Welcome!

Public Information Centre #2

Halton ACTIVE Transportation Master Plan

Halton REGION

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What is Active Transportation?

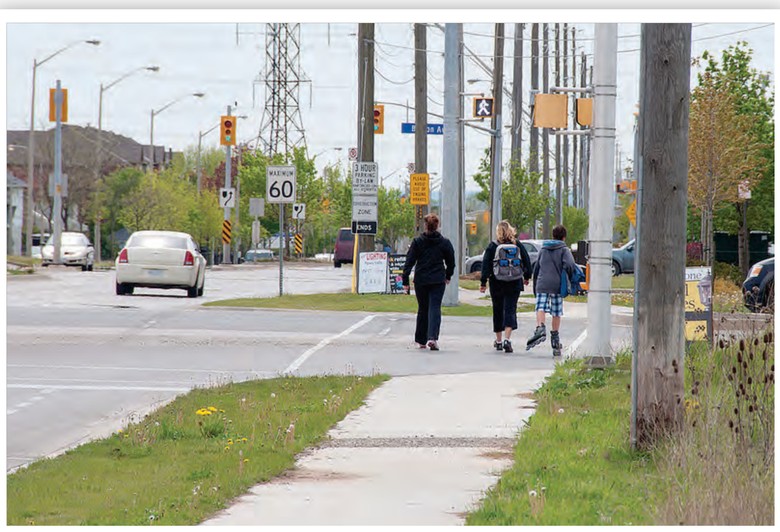
Active Transportation is getting around by human power such as walking, cycling, in-line skating, skate boarding, assisted walking with mobility devices, etc. It is about getting to work or school, going shopping, running errands, visiting friends and family, or other trips by *walking, biking and rolling*.

What's this study all about?

Halton Region has initiated an **Active Transportation Master Plan** to the year 2031 to develop the strategy, infrastructure, initiatives and programs to promote non-motorized travel 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:

- **Support** the objectives, initiatives and programs of Regional Health and the Local municipalities
- **Outline** the strategy, infrastructure, initiatives and programs required to create an active transportation plan that is safe, affordable and sustainable
- **Identify** short, medium and long-term actions



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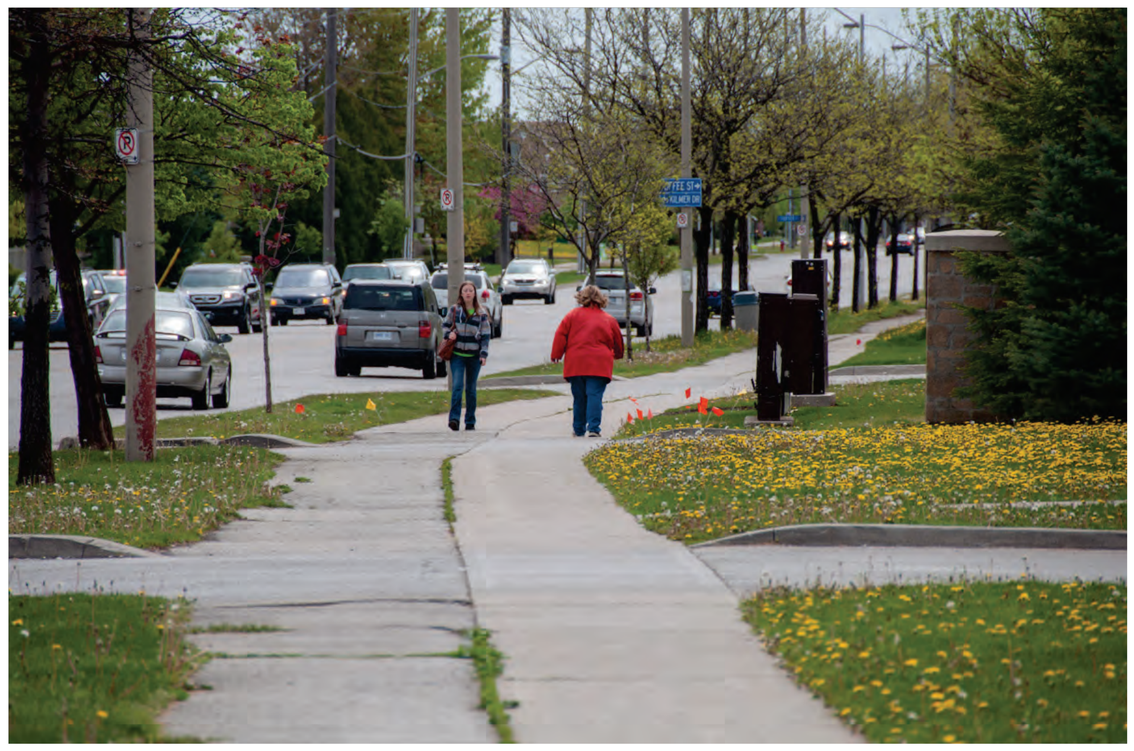
The *VISION* for Active Transportation in Halton Region



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.

Study Progress

The Active Transportation Master Plan study was initiated in the Spring 2012. There are three parts: Background Review, Development of the Plan and the Implementation Strategy. We have now completed Part 2: Development of the Plan. The purpose of the second public information centre is to present the draft recommended networks, policies and programs proposed for the Plan.

Schedule	Work Plan	Consultation
Spring / Summer 2012	**Part 1** Background	PIC No. 1
Fall 2012 Winter / Spring 2013	**Part 2** Master Plan: Network, Policies and Programs	Stakeholder Workshop
Summer 2013		
Fall 2013	**Part 3** Implementation Strategy	PIC No. 2
Spring 2014		

We are here

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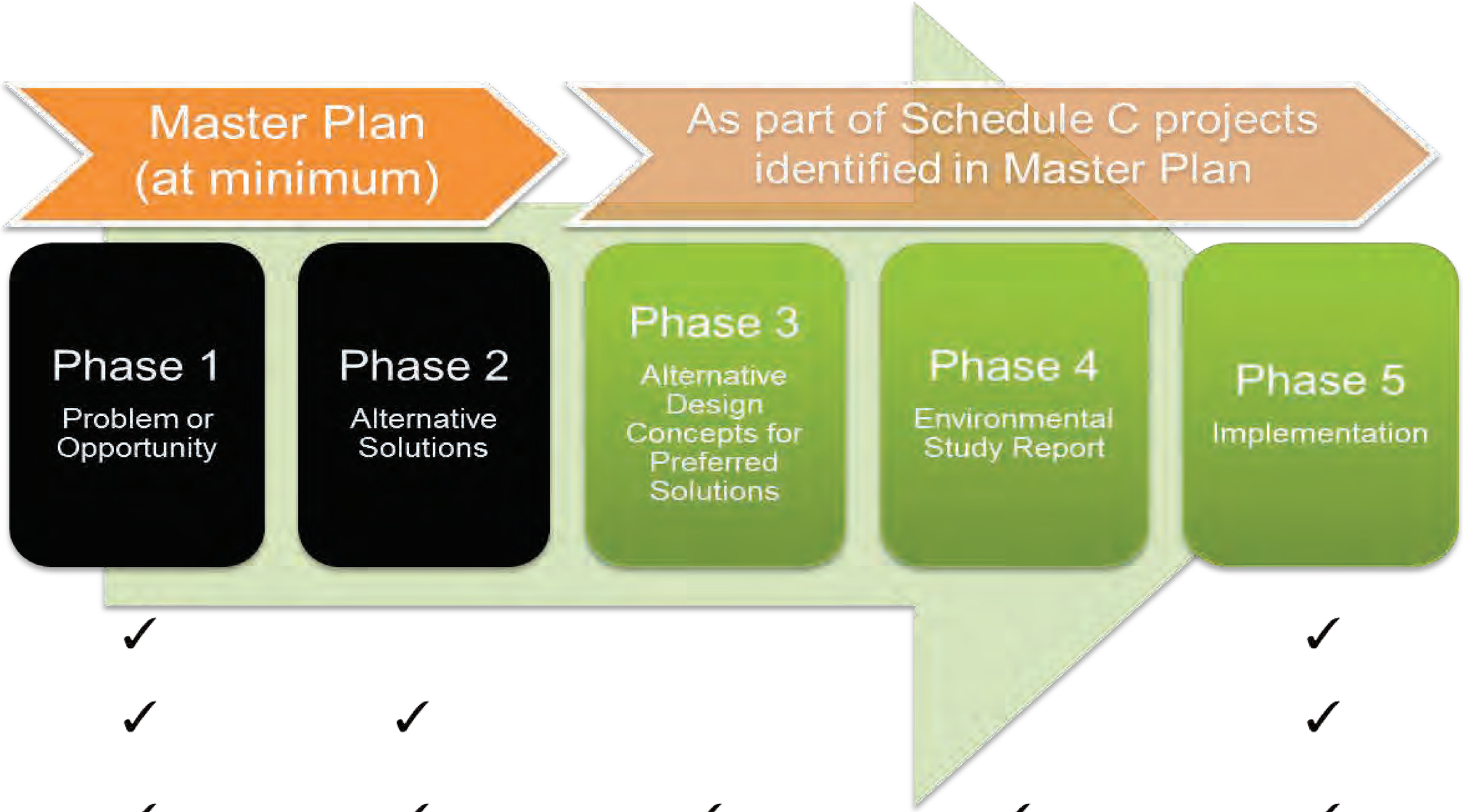
Municipal Class Environmental Assessment

