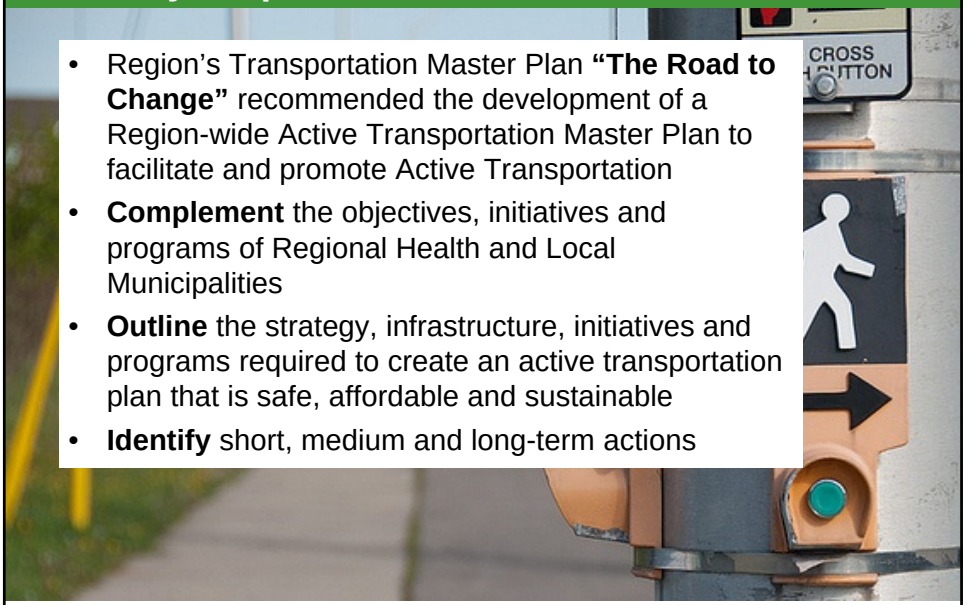
October 10, 2012


TAC Meeting No. 1 Agenda
Study purpose and process
Briefing on your initiatives
Input on Draft Vision
Developing the AT network
Stakeholder workshop
Next TAC meeting
IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
TAC Meeting No. 1
October 10, 2012
2

Your input

1. Draft vision
2. Your challenges and opportunities
3. AT network development:
   - Identify barriers and connectivity issues
   - Identify walking and cycling activity centres and corridors—what is of regional significance?
   - Discuss a classification framework for AT facilities

Study Purpose

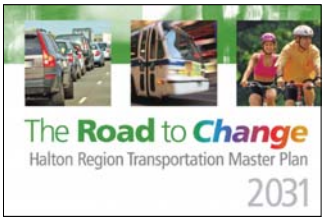


- Region's Transportation Master Plan **"The Road to Change"** recommended the development of a Region-wide Active Transportation Master Plan to facilitate and promote Active Transportation
- **Complement** the objectives, initiatives and programs of Regional Health and Local Municipalities
- **Outline** the strategy, infrastructure, initiatives and programs required to create an active transportation plan that is safe, affordable and sustainable
- **Identify** short, medium and long-term actions

Study Purpose

Planning and Transportation Vision:

- **ROPA 38:** Halton's planning vision is to "preserve for this and future generations a landscape that is rich, diverse, balanced, productive and sustainable, and a society that is economically strong, equitable and caring…. Halton believes in building "healthy communities"… where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes.
- **TMP Vision:** Accommodate various travel choices and support a sustainable and multi-modal network. It must encourage people to change their travel characteristics, maximize the use of transit and other alternatives to the single occupant vehicle.
- **TMP Guiding Principles:**
  - Balanced Needs
  - Healthy Communities
  - Economic Vitality
  - Sustainability
  - Well-maintained Infrastructure



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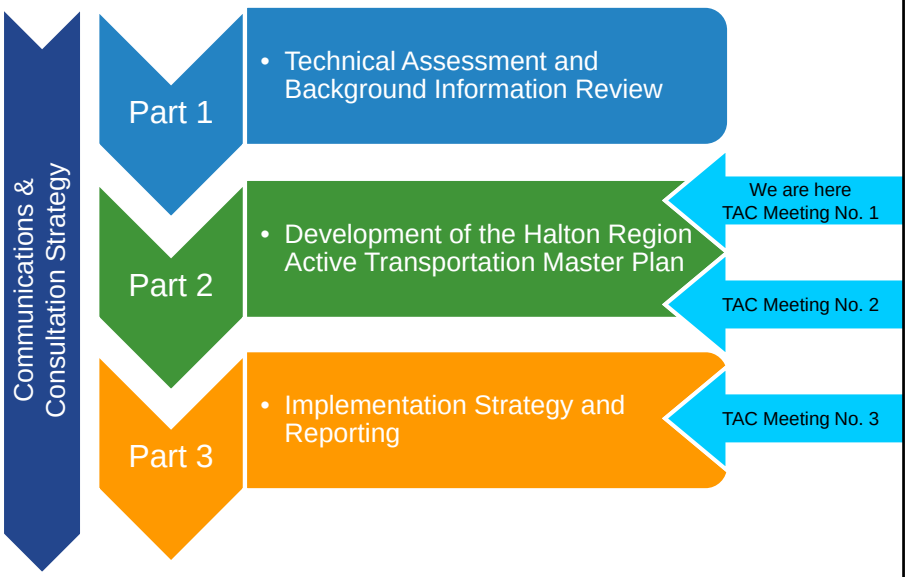
Halton Region Active Transportation Master Plan
TAC Meeting No. 1
October 10, 2012
5

Study Process



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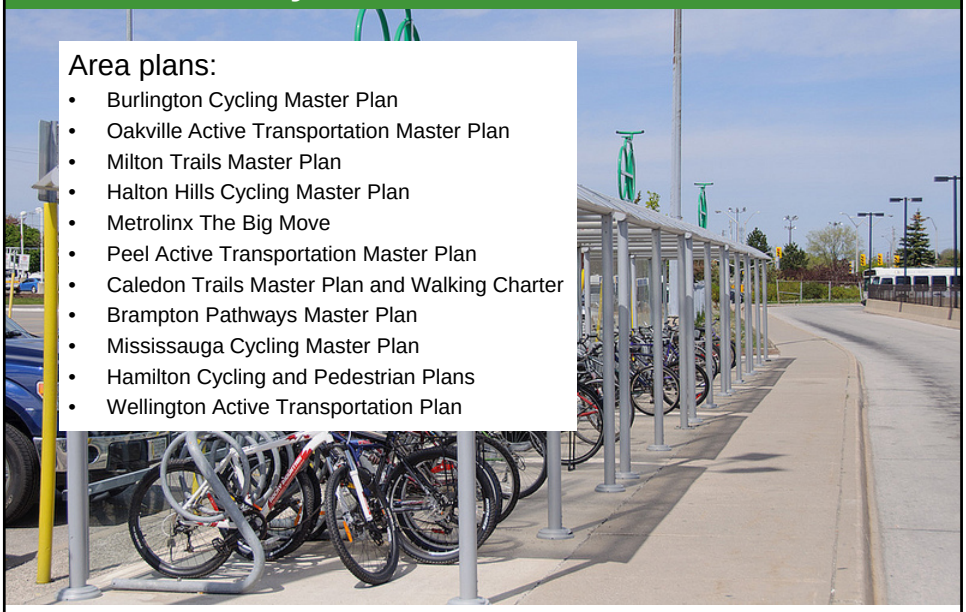
Halton Region Active Transportation Master Plan
TAC Meeting No. 1
October 10, 2012
6

Brief us on your initiatives!



Area plans:

- Burlington Cycling Master Plan
- Oakville Active Transportation Master Plan
- Milton Trails Master Plan
- Halton Hills Cycling Master Plan
- Metrolinx The Big Move
- Peel Active Transportation Master Plan
- Caledon Trails Master Plan and Walking Charter
- Brampton Pathways Master Plan
- Mississauga Cycling Master Plan
- Hamilton Cycling and Pedestrian Plans
- Wellington Active Transportation Plan

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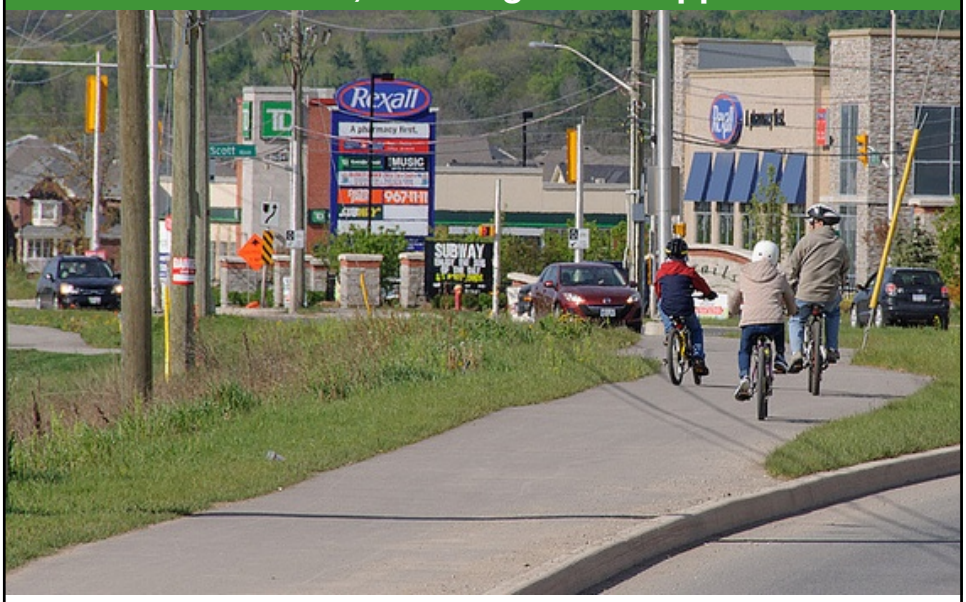
Halton Region Active Transportation Master Plan
TAC Meeting No. 1
October 10, 2012
7

Your initiatives, challenges and opportunities



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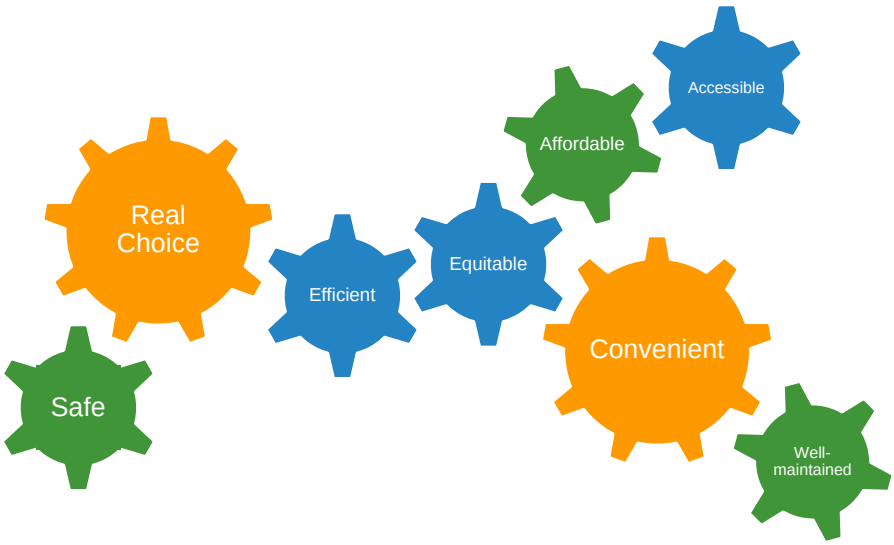
Halton Region Active Transportation Master Plan
TAC Meeting No. 1
October 10, 2012
8

Draft Vision



Draft Vision

The Active Transportation Master Plan will help to promote an integrated, sustainable, accessible, affordable and efficient multi-modal transportation network where Active Transportation will be a viable alternative to strengthen linkages between communities and municipalities.

Developing the AT Network

Barriers and connectivity issues in and adjacent Halton Region

Developing the AT Network

- Identify walking and cycling activity centres and corridors
- What is of regional significance?

Developing the AT Network

Classification framework:

- Recreation / leisure versus utilitarian / commuting
- On-road and off-road
- Regional versus local

Stakeholder Workshop Nov. 5

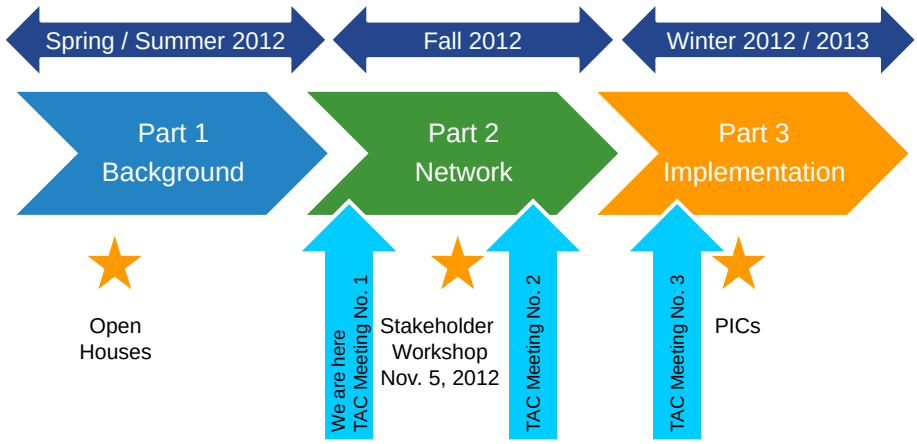
DRAFT

World Café table topics:

1. What types of improvements are most needed along Regional roads
2. What are the key priorities for the walking network
3. What are the key priorities for the cycling network
4. What new design ideas would you like to see the Region try as pilot projects?
5. What programs would be most effective in encouraging more people to walk or bicycle in Halton?
6. What are the important elements of a web-based trip planning tool for walking and cycling trips?

What's next

TAC Meeting No. 2: November 14, 2012, 1 PM to 3:30 PMl



Thank you!

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Minutes

To/Attention	Notes to File	**Date**	November 16, 2012
From	Norma Moores	**Project No**	31898
		Steno	ms

Subject Technical Agencies Committee Meeting No. 2
Great Hall, McMasters' Ron Joyce Centre, 4350 South Service Road, Burlington, ON
Wednesday, November 14, 2012 1:00PM to 3:30PM

Present
Daryl Bender, City of Hamilton
Chris Clapham, Town of Oakville
Keith Moore, Halton Regional Police Service
Matt Roj, Town of Halton Hills
Dom Renzella, Halton District School Board
Lynn Robichaud, City of Burlington
Jenny Setterfield, City of Burlington
Henrik Zbogar, City of Brampton
Halton Region:
- Tim Dennis, Director of Transportation
- Maureen Van Ravens, Manager, Transportation Planning & Road
- Melissa Green-Battison, Supervisor, Transportation Planning
- Jeff Reid, Senior Transportation Planner (Project Manager)
- Patrick Monaghan, Transportation Planner
- Fabio Cabarcas, Public Health Operations

IBI Group:
- Norma Moores
- Marian Saavedra

Distribution All present
Technical Agencies Circulation List

Item Discussed	**Action By**
Introduction, Agenda and Study Update	
1. J. Reid (project manager) welcomed attendees, initiated a round of introductions for members who were not present at TAC Meeting No.1 and outlined the meeting agenda.	INFO
2. N. Moores provided a progress update of the study: • Minutes from TAC Meeting No. 1 will be distributed to the TAC circulation list along with the minutes from this meeting. • The study team presented the ATMP study at the Halton	N. Moores, IBI Group

Item Discussed	Action By
Active Communities Summit on October 18, 2012 in Oakville. It included a 10 min. "Espresso Café" Workshop (shortened from the planned 45 mins. due to the Summit agenda running late) where attendees were invited to submit their input on three topic themes: promotion, priorities and opportunities/barriers. Top ideas from the Summit include: promotion through school programs; education and communication to the public, including signage; hosting special events; partnering with others to share resources. With respect to priorities and barriers, the need for appropriate walking and cycling infrastructure was the top comment followed by the need to connect these facilities to key destinations. • The Stakeholder Workshop was held on November 5, 2012 in Milton. The Workshop was open to the public, technical agencies, and other stakeholders. One session was held in the afternoon and another during the evening. Six key questions were presented for discussion related to the walking and cycling network, types of improvements, pilot projects, programs, and trip planning. • **The results of the Summit and Stakeholder Workshops will be included in the next study newsletter update on consultation.**	
Network Options and Evaluation Criteria	
3. M. Saavedra presented the proposed methodology for development of the ATMP alternatives to satisfy requirements of the Municipal Class EA. A copy of the presentation is attached.	INFO
4. The proposed Problem and Opportunity Statement will include the following : • (From Halton TMP) an active transportation mode share target of 5% of all PM peak hour trips by 2031 (currently less than 2%) to be realized through investments in walking and cycling infrastructure and the introduction of policies to encourage shifts from auto to active modes. • (From ROPA 38) to build "healthy communities" by providing mobility through affordable, convenient, safe and efficient public transportation and non-motorized travel modes.	INFO
5. The proposed (Tier 1) Alternative Strategies are: A. Do Nothing / Status Quo B. Develop a Regional Walking and Cycling Network (Tier 2)* C. Develop AT education, communications and outreach initiatives D. Update AT policies, tools and guidelines for design,	INFO

