Background: Policies

Provincial
- #CycleON Action Plan 1.0
- Ontario Trails Strategy
- Growth Plan for the Greater Golden Horseshoe, 2050
- Transit-Supportive Guidelines

Regional
- Halton ACTIVE Transportation
- The Road to Change: Halton Region Transportation Master Plan 2031

Municipal
- Town of Oakville
- North Oakville Trails Plan
- Switching Gears Final Report

Town of Oakville | Active Transportation Master Plan (ATMP) Update | Public Information Centre #1 | WSP | MMM
Background: Infrastructure

Signed Bike Route
- 48 km
- Bike Lane
- 65 km
- Sidewalk
- 1030 km

Multi-use Trail
- 61 km
- Off-road Trail
- 262 km
- Paved Shoulder
- 2 km
Background: Programs

Town of Oakville Cycling Safety Webpage

Promotional Videos

Cycle, Walk Oakville Map

Cycling Handbook

CAN-BIKE Programs

Make Your Move

Oakville Cycle Camps

Other Cycling Education Events and Outreach:
Summer Fun Bus and Bike Day, Canadian Open Bike Valet, Fire Prevention Week and the Ontario Bike Summit
Developing the Plan

Our focus…

The ATMP Update is being completed consistent with the municipal Class EA process… What is the MCEA process?

The MCEA process is the Municipal Class EA process. It is a process which sets out steps to evaluate the physical and social impacts of a project to determine the most appropriate solution. At a Master Plan level it requires the evaluation of alternatives and engagement with the public.
Developing the Plan

THE PLAN

1. Review: Establish the 2016 context
2. Refine: Improve the 2009 network
3. Implement: Achieve results going forward

THE CONSULTATION

Public Workshop #1
Focus Group #1 Technical Agency #1
Public Workshop #2 Technical Agency #2
Council

SPRING 2016
FALL 2016
WINTER 2016

Town of Oakville | Active Transportation Master Plan (ATMP) Update | Public Information Centre #1 | WSP | MMM
Vision

“The Town of Oakville is a pedestrian and cycling supportive community that encourages active transportation for both utilitarian and recreational travel through:

» Encouraging that every street accommodates pedestrians and cyclists; 
» Established promotional and educational policies and programs including a coordinated marketing strategy to encourage active transportation year-round; 
» A Town-wide visible and connected active transportation network of on-road and off-road facilities designed with safety in mind that are comfortable, convenient and accommodate the needs of existing and future users; and 
» Approved Official Plan policies and associated strategies that recognize that great places require pedestrian and cycling friendly land development and streetscape design that supports the Town of Oakville’s vision to become the most livable Town in Canada.”

Draft Objectives

1. Identify a comprehensive network that builds on the 2009 ATMP
2. Develop a continuous system that provides connectivity
3. Identify facility types consistent with guidelines and accommodating all users
4. Identify realistic implementation strategy that provides tools to the town
5. Identify priority projects and actions in the short and long-term
6. Increase awareness and support for AT using education
7. Confirm performance targets and monitoring tools
Developing the Network: Steps

The process...

1. Review existing & previously proposed routes
2. Confirm routes & identify new alternatives
3. Determine criteria & investigate routes
4. Confirm new routes & determine facility types
5. Identify route phasing & costing
6. Confirm updated network, phasing & costing

» Iterative process
» Builds on public and stakeholder input
» Founded on key principles and assumptions
Developing the Network: Criteria

1. Safety
   Designed with existing and future users in mind

2. Direct / connected
   On and off-road walking and cycling routes are linked

3. Destination oriented
   Routes link to destinations within and outside the Town

4. Integrated
   Links to other modes i.e. transit

5. Diverse
   Provides walking and cycling experiences for various users

6. Easily accessible
   Links neighbourhoods in a comfortable and achievable manner

7. Complete streets
   Streets designed with pedestrians and cyclists in mind

8. Supportive services
   Facilities and amenities are available along the routes
Developing the Network: Facilities

- Revisiting and reviewing routes recommended in 2009
- Based on:
  - Ontario Traffic Manual Book 18: Cycling Facilities
  - Sound engineering judgement
  - Context sensitive considerations

**Previously Proposed Route**

**New Candidate Route**

**Step 1:** Pre-Selection of Facility Types

- On-Road or within the Road Right-of-Way
  - Shared
  - Designated
  - Separated

- Off-Road or outside the Road Right-of-Way
  - Primary
  - Secondary

**Step 1:** Identification of Route Hierarchy

**Step 2:** Examine other factors / characteristics

- On-Road or within the Road Right-of-Way
- Off-Road or outside the Road Right-of-Way

**Step 3:** Recommend preferred facility types and document results

- New Candidate Route

- Previously Proposed Route
Map 3 - Preliminary Bikeability Mapping Analysis

Town of Oakville
Active Transportation Master Plan (ATMP) Update
Draft June 2016

Legend

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

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

Land Use Features
- Waterbody

Bikeability Index
- High
- Low

Bikeability is a measure that combines a series of individual indicators that could contribute to the overall cycling quality in Oakville.

The indicators used to develop the bikeability surface you see on this map include:

1. Street Connectivity
2. Slope
3. Density and Location of Businesses
4. Density and Volume of Existing Bike Routes

For additional details on the methodology used to create the bikeability surface, please consult the study team.
Map 4 - Preliminary Walkability Mapping Analysis

Walkability is a measure that combines a series of individual indicators that could contribute to the overall walking quality in Oakville.

