

Appendix C

Agencies, First Nations and Public Comments Received



Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 847-2192

January 9, 2013

Chief James Marsden
Alderville First Nation
PO Box 46, R.R. #4
Roseneath, ON K0K 2X0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Marsden:

The Regional Municipality of Halton has initiated an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

Active Transportation is any form of human-powered transportation, which includes walking, cycling, roller-blading and movements with mobility devices. An Active Transportation network includes sidewalks, multi-use paths, crosswalks, on-road and off-road cycling facilities, as well as recreational trails.

This letter is to notify and invite you to participate in the Active Transportation Master Plan Study process that will define existing opportunities, consider and evaluate solutions, and identify an optimum active transportation system to the year 2031. The next steps will include network development, program strategies and a second Public Information Centre to gather further input.

Additional information related to the study and consultation process may be obtained through the study website:

www.halton.ca/ActiveTransportation

If you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid".

Jeffrey Reid, C.E.T.
Senior Transportation Planner

cc: Norma Moores – IBI Group

The Regional Municipality of Halton



Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 847-2192

January 9, 2013

Chief Phyllis Williams
Curve Lake First Nation
22 Winookeeda Road
Curve Lake, ON K0L 1R0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Williams:

The Regional Municipality of Halton has initiated an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

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January 9, 2013

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street, R.R. #2
Keene, ON K0L 2G0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Carr:

The Regional Municipality of Halton has initiated an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

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January 9, 2013

Ms. Margaret Sault
Mississaugas of the New Credit First Nation
RR 6
2789 Mississauga Road
Hagersville, ON N0A 1H0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Ms. Sault:

The Regional Municipality of Halton has initiated an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

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January 9, 2013

Chief Tracy Gauthier
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON L9L 1B6

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Gauthier:

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January 9, 2013

Chief R. Donald Maracle
The Mohawks of the Bay of Quinte First Nation
Box 98, 48B Bayshore Road
Tyendinaga Mohawk Territory, ON K0K 1X0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Maracle:

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January 9, 2013

Grand Chief Thompson Dooley
Mohawk Council of Akwesasne
P.O. Box 579
Cornwall ON K6H 5T3

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Grand Chief Dooley:

The Regional Municipality of Halton has initiated an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

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January 9, 2013

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
Southwold, ON N0L 2G0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Abram:

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Senior Transportation Planner

cc: Norma Moores – IBI Group

The Regional Municipality of Halton



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January 9, 2013

Chief William Montur
Six Nations of the Grand River
P.O Box 5000
Ohsweken, ON N0A 1M0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Montur:

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The Regional Municipality of Halton



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January 9, 2013

Sub-Chief Leroy Hill
Six Nations Haudenosaunee Confederacy Council
R.R. #2
Ohsweken, ON N0A 1M0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Sub-Chief Hill:

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The Regional Municipality of Halton



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Oakville ON L6M 3L1
Fax: (905) 847-2192

January 9, 2013

Chief Blaine Commandant
Wahta Mohawk Territory
Box 260
Bala, ON P0C 1A0

Re: Halton Active Transportation Master Plan Study (PR-2875A)

Dear Chief Commandant:

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cc: Norma Moores – IBI Group

The Regional Municipality of Halton



Public Works
Transportation Services
1151 Bronte Road
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Fax: (905) 847-2192

November 4, 2013

Chief James Marsden
Alderville First Nation
PO Box 46, R.R. #4
Roseneath, ON K0K 2X0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Chief Marsden:

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This letter is to notify and invite you to participate in the Active Transportation Master Plan Study Public Information Centre (PIC) #2. This PIC has been arranged to review and receive comments from the public on the proposed active transportation (cycling and walking) networks and supporting recommendations. Attached is PIC #2 Notice.

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cc: Norma Moores – IBI Group

Enclosed: PIC #2 Notice

The Regional Municipality of Halton

REGIONAL MUNICIPALITY OF HALTON**NOTICE OF PUBLIC INFORMATION CENTRE #2
Halton Region Active Transportation Master Plan Study
PR-2875A****Study**

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Process

The Active Transportation Master Plan is a study which defines existing problems/opportunities, considers and evaluates solutions, and will identify cycling and walking networks to the year 2031. A key outcome of the study is a list of active transportation projects that the Region can incorporate in its 20-year Roads Capital Program. This study is being conducted in accordance with the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007 and 2011).

The first round of Public Information Centres were held in June 2012 to present the study background, vision, guiding principles and problems/opportunities. Thereafter, a preferred active transportation strategy was determined taking into consideration comments that were received from the Local Municipalities, regulatory agencies and the public. A second round of Public Information Centres has been arranged to review and receive comments from the public on the proposed active transportation (cycling and walking) networks and supporting recommendations.

Public Information Centre Locations

Date	Time	Location
Tuesday, November 19, 2013	Drop-in: 6:30 p.m. - 8:30 p.m.	Milton Centre for the Arts 1010 Main Street East, Milton, ON L9T 6H7 (MinMaxx Hall)
Wednesday, November 20, 2013	Drop-in: 6:30 p.m. - 8:30 p.m.	Halton Regional Centre 1151 Bronte Road, Oakville, ON L6M 3L1 (Auditorium)

If you have any questions related to the study or wish to be added to the study mailing list, please contact:

Mr. Jeffrey Reid, C.E.T.
Senior Transportation Planner
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

Ms. Norma Moores, P.Eng.
Project Manager
IBI Group
200 East Wing, 360 James Street North
Hamilton, ON L8L 1H5
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
Email: Norma.Moores@ibigroup.com

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This Notice first issued on November 7, 2013

Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.

Young, Darryl

From: mmacleod@alderville.ca
Sent: Thursday, November 14, 2013 10:50 AM
To: Reid, Jeffrey
Subject: Re: PR-2875A
Attachments: Municipality of Halton November 4, 2013.pdf

Hi there,

Sent on behalf of Dave Simpson. Please find attached our response letter to the above noted consultation.