Item Discussed	Action By
enforcement and monitoring The preferred solution to address the problem will involve a combination of the above strategies and the preferred network solution.*	
6. The proposed (Tier 2) Network Options are: i. Do Nothing / Status Quo ii. Support Local Municipalities in developing their AT networks iii. Provide AT Facilities on all Regional Roads iv. Develop an AT Network along Regional Roads v. Develop a Regional Corridors Network N. Moores facilitated a discussion with TAC members about their understanding of the proposed network options. Discussion notes are provided at the end of these minutes. **Definitions of the network options will be clarified based on TAC's comments.**	N. Moores, IBI Group
7. The proposed Evaluation Criteria are: i. *Transportation:* AT mode share target; connected network; safe AT facilities; convenient transportation trips by AT; transit integration; infrastructure efficiency; ii. *Natural Environment:* air quality; impact to environmentally sensitive area and features; aquatic and terrestrial environment; iii. *Social / Cultural:* opportunity for recreation / tourism; promotion of health and wellness; cultural / heritage resources; connections with communities and regional destinations; compatibility with TMP / ROPA 38 policies; land requirements; and iv. *Economic*: capital costs; operating costs; cost-effective transportation; access to economic centres; opportunities for partnership. N. Moores facilitated a discussion with TAC members to solicit input to the proposed evaluation criteria. Definitions for the criteria were provided in a handout (attached). Discussion notes are provided at the end of these minutes. **The evaluation criteria will be refined based on TAC's comments.**	N. Moores, IBI Group
Classification Framework for Pedestrian and Cycling Facilities	
8. N. Moores presented and facilitated a discussion on the proposed classification framework for pedestrian facilities and bikeways and described its development for Halton Region. A copy of the presentation is attached. The pedestrian facility classification recognizes the design pedestrian, accessibility	N. Moores, IBI Group

Item Discussed	Action By
needs, and safety, convenience and comfort enhancements by Regional road category. The bicycle facility classification recognizes the design cyclists, types of cyclists, types of bikeways and additional enhancements by Regional road category. Discussion notes are provided at the end of these minutes. **The classification will be refined based on TAC's comments.**	
Other Business	
9. None reported.	INFO
Next TAC Meeting	
10. TBA: The next TAC meeting will take place in the Winter 2013 to present the draft network, policies and programs. As required, meetings with representatives of the Local Municipalities will be held individually to solicit their input on the development of the network and corridor recommendations.	All

Attachments:

- Agenda
- Discussion Notes
- Class EA Presentation Handout
- Network Options and Evaluation Criteria Handout
- Classification Framework Presentation Handout

Halton Region
Active Transportation Master Plan—
Technical Agencies Committee Meeting No. 2

Great Hall, McMaster's Ron Joyce Centre
4350 Stouh Service Road, Burlington, ON
Wednesday, November 14, 2012, 1:00 PM to 3:30 PM

Agenda

1.	Introductions	All	5 mins.
2.	Overview of Study Progress	IBI Group	5 mins.
3.	Input received to date from the Active Transportation Advisory Committee, stakeholders and members of the public	IBI Group	10 mins.
4.	Development of the ATMP network:		
	• Presentation on Updated maps: Existing and Planned Active Transportation Facilities, Regional Destinations, Barriers and Opportunities	IBI Group	10 mins.
	• Presentation and Discussion on Network Development Alternatives	All	30 mins.
	• Presentation and Discussion on Evaluation Criteria	All	20 mins.
	• Active Transportation Facilities Classification Framework	All	20 mins.
7.	Walking tours: December 4 and 5, 2012	IBI Group	5 min.
8.	Other Business	All	5 min.
9.	Next TAC Meeting: 2013 to be confirmed	INFO	

Discussion Notes

1. Alternative Strategies and Network Options

The following comments were received regarding the network options:

- Whatever option is selected, it needs to be "seamless to users".
- Network "coverage" may differ for pedestrians versus cyclists because their needs and trip distances / times are different. This principle also applies for differing network functionality for destinations too, such as schools versus employment.
- It is recognized that **Network Option 1** reflects a Status Quo more so than the term Do Nothing (i.e., Do Nothing implies no AT facilities will be built). The approved Regional ROW Guidelines provides for paved shoulders, sidewalks, boulevard multi-use trails and bike lanes by Regional ROW category and these would be built with each road capital project. "Fragmented implementation" is noted as potential outcome of **Network Option 1**. Without an identified network, there could be lack of facility continuity, gaps or discontinuities.
- **Network Option 3** is understood as providing walking and cycling facilities "everywhere" within the Regional rights-of-way. Though this option suggests an extensive Regional network, it may potentially lack co-ordination and connectivity in terms of delivery of the active transportation network. Limiting context sensitive solutions is a key characteristic of this option.
- **Network Option 4** provides an AT network along "specific" Regional roads. It has the weakness of not being able to provide coverage or service in areas without Regional roads. It also needs discussion about the implications of when Regional roads become local roads.
- There needs to be a stronger distinction about the differences and implications between **Network Options 4 and 5**. Both emphasize connectedness and are understood as targeting specific corridors to develop the AT network. **Network Option 4** may lead to an outcome "close" to **Network Option 5** as local municipalities continue to pursue their AT networks.
- **Network Option 5** provides an AT network along "specific" Regional and local roads and non-road corridors. It is a big (i.e. ambitious) solution particularly because it will have different levels of sophistication incorporating local roads and non-road corridors. It will require co-ordination with perhaps top-down guidance to co-ordinate between municipalities. It is a positive approach from a user perspective as users typically do not understand changes in jurisdiction, but they will benefit from a seamless network.

2. Evaluation Criteria

The committee discussed the proposed evaluation criteria as follows:

- The definition for "AT mode share target" should be more explicit about the number of trips (12,000 increase of trips is equivalent to a doubling of trips) as opposed to modal share of 5% of all trips during the PM peak.
- The committee was divided about whether "connected network" and "convenient transportation trips by AT" were related and if they should be consolidated into one criterion. Some expressed that convenience to walk and cycle is provided through a connected network. Some suggested that convenience is not singularly associated with connectivity. Others reasoned that convenience is difficult to assess at a network level,

that it is provided at the detailed design level such as in selecting the facility type and transitions between routes and facilities on- and off-road.

- It was proposed that "convenient transportation trips by AT" be assessed based on the time and distance, i.e. considering if the network option puts users "out of the way", by the ability of the network to overcome barriers (Dundas Street and Bronte Creek were provided as examples). The currently proposed definition is the provision of direct routes between residential communities to and from employment and commercial land uses.
- "Impact to other modes / LOS" was discussed as a possible Transportation criterion, however the TMP already includes an assessment of a corridor-based LOS that resulted in the mode share target for AT.
- "Benefit / cost" was discussed as a possible Transportation criterion in terms of the "benefit" of achieving the AT mode share goal versus the costs of delivering a network that can support that goal, and support for other transportation alternatives. This assessment was completed within the TMP and that the several "costs" elements will be evaluated in a reasoned argument as part of the Economic criteria.
- The definition of "air quality" should not be limited to greenhouse gas emissions, but should also consider the impact of smog to the environment.
- The definition for "promotion of health and wellness" should relate more to encouraging a more active lifestyle through increased use of walking and cycling as a means of (utilitarian) transportation.
- It is proposed that "year-round accessibility of the network" be considered as a Transportation criterion; the ability to sustain walking and cycling trips in all seasons is important for supporting more active transportation trips on a daily basis.
- It is difficult to distinguish between "connection to communities and regional destinations" and "access to economic centres". It seems that "economic centres", which can be defined as urban growth centres, or other commercial centres and districts that encourage economic activity, is analogous to "regional destinations". Clarify or combine these criteria.
- "Land requirement" should be renamed to "Property Impacts" to better associate the criterion with social and cultural effects. The term "land requirement" is typically the cost associated with purchasing property for capital projects.
- Refine the definition of "capital costs" to incorporate land requirements and asset management considerations.
- "Operating costs" should include year-round (i.e. winter) maintenance considerations
- "Cost-effective transportation" emphasizes transportation options that are viable to the individual versus costs to the Region or other agencies.

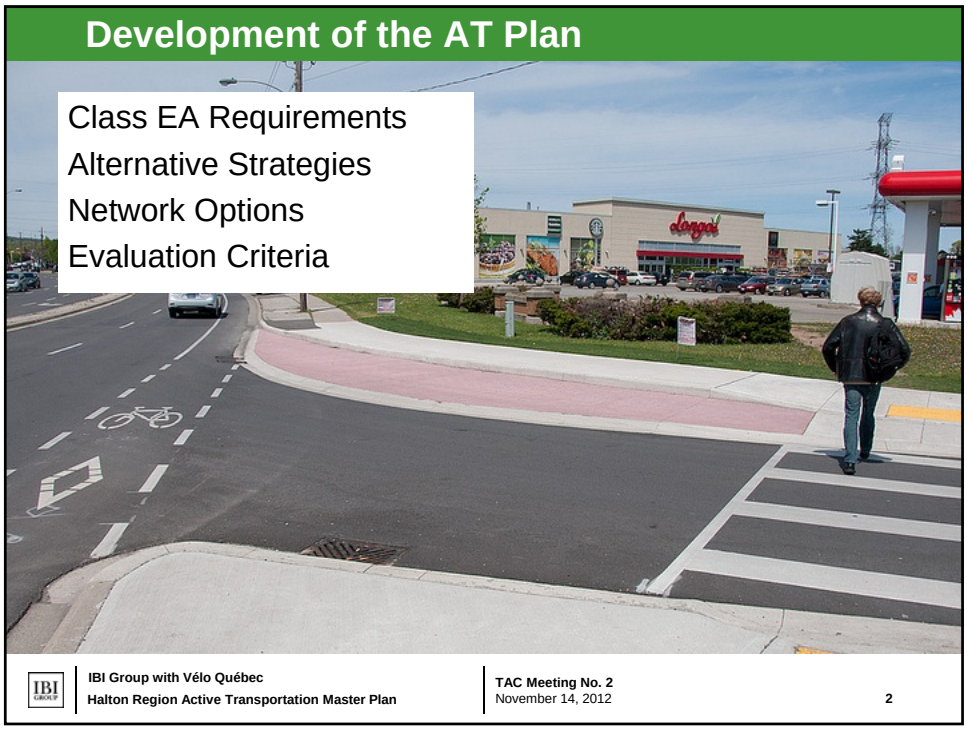
3. Classification Framework

The following comments were discussed regarding the classification framework:

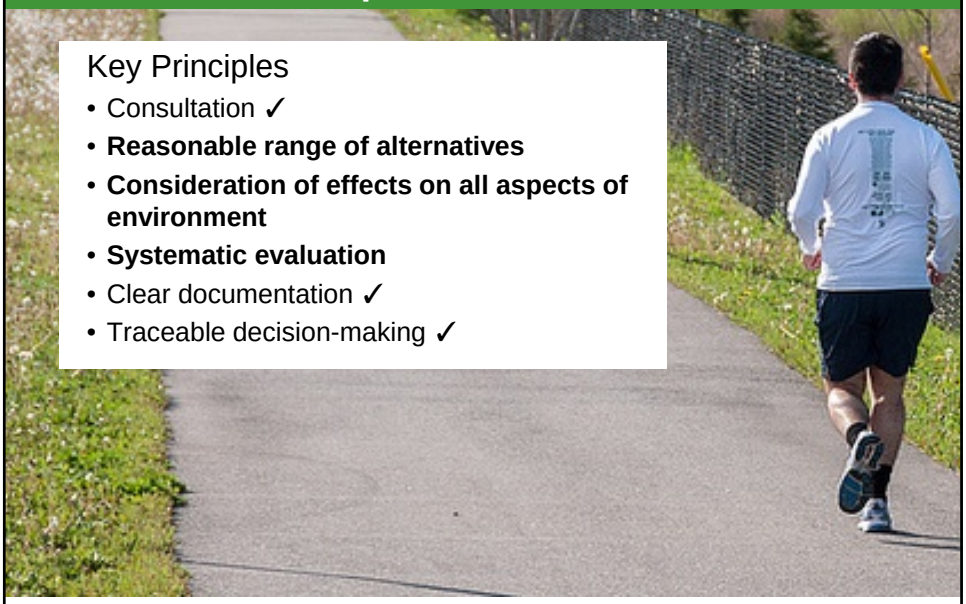
- It was noted that other jurisdictions are considering whether or not to recognize paved shoulders as pedestrian facilities along rural roads. Pedestrian facility planning and design guides recognize that they accommodate pedestrians in rural areas.
- Other considerations to add to the toolbox of pedestrian enhancements are: way-finding in key areas, frequency of crossings, grade-separated crossings and possible guidance on distinguishing space that is pedestrian-only vs. shared-use (with cyclists, etc.)

- It may be useful to include both local roads and (off-road) trails into the pedestrian classification framework.
- The bikeway classification framework needs to recognize and address the need to evolve existing or approved bikeways towards preferred bikeway types as development intensifies. In particular, existing or approved multi-use trails are located along Regional roadways categorized as Node 1 and Node 2. As the node is built up, the framework should provide guidance about transitioning those multi-use trails towards segregated bikeways and sidewalks, similar to the transition of general purpose lanes towards high-occupancy vehicles or bus rapid transit lanes.
- The treatment of the Regional roadways categorized as Node 1 and Node 2 may also differ along the length of the road. The Regional ROW Guidelines define Nodes as "generally located at the intersections of major transit corridors within the identified intensification areas, and extend approximately 200-400 metres from the intersection." The bikeway classification should be updated to reflect this.
- Along with the discussion of evolving bikeways, the committee questioned whether the issue of sidewalk riding can be tolerated in areas with low pedestrian volumes as an interim facility. This raises concerns of transitioning interim facilities (i.e. retracting an allowed practice) to the recommended bikeway in the classification framework. Burlington is currently the only local municipality where sidewalk riding is permitted (except in the downtown) through a by-law.
- "Cross-rides" should be explicitly considered in the toolbox of bikeway enhancements (they would fall under driveway and intersection treatments) and have the potential to address the conflict of riding through a crosswalk, which is illegal under Ontario's HTA.
- Restricted right-turns-on-red (RTOR) may be considered a potential TDM tool to shift auto traffic towards public transportation and active modes due to the ability to restrict auto capacity at intersection. An acceptable auto LOS is defined in the TMP as a V/C of 0.9 or better.
- Crime Prevention Through Environmental Design (CPTED) principles can be used to enhance the urban environment through design that reduces opportunities for crime and nuisance activity. CPTED tools should be considered for the toolbox of pedestrian / bikeway enhancements to promote personal safety and security with active transportation. Examples are vandal-proof lighting and encouraging mixed traffic that include pedestrian, cyclists and motorists.


