



OAKVILLE

Town of Oakville Active Transportation Master Plan (ATMP) Update

Public Information Centre #1 | Draft | August 2016



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1.0 Meeting Context

The first public information centre (PIC) for the Town's Active Transportation Master Plan (ATMP) update was a collaborative effort between the consultant team at WSP | MMM Group, the facilitator Glenn Pothier and Town of Oakville Staff. The PIC was held on June 23rd between 6:30 p.m. and 9:00 p.m. and was formatted in two parts – the first was a drop-in style information session and the second was a formal workshop session with a presentation and break-out activities / discussions.

This style of public event was used to achieve the following objectives:

- To educate attendees on the purpose, scope and context of the active transportation master plan update;
- To move towards consensus on the draft objectives of the master plan update;
- To confirm the existing active transportation routes and facilities; and
- To review / build upon past recommendations (infrastructure and programming).

Residents as well as local stakeholders and interest groups were invited to attend. Two weeks in advance of the session a notice was placed in local publications and was also uploaded onto the project website. A project email address was set-up to track comments but also to track RSVPs for the workshop. A total of 5 public representatives were in attendance. Throughout the evening a number of other residents and stakeholder representatives “dropped-in” to view the display boards and provide responses to questions being asked through interactive display materials.

Staff from the Town of Oakville attended the session to answer any questions public and stakeholder representatives may have had and to help facilitate the workshop session. The PIC was a collaborative effort between Town staff and the consultant team and was the formal public launch of the ATMP update. The following sections provide more details about how the session was formatted

1.1 Overview of the Public Information Session

1.1.1 Public Drop-in Session

As noted above, the session started at 6:30 p.m. with a 30 minute drop in session which also served as an informal information session for those who could not stay for the workshop. The purpose of the session was to provide relevant background information and opportunities for engagement for individuals who did not have 2 hours to dedicate to the workshop. The interactive display boards that were prepared mimicked the questioned asked at the workshop which allowed the study team to consolidate and compare responses.

1.1.2 Public Workshop

The public workshop was facilitated by Glenn Pothier with support from Claire Basinski (WSP | MMM Group). They worked together, along with input from City staff to prepare a workshop agenda and specific facilitated activities which aimed to achieve the objectives. An overview of the workshop agenda and the purpose of each of the activities undertaken is presented in **Table 1**.

Table 1 - ATMP update Public Workshop Agenda Overview

Agenda Item	Purpose
Welcome	To provide attendees with an overview of the intents and purposes of the workshop session and the proposed format of the session including key activities and timelines. The facilitator provides welcoming remarks on behalf of the project team and the City's project manager provided welcoming remarks on behalf of the City.
Overview of the ATMP Update	To provide attendees with a presentation which informs them of the context of the study specifically related to what a master plan update entails, the process that will be used to update the ATMP, engagement opportunities for both members of the public and stakeholders, potential issues and opportunities as well as supportive background information i.e. what has been done since the adoption of the 2009 report.
Q&A	To provide attendees with an opportunity ask any questions to the project team about the approach and methodology to the assignment following the presentation.
Activity #1: Reviewing the Draft Objectives	To present the draft ATMP Update objectives to the workshop attendees and gather their input with a view to moving toward consensus on the ATMP Update guiding principles.
Activity #2: Updating the AT Network & Program	To present the existing active transportation conditions and to gather input on whether the mapping accurately reflects what is currently on the ground. To present the previously proposed routes identified in the 2009 ATMP, the North Oakville Trails Plan and the Halton Region Active Transportation Master Plan, gather input on their viability and identify other route / facility options for consideration by the project team as part of the ATMP Update.
Open Forum & Next Steps	To provide attendees with closing remarks and to thank attendees for contributing their time and input to the study. To provide an additional opportunity to ask questions of the study team following the activities.

2.0 Sharing Input

Both the drop-in session as well as the facilitated workshop activities generated a large amount of input which were summarized and used to refine the master plan update objectives, the map of existing and previously planned conditions, identify future routes for consideration and expand upon the draft AT programs and initiatives identified in the 2009 master plan report. There were three "activities" used to gather input. A more detailed description of the activities and a summary of the input received is presented in the following sections.

2.1 Drop-in Session: Interactive Display boards

The drop in session was held over a 30 minutes period. Display boards were prepared and made available to attendees for their review. The boards were both informational and interactive. The informational display boards highlighted relevant background information on the project. The interactive display boards presented information about the existing and previously proposed active transportation conditions (as identified in the 2009 active transportation master plan), a spatial analysis of current walking and cycling demand and activities and an overview of the 2009 master plan recommendations. Graphics of the display boards and the room layout are presented below.

Some input was gathered through the interactive display boards but the majority of the input was gathered through the workshop session. The majority of the input gathered at the drop in session was done so through one-on-one discussion between attendees and the study team. Some had questions about the implementation of the last master plan and objectives of the current plan while others had some specific questions and concerns which were discussed in more detail at the workshop. Those who provided comments identified where they live – with the majority of them indicating that they live on the east side of the Downtown.

The display boards generated significant discussion and helped to enhance the workshop activities later in the evening. The following photos taken at the session.



2.2 PaperWiki: Reviewing the Draft Objectives

The draft objectives identified for the 2016 ATMP update were separated and printed on 2x3' pages. Each were mounted on display boards with one board (i.e. the one objective) placed on an easel at each table. The group sitting at each table was asked to mark-up the objective with their thoughts / comments. Each group was encouraged to write any of their thoughts on the page including both positive statements of agreement or edits / changes / considerations.

After the first round of comments was completed, a new display board was brought to the group for their commentary. Each group will be given a sharpie in a different colour which made it easier to track comments submitted by each group. Groups were encouraged to build on the comments provided by the previous group, providing additional thoughts on both the original objectives as well as the comments provided.

The following table summarizes the input received on each of the ATMP update objectives:

Objective	Comments & Considerations
Identify a comprehensive network that builds on the 2009 ATMP	<ul style="list-style-type: none"> • Having a pedestrian / cycling walkway onto the railway bridge across 16 Mile Creek at Cross Avenue to permit AT access from Kerr Street / Glen Abbey area to GO Station • Available connected network (mapping / route type of facility) • Access east / west especially under highway • Ensure access to transit hubs (integrated) e.g. clear / safe bikeways out of GO station, major hubs such as Trafalgar mall. • Crossings over railroad and rivers
Develop a continuous system that provides connectivity	<ul style="list-style-type: none"> • Integration with Region and surrounding municipalities e.g. Peel, Hamilton, etc. • Clarify between #1 and #2 • GO Station should be the most accessible public location in Town. It is not. It is only safely accessible by bike from 6th Line and QEW crossing. • Continuous safety
Make facility types consistent with current guidelines to accommodate all users	<ul style="list-style-type: none"> • Safety ahead of guidelines • Language: what is a facility type? • Group interested in pavement marking (e.g. keep to right) to help pedestrians and cyclists respect each other
Identify a realistic implementation strategy that provides tools to the Town	<ul style="list-style-type: none"> • Provide bike maintenance hubs at town facilities e.g. air for tires, patches, etc. • Keep multi-use pathways or on road bike lane "smooth" (many multi use pathways have a lot of patchwork / cracks making cycling difficult re: Bridge Road east of Third Line, Rebecca east of Third Line) • Maintenance – keep debris / garbage / recycling off multi-use pathways. Safety hazard.

Objective	Comments & Considerations
Identify priority projects and actions in the short and long-term	<ul style="list-style-type: none"> • Clarify framework for “priority”- need criteria so this does not change regularly • Identify priority projects and actions <u>for implementation</u> in the short and long-term
Increase awareness and support for AT using education	<ul style="list-style-type: none"> • Ensure all cycling infrastructure is clearly marked with bike logos on the ground • Signage at areas / intersections / driveways with high potential for collisions • Increase awareness and support for <u>Active Transportation</u> using <u>communication and education</u> • Communication on bike racks • Clarify that evaluation is of education / awareness plan
Establish performance targets and monitoring tools	<ul style="list-style-type: none"> • Confirm <u>establish</u> performance targets and monitoring tools • Connectivity ratios (complete annually) • Number of people using online mapping tool • Town surveys / school surveys for use of facilities

2.3 Mark-up Maps & Materials: Updating the Network & Programs

Maps of existing and previously proposed AT routes and facilities and display boards of programs and initiatives (based on the 2009 ATMP) were prepared and provided to the meeting attendees. Each table of attendees was provided with copies of each of the materials and were asked to document their questions, comments, thoughts, revisions, etc. The following are the questions that were asked for each of the materials:

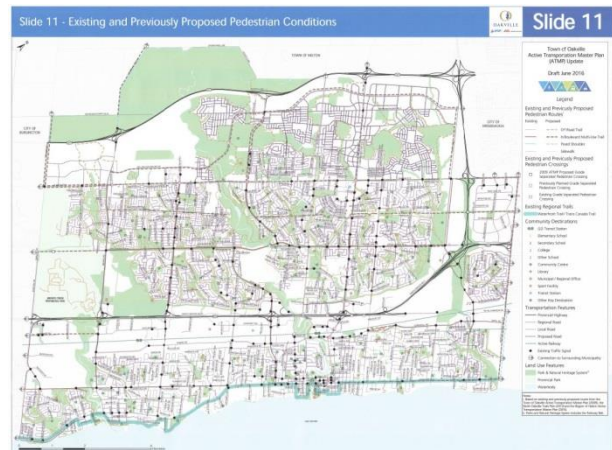
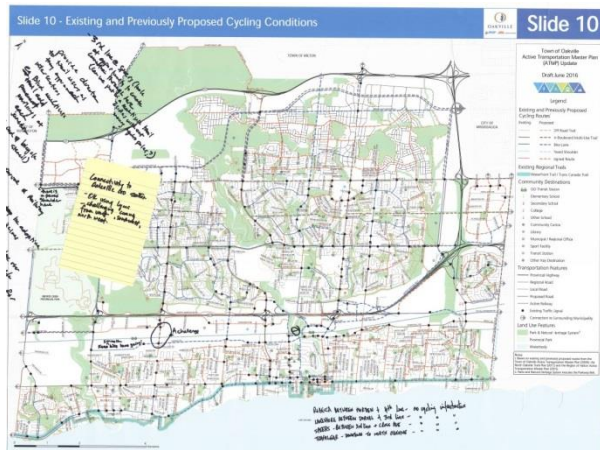
- **Review of Existing & Previously Proposed Routes (mapping):** Attendees were asked to mark-up the maps using sharpies and dots to highlight key considerations along the existing and previously proposed network. In addition to identifying missing links that are not reflected on the mapping attendees were also asked to identify potential revisions to the previously proposed network i.e. alternative routes, alternative facility types, alignment, etc. as well as their top priorities for consideration and implementation.
- **Review of Previously Proposed Programs (matrix):** Attendees were asked to mark-up the previously proposed programs based on the level of influence that they perceive they have on walking and cycling throughout the City. The template also provided attendees with the opportunity to identify additional programs / initiatives that could be explored through the ATMP Update. The programs / initiatives were ranked as a result of the comments received.

The following is a summary of the input gathered related to the programs and initiatives from the 2009 ATMP.

Recommended Programs	High Impact	Some Impact	Low Impact	Considerations
2009 Recommended Programs				
Expand the Active and Safe routes to School Program				
Establish Road and Trail Safety Ambassador Program				
Expand youth focused education programs				
Update the municipal development review process				
Explore new safety education initiatives				
Expand bicycle safety programs				Unaware that these existed
Expand smart commute initiatives				
Promote the use of bike racks / parking				
Continue implementing end-of-trip facilities				
Implement convenient active transportation options				
Establish partnerships to improve promotion				
Explore a bike share program				
Develop and implement audience specific outreach				
Work with police to improvement enforcement				Blitzes with bikes / vehicles
Implement community policing approach				
Distribute cycling education materials to partners				
Develop consistent messaging				

Potential New Recommendations				
Incentives to encourage parents				
Work with school boards to implement facilities				
Place information at community mailboxes / bike racks				
Profile raising walking / cycling events				Sunday morning close-down
Improve use of social / electronic media				
Implement a system of reporting concerns				
Develop Oakville specific AT app				

Comments were provided primarily to the cycling connections mapping. Very few comments were provided to the pedestrian connections mapping. This reflected the representation of the audience which included stakeholders from the local cycling clubs as well as local cycling enthusiasts. The following are graphics of the two maps presented. Below is a summary of the comments received to the cycling connection smap.



- Rebecca between Morden and 4th Line – there is no cycling infrastructure available
- Lakeshore between Dorval and 3rd Line – there is no cycling infrastructure available
- Speers between 3rd Line and Cross Ave – there is no cycling infrastructure available
- Trafalgar downtown to North Oakville – there is no cycling infrastructure available
- The railway bridge over 16 Mile Creek, a walkway should be implemented to accommodate pedestrians and cyclists to provide access to the GO station
- The process should allow for some flexibility with the design guidelines which designing cycling and pedestrian facilities
- Consideration for Dorval and the railway crossing for a future improvement
- Identify paved shoulder along Dundas Street east of Tremaine Road
- Overall the network should be able to provide access to the GO stations
- It can be challenging accessing the town from west, southwest and northwest
- Direction should be provided to trail users as they approach intersections e.g. as they are using the boulevard multi-use trail. Consider adding pavement markings at each junction – pedestrian and bicycle stencil
- Investigate 3rd line at Speers – look at the opportunity to create a connection through here – specifically a multi-use trail on both sides of the roadway without moving the hydro pole.
- Designated space should be made for cyclists on major roads – even the implementation of painted lines would be sufficient
- Intersections and transition between various facilities is confusing – design them to be more intuitive for cyclists and drivers
- Develop cycling connections further along the lakeshore as a scenic touristic route
- More east west crossing of the City should be investigated
- Investigate off-road trail connection west of Bronte Road between South Service Road and Sunnyvale Drive
- Conflicts along Upper Middle Road – there needs to be more signage and awareness
- The intersection of Michigan Drive and Burloack Drive is difficult with poor sightlines
- Bike lane is identified along the Burloack ramp crossing the highway –do not currently exist
- Disconnected trail along the waterfront should be fully connected
- Solutions needed for major crossing barriers to from the south part of the City to the North
- There are commuter opportunities but there are significant gaps in the system
- Need for cycling complementary amenities to improve connectivity and encourage people to commute by bike or ride for recreation

3.0 Key Themes & Next Steps

Key themes and outcomes came out of each of the activities that were undertaken. The following are some of the high-level themes which emerged.

The first workshop activity indicated an overall sense of support for the draft objectives. There were some specific changes and revisions that were identified through the exercise, however, many of the comments related to how the objectives could be realized i.e. actions or recommendations as opposed to re-wording. The outcomes of this exercise will help to inform some of the actions and priorities that are identified through the ATMP update.

There were a number of key themes that emerged related to the network as a result of the public workshop session. In general, the attendees were very happy with the progress that had been made since the adoption of the 2009 Active Transportation Master Plan. A number of attendees acknowledge the implementation of various types of infrastructure that had occurred over the past 5 – 7 years while others expressed concerns about key missing links and gaps caused by major barriers. Some of the major barriers include high volume / high speed regional roads, highway crossings, underpasses and overpasses. While the 2009 plan focused on key linkages through various neighbourhoods bridging those key gaps in the system which help to achieve connectivity and continuity is one of the key areas of focus.

With regard to the programs and initiatives, the comments / input received indicated a general support for many of the previously recommended programs and some of the potential new programs. Of the previously planned programs, the expansion of the active and safe routes to school program was “ranked” the highest for greatest amount of impact.

Similarly, of the new potential programs recommended, the incentives to encourage parents and working with the school boards were highly ranked.

On the opposite end of the spectrum, of the previously proposed programs, new safety education initiatives and bicycle safety programs were ranked the lowest. A note was provided that the individual was not aware that bicycle safety programs existed. This is a key take-away and theme for all previously and future recommended programs and initiatives. Unless there is awareness there will likely not be interest or impact. What will need to go hand in hand with the proposed programs and initiatives will need to be a strong set of promotion and outreach recommendations and actions.

All in all, though there were fewer participants at the session, the conversation and the input received was valuable to the process. Each activity that was undertaken achieved the desired outcomes and the individuals who attended felt comfortable to engage with the project team. The session generated more promotion for the project which resulted in more responses to the online questionnaire as well as the interactive mapping tool.



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Public Information Centre #2 | Draft | November 2016





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1.0 Meeting Context

The second public information centre (PIC) for the Town's Active Transportation Master Plan (ATMP) Update was held on Thursday October 20th between 5:00 p.m. and 8:00 p.m. at Town Hall. The PIC was formatted into two parts – the first hour was a drop-in style informal session and the second part (last two hours) was a formal workshop session with a presentation and break-out activities / discussions. Similar to the first PIC, the second PIC was a collaborative effort between the consultant team, Town staff and facilitator Glenn Pothier.

The purpose of the second PIC was to achieve the following objectives:

- To provide attendees with an update on the study progress;
- To review the draft phasing network and short-term priorities; and
- To review recommendations / actions as it relates to marketing, promotion and outreach.

