

TOWN OF OAKVILLE
EXECUTIVE SUMMARY
ACTIVE TRANSPORTATION
MASTER PLAN (ATMP)

FINAL REPORT | NOVEMBER 2017

wsp + GLENN POTHIER (GLPi)



Executive Summary

Oakville's Active Transportation Master Plan (ATMP) is a blueprint for improving walking and cycling infrastructure, programs and initiatives over the next 20 years. It identifies short and long-term actions and recommendations to guide implementation and was developed to provide town staff and its partners with the references, tools, policies and guidelines to influence future decision making.

In 2009, the town developed its first ATMP which was the first step and strong commitment to improving active transportation throughout the town. Since that time there have been significant investments in infrastructure and programming which has resulted in a shift in acceptance of active transportation. 2016 marked the opportunity for the town to revisit and rethink the recommendations of the previous plan to reflect the socio-demographic and geographic changes in the town. This executive summary highlights and summarizes the key content of the ATMP.

ES.1 Why Update?

Since the development of the original plan, the town has achieved great successes. As per the Planning Act, municipal master plans are intended to be updated every five to ten years. Oakville's ATMP has been updated – consistent with the Municipal Class Environmental Assessment (EA) process for Master Plans – to respond to new community trends, emerging design guidelines, supportive legislation and best practices. The update is not intended to “reinvent the wheel” – it is meant to build upon the town's successes. Instead of creating an entirely new network or set of supportive recommendations and strategies, the update reviews and revises what was previously proposed, identifies lessons learned from the previous plan, integrates best practices related to infrastructure design and programming and balances input from various groups. The information contained within the ATMP includes strategies for continued progress and success that goes beyond implementing infrastructure to address actions for outreach and programming with the goal of creating long-term change within the community.

ES.2 Vision and Objective

The plan is guided by a vision and a set of supportive objectives. The vision was identified in the previous plan and was reviewed by the team early in the study process. Through discussions with staff and stakeholders, it was confirmed this vision is still reflective of the desired active transportation outcomes of the community. As such, the previous vision was maintained within this ATMP update.

The high-level vision is to become the most livable town in Canada. The full vision statement is:

The Town of Oakville is a pedestrian and cycling supportive community that encourages active transportation for both utilitarian and recreational travel through encouraging complete streets; establishing a coordinated marketing strategy; creating a visible and connected system of active transportation routes and facilities; and generating policies which support active transportation friendly development and design.

The vision is supported by seven objectives. Objectives are more specific outcomes the ATMP is intended to achieve as it is implemented. They include:



Identifying a comprehensive network that builds on the 2009 ATMP.



Developing a continuous system that provides connectivity.



Identifying facility types consistent with guidelines and accommodating all users.



Identifying a realistic implementation strategy that provides tools to the town.



Identifying priority projects and actions in the short and long-term.



Increasing awareness and support for active transportation using education.



Confirming performance targets and monitoring tools.

ES.3 Study Process

The ATMP was developed using a three phased process. The approach used was consistent with Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) master planning process including the review of potential alternatives, selection of preferred options and consultation with the public.

Effective consultation and engagement was a key component of the process. Input gathered over the course of the study was reviewed to inform the content of the ATMP. The overall study process and how consultation and engagement informed key stages in the process is presented in **Figure 1**.

ES.4 What We Heard

Developing a master plan requires a comprehensive public process. As noted above, consultation and engagement formed a core part of the ATMP development process and shaped many of the recommendations, strategies and initiatives. **Figure 2** summarizes key themes that emerged from the vast amount of consultation and engagement that was undertaken.

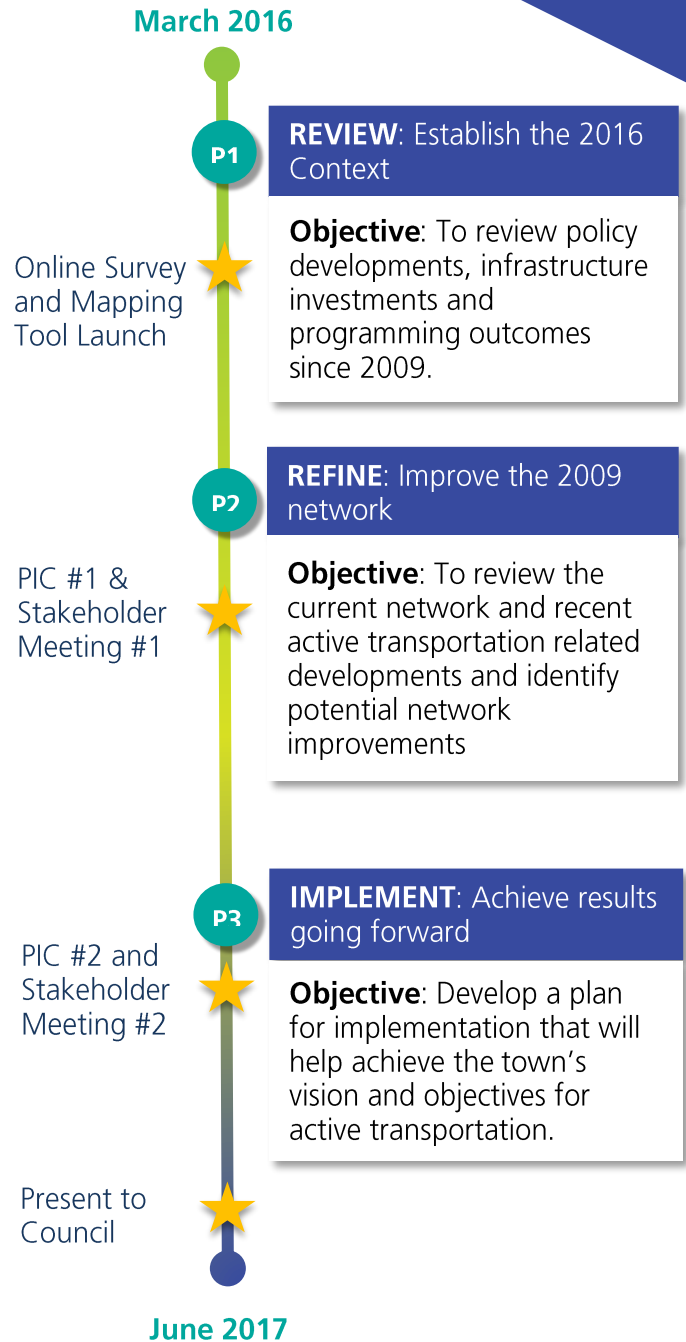


Figure 1 - ATMP Development Process



Provide connections across major barriers such as highway crossings, underpasses / overpasses and watercourses



