

TECHNICAL APPENDIX B

Policy Review

A master plan typically outlines policies, strategies and recommendations that reflect community and municipal objectives. Policies provide the basis for future growth and development as well as community change. Where possible, they should be supported by policies and plans from other levels of government. Active transportation and recreation have been integrated into a number of policies and plans at the federal, provincial and regional levels of government which have a direct impact on decision making at the Town of Oakville. In order to understand how to influence future policy changes, it is important to understand the existing policies.

The following is a summary of active transportation and recreation supportive policies at the federal, provincial, regional and local municipal level that have been reviewed as part of this project to provide the team with the necessary policy context.

Federal Policies

Transport Canada

The Strategies for Sustainable Transportation Planning: a review of practices and options (2005) identifies guidelines for consideration when incorporating sustainable transportation into municipal policies. The report includes principles that support the promotion of active transportation as a mode of sustainable transportation at the federal level and the promotion of active transportation as a viable form of transportation.

Potential strategies identified in the Transport Canada guidelines include those that:

Land Use Planning Integration

- » Encourage desirable land use form and design (e.g. compact, mixed-use, pedestrian / bike friendly) through transportation plan policies.

Environment & Health

- » Mitigate air quality and noise impacts of transportation activities;
- » Set goals and objectives for reducing the need to travel, improving transit mobility, and preserving minimum levels of service on roadways; and,
- » Address the transportation needs of persons with disabilities, notably public transit service and barrier-free design in public rights-of-way.

Modal Sustainability

- » Increase walking, cycling, other active transportation, transit, ridesharing and teleworking;
- » Recognize synergies and tensions among different modes (e.g. potential for multimodal cycling-transit trips, potential for modal shift from transit to ridesharing); and,
- » Make transit operations more sustainable.

The strategies identified in Transport Canada's report, demonstrate the federal government's commitment to developing national standards and practices which can be used to help improve conditions for walking and cycling.

Federation of Canadian Municipalities (FCM)

The Federation of Canadian Municipalities fosters the development of sustainable communities that enjoy a high quality of life by promoting strong, effective and accountable municipal government. FCM's "Communities in Motion: Bringing Active Transportation to Life Initiative" is a key resource for all Canadian municipalities. It sets out goals for promoting active transportation and eliminating barrier to difficult travel modes. The strategy outlines active transportation considerations for community design including travel times and distance, lighting on trails, wayfinding, cycling amenities and a varied experience to accommodate recreational, utilitarian and tourism trip types. The design and development of walking and cycling facilities is reinforced and promoted through this policy. Local municipalities are encouraged to use the recommendations and design considerations outlined in this policy to help guide the development of individual routes, systems and linkages.

Provincial

Places to Grow Act (2005)

The Places to Grow Act the Growth Plan for the Greater Golden Horseshoe sets out a vision for the greater golden horseshoe to become a great place to live by 2041 supported by a strong economy, a clean and healthy environment and social equity. The plan guides decisions on a wide range of issues such as transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection. These issues are in the interest of promoting economic prosperity within the region.

In the past there has been a lack of sufficient infrastructure investment, which has caused all levels of government to experience economic pressure. Tens of billions of dollars beyond current levels of investment will be required before the situation is back in balance. Additional support from federal partners such as; innovative, alternative partnership arrangements that protect the public interest; and the strategic staging of infrastructure investments are all required to respond to these challenges. Overall the plan will create better investment in our cities that will help to mitigate sprawl by enhancing infrastructure, integrating and improving transit systems, protecting

valuable natural resources and strengthening local government.

The plan provides policy objectives to guide the planning and development of an integrated and efficient transportation system to support a vibrant economy and quality of life in the g. Examples of specific policy objectives outlined in the plan include:

- » 3.2.2.2 Transportation system planning, land use planning, and transportation investment, will be coordinated to implement this plan.
- » 3.2.2.3 Ensure that corridors are identified and protected to meet current and projected needs for various travel modes
- » 3.2.3.3 Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:
 - provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development
 - provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.

