APPENDIX F2
Active Transportation

The Road to Change

Halton Region Transportation Master Plan

Active Transportation

Halton REGION

Contents

Page

Appendices

Appendix A: Oakville AT Plan

Appendix B: Burlington AT Plan

Appendix C: Milton AT Plan

Appendix D: Halton Hills AT Plan

Appendix E: Consolidated AT Plan

1. Purpose of Report

"Active Transportation" (AT) is defined as non-motorised or lightly-motorised travel, including walking, cycling, roller-blading and movements with mobility devices. The AT network includes sidewalks, crosswalks, designated on-road and off-road trails to accommodate active transportation. (Regional Official Plan Amendment No. 38, Section 212.1.)

To promote AT, a well-connected, safe and functional transportation network consisting of sidewalks/multi-use paths, designated bicycle lanes, wider paved shoulders and off-road trails is required. To increase the use of AT, initiatives associated with education, planning, design and infrastructure development need to be closely coordinated with Halton's Local Municipalities. AT is being promoted as a year-round travel mode option that should be available for all members of the community.

It has been identified and confirmed by a variety of health reports that we generally live in a society where people are less active, air pollution is of concern and health issues related to obesity and respiratory problems are increasing. The reliance on the automobile and the prominence of the single occupant vehicle in peak period travel is one of the contributing factors to the deterioration of the noted quality of life measures.

Within the context of community development, there needs to be a variety of options to the general public to encourage a more active lifestyle and decrease the reliance upon the automobile — mainly the single occupant vehicle. These options, however, must be "competitive" with the automobile not just during peak period travel, but at all times throughout the day. Therefore, a well-connected, safe and functional active transportation network should continue to form part of the future transportation system for the Region. The purpose of this technical reference is to educate, encourage and recommend guidelines needed to facilitate cycling and walking as modes of transportation in Halton Region. Implementation of this will promote healthier lifestyles and provide increased mobility options for the residents of the Region.

2. Introduction

This discussion paper supports the objectives and guiding principles of the Halton Region Transportation Master Plan, a 20-year plan outlining Halton Region's transportation infrastructure and program needs to service growth to 2031, as outlined in Regional Official Plan Amendment No 38 (ROPA 38). In particular, this discussion paper supports the following master plan guiding principles:

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

2.1 The Role of Active Transportation in Addressing Travel Demand

Active transportation can be used in utilitarian travel such as in trips from home to school, home to work or home to shopping. It also can be used for recreational purposes such as a walk around the neighbourhood in the evening or jogging / cycling for fitness. Utilitarian travel is the focus of the Transportation Master Plan.

Creating the environment to enable people to comfortably walk or cycle to activities during peak commute hours when they previously would drive to the activity will have a positive impact on the transportation network. Some characteristics of areas that would increase the likelihood of people using active transportation for utilitarian needs include:

- Neighbourhoods that have a mix of land uses in close proximity;
- Efficient transit network where people can walk / cycle to and from transit stops; and
- Connectivity of cycling paths and sidewalks.

This technical reference presents guidelines and directions to encourage the use of active transportation as a viable means of transportation for utilitarian tasks. This document addresses:

- Education - informing the public about the benefits of active transportation and active transportation routes available;
- Planning - supporting region-wide active transportation systems and neighbourhoods conducive to active transportation; and
- Design and infrastructure - providing the urban design and associated infrastructure (cycle lanes, sidewalks and a transit network) that supports active transportation.

This report has been organized into several sections:

- *Guiding documents*: presents a summary of key principles and policies addressing active transportation;
- *Existing conditions impacting the transportation system*: provides factors that show the need for guidelines on active transportation;
- *Existing active transportation conditions in Halton Region*: presents a summary of what Halton Region and each local municipality in the Region is doing regarding active transportation;
- *Opportunities to improve active transportation*: discusses areas for guideline development to enhance ongoing active transportation efforts;

- *Linkages to other guidelines*: indicates how the active transportation technical reference is integrated with other guidelines and programs in the Transportation Master Plan, the Regional Official Plans, and other relevant documents;
- *Recommended active transportation guidelines and programs*
- *Conclusions*.

3. Guiding Documents

The guiding principles outlined in the Introduction provide the set of fundamental beliefs that will lead the development of the Transportation Master Plan. In addition to these principles, Halton Region's Regional Official Plan Amendment 38 (ROPA 38) and Metrolinx's Regional Transportation Plan (The Big Move) are two guiding documents reviewed in this section to highlight how each addresses active transportation. The Halton Region Transportation Master Plan conforms to the overall goals and policies related to active transportation outlined in both of these documents.

3.1 Regional Official Plan Amendment 38 (ROPA 38)

On December 16, 2009, Halton Regional Council adopted ROPA 38 "An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters".

With ROPA 38's adoption, Halton Region fulfils the provincial requirements to plan for growth and integrates the principle of sustainability into its Official Plan.

ROPA 38 outlines how and where Halton will grow from 2021-2031. ROPA 38 is the final phase of a process that began in 2006 as a response to provincial requirements set out in policies including the Places to Grow Plan, the Greenbelt Plan and the Provincial Policy Statement.

In summary, through ROPA 38, Halton Region has decided to integrate active transportation into all aspects of the land use and transportation planning processes. New land use developments and new transportation projects all should consider how to encourage pedestrian and cycle activity in their design. Consideration of how to link existing pedestrian and cycle facilities in order to create an integrated transportation network will also be critical.

3.2 The Big Move

The regional transportation plan for the Greater Toronto Hamilton and Area (GTHA), entitled "The Big Move", was adopted by Metrolinx in November of 2008. The document placed a strong emphasis on active transportation. Many of the goals of the Big Move allude to or support active transportation such as:

- Transportation choices: alternatives to the car, such as cycling and walking;
- Active and healthy lifestyles: promoting active transportation as a viable transportation option;
- Safe and secure mobility: increasing safety of pedestrians and cyclists;
- Reduced dependence on non-renewable resources: increasing the number of trips by walking or cycling; and
- Foundation of an attractive and well-planned region: more pedestrian friendly environment and amenities for pedestrians and cyclists.

The Big Move shifts the transportation focus from the single occupant vehicle to non-automobile modes of transportation, including walking and cycling.

A considerable emphasis is put on improving walking and cycling networks, not just from a transportation perspective but also from an urban design and urban form perspective, in order to create more liveable communities that support and promote active transportation.

4. Existing Conditions Impacting the Transportation System

Current and future socio-economic and environmental trends related to or impacting the transportation system dictates a need for a discussion on active transportation as part of the Halton Region Transportation Master Plan.

4.1 Population Growth

According to the 2006 Census, Halton Region experienced a growth rate of 17.1% between 2001 and 2006, giving it one of the highest growth rates in the country. By the year 2031, Halton Region is forecast to increase its population from 450,000 to 780,000 (780,000 residents corresponds to 752,357 residents in Halton Region's Best Planning Estimates when the census undercount is taken into consideration) and its number of jobs is forecast to increase from 140,000 to 390,000. Increased population will result in increased trips in the Region. Improving AT facilities will enable current trips as well as future trips to find viable transportation options to the single occupant vehicle.

4.2 Health

Data released in January 2010 by Statistics Canada on the Canadian Health Measures Survey indicate that 61% of Canadian adults are obese or overweight. The Public Health Agency of Canada (PHAC) recommends that adults exercise a minimum of 30 minutes each day. However, 63% of Canadians are not meeting these minimal requirements and therefore not reaping the rewards in health benefits from modest levels of activity.

More appealing AT networks could help promote the exercise needed to improve the health of the population.

4.3 Environment and Energy

The environment and in particular the unsustainable production of greenhouse gases, and air and noise pollution are key considerations in the planning for long term growth and for improvements in quality of life in existing communities. Motorised transportation makes a significant contribution to current air pollution issues. Ontario health researchers have estimated that in 2005, approximately 5,800 premature deaths and 60,000 emergency room visits by Ontario residents were related to air pollution levels in the province. This has an estimated health care costs of $507 million related to air pollution, which based on current trends has been estimated to rise to nearly $702 million by 2026. This equates to $374 million in lost workdays, which again is estimated to rise to $467 million by 2026. (Ontario Medical Association, The Illness Costs of Air Pollution: 2005-2026 Health and Economic Damage Estimates (June 2005))

The Halton Region Health Department has stressed the significant impacts to human health and health care costs in Ontario that poor air quality causes. It was noted that poor air quality due to the five pollutants of ground-level ozone, fine particulate matter, nitrogen dioxide, sulphur dioxide, and carbon monoxide contributed to additional premature deaths, hospitalizations and emergency room visits. It was estimated that these health impacts cost the Region's health care system in excess of $10 million. (Halton Region Health Department - Protecting Health: Air Quality and Land Use Compatibility (February 2009))

Active transportation modes create no greenhouse gasses or other environmental pollution. Diverting trips from automobiles or other motorised vehicles could help to protect the environment and reduce health care costs. Carbon dioxide emissions, which are the main contributor to global warming, are closely linked to energy consumption. It is vital to plan and promote cycling and walking as a key form of transportation in Halton Region.

4.4 Economic Impact of Traffic Congestion

The cost of congestion experienced by Greater Toronto and Hamilton Area (GTHA) residents and businesses is forecast to increase considerably by 2031. Diverting automobile-related trips to active transportation trips could help reduce traffic congestion and associated costs related to fuel and travel time.

4.5 Summary

The design and planning of communities for active transportation along with programmes that educate, maintain, promote and encourage the use of this fundamental, socially affordable, clean and healthy form of transportation for undertaking day to day activities is vital.

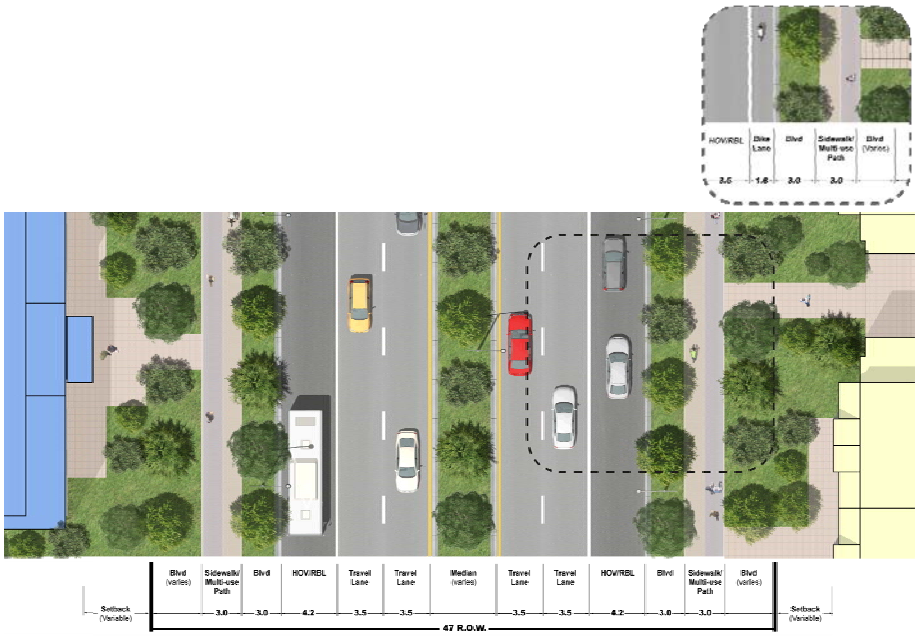
5. Existing Active Transportation Initiatives in Halton Region

This section presents the current efforts in support of active transportation in Halton Region overall and individually in each of the four local municipalities in Halton.

5.1 Halton Region

Halton Region has established Regional Road Right-of-Way Guidelines that include a standard 1.8 metre bicycle lane or 4.2 metre curb lane in order to facilitate cycle usage in an urban setting. On rural roads, 2.5 metre wide (1.5 metre paved and 1.0 metre granular) partially paved shoulders are provided to accommodate cycle usage.

Implementation of cycling facilities is considered when a road is widened or reconstructed.



The Regional Cycling Committee was formed subsequent to the 2004 Halton Transportation Master Plan with the purpose of promoting, facilitating, educating and encouraging increased cycling in Halton Region. The committee was comprised of residents, regional councillors and staff who believe strongly in the value of cycling as part of a healthy and liveable community. In 2011, this committee was re-established as the "Active Transportation Advisory Committee". The Region's "Active Transportation Advisory Committee" (ATAC) will define a coordinated approach to all non-motorised travel needs across the Region. In this role, the ATAC will commission the development of a detailed region-wide Active Transportation Master Plan (ATMP) to establish a strategy defining educational and outreach initiatives and infrastructure improvements to promote increased non-motorised travel throughout the Region.

5.2 Oakville

The town completed an Active Transportation Master Plan (ATMP) study in the Spring of 2009. The study included a full review of pedestrian and cycling facilities network, with an additional focus on how these initiatives blend with transit services. The study results assessed current conditions and developed a recommended plan to improve and expand the network, and promote cycling and walking in Oakville. The study also covered safety, environmental benefits, performance measures, promotion, education, maintenance, and a number of other areas integrated with cycling and walking.

The plan further supported the Oakville Official Plan, the Oakville Transportation Master Plan and the Environmental Strategic Plan by providing:

- Convenient and efficient Town-wide cycling and pedestrian system that links all communities in the town;
- Establishment of an environmentally friendly transportation system that improves mobility; and
- Increased cycling and walking network connectivity.

Appendix A presents the Town's cycling and pedestrian network as proposed by the ATMP.

5.3 Burlington

In 2009 The City of Burlington completed an update to its 1997 "Multi-Use Pathways and Bikeway Plan". The Cycling Master Plan (2009) guides the expansion of the City's network of on-road bike lanes and off-road multi-use pathways. It includes policies and programs that will make Burlington more bicycle-friendly. The expansion plans include increasing the existing 90 kilometres of bikeways and multiple purpose paths to 310 kilometres of facilities.

A new bikeway design recommended as part of the Cycling Master Plan is the bicycle priority street, or "bicycle boulevard" as it is known in western United States. It is a traffic-calmed, local street that has been optimized for through bicycle traffic, but discourages other non-local traffic. Traffic controls (signals, stop signs and yield signs) are placed to control conflicts with motorists and give priority to cyclists. Traffic control or features are provided so cyclists can cross major streets. These types of streets enhance neighbourhood liveability and traffic safety.