Connect and continue linkages through all local communities



Improve intersection crossings for pedestrian and cyclists



Implement signage on active transportation routes



Implement formal cycling facilities on roads that experience high volumes of cyclists



Encourage more children to walk and / or cycle to and from school



More bicycle parking at key community destinations



Work with police to improve active transportation education and enforcement

Figure 2 - Key Themes and Input

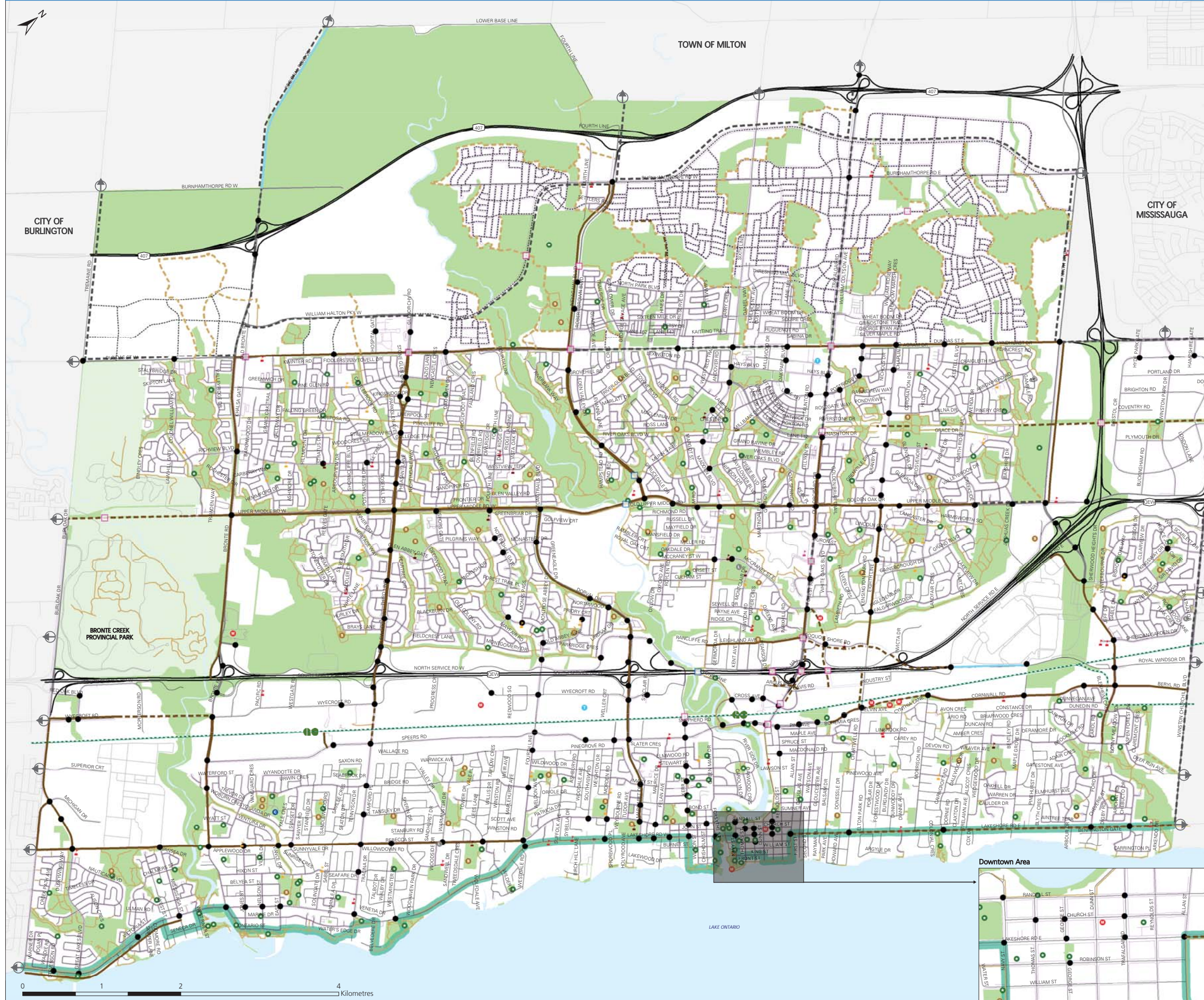
ES.5 The Network

The network for Oakville used a development approach which reflected the “update” nature of the project. The following steps were used to review, revise and confirm proposed pedestrian and cycling routes in Oakville.



- 1 Review Existing Active Transportation Conditions
- 2 Review & Confirm Route Selection Criteria
- 3 Confirm Facilities & Identify New Route Alternatives
- 4 Determine Criteria & Investigate Routes
- 5 Confirm New Routes & Select Facility Types

The proposed network builds on an existing system of 1488 km of active transportation routes, of which 1031 km are sidewalks. The proposed network identifies approximately 707 km of routes including sidewalks, trails, pathways, signed bike routes, bike lanes, cycle tracks, multi-use trails, etc. The existing and previously planned pedestrian routes and facility types are illustrated on **Map ES1**. The existing and previously planned cycling routes and facility types are illustrated on **Map ES2**. The proposed active transportation network is presented on **Maps ES3** and **ES4**.



