

APPENDIX C

Consultation and Engagement

Notice of Study Commencement and Public Information Centre Round #1

- Emailed to MAG, TAC and elected representatives
- Mailed to public stakeholders
- Published in local newspapers

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF STUDY COMMENCEMENT / PUBLIC INFORMATION CENTRE #1 Transportation Master Plan to 2031 - *The Road to Change* PR-2414

Background

Halton Region is initiating a Transportation Master Plan (TMP) – *The Road to Change* to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

Problem Statement

The Master Plan will provide the strategies, policies and tools required to meet the Region's transportation needs safely, effectively and cost efficiently.

The Process

This notice signals the commencement of the Transportation Master Plan – a study which will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system to the year 2031. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. To comply with the Environmental Assessment Act, the study is being conducted in accordance with the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007).

A key component of the study will be consultation with interested stakeholders including the public, interest groups and regulatory agencies. The study work plan provides for two rounds of public information sessions at four locations (one in each local municipality) and a Workshop. This notice advises the public of the first round of Public Information Centers.

Public Information Centre Locations

Municipality	Date	Time	Location
City of Burlington	Tuesday, March 23, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Halton Hills	Thursday, March 25, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mold-Masters SportsPlex 221 Guelph Street (Hall)
Town of Milton	Tuesday, March 30, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Milton Sports Centre 605 Santa Maria Boulevard (Banquet Room)
Town of Oakville	Wednesday, March 31, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Halton Regional Centre 1151 Bronte Road (Gymnasium)

Please let us know, as soon as possible, if you will need an accessibility or accommodation requirement if you plan to attend any of the above Public Information Centres by dialing 311 in Halton Region, 1-866-442-5866 outside of Halton Region, TTY 905-827-9833 or email accesshalton@halton.ca

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

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

www.halton.ca/htmp

This Notice first issued on March 11, 2010

Public Information Centre #1

Public Information Centre #1
(Presentation Boards)



Welcome

Public Information Centre #1

March 2010



The **Road to Change** Halton Region Transportation Master Plan 2031



Purpose of Public Information Centre

- Halton Region is initiating a Transportation Master Plan (2031) – *The Road to Change*
- The Plan will develop a sustainable, integrated transportation system and associated strategies that consider all modes of travel (vehicles, transit, cycling, walking) to the year 2031
- **The Study is just beginning and the Region would like your input**



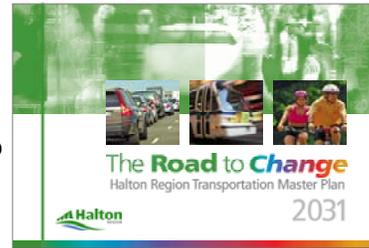
The **Road to Change** Halton Region Transportation Master Plan 2031



Transportation Master Plan (TMP)

What is a TMP?

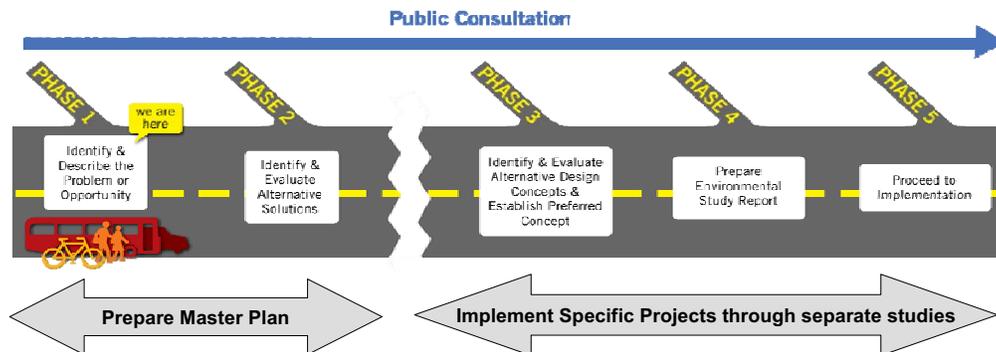
- A document that identifies transportation improvements for a long-range planning horizon (20 – 25 years)
- Integrates municipal transportation planning and environmental assessment objectives into a comprehensive planning process
- Previous Regional TMP was developed in 2004



The Road to Change Halton Region Transportation Master Plan 2031

Study Process

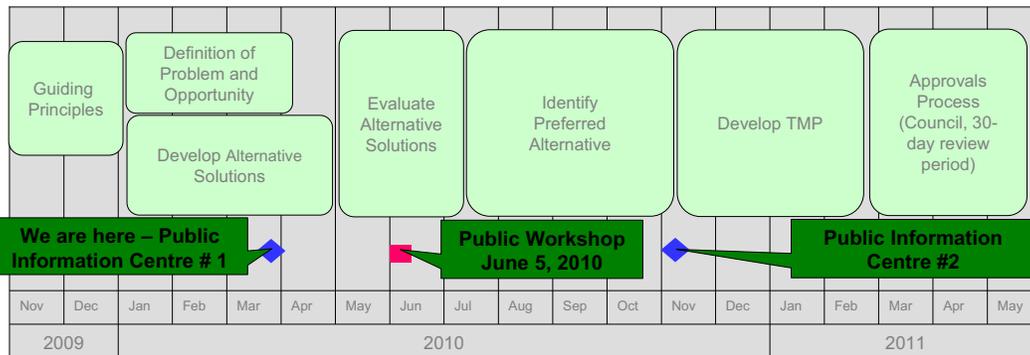
- The Transportation Master Plan will follow the Municipal Class Environmental Assessment Process for Master Plans for Phases 1 and 2.



The Road to Change Halton Region Transportation Master Plan 2031



TMP Study Timeline



The Road to Change Halton Region Transportation Master Plan 2031



Study Consultation Process

- Public Information Centres (PIC) No. 1 – March 2010
 - March 23 – Burlington
 - March 25 – Halton Hills
 - March 30 – Milton
 - March 31 – Oakville
 - Public Workshop: Saturday, June 5, 2010, 9:00 a.m.– 12:00 p.m.
 - Public Information Centres (PIC) No. 2 – November 2010
 - Municipal Advisory Group (MAG)
 - Comprised of Regional & Local Municipal Staff from various departments
 - Technical Agency Committee (TAC)
 - Comprised of MAG members, adjacent municipalities and key agencies (Conservation Halton, Ministry of the Environment, etc.)
- Please complete a form if you want to participate in the Workshop



The Road to Change Halton Region Transportation Master Plan 2031

Influences on the Transportation Master Plan

Financial Impacts

- \$

Council & Public Input

- Community outreach & participation

Level of Service

- Travel time
- Convenience
- Safety

Transit Mode Split

- Encourage transit usage
- Increase transit usage

External & Internal Influences on Travel

- Metrolinx/GO Transit
- Local/adjacent municipalities
- Ministry of Transportation

Technology

- Telecommuting
- Real-time information

Legislation

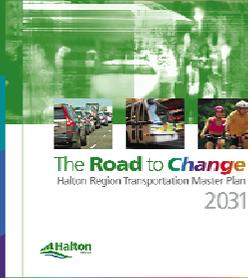
- Places to Grow
- Metrolinx Act
- Official Plan
- AODA (accessibility)

Land Use

- Type (i.e. residential/commercial)
- Densities

Demographics

- People
- Jobs



The Road to Change Halton Region Transportation Master Plan 2031



Building a Transportation Master Plan

1

Vision

2

Guiding Principles

3

Problems & Opportunities

4

Alternative Solutions

5

Evaluation of Alternative Solutions

6

Plan of Action Transportation Strategy



The Road to Change Halton Region Transportation Master Plan 2031



1 Vision **2** Healthy Communities **3** Economic Vitality & Prosperity **4** Sustainable Infrastructure **5** Environmental Stewardship **6** Plan of Action

TMP Vision

- Define a Sustainable Transportation System to 2031 that is:
 - Safe
 - Convenient
 - Accessible
 - Affordable
 - Efficient
 - Considerate of the environment
 - Energy efficient

 The **Road to Change** Halton Region Transportation Master Plan 2031



1 Vision **2** Healthy Communities **3** Economic Vitality & Prosperity **4** Sustainable Infrastructure **5** Environmental Stewardship **6** Plan of Action

Guiding Principles

The TMP will be developed with the following principles:

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

 The **Road to Change** Halton Region Transportation Master Plan 2031



1 Vision
2 Mobility
3 Accessibility & Inclusivity
4 Affordable Mobility
5 Evaluation of Transportation Modes
6 Plan of Action

Balanced Needs

- Provide high-quality services for transit, cycling, walking, road users and goods movement
- Offer a safe, convenient, accessible, affordable and efficient system to meet the daily needs of all residents
- Offer a choice of integrated travel modes, emphasizing cycling, walking, public transit and carpooling







The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Mobility
3 Accessibility & Inclusivity
4 Affordable Mobility
5 Evaluation of Transportation Modes
6 Plan of Action

Healthy Communities

- Promote cycling and walking and support transit services in residential neighbourhoods and employment areas
- Provide a transportation system that supports a healthy and active lifestyle and addresses user safety and security
- Support a more compact urban form with land use intensification and transit - supportive nodes and corridor development






The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Planning Principles
3 Policies & Objectives
4 Strategic Initiatives
5 Evaluation of Alternatives
6 Plan of Action

Economic Vitality

- Ensure the Region's transportation system supports economic development
- Help employers improve commuter options
- Provide for the efficient movement of goods, convenient mobility of the labour force, and access to and through the Region





 The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Planning Principles
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6 Plan of Action

Sustainability

- Protect the environment by minimizing impacts on air, water, land and natural resources
- Provide a transportation system that gives access to sustainable transportation options
- Implement a monitoring system to measure and manage the successful implementation of a sustainable transportation system






 The Road to Change Halton Region Transportation Master Plan 2031




Well Maintained Infrastructure

- Ensure Halton's transportation system is planned and developed to maintain a good state of repair.
- Provide a system that operates efficiently and is affordable to the Region and its existing and future development.






Problem Statement

- The current roadway system and scheduled improvements will not be able to accommodate growth planned beyond 2021
- Without action, commuters will experience:
 - Increased roadway congestion
 - Longer travel times and delays
 - Roadway safety concerns
 - Impact on quality of life
 - Deterioration of air quality





Opportunities

- Define a sustainable transportation system that conforms to Provincial Policy and the Metrolinx Regional Transportation Plan
- Develop policies and guidelines that optimize potential for transportation alternatives (High Order Transit service, active transportation, travel demand management)
- Provide transportation choice, improved inter and intra Regional connections
- Increase travel reliability for commuters and goods movement
- Optimize existing transportation infrastructure
- Minimize impacts to the natural, social, economic and cultural environments to the extent possible
- Investigate funding options and alternatives to deliver a sustainable transportation system
- Support land use planning objectives



The Road to Change Halton Region Transportation Master Plan 2031



Policies and Guidelines

The Transportation Master Plan will be supported by policies and guidelines. Areas under consideration include:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Active Transportation • Transportation Demand Management • Goods Movement • Level of Service • Air Quality • Asset Management and Maintenance Guidelines • Speed Policy • Access Management | <ul style="list-style-type: none"> • Regional Right-of-way Guidelines • Geometric Design Guidelines • Transportation Impact Study Guidelines • Roundabout Design Guidelines • Traffic Control Guidelines • New and Retrofit Noise Guidelines • Measuring and Managing Success • Highway Dedication Guidelines |
|--|---|



The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Planning
3 Policies & Objectives
4 Strategies
5 Evaluation of Plan of Action
6 Implementation

Focus Areas

- Preliminary focus areas being considered in the development of the TMP include:
 - Active Transportation
 - Transportation Demand Management
 - Goods Movement
 - Level of Service
 - Air Quality




The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Planning
3 Policies & Objectives
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6 Implementation

Active Transportation

- Active Transportation is typically defined as non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices.
- An active transportation network includes sidewalks, crosswalks, bike lanes, multi-use paths, etc.
- The Active Transportation plan will consider:
 - Education
 - Infrastructure
 - Accessibility
 - Planning
 - Design
 - Performance goals
 - Monitoring




The Road to Change Halton Region Transportation Master Plan 2031



Transportation Demand Management

- Transportation Demand Management (TDM) refers to ways of reducing single occupant auto travel and promoting more efficient ways to travel during peak and off-peak periods
- Opportunities provided by TDM include:
 - Carpooling
 - Telework / Telecommuting
 - Preferential Parking for Carpools
 - Bicycle Lockers
 - Increased Access to Transit



The Road to Change Halton Region Transportation Master Plan 2031



Goods Movement

- To promote, in conjunction with the Province and other municipal jurisdictions, a safe and efficient network for goods movement in Halton including the accommodation of farming transportation needs



