Town of Caledon

Active Transportation Master Plan

June 2024

TOWN OF CALEDON

Acknowledgements

The Town acknowledges that it is situated on lands that are home to many Indigenous Peoples from across Turtle Island (North America). The Town realizes the need and value of understanding more about the rich history of this land and its Indigenous Peoples, which will help the Town be better neighbours and partners.

This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation, and part of the traditional Territory of the Huron-Wendat, Haudenosaunee Peoples, and the Anishnabek of the Williams Treaties.

We acknowledge the enduring presence and deep traditional knowledge and perspectives of the Indigenous Peoples with whom we share this land today.

The study team would like to thank members of the public and Stakeholder Advisory Group, Active Transportation Task Force, as well as Mayor Groves, Members of Council and Caledon staff who gave their time and input into the development of the ATMP. It is our hope that this plan provides Town staff and its partners with the tools and guidance necessary to advance active transportation. The master plan and active transportation program have been developed to be flexible and dynamic, evolving with the emergence of best practices, new innovations and responding to ongoing community needs and priorities.

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List of Abbreviations

AODA – Accessibility for Ontarians with Disabilities Act

AT – Active Transportation

ATMP – Active Transportation Master Plan

ATTF – Active Transportation Task Force

CRT – Caledon Rail Trail

CVC – Credit Valley Conservation

CVT – Credit Valley Trail

EA – Environmental Assessment

GGH – Greater Golden Horseshoe

GTA – Greater Toronto Area

GTHA – Greater Toronto and Hamilton Area

HVHTA – Humber Valley Heritage Trail Association

MCEA – Municipal Class Environmental Assessment

MMTMP – Multi-Modal Transportation Master Plan

MTO – Ontario Ministry of Transportation

OP – Official Plan

OTM – Ontario Traffic Manual

PIC – Public Information Centre

PXO – Pedestrian Crossover

SABE – Settlement Area Boundary Expansion

TAC – Technical Advisory Committee

TAC – Transportation Association Canada

TRCA – Toronto and Region Conservation Authority

Executive Summary

In 2022, the Town of Caledon began an Active Transportation Master Plan (ATMP) with a focus on promoting active transportation, trail development, and utilization to create a livable and sustainable community today and for years to come. The plan provides the necessary framework to develop and manage a community that includes more active transportation in a cost-effective manner that will connect, integrate, enhance, and expand on our existing facilities. To this end, the Town initiated the ATMP, which completed a comprehensive review of its pedestrian, cycling and trail-related policies and plans. The ATMP identifies a network of active transportation facilities, programs, and policies that aim to make active transportation safe and comfortable for all ages and abilities of people.

The ATMP creates a path forward that is flexible and focused on community needs. It is a product of almost two years of technical review, more than 20 in-person and virtual public consultation events, discussions with the Caledon Active Transportation Task Force (ATTF), the Region of Peel and adjacent municipalities, internal and external discussions through the Technical Advisory Committee (TAC), Public Information Centre (PIC) and with Conservation Authorities and the Province.

The ATMP's vision is the following:

> ***The Town of Caledon will be a leader in active transportation, by providing all residents opportunities for a high quality of life and active living by ensuring that cycling and walking are convenient, comfortable, and sustainable modes of transportation for all ages, abilities, and trip purpose, and that all villages and urban centres are connected through a balanced network of on-road and off-road safe facilities.***

A set of goals and objectives were developed through discussion with stakeholders and the public. The plan and policies that have been developed as part of the ATMP will provide a connected network of Active Transportation Network in Caledon in a reasonable and financially sustainable manner through primarily routine accommodation. This means that the recommended improvements will be part of future capital projects and Environmental Assessments and studies (EA) for further investigations and detailed design.

The Caledon Council recently approved the 2023-2035 Strategic Plan and identified Transportation and Mobility as a Strategic Priority. The ATMP directly aligns with the following values in the Strategic Plan and includes the following priority and focus areas:

- Complete Active Transportation Master Plan to map out long term investments required to diversify our transportation options.
- Connecting communities by completing the design to convert the Orangeville to Brampton rail corridor into a multi-use trailway.

The ATMP's visions and outcomes align with the Caledon 2023-2035 Strategic Plan in various directions with providing inclusive and context sensitive active transportation facilities and programs that offer the best user experience for all ages and abilities in rural and urban areas. Caledon's Strategic Plan guiding principles are also consistent with the ATMP. Both involved extensive public consultation and community involvement in their development. Both included working and collaborating with all levels of governments and partners to explore and improve network connectivity. The ATMP and Strategic Plan are both measurable, as the outcomes and recommendations are evidence based and positively improve user experience.

What is Active Transportation?

Active transportation is any form of human-powered transportation, including walking, cycling, inline-skating, skateboarding, and moving with mobility devices. It is about getting to work or school, going shopping, running errands, visiting friends and family, or other trips by walking, biking, and rolling. An active transportation network includes sidewalks, multi-use trails and paths, crosswalks, on-road, and on-boulevard cycling facilities, and off-road trails.

Goals and Objectives of the ATMP

The goals and objectives outline targeted actions and directions that the Town can take to achieve the vision as part of the ATMP.

- Examine and evaluate the existing condition of cycling and trails network and identify the gaps and opportunities.
- By filling up the gaps, expand the network of existing and planned cycling and trails network.
- Adopt a balanced strategy that considers the environment, financial considerations, and the need and desire for increased infrastructure and services.
- Develop a complete active transportation network that connects all villages and urban centres across the Town.
- Increase the network's capacity by building more high-quality cycling and trail facilities that link to destinations across Caledon.
- Provide an accessible network that enables residents of all ages and abilities to use the Town's cycling, multi-use trail, and pedestrian trail facilities.
- Address specific issues that hinder active transportation or are uncomfortable for hikers and cyclists.

ATMP Guiding Principles

The qualitative framework for assessing each of the goals and objectives is provided by principles, which will serve as a guide for the implementation of the ATMP. The Caledon ATMP's guiding principles are as follows:

Planned and Context Sensitive

Cycling facilities and trails will be considered when planning and developing the neighbourhood and future developments, in consultation with the community and stakeholders.

Connected

The Caledon communities will be linked together both internally and externally by cycling facilities and trails, which will also connect key locations.

Diverse and Inclusive

The bike and trail network will be created to accommodate a variety of users, skill levels, and interests.

Inspirational

The Town's natural, cultural, and recreational assets will be promoted and encouraged through the utilisation of cycling facilities and trails.

Accessible

Where possible, cycling facilities and trails will be accessible to people of all ages and abilities, following AODA requirements.

Safe

The design and management of the cycling and trail network will take user comfort, safety, and security into account.

Sustainable

The cycling and trails system will be created and run in a way that protects the environment, helps address climate change, and is fiscally responsible.

Collaborative

The Town works collaboratively with its partners including all levels of governments and municipal partners to deliver active transportation projects to the community.

Measurable

Outcomes and implementation strategies are evidence based and positively improve users' experience.

Community Priorities

The ATMP outlines a dynamic strategic plan that centres around four key themes that emerged as community priorities through the study and as part of public engagement and discussions with stakeholders.

- **Infrastructure** will be advanced in a cost-effective yet timely manner by leveraging capital projects and developments and annual active transportation planning and implementation program budgets to fill the gaps.
- **Connectivity** will occur by prioritizing bold initiatives such as the Caledon Rail to Trail (CRT) Conversion Project, localized neighbourhood mini-networks and intensification areas, as well as access across physical barriers (Etobicoke Creek Trail to Mayfield West 2 through Highway 10), and regional connection to adjacent municipalities such as Humber Valley Heritage Trail to the Super Trail Network in the City of Vaughan.
- **Safety** will be prioritized through physically separated pedestrian and cycling infrastructure for all ages and abilities, following best practices and most recent Provincial standards along Collectors and Arterials.
- **Awareness and Culture** within the organization and broader community will be fostered through ongoing education and outreach as well as expanding active transportation policies and guidelines in applicable Town plans.

How We Heard It

The community's care and passion for shaping the future of walking, rolling, and riding within the Town of Caledon was evident from what we heard throughout the ATMP engagement process. Face-to-face chats and interactions with community members were the focus of the study. In 18 months, hundreds of residents were engaged through hours of face-to-face conversations at 17 local events, 2 Public Information Centres (PIC), 3 Technical Advisory Committee (TAC) meetings, including Provincial, Regional, adjacent municipalities staff and Town staff as well as meetings with the Town's Active Transportation Task Force. Even more participants were reached through online engagement that complemented the in-person efforts.

Key Recommendations

The 45 recommendations including more than 400km new active transportation routes that emerged from the study and have been organized under the four themes to highlight how the Town plans to address community priorities. Some are a formalization or expansion of Town's current practices and others highlight next steps. The master plan and program are intended to be flexible and dynamic.

The recommendations rely on several guidelines and plans:

- Active Transportation Implementation Framework.
- Implementation Policies for Pedestrian Facilities.
- Contextual Guidance for Selecting All Ages and Abilities Cycling Facilities.
- Active Transportation Facility Gaps when Applying the Proposed Implementation Criteria.
- Priority Cycling and Multi-use Trail Networks.
- Orangeville Brampton Railway Corridor (Caledon Rail to Trail (CRT)) Proposed Concept Framework.

Even though many recommendations address more than one priority, they have only been listed under the priority that is most applicable. Recommendations are not listed in order of priority.

Infrastructure

Rec #	Recommendations
DC-1	The Town will ensure that developers are aware of the updated development standards manual to use as standards for new active transportation facilities. This will be used to support developers in constructing context appropriate facilities that meet standard requirements for active transportation use, as well as on-going operations and maintenance.
DC-3	Identify and leverage larger capital projects and developments to improve active transportation infrastructure (i.e., routine accommodation).
NR-1	The Town will plan for the implementation of more than 400km of recommended cycling and trails network based on the Implementation Framework, leveraging future capital projects, development applications and standalone projects.
NR-2	The completion of the CRT will be prioritized in the implementation of the Multi-use Trails Network. This includes completing early activities, completion of supporting studies and consultation, detailed design, and construction. The Town should establish working groups with its partners, and stakeholders as well as consultation with adjacent landowners to prepare a comprehensive vision for this strategic corridor for the next stages of the project.

NR-6	The Town should upgrade and modernize the existing trail access gates for Caledon Trailway and community trails as part of future capital projects. New trail access controls will need to balance preventing motor vehicle access while enabling trail users to comfortably access the trail whether they are on foot, using a mobility device, or a type of bicycle.
PO-1	Adopt the latest design guidelines for developing active transportation facility design, including OTM Books 12A, 15, and 18.
PO-3	Update the Town-wide Design Standard Manual and design drawings to reflect updated design guidance.
PO-4	All new and reconstructed urban arterial and collector roads should include protected intersections, linear cycling and pedestrian facilities on both sides of the roadway and consider crossings that will service the multi-use trails system to provide the most direct and comfortable route for pedestrians and cyclists. Rural cross-sections should include paved shoulders. Also, Road Reconstruction projects should include protected intersections, pedestrian and cycling facilities within the boulevard and consider crossings that will service the multi-use trails system, based on the land use and feasibility.
PO-12	Incorporate the minimum bicycle parking requirements within the parking requirements of the municipal by-law based on values in the Bicycle Parking Policy.
PO-13	The Caledon ATMP should inform the policy updates in the future Transportation Master Plan and ultimately the Official Plan as well as other secondary plans and studies.
PO-14	Continue to identify annual planning and implementation program budgets for pedestrian, cycling, and multi-use trail projects. This should not preclude supportive amenities such as bike repair stations, rest areas/benches, bike parking, and informational kiosks.
PO-16	Adopt updated standard cross-sections outlined in the Multi-Modal Transportation Master Plan (MMTMP), based on the context, for new development including various cycling facilities such as multi-use paths, cycle tracks, and paved shoulders.
PO-17	Adopt updated cycling facility selection guidance (OTM Book 18) for new developments.
PO-18	Implement pedestrian facilities based on road classification and the radius surrounding generators of pedestrian traffic based on the Sidewalk Policy (Table 10). For urbanized cross-sections, sidewalks or multi-use pathways may be used to provide pedestrian facilities. For rural/non urbanized cross sections, pedestrian accessible paved shoulders are appropriate.
PO-21	Identify, prioritize, and incorporate infrastructure gaps not addressed through routine accommodation into the annual active transportation planning and implementation programs.

WS-1	Develop agreements with agencies and authorities where partnerships would provide additional investment, synergies, and support to implement pedestrian, cycling and multi-use recreational trail network segments.

Connectivity

Rec #	Recommendations
DC-2	Require developers to extend sidewalks beyond the limits of the subdivision to provide a connection with other pedestrian-related facilities, as needed.
NR-3	Refine the proposed trails with appropriate consideration of connector trail network links through, but not limited to, the block, subdivision and/or site planning processes.
NR-4	Advance the local network through development, relevant capital infrastructure projects, or related environmental assessments put forward by other agencies or parties that may allow key municipal connections.
NR-5	Working with relevant stakeholders to improve connectivity and pursue regional trail network, working with relevant stakeholders. This includes: • Working with TRCA, City of Vaughan and Township of King to connect the Humber Valley Heritage Trail to Nashville Resource Management Tract and Vaughan Super Trail. • Working with the MTO to secure a connection between Etobicoke Creek Trail and Mayfield West 2 and CRT through a connection over Highway 10. • Working with developers and TRCA, as part of the secondary plan process, to pursue and explore the connection of Humber Valley Heritage Trail to CRT through a balanced network of on- and off-road road trails, as part of the secondary plans within SABE area and further foster the culture of walking and cycling communities by implementing the principles of the ATMP. • Working with the City of Brampton to create direct connections of on- and off-rad trails to Brampton's existing and planned trails, through the expansion of the SABE area. Working with Brampton, Orangeville, Mississauga and CVC for coordination and construction of CRT.
PO-2	Prioritize linkages of active transportation facilities which provide direct access to major destinations.
PO-5	Locate mid-block pedestrian connections/mews centrally in blocks that are longer than 200 metres in length and connect to sidewalks, trails, or pathways on either end, as needed. Consider mid-block crossings where necessary to connect multi-use recreational trail network across arterial, collector and/or local roads.

PO-19	Develop and update annual active transportation programs as part of the budget approval process.
PO-20	Consider connections within the road allowance where a continuous trail system is not possible and, where possible, design to match the trail facility (width, markings, and material).

Safety

Rec #	Recommendations
PO-6	Review trail crossings along Caledon Trailway and assess the feasibility and the needs for further improvements such as PXO following OTM Book 15 and 18.
PO-7	Design, construct, and maintain multi-use trails consistently according to expected user volumes and opportunities for year-round active transportation travel. Consider winter and general maintenance, waste removal, and/or emergency access in the design, as required.
PO-8	The use of minimum width cycling facilities should be limited to constrained corridors where desirable or preferred cycling facility widths cannot be achieved after all other vehicular travel lanes or parking lanes (if applicable) have been narrowed to minimum widths appropriate for the context of the roadway.
PO-9	Road Resurfacing projects should consider opportunities to include dedicated space for cyclists through the narrowing of vehicular travel lanes and paving shoulders on rural / non-urbanized cross-sections, etc.
PO-10	New and Upgraded Traffic Signal projects should include the opportunity to implement cycling facilities. All new or upgraded traffic signal designs and implementation should comply with AODA standards and include appropriate crossing treatments for pedestrians and cyclists.
PO-11	Acknowledging that intersections pose the greatest danger to vulnerable road users, pedestrians, and cyclists, a “protected intersection” type design shall be the preferred intersection and driveway treatment for pedestrians and cyclists in urban areas. This treatment has shown to improve street level interactions, making them a more comfortable and predictable experience for all users including motorists.
PO-22	Appropriate buffers, separation or off-sets should be provided between cycling facilities and vehicular travel lanes, vehicular parking lanes/dooring zones, barrier curb (all measured from face of curb) as well as sidewalk, vertical obstructions such as raised planters/hydro poles, etc.

Awareness and Culture

Rec #	Recommendations
M-1	Develop a monitoring and evaluation program for the ATMP to monitor progress on the plan implementation and its impacts.
PO-15	Research new and emerging trends and technologies such as bike share, e-bikes, and e-scooters.
PR-1	Improve the safety of children and youth as they make their way between home, school, and out-of-school-time programs. Provide an opportunity to educate children and parents on school crossing procedures, road safety and rules of the road on an ongoing basis and work with schools to develop active school travel plans for the surrounding community. The Town should promote and build awareness of the program through various media and communication channels.
PR-2	The Town should establish an annual education, outreach, and awareness plan and program including partnering with area cycling events and organizations such as the Bike the Creek, and Caledon Bike Hub. Budget should be identified for outreach related to active transportation. Grant opportunities related to education, outreach and awareness may supplement the annual budget.
PR-3	The Town should continue promoting June as a Bike Month.
PR-4	The Town should develop an annual communications plan and calendar for ongoing annual messaging. For example, safety tips, bike month promotion, active and safe routes to school, trail etiquette, etc.
PR-5	The Town should develop a consistent and recognizable public “identity” for active transportation and use it to create a display and associated materials that can be used in the format of a booth at Town events, etc. This “identity” will help to raise awareness of active transportation within the Town.
PR-6	The Town should follow a branding, wayfinding, and signage strategy for town-wide trail networks, including trail name signage at access points and junctions, and permitted uses. The Town should explore engaging active transportation and recreational users with online interactive experiences.
PR-7	The Town should consider enhancing the trail experience by partnering with organizations and independent groups to develop educational, cultural, and other similar engagement programs, to promote the trail network as a platform for special events and encourage active lifestyles.
PR-8	The Town should celebrate and promote the opening of new active transportation facilities and educate the local community on use. It is recommended that these “grand opening” events should form part of the short-term education and outreach program. In addition, education on use should be incorporated into the events and complimented by communications through social media and the Town’s digital platforms.

PR-9	Expand internal knowledge base as it relates to active transportation by organizing learning sessions or webinars on a regular basis.
PR-10	The Town should honour the history of Caledon and its trail systems by implementing informational plaques at key locations such as trail entrances, pavilions, and historic sites.
WS-2	Continue establishing and working with the Active Transportation Task Force.
WS-3	Establish working groups specific to the CRT Trail to provide strategic advice and general oversight to the project.

Implementation Framework

Cost-effective and Timely Implementation

A key outcome of the ATMP is the two-pronged implementation framework for pedestrian, cycling, walking, and trail infrastructure which will help the Town advance active transportation infrastructure in a cost-effective yet timely manner. Firstly, the implementation framework starts with identifying and leveraging planned capital projects and new development to provide active transportation. Secondly, dedicated active transportation planning and implementation programs have been established to flexibly address the remaining gaps in the network using standalone projects.

Dynamic and Flexible Prioritization of Gaps

Gaps will be identified, prioritized, and incorporated into the annual active transportation planning and implementation programs based on these opportunities and others as they arise:

- Cycling and Pedestrian Gaps.
- Standalone Cycling Network Expansion.
- Priority Multi-use Trail Network connections.

The network priorities identified in the Active Transportation Master Plan will be used as a starting point and framework for a dynamic prioritization matrix to be tweaked annually as new opportunities or priorities arise and are confirmed through the annual budget approval and capital programming process.

Active Transportation Implementation Framework

Implementation Framework	Strategy

Routine Accommodation by Leveraging Capital Projects and New Developments	As part of Comprehensive Capital Projects:
	• Internals
	  ▪ Capital Projects – State of Good Repair (e.g., in conjunction road resurfacing projects, etc.).
	  ▪ Capital Projects – Growth (Sidewalk, Cycling, Mult-use trail and Pavement Marking, etc. in conjunction with road construction or reconstruction, intersection and crossing improvement, etc.).
	• Externals
	  ▪ Peel Region Road Widening Projects.
	  ▪ Active Transportation Facilities Within the Boulevard.
	  ▪ Multi-use trail crossing opportunities.
	  ▪ TRCA and CVC trail projects.
	• Through New Developments
	  ▪ Intensifications Areas, Secondary Plan Areas such as SABE, Block Plans, Subdivisions, site Plans, etc.

Active Transportation Program – Bridging gaps with standalone Active Transportation Projects	Standalone Cycling, Sidewalk, and Trail Projects • Standalone Cycling Projects – focusing on connecting localized neighborhood network. • Sidewalk – focus on filling gaps in existing areas. • Trails - focusing on building trail connections within communities and connecting localized neighborhood networks to Primary trails network.

Pedestrian Network Policies

Generator	Pedestrian Facility Implementation Policy
Urban Arterial Road	On both sides of urban arterial roads.
Urban Collector Road	On both sides of all urban collector roads.
Urban Local Road	On one side of all urban local roads, except for the following generator instances:
Transit	On both sides of every street that serves a transit route.
Intensification/Urban Area	On both sides of the road in the intensification areas.
School	On both sides of every street within 800 metres of a school.
Community Facilities/Local Amenities	On both sides of every street within 400 metres of a community facility or local amenity.
Parks and Trails	On both sides of every street within 500 metres of a community facility or local amenity.
Pedestrian and Cycling network	To minimize gaps in the street, providing pathway connections, as well as the multi-use trails network.

Cycling Network Expansion Policy

All new and reconstructed arterial and urban collector roads (both major and minor) will include protected intersections, separated in-boulevard cycling facilities on both sides of the roadway and crossings that will service active transportation facilities to provide the most direct and comfortable route for both pedestrians and cyclists. A cycling network was developed that identifies key corridors throughout the Town which will serve to expand the transportation choices for residents and visitors of Caledon through the inclusion of comfortable infrastructure that caters to riders of all ages and abilities.

A fundamental component of creating a cycling network that caters to riders of all ages and abilities is implementing a connected network of appropriate facility types to the traffic environment. To aid in appropriate facility selection during the implementation of the cycling network, ATMP adopts best practices such as Ontario Traffic Manual (OTM) Book 18 and Transportation Association of Canada (TAC) guidelines that responds to the needs of users of all ages and abilities.

Prioritize Caledon Rail Trail and Connections to Regional Trail Routes

Community feedback identified that people are enjoying the trails in Caledon and want more. This is in line with best practices and the ATMP vision and guiding principles. Connections to trails within Caledon and to neighbouring jurisdictions and new proposed connections have been identified. They represent the refined opportunities identified from the network assessment process which had the greatest alignment with the evaluation criteria. Facility types were identified for each corridor based on a preliminary review of the corridor context and application of facility selection guidance from Ontario Traffic Manual Guidelines.

The future Caledon Rail Trail (CRT) was identified as a key priority for the Town based on how it creates new connections to trails and communities. The initiative creates a new north/south Town-wide trail which connects communities with a variety of major destinations, greenspaces, nature, cultural heritage, and pedestrian and cycling infrastructure. Through the study, residents and stakeholders acknowledged their enjoyment of the current trail system and showed strong support for the CRT. The proposed trail is approximately 51 kilometres in length and connect Orangeville to Mississauga, of which approximately 35 Kilometres is in Caledon.

The ATMP includes recommendations for new development areas such as the SABE in the south of Caledon. The overall network plan includes key Town-wide trails such as the Caledon Rail Trail and Caledon Trailway. New trail opportunities have been identified in the SABE to provide connectivity in addition to future on-road connections. Trail network priorities not implemented through routine accommodation opportunities will be prioritized as standalone projects and inform the annual active transportation planning and implementation programs. Another great opportunity will be the connection of the Etobicoke trail network over Highway 10 to Mayfield West 2, and Humber Valley Heritage Trail in Bolton to the Super Trail network in Vaughan as a priority. The ATMP recommends that the Town work with the adjacent municipalities, TRCA and MTO to secure the connections.

1. Introduction

1.1 What is an Active Transportation Master Plan?

The Active Transportation Master Plan (ATMP) establishes a vision, goals, and objectives for active transportation in the Town of Caledon which the plan sets out to accomplish through recommendations. It is a long-range transportation planning document that is intended to guide the planning, design, and implementation of cycling and pedestrian facilities within and outside of road rights-of-way. The plan also recommends programs and policies to support active transportation. The ATMP will be used to guide Town staff with planning for active transportation as part of development. It also provides recommendations for operations and maintenance of active transportation facilities and monitoring and evaluating active transportation. Finally, the ATMP provides a roadmap for implementing these recommendations, including identifying priorities, and funding considerations.

1.2 Benefits and Rationale for Active Transportation

Active transportation has many benefits for communities. At an individual level, people choosing to use active transportation will incorporate physical activity into their day, saving them time, improving their overall health, and reducing the likelihood of developing chronic diseases such as diabetes, heart disease, stroke, or cancer. Getting regular physical activity is found to also improve mental health, mood, and reduce symptoms of depression and anxiety. Active transportation creates opportunities for people to see and communicate with others while out walking or cycling which supports social connections, a person's sense of belonging, and reduces people reporting a sense of loneliness as well.

Active transportation allows people of a wider ranges of ages and abilities to be independent, considering that youth aren't legally allowed to drive, and seniors may no longer be able to. Some people may not be able to drive for various reasons or they cannot afford to own a car. Creating a network of safe, connected, quality active transportation facilities enable people to choose active transportation and have independent, affordable mobility options, and supports accessing public transit. Building a network of active transportation facilities therefore creates a more equitable transportation system.

Reducing the reliance on cars has an economic benefit, not only for people avoiding the cost of gas, but from associated benefits such as lower healthcare costs, fewer vehicle collisions, lower roadway costs, and less need for parking infrastructure, which can in turn increase property values. Designing for active transportation helps to create a human-scaled place that will support people visiting more local businesses and support tourism. Cycle tourism continues to grow and expand in Ontario, with local and international visitors who visit local businesses. Similarly, there are environmental benefits when active transportation is used instead of cars, such as no greenhouse gas emissions, no emission of pollutants that impact air quality, and a reduction in noise pollution. The implications of decisions around land use planning for active transportation have additional environmental benefits, such as requiring less land and enabling more compact land use. Active transportation is a critical action to address climate change and reach the Town's Council-endorsed target of net zero GHG emissions by 2050.

1.3 Active Transportation User Types

The following guidance is intended to provide a summary of common user types and considerations to support designing for the focus user types.

1.3.1 Pedestrians

People may be walking for different reasons, such as running an errand, walking socially with others, jogging, birdwatching, or walking a dog. There are a wide range of abilities for pedestrians that are informed by age and physical ability, which impact a person's walking speed and environmental perception (i.e., line of sight, cognitive understanding). Pedestrians could be using mobility devices such as a wheelchair or walker to support them.

Picture 1. Pedestrians

1.3.2 Cyclists

People use bicycles as a common way to travel around for utilitarian and recreational purposes. There are many different types of bicycles that provide different benefits for users such as the comfort and ability to carry cargo or travel further distances. Pedal-assist bikes have motors that are enabled to help people bike at certain speeds. People cycling can have a wide range of abilities, from people learning to ride a bike to very experienced, confident cyclists.

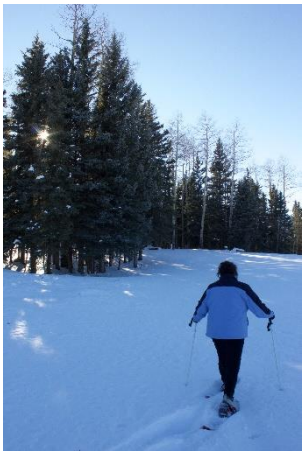
Picture 2. Cyclists

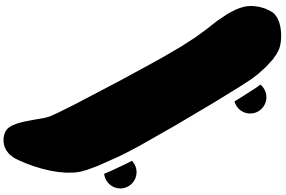
1.3.3 Other Active Transportation Users

Other active transportation users, who also use their own power to reach places, include those skateboarding, scootering, in-line skating and rollerblading, snowshoeing, and cross-country skiing. An inclusive active transportation system enables people to choose their mode of active transportation, has supporting infrastructure and a safe and well-connected network for various trip purposes.

Picture 3. Other active transportation users





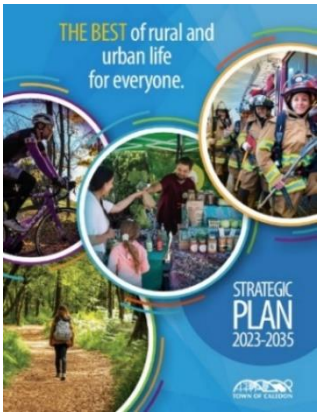

1.4 Study Guiding Documents

Active transportation is impacted by decisions around land use, development, and Town policies. The ATMP falls under the Town's Multi-Modal Transportation Master Plan (MMTMP) which identifies key policies and plans relevant for active transportation. As part of developing this plan, documents from the Town, Region of Peel, neighbouring municipalities, conservation authorities, and the Province of Ontario were reviewed to align with, integrate, and build upon existing policies, plans, and other initiatives.

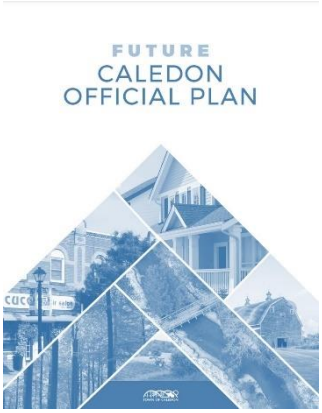
1.4.1 Town of Caledon Plans

Caledon Strategic Plan (2023-2035)

The Caledon Strategic Plan has strong directions in support of transportation and mobility, including completion of the ATMP, and the conversion of the Orangeville to Brampton rail corridor to a multi-use trail which has been highlighted as a priority for the Town including early activities of the project. The plan will support the Town over the next 12 years in delivering the best quality life to the Caledon community. Goals, objectives, guiding principles and recommendations of the ATMP fully align with the directions of the strategic plan.