Town of Oakville
Active Transportation Master Plan
(ATMP)

Final November 2017



Legend

Existing and Previously Proposed Pedestrian Routesⁱ

- | | |
|----------|--|
| Existing | Proposed |
| | Off Road Trail |
| | In-Boulevard Trail |
| | Paved Shoulder |
| | Sidewalk |
| N/A | Region Facility ⁱ (Refer to Technical Appendix K) |

Existing and Previously Proposed Pedestrian Crossings

- Existing Grade Separated Pedestrian Crossing
- Previously Proposed Grade Separated Pedestrian Crossing

Existing Regional Trails

- Waterfront Trail / Trans Canada Trail

Community Destinations

- GO Transit Station
- Elementary School
- Secondary School
- College
- Other School
- Community Centre
- Library
- Municipal / Regional Office
- Sport Facility
- Transit Station
- Other Key Destination

Transportation Features

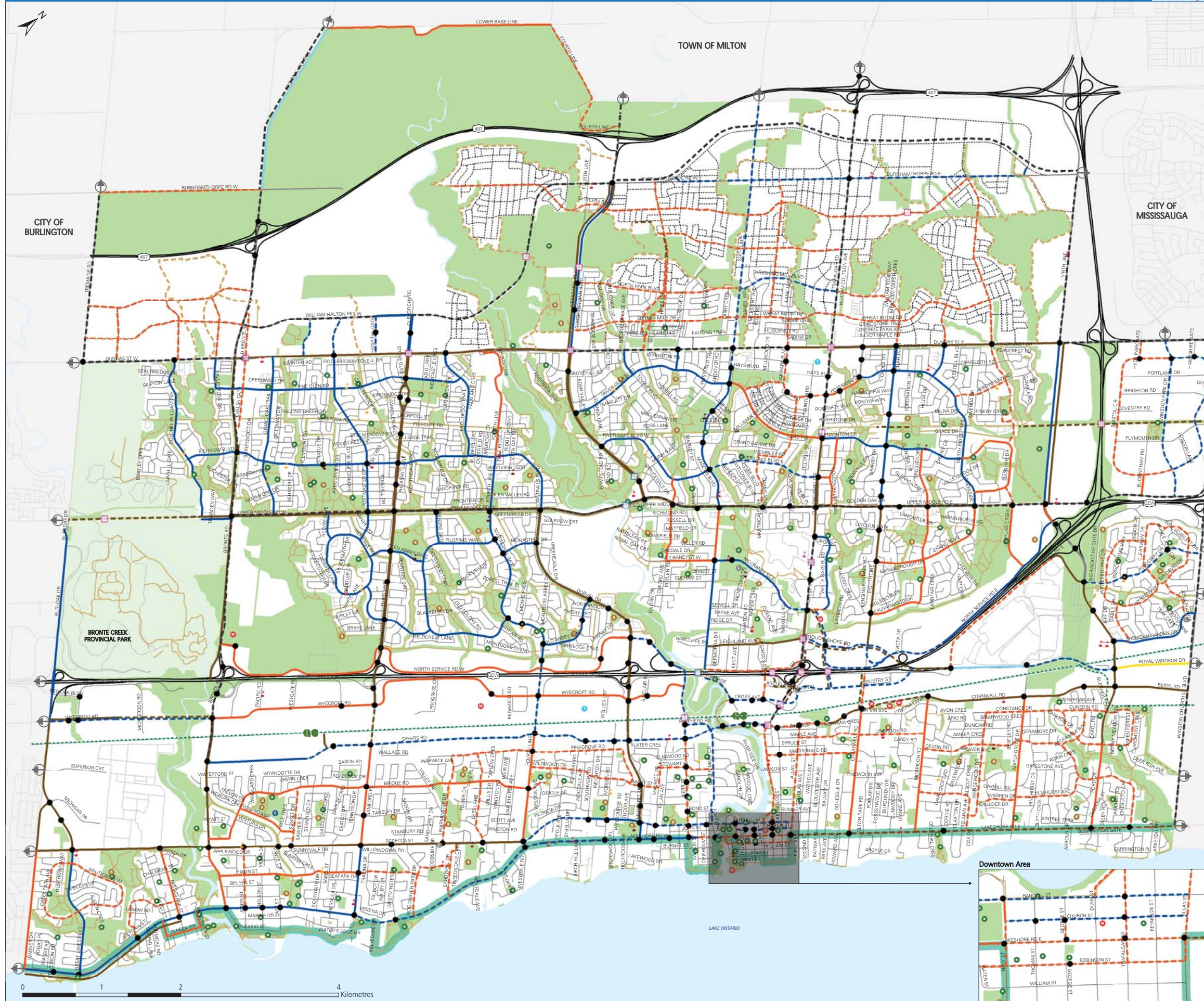
- Provincial Highway
- Regional Road
- Local Road
- Private Road
- Proposed Road
- Active Railway
- Existing Traffic Signal
- Connection to Surrounding Municipality

Land Use Features

- Park & Natural Heritage Systemⁱⁱⁱ
- Provincial Park
- Waterbody



Notes:
i. Based on existing and previously proposed routes from the Town of Oakville Active Transportation Master Plan (2009), the North Oakville Trails Plan (2013), Downtown Transportation and Streetscape Study (2015), Midtown Oakville Transportation and Stormwater Municipal Class EA Final Report (2014). Includes existing routes from the Halton Region Active Transportation Master Plan (2015).
ii. Refer to Technical Appendix K for proposed routes from the Halton Region Active Transportation Master Plan (2015).
iii. Parks and Natural Heritage System includes the Parkway Belt.