Residents, local stakeholders, interest groups and attendees from the first PIC were invited to attend PIC #2. A notice was placed in local publications and was also uploaded onto the project website two weeks in advance of the session. Throughout the evening a number of other residents and stakeholder representatives “dropped-in” to view the display boards and provide responses to questions being asked through interactive display materials. Town staff attended the session to answer any questions attendees may have had and to help facilitate the workshop session.

The following sections provide more information about the second PIC.

1.1 Overview of the Public Information Session

1.1.1 Public Drop-in Session

The first session started at 5:00 p.m. with a one hour drop-in session. The purpose of the session was to provide relevant background information including an update on the study progress, key findings / trends from the online questionnaire and mapping tool as well as engagement opportunities for individuals who could not attend the formal 2 hour workshop session. The information contained on the interactive display boards was similar to the presentation and activities presented during the second half of the PIC. This allowed the study team to consolidate and compare responses from both sessions.

1.1.2 Public Workshop

The public workshop was facilitated by Glenn Pothier (GLPI) with support from Claire Basinski (WSP | MMM Group). An overview of the workshop agenda and the purpose of each of the activities undertaken are presented in **Table 1**.

Table 1 - ATMP update Public Workshop Agenda Overview

Agenda Item	Purpose
Welcome	To provide attendees with an overview of the intents and purposes of the workshop session and the proposed format of the session including key activities and timelines. The facilitator provided welcoming remarks on behalf of the project team and the City's project manager provided welcoming remarks on behalf of the City.
Presentation	To provide attendees with a presentation which informs them of the intents and purposes of the assignment, an overview of the process used to develop the updated AT network and the proposed outcomes of the work completed to date including the proposed phasing and recommendations.
Q&A	To provide attendees with an opportunity ask any questions to the project team and town staff.
Activity #1: Prioritizing Education / Promotion Activities	To present proposed recommendations / actions within three different categories – marketing, promotion and outreach. Attendees were asked to organize the recommendations based on level of importance and preferred order of implementation.
Activity #2: Prioritization of Projects	To present the proposed short-term projects as well as interim design solutions and to gather input on which route attendees would like to see implemented first. Attendees were also asked to provide their rationale to describe why they selected specific routes.
Wrap-up	To provide attendees with closing remarks and to thank attendees for contributing their time and input to the study.

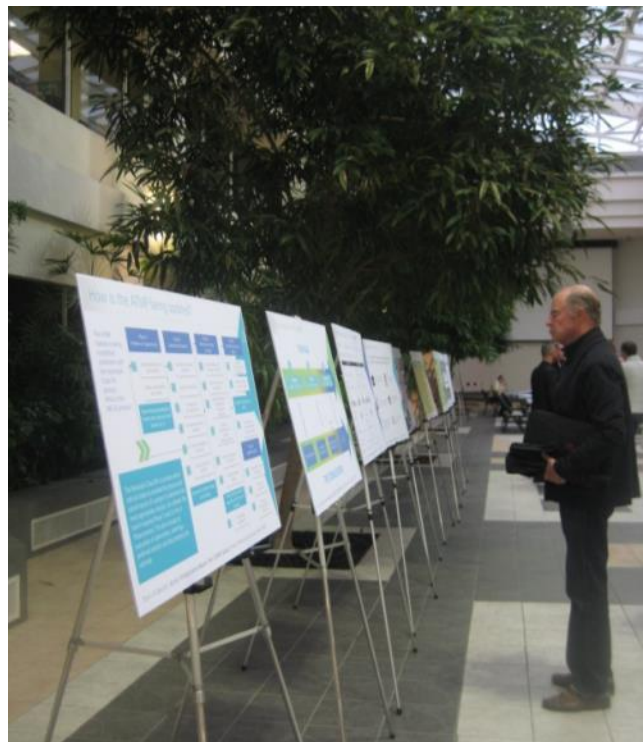
2.0 Sharing Input

Both the drop-in session as well as the facilitated workshop activities generated information which were summarized and used to refine the proposed phasing of AT routes and the draft recommendations / actions as it relates to marketing, promotion and outreach. A more detailed description of the activities and a summary of the input received is presented in the following sections.

2.1 Drop-in Session: Interactive Display boards

The interactive display boards presented information about the study process, findings from the online questionnaire and mapping tool, network development process, the draft AT network by facility types, proposed modifications to the 2009 ATMP network, the proposed phasing strategy and potential recommendations / actions. Although some input was gathered from the interactive display boards, most of the input was collected during the formal workshop session. The majority of the input gathered during the drop-in session was done through one-on-one discussion between attendees and the study team.

Photos of the display boards and the room layout are presented below.



2.2 Activity #1: Prioritizing Recommendations – Card Storming

Attendees were organized into 4 tables of 6-8 individuals. At each table, attendees were given a 2'x3' board containing a table organized by the following three categories: marketing, promotion and outreach. Each table was also provided with cue cards for each category containing a description of a proposed recommendation / action.

The cue cards of recommendations / actions provided for each category are presented in **Table 2**.

Table 2 - Card Storming Recommendations / Actions

Marketing	Promotion	Outreach
<ul style="list-style-type: none"> • Explore incentives to encourage parents to walk / bike with children to school • Develop information targeted to school age children and seniors and distribute at key locations • Work with police to improve enforcement and education 	<ul style="list-style-type: none"> • Implement regulatory and wayfinding signs on bike routes • Explore bike share options • Develop and maintain an online hub for walking and cycling information 	<ul style="list-style-type: none"> • Work with school boards to expand the Active and Safe Routes to School program • “Profile raising” walking and cycling events • Develop Oakville specific AT applications

Each group was asked to organize the recommendations based on the order of implementation by moving the cards around with the card at the top indicating the recommendation / action to be implemented first. During this exercise attendees were not restricted to keep the provided recommendations / actions within each category i.e. cue cards could be moved to other categories as attendees saw appropriate.

In addition, attendees were provided with a set of blank cue cards to identify additional actions / recommendations. If additional actions / recommendations were identified, attendees were asked to incorporate these into the prioritizations exercise. Below is a summary of new recommendations / actions created by attendees:

- Encourage everyone to make discretionary trip by bicycle where possible
- Different student strategies depending on age of students and distance to school, etc.
- Encourage secondary students to bike to school, etc.
- Identify destinations such as GO stations, shopping centres, theatres, libraries, swimming pool and ensure bike routes go there
- Cycle racks required at shopping centres (in sufficient numbers) and perhaps merchants provide incentives
- Provide security for bike storage facilities at destinations
- Plant trees along walkways for pedestrians
- Encourage biking to events through bike rodeos
- Advertise the phrase: Never drive if you can walk or ride
- Ensure that all cyclists ride in the same direction as all vehicles on the road
- Hover board riding with helmets
- Expand beyond children and seniors (youth and young families)

- Need to recognize different purposes of active transportation i.e. going for a walk vs walking to the store
- Destination infrastructure (not just the road) i.e. bike racks
- Local fund raising initiatives with active transportation as the driver e.g. Halton Hills Bike Challenge
- Community and school clubs aimed at active modes of transportation e.g. mountain bike club
- Need connections between all segments of community
- Define terms in easy to understand words
- Technology to take geotagged photo with feedback
- More clarity on the sidewalk cycling by-law
- Cycling parking on maps
- Focus on education first and then enforcement
- Education of the driver e.g. mirror check

Once completed, the attendees at each table worked with the facilitator (Glenn Pothier) to share the outcomes of the prioritization and to discuss any similarities or differences.

The outcomes from each table are displayed in the graphics below:

Activity #1: Card Storming			Activity #1: Card Storming		
Marketing	Promotion	Outreach	Marketing	Promotion	Outreach
Work with police to improve enforcement and education	Work with school boards to expand the Active and Safe Routes to School program	Implement regulatory and wayfinding signs on bike routes	Implement regulatory and wayfinding signs on bike routes	Identify destinations such as GO stations, shopping centres, theatres, libraries, swimming pool and ensure bike routes go there	Encourage biking to events through bike rodeos
Explore incentives to encourage parents to walk / bike with children to school	"Profile raising" walking and cycling events	Develop and maintain an online hub for walking and cycling information	Encourage everyone to move to discretionary trips by bicycle where possible	"Profile raising" walking and cycling events	Develop and maintain an online hub for walking and cycling information
Develop information targeted to school age children and seniors and distribute at key locations	Develop Oakville specific AT applications	Explore bike share options	Implement incentives to encourage parents to walk / bike with children to school	Cycle racks required at shopping centres (in sufficient numbers) and perhaps merchants provide incentives	Work with police to improve enforcement and education
	Advertise the phrase: Never drive if you can walk or ride	Hover board riding with helmets	Develop information targeted to school age children and seniors and distribute at key locations	Provide security for bike storage facilities at destinations	Develop Oakville specific AT applications
	Ensure that all cyclists ride in the same direction as all vehicles on the road		Different student strategies depending on age of students and distance to school	Implement bike share in strategic locations	
			Work with school boards to expand the Active and Safe Routes to School program	Plant trees along walkways for pedestrians	
			Encourage secondary students to bike to school, etc.		

Activity #1: Card Storming			Activity #1: Card Storming		
Marketing	Promotion	Outreach	Marketing	Promotion	Outreach
Explore incentives to encourage parents to walk / bike with children to school	Work with school boards to expand the Active and Safe routes to School program	Implement regulatory and wayfinding signs on bike routes	Develop and maintain an online hub for walking and cycling information	"Profile raising" walking and cycling events e.g. ride with a cop event	Work with police to improve enforcement and education. Encourage Halton Police to develop an AT liaison offices / unit.
Develop information targeted to school age children and seniors and distribute at key locations	Destination infrastructure (not just the road) i.e. bike racks	Develop and maintain an online hub for walking and cycling information	Explore incentives to encourage parents to walk / bike with children to school	Develop Oakville specific AT applications and add it to Oakville Transit app	Focus on education first and then enforcement
Expand beyond children and seniors (youth and young families)	Develop Oakville specific AT applications	Explore bike share options	Develop information targeted to school age children and seniors and distribute at key locations	Cycling parking on maps	Work with school boards to expand the Active and Safe routes to School program
Need to recognize different purposes of active transportation i.e. going for a walk vs walking to the store	"Profile raising walking and cycling events				Education of the driver e.g. mirror check
Work with police to improve enforcement and education	Local fund raising initiatives with active transportation as the driver e.g. Halton Hills Bike Challenge				Implement regulatory and wayfinding signs on bike routes
	Community and school clubs aimed at active modes of transportation e.g. mountain bike club				Explore bike share options
	Need connections between all segments of community			Safety - Technology to take geotagged photo with feedback	

2.3 Activity #2: Prioritization Projects – Interactive Mapping

Each table of attendees was provided with a set of proposed phasing maps – walking and cycling – for the town. The maps illustrated the proposed short and long term projects as well as priority projects and interim design solution for long-term projects. Each individual at a table was given three green stickers and post-it notes. Attendees were asked to review the short-term projects and interim solutions and identify routes they would like to see implemented first using a green stick. In addition, attendees were asked to include their rationale (using a post-it note) as to why they selected specific routes for prioritization.

The following are graphics of two maps provided at each table for Activity #2. Table 3 provides a summary of input and rationale received from attendees.

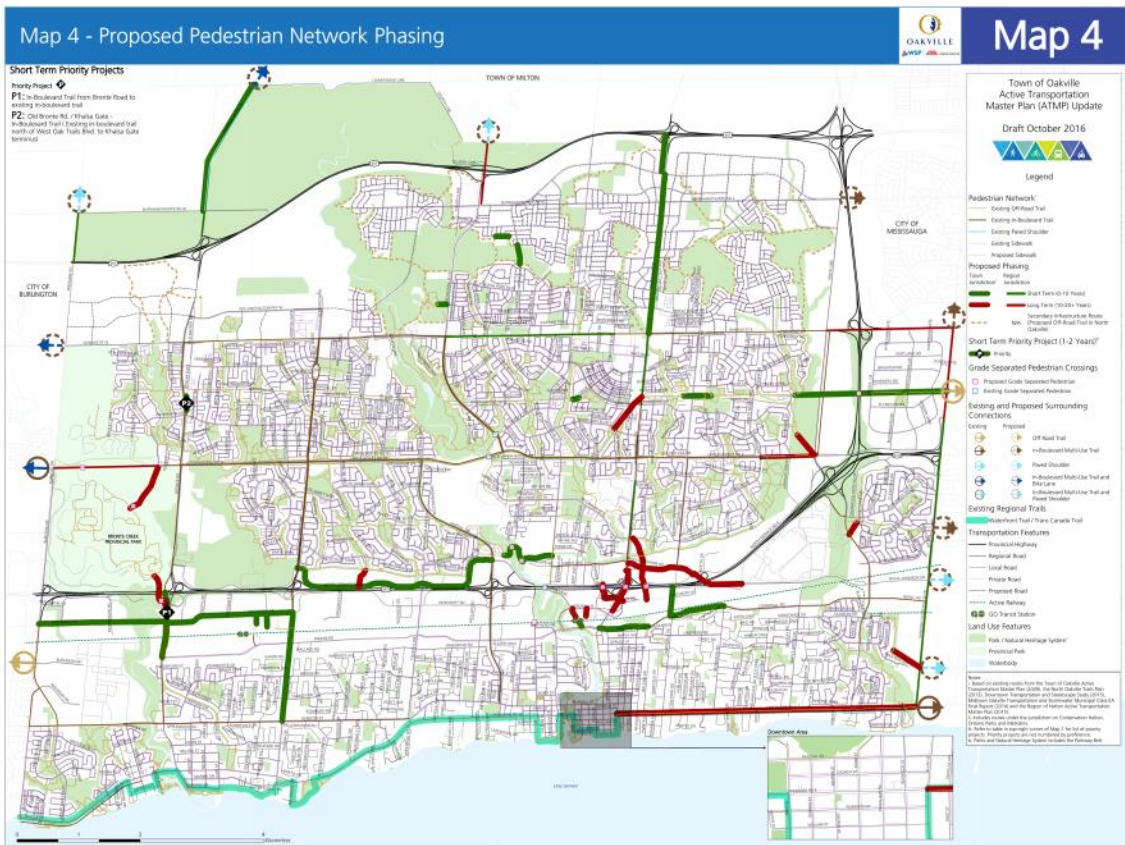
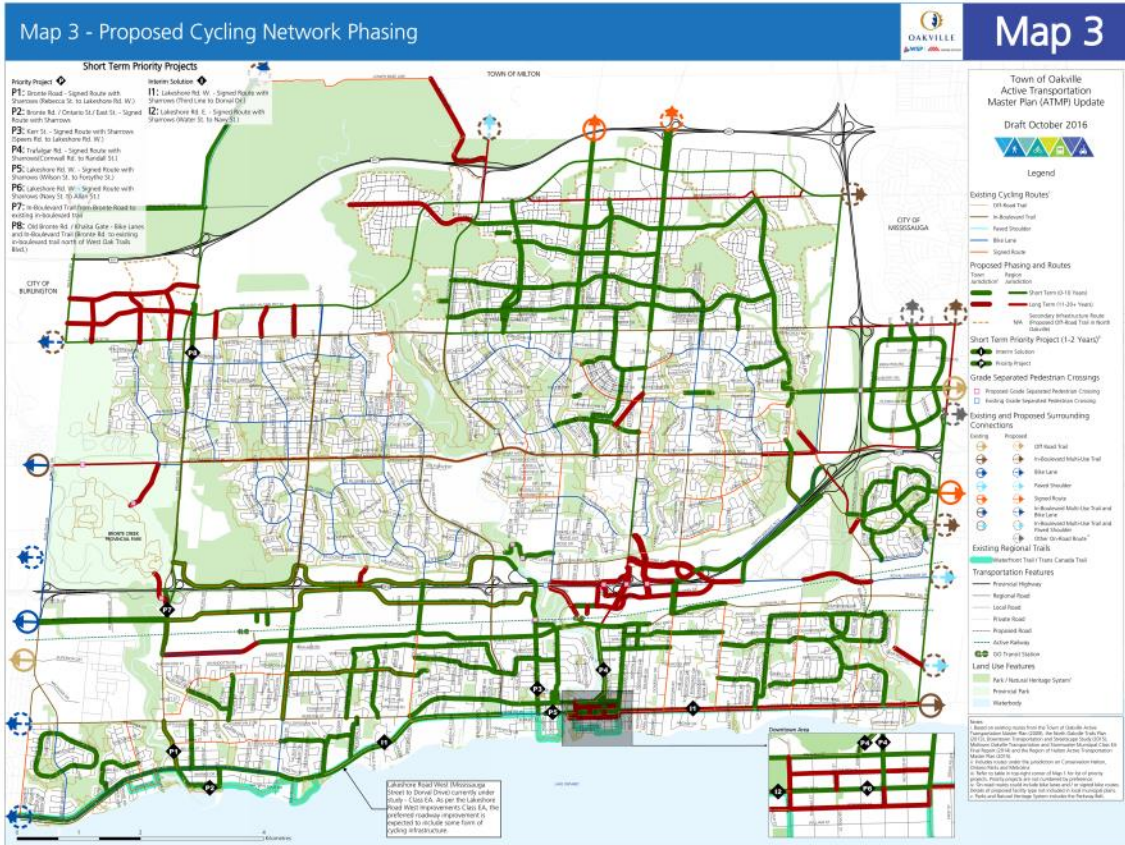