The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
2 Planning
3 Policies & Opportunities
4 Initiatives
5 Evaluation of Progress
6 Plan of Action

Level of Service

- Level of Service (LOS) is an indicator, or measure, of how efficiently one travels.
- Each mode of travel (cycling, walking, transit, automobile) is measured by different criteria.
- This focus area will address measurement of level of service for:
 - Automobiles (i.e. travel delays, volume to capacity ratios)
 - Transit (i.e. frequency of service, service quality)
 - Cyclists (i.e. connectivity, availability of facilities such as on-road bike lanes)
 - Pedestrians (i.e. continuous sidewalks)



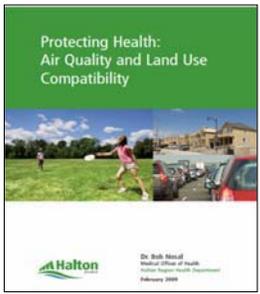
The Road to Change Halton Region Transportation Master Plan 2031



1 Vision
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Air Quality Management Strategy

- This focus area of the Transportation Master Plan will support Regional Air Quality initiatives
- The Region is developing an air quality program that includes:
 - Policy development directed at the planning and development processes
 - Health promotion directed at air quality and climate change as they relate to the built environment





The Road to Change Halton Region Transportation Master Plan 2031

Existing Regional Road Network



The Road to Change Halton Region Transportation Master Plan 2031

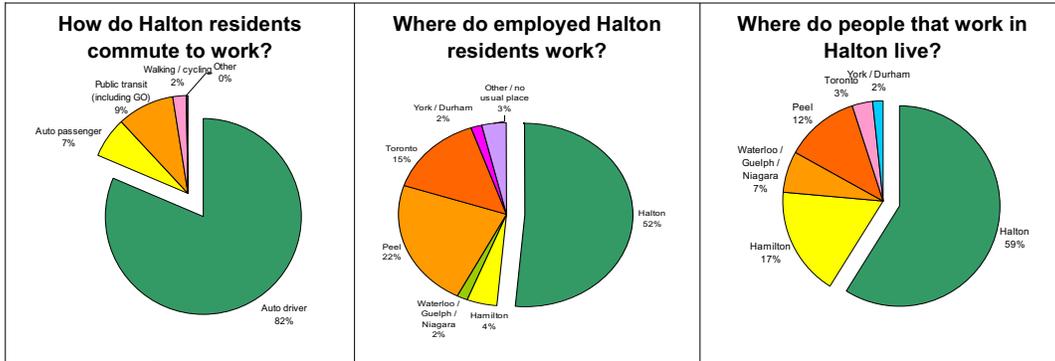
Planned Regional Road Network Improvements



The Road to Change Halton Region Transportation Master Plan 2031



Regional Statistics



The Road to Change Halton Region Transportation Master Plan 2031

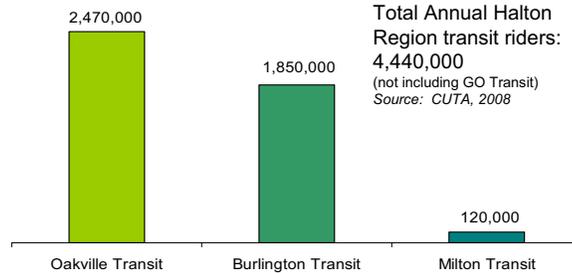
Source: Transportation Tomorrow Survey 2006



Existing Transit Services in Halton

- Transit services in the Region are provided by:
 - GO Transit
 - Burlington Transit
 - Milton Transit
 - Oakville Transit
 - Para-transit services

Local transit ridership by municipality



The Road to Change Halton Region Transportation Master Plan 2031



Legislation and Guiding Documents

The Transportation Master Plan must conform and/or follow the direction and recommendations of the following:

- **“The Greenbelt Act”** - Protects environmentally sensitive land and agricultural land in the Golden Horseshoe
- **“Places to Grow”** - Government of Ontario’s vision for building stronger, prosperous communities to 2031
- **“Bill 163”** - the Metrolinx Implementation Act - directs municipal transportation master plans to be consistent with provincial policy statements
- **Metrolinx – “The Big Move”** – a Greater Toronto and Hamilton Area transportation master plan
- **“ROPA 38”** - outlines how and where Halton will grow from 2021-2031



The Road to **Change** Halton Region Transportation Master Plan 2031



ROPA 38



- Halton Regional Council adopted Regional Official Plan Amendment No. 38 (ROPA 38), "An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters" (December 2009)
- ROPA 38 outlines how and where Halton will grow from 2021-2031
- Halton Region is planning for 780,000 people and 390,000 jobs by 2031



The Road to **Change** Halton Region Transportation Master Plan 2031



Metrolinx – The BIG Move (Regional Transportation Plan)

A Vision for the future ...

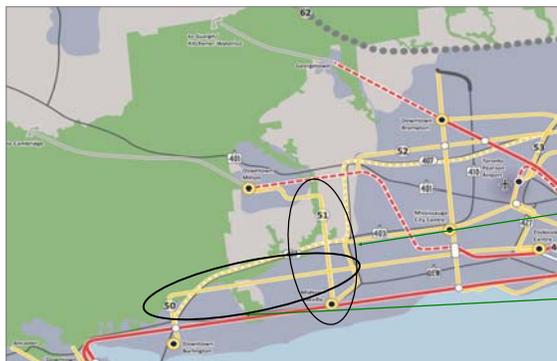
- In 25 years there will be an integrated transportation system that enhances our quality of life, our environment and our prosperity
- Public transit will compete effectively with the automobile
- The transportation system will contribute to the creation of attractive, liveable neighbourhoods and complete communities



The Road to Change Halton Region Transportation Master Plan 2031



Metrolinx Regional Transportation Plan



The Metrolinx Regional Transportation Plan includes two projects in Halton:

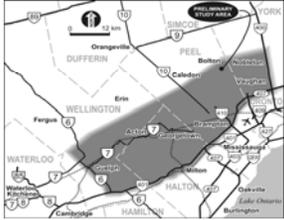
- Rapid Transit on Trafalgar Road
- Bus Rapid Transit on Dundas Street



The Road to Change Halton Region Transportation Master Plan 2031



Studies Underway by Others

Niagara Greater Toronto Area (NGTA) Corridor	Greater Toronto Area (GTA) West Corridor	Halton-Peel Boundary Area Transportation Study
 <ul style="list-style-type: none"> • MTO Environmental Assessment analysing capacity between Niagara Peninsula and the GTA 	 <ul style="list-style-type: none"> • MTO Environmental Assessment examining potential linkages between the Urban Growth Centres northwest of Toronto (Guelph to Vaughan) 	 <ul style="list-style-type: none"> • Assesses transportation demands along/across Halton-Peel boundary



The Road to Change Halton Region Transportation Master Plan 2031



Next Steps in the Study

- Develop Alternative Solutions to address the Problem and Opportunities statement
- Evaluate the Alternative Solutions against criteria that considers the:
 - Natural Environment
 - Social Environment
 - Economic Environment
 - Transportation
 - Cost
- Develop Draft Policies & Guidelines



The Road to Change Halton Region Transportation Master Plan 2031



Preliminary Draft Evaluation Criteria

Criteria	Indicators
NATURAL ENVIRONMENT	
Potential for impact on terrestrial features	Extent and quality of protected wildlife habitat removed or disrupted
Potential for impact on aquatic features	Number and significance of watercourse crossing
SOCIAL ENVIRONMENT	
Potential for impact on residents	Number and character of residential properties that may experience displacement or disruption effects (i.e. noise, dust, etc.)
Potential for impact to community features including parkland	Number and character of features that may experience displacement or disruption effects (i.e. noise, dust, etc.)
Changes to community character	Potential for improvement to result in splitting the existing community.
Potential for impacts on heritage features	Presence of designated built heritage buildings along the routes.
ECONOMIC	
Potential for impact on businesses	Number and character of businesses that may experience displacement or disruption.
Potential for impact on planned land use	Presence of major municipal land use initiatives.
TRANSPORTATION	
Change in level of transportation service	Composite volume to capacity ratio at screenlines
Supportiveness of other transportation modes	Qualitative assessment of supportiveness of other transportation modes (e.g. pedestrian, bicycle, transit etc.)
Efficiency of use of existing infrastructure	Use of existing transportation system capacity
ODST	
Estimated costs	Estimated capital cost



The Road to Change Halton Region Transportation Master Plan 2031



Summary

- The Region is undertaking the Transportation Master Plan to define a sustainable transportation system to 2031
- The Plan will include strategies that consider all modes of travel (automobiles, transit, cycling, walking)
- Over the next few months, alternative solutions will be defined and evaluated based on the environment, economics and effectiveness of transportation services
- There is a Public Workshop on June 5th, 2010 to evaluate alternatives
- In the Fall 2010, there will be a second round of Public Information Centres to present the preferred strategy



The Road to Change Halton Region Transportation Master Plan 2031



THANK YOU FOR ATTENDING!

Your comments on the information presented would be appreciated

Please fill out a comment form and leave it in the comment box

-OR-

Please mail/e-mail your comments by April 16, 2010 to:

Alvaro L Almuina, P. Eng. Consultant Project Manager

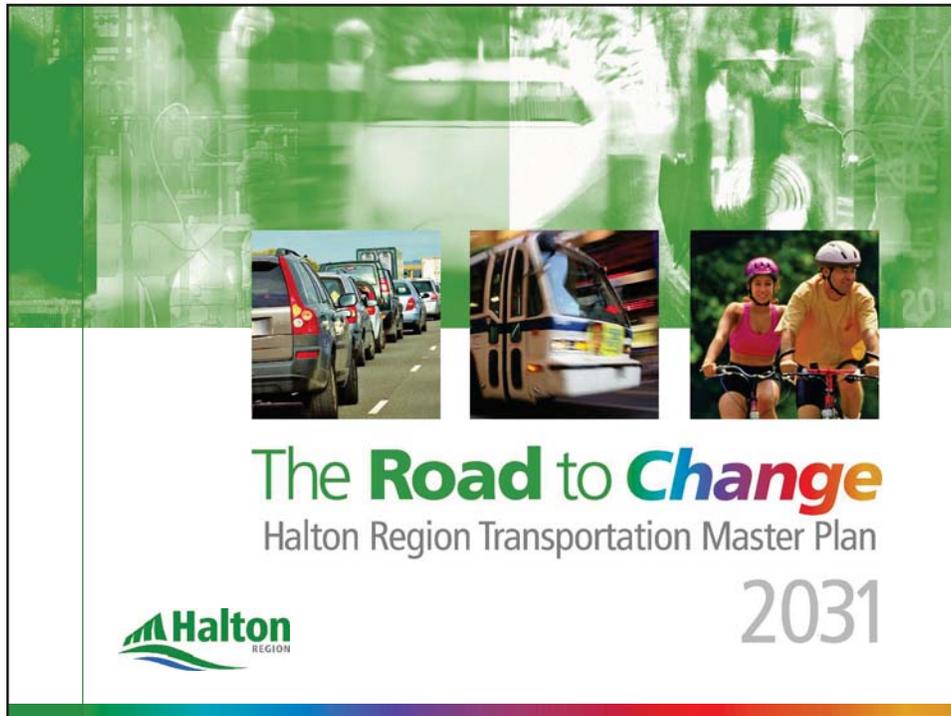
tel: (905) 479-4510, fax: (416) 229-4692

email: alvaro.almuina@ghd.com



Halton REGION The Road to *Change* Halton Region Transportation Master Plan 2031

Public Information Centre #1
(Power Point Presentation
to Meeting Attendees)



The **Road** to **Change**

Halton Region Transportation Master Plan

Public Information Centre No. 1

March 2010



Our Presentation

- Introduction
- Legislation and Policy Context
- Transportation Master Plan Process
- Study Vision and Guiding Principles
- Problem and Opportunities
- Policy and Guideline Considerations
- Next Steps

Transportation Master Plan (TMP)

What is a TMP?

- A document that identifies transportation improvements for a long-range planning horizon (20 – 25 years)
- Integrates municipal transportation planning and environmental assessment objectives into a comprehensive planning process
- Previous Regional TMP was developed in 2004

Why develop a TMP now?