Greenbelt Plan

The Greenbelt Plan builds upon the ecological protections provided by, the Niagara Escarpment Plan (NEP) and the Oak Ridges Moraine Conservation Plan (ORMCP). It also complements and supports other provincial level initiatives such as the Parkway Belt West Plan and the Rouge North Management Plan. The Protected Countryside lands are intended to enhance the spatial extent of agriculturally and environmentally protected lands currently covered by the NEP and the ORMCP while at the same time improving linkages between these areas and the surrounding major lake systems and watersheds. Collectively, the lands in these three plans form the Greenbelt. In 2015, Ontario initiated the review of the Growth Plan for the Greater Golden Horseshoe, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan and the Growth Plan. Throughout 2015 the province engaged in extensive consultation with various municipal representatives. A summary of the input received and proposed outcomes was prepared and published in November 2015. Active transportation, complete streets, complete communities, etc. were identified as a means of strategically growing within this geographic area of Ontario.

Bill 51 Planning Act Reform Municipal Act (2001)

Bill 51 was approved in January of 2007 and reforms the Planning Act. The Planning Act provides the legislative framework and is the guiding document for land use planning in Ontario. The document outlines changes to the planning process intended to support intensification, sustainable development and the protection of green space. This is facilitated by increasing municipalities' power and flexibility and providing them with the tools to efficiently use land, resources and infrastructure. Bill 51 is consistent with Ontario's recent policy shift towards sustainable land use development and planning. For instance, Bill 51 allows municipalities to require environmentally sustainable design for individual buildings as well as entire neighbourhoods. It has also identified sustainable development as a provincial goal and objective as part of the Provincial Policy Statement.

Provincial Policy Statement (2014)

The 2014 update to the Provincial Policy Statement (PPS) set the foundation for regulating land use planning and development within the Province of Ontario while supporting provincial goals and objectives. The PPS sets out guidelines for sustainable development and the protection of resources of provincial interest. The PPS promotes transportation choices that facilitate pedestrian and cycling mobility and other modes of travel. “Transportation systems” as defined in the PPS are systems that consist of corridors and rights-of-way used for the movement of people and goods as well as associated transportation facilities, including cycling lanes and park’n’ride lots. Policies pertaining to alternative modes of transportation are dispersed throughout the PPS. Policies which specifically address the development of active transportation infrastructure and programs include Section 1.1.3.2, 1.6.7.4 and 1.

Ontario Cycling Strategy

#CycleON

In November 2012 the MTO published the Draft Cycling Strategy. The strategy acknowledges the importance of developing cycling infrastructure to help reduce greenhouse gas emissions, ease gridlock, enhance the economy, increase tourism and increase quality of life for Ontario residents. The strategy was developed based on increasing demand for direction from the province on the development of cycling facilities and responds to recommendations in the Coroner’s report published in 2012. The province’s vision is to ultimately “develop a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get a bicycle in Ontario”. The strategy outlines recommended cycling infrastructure, legislation changes and enhancements including proposed changes to The Highway Traffic Act. In August 2013 the final version of #CycleON was released along with a clear set of actions. These actions are a strong basis for strategic municipal plans as they address both soft and hard infrastructure as well as the importance of short-term actions and priorities to demonstrate early success.

Ontario Climate Change Strategy #ONClimate

In November 2015, Ontario's Ministry of Environment and Climate Change released a Climate Change Discussion Paper to educate Ontarians on key issues related to Climate Change in the provincial context. The Strategy is a response to the Climate Change Discussion Paper (February 2015) which presented a long-term vision and a set of goals to "fight" climate change. The Strategy builds upon the Ontario government's past successes to reduce greenhouse gases – a milestone that was achieved in 2014 as a result of the Climate Change Action Plan established in 2007.