Table 3 - Summary of Activity #2 Comments

Priority Route	Rationale
Lands north of Dundas Street between William Halton Parkway and Neyagawa Boulevard	<ul style="list-style-type: none"> • Safe and more direct connection to employment sector. • Have regard to natural heritage system
Bronte Creek Provincial Park	<ul style="list-style-type: none"> • Bronte Creek Provincial Park connections should be higher priority • Do either one fast (pertaining to proposed crossing along Upper Middle Road extension and in the provincial park)
Speers Road	<ul style="list-style-type: none"> • Corner of Speers and Kerr not included but should be looked at • Need safe, wide and attractive sidewalks on Speers Road • Bike lanes on Speers Road
Lands north of Dundas Street between William Halton Parkway and Neyagawa Boulevard	<ul style="list-style-type: none"> • Need a more direction connection to the employment district in North Oakville
Sixteen Mile Drive	<ul style="list-style-type: none"> • East-west connection on Sixteen Mile Drive <ul style="list-style-type: none"> • 4 new schools coming. Need some cycling infrastructure • New secondary school coming too.
Off-Road Trail through hydro corridor south of Glenashton Drive (west of Trafalgar Road)	<ul style="list-style-type: none"> • Improve connectivity – move to short term
Off Road Trail proposed to Conservation Halton lands	<ul style="list-style-type: none"> • Improve connectivity
Oakville Place	<ul style="list-style-type: none"> • Improve connectivity
Winston Park Drive	<ul style="list-style-type: none"> • Work with Region to provide cycle and pedestrian access to employment areas
Joshua's Creek Trail	<ul style="list-style-type: none"> • Extend a trail to connect Joshua's Creek Trail to Bayshire Trail • Create north-south network along Joshua's Creek – enjoyment of natural areas
Lakeshore Road East	<ul style="list-style-type: none"> • Reduce width of centre turn lane and provide marked cycle lane • Major route for recreational cyclists – huge volume
Truman Avenue	<ul style="list-style-type: none"> • Provide sidewalk on Truman Avenue
Cross-Town Trail	<ul style="list-style-type: none"> • Cross-Town Trail is important and should be made suitable for cyclists as well as recreational users • Prioritize implementation for connection to employment destinations
Lakeshore Road West	<ul style="list-style-type: none"> • Lakeshore Road West (with chevrons) is unsafe as there is no centre lane or space for cars to pass cyclists
Oakville Place	<ul style="list-style-type: none"> • Provide safe pathway for cyclists and pedestrian going to the mall, GO station and downtown Oakville
Eighth Line	<ul style="list-style-type: none"> • Pedestrian bridge across the QEW

Priority Route	Rationale
Sixteen Mile Sports Complex	<ul style="list-style-type: none"> Need connection for pedestrian into Sixteen Mile Sports Complex
Rebecca Street	<ul style="list-style-type: none"> Add sharrows
Cornwall Road	<ul style="list-style-type: none"> Cornwall Road by Chartwell needs a sidewalk
Oakville GO Station	<ul style="list-style-type: none"> Covered bicycle / pedestrian bridge paralleling the train tracks Prioritize infrastructure to Oakville GO Station
Midtown Oakville	<ul style="list-style-type: none"> Prioritize either the East Active Transportation Crossing over the QEW(along Trafalgar Road) or the West Active Transportation Crossing over the QEW(west of Trafalgar Road)
Sixth Line	<ul style="list-style-type: none"> Improve infrastructure – connection to GO Station and downtown

In addition to the comments noted above, many attendees prioritized routes under the Region’s jurisdiction. **Table 4** summarizes the input received for Halton Region’s consideration:

Table 4 - Summary of Activity #2 Comments for the Region's Consideration

Priority Route	Rationale
Trafalgar Road	<ul style="list-style-type: none"> North South on Trafalgar – just off of it you have Sheridan, secondary schools, shopping and entertainment Trafalgar Road south of Upper Middle – improve access to Sheridan College Improve access to downtown core Intersections need improvements to increase safety for pedestrians / cyclists Linear facilities need upgrade Improve surface of multi-use trail Trafalgar needs shade from sun and wider sidewalk – sidewalk on one side and bike facility on the other side.
Extension of Upper Middle Road into Bronte Creek Provincial Park	<ul style="list-style-type: none"> Improve connectivity
Upper Middle Road	<ul style="list-style-type: none"> Complete multi-use trails on south side of Upper Middle Road Safe connection along Upper Middle Road between 9th Line and Winston Park for cyclists and pedestrians
Dundas Street	<ul style="list-style-type: none"> Work with Region and MTO to provide safe crossing of the 403 / Dundas
Ford Drive	<ul style="list-style-type: none"> Ford Drive under the QEW is dangerous –leads cyclists to a really dangerous situation. For Drive under the QEW intersection has no sidewalks.
Tremaine Road	<ul style="list-style-type: none"> Main route for recreational cyclists to escarpment Ensure entrance / exit points to town and infrastructure are made a priority

3.0 Key Themes & Next Steps

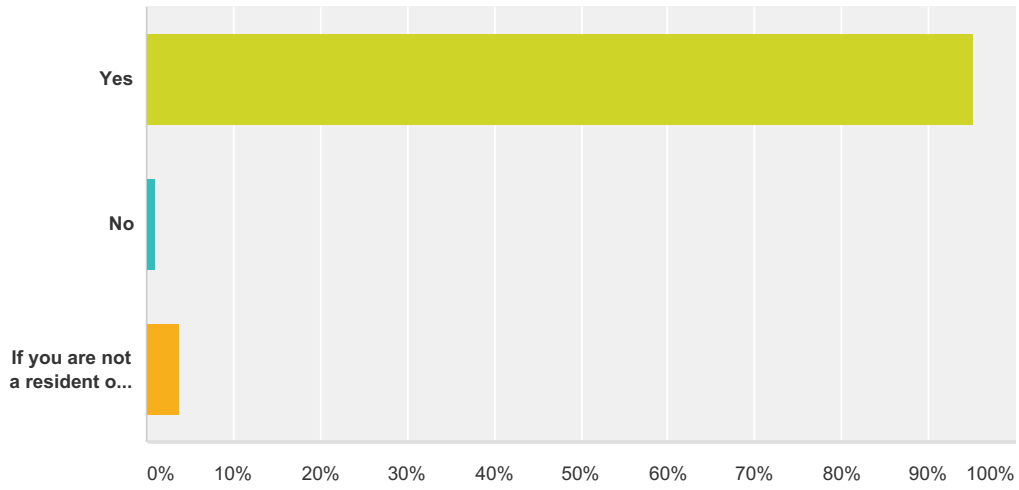
Attendees at the first workshop activity expressed interest for recommendations / actions to support marketing, promotion and outreach initiatives in the Town of Oakville. The highest ranked recommendations identified by attendees include implementing regulatory / wayfinding signage on all bike routes, working with police to improve enforcement and education as well as working with school boards to expand the Active and Safe Routes to School program. There were also a number of new recommendations identified by attendees to support on-going and potential new programs in Oakville. Key themes that emerged from these new recommendations include encouraging people of all ages and abilities to walk / bike for different trip purposes and implementing supportive and secure end-of-trip facilities (e.g. bike racks, parking, etc.) at key community destinations.

During the second workshop activity, attendees were supportive of the proposed short-term projects and interim design solutions for long-term projects. Many attendees expressed interest to implement a cycling facility of Lakeshore Road and were pleased with the interim design solution being recommended on the road. Key themes that emerged from this activity included the prioritization of routes to provide key east-west and north-south connections through Oakville and completing gaps between existing facilities. In addition, attendees provided input and rationale for the prioritization of routes along Regional roads. The input received for Halton Region's consideration is summarized in **Table 4**.

Following the workshop session, the study team reviewed all of the comments / input received pertaining to the ATMP network and draft recommendations / actions. Moving forward, the study team is working with Town staff to confirm the ATMP network / phasing and to cost the network. The ATMP Update will include capital costs as well as maintenance, operational and programming costs.

Q1 Are you a resident of the Town of Oakville?

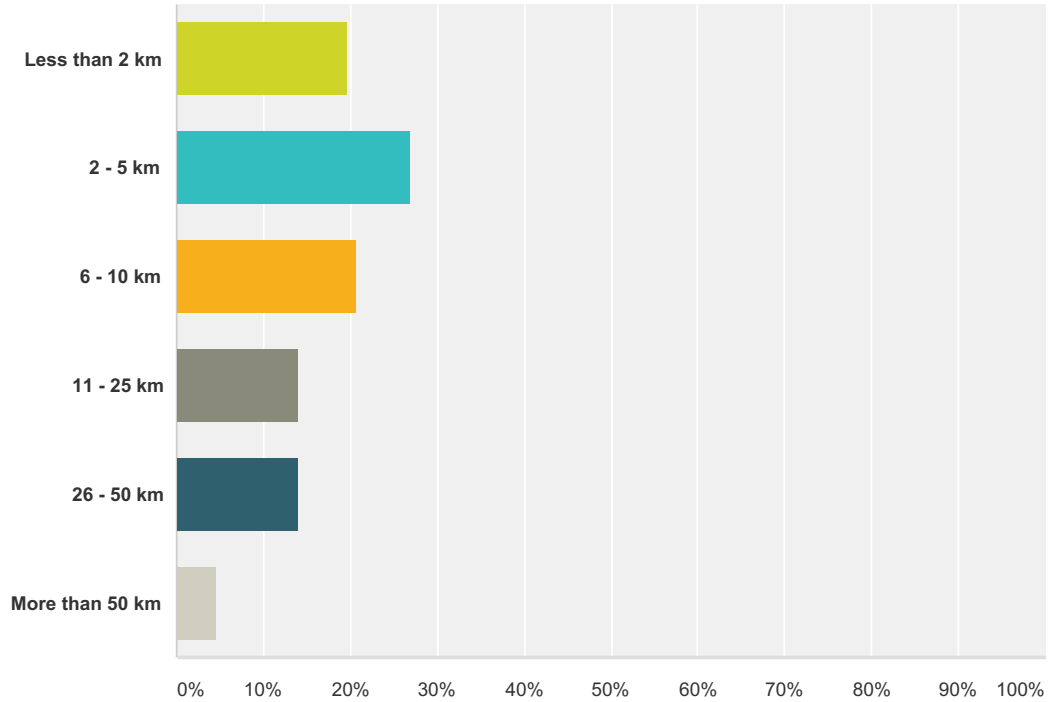
Answered: 547 Skipped: 2



Answer Choices	Responses	
Yes	95.25%	521
No	1.10%	6
If you are not a resident of Oakville please identify where you live in the comment box below.	3.66%	20
Total		547

Q2 What is the approximate distance from your home to your workplace / school / most frequent destination? (select one of the following)

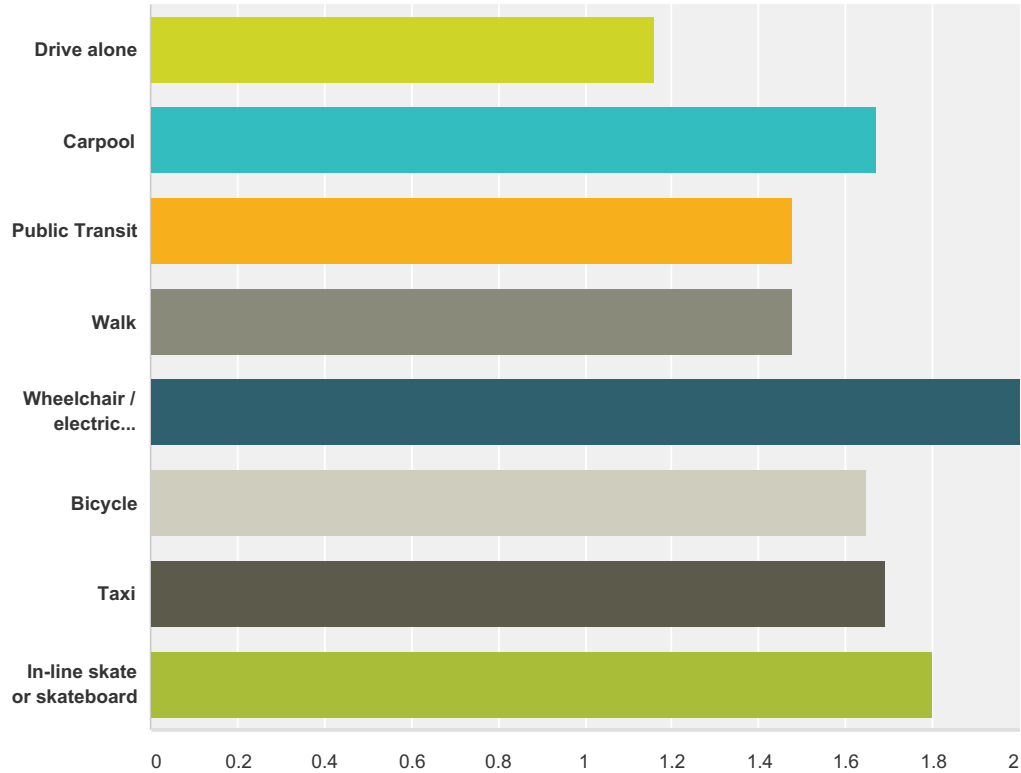
Answered: 391 Skipped: 158



Answer Choices	Responses
Less than 2 km	19.69% 77
2 - 5 km	26.85% 105
6 - 10 km	20.72% 81
11 - 25 km	14.07% 55
26 - 50 km	14.07% 55
More than 50 km	4.60% 18
Total	391

Q3 How do you normally travel to your workplace / school / most frequent destination? If you use more than one mode please select which is your primary mode and which is your secondary mode

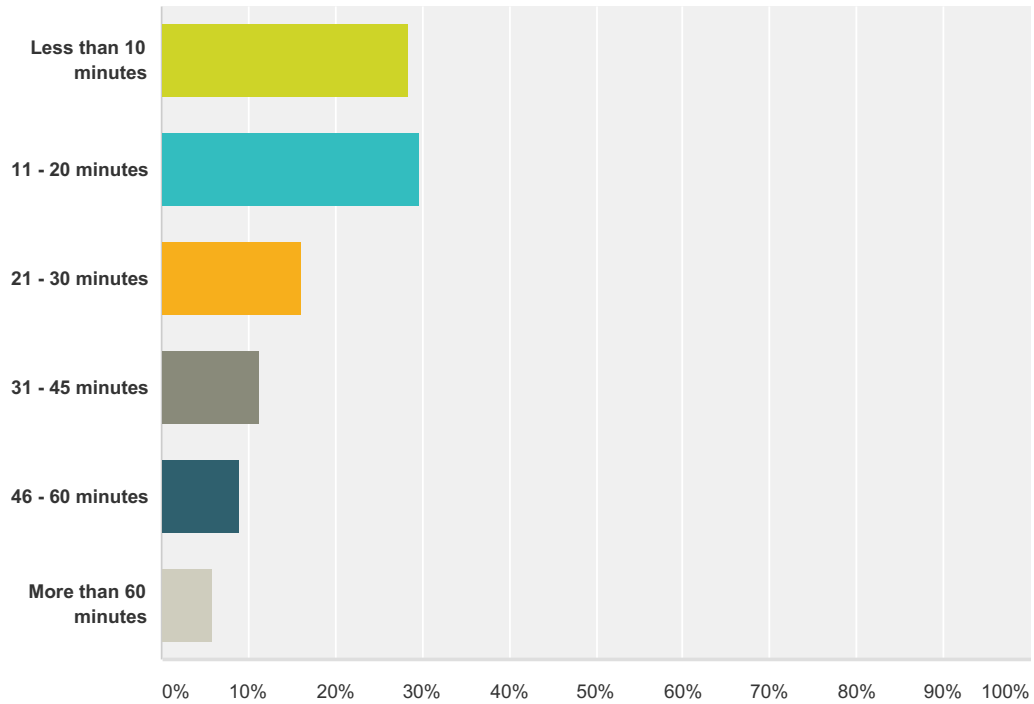
Answered: 427 Skipped: 122



	Primary	Secondary	Total	Weighted Average
Drive alone	84.32% 285	15.68% 53	338	1.16
Carpool	33.33% 15	66.67% 30	45	1.67
Public Transit	51.69% 61	48.31% 57	118	1.48
Walk	51.68% 77	48.32% 72	149	1.48
Wheelchair / electric scooter	0.00% 0	100.00% 2	2	2.00
Bicycle	34.62% 45	65.38% 85	130	1.65
Taxi	30.77% 4	69.23% 9	13	1.69
In-line skate or skateboard	20.00% 1	80.00% 4	5	1.80

Q4 On a typical day, how many minutes does it take you to get your place of work / school / frequent destination? (select one of the following)

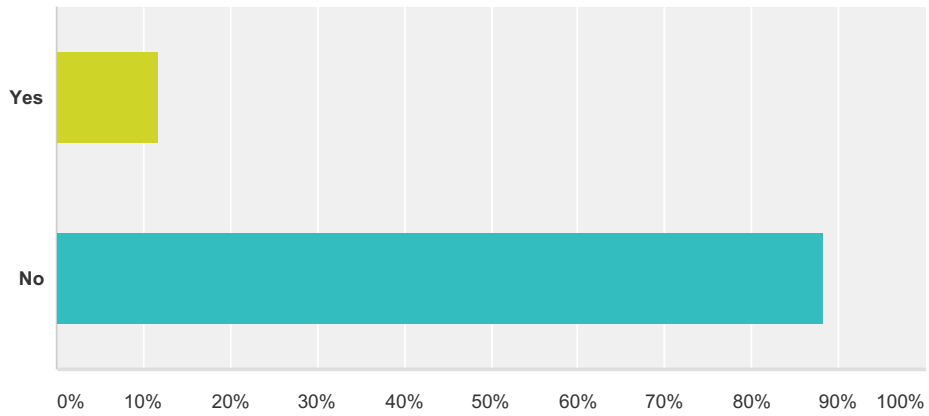
Answered: 417 Skipped: 132



Answer Choices	Responses	Count
Less than 10 minutes	28.30%	118
11 - 20 minutes	29.74%	124
21 - 30 minutes	16.07%	67
31 - 45 minutes	11.27%	47
46 - 60 minutes	8.87%	37
More than 60 minutes	5.76%	24
Total		417

Q5 Did you participate in the 2009 Active Transportation Master Plan survey?