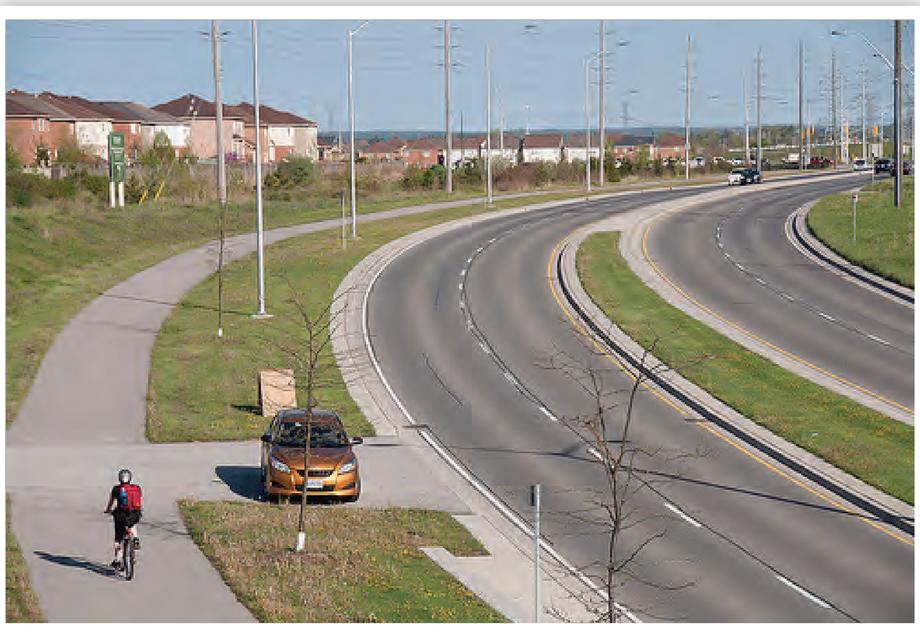
This study is following the **Municipal Class Environmental Assessment** (Class EA) process (October 2000, as amended in 2007 and 2011). Master Plans are required to fulfill the first two phases of the Class EA process.

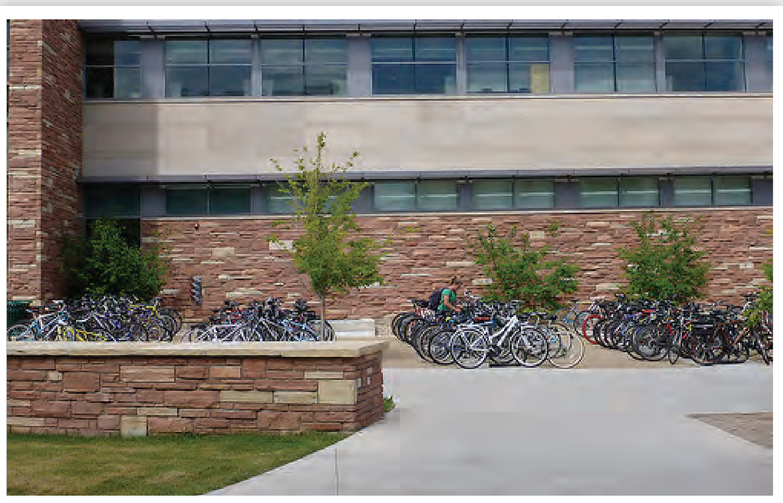
Phase 1 identifies the Problem or Opportunity statement, as outlined in the ***VISION* for Active Transportation in Halton Region**.

Phase 2 identifies alternative solutions to the opportunity or vision statement.



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





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Municipal Class EA Schedules

The Municipal Class EA categorizes projects into various schedules that reflect the magnitude of their anticipated environmental impact. The Municipal Class EA defines the minimum requirements for the environmental assessment planning for each schedule of projects. Below are examples of municipal road and/or active transportation projects for each type of schedule.

Schedule A

Pre-approved activities that may proceed without the need to fulfill the Municipal Class EA process :

- Normal or emergency operation and maintenance of roads
- Plowing, sanding, snow and de-icing operations
- Installation of traffic signals and signs under $9.5 M in cost
- Resurfacing of rural roads

Schedule A+

Pre-approved activities that may proceed without the need to fulfill the Municipal Class EA process, however, the public is to be advised of the project prior to its implementation:

- Construction and operation of sidewalks or bicycle paths or bike lanes within the existing road right-of-way
- Resurfacing of urban roads
- Construction of local improvements, e.g. turning lanes at intersections, under $2.4 M in cost
- Reconstruction of a road or bridge for the same purpose, use or capacity (this could be a project that includes on-road bikeways)

Schedule B

Activities subject to the screening process of the Municipal Class EA (Phases 1 and 2):

- Installation of traffic signals and signs over $9.5 M in cost
- Construction of local improvements, e.g. turning lanes at intersections, over $2.4 M in cost
- Widening of a road or bridge not with the same purpose, use or capacity (this could be a project that includes on-road bikeways) under $2.4 M in cost
- Construction of new roads or bridge (this could be a project that includes on-road bikeways) under $2.4 M in cost
- Construction of underpasses or overpasses for pedestrians under $2.4 M in cost

Schedule C

Activities subject to the full planning process of the Municipal Class EA (Phases 1 to 5):

- Widening of a road or bridge not with the same purpose, use or capacity (this could be a project that includes on-road bikeways) over $2.4 M in cost
- Construction of a new road or bridge (this could be a project that includes on-road bikeways) over $2.4 M in cost
- Construction of underpasses or overpasses for pedestrians over $2.4 M in cost

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How Can We Achieve the VISION for Active Transportation?

Tier 1 Alternative (High-Level) Strategies

A. Do nothing / status quo

B. Develop a Regional Walking and Cycling Network (see also Tier 2 strategies)

C. Develop active transportation education, communications and outreach initiatives

D. Update active transportation policies, tools and guidelines for design, and monitoring

The **preferred solution** is a combination of Strategies B, C & D: network, programs and policies, and…

Tier 2 Network Alternatives (Regional Cycling and Walking Networks)

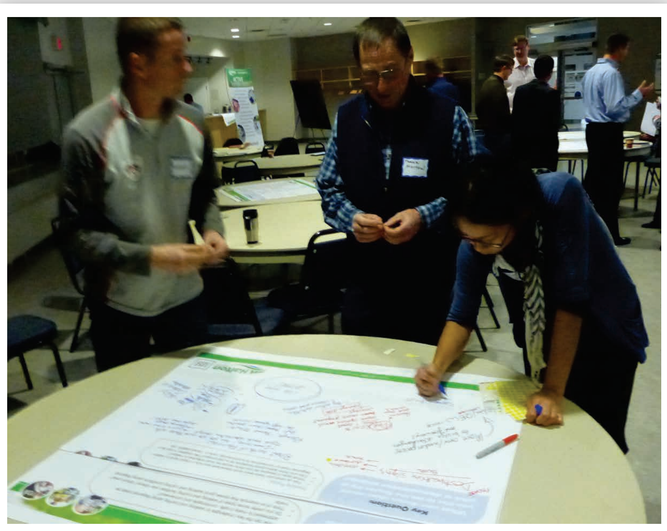
1. Do nothing / status quo
2. Support Local municipalities in developing their active transportation networks
3. Provide active transportation facilities on all Regional roads
4. Develop a strategic active transportation network along key Regional roads
5. Develop a strategic regional corridors network that includes active transportation facilities on some Regional roads and along some local municipal corridors

The **preferred network solution** is a combination of Strategy 3 and 5: active transportation facilities along all Regional roads, and some routes of regional significance along local municipal corridors.