Caledon Official Plan



The Official Plan (OP) identifies active transportation as part of the Town's transportation network and has a vision for a multimodal and inter-connected transportation system to support active transportation options. Comfortable and accessible active transportation infrastructure will be built throughout the town that meet the needs of a diverse range of users, including children, youth, seniors, and people of all abilities. The OP recognizes the need for safe and convenient active transportation routes to significant destinations, including all Town urban and rural settlement areas, Intensification Areas, employment clusters, schools and institutions, parks and open spaces, transit stops, adjacent municipalities, and other key places. The active transportation network will also include opportunities to establish, enhance and promote a Town-wide trail network. The Town prioritizes active transportation in all transportation network updates and expansions, including all development applications and as part of all road, intersection, and bridge construction and reconstruction projects. The OP highlights priorities for active transportation including the implementation of this plan, and policies for new developments.

Multi-Modal Transportation Master Plan (2023)

The Town of Caledon Multi-Modal Transportation Master Plan (MMTMP) is a long-range plan that coordinates mobility solutions of infrastructure, services, and policies with anticipated future development. The plan identifies the needs and opportunities for transportation solutions for the Town that help to achieve the plan's objectives, such as expanding transportation options including active transportation, aligning with future land uses and growth, sustainable strategies, and building a safe and inclusive transportation system. The plan includes a series of strategies focused on supporting active transportation including developing a low-stress active transportation network, improving connectivity, and policies that direct growth to support building active transportation facilities. The plan presents a proposed network that includes paved shoulders, separated facilities, and shared facilities. The MMTMP also includes proposed cross sections for road types in Caledon which would update the existing standards in the Design Standards Manual.

The MMTMP defers specific active transportation recommendations to the Active Transportation Master Plan.

Settlement Area Boundary Expansion (2022)

The Settlement Area Boundary Expansion (SABE) process identified locations for urban residential and employment growth in line with the anticipated growth targets to 2051. These include lands at the southern end of the Town.

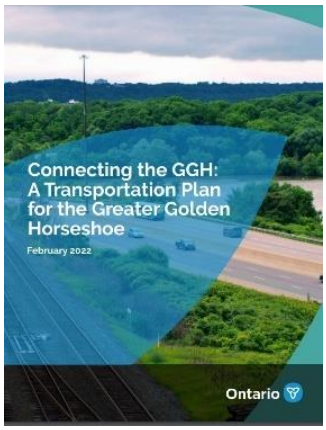
Resilient Caledon Climate Change Action Plan (2021)

This action plan, which was adopted by Council in 2021, includes a theme area on Low Carbon Transportation. The ATMP is critical in meeting the Town's climate change targets, including having net zero GHG emissions by 2050.

1.4.2 Provincial Plans

Greater Golden Horseshoe Transportation Plan (2022)

The plan provides a vision for mobility across the Greater Golden Horseshoe (GGH) for the next 30 years to guide and align planning and investments. The plan identifies planned mobility investments such as new highway construction, public transit services, goods movement, and policies around adoption of new technologies.



Ontario Cycling Strategy (2013)

The Ontario Cycling Strategy presents a 20-year vision to develop cycling as a recognized, respected, and valued transportation mode in Ontario.

Ontario Traffic Manual Book 18 (2021)

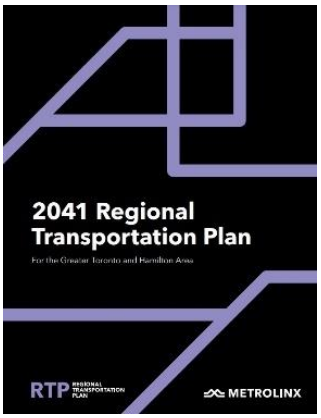
The updated Ontario Traffic Manual Book 18 Cycling Facilities presents recommendations for the planning, design, and implementation of cycling infrastructure.

GTA West Transportation Corridor Route Planning (2023)

The GTA West study presents the first two stages for identifying the needs for and route selection of a new highway corridor that would route through the southern part of Caledon, connecting Highway 400, 410, 407, and 401.

Metrolinx Regional Transportation Plan (2018)

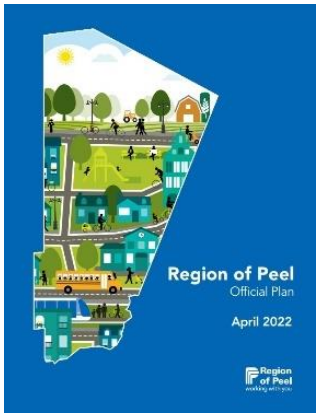
The Regional Transportation Plan presents a plan for developing an integrated, multimodal transportation system through the GTHA to the year 2041.



1.4.3 Regional Plans

Region of Peel Official Plan (2022)

The Region of Peel Official Plan is a comprehensive document which sets out goals and strategic directions for long-term policy and land use decision-making.



Region of Peel Sustainable Transportation Strategy (2018)

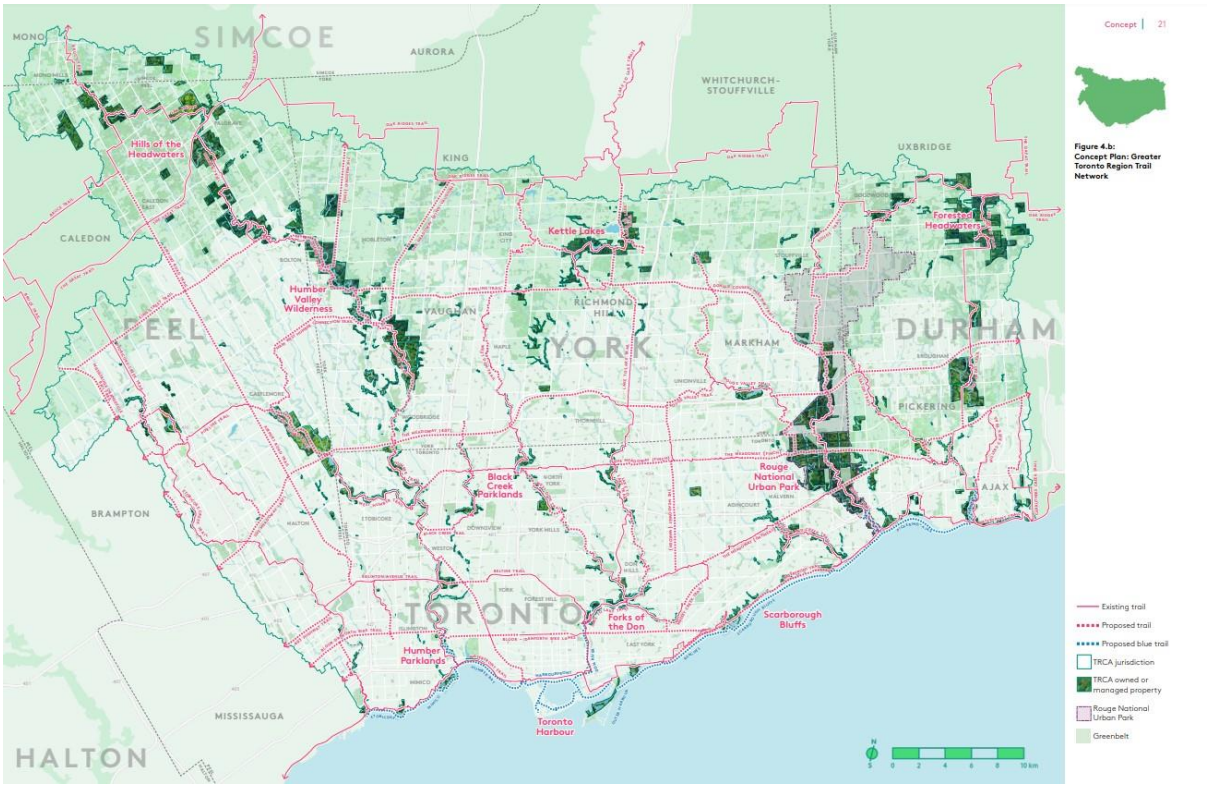
The Sustainable Transportation Strategy sets out a plan to improve walking, cycling, transit, and other sustainable modes as part of the Region's transportation system by 2041.

1.4.4 Other Organizations

Toronto and Region Conservation Authority Trail System for the Greater Toronto Region (2019)

The Trail Strategy outlines TRCA's plans to work with partners to complete, expand, manage, and celebrate a connected trail network in the greater Toronto region's greenspace system.

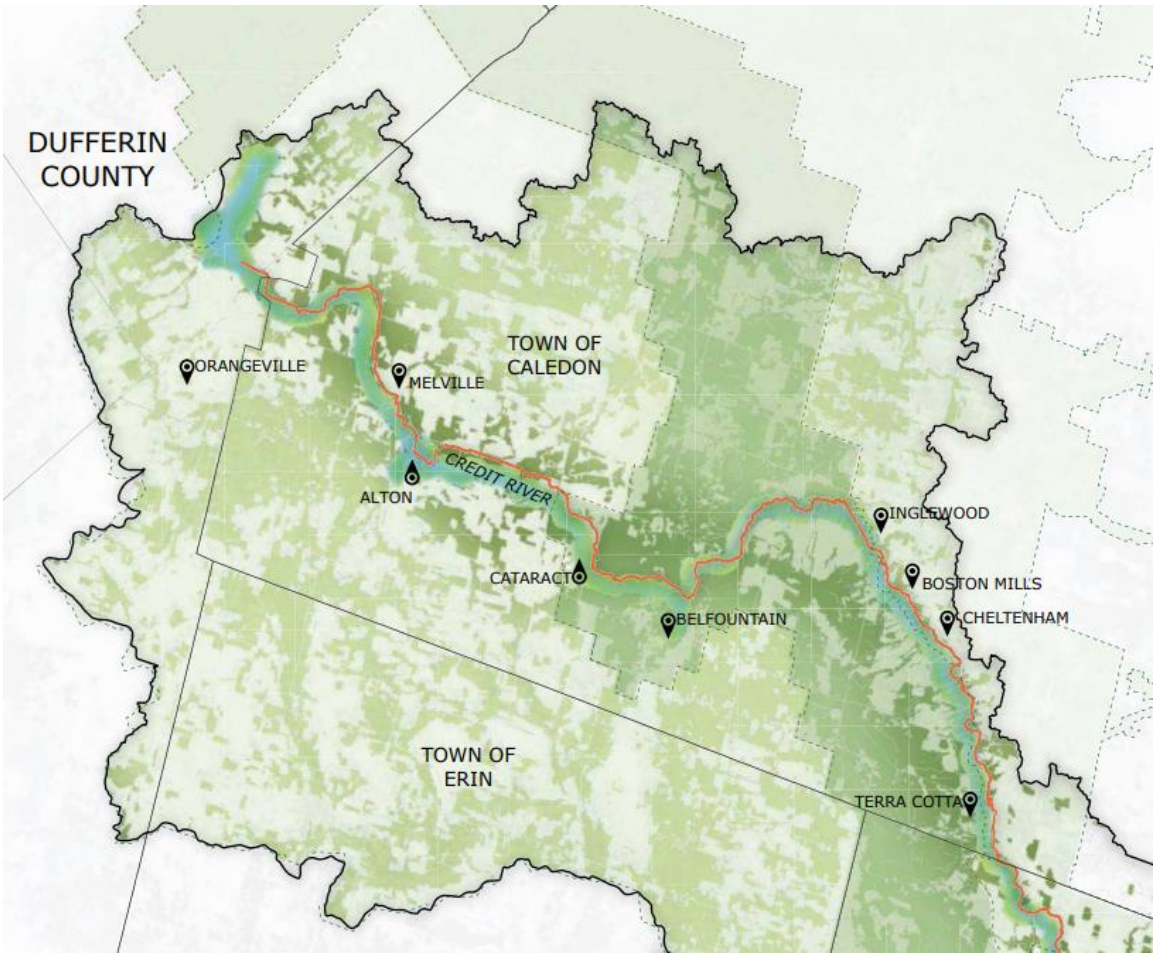
Figure 1. Concept plan of the Greater Toronto Region Trail Network (TRCA Trail Strategy, 2019, p. 21)



A Strategy for the Credit Valley Trail (2017)

The Credit Valley Trail (CVT) weaves through Orangeville, Caledon, Halton Hills, Brampton, and Mississauga. The Trail will follow the Credit River for over 100 km from Dufferin County to Lake Ontario. The Strategy establishes the vision, values, guiding principles and priorities to steer the trail's creation over the next 25 years.

Figure 2. The Credit Valley Trail optimum route (A Strategy for the Credit Valley Trail, 2017, p. 12)



Adjacent Municipalities Active and Transportation Master Plans

- City of Brampton Active Transportation Master Plan (2019).
- City of Vaughan Pedestrian and Bicycle Master Plan (2019).
- Town of Halton Hills Active Transportation Master Plan (2020).
- Town of Erin Park, Recreation and Culture Master Plan (2019).
- Town of Orangeville Cycling and Trail Master Plan (2019).
- Township of Mono Official Plan (Schedule H).
- Township of New Tecumseth Multi Modal Active Transportation Master Plan (2022).
- Township of King Transportation Master Plan (2020).

1.5 Study Process

1.5.1 Municipal Class Environmental Assessment

The ATMP follows and exceeds the Municipal Class Environmental Assessment (MCEA) process for phases 1 and 2. The ATMP process followed the master planning Approach #1 of the MCEA, with this document being the conclusion of phase 1 and 2. The following steps were followed:

Phase 1 – Problem or Opportunity

- Initial public engagement for feedback on experiences walking and cycling in Caledon. and people's vision for active transportation in Caledon.
- Identify vision, goals, objectives, and strategic directions.
- Identify natural, social, and cultural features.
- Assess existing conditions and future needs and opportunities.
- Establish route selection criteria.
- Stakeholder and public feedback on existing conditions and identified opportunities.

Phase 2 – Alternative Solutions

- Identify recommendations based on route selection criteria.
- Develop policy and program recommendations.
- Public and stakeholder feedback on recommendations.
- Refine recommendations.
- Plan for implementation of recommendations (priorities, funding).

The ATMP was completed at a broad level of assessment, consistent with this approach, allowing the plan to serve as the basis for more detailed future investigations if required.

1.5.2 Project Timeline

The ATMP study involved the following phases.

Existing Conditions and Community Engagement **April 2022 – May 2023**	• Confirmed background materials and existing conditions • Identify vision, goals, and strategic directions • Round 1 of engagement: in-person + online survey • Assess existing conditions, future needs, and opportunities
Identifying Opportunities and Community Engagement February 2023 – June 2023	• Explored opportunities for improving active transportation • Round 2 of engagement: public information centre meeting + website panels • Evaluation and selection of preferred alternative
Confirming Recommendations **July 2023 – November 2023**	• Focuses on confirming recommendations in the ATMP • Round 3 of engagement
	Active Transportation Master Plan Report

2. Engagement

Public engagement was a key component of the plan to inform the public and get important feedback on what the community's needs and desires are. This section outlines the engagement process for all three rounds of public engagement, followed by a summary of key things we heard in each round.

2.1 Engagement Process

There were three rounds of engagement where people could provide feedback.

During each round of engagement, notices of events and opportunities to provide feedback were advertised to the public in local news and through social media.

Notices of study initiation were sent on November 10, 2022, to potentially impacted First Nations communities identified by the Ontario Ministry of Environment, Conservation, and Parks (MECP), namely Beausoleil First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Haudenosaunee Development Institute, Mississaugas of the Credit First Nation, and Six Nations of the Grand River First Nation.

Throughout the project the project team met with the Technical Advisory Committee (TAC) which was comprised of staff from across Town of Caledon departments, the cities of Brampton, Mississauga, Vaughan, the Town of Orangeville, and the Region of Peel, the Province of Ontario, Toronto and Region Conservation Authority, Credit Valley Conservation, the Bruce Trail Conservancy, Humber Valley Heritage Trail Association, Oak Ridges Trail Association, Grand Valley Trail Association, Greenbelt Foundation, and Trans Canada Trail. The members of the committee reviewed project progress and provided feedback. Additional focused meetings and engagement were completed with trail organizations.

2.1.1 Round 1

The first round of engagement occurred Summer 2022 and included a Technical Advisory Committee meeting on July 11, 2023, as well a robust round of community engagement which offered interactive in-person engagement opportunities to hear the community's diverse range of active transportation experiences and needs. Through the engagement events, we heard from children/youth, older adults, mobility device users, and newcomers about key barriers to active transportation, areas for improvement, and implications for active transportation investment.

Interviews and focus groups were held with the following groups:

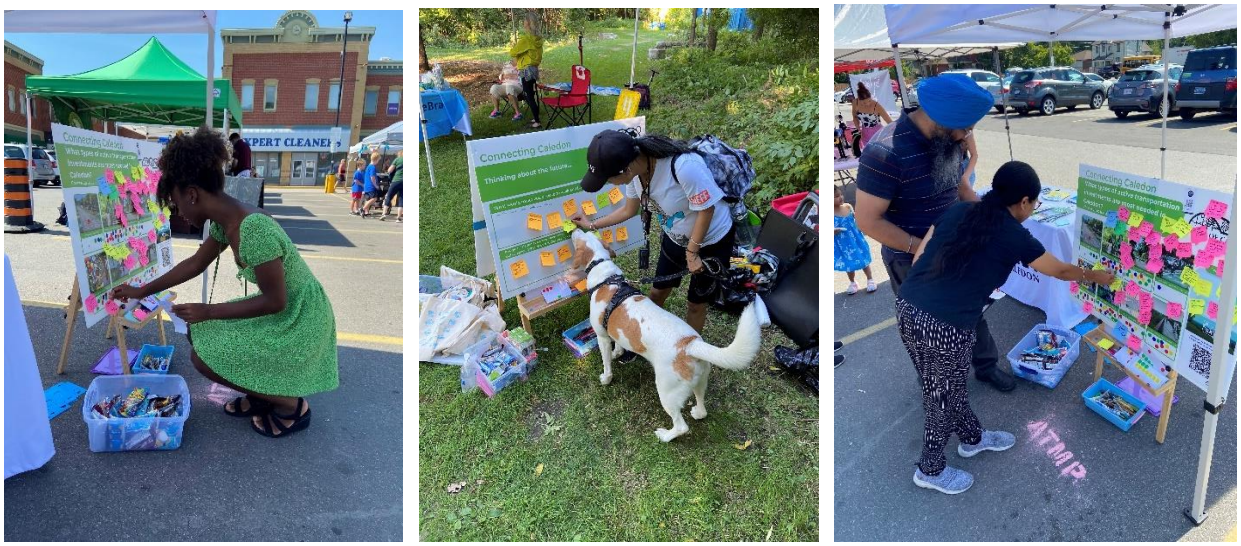
- Business owners and employees
- Older adults
- Youth
- Indigenous Communities
- Racialized Communities
- People with disabilities
- Specific ethno-cultural communities

In-person engagement was made available at the following events:

- Bike the Creek
- Southfields Village Library Branch
- Seniors Day at the Southfields Village Library
- Belfountain Public School - Sunset Picnic Outdoor Workshop
- Bike Month Event - Palgrave Grade 8 Workshop
- Caledon Bike Hub Pop-Up: Caledon East
- Bolton Summer Market
- TRCA Girls Can Too!
- Alton Bi-Centennial
- Community Steering Committee
- Technical Advisory Committee
- Trail Authorities within Caledon
- Seniors Advisory Council
- Caledon South Asian Association
- Roots Community Services
- Brown Girl Outdoor World
- Brampton Bike Hub
- Scarborough Cycles

An online survey on the Have Your Say Caledon website was also available for people to learn and provide feedback on the project. The survey was accompanied by a communications campaign throughout the Town's social media channels to solicit feedback from a wide spectrum of residents.

Picture 4. In-person engagement events



2.1.2 Round 2

The second round of engagement occurred Spring 2023 and included a Technical Advisory Committee meeting on March 20, 2023, as well as a public information centre meeting on May 16, 2023, at the Caledon East Community Complex. The Have Your Say Caledon website also hosted the panels displayed at the public information centre and a survey and interactive map to collect feedback, like the questions asked at the in-person event. Feedback on the website was received throughout May 2023.

12 oversized engagement boards sought input on technical elements, such as route selection and existing conditions, and provided an opportunity to share feedback on the ATMP's vision.

Picture 5. Public information centre meeting

2.1.3 Round 3

The third round of engagement occurred September 2023 and included a Technical Advisory Committee meeting and their review of the draft plan report. A public information centre event was held on September 12, 2023, at the Caledon East Recreation Complex from 5-7 pm. Project team members were there to answer questions from attendees, and information was presented on large boards. The boards were also posted for public feedback on the Town's Have Your Say Caledon website.

The information presented in this round focused on the draft recommendations of the plan including the network and implementation recommendations, as well as program and policy recommendations.

2.2 What We Heard

The ATMP outlines a dynamic strategic plan that centres around four key themes that emerged as community priorities through the study.

- **Infrastructure** will be advanced in a cost-effective yet timely manner by leveraging capital projects and developments and annual active transportation planning and implementation program budgets to fill the gaps.
- **Connectivity** will occur by prioritizing bold initiatives such as the Caledon Rail to Trail Conversion Project (CRT), localized neighbourhood mini-networks and intensification areas, as well as access across physical barriers (Etobicoke Creek Trail to Mayfield West 2 through Highway 10), and regional connection to adjacent municipalities such as Humber Valley Heritage Trail to the Super Trail Network in the City of Vaughan, and new connections to existing and planned trails in Brampton.
- **Safety** will be prioritized through physically separated pedestrian and cycling infrastructure for all ages and abilities, following best practices and most recent Provincial standards along Collectors and Arterials.
- **Awareness and Culture** within the organization and broader community will be fostered through ongoing education and outreach as well as expanding active transportation policies and guidelines in applicable Town plans.

The Engagement Summary attachment includes the full summary of what we heard from all three rounds of engagement activities.

2.2.1 Round 1

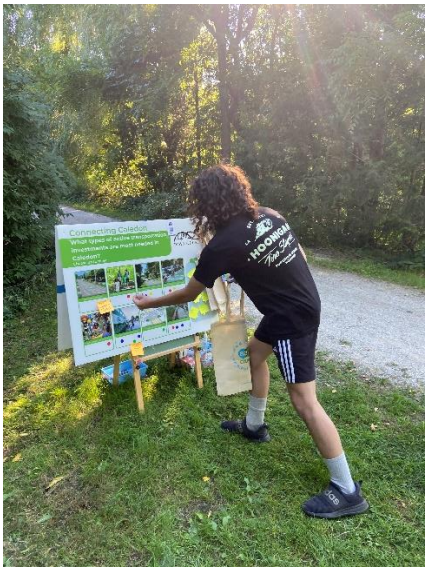
Table 1 highlights key takeaways from the round 1 engagement activities.

Table 1. Summary of feedback from Round 1

What we heard	How it was incorporated into the ATMP
There is a desire from residents to have the active transportation network connected to key destinations, such as schools, community centres and open spaces.	Gap Analysis & Network Development: Key destinations and connectivity are important considerations in the development of the preferred cycling and pedestrian networks.
Active transportation improvements along major routes are desired/needed.	Network Implementation & Phasing Plan: Improvements to major Town roads will be included and include higher order (separated) cycling facilities.

The community places a high priority on safety, for example, having safe crossing points, especially along major streets.	Identify Policies & Programs & Develop Design Guidance: Policies that address design and policy issues will be developed in the next stage of the study. Strategies for improving etiquette between bicycle and pedestrian infrastructure will be identified in the master plan, including additional signage and pavement markings.

Picture 6. Phase one engagement events



2.2.2 Round 2

As part of the round 2 engagement, opportunities for network improvements were presented to the public and the community was invited to share their priorities for route selection. Table 2 highlights key takeaways from the round 2 engagement activities.

Table 2. Summary of feedback from round 2

What we asked	What we heard
Vision for active transportation in Caledon	Safe, connected, and separated walking and cycling facilities that are accessible throughout the Town.
Priorities for route selection	Connected, destination-oriented, and safe and comfortable routes were the high priority.
What the active transportation network could look like	Desire for physically separated facilities but also concern around paving trails.
Mapping out potential opportunities	More connections between hamlets, improving pedestrian experience.
Ideas for improving active transportation in Caledon	Investment in trails network and providing safe spaces for people to walk and cycle.

Picture 7. First public information centre meeting

2.2.3 Round 3

During this round of public engagement, the project team received feedback for minor changes and refinements to the recommendations from members of the public, as well as internal and external stakeholders. This was the first time the network recommendations were presented based on public input received from round 1 and 2 engagements. The feedback was reviewed by the project team and integrated into the report document where applicable. Some feedback will help direct staff moving forward during implementation of the ATMP.

Picture 8. Second public information centre meeting during Round 3 of engagement

3. Foundations for the Plan

3.1 Developing the Guiding Principles

As part of the Active Transportation Master Plan process, a vision, together with supporting goals and strategic directions, were developed to shape the overall future direction of the Plan and to serve as a basis from which actions, improvements and investments are identified and prioritized. The vision, goals, and strategic directions were created based on a combination of Provincial, Regional policies and the Town's directions (as described in several overarching plans and strategies), as well as the community input received from the public.

3.1.1 Vision

The Town of Caledon will be a leader in active transportation, by providing all its residents' opportunities for a high quality of life and active living by ensuring that cycling and walking are convenient, comfortable, and sustainable modes of transportation for all ages, abilities, and trip purpose, and that all villages and urban centres are connected through a balanced network of on-road and off-road safe facilities.

To achieve this vision, the Town will need to develop a **connected** network of **continuous** high-quality facilities to support active transportation for purpose and recreational trips, in addition to programs and policies that support and encourage people to use active transportation. The ATMP will respond to the directions in the OP and MMTMP to **support and manage future land use growth and infrastructure** and address the needs and priorities for both rural and urban communities.

The ATMP brings more focus and detail on active transportation than the MMTMP. This includes developing a connected network of both on-road and off-road bicycle and pedestrian facilities that connect to origins and destinations. The ATMP will refine the MMTMP strategies for active transportation through a route selection, network development, and prioritization processes to direct the Town with alternatives that direct strategic investment in infrastructure, policies, and programs to improve active transportation. The ATMP identifies potential strategic opportunities to improve trails owned by the Town and for the Town to build new trails. The ATMP will identify connections with the Region and adjacent municipality's existing and planned active transportation facilities. It will also identify opportunities to work with trail authorities to support the development of their trail networks and connections to them.

3.1.2 Guiding Principles

The qualitative framework for assessing each of the goals and objectives is provided by principles, which will serve as a guide for the implementation of the ATMP. The Caledon ATMP's guiding principles are as follows:

Planned and Context Sensitive

Cycling facilities and trails will be taken into account when planning and developing the neighbourhood and future developments in consultation with the community and stakeholders.

Connected

The Caledon communities will be linked together both internally and externally by cycling facilities and trails, which will also connect key locations.

Diverse and Inclusive

The bike and trail network will be created to accommodate a variety of users, skill levels, and interests.

Inspirational

The Town's natural, cultural, and recreational assets will be promoted and encouraged through the utilisation of cycling facilities and trails.

Accessible

Where possible, cycling facilities and trails will be accessible to people of all ages and abilities, in alignment with AODA requirements.

Safe

The design and management of the cycling and trail network will take user comfort, safety, and security into account.

Sustainable

The cycling and trails system will be created and run in a way that protects the environment, helps address climate change, and is fiscally responsible.

Collaborative

The Town works collaboratively with its partners including all levels of governments and municipal partners to deliver active transportation projects to the community.

Measurable

Outcomes and implementation strategies are evidence based and positively improve users' experience.

3.1.3 Goals and Objectives

The goals and objectives outline targeted actions and directions that the Town can take to achieve the vision as part of the Active Transportation Master Plan.

- Examine and evaluate the existing condition of cycling and trails network and identify the gaps and opportunities.
- By filling up the gaps, expand the network of existing and planned cycling and trails network.
- Adopt a balanced strategy that considers the environment, financial considerations, and the need and desire for increased infrastructure and services.
- Develop a complete active transportation network that connects all villages and urban centres across the Town.
- Increase the network's capacity by building more high-quality cycling and trail facilities that link to destinations all across Caledon.
- Provide an accessible network that enables residents of all ages and abilities to use the Town's cycling, multi-use trail, and pedestrian trail facilities.

3.2 Active Transportation Facility Types

The ATMP identifies existing and makes recommendations for new and upgraded active transportation facilities within road rights-of-way and in independent corridors. Active transportation facilities have different characteristics that support use by different types of users for different experiences.

