



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Ivan Drewnitski, Transportation Planner

DATE: October 15, 2020

REPORT NO.: TPW-2020-0024

RE: Active Transportation Master Plan (ATMP)

RECOMMENDATION:

THAT Report No. TPW-2020-0024, dated October 15, 2020, regarding the Active Transportation Master Plan (ATMP), be received;

AND FURTHER THAT Council approves the TPW-2020-0024 Active Transportation Master Plan as indicated in the Executive Summary in Attachment 1;

AND FURTHER THAT the Active Transportation Master Plan be used as the foundation in the planning, design, future implementation and maintenance of pedestrian, cycling and multi-use recreational trails throughout the Town of Halton Hills;

AND FURTHER THAT the Active Transportation Master Plan be reflected in the update to the Development Charges Background Study and By-law;

AND FURTHER THAT the Clerk be authorized to forward a copy of this Report to the Town of Milton, the Region of Halton, the Ministry of Transportation, the County of Wellington, the Town of Erin, the Region of Peel, the City of Brampton, Conservation Halton, Credit Valley Conservation and Metrolinx for their information.

BACKGROUND:

The Halton Hills 2014-2018 Strategic Plan identified Transportation and Mobility as a Strategic Priority for the 2014-2018 Term of Council. Under this Strategic Priority, the Action Plan directed staff to develop an Active Transportation Master Plan to support the use of all active modes of transportation.

Active Transportation (AT) refers to non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. An active transportation network includes sidewalks, crosswalks, designated road lanes and off-

road trails to accommodate active transportation. The benefits of active transportation cover a range of topics including health, social well-being, transportation, environmental health, and economic prosperity.

The Town has invested in infrastructure and facilities to support active transportation and has the Trails Strategy and Cycling Master Plan to guide future system development. The Town's Pedestrian Charter outlines specific values to promote a walkable, healthy, active community and encourage a culture of walking. This includes development of walking routes and networks. The overall intent of the Active Transportation Master Plan is to create a functional master plan that provides additional detail on the planning, design and implementation of on and off-road walking, cycling and self-propelled forms of transportation. The ATMP has been developed taking in consideration the Cycling Master Plan (2010); building on the original plan creating a path forward that is flexible, shorter-term and focused on the needs of the community. The Plan formalized the on-going progress the Town has made in making our community more bikeable and walkable within our road right-of-way and open spaces.

Over the years, there has been a steady increase in societal and governmental interest, support and understanding of cycling and walking as a viable and healthy alternative mode of transportation. Federal and Provincial governments have been promoting AT primarily through health related research findings that point to a correlation between infrastructure investments and long term health care cost reduction. Demand for safer active transportation infrastructure including pedestrian and cycling facilities and multi-use recreational trails has grown significantly. As a result, there has been a significant advancement in strategies, policies, legislation and guidelines for the planning, design, implementation, education and operation of safer active transportation networks.

In 2018 Capital Budget, funds were allocated and approved for the completion of an Active Transportation Master Plan. Through Report TPW-2018-0019 Council Approved the Award for RFP-P-048-18 to WSP Canada Group Limited for the completion of the Active Transportation Master Plan.

COMMENTS:

The study area for the Active Transportation Master Plan includes all lands located within the Town of Halton Hills and may cross municipal boundaries as they relate to linkages. The process was designed to be consistent with and implemented in a manner that fulfills the requirements of the Municipal Class Environmental Assessment Planning and Design Process for Master Plans.

The Active Transportation Master Plan continues the momentum started through the foundation of the Cycling Master Plan and Trails Strategy. It also reflects the significant growth that the Town has and will continue to experience which requires complete, healthy and active community planning for people of all ages and abilities. While based on localized opportunities and issues, the plan also incorporates wider global issues

such as climate change and more recently the health limitations and challenges experienced locally, regionally, provincially, nationally and internationally.