Thanks,

Mary MacLeod-Beaver
Land and Resources, Clerical Support
Alderville First Nation



ALDERVILLE FIRST NATION
11696 Second Line
P.O. Box 46
Roseneath, Ontario K0K 2X0
Phone: (905) 352-2011
Fax: (905) 352-3242

Chief: James R. Marsden
Councillor: Julie Bothwell
Councillor: Jody Holmes
Councillor: Dave Mowat
Councillor: Angela Smoke

November 14, 2013

The Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

Att: Jeffrey Reid, C.E.T

Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2

Dear Jeffrey Reid,

Thank you for your consultation request to Alderville First Nation regarding the non-motorized travel throughout the Region of Halton which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that the Municipality of Halton recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

Tele: (905) 352-2662
Fax: (905) 352-3242



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November 4, 2013

Chief Phyllis Williams
Curve Lake First Nation
22 Winookeeda Road
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Ms. Norma Moores, P.Eng.
Project Manager
IBI Group
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November 4, 2013

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street, R.R. #2
Keene, ON K0L 2G0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Chief Carr:

The Regional Municipality of Halton is undertaking an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

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If you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid".

Jeffrey Reid, C.E.T.
Senior Transportation Planner

cc: Norma Moores – IBI Group

Enclosed: PIC #2 Notice

The Regional Municipality of Halton

REGIONAL MUNICIPALITY OF HALTON**NOTICE OF PUBLIC INFORMATION CENTRE #2
Halton Region Active Transportation Master Plan Study
PR-2875A****Study**

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Mr. Jeffrey Reid, C.E.T.
Senior Transportation Planner
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

Ms. Norma Moores, P.Eng.
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IBI Group
200 East Wing, 360 James Street North
Hamilton, ON L8L 1H5
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Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 847-2192

November 4, 2013

Ms. Margaret Sault
Mississaugas of the New Credit First Nation
RR 6
2789 Mississauga Road
Hagersville, ON N0A 1H0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Ms. Sault:

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REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE #2 Halton Region Active Transportation Master Plan Study PR-2875A

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November 4, 2013

Chief Tracy Gauthier
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON L9L 1B6

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
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Dear Chief Gauthier:

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Oakville ON L6M 3L1
Fax: (905) 847-2192

November 4, 2013

Chief R. Donald Maracle
The Mohawks of the Bay of Quinte First Nation
Box 98, 48B Bayshore Road
Tyendinaga Mohawk Territory, ON K0K 1X0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Chief Maracle:

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cc: Norma Moores – IBI Group

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November 4, 2013

Grand Chief Thompson Dooley
Mohawk Council of Akwesasne
P.O. Box 579
Cornwall ON K6H 5T3

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
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Dear Grand Chief Dooley:

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November 4, 2013

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
Southwold, ON N0L 2G0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
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Dear Chief Abram:

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November 4, 2013

Chief William Montur
Six Nations of the Grand River
P.O Box 5000
Ohsweken, ON N0A 1M0

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Tuesday, November 19, 2013	Drop-in: 6:30 p.m. - 8:30 p.m.	Milton Centre for the Arts 1010 Main Street East, Milton, ON L9T 6H7 (MinMaxx Hall)
Wednesday, November 20, 2013	Drop-in: 6:30 p.m. - 8:30 p.m.	Halton Regional Centre 1151 Bronte Road, Oakville, ON L6M 3L1 (Auditorium)

If you have any questions related to the study or wish to be added to the study mailing list, please contact:

Mr. Jeffrey Reid, C.E.T.
Senior Transportation Planner
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

Ms. Norma Moores, P.Eng.
Project Manager
IBI Group
200 East Wing, 360 James Street North
Hamilton, ON L8L 1H5
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
Email: Norma.Moores@ibigroup.com

Additional information related to the study and consultation process may be obtained through the study website: www.halton.ca/ActiveTransportation

This Notice first issued on November 7, 2013

Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.



Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 847-2192

November 4, 2013

Sub-Chief Leroy Hill
Six Nations Haudenosaunee Confederacy Council
R.R. #2
Ohsweken, ON N0A 1M0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Sub-Chief Hill:

The Regional Municipality of Halton is undertaking an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

The study is being conducted in compliance with the Municipal Class Environmental Assessment (October 2000, as amended 2007 & 2011).

Active Transportation is any form of human-powered transportation, which includes walking, cycling, roller-blading and movements with mobility devices. An Active Transportation network includes sidewalks, multi-use paths, crosswalks, on-road and off-road cycling facilities, as well as recreational trails.

This letter is to notify and invite you to participate in the Active Transportation Master Plan Study Public Information Centre (PIC) #2. This PIC has been arranged to review and receive comments from the public on the proposed active transportation (cycling and walking) networks and supporting recommendations. Attached is PIC #2 Notice.

Additional information related to the study and consultation process may be obtained through the study website:

www.halton.ca/ActiveTransportation

If you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid".

Jeffrey Reid, C.E.T.
Senior Transportation Planner

cc: Norma Moores – IBI Group

Enclosed: PIC #2 Notice

The Regional Municipality of Halton

REGIONAL MUNICIPALITY OF HALTON**NOTICE OF PUBLIC INFORMATION CENTRE #2
Halton Region Active Transportation Master Plan Study
PR-2875A****Study**

The Regional Municipality of Halton has initiated an Active Transportation Master Plan to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

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Process

The Active Transportation Master Plan is a study which defines existing problems/opportunities, considers and evaluates solutions, and will identify cycling and walking networks to the year 2031. A key outcome of the study is a list of active transportation projects that the Region can incorporate in its 20-year Roads Capital Program. This study is being conducted in accordance with the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007 and 2011).

The first round of Public Information Centres were held in June 2012 to present the study background, vision, guiding principles and problems/opportunities. Thereafter, a preferred active transportation strategy was determined taking into consideration comments that were received from the Local Municipalities, regulatory agencies and the public. A second round of Public Information Centres has been arranged to review and receive comments from the public on the proposed active transportation (cycling and walking) networks and supporting recommendations.