What We Heard

Comments received from the first Public Information Centre and Stakeholder Workshops are an important part of the development of the Active Transportation Master Plan. Here are some of the comments we heard from the public:

- Provide good east-west and north-south routes through the rural areas
- The Waterfront Trail and Bruce Trail are Regionally Significant Routes
- Provide connections between Acton, Georgetown and Milton
- Improve access to GO stations; promote transit with active transportation
- Improve connections from Burlington and Oakville to Milton
- Design walkways and bikeways to promote comfort and convenience
- Connect to networks in neighbouring municipalities
- Need to feel safe to encourage cycling



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Choosing Corridors to be in the Network

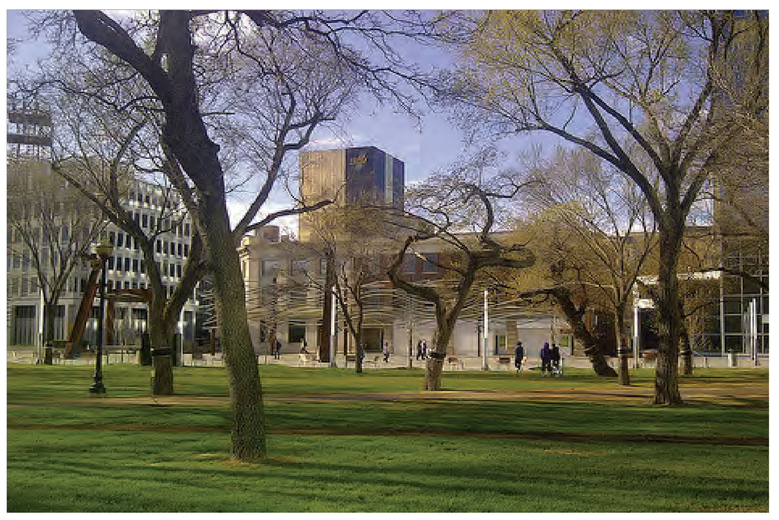
The preferred network consists of:

A. Active transportation facilities along all Regional roads. Regional roads in Urban Areas need cycling and walking facilities to serve residents, development and destinations located on both sides of the roads. Regional roads in Rural areas need paved shoulders that connect residents and destinations over longer distances; these facilities can also be used by pedestrians.

B. Routes of regional significance along local municipal corridors. These consist of existing, planned or proposed active transportation facilities along local municipal roads or corridors (parks, rivers, hydro corridors, etc.) that help make connections between communities for longer distance cycling trips and to regional destinations for shorter walking trips.

Many factors were considered when identifying corridors to be part of the Regional Walking and Cycling Network, including:

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



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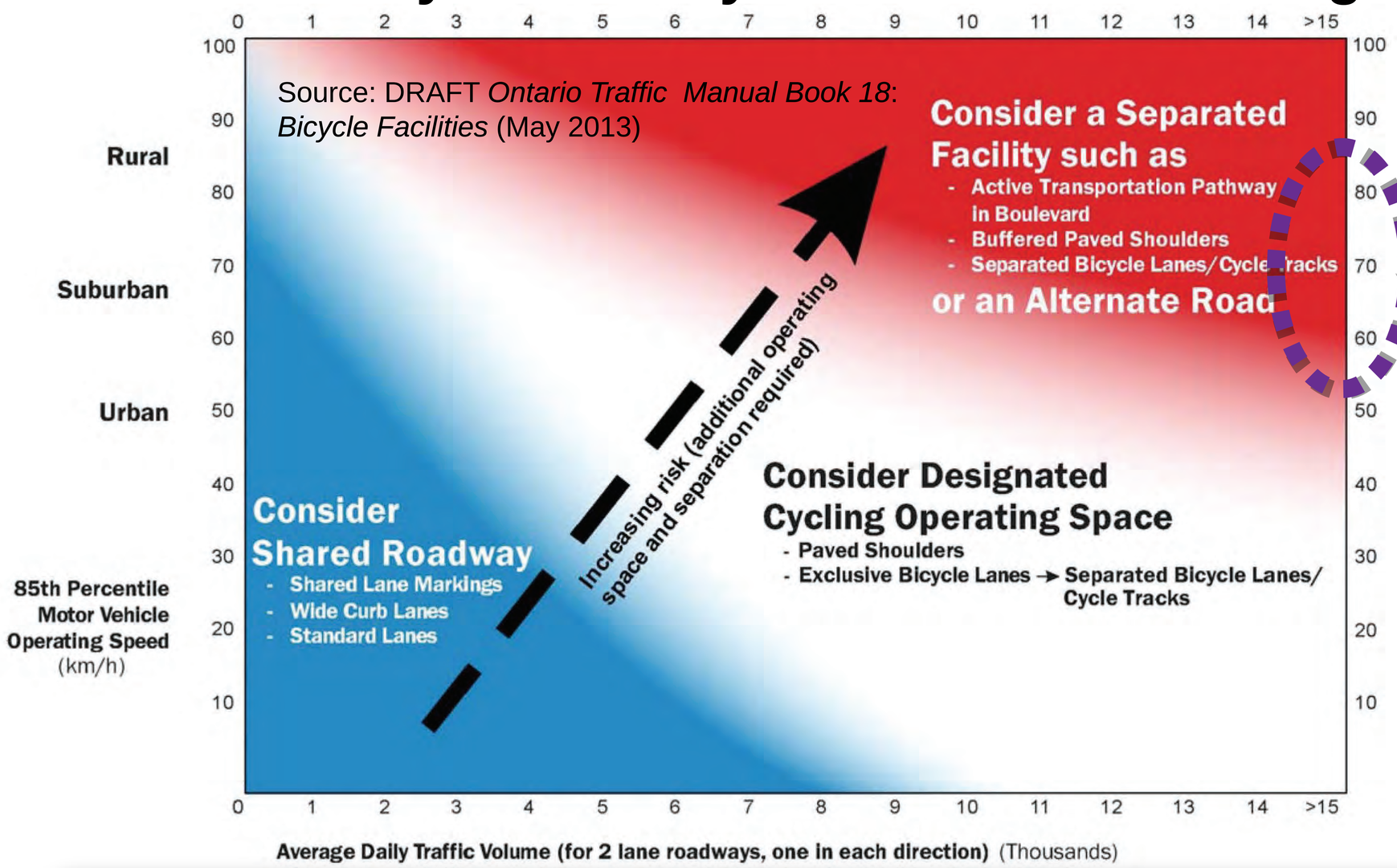
Choosing the Type of Facility

Design Considerations and Selection Guide

The type of active transportation facility was determined based on several design considerations. Below were key factors in selecting the appropriate type of cycling facility for each corridor on Regional roads:

- Speed and volume of traffic
- Vehicle mix (heavy trucks and buses)
- Type of users and level of use anticipated
- Function within the active transportation network, that is connections between communities or a corridor within a community
- Regional road right-of-way and function
- Type of active transportation facilities included in approved Regional road projects
- Intersection / driveway frequency that affect the safety of the facilities

Desirable Bicycle Facility Pre-selection Nomograph



Most Regional roads have posted speeds of 60 to 80 km per hour and traffic volumes in excess of 20,000 vehicles per day.

Separate space for cyclists is desirable to provide a safe and comfortable cycling network on Regional roads.

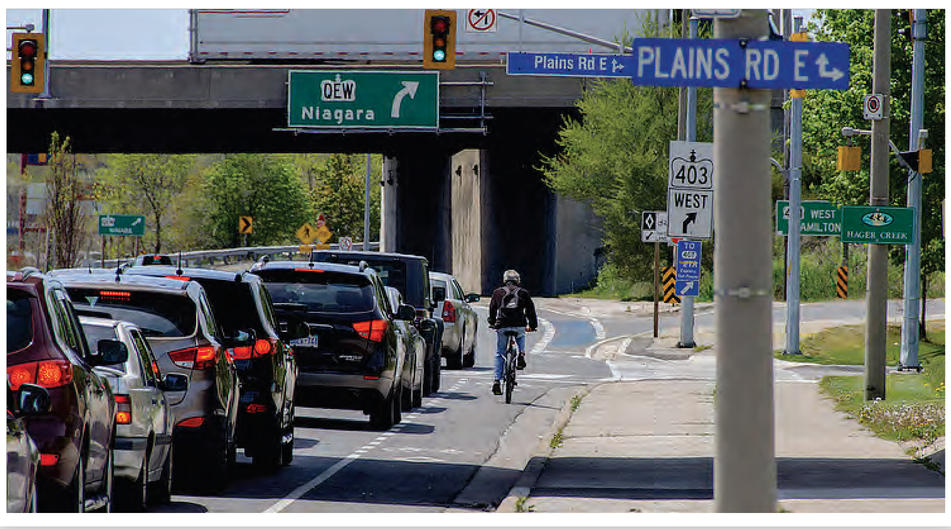
Types of Cycling Facilities for Regional Roads

Bike Lane

Separate space on the road exclusively for cyclists marked with a painted line, bicycle and diamond symbols and signs.

Buffered Bike Lane

Separate space on the road exclusively for cyclists marked with a painted line and buffer, bicycle and diamond symbols and signs.