The updated strategy sets out changes which are required in order to reduce greenhouse gas emissions by 37% before 2030. Actions and initiatives have been identified based on Ontario's ultimate goal of reducing greenhouse gas levels by 80% by 2050. Most of Ontario's greenhouse gas emissions come from the transportation industry and buildings sectors. As such, a key consideration of the strategy is further investment in sustainable transportation. To reduce the greenhouse gas emissions produced by transportation the province will continue to improve and provide residents with increased access to more sustainable transportation modes.

Ontario Trails Strategy

The Ontario Trails Strategy was developed by the Ministry of Tourism, Culture and Sport between 2003 and 2005 and formally launched on October 6, 2005 with a commitment to \$3.5M in funding over 5 years. The Strategy is a long-term plan that establishes strategic directions for planning, managing, promoting and using trails in Ontario.

The Strategy sets out a strategic vision for trails within Ontario. The Ministry and its partners throughout Ontario aim to establish "a world-class system of diversified trails, planned and used in an environmentally responsible manner that enhances the health and prosperity of all Ontarians". The strategy focus on single and shared-use trail networks within urban, rural and wilderness areas which are meant for recreational, active living, utilitarian and tourism purposes. The strategy sets out five strategic directions including:

- » Improving collaboration between stakeholders;
- » Enhancing the sustainability of Ontario's trails;
- » Enhancing the trail users experience;
- » Educating Ontarians about trails; and,
- » Fostering better health and strong economy through trails.

Highway Traffic Act (HTA)

Bicycles are recognized as a vehicle under the HTA. They can operate on public roadways with the same rights and responsibilities as a motor vehicle.

However, bicycles are not permitted on controlled access freeways such as the 400 series and QEW highways or any roadway restricted for cycling by a municipal by-law.

The HTA contains a number of cycling related policies including bicycle lanes on municipal roadways, vehicles interacting with bicycles, bicycles being overtaken, and regulating or prohibiting bicycles on highways. Most recently, an amendment to the HTA was passed – Keeping Ontario’s Roads Safe Act which provides further clarifications and regulations related to cycling and pedestrian activities.

Currently at school crossings and pedestrian crossovers, drivers must yield only half of the roadway to pedestrians who are crossing. If passed, the proposed legislation would improve pedestrian safety by:

- » Requiring drivers to yield the whole roadway to pedestrians at school crossings and pedestrian crossovers; and

- » Amending the Highway Traffic Act to allow for new pedestrian crossing devices on low-speed and low-volume roads as requested by municipalities

The proposed legislation responds to municipal requests, stakeholder input and recommendations from the Office of the Chief Coroner for Ontario to promote cycling as active transportation and improve cyclist safety by:

- » Allowing cyclists to use the paved shoulders on unrestricted provincial highways to promote safer opportunities to cycle;
- » Supporting cycling in urban areas by allowing municipalities to create contra-flow bicycle lanes to provide more direct routes and connectivity for cyclists;
- » Increasing the fine range for convictions of dooring of cyclists \$300 - \$1,000 and raising the demerit points from two to three;
- » Requiring all drivers to maintain a 1 metre distance when passing cyclists; and,
- » Increasing the maximum fine from to \$60 - \$500 for not using required bicycle lights and other reflectors/reflective material; and permit the use of flashing red lights as a safety feature on bicycles.

As of September 2015, Bill 31 is now effective under the HTA, providing further direction and penalties for distracted driving and cycling. With regard to cycling, the Bill acknowledges the importance of cyclist safety and provides changes to encourage cycling, promote road safety and share the road. The changes include penalties for drivers that engage in:

- » “Dooring” (or a “door prize”) commonly referred to as someone who opens a parked motor vehicle door into the path of a cyclist or other traffic; and,
- » Passing too close to cyclists. Drivers must keep a one-metre (3 feet) distance when passing cyclists.

Fines are now given for both of these offences in addition to demerit points for dooring. Under Bill 31 cyclists are now required to have proper lights, reflective materials and reflectors with a fine being given for those who have improper lighting.