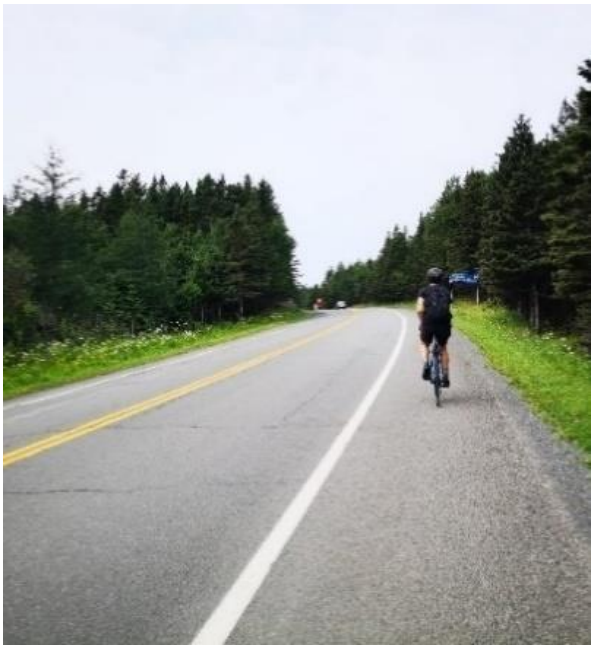
3.2.1 Facilities within Road Right-of-Way

Using roads to provide active transportation connections is a common option as it uses an existing publicly owned right-of-way and provides access to destinations along that road. This is illustrated in Picture 9. Facilities can designate separate space for people to walk and cycle outside of the roadway which is the most comfortable for users (shown on the left). Similarly, sidewalks are physical spaces for people to walk (bottom left). On the top right is an example of space delineated on a road where people can walk or cycle. The bottom right shows where people cycling are expected to use the road mixed in with car traffic. Cycling facilities within road right-of-way have specific guidance to align with the design and regulations of roadways in Ontario, as well as best practice for user experience. This guide is called the Ontario Traffic Manual Book 18: Cycling Facilities and was updated in August 2021. The guide groups facility types into the following categories:

- Physically Separated Bikeways
- Visually Separated Bikeways
- Shared Cycling Facilities

Picture 9. Examples of facilities within the road right-of-way

Multi-use path with green buffer



Paved shoulder

Sidewalk with street furniture

Shared road

Physically Separated Bikeway

Physically separated bikeways are recommended on roads with high traffic volumes or speeds, to provide a lower stress experience for users. There are many different types of physically separated bikeway facilities which the Town can consider implementing on these corridors. Each type has different considerations and may be more suitable based on available right-of-way, utilities, road reconfiguration opportunities, and how the project is being implemented. Types of physically separated bikeways are shown below. Note that multi-use paths can be used by people cycling and pedestrians.

Picture 10. Types of physically separated bikeways

On-road protected bikeway with concrete curb (Halifax, NS)

In-boulevard cycle track (Kelowna, BC)

On-road protected bikeway with planters and flex posts (Halifax, NS)

Multi-use path (Granby, QC)

Picture 11. Examples of multi-use paths next to road

At-grade multi-use path separated with guardrail (Toronto, ON)

In-boulevard multi-use path with hardscape buffer (Waterloo, ON)

In-boulevard multi-use path with green buffer (Moncton, NB)

Visually Separated Bikeway

Visually separated bikeways are recommended on roads with medium to low traffic speeds and volumes. Visually separated facilities include unbuffered and buffered painted bike lanes. Inclusion of the buffer is often dependent on available space in the roadway. In urban areas they are most often considered bike lanes which are designated space for people cycling. In rural areas, they are most often designed as paved shoulders.

Picture 12. Visually separated bikeways

Unbuffered bike lane (Ottawa, ON)

Buffered bike lane (Ottawa, ON)

Paved shoulder (Caledon, ON)

Shared Cycling Facilities

Cycling is permitted on all roads except where explicitly restricted such as 400-series highways. Designating specific shared routes where people cycling must operate in mixed traffic can be a helpful indicator to cyclists as to where they can safely travel in mixed traffic. Designating shared facilities as cycling routes should be done cautiously, and in contexts where the street has low speeds and volumes. There are various configurations including advisory bicycle lanes, neighbourhood bikeways, and mixed traffic operation that can further manage interactions between cyclists and drivers where shared cycling facilities exist.

Accommodating mixed traffic operations with a wide shared lane that allows motorists and cyclists to travel alongside one another is not a preferred design solution in many cases. Wider travel lanes may degrade the quality of the cycling environment by encouraging faster motor vehicle speeds and encouraging heavy motor vehicle traffic to use the lane. For all shared traffic facility types, signage should indicate that there may be cyclists located within the roadway and help with route wayfinding.

Advisory bicycle lanes use pavement markings to define space for people cycling. Motorists use a shared centre lane with two-way traffic where they must yield to cyclists and oncoming vehicles by using the dashed advisory lane space when passing other cars.

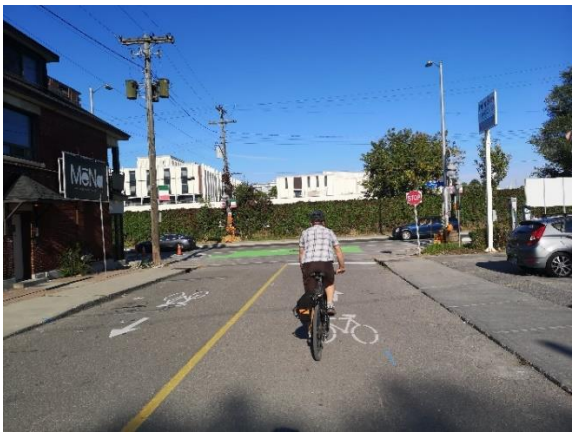
Neighbourhood bikeways involve limiting exposure to high motor vehicle speeds and volumes through the incorporation of traffic management and traffic calming measures. These measures include chicanes, speed humps, diverters, and medians. Ideally, neighbourhood bikeways should have a design speed of 30 km/h or lower and have fewer than 2,500 vehicles per day, though in some contexts a design speed of 40 km/h may be acceptable. Neighbourhood bikeways often maintain an existing road cross-section, with modifications at limited points along the route.

Picture 13. Examples of shared cycling facilities

Neighbourhood bikeway with traffic calming and vehicle management (Halifax, NS)

Neighbourhood bikeway with full vehicle closure (Vancouver, BC)

Advisory bike lane (Ottawa, ON)



Mixed traffic operations (Ottawa, ON)

3.2.2 Sidewalks

Sidewalks are physically separated space for people walking beside the roadway. Sidewalks should be constructed with a stable material (i.e., concrete or asphalt), and have 1.8 m wide clear zone. At this width, two people in wheelchairs would be able to pass each other. Utility poles, signage, and bike parking should be in the furnishing zone area, and not considered part of the pedestrian clear zone. On busy pedestrian streets (at or approaching 400 pedestrians per peak 15-minute period), 2.25-3 m is recommended (TAC, *Geometric Design Guide)*. Other opportunities to improve the pedestrian realm should be considered such as implementing a boulevard space or furnishing zone between the sidewalk and roadway, especially on roads with speed limits of 50 km/h or higher or where there is a high concentration of commercial land uses. This space provides a buffer of space between pedestrians and traffic to improve the experience for people walking.

Picture 14. Examples of sidewalks

Sidewalk with boulevard setback (Halifax, NS)

Wide sidewalk with furnishing zone (Ottawa, ON)

Sidewalk with boulevard setback (Caledon, ON)

Sidewalk with boulevard setback (Caledon, ON)

3.2.3 Trails (Facilities Outside Road Right-of-Way)

When building active transportation facilities outside of the road right-of-way, they are most commonly referred to as trails. Trails can be designed with different users and provide different experiences. On the left, paved multi-use trails provide a low-stress experience for most users and abilities. In the middle, an unpaved multi-use trail provides a low-stress experience for many users. On the right, a hiking trail is intended only for people walking and the experience depends on the design and topography of the trail. There are other types of trails for specialized uses such as mountain biking trails which are not the focus of this plan.

Picture 15. Examples of trails

The trail type relates with the route of the trail and the expected use of the trail, which are also impacted by environmental constraints. Looped trails in a park are primarily intended for recreation so unpaved surfaces would be appropriate. For trails that go between destinations and are intended for everyday use, a paved surface would be more appropriate as it could be plowed in winter.

Multi-use Trail

Multi-use trails are located outside of road rights-of-way. New and upgraded multi-use trails should have a hard surface to enable more comfortable year-round facilities for people cycling and walking, particularly in urban areas. These trails should be at least 3.0 m wide, and wider where higher traffic is anticipated. Trails may need lighting to improve user safety and comfort, and full day use. Unpaved multi-use trails such as the Caledon Trailway enable long distance trail connections, especially in rural areas. In accordance with AODA requirements, the trail surface should be of a fine material to provide a firm, stable surface, such as packed stone dust, to enable use by many different user types including people on bicycles and in wheelchairs.

Picture 16. Multi-use trails

Multi-use trail (Caledon, ON)

Separated trail (Waterloo, ON)

Picture 17. Unpaved multi-use trail (Caledon, ON)

Walking Trail

Walking trails are intended only for use by people walking, and therefore are narrower and have different geometric considerations. Walking trails should be designed to follow the landscape and provide a quality experience of nature, instead of prioritizing a direct connection between two points. They have a natural soft surface or can be surfaced with granular or wood chips to manage erosion and soil compaction. They may not receive regular maintenance or be unattractive to use at some periods due to muddy conditions.

Picture 18. Walking trail

3.3 Existing Facility Inventory

This project focuses on facilities on Town-owned roads. Peel Region owns and manages many roads through the Town which may include active transportation facilities. These have been included in the review as they contribute to the overall active transportation network, but these roads are dependent on the planning and policies of Peel Region.

3.3.1 Cycling Network (Facilities Within Road Right-of-Way)

Signed Cycling Routes

The Town has 300 lane kilometres of signed cycling routes that include painted bike lanes, paved shoulders, and signed mixed traffic facilities. These are shown on the existing conditions map with a light blue overlay.

Existing Cycling Facilities

An inventory of the existing cycling facilities was conducted based on data provided by the Town and Region. The lengths of the existing facilities are summarized in Table 3. A summary of each facility type follows. The facility types are also shown on Map 1.

Table 3. Existing cycling facilities

Facility Type	Existing Kilometres
Multi-use Path	8.5
Painted Bike Lane	4.4
Paved Shoulder	112

*All calculations are in lane kilometres except multi-use paths which use centreline kilometres.

Map 1. Existing conditions

Existing Conditions

Town of Caledon Active Transportation Master Plan

Existing Network

- Multi-use Path
- Painted Bike Lane
- Paved Shoulder
- Signed Cycling Routes
- Multi-use Trail
- Walking Trail
- Designated Trail

Features

- Regional Road
- Provincial Highway
- Railway
- Settlement Area
- Provincial Park
- Park
- Municipal Boundaries

0 1.5 3 KILOMETRES

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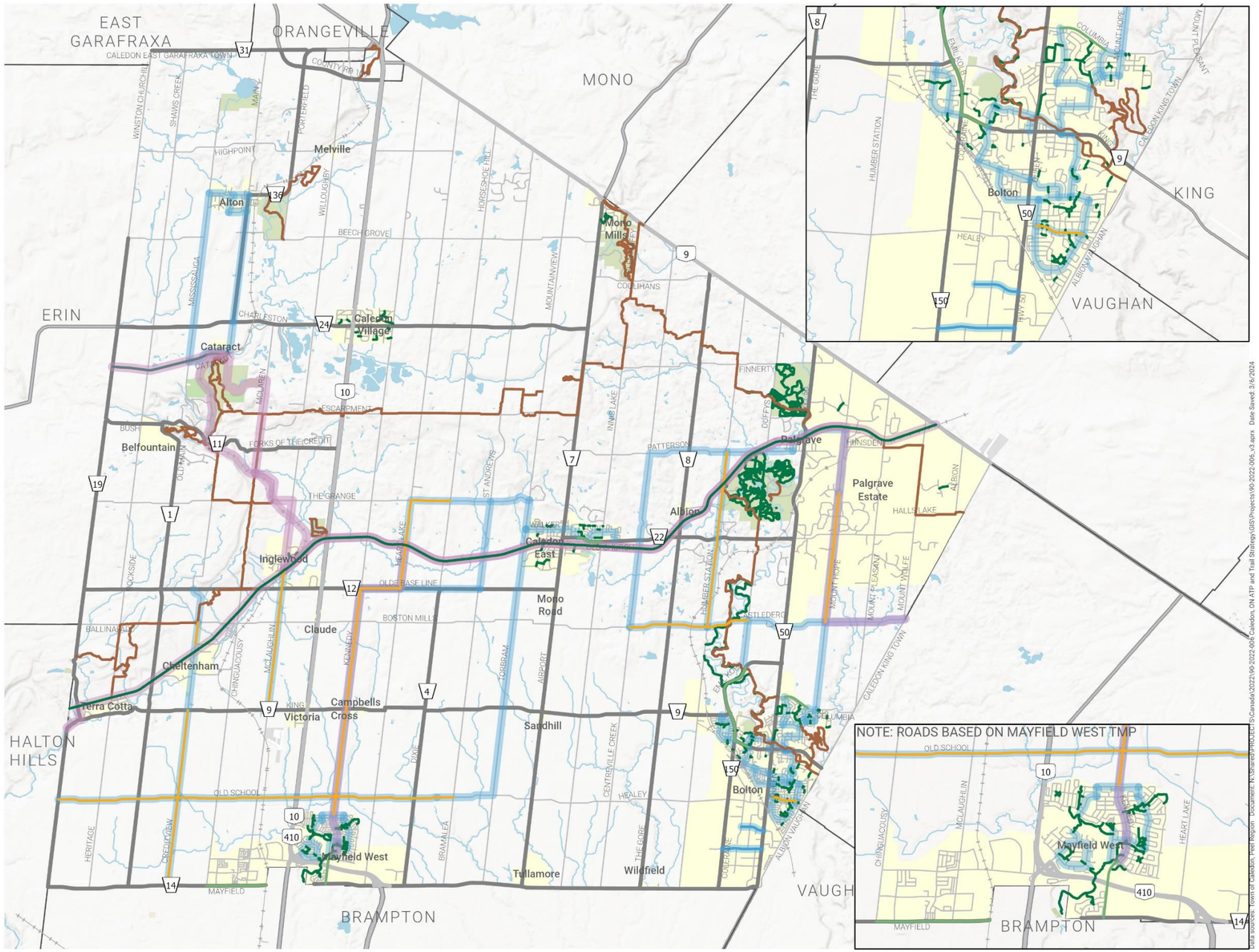

Multi-use Paths

Multi-use paths are bidirectional facilities physically separated from the roadway that can be used by people walking and cycling. These are the existing multi-use paths in Caledon:

- Columbia Way
- Kennedy Road
- Emil Kolb Parkway (Regional)
- Old Church Road (Regional)
- Mayfield Road (Regional)

Picture 19. Multi-use path on Kennedy Road

Painted Bike Lanes

Painted bike lanes are designated spaces for people cycling at the edge of the roadway. They are delineated with a white line, bicycle and diamond pavement markings, and signage. There are three roads with painted bike lanes:

- McEwan Drive W
- Bolton Heights Road
- George Bolton Parkway

Picture 20. Painted bike lane on McEwan Drive W

Paved Shoulders

Paved shoulders are delineated by a white line at the edge of rural roadways. They are not designated specifically for people cycling but provide space for people to walk or cycle outside of operating lanes. There are paved shoulders on a few of the Town and Region's rural roads, including corridors that are part of the Town's Cycling Route network.

Picture 21. Paved shoulder with cycling route signage

Signed Routes

Signed routes are implemented on roadways where people can safely operate outside of cycling-specific infrastructure. Designating specific shared routes can be a helpful indicator to cyclists as to where they can safely travel in mixed traffic. Many of these roads have lower speed limits and vehicle traffic volumes. They feature signs to distinguish them as a signed route, which is useful for people cycling to know they are on a cycling route and to make people driving ready to expect people cycling along the route.

Picture 22. Signed route

3.3.2 Sidewalk Network

Sidewalks are physically separated facilities for people to walk alongside roadways. There are 202 km of sidewalks in the Town. They are almost exclusively located within settlement areas such as Bolton, Mayfield West, Caledon Village, and Caledon East. Sidewalks are typically 1.5 metre and often offer a setback from the curb.

Picture 23. Sidewalk abutting roadway (Caledon, ON)

3.3.3 Trails (Facilities Outside Road Right-of-Way)

The Town has a range of existing and proposed trails in their network, including trails owned by the Town, as well as other organizations. For this plan, the trails have been organized into the following types along with their lengths. The trails are presented by type on Map 1.

Table 4. Existing trails

Trail Type	Existing Kilometres
Multi-use Trail	149
Hiking Trail	144
Designated Trail	94

Multi-use Trail

Multi-use trails have either a paved or packed unpaved surface and are wider to accommodate different uses such as cycling, walking, and horseback riding. Examples of existing multi-use trails in Caledon include:

- Caledon Trailway (packed gravel; hiking, biking, horseback riding).
- Elora Cataract Trailway (packed gravel; hiking, biking, horseback riding).
- Etobicoke Creek Trail (paved, hiking, biking).

Picture 24. Trail sign

The Caledon Trailway runs east-west across the Town, from Terra Cotta to Palgrave on repurposed rail line. The trail is also used as part of the Greenbelt Cycling Route and Trans Canada Trail designated trail routes. There is parking located at most road crossings, with larger parking areas found within settlement areas such as East Caledon, Inglewood, and Terra Cotta. There are a few grade-separated road crossings along the trailway, with a bridge over Hurontario/Highway 10, a reused trestle bridge at Mill Road, and at Duffy's Lane. Some road crossings are controlled, for example at Airport Road, there is a separated crossride treatment at a dedicated signal to cross the road. Most road crossings are uncontrolled, where trail users yield to oncoming traffic.

Picture 25. Caledon Trailway

Hiking Trail

There are many examples of trails that have a dirt surface and are often narrower in width. They may have rules around permitted use, such as walking only. Examples of hiking trails in Caledon include:

- Albion Hills Conservation Area (hiking trail loops).
- Humber Valley Heritage Trail (hiking only – link from Bolton to Albion Hills).
- Ken Whillans Conservation Area (loop trails).
- Oak Ridges Trail (hiking only – link to Palgrave Forest).
- Palgrave Forest Management Area (looped hiking trails).
- Humber Valley Heritage Side Trail (hiking only).
- Bruce Trail (Hiking trail, alignment across town, partially designated, includes following Escarpment Road).

Designated Trail

There are a few trails that exist in Caledon that are part of larger initiatives and use a mixture of roads and trails. These are not additional physical trails, but rather apply the trail initiative designation onto the roadway or existing trail. Examples of designated trails in Caledon are:

- Trans Canada Trail (follows trails – Elora-Cataract Trailway, McLaren, McLaughlin, then Caledon Trailway to boundary).
- Greenbelt Cycling Route (uses the Caledon Trailway, Mount Hope Rd., and Castlederg Rd.).

Picture 26. On road section of the Trans Canada Trail designated trail route

3.3.4 Trail Jurisdiction

Trails Owned by Town

The Town owns and manages the existing Caledon Trailway, and planned north-south rail trail, which provide routes across Caledon using abandoned rail line corridors. The ATMP identifies opportunities to improve and connect with these trails as well as opportunities for new trail routes in Caledon, with specific focus on opportunities to use unopened road allowances, securing corridors in greenfield developments, and on Town-owned lands.

Trails Owned by Other Authorities

There are numerous trails in Caledon that are owned and managed by other authorities, which include:

- Toronto and Region Conservation Authority (TRCA)
- Credit Valley Conservation (CVC)
- Humber Valley Heritage Trail Association (HVHTA)
- Oak Ridges Trail Association
- Region of Peel

These authorities own and/or manage trails under their purview.

There are also trail routes that go through Caledon that designate existing trails and road corridors as part of their routes. These include:

- Trans Canada Trail
- Greenbelt Cycling Route
- The Bruce Trail

These trails are part of larger regional and national projects, and their alignment could change to utilize a corridor with improved AT facilities to enhance the routing and experience for trail users.

Significant collaboration with trail authorities has been undertaken as part of the development of the recommended network. While the ATMP does not make recommendations for these trails, opportunities to utilize these trails to expand Caledon's connections into the larger regional trail network have been included as an integral part of the ATMP.

The Town will continue to work with trail authorities to develop and maintain their trails in a collaborative manner.

3.4 Programs and Policy Inventory

3.4.1 Development Standards Manual (2019)

The Development Standards Manual includes typical design of roads. There are a series of different road types with multiple right-of-way widths for many road types. The cross sections range from a 16 m right-of-way local street to a 30 m right-of-way four lane arterial. Cross sections are included for specific contexts such as roads in industrial settings, as well as roads in urban and rural contexts. The manual also includes standards for multi-use recreational trails, and geometric guidance such as curb radii.

Only one cross section includes a dedicated bicycle facility, the 30 m Arterial Road, which has a 3.0 m multi-use path on one side. Most cross-sections have 1.5 m wide sidewalks that are setback from the roadway by a boulevard space. Table 1 of the manual suggests that the lowest posted speed limit is 50 km/h, and arterials are intended to be posted 80 km/h. Section 1.6.2. defines the standard width of a bike lane is 1.5 m.

3.4.2 Region of Peel Vision Zero Road Safety Strategic Plan (2018-2022)

The Town follows the regional direction set in the Region's Vision Zero Road Safety Strategic Plan. Vision Zero is a road safety philosophy that believes no loss of life is acceptable as part of the transportation system. The plan has a goal for a 10% reduction in fatal and injury collisions by 2022. The plan seeks to carry out actions under the 4-Es of engineering, education, enforcement, and empathy. The plan identifies 6 emphasis areas which feature actions to address. They are intersections, aggressive driving, distracted driving, impaired driving, pedestrians, and cyclists.

3.4.3 Green Development Standards

Green Development Standards (GDS) are voluntary or mandatory climate-friendly standards implemented by the Town of Caledon to encourage sustainable community design. The GDS can be used as an implementation tool for the Active Transportation Master Plan.

3.4.4 Traffic Calming Program

The Town's traffic calming program is established to assess, plan, and implement traffic calming measures on Town roads. The program includes a process to receive and evaluate requests from the public. Requests are received throughout the year and assessed annually as part of the program. The Town defines traffic calming as usually involving the following measures:

- Changes to the vertical and/or horizontal alignment of the roadway.
- Changes to the roadways texture and/or colour.
- Changes to the traveled portion of the roadway through the pavement and/or lane narrowing, such as vertical centre line treatment.
- Enforcement and education (i.e., signs).

Picture 27. Example of traffic calming measure

3.4.5 Bicycle Amenities

The Town has installed seven bicycle repair stands along common cycling routes in the community:

- Bolton - Humber Valley Heritage Trail, West side of Humber Lea Road.
- Belfountain - Belfountain Community Centre.
- Caledon East - Caledon Trailway, East side of Airport Road.
- Palgrave - South side of Brawton Drive and Wallace Avenue.
- Cheltenham - Caledon Trailway, West side of Creditview Road.
- Southfields - Southfields Community Centre, pedestrian entrance facing Kennedy Road.
- Bolton-Humber River Centre.

These stations are designed for the everyday user in case of a minor bicycle maintenance emergency. Stands are equipped with bike repair tools cyclists need to get back on the ride, including:

- Pump (for both Schrader and Presta valves)
- Allen keys
- Screwdriver
- Spoke tool
- Tire lever
- Cone wrench

Picture 28. Bike repair stand

There are approximately 400 bike parking spaces in the Town, installed in communities at destinations such as schools, libraries, and parks. The Town's typical bike parking standard is the post-and-ring rack.

Picture 29. Examples of bike racks in Caledon

Post-and-ring rack (Caledon, ON)

Triangle style bike rack (Caledon, ON)

3.4.6 Wayfinding

The Town has implemented a wayfinding program through the Cycling Route network. This signage communicates that users are on a cycling route but does not provide information about nearby destinations or other route options. Enhanced signage was implemented on the Etobicoke Creek Connector route.

Picture 30. Wayfinding signs

Wayfinding signage (Caledon, ON)

Cycling route sign (Caledon, ON)

3.4.7 Active Transportation Task Force

The Active Transportation Task Force (ATTF) supports the development and maintenance of walking and cycling infrastructure, and complete streets, by identifying challenges and opportunities. They also educate and promote healthy living through active transportation. The mandate of the ATTF is to provide Town staff with input regarding active transportation matters, resulting in recognizable and measurable improvements in cultivating a healthier and safer community for active transportation in Caledon.

The ATTF is made up of up to 7 core members and 13 supporting members, which includes Caledon residents and staff. The ATTF has no authority, and their recommendations must be approved by Council before coming into effect.

3.4.8 Education Programs

A variety of education programs focused on active transportation take place in Caledon. They are commonly run by other organizations at a regional level and receive support from the Town.

Table 5. Summary of existing education programs

Program	Lead Organization	Description
Bicycle and pedestrian safety	Peel Region Police	Programs with schools for students, include trips to Safety Village in Mississauga.
School travel planning	Peel Public Health – School Health	Development of school travel plans and education throughout Peel.
Community Cycling Program	Caledon Bike Hub	Caledon Bike Hubs in Bolton and Southfield, bike repair and maintenance workshops, and do-it-yourself training, bike library, giveaways, Pedalwise program.
Walk and Roll Peel	Peel Region	Information about using active transportation, tips, and guides.
Public awareness campaigns	Town of Caledon, Peel Region	Community-wide social media and session education campaign around road safety. Safety campaigns and messaging are an element from the Region's Vision Zero plan.

Picture 31. Bike the Creek event in 2022

3.4.9 Encouragement Programs

A variety of encouragement programs focused on active transportation take place in Caledon. They are commonly run by other organizations, in close partnership with the Town.

Table 6. Summary of existing encouragement programs

Program	Lead Organization	Description
Bike Month	Town of Caledon, Peel Region	Month long event with various programming to encourage people to bike.
Public awareness campaigns	Town of Caledon	Social media and in-person campaigns to encourage people to try active transportation, such as the “Try a Trail” campaign.
Cycling events	Varies	Bike events provide opportunities for people to try cycling often on roads where traffic is restricted. Events in Caledon include Bike the Creek, Tour de Headwaters, Velocity, Jack Ride, Ride Don’t Hide.
Cycling tourism	Tourism Office, Caledon Active Transportation Task Force, Ontario by Bike	Promotes cycling tourism and bicycle-friendly businesses through various initiatives.

4. Developing the Future Network

4.1 Identification of Opportunities (Network Assessment)

Opportunities to expand and improve the active transportation network were identified through the network assessment process. The network assessment is based on a range of strategic planning studies, completed by and for the Town of Caledon, combined with input received by the public and stakeholders through the ATMP consultation process in Round 1, as well as in consideration of the vision, goals, and objectives of the ATMP.

The network assessment reviewed the existing network connectivity and access to connect with active transportation facilities from other jurisdictions and Regional planned projects. It also considered where new facilities could provide access to villages, hamlets, and key destinations. The analysis also considered the settlement area boundary expansions (SABE) as the network will need to serve residents and visitors to Caledon over the next decades as the Town grows. It includes a review of other opportunities for network connectivity including unopened road allowances and Town-owned properties. Stakeholders and the public had an opportunity to review and provide feedback on the opportunities as part of PIC #1. Feedback was used to inform the network recommendations.

Opportunities identified through the network assessment are represented on the network assessment maps as the following:

- **Network Expansion Opportunities** – Missing links where no facility is present that would provide connectivity, continuity, and support land use development. The opportunities can vary from a short section of roadway to better connect a village or hamlet to the Caledon Rail Trail, to conceptual opportunities for trails. These are based on the Town's policy statements around developing active transportation.
- **Neighbouring Connections** – Opportunities to connect with existing and planned active transportation facilities from neighbouring jurisdictions. The assessment highlights where there are existing and planned active transportation connections to Caledon from neighbouring jurisdictions. This included the review of plans from Orangeville, Mono, Adjala-Tosorontio, New Tecumseth, King, Vaughan, Brampton, Halton Hills, Erin, and East Garafraxa, as well as the County of Wellington, Halton Region, County of Dufferin, County of Simcoe, and York Region.
- **Future Planned Regional Improvements** – Proposed routes for regional active transportation from the Region's Sustainable Transportation Strategy.

The network opportunities and potential connections to neighbouring jurisdictions are shown on Map 2. The future planned regional improvements are shown on Map 3. All the opportunities and gaps are shown together on Map 4. The project team received feedback from stakeholders and the public on the opportunities presented in the network assessment.