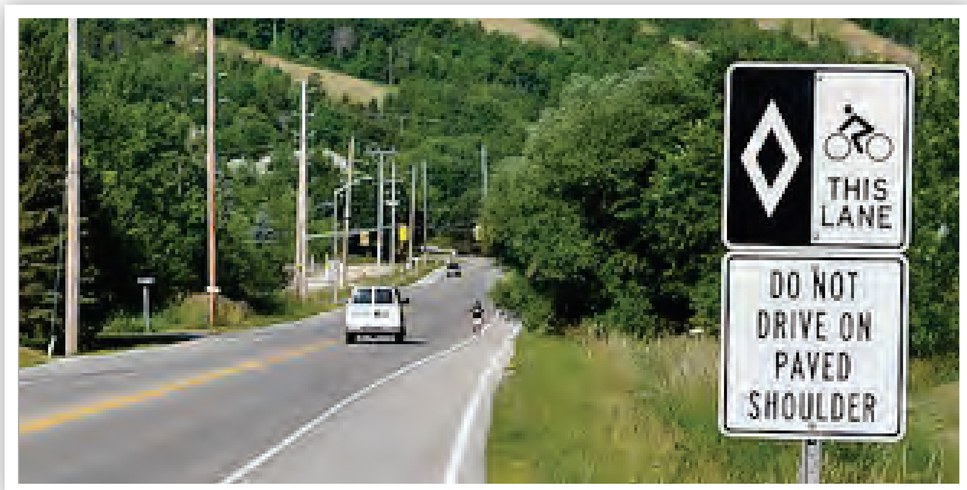
Cycle Track

Separate space on the road exclusively for cyclists segregated from traffic by delineators, bollards, curb, planters or medians. Unlike boulevard multi-use trails, cycle tracks operate under the same rules of the road as bike lanes and travel lanes.

Types of Shared Facilities for Cyclists and Pedestrians on Regional Roads

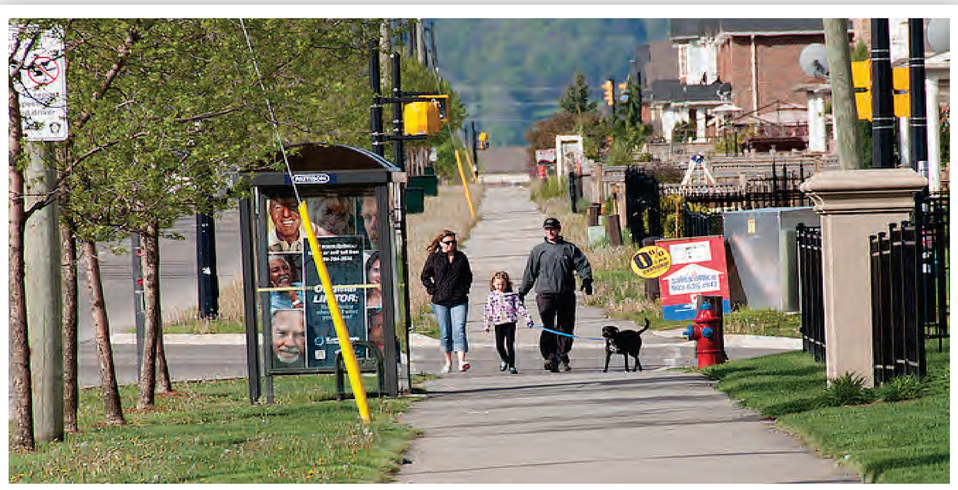
Paved Shoulder

Located on rural road for cyclists, pedestrians, slow-moving vehicles, and emergency stopping.



Boulevard Multi-use Trails

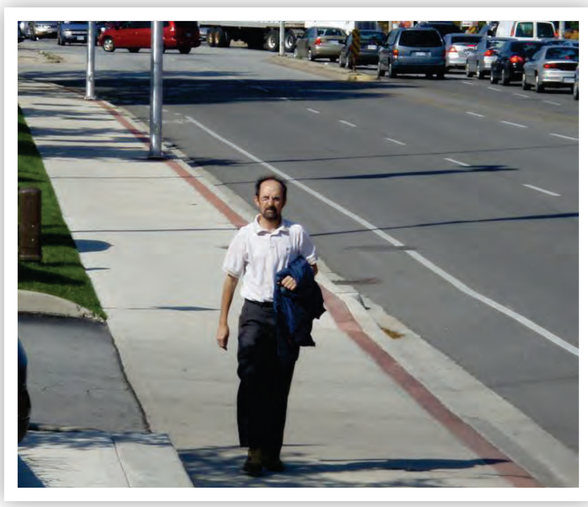
Located in the boulevard along a road and shared by cyclists, pedestrians and others.

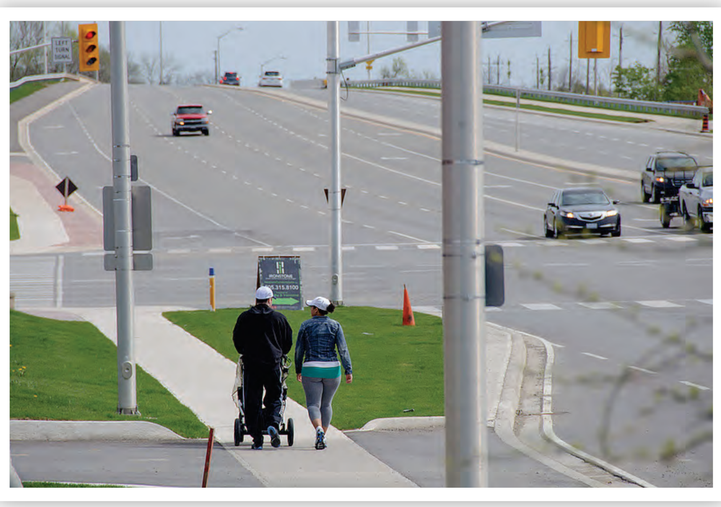


Types of Pedestrian Facilities for Regional Roads

Sidewalks

Located in the boulevard along a road for pedestrians including those with mobility aids, in-line skaters, skateboarders, etc. Cyclists are not permitted to ride on sidewalks unless permitted by a municipal by-law.





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Existing Cycling Facilities

LEGEND

Existing Regional Cycling Network*

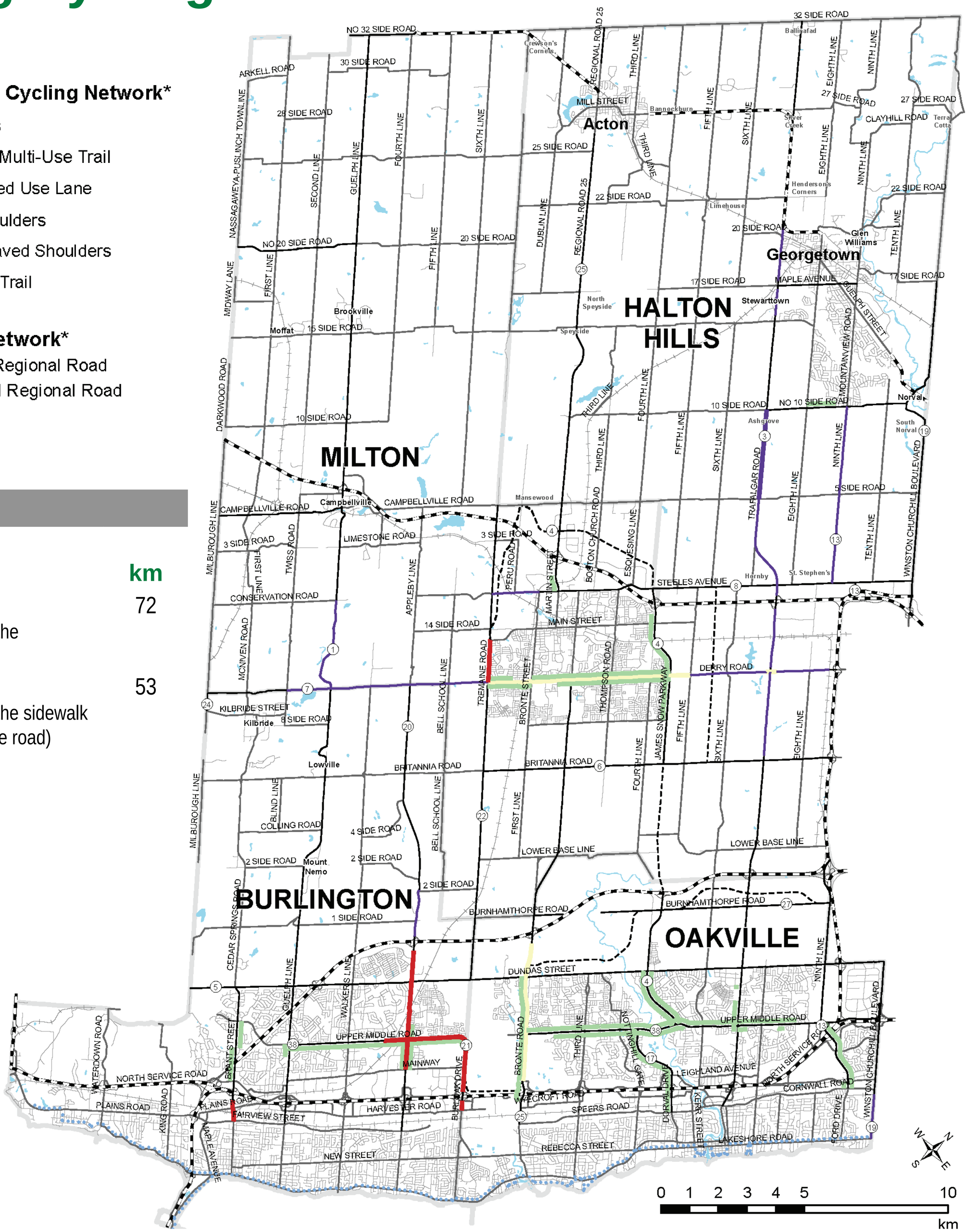
- Bike Lanes
- Boulevard Multi-Use Trail
- Wide Shared Use Lane
- Paved Shoulders
- Partially Paved Shoulders
- Waterfront Trail