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If you have any questions related to the study or wish to be added to the study mailing list, please contact:

Mr. Jeffrey Reid, C.E.T.
Senior Transportation Planner
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1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7920
Fax: 905-847-2192
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Ms. Norma Moores, P.Eng.
Project Manager
IBI Group
200 East Wing, 360 James Street North
Hamilton, ON L8L 1H5
Phone: 905-546-1010 ext. 2106
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Additional information related to the study and consultation process may be obtained through the study website: www.halton.ca/ActiveTransportation

This Notice first issued on November 7, 2013

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Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 847-2192

November 4, 2013

Chief Blaine Commandant
Wahta Mohawk Territory
Box 260
Bala, ON P0C 1A0

**Re: Halton Active Transportation Master Plan Study (PR-2875A)
Public Information Centre #2**

Dear Chief Commandant:

The Regional Municipality of Halton is undertaking an Active Transportation Master Plan Study to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

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www.halton.ca/ActiveTransportation

If you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid".

Jeffrey Reid, C.E.T.
Senior Transportation Planner

cc: Norma Moores – IBI Group

Enclosed: PIC #2 Notice

The Regional Municipality of Halton

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE #2 Halton Region Active Transportation Master Plan Study PR-2875A

Study

The Regional Municipality of Halton has initiated an Active Transportation Master Plan to the year 2031 to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region, as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable.

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This Notice first issued on November 7, 2013

Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.

[REDACTED]

From: Green-Battiston, Melissa
Sent: Tuesday, March 19, 2013 4:44 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Tremaine Road widening from 2 to 6 lanes. Project P2675B

Mr. Hawes,

Thank you for your comments regarding the improvements to the Tremaine Road Corridor as well as active transportation within Halton Region. With respect to Tremaine Road and the Public Information Centre held on March 14th, the Project Manager Cengiz Cakmak will be contacting you separately to respond to the comments provided.

In Spring 2012, Halton Region Transportation Services initiated the development of an Active Transportation Master Plan as recommended in the Region's Transportation Master Plan (2031) – The Road to Change. The purpose of the Active Transportation Master Plan study is to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region. As part of the plan, an Active Transportation network will be developed which builds upon the plans developed by the Local Municipalities. This will include recommendations for on and off-road facilities within the Regional Road network including but not limited to sidewalks, multi-use paths, on-road and off-road cycling facilities, as well as potential recreational trail opportunities. A key outcome of the study will be a list of active transportation projects that the Region will incorporate in its 20-year Roads Capital Program. As part of the current roads capital program, active transportation infrastructure such as on road bike lanes will be implemented. For example, Tremaine Road north of Britannia Road.

An important component of the study is consultation and the Project Team held the first round of Public Information Centres (PIC) in June 2012 which provided study information and collected input from the public and stakeholders on existing conditions. On November 5, 2012 a World Café Stakeholder Workshop was held with an afternoon and evening session to obtain feedback on key topics that will feed into the development of the Active Transportation Master Plan. The key topics included; walking network; cycling network, improvement options, pilot projects, promotion and trip planning. The presentations from these events is available on the project website at www.halton.ca/activetransportation. It is anticipated that the second round of Public Information Centres will be held in Fall 2013.

An Active Transportation Advisory Committee as noted in your email was also established at the onset of the study process and consists of members from Regional Council, appointed members from each Local municipality, and supported by senior staff. The purpose of this Committee is to provide advice and assistance in the development of policies and plans for an integrated Active Transportation System within Halton Region. This Committee has already met twice (Spring and Fall 2012) to review and discuss existing conditions, best practices, network alternatives and design considerations.

The Project Manager for the Active Transportation Master Plan is Jeff Reid and he can be contacted at jeffrey.reid@halton.ca or 905-825-6000, ext. 7920. You will be added to the project mailing list and you will receive notice of the next public consultation opportunity.

Sincerely,

Melissa Green-Battiston, P. Eng.
Supervisor, Transportation Planning
Transportation Services

Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

Tel: (905) 825-6000 ext 7623
Fax: (905) 825-8822
Email: melissa.green-battiston@halton.ca

From: [REDACTED]
Sent: Saturday, March 16, 2013 4:48 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Fw: Tremaine Road widening from 2 to 6 lanes. Project P2675B

[REDACTED]

[REDACTED]

Below is my response to the proposed Tremaine Rd widening project - one that I have recently become aware.

I understand there is a Halton Regional Cycling Committee but have not been able to identify its members - hence my writing to you.

As a long time resident of Oakville and enthusiastic cyclist, I would like to become more aware of future Halton road infrastructure projects.

I firmly believe that with the completion of the Pan-Am Velodrome in Milton, Halton could quite easily become the focus of bicycle tourism bringing with it tangible economic benefits. However, some of Halton's roads together with existing natural constraints and barriers such as rivers, 400 and QEW highways and railway lines makes traversing Halton difficult.

As noted below, I am a member of the newly formed Oakville Sustainable Transportation Coalition (OSTC) which is holding a 2nd workshop at Oakville Town Hall on Saturday, 23 March, 9 a.m. to 12 noon. It would be great if you could attend to represent the Regions viewpoint as some of Oakville's roads are under the Regions jurisdiction. Pam Damoff is also involved in this group.

The objective of the OSTC is to make Oakville a greener and more active town through the encouragement of sustainable transportation such as cycling, walking, and use of public transit.

At the workshop, the OSTC is hoping to gain input from community members on this topic, and how to make sustainable transportation a safer and more convenient option for Oakville neighbourhoods.

I look forward to meeting you sometime soon.



----- Original Message -----

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Sent: Saturday, March 16, 2013 2:09 PM
Subject: Tremaine Road widening from 2 to 6 lanes. Project P2675B

Unfortunately I was not aware of the PIC held March 14th related to Tremaine Road until I went on the Region's web site today.

As an experienced road cyclist who frequently uses Tremaine Road from Dundas through to No 5 Side Road and also as a member of the newly formed Oakville Sustainable Transportation Coalition I have a few questions and comments relating to the project.