Map 2. Network expansion opportunities

Network Expansion Opportunities

Town of Caledon Active Transportation Master Plan

Network Considerations

- Network Opportunity
- Neighbouring Connection

Existing/Planned Facilities

- Multi-use Trail
- Walking Trail
- Designated Trail
- Multi-use Path
- Painted Bike Lane
- Paved Shoulder
- Caledon Rail Trail
- Signed Cycling Routes

Other Features

- Unopened Road Allowance
- GTA West Preferred Route
- Regional Road
- Railway
- Park
- Provincial Park
- Municipal Boundaries

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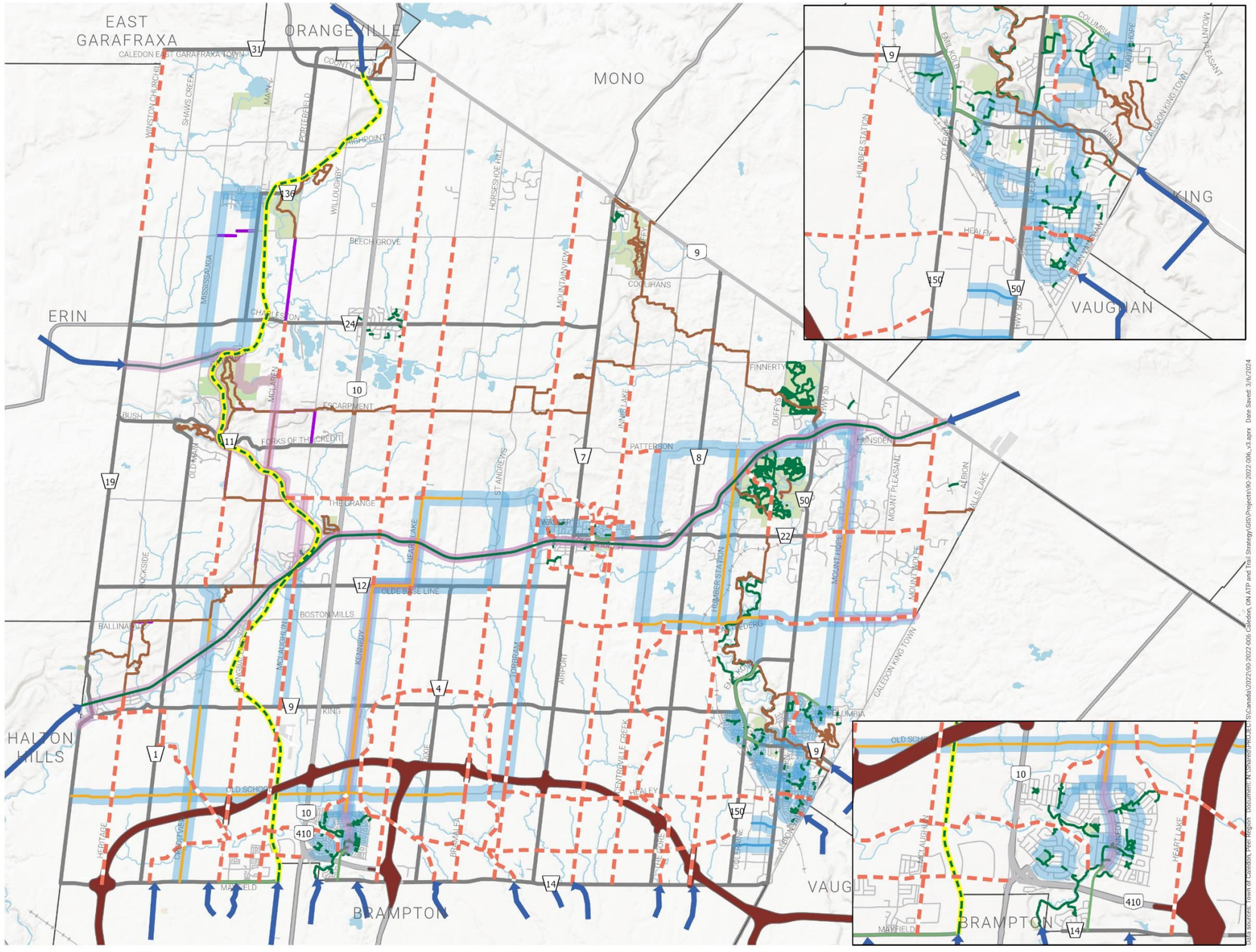
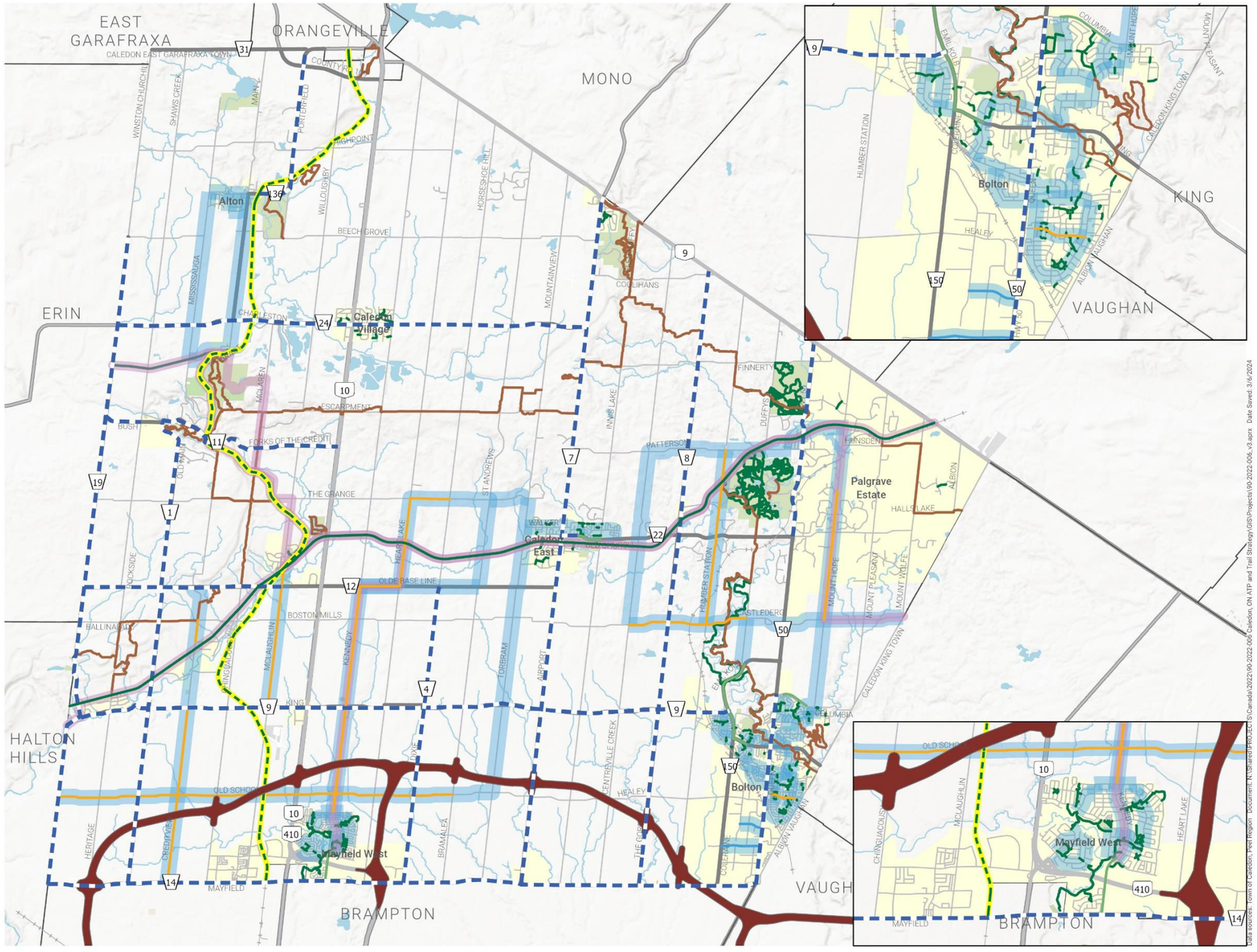


Map 3. Future regional improvements

Future Regional Improvements

Town of Caledon Active Transportation Master Plan



Network Considerations

- Future Planned Regional Improvements

Existing/Planned Facilities

- Multi-use Trail
- Walking Trail
- Designated Trail
- Multi-use Path
- Painted Bike Lane
- Paved Shoulder
- Caledon Rail Trail
- Signed Cycling Routes

Other Features

- GTA West Preferred Route
- Regional Road
- Railway
- Settlements
- Park
- Provincial Park
- Municipal Boundaries

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Data sources: Town of Caledon, Peel Region · Document: N:\Shared\PROJECTS\Canada\2022\90-2022-006 Caledon, ON ATP and Trail Strategy\GIS\Projects\90-2022-006_v3.aprx · Date Saved: 3/6/2024

Map 4. Network assessment

Network Assessment

Town of Caledon Active Transportation Master Plan

Network Considerations

- Network Opportunity
- Future Planned Regional Improvements
- Neighbouring Connection

Existing/Planned Facilities

- Multi-use Trail
- Walking Trail
- Designated Trail
- Multi-use Path
- Painted Bike Lane
- Paved Shoulder
- Caledon Rail Trail
- Signed Cycling Routes

Other Features

- Unopened Road Allowance
- GTA West Preferred Route
- Regional Road
- Railway
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- Provincial Park
- Municipal Boundaries

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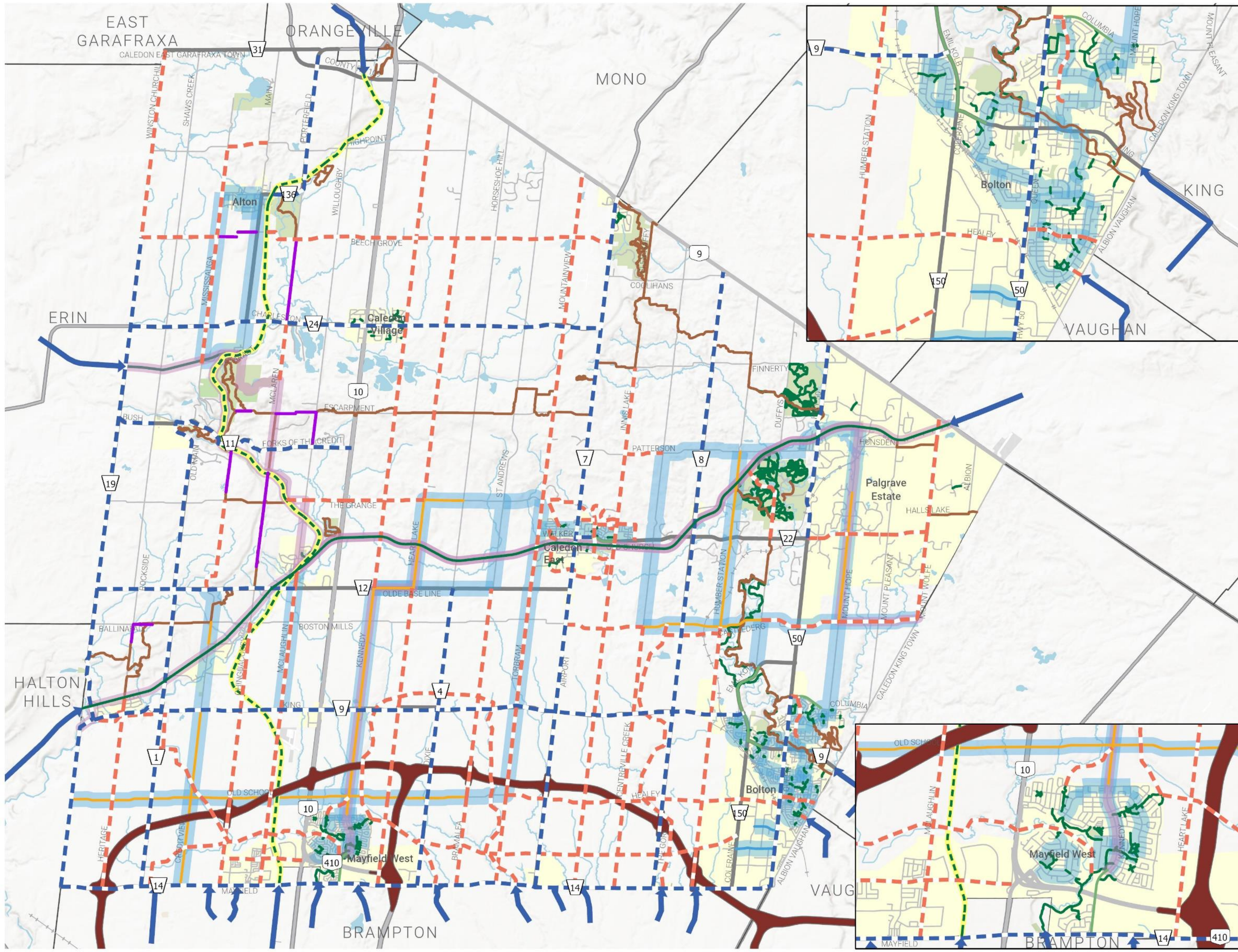

4.2 Network Recommendations

The network recommendations represent the overall network vision for the Town based on available information within the project horizon. They represent the refined opportunities identified from the network assessment process which had the greatest alignment with the evaluation criteria. Facility types were identified for each corridor based on a preliminary review of the corridor context and application of facility selection guidance from OTM Book 18.

Note that trail recommendations in areas such as the SABE are conceptual to integrate and protect for future development. Future planning and design work will determine optimal routes for trails factoring in Natural Heritage Systems, road crossings, and technical feasibility.

4.2.1 Evaluation Criteria

The evaluation criteria were developed based on the guiding principles of the plan.

Table 7. Network evaluation criteria

Principle	Description
Connected	Routes should achieve a continuous and connected system of walking and cycling routes and facilities which accommodate a wide range of uses and users.
Visible	The way in which AT routes are designed which ensures that they are a visible component of the transportation network.
Diverse	The network should support a diverse on- and off-road experience for walking and cycling which recognizes skill level and trip purpose.
Destination Oriented	Routes should provide access to major destinations within and outside of the Town including destinations for commuting, tourism, and day to day activity purposes.
Safe & Comfortable	Mitigating / preventing risks and conflicts as a result of the implementation of the route and identify facilities based on the user and the use.
Integrated	The network should provide direct access to other modes of transportation within and outside of the Town and should complement land-use planning practices.
Equity Focused	The network should be identified and designed with equity in mind based to provide services to allow all individuals the opportunity to lead healthy and active lifestyles.

4.2.2 Preliminary Facility Type Recommendations

As part of extensive public engagement and consultation, many residents indicated the need for more cycling facilities, trail connections, improved sidewalks and to increase non-motorized travel options. Several residents indicated a preference for buffered cycling facilities or other physical separation to be introduced. Greater separation between all modes of transportation (drivers, cyclists, and pedestrians) is preferred. Paved shoulders are seen as well-suited to rural routes. The facility types introduced in the Active Transportation Facility Types section were applied to the recommended network based on their appropriateness and context. OTM Book 18 Section 5: Facility Selection Process was used to recommend facility types within road rights-of-way that are appropriate based on existing vehicle speeds and volumes. The recommended facility types are:

- **Multi-use Path** – facility within the road right-of-way that has physical separation from motor vehicle traffic that is used for walking and cycling.
- **Painted Bike Lane and Paved shoulder** – facility within road right-of-way that has visual separation from motor vehicle traffic.
- **Shared Cycling Facility** – signage and pavement markings are used to denote that the roadway is shared by motor vehicle and bicycle traffic.
- **Multi-use Trail** – facility outside of a road right-of-way that has space for people walking and cycling.
- **Sidewalk** – facility within the road right-of-way that is separated by a curb from motor vehicle traffic and is used for walking.

Picture 32. Examples of recommended facility types

Example of a multi-use path within the road right-of-way (Caledon, ON)

Example of a paved shoulder (Caledon, ON)

Example of a shared cycling facility (Caledon, ON)

Example of a multi-use trail outside of the road right-of-way (Caledon, ON)

4.2.3 Recommended Cycling and Trails Network

The recommended infrastructure improvements include more than 400 km new active transportation facilities, including in-boulevard and off-road cycling facilities and trails.

Table 13The networks include the Caledon Rail Trail, and new proposed facilities throughout the Town to support more direct, low-stress connections between and within communities, and to adjacent municipalities. The network provides connections to the new Caledon Rail Trail, Caledon Trailway, and other trail systems, as well as connections to community destinations such as downtown areas, employment clusters, schools and institutions, parks and open spaces, transit stops, and other key places. The preferred cycling and trails network map is presented on Map 5. The list of projects in the network is provided in Table 13.

Table 8. Network recommendations proposed facility type lengths

Facility Type	Proposed Length (Kilometres)
Multi-use Trail	80
Multi-use Path Multi-use Path on new roads within SABE	102 173
Painted Bike Lane Paved Shoulder	3 115
Shared Cycling Facility	14

Map 5. Network recommendations

Network Recommendations

Town of Caledon Active Transportation Master Plan

Network Recommendations

- Multi-use Trail
- Multi-use Path
- Paved Shoulder
- Painted Bike Lane
- Shared Cycling Facility

Existing/Planned Facilities

- Multi-use Trail
- Walking Trail
- Designated Trail
- Multi-use Path
- Painted Bike Lane
- Paved Shoulder
- Signed Cycling Routes

Other Features

- GTA West Preferred Route
- Regional Road
- Railway
- Park
- Provincial Park
- Municipal Boundaries

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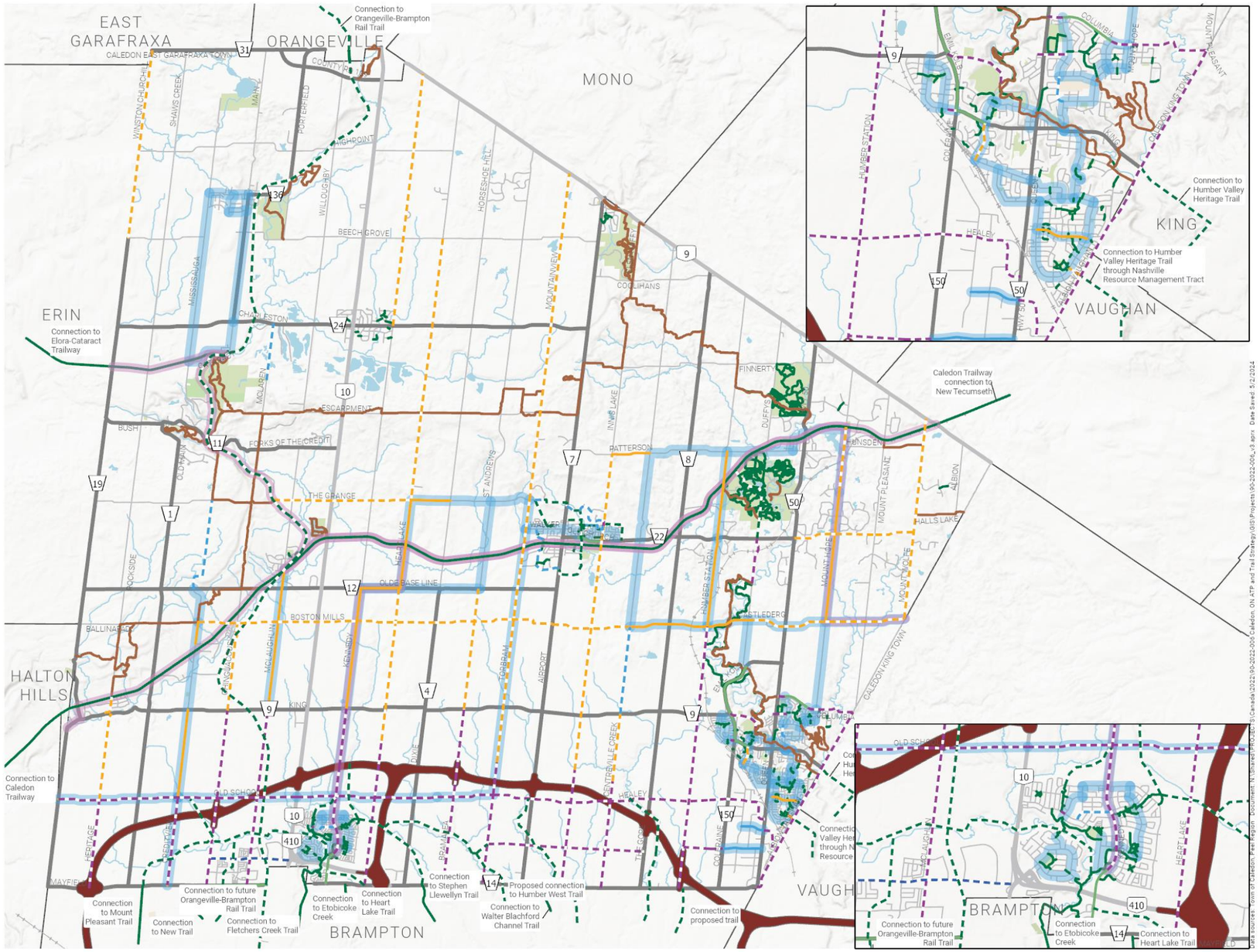


4.2.4 Regional Connectivity

Overall, and in view of the future Caledon Rail Trail, respondents indicated that there are more opportunities to improve connectivity of villages, hamlets, and urban centres in Caledon and at the community level. For example, the need for pathway connections within communities and subdivisions connecting to schools so students can walk or cycle there. Better connections were emphasized specifically to major trails, key destinations, and facilities. It is also important to improve the connectivity between Caledon and adjacent municipalities. Through the ATMP, existing conditions and plans of adjacent municipalities were reviewed and the opportunities were discussed. The list below has been prepared for further discussion between the Town, respective conservation authorities and municipalities to further explore and move these connections forward.

Table 9. Regional connectivity opportunities

Municipality	Connectivity Opportunity	Recommendations
Caledon	Caledon Rail Trail	Working with local stakeholders to convert the rail line right-of-way to a multi-use trail and explore opportunities to link more communities within Caledon to the CRT through new proposed trail connections.
	Etobicoke Creek Trail Connection to Mayfield West 2 and CRT	Working with MTO to secure an underpass or overpass at Highway 10. This will provide a great connectivity between Southfield Villages and the new Mayfield West 2 as well as CRT in the future.
	Humber Valley Heritage Trail Connection to CRT	Working with developers and TRCA to pursue and explore the connection of Humber Valley Heritage Trail to CRT through a balanced network of on-, and off-road trails, as part of the secondary plans within SABE area.
	Highway 413 Transportation Corridor	Working with MTO on the integration of Highway 413 (GTA West) and the Active Transportation network in Caledon including providing grade separated crossings for trails and providing high quality cycling and pedestrian facilities at interchanges.

	Credit Valley Conservation	Work with Credit Valley Conservation to help build out their optimum route for the Credit Valley Trail, through the development of the CRT.
	Humber Valley Heritage Trail Connection to Caledon Trailway	Working with TRCA for a Humber Valley Heritage Trail connection to Caledon Trailway through Albion Hills Conservation Park.
Vaughan	Humber Valley Heritage Trail Connection to Super Trail Network in the City of Vaughan	Working with TRCA, City of Vaughan and Township of King for the connection of Humber Valley Heritage Trail to Super Trail in the City of Vaughan using TRCA conceptual trail plan through Nashville Conservation Reserve.
	Connection to Vaughan Super Trail through Caledon Trailway	Working with the City of Vaughan to connect different communities in Caledon to the Vaughan Super Trail.
Brampton	Brampton Trail Connections	Working with the City of Brampton to coordinate and develop trail connections to existing and proposed trails: Existing Brampton Trails: Mount Pleasant Trail, a new trail west of Chinguacousy, Fletchers Creek Trail, Heart Lake Trail, Stephen Llewelyn Trail Connection, Walter Blatchford Channel Trail. Future Planned Brampton Trails: CRT, Humber West Trail connection, future trail near Goreway Dr, future trail near The Gore Rd, future trail near Clarkway Dr.
	New Collector Roads within SABE Area	Support continuity and consistency of AT infrastructure within the road ROW by continuing to collaborate with the City of Brampton for all new roads that border Brampton.

	Etobicoke Creek Trail	Continue to Work with the City of Brampton and TRCA to ensure the longevity and expansion of the Etobicoke Creek Trail.
Orangeville	Caledon Rail Trail	The Caledon Rail Trail will connect to the trail corridor in Orangeville. Collaboration with these jurisdictions can support a more integrated and seamless trail experience. The Town of Orangeville's Cycling and Trails Master Plan, which guides Orangeville's cycling and trails development, makes reference to the CRT as a rail-to-trail example and as a trail connection opportunity.
	Credit Valley Trail	The CVC's Upper Credit Conservation Area and route of the CVT will connect Caledon to Orangeville to link to the Vicky Barron Lakeside Trail at Island Lake Conservation Area and the Town of Orangeville's planned active transportation network.
New Tecumseth and Halton Hills	Caledon Trailway Connections	The Caledon Trailway provides existing connections to Halton Hills and Tottenham in New Tecumseth. The Town should work with these jurisdictions to promote a more seamless trail experience. The Caledon Trailway connects to Terra Cotta Area and Bruce Trail Main Trail and Side Trails.
Erin	Elora-Cataract Trailway Connection with Caledon Rail Trail	The Elora-Cataract Trailway connects to the community of Cataract in Caledon, next to the Forks of the Credit Provincial Park. It connects through Erin to Elora. The Town should work with the CVC to coordinate the trail connections with the Caledon Rail Trail.
Halton Hills	Caledon Trailway connection to Halton Hills through Greenbelt Route	The Caledon Trailway connects to Halton Hills through the Greenbelt Route.

4.2.5 New Developments

Ensuring that existing neighbourhoods and future development areas have active transportation connections to the Town-wide transportation network is key to promoting more trips by walking and cycling. It is important to make sure that there are adequate access points that provide direct connections to adjacent areas for all road users, both to support direct and short trips between neighbourhoods by walking and cycling. Well-designed communities make walking and biking the best way to move around for local trips. The Active Transportation Master Plan identifies a proposed Town-wide active transportation network with a list of priority projects to be implemented through routine accommodation or as standalone projects.

It is recognized that a key component of expanding and enhancing the active transportation network is to provide access and connections to existing neighbourhoods within the Town, as well as future population and employment areas, as they are often areas of high activity and are generators of walking and cycling trips. The Town should also continue to work with developers and other stakeholders and examine existing policies and standards to ensure the development of new walkable and bikeable neighbourhoods and employment areas. Access points that provide connections to adjacent streets and developments support direct and short walking and cycling trips.

It is important that new developments are integrated and well connected with the existing and proposed active transportation to ensure there is a comfortable and accessible way to access developments and encourage more walking and cycling. The Town should review all development applications and consider if active transportation connections have been included and work with developers to find opportunities to enhance connectivity. The Town's Green Development Standard is an implementation tool for the recommendations of the ATMP.

New Planned Roads

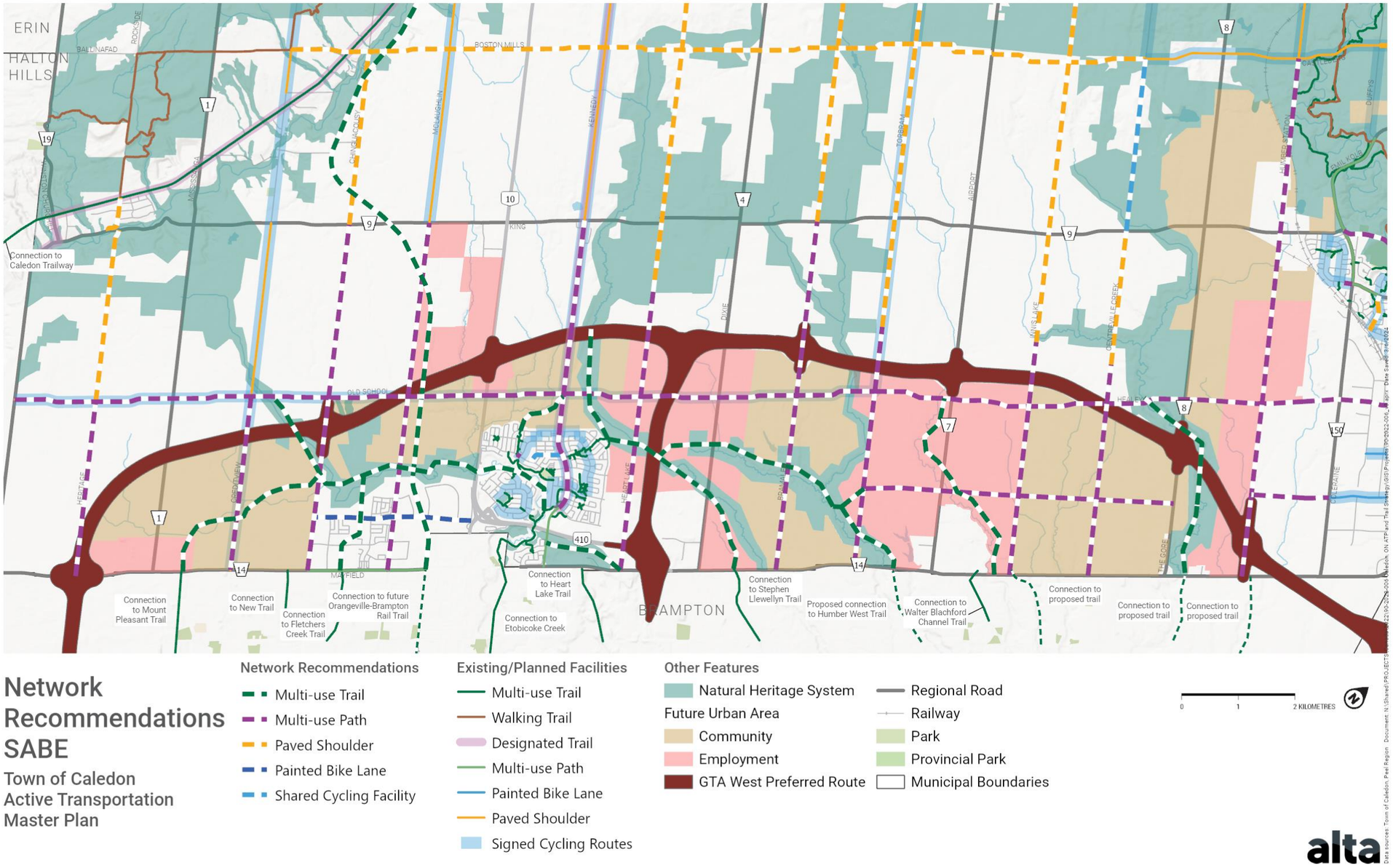
Caledon is growing, and the Town has policies in place to build active transportation facilities as part of growth-related development. The MMTMP established new road cross-sections that include contextually appropriate active transportation facilities, such as multi-use paths on both sides of arterials and urban collector roads, and cycle tracks within high-traffic downtown areas. The recommended network does not show all the planned roads as part of the network as these roads will be finalized through Secondary Plan and subdivision processes.