The Burlington Cycling Committee has been active for twenty years. Its mandate is to assist, advise, recommend, and support Council in matters pertaining to cycling in the City of Burlington. Appendix B presents the City's planned cycling and pedestrian network.

5.4 Milton

The Town of Milton developed a Trails Master Plan in 2007 that provides a vision for a "trail network that unifies neighbourhoods and destinations within the community of Milton." As the Town grows, the Trails Master Plan has evolved to reflect the changing needs of residents and businesses and explores new technology and design possibilities for trails development. A Trails Advisory Committee, comprised of Town staff, Councillors and members of the public, meets on a regular basis to guide trails development in Milton.

The Town publishes the Community Connections Map which features Town transit routes/schedules, facilities, trails, parks, playgrounds (including amenities, such as basketball courts, accessible swings, etc.), pools, schools and more to help residents connect to various destinations. The map illustrates the trail network, detailing hard surface, granular, woodchip and proposed future trails.

Appendix C presents the Town's AT network.

5.5 Halton Hills

Halton Hills currently has a system of multi-use pathways and trails that it wanted to expand and integrate into the new cycling master plan. The Town of Halton Hills completed this new Cycling Master Plan in 2010. The Town of Halton Hills wanted to increase the availability of active transportation and active recreation opportunities to residents. Much of Halton Hills land is protected through either the Niagara Escarpment Plan or provincial greenbelt plan providing residents with ready access to the natural environment.

The cycling master plan makes recommendations that lead to opportunities for the Town's citizens to increase their activity level regardless of age, fitness, ability or cycling skill. The plan has been developed for the enjoyment of all and to bring the community together. Extensive public input was sought as part of the delivery of the plan.

Appendix D presents the Town's plan.

6. Opportunities to Improve Active Transportation

Walking and cycling are valued as a means of transportation and recreation due to their low cost, low impact, wide suitability and health benefits. However, there are numerous barriers to increasing walking and cycling. In order to understand how active transportation, in particular walking and cycling, can be improved in Halton Region, it is important to address opportunities for improving walking and cycling in the areas of:

- Infrastructure;
- Public perception;
- Design standards in new development areas;
- Urban Form; and
- Integration with other forms of transportation.

6.1 Infrastructure Opportunities

There is an opportunity to provide for increased walking and cycling through the provision of attractive infrastructure within existing and future urban areas. The provision of infrastructure includes facilities at destinations (safe lock up, showers), suitable and friendly designs at activity centres, and safe and well maintained walking and cycle paths. In certain situations there may be a need to clearly define and separate these users from vehicular traffic, and possibly even between cyclists and pedestrians.

Potential conflict areas include intersections, particularly those with high turning movements. The appropriate physical design and traffic management controls must be in place. Speed limits and safe and appropriate crossing points, particularly at major crossing barriers such as Highway 401 and the QEW, should be addressed on a case by case basis.

Other infrastructure opportunities include year-round path maintenance and street lighting to enhance safety along walking and cycling routes.

6.2 Public Perception Opportunities

The major gain in cyclist and walkers will be those people who currently drive for short length trips (less than 10 km). Currently these potential AT users shy away from AT noting reasons such as insufficient facilities, safety or a general lack of knowledge of the "network". The promotion of safe cycling and pedestrian routes, journey planning tools that provide an understanding of alternative mode and route options to travelling by private vehicle are opportunities to pursue to change public perception of AT.

6.3 Design Standards in New Development Areas

Incorporation of pedestrian and bicycle routes into the design of new developments can help to encourage active transportation. The inclusion of these design features in a continuous connected manner to local and regional roadways and trails can be used as an incentive to attract future residents and demonstrate the mobility potential to local facilities and services.

6.4 Urban Form

Effective planning for mixed land uses and complete communities will help make active transportation a viable choice. This in turn will benefit community vitality, quality of life and economic opportunity.

6.5 Integration with other forms of Transportation

Walking is the simplest form of transportation. It is free and has insignificant environmental cost. Furthermore, all trips involve some walking component, if only from the parking lot to the retail shop. Planning for pedestrians is therefore of primary importance to transportation planning and should be as critical in site design. Pedestrians use every part of the public domain, including roads, footpaths, nature trails, shopping centres, parking lots and other public spaces.

Cycling is a highly efficient, environmentally friendly form of transportation. As with walking, cyclists are improving their health and contributing to an active environment at a human scale.

The provision of pedestrian and cyclist infrastructure should not only aim to fulfil the requirements of existing users, but to increase the number of these users in Halton Region. Such an outcome would result in fewer car trips, healthier residents and a more active (and safe) streetscape.

A high quality pedestrian and cycling environment would include:

- Safety: pedestrian and cyclists are vulnerable road users;
- Continuity / Direct Routing: pedestrians and cyclists dislike significant deviations to their route;
- Pleasant Environment: people will be more likely to walk/cycle if their route (cycle lanes, sidewalks, trails) are properly designed and maintained - clear of snow, ice and other debris;
- Complement other modes: the catchment area of public transit services can be enhanced with the aid of walking/cycling infrastructure; and
- End of trip facilities: cyclists need to know that their bike is safe from theft while it is not attended and that other facilities could be available (such as showers).

Pedestrian and bicycle plans cannot be considered in isolation from other forms of transportation and urban planning. This applies to the integration of pedestrian and bicycle plans with access to existing and potential bus and rail networks and with continued growth with higher density and mixed land-use development. The latter is particularly important if shops and services are located within walking or cycling distance.

Examples of current integration of AT in Halton Region include Metrolinx's provision of covered bicycle facilities at GO transit stations and the City of Burlington's Locus Street Parking garage where there are provisions for bicycle parking on the first floor.

6.6 AT Network GAP Analysis

One of the key factors to promote AT in Halton will be a continuous network throughout the Region. As presented in this document, each of the Local Municipalities has developed an AT plan but each of these plans ends generally at the local boundary or within the urban area. Therefore, a gap analysis was conducted by consolidating the future AT networks of all the Local Municipalities and evaluating those areas where there is discontinuity. The goal is to have a continuous Regional network with logical links in the north/south and east/west directions to promote AT travel within Halton Region.

Appendix E illustrates the consolidated network and the identified opportunities to unify the Region via AT. The consolidated network shows a well defined AT network within the urban areas and a generally well connected non-urban area.

A review of this consolidated network reveals there are a number of linkages that show opportunities to identify new link specific AT designations or enhance existing link AT designations (e.g. change a link designation from a "signed" only facility to an exclusive on-street bicycle lane) to provide a fluid, connected and safe region-wide AT network, including opportunities to connect beyond the Halton boundary.

This map will serve as the basis for connecting the Region and the ATMP network to be developed once the master plan study is underway.

7. Recommendations

Active Transportation will form part of the Region's transportation system to support travel demands from anticipated growth to 2031. Although much progress had been made in planning for Active Transportation at the local levels, there is still a need to coordinate these plans to promote and develop a connected regional system.

Halton's Cycling Advisory Committee has been unifying cycling across the region. However, Active Transportation is more than cycling; hence there is a need for this Committee to expand its mandate to other active modes such as walking, rollerblading, and certain types of scooters.

Therefore, the Halton Region Cycling Committee has evolved to become the Halton Region Active Transportation Committee and it is recommended this Committee include in its mandate the following measures to promote Active Transportation:

- **Education and facilitation:** educate the public about active transportation and promote safer transportation by informing cyclists, pedestrians and motorists of proper safety in the use of the transportation network, regardless the transportation mode.
- **Planning:** participate in the development of a region-wide Active Transportation Master Plan in partnership with the Local Municipalities.
- **Design and Infrastructure:** through the Regional Road Right-of-Way Guidelines prepared as part of the Halton Transportation Master Plan (2031) support the provision of pedestrian, transit and cycling facilities on major regional roads to support active transportation.

Implementation strategies for the above recommendations include:

Education and Facilitation

- On the Region and Local Municipality websites continue to support the image of cycling and walking in partnership with other stakeholders, by promoting active transportation not just for occasional leisure activities, but as a mode of transport that is healthy, economical, accessible, non-polluting and convenient way to make every day journeys.
- Develop brochures to promote safe and legal cycling, including safe cycling training programs and promote driver awareness of considerate behaviour towards cyclists.
- Develop programs with Halton Regional Police to enforce violations of pedestrian and cyclist laws/regulations and support projects/programs addressing theft, enforcement and personal security that help pedestrians and cyclist feel safer on the streets.
- Provide effective information such as mapping and inclusion of walking and cycling in web based journey planning.

Planning

- Undertake before the next TMP study a region-wide Active Transportation Master Plan study.
- Ensure that pedestrian and cycle friendly systems and facilities are included in the planning and approval of urban development in consultation with the Local Municipalities.

Design and Infrastructure

- Implement the Regional Road Right of Way Guidelines (2011) on all new projects.

Performance Goals

- Set the Regional average performance goals during commuter peak periods for Active Transportation mode share to 5% by 2031;

Monitoring

- Undertake a periodic review of:
  - Commuter peak period mode share by measuring travel modes on key Regional corridors
  - Active transportation facility implementation (i.e. km of facilities)

8. Conclusion

Active Transportation is an integral part of the Halton Region Transportation Master Plan. Encouraging Active Transportation and an urban design that supports Active Transportation could lead to many potential benefits to residents of Halton Region, including:

- An active population;
- Better air quality through fewer motorised vehicle trips; and
- More liveable and sustainable communities.

9. References

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APPENDIX A

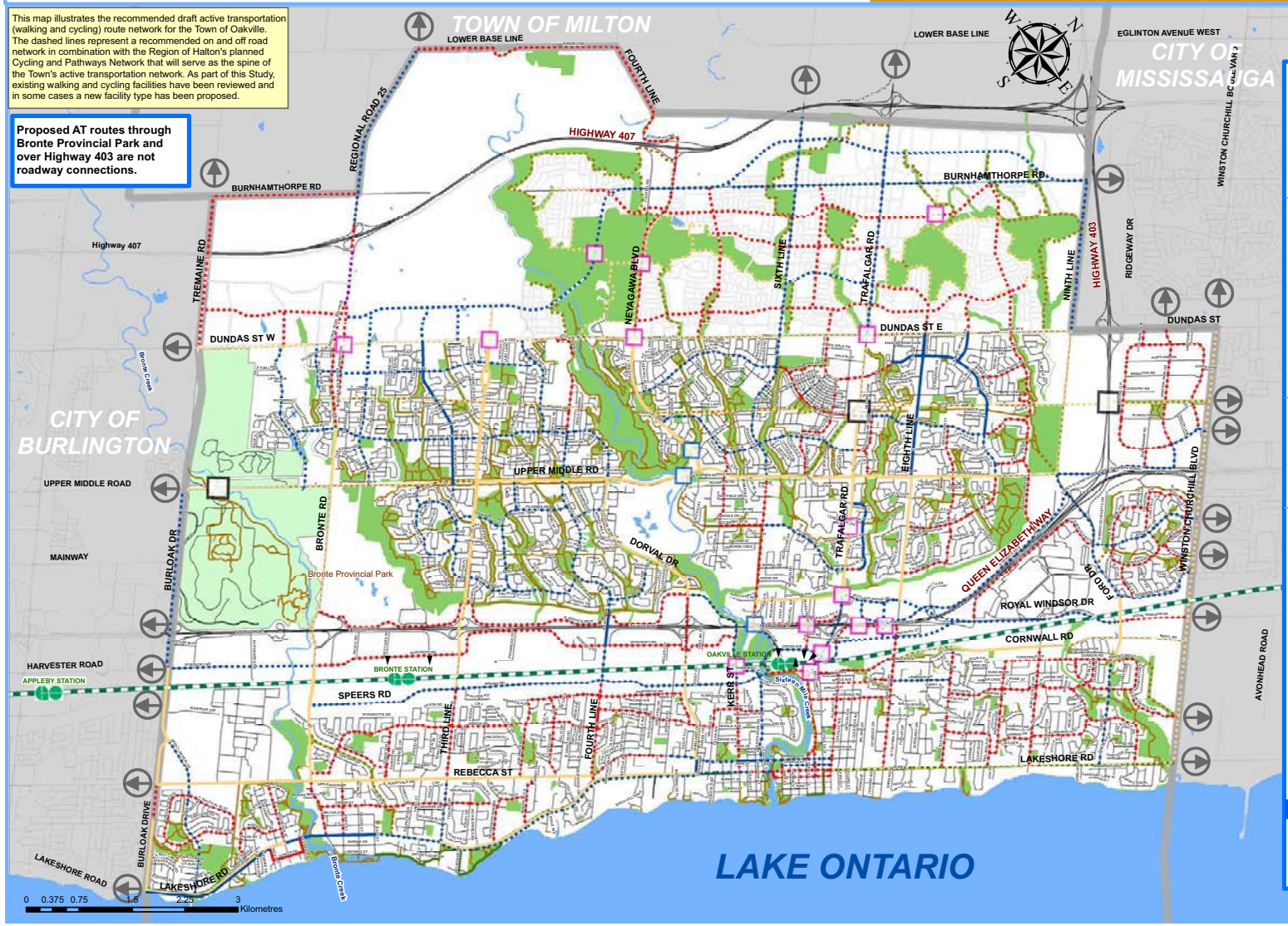
Oakville AT Network

Active Transportation Master Plan

FIGURE EX-1
Recommended Cycling and Trails Network

This map illustrates the recommended draft active transportation (walking and cycling) route network for the Town of Oakville. The dashed lines represent a recommended on and off road network in combination with the Region of Halton's planned Cycling and Pathways Network that will serve as the spine of the Town's active transportation network. As part of this Study, existing walking and cycling facilities have been reviewed and in some cases a new facility type has been proposed.

Proposed AT routes through Bronte Provincial Park and over Highway 403 are not roadway connections.



Legend

Proposed Active Transportation Network

- Bike Lane (On-Road)
- Paved Shoulder Bikeway (On-Road)
- Signed Bike Route (On-Road)
- Multi-use Trail (Off-Road / In Boulevard)
- Major Trail (Off-Road / Parks & Open Space)

This active transportation network map focuses on cycling facility types and trails. All of the active transportation routes shown on this map are also proposed to have pedestrian facilities (e.g. sidewalks). A separate map will be prepared to show existing and proposed sidewalks.