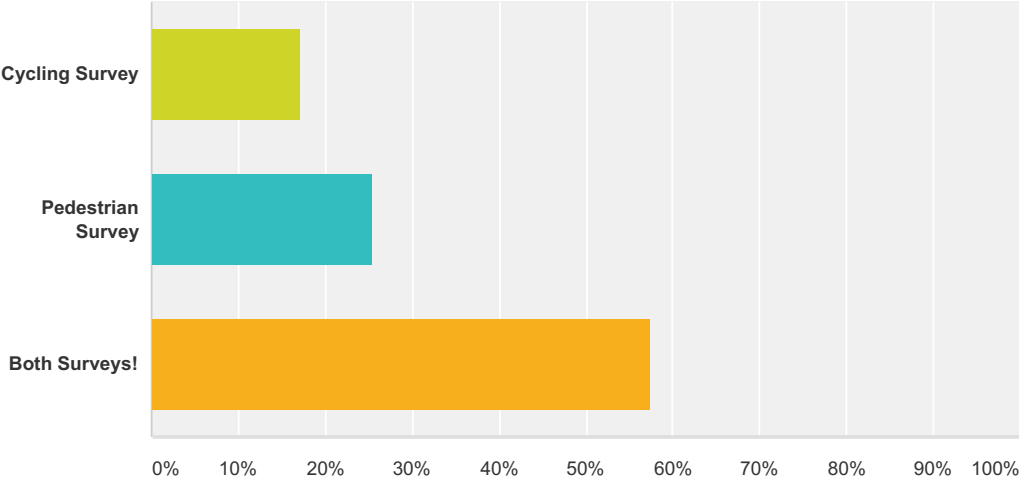
Answered: 433 Skipped: 116



Answer Choices	Responses
Yes	11.78% 51
No	88.22% 382
Total	433

Q6 Which survey would you like to respond to?

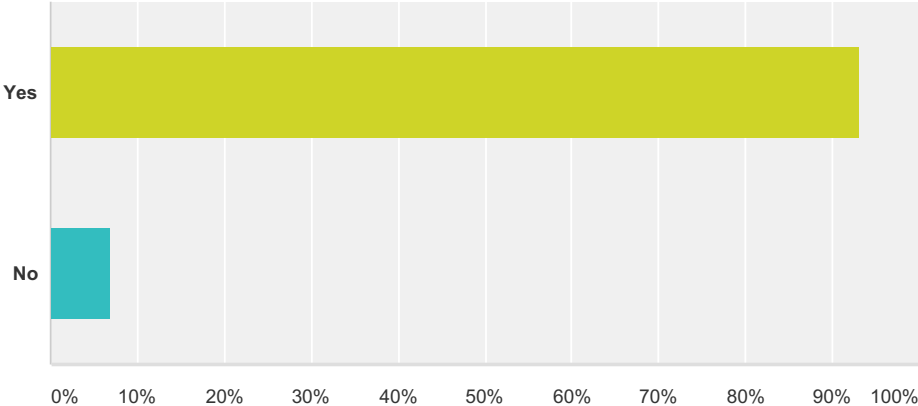
Answered: 467 Skipped: 82



Answer Choices	Responses
Cycling Survey	17.13% 80
Pedestrian Survey	25.48% 119
Both Surveys!	57.39% 268
Total	467

Q7 Do you own a bicycle?

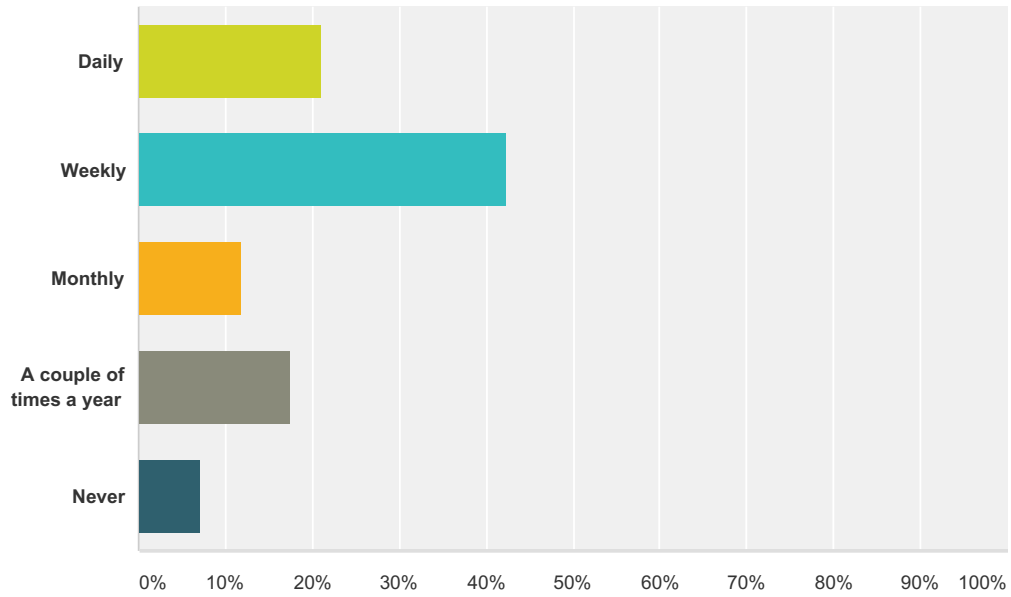
Answered: 317 Skipped: 232



Answer Choices	Responses
Yes	93.06% 295
No	6.94% 22
Total	317

Q8 How often do you cycle?

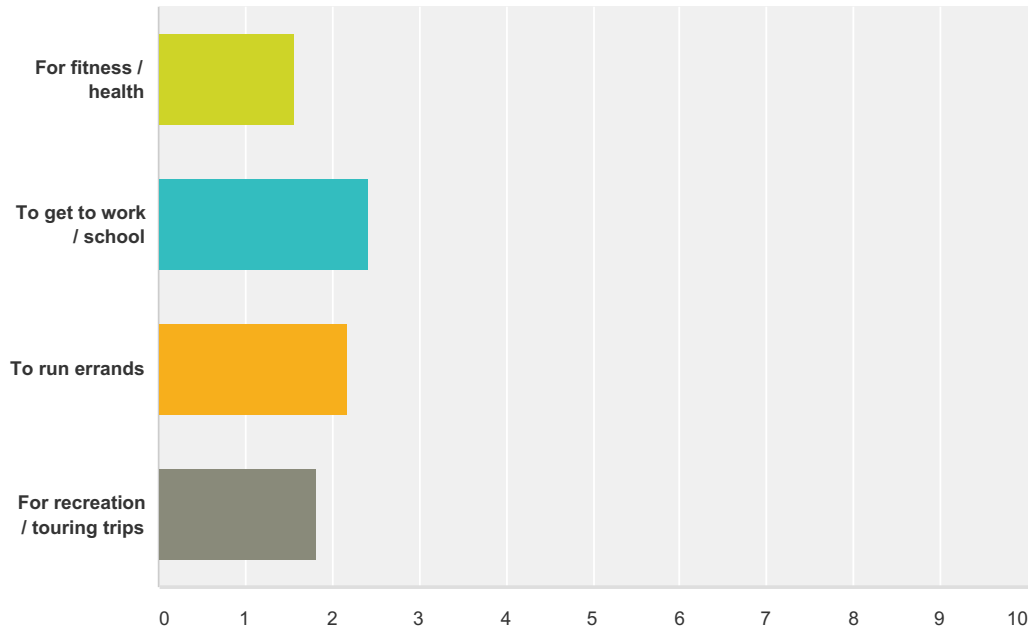
Answered: 312 Skipped: 237



Answer Choices	Responses	Count
Daily	21.15%	66
Weekly	42.31%	132
Monthly	11.86%	37
A couple of times a year	17.63%	55
Never	7.05%	22
Total		312

Q9 Why do you cycle?

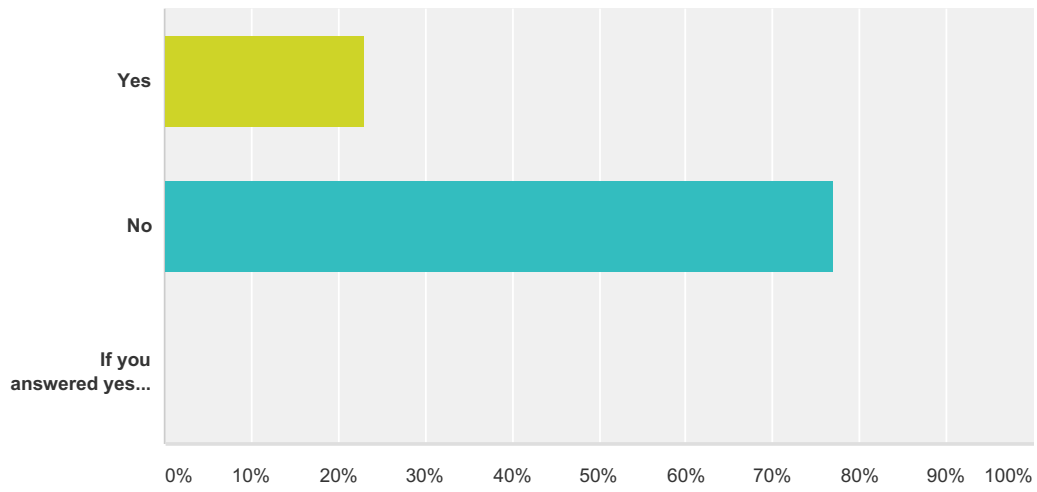
Answered: 310 Skipped: 239



	Always	Sometimes	Never	Total	Weighted Average
For fitness / health	52.05% 152	40.07% 117	7.88% 23	292	1.56
To get to work / school	10.00% 22	36.82% 81	53.18% 117	220	2.43
To run errands	8.57% 21	65.31% 160	26.12% 64	245	2.18
For recreation / touring trips	29.89% 81	58.30% 158	11.81% 32	271	1.82

Q10 Are there people in your household that bike to school?

Answered: 314 Skipped: 235



Answer Choices	Responses	
Yes	22.93%	72
No	77.07%	242
If you answered yes, how many individuals cycle and which school do they go to?	0.00%	0
Total		314

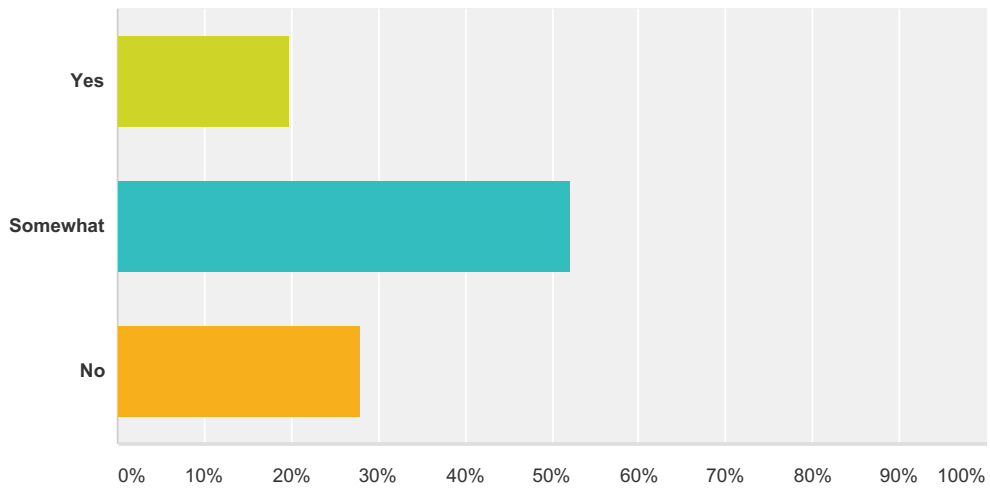
Q11 Please provide answers to the two questions below about the individual(s) that cycle to school(s).

Answered: 75 Skipped: 474

Answer Choices	Responses	
School	98.67%	74
Age	96.00%	72

Q12 Do you feel comfortable cycling in Oakville right now?

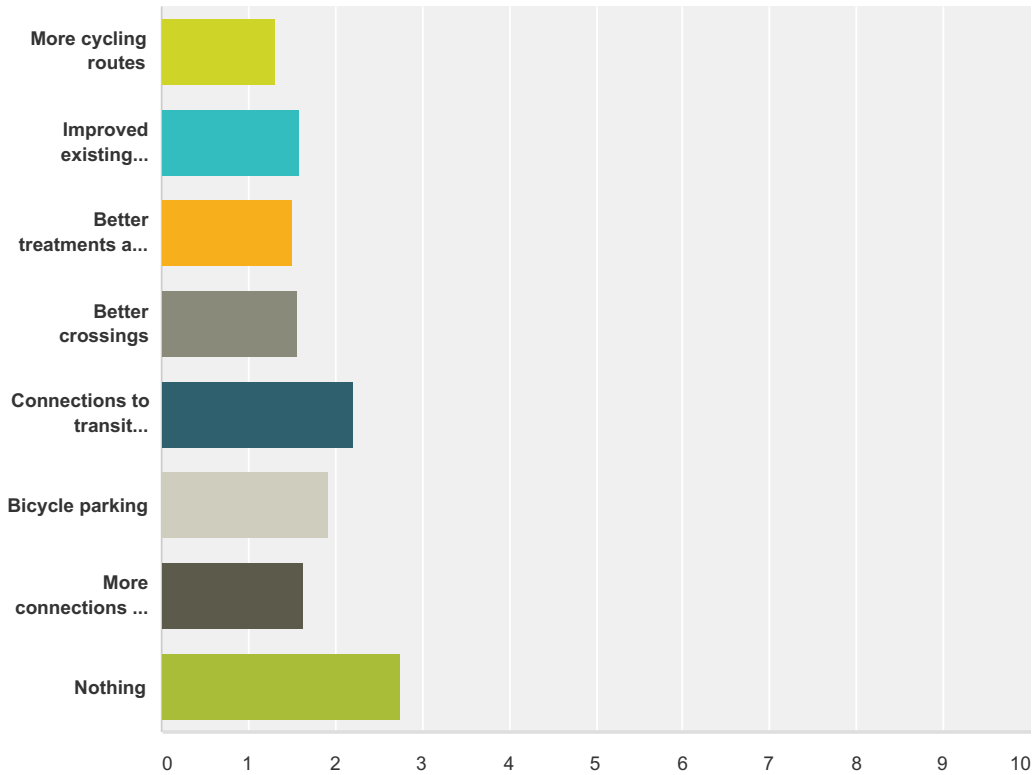
Answered: 307 Skipped: 242



Answer Choices	Responses	
Yes	19.87%	61
Somewhat	52.12%	160
No	28.01%	86
Total		307

Q13 What would make you feel more comfortable cycling / encourage you to cycle more in Oakville? Please rank each option based on its level of influence.