1. Can we assume that 1.5 metre wide painted bike lanes will be provided on both sides of the road?
2. Will "Share the Road" signs be posted on both sides of the road south of the proposed road widening at approximately 1.5 km intervals all the way to Dundas St?
3. Has consideration been given to traffic calming measures such as roundabouts at intersections rather than traffic lights?
 - Roundabouts ensure that vehicles slow down but do not necessarily force them to stop, thus saving energy for both cyclists and motorized vehicles.
 - Traffic lights, unless equipped with motion sensors, force unnecessary stops during 'light duty' traffic times.
 - The roundabout at Tremaine and Main is well designed and works well.
4. What will the posted speed limit be on this section of the road?
 - Hopefully no higher than 60 km/h.
5. What are the future road improvement plans for Tremaine south of Britannia Rd W through to Dundas St?
 - Parts of this are presently in poor condition - particularly the road edges as well as overall road surface between the 407 overpass and Dundas St.
6. What is the construction schedule for this project?
7. Will construction involve any partial road closures or complete road closures as has the present water main installation project?

I look forward to your response.

[REDACTED]

[REDACTED]

From: Reid, Jeffrey
Sent: Thursday, June 13, 2013 10:36 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Opportunity to extend Appleby Line bike lanes?
Attachments: Roads Capital Map (2013-2031) with descriptions.pdf

[REDACTED]

Thank-you for your inquiry regarding the addition of bike lanes to Appleby Line (Regional Road 20), within the City of Burlington. We apologize for not responding sooner, but this email was just forwarded to me for response.

Halton Region is currently in the detail design stage to replace the existing watermain on Appleby Line from North Service Road to Mainway. After the watermain has been replaced, the Region will be resurfacing Appleby Line from QEW (Westbound Off-Ramp) to Upper Middle Road. As part of these two projects, the existing placement of the curbs on Appleby Line are not proposed to be relocated. If a physical widening of the road is proposed, the Proponent (Halton Region) would be required to complete a planning study called a Class Environmental Assessment (EA) Study. When any on-road Active Transportation infrastructure is proposed, such as exclusive bike lanes, they are typically incorporated into a road reconstruction or road widening project.

Within the Region's current Road Capital Projects from 2013-2031 (attached), Appleby Line from Fairview Street to Taywood Drive (ID 6812) has been identified for a 4 to 6 lane widening, with start of construction in 2023. It would be at that time, as part of the Class EA process, in which any proposed on-road infrastructure would be incorporated. The Class EA Study is currently proposed to commence in 2018.

Halton Region is currently undertaking an Active Transportation Master Plan (ATMP) Study to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region to 2031. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The project web-page for the ATMP can be found at:

www.halton.ca/ActiveTransportation

As part of this process, the Project Team is currently developing draft Cycling and Walking Networks which are anticipated to be presented to the public at information centres in late Fall 2013 for review and comment. If you would like to be added to the ATMP project mailing list to receive all notices directly, please let me know.

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Phone: (905) 825-6000 ext.7920
Fax:(905) 847-2192
Email: jeffrey.reid@halton.ca

1151 Bronte Road
Oakville, ON L6M 3L1

-----Original Message-----

From: [REDACTED]
Sent: Friday, May 17, 2013 8:37 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Opportunity to extend Appleby Line bike lanes?

[REDACTED] With the 2014 watermain reconstruction on Appleby between Mainway and North Service, is there an opportunity to extend the bike lanes down from Mainway to North Service Road? This would be very helpful in enhancing Burlington's Cycling Master Plan, and is an important link connecting the north end of Burlington with shopping and transit south of the QEW. I would be extremely pleased to see the bike lane that currently ends at Mainway extended - it would make my travel to the GO station much safer on this section of the trip and encourage more use of active transportation in the city.

Thanks,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 04, 2013 12:34 PM
To: Reid, Jeffrey
Subject: RE: Halton Active Transportation Master Plan Study

hi jeff. thanks for keeping me on the mailing list and info of the upcoming meeting. [REDACTED]

Subject: Halton Active Transportation Master Plan Study
Date: Wed, 4 Sep 2013 11:39:32 -0400
From: Jeffrey.Reid@halton.ca
To: [REDACTED]

[REDACTED]

It was great speaking with you today. Please confirm your email/contact information and I'll add you to our Project Team mailing list in which you will receive automatic electronic notifications.

[REDACTED]

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Phone: (905) 825-6000 ext.7920
Fax:(905) 847-2192
Email: jeffrey.reid@halton.ca



1151 Bronte Road
Oakville, ON L6M 3L1

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Thank you

[REDACTED]

From: Reid, Jeffrey
Sent: Wednesday, November 06, 2013 8:30 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: cycling plan

[REDACTED]

Thank-you for your interest in the Region's Active Transportation Master Plan Study.

Below is a link to the project web-page:

www.halton.ca/ActiveTransportation

On the left-side of the page you will see some several tabs, one being "Public Meetings and Events". Click on this tab and it provides a history of the previously provided information. The Project Team will be posting the Public Information Centre (PIC) #2 Boards the week of November 18th. I encourage you to review the boards and comment if you would like. If you have any comments, you may email me directly as I'm the Project Manager for this study.

Please let me know if you have any further questions or concerns,

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Phone: (905) 825-6000 ext.7920
Fax:(905) 847-2192
Email: jeffrey.reid@halton.ca



1151 Bronte Road
Oakville, ON L6M 3L1

From: [REDACTED]
Sent: Wednesday, November 06, 2013 7:38 AM
To: Reid, Jeffrey
Subject: cycling plan

I am unable to attend the master plan meetings but I would like to see and comment on the proposals. Kindly let me know how to do that. [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 03, 2013 6:17 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2

JEFF:

This is music to the ears of every cyclist in the Region - a huge step towards transforming regional and local roads into arteries that can be used safely by both motorists and cyclists.

May the day eventually come, when the latter outnumber the former. If that's dreaming big, so be it.

Thank you.