Halton ACTIVE
Transportation
Master Plan
walk
bike
roll
Development of the AT Plan
Halton
REGION
IBI Group
with Vélo Québec
November 14, 2012


Development of the AT Plan
Class EA Requirements
Alternative Strategies
Network Options
Evaluation Criteria
IBI Group with Vélo Québec
Halton Region Active Transportation Master Plan
TAC Meeting No. 2
November 14, 2012
2

Class EA Principles

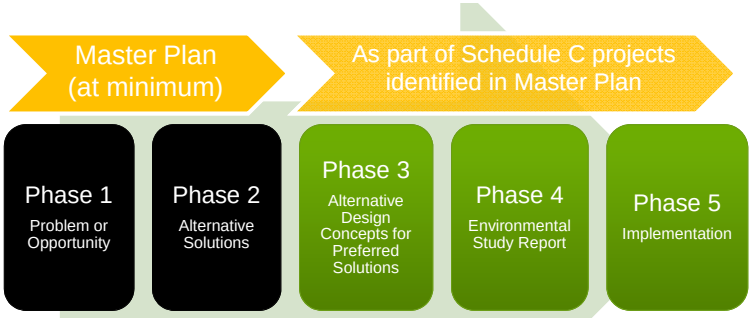


Key Principles

- Consultation ✓
- **Reasonable range of alternatives**
- **Consideration of effects on all aspects of environment**
- **Systematic evaluation**
- Clear documentation ✓
- Traceable decision-making ✓

Class EA Process

Municipal Class EA October 2000, as amended in 2007 and 2011



	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Schedule A/A+ Projects	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓

Class EA Process

Description of the Project	Cost Limit for Project Approved Under Schedule			
(Note: The Schedules shall be reviewed inclusively to ensure that the correct schedule is selected.)	Pre-Approved		B	C
	A	A+		
GENERAL OPERATION AND MAINTENANCE OF LINEAR PAVED FACILITIES AND RELATED FACILITIES				
3. Construction or operation of sidewalks or bicycle paths or bike lanes within existing rights-of-way		NL	-	-
CONSTRUCTION OR RECONSTRUCTION OF LINEAR PAVED FACILITIES AND RELATED FACILITIES				
19. Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will be for the same purpose, use, capacity and at the same location as the facility being reconstructed (e.g. no change in the number of lanes)	-	NL	-	-
20. Reconstruction or widening where the reconstructed road or other linear paved facilities (e.g. HOV lanes will not be for the same purpose, use, capacity or at the same location as the facility being reconstructed (e.g. additional lanes, continuous centre turn lane)	-	-	<2.4 m	>2.4 m
21. Construction of new roads or other linear paved facilities (e.g. HOV lanes)	-	-	<2.4 m	>2.4 m
22. Redesignation of an existing General Purpose Lane (GPL) or High Occupancy Vehicle (HOV) lanes through signage or pavement marking modifications (i.e. not requiring physical construction): • new parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing GPL to HOV; or HOV to GPL	NL	NL	-	-
27. Construction of new grade separations	-	-	<9.5 m	>9.5 m
28. Construction of underpasses or overpasses for pedestrian, recreational or agricultural use	-	-	<2.4 m	>2.4 m
29. Construction of new interchanges between any two roadways, including a grade separation and ramps to connect the two roadways	-	-	<9.5 m	>9.5 m

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Halton Region Active Transportation Master Plan

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November 14, 2012

5

Class EA for ATMP

Many approaches to satisfy requirements:

- Address key principles
- Address at least Phase 1 and 2
- A strategic level of assessment
- Implementation through separate projects

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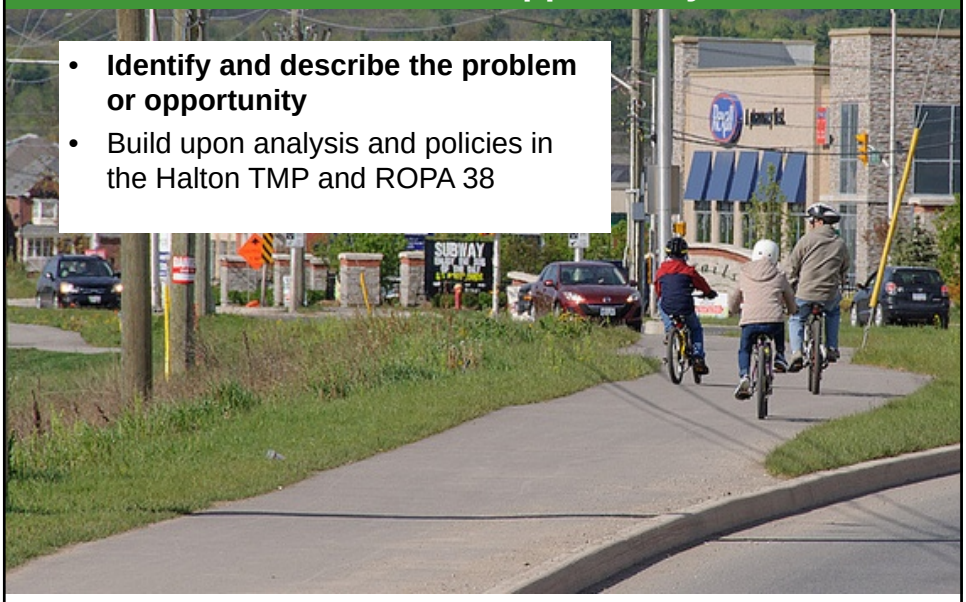
November 14, 2012

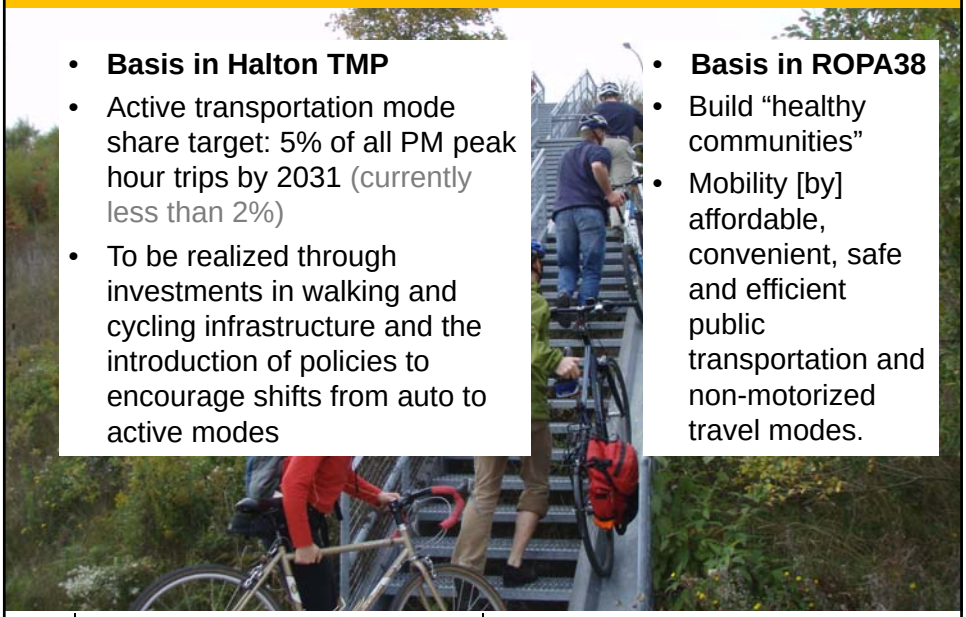
6

PHASE 1 – Problem or Opportunity



- **Identify and describe the problem or opportunity**
- Build upon analysis and policies in the Halton TMP and ROPA 38

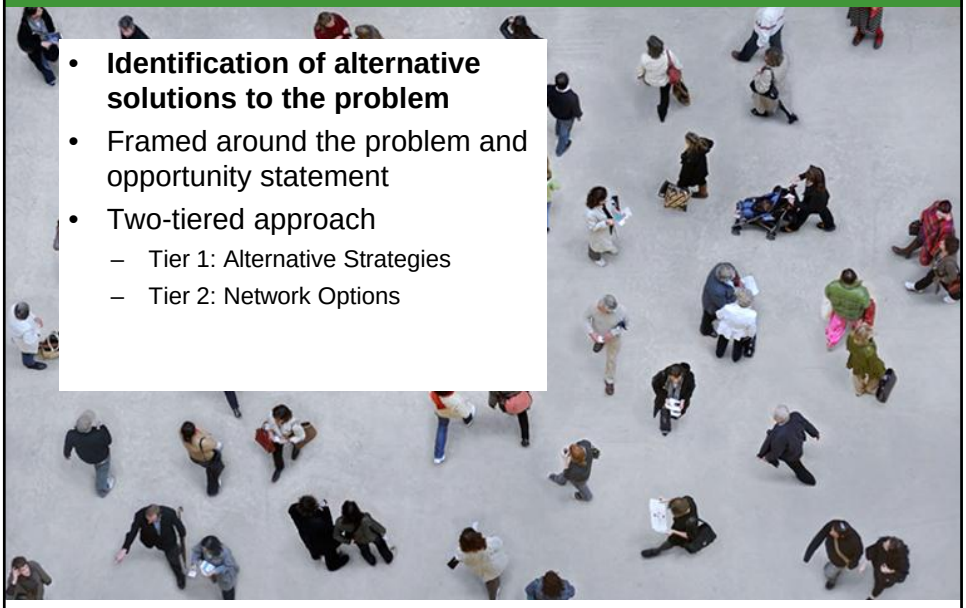
PROPOSED: Problem Statement



- **Basis in Halton TMP**
- Active transportation mode share target: 5% of all PM peak hour trips by 2031 (currently less than 2%)
- To be realized through investments in walking and cycling infrastructure and the introduction of policies to encourage shifts from auto to active modes

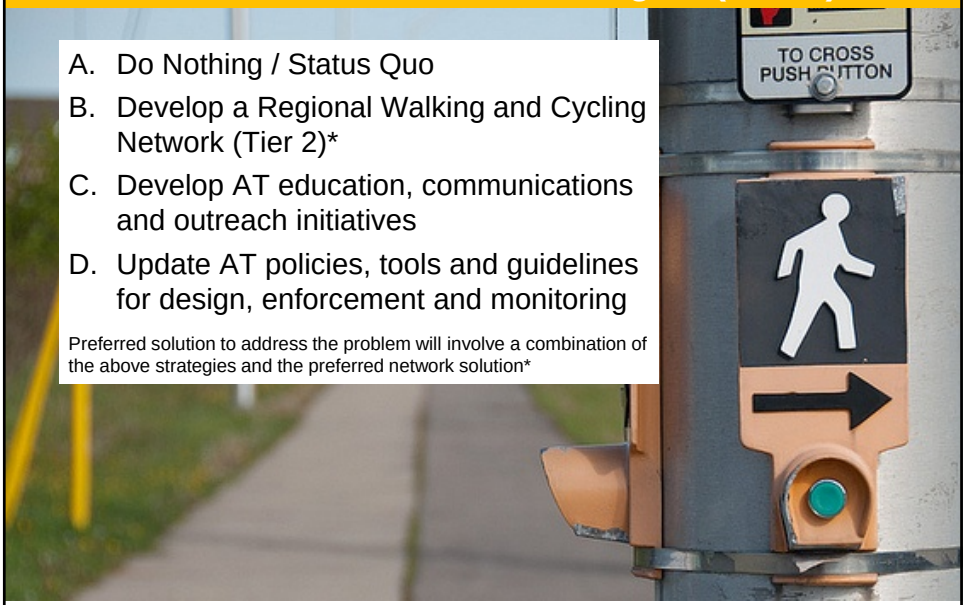
- **Basis in ROPA38**
- Build “healthy communities”
- Mobility [by] affordable, convenient, safe and efficient public transportation and non-motorized travel modes.

PHASE 2 - Alternative Solutions



- **Identification of alternative solutions to the problem**
- Framed around the problem and opportunity statement
- Two-tiered approach
  - Tier 1: Alternative Strategies
  - Tier 2: Network Options

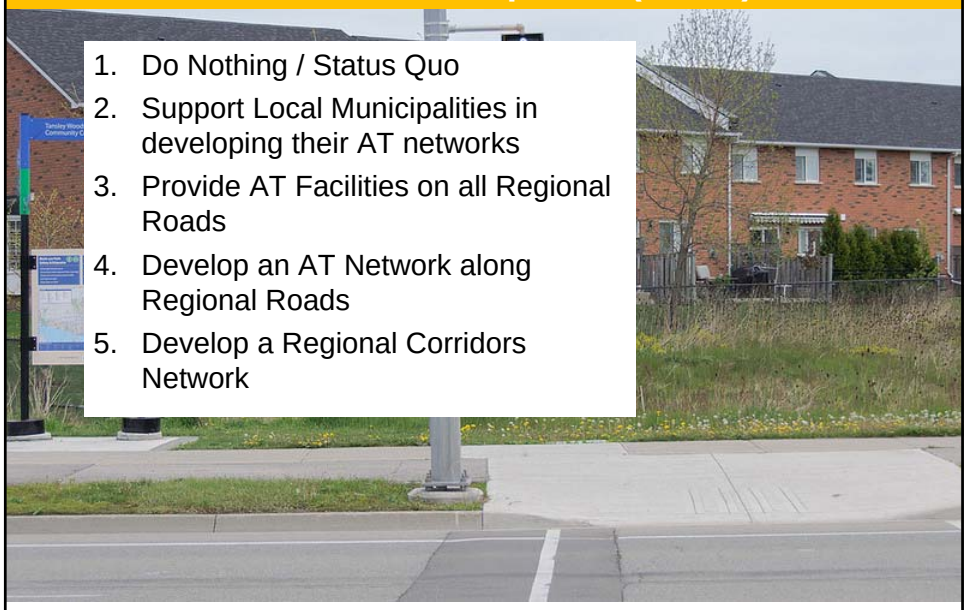
PROPOSED: Alternative Strategies (Tier 1)



A. Do Nothing / Status Quo
B. Develop a Regional Walking and Cycling Network (Tier 2)*
C. Develop AT education, communications and outreach initiatives
D. Update AT policies, tools and guidelines for design, enforcement and monitoring

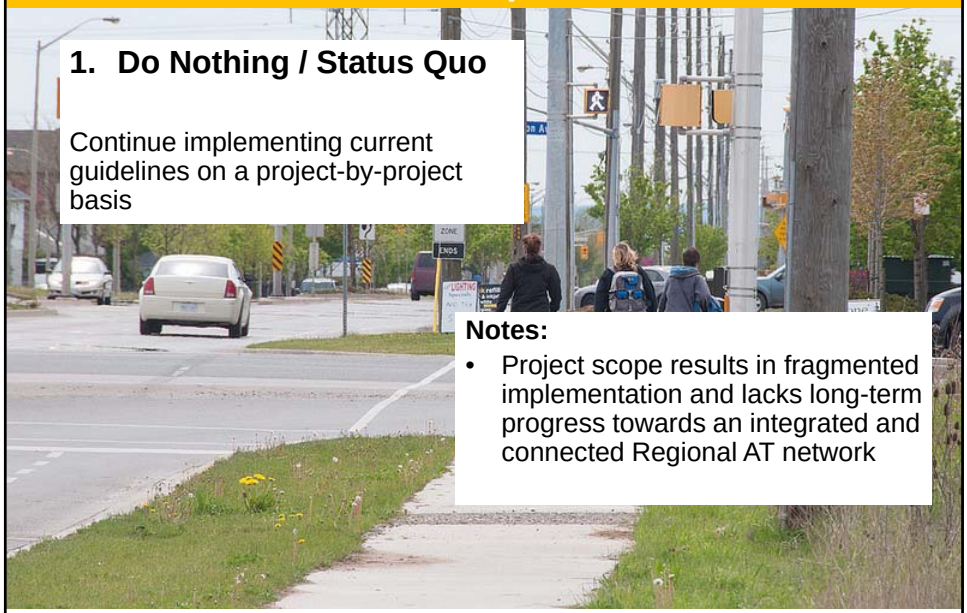
Preferred solution to address the problem will involve a combination of the above strategies and the preferred network solution*

PROPOSED: Network Options (Tier 2)



1. Do Nothing / Status Quo
2. Support Local Municipalities in developing their AT networks
3. Provide AT Facilities on all Regional Roads
4. Develop an AT Network along Regional Roads
5. Develop a Regional Corridors Network

PROPOSED: Network Option 1



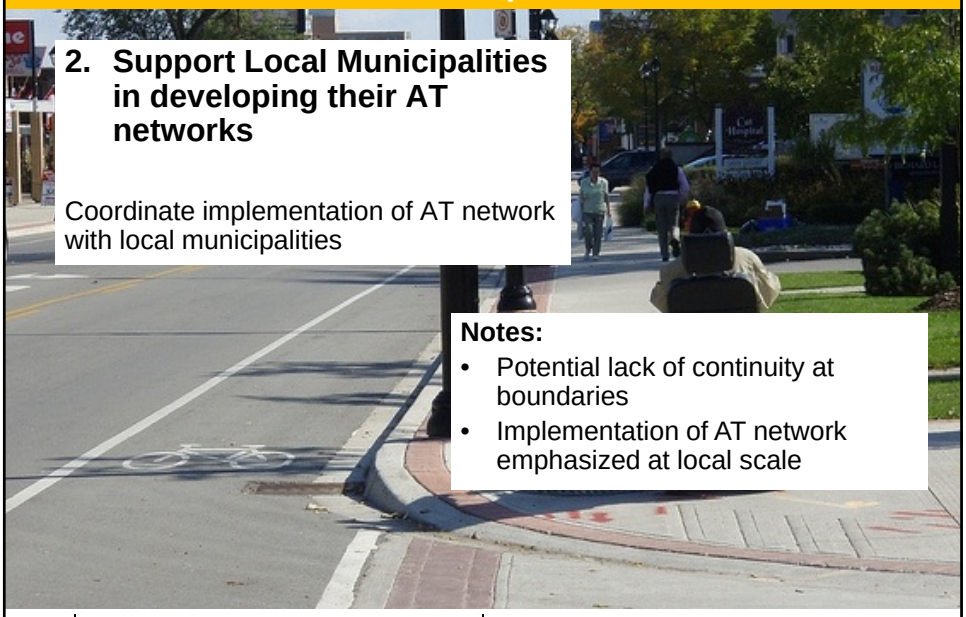
1. Do Nothing / Status Quo

Continue implementing current guidelines on a project-by-project basis

Notes:

- Project scope results in fragmented implementation and lacks long-term progress towards an integrated and connected Regional AT network

PROPOSED: Network Option 2



2. Support Local Municipalities in developing their AT networks

Coordinate implementation of AT network with local municipalities

Notes:

- Potential lack of continuity at boundaries
- Implementation of AT network emphasized at local scale

PROPOSED: Network Option 3

3. Provide AT facilities on all Regional Roads

Stronger support for implementing AT facilities in all Regional rights-of-way

Notes:

- Enhance guidelines with additional AT design tools
- Potential to limit consideration for context sensitive solutions (e.g. natural and heritage features)
- Expands capital program with additional AT projects