Accessibility for Ontarians with Disabilities Act (2005)

The Accessibility for Ontarians with Disabilities Act (AODA) was passed in 2005. The policy calls on the business community, public and not-for-profit sector and people with disabilities to develop, implement and enforce mandatory standards. The policy makes Ontario the first jurisdiction in Canada to develop, implement and enforce accessibility standards applied to both private and public sectors. These guidelines provide directives on how businesses in Ontario can identify, remove and prevent barriers to accessibility.

The Built Environment is the most relevant standard that can be applied to trail planning, design and construction. Recently a revision and update of the Built Environment Standard was undertaken and released in early 2013. “The goal of the Accessibility Standards for the Built Environment is to remove barriers in public spaces and buildings. This will make it easier for all Ontarians — including people with disabilities, seniors and families — to access the places where they work, travel, shop and play”. The standards for public spaces cover: Recreational Trails and Beach Access Routes, Outdoor Public Use Eating Areas, Outdoor Play Spaces, Exterior Paths of Travel, Accessible Parking and Obtaining Services.

Transit Supportive Guidelines

In 1992, the Ontario Ministries of Transportation and Municipal Affairs and Housing published the Transit-Supportive Land Use Planning Guidelines which was recently updated in 2012 to reflect continued progress in the development of more compact, transit-supportive communities. The report documents the most current thinking on transit-supportive urban planning and design in addition to current best practices in transit planning. The documents builds upon the policies and initiatives developed by the Ministry over the past 10+ years and consists of over 50 guidelines and approximately 450 specific strategies to guide urban and transit planners, developers etc. in creating communities that support transit and transit ridership.

The document also supports the development of pedestrian and cycling connections throughout urban and rural communities to help enhance transit infrastructure and usage. The approach includes the provision of safe and accessible pedestrian and cycling connections to and from transit stops and stations. Recommendations set out on the transit-supportive guidelines will help to inform the development of proposed network linkages and recommendations which facilitate connectivity to transit and other modes of transportation.

Specific reference is also made to the design and development of complete streets.

Regional

Halton Region Official Plan

The Halton Region Official Plan was created in 2006 as a guide for Regional Council. The plan sets out goals, objectives and policies that are intended to help manage growth and direct physical change throughout the Region, taking into consideration the effects on the social, economic and natural environment. Halton Region's vision is led by two planning concepts: land stewardship and healthy communities. The Region continually advocates for these two concepts while maintaining sustainable development as the primary objective of land use decisions.

The Official Plan sets out a transportation goal - "to service all members of the community through fully accessible recreational facilities and services and a balanced transportation system that considers all modes of travel (walking, cycling, public transit, trains, and automobiles)". This goal will be supported and reflected by on-going active transportation infrastructure development throughout the Region's local municipalities including Oakville. In 2012, Halton Region released Regional Official Plan Amendment 38 (ROPA 38) to incorporate the results of the Sustainable Halton process and the statutory five-year review of the 2005 Regional Official Plan.

Halton Region Transportation Master Plan

In 2011, Halton Region developed a 20-year plan which outlines the Region's transportation infrastructure and program priorities as well as a set of tools which can be used to achieve them in a safe, effective, and cost efficient manner. The Transportation Master Plan (TMP) is a strategic plan which supports the development of a sustainable and multi-modal transportation network that considers all modes of travel (automobiles, transit, cycling, walking, etc.) up to the year 2031. The TMP identifies five guiding principles:

- » Balanced Needs – provide choice for the travel needs of residents;
- » Healthy Communities – support a healthy and active lifestyle;
- » Economic Vitality – transportation will be a major contributor to the Region's prosperity;
- » Sustainability – balance economic, social, and environmental goals; and,
- » Well-Maintained Infrastructure – keep the Region's Infrastructure in a good state of repair.

The TMP outlines goals to provide active transportation that is well-connected, safe, and part of a functional transportation network.