[REDACTED]

From: Jeffrey.Reid@halton.ca
To: [REDACTED]
CC: [REDACTED]
Subject: RE: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2
Date: Mon, 2 Dec 2013 17:20:55 +0000

[REDACTED]

Thank-you for your interest in the Region's Active Transportation Master Plan (ATMP) Study. The draft Cycling Network proposes implementing cycling facilities on ALL Regional roads by 2031. Separate space for cyclists, i.e. paved shoulders, bike lanes or multi-use trails, are needed along Regional roads due to the higher vehicular speeds, volume and mix of traffic. The ATMP recommends accommodating more experienced cyclists, casual cyclists, as well as short and longer trips for a variety of purposes through a variety of cycling facilities.

Within Oakville along Regional roads, exclusive bike lanes are proposed for Bronte Road (Regional Road 25), Upper Middle Road (Regional Road 38), Ninth Line (Regional Road 13), and the new 4-lane New North Oakville Transportation Corridor (Burnhamthorpe Road extension). Multi-use trails exist or are being proposed along the remainder of the Regional roads within Oakville. Some Regional roads being reconstructed/widened within Oakville have been approved through the Class Environmental Assessment Study process and multi-use trails on those corridors are reflected within the ATMP's proposed Cycling and Walking Networks.

If you would like more information about the study and to review the types of cycling facilities proposed on Regional roads, below is a link to the project web-page. On the left-side of the page you will see some several

tabs, one being "Public Meetings and Events". Click on this tab and it provides a history of the previously provided information and the boards presented at the Public Information Centre (PIC) #2.

www.halton.ca/ActiveTransportation

Please let me know if you have any further questions or concerns.

Regards,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax: (905) 847-2192

Email: jeffrey.reid@halton.ca



1151 Bronte Road
Oakville, ON L6M 3L1

From: [REDACTED]
Sent: Wednesday, November 06, 2013 6:23 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2

[REDACTED]

As both an avid cyclist and pedestrian living in Oakville, for the Halton Active Transportation Master Plan to succeed, a seachange in thinking needs to occur, and sooner than later. I am referring to the utilitarian component of getting from here to there, as opposed to the recreational. Our roads, both local and regional, must be rendered safe for cyclists, which they decidedly are not.

It is imperative existing road space is equitably shared by both motorists and cyclists, necessitating the installation of dedicated cycling lanes on ALL major roads throughout the Region. Anything less than this desired goal shortchanges those committed to being part of the solution.

Are you and your colleague willing to propose what many on Regional Council are loath to consider for political reasons? I certainly hope so.

High time this issue was met head on, otherwise we are wasting our time.



From: [Redacted]

To: [Redacted]

CC: [Redacted]

Subject: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2

Date: Tue, 5 Nov 2013 20:49:37 +0000



Halton Region is undertaking an Active Transportation Master Plan Study and invite you to the second Public Information Centre for the study to review and receive comment on the proposed cycling and walking networks and supporting recommendations. Please see attached notice.

Date:	Tuesday, November 19, 2013	Wednesday, November 20, 2013
Drop-in:	6:30 p.m. to 8:30 p.m.	6:30 p.m. to 8:30 p.m.
Location:	Milton Centre for the Arts	Halton Regional Centre
	1010 Main Street East, Milton ON	1151 Bronte Road, Oakville, ON (Auditorium)
	(MinMaxx Hall)	

We hope that you are able to drop in to one of the sessions and provide your feedback. If you have any questions about the study, please do not hesitate to contact me or Jeffrey Reid at Jeffrey.Reid@halton.ca.
Regards,

Norma Moores P.Eng.
Associate

IBI Group
Suite 200, East Wing
360 James Street North
Hamilton ON L8L 1H5 Canada

tel 905 546 1010 ext 2106
fax 905 546 1011
cell 289 260 6060
email Norma.Moores@IBIGroup.com
web www.ibigroup.com

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Thank you

Young, Darryl

From: Reid, Jeffrey
Sent: Tuesday, December 03, 2013 3:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Halton Region Active Transportation Master Plan PIC # 2
Attachments: Proposed Cycle Network Map (November 18, 2013)_Draft Watermark.pdf; Proposed Walk Network Map (November 18, 2013)_Draft Watermark.pdf

[REDACTED]

It was good to speak with you at the PIC and thank-you for your on-going interest in the Region's Active Transportation Master Plan Study.

As discussed at the PIC, all Regional roads are classified as 'major' arterials with their function being to serve regional and inter-regional travel demands (i.e. carries high volumes of traffic), including the accommodation truck traffic and transit services. The Region's standards with respect to travel lanes is a minimum 3.5m (urban area). In addition, for an exclusive bike lane to be by-lawed, signed and delineated (diamond and bike stencil) it must be a minimum 1.5m wide (up to 1.8m, where space permits). The minimum 1.5m width is consistent with other cycling and active transportation manuals and guidelines. The most recent notable publication is the draft Ontario Traffic Manual (OTM) Book 18: Bicycle Facilities (May 2013).

With respect to Guelph Line from QEW to Upper Middle Road, it has been suggested that sufficient road width (curb to curb) exists to accommodate exclusive on-road bike lanes. The data available to the region including GIS and 'as constructed' drawings for the reconstruction of Guelph Line in 2002 has been reviewed. Based on existing conditions and the required standards for both the travel lanes and bike lanes the corridor cannot accommodate on-road bike lanes within the existing road corridor (i.e. curb to curb) without compromising the safety of the corridor. Therefore, the Region will not consider re-striping the Guelph Line Corridor to accommodate on-road bike lanes within the current environment.

However, as proposed in the draft Cycling and Walking Network Maps (attached), during the future Class Environmental Assessment (EA) Study for the widening of Guelph Line from 4 to 6 lanes (Mainway to Upper Middle Road), the Region will accommodate on-road bike lanes through that process. Currently, the Class EA Study is scheduled to commence in 2016/2017.

Regards,

Jeff

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1151 Bronte Road
Oakville, ON L6M 3L1

From: [REDACTED]
Sent: Thursday, November 21, 2013 10:09 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Halton Region Active Transportation Master Plan PIC # 2

Good morning Jeff,

Thanks very much for your time yesterday. It is very much appreciated. I think that the Active Transportation Plan is a well thought out Plan that will be a great benefit to Halton Region, citizens and businesses.