A locally focused strategy was one of the core outcomes of the project. To achieve this, community engagement and outreach was a critical component of this assignment and was used at each phase to inform the outcomes. The ATMP was completed as a collaborative effort, feedback was assembled from a wide range of stakeholders using a variety of in-person and virtual engagement formats. This included pop-ups at local festivals, an online engagement portal, workshops within local schools and meetings with Town staff and the Active Transportation Advisory Committee.

The ATMP was undertaken over the course of a 2-year process. The goal was to provide a comprehensive master plan that addresses on and off-road active transportation as well as active mode specific recommendations related to walking, cycling and other self-propelled forms of transportation. The information contained within the ATMP reflects an intentional and collaborative approach to provide the Town of Halton Hills and its partners with a reference, guide and resource to inform future decision making, partnerships, programming, outreach, budgeting, monitoring and evaluation. Throughout the process, the Town's Active Transportation Advisory Committee effectively performed the function of a Steering Committee and was engaged as a key stakeholder to ensure that feedback from the community and the outreach initiatives was included in the plan.

Based on input received from various stakeholders, the project team developed a vision statement that identifies the foundations, assumptions and aspirations that the community wishes to achieve. The Vision Statement and is as follows:

“The Town of Halton Hills supports and achieves a healthy community and high quality of life through both individual as well as community active transportation and recreation for people of all ages and abilities. The network and environment support active trips for all purposes including commuting, tourism, fun and fitness. Halton Hills is a destination as well as a desirable community because of the safe, comfortable and enjoyable opportunities it provides.”

To action this vision, a series of seven (7) specific goals were also identified. These goals were key in the development of the ATMP recommendations and are indicators to evaluate the success of the ATMP post-implementation.

1. Provide a network of on and off-road facilities that is connected and continuous and considered safe and comfortable by users;
2. Encourage and educate residents and visitors of the opportunities, objectives and outcomes of active transportation in Halton Hills;
3. Foster a community of active transportation enthusiasts across all user groups and generations;
4. Provide guidance on the design of AT facilities and provide an approach that is user focused;

5. Collaborate with internal and external partners to leverage opportunities to expand and enhance active transportation;
6. Create an action plan for the Town of Halton Hills to guide the planning, design and implementation of active transportation Town-wide; and
7. Identify and evaluate the progress of the active transportation master plan through performance targets and monitoring tools.

When developing both the network and supportive recommendations for the Active Transportation Master Plan the following assumptions and criteria were considered:

- **Refine the Cycling Master Plan:** building upon the precedence and insight of existing active transportation facilities, policies and programs to maintain existing momentum.
- **Maintain the Trails Network:** prescribe trail design standards to ensure all newly proposed facilities support a continuous and congruent network.
- **Connect Major and Minor Communities:** propose facilities which will improve access to key local destinations, such as village centers, transit hubs and key travel corridors.
- **Create and Integrated System:** integrate on and off-road active transportation facilities as part of one complete system.
- **Reinforce the Region's Network:** maintain the active transportation routes and facilities proposed in the Halton Region 2014 Active Transportation Master Plan.
- **Consider Physical and Social Barriers:** bridge major social and physical gaps within the community.
- **Integrate Touring "Loop Routes":** incorporate the local touring routes proposed by the "Bike-It" sub-committee as part of the culminative recommended AT network.
- **Prioritize Separated Facilities:** implement active transportation facilities within strategic transport corridors.

The ATMP uses an approach to align the content and recommendations with the Town's priorities and focus areas. The ATMP focuses on five (5) specific lenses and are summarized as follows:

- **Climate:** a shift in travel patterns and behaviours to more sustainable and green alternatives with the intent of reducing the impact of greenhouse gases and support the Town's transportation related climate goals and objectives.
- **Culture:** a need for an intentional and audience focused shift towards a more cycling friendly culture.
- **Growth:** a strategy to achieve long-term growth and change through a phase-based implementation plan and supportive processes.
- **Sustainability:** to ensure that long-term implementation is embedded into existing and future policies and to ensure that there are clear roles and responsibilities to facilitate implementation and ongoing monitoring and management of the ATMP success.