PROPOSED: Network Option 4

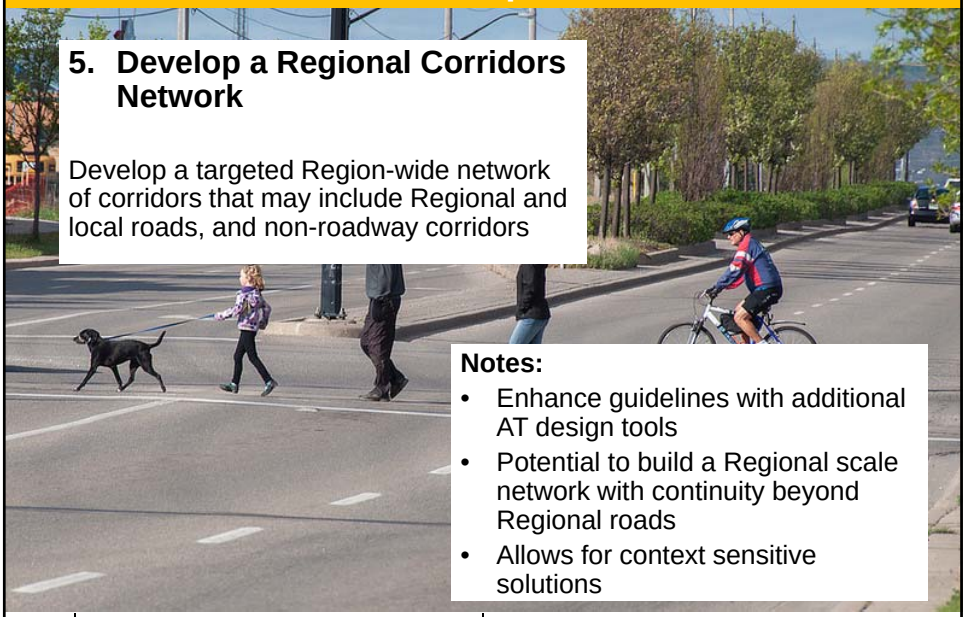
4. Develop an AT network along Regional Roads

Develop a targeted network of corridors along Regional rights-of-way

Notes:

- Enhance guidelines with additional AT design tools
- Lacks continuity beyond Regional roads
- Allows for context sensitive solutions

PROPOSED: Network Option 5



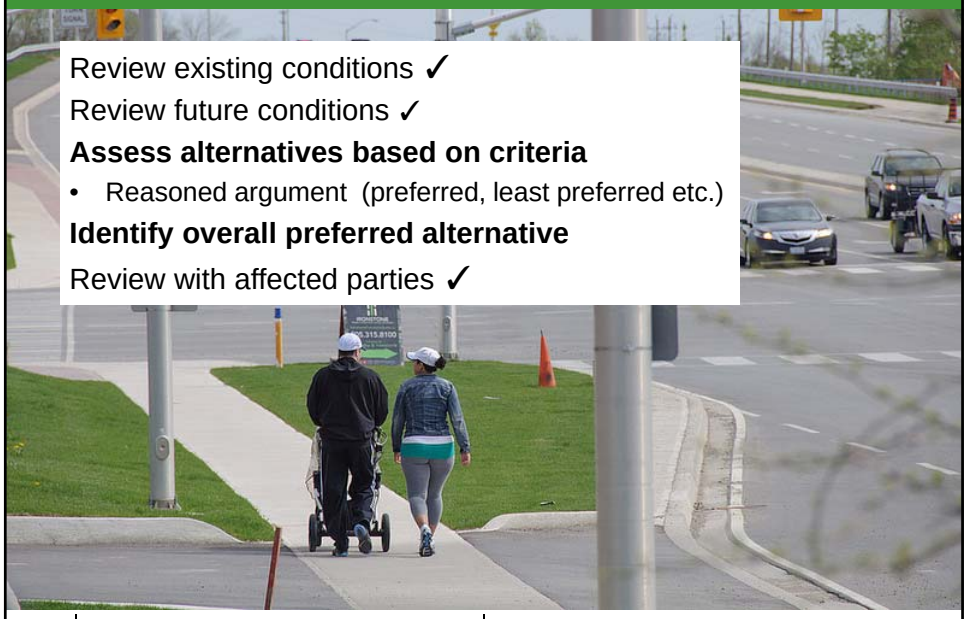
5. Develop a Regional Corridors Network

Develop a targeted Region-wide network of corridors that may include Regional and local roads, and non-roadway corridors

Notes:

- Enhance guidelines with additional AT design tools
- Potential to build a Regional scale network with continuity beyond Regional roads
- Allows for context sensitive solutions

EA Evaluation Process



Review existing conditions ✓

Review future conditions ✓

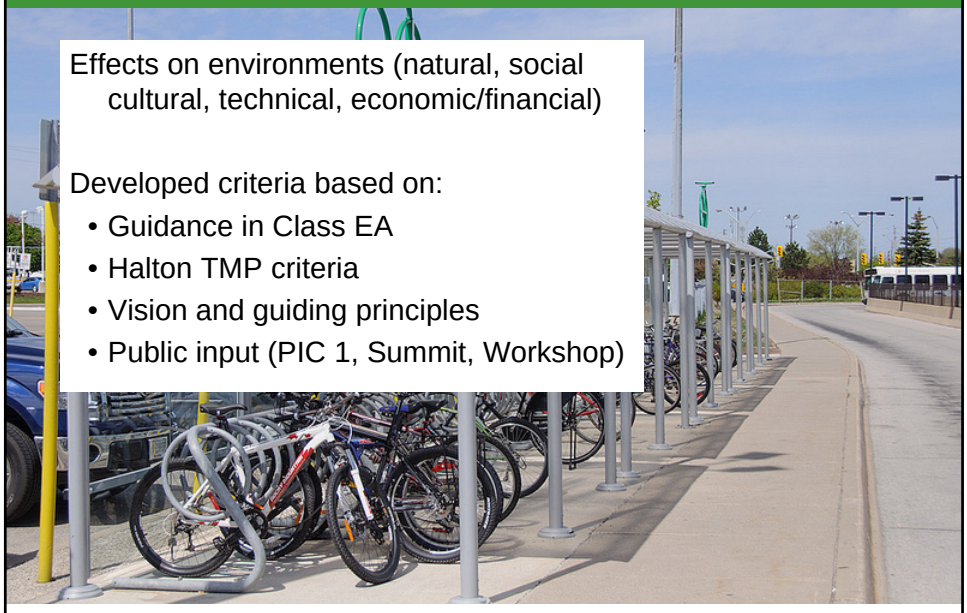
Assess alternatives based on criteria

- Reasoned argument (preferred, least preferred etc.)

Identify overall preferred alternative

Review with affected parties ✓

Evaluation Criteria

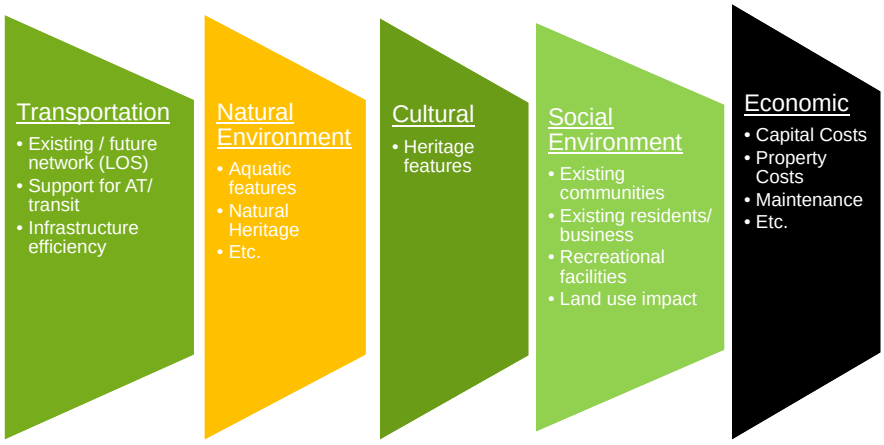


Effects on environments (natural, social cultural, technical, economic/financial)

Developed criteria based on:

- Guidance in Class EA
- Halton TMP criteria
- Vision and guiding principles
- Public input (PIC 1, Summit, Workshop)

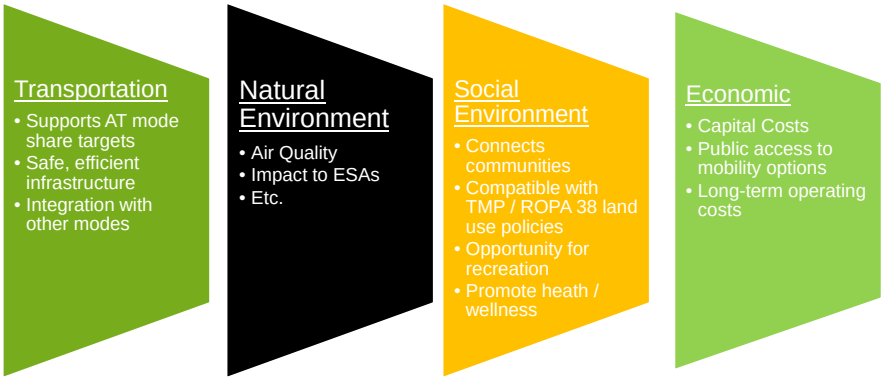
Example: Class EA Road Projects / Halton TMP



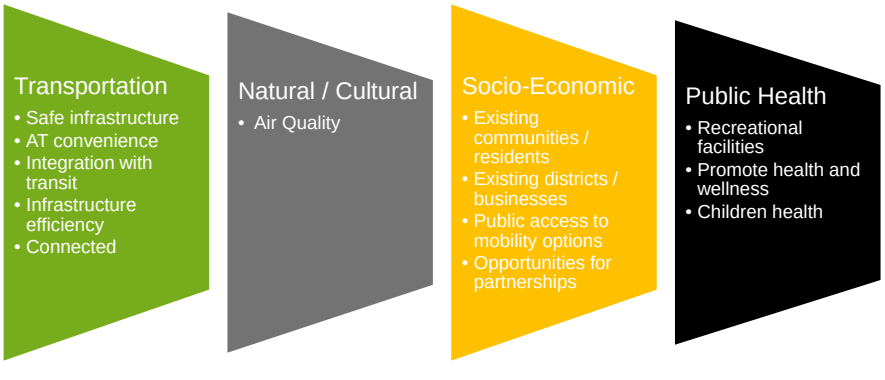
Draft Vision

The Active Transportation Master Plan will help to promote an integrated, sustainable, accessible, affordable and efficient multi-modal transportation network where Active Transportation will be a viable alternative to strengthen linkages between communities and municipalities.

Example: Vision and Guiding Principles



Example: Public Input



PROPOSED: Evaluation criteria

FOR DISCUSSION PURPOSE ONLY

Transportation

- AT mode share target
- Connected network
- Safe AT facilities
- Convenient transportation trips by AT
- Transit integration
- Infrastructure efficiency

Natural Environment

- Air Quality
- Impact to environmentally sensitive area and features
- Aquatic and terrestrial environment

Social / Cultural

- Opportunity for recreation / tourism
- Promotion of health and wellness
- Cultural / Heritage resources
- Connections with communities and regional destinations
- Compatibility with TMP / ROPA 38 policies
- Land requirements

Economic

- Capital Costs
- Operating Costs
- Cost-effective transportation
- Access to economic centres
- Opportunities for partnership

Regional ROW Categories[1]

- **Rural / Natural Heritage System:** respect the rural character of the area
- **Corridors:** intensification areas along major roads or higher-order transit, mixed-use development and employment, vary along their length
- **Node:** compact, transit-oriented, pedestrian-friendly, mixed-use / residential centres

1. Halton Region, *The Road to Change: Appendix E—Regional Right-of-way Guidelines*, Final Report, 2011.

Regional ROW Categories

	Code	ROW Width	Travel Lanes	Priority Lanes (HOV / BRT)	Trees in Blvd.	Ped. Lighting	Building setback	Pedestrian Facility	Bikeway
Rural	R(1)	35	2	-	-	-	-	Paved shoulder	Paved shoulder
	R(2)	42	4						
Corridor	C(1)	42	4	-	Yes	Key areas	Variable	Sidewalk / Multi-use path	Variable (Multi-use path / Wide curb lane / Bicycle lane)
	C(2)	35							
	C(3)	42							
	C(4)	47		2					
	C(5)	50							
Node	N(1)	50	4	2	Yes	Yes	Minimized	Sidewalk	Variable (Wide curb lane / Bicycle lane)
	N(2)	50							

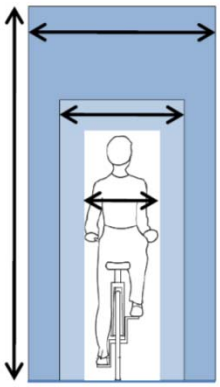
Bikeway Classification / Selection Tool

Design cyclist
Types of cyclists
Types of bikeways
Bikeway enhancements

Design Cyclist

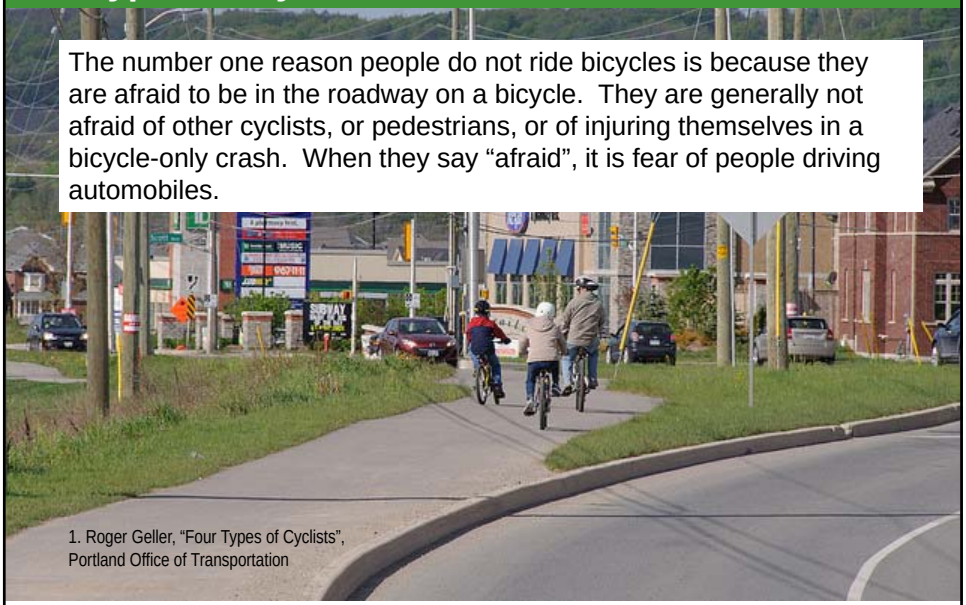
Operating Speed (on flat grade):
Unstable under 5 km/h
Weaves side to side for balance (typical speed for young children) 6 to 10 km/h
Cruising speed for most cyclists 11 to 20 km/h
Continual, moderate effort 21 to 25 km/h
More intense effort 30 km/h
Competitive cyclists 40 to 65 km/h (sprint)

Length:
Child bicycle 1.5 m
Adult bicycle 1.8 m
Tandem bicycle 2.75 m
Bicycle with trailer bike or trailer 3.0 m



Types of Cyclists[1]

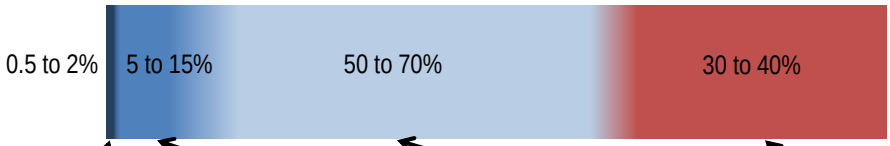
The number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle. They are generally not afraid of other cyclists, or pedestrians, or of injuring themselves in a bicycle-only crash. When they say "afraid", it is fear of people driving automobiles.



