

Appendix B

Public Notices, PICs, Workshop Materials and Posters

**NOTICE OF STUDY COMMENCEMENT
PUBLIC INFORMATION CENTRE #1**

**Halton Active Transportation Master Plan
PR-2875A**

Study

The Regional Municipality of Halton is initiating an Active Transportation Master Plan to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

Active Transportation is any form of human-powered transportation, which includes walking, cycling, roller-blading and movements with mobility devices. An Active Transportation network includes sidewalks, multi-use paths, crosswalks, on-road and off-road cycling facilities, as well as recreational trails.

Process

This notice signals the commencement of the Active Transportation Master Plan – a study which will define existing opportunities, consider and evaluate solutions, and identify an optimum active transportation system to the year 2031. A key outcome of the study will be a list of active transportation projects that the Region can incorporate in its 20-year Roads Capital Program.

The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

Public Information Centre Locations

Public and review agency consultation is a key element of this process and input will be sought throughout this study. It is anticipated that two (2) rounds of Public Information Centres (PICs) will be held in each municipality. The first round of Public Information Centres are outlined below:

Municipality	Date	Time	Location
Town of Milton	Wednesday, June 13, 2012	Drop-in: 4:00 p.m. – 8:00 p.m.	Milton Mall 55 Ontario Street South Milton, ON L9T 2M3 (In front of Alia/Tanjay)
City of Burlington	Saturday, June 16, 2012	Drop-in: 9:30 a.m. – 1:30 p.m.	Mapleview Mall 900 Maple Avenue Burlington, ON L7S 2J8 (Upper level by Geox)
Town of Oakville	Saturday, June 16, 2012	Drop-in: 1:00 p.m. – 5:00 p.m.	Oakville Place 240 Leighland Avenue Oakville, ON L6H 3H6 (Main level by Shoppers Drug Mart)
Town of Halton Hills	Thursday, June 21, 2012	Drop-in: 4:00 p.m. – 8:00 p.m.	Georgetown Market Place 280 Guelph Street Georgetown, ON L7G 4B1

Comments

If you have any questions related to the study or wish to be added to the study mailing list, please contact:

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Additional information related to the study and consultation process may be obtained through the study website: www.halton.ca/ActiveTransportation

This Notice first issued June 1, 2012.

Please let us know as soon as possible if you will have an accessibility or accommodation need at a Halton Region hosted event or meeting.

Welcome!

Public Information Centre #1

Halton **ACTIVE**
Transportation
Master Plan





What is Active Transportation?

Active Transportation is getting around by human power such as walking, cycling, in-line skating, skate boarding, assisted walking with mobility devices, etc. It is about getting to work or school, going shopping, running errands, visiting friends and family, or other trips by *walking, biking and rolling*.



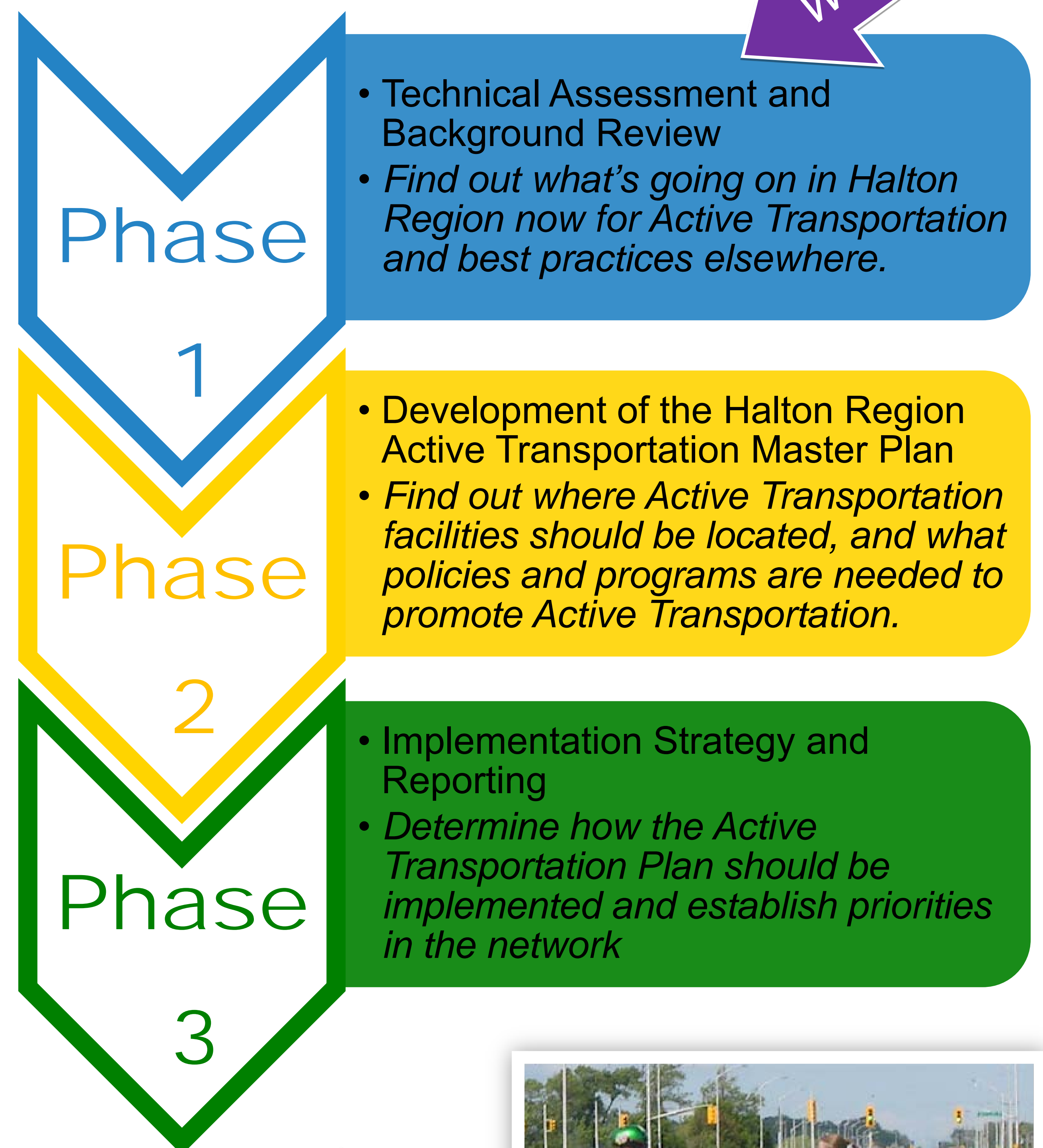
What's this study all about?

Halton Region has initiated an **Active Transportation Master Plan** to develop the strategy, infrastructure, initiatives and programs throughout the Region to promote active transportation.

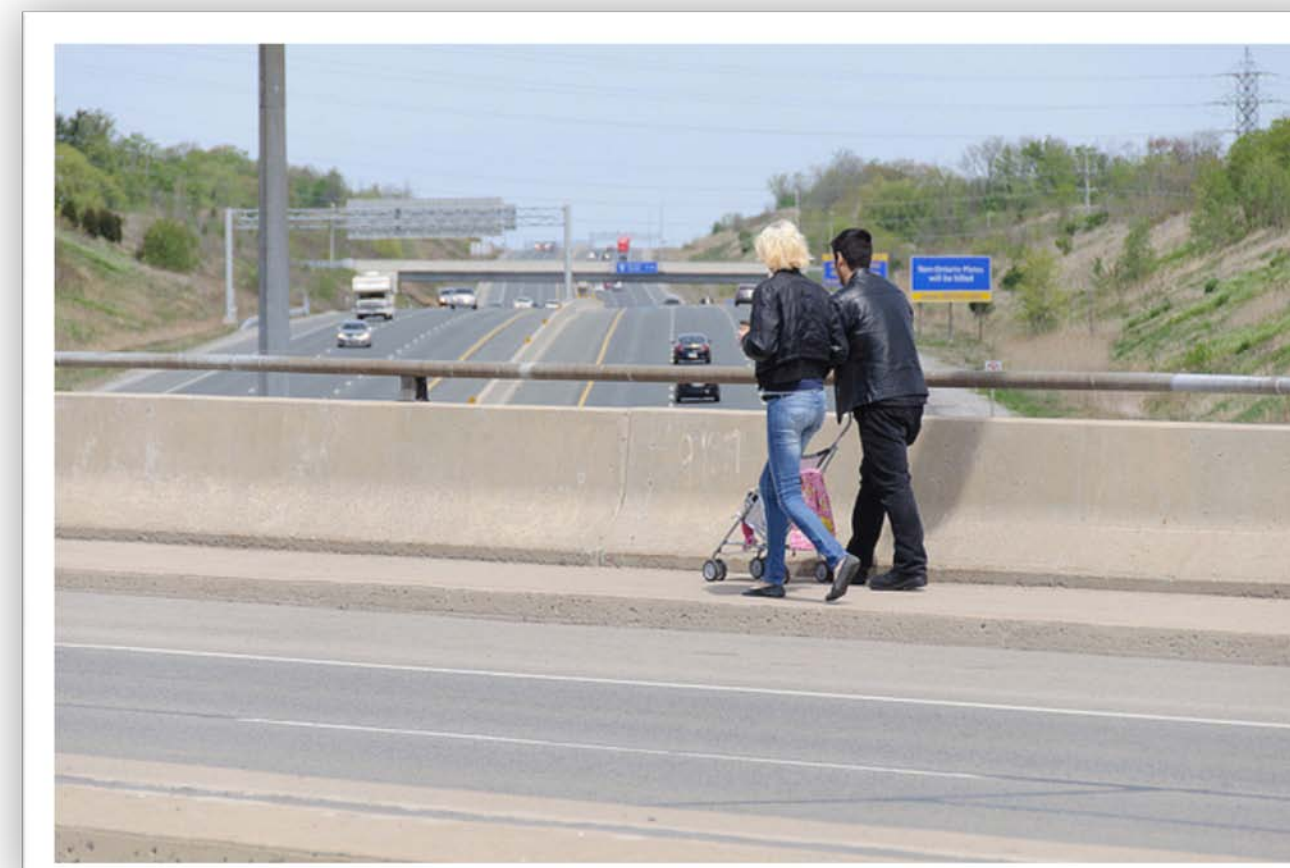
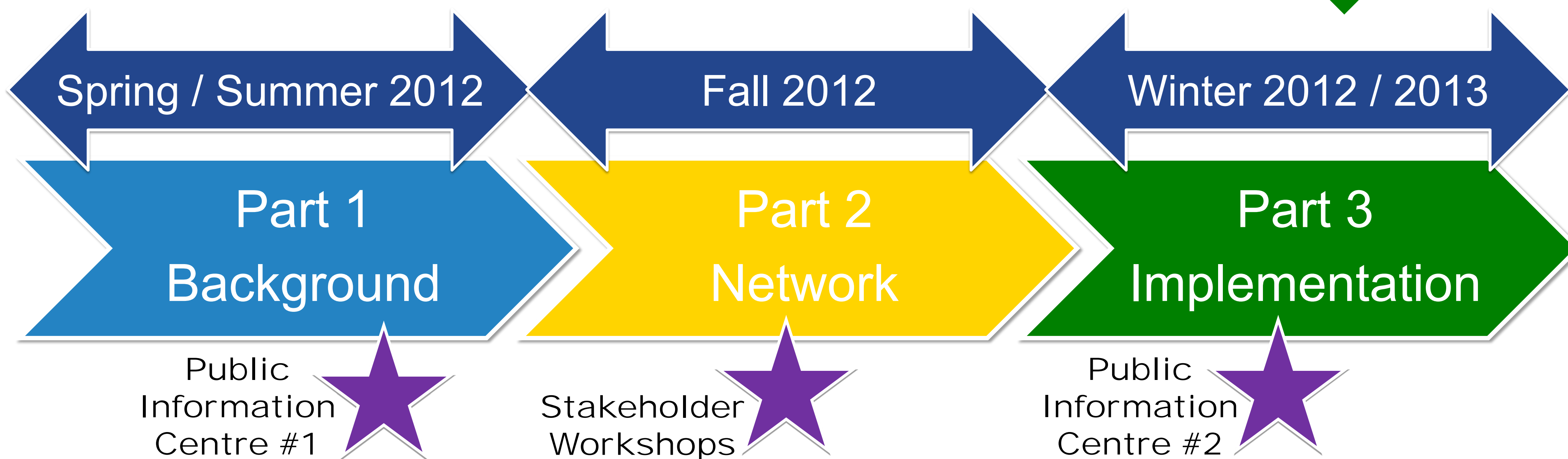
The Region's Transportation Master Plan "**The Road to Change**" recommended the development of a Region-wide Active Transportation Master Plan to facilitate and promote Active Transportation to provide a plan that will:

- **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 Process



Study Schedule

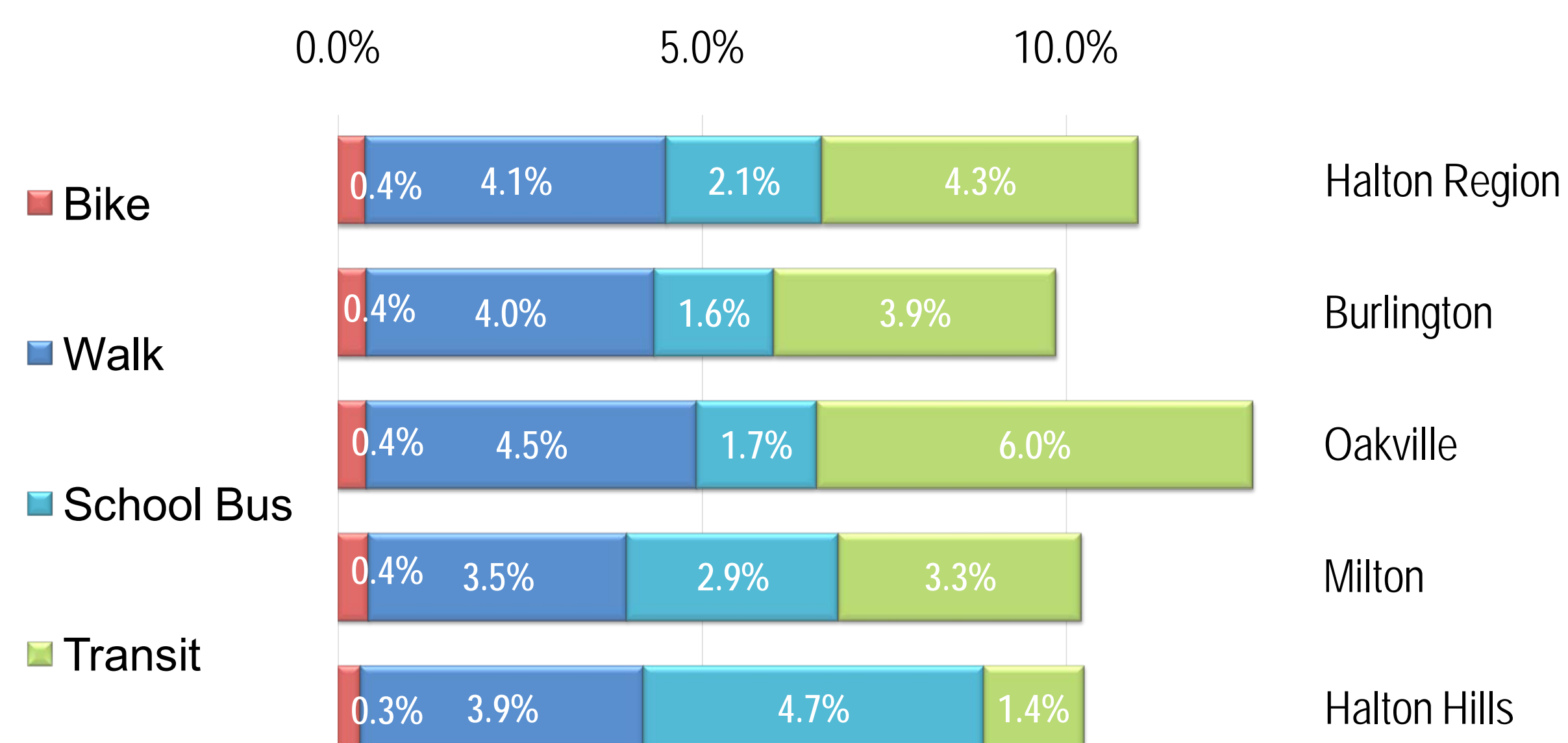




Halton Region Travel Facts¹

Mode of Travel:

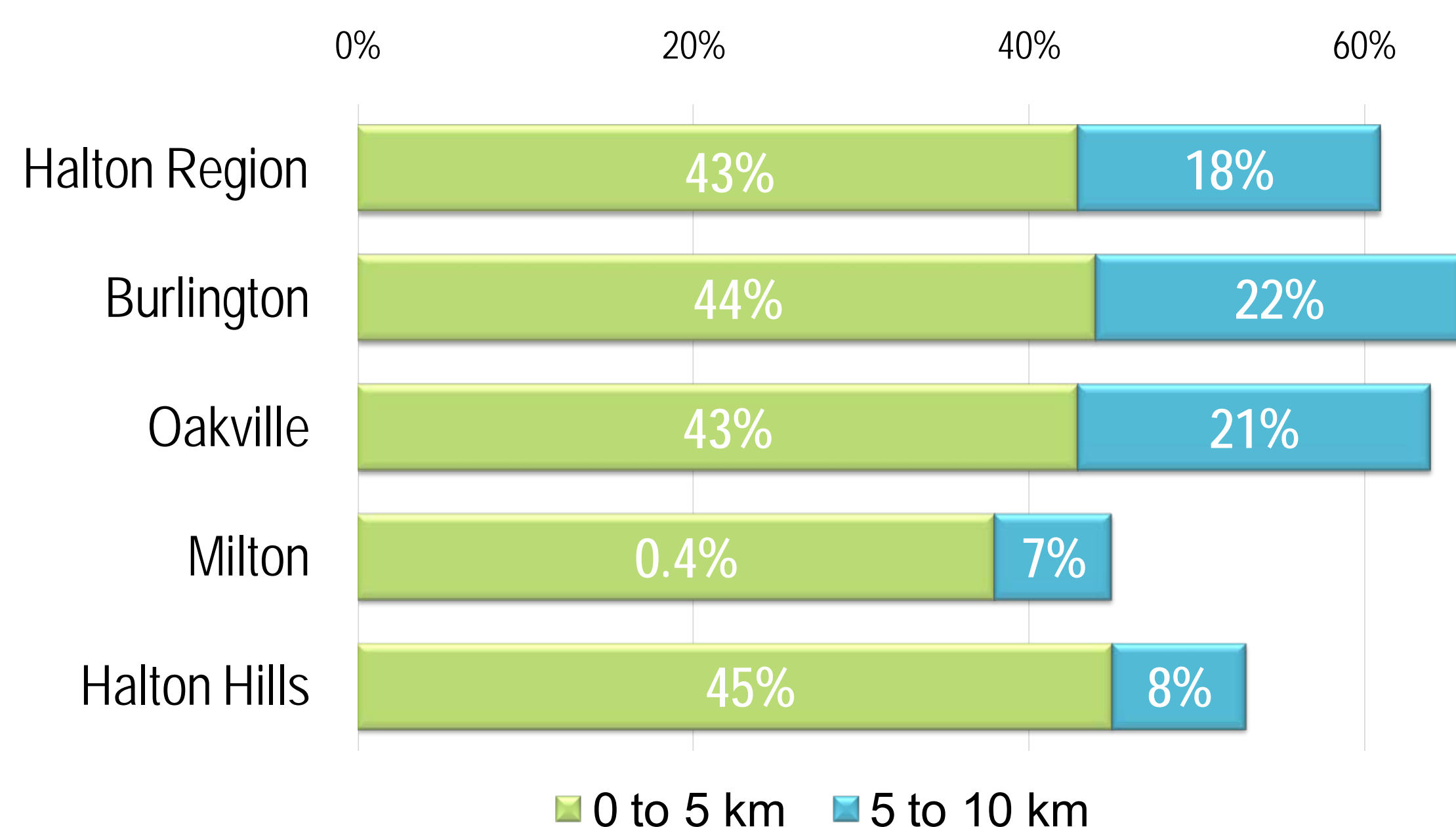
...for daily trips to, from and within Halton



About 4 to 5% of all daily trips to, from or within Halton Region are on foot or by bicycle.