Regional Road Network*

- Existing Regional Road
- Proposed Regional Road

Regional Roads

Existing Cycling Facilities	km
On-road (length measured along the centreline of the road)	72
Off-road (length measured along the sidewalk or trail on each side of the road)	53



* Note: Only existing cycling facilities on Regional Roads (black lines on the map) are shown

Existing Walking Facilities

LEGEND

Existing Regional Walk Network

- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

Regional Road Network*

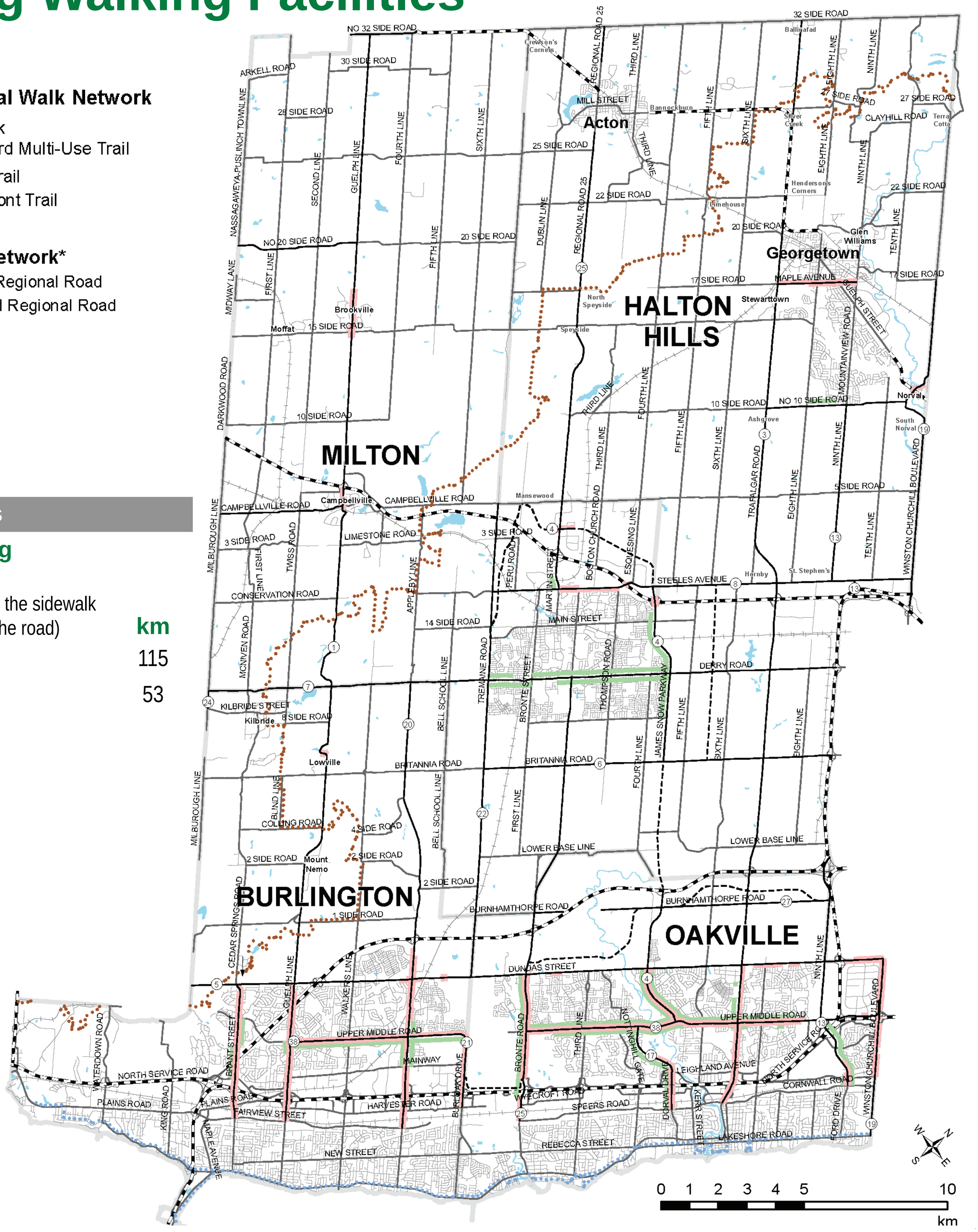
- Existing Regional Road
- Proposed Regional Road

Regional Roads

Existing Walking Facilities

(length measured along the sidewalk or trail on each side of the road)

	km
Sidewalks	115
Multi-use Trails	53



* Note: Only existing walking facilities on Regional Roads (black lines on the map) are shown

Proposed Regional Cycling Network

LEGEND

Proposed Regional Bike Network

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

Routes not on Regional Roads

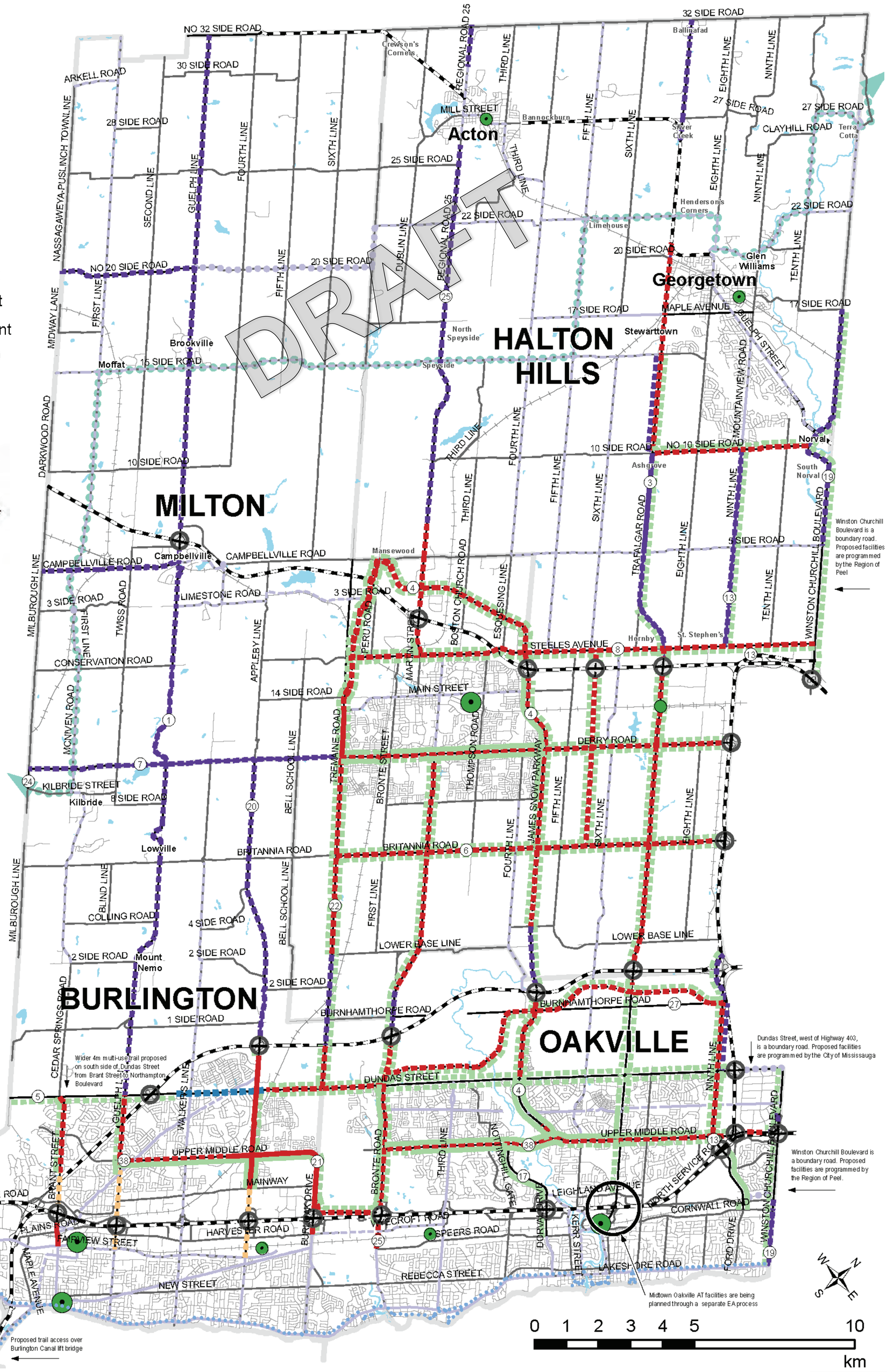
- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Proposed Greenbelt Cycling Route (by others)