- **Financial:** a strategic approach to establish an expectation around the anticipated costs and funding streams to inform annual capital and operating budgets.

The active transportation network was refined from the network presented in the 2010 Cycling Master Plan, and the Town’s Trail Master Plan update and includes a variety of facility types such as signed routes, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks and multi-use paths (located within road allowance) and multi-use trails (located within parks and valley lands). Detail overview of the proposed on-road & off-road facility types can be found on Attachment 2 & 3, respectively.

The recommendations presented within the ATMP are a long-term blueprint and guide for those involved in the day to day decision making and provide a phased approach for implementation. The ATMP network and recommendations has been developed based on a 10+ year horizon and divided into three (3) categories, short-term (0-5 years), medium-term (6-10 years) and long-term and aspirational (10+ years).

The proposed network established a list of “quick win” projects which represent capital projects that were previously identified within the Town’s 10-year capital program for both on-road and off-road improvements. A list of “quick win” projects are as follows:

Short – Term

- Hungry Hollow – Maple Creek Parkette (<1km Type 2 Trail)
- Paved Shoulder – 22nd Sideroad
- Bike Lane – Barber Drive
- Bike Lane – Tanners Drive
- Creditview Heights (Type 1 Trail)
- Hungry Hollow – to Cedarvale Park (Type 2 Trail)
- Hungry Hollow – West Branch (Type 2 Trail)
- Bike Lane- Maple Avenue (Phase 1)
- Buffered Bike Lane – Argyll Road
Hungry Hollow – Cedarvale (Type 2 Trail)
- Buffered Bike Lane – Queen Street

Medium – Term

- Bishop (Type 3 Trail)
- Glen South (Type 3 Trail)
- Bike Lane – Delrex Boulevard
- Multi-use Pathway – Wallace Street
- Bike Lane – Delrex Boulevard
- Bike Lane – Princess Anne Drive
- Buffered Bike Lane – Queen Street

In addition, as part of the on-going ATMP, Maple Avenue was identified as a preferred location for active transportation improvements. As part of a separate assignment awarded to WSP, this study has been completed and the implementation of various AT facilities has been recommended. Staff are continuing to refine the details of the AT facilities with the anticipation of implementation occurring over the next few years.

The proposed active transportation network has been estimated at a value of approximately \$27 million, over an identified 10+ year implementation horizon. A thorough detail breakdown of the proposed phasings for the on-road and off-road can be found on Attachments 4 & 5, respectively. The resources and funding required to implement the ATMP will be identified and considered as part of the annual Capital Budgeting and Forecast process pending Council approval.

RELATIONSHIP TO STRATEGIC PLAN:

This Report directly aligns with the following values in the Strategic Plan 2019-2022 and includes the following priority and focus areas:

- Shaping Growth - Intensification
- Transportation - Bike Lanes
- Climate Change and Environment - Resilient Infrastructure
- Youth and Seniors Initiatives - Services and Facilities

FINANCIAL IMPACT:

The capital requirements of the projects identified in the ATMP are approximately \$27M. All active transportation projects, programs and staff resources will be brought forward through the annual budget approval process.

The study will guide the establishment of the capital forecast for active transportation related construction works. These projects will be included in the Town's annual Capital Budget and Forecast as well as the update to the Development Charges Background Study and By-law.

CONSULTATION:

The following Departments and associated staff were consulted through the development of this Report: Planning and Sustainability, Recreation & Parks and Transportation & Public Works.

PUBLIC ENGAGEMENT:

All public engagement conducted followed the Town's fundamental principles for the Public Engagement Charter and remained consistent in the Town's commitment to the promise of Transparency, Notification and Participation. As part of the study, the following community engagements were conducted:

- 1) Online Interactive Engagement Tool – An online engagement tool was featured and hosted from the Let's Talk Halton Hills page with approximately 350 views and or interaction with the site.
- 2) Community Pop-ups & Events – Town Staff was present at four local festivals during the summer of 2019. In addition, a social media campaign was also launched.
- 3) Student Outreach & Education – To engage the youth community, an Active Transportation workshop was held among Grade 9 geography classes of the two local high schools within Georgetown and Acton.
- 4) Public Information Centres – Two (2) PIC open houses were hosted to identify the ATMP process and develop potential locations where active transportation corridors could be designed and implemented.
- 5) Several technical and agency meetings provided input and expectations that directed the results of the study.