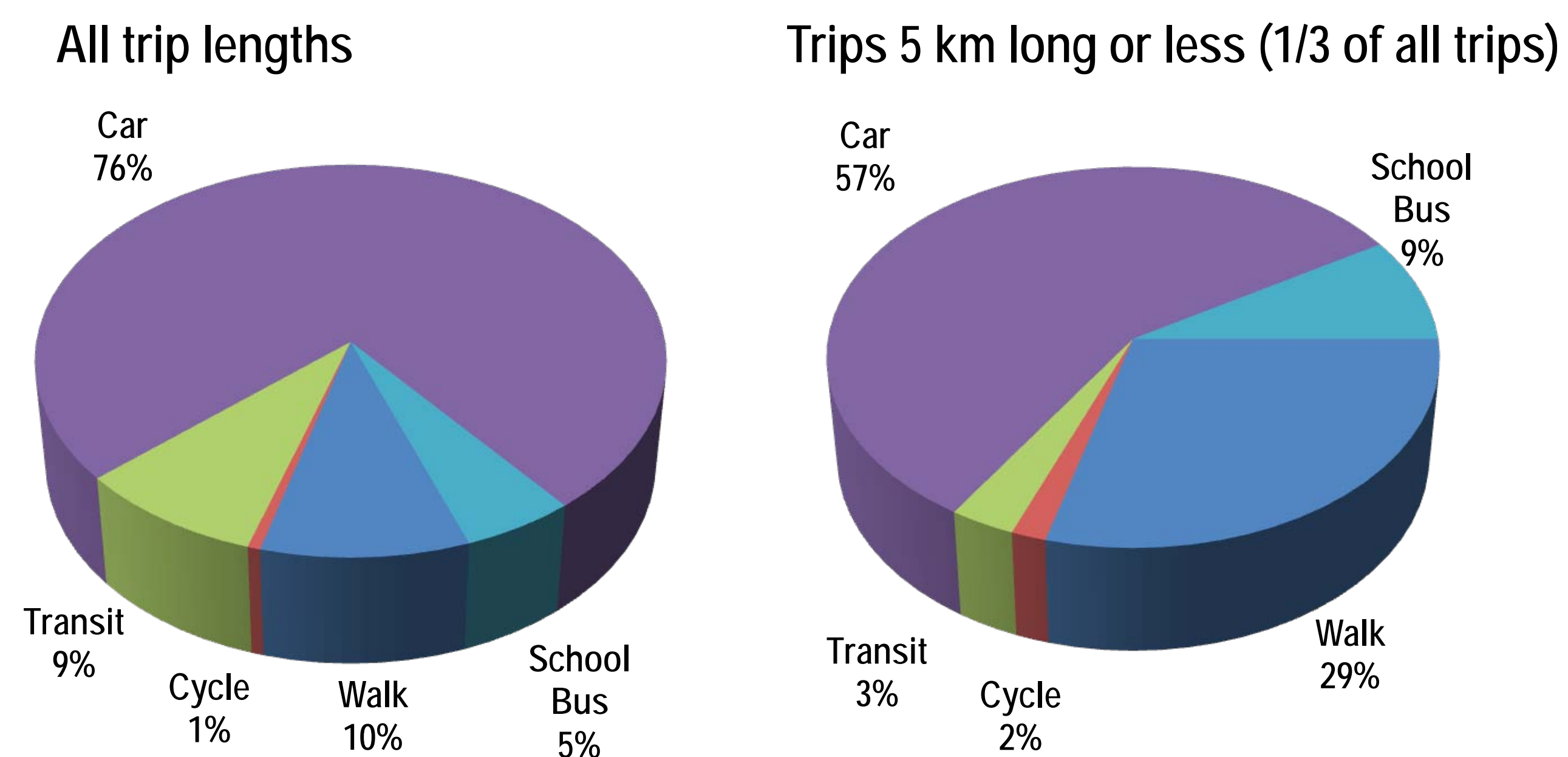
Short Trips:

...made daily by car to, from and within Halton



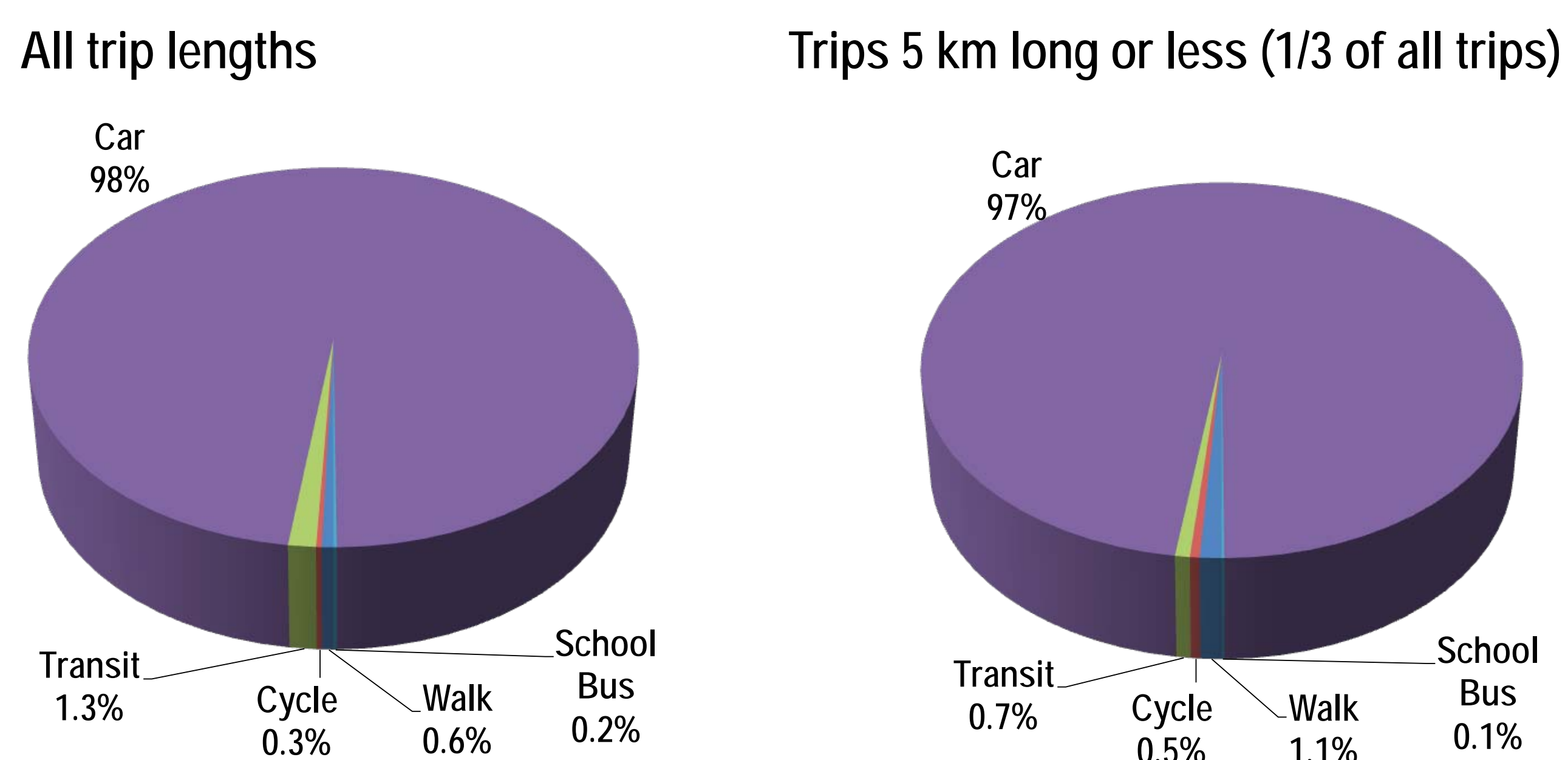
A lot of short trips are made by car that could be done by walking, biking or rolling. About 40% of all car trips are 5 km long or less.

...for daily trips from home to work or school

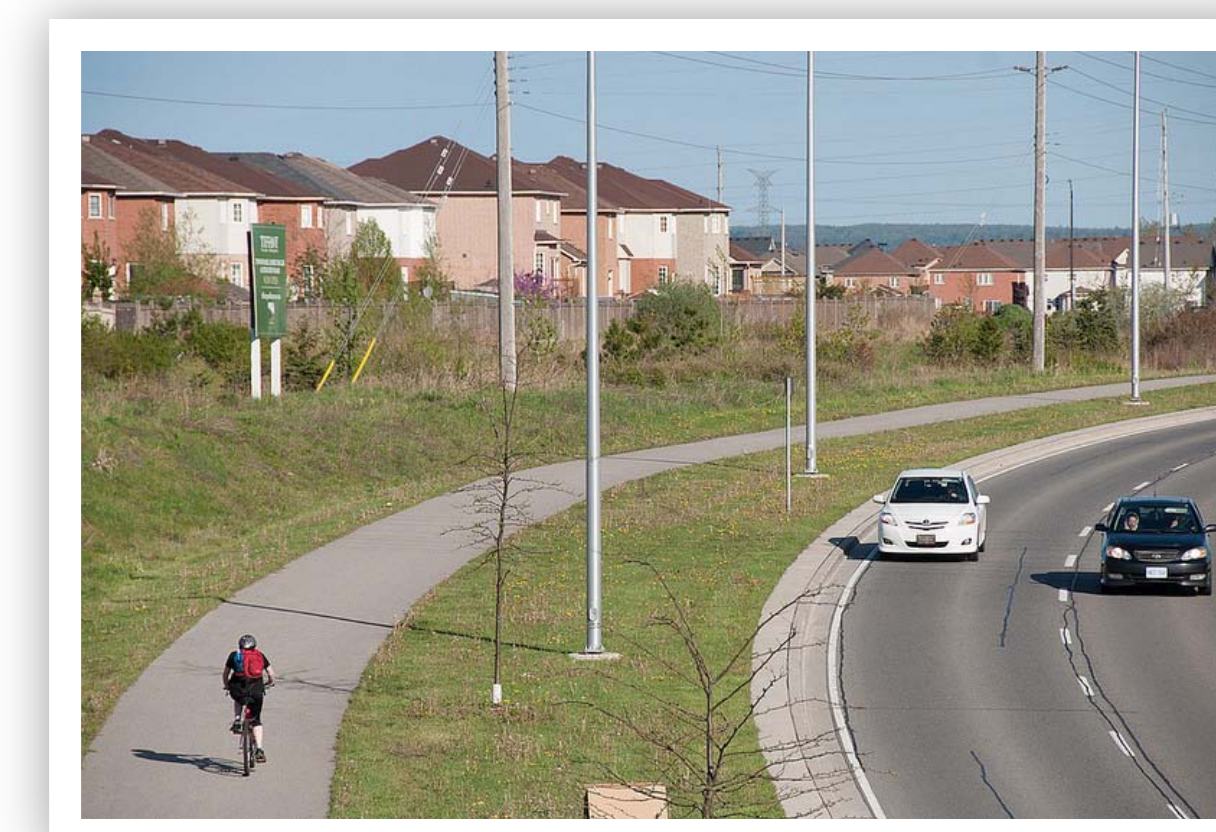
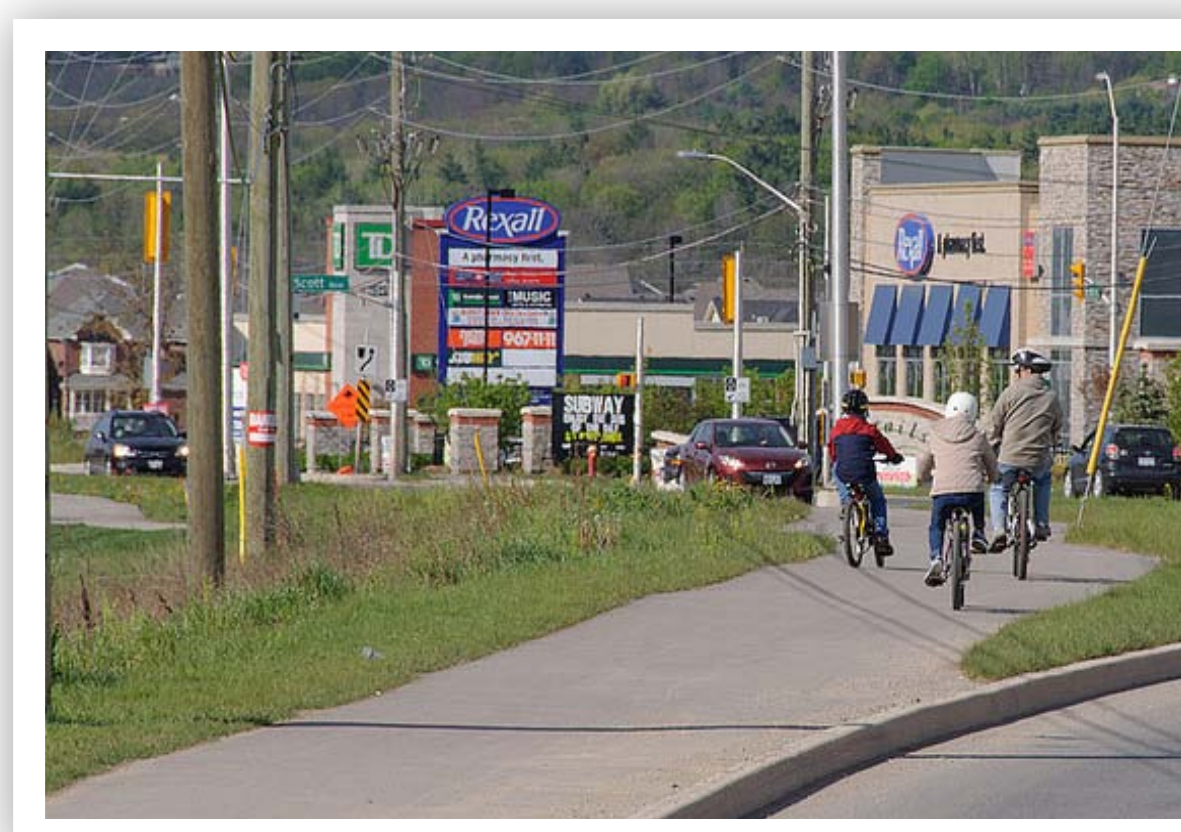


About 10% of all daily trips from home to work or school are on foot or by bicycle. For those work or school trips 5 km long or less, about 30% are on foot or by bicycle.

...for all other trips



For other trips not from home to work or school, such as shopping, running errands, etc., less than 2% are on foot or by bicycle.



Where Halton residents want to walk

Important Destinations:

- Parks, trails and open green space
- Grocery stores
- Community centres and libraries
- Recreational facilities
- Retail stores
- Public Transportation
- Schools
- Restaurants
- Workplace

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.

Notes: 1. Travel data are from the *Transportation for Tomorrow Survey (TTS) 2006*. This survey is conducted once every 5 years in the Greater Toronto and Hamilton Area. The next TTS survey is scheduled for Fall 2012.





What destinations would you like to be able to walk, bike or roll to? Add a "dot" to the map.

Legend

- Regional Road Network**
- Existing Regional Road
 - - - Proposed Regional Road
 - Mobility Hub
 - Major Transit Stations
 - Proposed GO Stations
 - Ⓒ Conservation Area
 - Ⓐ Provincial Park
 - 🌳 Royal Botanical Gardens
 - 📖 Library
 - 🏠 Commuting Lot
 - 🎓 Post-Secondary Institutions
 - 🏛️ Municipal Office
 - 🛍️ Shopping Mall

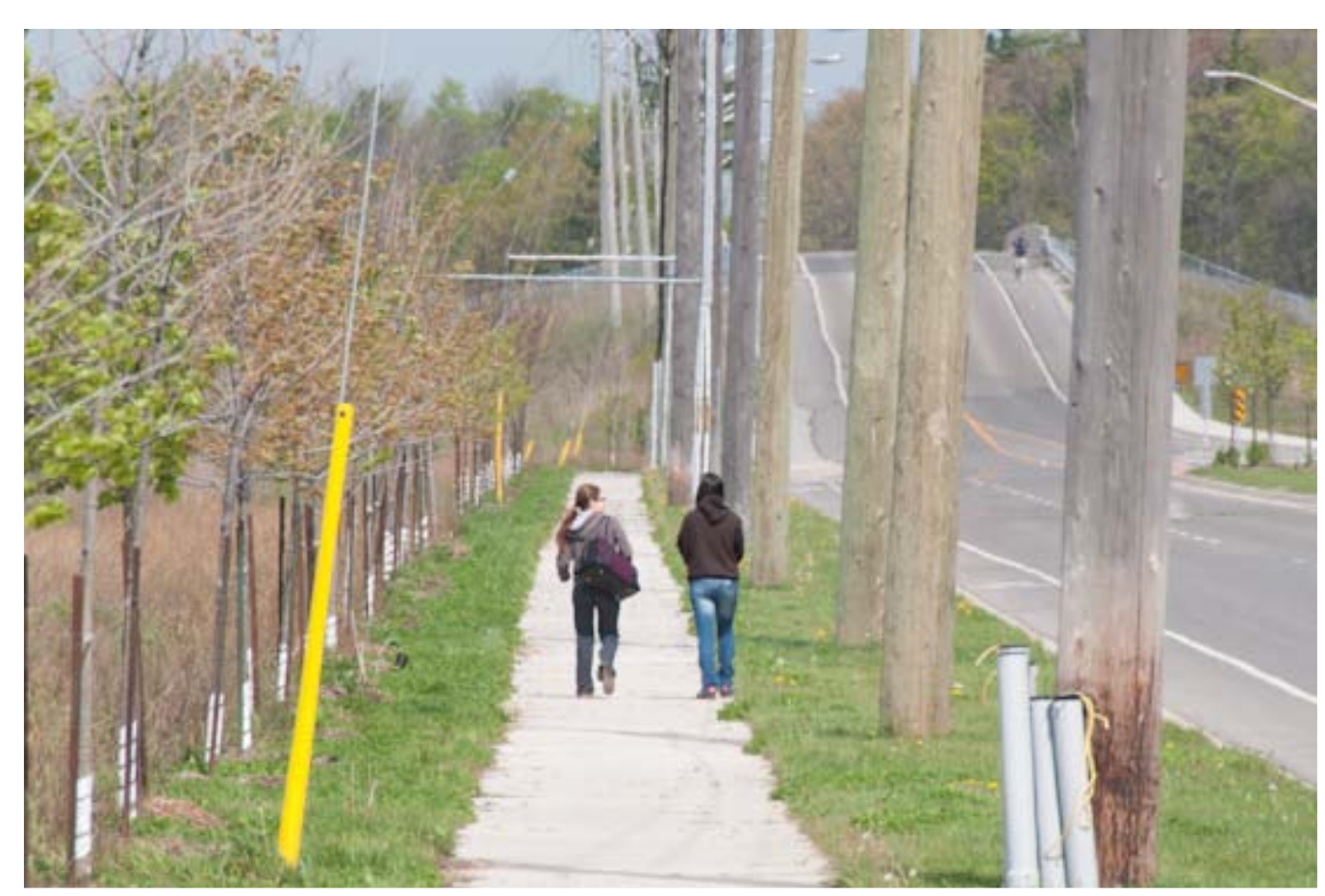


Key Regional Destinations

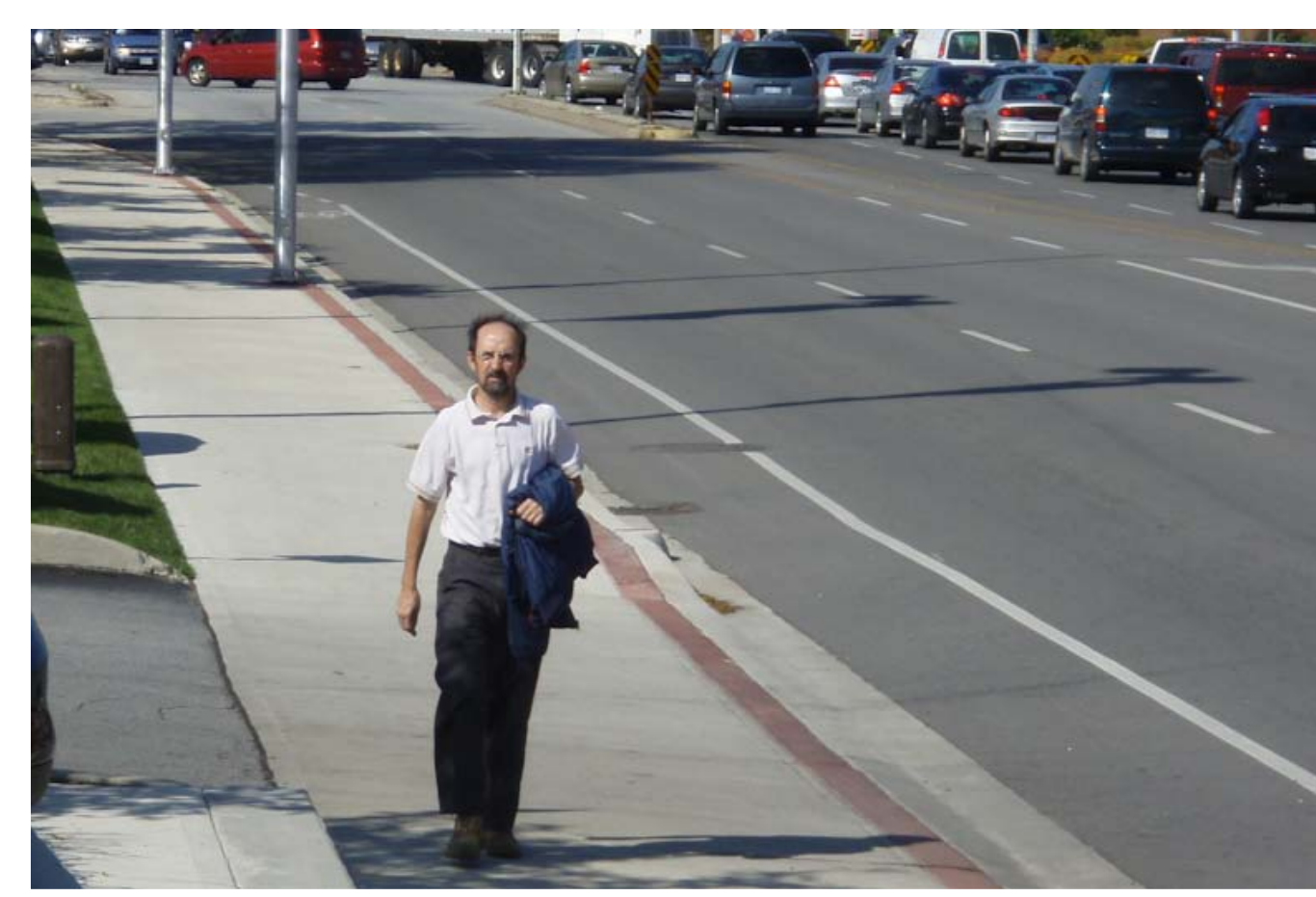


Where to walk, bike and roll:

Types of Active Transportation facilities



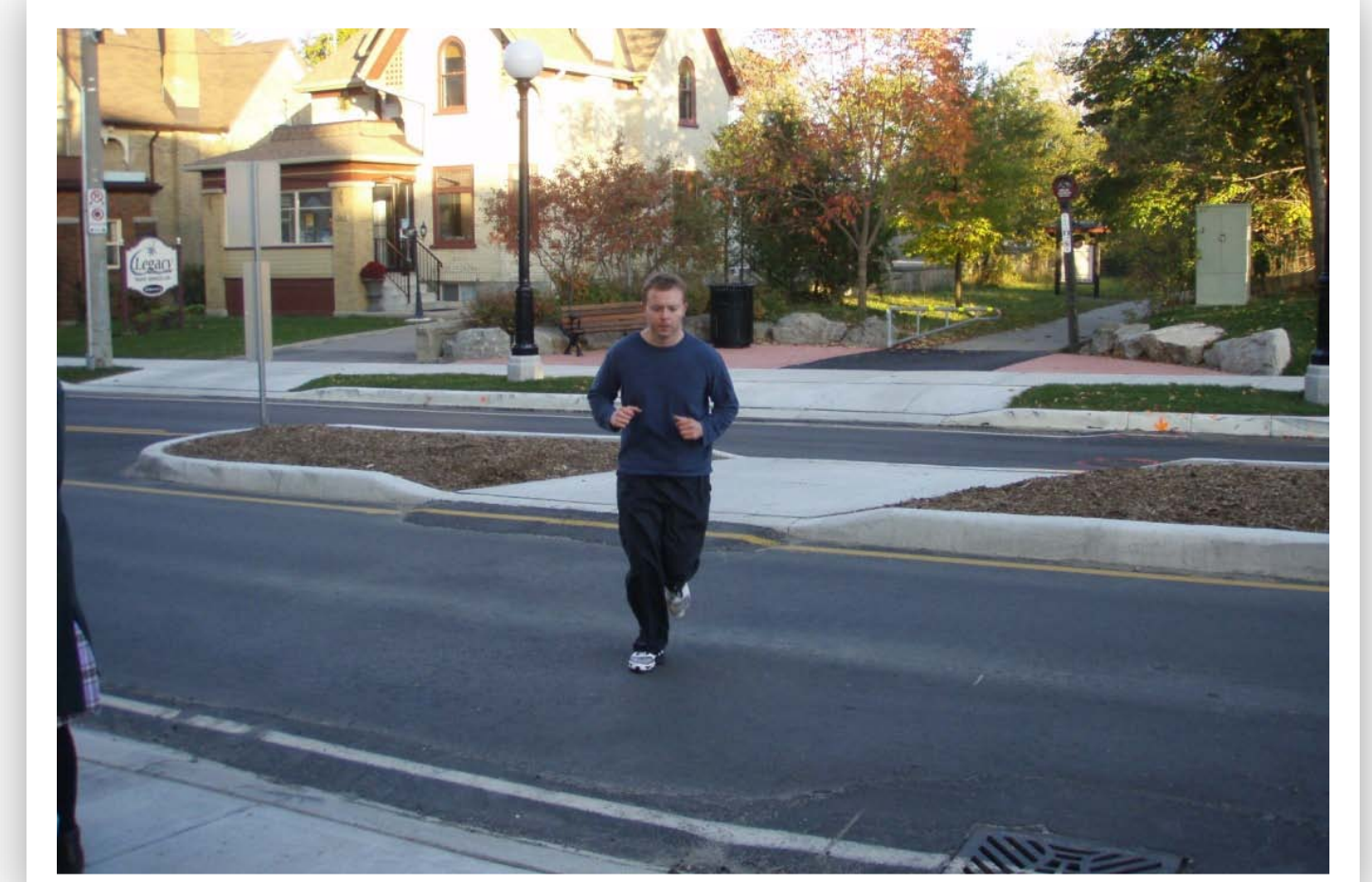
Sidewalk adjacent grassed boulevard



Curb-faced sidewalk



Curb ramps and high visibility crosswalk



Median refuge island



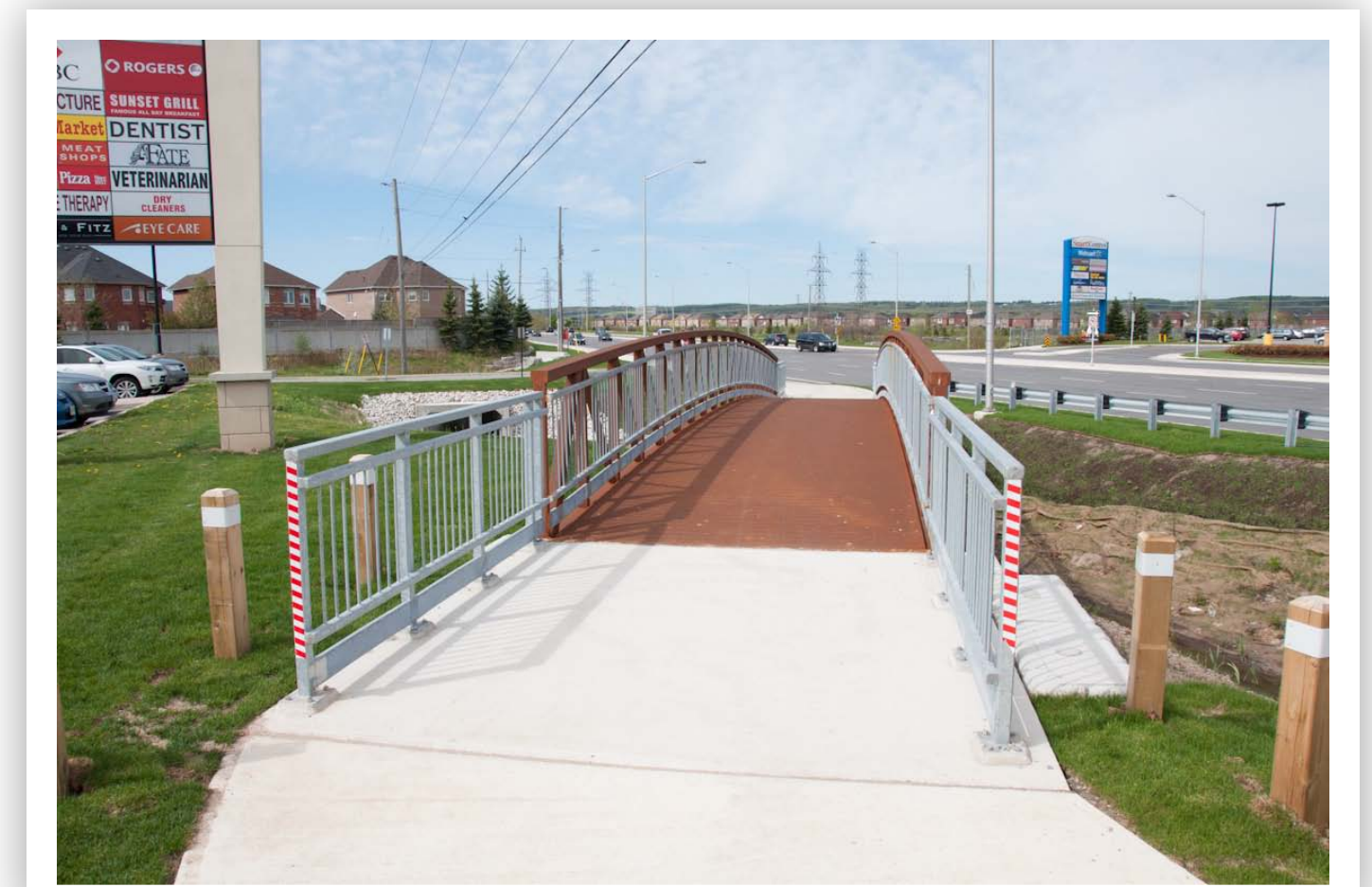
Accessible (audible and tactile) pedestrian signal



Pedestrian countdown signal



Multi-use Trails for walking, biking and rolling



Pedestrian bridge



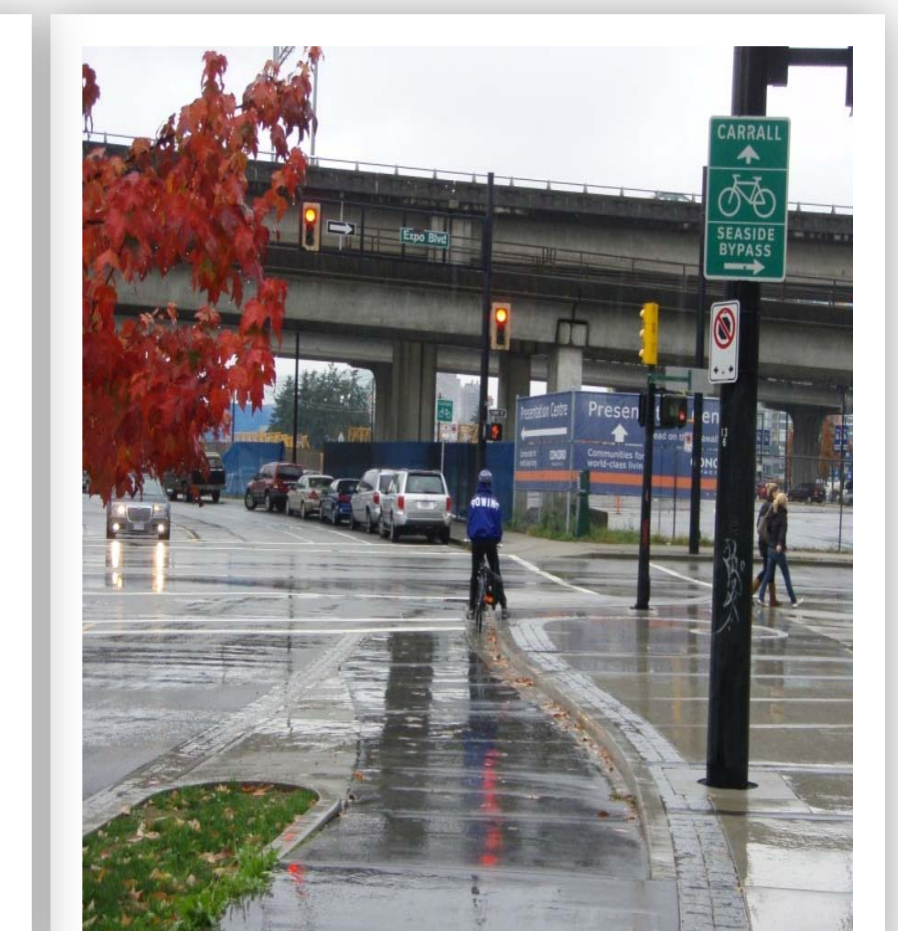
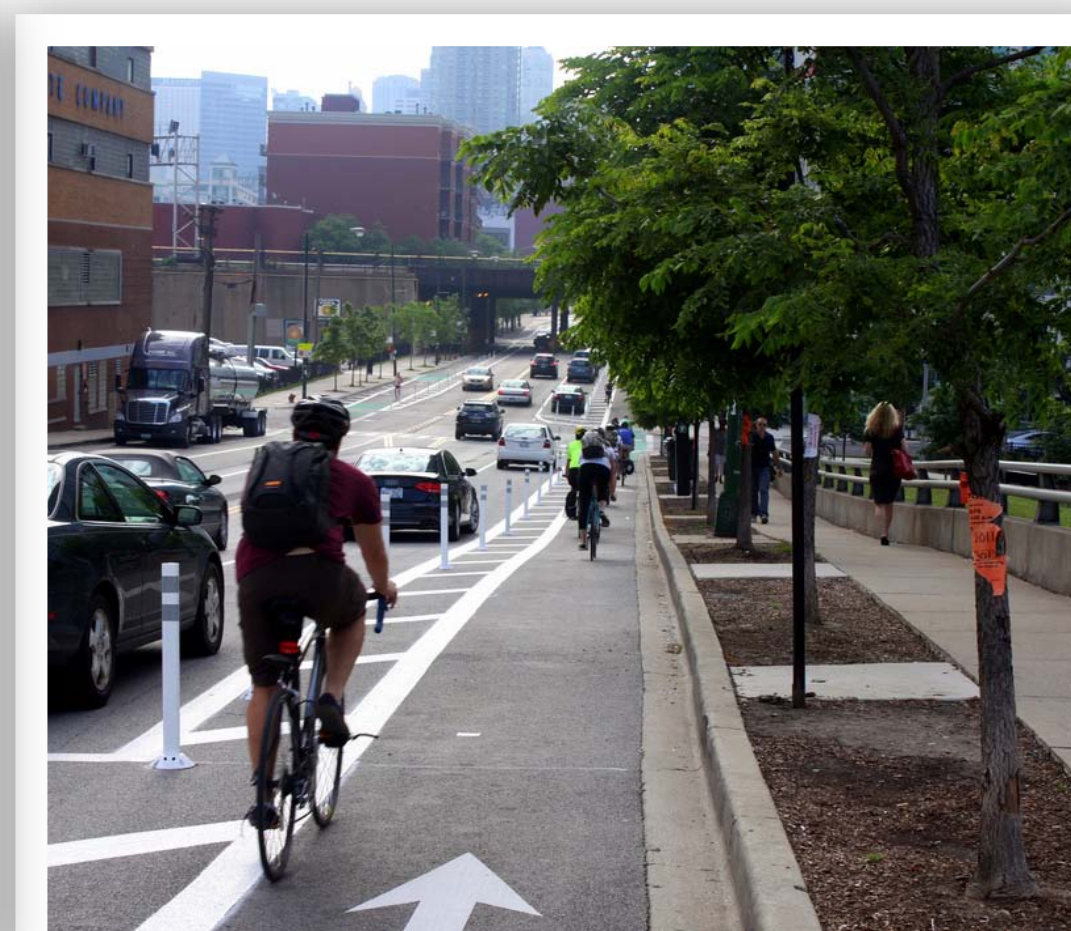
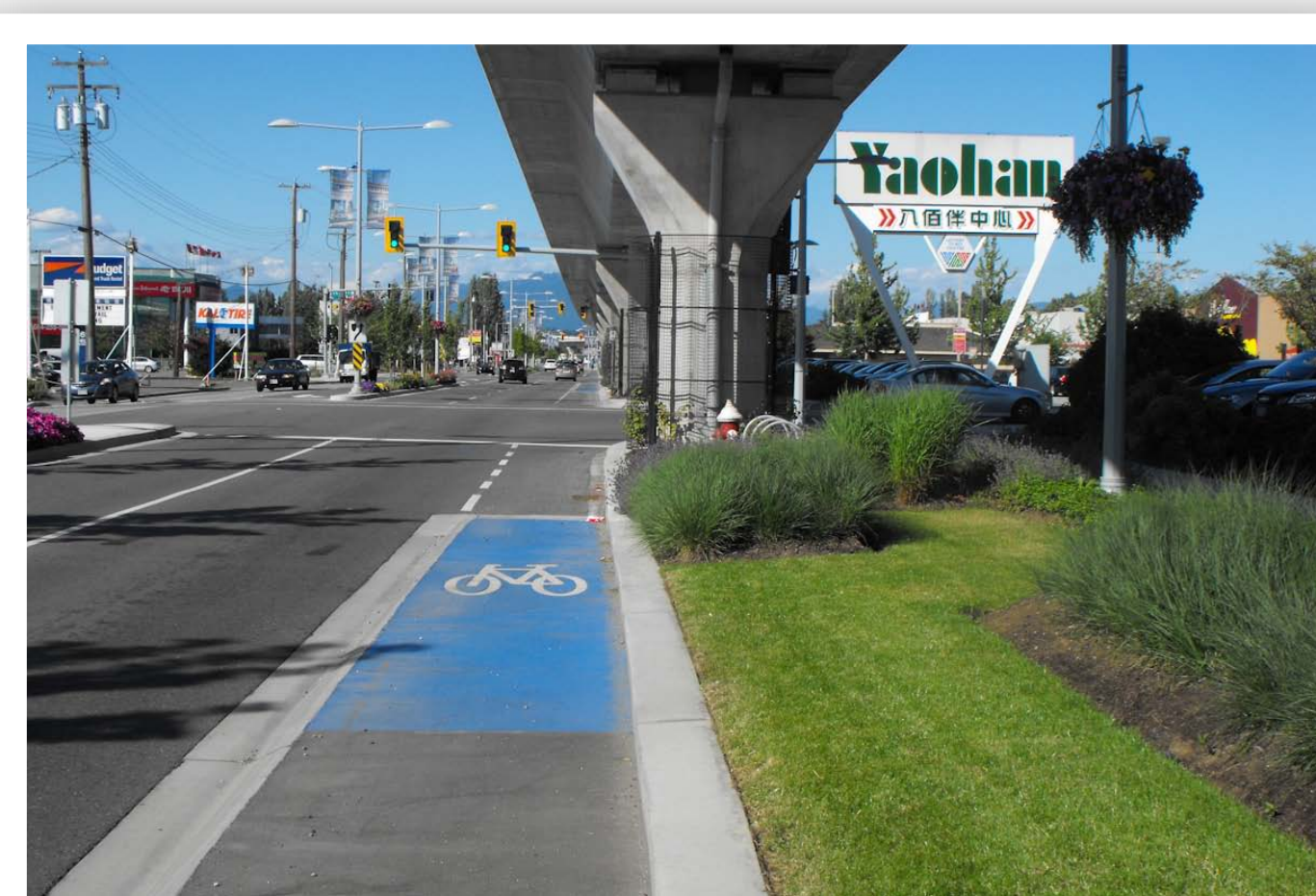
Paved shoulder



Bike lane



Buffered bike lanes



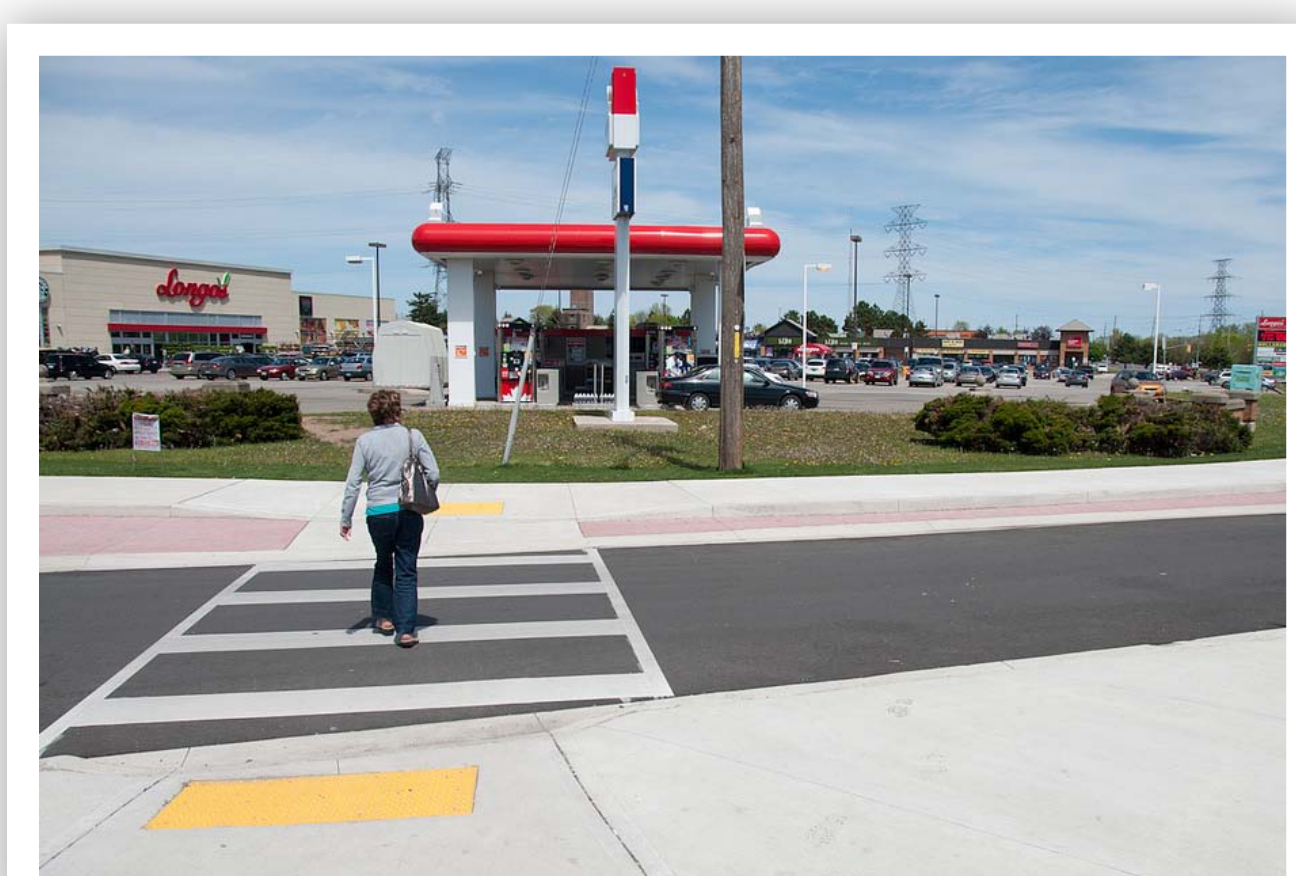
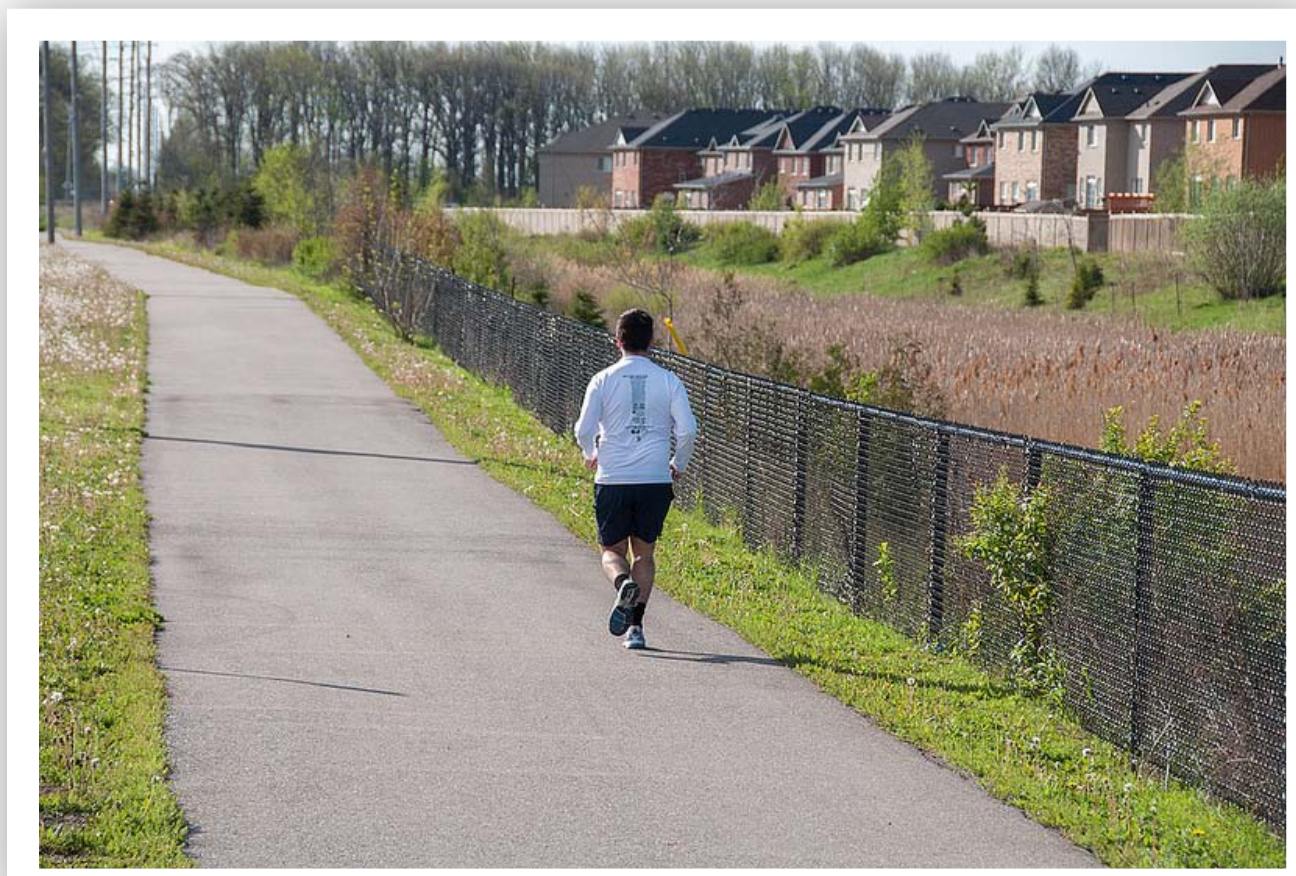
Segregated bike lanes or cycle tracks