Existing Regional Bike Network

- Bike Lane
- Boulevard Multi-Use Trail
- Paved Shoulders
- Waterfront Trail

Existing and Proposed Major Transit Stations**

- Mobility Hub
- Existing GO Station
- Proposed GO Station



Regional Roads

Existing plus Proposed Cycling Facilities	km
On-road (length measured along the centreline of the road)	308
Off-road (length measured along the sidewalk or trail on each side of the road)	311

* Note that active transportation treatments at interchanges are to be determined in consultation with MTO

** Note that some Routes that are Regionally Significant are located near transit stations. Connections to transit are an important part of the Regional Walking and Cycling Network. Transit stations are shown on the map as background information.

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Proposed Regional Walking Network

LEGEND

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

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

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

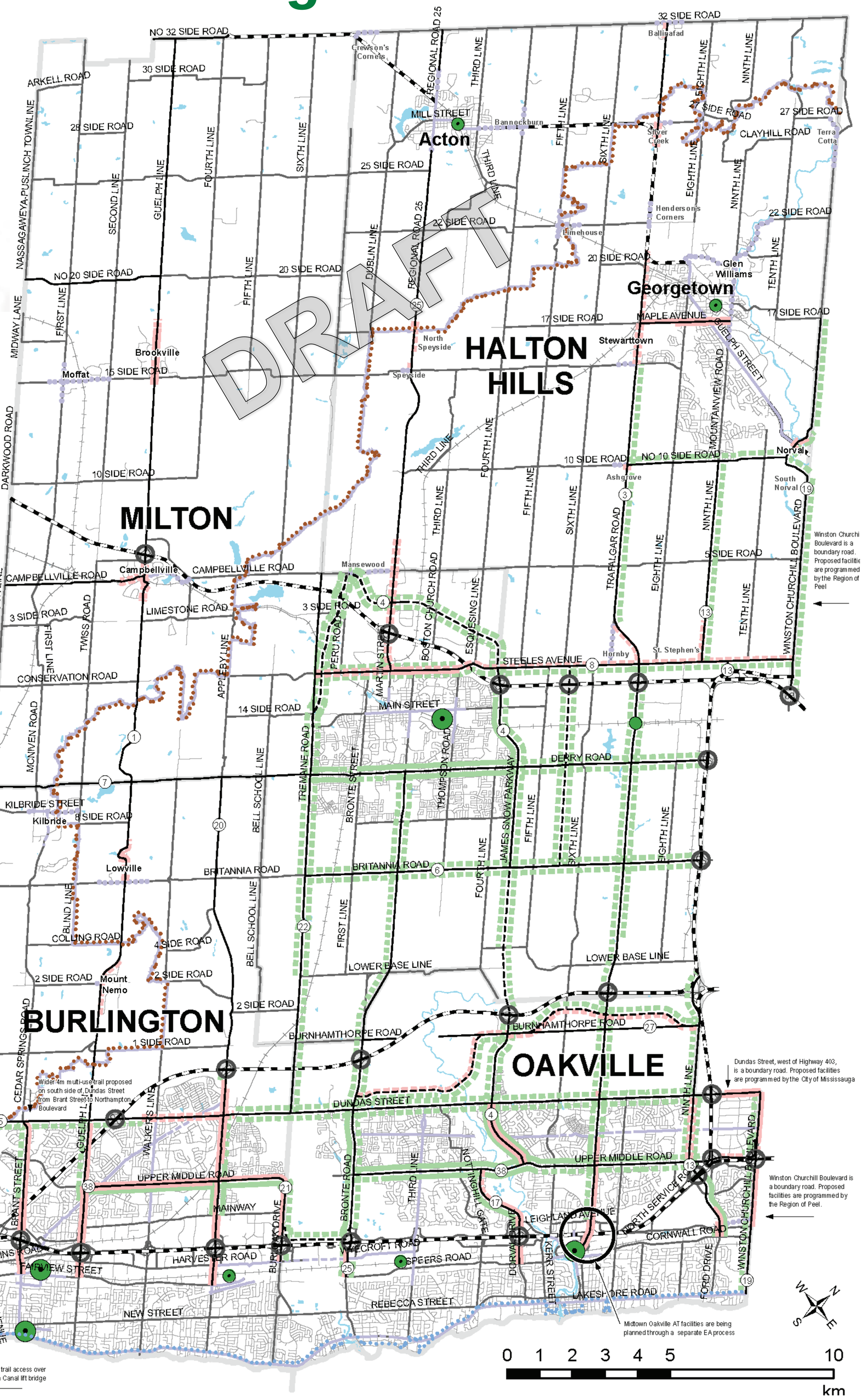
Existing and Proposed Major Transit Stations**
- Mobility Hub
- Existing GO Stations
- Proposed GO Stations

Regional Roads

Existing plus Proposed Walking Facilities

(length measured along the sidewalk or trail on each side of the road)

	km
Sidewalks	223
Multi-use Trails	311



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The Active Transportation Network by the Numbers

What Are We Building?

Regional Active Transportation Network is comprised of....	Existing	Proposed	Total
...On-road Facilities Length measured along the centreline of the road	72 km	251 km	308 km [d]
Bike lanes	11 km	167 km	178 km
Wide curb lanes	15 km	0	0 km [d]
Buffered bike lanes	-	7 km	7 km
Cycle tracks	-	3 km	3 km
Paved shoulders	46 km [a]	74 km	120 km
...Off-road Facilities Length measured along the sidewalk or trail on each side of the road	168 km	366 km	534 km
Sidewalks	115 km	108 km [b]	223 km
Multi-use trails	53 km	258 km [c]	311 km

Notes:

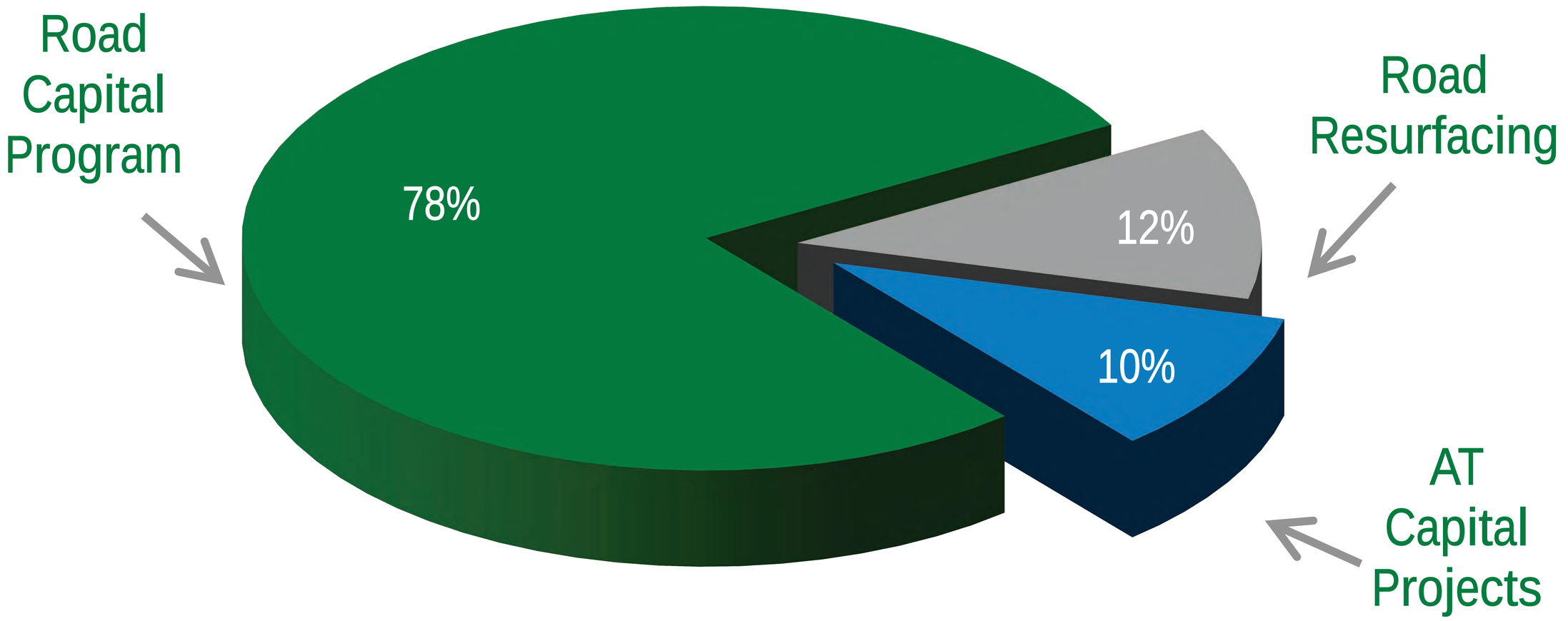
a. Includes 40 km of existing partially paved shoulders (1 m wide or more)