4.2.6 Trail Routes in the SABE

The Settlement Area Boundary Expansion (SABE) is particularly focused on developing new residential and employment lands at the southern boundary of Caledon. This expansion is being planned through a comprehensive secondary plan process. This plan has identified key trail corridors within and extending to the area for active transportation outside of road rights-of-way. The routes identified are conceptual, high-level routings intended to identify the Town's plans for these trail routes. Further study including route planning and design will be completed as separate studies. They will consider factors such as the Natural Heritage System boundaries, to minimize impacts on sensitive environments and to build trail facilities that provide high-quality connections for different active transportation users.

It is recommended that the Town continue working with the developers to pursue and explore the connection of Humber Valley Heritage Trail in Bolton to CRT through a network of on- and off-road active transportation facilities, as part of the secondary plans within the SABE area. This will help to foster a culture of walking and cycling in these new communities by implementing the principles of the ATMP. The Town should adopt updated standard cross-sections for new developments including various cycling facilities such as cycle tracks, protected bike lanes and multi-use paths. The Town should also adopt updated cycling facility selection guidance for new developments. These recommendations are outlined in the policy recommendations section. A close up of network recommendations and the SABE area is shown in Map 6.

Map 6. Network recommendations in the Settlement Area Boundary Expansion area



4.2.7 Unopened Road Allowances

Unopened road allowances owned by the Town were investigated as part of the ATMP for consideration as a link to the larger trail network. The unopened road allowances are all located north of King Street, particularly on the west side of the Town. Some are currently used as part of trail routes for the Bruce Trail and Credit Valley Trail.

- Bruce Trail Main Trail
    - Chinguacousy north of Olde Base Line to The Grange.
    - Creditview - north of The Grange to Forks of the Credit.
    - Puckering Lane - west of McLaren.
    - Puckering Lane - McLaren to Willoughby.
- Bruce Trail - Side Trail
    - Heritage and Ballinaead.
    - Chinguacousy from The Grange to McLaren.

Road allowances may be transferred to public trail authorities to support critical trail connections through Caledon.

4.2.8 Cycling Network Expansion Policy

All new and reconstructed urban arterial and collector roads (both major and minor) will include protected intersections, separated in boulevard linear cycling facilities on both sides of the roadway and consider crossings that will service the multi-use recreational trails system to provide the most direct and comfortable route for pedestrians and cyclists. A cycling network was developed that identifies key corridors throughout the Town which will serve to expand the transportation choices for residents and visitors of Caledon through the inclusion of comfortable infrastructure that caters to riders of all ages and abilities.

A fundamental component of creating a cycling network that caters to riders of all ages and abilities is implementing a connected network of appropriate facility types to the traffic environment. To aid in appropriate facility selection during the implementation of the cycling network, the ATMP adopts best practices such as Ontario Traffic Manual (OTM) Book 18 and Transportation Association of Canada (TAC) guidelines that respond to the needs of users of all ages and abilities.

4.2.9 Caledon Rail Trail (CRT)

In July 2022, the Region of Peel, in collaboration with its local municipalities Caledon, Brampton, and Mississauga, finalized the acquisition of 51 km of the former Orangeville Brampton Railway corridor. This was done with the understanding and commitment that it be converted to an active transportation route that would connect the Region of Peel and its municipalities. The CRT corridor begins at the north end of Mississauga, travels through Brampton and Caledon, and Orangeville. Beyond Orangeville, it continues north as a trail, to Owen Sound.

In Caledon, the rail corridor is seen as an opportunity for a new continuous north-south active transportation corridor through the communities of Alton, Cataract, Belfountain, Inglewood, Cheltenham, and Mayfield West. The new trail will also serve as a significant corridor within Caledon's larger trail network in Caledon, linking directly to the Caledon Trailway, Credit Valley Trail, Elora Cataract Trailway, and Trans-Canada Trail route. The recommendations of the Active Transportation Master Plan also further explore opportunities to link more communities within Caledon to the CRT through new proposed trail connections. Figure 3 identifies the CRT in relation to the existing trail system.

Figure 3. Overview map of Caledon Rail Trail

Local municipalities have now assumed the portion of the corridor within their respective boundaries. Subsequently, the Town of Caledon has been given the responsibility of converting the 35 km section of rail line within its boundary to a multi-use pedestrian and cyclist trailway.

The Town of Caledon initiated a Trail Implementation Strategy for the Caledon Rail Trail in parallel with the ATMP. The strategy includes an assessment of the implementation requirements and proposed strategy to develop a railway-to-trail implementation plan that identifies a preferred approach for the transition from a rail corridor to a multi-use trail. The proposed vision of the Caledon CRT Strategy is:

“A safe and comfortable active transportation trail journey through the Town of Caledon linking Villages and Hamlets, that celebrates Indigenous, natural, and cultural heritage assets, and promotes healthy living.”

The proposed conversion of the railway corridor to a multi-use trail aligns with the existing Provincial Policy, Ontario Trails Strategy, Ontario’s Cycling Strategy, Ontario’s Cycling Tourism Plan at the provincial level, Caledon Multi-Modal Transportation Master Plan Update (Caledon MMTMP 2023), Caledon Active Transportation Master Plan (Caledon ATMP 2023) and Town of Caledon Official Plan policies. Key benefits from this proposed project include promoting community and individual health, preserving a continuous corridor for linear infrastructure, enhancement of natural heritage resources and recognition of cultural heritage.

Figure 4. Existing railway

Planning and Design Considerations

In a greenfield area, assembling land for a corridor of this length would be incredibly difficult, time-consuming, and expensive. The CRT corridor's construction has already brought about this benefit. The corridor offers future possibility as a utility corridor in addition to the amenity it offers as a multi-use trail.

Additional Lands to Accommodate Supplementary Amenities

The railway infrastructure built to allow freight and commuter trains to cross ravines and highways was often constructed with minimal widths and clearances. The available right-of-way (ROW) is 20 metres along the rail track for most of the sections, and it widens to more than 30 metres at certain locations. The available ROW can accommodate the cross section at 6.5 metres to 7.0 metres for the multi-use trail.

Accessibility

By 2025, Ontario should be fully accessible to people with impairments, according to the 2005 Accessibility for Ontarians with Disabilities Act (AODA). Guidelines and requirements are included in Ontario Regulation 413/12 (O. Reg 413/12), which was created in accordance with the Accessibility for Ontarians with Disabilities Act, 2005, and which applies to both new construction and significant repair of external pedestrian facilities. The CRT would fall under the Recreational Trail category.

Corridor Conditions

The 35 kilometre corridor runs north-south between Orangeville and Brampton. The corridor has 18 crossings with public roadways, 6 crossings with private roads / driveways, and 9 bridge structures. Standard railway cross-sectional elements include a right-of-way of approximately 20 metres and a rail ballast (platform) width of approximately 2.6 to 3.0 metres.

Design Considerations

The strategy provides design considerations for the development of the trail and for elements, such as mitigating impacts on natural heritage, neighbouring residences, farm road crossings, and additional amenities for the trail.

Geometric design of trails typically follows an assessment of the anticipated users and their characteristics as they move along a trail. For different aspects of trail design, it is common practice to identify a design user whose characteristics place the greatest demand on any particular aspect of trail geometry. These guidelines take an inclusive approach to design users with the intended result that trails are comfortable, enjoyable, and usable for the widest range of users. Providing a high level of accessibility is important for the success and equitable use of trails.

While CRT will be a Primary Trail and should be planned accordingly, it is important that the Town takes care to design a trail that meets the needs of its anticipated users. The Town should consider upgrading appropriate sections of the trail to asphalt surfacing in urban contexts. To promote safe interactions between trail users, the separation of pedestrians and cyclists should be considered in higher traffic areas. Future design stages should utilize public/stakeholder consultation and industry best practices to determine the suitability of these measures.

Access to the trail should be provided through trailheads that include parking facilities as well as supporting facilities such as information of the trail system, washrooms, and resting areas. The trailheads should be strategically located, providing opportunities to access different sections of the trail and should be easily accessible from a public road.

Report Recommendations

Costs

The costs of the implementation of the trail will require removal of the existing rail tracks, ties, detailed design, and construction. Based on a review of previous rail-to-trail projects, a potential cost estimate has been prepared for this interim report based on the assumption of a design that includes rail removal and use of the existing rail bed for the trail. The estimated detailed design of the corridor is anticipated to cost approximately $500,000. Construction is estimated to cost $12.8 million (2022 estimate).

Early Activities

The planning and development of the rail trail will require identification of activities that will be necessary early in the implementation process. The implementation will require the following activities:

- Initiate consultation including a steering committee of municipal stakeholders (Peel, Brampton, Mississauga, Orangeville); Trail authorities, elected officials, and internal divisions.
- Removal of the track, ties, signs, signals, and arms and paving at road crossings.
- Investigate the existing base condition.
- Site visit and consultation process to be completed for installation of signage and barriers to control use prior to implementation of the trail.

Detailed Design and Construction Stages

The following tasks should be completed for future stages:

- Develop the Terms of Reference for the next phase of work and retain the services of a qualified firm.
- Complete the topographic and boundary survey for the corridor.
- Complete the additional studies described in the report as part of the detailed design stage.
- Confirm existing utilities and consult with utility owners regarding utilities that may require removal/relocation or permissions for construction (i.e., hydro, gas, etc.).
- Ensure all existing culverts along the rail corridor are cleaned out as part of the construction process and any collapsed culverts are replaced.
- Complete further assessments on all major road crossings to determine appropriate measures to be put in place.

- Speak with adjacent landowners, stakeholders, and community members through a public engagement process.
- Investigate the potential of incorporating existing desire lines through private and public properties as permanent trail connections.
- Prepare detailed design, specifications, and contract documents.
- Necessary approvals and secure funding for construction.

Implementation Timeline

At 35 kilometres in length, the CRT is a significant undertaking. The supporting studies and detailed design can be undertaken in corridor-wide studies, but it would be prudent to phase construction to manage capital costs and develop efficiencies from early implementation to later phases of implementation. It is recommended that construction be phased by focusing on village cores and urban areas and expanding toward rural areas. Surfacing will also be recommended to be paved in those areas where more activities are expected to happen and limestone in other areas.

Next Steps

Staff have prepared a Project Charter to guide the next phases of the rail-to-trail conversion. Phase 1 involves consultation with stakeholders such as Town staff, Council, adjacent landowners/business owners, Indigenous partners, impacted community groups, trail authorities, municipal partners, and the Active Transportation Task Force. This phase will also consider various funding sources and opportunities to fund the design and construction of the future rail-to-trail conversion, as well as develop a strategy for the branding and naming of the new trail network. The desired outcome of phase 1 is a rail-to-trail framework/scoping document that reflects the needs of the stakeholders.

As part of phase 1, a safety audit of the Town's portion of the railway will be conducted to address immediate safety concerns at rail crossings and access points and resulting temporary public safety measures implemented at structures and key locations along the decommissioned rail line. This phase also includes the removal of signals and tracks at all road crossings along the corridor and the reinstatement of said crossings.

The second phase will be comprised of the development of a preliminary design to demonstrate findings from phase 1 engagement, along with significant Town-wide public engagement. Supporting studies will also be undertaken as part of this phase. Phase 2 is expected to take approximately two years to complete.

The final phase involves the removal of rail ties and fasteners along the trail, detailed design of the future trail, and capital construction of the new trail.

4.2.10 Pedestrian Network Policy

The Town will use a policy approach to address missing links in the pedestrian network and the implementation of sidewalks on planned roads. The policy was developed by evaluating the Town's existing sidewalk policies and incorporating standard practices of other municipalities that align with the Town of Caledon Transportation Master Plan and Official Plan objectives. The proposed policies identify the need for pedestrian facilities based on:

- Land use
- Road classification
- Main generators of pedestrian use
- Connectivity to the pedestrian and cycle network

The recommended policies are outlined in **Table 10**. The recommended policy identifies the need for pedestrian facilities based on the radius surrounding generators of pedestrian traffic. The requirement radius varies based on the generator (i.e., school, place of worship, transit, etc.).

Pedestrian facilities can be provided in the form of a sidewalk, or a multi-use path shared by pedestrians and cyclists. The policy should be used to determine where pedestrian facilities are required within a reasonable distance to main generators of pedestrian traffic and to ensure connectivity through the pedestrian, cycling and multi-use trails network. Crossings must be implemented to provide connectivity to sidewalks, and to sidewalks beyond the generator buffer.

Table 10. Pedestrian facility implementation policy

Generator	Pedestrian Facility Implementation Policy
Urban Arterial Road	On both sides of urban arterial roads.
Urban Collector Road	On both sides of all urban collector roads.
Urban Local Road	On one side of all urban local roads, except for the locations below:
Transit	On both sides of every street that serves a transit route.
Intensification/Urban Area	On both sides of the road in the intensification areas.
School	On both sides of every street within 800 metres of a school.
Community Facilities/Local Amenities	On both sides of every street within 400 metres of a community facility or local amenity.
Parks and Trails	On both sides of every street within 500 metres of a community facility or local amenity.
Pedestrian and Cycling Network	To minimize gaps in the street, providing pathway connections, as well as the multi-use trails network.

Pedestrian facilities should be implemented based on road classification and the radius surrounding generators of pedestrian traffic in accordance with **Table 10**. For urbanized cross sections, sidewalks or multi-use pathways may be used to provide pedestrian facilities. For rural, non- urbanized cross-sections, pedestrian accessible paved shoulders are appropriate. Below are some additional considerations for developers.

- In plans of subdivision, the owner/developer should be required to extend sidewalk beyond the limits of the subdivision to provide a connection with other pedestrian related facilities. Identified pedestrian facilities include but are not limited to other planned or existing sidewalks, walkways/mews, trails, and bus stops.
- Mid-block pedestrian connections/mews should be located centrally in blocks that are longer than 200 metres in length and connect to sidewalks, trails, or pathways on either end to maximize the connectivity of the street network for pedestrians and cyclists by:
    - Ensuring grid-like connectivity that minimizes trip distance.
    - Ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections.
    - Ensuring convenient and direct connections to transit stops and stations; etc.

Picture 33. New sidewalk and crosswalk on Kennedy Road

4.2.11 Network Recommendations Summary

The following table summarizes the network recommendations.

Table 11. Network recommendations

Rec #	Theme	Recommendation	Description
NR-1	Infrastructure	Implementing the Recommended Cycling and Trails Network	The Town will plan for the implementation of more than 400km of recommended cycling and trails network based on the Implementation Framework, leveraging future capital projects, development applications and standalone projects.
NR-2	Infrastructure	Priority for Caledon Rail Trail	The completion of the CRT will be prioritized in the implementation of the Multi-use Trails Network. This includes completing early activities, completion of supporting studies and consultation, detailed design, and construction. The Town should establish working groups with its partners, and stakeholders as well as consultation with adjacent landowners to prepare a comprehensive vision for this strategic corridor for the next stages of the project.
NR-3	Connectivity	Refining Trail Connections	Refine the proposed trails with appropriate consideration of connector trail network links through, but not limited to, the block, subdivision and/or site planning processes.
NR-4	Connectivity	Advance the Local Network	Advance the local network through development, relevant capital infrastructure projects, or related environmental assessments put forward by other agencies or parties that may allow key municipal connections.
NR-5	Connectivity	Regional Connectivity	Working with relevant stakeholders to improve connectivity and pursue regional trail network, working with relevant stakeholders. This includes:

Rec #	Theme	Recommendation	Description
			• Working with TRCA, City of Vaughan and Township of King to connect the Humber Valley Heritage Trail to Nashville Resource Management Tract and Vaughan Super Trail. • Working with the MTO to secure a connection between Etobicoke Creek Trail and Mayfield West 2 and CRT through a connection over Highway 10. • Working with developers and TRCA, as part of the secondary plan process, to pursue and explore the connection of Humber Valley Heritage Trail to CRT through a balanced network of on- and off-road trails, as part of the secondary plans within SABE area and further foster the culture of walking and cycling communities by implementing the principles of the ATMP. • Working with the City of Brampton to create direct connections of on- and off-road trails to Brampton's existing and planned trails, through the expansion of the SABE area. • Working with Brampton, Orangeville, Mississauga and CVC for coordination and construction of CRT. • Work with Trans Canada Trail to facilitate an off-road connection through the development of the CRT. • Credit Valley Conservation to build out a section of their optimum route for the Credit Valley Trail, through the development of the CRT.

Rec #	Theme	Recommendation	Description
NR-6	Safety	Trail Access Controls and Gates	The Town should upgrade and modernize the existing trail access gates for Caledon Trailway and community trails as part of future capital projects. New trail access controls will need to balance preventing motor vehicle access while enabling trail users to comfortably access the trail whether they are on foot, using a mobility device, or a type of bicycle.

5. Implementation Strategy and Supporting Actions

5.1 Implementation Framework

To strategically plan for the implementation of the recommended network, a framework was developed which classifies the types of opportunities used to implement projects. These classifications were then applied to the recommended projects.

There are two opportunities to implement active transportation projects that were identified, routine accommodation and standalone active transportation projects. The implementation of the recommended cycling network based on this framework is shown on Map 6. Table 12 summarizes the length of projects proposed for each implementation approach.

5.1.1 Routine Accommodation

Routine accommodation is the most cost-effective way to implement or enhance the active transportation network. This approach leverages capital projects and new development opportunities to implement projects. This includes any projects within the road platform or development limits that trigger construction, land acquisition, or widening, including building sidewalks, multi-use paths, and physically separated bikeways.

- Comprehensive Capital Projects are planned infrastructure investments that are further broken down into the following groups:
    - State of Good Repair projects use opportunities such as watermain replacement or road resurfacing to implement new active transportation improvements.
    - Growth projects align with planned Town-led Road construction or reconstruction to implement active transportation improvements.
    - Opportunities through external capital projects by organizations such as Peel Region, TRCA, and CVC may also represent opportunities to implement active transportation improvements.
    - Development-driven projects as part of secondary plans are also part of routine accommodations. Development projects are to be implemented as part of larger land development plans such as intensification areas, Secondary Plan areas such as the SABE, block plans, subdivisions, and site plans. These projects are to be constructed by developers.

5.1.2 Standalone Active Transportation Projects

The benefit of routine accommodation is also its limitation. It utilizes opportunities to implement improvements, but these improvements will be limited to the area of the opportunity. This will leave gaps in the active transportation network where there may not be an opportunity for a long time, for example on a recently resurfaced segment of a road. Standalone projects can address these gaps. Standalone projects can also include targeted improvements such as updating trail gates, which has been identified as a policy recommendation. Active transportation projects should be developed and updated annually as part of the budget approval process that reflects infrastructure being implemented through routine accommodation as well as standalone priorities based on the existing network.

Table 12. Summary of implementation approach by length (by centreline kilometres)

Implementation Approach	Proposed Length (Kilometres)
Routine accommodation	130
Development-driven	112
Standalone	72

Map 7. Network implementation

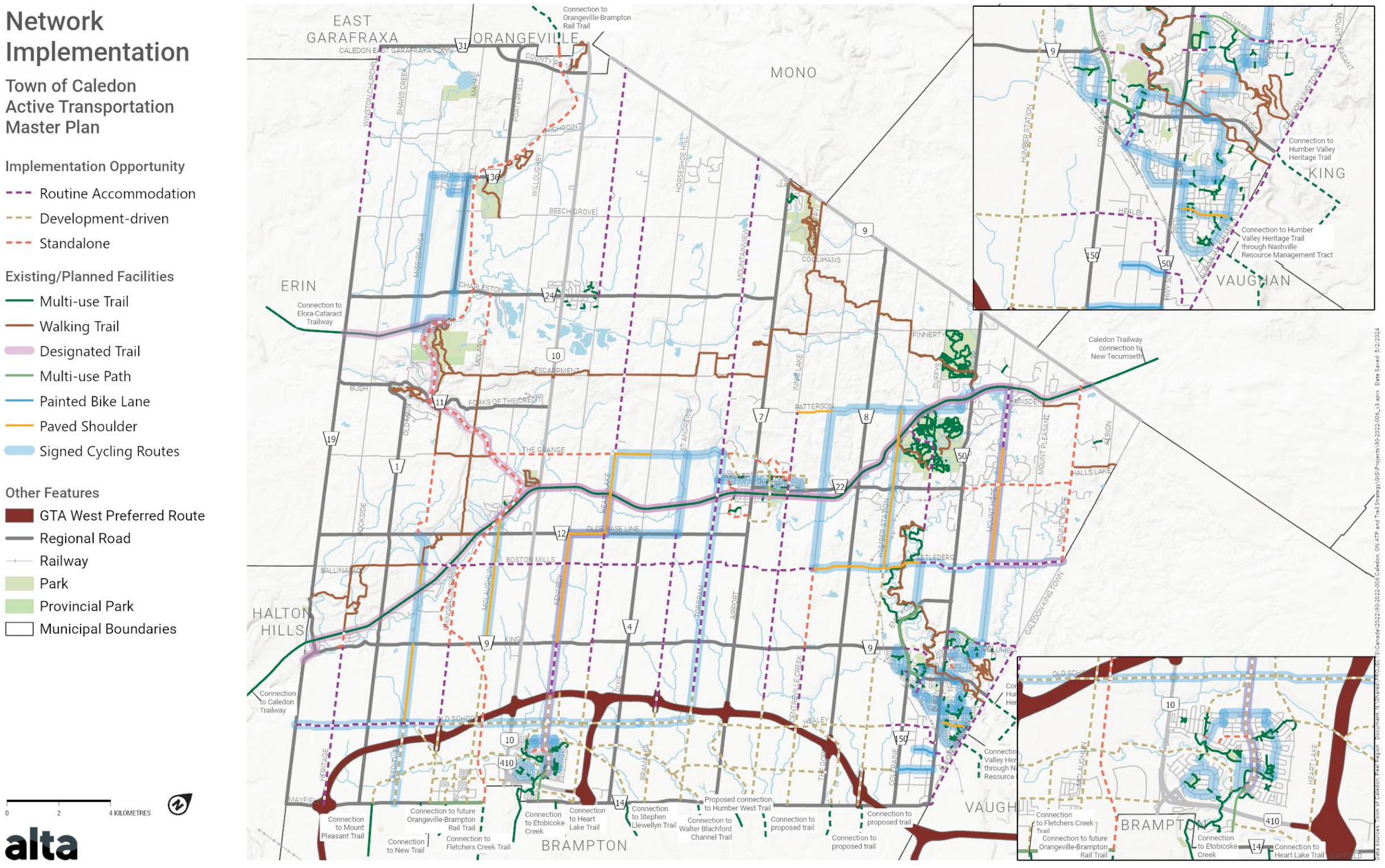


Table 13. Proposed network projects (by centreline kilometres)

Rec #	Street/Corridor Name	Extent	Facility Type	Implementation	Length (km)
N-1	Albion Hills Connection to Trailway	Old Church to Caledon Trailway Path	Multi-use Trail	Routine Accommodation	3.0
N-2	Caledon East Community Trail	Marilyn to McKee	Multi-use Trail	Development-driven	0.5
N-3	Caledon East Community Trail	North of Marilyn to McKee	Multi-use Trail	Development-driven	0.5
N-4	Caledon East Community Trail	Innis Lake to Old Church	Multi-use Trail	Development-driven	1.2
N-5	Caledon Rail Trail	Brampton to Orangeville (Mayfield to Town line)	Multi-use Trail	Standalone	37.6
N-6	Caledon East Community Trail	Airport to Valewood	Multi-use Trail	Development-driven	1.6
N-7	Caledon East Community Trail	Trail north of Walker to The Grange	Multi-use Trail	Development-driven	1.0
N-8	Caledon East Community Trail	Valewood to trail east of Marilyn	Multi-use Trail	Development-driven	1.0
N-9	Caledon East Community Trail	Airport to The Grange	Multi-use Trail	Development-driven	1.0
N-10	Caledon East Community Trail	McKee to Huntsmill	Multi-use Trail	Development-driven	0.2
N-11	SABE Concept Trails	Various	Multi-use Trail	Development-driven	29.9
N-12	Healey	Torbram to SABE Limit	Multi-use Path	Development-driven	7.6
N-13	Bramalea	Mayfield to GTA West	Multi-use Path	Development-driven	3.8
N-14	Columbia Way	Hwy 50 to Albion Vaughan	Multi-use Path	Routine Accommodation	1.9
N-15	SABE E-W Corridor	Torbram to east of The Gore	Multi-use Path	Development-driven	5.9
N-16	Chinguacousy	Old School to King	Multi-use Path	Routine Accommodation	3.1

N-17	Torbram	Mayfield to North of GTA West	Multi-use Path	Development-driven	4.2
N-18	Humber Station	Mayfield to Castlederg	Multi-use Path	Development-driven	9.2
N-19	Innis Lake	Caledon Trailway Path to Old Church	Multi-use Path	Standalone	0.2
N-20	McLaughlin	Mayfield to King	Multi-use Path	Development-driven	6.2
N-21	Heritage	Mayfield to Old School	Multi-use Path	Routine Accommodation	3.1
N-22	Innis Lake	North end of Lizzie Ct to George Crescent	Multi-use Path	Standalone	0.2
N-23	Dougall Avenue	Trail to Valleybrook Crescent	Multi-use Path	Standalone	0.1
N-24	Innis Lake	Mayfield to North of GTA West	Multi-use Path	Development-driven	4.1
N-25	Centreville Creek	Mayfield to North of Old School	Multi-use Path	Development-driven	3.8
N-26	Old School	Chinguacousy to Torbram	Multi-use Path	Development-driven	9.7
N-27	Albion Vaughan	Hwy 50 to Columbia Way	Multi-use Path (both sides)	Routine Accommodation	14
N-28	Creditview	Mayfield to Old School	Multi-use Path	Development-driven	3.1
N-29	Heart Lake	Mayfield to North of GTA West	Multi-use Path	Development-driven	5.1
N-30	Chinguacousy	Mayfield to Old School	Multi-use Path	Development-driven	3.1
N-31	Bramalea	GTA West to King	Multi-use Path	Routine Accommodation	2.5
N-32	Old School	Winston Churchill to Chinguacousy	Multi-use Path	Routine Accommodation	5.6
N-33	Healey	SABE Limit to Hwy 50	Multi-use Path	Routine Accommodation	2.0
N-34	Glasgow	Emil Kolb to Humber Valley Heritage Trail	Multi-use Path	Routine Accommodation	1.1
N-35	Duffys	Old Church to Humber Valley Heritage Trail	Multi-use Path	Routine Accommodation	1.6
N-36	Centreville Creek	King to Castlederg	Shared Cycling Facility	Standalone	3.1

N-37	Creditview	Olde Base Line to The Grange	Shared Cycling Facility	Standalone	3.4
N-38	McLaren	Trans Canada Trail to Charleston	Shared Cycling Facility	Standalone	2.0
N-39	Chinguacousy	King to Boston Mills	Paved Shoulder	Standalone	3.1
N-40	Old Church	Hwy 50 to Mount Wolfe	Paved Shoulder	Standalone	4.2
N-41	Mount Wolfe	Castlederg to Hwy 9	Paved Shoulder	Standalone	7.0
N-42	The Grange	McLaren to Heart Lake	Paved Shoulder	Standalone	4.8
N-43	Torbram	North of GTA West to The Grange	Paved Shoulder	Routine Accommodation	9.3
N-44	Castlederg	Duffys to Mount Wolfe	Paved Shoulder	Routine Accommodation	5.6
N-45	Innis Lake	North of GTA West to Patterson	Paved Shoulder	Routine Accommodation	11
N-46	Heart Lake	The Grange to Beech Grove	Paved Shoulder	Routine Accommodation	9.2
N-47	Kennedy	Charleston Sideroad to Hwy 9	Paved Shoulder	Routine Accommodation	8.8
N-48	Heart Lake	North of GTA West to Olde Base Line	Paved Shoulder	Routine Accommodation	5.4
N-49	Bramalea	King to Olde Base Line	Paved Shoulder	Routine Accommodation	4.2
N-50	Mountainview	The Grange to Hwy 9	Paved Shoulder	Routine Accommodation	11.5
N-51	Winston Churchill	Beech Grove to Townline	Paved Shoulder	Routine Accommodation	6.6
N-52	Mount Hope	Cedar Meadows Ln to Caledon Trailway Path	Paved Shoulder	Routine Accommodation	2.3
N-53	Heritage	Old School to King	Paved Shoulder	Routine Accommodation	3.1

5.2 Program Recommendations

The Town of Caledon benefits from the programs run through the Region of Peel. The Town should continue to support the existing programs and consider how to support the continuation and expansion of programs.