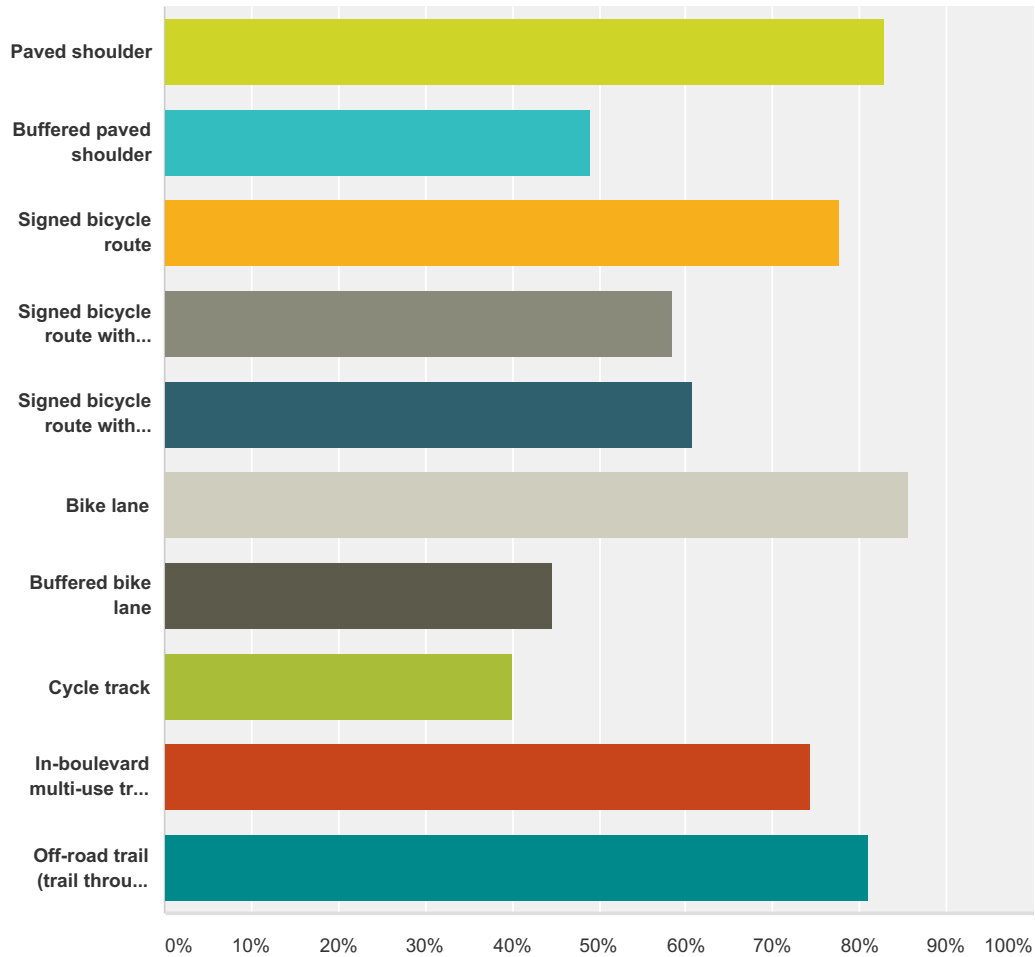
Answered: 306 Skipped: 243



	High	Moderate	Low	Total	Weighted Average
More cycling routes	76.03% 222	17.12% 50	6.85% 20	292	1.31
Improved existing cycling facilities	56.23% 158	29.18% 82	14.59% 41	281	1.58
Better treatments at intersections	61.87% 172	26.26% 73	11.87% 33	278	1.50
Better crossings	56.00% 154	30.55% 84	13.45% 37	275	1.57
Connections to transit facilities	24.21% 61	30.95% 78	44.84% 113	252	2.21
Bicycle parking	33.08% 87	41.44% 109	25.48% 67	263	1.92
More connections to surrounding areas	53.14% 144	30.63% 83	16.24% 44	271	1.63
Nothing	7.83% 9	8.70% 10	83.48% 96	115	2.76

Q14 Which of the following cycling facilities have you heard of / have you used before? See the images below for examples of the different types of facilities.

Answered: 304 Skipped: 245



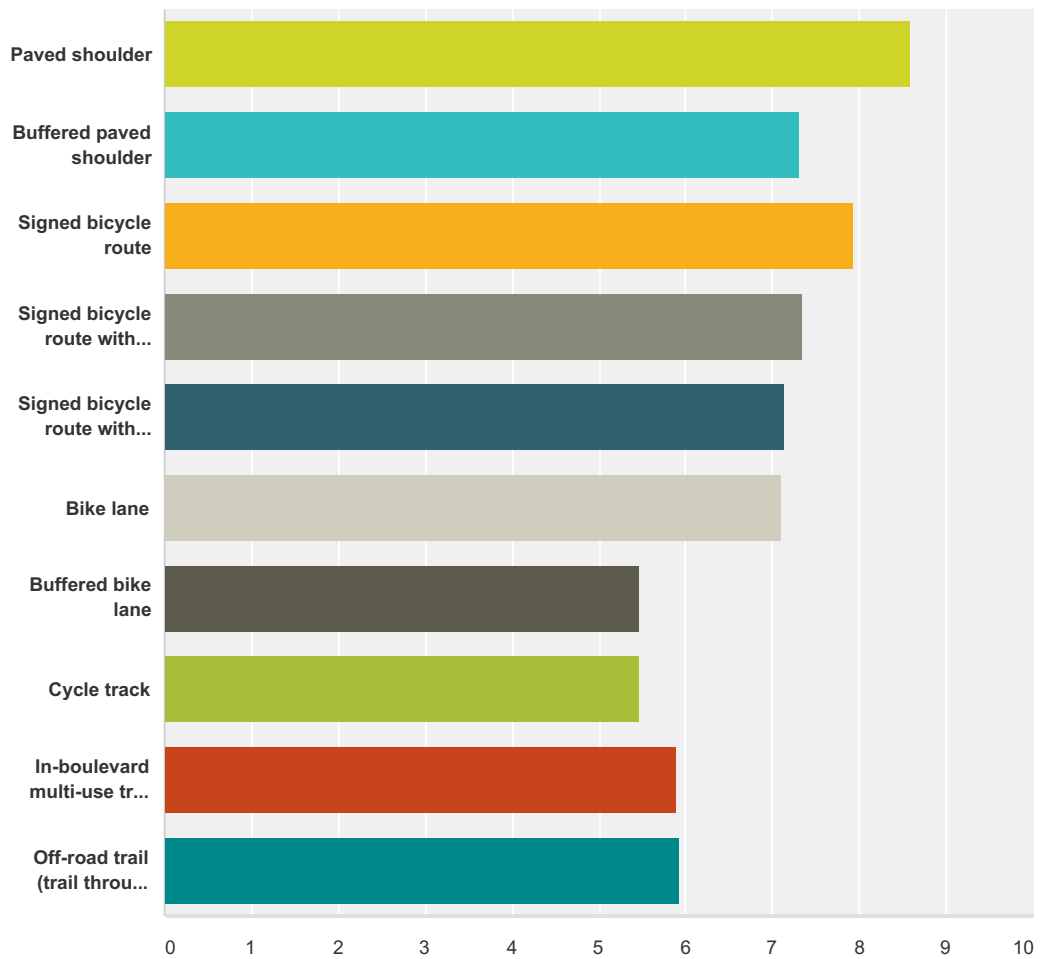
Answer Choices	Responses
Paved shoulder	82.89% 252
Buffered paved shoulder	49.01% 149
Signed bicycle route	77.63% 236
Signed bicycle route with sharrow	58.55% 178
Signed bicycle route with edgeline	60.86% 185
Bike lane	85.53% 260
Buffered bike lane	44.74% 136
Cycle track	40.13% 122
In-boulevard multi-use trail (trail in place of a sidewalk)	74.34% 226

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Off-road trail (trail through a park)	80.92%	246
Total Respondents: 304		

Q15 Thinking of the responses you picked in the previous question, please rank them based on your level of comfort using each. You will be given a value based on the number of facilities you selected. To respond, please assume that 1 = least comfortable and if you selected 5 facilities 5 = most comfortable.

Answered: 277 Skipped: 272



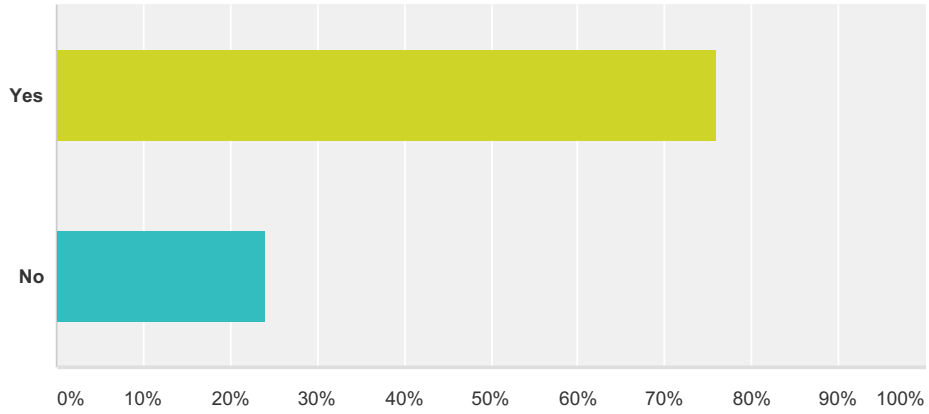
	1	2	3	4	5	6	7	8	9	10	Total	Score
Paved shoulder	51.40% 92	12.85% 23	10.06% 18	11.17% 20	4.47% 8	6.15% 11	1.68% 3	1.68% 3	0.56% 1	0.00% 0	179	8.59
Buffered paved shoulder	7.92% 8	35.64% 36	10.89% 11	11.88% 12	12.87% 13	9.90% 10	2.97% 3	5.94% 6	1.98% 2	0.00% 0	101	7.31
Signed bicycle route	19.38% 31	26.25% 42	25.00% 40	11.88% 19	6.88% 11	3.13% 5	4.38% 7	1.25% 2	0.63% 1	1.25% 2	160	7.94
Signed bicycle route with sharrow	11.45% 15	21.37% 28	18.32% 24	18.32% 24	11.45% 15	11.45% 15	3.82% 5	3.05% 4	0.76% 1	0.00% 0	131	7.34

Oakville Active Transportation Master Plan (ATMP) Update Questionnaire

Signed bicycle route with edgeline	6.43% 9	15.71% 22	27.14% 38	17.14% 24	19.29% 27	5.00% 7	3.57% 5	3.57% 5	2.14% 3	0.00% 0	140	7.13
Bike lane	17.48% 36	14.08% 29	14.56% 30	16.02% 33	14.56% 30	8.74% 18	7.77% 16	4.37% 9	1.94% 4	0.49% 1	206	7.10
Buffered bike lane	10.00% 11	7.27% 8	9.09% 10	11.82% 13	11.82% 13	5.45% 6	20.00% 22	9.09% 10	6.36% 7	9.09% 10	110	5.48
Cycle track	3.53% 3	10.59% 9	11.76% 10	11.76% 10	10.59% 9	14.12% 12	8.24% 7	21.18% 18	2.35% 2	5.88% 5	85	5.48
In-boulevard multi-use trail (trail in place of a sidewalk)	5.91% 11	9.14% 17	15.59% 29	13.44% 25	15.05% 28	10.75% 20	11.83% 22	4.84% 9	9.14% 17	4.30% 8	186	5.89
Off-road trail (trail through a park)	11.17% 23	9.22% 19	11.65% 24	13.11% 27	17.96% 37	8.74% 18	4.37% 9	6.31% 13	8.25% 17	9.22% 19	206	5.93

Q16 Thanks for filling out the Cycling Survey! Would you like to continue on to the Pedestrian Survey?

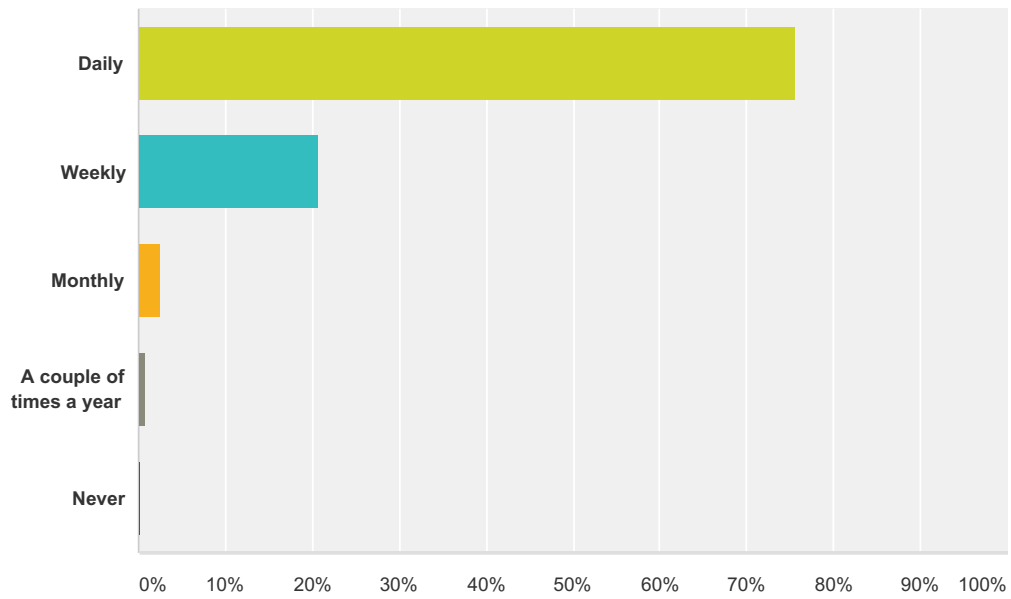
Answered: 300 Skipped: 249



Answer Choices	Responses	
Yes	76.00%	228
No	24.00%	72
Total		300

Q17 How often do you walk?

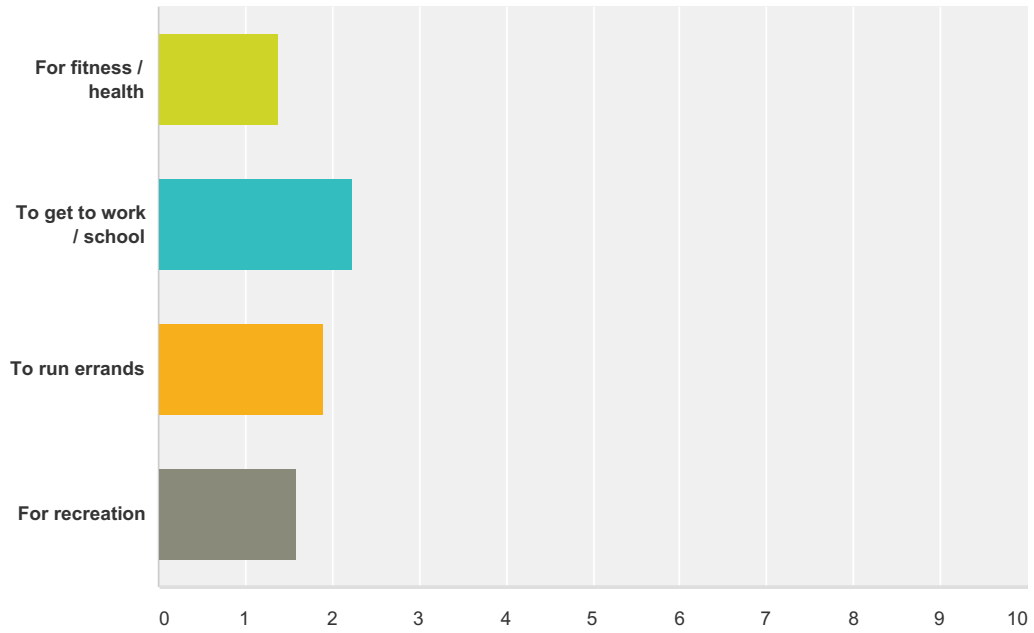
Answered: 320 Skipped: 229



Answer Choices	Responses
Daily	75.63% 242
Weekly	20.63% 66
Monthly	2.50% 8
A couple of times a year	0.94% 3
Never	0.31% 1
Total	320

Q18 Why do you walk?

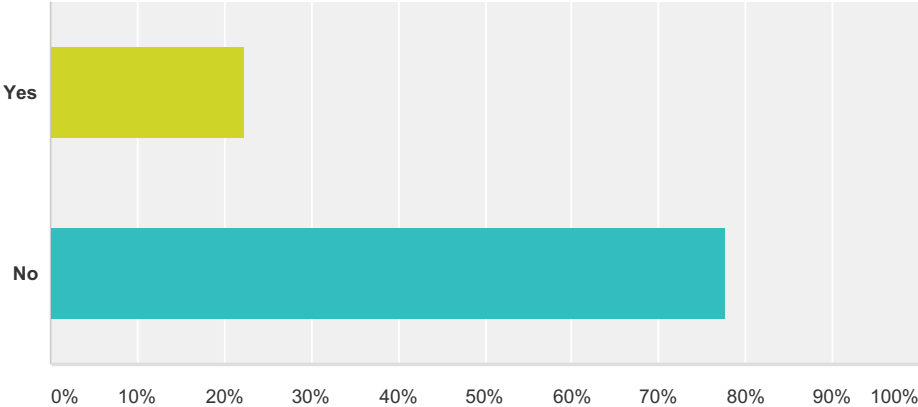
Answered: 321 Skipped: 228



	Always	Sometimes	Never	Total	Weighted Average
For fitness / health	66.34% 203	30.07% 92	3.59% 11	306	1.37
To get to work / school	22.32% 50	31.25% 70	46.43% 104	224	2.24
To run errands	20.15% 53	70.34% 185	9.51% 25	263	1.89
For recreation	43.90% 126	53.31% 153	2.79% 8	287	1.59

Q19 Are there people in your household who walk to school?