b. Does not include 5 km of existing sidewalks that will be replaced when Regional roads are widened

c. Does not includes 86 km of existing multi-use trails that will be replaced when Regional roads are widened

d. Existing wide curb lanes will be replaced by proposed bike lanes

How Will We Build It?



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Supportive Recommendations

Education Strategies

Recommendations for **Education in the Community & Workplace** include:

- Develop an Active Transportation identity and web portal
- Promote cycling and pedestrian safety as part of Drive SAFE to communities, organizations and schools
- Continue to promote active transportation through Smart Commute
- Pursue Bicycle Friendly Community and Walk Friendly Ontario designations

Regulations and By-laws

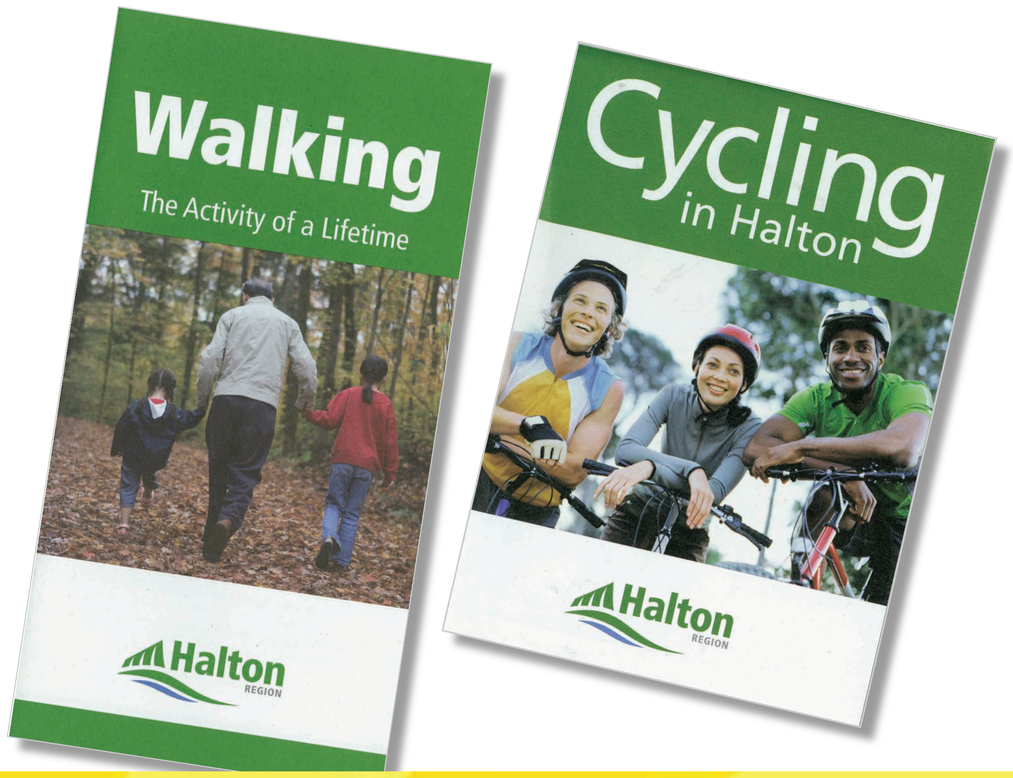
Recommendations regarding **Regulations & By-laws** include:

- Encourage the Ministry of Transportation of Ontario to review the Highway Traffic Act to support cycling and walking
- Develop Regional by-laws for on-road bicycle lanes for better enforcement
- Support Local municipalities in developing by-laws for non-motorized users, particularly off-road

Tourism

Recommendations regarding active **Tourism** include:

- Develop an Active Transportation map and trip planning tool
- Support planning for Cycling and Walking events
- Develop a Regional wayfinding and destination signage strategy
- Support tourism programs such as *Welcome Cyclists!*



Halton Region will try out some new ideas!

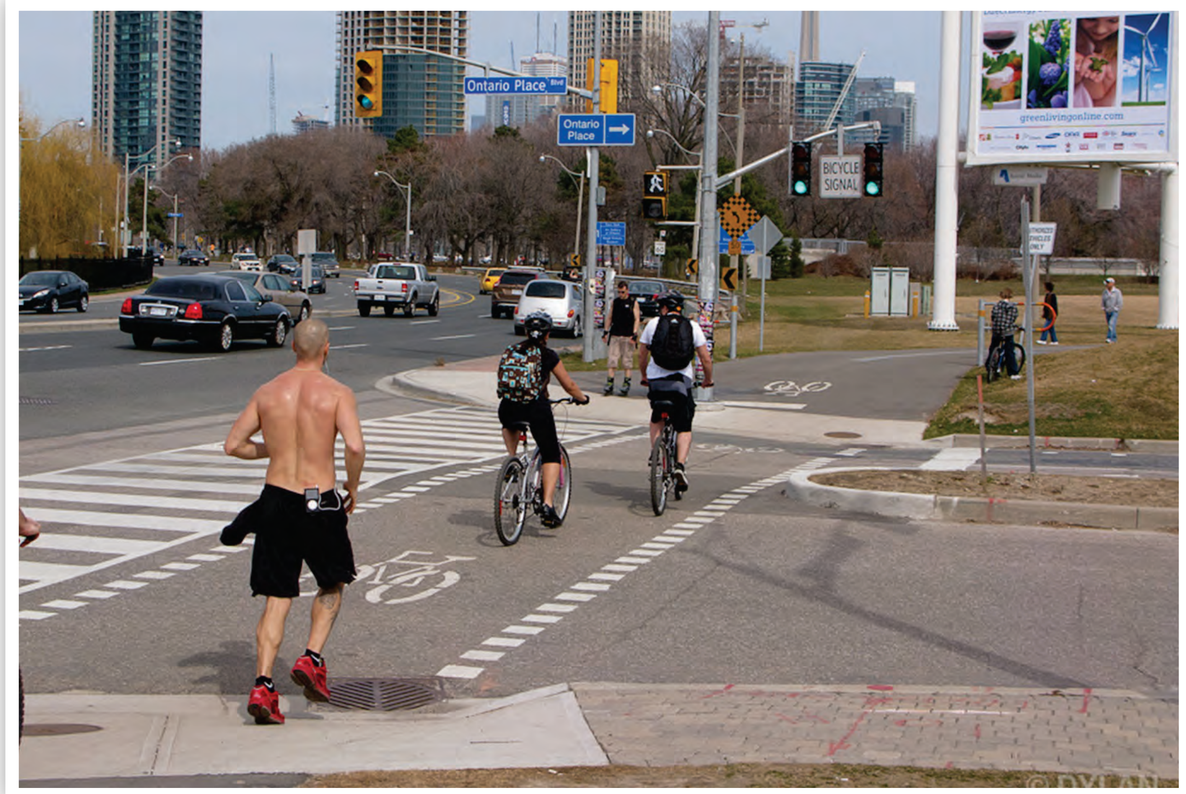
These will be monitored to see how well they work.

