

PLANNING, PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA

Meeting #: PPT-06-2019
Date: Tuesday, April 30, 2019, 3:00 p.m.
Location: Halton Hills Town Hall, Council Chambers
1 Halton Hills Drive
Members: Mayor R. Bonnette, Councillor C. Somerville, Councillor J. Fogal,
Councillor M. Albano, Councillor B. Lewis, Councillor M. Johnson,
Councillor B. Inglis

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. COMMITTEE DELEGATIONS/PRESENTATIONS
4. REPORTS & MEMORANDUMS FROM OFFICIALS

Vet Reports to be considered by the Planning, Public Works and Transportation Committee

Reports will be automatically held when there is a presentation or delegation on the matter.

a. REPORT NO. PLS-2019-0015

PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0015 dated April 12, 2019 regarding Corporate Sustainability Action Plan Implementation Update. **WITHDRAWN**

b. REPORT NO. TPW-2019-0004

TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0004 dated April 18, 2019 regarding Traffic Calming Implementation Protocol Update.

- c. **MEMORANDUM NO. PLS-2019-0002** 13
PLANNING AND SUSTAINABILITY MEMORANDUM NO. PLS-2019-0002 dated April 12, 2019 regarding Comments Submitted to the Province Regarding Ontario's Waste Reduction Discussion Paper.
- d. **MEMORANDUM NO. TPW-2019-0001** 22
TRANSPORTATION AND PUBLIC WORKS MEMORANDUM NO. TPW-2019-0001 dated April 15, 2019 regarding Mill Street Corridor Precinct Study Workshop.
- e. **MEMORANDUM NO. TPW-2019-0010** 24
TRANSPORTATION AND PUBLIC WORKS MEMORANDUM NO. TPW-2019-0010 dated April 16, 2019 regarding Bike Summit Update.

5. CLOSED SESSION

Committee to Convene into Closed Session if necessary.

6. RECONVENE INTO OPEN SESSION

Motion to approve items pertaining to Closed Session.

7. ADJOURNMENT

REPORT

REPORT TO: Chair and Members of the Planning, Public Works, and Transportation Committee

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: April 18, 2019

REPORT NO.: TPW-2019-0004

RE: Traffic Calming Implementation Protocol Update

RECOMMENDATION:

THAT Report No. TPW-2019-0004, dated April 18, 2019, regarding the Traffic Calming Implementation Protocol Update, be received;

AND FURTHER THAT the Traffic Calming Implementation Protocol Update be approved.

BACKGROUND:

In 2007, Report No. ENG-2007-0036 identified a new Traffic Calming Implementation Protocol that was approved by Council. The protocol specified the installation of traffic calming measures on both “Local” and “Collector” classification roads.

The existing Traffic Calming Implementation Protocol was established based on the Transportation Association of Canada (TAC), Canadian Guide to Neighbourhood Traffic Calming manual, and review of other municipalities.

Since the approval of the Traffic Calming Implementation Protocol, staff completed 11 projects that involved intrusive traffic calming measures, such as speed humps or curb extensions. In addition, staff has implemented numerous non-intrusive traffic calming measures. These include Vehicle Activated Traffic Calming Signs (VATCS), pavement markings, signage, permanent speed display signs, and the deployment of radar messaging boards. The existing community consultation process has been successful which includes meeting with the area residents and paper surveys to determine the support for traffic calming measures. However, it is not current with today’s social media and on-line engagement platform.

Based on our experience with the traffic calming projects, staff proposes to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing technology, and current industry practices.

COMMENTS:

Since the initial Protocol was approved, the number of public requests for traffic calming measures has increased steadily. Residents living on both local and collector roads desire to have lower the operating speeds with the use of traffic calming measures to reduce vehicle speed and improve neighbourhood safety.

Report No. TPW-2019-0002, 2019 Traffic Engineering Work Plan recently approved by Council, indicated that the majority of in-year requests are related to speeding, requests for traffic calming measures and police enforcement.

The increased demand for traffic calming measures from the public has changed over the last number of years and required staff to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices. An overall neighbourhood traffic calming approach will be considered to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measure.

The neighbourhood approach will also benefit our objective of educating the community and will enhance personal accountability related to speeding and aggressive driving.

Traffic calming measures improve quality of life within the neighbourhood by reducing vehicle operating speeds and volume of traffic. When traffic calming measures are implemented, safety of vulnerable road users such as cyclists and pedestrians improves due to the reduced severity of potential accidents. Neighbourhood traffic calming promotes active transportation, as cyclists feel more comfortable to ride along motorized vehicles and pedestrians feel safer to cross at intersections or protected crosswalks.

Traffic calming measures that support cycling include bike lanes that reduce the width of travel lanes, retractable bollards that separate vehicle and cyclists, and bike “Sharrow” symbols that remind motorists about the presence of cyclists on a roadway. Traffic calming measures that improve pedestrian safety include curb extensions that reduce crossing distance at intersections, reduced corner radiuses at intersections that slow down turning vehicles, speed humps that reduce vehicle speeds and increase the perception and reaction time for pedestrians crossing a roadway.

As part of the overall neighbourhood traffic calming approach, a six (6) step process is proposed:

- 1) Identify Speeding Issue(s)
- 2) Initialize Speeding Verification and Education
- 3) Complete Screening Process
- 4) Rank and Prioritize Neighbourhood Streets
- 5) Develop a Traffic Calming Plan (TCP)
- 6) Implement the TCP through the Capital Program

A flow chart depicting the process is shown in Attachment 1.

1. Identify Speeding Issue(s)

Consideration for a speed review process can be initiated in a number of ways. A proponent (resident or community association) may submit a concern or staff may identify issues regarding speeding, aggressive driving, cut-through traffic, increased vehicle collisions or pedestrian safety occurring within a neighbourhood. Some roads such as courts or crescents will not be considered for intrusive traffic calming measures, as there is no cut-through traffic.

2. Initialize Speeding Verification and Education

The proponent(s) will be informed about the initial process that involves public engagement and education of the community. To address initial speeding concerns, educational tools such as the Radar Message Board (RMB) program will be used and the public will be asked to participate in the Community Road Watch Program, a neighbourhood monitoring program that enables residents to identify speeding or aggressive driving. The Community Road Watch Program and traffic complaint website are neighbourhood safety tools provided by the Halton Regional Police Service (HRPS) for the public. They enable the HRPS to monitor, evaluate and enforce the traffic related issues within neighbourhoods based on the public concerns.

To ensure adequate time is allocated to utilize the education tools to validate the speeding concerns, this step in the process will be undertaken for a minimum period of six months. The residents of the affected neighbourhood will be asked to observe the driver's behaviour based on the operating speeds displayed by the RMB. This step in the process will ensure that the residents will have a chance to initially assess the problem based on their own observations of the RMB. Staff may install an individual sign or pavement marking to help educate the public.

To ensure a fair and timely response, the speeding issue(s) review will be added to the overall work plan and prioritization list that includes other locations for traffic calming requests identified by the public.

Should the initial traffic calming measures confirm that a speeding issue does not exist; staff will contact the proponent to advise them of the results and confirm that no further action will be taken. This will be reported back to Council to conclude the process.

3. Complete Screening Process

Should the review indicate that a speeding issue does exist; the road will be evaluated based on the Screening Process criterion to determine whether traffic calming measures are appropriate and the HRPS will be requested to undertake speed enforcement.

As part of the Screening Process, staff will review the historical data for the area including the number and frequency of previous traffic complaints and any improvements completed in the study area over the past five years. Staff may initiate

the collection of new traffic data to be used for the Screening Process criterion, as part of the review process.

For a Local or Collector classified street to be considered for implementation of non-intrusive (pavement markings and signage) and intrusive traffic calming measures, both Conditions 1 and 2 of the Screening Process are required to be fully satisfied.

The Screening Process criterion is indicated in Table A.