I was speaking to you about restriping Guelph Line from Upper Middle to the QEW and suggested that there is more than enough room to add on road cycling lanes in both directions. In conjunction with ongoing efforts to have the MTO add cycling lanes on the over pass and with the current adding of onroad cycling lanes along Plains road leading to the Go Station, It seems that this road at this time can be improved to create a much safer crossing over the QEW as well as provide a safer route in general for all road users along Guelph line and make a dramatic improvement to the infrastructure as well better connect the Burlington Go Station, 3 multi use paths (one is currently be constructed on the south side of Mainway) 5 shopping plazas 1 high school and one Recreation Centre.

You mentioned that staff has the ability to use its satellite imaging to give a fairly accurate measurement of road widths. Could you please provide the road width including the gutter at multiple locations along Guelph Line between Upper Middle and the QEW.

I used a tool that Google is developing and it indicates that the road is approximately 18.6 m wide at several points not including the curb and gutter.

Below is a chart that show some possible lane configurations (assuming a road width of 18.6 M) that would add cycling lanes to both sides of Guelph line and keep the travel lanes wider than 3.0 metres.

I included an option of cycling lanes at 1.3 M as this is a width that Burlington will sign as a bike lane in a retrofit application. Obviously though, due to vehicle counts, and speeds wider lanes are preferable.

There would also be an option of having a wider possibly buffered bike lane going North, (uphill) and sharrows on a wide southbound lane.

One area of note where a wider centre turn lane would be a benefit is just south of Palmer Ave. in front of the Woodlands Children Centre. Parents (including myself) often need to use the centre turn lane when exiting the Centre and turning left (Northbound) to wait for a gap in the northbound traffic.

SB Bike lane	SB Lane 1	SB lane 2	Centre turn lane	NB lane 2	NB Lane 1	NB Bike Lane	Total width	
1.50	3.10	3.10	3.10	3.10	3.10	1.50	18.50	
1.3	3.2	3.2	3.2	3.2	3.2	1.3	18.6	
1.3	3.3	3.3	3	3.3	3.3	1.3	18.8	
0.00	3.90	3.30	3.00	3.30	3.30	1.80	18.60	Sharrows on the southl

I have CC'd Councillor Jack Dennison as he is my councillor, the area councillor and the council liason to the Burlington Cycling Committee.

Thanks for your support.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Reid, Jeffrey
Sent: Tuesday, December 10, 2013 10:22 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Appleby Line / 401 Overpass replacement and Bruce Trail
Attachments: Proposed Cycle Network Map (November 18, 2013)_Draft Watermark.pdf; Proposed Walk Network Map (November 18, 2013)_Draft Watermark.pdf

Hi Antoin,

As a follow-up to our telephone conversation, Appleby Line is not a Regional road in the vicinity of Highway 401. Halton Region's jurisdiction along Appleby Line is from Fairview Street (in Burlington) to Derry Road, at the City of Burlington/Town of Milton boundary.

As per your request, we will add your contact information to the Region's on-going Active Transportation Master Plan (ATMP) Study, so you will then automatically receive electronic updates.

Lastly, as we discussed, the Region recognizes the importance of the Bruce Trail both within Halton Region and beyond. The Region has committed to adding a symbol (i.e. circle) at all Bruce Trail locations which intersection Regional roads. Attached are the Region's proposed Cycling and Walking Network maps. The Bruce Trail is only identified on the Walking Map, as cyclists should not be using the trail. Below is a link to the ATMP web-page:

www.halton.ca/ActiveTransportation

Please let me know if you have any further questions or concerns.

Thanks,

Jeff

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1151 Bronte Road
Oakville, ON L6M 3L1

From: [REDACTED]
Sent: Friday, December 06, 2013 4:19 PM
To: Reid, Jeffrey
Subject: Appleby Line / 401 Overpass replacement and Bruce Trail

Hello Jeff;

Roberta Sager, Milton's Parks Planning Manager provided me with your contact information so I could briefly discuss Halton's interests in possibly improving the Appleby Line / 401 underpass for cyclists and hikers. The Bruce Trail Conservancy will be submitting comments on the Appleby Line / 401 Overpass replacement project. As you know, MTO is currently in their design phase and are receiving comments on their plans up until December 20, 2013. We will be asking for trail enhancements.

The Bruce Trail passes through Kelso Conservation Authority and Halton Hills Conservation Authority under Hwy 401 providing hikers and walkers with a vital connection between the two areas. Please see the attached map. We recognize that the Appleby Line underpass isn't the best location for the Bruce Trail but lacking a better route under the highway it is what we have to work with for now.

This location isn't just used by the Bruce Trail though. It is a significant cycling route and is used to link off-road trails between the two Conservation Areas as well. It is also a favoured route for charity bike rides and cycling events. I mention this because we might consider the specific needs of the different users. That is, we might consider asking for a bike lane as well as sidewalks with edge protection for pedestrians. Since we have a mutual interest in this location we wonder if we could collaborate in some way on a submission to MTO for these enhancements.

There could be a second argument to support trail enhancements here. The Phase 2 - Sheerwood survey shows increased development near here. We might argue that this development will increase traffic on Tremaine Rd. causing people to use Appleby Line as a quicker route or by-pass. Since more drivers will be using Appleby Line we will need dedicated sidewalks and bike lanes on each side for safety reasons. Just a thought.

I hope we can integrate our ideas to bolster support for enhancements to the underpass that will benefit trail and bike lane users on into the future.

I look forward to hearing from you soon,

<<...>>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Young, Darryl

From: Young, Darryl
Sent: Friday, December 06, 2013 9:58 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Halton Region Active Transportation Master Plan PIC # 2

[REDACTED]

Thank you for taking the time to provide feedback at the Region's Active Transportation Master Plan - Public Information Centre #2. Since the commencement of this study, the Oakville Cycling Club has provided valuable input into the Region's Active Transportation Master Plan. At this time, we are providing further comment to address your questions/concerns as per your email of November 22, 2013. Below we have addressed each comment separately.