Existing on-road routes shown on the "Oakville Cycleways & Trails Guide" may or may not currently be signed as cycling routes. These routes have been reviewed and in some cases are recommended to be included in the active transportation network. Appropriate bike route signage should be added to designate these facilities.

The proposed Active Transportation (AT) network routes, facility types and recommended phasing identified in this AT Master Plan will be reviewed and confirmed through environmental assessment studies (where required) and / or design feasibility reviews at the time implementation of a particular network segment is being considered. Through this process, route and network facility type adjustments may be adopted and the network plan revised accordingly.

Existing Active Transportation Facilities

- Bike Lane (On-Road)
- Paved Shoulder Bikeway (On-Road)
- Signed Bike Route (On-Road)
- Multi-use Trail (Off-Road - In Boulevard)
- Major Trail (Off-Road - Parks & Open Space)

- ATMP Proposed Grade Separated Pedestrian Crossing
- Previously Planned Grade Separated Pedestrian Crossing
- Existing Grade Separated Pedestrian Crossing
- Waterfront Trail
- Potential Active Transportation Connection to Other Municipality
- GO Rail Line
- Proposed Road Network
- GO Station
- Parks and Natural Heritage System Area
- Lake and River

September 2009

MMM GROUP

TransActive Solutions

Base Data Source: Town of Oakville and Halton Region

OAKVILLE

APPENDIX B

Burlington AT Network

CITY OF BURLINGTON
CYCLING MASTER PLAN

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Map 3: Proposed Burlington Cycling Network

- City Hall
- Hospital
- Attractions
- Community Centre and Library
- Sports and Recreation
- Transit / GO Station
- Schools

Bikeway Type

- Existing Bike Lane
- Existing Signed Route
- Existing Multi-Use Path
- Proposed Bike Lane
- Proposed Cycle Track
- Proposed Bicycle Priority Street
- Proposed Paved Shoulder
- Proposed Multi-Use Path

Proposed Barrier Crossings

- Highway Interchange Crossing
- Grade-Separated Crossing
- Intersection Improvement

Notes:
1. "Proposed" includes routes already approved by City for construction and routes considered as additions to the network in this study.

Note: Provide paved shoulders on rural City roadways north of Highway 5 / 407 if Average Annual Daily Traffic (AADT) exceeds 2,500 vehicles per day.

Note: Improved access from cycling network to GO Stations will be examined in detail in future studies.

Note: Proposed pedestrian/cycling bridge cantilevered off east side of Burlington Canal Lift Bridge.

N

0 0.45 0.9 1.8 Kilometers

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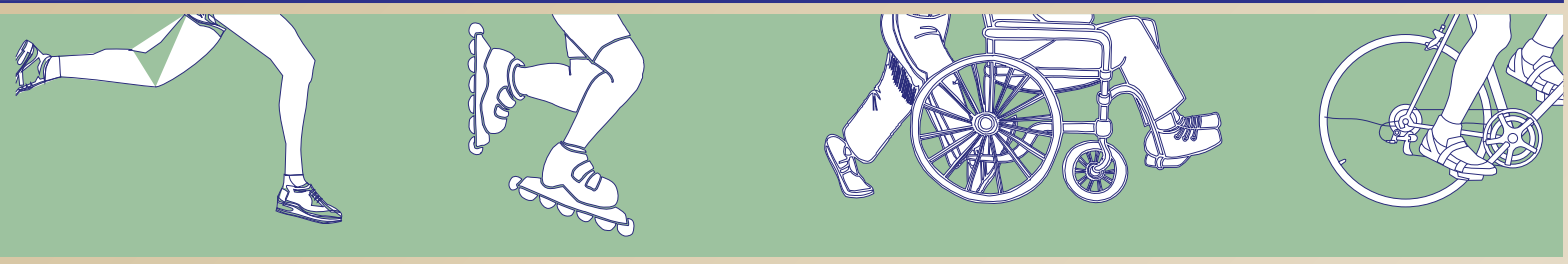
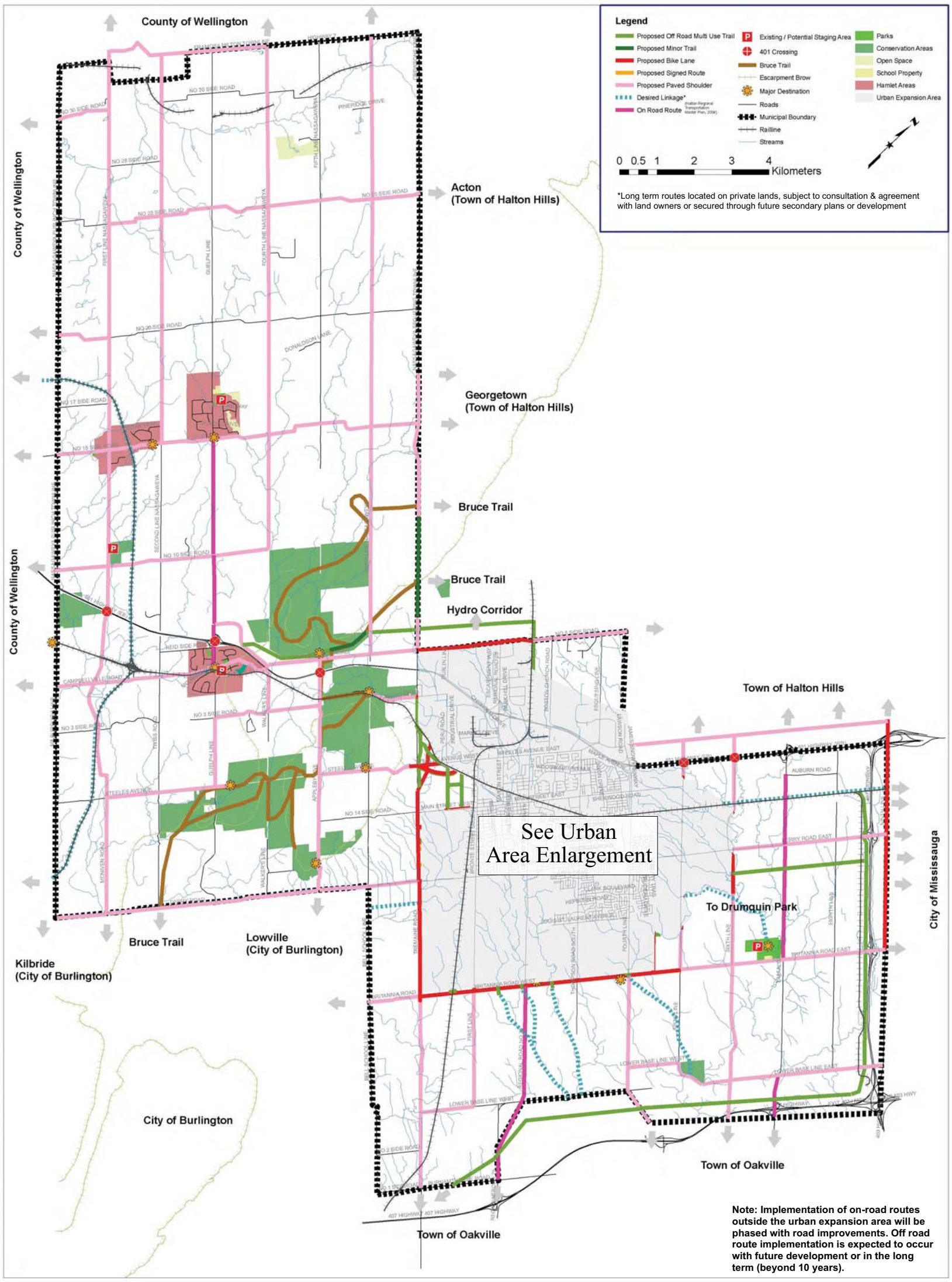
APPENDIX C

Milton AT Network

TRAILS MASTER PLAN - 2007 UPDATE





Map 4 - Town Wide Network: Facility Type

September 2007

Milton: "Engaging, Balanced, Connected"

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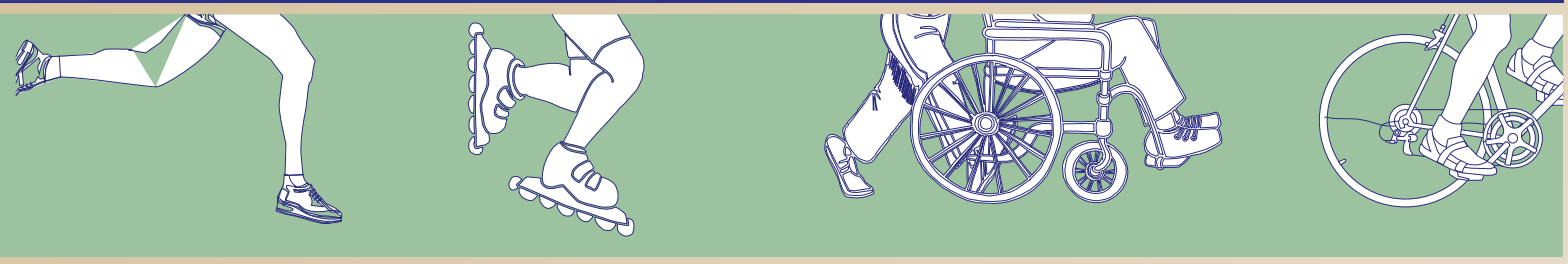
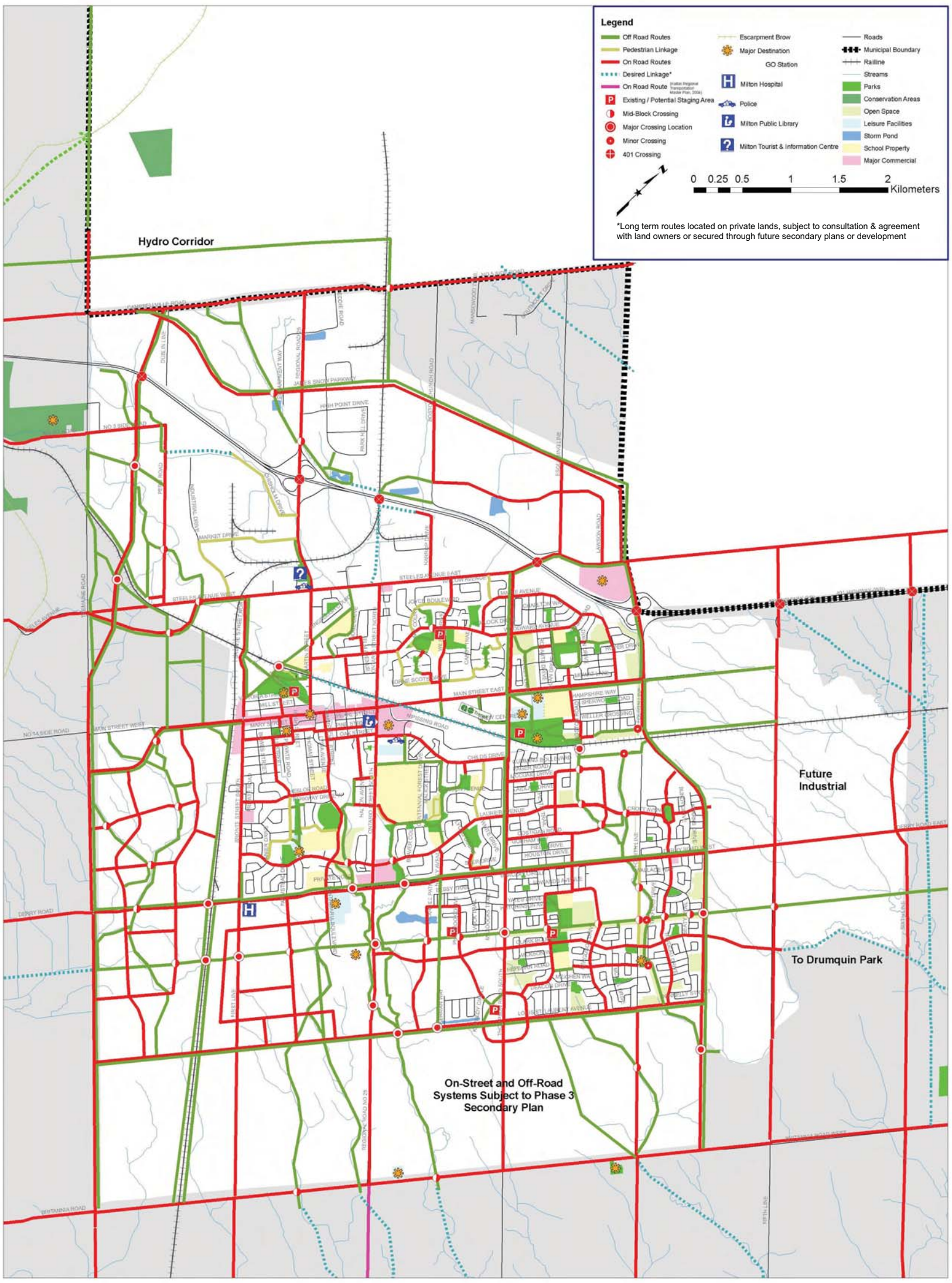
TRAILS MASTER PLAN - 2007 UPDATE





Map 2 - Urban Area Network: On/Off Road

September 2007

Milton: "Engaging, Balanced, Connected"

Stantec

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Transit, trails, parks and facilities

Community Connections Map

Milton: Engaging, Balanced, Connected.

Connect to your community:

- Transit routes, schedules and ticket agents
- Trails, bikeways, parks and playgrounds
- Pools and spray pads
- Basketball, tennis and beach volleyball courts
- Sports fields and ball diamonds
- Skate park and BMX facilities
- Arenas and recreation centres
- Schools
- And more!