Table A: Screening Process			
Road Classification	Condition 1	Condition 2 (Speed & Volume)	
	Through Traffic	Posted Speed Limit vs. Operating Speed (85th percentile in km/h)	Minimum Volume (AADT)
		40 50 60	
Local Street	Infiltrating Traffic exceeds 30%	> 54 >65 >79	1500
		Schools, Retirement Centres and Major Parks	1500
		50 60 70	
Collector Street	Infiltrating Traffic exceeds 30%	> 54 >65 >79	3000
		Schools, Retirement Centres and Major Parks	
		50 60 70	

If the request does not satisfy the Screening Process criterion, staff will advise the proponent that no traffic calming measures will be considered at this location and report to Council to conclude the process. Should the request satisfy the Screening Process criterion, the neighbourhood will be evaluated based on a ranking system.

4. Rank and Prioritize Neighbourhood Streets

The neighbourhood is prioritized through the ranking system and compared to other requests for traffic calming analysis. This method allows staff to determine the highest ranked location for traffic calming measures in the community and the type of improvements required.

5. Develop a Traffic Calming Plan

To develop a Traffic Calming Plan (TCP), staff will utilize a neighbourhood traffic calming approach to engage the Study Area residents. The neighbourhood traffic calming approach will review multiple roads to determine which traffic calming measures are appropriate within the Study Area. In some cases, only one road will be evaluated due to the location and impact of the proposed traffic calming. However, most cases will include a review of the neighbourhood in a holistic way with special considerations for parks, schools, senior centres, or other community facilities.

Staff will prepare the TCP to ensure that our overall traffic calming objectives are accomplished. Every road will be evaluated on its own merits, based on the Town's traffic information. Depending on the severity of the speeding and/or cut through traffic, staff may consider installation of non-intrusive or intrusive traffic calming measures.

If the speeding issue is within the 3-5 km/h above the Condition 2 limit, staff will consider the non-intrusive traffic calming measures, such as pavement markings and signage. In the past few years, staff implemented non-intrusive traffic calming measures such as white edge lines with a yellow centre line, "SLOW" message pavement markings, "Watch for Children" warning signs, and on-street parking zones. Should operating speeds exceed 5 km/h, the use of intrusive traffic calming measure may be required. The intrusive traffic calming measures may include speed humps, raised crosswalks/intersections, curb extensions, chicanes, traffic circles, roundabouts, centre islands, media barriers, and full and half street road closures.

The preparation of the TCP will ensure that all relevant traffic information is evaluated, and a variety of options are reviewed and considered. Adequate road illumination and pedestrian facilities will be evaluated and upgraded if required.

Emergency Services will be consulted to review the proposed traffic calming measures. This step is important to minimize the delay time that may affect emergency response times. The study area residents will be informed about the next steps through hand-delivered notices and electronic signs. The notices will include information about the Public Information Centre (PIC). Residents will be able to evaluate the proposed TCP, engage with staff, and provide their comments. The PIC will allow residents to present their perspectives and have meaningful discussions about their needs within the neighbourhood. In addition, staff will utilize the "Let's Talk Halton Hills" on-line platform to engage residents, receive feedback, and provide updates to the public on the implementation plan.

Staff will finalize the proposed TCP based on feedback from the public. A report to Council will be prepared that will outline the TCP and request for Council endorsement.

6. Implement TCP Through Capital Program

Following Council's approval, staff will identify the location for the implementation of the traffic calming measures in the Capital Budget and notify local residents.

After the installation of traffic calming measures, staff will carry out an operational review to assess the effectiveness of the measures and traffic impacts on adjacent neighbourhoods.

It is anticipated that the overall process from the initial screening process to the final construction of the neighbourhood traffic calming project may take up to 3 years to complete depending on the budget pressures.

Next Steps:

This year, staff have prioritized and ranked John Street (Georgetown) between Victoria Street and Mountainview Road North as priority for the neighbourhood traffic calming project.

Based on the neighbourhood approach, staff will engage John Street (Mountainview Road North to Victoria Street), River Drive (Mountainview Road North to Rosetta Street), Rosset Valley Court, Daniela Court, Rosetta Street, Caroline Street, St. Michaels Street, and Victoria Street (John Street to Metrolinx North Parking Lot) residents. Due to the potential impacts on the Metrolinx's north parking lot traffic and bus operations, Metrolinx will be notified about the project. The roads included in the Study Area are shown in Attachment 2.

Staff will prepare a preliminary TCP. It is anticipated that the PIC will be scheduled for the fall. Based on the public comments, staff will finalize the TCP and report to Council on the results and anticipated implementation.

As this will be the first location that the Neighbourhood approach is applied there may adjustments to the process based on lessons learned.

The ranking system has prioritized Churchill Road South between Rachlin Drive and Tanners Drive as the next proposed project for intrusive traffic calming measures. This will continue to be reviewed with any future projects that are added to the list throughout the year and considered as part of the annual Traffic Engineering Work Plan and future capital budgets.

Although the Traffic Calming Implementation Protocol historically has been a reactive program, staff has initiated the installation of intrusive traffic calming measures as part of the construction of proposed roads for new subdivisions. As part of the proposed road designs and subdivision applications, staff will continue to require intrusive and non-intrusive traffic calming measures where appropriate to be built and support traffic-calming neighbourhoods.

In addition, to expedite the installation and reduce the cost of intrusive traffic calming measures, staff may include future traffic calming projects in the Pavement Management Program. The projects will be evaluated based on the screening process and follow the Council approved Traffic Calming Implementation Protocol.

RELATIONSHIP TO STRATEGIC PLAN:

- A.3** To provide a broad range of educational, recreational and cultural services that meet the needs of our residents.
- A.5** To ensure the use of appropriate design strategies to create safe communities.

FINANCIAL IMPACT:

Implementation of traffic calming measures is included in the 2019 approved Capital and forecasted budget.

CONSULTATION:

This report was discussed internally within the department and Fire Department.

PUBLIC ENGAGEMENT:

Residents affected by the implementation of traffic calming measures will be notified and engaged through hand-delivered notices, Public Information Centre, and the “Let’s Talk Halton Hills” website in accordance with the Traffic Calming Implementation Protocol. The process follows Mayor Bonnette’s Public Engagement Charter which is built on three pillars; Transparency, Notification, and Participation.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy’s implementation.

This report supports the Social Well-being pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is good.

COMMUNICATIONS:

Notification to the community will be undertaken via Council agenda, Town’s website, social networks, local newspapers, hand delivered letters, and radar message boards.

CONCLUSION:

The increased demand for traffic calming measures from the public has changed over the last number of years and required staff to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices. An overall neighbourhood traffic calming approach will be considered to ensure that all roads

within the area are reviewed and evaluated to determine the appropriate traffic calming measure.

The proposed Traffic Calming Implementation Protocol streamlines the traffic calming requests and allows staff to react and educate the public on perceived speeding concerns. This will also ensure that an appropriate priority ranking system list is developed and updated as necessary based on the neighbourhood approach.

The preparation of a Traffic Calming Plan will ensure that all key stakeholders and the public are engaged in the implementation process and have the opportunity to provide their feedback on the approach. This will also assist staff to determine the necessary funds required as part of the annual and forecasted capital budget for Traffic Calming Measures.

It is anticipated that the overall process from the initial screening process to construction of the neighborhood traffic calming project may take up to 3 years to complete.