Table 14. Program recommendations

Rec #	Theme	Program	Description
PR-1	Awareness and Culture	School Crossing Guard Program	Improve the safety of children and youth as they make their way between home, school, and out-of-school-time programs. The program provides an opportunity to educate children and parents on school crossing procedures, road safety and rules of the road on an ongoing basis and work with schools to develop active school travel plans for the surrounding community. The Town should promote and build awareness of the program through various media and communication channels.
PR-2	Awareness and Culture	Education and Outreach	The Town should establish an annual education, outreach, and awareness plan and program including partnering with area cycling events and organizations such as the Bike the Creek, and Caledon Bike Hub. Budget should be identified for outreach related to active transportation. Grant opportunities related to education, outreach and awareness may supplement the annual budget.
PR-3	Awareness and Culture	Bike Month	The Town should continue promoting June as a Bike Month.
PR-4	Awareness and Culture	Active Transportation Communications	The Town should develop an annual communications plan and calendar for ongoing annual messaging. For example, safety tips, bike month promotion, active and safe routes to school, trail etiquette, etc.

Rec #	Theme	Program	Description
PR-5	Awareness and Culture	Branding	The Town should develop a consistent and recognizable public "identity" for active transportation and use it to create a display and associated materials that can be used in the format of a booth at Town events, etc. This "identity" will help to raise awareness of active transportation within the Town.
PR-6	Awareness and Culture	Wayfinding Signage	The Town should follow a branding and wayfinding signage strategy for town-wide trail networks such as the CRT. The Town should explore engaging active transportation and recreational users with online interactive experiences.
PR-7	Awareness and Culture	Trail Experience	The Town should consider enhancing the trail experience by partnering with organizations and independent groups to develop educational, cultural, and other similar engagement programs, to promote the trail network as a platform for special events and encourage active lifestyles.
PR-8	Awareness and Culture	Celebrate	The Town should celebrate and promote the opening of new active transportation facilities and educate the local community on use. It is recommended that these "grand opening" events should form part of the short-term education and outreach program. In addition, education on use should be incorporated into the events and complimented by communications through social media and the Town's digital platforms.
PR-9	Awareness and Culture	Organize Learning Sessions	Expand internal knowledge base as it relates to active transportation by organizing learning sessions or webinars on a regular basis.
PR-10	Awareness and Culture	History	Honour the history of trail systems within Caledon by implementing informational plaques at key locations such as trail entrances, pavilions, and historic sites

Picture 34. Bike the Creek event

5.3 Policy Recommendations

The following policy recommendations are intended to target the Town's approaches and practices to support best practices for active transportation.

Table 15. Policy recommendations

Rec #	Theme	Recommendation	Description
PO-1	Infrastructure	Adopting Design Guidelines	Adopt the latest design guidelines for developing active transportation facility design, including OTM Books 12A,15, and 18.
PO-2	Connectivity	Multi-use Trail Priority	Prioritize linkages of active transportation facilities which provide direct access to major destinations.

Rec #	Theme	Recommendation	Description
PO-3	Infrastructure	Update Design Standard Manual	The Town should update the Town-wide Development Standard Manual (DSM) and Standard Drawings to reflect current best practices for the design of pedestrian, cycling and multi-use trails facilities and consolidate all existing standards and guidelines from various departments into one integrated document for use by all staff as a starting point for the planning, design, and construction of all infrastructure projects. Of particular attention for this update are: • Sidewalks should be minimum 1.8-2 m wide.
PO-4	Infrastructure	Protecting for Future Active Transportation Facilities	All new and reconstructed urban arterial and collector roads should include protected intersections, linear cycling, and pedestrian facilities on both sides of the roadway and consider crossings that will service the multi-use trails system to provide the most direct and comfortable route for pedestrians and cyclists. Rural cross-sections should include paved shoulders. Road Reconstruction projects should include protected intersections, pedestrian and cycling facilities within the boulevard and consider crossings that will service the multi-use trails system, based on the land use and feasibility.
PO-5	Connectivity	Mid-block Pedestrian Crossings	Locate mid-block pedestrian connections/mews centrally in blocks that are longer than 200 metres in length and connect to sidewalks, trails, or pathways on either end, as needed. Consider mid-block crossings where necessary to connect multi-use recreational trail network across arterial, collector and/or local roads.

Rec #	Theme	Recommendation	Description
PO-6	Safety	Trail Crossings	Review trail crossings along Caledon Trailway and assess the feasibility and the needs for further improvements such as median refuges at uncontrolled crossings or implementing controlled crossings such as pedestrian crossovers in accordance with OTM Book 15 and 18.
PO-7	Safety	Multi-use Trail Design and Planning	Design, construct, and maintain multi-use trails consistently according to expected user volumes and opportunities for year-round active transportation travel. Consider winter and general maintenance, waste removal, and/or emergency access in the design, as required.
PO-8	Safety	Minimum Widths	The use of minimum width cycling facilities should be limited to constrained corridors where desirable or preferred cycling facility widths cannot be achieved after all other vehicular travel lanes or parking lanes (if applicable) have been narrowed to minimum widths appropriate for the context of the roadway.
PO-9	Safety	Road Resurfacing Projects	Road Resurfacing projects should consider opportunities to include dedicated space for cyclists through the narrowing of vehicular travel lanes and paving shoulders on rural / non-urbanized cross-sections, etc.
PO-10	Safety	Traffic Signals	New and Upgraded Traffic Signal projects should include the opportunity to implement cycling facilities. All new or upgraded traffic signal designs and implementation should comply with AODA standards and include appropriate crossing treatments for pedestrians and cyclists.

Rec #	Theme	Recommendation	Description
PO-11	Safety	Protected Intersections	Acknowledging that intersections pose the greatest danger to vulnerable road users, pedestrians, and cyclists, a “protected intersection” type design shall be the preferred intersection and driveway treatment for pedestrians and cyclists in urban areas. This treatment has shown to improve street level interactions, making them a more comfortable and predictable experience for all users including motorists.
PO-12	Infrastructure	Bike Parking	Incorporate the minimum bicycle parking requirements within the parking requirements of the municipal by-law based on the values in the Bicycle Parking Policy.
PO-13	Infrastructure	Role of the ATMP	The Caledon ATMP should inform the policy updates in the future Transportation Master Plan and the Official Plan as well as other secondary plans and studies.
PO-14	Infrastructure	Funding for AT Projects	Continue to identify annual planning and implementation program budgets for pedestrian, cycling, and multi-use trail projects. This should not preclude supportive amenities such as bike repair stations, rest areas/benches, bike parking, and informational kiosks.
PO-15	Awareness and Culture	Research Emerging Trends	Research new and emerging trends and technologies such as bike share, e-bikes, and e-scooters.
PO-16	Infrastructure	Update Cross-sections	Adopt updated standard cross-sections outlined in the Multi-Modal Transportation Master Plan (MMTMP), based on the context, for new development including various cycling facilities such as multi-use paths, cycle tracks, and paved shoulders.
PO-17	Infrastructure	Update Cycling Facility Selection for New Developments	Adopt updated cycling facility selection guidance for new developments.

Rec #	Theme	Recommendation	Description
PO-18	Infrastructure	Implementing Pedestrian Facilities	Implement pedestrian facilities based on road classification and the radius surrounding generators of pedestrian traffic based on the Sidewalk Policy. For urbanized cross-sections, sidewalks or multi-use pathways may be used to provide pedestrian facilities. For rural/non-urbanized cross-sections, pedestrian accessible paved shoulders are appropriate.
PO-19	Connectivity	Budget for Annual Program	Develop and update annual active transportation programs as part of the budget approval process.
PO-20	Connectivity	Making Trail Connections within Road Allowance	Consider connections within the road allowance where a continuous trail system is not possible and, where possible, design to match the trail facility (width, markings, and material).
PO-21	Infrastructure	Address Infrastructure Gaps	Identify, prioritize, and incorporate infrastructure gaps not addressed through routine accommodation into the annual active transportation planning and implementation programs.
PO-22	Safety	Offsets and Buffers	Appropriate buffers, separation or off-sets should be provided between cycling facilities and vehicular travel lanes, vehicular parking lanes/dooring zones, barrier curb (all measured from face of curb) as well as sidewalk, vertical obstructions such as raised planters/hydro poles, etc.

5.4 Design Considerations

The following considerations are intended to support the Town through planning and implementation work related to this plan.

5.4.1 Trail Classifications and Cross-Sections

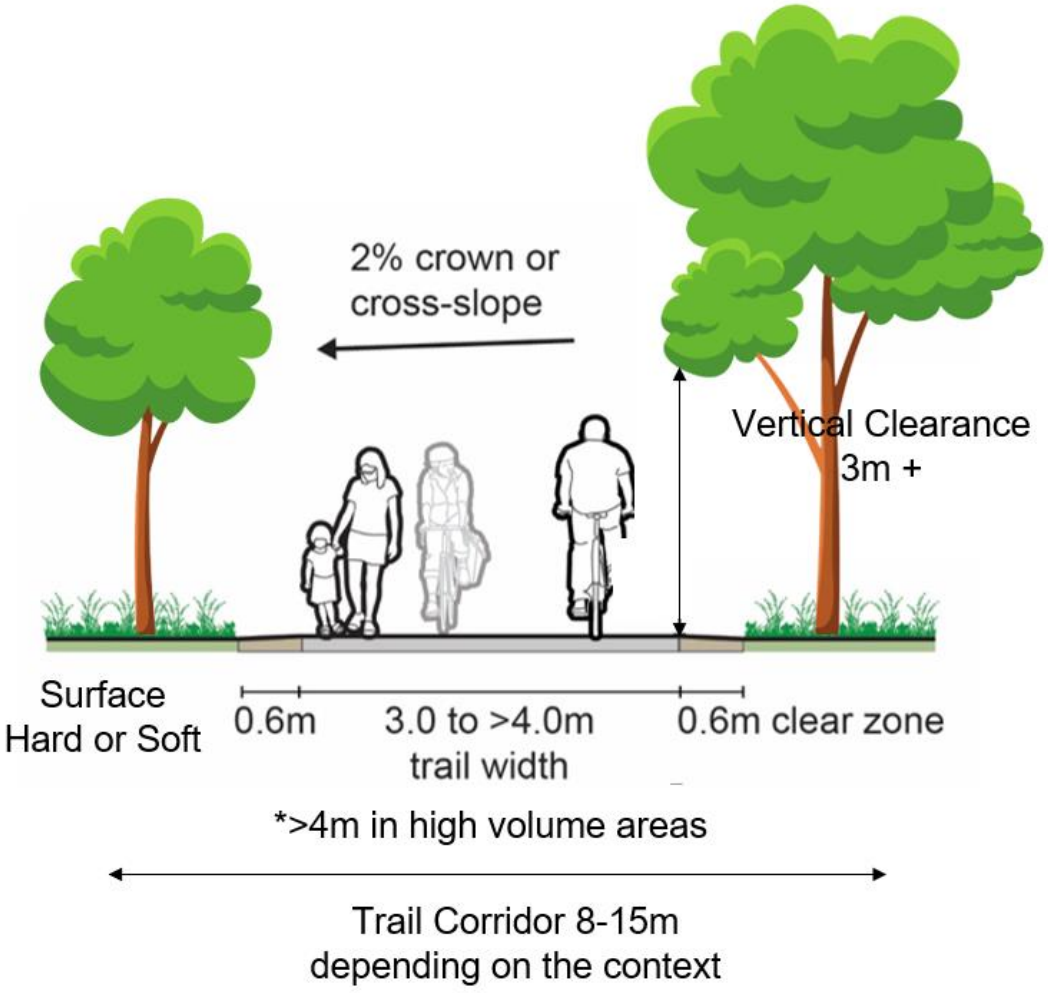
The following are three general trail types to support the Town to plan and implement context appropriate trails that will also serve the needs of different active transportation users. The trail classifications provide a distinctive framework for thinking about the purpose and context of the trail. The trail classifications can be implemented in different settings as appropriate, based on the intended purpose. Contexts for trails such as parks, Town-owned lands, and greenspaces such as stormwater management features should be considered for trails where possible. For example, a neighbourhood connector or walking trail could be appropriate beside a stormwater management feature depending on the purpose, and the role the trail would provide in connecting to the greater active transportation network.

Primary Trail

Primary trails are the key multi-use trails that make up the backbone of the Town's active transportation network, such as the Caledon Trailway and CRT. They are significant cross-town trails that provide direct links between communities, and from the town to adjacent municipalities They should balance providing a direct route with also providing an experience of the landscape. These trails should be prioritized for trail amenities as they are longer and act as a destination for people to visit and use. Urban sections of these trails may be candidates for trail lighting.

They are designed to accommodate higher volumes of trail users. Due to the different types of trail users and volumes, these trails may need to be designed as separated-use trails, with a space for users like cyclists travelling at faster speeds and space for people travelling at slower speeds like walkers. As primary trails play a key role in the active transportation network, paved surfaces, at least in some sections, will be important for providing a firm, clear, stable surface year-round.

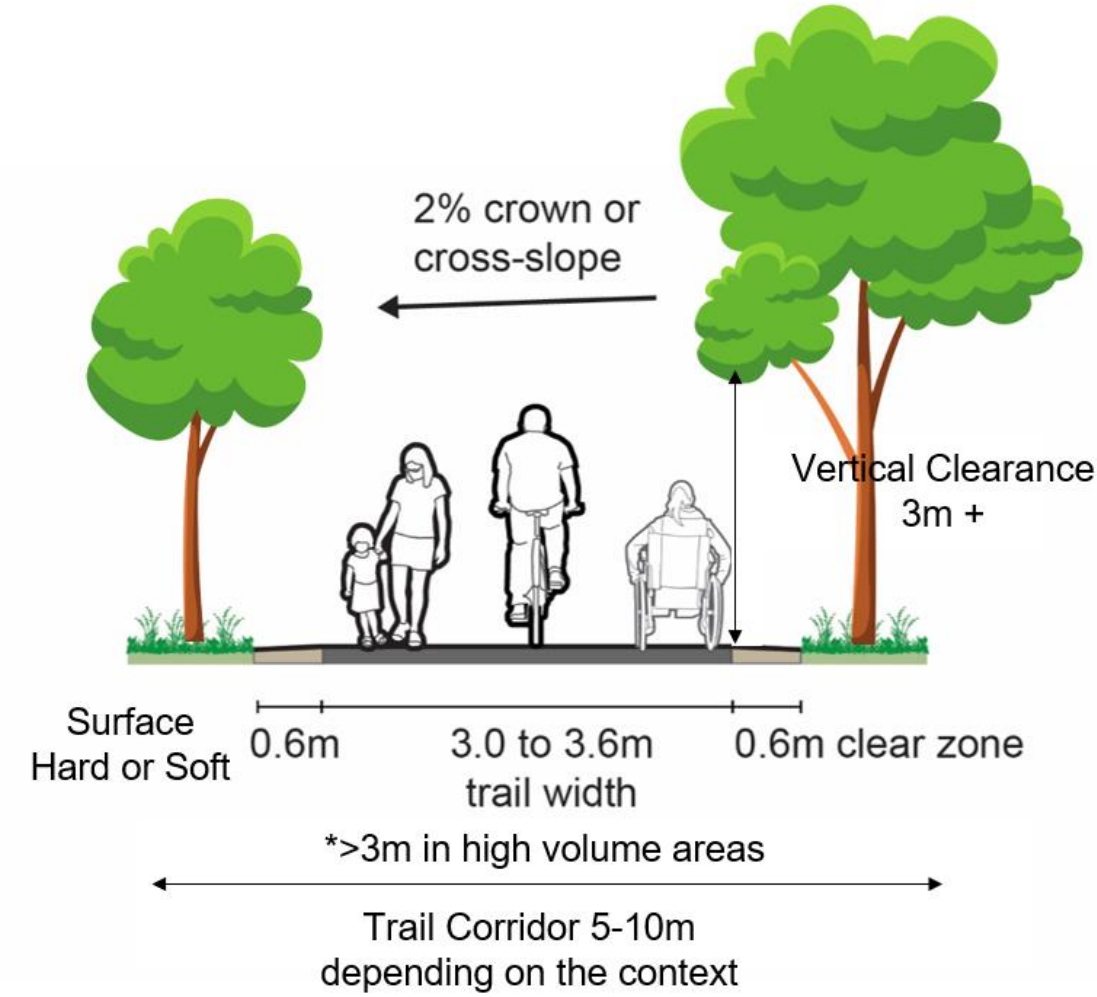
Figure 5. Cross-sections for primary trails from shared to separated trail configurations



Neighbourhood Connector Trail

Neighbourhood connector trails are located within Caledon's Hamlets and Villages. They are multi-use trails that provide short, direct active transportation connections between subdivisions, and links to local destinations such as schools and community centres, parks and open spaces, transit, and trails, and other community facilities. They are designed to accommodate low to medium volumes of trail users who are using them to connect to other parts of the active transportation network. Therefore, these trails should be designed to be used by a wide variety of users. Amenities are less of a priority for connector trails as they are not destinations. Waste receptacles and benches may be appropriate in some locations. These trails should have lighting where appropriate to enable use throughout the day.

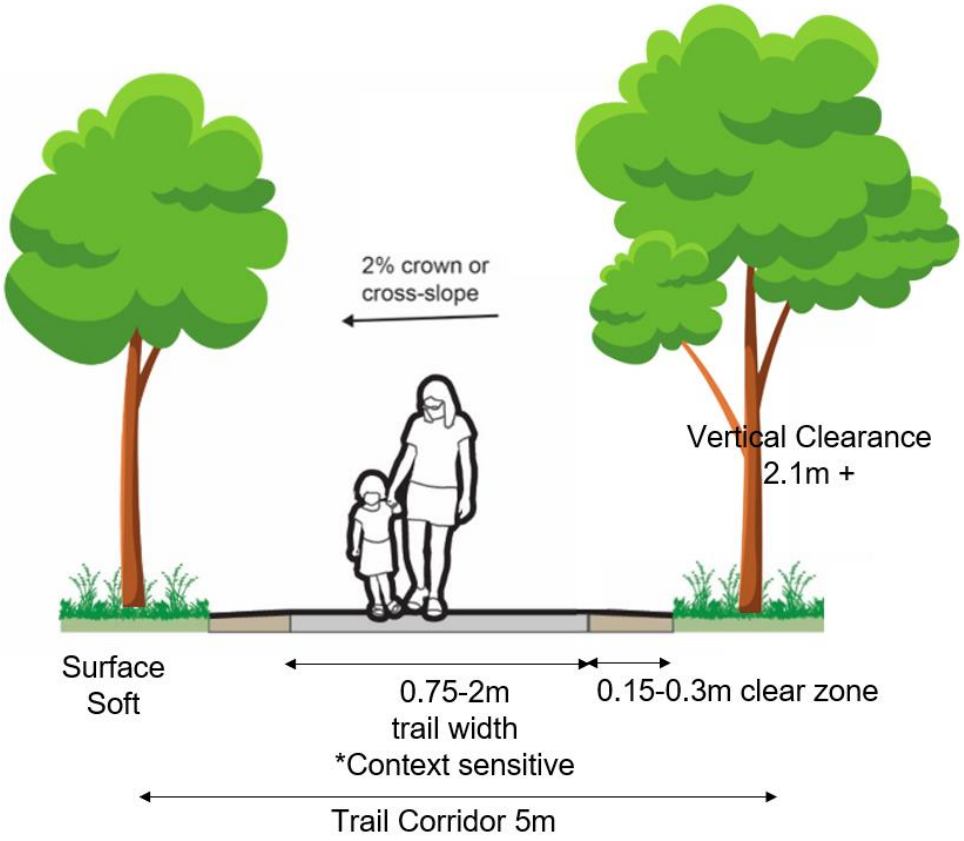
Figure 6. Cross-section for connector trails



Walking Trail

Walking trails are intended for only pedestrians. They should be designed to provide an experience of the landscape by working with the topography and highlighting views and other natural landscape features. They are designed to accommodate low to medium volumes of trail users. These trails should only be used where there is an appropriate parallel route for other active transportation users, or as a recreational loop. Walking trails should have a firm and stable surface to be accessible to users using wheelchairs and strollers. Walking trails should include some amenities either at a trailhead or access point, and along the length of the trail such as rest areas.

Figure 7. Cross-section for walking paths



5.4.2 Surface Treatment

The surface of a trail has a major impact to who can use the trail. For example, smaller wheeled devices like skateboards, strollers, and rollerblades won't be able to comfortably or functionally use trails that have uneven, soft, and large granular surfaces. Surfaces also impact how a trail can be maintained. Trail surfaces are commonly reduced to hard, soft, and natural surface trails. Below are their key considerations.

Hard Surfaces

Hard surfaces are primarily constructed of asphalt or concrete. Implementing trails with these materials requires access with larger machinery and deeper excavation which could have more impact on natural areas. They can be used by the widest spectrum users. They provide a reliable, firm, and stable year-round surface that can be snow cleared. The life span of hard-surface trails depends on the quality of the base and the initial installation, but 20-25+ years is a reasonable life expectancy. Shading of the trail with trees should be considered where possible as this will help reduce radiant heat on the trails during summer months. Asphalt mixes have been introduced that use recycled materials such as asphalt shingles and glass.

Unit pavers are another hard surface material option. They should be only used in special circumstances such as at trailhead plazas to emphasize a slow environment or for urban design components to add colour or textured surfaces. Unit pavers provide a durable, stable, and firm surface but over time they can be damaged or become uneven which results in a poor surface for users and high maintenance costs. Hard surfaces should be used on primary and neighbourhood connector trails in urban areas where they are planned to be winter maintained or provide a local neighbourhood connection.

Picture 35. Paved multi-use trail

Soft Surfaces

Soft surface trails primarily use stone dust, limestone screenings, crushed stone, or other small granular rocks. These materials are applied to the trail surface and can be compacted to create a smooth, fine surface. These trails are not usable for some devices with small wheels such as skateboards. When properly graded and compacted, these surfaces can achieve a firm and stable surface allowing use for a greater range of users. Screenings are not suitable as a base material for wet trails or on soils with low stability. These trails cannot be winter cleared and may not be usable after the Spring thaw until they are regraded or topped up.

Soft surface trails are appropriate for sections of primary trails in rural areas and for walking paths.

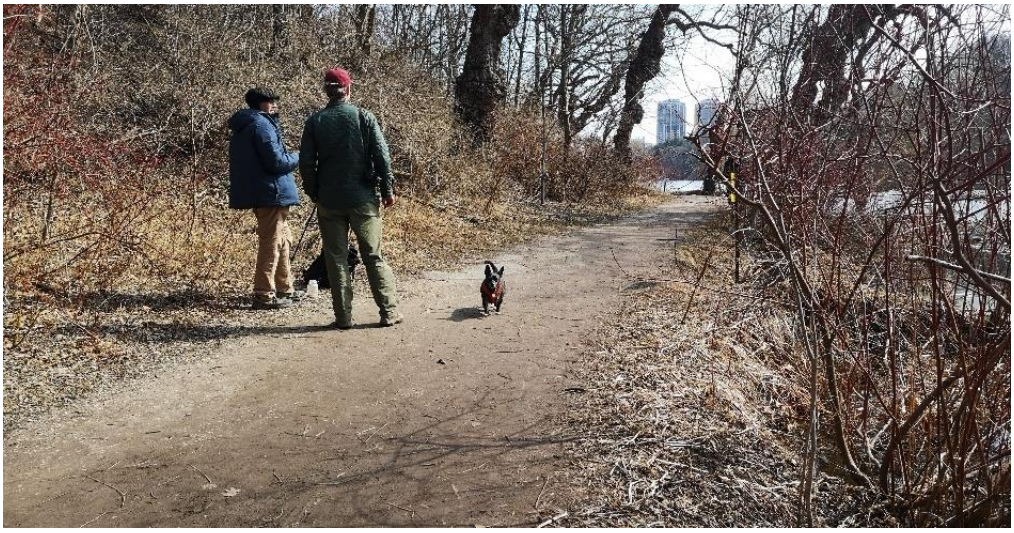
Picture 36. Crushed limestone multi-use trail

Natural Surfaces

Natural surface trails can use woodchips or natural earth. Building natural surface trails can have a lower environmental impact than other trail surface types. These materials can be difficult to navigate for most wheeled users. They can have soft or unstable surfaces especially at certain times of the year impacting their use and their accessibility for people with disabilities. They are usually only appropriate for recreational walking or mountain biking trails. Natural surface trails may need to be regraded or maintained after heavy rainfall events and in the Spring.

Natural surfaces are appropriate on walking path trails from the trail classification.

Picture 37. Natural surface trail



5.4.3 Intersections and Crossings

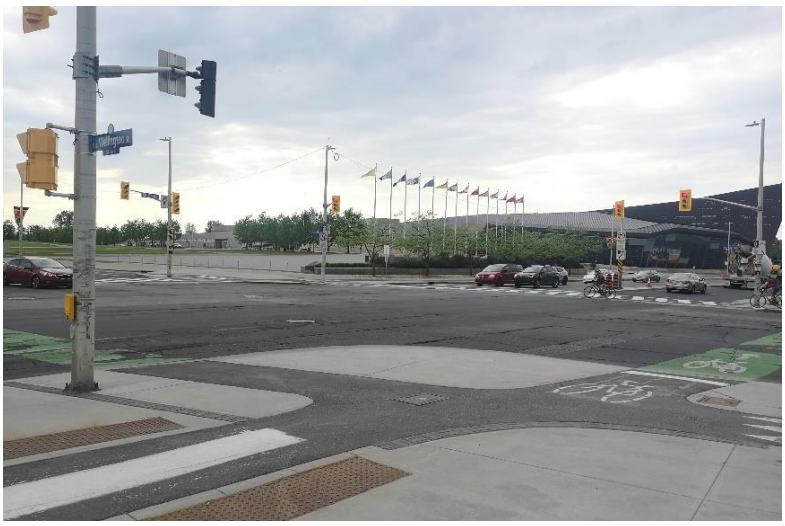
Where active transportation facilities meet roads at intersections, midblock crossings, and driveway crossings is where there is more potential for conflict between active transportation users and automobile traffic. These locations should include design elements to remove, mitigate, or manage conflict points as much as possible.

OTM Book 18 chapter 6 provides clear design guidance for treatment options at these locations for cycling users, in addition to guidance on cycling facilities at roundabouts, interchanges and highway ramp crossings, railway crossings, and grade-separated crossings. The guidance includes selection tools to identify appropriate treatment options based on roadway characteristics. The OTM Protected Intersection Guide provides guidance on the design of protected intersections within Ontario municipalities.

OTM Book 15 outlines planning and design treatment options for pedestrian crossings at controlled and uncontrolled locations as well as selection guidance.

Acknowledging that intersections pose the greatest danger to vulnerable road users, pedestrians and cyclists, intersection treatments that provide more separation between active transportation users and motor vehicles are preferred. Continuous sidewalk and cycling facility treatments are preferred where active transportation facilities cross driveways. This treatment has shown to improve street level interactions, making them a more comfortable and predictable experience for all users including motorists.

Picture 38. Examples of protected intersections



Picture 39. Examples of protected intersections

5.4.4 Trailheads

Trailheads are located at trail entrances or access points. They can vary in scale and amenities provided depending on their context and available facilities. Trailheads act as a meeting area or gathering space for people who are travelling the trail together. Trailheads should include accessible paths connecting the trail to the parking area and site amenities. The Town should integrate trailhead amenities with existing or planned infrastructure such as parking, benches, etc. wherever feasible and appropriate. Trailheads should be designed to minimize negative impacts on the trail experience, such as trail crossings and introducing conflicts to the trail route.

Major trailhead locations often include automobile parking with accessible spaces, seating, waste receptacles, bike parking, an information kiosk, washrooms and drinking water fountains. Major trailheads should be implemented along primary trail classifications, at strategic points where parking can be provided and there is a high demand for trail use. Minor trailheads should include some seating, waste receptacle, and wayfinding signage. Minor trailheads should be implemented along primary trail classifications at all road entrances that are considered non-major trailheads.

Trailheads should be planned at key locations along a trail to provide access to users coming from different areas. They should also be considered with some frequency to provide amenities to trail users who are travelling along a trail.

Picture 40. Examples of trailheads

History

The Town of Caledon has a rich history, with historic sites located throughout the existing and proposed active transportation network. The ATMP recommends implementing informational plaques at key locations such as trail entrances, pavilions, and historic sites, to honour Caledon's history as well as the history of trail systems within Caledon.