- 1. It was disappointing to learn that the Region feels it cannot put pressure on individual communities within the Region to co-ordinate their ATMPs e.g. to ensure that Milton provides a similar cycling-friendly infrastructure on Sixth Line north of the 407 to the design that Oakville is planning to provide south of that point.*

It is important to recognize that at the local level, beyond the Regional road system, there may be specific characteristics such as roadway right-of-way (width), vehicular speeds, levels of active transportation activity, topography and land uses that affect the decision-making process for active transportation facilities. As such, it is important that each respective jurisdiction identify the infrastructure needs and requirements. The Town of Oakville is currently undertaking a Class Environmental Assessment Study for Sixth Line and is proposing on-road bicycle lanes as part of the widening from 2 to 4 lanes between Dundas Street and Highway 407. Sixth Line is under the jurisdiction of the Town of Oakville to 407 ETR, where Sixth Line transitions to Town of Milton's jurisdiction. The proposed bicycle lanes along Sixth Line will serve the future built-up area of North Oakville as reflected in the North Oakville Trails Plan (2013) and Town of Oakville Active Transportation Master Plan (2009). The Town of Milton is currently undertaking a Trails and Cycling Master Plan (Draft - 2013) through which Sixth Line is proposed to include a paved shoulder between Highway 407 and Highway 401.

- 2. It was also disappointing to learn that, because a project such as the widening of Steeles Ave. in the area of Fifth Line N. & S. was planned 10 years ago, that it cannot now be modified to incorporate current designs of cycling infrastructure such as bike lanes. Having worked in the nuclear project management field for many years, I wonder how it is that in such a highly regulated industry we were able to make design changes throughout the construction life cycle of the projects and yet the design of a road here in the Region is fixed so long in advance.*

As discussed at the PIC, the Region will be providing a continuous off-road multi-use path on the south side of Steeles Avenue and wider 4.2m curb lanes as part of the road widening. The Active Transportation Master Plan's proposed Cycling Network has identified exclusive bike lanes in the longer-term as part of the future widening of Steeles Avenue from 4 to 6 lanes.

- 3. It was interesting to learn that, although the Halton Region ATMP map shows Lakeshore Road through Oakville ('the Waterfront Trail') as part of the Existing Regional Bike Network, this is not a Regional Road. The Waterfront Trail is advertized widely as if it is a very cycle friendly route, but, in fact, the sections through Oakville a) from Winston Churchill to downtown and b) from Dorval to Third Line have no cycling infrastructure whatsoever, and are not pleasant to ride due to the traffic. I remain surprised that Oakville has not put a greater priority to enhancing these stretches of road from the point of view of the safety of cyclists.*

The Waterfront Trail is a signed route with both on-road and off-road facilities and its length is owned and maintained by each respective jurisdiction which it travels; within Halton Region this includes the Town of Oakville and City of Burlington. As Lakeshore Road is under the jurisdiction of the Local municipalities (Oakville and Burlington), they would be responsible for any on-road and/or off-road Active Transportation improvements.

- 4. I made the generic comment that, in rural intersections with traffic lights, the road sensors do not always sense the presence of a bicycle, and it can be frustrating to have to find a pushbutton, where one exists to change the lights, especially if the pushbutton is on the wrong side of the road e.g. when travelling east on Lower Baseline at Highway #25. It was encouraging to hear that upgraded sensors are being installed that should sense the presence of bicycles more reliably.*

Within Halton Region the signalized intersection of Bronte Road and Lower Base Line provides cyclists with bicycle detection to cross Bronte Road (east/west). This type of traffic control includes signage, pavement markings and detection loops so cyclists are not required to dismount to activate the traffic signal. As part of the Active Transportation Master Plan Study, this type of application will be considered at key intersection locations. Locations will be identified in consultation with the Local municipalities.

- 5. I was pleased to see the picture of separated pedestrian and bicycle crossings when crossing roads on a multi-use trail. This avoids the legal necessity for a cyclist to dismount and walk across each intersection. I have not yet, however, seen this design of dual crossing installed in Oakville.*

The recent introduction of the Draft Ontario Traffic Manual Book 18 – Bicycle Facilities (May 2013) which sets out standards for signage and markings has identified bicycle crossing markings. . As we move forward, the Region will work with the Local municipalities to incorporate this type of traffic control device into the Active Transportation network.

- 6. I note on the Halton Region ATMP map that bike lanes are proposed for Tremaine from Derry south to Lower Baseline, and paved shoulders beyond that. Given that the stretch of Tremaine between Lower Baseline and #2 Side Road is one of the most used stretches of Tremaine for cyclists (there is no alternative when one is travelling west on Lower Baseline), I would recommend that the bike lanes on Tremaine be continued south of Lower Baseline to at least #2 Side Road. This is preferable to paved shoulders (although they would be far better than the zero cycling infrastructure that currently exists on this stretch).*

Thank-you for identifying and highlighting this important link within the Tremaine Road Corridor. As part of the future Tremaine Road widening from 2 to 4 lanes from Dundas Street to Lower Base Line, the Region will consider bike lanes. Typically the determining factor is whether or not the corridor is 'rural' versus 'urban'. However it should be noted that in both instances, a minimum 1.5m of space will be provided for on-road cyclists. As part of the Region's approved Transportation Master Plan Study – The Road to Change it has

identified this portion of Tremaine Road as rural. As part of a future Class Environmental Assessment Study the cross-section will be reviewed and confirmed.

7. I realize that this is not an active transportation issue, but it is really disappointing to see the James Snow Parkway being extended right through the middle of Glenorchy Park, in order to connect with Neyagawa at the 407. What is the point of saving a pristine park, only to then bisect it with a major highway?

As part of the Regional Council approved Transportation Master Plan Study – The Road to Change, the extension of the James Snow Parkway/Neyagawa Boulevard corridors has been identified as a long term improvement by 2031.

Regards,
Darryl

Darryl Young, MCIP, RPP

Active Transportation & TDM Coordinator
Transportation Services, Public Works
Regional Municipality of Halton
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Young, Darryl

From: Young, Darryl
Sent: Friday, December 06, 2013 9:37 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Halton Region Active Transportation Master Plan PIC # 2

[REDACTED]

Thank-you for attending the Active Transportation Master Plan – Public Information Centre (PIC) #2 and submitting your comment form.