Answered: 317 Skipped: 232



Answer Choices	Responses	
Yes	22.40%	71
No	77.60%	246
Total		317

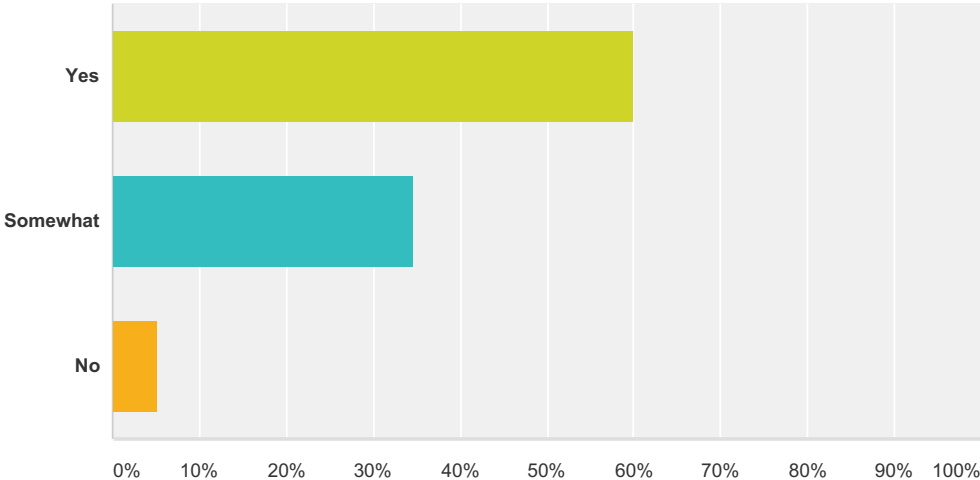
Q20 Please provide answers to the two questions below about the individual(s) that walk to school(s).

Answered: 84 Skipped: 465

Answer Choices	Responses	
School	100.00%	84
Age	94.05%	79

Q21 Do you feel comfortable walking in Oakville right now?

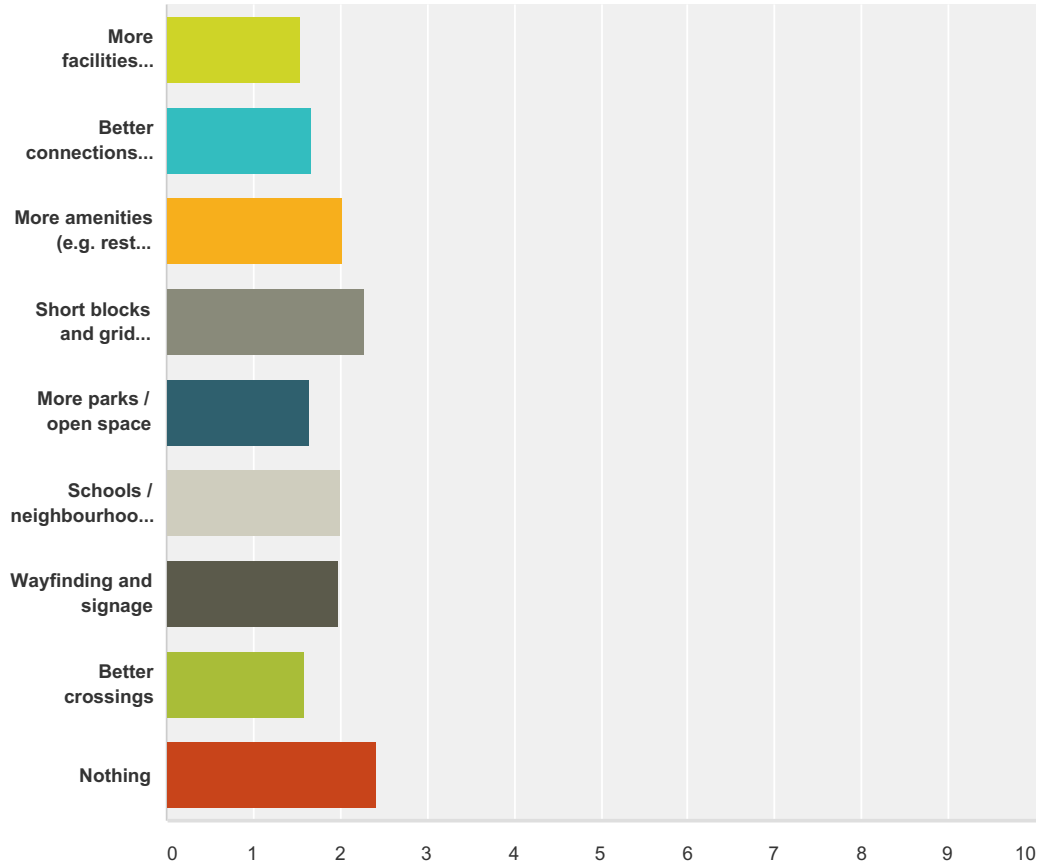
Answered: 320 Skipped: 229



Answer Choices	Responses
Yes	60.00% 192
Somewhat	34.69% 111
No	5.31% 17
Total	320

Q22 What would make you feel more comfortable walking / encourage you to walk in Oakville? Please rank each option based on its level of influence.

Answered: 317 Skipped: 232



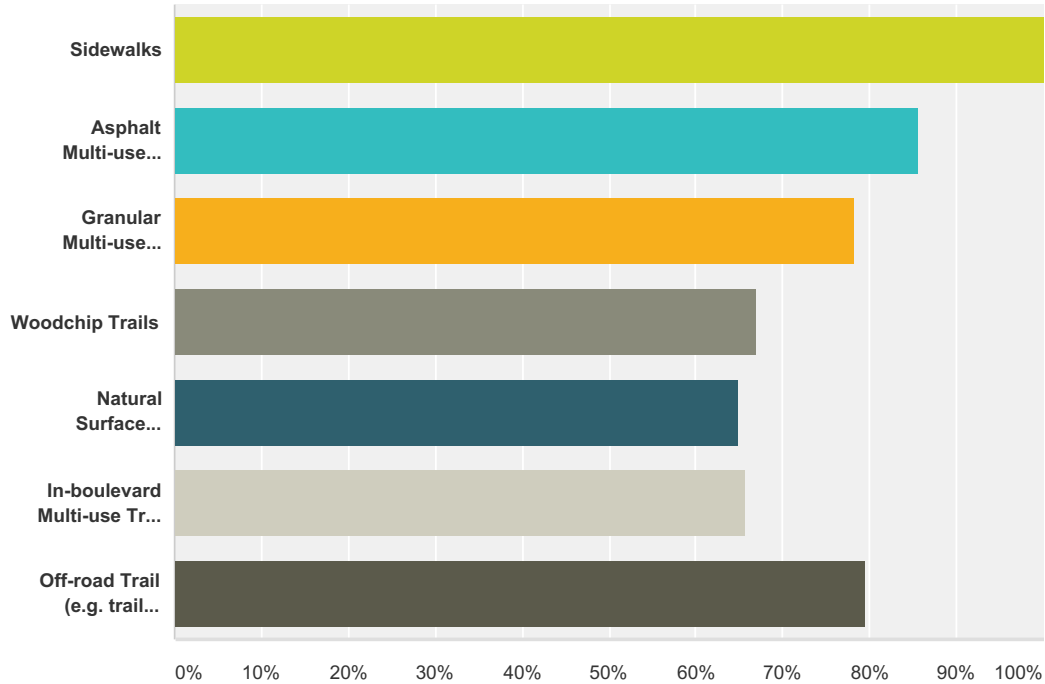
	High	Moderate	Low	Total	Weighted Average
More facilities (e.g. sidewalks, trails, etc.)	56.99% 163	31.12% 89	11.89% 34	286	1.55
Better connections (i.e. no gaps)	48.35% 132	35.90% 98	15.75% 43	273	1.67
More amenities (e.g. rest area, washrooms, etc.)	29.45% 81	38.91% 107	31.64% 87	275	2.02
Short blocks and grid network	19.28% 48	33.73% 84	46.99% 117	249	2.28
More parks / open space	52.36% 144	31.64% 87	16.00% 44	275	1.64
Schools / neighbourhoods close to major destinations	33.33% 84	33.33% 84	33.33% 84	252	2.00
Wayfinding and signage	32.55% 83	36.47% 93	30.98% 79	255	1.98

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Better crossings	58.74% 158	24.54% 66	16.73% 45	269	1.58
Nothing	20.35% 23	15.93% 18	63.72% 72	113	2.43

Q23 Which of the following pedestrian facilities are you aware of / have you used before?

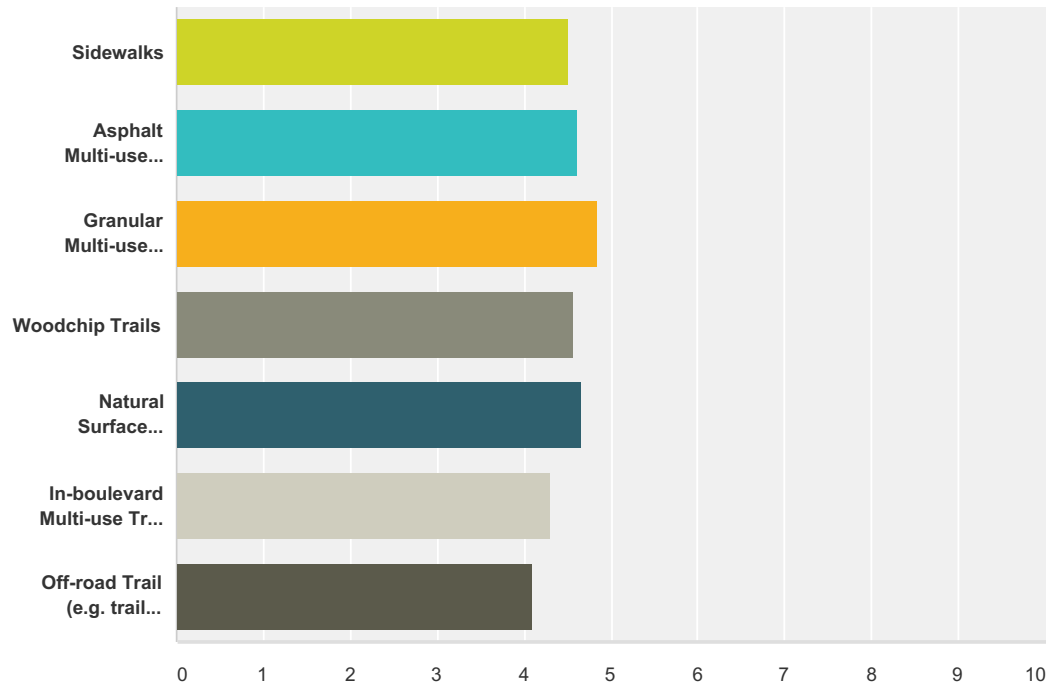
Answered: 319 Skipped: 230



Answer Choices	Responses	
Sidewalks	100.00%	319
Asphalt Multi-use Trails	85.58%	273
Granular Multi-use Trails	78.37%	250
Woodchip Trails	67.08%	214
Natural Surface Single-Track Trails	64.89%	207
In-boulevard Multi-use Trail (trail in place of a sidewalk)	65.83%	210
Off-road Trail (e.g. trail through a park / natural space)	79.62%	254
Total Respondents: 319		

Q24 Thinking of the responses you picked the previous question, please rank them based on your level of comfort using each. You will be given a value based on the number of facilities you selected. To respond, please assume that 1 = least comfortable and if you selected 5 facilities 5 = most comfortable.

Answered: 303 Skipped: 246

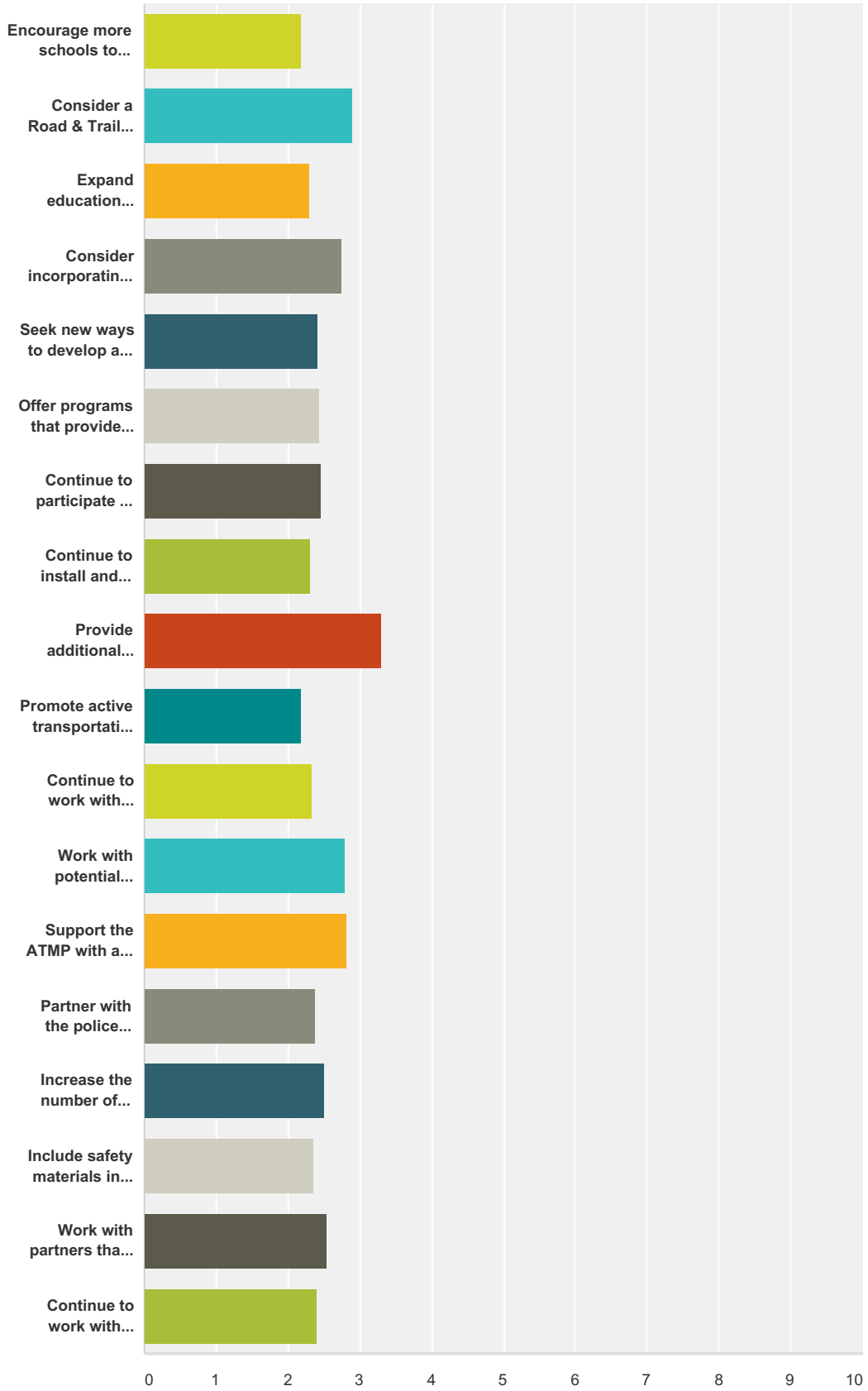


	1	2	3	4	5	6	7	Total	Score
Sidewalks	29.30% 75	11.33% 29	8.20% 21	17.58% 45	12.89% 33	6.64% 17	14.06% 36	256	4.50
Asphalt Multi-use Trails	12.44% 26	24.40% 51	21.05% 44	14.35% 30	13.88% 29	9.09% 19	4.78% 10	209	4.61
Granular Multi-use Trails	17.26% 34	17.77% 35	25.38% 50	20.30% 40	12.18% 24	6.09% 12	1.02% 2	197	4.85
Woodchip Trails	11.18% 18	22.98% 37	20.50% 33	21.74% 35	11.80% 19	5.59% 9	6.21% 10	161	4.58
Natural Surface Single-Track Trails	14.37% 24	21.56% 36	22.16% 37	13.17% 22	16.77% 28	8.98% 15	2.99% 5	167	4.65
In-boulevard Multi-use Trail (trail in place of a sidewalk)	14.20% 25	18.18% 32	17.05% 30	11.36% 20	16.48% 29	19.32% 34	3.41% 6	176	4.31
Off-road Trail (e.g. trail through a park / natural space)	18.58% 42	10.62% 24	12.39% 28	18.14% 41	15.49% 35	9.73% 22	15.04% 34	226	4.09

Q25 Please rank the following outreach recommendations outlined in the 2009 ATMP based on their level of importance where 1 is the most important and 5 is the least important.