5.4.5 Trail Access Control

Trail access control features are implemented where trails meet roads prevent motor vehicles including all terrain vehicles from using trails which can have a major impact on the trail surface quality and result in a poor experience for active transportation users. At the same time, trail access controls such as gates should provide enough space for trail users with accessibility needs to comfortably be able to pass through the gate while moving. They should also consider the various types of bicycles that may be using the trail such as bicycles with trailers and tricycles which are wider than standard bicycles. Gates that are too narrow or that are staggered requiring turning movements can cause safety and accessibility issues for users. Trail gates should be located at all Primary and Neighbourhood Trail entry points.

Determining appropriate trail access control measures requires working with community stakeholders from diverse perspectives to identify measures that are addressing the issue of deterring or preventing access to the trail from motor vehicle users, while not impeding the accessibility or comfort of the trail for permitted users.

Therefore, it is recommended to update the existing trail access gates as a standalone project as part of the ATMP.

Primary Trail Gates

The design and material recommendations for primary trail gates prioritize durability and user accessibility while proposing a functional swing and locking mechanism for smoother operation and reduced maintenance concerns. These considerations aim to enhance the longevity and performance of the trail gate infrastructure.

Primary trail gates should follow a swing gate design, in line with the existing Trailway Gate model to maintain user familiarity. To ensure access to the trail by users with varying mobility needs, it is recommended to incorporate a 1 m opening, meeting AODA requirements while still maintaining a narrow enough width to restrict access to prohibited vehicles. Additionally, it is recommended to redesign the gate installation mechanism to have it sit on top of the post, allowing for pivoting, as well as the relocation of the pin and lock mechanism to the post, instead of the ground, to prevent potential debris-related gate malfunctions.

Neighbourhood Trail Gates

Recommendations for Neighbourhood Trail gates suggest adopting a P gate design, with gates positioned side by side rather than offset to facilitate an easy passage for authorized users. Further, it is recommended to implement a 1 m opening. The proposed Neighbourhood Trail gate design aligns with AODA requirements while still effectively restricting access to unauthorized vehicles, enhancing overall trail functionality and safety. The construction of the gate should be with metal, and the pin and lock mechanism should be located on the post and covered.

Picture 41. Example of trail gates

5.4.6 Bicycle Parking and End of Trip Facilities

To foster greater use of a well-connected cycling network for more utilitarian trip purposes – as well as recreational ones - it is important that trip end destinations provide safe, comfortable, and convenient places to secure a bicycle. Bicycle parking is an essential component of a comprehensive active transportation network and includes the following considerations:

- Identifying locations that are suitable for the installation of bicycle parking.
- Selecting suitable types of bike parking racks depending on the parking need (long-term vs. short-term storage).
- Ensuring proper placement of the racks (including spacing between bike racks).
- Providing an appropriate number of spaces to provide for various types of development.
- Considering other end-of-trip facilities such as bike repair stands, change and shower facilities, lockers, bench, etc.

Among the methods for prescribing the inclusion of bicycle parking on private properties, one of the most effective is to incorporate it within the parking requirements of the municipal by-law (Table 17). Several of Caledon's peer municipalities have included these provisions within their by-laws. When legislated alongside motor vehicle parking requirements for new developments, the bicycle parking requirements can be framed to mitigate the costs of providing more costly motor vehicle parking spaces. Therefore, it is recommended to include the minimum short and long-term bicycle parking and end-of-trip facility requirements as part of the zoning by-law.

Table 16. Sample municipal parking supply by-laws

Municipality	Legislated Bicycle Parking Requirements
Burlington	Bylaw applies to retail, industrial and educational facilities. Required quotas vary depending on GFA and number of students.
Hamilton	Bylaw requires where new units are being constructed, bicycle parking must amount to 5% of the total required motor vehicle parking spaces.
Oakville	Bylaw requires 1 bicycle parking spot per dwelling unit, plus 0.25 per dwelling unit for visitors.
Vaughan	Bylaw requires that for various commercial and office buildings a minimum of 6 bicycle parking spaces be provided for all buildings, and that 0.1 bicycle parking spaces per unit be provided thereafter.

Table 17. Sample by-law recommendations

Facility Type	Requirement
Residential	Where new units are being constructed, bicycle parking must amount to 10% of the total required motor vehicle parking spaces for residential buildings that do not have an exclusive use garage.
Retail/Commercial	On a commercial street, 5 bike parking spaces per block is sufficient. Where new units are being constructed, bicycle parking must amount to 5% of the total required motor vehicle parking spaces, with a minimum of 6 spaces per building.
School	4 bike parking units per classroom.
Office	1 bike parking space per 200 m^2 of Net Floor Area of office space.
Institutional	10% of required automobile parking.

5.4.7 AODA and Trail Requirements

Where possible and practical, trails should be designed to be accessible to all levels of ability. The trail network should provide opportunities for all users to access a variety of trail types. The **Trail Classifications and Cross-Sections** section of the ATMP builds on Ontario Regulation 191/11 (O. Reg 191/11), the built environment standard created under the Accessibility for Ontarians with Disabilities Act (AODA): Recreational Trails and Beach Access Routes, which provides the governing minimum standard for design. The AODA applies to newly constructed and redeveloped recreational trails that an obligated organization intends to maintain and all new, retrofitted, or altered trails must comply with the standards of AODA.

Technical Requirements for Recreational Trails

The Town shall ensure that any recreational trails that they construct or redevelop, and that they intend to maintain, meet the following technical requirements:

- A recreational trail must have a minimum clear width of 1,000 mm.
- A recreational trail must have a clear height that provides a minimum head room clearance of 2,100 mm above the trail.
- The surface of a recreational trail must be firm and stable.
- Where a recreational trail has openings in its surface, the openings must not allow passage of an object that has a diameter of more than 20mm, and any elongated openings must be orientated approximately perpendicular to the direction of travel.
- Where a recreational trail is constructed adjacent to water or a drop-off, the trail must have edge protection that meets the following requirements:
    - The edge protection must constitute an elevated barrier that runs along the edge of the recreational trail to prevent users of the trail from slipping over the edge.
    - The top of the edge protection must be at least 50 mm above the trail surface.
    - The edge protection must be designed so as not to impede the drainage of the trail surface.
- Despite paragraph 5, where there is a protective barrier that runs along the edge of a recreational trail that is adjacent to water or a drop-off, edge protection does not have to be provided.
- The entrance to a recreational trail must provide a clear opening of between 850 mm and 1,000 mm, whether the entrance includes a gate, bollard, or other entrance design.
- A recreational trail must have at each trail head signage that provides the following information:
    - The length of the trail.
    - The type of surface of which the trail is constructed.
    - The average and the minimum trail width.
    - The average and maximum running slope and cross slope.
    - The location of amenities, where provided.

AODA Exceptions

The AODA provides detail with regards to exceptions to the requirements and a process for circumstances where physical, cultural, or natural heritage conditions make complete compliance technically infeasible. This process reflects the reality that by the very nature of trails and related topography, it might be difficult to meet AODA requirements. In other situations, maintaining the integrity of natural heritage resources will take precedence. The overarching principle remains; trails will be accessible wherever feasible and practicable.

Where a trail cannot meet AODA requirements due to site specific constraints, an alternative accessible route should be provided, where feasible. Alternatively, detailed information about trail characteristic should be provided so that individuals can choose if the trail meets their expectations for level of difficulty or experience.

It is the intent of the design guidelines to provide flexibility to accommodate site conditions as well as take advantage of opportunities for trail users of all ability levels to experience the variety of environments through which the trail network travels.

5.5 Working with Stakeholders

It is recommended that the Town formalize the interaction with other stakeholders. and organizations already engaged as part of the completion of the Master Plan, or with others sharing the goal of shaping the future of walking and rolling within the Town of Caledon. This includes continuing to develop agreements with agencies and authorities where partnership would provide additional investment, synergies, and support to implement pedestrian, cycling and multi-use trail network segments.

Table 18. Working with stakeholders recommendations

Rec #	Theme	Recommendation	Description
WS-1	Infrastructure	Develop Partnerships	Develop agreements with agencies and authorities where partnerships would provide additional investment, synergies, and support to implement pedestrian, cycling and multi-use recreational trail network segments.
WS-2	Awareness and Culture	Work with the Active Transportation Task Force	Continue establishing and working with the Active Transportation Task Force.
WS-3	Awareness and Culture	Establish Working Groups for the CRT	Establish working groups specific to the CRT to provide strategic advice and general oversight to the project.

5.6 Development Coordination

When new land developments are proposed, they are circulated to staff focused on active transportation to review and comment on them to support the Town's plans and objectives to improve active transportation. The review could include identifying opportunities for new trails or pathways, the types of facilities, and including end-of-trip facilities that support active transportation, such as bike parking.

Table 19. Recommendations for development coordination

Rec #	Theme	Recommendation	Description
DC-1	Infrastructure	Developer Design Standards	The Town will ensure that developers are aware of the updated development standards manual to use as standards for new active transportation facilities. This will be used to support developers in constructing context appropriate facilities that meet standard requirements for active transportation use, as well as on-going operations and maintenance.
DC-2	Connectivity	Developer Requirements	Require developers to extend sidewalks beyond the limits of the subdivision to provide a connection with other pedestrian-related facilities, as needed. Advance the local network through development, relevant capital infrastructure projects, or related environmental assessments put forward by other agencies or parties that may allow key municipal connections.
DC-3	Infrastructure	Improvements Through Capital Projects and Developments	Identify and leverage larger capital projects and developments to improve active transportation infrastructure (i.e., routine accommodation).

5.7 Evaluation and Monitoring

Having a plan to monitor and evaluate both the implementation and key metrics is important for understanding the plan's impact. Understanding if there are challenges with plan implementation will help to understand why there may be less quantifiable impacts of the plan.

5.7.1 Plan Implementation

The following metrics can be used to monitor the plan's implementation.

- Number of projects completed and total centreline kilometres by facility type.
- Number of program recommendations completed.
- Number of policy recommendations completed.

5.7.2 Metrics and Data for Monitoring

Collecting data to understand how the recommendations are operating can be important for identifying if there are issues or unmet needs with improvements. The following metrics and data should be reviewed periodically to understand if there are issues or where people are using the network.

It may not be possible to understand the short-term impact of some recommendations. Isolated improvements to the cycling network may not significantly increase the number of people that are cycling there as they are not connected to the network and therefore may not support people cycling until further improvements are made to connect it to the network. The evaluation of the plan's impact can be influenced by the availability of data. Furthermore, some metrics, such as number of collisions involving people cycling, may increase slightly because there are more people cycling than previously, resulting in more collisions, but the number of collisions per vehicle kilometres travelled could be much lower than before.

Some metrics the Town should consider monitoring for evaluation are:

- Number of people who feel comfortable cycling (survey).
- Number of people who feel comfortable walking (survey).
- Number of users using a facility (per day/week/month/year) (traffic counts).
- Locations for collisions involving people walking or cycling (collision data).
- Number of people reached through programs.
- Modal shift for trips under 5 km (Household Travel Survey).

Quantifying greenhouse gas emissions reductions and other benefits, which can help in reporting and obtaining future program funding through various programs, requires an understanding of the number of people who have shifted their behavior and are using active transportation regularly for trips they previously made by car.

Table 20. Recommendation for monitoring and evaluation

Rec #	Theme	Recommendation	Description
M-1	Awareness and Culture	Monitoring and Evaluation	Develop a monitoring and evaluation program for the ATMP to monitor progress on the plan implementation and its impacts.

5.8 Funding and Partnership Opportunities

The Town could fund recommendations in this plan through a few different streams.

5.8.1 Capital Budgets

The Town currently funds a range of active transportation initiatives through the Town's budget. As this plan identifies additional infrastructure improvements and initiatives, the Town should program these costs into the Town's budgeting process by allocating funds for the implementation of recommendations through the annual budget. This will include:

- Capital budget funds for new infrastructure development including signs, trailheads, and other amenities. Opportunities to match these funds through grant programs is possible to offset costs, but the full costs should be programmed into the budget.
- Operations budgets for updating pavement markings, replacing, and repairing signage and other infrastructure, and other seasonal maintenance tasks.

5.8.2 Development Charges

Development charges are new fees paid by developers to help cover the initial capital cost of infrastructure required to accommodate service growth. This infrastructure may include roads, sidewalks and cycling facilities, recreational facilities, libraries, parks, fire stations and other infrastructure needed to support complete communities. The Town can levy area-specific development charges through a by-law. This could be one way for the Town to fund development of active transportation network improvements.

5.8.3 External Funding

Grant Programs

Grant programs have specific requirements and vary on when they are open and accepting applications. Most grant programs will evaluate applications, so the Town should closely review the goals and evaluation criteria to select projects most suitable to the criteria and be prepared to provide information on the potential benefits of each project.

National Active Transportation Fund

In 2022, Infrastructure Canada launched the Active Transportation Fund, which will provide $400 million over five years to municipalities and communities across Canada in support of the National Active Transportation Strategy. The fund will invest in projects that build pathways, bike lanes, trails, and bicycle/pedestrian bridges. The fund will cover up to 60% of the cost of capital projects.

Federal Gas Tax Fund

The Gas Tax is collected annually by the federal government. Jurisdictions receive a proportion of the federal dollars based on their populations. The Gas Tax Fund supports environmentally sustainable municipal infrastructure by funding a range of projects including transportation projects.

Green Municipal Funds

The Federation of Canadian Municipalities (FCM) manages the Green Municipal Fund (GMF). Eligible capital projects include transportation that must demonstrate the potential to reduce vehicle kilometres travelled in a single occupancy vehicle by encouraging active transportation. Matched funds are required.

5.8.4 Community Fundraising and Corporate Sponsorship

The Town may consider the potential interest of local service groups and companies in financially supporting active transportation improvements. Through examples elsewhere, these efforts are most successful at raising funds for a specific project, such as a trail corridor.

Picture 42. Book Committee fundraising for the Caledon Trailway

Community Engagement Summary Report

Town of Caledon

Active Transportation Master Plan

April 2024

TOWN OF CALEDON

Table of Contents

1. Introduction

1.1 Overview

The Town of Caledon developed an Active Transportation Master Plan (ATMP). The intent of the ATMP was to identify a well-connected and safe active transportation network and its implementation strategy. The ATMP will encourage residents and visitors to walk, bike, hike and roll while becoming more active as they live, work, and play within the Town of Caledon.

Public engagement was a key component of the plan to inform the public and get important feedback on what the community's needs and desires are. Community engagement is important when crafting an Active Transportation Master Plan to ensure the vision of the community is captured and reflected.

The Town of Caledon retained the technical support of Alta Planning + Design and the community engagement support of 8 80 Cities. 8 80 Cities was brought on board the Active Transportation Master Plan process to lead community engagement as a subconsultant to Alta Planning + Design. 8 80 Cities is dedicated to going above and beyond the duty to consult by using engagement tools and processes that focus on the idea of collaboration and reciprocity. This focus can ensure long-term, stable, and mutual benefits for equity-deserving stakeholders and the wider community in and around the Town of Caledon.

This document outlines the engagement process for all three phases of public engagement, including a summary of the input that was received from those engagement activities and how it was used to inform the development of the ATMP including the proposed network and supporting recommendations.

1.2 Purpose

The primary purpose of the engagement plan was to work with a range of key stakeholders to inform the development and confirm the outcomes of the ATMP process. The stakeholders engaged through this project included:

- Decision Makers – including representatives from Town Council in the role of decision maker regarding approved outcomes of the project process.
- Technical Agencies – including representatives from Town departments as well as agencies that have jurisdictional oversight over key elements of the plan. A technical advisory committee (TAC) was organized for this project which included representatives from: Toronto and Region Conservation Authority (TRCA), Credit Valley Conservation Authority, Trans Canada Trail, Ontario Ministry of Transportation (MTO), Peel Region, York Region, and a Regional Councillor.

- Interest Groups / Clubs – including representatives from local interest groups and clubs whose mandate, or advocacy aligns with the goals and objectives of the ATMP. Interest groups and clubs were identified and monitored over the course of the project and where appropriate specific community outreach events were coordinated with their participation. Interest groups and clubs were also invited to all public events.

- Members of the Public – including those who live, work, and play within the Town who have a vested interest and will be impacted by the outcomes and implementation of the ATMP. As a "general" group spanning the entire Town, the goal is to provide a range of opportunities to meet the public "where they are" and provide formal and informal opportunities for engagement and outreach.

- Indigenous and First Nations Communities – those which could potentially be impacted by the process or outcomes of the project as identified by the Ontario Ministry of Environment, Conservation, and Parks (MECP), and included Beausoleil First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Haudenosaunee Development Institute, Mississaugas of the Credit First Nation, and Six Nations of the Grand River First Nation.

The engagement plan was developed and undertaken to fulfill the consultation requirements of Approach 1 of the Municipal Class Environmental Assessment Process. In doing so, the project team executed a minimum of two points of engagement with members of the public and provided notifications of project commencement as well as public information sessions within the appropriate timeline.

The engagement milestones as well as the input received was documented and now forms the project consultation record to fulfill MCEA requirements related to documentation including a project contact list and materials, notifications and communications that were prepared and presented throughout the project. For privacy purposes, the details are not included within this report but have been provided to Town staff. The details of the consultation record can be made available – if needed – through a request to municipal staff.

While this document is not a detailed consultation record, the purpose is to provide Town staff with a more robust Community Engagement Summary Report. This report provides a detailed summary of the community engagement completed as part of the Caledon Active Transportation Master Plan. The report summarizes the initiatives and opportunities to provide feedback, which were organized into three phases.

1.3 Milestones

The Town of Caledon ATMP was awarded in Summer 2022 with a Notice of Study Commencement posted to the Town's Have Your Say website at the beginning of the project in August 2022. Throughout the project, updates and materials were posted to the project site on Have Your Say Caledon. The project was promoted through the Town of Caledon's social media channels. On November 10, 2022, notices of study initiation were sent by the Town to First Nations and Indigenous communities.

With the completion of formal project initiation and commencement, the project team identified and executed a series of engagement activities which were organized into three phases. The following table provides a summary of those engagement milestones, the purpose of each and the activities undertaken. A detailed summary of the various engagement phases and the input received is included within the following sections of this report.

Phase	Purpose	Engagement Activities
Phase 1	Introduce the project and key concepts, and to get initial feedback on peoples' experiences with using active transportation in Caledon	• Technical Advisory Committee #1 • Public online survey • 17 pop-up events and targeted community engagement
Phase 2	Present existing active transportation network and network opportunities for feedback. Obtain feedback on program and policies to support active transportation	• Technical Advisory Committee #2 • Public Information Centre #1 • Public online survey to expand opportunity for feedback beyond Public Information Centre #1 event
Phase 3	Present plan recommendations for feedback including network, program, policy, and design recommendations	• Technical Advisory Committee #3 • Public Information Centre #2 • Public online survey to expand opportunity for feedback beyond Public Information Centre #2 event

It is important to note that the information contained within this summary is intended to be used as part of the project record but does not represent the verbatim comments of all input received. It is intended to be used to demonstrate the way in which engagement was used to inform the ATMP development process and confirm project outcomes.

2. Phase 1 Engagement Details

2.1 Phase 1 Engagement Goals

Community Engagement Phase 1 sought to:

- Increase awareness of the Active Transportation Master Plan process
- Engage the community in multiple and inclusive ways, including hosting an online survey, and visiting the community where they gather by attending community events in various Caledon communities, visiting with community groups across the Town
- Create a one-stop location for project information, events, dates, opportunities for feedback
- Consult with project stakeholders through the Technical Advisory Committee (TAC) to help guide the development of the community engagement approach, provide feedback on findings and support in future engagement phases

2.2 Phase 1 Activity Summary

Each section provides a detailed overview of the activity that was undertaken as part of this phase of the engagement plan. It includes a summary of the engagement activity format, the questions that were asked, the input received and how the input was used to inform this phase of the project.

2.2.1 Technical Advisory Committee #1

The first TAC meeting was held on July 11, 2022. The purpose of the TAC meeting was to provide an introduction and overview of the project to TAC members and summarized public and stakeholder engagement approaches for discussion.

The TAC meeting included a presentation which provided an overview of the project goals, process and intended outcomes. A discussion was facilitated between the project team and the TAC members. The following input was received:

- Suggestion to explore unused areas such as unopened road allowances for possible connections
- Consider different types of recreational cyclists for their different needs
- Identifying additional groups to engage with

2.2.2 Community Engagement

As noted above, the intent of the first phase of community engagement was to provide opportunities for interactive in-person engagement with the goal of introducing the project to people, generating interest, and gathering preliminary feedback on AT interests, needs and opportunities.

The resounding and overarching theme heard during community engagement Phase 1 was the need to improve road safety for all users through investments in active transportation infrastructure. This includes improving and paving shoulders in more rural areas and improving the connectivity of existing trails to new on-road protected facilities.

The following is a more detailed summary of the various community engagement activities that were undertaken as part of Phase 1.

2.2.2.1 Online Engagement

The primary means of virtual community engagement was facilitated through the dedicated project engagement page housed on HaveYourSayCaledon.ca/ATMP. To gather community input, a survey was launched and hosted on the project page from July to December 2022. In the survey, residents of Caledon gave us their vision of a walkable, bikeable, and accessible future where people of all ages and abilities can feel safe and active in their community. There were over 100 responses to the online survey. The following is a more detailed list of the questions that were asked.

- Q1. How do you travel through Caledon?
- Q2. What would make you feel safer and more comfortable riding a bicycle in Caledon?
- Q3. What would make you feel safer and more comfortable walking or using a mobility assistance device in Caledon?
- Q4. How can active transportation become more accessible?
- Q5. If the Town of Caledon is to trial/try out an active transportation project, what would you like to see?
- Q6. Tell us about your vision for a walkable, bikeable, and safe Caledon. Think about your grandparents, children, neighbours, and all future generations.
- Q7. What is your relationship to Caledon? Q8. What age group are you in?
- Q9. Do you identify yourself as a person with a disability?

Detailed documentation of the survey responses has been provided to Town staff. Responses for questions 1 through 5 are provided on the following pages.

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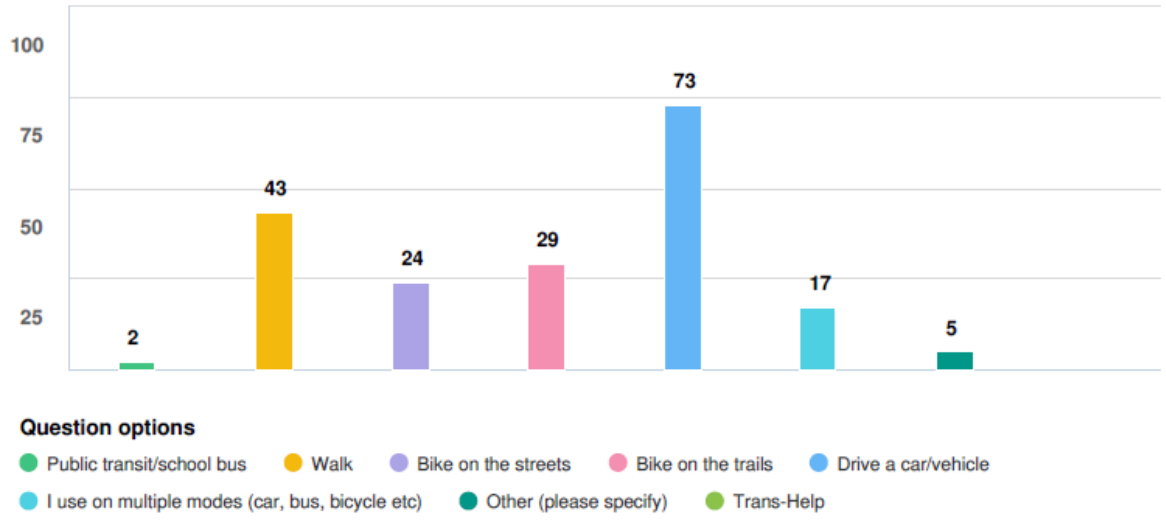
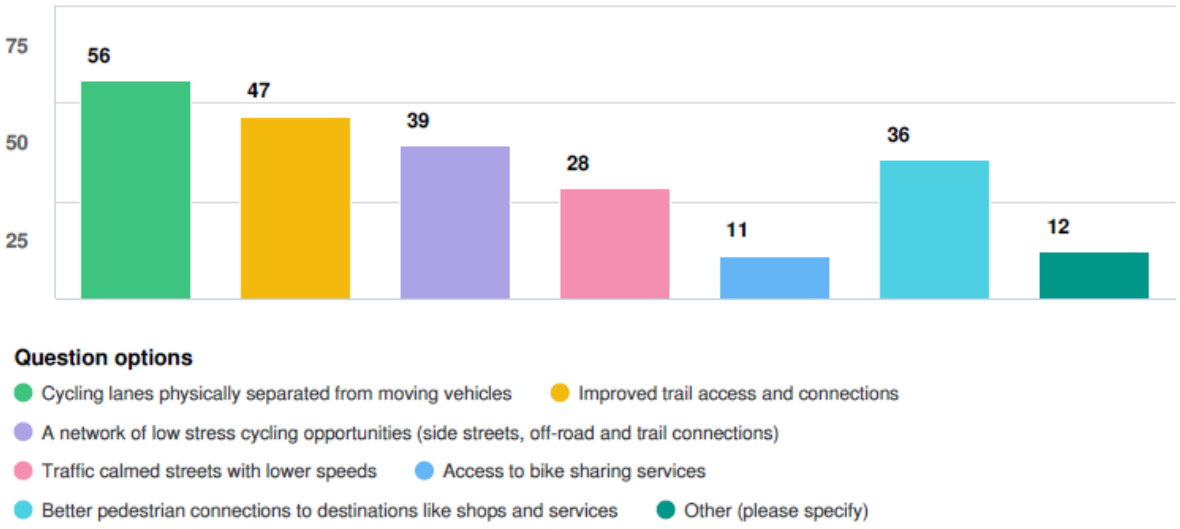
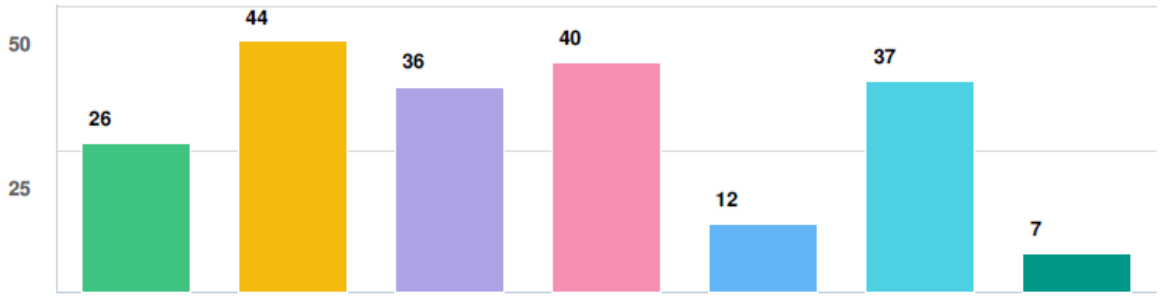
Q1 How do you travel through Caledon? (Select all that apply.)



Q2 What would make you feel safer and more comfortable riding a bicycle in Caledon? (Select all that apply.)



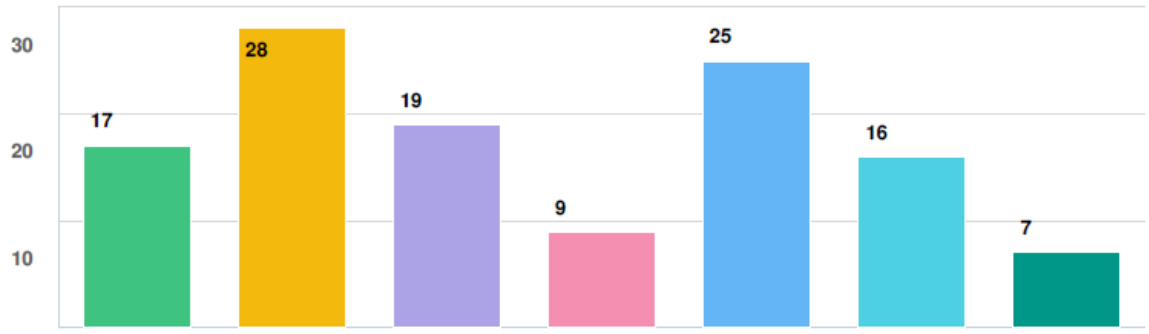
Q3 What would make you feel safer and more comfortable walking or using a mobility assistance device in Caledon? (Select all t...



Question options

- Car-free spaces
- A network of wider sidewalks setback from the road
- Improved pedestrian infrastructure, including open gathering spaces, plazas and more
- Better lighting on the streets
- More activity on the streets
- Better pedestrian connections to destinations like shops and services
- Other (please specify)

Q4 How can active transportation become more accessible? (Select all that apply.)



Question options

- Free/reduced bike costs, helmets etc.
- Bike sharing services
- Learn how to bike classes for people of all ages
- Culturally-relevant cycling/walking/outdoors clubs like Brown Girl Outdoor World, Hijabs and Helmets etc
- More bike storage opportunities
- Availability of a range of bike types
- Other (please specify)

Q5 If the Town of Caledon is to trial/try out an active transportation project, what would you like to see?