With respect to your specific interest in Tremaine Road, the Region has identified the need to widen the corridor from 2 to 4 lanes from Dundas Street to Lower Base Line, with a proposed start of construction in 2024 and from Lower Base Line to Britannia Road in 2025. Before any road works may proceed along Tremaine Road, the Region will undertake a Class Environmental Assessment (EA) Study. This process will include public consultation with adjacent property owners (such as yourself), interested members of the public and regulatory agencies (i.e. Conservation Halton, Ministry of the Environment, etc.).

In terms of traffic operations, the posted speed along Tremaine Road from just south of Lower Base Line to north of the 'curve' (S-shaped bend) is 60km/h. The remainder of the Tremaine Road Corridor from Dundas Street to Derry Road is currently posted at 80km/h, which reflects the existing rural nature of the road and adjacent land use. Typically, when a road is widened from 2 to 4 lanes the posted speed is lowered (i.e. to 60km/h) as the road characteristics change to an urbanized environment. In the future, while traffic demand will increase, the 4-lane widening of Tremaine Road can help facilitate left-turn movements from your driveway as overall speeds will decrease.

A copy of this email will be provided as a letter via regular mail.

Regards,
Darryl

Darryl Young, MCIP, RPP
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Young, Darryl

From: Young, Darryl
Sent: Friday, December 06, 2013 9:25 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Halton Region Active Transportation Master Plan PIC # 2

[REDACTED]

Thank-you for your interest in the Region's Active Transportation Master Plan Study, attending Public Information Centre (PIC) #2 and submitting comments regarding Bruce Trail Crossings at Regional roads.

As the Region recognizes the importance of Bruce Trail Crossings at Regional roads we have added a symbol on the proposed Walking Network Map that will highlight the following locations:

- Dundas Street (Regional Road 5) east of Kerns Road
- Guelph Line (Regional Road 1) south of 1 Side Road
- Guelph Line (Regional Road 1) in vicinity of Colling Road
- Derry Road (Regional Road 7) east of McNiven Road
- Guelph Line (Regional Road 1) south of Conservation Road
- Regional Road 25 in vicinity of 17 Side Road; and
- Trafalgar Road (Regional Road 3) north of 27 Side Road

As part of any future Class Environmental Assessment (EA) Studies for either a widening or reconstruction of these Regional road locations, the Bruce Trail Conservancy will be contacted as a stakeholder for input into this process. Based on the physical characteristics (i.e. topography, land use, posted speed, volume of traffic, percentage of trucks, etc.) and user demand at each location, a number of reasonable alternatives will be evaluated and considered (i.e. pavement markings, signage, traffic signals, etc.). Reference to the Bruce Trail crossings with respect to future Class Environmental Assessments will be noted in the Active Transportation Master Plan.

In the case of the Dundas Street crossing east of Kerns Road, the Bruce Trail will be contacted during detail design for the widening of Dundas Street to develop a final design that is consistent with the approved East-West Class Environmental Assessment Study (dated, April 2012).

We are currently preparing a new Walking Network map noting the Bruce Trail Crossings at Regional roads and we would be glad to send you a copy once completed.

Please let me know if you have any further questions or concerns.

Regards,
Darryl

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[REDACTED]

From: Reid, Jeffrey
Sent: Monday, December 02, 2013 11:38 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2

[REDACTED]

Thank-you for your interest in the Region's Active Transportation Master Plan (ATMP) Study and the reference to bicycledutch.wordpress.com. The Active Transportation Master Plan "Tool Box" that is being prepared as part of this study to present best practices in pedestrian and bicycle facility design includes a number of references to international guidelines, including the Dutch guideline, *Design Manual for Bicycle Traffic* (CROW, Record 25, 2007).

If you would like more information about the study, below is a link to the project web-page. On the left-side of the page you will see some several tabs, one being "Public Meetings and Events". Click on this tab and it provides a history of the previously provided information and the boards presented at the Public Information Centre (PIC) #2.

www.halton.ca/ActiveTransportation

Please let me know if you have any further questions or concerns.

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
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1151 Bronte Road
Oakville, ON L6M 3L1

From: BRIAN DEXTER [<mailto:bdexter1@cogeco.ca>]
Sent: Wednesday, November 06, 2013 8:16 AM

To: Norma Moores

Subject: Re: INVITATION to BCC LIST: Halton Region Active Transportation Master Plan PIC#2

Hello Norma & Jeffrey:

I will try to attend the Public Info Centre at Milton on Tues. Nov. 19. However, both of you might find following website useful concerning cycling infrastructure.

It is bicycledutch.wordpress.com This is a wonderful site done in English by a guy in The Netherlands. It has possibly scores of well researched articles and videos that deal with a wide range of cycling issues in The Netherlands, including design of infrastructure.

A recent post, with video, had a group of seniors taking senior officials and politicians on a ride through a Dutch city so they could point out hazards for cyclists and get improvements. Great idea!

We are light years behind compared to the excellent facilities The Netherlands has for cyclists. In my view the bicycledutch.wordpress.com site merits a must look for anyone doing an active transportation master plan in Canada.

Kind regards,

[Redacted signature]

On 11/05/13, Norma Moores <[Redacted]> wrote:



Halton Region is undertaking an Active Transportation Master Plan Study and invite you to the second Public Information Centre for the study to review and receive comment on the proposed cycling and walking networks and supporting recommendations. Please see attached notice.

Date:	Tuesday, November 19, 2013	Wednesday, November 20, 2013
Drop-in:	6:30 p.m. to 8:30 p.m.	6:30 p.m. to 8:30 p.m.
Location:	Milton Centre for the Arts 1010 Main Street East, Milton ON (MinMaxx Hall)	Halton Regional Centre 1151 Bronte Road, Oakville, ON (Auditorium)

We hope that you are able to drop in to one of the sessions and provide your feedback. If you have any questions about the study, please do not hesitate to contact me or Jeffrey Reid at Jeffrey.Reid@halton.ca.

Regards,

Norma Moores P.Eng.

Associate

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