The initial public engagement process received 73 responses, with the following insights:

- ATMP Priorities – Articulate criteria used in selecting and prioritizing Active Transportation (AT) routes;
- AT System – Identify opportunities and challenges in implementing AT system;
- Design – Rank and evaluate design consideration for AT systems; and
- Final Questions – Specify additional AT preferences and socioeconomic background.

Further, to encourage more one-on-one conversations within the community, pop up booths were setup within four local festivals during the summer of 2019. To support the promotion of these activities among other forms of public engagement, a social media campaign was also launched. This provided additional feedback on the proposed AT network and ATMP. A complete list of key themes derived from these events is provided below:

- Separated bike lanes;
- Consider needs to improve accessibility;
- Multi-modal connectivity;
- Connections between communities; and
- Educational programs.

To engage with community youth more directly, an AT workshop was held among grade 9 geography classes. The purpose was to encourage students to consider how key streets within Halton Hills could be redesigned as Complete Streets or, to accommodate all modes. The following are some key themes that emerged:

- Provide full or partial separation for on-road cycling facilities;
- Design facilities to be multi-modal – integrate with transit service;

- Offer space to accommodate amenities, such as: benches, signage, bike parking and transit shelters;
- Provide links to major community destinations including a range of food and entertainment;
- Improve the overall streetscape to make major streets a destination within the community; and
- Prioritize pedestrians within the design of roadways, and street boulevards.

Outreach with the youth in the community was considered a success for the ATMP. The level of commitment and understanding demonstrated by the students created the opportunity for more long-term interest and involvement.

Throughout the robust engagement program, the ATMP has exceeded the Municipal Class Environmental Assessment requirements for public and stakeholder consultation and is able to demonstrate fulfillment of Phases 1 and 2 of the MCEA process for future implementation.

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 Integrated Community Sustainability Strategy.

This Report supports the Cultural Vibrancy, Economic Prosperity, Environmental Health and Social Well-being pillar(s) of Sustainability and in summary the alignment of this Report with the Integrated Community Sustainability Strategy is excellent.

COMMUNICATIONS:

With the approval of this Report a notice of study completion will be advertised in the local papers and distributed to all agencies and other parties involved in the study. A thirty-day period for comments will be made available to the public.

Once approved by Council, this Report will be made available on the Let's Talk Halton Hills Active Transportation Master Plan webpage, and the Town website as part of the Active Transportation Master Plan information page that was created.

In addition, this Report will be forwarded to the various Stakeholders that were involved in the development of the Active Transportation Master Plan for information.

CONCLUSION:

The Town's first Active Transportation Master Plan is intended to provide a broad and strategic level of assessment of the Town's active transportation network. It integrates municipal transportation planning with environmental assessment objectives and land use planning.

The information contained within the Town of Halton Hills ATMP supports the efforts of the Active Transportation Advisory Committee. It aligns with both the Vision and the Objectives that were established as the core foundations of the plan and provides a planned approach to constructing an active transportation system that meets the needs of the Town in 2031.

Throughout the development of the Active Transportation Master Plan, a variety of Public Engagement and consultation with key audiences, community members and stakeholders took place through both in-person and virtual formats.

The proposed network within the Active Transportation Master Plan will be reviewed annually as part of the Capital Budget and Forecast process and be reflected in the next update to the Development Charges Background Study and By-law.

Reviewed and Approved by,



Maureen Van Ravens, Director of Transportation



Bill Andrews, Commissioner of Transportation and Public Works



Chris Mills, Acting Chief Administrative Officer