1. Roger Geller, "Four Types of Cyclists", Portland Office of Transportation

Types of Cyclists

Four Types of Transportation Cyclists by Proportion of Population[1]



Strong & Fearless
Ride regardless of roadway conditions
Make longer trips

Enthused & Confident
Attracted to cycling by better bicycle facilities
Make shorter trips regularly

Interested but Concerned
Curious about cycling
Like riding a bicycle
Afraid to ride
Do not ride regularly

No Way No How
Not interested in cycling

We want to continue to make improvements for these groups…

And we want to make improvements that encourage this group to consider cycling or cycling more often

1. Roger Geller, "Four Types of Cyclists", Portland Office of Transportation

Types of Bikeways

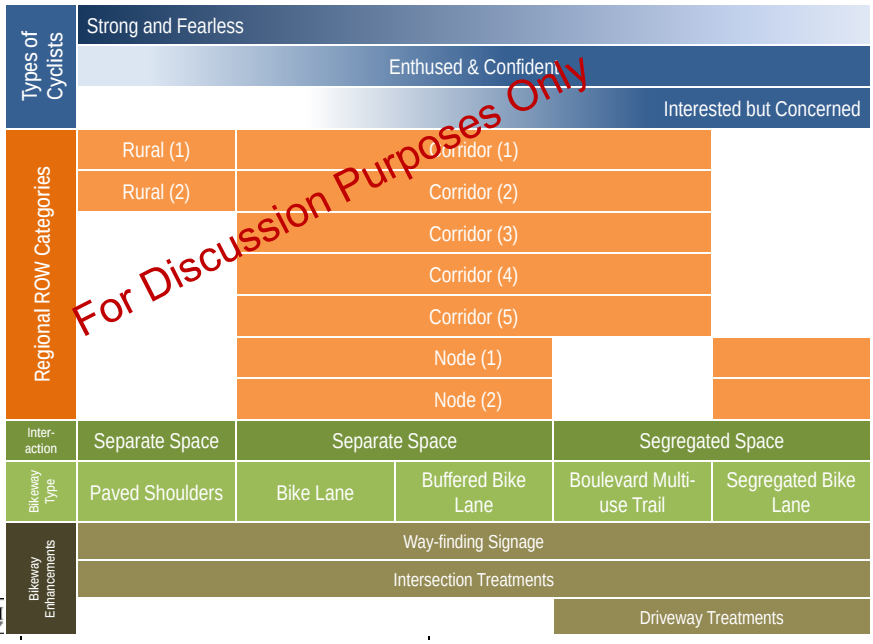
Cyclists / Motorists Interaction

Shared Roadways	Separate Space	Segregated Space
• Bicycle boulevards • Marked shared use lanes	• Bike lanes • Buffered bike lanes	• Segregated bike lanes / cycle tracks • Boulevard multi-use trails
• Signed routes		
• Wide curb lanes		

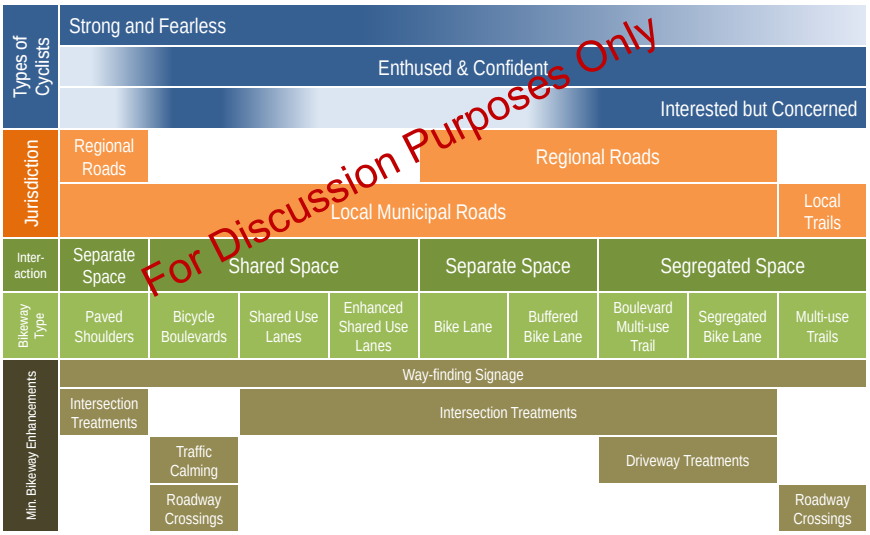
Bikeways Enhancements

Way-finding Signage	Roadway Crossings	Driveway Treatments	Intersection Treatments
• Route identification / confirmation • Route direction • Destinations (distance / time)	• Traffic signals • Median Refuge Islands • Beacons	• Conflict zone markings and signage	• Conflict zone markings and signage • Turn lanes, bike boxes and mixing zones • Signal activation, timing and phasing • Bending in / out • Bicycle traffic signals

Bikeway Classification Framework



Bikeway Classification Framework



Pedestrian Enhancements Selection Tool

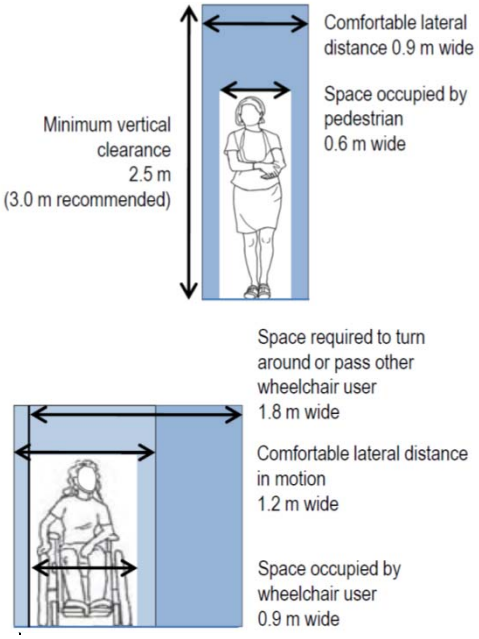
Design pedestrian
Accessibility
Types of pedestrian facilities
Types of pedestrian enhancements

Design "Pedestrian"

Operating Speed (on flat grade):
Mobility-impaired pedestrian 0.3 m/s or more
Senior and child pedestrian 0.9 to 1.6 m/s
Able-bodied adult pedestrian 1.2 to 2.1 m/s

Length:
Pedestrian stride 0.5 to 1.0 m
Pedestrian with guide dog 1.0 m
Wheelchair user 1.4 m
Pedestrian with guide cane 1.5 to 2.0 m
Pedestrian with stroller 1.6 to 2.1 m

Spatial "bubble":
Pleasure walk 10 m or more
Normal walk 4.5 to 5.5 m
Shopping 2.5 to 3.5 m
Public event 1.8 m



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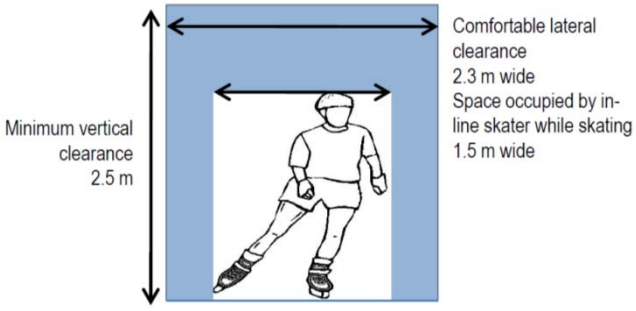
Design "Pedestrian"

Operating Speed (on flat grade):
In-line skater: beginner 3 to 4 km/h; average 10 km/h, expert 20 km/h
Skateboarder and push-scooter 10 to 15 km/h



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Halton Region Active Transportation Master Plan
TAC Meeting No. 2
November 14, 2012
14

AODA Standards

One in seven people in Ontario have a disability; will rise as the population ages.

AODA is intended to create a province where every person who lives or visits can participate fully; includes creating accessible public right-of-ways.

Applies to public spaces that are new or redeveloped by municipalities. Exceptions permitted when not practicable because of existing constraints that prohibit modification or addition of elements; or would erode the heritage attributes of a property defined under the Ontario Heritage Act.

Pedestrian Accessiblity

Design for all abilities

Movement

- Width
- Slopes
- Surface
- Curbs ramps (types and placement)
- Driveway crossings
- Clear path (no obstacles or protruding objects)

Information

- Hazard warnings
- Audible and tactile messages / signals
- Intersection layout (crosswalk and curb ramp placement)

Types of Pedestrian Facilities

Motorist / Pedestrian Interaction		
Low	Moderate	High
• Paved shoulders both sides • Walkway or sidewalk one side	• Sidewalk • Boulevard multi-use trail • Both sides	• Sidewalk • Both sides

Types of Pedestrian Enhancements

Safety	Convenience	Comfort
• Curb radii • Crosswalk visibility • Countdown pedestrian signals • Signal phasing and timing • Urban smart channel • Lighting	• Crossing distance and spacing • Crosswalk location • Mid-block crossings (pedestrian signals and median refuge islands) • Signal phasing and timing • Transit stop treatments	• Streetscape: furniture, plantings / trees, shade • Transit stop treatments • Buffers to traffic • Separation from higher-speed users (cyclists)
• Beacons	• Beacons	

Pedestrian Facility Classification Framework

Accessibility	Where possible	Pedestrian facility and street crossing		
Regional ROW Categories	Rural (1) Rural (2)	Corridor (1) Corridor (2) Corridor (3)	Corridor (4) Corridor (5)	Node (1) Node (2)
Inter-action	Low	Moderate to High		High
Facility Type	Paved Shoulders both sides Walkway or sidewalk one side	Sidewalk both sides Boulevard multi-use trail both sides		Sidewalk both sides
Min. Enhance-ments	Safety	Safety & Convenience	Safety, Convenience & Comfort	Safety, Convenience & Comfort

IBI Group
200 East Wing–360 James Street North
Hamilton ON L8L 1H5 Canada

tel 905 546 1010
fax 905 546 1011

Minutes

To/Attention	Notes to File	**Date**	October 25, 2013
From	Marian Saavedra	**Project No**	31898
		Steno	ms

Subject Technical Agencies Committee Meeting No. 3
Glenorchy / Dakota Rooms, Halton Regional Headquarters
1151 Bronte Road, Oakville, ON
Monday, September 23, 2013 1:00 PM to 3:30PM

Present
Gena Ali, Halton Region Planning Services
Anthony Caruso, Metrolinx
Chris Clapham, Town of Oakville
Margie Chung, Peel Region
Barry Cole, Oakville Transit
Brian Durdin, Oakville Fire Department
Jacquelyn Hayward Gulati, City of Mississauga
John Kwast, Town of Halton Hills
Jan Marquez, Halton Region Tourism
Gene Matthews, Conservation Halton
Keith Moore, Halton Regional Police Services
Dan Ozimkovic, City of Burlington
Michael Park, City of Brampton
Matt Roj, Town of Halton Hills
Dom Renzella, Halton District School Board
Margaret Taylor, Town of Halton Hills

Fabio Cabarcas, Health Department, Halton
Melissa Green-Battison, Transportation Services, Halton
Jeff Reid, Transportation Services, Halton (Project Manager)
Maureen Van Ravens, Transportation Services, Halton
Darryl Young, Transportation Services, Halton
Norma Moores, IBI Group
Marian Saavedra, IBI Group

Distribution All present
Technical Agencies Circulation List

Item Discussed		Action By
Introduction, Agenda and Study Update		
1.	J. Reid welcomed attendees, and initiated a round of introductions.	INFO
2.	N. Moores provided an overview of the agenda.	INFO

3. N. Moores provided an update on the study's progress: INFO

   - Since TAC Meeting No. 2, the project team has held ATAC Meeting No. 2. Meetings were also held with each of the Local Area Municipalities to review and provide feedback/input on the draft Cycling and Walking Networks within their representative jurisdictions.
   - The project team is near the end of Part 2 of the study. This stage includes the development of an ATMP Cycling and Walking Networks, policies and programs. Part 3 is the development of an Implementation Strategy.

Development of the ATMP Network

4. N. Moores provided a review of the methodology used to apply the Municipal Class Environmental Assessment (EA) Process to the study: INFO

   - The opportunity statement for the plan is based in the Halton Transportation Master Plan and includes a goal of 5% mode share for active transportation for all PM peak hour trips by 2031 (currently less than 2%).
   - Four Alternative Strategies (Tier 1) were identified to address the opportunity statement. The preferred solution involves a combination of:
     - Developing a Regional AT Network (Tier 2)*
     - Developing AT education, communications and outreach initiatives
     - Updating AT policies, tools and guidelines for design, enforcement and monitoring
   - Five Network Alternatives (Tier 2) were identified for developing an ATMP Network. The preferred solution involves a combination of:
     - Providing AT Facilities on all Regional Roads
     - Developing a network of Strategic Regional Corridors on existing, planned or proposed local municipal roads or corridors

5. N. Moores reviewed the considerations used to identify corridors in the ATMP Network. These include: INFO

   - Existing and planned urban / built-up boundaries
   - Land use
   - Existing pedestrian and cycling infrastructure
   - Existing and planned higher order transit corridors
   - Potential demand areas (short-trips, land use, etc.)
   - Major destination centres

- Natural land features
- Public and stakeholder input

6. N. Moores reviewed design considerations used to identify facility types in the proposed network: — INFO

   - Users and level of use
   - Cost / type of project
   - Function within cycling network
   - Roadway classification
   - Intersection / driveway frequency

   For Regional roads, the following factors were considered, resulting in the desire to accommodate cyclists on separate facilities instead of in shared lanes with traffic:

   - Speed
   - Traffic volumes
   - Road function
   - Vehicle mix
   - Right-of-way widths

7. N. Moores reported that providing separate space on Regional roads for cyclists aligns with the draft Ontario Traffic Manual Book 18 Bicycle Facilities. In May 2013, OTM Book 18 was released in draft for review by Agencies and the Public by the Ministry of Transportation and the Ontario Traffic Council. It includes a full discussion regarding Bicycle Facility Type Selection. Using the Book 18 nomograph for facility type selection, it can be seen that given the typical speeds and volume of traffic on Regional roads it is desirable that cyclists be accommodated in defined/separated space. — INFO

   Under current conditions, the accommodation of cyclists has been within a 4.2 wide curb lane. As we move forward with the Active Transportation Master Plan, we will be moving towards the provision of a bike lane instead of wide curb lanes as defined space for cyclists.

8. N. Moores provided an overview (with examples) of the types of facilities under consideration for the development of the ATMP Cycling and Walking Networks. These include: bike lanes, buffered bike lanes, cycle tracks, multi-use trails, paved shoulders and sidewalks. — INFO

9. M. Saavedra presented the draft Regional Cycling Network as of September 2013: — INFO

   - Within Halton Region along Regional roads, there are 251 km and 258 km of proposed new on-road and off-road

facilities, respectively, within the 2031 horizon

- In urban areas, the adopted approach was to propose both on-road and off road facilities (i.e., bike lanes and multi-use trails on both sides of the road) where possible. The rationale for this approach is the need to accommodate a range of users (i.e. both experienced and less experienced cyclists).
- For some corridors, there are projects already in progress that provide the opportunity to build AT facilities in the short-term. For these corridors, the proposed facilities were determined by on-going or approved Municipal Class Environmental Assessment Studies.
- In some urban corridors, multi-use trails were <u>not</u> recommended where:
    - Intersection or driveway frequency is greater than 1 per 300 m due to the safety concerns associated with traffic turning across a trail offset from the road in the boulevard with users coming from both directions
    - The Regional road category was associated with higher volumes of pedestrians and cyclists such that a shared-use facility was not considered appropriate. In these cases, bikeways with a higher level of motorist-cyclists separation were considered (e.g. buffered bike lanes and cycle tracks) along with the provision of sidewalks for pedestrians
- In rural areas, paved shoulders are proposed on all Regional Roads
- In areas that transition between urban and rural, paved shoulders with a multi-use trail are proposed along Regional roads
- Across the Region, both the Waterfront Trail and the Greenbelt Cycling Route are identified in the Cycling Network
- "Routes that are Regionally Significant" represent other connections not located on Regional Roads. These reflect routes identified within local active transportation plans

10. Based draft Regional Cycling Network consists of the following (lengths updated October 9, 2013): INFO

- In Burlington, there are 48 km and 15 km of proposed new on-road and off-road cycling facilities, respectively
- In Halton Hills, there are 46 km and 40 km of proposed new on-road and off-road cycling facilities, respectively
- In Milton, there are 108 km and 131 km of proposed new

	on-road and off-road cycling facilities, respectively • In Oakville, 49 km and 72 km of proposed new on-road and off-road cycling facilities, respectively	
11.	M. Saavedra presented the draft Regional Walking Network as of September 2013 (lengths updated October 9, 2013): • Across the Region, there are 108 km and 258 km of proposed new sidewalks and multi-use trails, respectively • In urban areas, sidewalks and/or multi-use trails are generally proposed on both sides of the road • In rural areas, sidewalks are proposed within settlement areas along Regional Roads • Paved shoulders on all Regional roads can be used by pedestrians • In Burlington, there are 15 km and 15 km of new proposed sidewalks and multi-use trails, respectively • In Halton Hills, there are 28 km and 40 km of proposed new sidewalks and multi-use trails, respectively • In Milton, there are 33 km and 131 km of proposed new sidewalks and multi-use trails, respectively • In Oakville, there are 32 km and 72 km of proposed new sidewalks and multi-use trails, respectively	INFO
12.	N. Moores presented the preliminary cost estimates associated with the draft ATMP Cycling and Walking Networks. The total value of the proposed network is estimated to be in the range of $130 to 140 M ($20 to 30 M in Burlington, $20 to 30 M in Halton Hills, $50 to 60 M in Milton and $30 to 40 M in Oakville). These costs will be further refined during the development of the Implementation Strategy. Note that the costs provided only represent the capital cost associate with constructing the proposed AT facilities. Implications on maintenance will be reviewed as part of the Implementation Strategy.	INFO
13.	The Technical Agency Committee was solicited for comments regarding the Draft Regional ATMP Networks. Feedback is summarized in the following items.	INFO
14.	**Upper Middle Road at Bronte Creek:** It was questioned if a previously proposed connection along Upper Middle Road from Burloak Drive to Bronte Road was considered. The Region is not recommending another crossing/connection over Bronte Creek. There are already plans to extend North Service Road and Harvester Road / Wyecroft Road between Burloak Drive and Bronte Street, which will provide AT facilities over Bronte Creek.	INFO
15.	**Ninth Line, north of Upper Middle Road**: It was questioned if a multi-use trail was needed on the east side of Ninth Line, north of Upper Middle. Note that the draft ATMP Network maps	INFO

	represent an ultimate scenario for proposed facilities to 2031.	
16.	**Bronte Road, QEW to Dundas**: It was questioned if both sidewalks and multi-use trails on both sides of Bronte Road were needed. The proposed multi-use trail on both sides would replace existing sidewalks.	INFO
17.	**407 ETR Corridor**: It was suggested that active transportation facilities within the hydro corridor adjacent 407 ETR be considered. The Region is not recommending facilities along the 407 ETR corridor. There are future opportunities for consultation with 407 ETR to accommodate pedestrians and cyclist across interchanges at Regional roads.	INFO
18.	**Acton GO Station**: The existing Acton GO Station (between Young Street and Eastern Avenue in Acton) was highlighted and will be added to the draft ATMP Network maps. **IBI Group will update the maps accordingly.**	**M. Saavedra, IBI Group**
19.	**Georgetown geometric constraints**: It was noted that the creek crossing along Side Road 17 / Tenth Line to Winston Churchill Boulevard is a potential constraint.	INFO
20.	**Winston Churchill Boulevard in Norval** (also known as Adamson Street): It was noted that there are geometric constraints to providing a multi-use trail along this section of Winston Churchill Boulevard. Peel Region is reviewing options to accommodate active transportation.	INFO
21.	**Regional Road 25 in Halton Hills**: The need to accommodate pedestrians along Regional Road 25 was identified. In particular, it was noted that residents of Acton walk along Regional Road 25 to access employment opportunities in the north of Milton. The committee discussed the potential to upgrade the proposed paved shoulders to wider, buffered paved shoulders. **The project team will review options to accommodate pedestrians on Regional Road 25 in Halton Hills.**	**J. Reid, Halton Region, N. Moores, IBI Group**