Halton Region Active Transportation Master Plan

In May 2015, Halton Region developed their Active Transportation Master Plan (ATMP). The ATMP was developed to highlight strategies, infrastructure, initiatives and programs to promote active transportation to the year 2031. The ATMP is intended to help promote an, accessible, affordable and efficient multi-modal transportation network where active transportation will be a viable alternative to strengthen linkages between communities and municipalities. The recommendations included in the plan support policies and growth set out in the Halton TMP and Official Plan. The ATMP includes four vision statements. Two of these statements are as follows:

- » An increase in the use of active transportation as a year-round travel mode option available for all members of the community; and,
- » The Active Transportation Master Plan must guide the Region to meet the mode share target for active transportation of 5% of all PM peak hour trips by 2031 from less than 2% in 2011. This represents a seven-fold increase over the 1,600 PM peak hour trips made by cycling and walking in 2011 to 11,500 trips by 2031.

B.4.3 Citizens' Priorities – Halton Regions Action Plan (2011-2014)

The Citizens' Priorities Action Plan for Halton Region is a work plan that sets out the Regional Council's delivery plan from 2011 to 2014. This plan is attuned closely with the citizens' priorities in developing a set of key initiatives and key actions for their future. The priorities included safe communities, public engagement, sustainable communities, and the promotion of healthy living. The Action Plan put forward Transportation Actions which involved the construction of 25 kilometres of multi-use paths and bike lanes along Regional Roads and proactivity of public consultation efforts during the anticipated Region's Active Transportation Master Plan study process. Also, the Action Plan developed annual actions in order to guide the implementation of the programs and services that are important to the Region's citizens.

Local

Town of Oakville Official Plan

An Official Plan is considered a “blueprint for the future” for municipalities. Official Plans contain policies which provide staff with guidance on how to appropriately design municipal infrastructure including but not limited to roads, water mains and sewers. The Livable Oakville Plan (2009 Town of Oakville Official Plan) sets out council’s policies on how lands should be used and growth should be managed through to 2031. The mission statement is to: enhance the town’s natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions

Active transportation is noted in a number of locations throughout the Official Plan providing strong policy support for future improvements and investments by the town. The promotion of active transportation is a primary objective to influence policies as it relates to transportation, land use planning, urban design, sustainability and natural areas. Examples of general AT objectives and policies provided in the plan include:

- » 8.1.1.d – To provide a network of on- and off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile.
- » 8.1.2.d – The Town will balance the provision of a safe, functional and attractive pedestrian-, cycling- and transit-oriented environment with an acceptable level of vehicular traffic. If necessary within the Growth Areas, the Town may accept a level of service which is less than optimum, in return for a more pedestrian-, cycling- and transit-oriented environment along its roads.
- » 8.3.2 – The Town shall consider innovative road designs that have environmental considerations and support pedestrians, cycling and transit-supportive land uses.
- » 8.4.5 – Road rights-of-way shall be developed to take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, medians, on-street and lay-by parking, and urban design requirements including streetscape design.
- » 8.12.2.b – A road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops.

Section 8.10 Active Transportation of the Official Plan includes the following AT specific policies:

- » 8.10.1 – Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.
- » 8.10.2 – The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.
- » 8.10.3 – The location of existing and proposed pedestrian and cycling facilities are designated on Schedule D. The location of pedestrian and cycling facilities should conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.
- » 8.10.4 – Additional rights-of-way may be required at specified locations within the Town to provide for future grade separated pedestrian/cycling facilities where warranted. Any such additional right-of-way requirements shall be determined at the time of the design of the facility.
- » 8.10.5 – Development proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.
- » 8.10.6 – In addition to the provision of pedestrian and cycling access to transit stations, the Town may include the provision of separate multi-use pathways in or adjacent to rapid-transit corridors through the environmental assessment and detailed design process.
- » 8.10.7 – In new developments, sidewalks should be required on both sides of all roads with the exception of: a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road; b) lanes, where no sidewalks shall be required; and c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.
- » 8.10.8 – Bicycle parking standards shall be implemented through the Zoning By-law.

