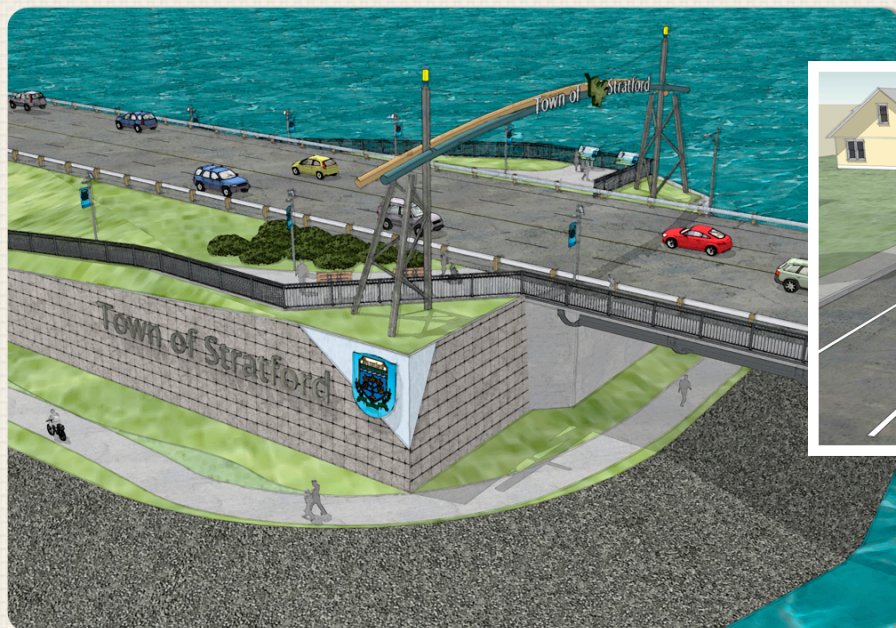


STRATFORD AT



WE ARE PLEASED TO PRESENT A PROJECT BRIEF DESCRIBING THE COMMUNITY-BASED CONCEPT OF ACTIVE TRANSPORTATION IN STRATFORD.

An Active Transportation Plan for Stratford

This document is provided as a project brief to describe the planning concepts and elements of the Stratford Active Transportation Plan. The project was commissioned by Stratford's Public Works Department in association with the Town's AT Committee. The

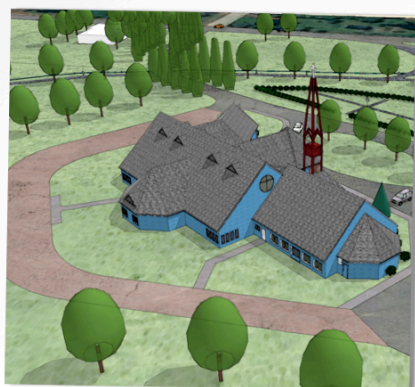
document is not a stand-alone product and should be viewed with the planning map that describes the various routes (as well as accompanying slide show.)

The planning concept results from concurrent consultations with Town of Stratford staff, the AT committee and

public individuals interested in the process and plan. The concept, projects and the approach to growing AT in Stratford is based on these consultations and, therefore, is a consensus-based community product.



PAGE 2 - PLANNING CONCEPT



PAGE 3 - AT PLAN



PAGE 4 - PROJECTS

1.0 Planning Concept

Town of Stratford AT Plan - Page 2

Figure 1.0 (next page) illustrates the routes and destinations concept for Stratford's AT plan. The following describes the overall concept as well as plan components.

Concept. The plan is based on a network of streets and trails that provide key linkages to important recreation, commercial, civic and residential addresses. The linkages are hierarchal and work from the neighbourhood outward. Thus, the plan is a network of multi-use connections that begin at residents front door. These linkages are:

The AT Arterial Route. These are the town-spanning streets that are the primary shared route corridors. These streets are to include bike lanes (1.5m

wide max.) and side walk on at least one side.

AT Collector Route. These are the neighbourhood-spanning streets that connect residential areas to the arterial routes. These do not require bike lanes however, should be signed with shared route marker and have sidewalk on at least one side.

AT Arterial Trail. These are town-spanning multi-use trails measuring approx. 2.5m wide with asphalt surface (where possible).

AT Collector Trail. These are granular trail corridors linking neighbourhood areas to arterial trails. These granular surfaces should be no wider than 2.5m.

Gateway. These are very important. Primary entries to the town should clearly express Stratford's commitment to healthy lifestyle, inclusive of transportation and recreation in a real manner.