Supportive Recommendations

22.	N. Moores presented supportive recommendations to be included in the ATMP report. These include recommendations for: a. An Active Transportation Design Toolbox b. Pilot projects throughout the Region (crossing treatments at intersections for multi-use trails, cycle tracks, a public display of bicycle counts, and bike detection) c. Education in the Community (workplace and schools) d. Regulations and By-Laws	INFO

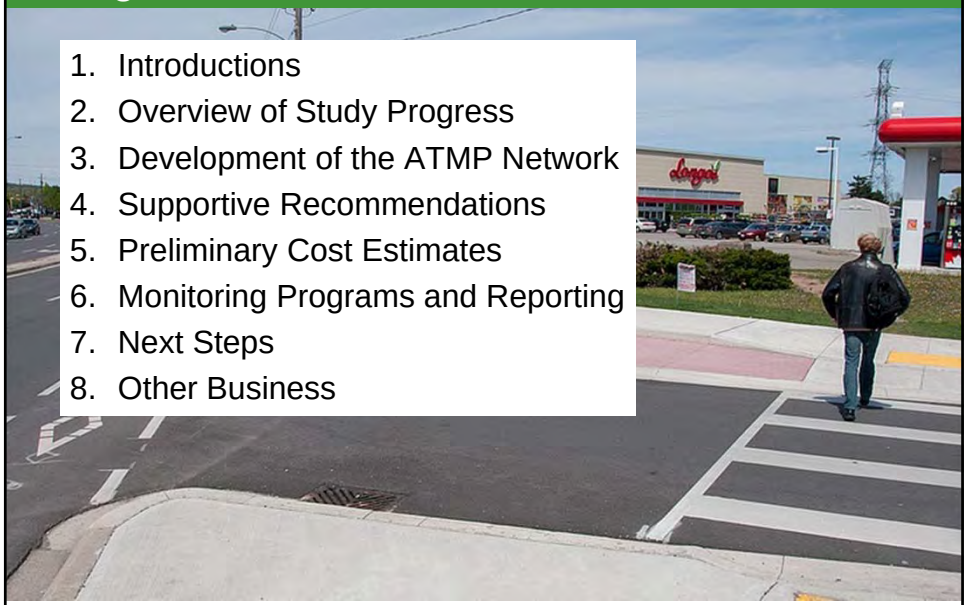
	e. Tourism	
23.	The Technical Agency Committee was solicited for comments about monitoring programs (i.e. what data related to pedestrian and cyclists activity is collected within their working groups and how is it used). Responses are noted in the following items.	INFO
24.	**Town of Oakville** collects reported collision data associated with pedestrians and cyclists; data about sidewalk cycling; monitors collision reports between cyclists and pedestrians due to sidewalk riding; and collects data about attendance at cycling events (e.g. Canadian Open bicycle valet).	INFO
25.	**Peel Region** counts cyclists as part of intersection turning movement counts and cordon counts; collects data about cycling mode share from the Transportation for Tomorrow Survey (TTS); and provides input to school travel planning.	INFO
26.	**Oakville Transit** will be implementing sensors on their buses (in 2014) that automatically tracks passengers boarding / alighting and the deployment of bike racks.	INFO
27.	**City of Mississauga** counts deployment of bike racks on buses; counts cyclists separately in intersection turning movement counts (by updating standard instructions for consultants); has installed automatic counters on some trails and bike lanes; and has some data about enforcement of cycling infractions.	INFO
28.	**Halton School Board, D. Denzella, will follow up with internal staff on data collected.**	**D. Denzella, Halton Region School Board**
29.	**Halton Regional Police Service** collects data on bike theft; and deploys officers on bikes (for park enforcement). Statistics about bike collisions are typically recorded only when there is a fatality or property damage is involved. There is generally less information for cyclist collisions resulting in non-fatal injuries. The project team is welcome to submit a formal written request (via K. Moore) to investigate the feasibility of collecting data for specific monitoring needs. **The project team will consider potential data needs as part of the Implementation Strategy.**	**J. Reid, Halton Region, N. Moores, IBI Group**
30.	**Conservation Halton** (CH) has noticed an increase in the number of people accessing their parks by walking and cycling. Visits to CH parks are at record levels.	INFO
31.	**Halton Planning Service** has access to resident data and travel mode share.	INFO
32.	**Town of Halton Hills** started collecting cyclists counts as part of intersection turning movement counts last fall; has recorded attendance at cycling events (e.g. “Ride to the Market”); monitors cycling safety based on vehicle collision reports; and is given data about the use of bike racks at schools.	INFO
33.	**City of Burlington** counts cyclists as part of intersection turning	INFO

	movement counts; is investigating options to count users on multi-use trails (vandalism is an issue with the current automatic counters).	
34.	**Metrolinx** has staff dedicated to walk/bike options for school travel planning; is reviewing cycling access to GO Train stations; conducts a bi-annual survey of customers (that collects information about travel preferences and where they live). According to recent data, thirty percent of GO Train users want alternatives to driving to the station.	INFO

Next Steps

35.	The next steps of the project are to: develop an Implementation Strategy; present the draft recommendations to ATAC, host the second Public Information Centres; and prepare the ATMP report for Council (Spring 2014).	INFO
36.	Public Information Centre (PIC) #2 is scheduled for November 19 and 20, 2013. **The project team will provide a formal Notice of PIC#2 to all members of the Technical Agency Committee**	**J. Reid, Halton Region, N. Moores, IBI Group**

Agenda



1. Introductions
2. Overview of Study Progress
3. Development of the ATMP Network
4. Supportive Recommendations
5. Preliminary Cost Estimates
6. Monitoring Programs and Reporting
7. Next Steps
8. Other Business

Study Progress

Schedule	Work Plan	Consultation
Spring / Summer 2012	Part 1 Background	ATAC Meeting No. 1
		Open Houses
		TAC Meeting No. 1
Fall 2012 Winter / Spring 2013	Part 2 Master Plan: Network, Policies and Programs	AT Summit Workshop
		Stakeholder Workshop
		TAC Meeting No. 2
		ATAC Meeting No. 2
Summer 2013		Municipal Meetings
		TAC Meeting No. 3
Fall 2013	Part 3 Implementation Strategy	ATAC Meeting No. 3
		PICs
Spring 2014		PPW / Council

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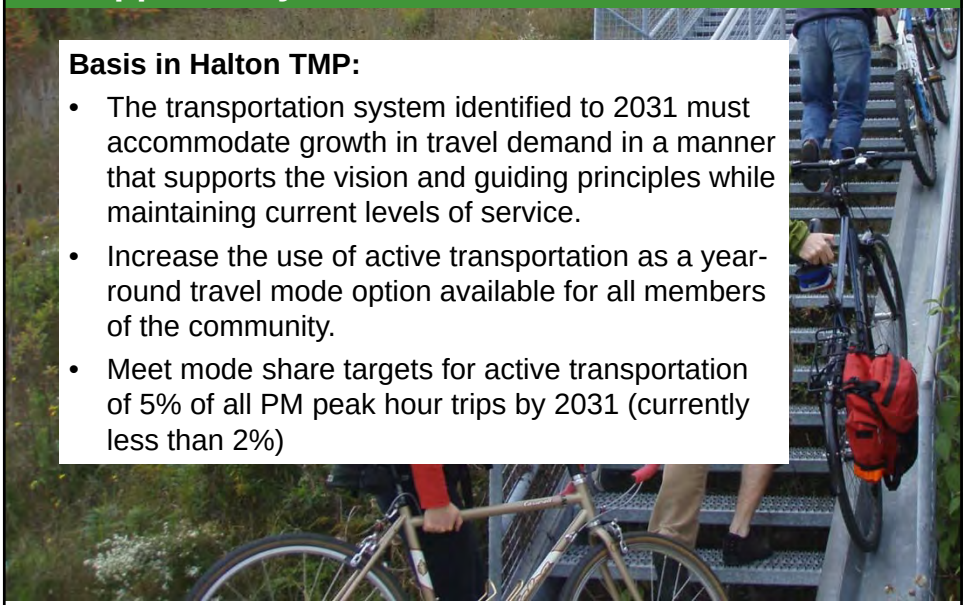
Halton Region Active Transportation Master Plan

Technical Advisory Committee Meeting No. 3
September 23, 2013

3

Opportunity Statement



Basis in Halton TMP:

- The transportation system identified to 2031 must accommodate growth in travel demand in a manner that supports the vision and guiding principles while maintaining current levels of service.
- Increase the use of active transportation as a year-round travel mode option available for all members of the community.
- Meet mode share targets for active transportation of 5% of all PM peak hour trips by 2031 (currently less than 2%)

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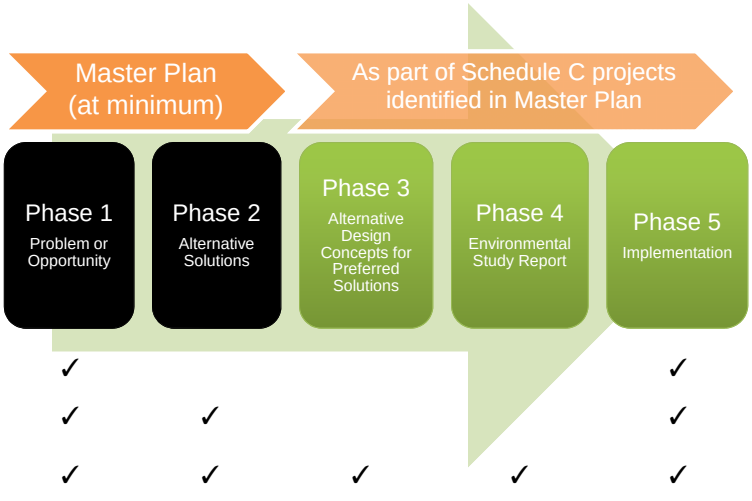
Technical Advisory Committee Meeting No. 3
September 23, 2013

4

Class EA Process

Municipal Class EA October 2000, as amended in 2007 and 2011



	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Schedule A/A+ Projects	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓

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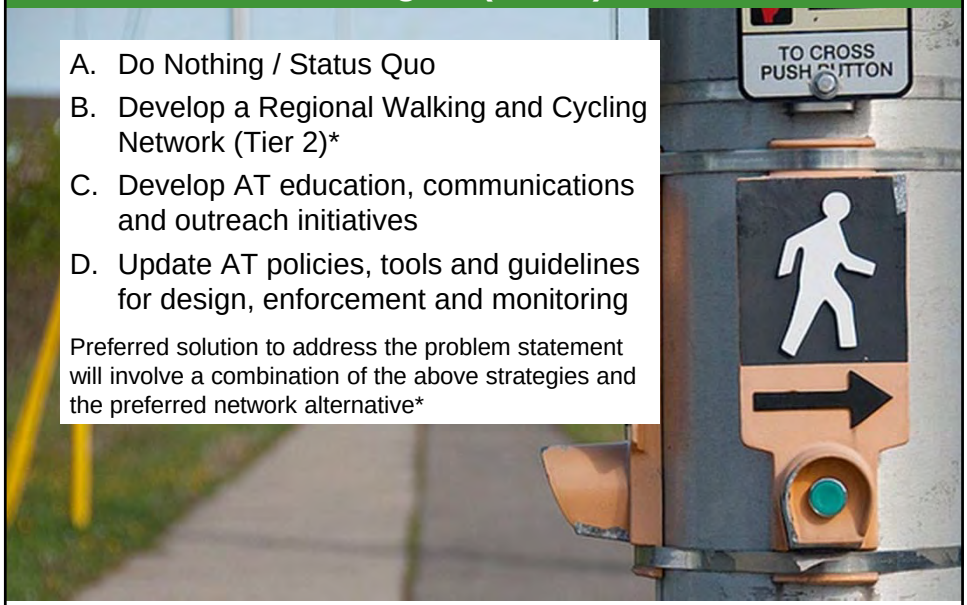
Technical Advisory Committee Meeting No. 3
September 23, 2013

5

Alternative Strategies (Tier 1)



A. Do Nothing / Status Quo
B. Develop a Regional Walking and Cycling Network (Tier 2)*
C. Develop AT education, communications and outreach initiatives
D. Update AT policies, tools and guidelines for design, enforcement and monitoring

Preferred solution to address the problem statement will involve a combination of the above strategies and the preferred network alternative*

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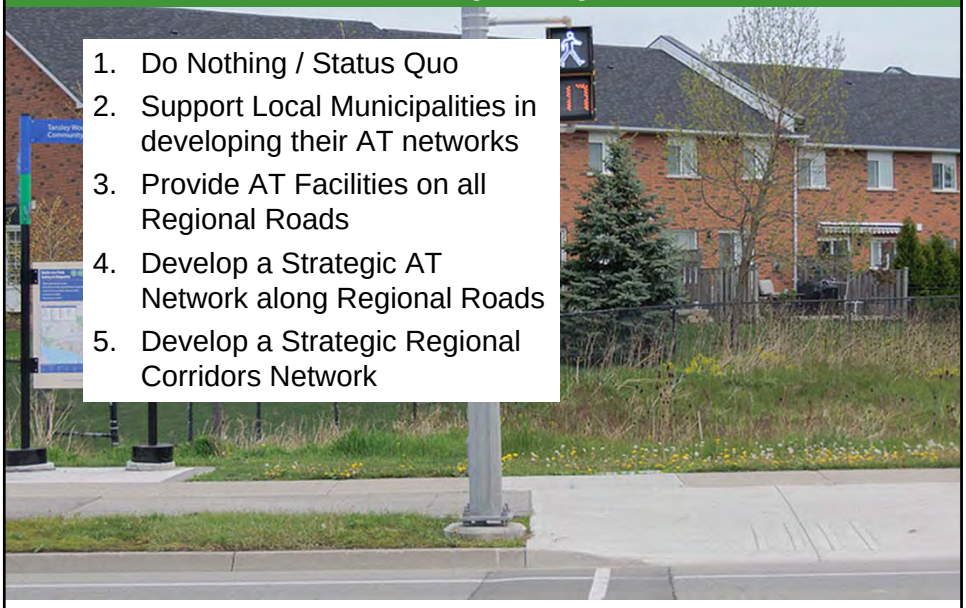
Technical Advisory Committee Meeting No. 3
September 23, 2013

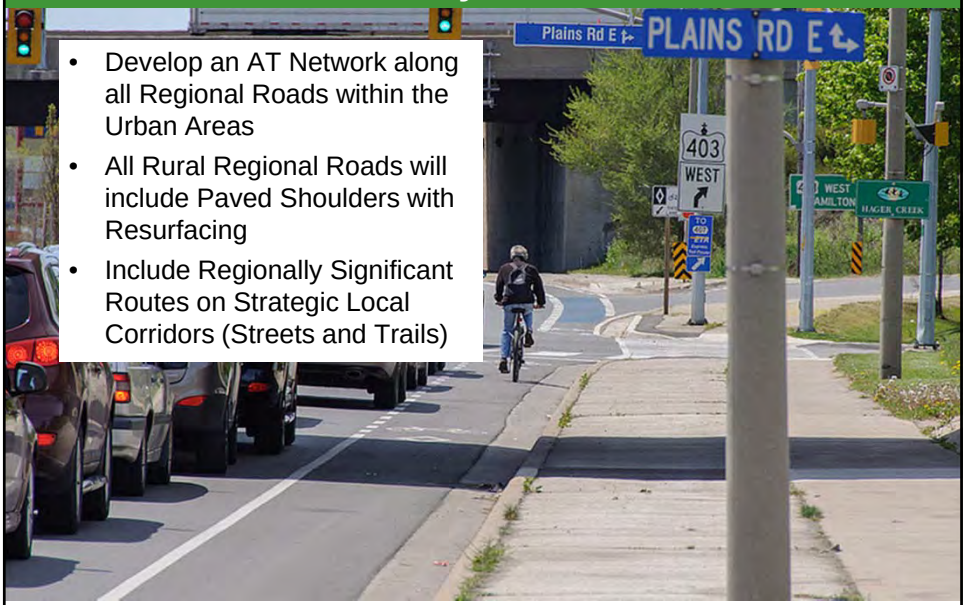
6

Network Alternatives (Tier 2)