- Required to support and comply with:
 - Greenbelt Plan
 - Places to Grow
 - Metrolinx Regional Transportation Plan (RTP)
 - Bill 163 (Metrolinx Act)
 - Sustainable Halton / ROPA 38
 - Transportation Provincial Policy Statement (TPPS)
- 5-year TMP cycle
- New travel data available
 - 2006 Transportation Tomorrow Survey (TTS)
 - 2006 Census

Influences on the TMP



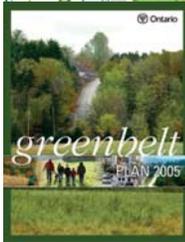
Legislative and Policy Context



Greenbelt Plan Area



- The Greenbelt Act, 2005 protects environmentally sensitive land and agricultural land in the Golden Horseshoe



An objective of the Greenbelt Plan detailed under Section 5 of the Act:

- (j) “to ensure that the development of transportation and infrastructure proceeds in an environmentally sensitive manner”

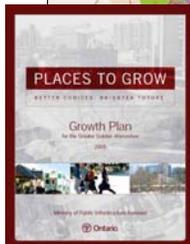


Places to Grow



- Places to Grow is a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities to 2031 by:

- Offering a balance of transportation choices
- Providing public transit as the first priority
- Supporting opportunities for multi-modal use where feasible
- Increasing the modal share of transit
- Being sustainable



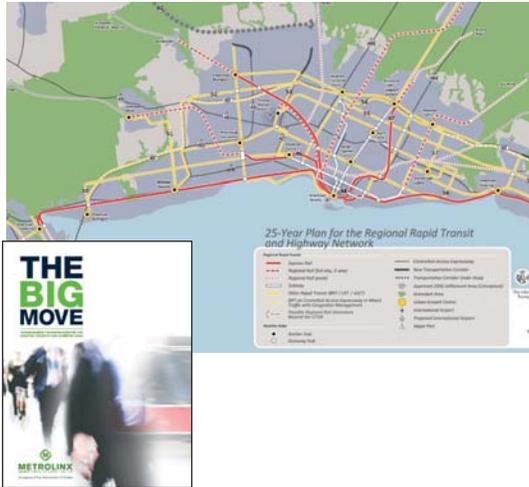
An objective of Places to Grow detailed under Section 3.2 of the Act:

- (3.2.3) “Public transit will be the first priority for transportation infrastructure planning and major transportation investments”



Metrolinx – The BIG Move

A Vision for the future ...



- In 25 years the GTHA will have an integrated transportation system that enhances our quality of life, our environment and our prosperity.
- Transportation providers will treat the needs of travellers as their number one job.
- Public transit will compete effectively with the automobile.
- The transportation system will contribute to the creation of attractive, liveable neighbourhoods and complete communities.



Metrolinx – The BIG Move



The Metrolinx Regional Transportation Plan includes two projects in Halton:

- Rapid Transit on Trafalgar Road
- Bus Rapid Transit on Dundas Street



Bill 163



- Bill 163, the Metrolinx Implementation Act, merged Metrolinx with GO Transit and replaced the Metrolinx board with a provincially-appointed board.
- Bill 163 transitions Metrolinx from a planning body to an implementation body; that delivers new infrastructure.
- Metrolinx will also have a voice in planning matters through the Minister of Transportation’s planning policy statements.

This legislation directs municipal transportation master plans to be consistent with provincial policy statements



ROPA 38

- In December 2009, Halton Regional Council adopted Regional Official Plan Amendment No. 38 (ROPA 38), “An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters”
- ROPA 38 outlines how and where Halton will grow from 2021-2031
- Halton Region is planning for 780,000 people and 390,000 jobs by 2031
- Section 171: “The goal for Transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.”

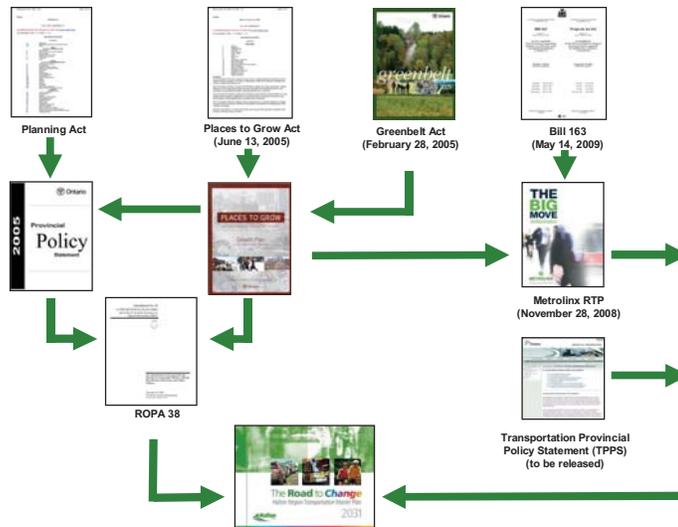


Transportation Provincial Policy Statement (TPPS)

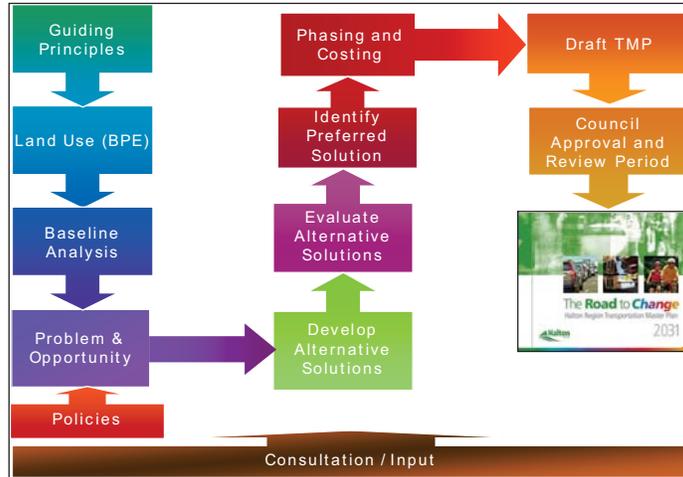
- The purpose of the TPPS is to align transportation policy and land use planning policy/legislation
- The *Metrolinx Act, 2009* (Bill 163) states that all GTHA municipal decisions regarding transportation must be consistent with the TPPS
- Draft TPPS to be released in 2010



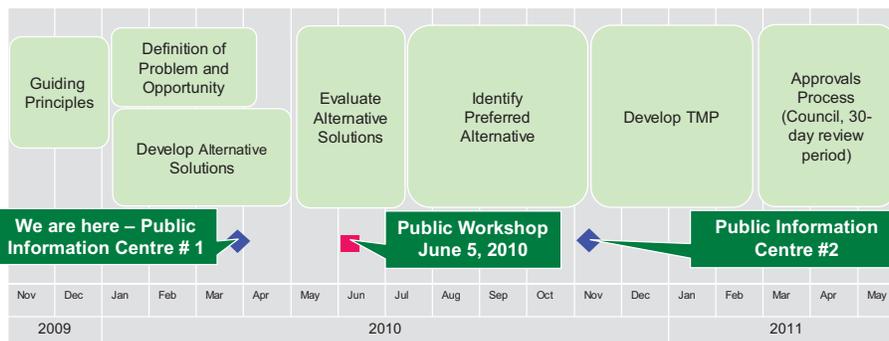
The Planning & Legislative Process



Development of the TMP



TMP Study Timeline



Study Consultation Process

- **Public Information Centres (PIC) No. 1 – March 2010**
 - March 23 – Burlington* *March 25 – Halton Hills*
 - March 30 – Milton* *March 31 – Oakville*
- **Public Workshop:**
 - Saturday, June 5, 2010, 9:00 a.m.– 12:00 p.m.
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Building a Transportation Master Plan



TMP Vision

- Define a Sustainable Transportation System to 2031 that is:

- Safe
- Convenient
- Accessible
- Affordable
- Efficient
- Considerate of the environment; and
- Energy efficient



Guiding Principles

The TMP will be developed with the following principles:

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

Balanced Needs

- Provide high-quality services for transit, cycling, walking, road users and goods movement
- Offer a safe, convenient, accessible, affordable and efficient system to meet the daily needs of all residents
- Offer a choice of integrated travel modes, emphasizing cycling, walking, public transit and carpooling



Healthy Communities

- Promote cycling and walking and support transit services in residential neighbourhoods and employment areas
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Economic Vitality

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Sustainability

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Well Maintained Infrastructure

- Ensure Halton’s transportation system is planned and developed to maintain a good state of repair
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Problem Statement

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- Without action, commuters will experience:
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Opportunities

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- Increase travel reliability for commuters and goods movement
- Optimize existing transportation infrastructure
- Minimize impacts to the natural, social, economic and cultural environments to the extent possible
- Investigate funding options and alternatives to deliver a sustainable transportation system
- Support land use planning objectives

Policies and Guidelines

The Transportation Master Plan will be supported by polices and guidelines. Areas under consideration include:

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Active Transportation ▪ Transportation Demand Management ▪ Goods Movement ▪ Level of Service ▪ Air Quality ▪ Asset Management and Maintenance Guidelines ▪ Speed Policy ▪ Access Management | <ul style="list-style-type: none"> ▪ Regional Right-of-way Guidelines ▪ Geometric Design Guidelines ▪ Transportation Impact Study Guidelines ▪ Roundabout Design Guidelines ▪ Traffic Control Guidelines ▪ New and Retrofit Noise Guidelines ▪ Measuring and Managing Success |
|--|--|

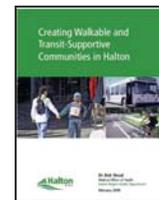
Focus Areas

- Initial focus areas considered in the development of the TMP include:
 - Active Transportation
 - Transportation Demand Management
 - Goods Movement
 - Level of Service
 - Air Quality



Active Transportation

- Active Transportation is typically defined as non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices
- An active transportation network includes sidewalks, crosswalks, bike lanes, multi-use paths, etc.
- The Active Transportation plan will consider:
 - Education
 - Performance goals
 - Infrastructure
 - Accessibility
 - Planning
 - Design
 - Monitoring



Transportation Demand Management

- Transportation Demand Management (TDM) refers to ways of reducing single occupant auto travel and promoting more efficient ways to travel during peak and off-peak periods
- Opportunities provided by TDM include:
 - Carpooling
 - Telework / Telecommuting
 - Preferential Parking for Carpools
 - Bicycle lockers
 - Increased Access to Transit



Goods Movement

- To promote, in conjunction with the Province and other municipal jurisdictions, a safe and efficient network for goods movement in Halton including the accommodation of farming transportation needs

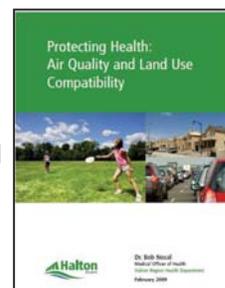


Level of Service

- Level of Service (LOS) is an indicator, or measure, of how efficiently one travels (Travel Time, Convenience, Safety)
- Each mode of travel (cycling, walking, transit, automobile) is measured by different criteria
- This focus area will address measurement of level of service for:
 - Automobiles (i.e. travel delays, volume to capacity ratios)
 - Transit (i.e. frequency of service, service quality)
 - Cyclists (i.e. connectivity, availability of facilities such as on-road bike lanes)
 - Pedestrians (i.e. continuous sidewalks)

Air Quality Management Strategy

- This focus area of the Transportation Master Plan will support Regional Air Quality initiatives
- The Region is developing an air quality program that includes:
 - Policy development directed at the planning and development processes
 - Health promotion directed at air quality and climate change as they relate to the built environment

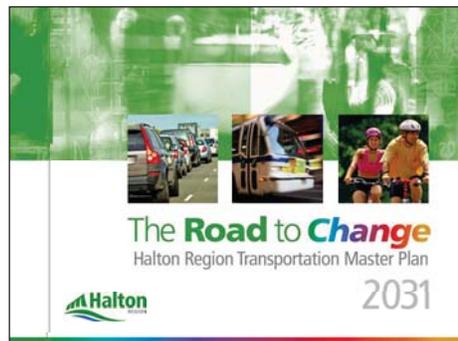


Next Steps in the Study

- Develop Alternative Solutions to address the Problem and Opportunities statement
- Evaluate the Alternative Solutions against criteria that considers the:
 - Natural Environment
 - Social Environment
 - Economic Environment
 - Transportation Service
 - Cost
- Develop Draft Policies & Guidelines

Thank You

- Questions?



Summary of Public Information Centre Round #1

The Road to Change

Halton Region Transportation Master Plan

2031

Summary of PIC Round #1 – March 23 to 31, 2010 July 30, 2010

1. Introduction

As part of the consultation process for the Halton Region Transportation Master Plan (TMP) – The Road to Change (2031), the Region hosted a series of Public Information Centres (PICs) from March 23 to March 31, 2010. The public was notified of the PICs through newspaper advertisements published in the local print media on March 11, 12, 18 and 19. Invitation letters were also sent to stakeholders on the project mailing list the week of March 8, 2010. The notice is included in Appendix A.