Town of Oakville Active Transportation Master Plan (ATMP)

Final November 2017



Legend

Existing and Previously Proposed Cycling Routesⁱ

- | Existing | Proposed |
|----------|----------|
| | |
| | |
| | |
| | |
| | |
| | |
| N/A | |
- Off Road Trail
 In-Boulevard Trail
 N/A Buffered Bike Lane
 Paved Shoulder
 Bike Lane
 Signed Route
 Region Facility^(Refer to Technical Appendix K)

Existing and Previously Proposed Pedestrian Crossings

- Existing Grade Separated Pedestrian Crossing
- Previously Proposed Grade Separated Pedestrian Crossing

Existing Regional Trails

- Waterfront Trail / Trans Canada Trail

Community Destinations

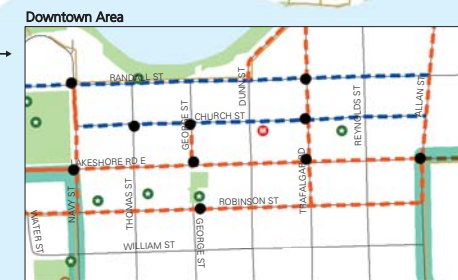
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Transportation Features

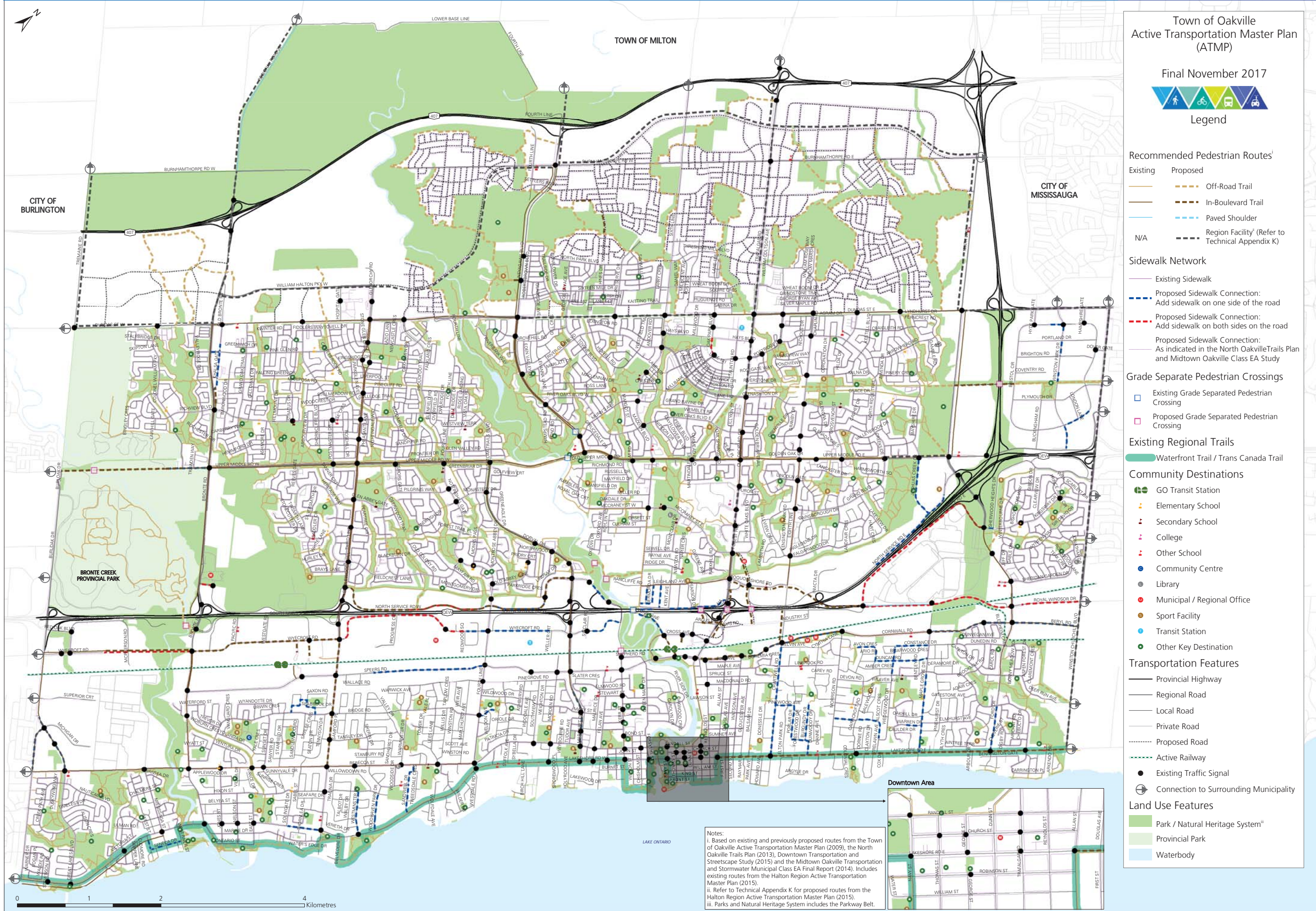
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- Proposed Road
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- Existing Traffic Signal
- Connection to Surrounding Municipality

Land Use Features

- Park & Natural Heritage Systemⁱⁱⁱ
- Provincial Park
- Waterbody



Notes:
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 ii. Refer to Technical Appendix K for proposed routes from the Halton Region Active Transportation Master Plan (2015).
 iii. Parks and Natural Heritage System includes the Parkway Belt.