Answered: 341 Skipped: 208

Oakville Active Transportation Master Plan (ATMP) Update Questionnaire



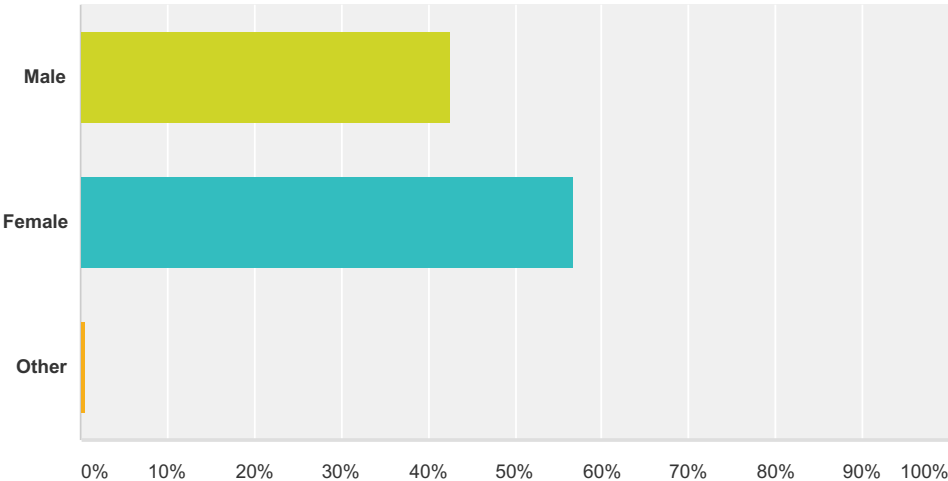
	1	2	3	4	5	Total	Weighted Average

Oakville Active Transportation Master Plan (ATMP) Update Questionnaire

Encourage more schools to participate in Active & Safe Routes to School	48.62% 159	15.60% 51	15.60% 51	7.95% 26	12.23% 40	327	2.20
Consider a Road & Trail Safety Ambassador program	20.97% 65	16.13% 50	32.26% 100	12.90% 40	17.74% 55	310	2.90
Expand education programs to encourage children to use sustainable modes of transportation	41.93% 135	20.19% 65	18.01% 58	5.90% 19	13.98% 45	322	2.30
Consider incorporating guidelines and principles from the Child-and-Youth Friendly Land Use Transport Planning Guidelines for Ontario	22.00% 66	22.67% 68	28.00% 84	12.67% 38	14.67% 44	300	2.75
Seek new ways to develop and deliver bicycle and pedestrian safety education initiatives	36.28% 115	18.93% 60	21.77% 69	11.67% 37	11.36% 36	317	2.43
Offer programs that provide education on bicycle safety	32.70% 103	22.86% 72	22.86% 72	10.48% 33	11.11% 35	315	2.44
Continue to participate and support Smart Commute Initiatives	32.68% 100	21.57% 66	23.86% 73	9.48% 29	12.42% 38	306	2.47
Continue to install and promote bike racks on transit buses	36.42% 114	21.41% 67	23.96% 75	10.54% 33	7.67% 24	313	2.32
Provide additional end-of-trip facilities such as showers	17.61% 53	12.29% 37	22.92% 69	16.61% 50	30.56% 92	301	3.30
Promote active transportation by making it a more convenient option	47.80% 152	19.18% 61	12.26% 39	6.60% 21	14.15% 45	318	2.20
Continue to work with partners to promote and encourage active transportation	36.89% 114	24.92% 77	18.45% 57	8.09% 25	11.65% 36	309	2.33
Work with potential partners to develop a bike share system pilot project	24.26% 74	21.64% 66	23.61% 72	12.13% 37	18.36% 56	305	2.79
Support the ATMP with a comprehensive and proactive outreach program	19.18% 56	19.18% 56	34.25% 100	15.75% 46	11.64% 34	292	2.82
Partner with the police service to ensure guidelines and by-laws are being respected	40.71% 127	20.51% 64	14.74% 46	8.65% 27	15.38% 48	312	2.38
Increase the number of officers using bicycles	31.61% 98	20.00% 62	25.48% 79	11.29% 35	11.61% 36	310	2.51
Include safety materials in training programs for driver examiners	41.21% 129	19.17% 60	17.25% 54	7.03% 22	15.34% 48	313	2.36
Work with partners that have similar mandates to ensure consistent messaging	27.96% 85	23.68% 72	26.32% 80	10.53% 32	11.51% 35	304	2.54
Continue to work with others to promote and encourage active transportation	37.54% 119	20.19% 64	19.87% 63	8.83% 28	13.56% 43	317	2.41

Q26 Which gender do you identify with?

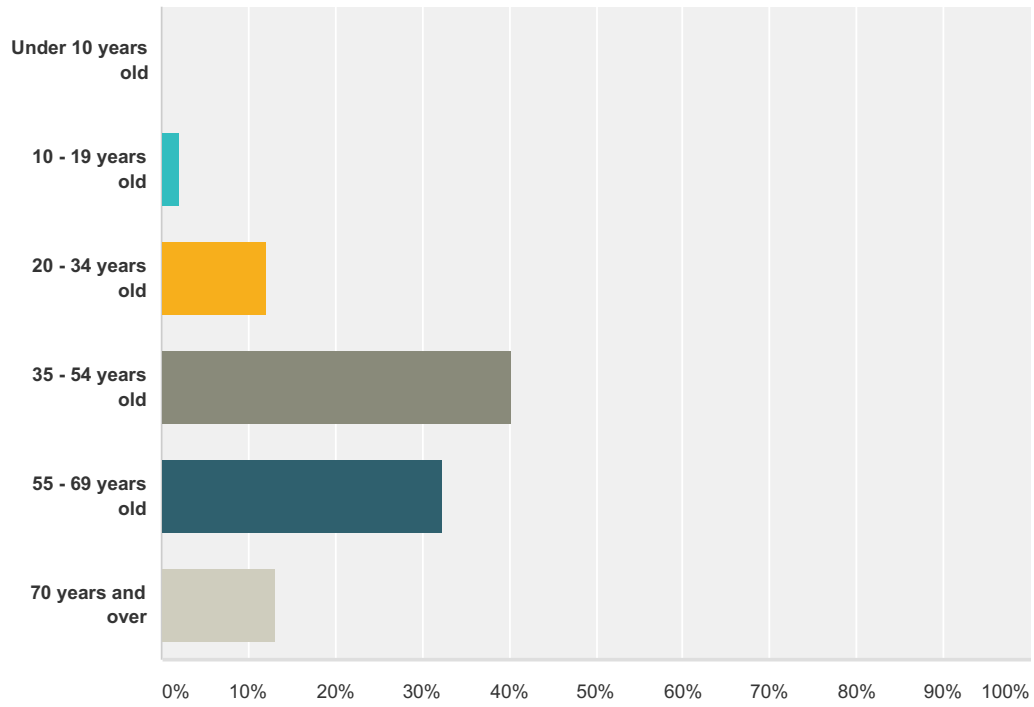
Answered: 350 Skipped: 199



Answer Choices	Responses
Male	42.57% 149
Female	56.86% 199
Other	0.57% 2
Total	350

Q27 What is your age?

Answered: 347 Skipped: 202



Answer Choices	Responses	Count
Under 10 years old	0.00%	0
10 - 19 years old	2.02%	7
20 - 34 years old	12.10%	42
35 - 54 years old	40.35%	140
55 - 69 years old	32.28%	112
70 years and over	13.26%	46
Total		347

Q28 Please provide the first three letters of your home postal code in Oakville.

Answered: 339 Skipped: 210

Q29 (Optional) Please provide your contact information below if you would like to participate in or are interested in active transportation initiatives in Oakville.

Answered: 131 Skipped: 418

Answer Choices	Responses	
Name	98.47%	129
Email	99.24%	130
Postal Code	94.66%	124

Online Mapping Tool Comments

Mapped Comments

COMMENT TYPE	LOCATION	COMMENT
My Destinations	Along Dundas St E	The Dundas Street multi-use path is a great addition and I realize it is a Regional Road but some improvements are needed here such as pavement markings at each entrance exit to retail and on roadways. Cars drive right up to the street and have no thought whatsoever to look for cyclists. This is especially dangerous when travelling westbound as the driver's only look to the left for traffic. Someone is going to get hit one of these days.
My Destinations	Northwest corner of Neyagawa and Upper Middle	This is a blind corner and a very dangerous section of the bike path. Cars making right hand turns onto Upper Middle from the north look to the left for traffic and do not look to the right for cyclists approaching on the path. Most of the time they don't even stop at the red light. Very dangerous. Not sure what the fix is but it definitely needs some attention. Perhaps a no right hand turn on red.
My Destinations	Cornwall Rd	We need a paved sidewalk all along Cornwall road
My Destinations	Along Lakeshore Rd East	Having bike lanes between active car lanes and parking is proving to be quite dangerous especially with spots that are angled to the sidewalk. A better approach would be to move active bike lanes next to the sidewalks directly and place parking between active car lanes and bike lanes

COMMENT TYPE	LOCATION	COMMENT
My Destinations	North Ridge Trail / Coronation Dr	The Catholic School Board has purchased this site for a future elementary school which I believe is a great idea. If for some reason this does not go through the land should be repurchased by the Town of Oakville to build a large Park in the neighbourhood to provide more green space for our children to play. The Joshua Creek area is currently a sea of houses and therefore we should not allow a builder to put more houses on the land. Some potential ideas are a small mountain bike trail open green space with trees trail splash pad small walking trail
My Destinations	Along North Service Rd E	I have had difficulty walking into this area for appointments in the past. A paved sidewalk would be a welcome addition here particularly in winter
New Pedestrian Routes	Gardenbrook Ave / Neyagawa	To add pathway to Sixteen Mile Sports Complex at the intersection of Gardenbrook Ave and Neyagawa
New Pedestrian Routes	North Service Rd to South Service Rd	Proposed overpass connecting North Service road to South Service road would definitely improve pedestrian and cycling and connecting the north end with the south end of Oakville.
New Pedestrian Routes	Cornwall Rd	We need a paved sidewalk along Cornwall Road all the way between just past Trafalgar to the spot where the sidewalk ends in the east.

COMMENT TYPE	LOCATION	COMMENT
New Pedestrian Routes	9th Line / QEW	<p>PLEASE make a crossing over the QEW for pedestrians and cyclists and ideally vehicles near 8th Line. Joining 8th Line to Chartwell is the ideal. Trafalgar Road is atrocious for pedestrians and cyclists and will continue to be regardless of the current widening underway.</p> <p>Response: if this is to be a new bridge for cars, bikes and pedestrians, there is still a chance to include fully separated bike lanes from the start.... Much easier than to try to fit them in them afterwards ... Please see Burrard St Bridge in Vancouver for example of how fully separated bike lanes should look, and remember those right-hand turns have to be controlled ... if bike lanes are an afterthought then this will just end up being another Trafalgar type situation</p> <p>Response: A bridge across would be a great way for those on bicycles to access downtown, shopping plazas and the lake, and perhaps even as an alternative route to the Go station</p> <p>Response: Response: Agreed on making the bridge or pedestrians & cyclists, but a big no to allow cars on it. That just sets the wrong incentives. Having one for cyclists and pedestrians means someone can get from A to B potentially faster than by car. If the bridge is for cars as well, that benefit is nullified, the bridge is likely to feel less safe for cyclists & pedestrians and the 8th line will get a lot more car traffic than it does now. Also building a bridge just for cyclists and pedestrians would be significantly cheaper when it comes to both installation and maintenance.</p>

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COMMENT TYPE	LOCATION	COMMENT
New Pedestrian Routes	Ford Dr	Initial comment: Ford Drive - needs a trail and sidewalk northbound on Ford from the south service road north under the QEW up to trails by the Joshua Creek Response: And a trail in the "Parkway" at the northwest corner of Upper Middle and Ninth Line, connecting this area to the existing Joshua Creek trails and the Cross-Town Trail.
New Pedestrian Routes	Rock Point Dr to 9th Line	Suggesting pedestrian biking path to run to Ninth Line from the area of Rock Point Drive Stormwater management pond. Can run across the pipeline right-of-way An elevated crossing over a Joshua Creek tributary would be necessary. This may correspond to capital budget project ID 52242201
New Pedestrian Routes	Petro Canada Park / Donovan Bailey	Opportunity to extend trail through Petro Canada Park and link with Donovan Bailey trail and/or continue to follow Bronte linking trail with Bronte Creek
New Pedestrian Routes	South Shell Park to Bronte Harbour	Would like to see a continuous path along the lake that connects south Shell part to Bronte Harbour. Right now the path is disconnected as people's property backs on to the lake.
New Pedestrian Routes	Rebecca / Great Lakes Blvd	As this area is being developed and would like to see a continuation of a tree lined forested path along the creek from Rebecca and Great lakes Blvd to the railway tracks. The path can then cross under the railway tracks to connect the Riocan Center Burloak shopping area and a second path to the Burlington cross town path at Burloak just south of the railway tracks.
New Pedestrian Routes	Iroquois Shores Woodland Park	Connect Iroquois Shores woodland park with this one allows more continue running and walking routes.

TOWN OF OAKVILLE | ACTIVE TRANSPORTATION MASTER PLAN

COMMENT TYPE	LOCATION	COMMENT
New Pedestrian Routes	Iroquois Shores Woodland Park	Connect pond and existing path around it to Iroquois Shoreline woods park. There is current space for a pathway but nothing here is proposed to develop it into an official path.
New Pedestrian Routes	Northeast corner of Cornwall Rd and Trafalgar Rd	there is a pedestrian crossing over Trafalgar along track level on the north side of the tracks but it would be even better to have one on the south side to connect the GO station directly with the shopping plaza at the NE corner of Cornwall and Trafalgar as the intersection itself is dangerous and time-consuming to cross but lots of folks waiting 30 minutes for a bus or a train like to run errands at that plaza and spend money
New Pedestrian Routes	Sixteen Mile Creek / QEW	some way to cross 16 mile creek as a pedestrian cyclist without going up to Upper Middle or down to Speers / Cornwall

COMMENT TYPE	LOCATION	COMMENT
New Bicycle Route	Sixteen Mile Creek / QEW	<p>Initial comment: There should be a pedestrian cyclist bridge across the Creek coincident or attached to the QEW bridge structure. The only present route across the river along Cross and Speers is incredibly dangerous and no doubt intimidates potential cyclists from travelling between the south and north parts of town thus unnecessarily encouraging even more car traffic in that already busy area the QEW bridge is level with streets on both sides of the river and clearly has a rib structure for potential expansion that could be used for bicycles pedestrians. Alternately a second level could easily be fit under the bridge as there are embankments on either side.</p> <p>Response: I agree this would cut down on commute and will be much safer way to cross the creek.</p> <p>Response: I agree with this suggestion. Constructing a bridge to cross the 16 mile creek is a great way to link the west and east parts of Oakville. As it stands, the only way to travel from the College Park area to Glen Abbey or Kerr Street area is via Trafalgar road and the large hill on Cross Avenue which can be unsafe for families with smaller kids or to go far North to Upper Middle Road and then all the way back south on Dorval.</p> <p>Response: This should be very high priority due to access to GO station & Oakville Place for both cyclists & pedestrians. It would be of tremendous benefit to Glen Abbey residents in particular as well as providing safe and easy east west access for many Oakville residents now split by 16 Mile valley. Explore use of existing QEW bridge as high level crossing to avoid downhill &, especially uphill sections</p>

COMMENT TYPE	LOCATION	COMMENT
New Bicycle Route	Robarts Rd	Initial comment: Really looking forward to this proposed overpass, please prioritize. Response: when is this supposed to be built? I see no signs of it, although lots of work is being done to help cars cross Trafalgar
New Bicycle Route	Upper Middle Rd E	Initial comment: The passage over and under the 403 at this point on upper middle which gives access to the entertainment centre and industrial park ensure that the only safe and reliable way to get from residential Oakville to this important economic center is in a car. Or in one of the bi-hourly busses Upper middle needs a bike lane into Mississauga or at least to the theatre. Response: Good Point.
New Bicycle Route	6th / Bronte	The Halton Hills region is a major mecca for biking -- need to provide good connections through 6th and through Bronte to allow Oakville riders to get there and coordinate implement plans in concert with Halton Hills.
New Bicycle Route	Bronte Park	Trail through Bronte Park would be a real benefit in connecting currently disconnected networks east and west of the park above the Queensway.
New Bicycle Route	Upper Middle Rd / Ford Dr	Clearview community needs a safe connection to Upper middle road and Ford Drive. No buses go this way Iroquois Ridge Community centre is the closest community centre. Without a car it is currently inaccessible. To get there by bus it takes a connection and over an hour. To bike ride from clearview would take 15 minutes.