Walking, cycling & rolling

...have many health, social, economic and environmental benefits!



- 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
 - Regional Road Network**
 - Existing Regional Road
 - Proposed Regional Road



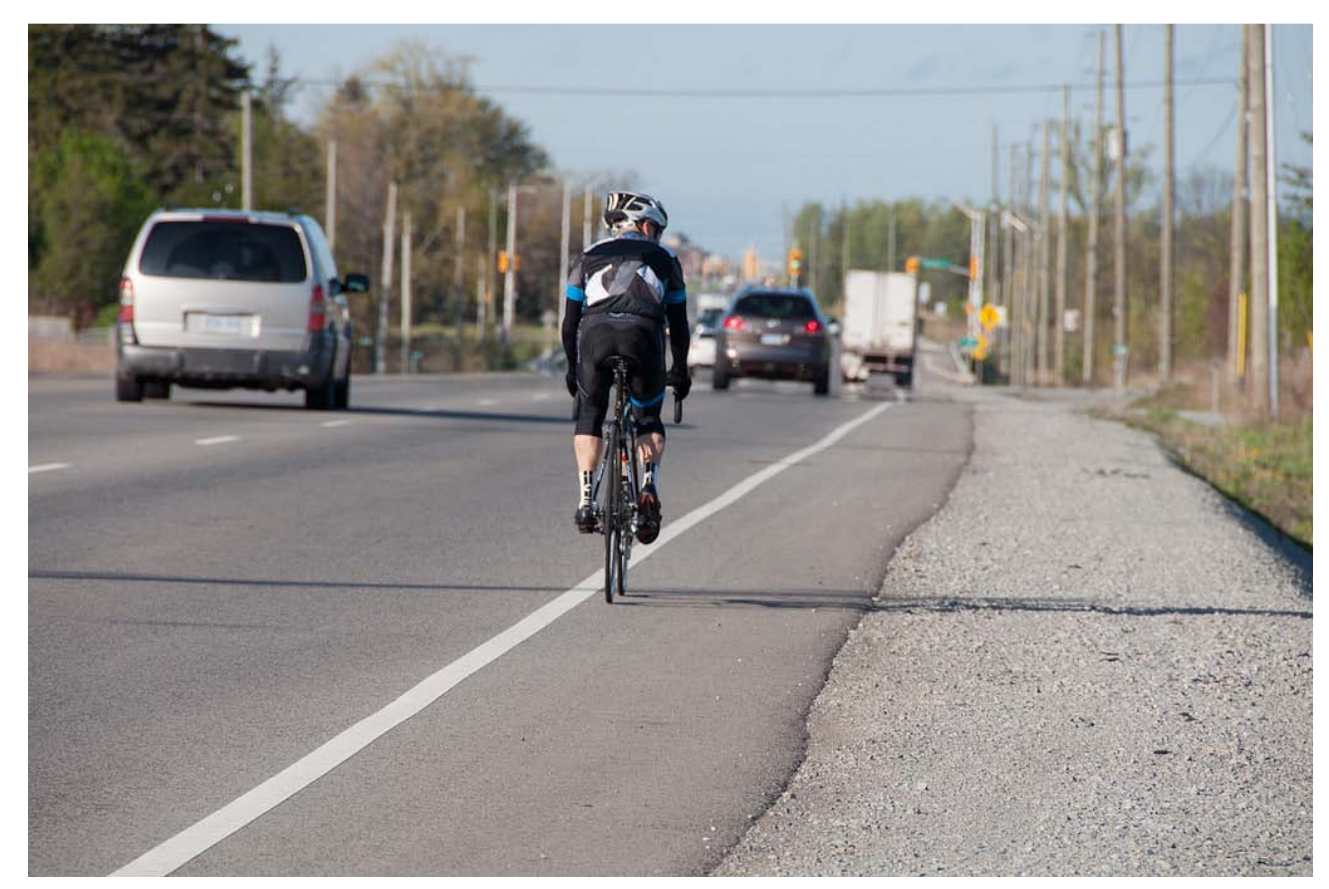
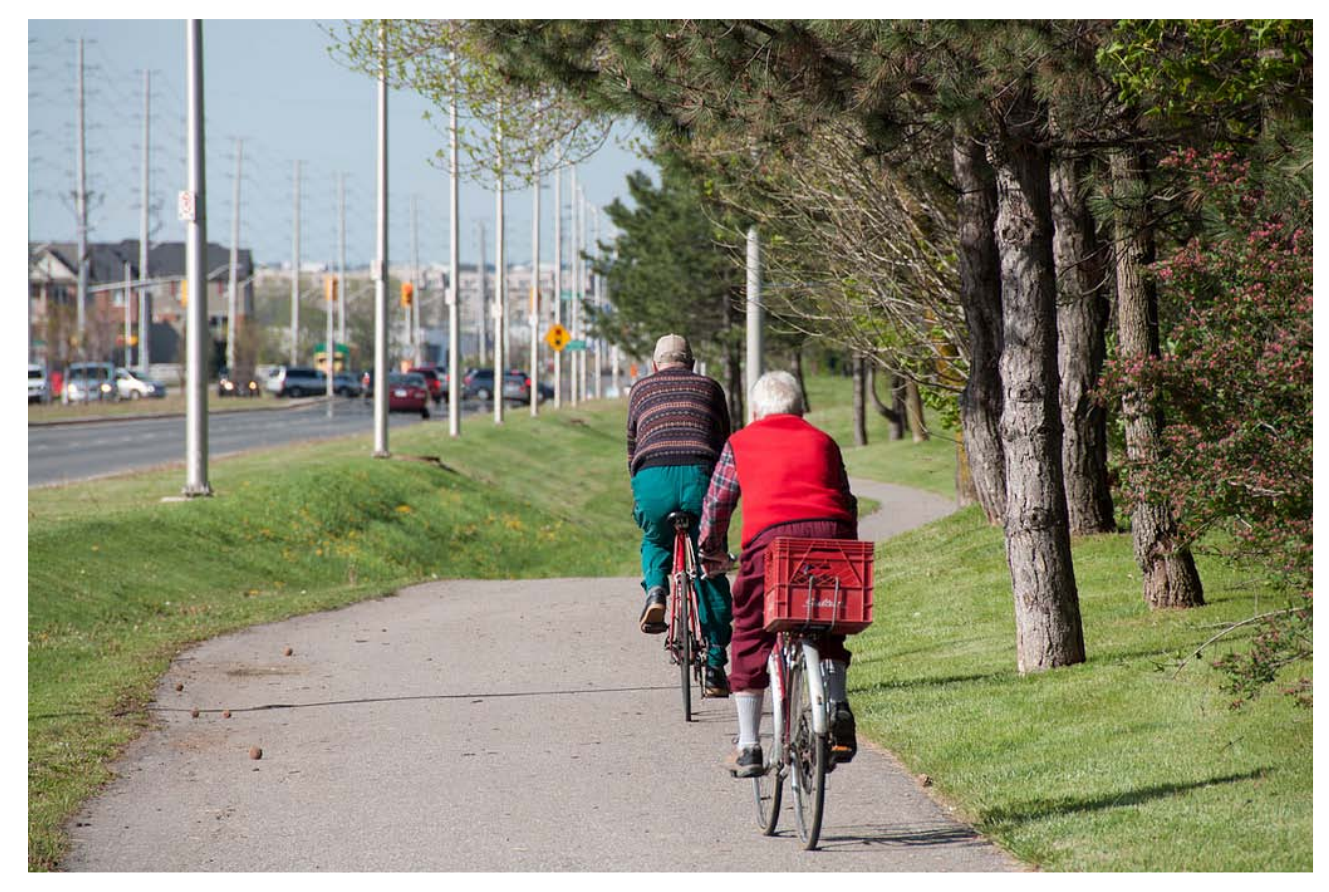
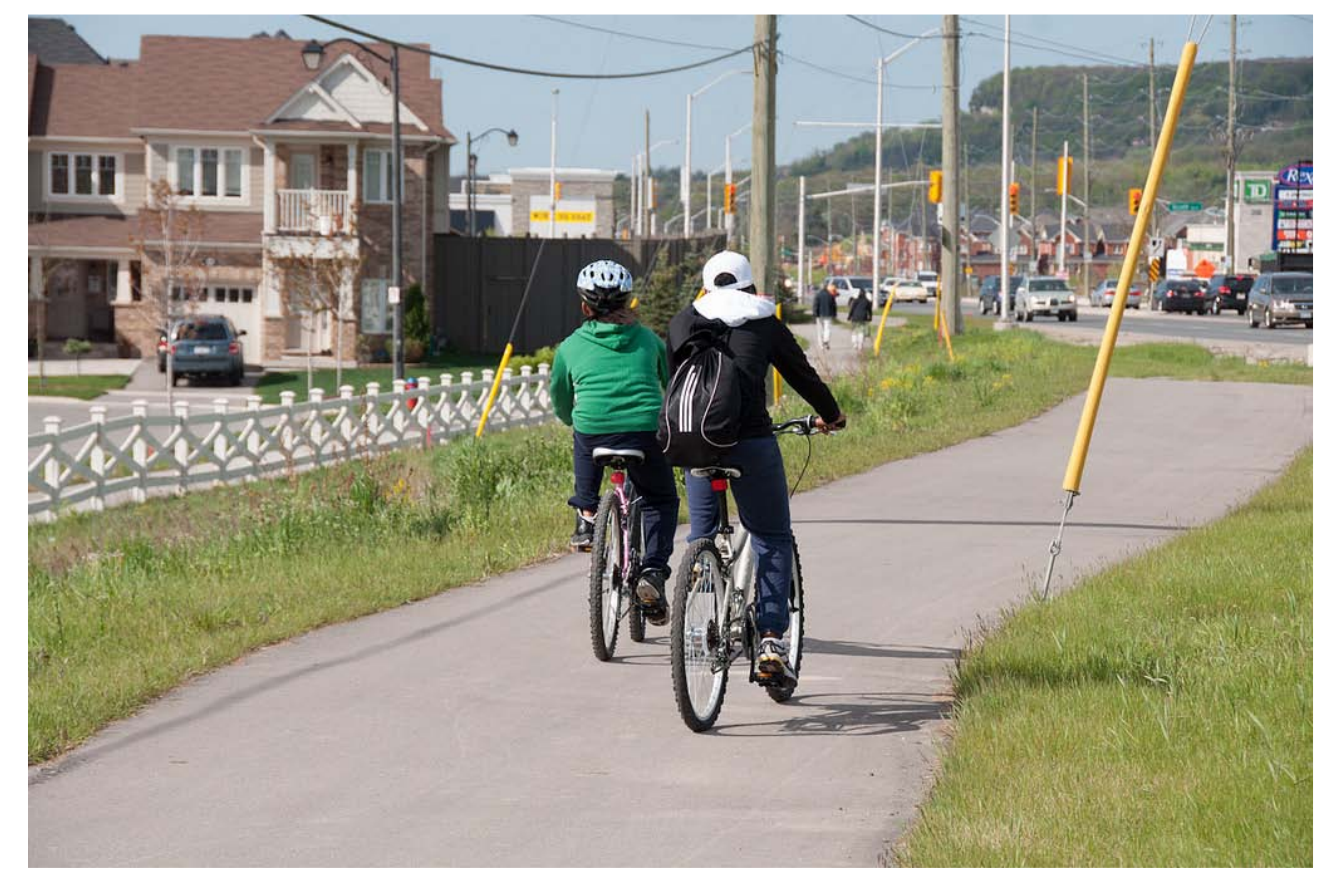
Existing Walking Network





Legend

- Existing Regional Cycling Network**
 - Bike Lane
 - Boulevard Trail
 - Shared Use Lane
 - Partially Paved Shoulder
 - Waterfront Trail
 - Trans-Canada Trail
- Local Cycling Network**
 - Existing On-Road Route
 - Existing Off-Road Route
 - Proposed On-Road Route
 - Proposed Off-Road Route
- Regional Road Network**
 - Existing Regional Road
 - Proposed Regional Road



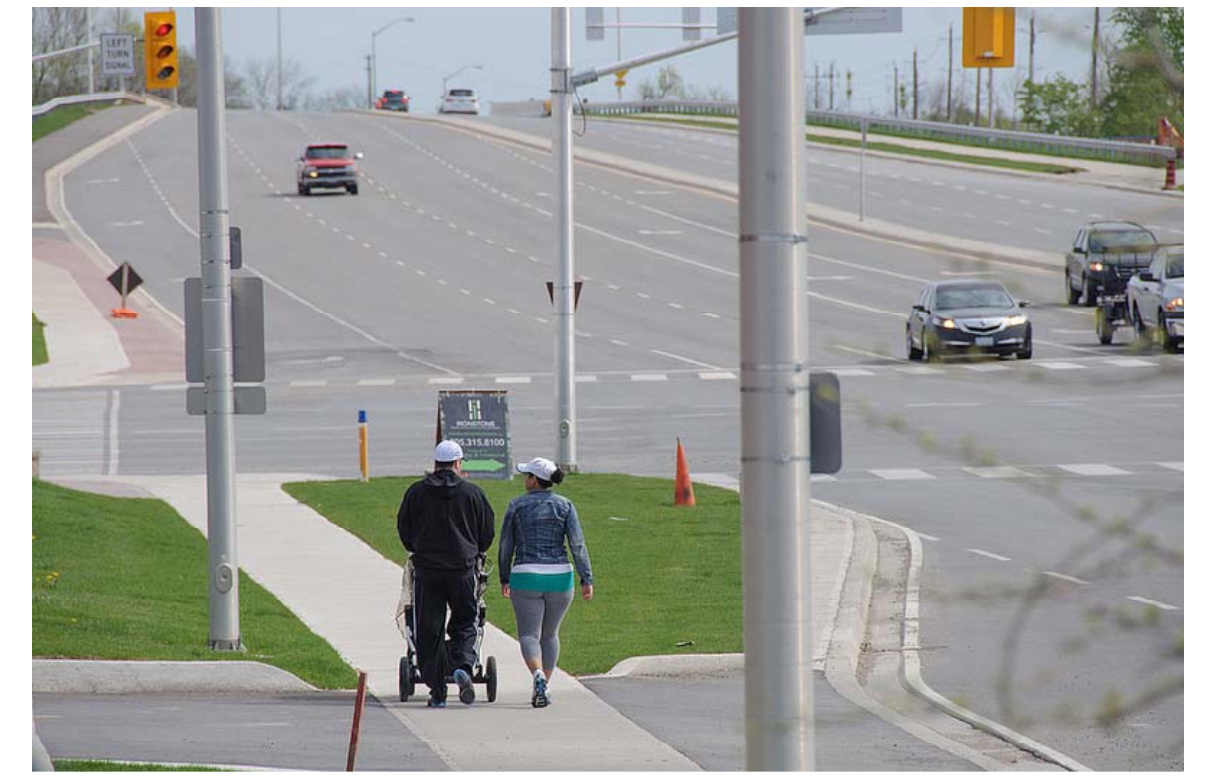
Existing Cycling Network





Next Steps

- During the **Summer 2012**, the Active Transportation Study team will be reviewing public feedback from the first Public Information Centre.
- During the **Fall 2012**, we will be working with various community stakeholders to refine a network of Regional active transportation facilities (sidewalks, trails and on-road bikeways). New policies and programs will also be identified that support and promote more walking, biking and rolling.
- The draft Active Transportation Master Plan (network, policies and programs) will be presented to the public for review and feedback in the **Winter 2012/2013**.



Study Contacts

If you have any questions related to the study, would like to provide comments for us to consider in the next steps, or wish to be added to the study mailing list, please contact:

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Want more information? Visit us at:

www.halton.ca/ActiveTransportation





Halton Active Transportation Master Plan Study Update: Public Consultation (Part 1)

What is the Halton **ACTIVE** Transportation Master Plan?

Halton Region is undertaking an Active Transportation Master Plan study to develop the strategy, infrastructure, initiatives and programs required to promote non-motorized travel throughout the Region. The objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The plan aims to make walking and cycling viable alternatives in order to strengthen linkages between communities and municipalities.

This Study Update provides an overview of the consultation we have undertaken so far during Part 1 of the study. It discusses what we learned from the Public Information Centre No. 1 and highlights other efforts to reach out to the community.

Additional information about the study and consultation process is available at the study website: www.halton.ca/ActiveTransportation.

Public Information Centre No. 1

The first round of public consultation for the Halton Region Active Transportation Master Plan was from June 13 to June 21, 2012. These consisted of drop-in areas in shopping centres, one in each of the four Area Municipalities, as detailed in Exhibit 1.

Exhibit 1: Details for Public Information Centre No. 1

Area Municipality	Date	Time	Location
Town of Milton	Wednesday June 13, 2012	Drop-in: 4:00 p.m. – 8:00 p.m.	Milton Mall 55 Ontario Street South, Milton, ON L9T 2M3
City of Burlington	Saturday June 16, 2012	Drop-in: 9:30 a.m. – 1:30 p.m.	Mapleview Mall 900 Maple Avenue, Burlington, ON L7S 2J8
Town of Oakville	Saturday June 16, 2012	Drop-in: 1:00 p.m. – 5:00 p.m.	Oakville Place 240 Leighland Avenue, Oakville, ON L6H 3H6
Town of Halton Hills	Thursday, June 21, 2012	Drop-in: 4:00 p.m. – 8:00 p.m.	Georgetown Market Place 280 Guelph Street, Georgetown, ON L7G 4B1

The purpose of these sessions was to:

1. Introduce the study to the public;
2. Generate interest and collect contact information for a public mailing list; and
3. Gather general feedback about walking and cycling opinions among the public.

In total, the project team engaged about 165 people: about 40 in Milton, 40 in Burlington, 50 in Oakville and 35 in Halton Hills. Those interested in future public consultation opportunities were asked to sign up for the project mailing list.



Public Information Centre Format

Shopping malls were selected to target “average” Halton residents and those people whom may not typically learn about the study through conventional means. The Region of Halton placed the Notice of Study Commencement and Public Information Centre #1 in the following newspapers and on their web site (<http://www.halton.ca/ActiveTransportation>).

Publication: Georgetown Free Press

Date to Run: June 7 and June 14, 2012

Publication: Burlington Post

Date to Run: June 8 and June 15, 2012

Publication: Milton Canadian Champion

Date to Run: June 1 and June 8, 2012

Publication: Oakville Beaver

Date to Run: June 8 and June 15, 2012

A copy of the notice is attached. At each location, several display boards presented the public with:

- General details about the study;
- Transportation facts for Halton Region;
- Maps of the existing walking and cycling network and key destinations;
- Potential active transportation facilities that will be considered as part of the study; and
- Contact info for the project managers.