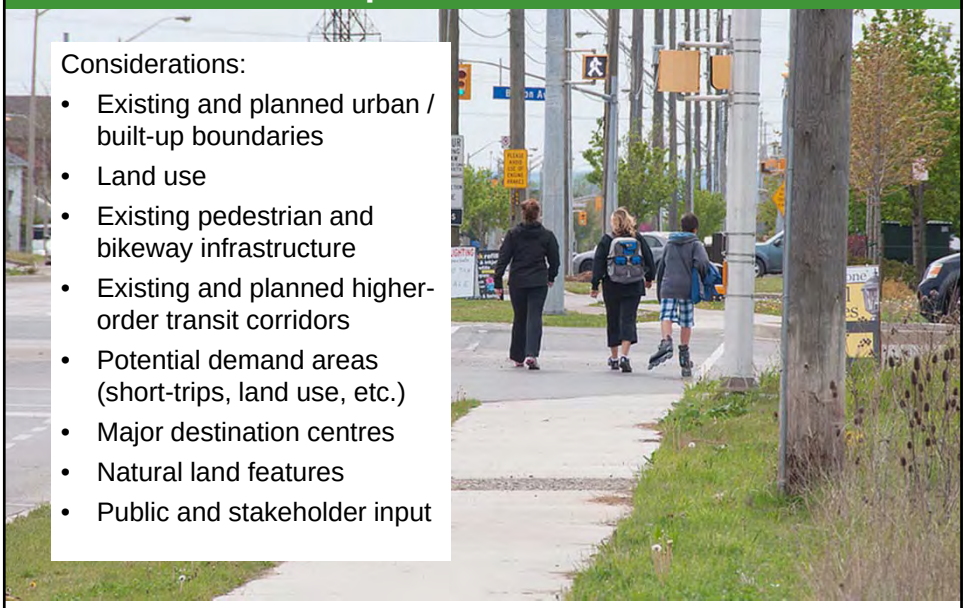
1. Do Nothing / Status Quo
2. Support Local Municipalities in developing their AT networks
3. Provide AT Facilities on all Regional Roads
4. Develop a Strategic AT Network along Regional Roads
5. Develop a Strategic Regional Corridors Network

Preferred Network: Hybrid of Alternatives 3 & 5



- Develop an AT Network along all Regional Roads within the Urban Areas
- All Rural Regional Roads will include Paved Shoulders with Resurfacing
- Include Regionally Significant Routes on Strategic Local Corridors (Streets and Trails)

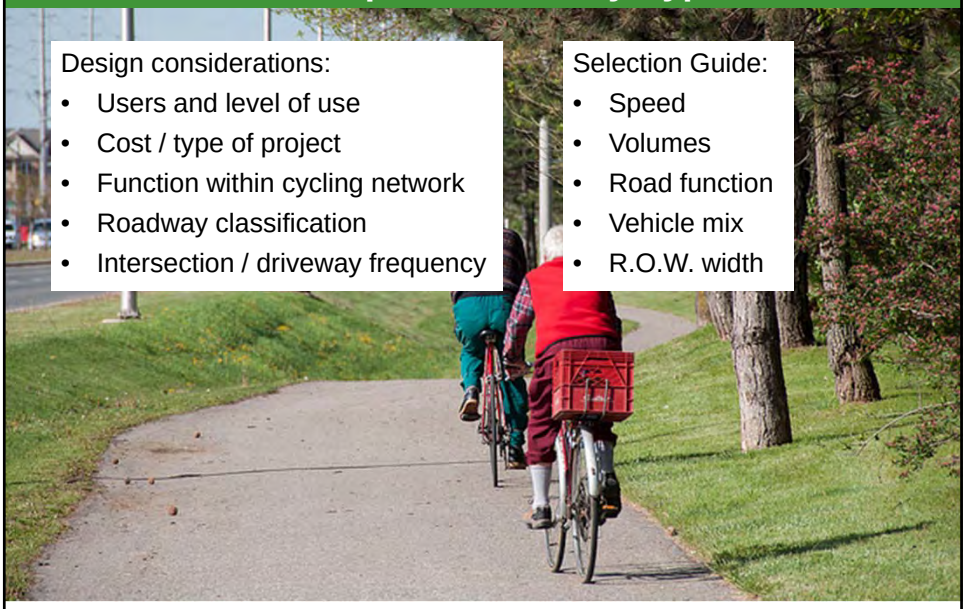
Network Development: Corridors



Considerations:

- Existing and planned urban / built-up boundaries
- Land use
- Existing pedestrian and bikeway infrastructure
- Existing and planned higher-order transit corridors
- Potential demand areas (short-trips, land use, etc.)
- Major destination centres
- Natural land features
- Public and stakeholder input

Network Development: Facility Types



Design considerations:

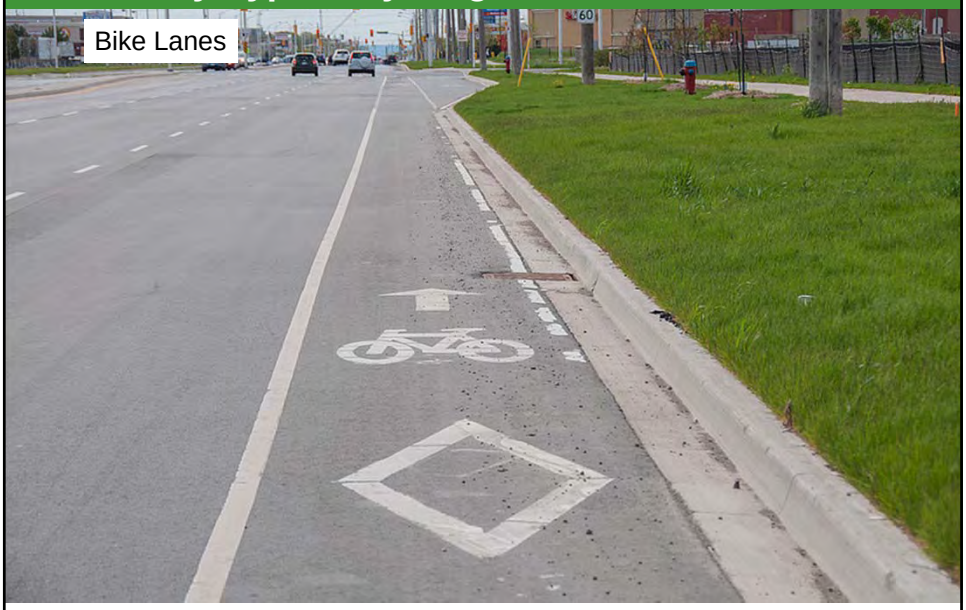
- Users and level of use
- Cost / type of project
- Function within cycling network
- Roadway classification
- Intersection / driveway frequency

Selection Guide:

- Speed
- Volumes
- Road function
- Vehicle mix
- R.O.W. width

Facility Types: Cycling Network

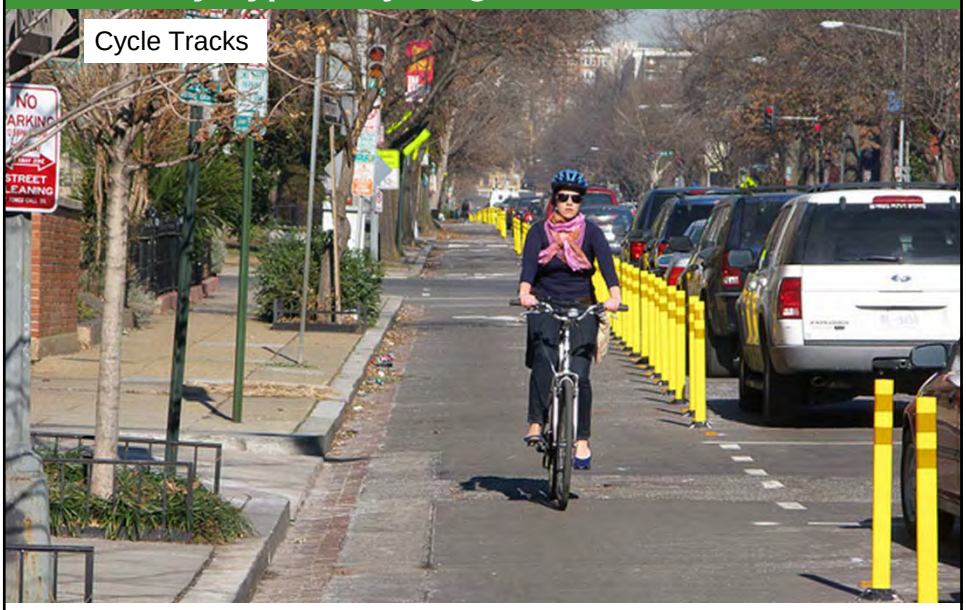
Bike Lanes



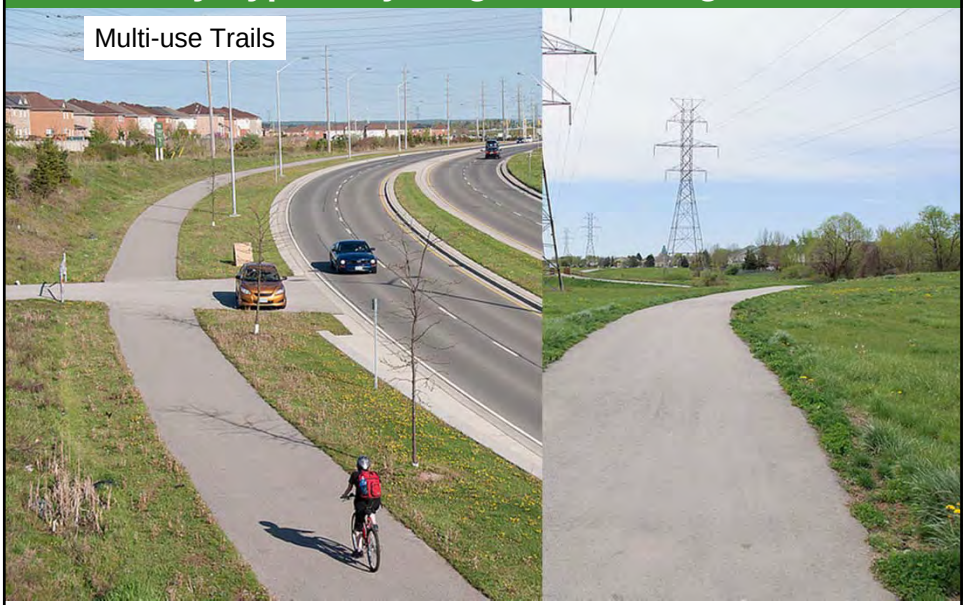
Facility Types: Cycling Network

Buffered Bike Lanes

Facility Types: Cycling Network

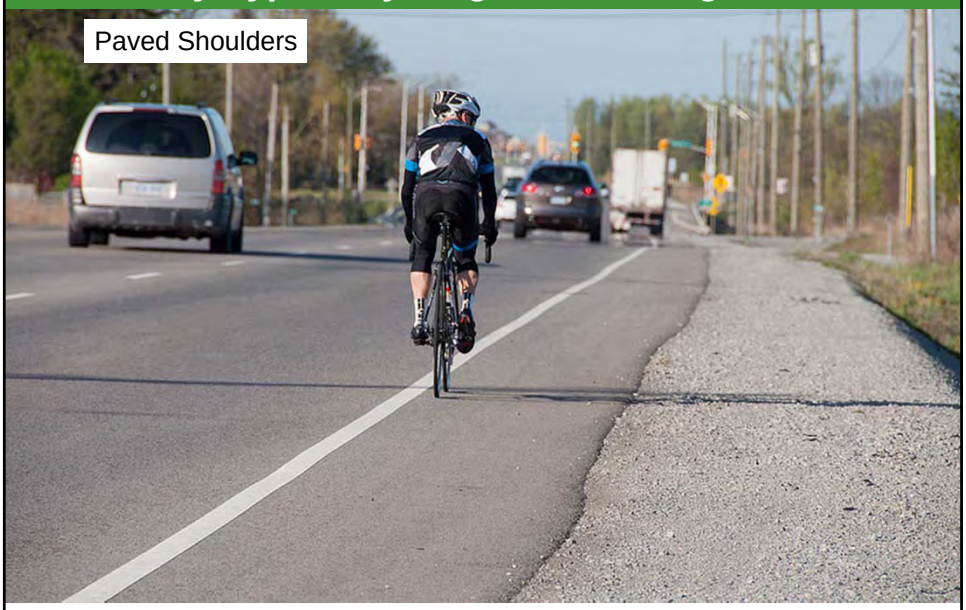


Facility Types: Cycling and Walking Networks



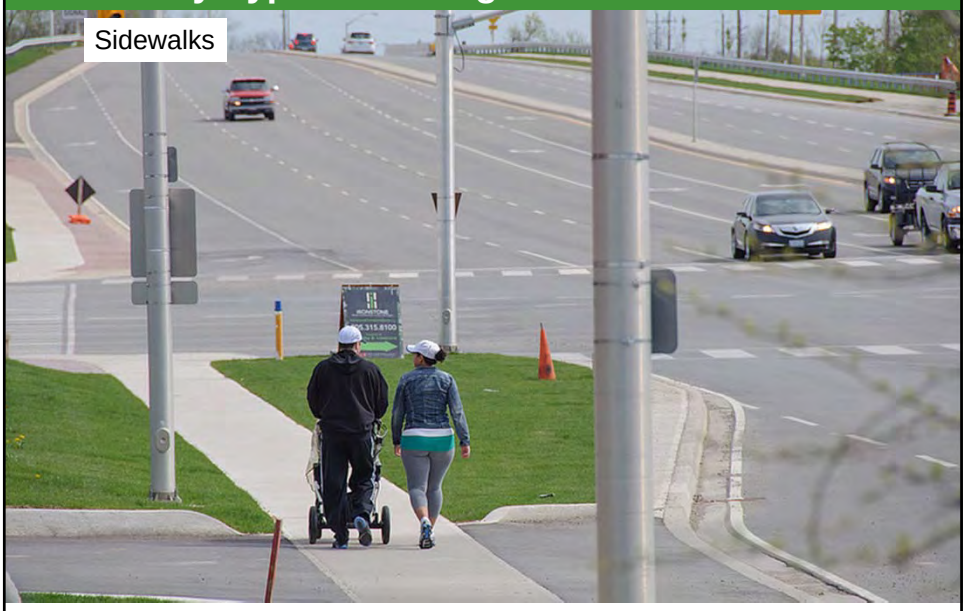
Facility Types: Cycling and Walking Networks

Paved Shoulders



Facility Types: Walking Network

Sidewalks



Halton Region Cycling Network

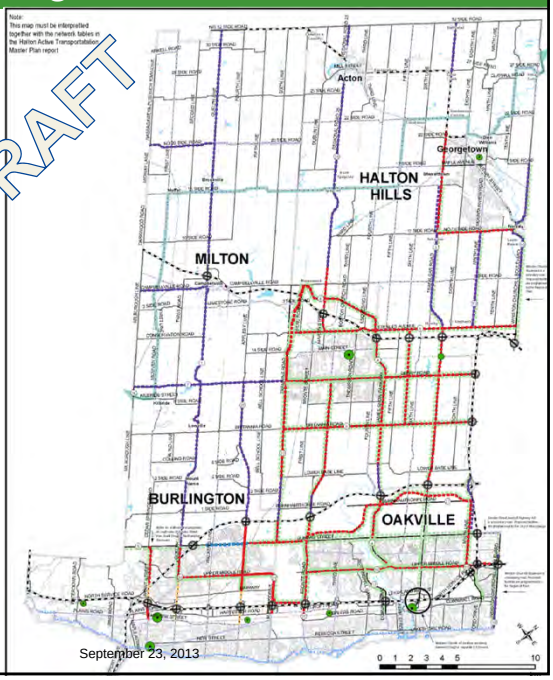
Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities	km
Off-road (each side)	318
On-road (centerline)	286



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Halton Region Active Transportation Master Plan

Halton Region Cycling Network: BURLINGTON

Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities	km
Off-road (each side)	22
On-road (centerline)	58

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Halton Region Active Transportation Maste

Halton Region Cycling Network: HALTON HILLS

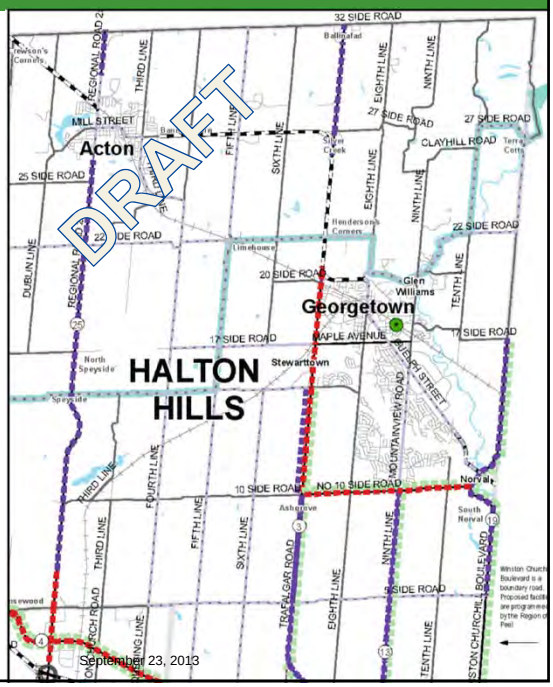
Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities	km
Off-road (each side)	40
On-road (centerline)	58