COMMENT TYPE	LOCATION	COMMENT
New Bicycle Route	Cornwall Rd	Not only do we need paved sidewalks all along Cornwall we also need bike paths all along Cornwall Preferably on both sides that way we can actually leave our cars home and bike to the different grocery stores.
New Bicycle Route	Lakeshore Rd W	Given the extraordinary number of cyclists on Lakeshore the road width is insufficient and it desparately lacks adequate bike lanes.
New Bicycle Route	Lakeshore Rd W	Lake bike lanes need to be a priority. Bike lane crossing at third line abruptly stops at intersection and then shoulder is 5m in on other side. Forces cyclists into traffic.

COMMENT TYPE	LOCATION	COMMENT
New Bicycle Route	Third Line / Bridge Rd	<p>Initial comment: In other cities where cycling to work or transit hubs like GO Stations is a regular occurrence many experienced cyclists in Oakville still choose to drive simply because major thoroughfares like Speers Lakeshore Third Line Trafalgar etc are not safe places for cyclists to travel on Instead of only thinking of cycling as a leisure activity hobby I would challenge the Town of Oakville to also consider cycling as a means of transportation like a car and install protected and divided bike lanes along Speers Lakeshore Third Line Trafalgar to name a few and ensure these are maintained overtime</p> <p>Response: Currently the bridge over Trafalgar is extremely dangerous for cyclists, especially the northward direction. Cars exiting onto the QEW in rush hour have no consideration for cyclists and daily issues arise at this point between cars and cyclists. There needs to be a dedicated bike lane on Trafalgar over the QEW, given the proximity to the Go Station. It's very unfortunate that the Town did not use the current reparations to this bridge to add a dedicated/separate bike lane. Also agree that Cornwall needs dedicated/separate bike lanes. The intersection at Cornwall and Chartwell is a time bomb.</p>
New Bicycle Route	Highway 407 GO Station	A bike lane to HWY 407 GO station on Trafalgar is necessary I feel very unsafe cycling there to catch my GO bus to my work in North York Also there is no public transportation to this station other than GO buses
New Bicycle Route	South Service Rd E	no cycling lane
New Bicycle Route	Ford Assembly Plant	to my destination not safe cycling route

COMMENT TYPE	LOCATION	COMMENT
New Bicycle Route	QEW / Eighth Line	Initial comment: Would greatly support a bridge over the QEW for cyclists and pedestrians to link 8th Line and the communities to the north with Cornwall and south-east Oakville Response: Absolutely!
New Bicycle Route	North Oakville (North of Dundas)	Not sure if the planning is complete for north of Dundas but the Town has an excellent opportunity to ensure Oakville remains a great place to live. Please ensure that there is an extensive set of off road biking trails as well as green space and parks for our kids to play. We need to give our kids as much opportunity to play outside as possible which helps keep them active. We should also ensure that streets are designed to encourage drivers to drive at a slow speed so kids feel more comfortable to play i.e. road hockey etc
Comment of Existing Cycling Route	McCraney St E	Parents are dropping off their children at White Oaks SS and don't always pay attention to cyclist in the existing cycling path. Today one driver stopped in the cycling path in front of me to drop off child - this is also a no stopping zone. Had to do a hard stop as he cut me off. Maybe more enforcement could be done.
Comment of Existing Cycling Route	Kerr Village / QEW North	This steep concrete stair is currently a very useful link in a bike trip between Kerr Village and north of the QEW i.e. much safer than Speers but is in very bad shape with several steps almost completely crumbled. Also at its bottom there is no choice but to cycle along the north sidewalk which is narrow and occupied by pedestrians or cyclists trying to go the other way with busy truck and bus traffic to one side and a steep drop into the creek on the other this north sidewalk should be widened and officially marked as shared pedestrian cyclist two way path.

COMMENT TYPE	LOCATION	COMMENT
Comment of Existing Cycling Route	Speers / Lyons Lane	Good opportunity for multiuse asphalt trail along west side of Cross between Speers and Lyons Lane. This would complete a route between the Sheppard Rd staircase and the 6th Line underpass presuming the north sidewalk of Speers were also improved. As this is parkland there is more than enough space for an additional asphalt bike path.
Comment of Existing Cycling Route	Trail near Calloway Dr	The way the gravel is on this part of the trail is so that your bike tires sink into it which makes it unsafe. You need to go slowly or unmount for maximum safety and I would like for that to be fixed.
Comment of Existing Cycling Route	Ford Dr / Upper Middle	Important to actually complete routes -- new intersection at Ford and upper Middle good but all trails disappear 50100 meters past intersection. Still pretty nerve wracking coming up Ford with the transport trucks and others hitting the Toronto on ramp at 70 KPH.
Comment of Existing Cycling Route	6th Line under QEW / Lyons Lane	The 6th line bike route under the QEW is great but then it disappears on the south side and then gets a little tricky to get to the Go Station and really tricky to get to Downtown Oakville. Bike lanes and or a bike path are definitely needed to get to the station and even perhaps a bike lane on Lyons Lane in the train station parking lot people drive like absolute maniacs to and from the Go Station. Also there is no safe direct cycling route into the Downtown from this area. This definitely needs to be a priority It would be great to ride to the downtown area with my family without having to ride through the Go Station cross over Trafalgar on the rail platform and then ride the sidewalk south to Reynolds.

COMMENT TYPE	LOCATION	COMMENT
Comment of Existing Cycling Route	Waterfront Trail	Waterfront Trail is non-existent through Oakville. Sure it's shown on the map but in reality it is just a signed bike route on Lakeshore Road. This definitely needs to be improved with bike lanes and or pathways
Comment of Existing Cycling Route	Crosstown Trail	The Crosstown Trail could use a traffic light tunnel where it intersects Bronte Road. Very difficult to get across this road during busy times. Also difficult for many riders to get their bikes over the curbs.
Comment of Existing Cycling Route	3rd Line / Crosstown Trail	Very difficult to get across 3rd Line on the Crosstown Trail during busy times. Could use a light tunnel bridge to get across here. Also raised curbs make it difficult to get across and trees on the traffic island make it difficult to see cars on 3rd Line.
Comment of Existing Cycling Route	Crosstown Trail	Would like to see more crossings on the Crosstown Trail like this one with the traffic island and lowered curbs.
Comment of Existing Cycling Route	6th Line	Another major cycling route that is now extremely dangerous due to the increased traffic in the area and drivers doing well over the speed limit. Would be nice if bike lanes etc were implemented sooner rather than later. Short term the speed limit should be dropped to 60 kmh and enforced by police.

COMMENT TYPE	LOCATION	COMMENT
Comment of Existing Cycling Route	6th Line and River Glen Blvd	I really don't like to criticize the Town regarding bike lanes but the lanes on 6th Line between Upper Middle and Dundas need to be redesigned. Not sure if they were put here to appease cyclists or to slow down traffic but they fail at both. Cars constantly drive in the bike lanes rather than slowing down and if there is a cyclist in the bike lane myself included we are treated like pylons and the cars get back over into the bike lane as soon as they pass. Some cars don't even bother getting out of the bike lane when they pass cyclists. This is a major problem in this area. Many people just ride on the sidewalks. Same issue on River Glen Blvd.
Comment of Existing Cycling Route	Trafalgar Rd	There are so many problems with Trafalgar between Iroquois and Cross cyclists and pedestrians should not be forced to cross the highway this way and the only ones I see attempting it are Sheridan students. For starters vehicles making right hand turns are a continuous problem at a half dozen points either side of the road. They turn as if they were already on the highway and literally do not care about endangering cyclist/pedestrian lives. Arrests need to be made examples set because right now they believe they are entitled to behave in this manner are they.
Comment of Existing Cycling Route	Lakeshore Rd E	Please remember when refurbishing downtown Lakeshore that cyclists are trying to spend money in these shops and restaurants too but the threat of door prizes may be sending that disposable income elsewhere more bike friendly.

COMMENT TYPE	LOCATION	COMMENT
Comment of Existing Cycling Route	Rebecca St / Kerr St	Head St into Westwood Park into the Arena Parking Lot is a good cycling route to and from the bridge parallel to but avoiding busy Rebecca but to make it complete there should be a sloped curb at this southwest park entrance where cyclists cross Kerr
Comment of Existing Cycling Route	Oakville GO Station	Making it safe fast and easy to get to the GO station would greatly improve the number of people using a bicycle
Comment of Existing Cycling Route	North Ridge Trail Park	Part of the main path has sand which is not user friendly for a cyclist. Also the paths to and from the park are not cleared in the winter which makes it difficult to commute. The suggestion is to have the path completed with pavers or remove the sand. Also have the snow cleared in the winter as this is a main path for kids and parents to cross to get to the school buses
Comment of Existing Cycling Route	Leighland Ave / Trafalgar Rd	Initial comment: Leighland is also bad thanks to continuous stream of cars heading to Trafalgar. Completely impossible for a cyclist to make a safe legal left hand turn at intersection of Leighland and Trafalgar. Response: There are no walking trails or parks in this area of Oakville-totally neglected but we still pay taxes as other areas with parks and walking trails. Why not open the space along viaduct as on the east side of Trafalgar
Comment on Existing Pedestrian Route	Kerr St / Rebecca St	Crossing lights for pedestrians should change when the lights for vehicles do regardless of whether or not someone has pressed the crossing button. There are several intersections like this but this one is particularly egregious because the button on the southwest corner is so far from the actual crossing that it's easy to miss.

COMMENT TYPE	LOCATION	COMMENT
Comment on Existing Pedestrian Route	Upper Middle Rd W	Bridge over 16 mile creek is shared between Cyclists and pedestrians. Need for sign to direct cyclists to the left side and warn pedestrians when over taking on right. Alternatively provide painted line separating cyclists from pedestrians
Crossing / Intersection Improvement	Trafalgar Rd	Crossing Trafalgar road on my bicycle at McCraney and White Oaks Blvd. in the morning going east from McCraney I feel too exposed staying in the middle lane so I cross as a pedestrian. However cars are making a right turn on the red and pay no attention to pedestrians or bicycles.
Crossing / Intersection Improvement	Trafalgar Rd / McCraney St E	Very dangerous crossing for east west traffic. Cross walk light is too short of a time drivers do not pay attention and start their turn before it is safe which is startling and concerning for pedestrians. Motorists are often impatient with pedestrians.
Crossing / Intersection Improvement	Speers Rd / Kerr St	Please help us have Crossing Guard on this intersection. It is a dangerous intersection with distracted drivers and no one stops for elderly pedestrians.
Crossing / Intersection Improvement	Cornwall Rd at Trafalgar Rd	This intersection needs bike detection technology As a cyclist riding north on Trafalgar and hoping to turn left west on Cornwall I have been skipped by entire signal cycles no left turn green because my bike isn't detected when I am the only vehicle At that point I am forced to jaywalk with my bike in order to get off the road

COMMENT TYPE	LOCATION	COMMENT
Crossing / Intersection Improvement	Old Mill Rd at Cornwall Rd	No bike detection at Cornwall Old Mill intersection when leaving the GO station. Drivers often very kindly wait behind me at the intersection however I have to wave them forward to the stop line in order for any of us to get anywhere. It is very discouraging to see the hand signal start to flash indicating it will soon switch to your turn and then to have it turn back into a walk signal meaning a green line extension for the other guys while I bake in the sun on my bike. Especially this close to the GO station where by the number of bike racks they encourage active transportation.
Crossing / Intersection Improvement	North Service Rd	When cycling west on North Service road it is a blind corner to merge on to the route under the QEW A mirror mounted on the noise wall would help to see oncoming traffic.
Crossing / Intersection Improvement	Upper Middle Rd E / Eighth Line	Initial comment: This is a route to a busy plaza it would be great to make it more accessible to cyclists by 1. Allowing crossing the intersection crosswalk by bicycle without having to dismount. Under the Motor Vehicle Act municipalities are allowed to designate crosswalks for cyclists to bike through. The same should apply for most crosswalks. 2. Removing the traffic light, pedestrian push buttons. 3. In an ideal world - having a Dutch protected intersection, see link: http://www.protectedintersection.com/ Response: This is another resource for a Dutch intersection: https://www.youtube.com/watch?v=FlApbxLz6pA

COMMENT TYPE	LOCATION	COMMENT
Crossing / Intersection Improvement	Hilda Dr / Salcome Dr (near North Ridge Trail Park)	I have a general comment for all residential side streets i.e. excluding main arteries with street lights. The Town should consider reducing the speed limit from 50kmhr to 40 kmh to make it safer for our kids to cross streets, cycle on the side of the street, play road hockey etc. It does not make sense to have a residential side street at 50kmhr that our children crossplay at when Dundas is at 60 km with three lanes and street lights
Crossing / Intersection Improvement	Rebecca St / Stanfield Dr	Rebecca Street is a high speed highway at times in this section at Stanfield. Signal crossing or stop sign is required here. Seniors crossing road daily to get to mailboxes is very dangerous since cars do not respect the speed limit

General Comments

COMMENT TYPE	COMMENT
Bikeability in Oakville	In the fall, many home owners push their leaf piles onto the side of the road for collection. For cyclists, it pushes us out to the middle of the road, an issue especially in residential areas with narrow streets. They also get soggy in the rain if not picked up, and mashed up into a pulp by cars who drive over them, which creates an additional hazard. A few homeowners take the opportunity to bag their leaves. This is much appreciated when they do!
Bikeability in Oakville	Many intersections with traffic lights will change only by a trigger from a pedestrian to push the button from the sidewalk, or when a car is detected waiting in the intersection. It will not change when a cyclist is waiting. Would the town consider adding cyclist crossing buttons at curbside to trigger traffic signal change?
Bikeability in Oakville	I just came back from a holiday in Ottawa. Their bike paths are so much better than Oakville's. We biked for 3.5 hours around the Rideau River on nicely paved paths and never had to encounter traffic the whole time. Oakville's bike paths/trails (not on the road) are all gravel or dirt and not paved for the most part. It is harder to ride on dirt and gravel and some people, especially younger kids, don't feel safe. I have biked more in my 3.5 hours in Ottawa then all the years I've lived in Oakville for this very reason. Oakville drivers are terrible and don't obey signals and I would not want to ride my bike on the road with my kids. I'd feel safer on bike paths, but they are not very desirable either.
Bikeability in Oakville	The Town of Oakville should consider cyclists and their safety when it comes to road construction, as construction zones often put cyclists in harms-way because there is no consideration how they will share the road with cars on such a rough surface
Bikeability in Oakville	The bike/walk path on Dundas is the best example of what needs to be done on our major roads - so many are used for cycling and so many are high traffic i.e. Lakeshore - especially out to Burlington, Rebecca, Speers Road (if it was safer, more would bike to work?)

COMMENT TYPE	COMMENT
Bikeability in Oakville	Where the Morrison Creek South bike/pedestrian path (maintained by the town) meets the Morrison Creek Diversion Channel bike/pedestrian path (maintained by Halton Conservation) between Trafalgar and 8th Line, there is a chain link fence that runs from 8th Line to Trafalgar. This fence blocks entrance to several facilities that are located on Iroquois Shore Road, including Sheridan College, MacDonalds and Artisano's Restaurant. At this time, where the path borders Sheridan's parking lot, there is a mud path, litter strewn part of the fence which has been torn away, presumably by students who are looking for a rear entrance to the College from the Morrison Valley bike path. Perhaps, with collaboration by Sheridan College, Halton Conservation and the Town of Oakville, a proper entrance way could be built.
Bikeability in Oakville	While there are many schools that can be accessed via signed bike routes and bike paths, there are many that don't. This is an opportunity to continue the Town's/School Boards' collaborative initiatives to promote and enable active transportation, in support of student and family well-being.
Walkability in Oakville	There is a problem with the emphasis in this planning. The focus should not just be on pedestrians and bike riders, but perhaps more on addressing driver behaviour. Reduced speed limits and a program to increase the awareness of drivers and responsibility of drivers to share the road safely with others needs to be addressed. Cars seem to be roaring around Oakville especially when they are trying to avoid areas of construction or congestion such as Trafalgar road. Just the other day we were almost hit by a car speeding through an intersection with a stop sign.
Walkability in Oakville	Winter sidewalk maintenance can be much better. Home owners only clear their driveways, very few clear the sidewalks as well. There is no bylaw for 12h or 24h snow removal from town sidewalks adjacent to properties? If not, there should be. If so, it should be enforced. It may take the town several days before mechanical clearing occurs, and pedestrians have to resort to walking on the roadways instead.

COMMENT TYPE	COMMENT
Walkability in Oakville	<p>Walking along the Lakefront trail from Tulip to Bronte road. Trail too narrow to accommodate walkers and bikers. Most bikers do not follow any rules, are there any? Very few have a bell or horn to alert walkers, especially when coming from behind you. Cycling while texting, and not watching where they are going!!! Another cyclist issue, along Lakeshore Road!! Riding 2/3 side by side, with no consideration to the car driver who has to allow enough clearance. Seems Cyclists have this Great Sense of Entitlement, this road is ours. Well I have to pay for my car and driver's licence, do they. Sorry to sound off, but something has to change along the trails if they are to be enjoyed by both Cyclists and walkers. Thank You</p>