THE WEST STRATFORD GATEWAY
(HILLSBOROUGH BRIDGE) IS AN IDEAL
LOCATION TO EXPAND THE NOTION OF
TRANSPORTATION TO INCLUDE AT

COMPONENTS



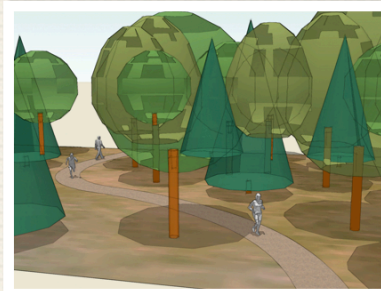
AT ARTERIAL ROUTE



AT COLLECTOR ROUTE



AT ARTERIAL TRAIL



AT COLLECTOR TRAIL

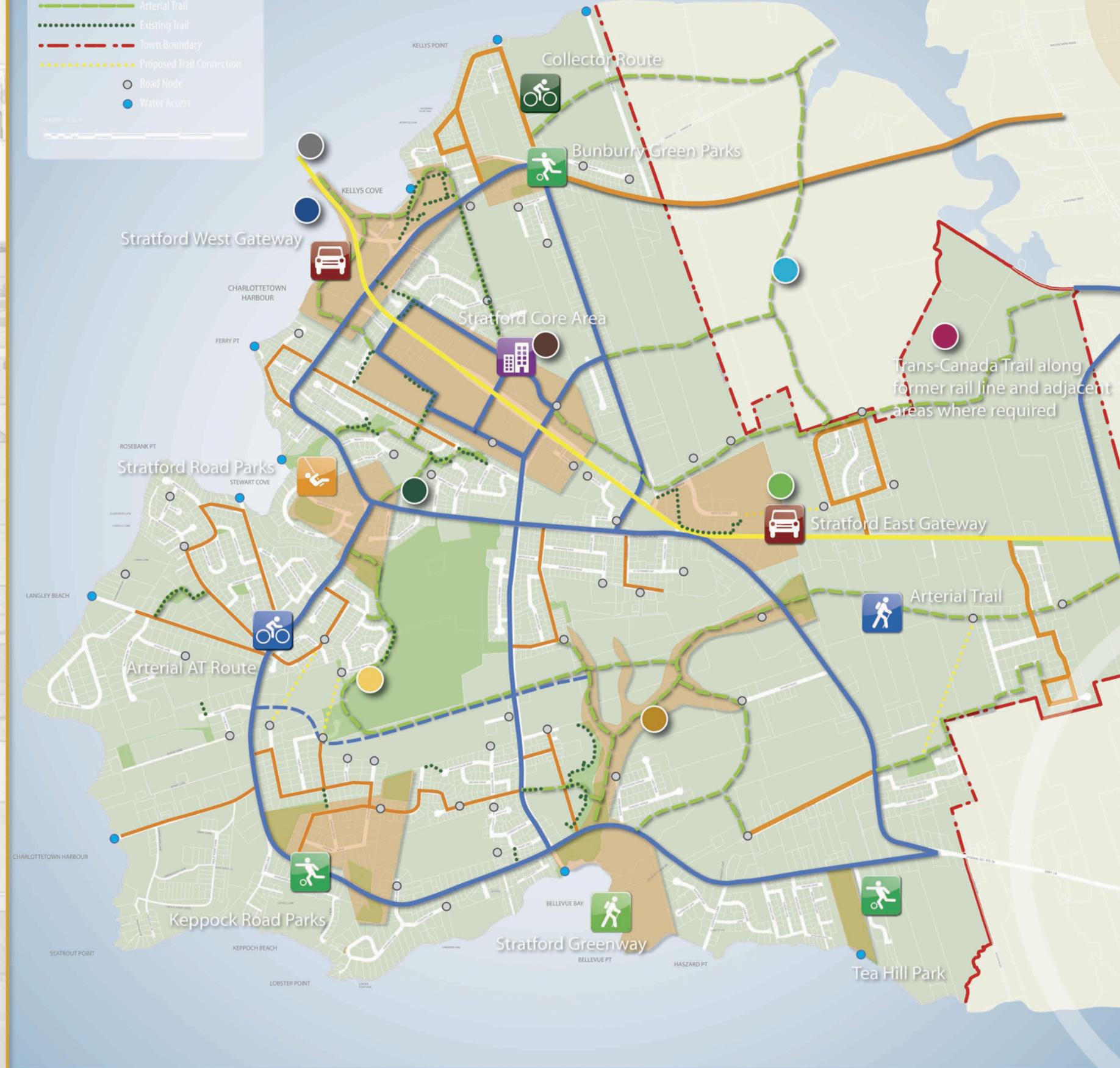


GATEWAY



Stratford Primary Nodes & Corridors Plan

- Trans Canada Highway 1
- Arterial AT Route
- Collector Routes
- Arterial Trail
- Existing Trail
- Town Boundary
- Proposed Trail Connection
- Road Node
- Water Access