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September 23, 2013

Halton Region Cycling Network: MILTON RURAL

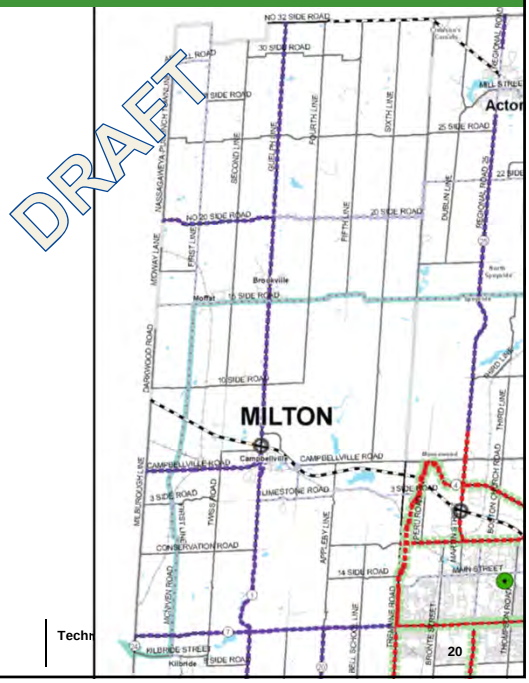
Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities (urban and rural)	km
Off-road (each side)	150
On-road (centerline)	123



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20

Halton Region Cycling Network: MILTON URBAN

Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities (urban and rural)	km
Off-road (each side)	150
On-road (centerline)	123

Halton Region Cycling Network: OAKVILLE

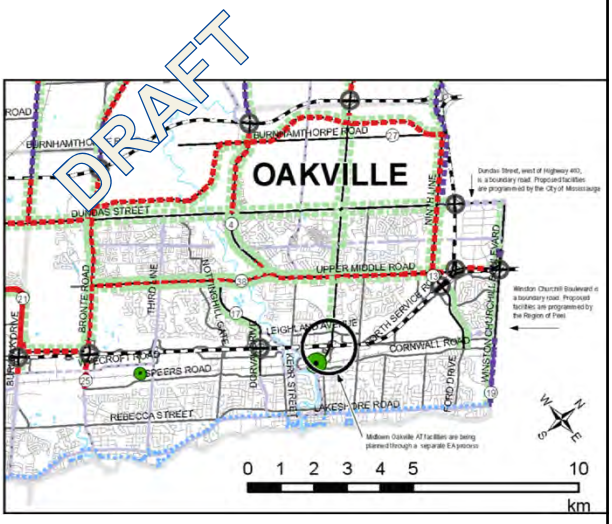
Proposed Regional Bike Network
- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Trail (Conceptual)

Existing Regional Bike Network
- Bike Lane
- Boulevard Trail
- Waterfront Trail

Regional Road Network
- Existing Regional Road
- Proposed Regional Road

Proposed Facilities	km
Off-road (each side)	106
On-road (centerline)	47



Halton Region Walking Network

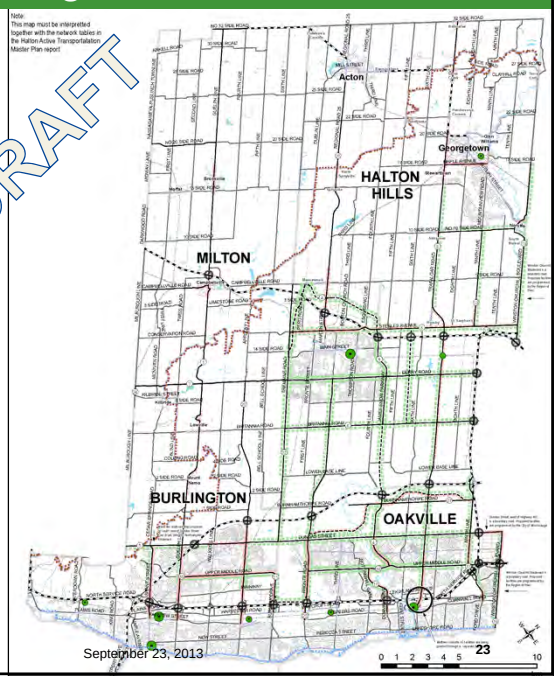
Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities	km
Sidewalk	112
Multi-use Trail	318



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Halton Region Active Transportation Master Plan
September 23, 2013

Halton Region Cycling Network: BURLINGTON

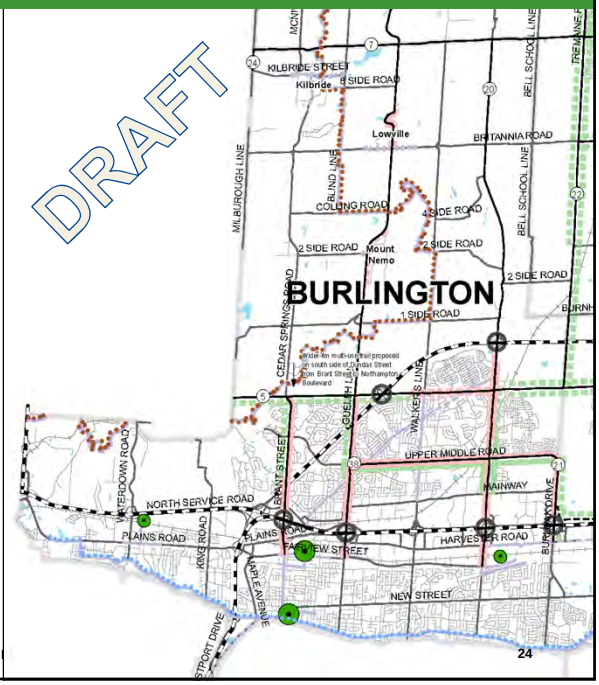
Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities	km
Sidewalk	28
Multi-use Trail	22



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Halton Region Active Transportation Master

Halton Region Walking Network: HALTON HILLS

Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities	km
Sidewalk	23
Multi-use Trail	40

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Halton Region Walking Network: MILTON RURAL

Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities (urban and rural)	km
Sidewalk	30
Multi-use Trail	150

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Halton Region Walking Network: MILTON URBAN

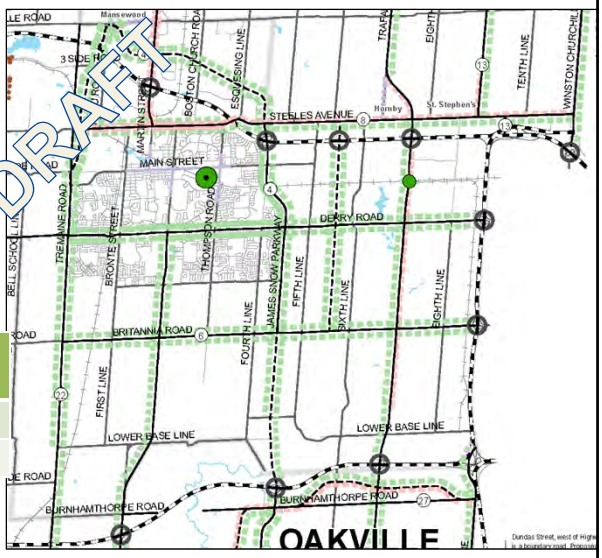
Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities (urban and rural)	km
Sidewalk	30
Multi-use Trail	150



Halton Region Walking Network: OAKVILLE

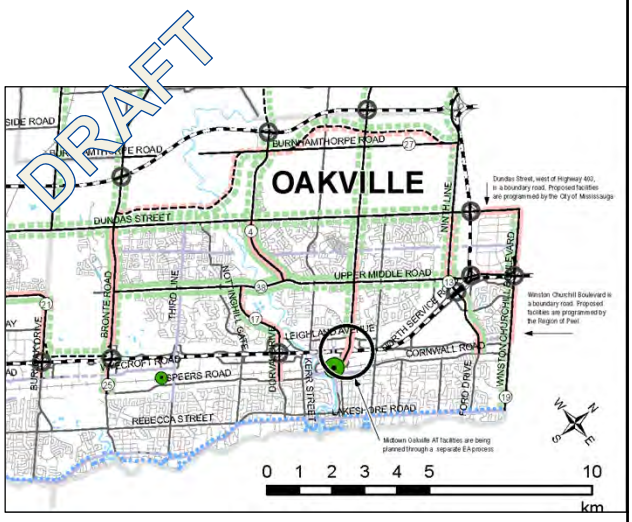
Proposed Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement*

Routes not on Regional Roads
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

Existing Regional Walk Network
- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Existing and Proposed Major Transit Stations**
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

Proposed Facilities	km
Sidewalk	30
Multi-use Trail	106



Preliminary Cost Estimates

Total km of proposed facilities:

- On-road: 286km (centreline)
- Off-road: 429 km (each side of the road)

Overall cost: $130M - $140M

- Burlington $20M - $30M
- Halton Hills $20M - $30M
- Milton $50M - $60M
- Oakville: $30M - $40M

Cost estimates are preliminary only; to be refined further

Preliminary Only

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Halton Region Active Transportation Master Plan

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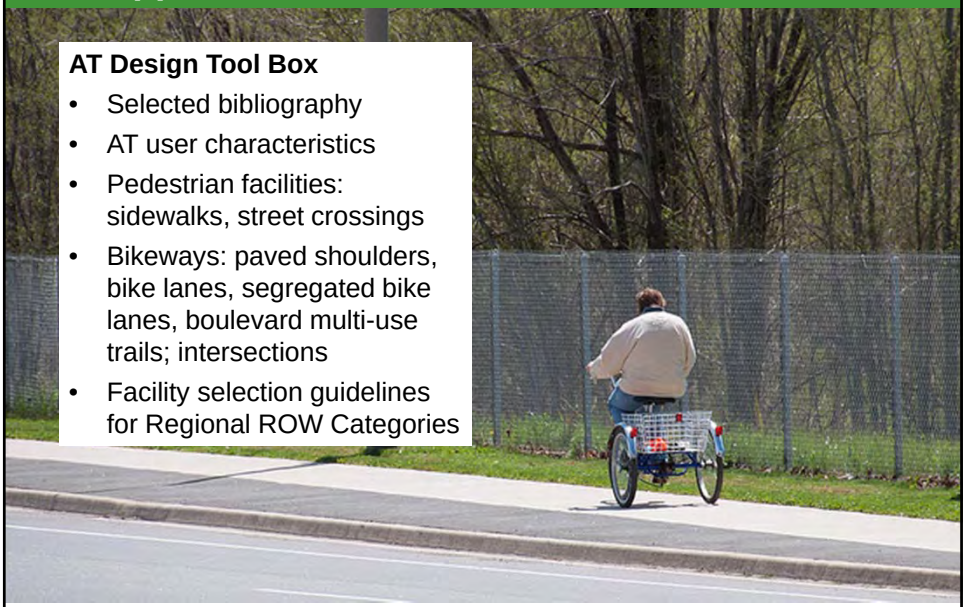
September 23, 2013

29

Supportive Recommendations



AT Design Tool Box

- Selected bibliography
- AT user characteristics
- Pedestrian facilities: sidewalks, street crossings
- Bikeways: paved shoulders, bike lanes, segregated bike lanes, boulevard multi-use trails; intersections
- Facility selection guidelines for Regional ROW Categories

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Halton Region Active Transportation Master Plan

Technical Advisory Committee Meeting No. 3
September 23, 2013

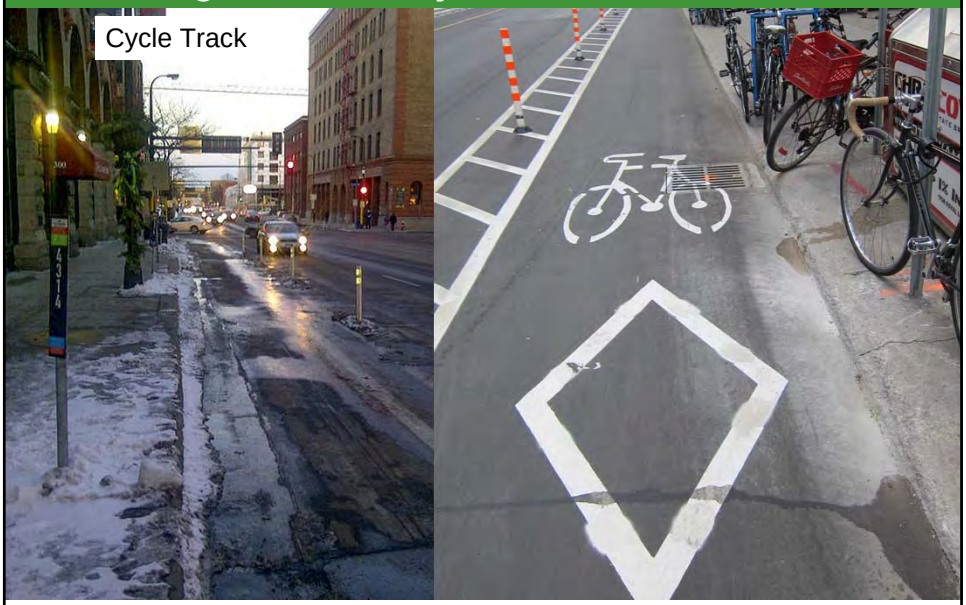
30

Oakville Pilot Project Idea

Boulevard Multi-Use Trail at Intersections

Burlington Pilot Project Idea

Cycle Track



Milton Pilot Project Idea

Velodome – Public Cyclist Count Display

Halton Hills Pilot Project Idea

Bicycle Detection

Supportive Recommendations

Education—Community

- AT Working Group
- AT identity and web portal
- Fact sheets; handlebar hang-tag; Drive SAFE campaign
- Transportation Services' Annual Report
- Bicycle Friendly Community and Walk Friendly Ontario designations

Supportive Recommendations

Education

Workplace:

- Outreach events promoting sustainable commuting
- Workplace clinics / workshops
- Employer bicycle parking info and repair kit

Schools:

- Input to AT travel initiatives
- Walking and cycling safety and promotional kits to parents, youth and teens

Supportive Recommendations

Regulations and By-laws

- HTA review
- Regional by-laws for on-road AT facilities
- Support local by-laws for AT vehicles

Supportive Recommendations

Tourism

- Updates to the Halton AT map
- AT trip planning tool
- Cycling event planning support
- Regional way-finding and destination signage strategy
- Program support, i.e. Welcome Cyclists

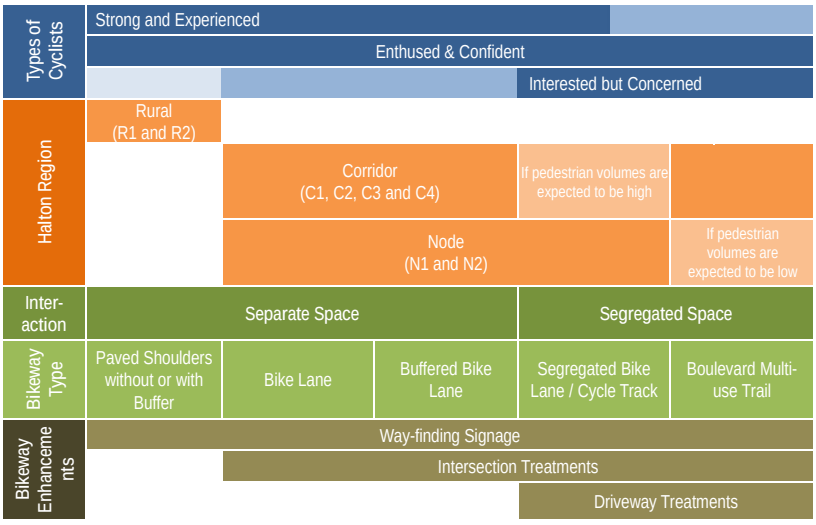
Next Steps

Part 3

- Implementation strategy and funding opportunities
- ATAC Meeting No. 3
- PIC #2
- Report to Council

Network Overview: Cycling

Bikeway Selection Guide for Regional Rights-of-way



Network Overview: Walking

Pedestrian Accommodation Selection Guide for Regional Rights-of-way

Accessibility	Where possible	Accessible Pedestrian Facility and Street Crossing		
Regional ROW Categories	Rural (R1 and R2)	Corridor (C1, C2 and C3)		
			Corridor (C4 and C5)	
				Node (N1 and N2)
Activity Level	Low	Moderate to High		High
Facility Type	Paved Shoulders both sides Walkway or Sidewalk one side	Sidewalk both sides Boulevard multi-use trail both sides		Sidewalk both sides
Min. Enhancements	Safety	Safety & Convenience	Safety, Convenience & Comfort	Safety, Convenience & Comfort