Town of Oakville
Active Transportation Master Plan
(ATMP)

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Recommended Pedestrian Routes¹

Existing	Proposed
	Off-Road Trail
	In-Boulevard Trail
	Paved Shoulder
N/A	Region Facility ² (Refer to Technical Appendix K)

Sidewalk Network

- Existing Sidewalk
- Proposed Sidewalk Connection: Add sidewalk on one side on the road
- Proposed Sidewalk Connection: Add sidewalk on both sides on the road
- Proposed Sidewalk Connection: As indicated in the North Oakville Trails Plan and Midtown Oakville Class EA Study

Grade Separate Pedestrian Crossings

- Existing Grade Separated Pedestrian Crossing
- Proposed Grade Separated Pedestrian Crossing

Existing Regional Trails

- Waterfront Trail / Trans Canada Trail

Community Destinations

- GO Transit Station
- Elementary School
- Secondary School
- College
- Other School
- Community Centre
- Library
- Municipal / Regional Office
- Sport Facility
- Transit Station
- Other Key Destination

Transportation Features

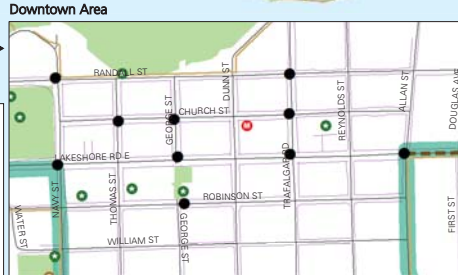
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- Private Road
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- Active Railway
- Existing Traffic Signal
- Connection to Surrounding Municipality

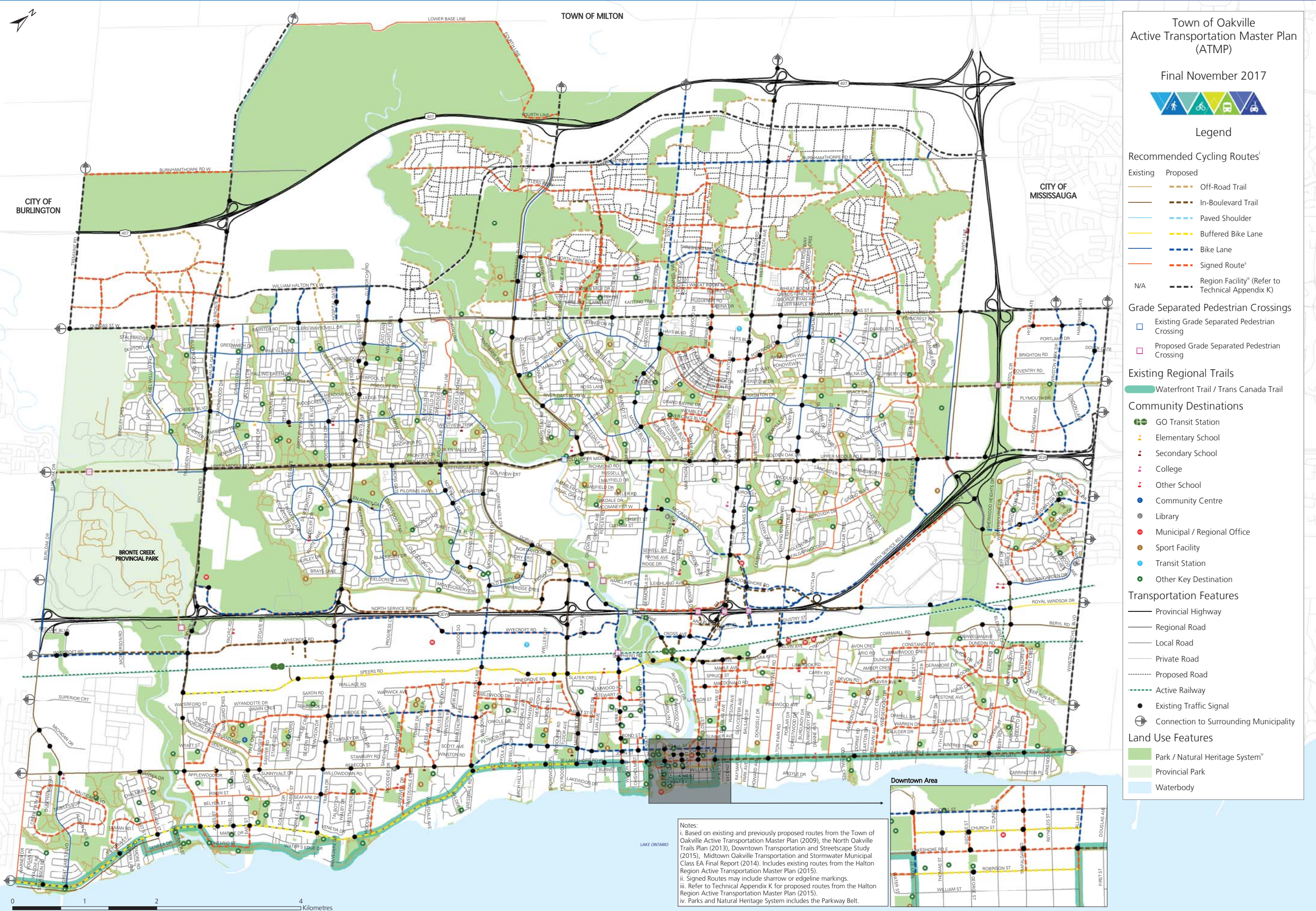
Land Use Features

- Park / Natural Heritage System³
- Provincial Park
- Waterbody

Notes:

- Based on existing and previously proposed routes from the Town of Oakville Active Transportation Master Plan (2009), the North Oakville Trails Plan (2013), Downtown Transportation and Streetscape Study (2015) and the Midtown Oakville Transportation and Stormwater Municipal Class EA Final Report (2014). Includes existing routes from the Halton Region Active Transportation Master Plan (2015).
- Refer to Technical Appendix K for proposed routes from the Halton Region Active Transportation Master Plan (2015).
- Parks and Natural Heritage System includes the Parkway Belt.