Revised: January 2011

Milton Transit · Milton Trails · Town of Milton

Transit Information

Visit www.milton.ca: Select Transit from the Fast Forward section on the home page.
Conventional Service: 905-864-4141
Accessible Service: 905-878-7252, ext. 2182

Special High School Routes

During the school season, Milton Transit provides special routes and schedules for high school students travelling to and from school. This service does not operate on non-instructional days. For more information, visit www.milton.ca.

50 AM (Yates)

Leave Milton GO	E.C. Drury Secondary	Milton District Secondary
7:40	7:45	7:50

Route 50 AM operates only during instructional school days.

51 PM (via Derry - Trudeau)

Leave Milton GO	E.C. Drury Secondary	Milton District Secondary	Holly & Derry	Trudeau & Derry	Fourth Line & Louis St. Laurent	Trudeau & Waldie	Tupper & McCuaig	Arrive Milton GO
2:42	2:47	2:52	2:55	2:59	3:03	3:07	3:12	3:15

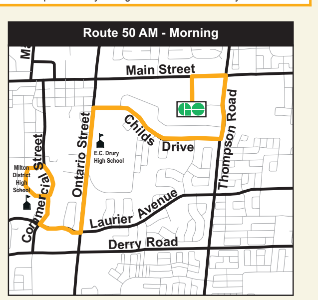
Route 51 PM operates only during instructional school days.

52 PM (via Yates - Thompson)

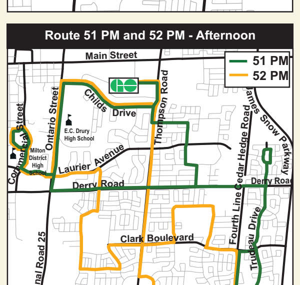
Leave Milton GO	E.C. Drury Secondary	Milton District Secondary	Holly & Derry	Clark & Thompson	Ferguson & Armstrong	Fourth Line & Louis St. Laurent	Thompson & Clark	Arrive Milton GO
2:40	2:45	2:50	2:54	2:58	3:01	3:05	3:09	3:14

Route 52 PM operates only during instructional school days.

Route 50 AM - Morning



Route 51 PM and 52 PM - Afternoon



Effective: January 31, 2011

Route 1 - Woodward

Leave Milton GO	Thompson & Maple	Woodward & Ontario	Steeles & Martin	401 GO Park & Ride	Martin & Woodward	Woodward & Thompson	Arrive Milton GO
5:45	5:47	5:51	5:55	5:58	6:03	6:08	6:12
6:15	6:17	6:21	6:25	6:28	6:33	6:38	6:42
6:45	6:47	6:51	6:55	6:58	7:03	7:08	7:12
7:15	7:17	7:21	7:25	7:28	7:33	7:38	7:42
7:45	7:47	7:51	7:55	7:58	8:03	8:08	8:12
8:15	8:17	8:21	8:25	8:28	8:33	8:38	8:42
8:45	8:47	8:51	8:55	8:58	9:03	9:08	9:12
9:45	9:47	9:51	9:55	9:58	10:03	10:08	10:12
10:45	10:47	10:51	10:55	10:58	11:03	11:08	11:12
11:45	11:47	11:51	11:55	11:58	12:03	12:08	12:12
12:45	12:47	12:51	12:55	12:58	1:03	1:08	1:12
1:45	1:47	1:51	1:55	1:58	2:03	2:08	2:12
2:45	2:47	2:51	2:55	2:58	3:03	3:08	3:12
3:15	3:17	3:21	3:25	3:28	3:33	3:38	3:42
3:45	3:47	3:51	3:55	3:58	4:03	4:08	4:12
4:15	4:17	4:21	4:25	4:28	4:33	4:38	4:42
4:45	4:47	4:51	4:55	4:58	5:03	5:08	5:12
5:15	5:17	5:21	5:25	5:28	5:33	5:38	5:42
5:45	5:47	5:51	5:55	5:58	6:03	6:08	6:12
6:15	6:17	6:21	6:25	6:28	6:33	6:38	6:42
6:45	6:47	6:51	6:55	6:58	7:03	7:08	7:12
7:15	7:17	7:21	7:25	7:28	7:33	7:38	7:42

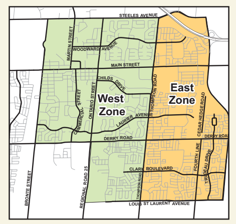
Service Hours

Monday to Friday
5:45 am to 8:30 pm
(Transit holiday schedule on the other side of the map.)

Evening Drop-off Service

Note: Regular fares apply.

- At 8:00 pm, when the last GO train arrives, passengers at Milton GO can travel to their destination via West Zone and East Zone drop-off service.
- Upon boarding, the bus driver will create a route based on all requested drop-off locations.



Route 31 West Zone Drop-off

8:00 pm	Leave Milton GO

Route 32 East Zone Drop-off

8:00 pm	Leave Milton GO

Route 2 - Main

Westbound						Eastbound					
Leave Walmart	Thompson & Maple	Arrive Milton GO	Leave Milton GO	Main & Millside	Milton Hospital	Commercial & Heslop	Millside & Main	Arrive Milton GO	Leave Milton GO	Maple & Thompson	Arrive Walmart
--	--	--	--	5:51	5:56	6:00	6:05	6:10	6:15	6:21	6:25
--	6:03	6:10	6:15	6:21	6:26	6:30	6:35	6:40	6:45	6:51	6:55
6:30	6:33	6:40	6:45	6:51	6:56	7:00	7:05	7:10	7:15	7:21	7:25
7:00	7:03	7:10	7:15	7:21	7:26	7:30	7:35	7:40	7:45	7:51	7:55
7:30	7:33	7:40	7:45	7:51	7:56	8:00	8:05	8:10	8:15	8:21	8:25
8:00	8:03	8:10	8:15	8:21	8:26	8:30	8:35	8:40	8:45	8:51	8:55
8:30	8:33	8:40	8:45	8:51	8:56	9:00	9:05	9:10	9:15	9:21	9:25
9:00	9:03	9:10	9:15	9:21	9:26	9:30	9:35	9:40	9:45	9:51	9:55
9:30	9:33	9:40	9:45	9:51	9:56	10:00	10:05	10:10	10:15	10:21	10:25
10:00	10:03	10:10	10:15	10:21	10:26	10:30	10:35	10:40	10:45	10:51	10:55
10:30	10:33	10:40	10:45	10:51	10:56	11:00	11:05	11:10	11:15	11:21	11:25
11:00	11:03	11:10	11:15	11:21	11:26	11:30	11:35	11:40	11:45	11:51	11:55
11:30	11:33	11:40	11:45	11:51	11:56	12:00	12:05	12:10	12:15	12:21	12:25
12:00	12:03	12:10	12:15	12:21	12:26	12:30	12:35	12:40	12:45	12:51	12:55
12:30	12:33	12:40	12:45	12:51	12:56	1:00	1:05	1:10	1:15	1:21	1:25
1:00	1:03	1:10	1:15	1:21	1:26	1:30	1:35	1:40	1:45	1:51	1:55
1:30	1:33	1:40	1:45	1:51	1:56	2:00	2:05	2:10	2:15	2:21	2:25
2:00	2:03	2:10	2:15	2:21	2:26	2:30	2:35	2:40	2:45	2:51	2:55
2:30	2:33	2:40	2:45	2:51	2:56	3:00	3:05	3:10	3:15	3:21	3:25
3:00	3:03	3:10	3:15	3:21	3:26	3:30	3:35	3:40	3:45	3:51	3:55
3:30	3:33	3:40	3:45	3:51	3:56	4:00	4:05	4:10	4:15	4:21	4:25
4:00	4:03	4:10	4:15	4:21	4:26	4:30	4:35	4:40	4:45	4:51	4:55
4:30	4:33	4:40	4:45	4:51	4:56	5:00	5:05	5:10	5:15	5:21	5:25
5:00	5:03	5:10	5:15	5:21	5:26	5:30	5:35	5:40	5:45	5:51	5:55
5:30	5:33	5:40	5:45	5:51	5:56	6:00	6:05	6:10	6:15	6:21	6:25
6:00	6:03	6:10	6:15	6:21	6:26	6:30	6:35	6:40	6:45	6:51	6:55
6:30	6:33	6:40	6:45	6:51	6:56	7:00	7:05	7:10	7:15	7:21	7:25
7:00	7:03	7:10	7:15	7:21	7:26	7:30	7:35	7:40	7:45	7:51	7:55
7:30	7:33	7:40	7:45	7:51	7:56	8:00	8:05	8:10	--	--	--
8:00	8:03	8:10	--	--	--	--	--	--	--	--	--

Route 3 - Trudeau

Leave Milton GO	McCuiag & Tupper	Derry & Trudeau	Beaty Library	Trudeau & Waldie	Tupper & McCuaig	Arrive Milton GO
5:45	5:49	5:54	5:58	6:02	6:07	6:12
6:15	6:19	6:24	6:28	6:32	6:37	6:42
6:45	6:49	6:54	6:58	7:02	7:07	7:12
7:15	7:19	7:24	7:28	7:32	7:37	7:42
7:45	7:49	7:54	7:58	8:02	8:07	8:12
8:15	8:19	8:24	8:28	8:32	8:37	8:42
9:15	9:19	9:24	9:28	9:32	9:37	9:42
10:15	10:19	10:24	10:28	10:32	10:37	10:42
11:15	11:19	11:24	11:28	11:32	11:37	11:42
12:15	12:19	12:24	12:28	12:32	12:37	12:42
1:15	1:19	1:24	1:28	1:32	1:37	1:42
2:15	2:19	2:24	2:28	2:32	2:37	2:42
2:45	2:49	2:54	2:58	3:02	3:07	3:12
3:15	3:19	3:24	3:28	3:32	3:37	3:42
3:45	3:49	3:54	3:58	4:02	4:07	4:12
4:15	4:19	4:24	4:28	4:32	4:37	4:42
4:45	4:49	4:54	4:58	5:02	5:07	5:12
5:15	5:19	5:24	5:28	5:32	5:37	5:42
5:45	5:49	5:54	5:58	6:02	6:07	6:12
6:15	6:19	6:24	6:28	6:32	6:37	6:42
6:45	6:49	6:54	6:58	7:02	7:07	7:12
7:15	7:19	7:24	7:28	7:32	7:37	7:42

During instructional school days, the 2:45 pm highlighted bus trip:
- Operates as the 51 PM High School Special route
- Departs Milton GO at 2:42 pm

Please see Route 51 PM for route map and schedule details.

More transit information is on the back of this map!

Route 4 - Thompson/Clark

Leave Milton GO	Thompson & Clark	Ferguson & Armstrong	Fourth Line & Louis St. Laurent	Thompson & Clark	Arrive Milton GO
5:45	5:50	5:53	5:57	6:01	6:06
6:15	6:20	6:23	6:27	6:31	6:36
6:45	6:50	6:53	6:57	7:01	7:06
7:15	7:20	7:23	7:27	7:31	7:36
7:45	7:50	7:53	7:57	8:01	8:06
8:15	8:20	8:23	8:27	8:31	8:36
8:45	8:50	8:53	8:57	9:01	9:06
9:45	9:50	9:53	9:57	10:01	10:06
10:45	10:50	10:53	10:57	11:01	11:06
11:45	11:50	11:53	11:57	12:01	12:06
12:45	12:50	12:53	12:57	1:01	1:06
1:45	1:50	1:53	1:57	2:01	2:06
2:45	2:50	2:53	2:57	3:01	3:06
3:15	3:20	3:23	3:27	3:31	3:36
3:45	3:50	3:53	3:57	4:01	4:06
4:15	4:20	4:23	4:27	4:31	4:36
4:45	4:50	4:53	4:57	5:01	5:06
5:15	5:20	5:23	5:27	5:31	5:36
5:45	5:50	5:53	5:57	6:01	6:06
6:15	6:20	6:23	6:27	6:31	6:36
6:45	6:50	6:53	6:57	7:01	7:06
7:15	7:20	7:23	7:27	7:31	7:36

Route 5 - Yates

Leave Milton GO	Childs & Coxe	Ontario & Laurier	Phillbrook & Hepburn	Laurier & Ontario	Ontario & Main	Arrive Milton GO
5:45	5:48	5:52	5:57	6:03	6:06	6:10
6:15	6:18	6:22	6:27	6:33	6:36	6:40
6:45	6:48	6:52	6:57	7:03	7:06	7:10
7:15	7:18	7:22	7:27	7:33	7:36	7:40
7:45	7:48	7:52	7:57	8:03	8:06	8:10
8:15	8:18	8:22	8:27	8:33	8:36	8:40
8:45	8:48	8:52	8:57	9:03	9:06	9:10
9:15	9:18	9:22	9:27	9:33	9:36	9:40
10:15	10:18	10:22	10:27	10:33	10:36	10:40
11:15	11:18	11:22	11:27	11:33	11:36	11:40
12:15	12:18	12:22	12:27	12:33	12:36	12:40
1:15	1:18	1:22	1:27	1:33	1:36	1:40
2:15	2:18	2:22	2:27	2:33	2:36	2:40
2:45	2:48	2:52	2:57	3:03	3:06	3:10
3:15	3:18	3:22	3:27	3:33	3:36	3:40
3:45	3:48	3:52	3:57	4:03	4:06	4:10
4:15	4:18	4:22	4:27	4:33	4:36	4:40
4:45	4:48	4:52	4:57	5:03	5:06	5:10
5:15	5:18	5:22	5:27	5:33	5:36	5:40
5:45	5:48	5:52	5:57	6:03	6:06	6:10
6:15	6:18	6:22	6:27	6:33	6:36	6:40
6:45	6:48	6:52	6:57	7:03	7:06	7:10
7:15	7:18	7:22	7:27	7:33	7:36	7:40

During instructional school days, the 7:45 am and 2:45 pm highlighted bus trips:
- Operate as the 50 AM and 52 PM High School Special routes
- Depart Milton GO at 7:40 am and 2:40 pm

Please see Route 50 AM and Route 52 PM for route map and schedule details.