Town of Oakville Transportation Master Plan – Switching Gears (TMP)

The Town of Oakville Transportation Master Plan Switching Gears was developed in 2011. The TMP investigates all modes of transportation including public transit, walking, cycling and ride-sharing along with strategic roadway improvements to ensure the safe, convenient and efficient movement of people and goods. The TMP vision is to “create a more balanced transportation system that provides a variety of sustainable travel options in Oakville”.

The TMP notes the importance of providing a network of pedestrian and cycling facilities to allow the use of active transportation as an alternative to the automobile. The following are some strategies proposed to increase walking and cycling commuter trips in Oakville:

- » Promotion of active transportation home-to-work commuting through the development of the network as per the ATMP; and,
- » Promotion of walk and cycle to school programs through outreach programs such as the Safe Routes to School program.

Town of Oakville Active Transportation Master Plan (ATMP)

The 2009 Active Transportation Master Plan was developed to respond to the needs of a range of active transportation users, age and skill level. The objective of the ATMP was to identify short, mid and long-term actions and recommendations that would establish and support a desired level of active transportation for Oakville residents. The plan recognizes cycling and walking as a viable mode of transportation and include recommendations to promote active transportation as a feasible means of commuting.

The 2009 plan was initiated following recommendations in earlier municipal documents to support sustainable transportation and improve active infrastructure. A set of recommendations related to outreach, infrastructure and implementation were included in the ATMP as a means of supporting and shaping future decision-making in Oakville. Since the development of the plan the town has achieved great progress improving infrastructure, policies and programs – a total of 185 kilometres of on and off-road active transportation routes have been implemented throughout Oakville.

Town of Oakville 2015-2018 Council's Strategic Plan

The Strategic plan sets out a vision, mission and values for the Oakville. The vision is to be the most liveable town in Canada; the mission is to improve programs and services that are accessible, environmentally and fiscally sustainable; and the values are to be accountable, dedicated, honesty, innovative, respectful and cooperative. The vision, mission and values are further supported by five areas of focus:

1. Good governance
2. Environmental leadership
3. Economic growth
4. Fiscal sustainability
5. Outstanding service to residents

The goals are supported by more immediate actions, objectives and initiatives which help to shape next steps. The plan calls for action to update the Active Transportation Master Plan for cycling and walking infrastructure, outreach initiatives and policy direction.

Town of Oakville Local Community Sustainability Plan

The Community Sustainability Plan – Lets be Livable, was developed in 2014 and is part of the Vision 2057 framework. The plan is intended to be an adaptive platform which will help to define the ways for Oakville to achieve sustainability for present and future generations. A key deliverable of the plan is to provide the community with a guide to implement changes to increase sustainability and enhance the quality of life in Oakville.

The Oakville Community Sustainability Plan aims to foster community partnerships and strengthen community resiliency. The plan and process were based around the four pillars of sustainability and integrate economic, social, environmental and cultural aspects. Ultimately, the goal is for the community to take ownership of the plan and the resulting actions. The plan is intended to be a living document, changing over time as the community builds capacity in the area of sustainability.

Town of Oakville Environmental Strategic Plan (ESP)

The Environmental Strategic Plan was Council adopted in 2005 to help improve the environment in Oakville. Since this time Oakville has experience significant growth and change. In 2011 the ESP was updated and approved by Council. The update reflects the success of the accomplishments since 2005 and sets out new actions for the next five years. The ESP contains seven (7) goals, one of which is to establish an environmentally friendly transportation network. The goal is supported by several action plans and goals including:

- » Enhance public transportation within and connecting to Oakville;
- » Support bike and walking path infrastructure and connectivity;
- » Encourage the use of alternative modes of transportation; and,
- » Promote and use transportation demand management (TDM).