A comment form was also available.

Copies of the displays boards and comment form are available on the project website (www.halton.ca/activetransportation).

At each PIC, members of the project team were present to answer questions about the study and engage mall patrons. Bookmarks providing a description of the master plan and the project website were distributed to passers-by (approximately 400) to generate interest in the study. People who expressed interest in the study were invited to sign up for the study mailing list, fill out a comment form and mark what they considered important Regional destinations and links on a map.

Public Feedback

Public feedback from the first round of Public Information Centres will be used to guide the development of the Active Transportation Master Plan in Phase 2 of the study. The following section summarizes comments received from each location.

Town of Milton

Forty people stopped to talk to the project team at Milton Mall; five of these people specifically came to the mall for the PIC.

Milton residents identified main streets as destinations that require improved walking and cycling conditions. They also recognized the link between transit and active transportation. Making walking and cycling social can encourage more people to get out of their cars. However, it was generally heard that the need to feel safe is the main reason that affects the choice to walk and especially cycle.



Many people said they preferred segregated bikeways on roads or off-road, multi-use trails, however some people feel that the shared-use paths are less accommodating for some pedestrians such as those with mobility or visual impairments. In particular, the increase in the use of e-bikes may require more space along bikeways. Wide intersections were noted as challenging to cross. Some preferred pedestrian improvements noted include pedestrian median refuge islands, high visibility crosswalks, and truncated dome detectable warnings at the curb ramp. The two-stage bike box to accommodate pedestrian-style left-turns was suggested as a potential cyclist improvement.

Specific areas for improvement mentioned by the public are:

- Improved cycling facilities along Steeles Avenue (Regional Road 8), and sidewalks, particularly around Hornby;
- Cycling connections to Kelso Conservation Area;
- Trans Canada Trail crossings of Regional roads; and
- Bicycle parking at entrances to the Bruce Trail (especially where cycling is not permitted).

City of Burlington

At Mapleview Mall, the project team engaged about 40 people; one person specifically came to the mall for the PIC.

Burlington residents indicated the need to feel safe to encourage cycling; cyclists (novice or experienced) can feel intimidated by congested streets. There were mixed responses about how to address this issue, some patrons felt that there is a need to construct more bike lanes, while others prefer off-road facilities. In particular, Upper Middle Road (Regional Road 38 east of Guelph Line), Appleby Line (Regional Road 20 north of Fairview Street) and Walker's Line (under the jurisdiction of the City of Burlington) were identified as potential locations for off-road bikeways. One person noted that off-road paths are suitable for recreational use, but less useful for commuting.



Other issues brought up by the public are maintenance, and walking and cycling for students. In general, it was agreed that the plan should encourage more students to walk and cycle to school.

Town of Oakville

About fifty people were engaged at Oakville Place.

The study team engaged people from various target groups: families, youth and seniors. Residents discussed their walking and cycling habits, support for the study and provided comments for improving active transportation facilities in Halton Region.

In terms of the walking and cycling network, connections between the north and west sections of Oakville was identified as being underserved. In particular, Bronte Road (Regional Road 25) under the QEW was identified as a challenging interchange. Sixth Line was also highlighted on the display maps as a connection used by many cyclists. Connections to parks and trail systems were noted as an opportunity to provide access through walking and cycling routes; both the area surrounding Oakville Town Hall and Glenorchy were noted as areas with limited access. Though not a Regional road, Eight Line was highlighted as a desired walking connection across the QEW as an alternate to Trafalgar Road (Regional Road 3).



The Waterfront Trail was also noted to be a significant walking and cycling route that may require wider pavement to accommodate the variety and volume of users. In general, there is a need to enhance connections to the Trail System and to the GO Transit stations.

It was recognized that land-use patterns need to change to support cycling trips to better connect where people live to the destinations they would want to walk or bicycle to. For some residents it is a long distance between where people live and larger destinations like the shopping mall. It was noted that the Town is working toward higher densities in North Oakville (north of Dundas Street) and through the intensified Mid-town Area.



Town of Halton Hills

Approximately 35 people stopped to talk to the project team members.

Generally, the people felt that safety is a key concern with walking and cycling throughout Halton Hills. A need to provide more protected space, especially for children and seniors was noted. There is a concern that current practices do not design bikeways to improve comfort and safety enough in comparison to motorized traffic. There is also a concern for an aging population and the need to provide accessibility improvements such as longer pedestrian crossing times, accessible

traffic signals as well as amenities such as benches.

Many noted that they drive to other locales, such as Toronto, to find trails for recreational use.

Some network ideas from the public are the need to connect Acton and Georgetown, and to promote transit (GO Transit) concurrently with active transportation. Specific links were identified for improvement: Barber Drive and Argyle Road (streets under the jurisdiction of the Town of Halton Hills) for potential re-allocation of roadway space to active transportation, a bridge at Norval over Winston Churchill Boulevard (Regional boundary road), and better connections to the Glen Williams Bruce Trail Side Trail.

Other Public Consultation Efforts

Public and agency consultation are key elements of the Active Transportation Master Plan and input will be sought throughout this study. In addition to newspaper advertising for the Public Information Centres, the project team utilized several techniques to engage the public. The following outlines the various methods of public engagement used as part of the Study's commencement:

Media Releases

Media releases are an important communications tool because they generate media interest and coverage which helps to educate a larger public audience about the project and how to get involved. Media releases are also sent to a variety of community groups and organizations such as advocacy groups, which further promotes getting involved in the project. Media releases are posted online, and serve an important role in social media communications. Blogs, twitter feeds, facebook users and others can all link to the online media release which then further promotes the project through the online community.

A media release was sent at the launch of the project web-page (See attached).



Website

The website www.halton.ca/ActiveTransportation was launched late Spring 2012. The website is a valuable dynamic tool for residents interested in the study. The website provides background information, updates on the status of the study and an on-line feedback form. Residents who provide feedback have the option of providing their contact information to be added to the project mailing list, who will automatically receive study updates. A formal media release regarding the site was issued in July 2012.

Bookmarks

Bookmarks were developed and used as a tool to spark interest in the study. They were valuable at the PIC's as a quick method to link the public to the study through the website. In fact, several residents who received a bookmark while walking-by our displays, returned to seek-out more information regarding the study and provided input. In addition, the bookmarks were distributed in July 2012 to all public libraries within Halton.

Posters

In September 2012, the Region developed three types of posters to promote interest in the study. They included three targeted groups; Youth, Families and Seniors. Each poster was designed and tailored to each group. For instance, in terms of receiving feedback, different methods were employed; Youth via smart phone QR, Families via project website and Seniors via dial 311. The poster campaign included locations such as recreation centres, libraries, arenas and seniors facilities.

Enhanced Displays

In August 2012, the Region developed two large displays which will be used at public events and open houses. They are similar to the bookmarks as they provide project information and define Active Transportation. They will be featured at future PICs and Open Houses.

Public Consultation Next Steps:

As the Study proceeds to Phase 2 over Fall 2012, additional input will be sought at the following:

- Halton Active Communities Summit (October 18, 2012)
- ATMP Stakeholder Workshop (November 5, 2012)
- Public Information Centre #2 (Winter 2013)

Attachments:

- Notice of Study Commencement and Public Information Centre #1
- Media Release (launch of Web-page)
- Posters (Youth, Family and Seniors)



Public Information Centre #1 – Comment Form, June 2012

Halton Region is initiating an Active Transportation Master Plan to develop the strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region. The objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

Active Transportation is any form of human-powered transportation such as walking, cycling, in-line skating, skate boarding, assisted walking with mobility devices, etc. An Active Transportation network includes sidewalks, trails and paths, and on-road bikeways.

The study is just getting started! Additional information about the study and consultation process is available at the study website: www.halton.ca/ActiveTransportation

Tell us what you think about active transportation in Halton Region.

1. What do you currently like about walking, cycling or rolling in the Region?

There is nothing in Halton Region I go to to ride a bike I do go to Toronto & Peel. The Lakeshore ride in TO is great. I ride in the ravine in Georgetown

2. What would encourage you to walk, cycling or roll more to work, school, shopping or other trips?

Safer Bike paths. No safe turning lanes for bikes – only for cars. Bike lanes disappear at the intersections

3. What would you like to see provided for pedestrians and cyclists in the future?

Safer bike lanes. Bikers are the most unprotected people & can be easily hurt by cars.

Espresso Café Rules

Halton *ACTIVE* Transportation Master Plan



**Got some good ideas for Active Transportation in Halton?
Keep them in mind! Then share your thoughts with us.**

At the end of today, we want to hear from you in our Espresso Café!

We have 3 key topics posted at several areas around this room.

Visit each *Espresso Café* poster and share your ideas.

Move around!

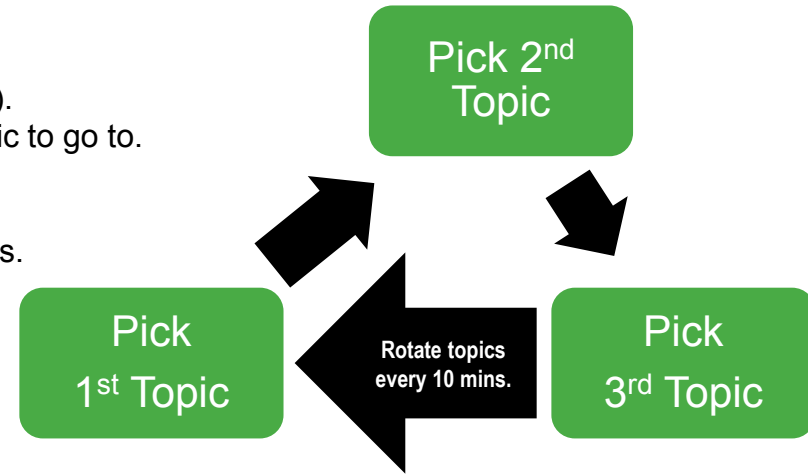
1. When the café starts, pick a topic to go to.
2. **If the area is crowded, select another topic** (go back to it later).
3. Every 10 mins. when the moderator announces, pick another topic to go to.

At each topic, note your ideas!

1. **Write** or **annotate** ideas, **draw** pictures or symbols on the posters.
2. Stick post-it notes to the wall around the topic posters.

Collaborate on ideas!

1. Read what is already there, **build on other people's ideas**.
2. Add a (✓) next to ideas you like.
3. No idea is a bad idea, so no (✗) marks allowed!



Plan for the next steps!

At the end of the Espresso Café, the moderators will report back on key ideas.

Please think about what you can do to help! Pledge cards are available at each table so you can take action.



Topic: PROMOTION

Halton *ACTIVE* Transportation Master Plan



Key Question:

What is needed to increase the effectiveness of promotion of walking and cycling in the Region?

Thinking Points:

- Tell us what you do to promote walking and cycling
- Tell us what you think would make your actions more effective
- What are the next steps? Who can help you get there?
- Tell us what you have seen work elsewhere and why it might work in Halton

Topic: PRIORITIES

Halton *ACTIVE* Transportation Master Plan



Key Question:

When it comes to creating active communities, what are the most important priorities for Halton Region?

Thinking Points:

- Where do regional roads fit in creating active communities?
- What types of destinations would you consider of importance to connect to?
- Is there something the Region has done in the past that you like?

Topic: BARRIERS and OPPORTUNITIES

Halton *ACTIVE* Transportation Master Plan



Key Question:

What is the most important barrier (physical or non-physical) that Halton Region and Local Municipalities need to overcome to create active communities?

Thinking Points:

- What keeps you from walking or cycling more?
- Have you heard something today that would provide a solution to barriers you encounter?
- Do you know of an opportunity that will help overcome a barrier?



Benefits

Creating environments that support active transportation:

- Encourages physical activity
- Prevents cancer, heart disease and strokes
- Improves air quality
- Creates a sense of community
- Improves safety of all transportation modes
- Supports public transit
- Reduces traffic congestion
- Supports our local economy

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Already a lot going on in Halton Region!



Other plans:

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

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Active Transportation In Halton



*Amendment No. 38
to THE REGIONAL PLAN (2006)*




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.

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



The Road to Change
Halton Region Transportation Master Plan
2031

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Active Transportation Master Plan 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.





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Process and Schedule

Spring / Summer 2012

Fall 2012

Winter 2012 / 2013

Part 1


Technical Assessment & Background Information Review

Part 2


Development of the Halton Region Active Transportation Master Plan

Part 3


Implementation Strategy and Reporting



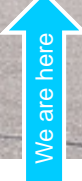
Open Houses




World Café Workshop
Nov. 5, 2012



PICs




We are here



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Halton Region Active Transportation Master Plan

Halton Active Communities Summit
October 18, 2012

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Study Approach

Communications & Consultation Strategy

Part 1
 • Technical Assessment and Background Information Review

Part 2
 • Development of the Halton Region Active Transportation Master Plan

Part 3
 • Implementation Strategy and Reporting

← We are here

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Halton Region Active Transportation Master Plan

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Consultation

Active Transportation Advisory Committee

Technical Agencies Committee

Public Open Houses
July 2012

Halton Active Communities Summit (Today!)

World Café Workshop
Nov. 5, 2012

Public Information Centres
Winter 2013

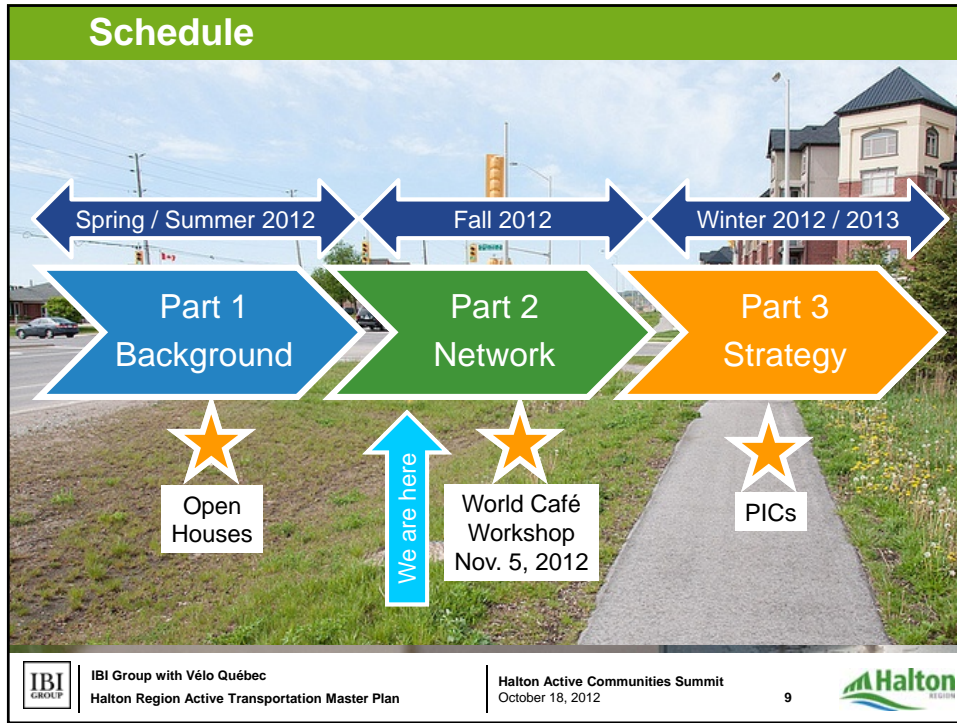
Website: www.halton.ca/ActiveTransportation

Posters * Bookmarks | Libraries * Rec. centres * Arenas * Seniors facilities

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Halton Region Active Transportation Master Plan

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October 18, 2012

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Best Practices in Active Transportation Facilities

<p>High Visibility Crosswalk and Hazard Warnings</p> 	<p>Buffered Bike Lanes</p> 
<p>"Sharrow"</p> 	<p>Cycle Tracks</p> 

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Best Practices in Active Transportation Facilities

<p>Countdown Signal</p> 	<p>Accessible Pedestrian Signal</p> 	<p>Bicycle Detection</p> 
<p>Bike Box</p> 	<p>Median Refuge Island</p> 	

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Maps

Existing Pedestrian Network

- Sidewalks
- Boulevard Trails
- Trails

Regional Destinations

- Transit Hubs / Stations
- Conservation Areas & Parks
- Institutions
- Municipal Offices
- Shopping Malls
- Other...

Existing Cycling Network

- On-road Bikeways
- Boulevard Trails
- Multi-use Trails



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Halton Region Active Transportation Master Plan

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Existing Walking Network


Legend

Existing Regional Walking Network

- Sidewalk
- Boulevard Trail
- Bruce Trail - Main Route
- Waterfront Trail
- Trans-Canada Trail

Local Walking Network

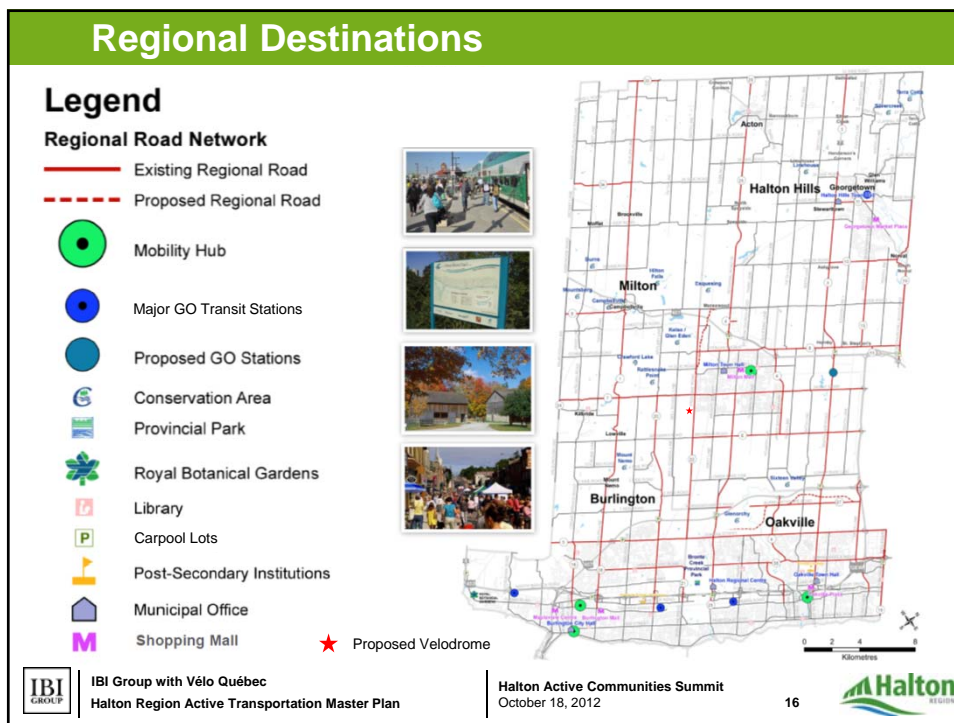
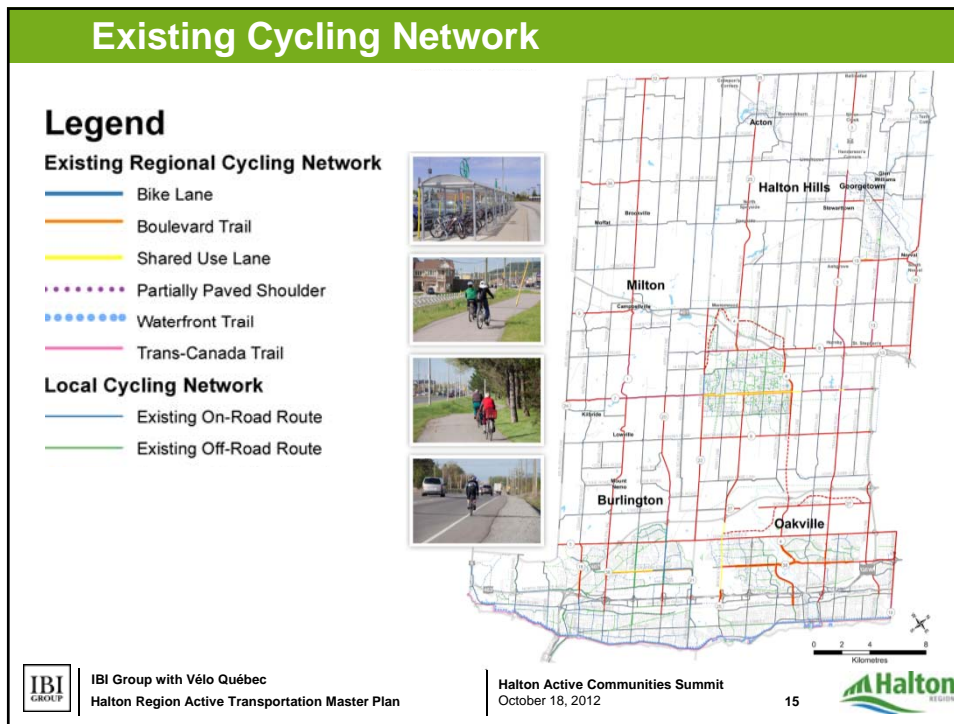
- Existing Sidewalk
- Existing Trail




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Join in the Espresso Café Workshop



3 Topics:

- Promotion
- Priorities
- Barriers and Opportunities


Share your ideas:

- Spend 10 mins. per topic
- Write notes, draw pictures, use post-it notes
- Summary of big / popular ideas at end of café

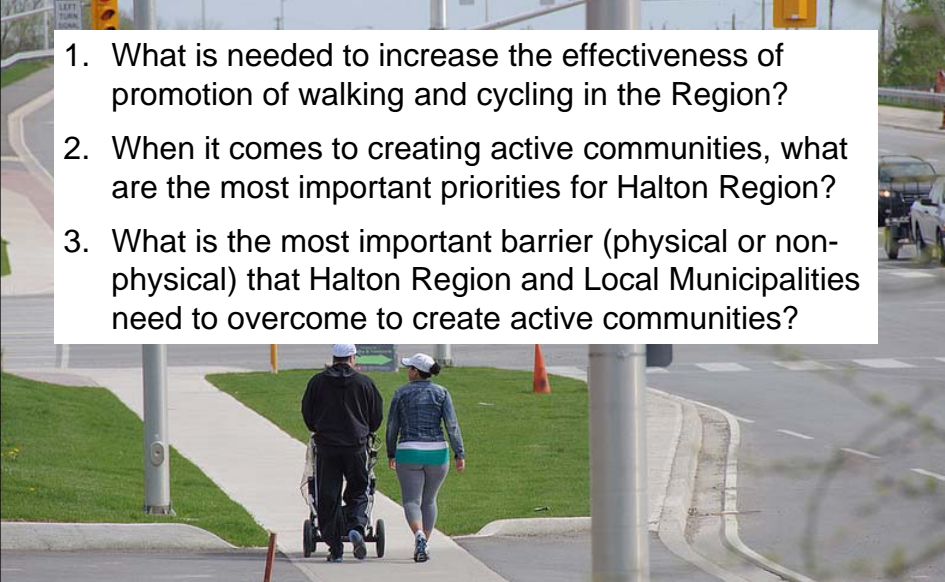
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Espresso Café Workshop Topics




1. What is needed to increase the effectiveness of promotion of walking and cycling in the Region?
2. When it comes to creating active communities, what are the most important priorities for Halton Region?
3. What is the most important barrier (physical or non-physical) that Halton Region and Local Municipalities need to overcome to create active communities?