Reviewed and Approved by,

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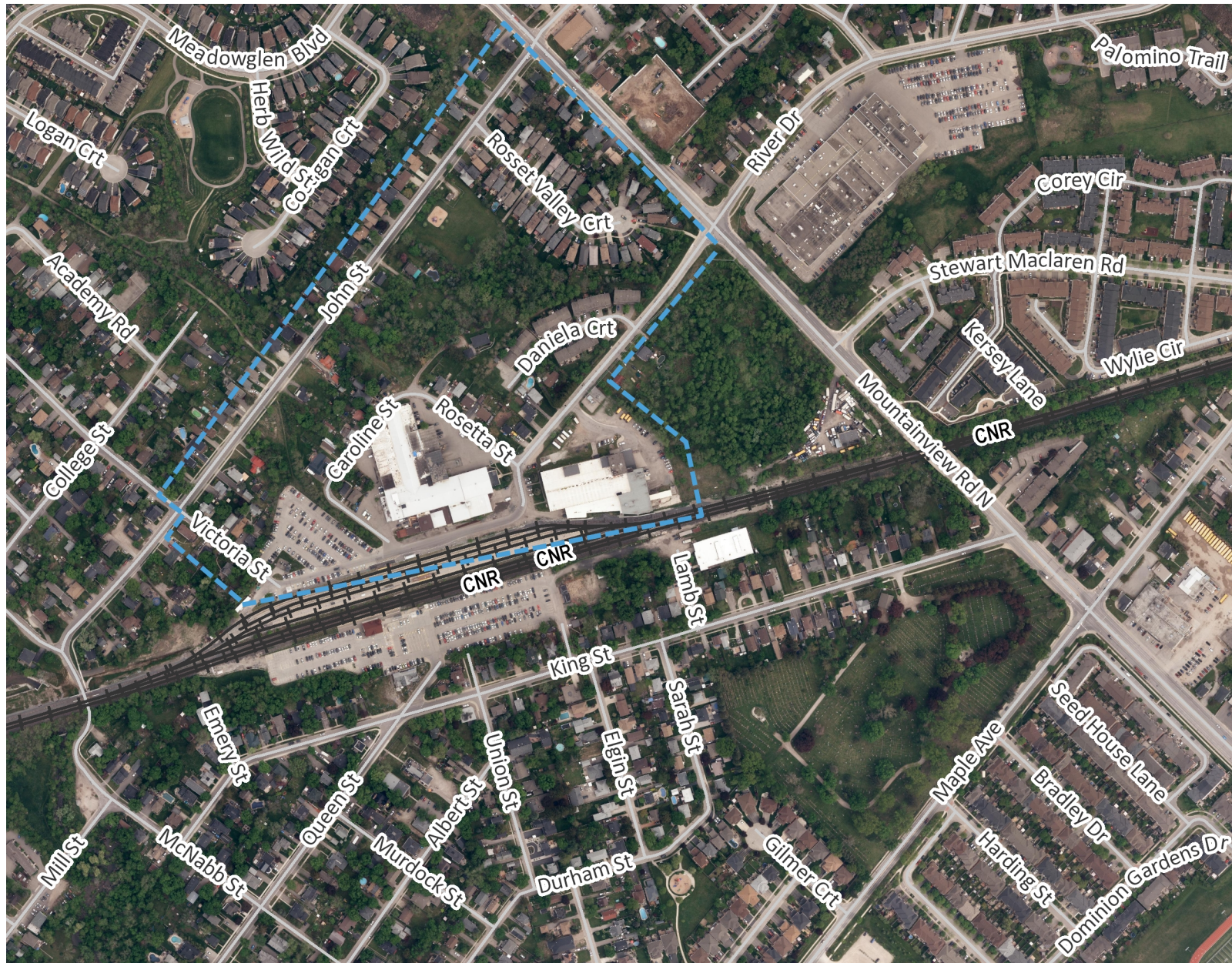
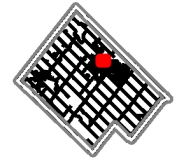
Maureen Van Ravens, Manager of Transportation

A handwritten signature in black ink, appearing to read 'C. Mills', written in a cursive style.

Chris Mills, Commissioner of Transportation and Public Works

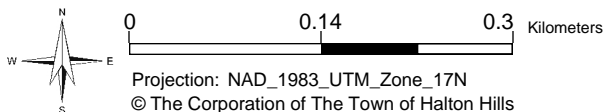
A handwritten signature in black ink, appearing to read 'Brent Marshall', written in a cursive style.

Brent Marshall, Chief Administrative Officer



- Legend**
- Town Boundary
 - Urban, Hamlet, Rural Area
 - Urban
 - Hamlet
 - Rural Cluster
 - Railway
 - Street
 - Waterbody

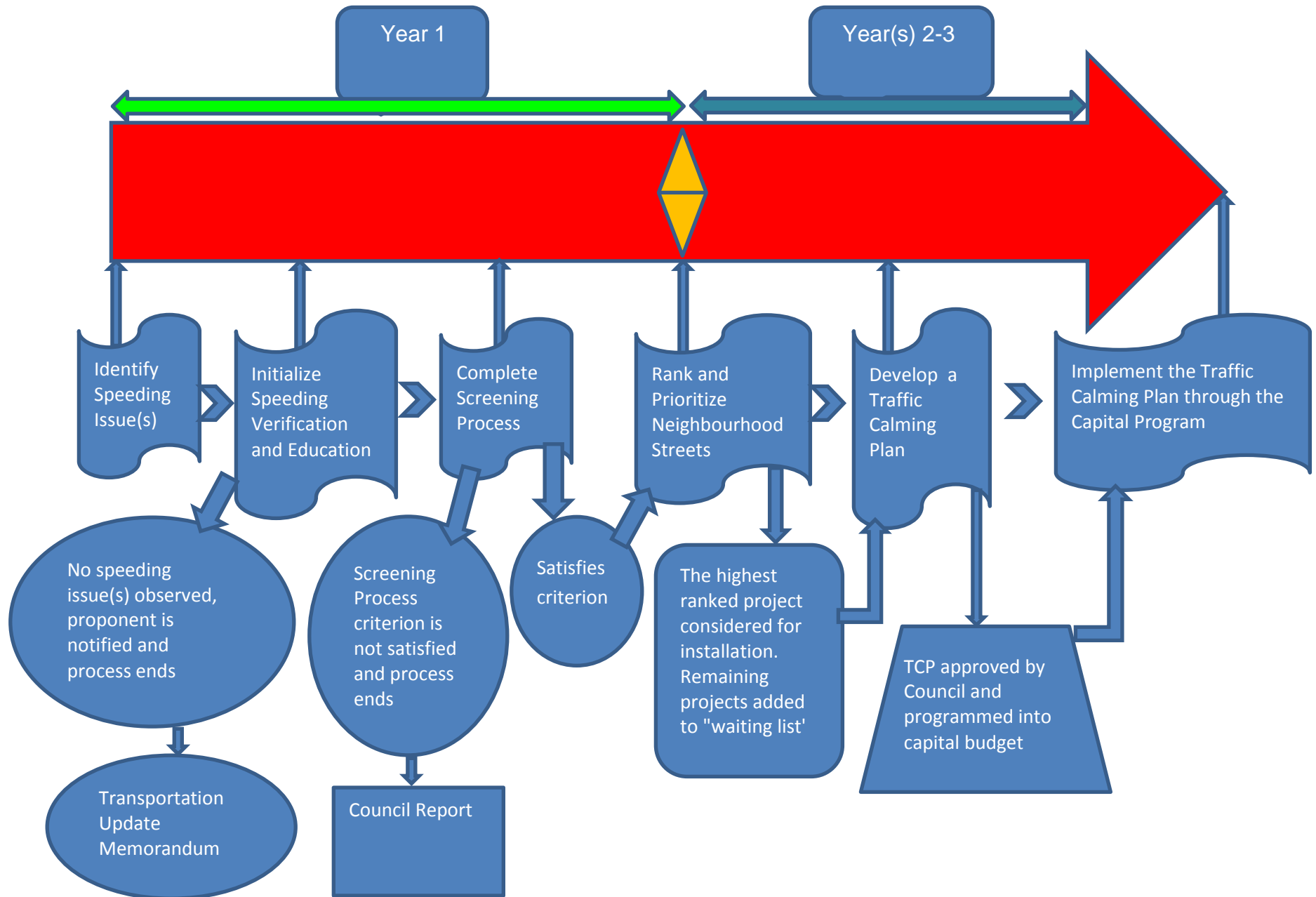
Notes



Scale: 1: 5,600
Date: 4/18/2019

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PROCESS FOR INSTALLATION OF TRAFFIC CALMING MEASURES



MEMORANDUM

TO: Chair and Members of the Planning, Public Works and Transportation Committee

FROM: Gabriel Clarke – Manager of Sustainability and Climate Change

DATE: April 12 2019

MEMORANDUM NO.: MEM-PLS-2019-0002

RE: Comments Submitted to the Province Regarding Ontario's Waste Reduction Discussion Paper

PURPOSE OF THE MEMORANDUM:

The purpose of this memorandum is to provide the Planning Public Works and Transportation Committee with an overview of the comments that staff prepared and submitted to the Province of Ontario on behalf of the Town of Halton Hills regarding Ontario's "Reducing Waste and Litter in our Communities: Discussion Paper" that was posted on the Environmental Bill of Rights Registry (ERO number 013-4689) for public input from March 6th to April 20th 2019.