Town of Oakville
Active Transportation Master Plan (ATMP)
Final November 2017

Legend

Recommended Cycling Routes¹

Existing	Proposed
	Off-Road Trail
	In-Boulevard Trail
	Paved Shoulder
	Buffered Bike Lane
	Bike Lane
	Signed Route ²
N/A	Region Facility ³ (Refer to Technical Appendix K)

Grade Separated Pedestrian Crossings

- Existing Grade Separated Pedestrian Crossing
- Proposed Grade Separated Pedestrian Crossing

Existing Regional Trails

- Waterfront Trail / Trans Canada Trail

Community Destinations

- GO Transit Station
- Elementary School
- Secondary School
- College
- Other School
- Community Centre
- Library
- Municipal / Regional Office
- Sport Facility
- Transit Station
- Other Key Destination

Transportation Features

- Provincial Highway
- Regional Road
- Local Road
- Private Road
- Proposed Road
- Active Railway
- Existing Traffic Signal
- Connection to Surrounding Municipality

Land Use Features

- Park / Natural Heritage System⁴
- Provincial Park
- Waterbody

Notes:

- Based on existing and previously proposed routes from the Town of Oakville Active Transportation Master Plan (2009), the North Oakville Trails Plan (2013), Downtown Transportation and Streetscape Study (2015), Midtown Oakville Transportation and Stormwater Municipal Class EA Final Report (2014). Includes existing routes from the Halton Region Active Transportation Master Plan (2015).
- Signed Routes may include narrow or edge-line markings.
- Refer to Technical Appendix K for proposed routes from the Halton Region Active Transportation Master Plan (2015).
- Parks and Natural Heritage System includes the Parkway Belt.



ES.6 Outreach

An objective of the ATMP is to increase awareness and support for active transportation using education. Influencing community behaviours and creating change within Oakville will ensure people continue to be active and improve their overall quality of life. Human behaviour can be altered by providing more infrastructure, but will be more directly influenced by improved community outreach.

The ATMP recommends the implementation of new programs and to continue existing initiatives in the areas of education, promotion and enforcement. These programs are intended to raise awareness for active transportation and to increase the number of people walking and cycling in the Town of Oakville. There are a total of 25 programs and initiatives proposed for the town which cover three categories:



Education



Promotion



Enforcement

ES.7 Implementation

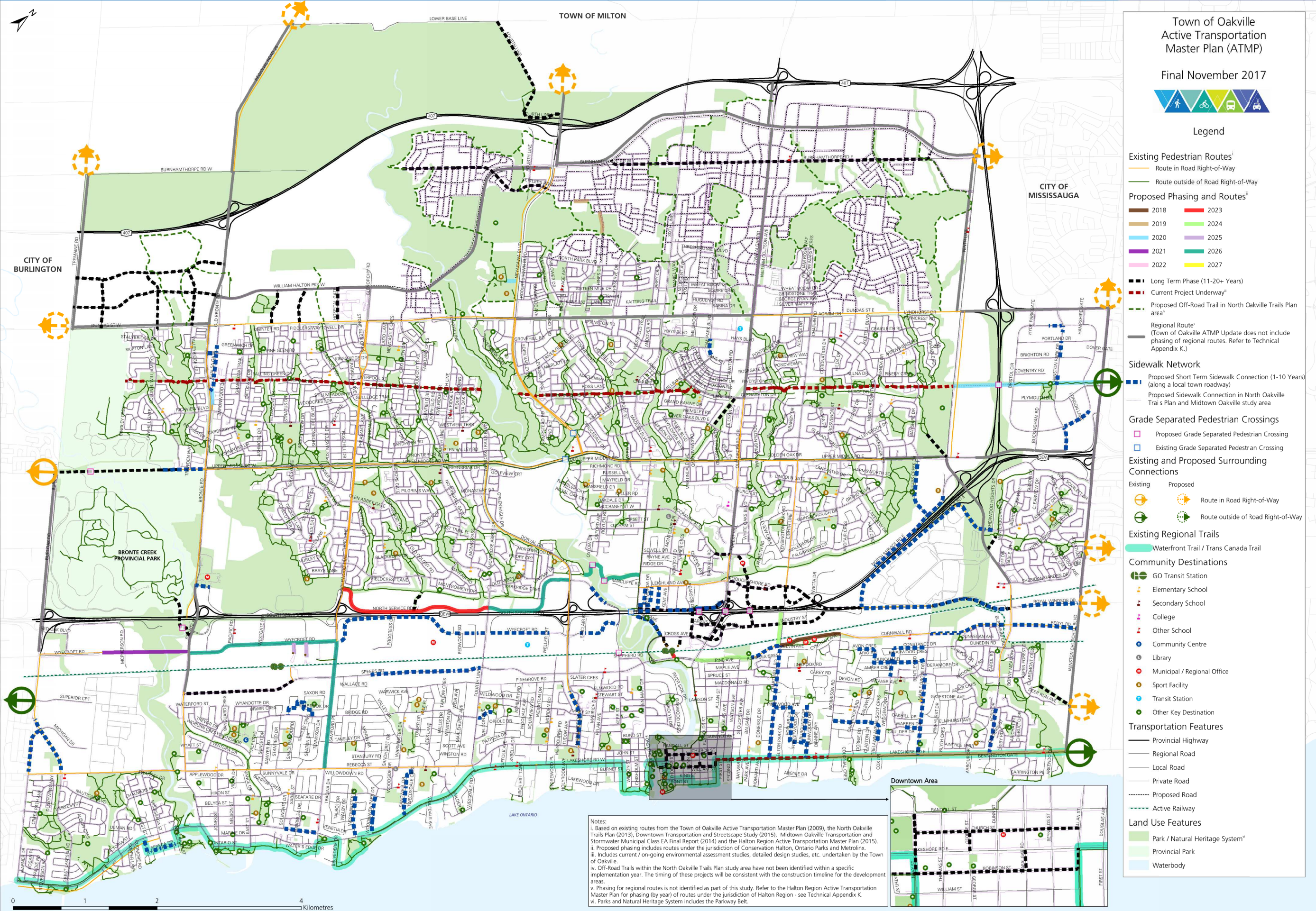
The ATMP is a 20+ year timeline organized into two phases: short term (1-10 years) and long term (11-20+ years). **Maps ES5** and **ES6** illustrate the proposed phasing.