Route 6 - Scott Express

Leave Milton GO	Main & Scott	Scott & Derry	Dymott & Savoline	Scott & Derry	Scott & Main	Arrive Milton GO
AM Peak						
--	--	5:56	5:58	6:00	6:03	6:13
6:13	--	6:21	6:23	6:25	6:28	6:38
6:38	--	6:46	6:48	6:50	6:53	7:03
7:03	--	7:13	7:15	7:17	7:20	7:30
7:30	--	7:43	7:45	7:47	7:50	8:00
8:00	--	8:13	8:15	8:17	8:20	8:30
PM Peak						
2:40	2:50	2:53	2:55	2:57	--	3:15
3:15	3:25	3:28	3:30	3:32	--	3:45
3:45	3:55	3:58	4:00	4:02	--	4:15
4:15	4:25	4:28	4:30	4:32	--	4:45
4:45	4:55	4:58	5:00	5:02	--	5:15
5:15	5:25	5:28	5:30	5:32	--	5:45
5:45	5:55	5:58	6:00	6:02	--	6:15
6:15	6:25	6:28	6:30	6:32	--	6:45
6:45	6:55	6:58	7:00	7:02	--	7:15
7:15	7:25	7:28	7:30	7:32	--	7:45
8:00	8:10	8:13	8:15	8:17	--	--

AM - Travels from the GO Station to Thompson Rd., Derry Rd. and Scott Blvd.
PM - Travels from Scott Blvd. and Derry Rd. to Thompson Rd., then the GO Station.

Urban Map

Milton Transit

Transit Routes

- 1 Woodward
- 2 Main
- 3 Trudeau
- 4 Thompson/Clark
- 5 Yates
- 6 Scott Express
- GO Transit Terminal (bus and train)

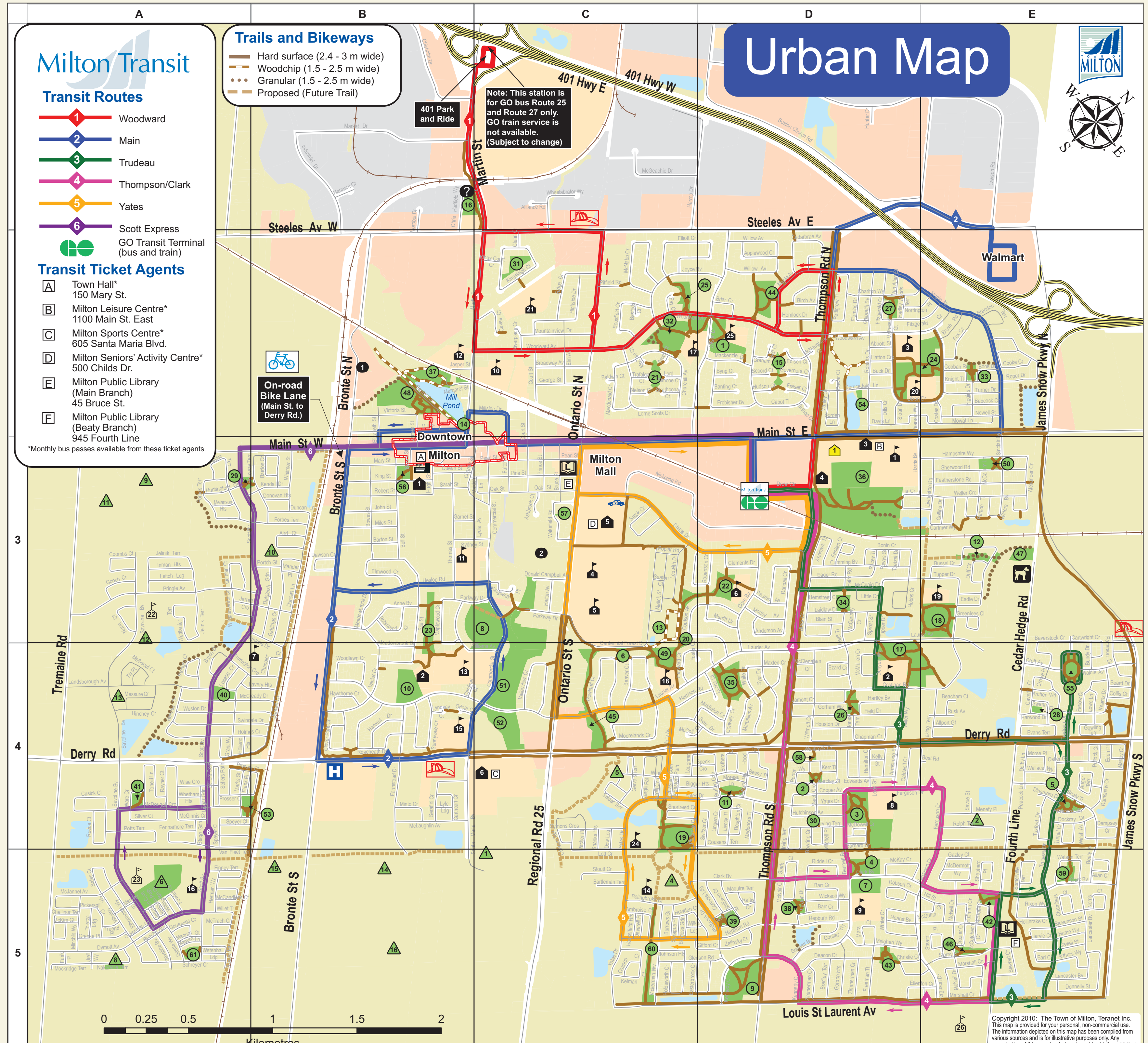
Transit Ticket Agents

- A Town Hall* 150 Mary St.
- B Milton Leisure Centre* 1100 Main St. East
- C Milton Sports Centre* 605 Santa Maria Blvd.
- D Milton Seniors' Activity Centre* 500 Childs Dr.
- E Milton Public Library (Main Branch) 45 Bruce St.
- F Milton Public Library (Beaty Branch) 945 Fourth Line

*Monthly bus passes available from these ticket agents.

Trails and Bikeways

- Hard surface (2.4 - 3 m wide)
- Woodchip (1.5 - 2.5 m wide)
- Granular (1.5 - 2.5 m wide)
- Proposed (Future Trail)



Effective: January 2011

The trails on this map are meant to promote trails as a means of recreation and transportation. The Town of Milton assumes no responsibility for the accuracy of this map or the safe condition of any road, route, trail or facility mentioned on it. Users are solely responsible for risks encountered, their own safety and use of safety equipment. The Town of Milton shall not be held responsible for any damages and/or claims arising from the use of this map. Trail and bike-route users must be aware of their skills and make their own evaluation of actual conditions encountered. On-road cycling is subject to compliance with the Highway Traffic Act, R.S.O. 1990. CHAPTER.H.8.

Move More, Milton! Be active, more often

#	Name	Grid	Basketball	Pools	Spray Pads	Beach Volleyball	Tennis	BMX Facility	Skate Park	Playgrounds	Accessible Swings	Sports Fields	Ball Diamonds
	Parks												
1	Baldwin Park	D2										●	●
2	Barclay Park	D4								●			
3	Beaty Neighbourhood Park - North	D4	●		●					●	●	●	
4	Beaty Neighbourhood Park - South	D5								●		●	
5	Beaty Trail Park	E4								●			
6	Beaver Court Park	C4											
7	Bennett Park	D5								●		●	
8	Brian Best Park	C3				●						●	●
9	Bristol District Park	D5	●		●					●	●	●	
10	Bronte Meadows Park	B4	●				●			●		●	●
11	Burling Park	D4								●	●		
12	Bussel Park	E3								●	●		
13	Centennial Forest Park	C3											
14	Centennial Park	B2											
15	Centre Park	D2								●			
16	Chris Hadfield Park	B1											
17	Clarke Neighbourhood Park - South	D4			●					●	●	●	
18	Clarke Neighbourhood Park - North	E3								●	●	●	
19	Coates Neighbourhood Park	C4	●		●					●	●	●	
60	Coates Linear Park	C3											
20	Coulson Park	C3								●			
21	Court Park	C2								●			
22	Coxe Boulevard Park	D3											
23	David Thompson Park	B3								●			
24	Dempsey Neighbourhood Park	E2	●		●					●	●	●	
25	Fay Court Park	C2								●			
26	Field Park	D4								●	●		
27	Fitzgerald Park	D2								●	●		
61	Gastle Park	A5								●			
28	Harwood Park	E4								●			
29	Holloway Park	A3								●	●		
30	Hutchinson Park	D4											
31	Kingsleigh Park	C2								●			
32	Kinsmen Park	C2	●				●			●	●	●	●
33	Knight Trail Park	E2								●			
34	Laidlaw Park	D3								●	●		
35	Laurier Park	D4								●		●	
36	Lions Sports Park	D3			●			●	●	●	●	●	●
37	Livingston Park	B2											
38	Luxton Park	D5								●	●		
39	Maquire Park	D5								●	●		
40	McCready Park	A4								●	●		
41	McDougall Park	A4								●	●		
42	McDuffe Park	E5								●	●		
43	Meighen Park	D5								●	●		
44	Melanie Park	D2								●	●		
45	Moorelands Park	C4											
46	Oakview Park	E5								●			
47	Off-Leash Dog Park (Fourth Line Park)	E3											
48	Rotary Park	B2		●	●		●			●			●
49	Sam Sherratt Park	C4								●			●
50	Sinclair Park	E3								●	●		
51	Sixteen Mile Creek Park - North	C4											
52	Sixteen Mile Creek Park - South	C4											
53	Speyer Park	A4								●	●		
54	Sprucedale Park	D2								●	●		
55	Trudeau Park	E4								●			
56	Victoria Park	B3								●			
57	Wakefield Park	C3								●			
58	Wallbrook Park	D4								●			
59	Watson Park	E5								●	●		
	Community Facilities												
1	Hugh Foster Hall	B3											
2	John Tonelli Sports Centre	B4											
3	Milton Leisure Centre	D3		●									
4	Milton Memorial Arena	D3											
5	Milton Seniors' Activity Centre	C3											
6	Milton Sports Centre	C4				●							
	Elementary Schools												
2	Bruce Trail Public School	D4											
3	Chris Hadfield Public School	D2								●			
5	E.C. Drury School for the Deaf	C3										●	
6	E.W. Foster Public School	D3											
7	Escarpment View Public School	B4											
8	Guardian Angels Catholic School	D4											
9	Hawhorne Village Public School	D5											
10	Holy Rosary Catholic School	C2										●	
11	J.M. Denyes Public School	B3								●			
12	Martin Street Public School	B2											●
14	Our Lady of Fatima Catholic School	C5											
15	Our Lady of Victory Catholic School	B4										●	
16	P.L. Robertson Public School	A5											
17	Robert Baldwin Public School	C2											
18	Sam Sherratt Public School	C4											
19	St. Anthony of Padua Catholic School	E3											
20	St. Peter Catholic School	D2											
21	W.I. Dick Middle School	C2											
24	Tiger Jeet Singh Public School	C4											
25	Ecole Élémentaire Catholique Saint-Nicolas	D2											
	Secondary Schools												
1	Bishop Reding Secondary School	D3										●	
4	E.C. Drury High School	C3		●									
5	E.C. Drury School for the Deaf	C3										●	
13	Milton District High School	B4										●	
	Future Schools												
22	To be named	A3											
23	To be named	A5											
26	To be named	E5											
	Future Parks												
1	Community Park (Milton Tennis Club)	C5					●						
2	Beaty Village Square #10	E4											
4	Coates Neighbourhood Park - South	C5											
5	Coates Village Square - North West	C4											
6	Harrison Neighbourhood Park	A5											
8	Harrison Village Square - South West	A5											
9	Scott District Park	A3											
10	Scott Neighbourhood Park - East	B3											
11	Scott Neighbourhood Park - North	A3											
12	Scott Neighbourhood Park - West	A3											
13	Scott Village Square - South West	A4											
14	Willmott Neighbourhood Park	B5											
15	Willmott Village Square	B5											
16	Willmott Village Square - East	B5											
	Future Facilities												
1	Milton Centre for the Arts (Home of Milton Main Library)	D3											
	Pioneer Cemeteries												
1	Bronte Pioneer Cemetery	B2											
2	Milton Evergreen Cemetery	C3											

Other

- Fire Stations
- H Milton District Hospital
- Libraries
- Stormwater Pond
- Town Hall
- Halton Regional Police
- ? Visitor and Community Information
- Downtown Boundary

Milton Transit

Transit Information

Visit www.milton.ca: Select Transit from the Fast Forward section on the home page.

Conventional Service: 905-864-4141

Accessible Service: 905-878-7252, ext. 2182

What's New?

In an effort to recognize the needs of customers, Milton Transit has introduced a number of new service initiatives that are available for all ages:

- Expanded service routes and new schedules in September
- Day Pass (One adult or senior and up to 3 children or youth, 18 years and under)
- Welcome to Milton Program (One free monthly transit pass for new Milton households)
- Special High School service

As the Town of Milton continues to grow, so will the services provided by Milton Transit to serve your needs.

Changes to Routes and Schedules

Check before you connect!
In response to the changing needs of our community, transit routes and times are adjusted on a regular basis to enhance service for passengers. For updated information, visit www.milton.ca or call 905-864-4141.

Fares

Milton Transit

Note: Fares are subject to change.

		Cash	Tickets	Monthly Pass
Adult	19 - 64 years	$2.75	10 for $22.00	$60.00
Senior	65+ years (ID required)	$2.75	10 for $15.00	$42.00
Student	6 - 18 years (Students over the age of 18 must show their secondary ID.)	$2.75	10 for $17.00	$45.00
Day Pass	All ages (One adult or senior and up to 3 youth,18 years and under)	$7.00	N/A	N/A
GO Commuter Transfer	All ages (GO pass or GO ticket required) Presto card is not eligible.	$0.55	N/A	$22.00
Child	Under 6 years	Free	N/A	N/A
CNIB Cardholder	All ages	Free	N/A	N/A

Fare Policies

- Use exact change for cash fares; bus drivers do not sell tickets/passes or make change.
- Request transfers when boarding the bus; damaged transfers are not accepted.
- Show student identification if using student tickets or passes.
- Day passes must be validated by the driver upon boarding the bus.

GO Transit Connections

Pay a reduced fare on Milton Transit when you transfer to/from GO Transit. This reduced fare applies only for GO bus and train connections at the Milton GO Station. A valid GO Transit ticket or pass must be presented to the bus driver upon boarding. GO Transit group passes, photo identification employee passes, or Presto cards are not eligible.