BACKGROUND:

In November of 2018, Ontario's Ministry of Environment and Parks published "Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan" (the plan). The Plan outlined the Province's proposed approach to protecting Ontario's air and water resources, addressing climate change, reducing waste and litter, and conserving land and green spaces.

On March 6th 2019, the Province released a discussion paper entitled "Reducing Waste and Litter in our Communities" for a 45 day public commenting period which closed on April 20th 2019. The discussion paper provided additional details regarding the Province's proposed approach to managing waste in Ontario and also contained a total of 42 questions that were organized into the following categories:

- Reducing litter in neighbourhoods and parks
- Enhancing opportunities for Ontarians to reduce waste
- Extended producer responsibility
- Organic waste
- Plastic waste
- Providing clear rules for compostable products
- Resource Recovery
- Supporting end-markets for recovered material

COMMENTS:

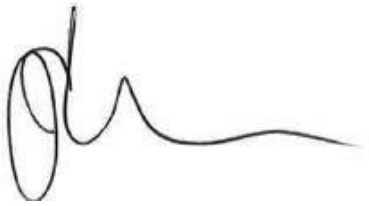
Town staff have provided comments to the Province through the EBR registry. The full comments are attached as Appendix 1. Comments included, but were not limited to the following:

- Supporting existing locally-run community clean-up days
- Expanding the collection of organic waste in restaurants
- Exploring the use of market-based instruments to encourage higher diversion rates
- Supporting the introduction of extended producer responsibility
- Enhanced public education on waste, recycling and composting
- Encouraging organic waste collection enhancements as part of a food waste landfilling ban
- Exploring the use of market-based instruments to reduce plastic waste
- Introducing a distinctive visual identity for compostable products
- Supporting thermal treatment of appropriate materials

CONCLUSION:

The Government of Ontario released the “Reducing Waste and Litter in our Communities” discussion paper to solicit public input on the province’s proposed approach for enhancing Ontario’s waste management system. The discussion paper contained just over 40 questions that touched on a range of waste management issues such as extended producer responsibility, banning certain types of waste from landfills and public education. Town staff prepared and submitted the comments that are attached as Appendix 1 to this Memo.

Reviewed and approved by,

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John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer

Halton Hills Response to Reducing Waste and Litter in Our Communities: Discussion Paper

1. How best can the province coordinate a day of action on litter?
 - a. Support local grass roots cleanup initiatives: Issue a proclamation for a provincial “day of action on litter” in the spring, provide logos and brands to community groups, offer central coordinating and reporting web-portal for participants to get organized and report their actions and results.
2. What do you or your organization do to reduce litter and waste in our public spaces?
 - a. We offer recycling at Town-owned public facilities
 - b. We offer organics recycling at certain Town-owned buildings
 - c. We coordinate a litter pickup day for employees
 - d. We coordinate a litter pickup day for community members
 - e. We provide information to residents on waste reduction
 - f. We implement the zero waste initiative across the organization
3. What role should the province play to facilitate this work?
 - a. Offer a centralized coordinating web-based portal for participants and organizations
4. What and where are key hotspots for litter that you think should be addressed?
 - a. Recyclables being blow out of blue bins from high winds– introduce blue bags
 - b. Organics bins in all fast food restaurants for patron waste
 - c. Organic bins at grocery stores for spoiled food
 - d. Construction/demolition waste
5. How do you think litter can best be prevented in the first place?
 - a. Extended producer responsibility
 - b. Education to Ontarians
6. Where is access to diversion and disposal particularly limited?
 - a. Fast food restaurants offer recycling but most do not offer organics
 - b. Any publicly accessible venue or facility that does not currently have tri-sorting (waste/organics/recycling)
7. How can the province best help the public participate in waste reduction and diversion activities?
 - a. Standardize all public and private waste management systems into 3 streams (recycling, organics, waste)
 - b. Use consistent graphics and messaging (similar to the universally recognized no smoking signs)

8. How can the province facilitate better diversion in lagging areas, such as multi-unit residential buildings?
 - a. After 30 years of various forms of public engagement around recycling and diversion, areas that are lagging in waste diversion at this day in age are principally doing so for economic reasons i.e. landfilling is less expensive and less labour intensive than recycling. This suggests that market-based instruments could be effective at eliminating the incentive to send all waste to landfill, and we recommend that the Province work with industry and municipalities to explore and determine appropriate policies and programs to ensure that recycling and organics becomes the lower cost choice for businesses and multi-residential buildings.
9. What types of initiatives do you think would result in effective and real action on waste reduction and diversion for the IC&I sectors?
 - a. Implement a landfill tipping fee surcharge that would be used to fund the expansion of provincial recycling and organics processing capacity; provide waste diversion salary grants to businesses so they can hire waste diversion staff, standardize waste management systems across the province, implement extended producer responsibility, and consider landfill bans for certain types of easily diverted waste categories with strong secondary markets for diverted materials.
10. What role do you think regulation should play in driving more waste reduction and diversion efforts from the IC&I sectors?
 - a. Potentially a strong and prominent role as the current system is privately operated and has not succeeded in increasing the amount of diversion in the last few decades because the costs of landfilling are less expensive than recycling. Regulations that regulate or ban certain types of waste could be effective, but we recommend that a system that places a surcharge on ICI landfill tipping fees and increases the cost of landfilling vis a vis diversion but does not restrict landfilling would be just as, if not more effective than regulating the IC&I sector because it would enable the province to generate revenue to expand the waste management system in Ontario without impacting the ability of business leaders to do what is best for their companies.
11. How can we get accurate information on waste reduction and diversion initiatives in the IC&I sectors?
 - a. Mandatory reporting by the waste hauling companies at the landfill/recycling depot weigh scales.
12. What do you think about a province-wide program for the recovery of clothing and textiles?
 - a. We think it is a great idea so long as it leverages existing textile recycling efforts such as those being undertaken by Goodwill Industries Canada which employ persons with disabilities to recycle and process textile waste into value added products (garage rags, car door insulation etc.)

13. How do you think the Blue Box Program could best be transitioned to full producer responsibility without disrupting services to Ontario households?
 - a. By continuing to have municipalities operate their blue box programs and requiring that industry provide funding to support the program based on their actual sales volumes and expected waste per-unit sold. The funds generated could then be used to enable municipalities to enhance their recycling programs, and the industry fee would provide manufacturers with a positive incentive to increase the recyclability of their products.
14. Should it transition directly to producer responsibility under the Resource Recovery and Circular Economy Act, 2016 or through a phased approach?
 - a. Whichever option provides the best assurance of a seamless transition.
15. When do you think the transition of the Blue Box Program should be completed?
 - a. As soon as a seamless transition can be ensured.
16. What additional materials do you think should be managed through producer responsibility to maximize diversion?
 - a. Plastic films and bags
 - b. furniture
 - c. diapers
 - d. mattresses
 - e. household appliances
17. How can we make it easier for the public to determine what should and should not go in the Blue Box?
 - a. Standardize the recycling system across Ontario and require the use of consistent graphics and visuals for all recycling and organics receptacles.
18. How should the province implement the transition process of its existing programs to producer responsibility without interrupting service?
 - a. Through close collaboration with municipalities that manage waste in Ontario.
19. What can be done to increase the safe rescue and donation of surplus food in Ontario?
 - a. Introduce a program that incentivizes/requires generators of surplus food to donate them to local homeless shelters and community food banks.
20. What role do you think government and industry can play in raising education and awareness on the issue of food waste?
 - a. Launch communications campaigns that focus on the increased costs/taxation impact and lost job opportunities that landfilling food entails vs. composting.