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October 18, 2012

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Make a pledge!

Fill out a pledge card!
We'll follow-up in two weeks to see how we can help!

Pledge Card

I _____ am excited about the opportunities that exist for making Halton Region more active, walkable and bicycle-friendly.

I pledge to take the following action step(s) within two weeks of today's summit to help us achieve our common goals:

Signature _____ Tel. _____

Please drop off your pledge card at the registration table. Halton Region Public Health will contact you about the status of your pledge to see if they can provide any support for the next steps.

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Halton Active Communities Summit
October 18, 2012

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Keep in Touch!

Fill out a study contact card!

Join in the World Café Workshop

- Monday, Nov. 5, 2012
- 2 Sessions: 3:00 PM and 6:30 PM
- RSVP Marianne.Radue@IBIGroup.com

ActiveTransportation@Halton.ca
www.halton.ca/ActiveTransportation

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Halton Region Active Transportation Master Plan

Halton Active Communities Summit
October 18, 2012

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Halton Summit 18/10/2012

BARRIERS/ OPPORTUNITIES

OPPORTUNITIES:

- INTENSIFY
- CREATE MORE NODES + DISTRICTS
- INCREASE CONNECTIVITY.
- IMPROVE PUBLIC REALM ON A PEDESTRIAN SCALE.

WHAT KEEPS ME FROM WALKING AND CYCLING:

- AGGRESSIVE DRIVING
- LACK OF CONNECTIVITY
- EVERYTHING WAY TOO SPACED OUT.
- NOT CYCLING FRIENDLY

Barrier
~~More~~
Crossings QEW
by bikes &
pedestrians ..

Traffic on
Lakeshore Rd.

Halton Summit 18/10/2012
BARRIERS / OPPORTUNITIES

North / South
access over the
Dew

WHY WERE BIKE LANES NOT INCLUDED
IN THE RECENT REBUILDING OF DERRY RD
WEST OF TRAFALGAR ?

FITNESS IS BEST AND
EASIEST WHEN YOU
DO IT WITH OTHERS.
JOIN A GROUP
SET A TIME EACH WK

Hutton Summit 18/10/2012

BARRIERS/ OPPORTUNITIES

North South Linkages

Linking Communities

Connected Pathways
across municipalities

SAFE ROADS
TO GET OUT OF
GEORGETOWN TO
THE RURAL ROADS

Halton Summit 18/10/20R

BARRIERS / OPPORTUNITIES

Spurs from Kerr neighbourhoods to GO Station is a cyclists nightmare - (narrow lanes, very fast traffic, steep hills, poorly cleared in winter)

ie Pedestrians: sidewalk often plowed late + regularly splashed with slush from speeding vehicles.

2.

CREATE SAFE CYCLING ROUTES / ENVIRONMENTS AND MASS APPEAL / PEER PRESSURE TO GET PEOPLE OUT OF THEIR CARS.

Create a connection to the Caledon Trailway - if possible, but at least signed & safe.

- Provides a link in the proposed 6 BCR (Greenbelt Cycling Route)

Halton Summit 18/10/2012

BARRIERS / OPPORTUNITIES

Regional Roads
dividing communities
because of large
catchment areas.

~~for schools.~~
ie Upper Middle
to 6 lanes
really??

WHY NO BIKE RACKS OUTSIDE VISITOR INFORMATION

CENTRE IN DOWNTOWN BURLINGTON?

Barriers & Opportunities

- What keeps me from walking & cycling include:

- ① Fear of injury & death / lack of confidence
- ② Lack of infrastructure
- ③ lack of connectivity / communities are too spread out

- One opportunity that will help overcome barriers is educating our children about roadway safety & how to cycle. Build confidence in cycling from a young age. Build AT habits from a young age. Both are important

→ Burlington's "Get in Gear" event
↳ Show residents how to get around the city w/out a vehicle

- Build more infrastructure! get motorists & cyclists & peds comfortable in sharing the R.O.W.

Halton Summit 18/10/2012
BARRIERS / OPPORTUNITIES

ALL STORES OR MALLS
NEED BIKE RACKS.

Barrier - communication! Not informed
of what's going on across the
Region...

LACK OF PAVED
SHOULDER'S NORTH
OF BURL + AKVICULE
INTO MILTON AREA

Halton Summit 18/10/2012

BARRIERS/OPPORTUNITIES

Obstacles

- narrow country roads w/ no paved shoulder (Fear!!)
- lack of knowledge of rules/laws on part of cyclists AND motorists
- need for safe intersections where MUT to cross roads

- changing attitude/culture

- convincing politicians & business
owners

HIGHWAY 7

Halton Summit 18/10/2012

BARRIERS / OPPORTUNITIES

- signed -
Promote routes in
tourism info & maps
(doesn't have to all routes
if it makes things too
complicated.)

Places need to feel
connected & close
enough together to
facilitate trip chaining.

Obstacles

Traffic light Triggers
for cyclists

Halton Summit 18/10/2012
BARRIERS/ OPPORTUNITIES

Obstacles

- low manhole covers -
Swerving cars
- unsafe cycling routes
ex. 3rd line between
Speers + Rebecca


regional maps need to
show safe linkages
to partners - welcome
cyclists stations, tourism
attractions etc.

Halton Summit 8/10/2018

PRIORITIES

Connectivity w/
surrounding Municipalities
of all communities within
Halton

BUSINESSES SHOULD
COMPENSATE EMPLOYEES
FOR ACTIVE TRANSPORTA-
TION



Shaded side walks + trails
on town streets to promote
active transport.

Hutton Summit 18/10/2020

PRIORITIES

WHY DOES THERE APPEAR TO BE NO WORK
BEING DONE ON CYCLING INFRASTRUCTURE
ON REGIONAL ROADS WITHIN THE TOWN
OF OAKVILLE EG DORVAL, TRAFALGAR, etc?

Priorities

- Regional roads provide connectors in AT networks and are important in connecting municipalities & key hubs within the region.
- The types of destinations I would consider important:
 - * ① Places of employment/schools
 - ② Connections to major/local trails
 - ③ Shopping areas

use common signage
that connects the
entire region

Halton Summit 18/10/2012

PRIORITIES

DESTINATIONS:

NODES:

PUBLIC SPACES, BIA'S,
PARKS, SHOPPING AND
HISTORIC DISTRICTS.

Connect cycle routes
for commuters eg to
Eville GO Station

3.

START TEACHING KIDS IN SCHOOL
THAT IT'S OKAY TO RIDE YOUR
BIKE AND/OR WALK. THEY
CAN BRING THE MESSAGE
HOME TO THEIR PARENTS.

Halton Summit 18/10/2012

PRIORITIES

STEELES BETWEEN 5th LINE NORTH &
6th LINE SOUTH IS AN UNAVOIDABLE
STRETCH OF ROAD FOR CYCLISTS WISHING
TO PROGRESS N OR S OF STEELES.
STEELES IS A HEAVY TRUCK ROUTE.
CYCLING INFRASTRUCTURE ON THIS STRETCH
SHOULD BE AN URGENT PRIORITY!

Make bike / walking
Cool with youth by
marketing & events.



Encourage a policy
where schools should
all have to develop
school travel plans.

Haltin Summit 18/10/2012

PRIORITIES

Encourage regional
events that
showcase our cycling
& tourism products

PLAN HEALTH-RELATED
TOURISM EVENTS

Sign connection/route
from GO/VIA Stations
to cycle routes/trails

Halton Summit 18/10/2012

PRIORITIES

- connect communities
- connect to water front
- & green belt trails

REGIONAL ROADS:

MUST WORK TO CONNECT THE ENTIRE NETWORK FURTHER.

SIXTH LINE BETWEEN DUNDAS & DERRY IS EXTREMELY POPULAR WITH CYCLISTS AND MOTORISTS. IT IS NARROW - WITHOUT SHOULDERS OR BIKE LANES. NEEDS TO BE WIDENED & BIKE LANES ADDED URGENTLY.

Halton Summit 18/10/2012

PRIORITIES

Policy that requires
bike racks for all new
buildings.

Bikes
Welcome :)

Priorities: Sharing of best practices
(like today!) to assist the municipalities
in moving forward.

Connecting planning
(commercial / institutional)
to real &/or perceived
dangers / barriers to
Active Transportation

Halton Summit 18/10/2012

PRIORITIES

How do we move people efficiently without making ~~lanes~~ roads increasingly wider?

Why did the chicken cross the 6 lane highway

To get to school... but safely? :)

Hotline
for cyclists to
report
unsafe Road
conditions

NO MONEY HAS BEEN SPENT ON TREMAINE
BETWEEN LOWER BASELINE AND #2 SIDE RD
(PRIORITY) AND ON DOWN TO DONDAS.
NO SHOULDERS, NO BIKE LANES = DANGEROUS
FOR CYCLISTS WHO FIND IT DIFFICULT TO
AVOID WHEN HEADING SOUTH WEST.

Halton Summit 18/10/2012

PRIORITIES

Daunting to cross
wide roads...



- Paved Shoulders on Rural Roads
- ~~Signs~~ He Rd. Signs + education
- signs, signs, signs - wayfinding, + safety oriented.

Halton Summit 18/10/2012

PROMOTION

WHY ARE THERE NO CYCLING COMMUNITY REPRESENTATIVES ON THE HALTON REGION ACTIVE TRANSPORTATION ADVISORY COMMITTEE?

Find ways to celebrate winter activity / active travel

Share resources & ideas throughout the region - like what happened today!

Halton Summit 18/10/2012

PROMOTION

Priority - Region - Health
work with the school
boards on transportation
plans - walking Wed -
programs - dedicated
resource - actually
more than 1 person to
cover the region

Educate people on
safe routes that
connect the municipalities
in Halton via various
routes.

Promotion

- I promote walking & cycling by talking about active transportation and attending conferences/work in the industry.
- My actions would be more effective if I walked & cycled more.
- Education is key to promoting AT.
- School programs are very effective ex. Success experienced by Kristin Schwass' initiatives at ~~Mertonway~~ ^{Mertonway} School.

Halton Summit 18/10/2012
PROMOTION

\$\$

Ride your bike

..... and you'll be rewarded

discounts + incentives for people to choose to ride vs. drive

Smart Phone apps

bike tourism
new products or
services - make
sure they are truly
valuable - racks,
gas/mountain water,
etc.

Halton Summit 18/10/2012

PROMOTION

TO PROMOTE WALKING &

CYCLING:

HEAD OVER TO THE SCHOOLS,
EDUCATE THE KIDS TO
PLANT SEEDS FOR FUTURE
GENERATIONS

ASRTS

- Support around
siting, less parking
requirements (combined use
facilities in particular.)

Consider a color
code for cycle
routes noting degree
of difficulty similar
to ski routes - beginner,
blue - moderate, green,
black - expert

Halton Summit

18/10/2012

PROMOTION

Love the community
events in Oakville
Burlington & Milton &
Halton Hills!

Meet with
Professional Engineers
Ontario - Halton
Chapter and engage
them

CONNECT WATERFRONT
TRAIL TO PARKS
IN THE NORTH

Halton Summit 18/10/2012

PROMOTION

Put up GWT
Signs from
regional communities
to the trail so
people know how
to get to the trail

Make it about convenience

Promotion -
Connecting Communities
To Key Destinations
by Bike, Hike + Transit
3 & better yet combining all
Ex. getting to Hamilton
multi-waterfalls by bike
Existing
Bike
Train

Halton Summit 18/10/2012

PROMOTION

provide safe facilities

- COMMUNITY RIDES
CREATION OF COMMUNITY

DRIVEN SOCIAL
RIDE OPPORTUNITIES

Form an Halton
AT network
of ppl here
today ^{to share} ^{+ build together}

Halton Summit 18/10/2012

11.15 / 12
10.5 / 17.0

PROMOTION

"School
It's cool to ride your
bike." ;)

Provide funds to get
school board + councils to
buy ample, safe sturdy bike
racks at all schools - ^{even} high schools

Mapping - online (printable) & in print.

Event - either cycling / AT specific
or add experts to other
events.

Support - between schools / govt /
community org's

Involvement Health Care
workers.

Haltom Summit 18/10/2012

PROMOTION

WORK I HAVE SEEN ELSEWHERE
THAT I RECOMMEND:

JAMIE STUCKLESS AND
KATHERINE CROWACZ AND
KRISTIN SCHWASS'S
INITIATIVES - AMAZING!

have regional trail
maps & go
stations & guide
people to use
bike & trail. so
visits or bike

Education

adults using helmets
as role models for
kids

- pfg in bike lanes
- ^{cars}swerving on roads

Push for genuine
inclusion of teens
& young adult opinions
and participation
in planning/implementation

1. MORE NEWSPAPER/MEDIA/WEB
COVERAGE OF COUNCIL WORKING
INITIATIVES.

Halton Summit / 18/10/2012
PROMOTION

Dear Mom +
Dad,
I really want
to walk to
school to day. :)
Could we go
together and
leave the car at
home? Love
Susie.



Memorandum

To/Attention	Notes to File	Date	January 17, 2013
From	Norma Moores, IBI Group	Project No	31898
cc	Jeffrey Reid, Halton Region	Steno	ms
Subject	Input from Espresso World Cafe - Halton Active Communities Summit		

Introduction

As part of the Halton Region Active Transportation Master Plan (ATMP) study, the study team is pursuing a creative and flexible consultation strategy. Consultation efforts for Part 1 of the study were previously briefed in the Part 1: Consultation Newsletter Update.

For Part 2 of the study, the study team is consulting with the public and stakeholders through various outlets: a Technical Agencies Committee (TAC), a Stakeholder Workshop, an Active Transportation Advisory Committee (ATAC) and the second round of public consultation. The Halton Active Communities Summit provided additional opportunity to target stakeholders interested in active transportation in Halton Region. The Summit was hosted by Share the Road by invitation of the Town of Oakville and was held on October 18, 2012 at the OE Banquet Hall at 2245 Speers Road, Oakville.

At the Summit, the study team was present at the Halton Region exhibitor table and hosted the Espresso World Café with the following objectives:

1. To introduce attendees to the Halton Active Transportation Master Plan Study and invite them to join the ATMP mailing list;
2. To solicit input from attendees for ideas to improve active transportation in Halton Region; and
3. To invite attendees to the World Café Stakeholder Workshop (on Monday, November 5, 2012) and provide demonstration to the World Café workshop format.

Pledge cards were also distributed at the Summit at each table. Attendees were asked to commit to an action item within 2 weeks that would help promote active transportation in Halton Region. The pledge card were also used as sign-up forms for the ATMP mailing list.

Format of the Espresso Café

The workshop was held as the last event of the Summit in a stand-up discussion format. The study team presented a brief overview to the ATMP study and the Espresso Café format. Participants were asked to spend 10 minutes considering three specific questions related to the ATMP and to write their ideas on 'Post-It' notes. The Post-It notes are then placed on posters for each question. The three questions asked at the Summit were:

1. Promotion: what is needed to increase the effectiveness of promotion of walking and cycling in the Region?

Notes to File – January 17, 2013

2. **Priorities:** when it comes to creating active communities, what are the most important priorities for Halton Region?
3. **Barriers and Opportunities:** what is the most important barrier (physical or non-physical) that Halton Region and Local Municipalities need to overcome to create active communities?

Posters of the three key questions and Espresso Café format/rules are provided in the attachments. All comments were also scanned and kept on file. Below is a summary of the feedback received during the Espresso workshop; similar comments were grouped together and the (+1) represents the number of additional similar comments received.

Feedback regarding Promotion

Feedback	Action
<p>(+6) Schools programs are very effective; educate kids for the future generations:</p> <ul style="list-style-type: none"> • Active and Safe Routes to School (ASRTS): this program can also provide support around site requirements with less parking and combined-use • Push for genuine inclusion of teens and young adult opinions and participation in planning and implementation • We have learned from the Summit that educating school kids can be a means to reach out to their parents • Learn from initiatives elsewhere: School Travel Planning in Ottawa Region by Green Communities Canada (contact Jamie Stuckless); Bike to School Planning in Hamilton and London (contact Katherine Glowacz); South Fields Village Public School in Peel District School Board (contact Kirstin Schwass) • Provide funds to get school board and councils to buy ample sturdy bike racks at all schools, including high schools <p><i>(The development of school programs was also identified as a Priority)</i></p>	<p>Study team will review options for encouraging walking and cycling to school in the education and outreach sections of the ATMP</p>

Notes to File – January 17, 2013

Feedback	Action
<p>(+5) Share resources and ideas throughout the Region, as what happened at the Halton Active Communities Summit:</p> <ul style="list-style-type: none"> • Involve health care workers • Include cycling community representatives on the Halton Region Active Transportation Advisory Committee (note that representatives are present from all four Area Municipalities) • Create partnerships between schools, government and community organizations • Form a Halton AT network of people; start with the people who attended the Summit • Meet with and engage the Professional Engineering of Ontario - Halton Chapter <p><i>(Sharing knowledge also mentioned under Priorities feedback)</i></p>	<p>Study team will review options for knowledge sharing as recommendations for education and promotion initiatives</p>
<p>(+3) Host promotion events that are AT or cycling specific. Find ways to celebrate winter activity and active travel. Community rides can be social and educating. There are already great community events happening in all 4 area municipalities</p> <p><i>(Specific events were identified as Opportunities)</i></p>	<p>Study team will review promotion event options for recommendation to education and promotion initiatives</p>
<p>(+2) Education is key to promoting AT. Educate people on safe routes that connect the municipalities in Halton via various routes. Recognize that adults can be role models for kids (e.g. using helmets)</p>	<p>Study team will review options for educating all road users under education and promotion initiatives</p>
<p>(+2) Provide regional maps:</p> <ul style="list-style-type: none"> • Can be used as potential tourism key products that also shows Welcome Cyclists destinations, racks and washrooms and water locations • Investigate the development of a smart phone app • Distribute regional trail maps at GO stations to guide people 	<p>Note: Halton Region has recently (in 2012) released a Cycling Map</p> <p>Study team will consider further outreach and development of an AT map when identifying pilot projects, tourism opportunities, developing further education and promotion initiatives, and web-based trip planning tool</p>

Notes to File – January 17, 2013

Feedback	Action
<p>(+2) Use common signage so cyclists know how to navigate network</p> <p>Put up GWT (the ‘Great’ Waterfront Trail) signs from Regional communities to the trail so people know how to get to the trail</p> <p>Perhaps as a tourism, signage or event initiative: consider colour-coding cycling routes (similar to skiing routes – beginner is green, blue is moderate and black is expert)</p> <p><i>(Common signage also identified as a Priority)</i></p>	<p>Study team will consider signage options when identifying pilot projects, tourism opportunities, and developing further education and promotion initiatives</p>
<p>(+2) Provide safe facilities that connect key destinations:</p> <ul style="list-style-type: none"> • Connect Waterfront Trail to parks in the north • Integrate active modes such as biking, hiking and transit (e.g. bike train, getting to the Hamilton Waterfalls by bike and hiking) <p><i>(Connecting key destinations was identified as the top Priority)</i></p>	<p>Study team will consider these destinations when identifying priorities in the AT network</p>
<p>Provide incentives (e.g. \$\$ rewards or discounts) for people who choose to walk or cycle instead of driving</p>	<p>Study team will consider options in the recommendations for AT education and promotion initiatives</p>
<p>More newspaper, media, web coverage of walking and cycling initiatives</p>	
<p>Make it about convenience</p>	

Feedback regarding Priorities

Feedback	Action
<p>(+5) Regional roads should connect to surrounding [regional] municipalities, all communities and key hubs within Halton Region. Destinations to consider:</p> <ul style="list-style-type: none"> • Places of employment, schools • Connections to major and local trails, parks and public spaces (e.g. Waterfront, Greenbelt) • Shopping and historic Districts, BIA • Transportation nodes: GO stations (especially Oakville GO station), VIA station 	<p>Study team will consider these destinations when identifying priorities in the AT network</p>