Using Transit Route Maps and Schedules

1. Find your starting location and destination on the map to see which bus routes you need to take for your trip.
2. Check the schedules to find the times for your bus route(s):
   - **Arrival times:** The schedules provide approximate arrival times at various points along the routes; these points may not be specific bus stops. A listing of all bus stop locations is available at www.milton.ca.
   - **Transfers:** If you transfer from one route to another at the Milton GO Station, buses are scheduled to arrive in time for you to board your next bus. Confirm you are on the right bus by asking the driver.
   - **GO Station:** All routes service the Milton GO Station.
3. Routes and times are subject to change. For updated information, please visit www.milton.ca

Accessibility

Milton Transit is committed to the safety, comfort and needs of all transit riders. To maintain this commitment, Milton Transit has adopted its fleet to include a variety of accessibility features to serve the community.

Accessible Services and Features

- Bus lowering capabilities with accessible curb side ramps for wheelchairs, scooters and strollers
- Fasteners and buckles to secure wheelchairs
- Audible bus stop announcements
- Bus driver assistance for passengers with limited mobility

Rider Guidelines

Entering and Exiting the Bus

- Have your fare ready when boarding.
- Use caution when entering and exiting the bus; exit using the rear doors, when possible.
- Proceed to the back of the bus, leaving the front of the bus for seniors, individuals with limited mobility and persons in wheelchairs.

Policies

- Do not smoke on the bus or in transit shelters.
- Do not eat, drink or litter.
- Wear a shirt and shoes.
- To ensure safety, please remove children from strollers; fold strollers and keep them clear of the aisle.
- Remove rollerblades and inline skates before boarding.
- Registered service animals (such as hearing and seeing guide dogs) are welcome. Small pets are permitted if they are in a lockable carrier.
- To ensure passenger safety, large objects are not permitted on board.
- Wheelchairs must be secured using fasteners and buckles.
- For bike rack use, please see below.

Bike Rack Information

Milton Transit bike racks make it easy for passengers to ride their bikes to and from transit stops. For more information on loading, securing and unloading your bicycle from bike racks on buses, visit www.milton.ca.

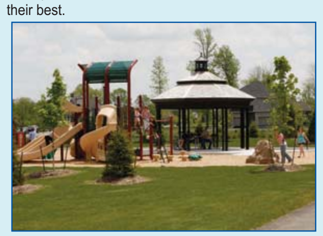
Parks, Trails and Bikeways

Milton Trails

Connect with Trails and Bikeways
The Town of Milton has a Trails Master Plan that presents a vision for a unifying trail network within the community of Milton. Explore the extensive network of off-road trails, boulevard trails and cycling routes throughout our park system and community.

Use of Parks and Trails
Most connecting trails within Milton are accessible for various uses; hard-surface trails are the most suitable for mobility scooters, wheelchairs, inline skating and cycling. Accessible playground swings and features have been installed in many parks. For more information on accessibility, see our Community Services Guide or contact our Coordinator, Accessibility and Special Needs, at 905-878-7252, ext. 2534.

Refer to the legend on the opposite side of the map for more parks and trails information. To ensure parks and trails are clean and safe for all to enjoy, please follow the information on park signs regarding etiquette and hours of operation. Parents and guardians assume all risks for children in their care. The Town has a weekly maintenance schedule to help keep parks at their best.



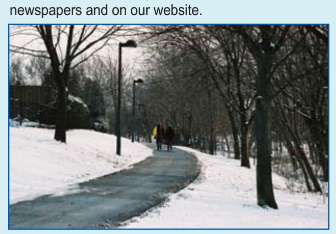
Online Reporting Forms
With your help, we can ensure your outdoor experiences in the community are positive and in keeping with the Town's goal of a "safe, livable and healthy community." We encourage you to use our online reporting forms at www.milton.ca to alert us about the following issues:

Graffiti: Report writing, drawing or symbols applied to any surface on Town-owned property. If you see graffiti vandalism in progress, call 9-1-1 immediately. Private property owners are responsible for removing any graffiti on their property. (905 878-7252, ext. 2500)

Streetlights: Report streetlights in Milton that are malfunctioning or in need of repair. (905 878-7252 ext. 2536)

Trails: Report obstructions, required repairs, trip hazards and tree maintenance issues (trimming, removal, etc.) that may be impacting trail navigation. (905 878-7252, ext. 2211)

Public Consultation for Future Parks
The Town's public consultation process is an opportunity for you to shape open space experiences. Read about park projects on the website and watch for notices about upcoming public input sessions in local newspapers and on our website.



Trail Mail
Trail Mail is a seasonal e-newsletter that contains news about trails, parks and more! To sign up for this free publication, visit www.milton.ca/online/onlinenews.htm.

More Trails Information
www.milton.ca
905-878-7252, ext. 2211

Move More, Milton!

Be active, more often

Move More, Milton! is a new community-wide campaign that encourages Milton residents and employees to be more active, more often and as a result — healthier!

You can easily include a variety of activities in your daily routine anytime and anywhere to benefit your health, maximize your mood, connect with your community and have some fun!

Take to the Trails
Explore the natural beauty of Milton all year long in both urban and rural neighbourhoods by taking a walk through parks and trails. Connecting pedestrian walkways make it easy to stay active while enjoying the great outdoors.

Check out the "Take to the Trails" brochures available at Town facilities or online (www.MoveMoreMilton.ca) to learn more about trails in your neighbourhood.

Use the information in this map to navigate our parks, bikeways and pedestrian trails.

Play in the Park
With over 60 parks in both rural and urban areas, the Town of Milton makes it easy to incorporate healthy activities into your busy lifestyle. Children's play areas, bikeways, pedestrian walkways, soccer fields and baseball diamonds are among some of the many park amenities that are provided for you and your family to stay active in the great outdoors. Explore the parks in your area and join in the fun!

Community Services Guide Fall/Winter Activities
Avoid the winter blues by taking part in fall and winter programs and activities being offered to you this season by Milton's Community Services Department, local businesses and community organizations. Recreational swimming, hockey, fitness, and special interest classes are among some of the ways that the Town of Milton is helping you to *Move More!* To learn more about fall and winter programs, visit online at www.milton.ca or drop by a Town facility to pick up your copy of the Community Services Guide today!

Recreation Facilities
The Town of Milton offers programs at these five recreation facilities for all ages:

- John Tonelli Sports Centre
- Milton Leisure Centre
- Milton Memorial Arena
- Milton Seniors' Activity Centre
- Milton Sports Centre

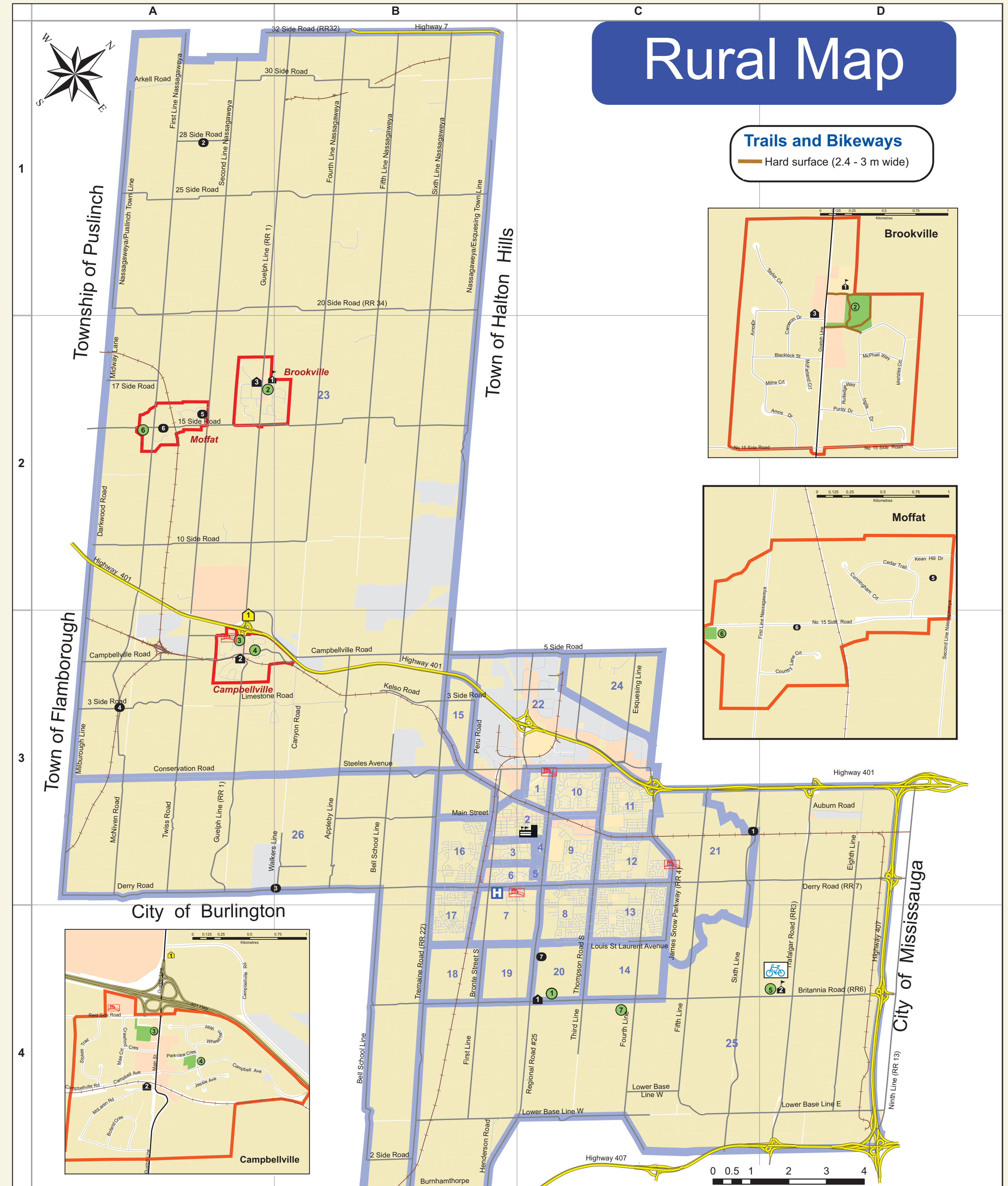
Drop into a recreation facility near you and enjoy:

- Public skating at our three arenas
- Figure Skating or Stick N' Puck at the Milton Sports Centre
- Public swimming at the Milton Leisure Centre
- HOOPS youth programs at the Milton Leisure Centre
- Movin' & Groovin' Skating Youth Events (November 21, 2010 and February 20, 2011)
- Activities and fitness programs at the Milton Seniors' Activity Centre
- Fitness classes and weight/cardio room at the Milton Leisure Centre

E-newsletter: Sign up for tips on becoming more active at www.MoveMoreMilton.ca

Information: 905-878-7252, ext. 2706

www.MoveMoreMilton.ca



	Grid	Basketball	Tennis	BMX Facility	Playgrounds	Accessible Swings	Sports Fields	Ball Diamonds
Parks								
1 Boyne Soccer Field	C4					●		
2 Brookville Park	A2	●			●	●		●
3 Campbellville Park (New)	A3				●			●
4 Campbellville Park (Old)	A3				●			●
5 Drumquin Park (Track 2000 Milton BMX Club)	D4				●	●		●
6 Moffatt Park	A2				●			●
7 Omagh Park	C4							
Schools								
1 Brookville Public School	A2							
2 École Élémentaire Catholique Saint-Nicolas	D4						●	
Community Halls								
1 Boyne Community Centre	C4						●	
2 Campbellville Lions Club Hall	A3							
3 Nassagaweya Community Centre	A2							
Pioneer Cemeteries								
1 Bloomfield Pioneer Cemetery	D3							
2 Cove Pioneer Cemetery	A1							
3 Deforest Pioneer Cemetery	B3							
4 Hopkins Pioneer Cemetery	A3							
5 Kean Family Cemetery	A2							
6 Moffat United Church Cemetery	A2							
7 Bowes Cemetery	C4							
Other								
Town Hall	C3							
Fire Hall	A3							
Milton District Hospital	B3							
Neighbourhoods								
1 Mountain View								
2 Old Milton								
3 Fallingbrook								
4 Forest Grove								
5 Valley View								
6 Bronte Meadows								
7 Wilmott								
8 Coates								
9 Timberlea								
10 Dorset Park								
11 Dempsey								
12 Clarke								
13 Beaty								
14 Bowes								
15 Milton Heights								
16 Scott								
17 Harrison								
18 Walker								
19 Ford								
20 Cobden								
21 Derry Green Industrial/Business Park								
22 401 Industrial Area								
23 Nassagaweya								
24 Esquesing								
25 Trafalger								
26 Nelson								
Future Facility								
1 Campbellville Community Centre (Nassagaweya Tennis Club)	A3							