Below are some quotes from the survey.

"*Caledon should be vibrant and active. Where streets are filled with people walking their dogs, elderly couples taking a strolling the evening or cyclist groups training along the right of way. Where walking somewhere is more enjoyable than jumping into a car and where biking is not intimidating because of the distance or proximity of speeding cars.*"

"Better connections within communities to make walking and cycling to destinations easier"

"I would like Caledon to be a place where people can cycle or ride horses without having to worry about getting hit or harmed by speeding vehicles"

"A wayfinding signed network of connected bike lanes, trails and wide paved shoulders that safely connects pedestrians and cyclists to destinations and to other communities"

"Freedom to safely move around the town using active modes of transportation"

The responses gathered from the online survey were used to:

- Inform the development to the draft vision statement for the ATMP
- Establish a 'baseline' of information regarding existing AT users and their interests and needs
- Determine potential improvements or recommendations that could be considered as part of the development of the ATMP

2.2.2.2 In-Person Engagement

8 80 Cities and the Town of Caledon brought an equity-based approach to community engagement by engaging in consultation activities where members of the team go to where community gathers. With this approach, the project team met with a range of diverse audiences whose perspectives have informed this engagement report. The approach to engagement was tailored to the audience and location. The following is a summary of the events that were attended.

- Bike the Creek
- Southfields Village Library Branch
- Seniors Day at the Southfields Village Library
- Belfountain Public School - Sunset Picnic Outdoor Workshop
- Bike Month Event - Palgrave Grade 8 Workshop
- Caledon Bike Hub Pop-Up Caledon East
- Bolton Summer Market
- TRCA Girls Can Too!
- Alton Bi-Centennial
- Community Steering Committee
- Technical Advisory Committee
- Trail Authorities
- Seniors Advisory Council
- Caledon South Asian Association
- Roots Community Services
- Brown Girl Outdoor World Brampton Bike Hub
- Scarborough Cycles

More specifically, at the Bike the Creek and Bike Month events the project team brought interactive engagement boards with easily understood icons and question prompts. For the school workshops with Belfountain and Palgrave Public Schools the project team provided an introductory presentation explaining what active transportation can look like, followed by discussion and activities aimed at uncovering what a safe, accessible, and navigable Caledon looks like to school aged children.

By undertaking these unique engagement events, the team was able to identify AT needs and inputs based on unique socio-demographic profiles with a focus on vulnerable populations. For example, through the engagement at public schools, children and youth were engaged and their interests and needs expressed. When reviewing the activities and those who participated, the following vulnerable groups were identified along with the major themes regarding active transportation in the Town of Caledon.

- Children/Youth: High traffic areas around schools and parks, unsafe walking conditions
- Older Adults: Unsafe and uncomfortable walking conditions, lack of connecting routes to access services, lack of paved shoulders
- Mobility Device Users: Lack of maintained paths and sidewalks in the winter and lack of accessible public transit options (i.e., Trans-Help)
- Newcomers: Unsafe and/or disconnected AT routes for transportation, living in isolated areas/developments

A more detailed summary of the take-aways follows which has been organized into the four (4) vulnerable groups.

Children/Youth

Increased truck traffic and speeding cars are the top concern for parents and children and is the leading factor limiting active transportation for children. Many parents, caregivers and children hope that the future of a growing Caledon includes sidewalks that are wide and setback from the roadway and bike lanes that are protected by large buffers from active vehicle traffic.

However, the design and layout of road space in and around new subdivisions like Southfields is creating more tension than inspiring hope for people of all ages. Many parents stated that the high speeds, poor conditions of pedestrian crossings and the lack of sidewalks prevent them from allowing their children to walk or bike to school even if school is within walking distance.

In conversation with students from Palgrave Public School, we learned that socialization is often limited to the school yard as many are not allowed to bike or walk to their friend's house due to the lack of sidewalks. Students have even reported that their private school in Caledon near the Brampton border has banned biking to school as the nearby road conditions are too unsafe for children to make the journey to and from school independently.

Caledon's largely rural context and its lack of connected sidewalks, shoulders and pedestrian-focused infrastructure makes engaging in active transportation as a child or youth difficult. We know that children across Caledon want independence, they want to be able to bike, walk and roll to and from friends' houses and institutions. We also know that many parents and caregivers will only permit independent travel if it takes place on separated off-road routes and trails.

Quotes gathered from children and youth are summarized below.

"There is a problem with speeding cars/racing through neighborhoods. I won't allow my kids to bike along Charleston Sideroad it's far too dangerous, speeding vehicles."

"Simply to feel safe crossing the street in Caledon East. Dump trucks rumble down Airport Road above the speed limit and everyone knows they are unable to stop quickly in case a child falls off a bike, runs after a ball, etc."

"I think we need to make sure that different subdivisions are connected to other subdivisions and main roads by walking paths and cycling paths because there are only ways out through driving and it can be dangerous to walk/cycle on main roads without sidewalks to specific bike lanes"

"We need to setup our system so children can get to a park without crossing 4 lanes of heavy truck traffic. I have two children and they won't cross Coleraine so they can't get to the skating rink..."

Older Adults

In Caledon, older adults (aged 65+) make up 15% of the town's population. This population is expected to increase within the next 10-15 years as the largest portion of the population is between the ages of 50-59.

The effect of age on mobility is more significant for older adults living in more rural areas, as there are less public transit options or ride sharing services that are easily accessible, thus leaving many of Caledon's older adults at risk of social isolation, inability to live independently and with difficulty accessing necessary services.

These concerns were all identified by older adults in Caledon's more rural communities who during community engagement reported feelings of isolation, physical inactivity, and dependence on those in their lives with the ability to drive. In more rural areas, the lack of paved shoulders presents many limitations to the independent mobility of many older adults, as they feel walking is not a suitable or safe option.

Engagement also revealed that older adults in Caledon have reported being victims of harassment when trying to walk for leisure in areas that are without paved or wide enough shoulders and sidewalks. The presence of pedestrians on unpaved, gravel shoulders in Caledon's more rural areas is a common sight, yet intentional harassment like driving too close to the gravel shoulder, honking, shouting from the car persists.

In conversation with Caledon Senior Services, it was noted that the material of the gravel shoulder creates an inhospitable environment for recreational walking. When speeding traffic hits the gravel of the unpaved shoulder, pedestrians are forced to tuck and turn away from the flying debris to avoid being pelted by the gravel.

The overarching theme of the concerns raised was that the Town's Road network is not comfortable or encouraging active transportation for older adults. Continuous sidewalks, street furniture, better lighting, more on-demand pedestrian crossings and paved shoulders are necessary infrastructure updates if the town wishes to keep its older population active, safe, and healthy. A common barrier to active transportation in older adults is fear of falling or injury and a lack of comfort engaging in active transportation alone.

When asked what would make respondents feel safer and more comfortable walking or using a mobility device in Caledon, 58% of older adults (60+) surveyed indicated that better pedestrian connections to destinations like shops and services would make them feel safer and more comfortable.

Mobility Device Users

Survey respondents who self-identified as having a disability and in conversation with mobility device users at pop-ups across the Town, we learned that the compacted texture of several of Caledon's trails support their ease of navigation. Many people of all abilities appreciate the compact texture and paved trails that allow them to be active in seasons that would make other non-paved trails too muddy to use safely. Caledon Senior Services provides accessible transportation locally, but demand for more accessible transportation options remains high.

Wheelchair users and others with disabilities also expressed the need for barrier-free sidewalks, traffic calmed streets, level pathways, well maintained paths in the winter, wider trail gates, and better trail connections between residential and commercial areas.

Quotes gathered from Mobility device users are summarized below.

"Ensure all types of disabilities can get around by multiple types of transportation"

"Caledon should have barrier-free sidewalks and walkways"

"More benches along trails and paths"

Newcomers to Canada

Caledon has a growing newcomer population that has introduced new types of active transportation users and usage patterns. 48% of Caledon's immigrant population hail from Asia, with a dominant 70% of immigrants calling India their birthplace (Statistics Canada, 2021). Caledon also had the fastest growing population in Peel from 2016 until 2021 (Peel Newcomer, 2022). A rapidly growing and increasingly diverse population requires a tailored approach to active transportation investments.

Research suggests that immigrants and refugees to Canada are very aware of the benefits of engaging in physical activity and are interested in walking and cycling as a main mode of transportation (Wan, 2020; Wieland et al., 2015). However, as newcomers spend more time in Canada, their rates of physical activity and active commuting decrease (Yu & Teschke, 2015). It is important to focus on dismantling any barriers that are leading to this decline, to ensure newcomers stay active and continue using active transportation as they build their lives in Canada.

Elderly South Asian men in Caledon, especially adjacent to the Brampton border, are a dominant type of recreational cyclist with very specific travel patterns. At Bike the Creek in June 2022 we learned that the recreational patterns of elderly Sikh men often include a post-breakfast leisurely ride from home to the nearest park's gazebo to meet with other Sikh men to spend the summer's day chatting sports, weather, and politics. The route to this destination is taken on sidewalks alongside larger roads if needed, but the preference is to ride curbside on quieter residential streets or along trails – the most direct route is not always taken to avoid busy or dangerous junctions. The mode of transport is often a family bike that may appear too small for the rider but is versatile enough to fit several family members. The day at the park concludes before the school bells ring and caregiving duties resume at home.

Access to green space, the proximity to bikeable routes and most importantly to this group, the presence of community is what keeps elderly South Asian men active in Caledon. Future active transportation investments in the Town of Caledon need to consider the growing and aging population to ensure newly built subdivisions and existing settlement areas are well-supplied with safe, well-connected, and low stress cycling routes.

In the survey, Q4 asks how active transportation can be more accessible, 12% of all respondents said that culturally relevant cycling/walking/outdoor clubs like Brown Girl Outdoor World, Hijabs and Helmets could provide programming support to help connect newcomers to existing active transportation infrastructure and amenities. This aligns with existing research that suggests tailored programming that specifically target newcomers is effective at increasing physical activity levels (Mahmood et al., 2019).

2.2.2.3 What You Want and Where It Should Happen

Based on the input received, there were a series of specific improvements that were noted / requested by those engaged. The following is a summary of those improvements in four categories. The input was critical in the identification of potential improvements to the existing system of AT linkages in addition to the identification of new potential improvements for future consideration as part of the expansion of the AT network.

Neighbourhood Connections to Destinations

"Safe lanes/sidewalks on busy roads i.e., Airport Rd that connects subdivisions/shopping where they do not exist right now."

"In the valley there could be more shops, so we don't need to always drive up the hill to get groceries, buy clothes, pick up little items, borrow books and a small LCBO counter."

"The north and west hills in Bolton, and the smaller towns throughout Caledon, need walkable communities- stores and services need to be available within reasonable walking distance for people to want to walk. For example, people on the north hill technically could walk to the stores in Bolton, but it's too far- they need stores on their hill."

"More vertical dense areas with shops along the street. Everything is too far at the moment. We should stop expanding on low single dwelling homes and increase vertical density and build in all amenities within a walkable/bikeable distance to curate a more sustainable lifestyle that doesn't rely on the car."

Slower Traffic Spread Equally in All Of Caledon's Communities

"Have speed-bumps or speed-breakers that compel car- drivers to reduce speeds and follow the max limits. Cars on Kennedy coming from Mayfield Road always drive up to 75 kmph on a road of 50 kmph max speed. People race on Bonniglen street which is a housing area. All this is unacceptable."

"As a resident of Caledon and avid walker and biker the key is to have reduced speeds. I live in a 60km zone and quite often cars are exceeding the speed limit by 60km. There are not police monitoring speeds. I'd like to see more photo radar. Quite often I do not feel safe walking or biking on my road due to the dangerous driver out there."

"Streets should be Pedestrian and Bike first, and car last. I would like to see physically separated bike lanes (That means physical barriers like bollards and planters, not painted lines) and wide sidewalks for pedestrians. Areas like Bolton in particular would benefit most from this and some streets should be closed part-time or full time to cars and remain open to people walking biking, etc."

Wide, Safe and Paved Shoulders & Sidewalks, Prioritize Rural Communities

"I live on The Gore lower speed limits and add sidewalks"

"More sidewalks connecting streets in Bolton i.e. sidewalk on Albion Vaughan (on either York or Peel side) connecting from King street to Queensgate and a sidewalk connecting South Hill subdivisions to Walmart plaza (you can see the store from the window of your home, but you are not able to walk to the plaza due to traffic on Albion Vaughan and/or train tracks - you are forced to get in in the car and drive there)."

"Have barrier free sidewalk/walkways"

Improved Trail Access & Crossings

"I want more parking for trail use. Most village Bruce trail access points that used to have roadside parking are blocked off for "local traffic only, no parking". You need someone to drop off/pick up to hike or risk vehicle being towed"

"Improved Caledon Trailway crossings making the crossings much more visible to drivers with right of way for trail users over motor vehicles. Wide paved shoulders on all arterials"

"My long time vision has been a crosswalk or a set of traffic lights at the intersection of Mistywood Drive and Highway 10. It would give the public walking and biking access to a larger area and I believe the traffic flow into the village will slow down drivers. I do not feel safe walking along the sidewalk towards Charleston and Highway 10 because of the transport trucks and fast moving vehicles."

"More trails through out the community. Most community members walk the trail into valley wood and back to Southfield. We need more of those trails. Great for families"

"Crossing lights flashing yellow something on Caledon trail at Mountainview, etc.. since cars speeds exceed the 60km/hr limit upwards of 80-90... also hard to see people crossing and bikes on trail don't always stop either."

Dedicated Bike Lanes, Off-Road Travel, More Trails

"Unless your in town where there are side walks biking is a scary thing in Caledon. If you live near the roundabout by Old Base Line / Horseshoe Hill area all those roads are very narrow and some even give you an unsafe feeling driving in a car led alone walking or on a bike. A bike lane or side walk added to roads or wider road space would give everyone a piece of mind."

"Cyclists and cars just don't mesh well on roads like St. Andrews, Mountainview, etc. Cyclists ride in middle of lane going up hill, drivers get impatient and try to pass blind, drivers go too fast in general. Neither drivers nor cyclists stop for all stop signs. There needs to be more separation between the two modes"

“I would like to see the streets have better conditions for biking. My kids and I need to bike in the middle of the road on Mountain View from the trail to Walker Rd because the road conditions are so poor and dangerous for young bikers, but then using the middle of the road is also no good. There should be shoulder bike lanes connecting trail to nearby roads.”

3. Phase 2 Engagement Details

3.1 Engagement Goals

The second phase of engagement focused on updating various engagement audiences on the engagement findings thus far and presenting and obtaining feedback on the draft active transportation network. Phase 2 of the engagement plan included more focused engagement activities held in both virtual and in-person formats to maximize input on the various ATMP components.

3.2 Phase 2 Engagement Activity Summary

Each section provides a detailed overview of the activity that was undertaken as part of this phase of the engagement plan. It includes a summary of the engagement activity format, the questions that were asked, the input received and how the input was used to inform this phase of the project.

3.2.1 Technical Advisory Committee #2

The second Technical Advisory Committee meeting was held on March 20, 2023. The meeting included a presentation followed by a discussion and covered the following topics:

- Purpose, vision, and objectives of the ATMP
- Summary of Phase 1 technical tasks completed
- Results from Phase 1 of the public and stakeholder consultation
- Assessing existing and future needs and opportunities
- An overview of next steps for the project

Major themes and input that emerged from the meeting included:

- Potential impacts from Region of Peel's 2051 Transportation Master Plan and Sustainable Transportation Strategy work that is happening concurrently
- Opportunities to coordinate other planning work with neighbouring jurisdictions and other stakeholders
- Confirmation that the plan focuses on major improvements but not quantitative mode shift targets

3.2.2 Public Information Centre #1

The first Public Information Centre (PIC) was held on May 16, 2023, at the Caledon East Community Complex. Notification of the meeting was published two weeks in advance of the meeting via the project webpage and local news and Town social media accounts.

The purpose of PIC #1 was to engage the community i.e., members of the public and interest groups on the preliminary recommendations of the Active Transportation Master Plan i.e., the draft vision and objectives, network concepts and potential improvements, route selection criteria, etc. The meeting was a drop-in style session with twelve engagement boards brought to the community centre. The boards detailed the ATMP process and preliminary outcomes. The boards also provided the opportunity to collect feedback on the ATMP's vision. The materials from the PIC boards including the questions asked were made available on the Town's Have Your Say Caledon website following the PIC to solicit additional input.

There were approximately 40 attendees to the session and the project team received additional input via the project page and email contact following the public event.

3.2.2.1 Key Questions

The following is a summary of the questions that were posed at the PIC and the input that was received. The information gathered was used to refine the various technical components of the ATMP – where appropriate – and to inform the confirmation of project outcomes and ATMP recommendations.

What is the vision for the ATMP?

According to the community, the overarching vision for Active Transportation in Caledon should focus on creating healthier communities that are more connected to each other through off road, separated infrastructure that prioritizes connecting the hamlets to each other.

What We Heard:
Safe, connected, and separated walking, biking, and accessible pedestrian-first infrastructure throughout the Town.

"Connections inside communities important"

"To be able to walk/cycle safely by using physically separated paths whenever possible"

"We need to be able to walk to local amenities within our communities"

'"Ensuring that cycling and walking are convenient, comfortable and sustainable without disturbing the environment, wildlife, and vegetation, and without altering the natural look of the environment."

How will routes be selected? Help us identify priorities!

Using sticky dotes to vote for what route factors are the highest priority, the community overwhelmingly voted for connected, destination oriented and safe and comfortable active transportation infrastructure.

What We Heard:
Connected, Destination Oriented and Safe and Comfortable Routes.

Type	Description	Low Priority (Green)	Medium Priority (Yellow)	High Priority (Red)
Connected	Routes should achieve a continuous and connected system of walking and cycling routes and facilities which accommodate a wide range of uses and users.			★
Visible & Accessible	The way in which AT routes are designed which ensures that they are a visible component of the transportation network			
Diverse	The network should support a diverse on and offroad experience for walking and cycling which recognizes skill level and trip purpose.			
Destination Oriented	Routes should provide access to major destinations within and outside of the Town including destinations for commuting, tourism and day to day activity purposes.			★
Safe & Comfortable	Mitigating / preventing risks and conflicts as a result of the implementation of the route and identify facilities based on the user and the use.			★
Integrated	The network should provide direct access to other modes of transportation within and outside of the Town and should complement land-use planning practices.			
Equity Focused	The network should be identified and designed with equity in mind based to provide services to allow all individuals the opportunity to lead healthy and active lifestyles.			

What could an active transportation network look like?

Potential AT design improvements were presented at the PIC and the public was asked to provide input on their preferred design solutions for consideration as part of the AT network.

Enhanced crossing and intersections

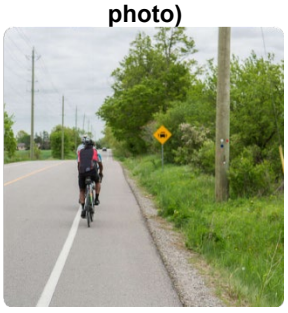
Visually separated (bike lanes)

Mixed traffic (signed cycling route shown in photo)

Physically separated (multi- use path)

Multi-use trail

Physically separated (cycle track)



Visually separated (paved shoulder shown in photo)

Hiking trail

The resounding feedback from community was for a network that provided completely separated facilities for pedestrians and cyclists from traffic due to unsafe road conditions, high speeds, and a large trucking presence. Furthermore, the ideal network does not pave over permeable green spaces in its creation.

What We Heard:
A network that is attractive to all ages and abilities while ensuring all investments are green.

"Multi-use (separated) great idea whenever possible"

"Keep cycling green. Do not pave trails and destroy habitat to expand cycling networks"

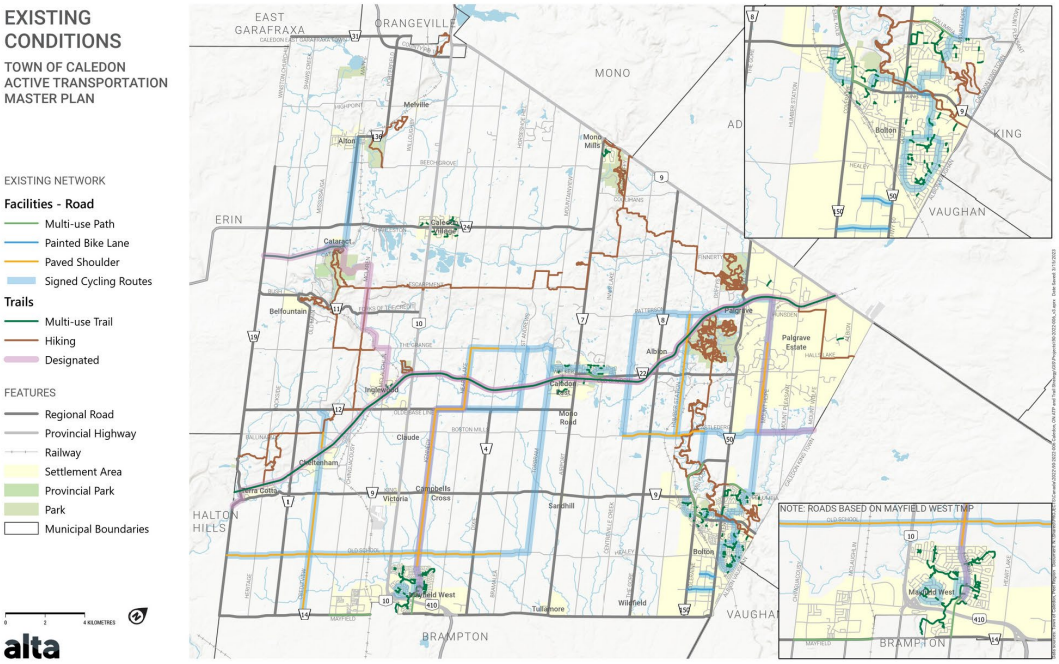
"We need greater education and marketing to shift attitudes of drivers and cyclists"

"Need public education campaign on etiquette and safety"

"Visually separated doesn't work at high speeds"

What do you think of the existing conditions?

A map of existing on-road active transportation and off-road trail routes was presented, and members of the public were asked to provide comments to confirm the conditions, identify network deficiencies, highlight gaps and missing links in the system and identify locations where they wish to use AT in the future.



What We Heard:
More than the existing conditions, which were found to have plenty of gaps in pedestrian and cyclist infrastructure.

Many existing conditions were declared to be sub- par according to feedback on this board.

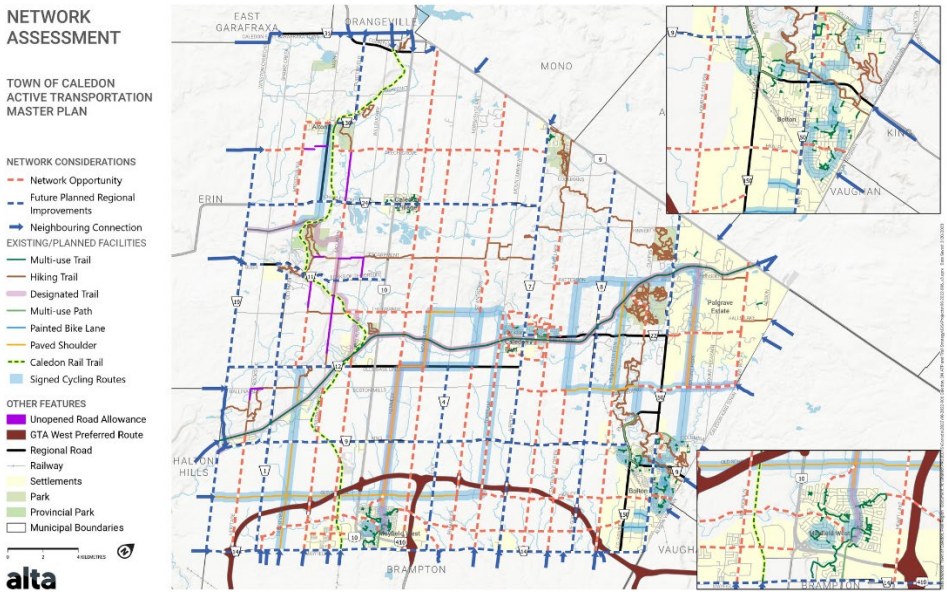
"There is no pedestrian infrastructure in Belfountain"

"Speeds need to be reduced and trucks need to be limited. These factors are why I don't walk to cycle in Caledon"

"No sidewalk, no trail, or no path means that I can't get where I want to go. I can't and don't want to use a car to get around"

What do you think of the potential network expansion?

Building upon the existing conditions mapping, a map of potential network improvements was also presented identifying on-road links that could be considered as part of the ATMP network.



What We Heard:
More connection between hamlets and amenities.

The network assessment received positive feedback, but many noted that the "network opportunity" should be embraced now as part of the ATMP and should prioritize separated pedestrian infrastructure first.

"South part of Caledon is growing so rapidly these new community feel dangerous already. Something needs to be done"

"Embrace the informal trails. We use them all the time to get where we need to go that doesn't have a regular sidewalk or trail"

"Work collaboratively with other municipalities to connect the trails and do not pave them!"

What are your ideas for improving active transportation in Caledon?

A blank display board was provided to allow attendees to share general ideas regarding potential improvements to active transportation within the Town of Caledon.

What We Heard:
Caledon to set precedence for how small, rural, and growing communities can invest in safe, green, and separated infrastructure to support the movement of the most vulnerable road users.

"My idea is that we leave nature trails as natural as possible. That is, no paved or streetlights along the Caledon Trailway or similar paths. Improve on-road cycling routes for safety and access"

"We need to remove trucks from prohibited roads by installing physical overhead barriers to stop trucks from using our rural roads. This is the only way people will feel safe to use rural shoulders for exercise"

"I'd like to see scooter rentals and bike rentals like in Toronto."

"I have this idea that Caledon's trailways can function like Italian piazzas - significant cultural spaces for people to come, meet and see. Imagine local permanent life size art, multimedia and sensorial along the trails - drawing local communities and driving tourism and subsequent support of local businesses"

"My idea is that trail investments also remove invasive species and reuse natural debris for surfacing to make a Greener Caledon"

"I'd love to just go for a walk without fear of speeding trucks, cars, debris flying all over. My idea is to create really great pedestrian spaces"

4. Phase 3 Engagement Details

4.1 Engagement Goals

The third and final phase of engagement focused on presenting and gathering input on the preliminary recommendations of the ATMP with the goal of using the input to refine and confirm the project outcomes prior to the development of the ATMP. Like Phase 2, Phase 3 of the engagement plan included more focused engagement activities held in both virtual and in-person formats to maximize input on the various ATMP components.

4.2 Phase 3 Engagement Activity Summary

Each section provides a detailed overview of the activity that was undertaken as part of this phase of the engagement plan. It includes a summary of the engagement activity format, the questions that were asked, the input received and how the input was used to inform this phase of the project.

4.2.1 Technical Advisory Committee #3

The third Technical Advisory Committee meeting was held on September 6, 2023, and provided an overview of the ATMP, community engagement, design considerations and policies, network recommendations, network implementation, and a brief discussion about the Caledon Rail to Trail. The draft report was circulated to TAC members for review and discussion regarding content was facilitated.

Major themes and input that emerged from the meeting included:

- Install benches at appropriate locations along trails
- Pave multi-use trails in high demand areas to allow for winter maintenance
- Integrate the Credit Valley Trail route and strategy in the ATMP
- Increase bike parking requirements
- Aim to incorporate or not hinder the planned AT facilities at locations where Highway 413 crosses roads/trails
- Proposed active transportation network supports better multimodal connections
- Consider adding equity explicitly into the existing guiding principles
- Clarifications to terminology used in the ATMP

4.2.1.1 Online Engagement

Between September 12 and October 5, 2023, the Have Your Say Caledon engagement platform and project page was used to solicit feedback on the project recommendations. The presentation slide deck from Technical Advisory Committee #3 and Public Information Centre #2 was uploaded to the project webpage and individuals were invited to submit comments via the website survey or by email.

The following is a summary of the feedback was received:

- Safe cycling connection from Bolton to Brampton
- Better road surface quality and paved shoulders
- Identify short -, and long-term bike parking
- Leverage watermain and transit works
- Integrate cycling and the need for bike racks into future
- Bolton GO station and Caledon and Brampton transit options
- Fill in sidewalk gaps

The input that was received was used to review plan recommendations and inform other initiatives led by Town staff.

4.2.1.2 Public Information Centre #2

A second in-person public input session was held on September 12, 2023, at the Caledon East Community Complex. Notification regarding the events was provided at least two weeks in advance of the session through the project webpage, social media, and other municipal communication avenues. There were 34 engagement boards at the community complex which were formatted to present information regarding:

- Draft recommended network
- Implementation recommendations and considerations
- Program, and policy recommendations of the plan

Feedback from PIC #2 included the following:

- Minor changes and refinements to the recommendations of the AT Plan
- Conversations around policy recommendations and how they relate to other Town plans
- Discussions around network connectivity and expansion opportunities
- Conversations on implementation of priorities
- Discussion around increasing bike parking requirements

The input was used to make refinements to the network and ATMP recommendations which were incorporated into the ATMP report.