This was the first of two rounds of PICs scheduled for the project.

2. Purpose

The PICs are part of a larger consultation process that includes regular meetings with a Municipal Advisory Group and Technical Agency Committee established for the project and a Public Workshop planned for June 5, 2010.

The purpose of the first round of PICs was as follows:

- Introduce the TMP study process
- Present the Problem Statement and Opportunities
- Introduce the TMP Vision and Guiding Principles
- Present the focus areas being considered in the development of the TMP
- Present the draft screenline level evaluation criteria
- Seek interest and applications from the public to attend a Public Workshop (held on June 5, 2010)

The PICs were a combination of drop-in centre to review the display panels as well as a presentation followed by a Question and Answer (Q&A) period.

The Road to Change

Halton Region Transportation Master Plan

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The PICs were held as follows:

Municipality	Date	Time	Location
City of Burlington	Tuesday, March 23, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Halton Hills	Thursday, March 25, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mold-Masters SportsPlex 221 Guelph Street (Hall)
Town of Milton	Tuesday, March 30, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Milton Sports Centre 605 Santa Maria Boulevard (Banquet Room)
Town of Oakville	Wednesday, March 31, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Halton Regional Centre 1151 Bronte Road (Gymnasium)

3. Outcomes

A summary of the attendance and feedback provided at the PICs is provided below.

In addition to providing information and gathering feedback from PIC participants, participants were encouraged to complete an application form to participate in a public workshop, scheduled on June 5, 2010. Approximately 20 applications were received through PIC solicitation. A summary of participation at the PICs is provided below:

Attendance

Number of people attended: approximately 127 in total

- Burlington: 29
- Halton Hills: 43
- Milton: 29
- Oakville: 26

Comments

Approximately 11 submissions were received in total.

4. Main Comments

Below is a brief summary of the comments received during the question and answer session at the PICs. Responses to all questions were provided at the PICs or will be addressed during the course of the study.

The Road to Change

Halton Region Transportation Master Plan

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Burlington

- Goods movement via marine services was raised including the use of “Sea3”.
- Assurance that participation of interest groups was being sought early in the process.
- Several participants wanted to know how the TMP would be integrated with other plans, especially those of Metrolinx.
- The need for inter-regional transit was identified.
- There was a general question as to how people could be encouraged to use other modes (non-auto) of transportation.
- It was suggested that the TMP consider the impact of changing demographics (aging population).
- There was a question about the implementation of HOV lanes in the area and how successful this has been.
- A resident noted a desire for direct access/links to Pearson Airport (other than through Union Station).
- There was interest expressed in who will pay to implement the TMP.
- There was interest in improving active transportation networks including increased safety of major road crossings.
- It was suggested the TMP involve actual trucking companies - the movers of goods such as local dispatchers, UPS, local trucking companies, etc – in the process.

Halton Hills

- Many participants questioned the feasibility of cycling in Halton Hills (vs. other parts of Halton) and the need for buses in the area.
- Requests were made to accommodate the needs of the farming community in the plan and recognize differences from north to south.
- There was concern about a lack of planning for Halton Hills in the Metrolinx plan.
- It was requested that the TMP consider best practices from other municipalities, regions and countries in the TMP.
- There were concerns expressed about the certainty of provincial funding for provincial plans and implications for local studies and plans.
- There was concern about current use of side roads to by-pass congestion on regional roads (cut-through traffic).

The Road to Change

Halton Region Transportation Master Plan

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Milton

- There was general interest in how behavioral changes can be encouraged (to increase transit use and reduce use of single-occupant vehicles).
- There was general interest in who will pay to implement the TMP.
- Inquiries were made as to whether the TMP would consider inter-regional transit system.
- There was interest in how current needs (to 2021) would be addressed.
- There was interest in intensification numbers for Milton and how this would be considered in the TMP.
- It was requested that priority be given to technical improvements to existing roads to reduce the need for new roads and road widenings.
- It was requested that the TMP give consideration to the needs of the agricultural community including the use of tractors on Britannia Road.

Oakville

- There was interest in the strategies to reduce travel times in GTA (following newspaper article the week of March 23, 2010 related to an 88-minute commute time in the GTA)
- Desire for an active transportation network (cycling) was expressed
- Interest was expressed in an inter-regional transit system
- It was requested that the TMP give consideration to other alternatives such as not building more roads (no new roads policy)
- It was requested that the TMP ensure that changing demographics are considered
- There was interest expressed in how behavioral changes can be encouraged (to increase transit use and reduce use of single-occupant vehicles).

The information centres were well attended and discussions were generally positive towards understanding there is a need to change current travel patterns and behaviour.

The feedback received will be part of many considerations utilized by the study team in the development of a 2031 transportation strategy.

The **Road** to **Change**

Halton Region Transportation Master Plan

2031

APPENDIX A

PIC Notice



REGIONAL MUNICIPALITY OF HALTON

NOTICE OF STUDY COMMENCEMENT / PUBLIC INFORMATION CENTRE #1 Transportation Master Plan to 2031 - *The Road to Change* PR-2414

Background

Halton Region is initiating a Transportation Master Plan (TMP) – *The Road to Change* to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

Problem Statement

The Master Plan will provide the strategies, policies and tools required to meet the Region's transportation needs safely, effectively and cost efficiently.

The Process

This notice signals the commencement of the Transportation Master Plan – a study which will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system to the year 2031. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. To comply with the Environmental Assessment Act, the study is being conducted in accordance with the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007).

A key component of the study will be consultation with interested stakeholders including the public, interest groups and regulatory agencies. The study work plan provides for two rounds of public information sessions at four locations (one in each local municipality) and a Workshop. This notice advises the public of the first round of Public Information Centers.

Public Information Centre Locations

Municipality	Date	Time	Location
City of Burlington	Tuesday, March 23, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Halton Hills	Thursday, March 25, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Mold-Masters SportsPlex 221 Guelph Street (Hall)
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Town of Oakville	Wednesday, March 31, 2010	Drop-in: 6:30pm Presentation: 7:00pm	Halton Regional Centre 1151 Bronte Road (Gymnasium)

Please let us know, as soon as possible, if you will need an accessibility or accommodation requirement if you plan to attend any of the above Public Information Centres by dialing 311 in Halton Region, 1-866-442-5866 outside of Halton Region, TTY 905-827-9833 or email accesshalton@halton.ca

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

Ms. Melissa Green-Battiston, P. Eng.
Transportation Engineer
Halton Region
Phone: 905-825-6000, Ext. 7623
Fax: 905-825-8822
Email: melissa.green-battiston@halton.ca

Mr. Alvaro L. Almuina, M. Eng. P. Eng.
Project Manager
GHD
Phone: 905-479-4510
Fax: 905-943-2981
Email: alvaro.almuina@ghd.com

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

www.halton.ca/htmp

This Notice first issued on March 11, 2010

Public Workshop



**PUBLIC WORKSHOP
APPLICATION FORM**

Halton Region would like to thank you for your interest in this project. If interested in participating in the Public Workshop scheduled for Saturday, June 5, 2010, please complete this brief application form. Please note that not all applicants may be selected as this will depend upon the number of applications received and the areas of interest represented. All selected applicants will be notified by mail.

NAME: _____

ADDRESS: _____

POSTAL CODE: _____

RESIDENTIAL PHONE: _____ BUSINESS PHONE: _____

FAX: _____ E-MAIL: _____

1. Please select the category that applies to you:

- Resident
- Business
- Environmental Organization
- Other

If "Other", Please specify _____

2. What is your major area of interest?

Please fill out this completed Application Form and fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

Halton Transportation Master Plan (2031)

The Road to Change

Public Workshop - June 5, 2010
Record of Meeting

1.0 Introduction

Halton Region commenced the Transportation Master Plan (TMP) – The Road to Change in accordance with the directions of ROPA 38 to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

The Transportation Master Plan will provide the strategies, policies and tools required to meet the Region’s transportation needs safely, effectively and cost efficiently. It will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system to the year 2031. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. To comply with the Environmental Assessment Act, the study is being conducted in accordance with the Municipal Class Environmental Assessment (Class EA) process (October 2000, as amended in 2007).

A key component of the study is consultation with interested stakeholders including the public, interest groups and regulatory agencies. The study work plan provides for two (2) rounds of Public Information Centres at four locations (one in each local municipality) and a Public Workshop.

The first round of Public Information Centres was held in March 2010 in each of the Region’s local municipalities. At these sessions, attendees were encouraged to sign up for the Public Workshop to be held on June 5, 2010.

Interest from Regional and Local Councillors, residents at-large, the development community and special interest groups was received by the study team in response to the Workshop invitation. This Record of Meeting summarizes feedback received at the Public Workshop.

2.0 Workshop Overview

- Date: June 5, 2010
- Location: Halton Region Centre– North/South Auditorium

2.1. Logistics and Attendance

The Public Workshop was set up to ensure participation was neutral and no one agenda dominated the discussion. The best means of managing such issues is to diversify participants based on their area of interest. Participants were pre-assigned a table from which they interacted throughout the Workshop.

The following table assignments were used in the Workshop.

<i>Table 1</i>	<p>Chris Walker – resident, Burlington Damian Burt – resident and Transit Advisory, Oakville Sonja Harrison – resident and Cycling Advisory Committee, Burlington</p>
<i>Table 2</i>	<p>Lisa Seiler – resident and GreenTrans, Oakville Jennifer Dockstator – Halton Inter-municipal Committee on Sustainability, Oakville Councillor John Taylor – City of Burlington Richard Bradley – Elder Service Advisory Committee</p>
<i>Table 3</i>	<p>Councillor Rick Goldering – City of Burlington Kevin Lee – resident, Burlington Margaret Briegmann – BA Consulting Group (transportation consultant), representing land owners</p>
<i>Table 4</i>	<p>Tom Rae – Sernas Transtech (traffic consultant) representing land owners Zeeshan Hamid – Milton Transit Advisory Committee, Halton Inter-municipal Committee on Sustainability Councillor Bryan Lewis- Town of Halton Hills Jim Bray – resident, Georgetown</p>
<i>Table 5</i>	<p>Mark Pavkovic- National Homes (developer), Halton Brian Coleman- Chair of Burlington Transit Advisory Committee, Member of Halton Region Transportation Advisory Committee, resident, Burlington Ken Lawday- Bruce Trail Conservancy, Iroquois Club, Hornby Councillor Jan Mowbray– Town of Milton</p>

<i>Table 6</i>	Ruth Victor - Mattamy Homes, Ruth Victor and Associates, Halton Developers Liaison Committee Representative Councillor Fred Oliver - Town of Oakville Alyssa Kuszczak - Burlington Sustainable Development Committee
<i>Table 7</i>	Kevin Rahmer - Burlington Transit Advisory Committee Member, resident, Burlington Aline Tso - resident, Burlington Bob Lackey - Maple Lodge Farms

Councillors

The following members of Regional and Local Council were in attendance:

Regional Chair Gary Carr
City of Burlington Councillor John Taylor
City of Burlington Councillor Rick Goldring
Town of Halton Hills Councillor Bryan Lewis
Town of Milton Councillor Jan Mowbray
Town of Oakville Councillor Fred Oliver

Staff and Consultants

Regional Staff

Tim Dennis, Director of Transportation Services
Maureen Van Ravens, Manager Transportation Planning, Operations and Maintenance
Melissa Green-Battiston, Transportation Engineer
Jeff Reid, Senior Transportation Planner
Matt Krusto, Transportation Coordinator
Alicia Jakaitis, Transportation Coordinator

Consultants

Alvaro Almuina, Project Manager
Mike Walters, Deputy Project Manager
Karla Kolli, Public Consultation Lead
Justine Giancola, Consultation Technical Support

In total, the public attendance for the Workshop was 22 exclusive of study team personnel.

2.2. Workshop Format

The workshop consisted of a presentation, question and answer sessions and workshop discussion tasks.

2.3. Presentation

Alvaro Almuina gave a presentation which provided information on the following topics:

- The role of the Transportation Master Plan (TMP)
- The timeline for the TMP's development
- The vision and guiding principles of the TMP
- Study assumptions and context
- A definition of the problems and opportunities
- The transportation demand forecasting process
- Evaluation criteria for screenline analysis
- A summary of the transportation system needs to 2031
- Action steps for achieving the 20% transit mode split

2.4. Question and Answers

Following the presentation, Workshop participants were given the opportunity to ask questions regarding the TMP and its development.

The collected questions and responses are included in **Appendix A**.

2.5. Workshop Discussion Tasks

Workshop participants were given two tasks to discuss with their table.