21. Do you think the province should ban food waste? If so, how do you think a ban would be best developed and implemented?
- We believe that a ban on food waste would extend the lives of our existing landfills and reduce greenhouse gas emission while supporting job creation. However as part of a ban food waste, we recommend that the province support the expansion of the curbside green cart organics pickup programs across Ontario and the introduction of programs or requirements to ensure the participation of the ICI sector in the food waste ban while minimizing costs and disruptions on businesses.
22. What do you think is the most effective way to reduce the amount of plastic waste that ends up in our environment and waterways?
- We believe that the problem of plastic waste is largely due to the low cost of producing single-use plastics and the high cost of recycling them which disincentivises the establishment of an ethic of conservation in producers and consumers and leads to an oversupply and over use of single use plastics. Therefore, we suggest that a combination of initiatives such as a standardized recycling program, a sustained public education campaign, extended producer responsibility for plastic films/bags and/or a ban on single use plastics would likely be required to achieve a substantive impact.
23. What role do you think the various levels of government should play in reducing plastic waste?
- Federal level: national standards for plastic packaging, plastic product recyclability, etc.
 - Provincial level: standards for municipal recycling programs, funding to support municipal recycling program enhancements, securing markets for plastic waste collected by municipalities, communications and public education.
 - Municipalities: operating effective and efficient recycling programs, communications and public education.
24. Would you support and participate in shoreline and other clean-up projects to keep our waterways and land free of plastic waste?
- The municipality has been and organizing a community clean-up day for the last 10 years and continues to do so.
25. Would a ban on single-use plastics be effective in reducing plastic waste?
- Yes, although the introduction of extended producer responsibility may be just as effective and we recommend that it be studied as an option alongside the single use plastics ban.
26. What are your views on reducing plastic litter through initiatives such as deposit return programs?
- The deposit return system works extremely well for alcohol beverage containers in Ontario and in other Provinces such as Alberta which has a deposit system in place for all alcohol and non-alcohol beverage containers and we therefore support such initiatives.
27. How do you think compostable products and packaging should be managed in Ontario?
- They should be given a distinct and easily recognizable visual identity so as to create an obvious distinction between them and non-compostable products – i.e. require that all single use compostable forks be coloured green.

28. Should producers of compostable products and packaging be held responsible for the management and processing of their materials?
- Yes unless the compostable products are designed to be composted in existing municipal facilities. For example, certain compostable products will only break down in indoor composting facilities but will not in outdoor windrow facilities which creates confusion on the part of the consumer as to whether a compostable item can actually be processed by their municipality and increases processing costs for the municipality.
29. What role do you think standards and facility approvals should play in the proper management of compostable products and packaging?
- A major role as the voluntary deployment of organics collection points at publicly accessible privately-owned facilities has been very low to date.
30. What role do you think chemical recycling and thermal treatment should have in Ontario's approach to managing waste?
- We believe that chemical recycling and thermal treatment can potentially play a prominent role in Ontario's waste management system. Several technologies such as syngas have advanced from the experimental pilot stage to full scale deployment (i.e. Edmonton) over the last decade while others such as wet and dry anaerobic digestion have matured and can be now be procured through turn-key suppliers. We also believe that the main factor that will determine the success of these technologies is their cost vs. alternative processing methods.
31. What types of waste materials do you think are best suited for thermal treatment?
- Syngas plants: plastics, paper and dried plant material.
 - Dry anaerobic digestion: wet organic plant material and food waste.
 - Wet anaerobic digestion: manure.
32. How can we clearly and fairly assess the benefits and drawbacks of thermal treatment?
- Through a 5 phased process:
 - Determine waste composition: understand the nature and volume of organic waste throughout the province.
 - Explore various thermal technologies: compare technology maturity, market readiness, cap ex, op ex, operational complexity, revenue generation potential, feedstock requirements, markets for residuals, etc.
 - Match optimal technologies with feedstock sources
 - Develop a thermal treatment deployment plan in collaboration with municipalities
 - Develop collaborative arrangements with partners to build, own, operate, and maintain thermal treatment facilities.
33. How can we maintain air standards and waste management requirements in addressing these obstacles?
- By prioritizing low-emissions thermal and chemical treatment technologies, regulating emissions and implementing practical emissions control systems.

34. How can we best work with municipalities and stakeholders to integrate new soil reuse rules and other best practices into operations quickly, and to continue to develop innovative approaches to soil reuse and management?
- By undertaking collaborative local stakeholder engagement processes that involve the producers, processors and end-users of excess soils, as well as municipalities, conservation authorities and residents, and is informed by a comprehensive best-practices research component.
35. What changes to the approvals process do you think would best facilitate a reduction in waste going to landfills?
- Introducing a requirement that all new landfills be constructed with onsite waste diversion, waste separation and value-added waste processing technologies. Doing so would reduce the amount of waste at the point of entry, provide numerous local jobs, and extend landfill service life.
36. What type of end-markets for resources from waste do you think Ontario is best positioned for?
- Mixed glass used as an aggregate in pavement
 - Ethanol produced through syngas plants
 - Biogas generated through digestion
 - Organic residuals as fertilizers
 - Recovered metals
37. How do you think municipalities should be given more of a say in the landfill approvals process?
- Ideally municipalities would be given the authority to decide whether landfills are in their community's best interest and if so, to govern their placement through the land use designation process.
 - An alternative approach could be for the province to engage a number of municipal Councils of an area that the province is contemplating a new landfill in a collaborative solutions-based dialogue to identify an optimal host and determine incentives to benefit the host community.
38. Of all the initiatives detailed in this discussion paper, what do you think should be a priority for early action?
- Single-use plastics ban
 - Food waste ban
 - Extended producer responsibility
39. How do you think Ontario can best maintain its competitiveness and growth while reducing the amount of waste going to landfill and litter in our communities?
- Through a comprehensive approach that involves a combination of market-based instruments and programs that make diversion and value-added processing the obvious and lower cost choice for Ontarians and businesses.
40. How do you think we can make Ontario a leader in waste reduction and diversion once again?
- By working with manufacturers to reduce the waste footprint of their products and making waste diversion and recycling less expensive than landfilling.

MEMORANDUM

TO: Chair and Members of the Planning, Public Works, and Transportation Committee

FROM: Rob Stribbell, Transportation Planner

DATE: April 15, 2019

MEMORANDUM NO.: MEM-TPW-2019-0001

RE: Mill Street Corridor Precinct Study Workshop

PURPOSE OF THE MEMORANDUM:

The purpose of this memo is to advise Council of the upcoming public engagement workshop for the Mill Street Corridor Precinct Neighbourhood Study (Ward 3). The workshop is scheduled to be held on **Thursday May 16, 2019 at 6:30pm** in the **Studio Room at the Georgetown Library**. The Mayor and members of Council are invited to attend along with the area residents.

This workshop session offers an opportunity to provide further input on infrastructure and public realm improvement options including modifications to the road network, parks, trails and open spaces.

Notices of the workshop will be hand delivered to the residents, along with an e-mail invitation and an update to the 'Let's Talk Halton Hills' online public engagement platform.

Reviewed and approved by,

A handwritten signature in cursive script, appearing to read "Maureen Van Ravens".