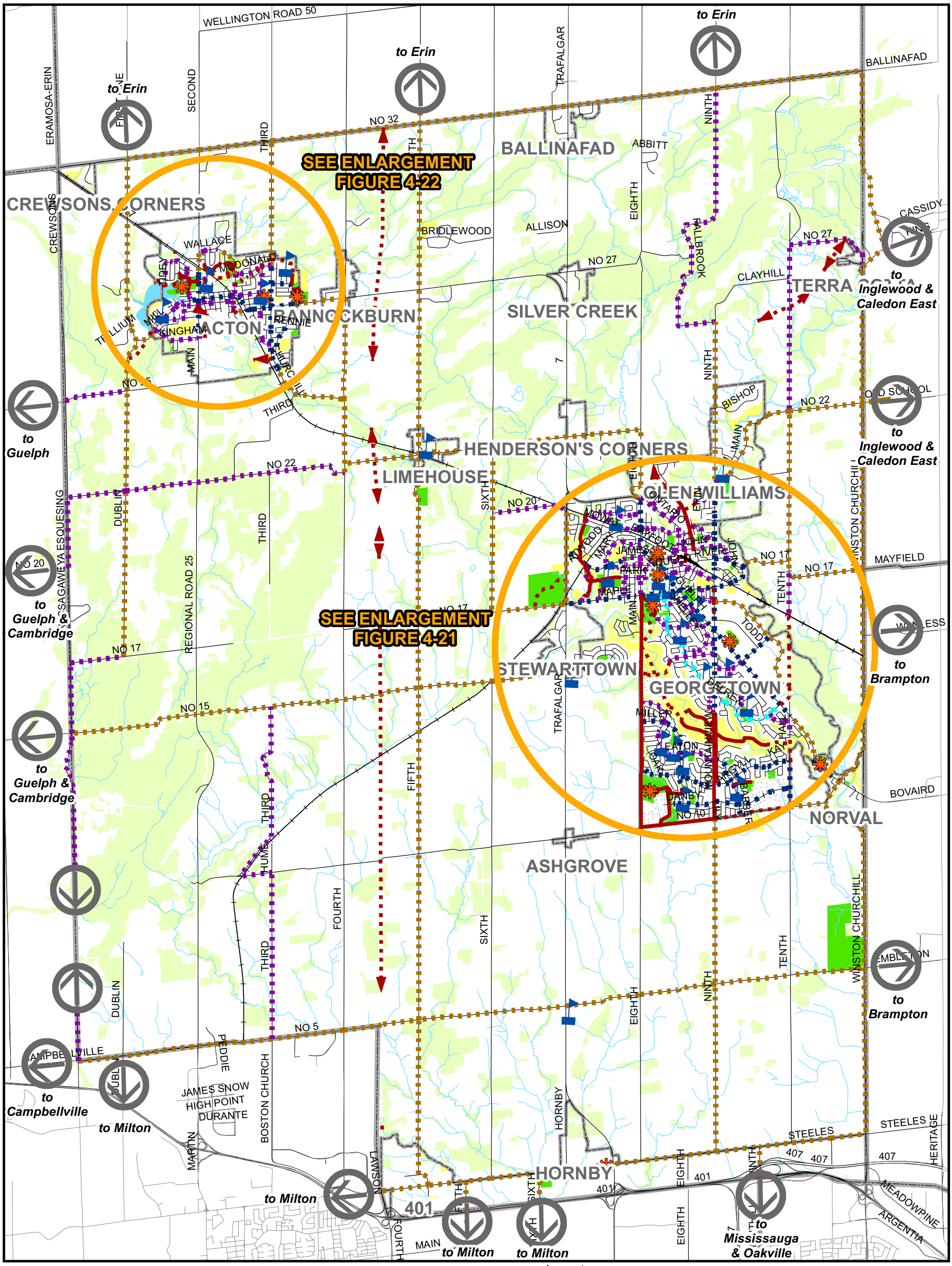
TOWN OF MILTON

Milton Transit

www.milton.ca

APPENDIX D

Halton Hills AT Network



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 4-16
Recommended Facility Types

TOWN WIDE

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connection

On Road Cycling Routes

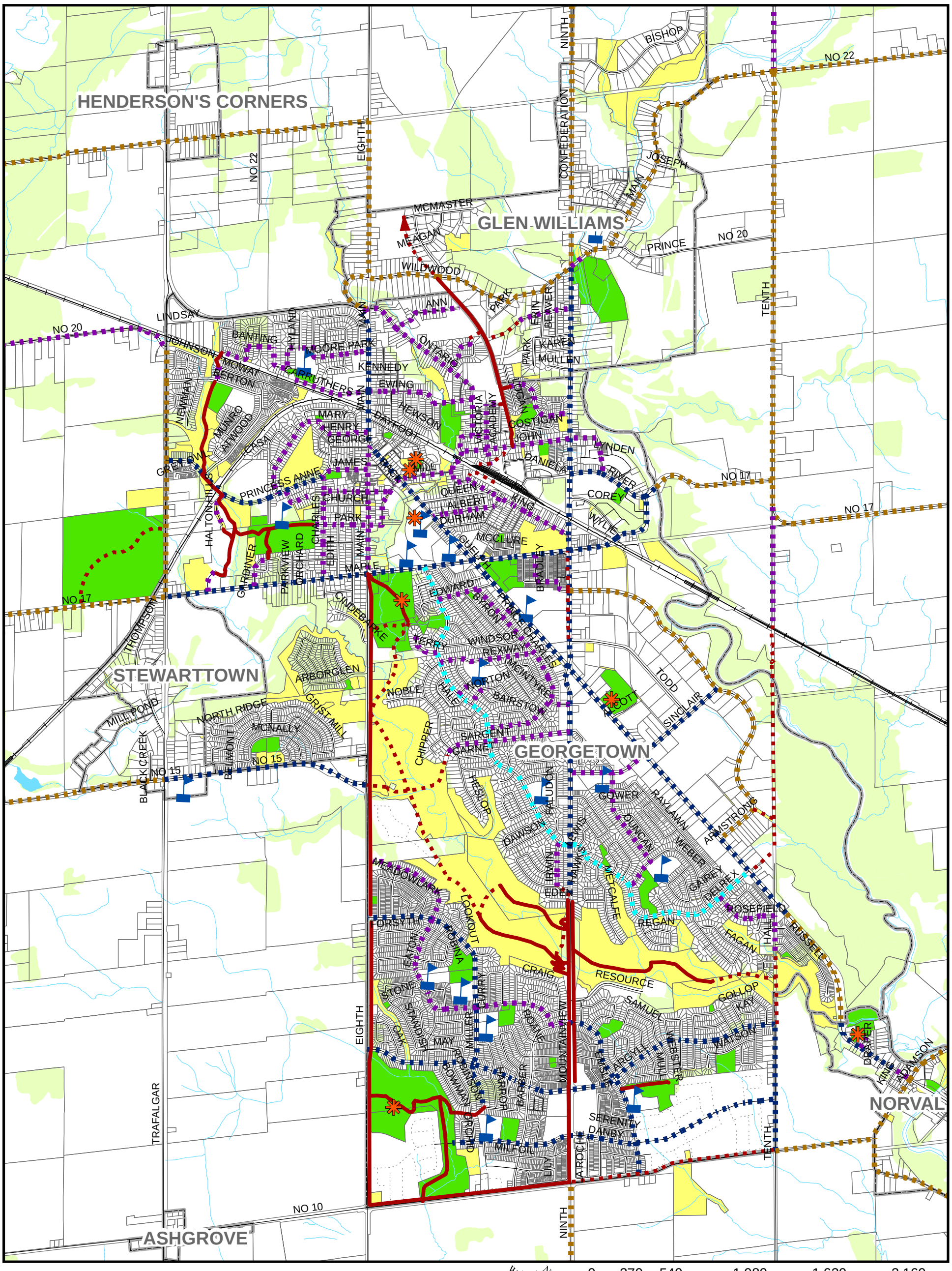
- Existing Signed Route
- Proposed Signed Route
- Existing Bike Lane
- Proposed Bike Lane
- Existing Paved Shoulder
- Proposed Paved Shoulder
- Existing Edge Line
- Proposed Edge Line

Off Road Cycling Routes

- Existing Off Road Route
- Proposed Off Road Route (includes routes from previous studies and other routes identified by Study Team)

TOWN OF HALTON HILLS

MMM GROUP



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 4-17
Recommended Facility Types

GEORGETOWN

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection

On Road Cycling Routes

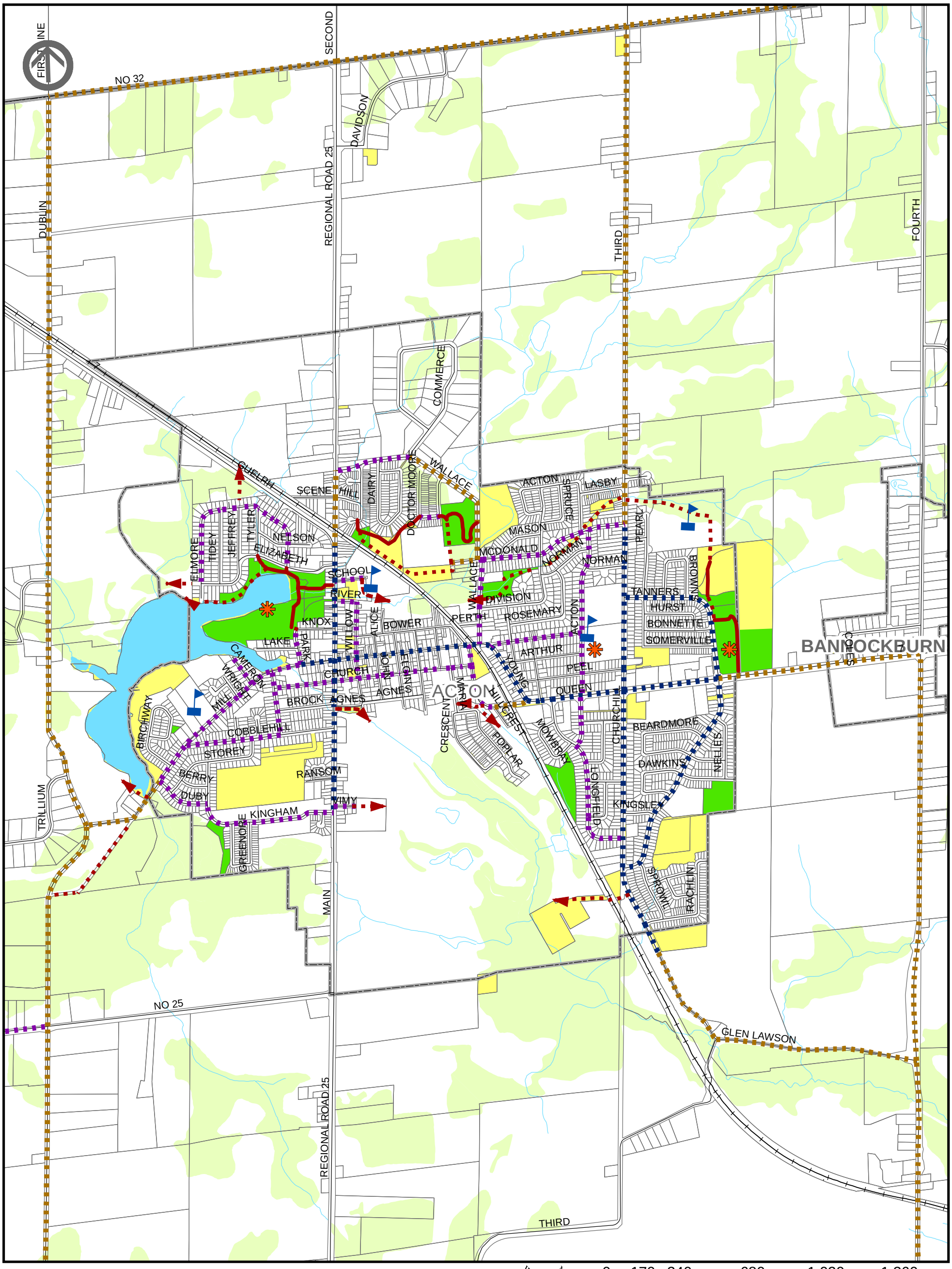
- Existing Signed Route
- Proposed Signed Route
- Existing Bike Lane
- Proposed Bike Lane
- Existing Paved Shoulder
- Proposed Paved Shoulder
- Existing Edge Line
- Proposed Edge Line

Off Road Cycling Routes

- Existing Off Road Route
- Proposed Off Road Route (includes routes from previous studies and other routes identified by Study Team)

TOWN OF HALTON HILLS

MMM GROUP



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 4-18
Recommended Facility Types

ACTON

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connection

On Road Cycling Routes

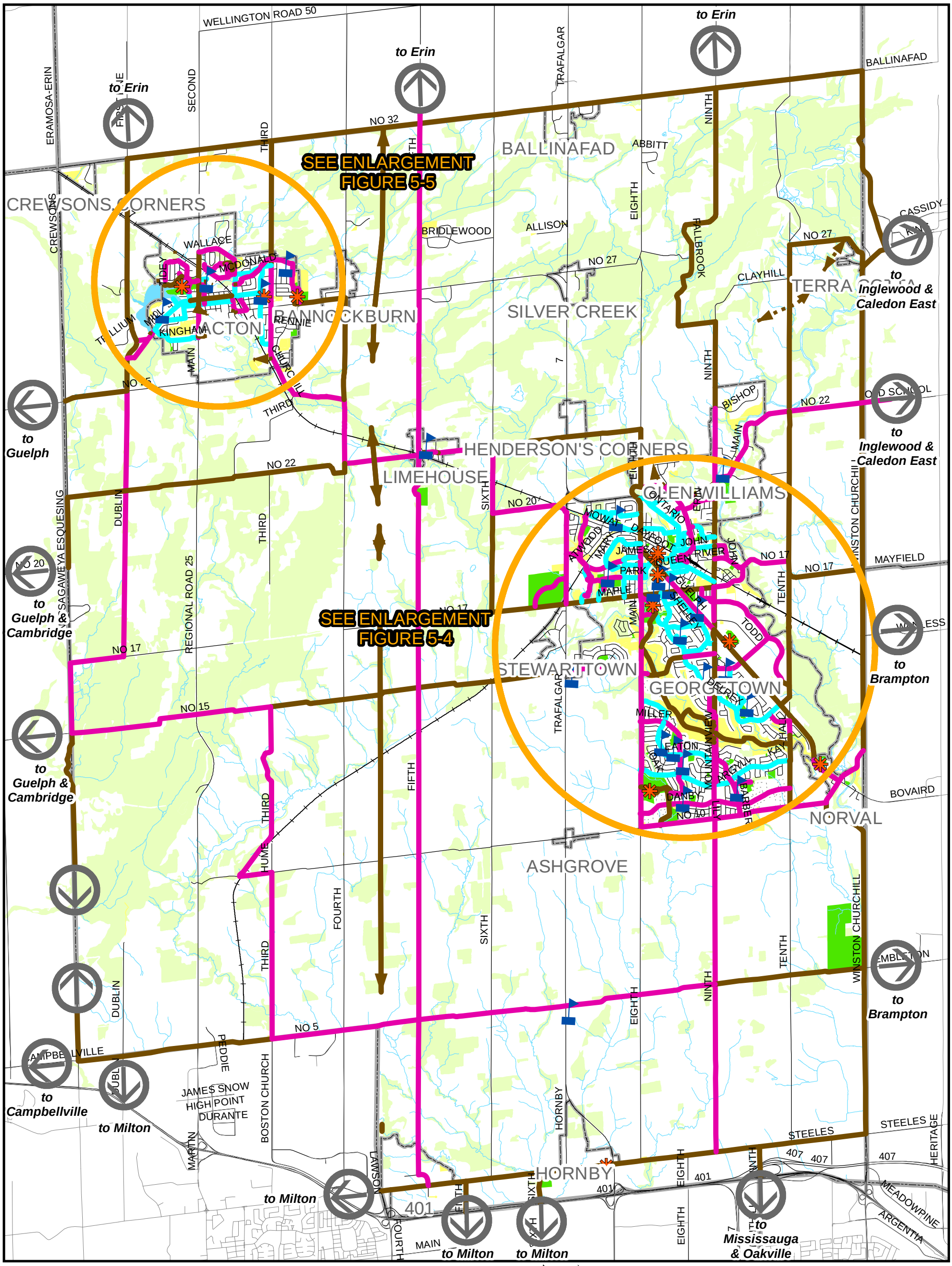
- Existing Signed Route
- Proposed Signed Route
- Existing Bike Lane
- Proposed Bike Lane
- Existing Paved Shoulder
- Proposed Paved Shoulder
- Existing Edge Line
- Proposed Edge Line