A successful master plan requires a strategy to ensure implementation is continued beyond the lifespan of the plan. An implementation strategy should clearly identify priority projects and initiatives within the short-term as well as the long-term that are considered feasible and in-line with other town work. The estimated total cost to implement the active transportation infrastructure and supportive programs is approximately \$47.8 million over 20+ years. A summary of the estimated costs is presented in **Table 1**.

Table 1 - Estimated Oakville ATMP Costs (2018 – 2037)

TOTAL ESTIMATED COSTS	
Routes & Facilities	\$29,522,635
Grade Separated Pedestrian Crossings	\$11,800,000
Programs & Initiatives	\$4,495,000
AT Related Studies / Investigations	\$2,000,000
Total Cost	\$47,817,635

The implementation strategy also includes a set of tools, processes, references, guidelines and policies which are intended to support the implementation of the network by town staff and its partners.



Town of Oakville Active Transportation Master Plan (ATMP)
Final November 2017

Legend

Existing Pedestrian Routesⁱ
 - Route in Road Right-of-Way
 - Route outside of Road Right-of-Way

Proposed Phasing and Routesⁱⁱ
 - 2018 (Dark Blue)
 - 2019 (Light Blue)
 - 2020 (Green)
 - 2021 (Yellow)
 - 2022 (Orange)
 - 2023 (Red)
 - 2024 (Light Green)
 - 2025 (Purple)
 - 2026 (Teal)
 - 2027 (Yellow-Green)

Long Term Phase (11-20+ Years)
 - Current Project Underwayⁱⁱⁱ
 - Proposed Off-Road Trail in North Oakville Trails Plan area^{iv}

Regional Route^v
 (Town of Oakville ATMP Update does not include phasing of regional routes. Refer to Technical Appendix K.)

Sidewalk Network
 - Proposed Short Term Sidewalk Connection (1-10 Years) (along a local town roadway)
 - Proposed Sidewalk Connection in North Oakville Trails Plan and Midtown Oakville study area

Grade Separated Pedestrian Crossings
 - Proposed Grade Separated Pedestrian Crossing
 - Existing Grade Separated Pedestrian Crossing

Existing and Proposed Surrounding Connections
 Existing:
 Proposed:
 - Route in Road Right-of-Way
 - Route outside of Road Right-of-Way

Existing Regional Trails
 - Waterfront Trail / Trans Canada Trail

Community Destinations
 - GO Transit Station
 - Elementary School
 - Secondary School
 - College
 - Other School
 - Community Centre
 - Library
 - Municipal / Regional Office
 - Sport Facility
 - Transit Station
 - Other Key Destination

Transportation Features
 - Provincial Highway
 - Regional Road
 - Local Road
 - Private Road
 - Proposed Road
 - Active Railway

Land Use Features
 - Park / Natural Heritage System^{vi}
 - Provincial Park
 - Waterbody

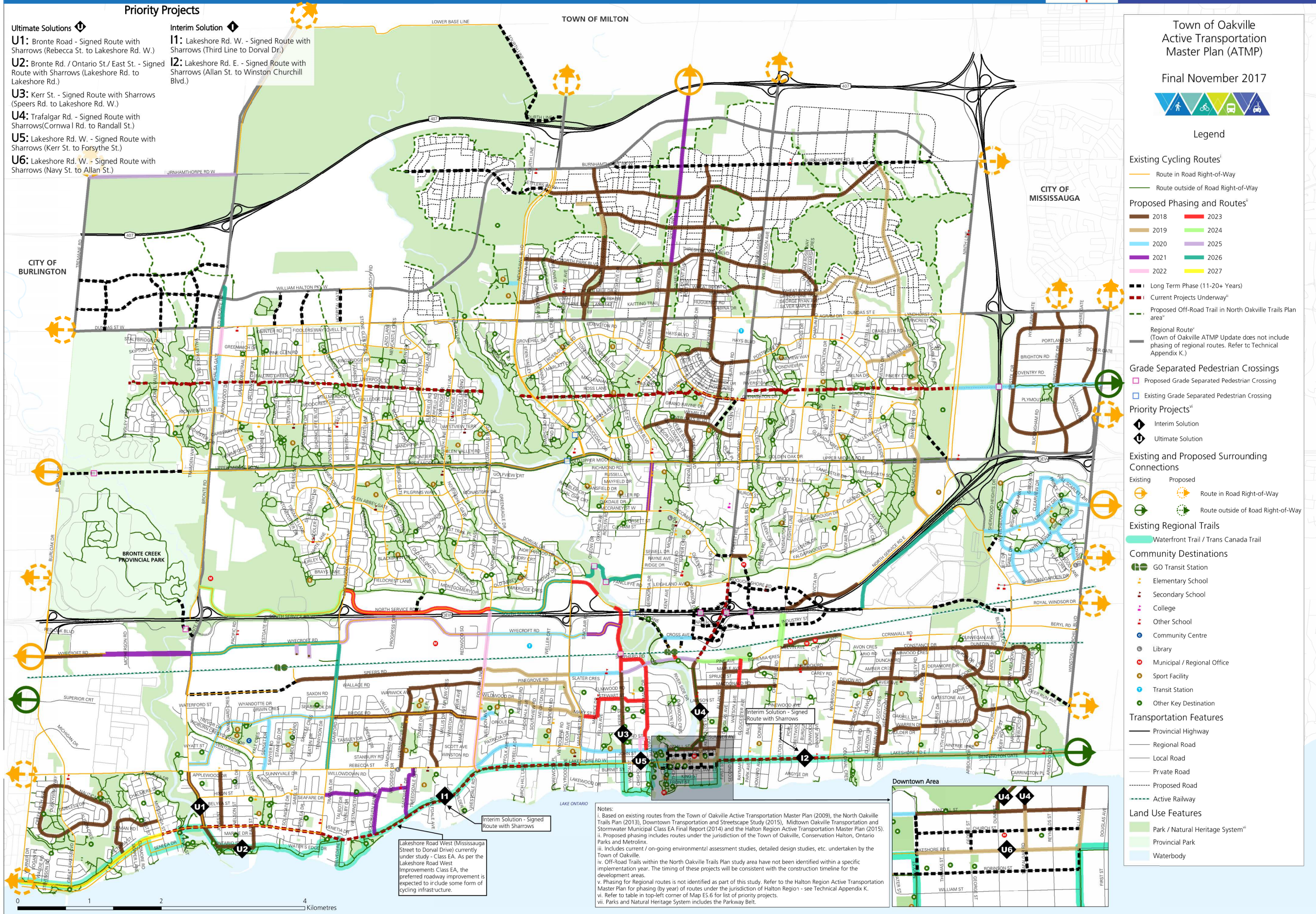
Notes:
 i. Based on existing routes from the Town of Oakville Active Transportation Master Plan (2009), the North Oakville Trails Plan (2013), Downtown Transportation and Streetscape Study (2015), Midtown Oakville Transportation and Stormwater Municipal Class EA Final Report (2014) and the Halton Region Active Transportation Master Plan (2015).
 ii. Proposed phasing includes routes under the jurisdiction of Conservation Halton, Ontario Parks and Metrolinx.
 iii. Includes current / on-going environmental assessment studies, detailed design studies, etc. undertaken by the Town of Oakville.
 iv. Off-Road Trails within the North Oakville Trails Plan study area have not been identified within a specific implementation year. The timing of these projects will be consistent with the construction timeline for the development areas.
 v. Phasing for regional routes is not identified as part of this study. Refer to the Halton Region Active Transportation Master Plan for phasing (by year) of routes under the jurisdiction of Halton Region - see Technical Appendix K.
 vi. Parks and Natural Heritage System includes the Parkway Belt.