Maureen Van Ravens, Manager of Transportation

A handwritten signature in cursive script, appearing to read "C. Mills".

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in cursive script, appearing to read "Brent Marshall".

Brent Marshall, Chief Administrative Officer

MEMORANDUM

TO: Chair and Members of the Planning, Public Works, and Transportation Committee

FROM: Robert Stribbell, Transportation Planner

DATE: April 16, 2019

MEMORANDUM NO.: MEM-TPW-2019-0010

RE: Bike Summit Update

PURPOSE OF THE MEMORANDUM:

The purpose of this memo is to provide the Committee with an update on the Bike Summit that was hosted by the Bike It Committee on March 6, 2019 at Mold-Masters SportsPlex.

BACKGROUND:

The Halton Hills Bike It Committee is a subcommittee of the Town's Active Transportation Advisory Committee and is a group of volunteers who have a passion for promoting cycling and cycling safety. The Committee was created to assist the Town in implementing its Cycling Master Plan. The Committee organizes a series of cycling initiatives each year to promote and encourage more cycling by our residents.

COMMENTS:

The Bike It Committee works in partnership with the Town of Halton Hills with the goal of achieving Silver designation in the Bicycle Friendly Community Program which is administered by the Share the Road Coalition. The Town of Halton Hills received its Bronze designation in 2014. In 2018, the Town submitted an updated application to Share the Road Coalition with the goal of obtaining a Silver designation. In an effort to increase cycling in the Town, recruit more volunteers to the Bike It Committee and work to obtain Silver designation from Share the Road, a Bike Summit was held on March 6, 2019.

Attachment 1 is a report prepared by the Bike It Committee outlining the evening's events and activities. The report also provides a summary of what the Committee heard from the participants and what should be the priorities and areas of focus over the next year.

The results from the Bike Summit will be considered as part of the Active Transportation Master Plan currently being undertaken by the Town.

CONCLUSION:

The Cycling Master Plan, adopted in 2010, provides guidance for the development of cycling infrastructure but also includes the need to encourage more cycling and provide skills development. The Bike It Committee is making a significant contribution towards achieving these additional goals in the Cycling Master Plan.

Reviewed and approved by,

A handwritten signature in black ink, appearing to read "Maureen Van Ravens". The script is cursive and fluid.

Maureen Van Ravens, Manager of Transportation

A handwritten signature in black ink, appearing to read "C. Mills". The signature is stylized with a large, sweeping initial "C".

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is cursive and clearly legible.

Brent Marshall, Chief Administrative Officer

HALTON HILLS COMMUNITY CYCLING SUMMIT

MARCH 6, 2019



PRESENTED BY THE HALTON HILLS BIKE IT COMMITTEE

INTRODUCTION

The Halton Hills Community Cycling Summit was organized by the Halton Hills Bike It Committee, a sub-committee of the Town's Active Transportation Advisory Committee. It was held on March 6, 2019 at the Mold-Master SportsPlex.

The purpose of the Summit was to check in with the community to develop a vision for the future of cycling in Halton Hills and determine what work and improvements needed to be done to realize that vision. A secondary purpose was to recruit more volunteers to the Bike It Committee and create a volunteer roster to support cycling events.

Thirty-seven members of the general public and 6 members of the Bike It Committee attended the Summit as well as 5 Town of Halton Hills and Regional of Halton Staff.

CYCLING MASTER PLAN IMPLEMENTATION

The Halton Hills Cycling Master Plan was endorsed by Town Council in December 2010. Since that time, many of the recommendations in the Master Plan have been acted upon which has resulted in an increase in cycling in the Town.

In terms of investment in cycling infrastructure, the Town has expanded its multi-use pathways from 4.3km to 11.24km. Since 2010, when there were no bike lanes, the Town has added approximately 8km of bike lanes as well as 4.2km of paved and edge-lined wide shoulder on 17 Side Road.

Approximately 100 way-finding signs have been installed for cyclists and pedestrians that give distances to popular destinations.

The Provincially significant Green Belt Cycling Route was signed within the boundaries of Halton Hills. The Green Belt Route is 475km and runs from Niagara Falls to Northumberland and is managed by the Waterfront Regeneration Trust. More information can be found at <https://www.greenbelt.ca/route-about>.

In 2011, the Town added 'Cycling' to the Terms of Reference for the Trails Citizen Advisory Committee which was later renamed the Active Transportation Committee. In 2012, the Bicycle Friendly Community (BFC) Sub-committee was endorsed by the Active Transportation Committee. The BFC rebranded itself in 2018 as the Halton Hills Bike It Committee.

BIKE IT COMMITTEE ACHIEVEMENTS

The Bike It Committee, since its inception in 2012, has undertaken a number of events including several that have occurred annually. These initiatives include:

- Bike it to Work Day Noon Hour Ride
- Bike it to the Market
- Bike it to Leathertown Festival

- The Halton Hills Community Bike Challenge (ended in 2017 after 5 successful years)
- Cyclepalooza
- Dust Off Your Bike Group Rides
- Pop Up Helmet Spotting
- 1 Metre Law campaign
- GDHS Fit Day Youth Engagement
- School Bike Rodeo
- Halton Hills Pit Stop at Halton Epic Tour

In 2019 the Bike It Committee will also run a Used Bike Buy and Sell as part of the Works Department Annual Earth Week Event.

The intent of the Bike Summit on March 6th was to discuss a vision for the future of cycling in Halton Hills and to recruit more volunteers to the Bike It Committee. Below is a summary of the format of the summit as well as information relating to what we learned and the priorities of the participants that attended.

BIKE SUMMIT INFORMATION GATHERING

Exercise #1

What needs to happen to make Halton Hills a great bicycle friendly community?

As attendees signed in for the Summit and before the formal session began attendees were given four coloured dots and were asked to review 25 statements of ideas or actions that needed to take place to make Halton Hills a great bicycle friendly community. The participant's answers were ranked by first, second, third, and fourth choices.

This exercise served to get people thinking of a broad range of cycling initiatives and gave a visual indication of the priorities of those who attended.

INTRODUCTORY PRESENTATIONS

It was explained that the purpose of calling a Bike Summit was to create a vision for cycling in Halton Hills by the year 2025 and to identify the priorities for achieving that vision.

The events and initiatives of the Bike It Committee undertaken since 2012 were described.

The Town and Region's involvement in Cycling and Cycling Tourism were presented. The Town's cycling infrastructure improvements since adopting the Cycling Master Plan were described as well as the next improvements scheduled for later in 2019 or 2020.

A new community cycling event to be run as a fundraiser for CASHH was presented.

Exercise #2

A Cycling Vision for Halton Hills in 2025

There were three tables with sets of maps of Halton Hills for reference and drawing. Facilitators asked the participants to think broadly about all aspects of cycling and to give ideas about what needs to happen to make that vision a reality. Participants were encouraged to use markers to draw on the maps to show where they would like to see cycling infrastructure improved. There were no limitations or conditions placed on the participants and they were encouraged to think broadly.

Following the exercise a representative from each table presented their ideas to the whole group.

RESULTS OF THE EXERCISES

Exercise #1: What needs to happen to make Halton Hills a great Bicycle Friendly Community?

- Most Needed= Red Dot= 4points
- Very much needed= Blue Dot= 3 points
- Needed= Green Dot= 2 points
- Needed= Yellow Dot= 1 point

The following statements are in order of total points assigned to each dot as a means of interpreting the importance those in the room attributed to each action towards achieving the cycling vision for Halton Hills.

ENGINEERING

Points	Statement
58	Cycling needs to be considered an equal element of the transportation system along with transit, walking and vehicles.
57	We need a Master Plan that prioritizes gaps in the network rather than waiting until a road comes up for reconstruction. The backbone of the system must be a priority such as establishing priority east/west and north/south routes.
37	Cycling will be a significant mode of transportation when we have a network of separated/protected bike lanes/multi-use paths.
21	We need off-road cycling trails for mountain biking.
6	We need a cycling map.
6	Cycling lanes need to be regularly swept just like the roads.
1	We need the Town and Region to adopt a Complete Street Policy.