The indicators used to develop the walkability surface you see on this map include:

- Proximity to schools
- Street connectivity
- Density and variation of existing businesses
- Density and volume of existing sidewalks
- Street trees
- Proximity to parks
- Population density

For additional details on the methodology used to create the walkability surface, please consult the study team.
Map 5 - Existing and Previously Proposed Cycling Conditions

Legend

Existing and Previously Proposed Cycling Routes

- Existing
- Proposed
- Off Road Trail
- Bike Path
- Multi-Use Trail
- Bike Lane
- Shared Use Path

Existing Regional Trails
- Mississauga Trail
- Humber River Trail
- Canada Trail

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

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

Land Use Features
- Park & Natural Heritage System
- Provincial Park
- Waterbody

Notes
1. Based on existing and previously proposed routes from the Town of Oakville Active Transportation Master Plan (ATMP), the Regional Transportation Master Plan (RTMP), and the Regional Plan of Hamilton Active Transportation Master Plan (ATMP).
2. Parks and Natural Heritage System includes the Parks Park.
What do we need from you

**Activity #1: Paper Wiki**

- Each objective and the opportunity statement are mounted on a board.
- Break into small groups and pick an objective / opportunity statement. Mark-up the objective / statement with your thoughts i.e. changes, improvements, additions, etc.
- After 3 minutes move to the next display board and build on the comments provided.

**Activity #2A: Interactive Mapping**

- Review the mapping presenting existing and previously proposed active transportation routes.
- Mark-up the map with your comments on the routes presented – are there any that are wrong, any that are missing, others to be considered?
- Pick your top 3 routes – if the Town only implemented 3 what would they be?

**Activity #2B: Program Review**

- What do you think of the programs identified in the 2009 Plan? What do you think of those identified in the past workshop? Review and provide comments on each. Identify the level of impact related to how they could influence walking and cycling.
Design: Potential facility types

Let us know what you think! We want to know how comfortable you are with the different cycling and pedestrian facility types noted below.

<table>
<thead>
<tr>
<th>Shared</th>
<th>Designated</th>
<th>Separated</th>
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</thead>
<tbody>
<tr>
<td>Signed bicycle route</td>
<td>Signed bike route with sharrow</td>
<td>Cycle track</td>
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<tr>
<td>Signed bike route with edgeline</td>
<td>Conventional bike lane</td>
<td>Buffered paved shoulder</td>
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<tr>
<td>Paved shoulder</td>
<td>Buffered bike lane</td>
<td>In-boulevard multi-use trail</td>
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<td>2</td>
<td>3</td>
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<table>
<thead>
<tr>
<th>Primary</th>
<th>Secondary</th>
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<tbody>
<tr>
<td>Sidewalks</td>
<td>Linear Trails</td>
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<td>Park Trails</td>
<td>Valley System Trails</td>
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<td>Walkways</td>
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<td>2</td>
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</tbody>
</table>

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# Recommendations

Let us know what you think! Give us your thoughts on past recommendations and future ideas.

Place a sticker in the column that describes the level of impact the program would have on walking and cycling in the community.

<table>
<thead>
<tr>
<th>2009 Recommendations</th>
<th>High Impact</th>
<th>Some Impact</th>
<th>No Impact</th>
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<tbody>
<tr>
<td>Expand the Active and Safe Routes to School program</td>
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<td>Establish Road and Trail Safety Ambassador program</td>
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<td>Expand youth focused education programs</td>
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<td>Update the municipal development review process</td>
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<td>Explore new safety education initiatives</td>
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<tr>
<td>Expand bicycle safety programs</td>
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<td>Expand Smart Commute Initiatives</td>
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<td>Promote the use of bike racks / parking</td>
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<td>Continue implementing end-of-trip facilities</td>
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<td>Implement convenient active transportation options</td>
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<td>Establish partnerships to improve promotion</td>
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<td>Explore a bike share programs</td>
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<td>Develop and implement audience specific outreach</td>
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<td>Work with police to improve enforcement</td>
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<td>Implement community policing approach</td>
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<td>Distribute cycling education materials to partners</td>
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<td>Develop consistent messaging with partners</td>
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<tr>
<td><strong>Potential New Programs</strong></td>
<td>High Impact</td>
<td>Some Impact</td>
<td>No Impact</td>
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<tr>
<td>Incentives to encourage parents</td>
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<tr>
<td>Work with school boards to implement facilities</td>
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<td>Information placed at community mailboxes</td>
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<tr>
<td>“profile raising” walking / cycling events</td>
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<td>Improve use of social / electronic media</td>
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<td>Implement a system of reporting concerns</td>
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<td>Develop Oakville specific active transportation apps</td>
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Next steps & staying in touch

**Next steps…**

1. Consolidate & review comments
2. Refine network mapping
3. Identify route alternatives
4. Investigate options
5. Select preliminary & preferred

**Staying in touch…**

We’ve got online tools
- Mapping: [www.communityremarks.com/Oakville](http://www.communityremarks.com/Oakville)

Come to the next Public Workshop in October 2016

Send us an email at [oakvilleATMP@oakville.ca](mailto:oakvilleATMP@oakville.ca)

**Thank You!**

You are also more than welcome to get in touch with one of the team members:

**Chris Clapham (Town of Oakville)**
T: 905-845-6601 ext. 3306

**Dave McLaughlin (WSP | MMM)**
T: 905-882-7306