Directory - Special Projects

- Town Gateway Project** - Entry into town to incorporate lands immediately adjacent to the bridge up to, and including, the TCH Route One/Stratford Road Intersection. The entry zone should be considered within the context of a master planning exercise resulting in a plan that articulates how active and vehicular transportation, land use and park beautification come together to illustrate visitors have entered Stratford and that this is a community supportive of lifestyle choices.
- The existing Core Area Plan should be modified to inherently include Active Transportation infrastructure (and imagery such as signage).
- The trail linkage from the core area of the community to the Our Lady of Assumption Church is critical to plan implementation success. This linkage should be explored and articulated to the church and the town immediately.
- Like the western gateway, this area should be modified to express the same elements.
- The linkage along the edge of the golf course is critical to providing trail access from a growing area of Stratford to the core area. This should be developed as intended.
- Future trail connector through heart of community inclusive of both the proposed greenway and an east-west link that attaches exiting and future neighbourhoods to each other. It is important to remember that this linkage will become a park unto itself when complete.
- Future linkage through watershed and waterfowl lands to link to expanding Stratford and adjacent neighbourhoods.
- Western-bound link to the Trans-Canada trail to provide connection through Stratford.
- Bridge connection.

TOWN OF STRATFORD

ACTIVE TRANSPORTATION PLAN

January 2009

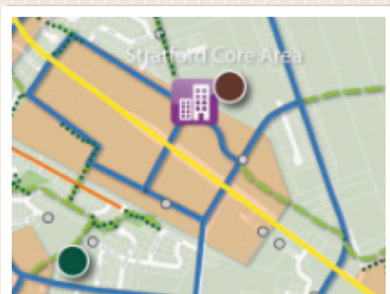
COLLABPLAN
landscape architecture & planning studio



COMPONENTS



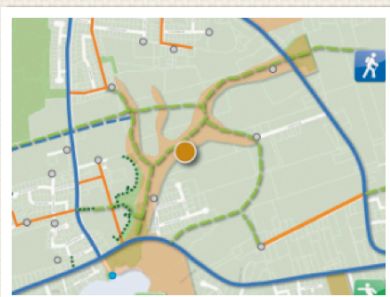
GATEWAY



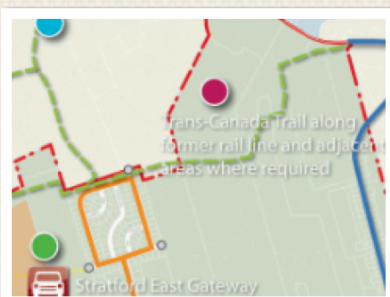
CORE AREA



INFILL TRAILS



STRATFORD GREENWAY



TRANS-CANADA TRAIL

2.0 AT Projects

Town of Stratford AT Plan - Page 4

Figure 1.0 also illustrates the the location of the following various projects that serve to both improve Stratford's AT environment and create an improved lifestyle-based community.

Town Gateway Projects. The TCH entry points into Stratford are key town signature positions. Thus, these positions should be master planned to express the commercial, residential, recreation and lifestyle aspects of Stratford in a highly contemporary manner. It is important that all of these elements are expressed in harmonious form to set the Town's local and regional context.

Core Area. The town has undergone core area concept planning exercises however; the development community has been slow to respond. The Town should engage a consultant skilled in working with the gateway components and developers alike to revisit this plan and develop new concepts complete with financial modeling to illustrate benefit for all involved.

Although the core area is not the "graphic" gateway position, it is the primary functional gateway to expanding commercial and residential areas. This area is also the civic core of the Town. Thus, planning and design exercises should ensure functional environments for all aspects of Stratford life.

Infill Trail Development. Both the proposed trail locations at the Our Lady of Assumption Church and the corridor located along the east edge of the golf course are two of the many critical locations for the completion of trail projects that link the town core to bordering residential areas. The Town should work with the church and golf course to ensure these and other important arterial trail connections occur thus, allowing the neighbourhood-based collector connection to develop.

Stratford Greenway. This is a very important component of the plan for three reasons. First, the greenway is an integration of environmental and recreational assets (in a manner that, although functional as a linear corridor, will work as a destination park). Thus, the development of a greenway-based trail is also the development of a park.

Second, the greenway is a conservation corridor that will serve to ensure core environmental assets are retained in the expansion areas of Stratford. The greenway should be expanded into developing areas with playpark space, stormwater retention areas and collector trails.

Finally, a carefully planned and designed greenway will become the backbone structure for future development that will result in higher land values along the corridor. Thus, the town can gently influence residential form while realizing tax benefit from higher land values.

Trans-Canada Trail. The expansion of the Stratford AT system to include the Trans-Canada Trail (planned to connect to the Town from the east) is important for two reasons. First, if planned properly, this connection will make Stratford an important recreational gateway to areas located along the TC Trail corridor. The primary gateway for this connection should be planned within the core area.

Second, the TC Trail can be incorporated into greenway planning. Therefore, the inclusion of this trail will result in an expanded environmental corridor for Stratford - affording the town with all the benefits of a greenway.