Off Road Cycling Routes

- Existing Off Road Route
- Proposed Off Road Route (includes routes from previous studies and other routes identified by Study Team)

TOWN OF HALTON HILLS

MMM GROUP



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 5-3
Proposed Implementation Schedule

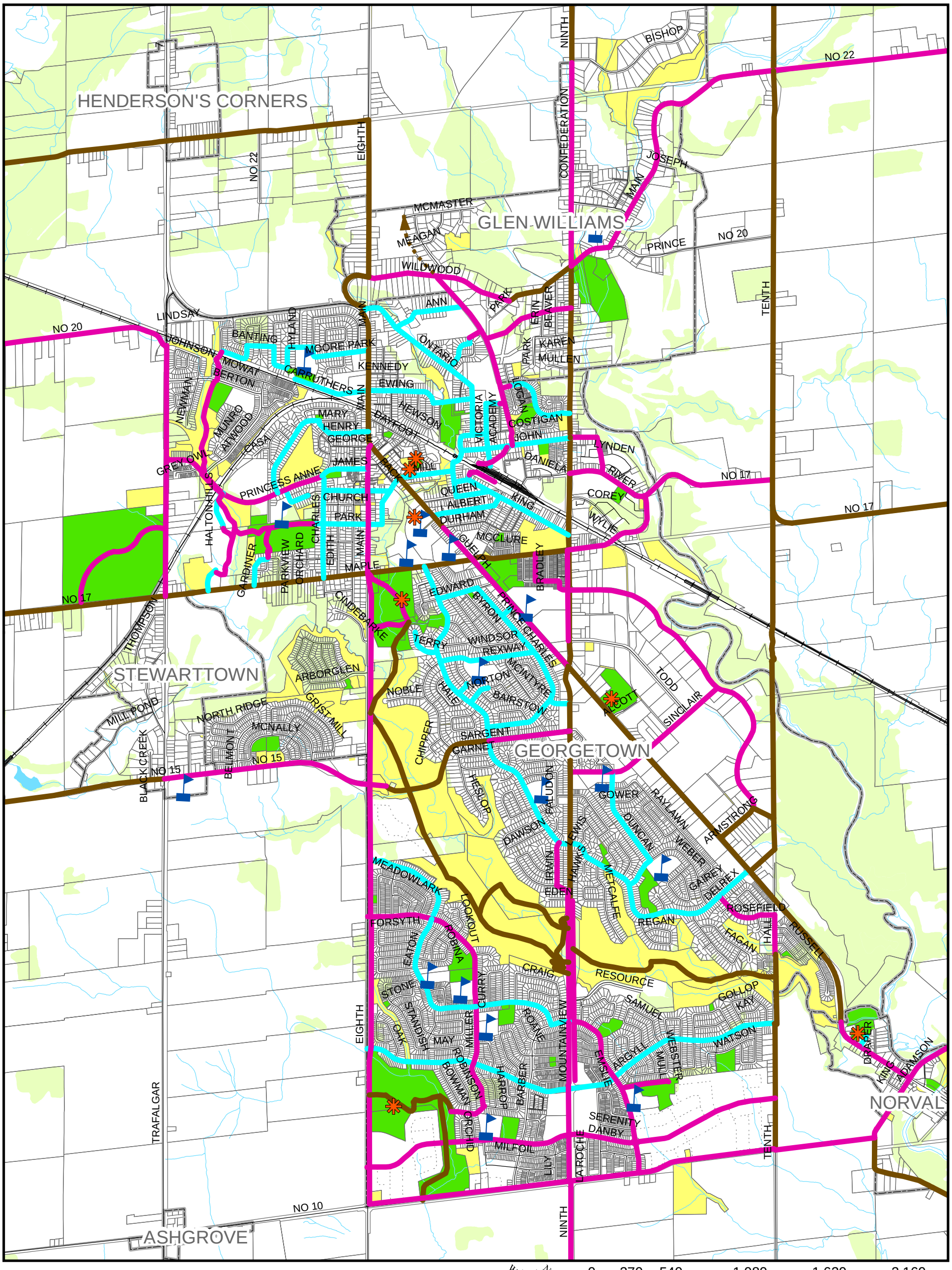
TOWN WIDE

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connection

Proposed Phasing
- Existing
- Short Term (Year 1)
- Mid Term (Years 2 to 10)
- Long Term (Years 11+)

TOWN OF HALTON HILLS

MMM GROUP



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 5-4
Proposed Implementation Schedule

GEORGETOWN

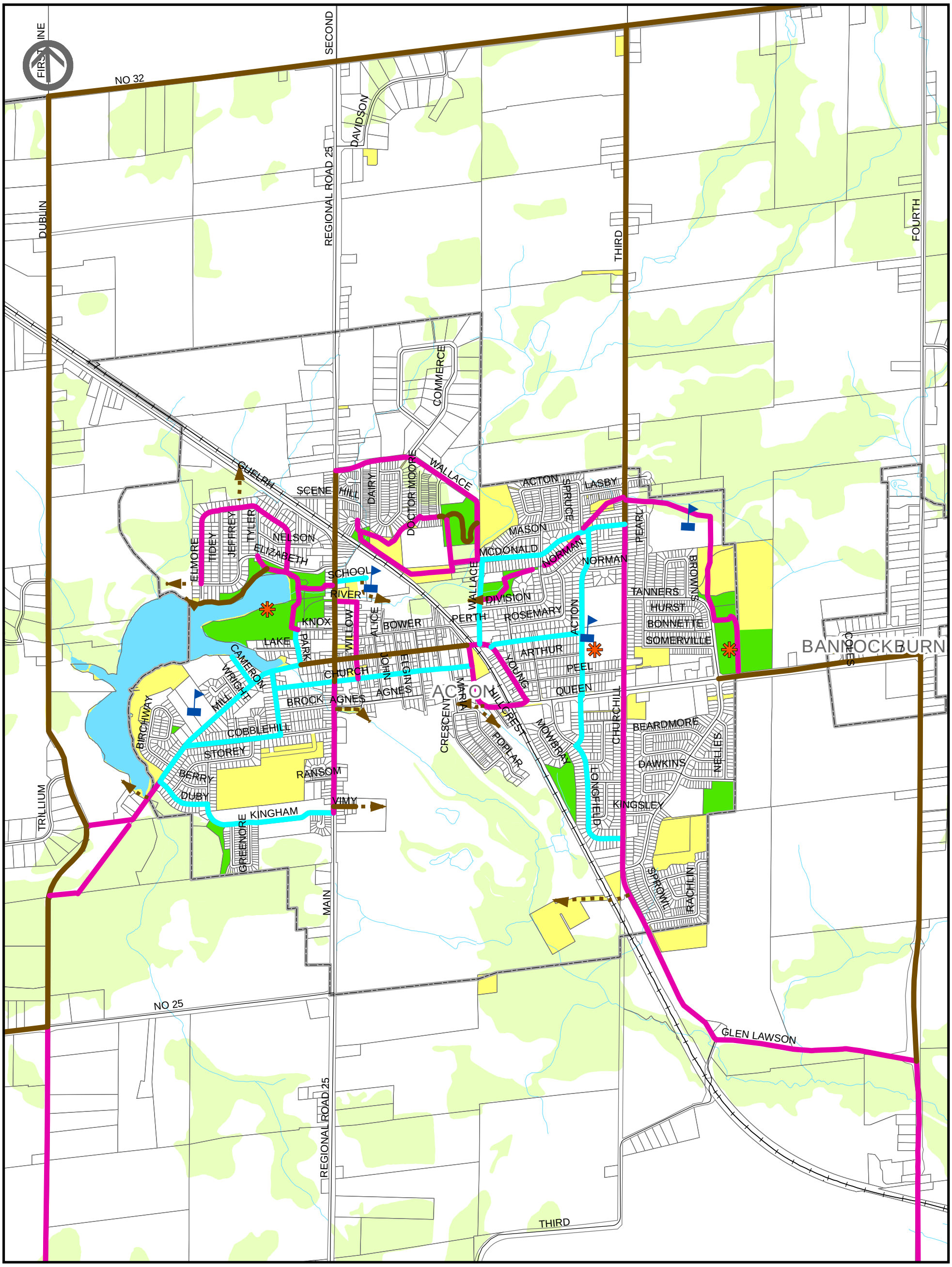
- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection

Proposed Phasing

- Existing
- Short Term (Year 1)
- Mid Term (Years 2 to 10)
- Long Term (Years 11+)

TOWN OF HALTON HILLS

MMM GROUP



Town of Halton Hills
Cycling Master Plan

June 2010

DRAFT FIGURE 5-5
Proposed Implementation Schedule

ACTON

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connection

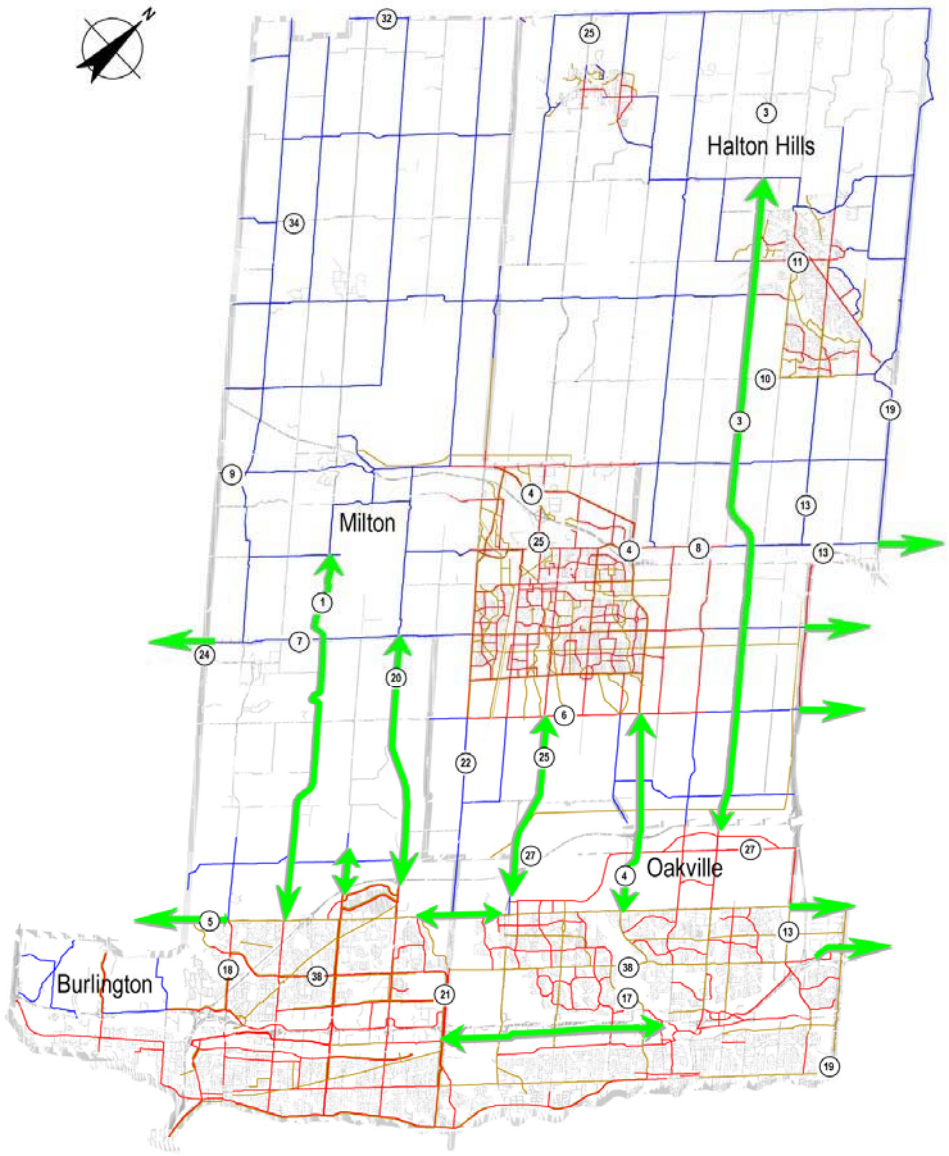
Proposed Phasing
- Existing
- Short Term (Year 1)
- Mid Term (Years 2 to 10)
- Long Term (Years 11+)

TOWN OF HALTON HILLS

MMM GROUP

APPENDIX E

Consolidated AT Network



* LINKAGES SHOW ON THIS MAP ARE GRAPHICAL IN NATURE AND ARE APPROXIMATE AND DOES NOT ATTEMPT TO DELINEATE AN EXACT LOCATION

Halton REGION

Consolidated Cycling and Trails Network (2031)

Legend:

- Bike Lane
- Paved Shoulder
- Multi-Use Path
- Enhanced Linkage Opportunities

*Note: Some missing lengths signed as "On Road" bicycle facility ("Share the Road")

August 2011