Task 1 asked participants to identify gaps and opportunities in the transportation system through to 2031, such as, areas lacking infrastructure, missing linkages, land use conflicts, transportation technologies and policies.

Task 2 asked participants to specify what they would like to see included in the Region's transportation system, the constraints which impede the transportation strategy and key opportunities to promote active and public transit transportation choices.

Discussion highlights were then shared with the group.

Details on the collected responses are included in **Appendix B**.

3.0 Outcomes

3.1. Workbooks and Comment Forms

Each participant was provided with an individual workbook which was used to complete the collective workbook available at their table. The feedback provided pertaining to particular tasks has been incorporated into **Appendix B**. The questions asked through the workbooks have been included in **Appendix C**.

Participants were invited to submit a comment form at the workshop. The feedback provided through the comment forms has been incorporated into the appropriate appendices.

A total of 25 individual workbooks, group workbooks and comment forms were received.

3.2. Post-Workshop Submissions

Participants were invited to submit comments and questions electronically after the workshop. The feedback and responses have been incorporated into the appropriate appendices.

A total of 4 post-Workshop comments/submissions were received.

4.0 Main Comments

Workshop participants identified a number of needs and priorities that they hope to see addressed in the TMP. Specifically, the Workshop participants:

- identified needs beyond the current Halton transportation system. In terms of infrastructure, residents noted the need for additional north-south connections throughout the Region as well as additional east-west connections in the north end. They emphasized the importance of providing public transit access to local, as well as regional, hubs including schools, recreational facilities and shopping malls. Finally, they noted that community needs are likely to change as the population ages. The TMP must reflect these changes.
- identified the importance of integrating/coordinating inter- and intraregional transit systems. They saw integration of land use planning decisions and the creation of local employment opportunities as vital to the success of the Transportation Master Plan.
- identified a number of key priorities moving forward. These include:
 - active transportation - participants requested that a greater degree of modal choice be reflected in the TMP. They suggested that this could be improved through the provision of safe, accessible and well connected active transportation routes
 - transit infrastructure - participants placed priority on transit infrastructure rather than building new roads or widening existing roads. They expressed a preference for LRT technologies over BRT options.
 - sustainable financing - participants encouraged decision makers to seek sustainable financing opportunities including public-private partnerships and financial incentives to encourage individual sustainable transportation choices
 - long term planning horizons - participants urged the Region to look beyond the 2031 time horizon in planning Halton's future

A detailed description of workshop comments is provided in **Appendix B**.

5.0 Conclusion

The workshop was well attended and discussions yielded positive contributions which will aid in the development and implementation of the TMP. Participants were able to gather information on the study being undertaken and contribute to the concepts and discussion areas proposed, while the project team tested the validity of their findings and were able to improve understanding of the local transportation issues and concerns.

Participants were well informed and had good knowledge of transportation issues which permitted them to assess the transportation needs from 2021 to 2031 and understand the potential gaps and opportunities in Halton's transportation system in that timeframe. Many of the comments provided are being contemplated by the study team which highlights the importance of particular aspects of the study to resident, businesses and interest groups in Halton Region's communities. Equally useful were the participants thoughts on how to increase the use of alternative modes of transportation (active, carpooling and transit), including samples from other jurisdictions. As the study team moves into the evaluation and policy development phase of the study, workshop contributions will be reviewed and inform the study process to the benefit of all citizens in Halton.

APPENDIX A

Question and Answer Sessions

The following is a record of the Q and A session that took place following the presentation of the TMP process and objectives.

Q: With regards to the Problem Statement on Slide 18, the statement refers to the problem in relation to commuters only. What about others who are affected by traffic?

A: Much of the identified transportation problems affect commuters as they are the bulk of the road traffic. The analysis has been carried out for the afternoon peak hour time period, which represents the peak time for travel within the Region. Analysis also considers the movement of goods and services.

Q: Will all of the proposed BRT projects in Halton you mentioned in the presentation be in place by 2021?

A: Higher order transit projects as identified by Metrolinx were considered in the analysis.

Q: Will the improvements to Highway 401 be completed by the year 2021?

A: The MTO has plans to widen Highway 401 by one additional lane in each direction west to RR 25 by 2021.

Q: Have you included the regional planned projects that are already approved and in the budget? For example, Trafalgar Road and Steeles Ave?

A: The TMP assumes that current Capital Roads Projects (to 2021) as approved by Regional Council will be in place.

Q: Can you please clarify the Trafalgar Bus Rapid Transit?

A: The Region has just commenced an Environmental Assessment to look at rapid transit options for this corridor between Midtown Oakville and Highway 407.

Q: Do you look at transit and roads separately? Will there be a transit and roads recommendation?

A: Yes, the TMP will have a roads and a transit strategy as well as active transportation.

Q: What are the assumptions made for employment estimates?

A: We have used the Best Planning Estimates developed by the Local Municipalities and the Region.

Q: Do you assume an increase in employment?

A: Yes, employment projections are taken into account.

Q: Steeles Avenue has overflow traffic from Highway 401. Was that taken into

consideration in this scenario?

A: Yes the demand on Highway 401 is considered.

Q: Can you tell us the transit mode split between municipalities?

A: We are working towards 10-12% in Milton; 1% in Halton Hills, ~15% in Oakville, ~15% in Burlington internal transit mode split. There will be a significant increase.

Q: Are GO Transit trips on top of this?

A: Yes.

Q: How can the region state the transit targets for Oakville?

A: We are working with the local public transit authorities in the development of the Master Plan.

Q: With regards to Halton Hills, the Plan shows two additional lanes on Trafalgar Road, which is now in the capital budget to be developed before 2021. By 2021, won't we need additional lanes? If the four lanes are needed now, how will the four lanes accommodate the growth between now and 2031?

A: This is in addition to the two additional lanes already planned in the capital program. Therefore, there are a total of six lanes that may be required for the 2021-2031 period.

Q: As traffic trends may be high in one direction in the morning and the other in the evening, have you considered flexible lanes on roads to have more lanes in one direction in the morning and the other direction in the evening? Is it feasible to do this?

A: As the Region matures, there will be less of a peak direction dominance in the peak travel periods.

Q: On Slide 24, Burlington says two lanes, is that all of Burlington?

A: It is the total capacity need. It is not corridor specific.

Q: Are you looking at comparable communities when setting a modal split target to calibrate your assumptions?

A: Yes, we have reviewed what other large regions are proposing, such as York, Peel, Waterloo, etc. and the policies put in place by Metrolinx.

APPENDIX B

Workshop Discussion Tasks

Workshop participants were asked to respond to the following task.

The responses provided are summarised by category as follows. The bulleted points are recorded verbatim as per the participants' comments or their post-Workshop submissions.

TASK 1

Based on planned transportation improvements and growth, what do you believe to be the gaps and opportunities in the transportation system from 2021 to 2031? These may include but are not limited to the following:

- Areas that will be lacking in road, transit and/or active transportation infrastructure
- Missing transportation linkages
- Potential conflicts with planned land use
- Innovative transportation technologies and policies

Please identify what you view to be the top three problems and opportunities.

Areas Lacking Infrastructure

- Dundas Street needs a LRT, instead of a BRT
- There is a need for more roads that run north-south.
- The extension of James Snow Parkway south to Highway 407 is needed
- There is a need for an east-west corridor in north Halton
- There is a need for a north-south corridor to the Milton education village
- There is a lack of active transportation options along/across the QEW
- There is a need for a crossing over Bronte Creek for Upper Middle Road, East-west corridor and rapid transit through Milton and Halton Hills
- North-south corridor out of Milton (James Snow, South of Britannia)
- Rapid transit along Tremaine Road
- Alternative transportation that goes around Milton
- Widening of 9th Line/Trafalgar in Halton Hills
- Grade separation on Derry Rd/CN Rail in West Milton is urgently needed
- Address the area bounded by James Snow Parkway to the west, Highway 401 to the north, Highway 403/407 to the east, and Dundas Street/Highway 5 to the south

Missing Linkages

- There is a need for links between big centres and transportation hubs
- Re-evaluate destination points for the existing transit system.
 - Currently, key movements are to/from GO stations. Consider other places

- people go, local hubs such as educational centres, recreation facilities, mosques, etc
 - People actually use smaller hubs more frequently, i.e. malls, Sheridan College. These need to be included in the plan.
- Need for a safe passage for pedestrians and cyclists who currently must travel over the QEW
- Need an integrated system for Transit in Halton
- Need to link municipal transit to a robust regional transit system
- Need an interregional transit system that makes use of public transit and GO stations
- Need a Trafalgar Road LRT Link (Lakeshore Line to GO Milton Line)
- There is a lack of interconnections between north-south and east-west

Land Use Planning

- Need to understand and improve the relationship between land use and transportation planning
 - Low density development increases need for more roads
 - The need for higher density around transit corridors
 - Ensure land use is transit oriented. For example, the new Wal-Mart: is it the best use of that land?
- Employment
 - Better employment opportunities within Halton would encourage people to commute less and create additional benefits for the region
 - Identification of HPBATS employment land, inclusion of other residential lands.
- Green space
 - For the Trafalgar corridor proposed BRT, the area looks quite green on the aerial map. Is this really the right place to put this transit? Shouldn't we put transit where development already exists?
 - Additional land that is needed for road improvements should not be taken from natural corridors
 - Unspoken damages to ANSI and other natural systems with road widening
 - Know which ecosystems are under Regional stewardship, understand the value they provide to the area, calculate the cost to replace those functions
- The proposal for major rail yard, if it is still on the table, has large implications for transportation.

Innovative Transportation Technology and Policies

- Review Process
 - Vancouver has extensive review process that the Region could consider implementing
- Financing

- A tax increase can help maintain existing and build new infrastructure
- Cost efficiencies can be achieved through integration with intra-regional transit operations
- BRT
 - BRT is not ambitious enough. It is not enough to attract people to get out of their cars and take transit.
 - BRT is a viable alternative if we had dedicated lanes, electric buses, affordable and frequent service
- Transit Design
 - Use other cities (i.e. Portland, Copenhagen, McKenzie Town) as benchmarks; copy what they've done
 - Roundabouts
 - Dedicated right turn lanes
 - Digital readouts of next bus arrival time
- Incentives
 - Fare-free Transit: Island County, WA - <http://www.islandtransit.org/>
 - Reduced Fares: Colltrans – Collingwood Public Transit
 - Reduced fares to \$1 and significantly increased ridership
 - Vanpool programs: King County, WA - <http://www.rideshareonline.com/>
 - No Driving Days/Campaigns
 - Seoul, South Korea
http://www.c40cities.org/bestpractices/transport/seoul_driving.jsp
 - Car Free Sundays <http://www.8-80cities.org/>
 - Microbuses: La Paz, Bolivia
<http://www.macalester.edu/courses/geog61/amartin/transportation.html>
 - HOV Lanes: Washington, DC Metropolitan Area
 - Complementary programs to support HOV use: extensive network of Park and Ride lots, efficient public transit system, ridesharing in the form of carpooling and vanpooling, slugging, Guaranteed Ride Home Program, promoting use of hybrid vehicles on HOV lanes
- Possible solutions exist at the convergence of physical and digital technologies; design a comprehensive 'system of systems' with interconnected and mutually supportive components;
<http://www.rdmag.com/News/Feeds/2010/06/information-tech-ibm-to-provide-technology-design-and-development-s/>

Governance Issues and Decision Making

- Dependence on Metrolinx: delays in funding will affect implementation
- The importance of peer review
- “If we want it in Halton, we need to plan it in Halton.”
- There should be plan reviews every five years

Time Frame and Decision Making Process

- Need to look beyond 2031
- Questioning the commuter assumption: Will work patterns be the same or will they change? Will people be working remotely?
- Look at transit network in the same way we look at water and sewer problems

Alternative Modes of Transportation

- We should consider an option for inner-city cycle lanes or segregated bike traffic
- The current cycling infrastructure is good for recreational purposes, but not for errands or work.
- Provide choice for people so that they do not need to drive their cars. There should be a balance between options and the priority should be on active transportation.
- Cycling opportunities should be developed on secondary or separate ways
- Ensure adequate pedestrian crossings
- Major gap: no plans for bike lanes on regional roads; dangerous as is and major tourism deficiency
- Must include bike lanes in road builds and they must connect

Traffic Light Synchronization

- Best Practices: Portland, OR – <http://www.myportlandneighborhood.org/transportation/index.cfm?a=93381&c=47287>
- Should strive for an overall sense of balance between the need to move vehicles efficiently and the sense of community and safety from slow moving traffic.
- Need to ensure that rush hour is considered differently than off-peak time periods. There should be movement but in a way that does not create congestion points.
- Need to review the traffic flow of roads right from day one. We can use optimized traffic flow and dedicated lanes to do this.
- Find balance between major roads and lights (e.g. Dundas)
- Unsafe to have unsynchronized roads for both auto drivers and cyclists/pedestrians
- Should use synchronized traffic lights on Derry Rd.