Notes to File – January 17, 2013

Feedback	Action
<i>(Lack of connectivity was also identified as a barrier)</i>	
<p data-bbox="334 453 992 638">(+2) Encourage a policy where schools should all have to develop a school travel plan. Support school education programs that show children and youth how to walk and/or bike to school; the message will be brought home to parents. Market events to youth; make walking, biking and skateboarding cool and convenient</p> <p data-bbox="334 657 976 716"><i>(School programming is also noted as top idea for Promotion)</i></p>	Study team will review options for encouraging walking and cycling to school in the education and outreach part of the ATMP
<p data-bbox="334 743 964 894">(+2) Make it a priority to design roads and paths that concentrate on being people friendly. It is daunting to cross wide roads. Adjust planning process to address real and/or perceived dangers and barriers to active transportation (i.e. 6 lane roads)</p>	Study team, in consultation with the Project Team and Technical Agencies Team, will review design issues while developing the AT design guidelines
<p data-bbox="334 917 987 1041">(+2) Use common signage to connect the Region (way-finding): sign connections from GO and VIA stations to cycling routes and trails. Use signage as a form of safety-oriented education (i.e. Share the Road)</p> <p data-bbox="334 1060 862 1119"><i>(Signage also identified as an idea for AT Promotion)</i></p>	Study team will consider signage elements when developing new AT education and promotion initiatives, when developing that AT design guidelines and pilot projects
<p data-bbox="334 1142 943 1230">(+1) Encourage Regional events that showcase our cycling and tourism products. Plan health-related tourism events</p> <p data-bbox="334 1249 1000 1308"><i>(Partnering with other agencies holding events were also identified as a key Promotion ideas)</i></p>	Study team will consider options when identifying tourism opportunities
<p data-bbox="334 1335 992 1423">Hold events to share best practices (e.g. Halton Active Communities Summit) to assist municipalities in moving forward</p> <p data-bbox="334 1442 878 1501"><i>(Sharing knowledge also mentioned under Promotion feedback)</i></p>	Study team will consider options for recommendation for AT education and promotion initiatives
Employee incentives from businesses to encourage active transportation	Study team will consider incentive options for AT education and promotion initiatives (e.g. Halton Smart Commute)
Policy that requires bike racks at new or renovated buildings or where there is a change in use	Study team will consider options for recommendation for updates to development application procedures in consultation with the local municipalities

Notes to File – January 17, 2013

Feedback	Action
<p><u>Specific network links:</u></p> <ul style="list-style-type: none"> • Build cycling infrastructure on Regional roads in Oakville; there appears to be no work in this regard for current projects on Dorval and Trafalgar Road • Steeles Avenue is a heavy truck route, however the link between Fifth Line North and Sixth Line South is necessary link for cyclists connecting N-S across Steeles Avenue: urgent priority • Sixth Line between Dundas Street and Derry Road is a popular cyclist and motorist route that is narrow without paved shoulders or bike lanes; needs a cycling facility urgently • Tremaine Road between Lower Baseline Road and 2nd Side Road is a link for cyclists headed southwest from Dundas Street; there are no paved shoulders or bike lanes • Paved shoulders on rural roads • Derry Road, west of Trafalgar has no bike lanes although it was recently rebuilt 	<p>Study team will consider these links and when identifying priorities in the AT network</p> <p>Note: The Halton ATMP plan change Capital Projects already in the design and construction phase; however links can be identified for future road projects.</p> <p>Note: It is important to note and recognize that some of the sections of road are under Regional jurisdiction and some under local jurisdiction; also some of these roads are currently in the planning, detailed design or construction phase and cannot be addressed or will be addressed in the near future.</p>
<p>Provide shade for sidewalk and trails on local roads</p>	<p>Study team, in consultation with the Project Team and Technical Agencies Team, will review design issues while developing AT design guideline</p>
<p>Provide a hotline for the public to report unsafe road conditions (i.e. available to all users, but focused on pedestrians and cyclists)</p>	<p>Study team will consider communication options under AT education and promotion initiatives</p>

Feedback regarding Barriers and Opportunities

Feedback	Action
<p>(+5)</p> <p><u>Barrier:</u> Lack of cycling friendly infrastructure makes cycling appear unsafe and unaccepted</p> <p><u>Opportunity:</u> Improvements to the public realm on a pedestrian scale, and creating safe cycling routes can provide mass appeal and social pressure for residents to get out of their cars (i.e. shade walkways, bike lanes, bike</p>	<p>Study team will identify priorities in the AT network</p> <p>In consultation with the Project Team and Technical Agencies Team, study team will also review design issues while developing AT design guideline</p>

Notes to File – January 17, 2013

Feedback	Action
parking, detection at traffic lights)	
<p>(+3)</p> <p><u>Barrier:</u> Lack of communication. Not informed about what is going on across the Region.</p> <p><u>Opportunity:</u> Promote signed routes in tourism info and maps to show safe linkages. Partner with Welcome Cyclists program. The Visitors Information Centre in Downtown Burlington can promote cycling tourism and provide bike racks</p> <p><i>(Providing maps and signage were also identified as Priorities and ideas for Promotion for AT in Halton Region)</i></p>	<p>Study team will consider tourism partnership and communication options when developing AT education and promotion initiatives and identifying tourism opportunities</p> <p>Note: Consideration will be given to the role of the Region in local tourism initiatives.</p>
<p>(+2)</p> <p><u>Barriers:</u> Lack of knowledge of rules or laws on part of cyclists and motorist; can lead to aggressive driver behaviour.</p> <p><u>Opportunity:</u> Education for all road users that leads to changing attitude and culture around walking and cycling. Build AT habits from a young age by helping educate children about roadway safety, how to cycle and building confidence. Need to convince politicians and to provide a sustained funding source</p>	<p>Study team will consider options for recommendation for AT education and promotion initiatives, and traffic enforcement policies, by-law opportunities and practices</p>
<p>(+2)</p> <p><u>Barrier:</u> Lack of connectivity, places need to feel connected to encourage AT trips</p> <p><u>Opportunity:</u> Develop a connected AT network with the plan</p> <p><i>(The need to connect destinations is noted as the top Priority by attendees of the Summit)</i></p>	<p>Study team will consider the need for connectivity when developing the AT network</p>
<p>(+2)</p> <p><u>Barrier:</u> Destinations too far from each other, places need to feel close enough together to facilitate trip chaining</p> <p><u>Opportunity:</u> Intensify development areas and creation nodes and districts</p>	<p>Study team will consider options for recommendation for updates to the development applications procedures</p>
<p>(+2) Barrier: There is a lack of north-south linkages to connect communities. QEW is a major barrier; not enough crossing over the QEW for pedestrians and cyclists</p>	<p>Study team will consider the need to link north and south communities when developing the AT network</p>
<p>(+1) <u>Opportunity:</u> Link active transportation with fitness and make it social. In Burlington, the “Get in Gear” event shows residents how to get around the City without a car.</p>	<p>Study team will consider options for recommendation for AT education and promotion</p>

Notes to File – January 17, 2013

Feedback	Action
<p><i>(More event ideas were discussed as Promotion ideas)</i></p>	<p>initiatives</p>
<p><u>Specific Links/Locations/</u></p> <p><u>Barriers*:</u></p> <ul style="list-style-type: none"> • Speers Road from Kerr neighbourhood to Oakville GO Station needs improvements for cyclists and pedestrians. Currently, there are narrow lanes, high speed traffic, steep hills and poor winter maintenance. Sidewalk clearing here appears to be low priority and pedestrians and exposed to slush from speeding vehicles. • (+2) Narrow country roads with no paved shoulders. Not enough safe routes from Georgetown to rural roads. Lack of paved shoulders north of Burlington and Oakville into Milton Area. • Some Regional roads can divide communities (e.g. 6 lanes across Upper Middle), particularly for large school catchment areas High traffic volumes on Lakeshore Road • Highway 7 • Third line between Speers Road and Rebecca Street is an unsafe cycling route • Need safer and improved crossing where multi-use trails intersect with roads <p><i>*Note that the barriers listed are based on comments received from attendees of the Halton Active Communities Summit, which includes various stakeholders and members of the public. It does not necessarily represent barriers identified by Halton Region or local municipalities.</i></p> <p><u>Opportunities:</u></p> <ul style="list-style-type: none"> • Create a connection to the Caledon Trailway off-road, if possible, and keep signed and safe. It provides a link to the proposed Greenbelt Cycling Route • Connect with existing and planning paths across municipalities and neighbouring Regions • Provide bike racks at all stores or malls 	<p>Study team will consider these links when identifying priorities in the AT network, and will consider winter maintenance issues</p> <p>In consultation with the Project Team and Technical Agencies Team, study team will also review design issues while developing AT design guideline</p> <p>Note:</p> <ul style="list-style-type: none"> • Speers Road from Kerr neighbourhood to Oakville GO Station is under the jurisdiction of the Town of Oakville. • Third Line from Speers Road to Rebecca Street is under the jurisdiction of the Town of Oakville. • Lakeshore Road is under the jurisdictions of the City of Burlington and the Town of Oakville within Halton Region.

Notes to File – January 17, 2013

Summary of Feedback

Overall, a number of key ideas have spanned the feedback in all three of the discussion topics of promotion, priorities and barriers and opportunities. These ideas are discussed below. Similar to themes presented at the Summit, school programs and partnerships with tourism are highlighted in the Workshop feedback. Other themes include increased outreach and education, using signage to promote and educate, hosting AT events, identifying partners for knowledge sharing, infrastructure needs and building an AT network that connects to key destinations.

Below is a summary of the key themes in response to the workshop:

School programs such as travel plans and education initiatives for walking and cycling was noted as the top idea to promote active transportation in Halton Region; policies regarding school programs were also noted as a priority. Furthermore, it was recognized that educating children is a potential avenue to reach out to parents and the general public.

Education and Communication was noted as another key issue. The lack of clarity for the general public over rules of the road was seen as a barrier and many suggestions were provided to increase communication efforts. **Signage** was one suggestion to educate road users to “Share the Road”; signage was also noted as an opportunity to promote tourism through destination signing. Way-finding was recognized as an interim solution to connect AT users to their destinations where there are gaps in infrastructure. Another key idea to promote AT is hosting **special events** focused on AT activities such as community rides and education activities (e.g. traffic safety seminar); some specific events were identified as opportunities for the Region to partner in or support.

With respect to **tourism**, participants provided many ideas to promote active transportation (e.g. the Welcome Cyclists campaign) by recognizing popular routes (e.g. Waterfront Trail, proposed Greenbelt Trail, Bruce Trail) and **special destinations on maps**. Though the Region already has a Cycling Map, these comments highlight the need for increased outreach and education about on-going initiatives: some ideas were to distribute these maps at GO Stations, Visitor Information Centres and other such locations and, to investigate and encourage that AT infrastructure is available at these locations. Participants recognized the need to coordinate these efforts by **identifying partner organizations** with a stake in active transportation by **sharing resources**, example organization that were identified are transit agencies and health departments as well as tourism groups.

With respect to infrastructure, the **lack of appropriate walking and cycling facilities** was noted as the top barrier to AT in Halton Region. The ATMP is viewed as the key opportunity to establish an AT network and outline a mechanism to deliver the infrastructure. **Connectivity** and having destinations close to each other was also highlighted as key requirements to address AT barriers. Many **priority destinations** were recommended including school and employment areas, trails themselves as destinations together with parks and public spaces, shopping and historic districts, BIA and transportation hubs.

How the Feedback will be used

Much of the feedback provided will be used to develop the ATMP through various avenues, identified in the Action column. In general, these items will provide direct input into:

- Developing an AT network, including the identifying priority areas;
- Identifying pilot projects for walking and cycling;
- Identifying tourism opportunities;

Notes to File – January 17, 2013

- Developing an AT design guideline;
- Developing recommendations for traffic enforcement, policies, and practices as well as opportunistic updates to the development applications procedures; and
- Reviewing and recommending new education, TDM and promotion initiatives.

Pledge Cards

Nine responses were received for the pledge cards. In addition to signing up for the mailing list, pledge respondents were provided the opportunity to have Halton Region Public Health staff follow-up with them regarding their pledge. The follow-up reminder also provided the Region staff an opportunity to assist respondents with their pledge, where possible, and invite them to the Stakeholder workshop on November 4, 2012. All respondents notified that would like this service. Halton Region Public Health staff will follow up with these pledges at least two weeks following the Summit beginning in November 2012.

Ten pledge cards were submitted from various stakeholders including members of the public and representatives from schools, environmental and cycling clubs, local municipalities, and private businesses. Pledges ranged from advocacy, learning more or educating others about active transportation and/or direct actions to increase walk and cycling or helping others to walk and cycle more. The following table summarizes the pledges received at the Summit. Personal information is not shown for privacy purposes.

Agency / Organization	Pledge
President Oakville Green	<ul style="list-style-type: none"> • Continue to plant trees in order to make active transport routes more shaded, interesting, and healthy • Urge schools and the school board HDSB and HCDSB to provide ample safe bike racks and encourage students and parents to leave their car at home
Environmental Sustainability Coordinator Halton District School Board	<ul style="list-style-type: none"> • Set up meeting with superintendent(s) around designating one day a week to promote municipality (board?) walking/biking day (rest of year) • Check that all schools have bike racks
Co-op Teacher Craig Kielburger Secondary School, Milton	<ul style="list-style-type: none"> • Hold a meeting for students at my school to gather to chat about being advocates for improving our bike and skate boarding area • Share discussions with local bike stores
Public	<ul style="list-style-type: none"> • Advocate for bike safety –road conditions & a cyclist hotline (through town roads & works) & public education – (Oakville Beaver) re: swerving around manhole covers • Bike routes are useless! w/o safe road conditions

Notes to File – January 17, 2013

Agency / Organization	Pledge
<p>President Oakville Green</p>	<ul style="list-style-type: none"> • Continue to plant trees in order to make active transport routes more shaded, interesting, and healthy • Urge schools and the school board HDSB and HCDSB to provide ample safe bike racks and encourage students and parents to leave their car at home
<p>Public</p>	<ul style="list-style-type: none"> • Just want to raise a suggestion: like some of European and Chinese cities. They provide free public bikes, with bike stops (just like bus stop). People use tap card and can use bike for free for certain amount of time. Then turn bikes back to next stop. Which has been proven greatly reduce transportation load and also brings convenience to people. I would suggest to staff on lakeshore where my daughter always wants to ride around
<p>Recreation Coordinator Town of Halton Hills</p>	<ul style="list-style-type: none"> • I need to learn more about what is happening in my own community/organization; connect with my colleagues regarding our current initiatives.
<p>Kerr Village Constable Halton Regional Police Service</p>	<ul style="list-style-type: none"> • Begin bike to work (min once per week) • Continue to patrol Kerr Village by bike in my job as Kerr Village Constable (Halton Police)
<p>Racer Sportif Oakville</p>	<ul style="list-style-type: none"> • Donate 200 Bell U-Locks towards initiatives that benefit kids commuting to and from school by bicycle



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Halton Region World Café Workshop

**Banquet Room, Milton Sports Centre, 605 Santa Maria Boulevard, Milton
Monday, November 5, 2012**

Session 1 - 3:00 PM to 5:00 PM

Session 2 - 6:30 PM to 8:30 PM

Agenda.

Session 1	Session 2	
3:00 PM	6:30 PM	Welcome / Sign in
3:10 PM	6:40 PM	Presentation
3:30 PM	7:00 PM	Questions about the presentation and café rules
3:35 PM	7:05 PM	World Café Discussion – share your thoughts! Table 1: 30 mins. Table 2: 30 mins. Group discussion of top ideas 10 mins.
4:45 PM	8:15 PM	Report on top 3 ideas from each table
4:50 PM	8:20 PM	Next Steps
5:00 PM	8:30 PM	Adjourn



Agenda Session 1

2:30 PM	Welcome / Sign in
2:45 PM	Presentation
3:00 PM	Questions?
3:10 PM	World Café Discussion
4:20 PM	Report on top 3 ideas
4:40 PM	Next Steps
4:45 PM	Adjourn

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World Café Workshop
November 5, 2012

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Agenda Session 2



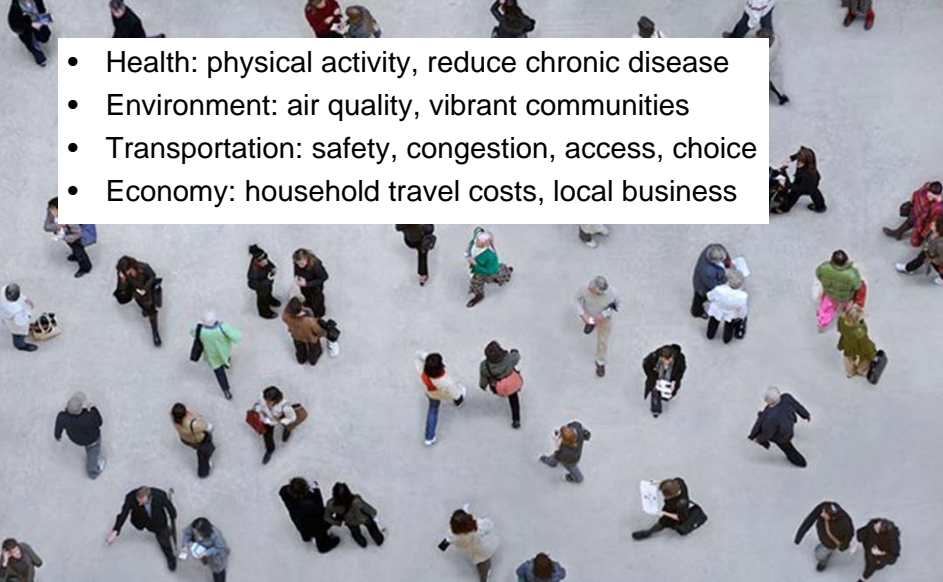
6:30 PM	Welcome / Sign in
6:45 PM	Presentation
7:00 PM	Questions?
7:10 PM	World Café Discussion
8:20 PM	Report on top 3 ideas
8:40 PM	Next Steps
8:45 PM	Adjourn

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Halton Region Active Transportation Master Plan


World Café Workshop
November 5, 2012

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Benefits of Active Transportation



- Health: physical activity, reduce chronic disease
- Environment: air quality, vibrant communities
- Transportation: safety, congestion, access, choice
- Economy: household travel costs, local business

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Halton Region Active Transportation Master Plan

World Café Workshop
November 5, 2012

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Study Purpose

- Region's Transportation Master Plan "**The Road to Change**" recommended the development of a Region-wide Active Transportation Master Plan
- **Complement** work of Regional Health and Local Municipalities
- **Outline** the strategy, infrastructure, initiatives and programs 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

World Café Workshop
November 5, 2012



Active Transportation In Halton

*Amendment No. 38
to THE REGIONAL PLAN (2006)*



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.

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



The Road to Change
Halton Region Transportation Master Plan
2031



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Halton Region Active Transportation Master Plan

World Café Workshop
November 5, 2012

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DRAFT Vision

The Active Transportation Master Plan will help to promote a safer, 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

World Café Workshop
November 5, 2012

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Process and Schedule

← Spring / Summer 2012
← Fall 2012
← Winter 2012 / 2013 →

Part 1


Technical Assessment & Background Information Review


Part 2


Development of the Halton Region Active Transportation Master Plan

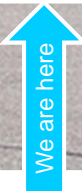
Part 3


Implementation Strategy and Reporting


 Open Houses



 World Café Workshop
Nov. 5, 2012


 PICs



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Halton Region Active Transportation Master Plan

World Café Workshop
November 5, 2012

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Consultation



Active Transportation Advisory Committee

Technical Agencies Committee

Public Open Houses July 2012

Halton Active Communities Summit (Oct. 18)

World Café Workshop (Today!)

Public Information Centres Winter 2013

Website: www.halton.ca/ActiveTransportation

Posters * Bookmarks | Libraries * Rec. centres * Arenas * Seniors facilities

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Already a lot going on in Halton Region!



Other plans:

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

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Best Practices: Pedestrian Facilities


Accessible Sidewalk




High Visibility Crosswalk




Boulevard Trail




Median Refuge Island



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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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Best Practices: Cycling Facilities


Paved Shoulder




"Sharrow"




"Sharrow"



Bike Lane






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Best Practices: Cycling Facilities

Buffered Bike Lanes



Buffered Bike Lanes



Cycle Tracks



Cycle Tracks



Cycle Tracks





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Best Practices: Cycling Facilities

Bicycle Detection

Intersection / Driveway Crossings

Bike Box

Two-stage Left Queue Box

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Maps

Existing Pedestrian Network

- Sidewalks
- Boulevard Trails
- Trails

Regional Destinations

- Transit Hubs / Stations
- Conservation Areas & Parks
- Institutions
- Municipal Offices
- Shopping Malls
- Other...

Existing Cycling Network

- On-road Bikeways
- Boulevard Trails
- Multi-use Trails

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World Café Workshop
November 5, 2012

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Your turn: World Café Workshop




6 Topics:

1. Improvement options
2. Walking network
3. Cycling network
4. Pilot projects
5. Promotion
6. Trip planning


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November 5, 2012

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Your turn: World Café Workshop




Pick 3 topics:
20 mins. per topic

- Pick your 1st table
Write notes, draw pictures,
use post-it notes
- Pick your 2nd table
- Pick your 3rd table
- Return to your 1st table and
pick the top 3 big ideas

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Your turn: World Café Workshop




- Briefly introduce yourself
- Moderator will introduce the topic
- Take turns!
- Expand on others ideas
- Moderator calls “time out” if stuck on one idea

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Next Steps



1. Develop the Master Plan: network, programs, policies
2. Prepare an implementation plan: phasing, funding, responsibilities
3. Public Information Centre to present draft (Winter 2012)

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November 5, 2012

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Contact us!