0	Winter cycling will become popular when we have separated bike lanes that have priority winter maintenance.
0	We need better way-finding signage and bike routes

EDUCATION

Points	Statement
33	We need a campaign to educate drivers about cycling safety and the 1 metre law.
25	There should be a campaign to build mutual respect between drivers and cyclists.
16	The Town should offer cycling skills courses for adults and kids.
15	We should build a cycling culture by focusing on kids by offering bike rodeos, develop mountain biking for youth.
5	Cycling skills should be taught to all school children through the curriculum.
2	The Town should offer bike maintenance and repair courses.
2	Hospitality businesses should be trained to welcome cyclists.

ENGAGEMENT

Points	Statement
27	We need our own bike club in Halton Hills that attracts families to build a cycling culture.
21	We should create a cycling hub through partnerships with other related organizations where skills are taught, bike repair is done and/or taught, and where people meet up for group rides.
15	We should promote cycle tourism in cooperation with neighbouring municipalities in Halton and outside Halton – to leverage the Greenbelt Route that runs through Halton Hills.
13	We need to grow the Bike It Committee with a volunteer roster for cycling events and for free valet bike parking at community events such as Canada Day, Fall Fair etc.
10	We need to attract a bike shop that sells all kinds of bikes including cruisers, road bikes, electric assist, cargo bikes, etc.

4	We should organize an annual Tour de Georgetown and Tour de Acton suitable for all abilities and ages with a festival at the staging area.
3	We should work with schools to encourage biking to school.
0	We need to start a Cycling Union with a large membership at a modest fee such as \$10 that hosts events and advocates for infrastructure improvements.
0	We should have signed bike routes.

RESULTS OF TABLE DISCUSSIONS

Themes from Group Discussions

1. There is a strong desire to have the bike network completed as the current infrastructure is disjointed. The existing infrastructure is not being used to its full potential because it is impossible to reach destinations without spending part of the trip on a busy arterial road with no bike facilities.
2. It should be a priority to ensure there are continuous north/south and east/west safe bike routes across Georgetown.
3. Georgetown is not built on a grid system with alternate routes from the main arterials because of the railroad tracks and creeks with bridges and large areas with no roads through them such as the GDHS block or Dominion Gardens Park block. This necessitates bike lanes or multi-use paths along the arterials.
4. Create a safe connection between Georgetown and Acton and promote it.
5. In the rural area the roads need to have a wider shoulders and edge lines. Even ½ metre of space is better than nothing.
6. There is a marked difference between the rural roads in Peel and the rural roads in Halton Hills. In Peel there is a wide paved shoulder on the roads that connect into Halton Hills. We should look at these roads and try to match up the level of service. For example King Street and Old School Road.
7. Do not use 'chip and tar' on desirable rural cycling roads. Check apps such as Strava or Map My Ride to see which roads are most desirable for cyclists. When cyclists come to a fresh chip and tar road they turn around on the spot as chip and tar is unsafe to ride on. The gravel accumulates along the edge of the road exactly where a cyclist must go when being passed. It creates a very dangerous situation. Fresh chip and tar takes a year to smooth out.
8. More Share the Road signage.
9. More education for drivers to share the road and in particular to promote the 1 metre law.
10. Cycling-specific traffic controls/signage especially at busy intersections.
11. Make Delrex Boulevard a real enforceable bike lane.
12. Sign bike tour routes included on the Halton Bike Map.
13. Create a Halton Hills Bike Map.

14. Put signage at rural “S” curves warning drivers to watch for and accommodate cyclists.
15. Promote cycling to children in the schools.
16. Attract a Bike Shop to Georgetown.
17. Advertise that we are a cycling community via entrance signage.
18. Develop a trail along the Hydro Line between 4th and 5th lines.
19. Develop a mountain bike area.
20. Close the McNabb Street/John Street tunnel to vehicles.
21. Advertise where the repair stations are.
22. Post maps at repair stations.
23. Create cycling paths through and around Trafalgar Sports Park.
24. Create a cycling safety village like the safety village at Halton Regional building.
25. Cooperate with neighbouring municipalities to promote cycling tourist routes.
26. Provide more secure bike parking.
27. Host a cycling race event to promote the sport.
28. Host a gravel cycling event.
29. Engage kids.
30. Start a cycling club for Halton Hills.

Map Mark Ups (Maps in appendix A)

Georgetown Map

- Guelph Street/Main Street North from Banting to Winston Churchill Boulevard
- Princess Anne Drive from Atwood Avenue to Hyde Park Drive
- Paved connection through Georgetown Fairgrounds connecting Park Street to Hyde Park Drive
- Maple Avenue from Trafalgar Road to Mountainview Road
- Mountainview Road the entire length and continuing up Confederation Street to rural area. The missing connection between Delrex Boulevard and the start of the multi-use path needs to be fixed.
- Eighth Line South intersections at Miller Drive, Argyll Road, and Danby Road are difficult
- Barber Drive East at 10 SR difficult to negotiate.

Rural Map

- 25 Side Road west
- Glen Lawson Road
- Fourth Line Glen Lawson Road to 17 Side Road
- Third Line north to 32 Side Road
- 32 Side Road from Third Line to Trafalgar Road
- Highway 7 from Acton through Georgetown
- 22 Side Road from Fourth Line to Eighth Line
- Eighth Line from 22 Side Road to Wildwood Road
- Sixth Line from 22 Side Road to 17 Side Road
- Glen Lawson Rd.

- Trafalgar from 10 Side Road to Steeles Avenue
- 10 Side Road from Trafalgar Road to Eighth Line
- Ninth Line from 10 Side Road to Steeles Avenue
- Steeles Ave. from Milton to Winston Churchill

Acton Map

- Mill Street west to Dublin Line
- Third Line south from Churchill Road South to Glen Lawson Road

LET'S TALK HALTON HILLS ON-LINE ENGAGEMENT

The question about most desired new bike lanes resulted in the following list by votes:

1. Maple Avenue
2. Mountainview Road North
3. Mountainview Road South
4. Guelph Street
5. Main Street North
6. Trafalgar Road
7. Main Street from Maple to Highway 7
8. 22 Side Road
9. Argyll Road
10. Fourth Line
11. Princess Anne Drive
12. Churchill Road North
13. Eighth Line south of 10 Side Road
14. Winston Churchill Boulevard
15. Fifth Line
16. Ninth Line
17. Glen Lawson Road

INTERPRETATION

- There was a strong desire to complete a network of bicycle facilities that make cycling safe for all ages and abilities. In particular there is a need to make safe east/west and north/south routes in Georgetown.
- The practice of only looking at cycling improvements when a road is due for paving or reconstruction should be replaced with a program for priority cycling route improvements. This would allow the most important connections to be made in a more reasonable amount of time and will allow the investments already made to become more useful. This would allow for the most needed connections to be addressed, including Maple Avenue, Mountainview Road North, Guelph Street, Main Street North, and Main Street from Maple Avenue to Highway 7.
- Rural roads need improvement particularly along the edges. Chip and Tar treatment is very bad for cyclists as the gravel accumulates at the edge of the road making it very dangerous. Solutions include widening the shoulder and use asphalt to match what Peel/Caledon is doing or at a minimum eliminating chip

and tar from most desirable cycling routes and widen the road even 1 foot on each side and add an edge line.