Targeted Populations

- People moving north-south
- The elderly and prospect of an aging population should be considered

Prioritization

- Must provide alternative transportation facilities first, not wait for transit ridership or active transportation levels to increase
- Focus more on transit rather than building/widening roads
- Allocate dedicated transit lanes on regional roads

Movement of Goods

- Develop service roads to return to primary purpose– to support freeway movement – help to separate the movement of goods
- Remove trucks during rush hour

Demand

- Transportation plan execution has fallen behind population explosion
- Must have today's employment and population numbers in order to plan properly; these plans show a deficit in Milton's population by about 54,000 people
- Transportation demand modelling projects outwards from today's levels; assumes we will continue current/past patterns of transportation choices

Other Modes

- Encourage rail/water movement of goods

Affordability

- Affordable transit - \$1 fares (e.g. Collingwood)
- Transit is not practical for families due to the cost

Smaller Towns

- Mapping does not identify smaller communities such as Ashgrove, Hornby, Stewarttown, Speyside

GO Network

- Develop GO station in west Milton prior to east
- GO Station on the east side of Milton will do nothing to get commuters off the 401

Other

- Too much Toronto-centrism; we need to build Halton as a destination
- Reduce construction delays
- Increasing carpooling – joint venture with employers

Workshop participants were asked to respond to the following task.

The responses provided are organized into categories by the three sub-questions included in the task. The bulleted points are recorded verbatim as per the participants' comments or their post-Workshop submissions.

TASK 2

1. What would you like to see included in the Transportation System?
2. Considering what you would like to see in the Transportation System and the gaps and opportunities you identified in Task 1, what do you believe to be the main constraints to achieving the Strategy?
3. What do you think it will take to get people to try other modes of transportation, such as active transportation (cycling, walking, in-line skating), carpooling and public transit?

1. Items for Inclusion

Priorities

- Active transportation
- Internal transit and commuting trips
- Make the car the lowest priority
- What is our ultimate vision for a sustainable transportation system in Halton Region? Need to look further ahead than 2031
- We need a greater vision for Halton, and Ontario.
- Improve public transit: the consensus is for a Region-wide transit system

Street Design

- A grid pattern
- More HOV lanes on major corridors

Accessibility

- Consider Accessibility for Ontarians with Disabilities Act – how is Halton Region addressing the mobility needs of our residents with disabilities?

Transit

- Strive for first class transit facilities
- Regional transit system -currently nothing Halton wide
- Accessibility
 - o A bus in each direction
 - o A maximum of 250m walk to transit
- Financing
 - o Subsidized transit
- Infrastructure

- Provide more infrastructure for transit
- Build a comprehensive transit grid
- Strive for first class transit facilities
- Integration
 - Better integration of transit to recreational destinations, such as shopping malls
 - A regional transit system
- Technology
 - Prefer LRT to BRT because of the nature of people in Halton
 - Run LRT on major roads and run BRT to meet the LRT
 - People think that BRT is a juxtaposition but dedicated lanes work well in Toronto
 - If the LRT is too much money, then maybe BRT could move people quickly

Growth

- Anticipate huge growth in Milton

Convenience

- Make public transit as convenient as the private automobile

Financial Incentives/Disincentives

- Make it expensive to park
- Tax incentive for transit use
- Toll roads

Land Use

- Development of the area between Halton Hills and Oakville

Connectivity

- Shuttle bus between municipal office buildings; Sheridan campuses
- Connection to GTA's subway/LRT System

Movement of Goods

- Separate goods movement/commuter movement/local movement

2. Constraints

Geographic Barriers

- Long distances between regional destinations
- Winter weather
- River valleys and natural areas
- Major highways

Personal Barriers

- Time constraints
- Changing peoples habits, resistance to change

Political Barriers

- Short term focus: need to look forward 50 years or envision an “end goal” for the region
- Priorities set differently in other countries
- Coordinating with local municipalities
- Federal/provincial involvement in rail/water way development for goods movement

Integrated Planning

- Lack of holistic integrated urban planning

Opportunities

- Increase jobs and introduce mixed zoning

3. Encouraging Alternative Modal Choices

Street Design

- Move parking behind stores to leave street side accessible to walking and cycling
- Street furniture
- More HOV lanes
 - o Higher speed limit on HOV lanes
- Roundabouts
 - o Benefits include less traffic delays, safety improvements, reduction in pollution and fuel usage, low maintenance, aesthetics.
- Bike paths/Bike lanes
 - o Protect, enable and supply clearly marked bike lanes
 - o Need to be well connected and have logical endpoints

Connectivity

- More connections between municipalities, Halton and Peel Region

Off-Road Paths

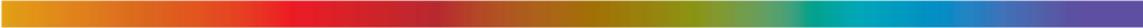
- Walking and cycling routes should be shorter than road paths.

Cycling

- Safety
- Places to park bikes

Transit

- More transit stops
- More express routes



- Provide workspaces for commuters on buses
- Presto card – more machines to add money at more locations
- Presto card for families
- Need to be able to get a bus home at different times of the day– consider people who work in the evenings
- Scale the size of the vehicle appropriately so that service can be more frequent
- Minimum headway of 5 min during rush hour and 15 minutes off peak
- Changing perceptions of transit
 - Make people aware that transit is not as bad as they think, that it is more convenient to use public transit than to use the car.
 - Lessons learned in Oakville and Milton: what can transit systems offer

Financial Incentives/Disincentives

- Parking fees at GO stations should pay for transit
- Reduce GO ticket price if you take transit to the station.
- Free and convenient transit
 - Reduce fares
- Charging for parking and road use
- Think creatively and work with local employers to create partnerships – sponsoring, free advertising, etc
- Shuttle services sponsored by companies, employers

Early Implementation

- Transit and biking infrastructure must be available from the very beginning and not delayed for years

Access to Natural Features

- Transportation improvements should allow and promote pedestrian use of the Bruce Trail system; e.g. problematic crossing of 6 lanes at Dundas Rd.

Carpooling

- Enhance carpool infrastructure and programs
- Education campaigns, websites

Public-Private Partnership

- Private group opportunities – i.e. relationship between taxi and municipalities

Education/Awareness

- Education initiatives for public transit and carpooling

Overall Comments

- We say these things are good but none of us take transit here. We need a viable system to get around our community.

APPENDIX C

Workbook Questions

The following questions were submitted in the workbooks and have been responded to in this record of consultation.

C: When does it stop? What do we do when we are looking to 2041? 2051? At some point, the widening of roads has to stop.

A: Comment noted.

Q: How was transit user percentage determined?

A: Transit usage is determined as the total number of transit trips divided by the total number of trips (transit, auto, walking, cycling) undertaken in the peak hour

Q: How do you increase transit users if roads are almost all in planning?

A: Transit usage can be increased by ensuring the appropriate service is in place as well as supporting land uses and policies (such as parking policies around supply and pricing)

Q: How was the TMP created? What assumptions are you using?

A: The TMP is currently under development and will be finalized by the Spring of 2011. The assumptions being used have been presented as part of the PIC No.1 and the introductory slides of the Workshop.

The **Road** to **Change**

Halton Region Transportation Master Plan

Public Workshop

June 5, 2010



Halton Region Transportation Master Plan 2031 | The Road to Change

1

What We Want to Achieve Today

- Obtain feedback on opportunities to move people and goods effectively in Halton Region from 2021 to 2031
- Present the process for developing alternative solutions and proposed evaluation criteria
- Obtain feedback on what the 2031 transportation strategy should consider



Halton Region Transportation Master Plan 2031 | The Road to Change

2

Agenda

- 9:00 – 9:15 Registration and coffee
- 9:15 – 9:45 Workshop Introduction/Presentation
- 9:45 – 10:30 Task 1 – Problem Areas and Opportunities
- 10:30 – 10:45 Break
- 10:45 – 11:15 Task 2 – Alternative Solutions and Screenline Evaluation Criteria (Presentation and Q&A)
- 11:15 – 12:00 Task 3 – Towards the Transportation Strategy
- 12:00 – Wrap Up



Workshop Format

For an effective workshop:

- Please respect start and stop times
- All contributions are valued and welcome
- Have fun!

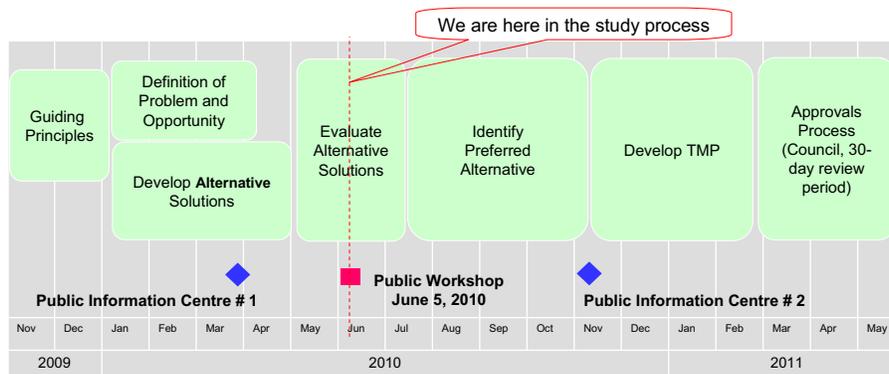


Transportation Master Plan (TMP)

- Provides the transportation strategy to support growth to 2031
 - Maintain current Level of Service
 - Provide travel options
 - Support sustainable community development
 - Support active & healthy lifestyle
 - Support economic development
- Integrates transportation planning and environmental assessment objectives into a comprehensive planning process



TMP Study Timeline



Building a Transportation Master Plan



TMP Vision

Define a Sustainable Transportation System to 2031 that is:

- Safe
- Convenient
- Accessible
- Affordable
- Efficient
- Considerate of the environment; and
- Energy efficient



Building a Transportation Master Plan



Guiding Principles



The TMP will be developed with the following principles:

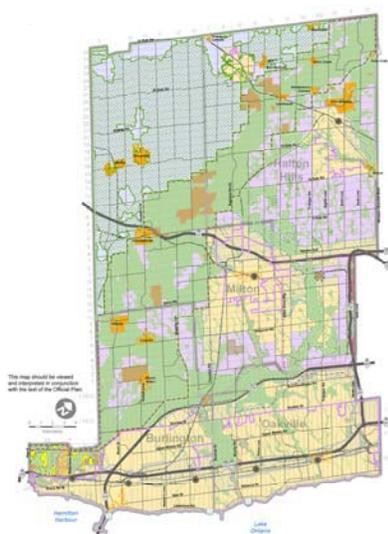
- **Balanced Needs** – provide choice for the travel needs of residents
- **Healthy Communities** – support a healthy and active lifestyle
- **Economic Vitality** – transportation will be a major contributor to the Region's prosperity
- **Sustainability** – balance economic, social and environmental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



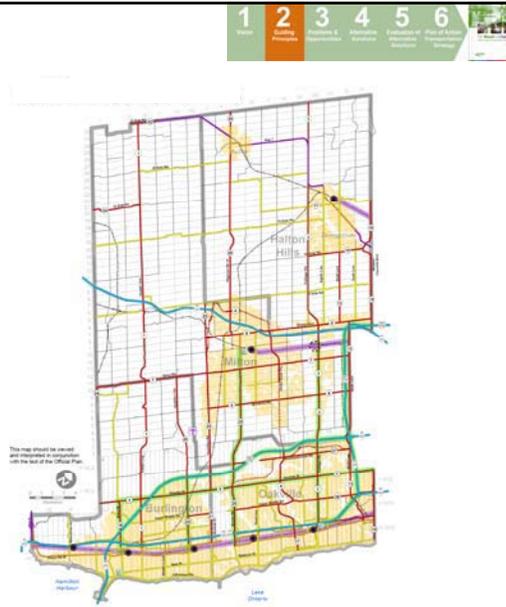
Study Assumptions for 2031

- Halton Region @ 780,000 people and 390,000 jobs
 - Burlington – 193,000 people and 106,000 jobs
 - Halton Hills – 94,000 people and 43,000 jobs
 - Oakville – 255,000 people and 127,000 jobs
 - Milton – 238,000 people and 114,000 jobs
- Regional and Local growth plans
- 2021 Capital Roads Projects
- Metrolinx Improvements to infrastructure and service
- Maintaining current levels of service