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November 5, 2012





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Memorandum

To/Attention	Notes to File	Date	February 8, 2013
From	Norma Moores, IBI Group	Project No	31898
cc	Jeffrey Reid, Halton Region	Steno	ms
Subject	Input from Stakeholder World Cafe Workshop		

Introduction

A Stakeholder Workshop was held early in Part 2 of the Halton Region Active Transportation Master Plan (ATMP) study to consult with the public and stakeholders on key elements of the ATMP. The Workshop was hosted at the Milton Sports Centre at 605 Santa Maria Boulevard in Milton on November 5, 2012. The objectives of the Stakeholder Workshop were:

1. To update attendees about on-going activities of Halton Active Transportation Master Plan Study as part of the development of the plan
2. To solicit input from attendees for ideas to key topics that will feed directly into the development of the plan

The Workshop was held in two sessions: an afternoon session was held from 3:00 PM to 5:00 PM; and an evening session was held from 6:30 PM to 8:30 PM. Invitations were sent to members of the Active Transportation Advisory Committee, Technical Agencies Committee, members of the public on the study's contact list, and distributed at the Halton Active Communities Summit held on October 18, 2012.

Approximately 18 people participated in the afternoon session and six people in the evening session. Halton Region staff and members of the Active Transportation Advisory Committee also attended. The Workshops were facilitated by Norma Moores, Dylan Passmore and Marian Saavedra from IBI Group.

Format of the Stakeholder World Café Workshop

In both sessions, a 20-minute presentation was given to provide an overview of the ATMP study. A copy of the presentation is attached. This was followed by the "World Café" Workshop. Tables were set up with different topics at each table. Attendees would select tables to join to discuss the topic. A large sheet of paper was provided to record ideas. After a certain time had passed, the attendees would "travel" to another table of their choice to review what the previous group had discussed and add their ideas, etc. Finally, members of the first group returned to review all of the ideas and select the top ideas.

The topics at each table and associated key question and "thinking points" to help people consider and understand the topic were as follows:

Notes to File – February 8, 2013

1. Improvement Options: What types of improvements are most needed along Regional Roads?
 - How can the key challenges to walking and cycling along Regional Roads be addressed to make it safe, comfortable and convenient?
 - Do you prefer some types of walking and cycling facilities over others? Which ones?
 - Think of an example that shows good walking and cycling conditions along Regional roads.
2. Walking Network: What are the key priorities for the walking network?
 - What are important Regional destinations that should be easy to walk to?
 - Which Regional Roads do you walk along or would like to walk along that need sidewalks or walkways?
 - Which communities in Halton Region are not connected because of missing links?
3. Cycling Network: What are the key priorities for the cycling network?
 - Think about popular cycling routes that need improvements.
 - Which communities in Halton Region are not connected because of missing links?
 - Which Regional Roads would you ride along if cycling facilities were provided?
 - What are important Regional destinations that should be easy to bicycle to?
4. Pilot Projects: What new design ideas would you like to see the Region try as pilot or demonstration projects?
 - Tell us what you have seen work elsewhere and why it might work in Halton
 - What type of designs do you think would be most effective in Halton?
 - Can you think about good locations for a pilot project? Be creative; it can be a Regional Road or connections to a community, park or transit station, etc.
5. Promotions: What programs would be most effective in encouraging more people to walk or bicycle in Halton?
 - Tell us what would motivate you to walk and cycle more?
 - Which existing programs in Halton do you think are effective?
 - Think about other promotion initiatives elsewhere that might work well in Halton.
6. Trip Planning: What are the important elements of a web-based trip planning tool for walking and cycling trips?
 - What information would you like to see when planning a trip on foot or by bicycle?
 - Think about trip-planning tools you use now (e.g. GPS units, Google Map, transit trip planners etc.). What features do you like and use?
 - How could the tool be used to enable more walking and cycling for commuting, recreation or tourism purposes?

Large format posters were prepared for each topic. Facilitators were present at each table to moderate discussion and record discussion notes on the question poster. Copies of the topic posters and the general World Café rules are attached.

Notes to File – February 8, 2013

Afternoon Session

During the afternoon session, the topics were grouped at three tables to accommodate the number of people attending as follows:

- Table 1: Improvement Options and Promotion
- Table 2: Walking and Cycling Network
- Table 3: Pilot Projects and Trip Planning

There were three rounds of discussions each 20 minutes long with attendees self-selecting which table to sit at. Then participants were asked to return to their first table and spend 10 minutes summarizing the top ideas. Finally, the facilitators presented the top ideas.

Evening Session

During the evening session the topics were grouped at four tables attending as follows:

- Table 1 (Walking and Cycling Network)
- Table 2 (Promotion)
- Table 3 (Pilot Projects and Improvement Options)
- Table 4 (Trip Planning)

To accommodate the number of people attending the format was changed so that all attendees went together to each table in turn for a 15 minute discussion. Following the discussions, each participant selected their top three ideas for each topic (sticker “dots” were used to indicate their preferences).

Feedback from Stakeholders

The input, received from the two Stakeholder Workshop sessions, was compiled; similar comments are grouped together.

Promotions

Feedback

Promotion should focus on youth and providing programs at school such as walking and cycling skills education, not just encouragement programs

- Active and Safe Routes to School (ASRTS) should be provided across the board; invest in building awareness of the program
- Outreach through schools requires backing from the school board; support at the provincial level would have a trickle down influence in pushing schools to promote active transportation
- School travel planning can be supported by the Region; parents' preference to drop off their children is a challenge
- Social media are useful to engage youth

Notes to File – February 8, 2013

Feedback
<ul style="list-style-type: none"> Schools would benefit from support for school site design to improve walking and cycling access <p>(Targeting youth and schools was among the top three Promotion ideas in both sessions)</p>
<p>Promotion efforts should take advantage of successful programs with focus on building awareness about the tools available to the public.</p> <ul style="list-style-type: none"> Employers and employees should be further encouraged to make use of Smart Commute programs. Greater outreach is needed to employers to enable their employees to implement TDM programs. Market to employees by addressing barriers (e.g. monetary incentives, showers at work, secure bike storage, materials to companies to educate through lunch 'n learns, etc.) Media attention to walking and cycling often focuses on the negative and portray these options as unsafe. Messaging should focus on the “good news” stories (e.g. bike sales growing in the Region), the benefits associated with AT instead of the barriers. Many initiatives are on-going among local municipalities and external organizations. The Region may have a coordinating role to connect these initiatives and inform the public. New office development applicants can be educated about improved AT access requirements <p>(Greater awareness of existing programs is among the top three ideas for Promotion)</p>
<p>Building partnerships with agencies related to active transportation; share knowledge and resources</p> <ul style="list-style-type: none"> Partnering with the health agencies can lead to promotion of using AT to improve health and can possibly lead to investment commitments Partner with schools and the school board to push AT towards the next generation Chambers of Commerce and BIAs are potential partners in business outreach Transit agencies such as Burlington Transit, Oakville Transit, Milton Transit, and Metrolinx need to be on board to support AT integration with transit, such as educating transit users about walking and cycling options to access transit stations and stops / routes. Shared objectives with transit agencies can help investigate bike share opportunities at transit stations. <p>(Partnerships, sharing knowledge and resources among the top three Promotion ideas in the afternoon session)</p>
<p>General education and public outreach is needed to encourage and inform about walking and cycling.</p> <ul style="list-style-type: none"> Public education about the rules of the road. “Official” information should come from the Ministry-level. Halton Region could communicate support for such an initiative with partners. Efforts should focus on changing attitudes and awareness about the shared right to use

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Feedback
<p>the roadway</p> <ul style="list-style-type: none"> • Signage such as “share the road” and bulletin board ads are options for outreach. • Messages should highlight “how easy it is” to incorporate more walking and cycling into one’s lifestyle • Target AT promotion “at the source”; highlight how to access key destinations with information provided at the destinations (e.g. malls, large parks, “how to get here by walking and cycling”)
<p>Promotion events such as Car-free Sundays are opportunities to educate the public about both infrastructure and programs available.</p>
<p>Business outreach and partnership ideas:</p> <ul style="list-style-type: none"> • Pursue existing “Welcome Cyclists” or bicycle-friendly business designations as business development opportunities • Expand “Welcome Cyclist” idea to pedestrian-friendly designations • Recruit cycling clubs or trail/nature appreciation groups to connect with local businesses • As mentioned under Partnerships, connect with Chambers of Commerce or BIAs as strategic outreach relationships, since it may be difficult to connect with local small businesses • Support walking and cycling tours that showcase or introduce a district / center • Provide information to businesses about how to implement good bike parking and the related customer potential
<p>Public excitement about the planned Velodrome in Milton may be an opportunity to promote cycling as a means of transportation.</p>

Trip Planning

Feedback
<p>Potential routes should be shown, especially where there are existing walking and cycling facilities. It should also show route type (i.e. multi-use trails, bike lanes, etc.)</p> <p>Auxiliary information should be available for user to gauge their comfort and ability level: speeds, traffic volumes, grade of road, truck route, paved, construction status, transit routes and integrated trips planning (i.e. bike racks on buses, GO bike train)</p> <p>This information could be useful to present alternative route choices based on user-selected criteria (e.g. “safest” routes that avoid high speed / high volume roads, “fastest” and most direct routes, “scenic”, etc.)</p>
<p>May link to or highlight bike-friendly businesses or “Welcome Cyclists” designated destinations. Halton / Hamilton / Brant tourism may collaborate as tourism partners, which can bring potential funding.</p> <p>(Opportunity to link with tourism is among the top ideas for the trip planning tool)</p>

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Feedback
<p>Not many Workshop participants have used a standalone trip planning tool in Halton. Perhaps it is best to integrate information with Google Maps and focus on providing good data to Google.</p> <p>(Integrate with Google Maps is among the top comments for the trip planning tool in both sessions)</p>
<p>Should be useable as an application on Smart Phones, though print versions of the tools should be maintained (i.e. hard copy maps)</p>
<p>Shortcuts through parks and paths should be incorporated into the route data. Include suggested routes and loops within the Conservation Area parks.</p>
<p>MapMyRide.com, popular with cyclists, is an example of a useful trip planning tool. It is an open source so users can add ideas of rides and locations to see.</p>
<p>Integrating Street View is a useful tool to confirm road conditions</p>
<p>A trip-planning tool can be used to educate youth in programs such as Adventure Cycle Kids, orienteering (outdoor) clubs and other active youth clubs.</p>
<p>Trip planning should be tied to programming at destinations. For example, the Region can reach out to Conservation Halton to encourage more information about “how to get here” by walking and cycling and provide incentives and encouragement for other places to do the same.</p>

Improvement Options

Feedback
<p>Pedestrians and cyclists cannot always avoid major arterials and Regional Roads, therefore these routes need designated space for walking and cycling.</p> <ul style="list-style-type: none"> • Sharrows are not enough, at minimum bike lanes, paved shoulders or better are needed • Multi-use paths have the potential to be cost-effective as they serve multiple users, and can be a solution to sidewalk riding • Even where bike lanes and multi-use paths exist, more space (buffers) may be needed to provide a more comfortable environment. Narrowing general purpose travel lanes is one option to achieve additional space for AT. <p>(AT infrastructure was among the top three ideas for Improvement Options in the afternoon session)</p>
<p>Better connectivity to AT infrastructure is necessary to encourage more walking and cycling</p> <ul style="list-style-type: none"> • Crossings of freeways; Hwy 401, 403, 407, QEW. Consider over/underpasses or improve interchange treatments. Many ramps are designed for low speeds but the turn lanes and tapers leading up to them are designed for high-speed access. • Pedestrian-scale crossing opportunities are a challenge for the Regional road network as some intersections are spaced far apart (i.e. greater than 400m). Options include median islands, potentially reducing speeds, active detection that reduces pedestrian delay. • Sixth Line at the QEW (Lions Lane), and Brant Street north of Fairview Street are

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Feedback
<p>locations where improvements have been made</p> <ul style="list-style-type: none"> • The current site development procedure can lead to fragmented construction of sidewalks. In some cases, relying on private development to build the facilities may not be the best strategy • Regional destinations: Shopping and historic Districts, BIA; Transportation nodes: GO stations (especially Oakville GO station), VIA station <p>(Desire for connectivity was among the top three ideas for Improvement Options in the afternoon session)</p>
<p>Consistency in design: signage and markings</p> <ul style="list-style-type: none"> • At freeway crossings and rural routes. Pick a few good N-S and E-W routes and develop consistently. (e.g. Dundas Street in the south part of the Region) • Paved shoulders are preferred for rural routes; gravel shoulders and ditches are hazards to cyclists • The development of the network and considerations in design should include traffic volumes, existing infrastructure, or where projects in the capital program are located <p>(Consistent practices was among the top three ideas for Improvement Options in Session 1)</p>
<p>Destination signs showing direction, distance and time</p>

Walking and Cycling Network

Feedback
<p>Designated space is needed along Regional roads due to heavy traffic, speeds and the need to feel safe. Sharrows and wide curb lanes are not sufficient especially when sharing the road with all types of traffic; including trucks. Options include multi-use trails, bike lanes, cycle tracks, or paved shoulders on rural roads. Review of design standards could look at narrowing general purpose traffic lanes to accommodate additional width for pedestrian and cycling facilities.</p> <p>(Designated space was among the top three connects for network priorities in the afternoon session)</p>
<p>Walking and cycling along rural roads is a concern due to high speeds. At night, lack of illumination creates a perception of unsafe conditions.</p> <p>(Need to provide safe facilities is among the top concerns in the evening session)</p>
<p>Connectivity is required in the network at all levels to encourage and complete walking and cycling trips.</p> <ul style="list-style-type: none"> • Access to key destinations: Burlington and Oakville GO station, mobility hubs • Transition between changing facilities: trails to bike lanes or even trails across Regional roads. • Crossing freeways or other barriers (QEW, Hwys. 401, 403, 407, Dundas Street, railways, creeks)

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Feedback
<ul style="list-style-type: none"> • Campbellville to Milton: via 5 Side Road • Between locations: Acton – Milton, Acton – Georgetown, Georgetown – Milton, Georgetown – Caledon Trailway • Connect to local municipal networks (e.g. missing links of Dundas Street to connect Burlington and Oakville) • Connect across Regional boundaries: Waterfront Trail to Mississauga <p>(Connectivity is among the top comments in the afternoon session both for the Network and Improvement Options)</p>
<p>It may be unrealistic to select “Regional destinations” and regional walking routes. Focus should be on local connections or the “last mile” at Regional destinations, such as Mobility Hubs and connecting to transit, school catchment areas, etc.</p>
<p>To encourage more walking trips, Regional roads should be destinations in themselves. Create more pleasant to walk along Regional roads with amenities (e.g. benches, garbage bins, trees / shade, other streetscape elements) in order to enhance the pedestrian and cycling realm.</p>
<p>Use a variety of implementation strategies to achieve a pleasant walking environment: partnerships with businesses, development charges as a source of funding, encourage businesses to permit “public space” within their frontage and through TDM guidelines.</p>
<p>Off-road paths are preferred because they are closer to shade, trees; provide a buffer from traffic and the opportunity to interact with people.</p>
<p>Consistency in design standards is needed; conform to best practices</p>
<p>Winter maintenance will support active transportation as a year-round choice. Local priorities may differ from the Region; set priorities through a hierarchy of winter clearance for AT routes.</p>
<p>Ontario Traffic Book 15: Pedestrian Crossing Facilities can provide some guidance to the Region about addressing intersections and barriers</p>
<p>Good examples of cycling routes: Third Line, new paved shoulder outside Campbellville to Millborough Line, Trafalgar Road from 5 Side Road to 15 Side Road.</p>
<p>Public opposition to projects occurs even with a plan in place. Network development should reflect public input and should address how to develop the cycling network even where there is no road widening planned. More design tools are needed during the Class EA Study Process.</p>
<p>Comments below on specific links are from discussion notes and comments marked on maps. Some of these are regarding Regional roads, while others are about links under the jurisdiction of the local municipalities, as noted.</p> <p>Note: The Centennial Trail and Maple Avenue is under jurisdiction of City of Burlington. 14th Side Road and Ontario Street are under the jurisdiction of the Town of Milton</p> <ul style="list-style-type: none"> • Bronte Road, north of Main Street (Ontario Street in Milton), needs improvement to connect to Kelso Conservation Authority and bike races; also a truck route. • Steeles Avenue is an efficient route to get into Mississauga, build multi-use trail or bike

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Feedback
<p>lane</p> <ul style="list-style-type: none"> • Maple Avenue in downtown Burlington needs cycling facilities (note the bike lanes exist from Lakeshore Road to Maple Community Park, south of Maplevue Shopping Centre) • Provide connections to walk/cycle from Milton to Conservation Areas • 4th Side Road from Appleby Line to Tremaine Road, walking connection to Milton and Bruce Trail • Fill gaps between Burlington and Oakville. For example, extend the Centennial Trail into Oakville. Build connection from Lakeshore Road to GO station in Burlington. • Guelph Line: truck heavy route makes it a challenging cycling route • Would attract cyclists if facility provided: Dundas Street and Upper Middle Road as E-W links; Trafalgar Road to connect Oakville to Milton and Georgetown; Bovaird Drive (at Winston Churchill Blvd) to Guelph Street in Georgetown, and Winston Churchill. • Consider gas / hydro lines to build trails as alternate routes to Regional Roads • Tremaine Road: Dundas Street to Lower Base Line Road is hard to avoid, but needs improvement. In Milton, the route is okay. • Walkers / Appleby: travel lane converted to bike lanes

Pilot Projects

Feedback
<p>Try pilot project for new design ideas (e.g. scramble intersections, bike boxes). Wherever the pilot design is tried, ensure location is likely to be used.</p> <p>For the bike box detection idea: the intersection of Childs Drive and Ontario Street is suggested. There is a good example at Regional Road 25 at Lower Base Line as it has bicycle detection (east/west), not a bike box.</p>
<p>Pilot project: car-free areas</p>
<p>Pilot projects do not need to construct new infrastructure; they can be programs or operational changes: year-round (12 month maintenance), count program, monitoring to help identify corridors or location, etc.</p>
<p>Brant Street north of Fairview is missing a connection along a short section near the QEW. Some treatment is required to connect the existing bike lane south of Churchill Avenue to the multi-use path on North Service Road</p>
<p>Way-finding signage across Regional or municipal boundaries for tourism destinations (e.g. Hamilton and Burlington: Royal Botanical Garden, Dundurn Castle; Oakville-Burlington-Mississauga: Waterfront Trail</p>
<p>Bike share at GO stations, downtown Oakville and in Burlington, employment areas that are destination-oriented</p>
<p>Improved pedestrian crossings: structures to cross barriers (e.g. creeks) or simple improvements (e.g. median refuge island for pedestrian crossings)</p>

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Feedback
Try pilot project for new design ideas (e.g. scramble intersections, bike boxes). Wherever the pilot design is tried, ensure location is likely to be used.
For the bike box detection idea: the intersection of Childs Drive and Ontario Street is suggested. There is a good example at Regional Road 25 at Lower Base Line as it has bicycle detection (east/west), not a bike box.
Extend bike riding on the sidewalk
Standard bike rack design across the Region

Summary of Feedback

There was some overlap between the ideas for Promotion and Trip Planning as well as between Improvement Options, Network Options and Pilot Projects. School programs and partnerships with tourism were highlighted. Other themes include necessary elements of a safe, comfortable and convenient AT network that connects to key destinations, general education and outreach to the greater public, identifying partners for knowledge sharing, particularly in the business community.

Promotion and Trip Planning

Targeting youth and school programs was the most popular idea for promoting walking and cycling. Increased awareness, investment, expansion and partnerships for Active and Safe Routes to School were discussed.

Greater awareness of existing TDM programs to promote walking and cycling was seen as an important idea. Smart Commute was mentioned as needing greater outreach to employers, along with increased marketing to employees of benefits and incentives.

Support for **general education and public outreach** centred on understanding the “rules of the road” and promoting the ease of walking and cycling as a transportation option.

Partnership opportunities were mentioned to increase sharing of knowledge and resources, including health agencies, businesses organizations, and transit agencies. **Business and tourism outreach** was raised with opportunities to support and expand the “Welcome Cyclists” program, connect to **trip planning**, and introduce other initiatives that would increase customer potential.

The important information mentioned for **trip planning tools** was route information: existing routes, facility type, and relevant data about the condition of the route (e.g. traffic speed and volume, paved, etc.) Most Workshop participants had used **Google Maps** for trip planning and recommended Halton Region focus on providing good data to them.

Improvement Options, Walking and Cycling Network and Pilot Projects

The popular ideas for developing a Walking and Cycling Network reflected the top issues identified as Improvement Options: **the need for designated space, connectivity and consistency in design**. As major arterial roads, most Regional roads have high traffic volumes, speeds and heavy vehicles. Participants expressed the need for **separation from motor vehicles to feel safe**, especially as these roads cannot be avoided to reach their destinations.

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In terms of walking, the idea of **Regional Roads as destinations themselves** was raised with improved streetscapes with amenities to encourage residents to walk.

The provision of **connectivity has multiple facets** such as transitions between routes with different facilities (e.g. multi-use trail to bike lanes), crossing physical barriers (including Regional roads as well as expressways and natural features) or even providing a direct route between communities. In terms of connectivity on a pedestrian level, **local connections to Regional destinations** (such as GO stations and mobility hubs) were emphasized.

Pilot projects are a great way to **test new design ideas** such as scramble intersections, bike boxes, car-free areas or events; and consider operational improvements or monitoring of use.

How the Feedback will be used

Much of the feedback provided will be used to develop the ATMP through various avenues. In general, these items will provide direct input into:

- Developing an AT network, including identifying priority areas
- Identifying candidate pilot projects for walking and cycling
- Identifying tourism opportunities
- Developing AT design guidelines
- Developing recommendations for traffic enforcement, policies, and practices as well as opportunities to the development applications procedures
- Reviewing and recommending education, TDM and promotion initiatives