Map ES.6 - Proposed Cycling Network Phasing & Priority Projects



Map ES.6



ES.8 Summary of Recommendations

The ATMP includes a set of recommendations which form the foundation for the town's next steps. These recommendations are action statements to guide supportive planning, design, implementation and operations of active transportation in Oakville. The following is a summary of the recommendations contained in the ATMP.

Recommendations:

1

The values and key messages identified for each of the key audiences should be reviewed and considered as the town develops future communication related to active transportation.

2

The town should review the proposed outreach initiatives and identify an annual action plan to educate, promote and enforce safe, enjoyable and comfortable active transportation town-wide.

3

Town Council should include as part of its annual budget process, funding to construct, operate and maintain the active transportation network using the phasing identified on Maps 8 and 9 as a guide.

4

Town staff should consider the ATMP recommendations prior to proceeding with all applicable capital works projects including road resurfacing, widening or rehabilitation projects, and new major trail projects.

5

The town should prioritize the implementation of the eight short-term priority projects and integrate them into the annual budget.

6

The town should consider using the proposed reporting structure and roles and responsibilities identified within the ATMP when moving forward with implementation.

7

Town staff should periodically review the potential opportunities for additional partners to support the town in the implementation of the ATMP.

8

Town staff from various divisions should continue to work together to coordinate the implementation of ATMP. A point person from each division should be identified to track progress and next steps.

9

Town staff should investigate the environmental impacts and determine the appropriate schedule for each individual project to inform the necessary next steps that should be completed.

10

Town staff should maintain and update annually the Geographic Information System (GIS) based Network Management Tool developed as part of the ATMP and use this tool to assist in planning for the implementation and management of active transportation infrastructure.

11

The town should identify specific maintenance and operation practices for specific facility types included in the active transportation network. As new facilities are implemented, the town should consider whether the current maintenance practices address them appropriately.

12

The town should review and revise the annual sidewalk maintenance budget as they increase the number of new sidewalks implemented as a result of the ATMP.

13

The town should develop a level of service standard for the maintenance and operations of active transportation facilities during the winter months.

14

The town should review, revise and adopt the performance measures as outlined in the plan to establish a process where data is collected every two years to measure the performance of the ATMP.

15

The town should review and adopt appropriate risk management and liability prevention strategies into day-to-day decision making related to active transportation planning, design and maintenance.

16

Town staff should review the Zoning By-Law standards related to car parking for consideration of a potential reduction to encourage people to walk, cycle, roll and take transit, and be consistent with the Ministry of the Environment and Climate Change minimum parking requirements.

17

Town staff should update the Transportation Impact Analysis Terms of Reference to include consideration for the management of congestion through the increased use of sustainable modes i.e. transit, walking, cycling, rolling, etc.

18

Town staff should update the Pedestrian Circulation Plan Terms of Reference to include considerations for linkages that connect users to and from all modes of transportation (e.g. transit to pedestrian, cyclist to pedestrian, etc.).

19

Town staff should update the Parking Study Terms of Reference to include:

- » Calculations for reductions and / or factors related to multi-modal levels of service; and,
- » Identification of locations and access routes to interior storage and locker room facilities in parking plans.

20

Recommendations included in the Transportation Impact Analysis should be considered in the Urban Design Brief and Urban Design Brief for Subdivisions and the Terms of Reference should be updated to reflect the need for these recommendations to be linked.

21

Town staff should continue to identify projects which can be funded by existing programs established by various service areas within the town.

22

The town should continue to explore external funding sources and partnerships to help fund the proposed “enhancements” as well as other programs and promotional initiatives.

23

The town should continue to identify opportunities to coordinate large-scale capital projects to achieve economies of scale and build the costs for cycling facilities into those budgets.

24

Technical Appendix I, the ATMP network management and implementation tool, should be used as a reference to inform the town’s future budgeting and costing for routes and facility types.

25

The town should use the preliminary costing to inform future budgeting decisions on an annual basis. As needed, the costing should be updated to reflect more accurate estimates based on inflation and other external factors.