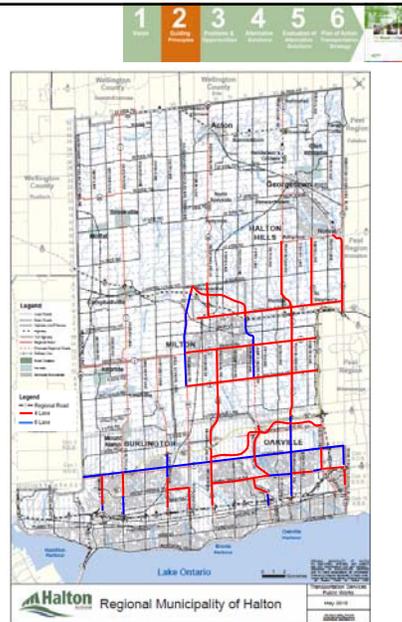
Growth 2021 to 2031



Transportation Facilities



2021 Regional Roads



Metrolinx – The BIG Move



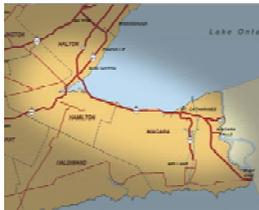
The Metrolinx Regional Transportation Plan includes two projects in Halton:

- Rapid Transit on Trafalgar Road
- Bus Rapid Transit on Dundas Street



NGTA, GTA West and HPBATS



Niagara Greater Toronto Area (NGTA) Corridor	Greater Toronto Area (GTA) West Corridor	Halton-Peel Boundary Area Transportation Study
		
<ul style="list-style-type: none"> MTO Environmental Assessment analysing capacity between Niagara Peninsula and the GTA 	<ul style="list-style-type: none"> MTO Environmental Assessment examining potential linkages between the Urban Growth Centres northwest of Toronto (Guelph to Vaughan) 	<ul style="list-style-type: none"> Assesses transportation demands along/across Halton-Peel boundary



Building a Transportation Master Plan



Problem Statement



- The current roadway system and transportation improvements to 2021 will not be able to accommodate growth planned between 2021 and 2031
- Without action, commuters will experience:
 - Increased roadway congestion
 - Longer travel times and delays
 - Roadway safety concerns
 - Impact on quality of life
 - Deterioration of air quality

Opportunities

- Define a sustainable transportation system that conforms to Provincial Policy and the Metrolinx Regional Transportation Plan
- Develop policies and guidelines that optimize potential for transportation alternatives (High Order Transit service, active transportation, travel demand management)
- Provide transportation choice, improved inter and intra Regional connections
- Increase travel reliability for commuters and goods movement
- Optimize existing transportation infrastructure
- Minimize impacts to the natural, social, economic and cultural environments to the extent possible
- Investigate funding options and alternatives to deliver a sustainable transportation system
- Support land use planning objectives

Task 1 Confirming the Problem

- *Based on planned transportation improvements and growth, what do you believe to be the gaps and opportunities in the transportation system from 2021 to 2031? These may include but are not limited to the following:*
 - *Areas that will be lacking in road, transit, and/or active transportation infrastructure*
 - *Missing transportation linkages*
 - *Potential conflicts with planned land use*
 - *Innovative transportation technologies and policies*
- *Each group to report back on Top 3 problems and opportunities*

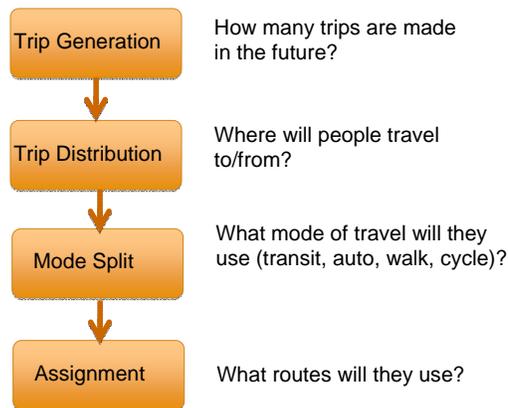
Building a Transportation Master Plan



Transportation Demand Forecasting



- Four step process to forecast future demands



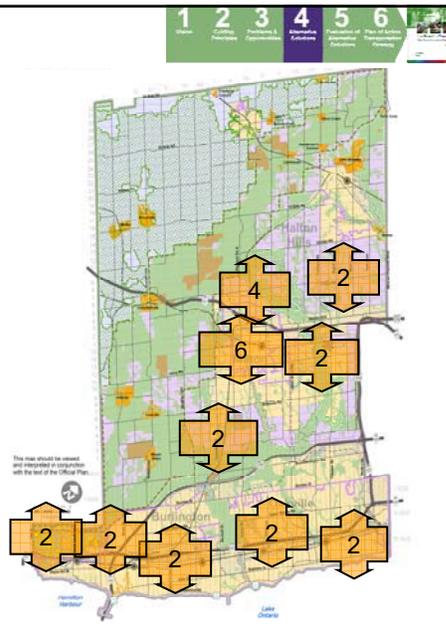
Typical Screenlines



North/South Capacity Needs to 2031

- 
 Total additional lane equivalence required to meet 2031 demand

- 1 auto lane:
 = 850 vehicle/hour/lane
 = ~1,000 person trips

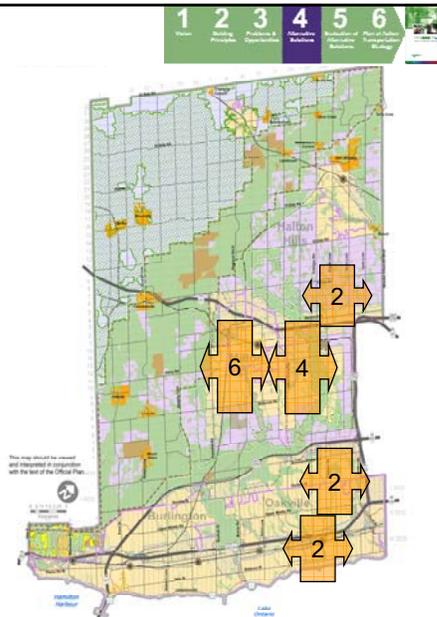


East/West Capacity Needs to 2031

- Total additional lane equivalence required to meet 2031 demand



- 1 auto lane:
 - = 850 vehicle/hour/lane
 - = ~1,000 person trips



Addressing the Capacity Needs

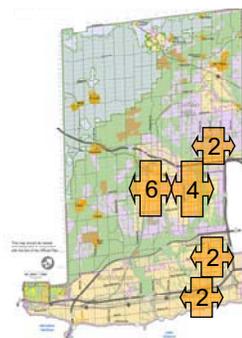
- Options to increase capacity
 - Auto
 - Transit
 - Cycling
 - Walking
- Analysis considers combinations of these options

Transit Mode Split (TMS) Target

- 20% target mode split is based on:
 - ROPA 38
 - Provincial objectives
 - Metrolinx Regional Transportation Plan (RTP) – The Big Move
 - Bill 163 (Metrolinx Act)
- Transit usage sensitivity analysis will consider – 5% (current), 10%, 15% and 20%

Screenline Analysis

- The following presents an example of a screenline analysis
- Analysis is based on 20% transit mode split scenario
- This Scenario is consistent with the Legislation/Guiding documents the TMP is to support
- The other TMS scenarios will be analysed



Screenline 17 (4 lanes needed)



- Screenline Comprised of:
 - Steeles Ave east of Thompson Rd @4
 - Main St east of Thompson Rd @4
 - Derry Rd east of 3rd Line (Thompson Rd) @4
 - Britannia Rd east of Thompson Rd @4
- Potential Solutions
 - Steeles Ave east of Thompson Rd @4 (+2)
 - Britannia Rd east of Thompson Rd @4 (+2)
 - Derry Rd @ 4 (+2)

Evaluation Criteria for Screenline Analyses

- Natural Environment
 - Potential for Impact on terrestrial features, aquatic features and the Natural Heritage system
- Socio-Economic Environment
 - Potential for impact on residents, businesses, and the farming community
 - Potential for impact on community features and character
 - Potential for impact on mineral resources and planned land use
- Cultural and Heritage Environment
 - Potential for impacts on heritage features and cultural landscapes
- Transportation Service
 - Change in level of transportation service
 - Potential to support active transportation, carpooling and public transit
 - Efficiency of infrastructure
 - Potential for efficient agricultural and non-agricultural goods movement and transportation
- Cost
 - Estimated capital cost

Alternative Solutions Process and Evaluation Criteria

Q&A

Addressing Transportation System Needs in 2031

- The preferred transportation system will need to provide capacity through roadway widenings **and** increased transit usage
- Transit systems will need to accommodate the travel demand not addressed by reasonable road widenings
- Current transit usage of 5% averaged across the Region is insufficient to make up the gap in demand

How can 20% Transit Mode Split be Achieved?

- The implementation of:
 1. Metrolinx RTP
 2. Dundas Street BRT
 3. Trafalgar Road BRT
- Managing Parking Supply at major destinations (GO Rail Stations, Education Village)
- Ensuring densities and land uses anticipated in the growth plans
- Co-ordination of local transit service with Metrolinx RTP Services



Task 2 Towards the Transportation Strategy

- What would you like to see included in the Transportation System?
- Considering what you would like to see in the Transportation System and the gaps and opportunities you identified in Task 1, what do you believe to be the main constraints to achieving the Strategy?
- What do you think it will take to get people to try other modes of transportation, such as active transportation (cycling, walking, in-line skating), carpooling and public transit?

Thank You



Public Information Centre #2

Notice of Public Information Centre

Round #2

- Emailed to MAG, TAC and elected representatives
- Mailed and emailed to public stakeholders
- Published in local newspapers

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE #2

Transportation Master Plan to 2031 - *The Road to Change* PR-2414

Background

Halton Region has initiated a Transportation Master Plan (TMP) – *The Road to Change* to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

Problem Statement

The Master Plan will provide the strategies, policies and tools required to meet the Region’s transportation needs safely, effectively and cost efficiently.

The Process

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

The first round of Public Information Centres were held March 2010 to present the study background, vision, guiding principles, and problems and opportunities. Thereafter, a preferred 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 the preferred transportation strategy and receive comments from the public.

Public Information Centre Locations

Municipality	Date	Time	Location
Town of Milton	Monday, March 7, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Milton Sports Centre 605 Santa Maria Boulevard (Banquet Room)
Town of Halton Hills	Thursday, March 10, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Mold-Masters SportsPlex 221 Guelph Street (Hall)
City of Burlington	Tuesday, March 22, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Oakville	Thursday, March 24, 2011	Drop-in: 6:30pm Presentation: 7:00 p.m.	Halton Regional Centre 1151 Bronte Road (Auditorium)

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

Ms. Melissa Green-Battiston, P. Eng.
Transportation Engineer
Halton Region
Phone: 905-825-6000, Ext. 7623
Fax: 905-847-2192
Email: melissa.green-battiston@halton.ca

Mr. Alvaro L. Almuina, M. Eng. P. Eng.
Project Manager
GHD
Phone: 905-752-4306
Fax: 416-229-4696
Email: alvaro.almuina@ghd.com

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

www.halton.ca/htmp

This Notice first issued on February 24, 2011

Public Information Centre #2
(Presentation Boards)



Welcome

Public Information Centre #2

March 2011



The Road to *Change* Halton Region Transportation Master Plan 2031



Agenda

- 6:30 PM: Open House
- 7:00 PM: Presentation



The Road to *Change* Halton Region Transportation Master Plan 2031



Purpose of Public Information Centre

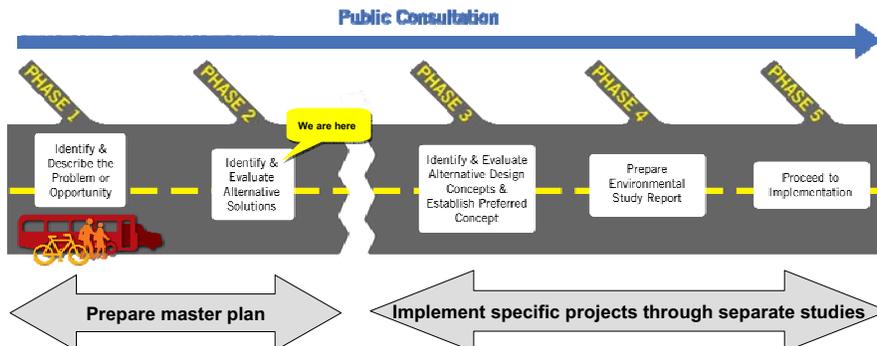
- Present study progress since PIC #1 in March 2010
- Present study findings and recommendations
- Receive your comments and input