- There needs to be a more concerted effort to educate both drivers and cyclists about mutual respect and safety.
- Bike lanes should be viewed as the minimum standard for cycling safety. This level of safety is considered inadequate by parents to allow for children to cycle to school. For most reluctant cyclists the standard for feeling safe is the buffered or physically separated bike lane or off-road facility. Wherever space allows, a buffered or separated bike lane should be installed.
- A safe cycling route should be created and signed linking Acton and Georgetown.
- Creation of a cycling community would be facilitated by several conditions being met such as the attraction of a bike shop, creation of a cycling hub where bike repair could be taught and meet ups for rides could occur or creation of a local cycling club that included activities for children.
- Cycling accessories such as outdoor bike repair stations with air pumps, signage for the repair stations, a bike map, posted bike maps, route signage, and secure bike parking would all help make the community more bike friendly.
- Creation of mountain bike trails and/or trails at Trafalgar Sports Park would encourage more youth cycling.
- Hosting of cycling events continues to be a good way to engage more people in cycling. New events such as gravel road tours or night rides are fun ways to expand people's experience with cycling and group the interest.
- Cycling tourism should be promoted and needs to be in cooperation with neighbouring municipalities or on a provincial basis. We have the Greenbelt Route and should leverage it as well as promote it with local residents and businesses.

CONCLUSIONS

Since adopting the 2010 Cycling Master Plan, Halton Hills has made significant progress in improving cycling infrastructure and promoting cycling. In 2010 cycling infrastructure was limited to trails and the multi-use path on Main Street South/Eighth Line. Now there are 11.24km of multi-use paths, 8.32km of bike lanes, and 4.2km of wide paved shoulder on 17 Side Road.

Cycling infrastructure improvements have largely been made as roads identified in the Cycling Master Plan have come up for repaving or complete reconstruction. Other bike lanes have been added as a means of slowing traffic by narrowing the lanes for cars. Notable exceptions have occurred on Miller Drive, Armstrong Avenue, and Sinclair Avenue where the impetus for improvements was triggered by the need for safer cycling and pedestrian infrastructure.

In addition, the formation of the Bike It Committee has resulted in the creation of many cycling events designed to encourage more people to ride their bikes more often. The most prominent event was the Halton Hills Community Bike Challenge that saw over

2,000 participants log 416,000km in its 5th and final year. This season-long event served to keep cycling in the public's eye for 6 months each year.

The Cycling Summit participants and the Let's Talk Halton Hills visitors strongly supported more investment in safe cycling infrastructure. The top priority was to make more linkages to make the cycling infrastructure into a true network whereby one could travel the entire distance from start to finish using safe cycling infrastructure. The roads that most frequently were identified as needing cycling infrastructure were arterial roads in Georgetown.

There was a call to address these roads in a more strategic and timely fashion with the objective to make a coherent network of north/south and east/west continuous routes in Georgetown and to complete a route connecting Georgetown and Acton. There was also a strong desire to make the bike lanes safer by using more than a painted line to protect the cyclists. It was felt that the only way to make the big leap to attracting a large portion of the population in cycling for recreation of utilitarian purposes would be to have a physical barrier between cyclists and cars.

A VISION FOR CYCLING IN HALTON HILLS IN 2025

The vision that emerged for the future of cycling in Halton Hills from the Bike Summit and on-line engagement foresaw safe bike routes linking residents to all the most popular destinations so that everyone from children to seniors could comfortably cycle from their homes to schools, to jobs, and to services. Upon arrival there would be sufficient bike parking. There would be a visible increase in the number of people choosing to ride their bikes to get to downtown Georgetown, downtown Acton, and to the other major commercial areas.

The cyclists would be knowledgeable about how to ride safely and would obey the rules and be considerate of others sharing the roads and trails. At the same time drivers would respect the cyclists and make the adjustments necessary to ensure their safety.

A wider variety of cycling experiences would be available including a cycling hub or cycling club where people could meet up for recreational rides or to learn skills or bike maintenance. A mountain bike area would be developed and established cycling routes would have wayfinding signage both in the rural area and in town.

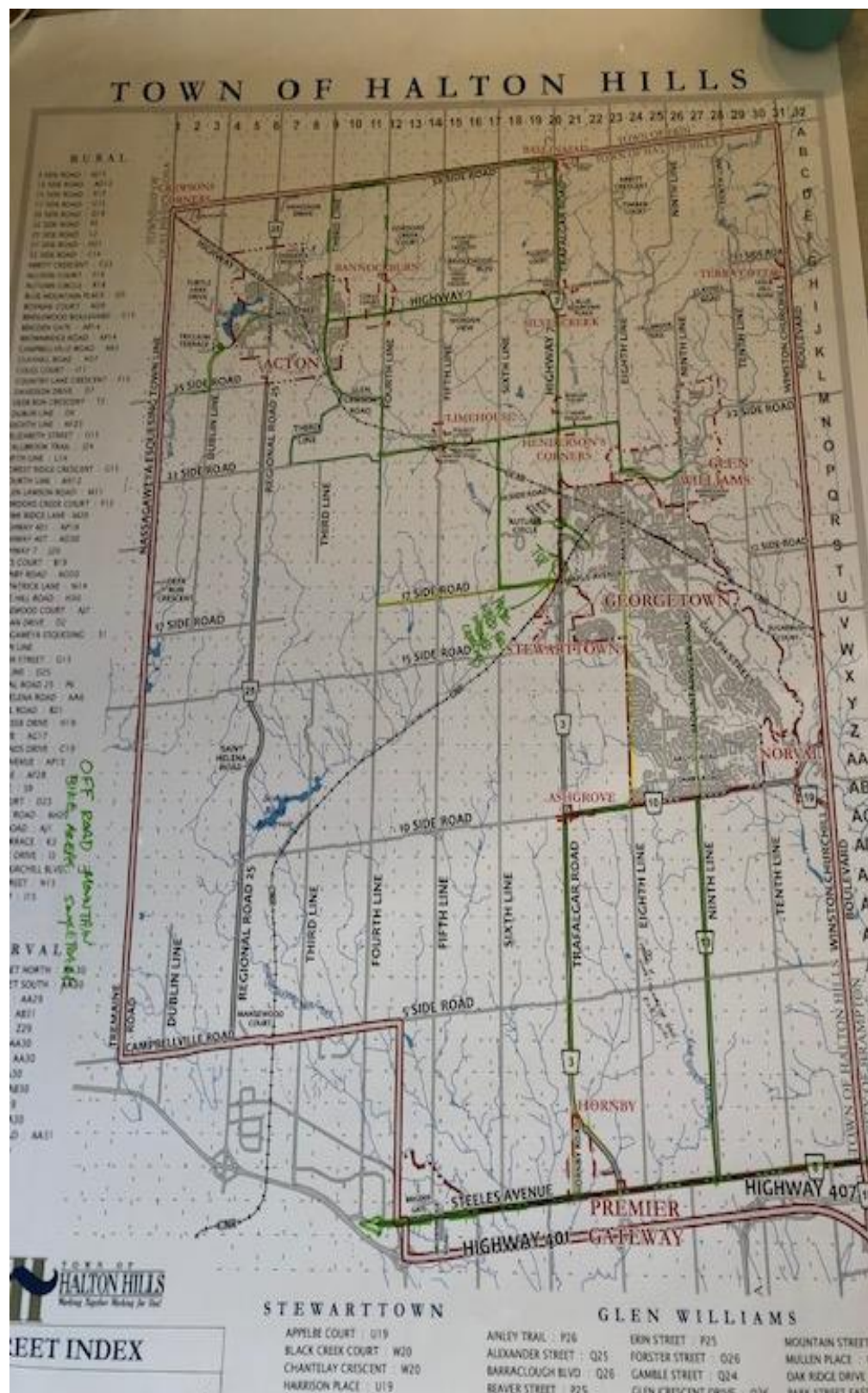
Cycling routes would be established that connected to desired destinations beyond our borders for recreational cycling and commuters. Rural road maintenance would take into consideration cyclists and avoid treating popular cycling routes with chip and tar surface treatment. There would be signage posted at the entrance to the Town declaring Halton Hills to be a Bicycle Friendly Community.

Appendix A – Maps Note: Yellow lines indicate existing infrastructure

Georgetown Map



Rural Map



Acton Map