Downtown Transportation and Streetscape Study (2015)

The Downtown Transportation and Streetscape Study (DTS) approved by Council in April 2015 assessed the current traffic and roadway conditions in downtown Oakville and created recommendations to enhance the roadways, beautify streets, improve pedestrian/cycle ways and revitalize the Towne Square, by introducing design standards as well as increasing connectivity, mobility and accessibility.

The DTS study area is focused on Lakeshore Road in the downtown core area bounded on the west by Sixteen Mile Creek, on the east by Allan Street, on the south by Robinson Street and to the north by Randall Street. The year and half study involved extensive community and stakeholder consultation program, including local residents, business owners and the Downtown BIA to achieve the best possible consensus for the recommended plan directions.

The DTS is a key part of a broader visionary process: The Downtown Oakville Strategic Action Plan. The Strategic Action Plan provides guidance for the future of downtown Oakville over the next 20 years and reinforce the vision for downtown Oakville established in the town's Official Plan, Livable Oakville.

Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment Final Report

In 2014, the town completed the Midtown Oakville Class EA study. The Class EA study is intended to be a practical, long-term strategy to guide the development of the transportation and municipal storm water network needed to accommodate the planned growth in Midtown Oakville to 2031, as identified in the Livable Oakville Plan. This study considered a diverse range of options to satisfy future growth demands; including but not limited to:

- » Public transit system and network improvements;
- » Active transportation (pedestrian and cycling) network improvements;
- » Travel demand management requirements;
- » Land use planning policies;
- » Municipal road network improvements; and,
- » Municipal drainage network improvements.

The overall preferred concept outlines opportunities to improve connectivity, to accommodate pedestrians, cyclists, transit users and motorists; enhancing the public realm and establishing a mix of uses to support the future growth of Midtown.

North Oakville Trails Plan

In 2013, the North Oakville Trails Plan was approved by Council. The plan along with other municipal planning documents form the basis for an active transportation strategy in the North Oakville Secondary Plan areas. This document replaces the North Oakville East Trails Plan and the North Oakville East Cycling Strategy that were originally published in 2008. A fundamental aspect of this plan is that it formally recognizes the Natural Heritage System as a significant and important asset.

The North Oakville Trails Plan is intended to serve as a guide to the planning, development, and management of a sustainable trail network which embraces the diversity of users and user groups, and supports social, cultural, health, economic and environmental benefits for our local communities. The plan identifies proposed routes, facility types (on and off-road), hierarchy of trails and an implementation strategy for facilities in the North Oakville Secondary Plan area.

North Oakville East Secondary Plan (2008)

The North Oakville East Secondary Plan establishes the framework for future urban development for lands bounded by Highway 407 to the north, Ninth Line to the east, Dundas Street to the south and the centre line of Sixteen Mile Creek to the west. To guide future growth, the plan includes general development objectives for key topics such as the environment, open space, urban design and transportation. The following are example of some objectives as it relates to active transportation:

- » 7.2.3.5.a - To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.
- » 7.2.3.5.b – To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

Section 7.7.2.4 Pedestrian / Bicycle System of the plan also outlines specific objectives relating to pedestrian / cyclist orientation, sidewalks, cyclists and the bicycle / pedestrian system.

North Oakville West Secondary Plan (2009)

The North Oakville West Secondary Plan establishes the framework for future urban development for lands bounded by Highway 407 to the north, centre line of Sixteen Mile Creek to the west, Dundas Street to the south and Tremaine Road to the west. The plan contains similar policies and objectives outlined in the North Oakville East Secondary Plan. These objectives include:

- » 8.2.3.4.a - To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.
- » 8.2.3.4.b – To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

AT supportive objectives are supported by key policies relating to transportation, air / energy efficiency, streetscapes, community linkages, neighbourhoods, and land use. Section 8.7.2.4 Pedestrian / Bicycle System of the plan also outlines specific objectives relating to pedestrian / cyclist orientation, sidewalks, cyclists and the bicycle / pedestrian system.