Bike Box

Bicycle Detection at Traffic Signals

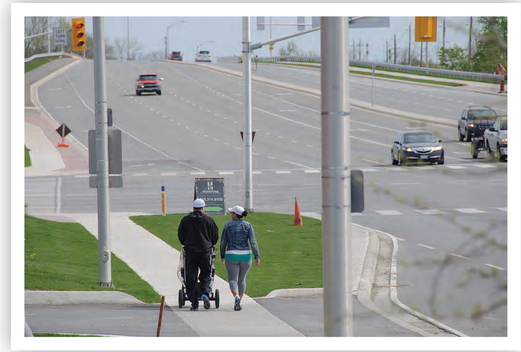
Bicycle Counter with Public Display

Boulevard Multi-use Trail Intersection Treatments



Next Steps

- The draft Active Transportation Master Plan report will be prepared during **Winter 2013**. Public feedback from this Public Information Centre will be considered in the recommendations.
- The draft Active Transportation Master Plan (network, policies and programs) will be presented to the Planning and Public Works Committee and Regional Council in **Spring 2014**.



Study Contacts

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Want more information? Visit us at:

www.halton.ca/ActiveTransportation

Next Steps

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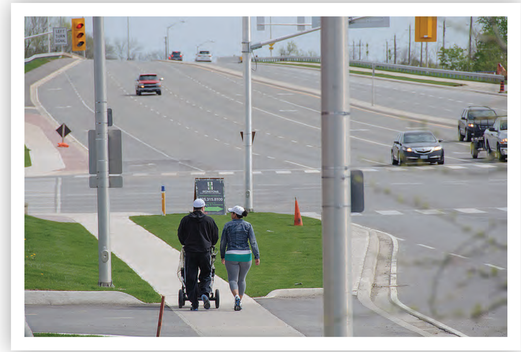

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Want more information? Visit us at:

www.halton.ca/ActiveTransportation

Halton Active Transportation Master Plan Study Update: Consultation (Part 3)

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 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 during Part 3 of the study. It presents the feedback we have received from the public on the draft recommendations.

Additional information about the study and consultation process is available at the study website: **www.halton.ca/ActiveTransportation**. A Summary Report on the first round of Public Information Centres held during Part 1 and the Stakeholder Workshops held during Part 2 of the study are also available on the project website.

Public Information Centre No. 2

The second round of public consultation for the Halton Region Active Transportation Master Plan was held on November 19 and 20, 2013. It consisted of two open houses: one held in the north area and one in the south area of Halton Region, as detailed in Exhibit 1.

Exhibit 1: Details for Public Information Centre No. 2

Date	Time	Location
November 19, 2013	Drop-in: 6:30 p.m. – 8:30 p.m.	Milton Centre for the Arts 55 Ontario Street South, Milton, ON L9T 6H7 (MinMaxx Hall)
November 20, 2013	Drop-in: 6:30 p.m. – 8:30 p.m.	Halton Region Headquarters 1151 Bronte Road, Oakville, ON L6M 3L1 (North/South Auditoriums)

The purpose of the Public Information Centre was to:

1. Review the study background, vision and alternative solutions for active transportation in Halton Region; and
2. Review and gather feedback about the proposed active transportation (cycling and walking) networks and supporting recommendations.

In total, approximately 25 people attended the PICs on November 19 and November 20, 2013. In addition several interested residents also contacted the Project Team regarding the PIC as they were unable to attend. All PIC material was made available on the project website.

Notice of Public Information Centre No. 2

Halton Region placed the Notice for Public Information Centre #2 on the project web site and in the following newspapers:

Publication: Acton Tanner
Date: November 7, 2013 and November 14, 2013

Publication: Milton Canadian Champion
Date: November 7, 2013 and November 14, 2013

Publication: Burlington Post
Date: November 8, 2013 and November 15, 2013

Publication: Oakville Beaver
Date: November 8, 2013 and November 15, 2013

Publication: Georgetown Free Press
Date: November 7, 2013 and November 14, 2013

A copy of the Notice is attached. Email notification was also provided to people on the study's public contact list, agencies, First Nations and the Active Transportation Advisory Committee.

Public Information Centre Format

Two open houses were held to provide multiple opportunities for Halton residents to view the public information displays, meet with the project team, ask questions and provide comments. At each location, there were 17 boards on display with the following titles/themes:

- Welcome
- What is Active Transportation and what the study is all about?
- The "vision" for Active Transportation in Halton Region
- Study progress including schedule, work plan and consultation events
- Municipal Class Environmental Assessment process and phases
- Achieving the vision with alternative strategies and network alternatives
- "What We Heard" from the public and other stakeholders from previous consultation events
- Choosing corridors to be in the network
- Development of the active transportation networks: corridors and facility types
- Choosing the type of facility, i.e. design considerations and selection guide
- Types of facilities for pedestrians and cyclists on Regional Roads (2 boards)
- Maps of the proposed cycling and walking networks (2 boards)
- The active transportation networks by the numbers, i.e. length, cost to implement
- Supportive recommendations in education, regulations and by-laws, and tourism
- Pilot project ideas

Some of the displays at the Public Information Centre No. 2 at Milton Centre for the Arts (top) and Halton Region Headquarters (bottom)

- Next steps in the study and study contacts

A comment form and Cycling Halton maps were available.

Members of the study team were present to answer questions about the study and engage attendees in discussing issues of interest. Attendees were invited to share their feedback with the project team in person, sign up for a study mailing list and/or complete a comment form. Members of the public were requested to provide feedback by December 6, 2013.

Copies of the displays boards and comment form are attached. All materials presented at the open house are available on the project website: (www.halton.ca/ActiveTransportation).

Public Feedback

Below is a summary of the key themes from the comments received at and following PIC No. 2:

General Ideas

- Consider best practices for cycling facilities used in The Netherlands
- Support for making Regional roads safe for motorists and cyclists to support utilitarian cycling trips by providing dedicated cycling lanes
- Support providing safe, non-motorized options in Milton
- Consider higher 2031 mode share goals for walking and cycling

Feedback on the AT Network

- Improved access at the Burlington Canal lift bridge should be considered
- Add Bruce Trail crossing locations at Regional roads to the network.
- Improvements to Guelph Line from QEW to Upper Middle Road are supported to connect to key destinations, such as the GO Station, shopping plazas, high school, recreation centre and nearby trails

Next Steps

The draft Active Transportation Master Plan report will be prepared during Winter 2013. Public feedback from this Public Information Centre will be considered in the recommendations.

The draft Active Transportation Master Plan (network, policies and programs) will be presented to the Planning and Public Works Committee and Regional Council in Spring 2014.

Attachments:

- Notice for Public Information No. 2
- Displays

Public Information Centre #2 – Comment Form

	Attended
November 19, 2013, 6:30 p.m. – 8:30 p.m., Milton Centre for the Arts, 1010 Main Street East, Milton	☑
November 20, 2013, 6:30 p.m. – 8:30 p.m., Halton Regional Centre (Auditorium), 1151 Bronte Road, Oakville	☐

COMMENTS

I'm pleased to see the work of studies early in the planning process. I would prefer that Milton did not have to grow to this extent and so quickly, but understand that the province has mandated this.

I live in a rural area with a somewhat dangerous road and see many speeding inattentive drivers. It is getting harder and harder to make a left-turn out of our driveway and wonder how it will be managed when the road is widened.

I'm pleased to see the unmotorized options that will be more safely available.

Optional (Please Print):

Name: [redacted] Email: [redacted]

Address: [redacted]

Please check (✓) here if you want to be added to the study's' contact list to receive future notices ☑

Place your completed comment sheet in the box provided or return by Friday, December 6, 2013 to:

Mr. Jeffrey Reid, C.E.T.
Senior Transportation Planner
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

or

Ms. Norma Moores, P.Eng.
Project Manager
IBI Group
200 East Wing, 360 James Street North
Hamilton, ON L8L 1H5
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
Email: Norma.Moores@ibigroup.com

Additional information is available at the study website: **www.halton.ca/ActiveTransportation**

Halton Region IBI Group

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COMMENTS

RE: BRUCE TRAIL CROSSING OF ALL REGIONAL ROADS.

= It is essential to continued (and increased) use of the unique Bruce Trail as an active pedestrian trail that user-friendly, safe, crossings of all Regional Roads are implemented as soon as possible.

= This is particularly important for the Trail crossing of Hwy 5 (Dundas). Although a temporary reroute of the Trail to a crossing at Kerns Road or Brant street may work in the short-term, it is not the appropriate long term solution. A combined initiate involving Regional, local municipal, and Bruce Trail Conservancy to provide a safe pedestrian crossing (tunnel/bridge) in the current location of the Trail must be undertaken.

Optional (Please Print):

Name: [redacted] Email: [redacted]

Address: [redacted]

Please check (✓) here if you want to be added to the study's' contact list to receive future notices ☑

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Halton ACTIVE Transportation Master Plan

www.halton.ca/ActiveTransportation

Or scan this code with your smart phone QR code reader

Halton REGION

Dial 311

Help us make it easier to **walk**, **bike** and **roll** across Halton.

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