The Road to Change Halton Region Transportation Master Plan 2031

Study Process

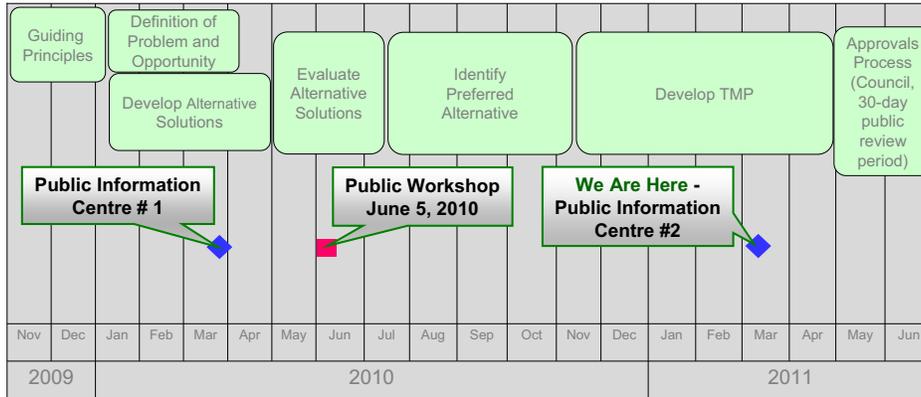
The Transportation Master Plan followed the Municipal Class Environmental Assessment process for master plans for Phases 1 and 2



The Road to Change Halton Region Transportation Master Plan 2031



TMP Study Timeline



The Road to Change Halton Region Transportation Master Plan 2031



TMP Consultation

- March 2010, PICs held in the four local municipalities
- June 5, 2010, Public Workshop held with members of the public, local interest groups, and Regional and Local Council
- 8 Municipal Advisory Group meetings held with local municipal staff (Planning, Works, and Transit), and additional individual meetings were also held as required
- 3 Technical Agency Committee meetings held with staff from various Provincial Ministries and technical agencies



The Road to Change Halton Region Transportation Master Plan 2031



Building a Transportation Master Plan



The Road to Change Halton Region Transportation Master Plan 2031



TMP Vision

A sustainable transportation system to 2031 that is:

- Safe
- Convenient
- Accessible
- Affordable
- Efficient
- Considerate of the environment
- Energy efficient



The Road to Change Halton Region Transportation Master Plan 2031



Guiding Principles

The TMP was developed with the following principles:

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

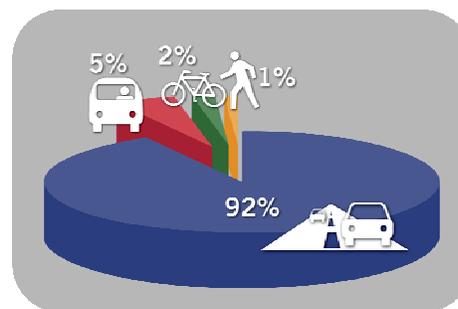


The Road to Change Halton Region Transportation Master Plan 2031

Existing Conditions



Existing Regional Road Network

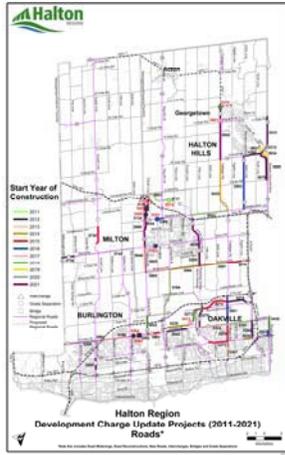


Current Travel Mode Choice for Halton Residents (PM Peak Period)



The Road to Change Halton Region Transportation Master Plan 2031

Planned Regional Road Network Improvements 2011 to 2021



Cost of 2011-2021 Regional Roads Capital Program: \$1.1 Billion



The Road to Change Halton Region Transportation Master Plan 2031

Planned Regional Road Network Improvements 2011 to 2021



Cost of 2011-2021 Regional Roads Capital Program: \$1.1 Billion



The Road to Change Halton Region Transportation Master Plan 2031

Planned Regional Road Network Improvements 2011 to 2021



Cost of 2011-2021 Regional Roads Capital Program: \$1.1 Billion



The Road to Change Halton Region Transportation Master Plan 2031

Planned Regional Road Network Improvements 2011 to 2021



Cost of 2011-2021 Regional Roads Capital Program: \$1.1 Billion



The Road to Change Halton Region Transportation Master Plan 2031



Metrolinx Regional Transportation Plan



The Metrolinx Regional Transportation Plan includes two projects in Halton:

- Rapid Transit on Trafalgar Road

- Bus Rapid Transit on Dundas Street



The Road to Change Halton Region Transportation Master Plan 2031



Other Studies

Niagara Greater Toronto Area (NGTA) Corridor	Greater Toronto Area (GTA) West Corridor	Halton-Peel Boundary Area Transportation Study
<ul style="list-style-type: none"> • MTO Environmental Assessment analysing capacity between Niagara Peninsula and the GTA 	<ul style="list-style-type: none"> • MTO Environmental Assessment examining potential linkages between the Urban Growth Centres northwest of Toronto (Guelph to Vaughan) 	<ul style="list-style-type: none"> • Considered transportation demands along/across Halton-Peel boundary



The Road to Change Halton Region Transportation Master Plan 2031



Travel Demand Study Assumptions for 2031

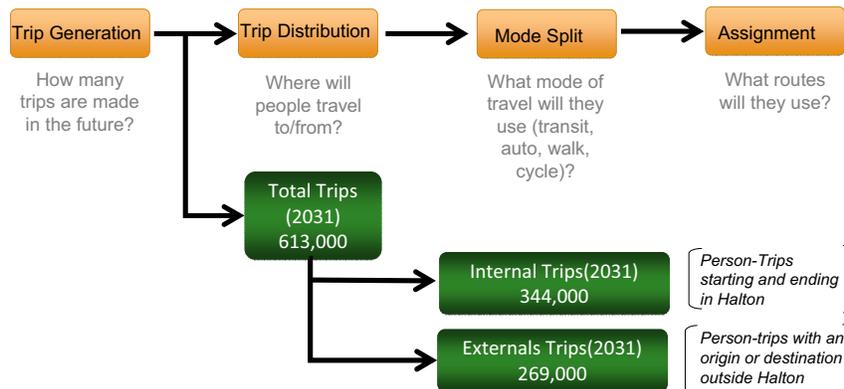
- Halton Region @ 780,000 people and 390,000 jobs
- Regional and Local growth plan implementation
- Transportation System Improvements
 - 2021 Capital Roads Projects
 - Metrolinx Improvements to infrastructure and service per “The Big Move”
 - MTO (Highway 401 and QEW) and HPBATS improvements



The Road to Change Halton Region Transportation Master Plan 2031

2031 Travel Demand Forecasting

- Four step process to forecast future demands



The Road to Change Halton Region Transportation Master Plan 2031



Alternative Solutions

Alternative Solutions include:

- Do Nothing
- Active Transportation (walking, cycling)
- Travel Demand Management (carpooling)
- Transit
- Road Improvements
- Combination of the above



The Road to Change Halton Region Transportation Master Plan 2031



Evaluation of Alternative Solutions

- Evaluation of alternative solutions was guided by criteria for the following factors:
 - Natural Environment
 - Socio-Economic Environment
 - Cultural and Heritage Environment
 - Transportation Services
 - Cost
- The solutions with the least impacts to the overall environment were recommended as part of the transportation strategy



The Road to Change Halton Region Transportation Master Plan 2031



Draft 2031 Road Network



2021-2031 Regional Roads Projects

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Regional Links
 - “5 ½ Line” + Interchange - Steeles Avenue to Britannia Road (6 lanes) *(Note: interchange subject to further study and approval by MTO)*
 - James Snow Parkway extension – Britannia Road to Highway 407 (6 lanes)
 - North Service Road link between Oakville and Burlington (4 lanes)



The Road to Change Halton Region Transportation Master Plan 2031



Draft 2031 Road Network (Burlington)



- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - North Service Road link between Oakville and Burlington – 4 lanes
- Road Widening (City*)
 - Widening of Harvester Road (for Transit service only)

*Road improvements for consideration by the local municipalities in future transportation planning studies



The Road to Change Halton Region Transportation Master Plan 2031



Draft 2031 Road Network (Halton Hills)

- Road Widening
 - Regional Roads to 6 lanes (where required)
 - Highway 7 (MTO) – 4 lanes between Acton and Trafalgar Road
- New Links
 - Acton Alternate Route (MTO*) – 4 lanes

*Road improvements for consideration/approval by MTO in future transportation planning studies



The Road to Change Halton Region Transportation Master Plan 2031



Draft 2031 Road Network (Milton)

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - “5 ½ Line” between Steeles Avenue and Britannia Road
 - James Snow Parkway extension - Britannia Road to Highway 407
- New Links/Road Widening (Town*)
 - Extension of “Third Line” south to Steeles Avenue
 - Widening of Ontario Street (for transit service only)

*Road improvements for consideration by the local municipalities in future transportation planning studies



The Road to Change Halton Region Transportation Master Plan 2031





Draft 2031 Road Network (Oakville)



- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - North Service Road link between Oakville and Burlington - 4 lanes
- Road Widening (Town*)
 - Wycroft Road / Speers Road (for Transit service only)

*Road improvements for consideration by the local municipalities in future transportation planning studies

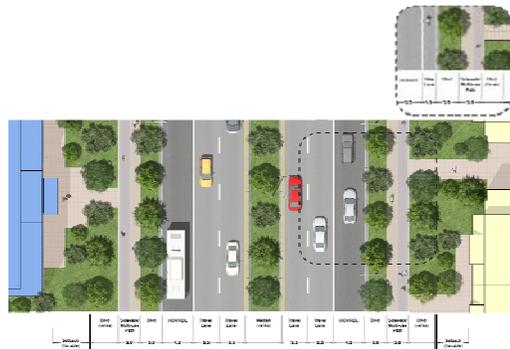


Road Network Features

Example of Regional Right-of-Way Requirements

Regional Roads to accommodate:

- cycling
- walking
- transit





Transit

- By 2031, 15% to 20% of peak period trips will be accommodated by local and provincial (GO) transit services
- Conceptual plans for the provision of higher order transit across the Region were developed with the local municipal transit authorities as part of the TMP development
- These concepts were used to ensure that the proposed Regional road network can accommodate potential service improvements and projected transit trips
- Further study would be required to define specific service improvement details



The Road to Change Halton Region Transportation Master Plan 2031



Active Transportation

- Complete a region-wide Active Transportation Master Plan in cooperation with local municipalities
- Review opportunities for alternative cost sharing related to Active Transportation infrastructure on Regional Rights of Way



The Road to Change Halton Region Transportation Master Plan 2031



Transportation Demand Management

- Promote Transportation Demand Management measures with local municipalities, Metrolinx, private local employers and other government agencies
- Develop and promote a strategy for private sector involvement in the Smart Commute program



The Road to Change Halton Region Transportation Master Plan 2031



TMP Recommendations

- Adopt proposed 2031 Regional road network improvements
- Complete Region-wide Active Transportation Master Plan
- Review opportunities for alternative cost sharing related to Active Transportation infrastructure on Regional Rights of Way
- Promote Transportation Demand Management measures with the Local municipalities, Metrolinx, private local employers, and other government agencies
- Foster joint working relationships with Metrolinx and the Greater Toronto and Hamilton Area municipalities regarding Goods Movement
- Update Master Plan in 5 years



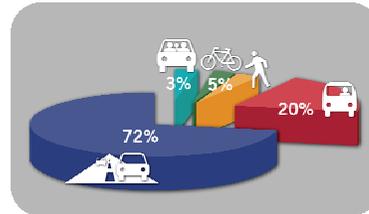
The Road to Change Halton Region Transportation Master Plan 2031



Transportation 2031

Travel demand by 2031 will be served primarily by four modes:

- Active Transportation (cycling, walking)
- Travel Demand Management (carpooling)
- Transit
- Road Network Improvements



The Road to Change Halton Region Transportation Master Plan 2031



Cost of 2021-2031 Regional Roads Capital Program: \$1.0 - \$1.4 Billion



The Road to Change Halton Region Transportation Master Plan 2031



Next Steps

- Review public input from PIC #2 – April 2011
- Finalise TMP and Report to Council – Spring 2011

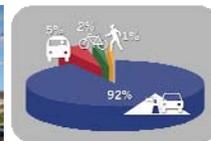


The **Road to Change** Halton Region Transportation Master Plan 2031



The Road to Change

Halton Region Transportation Master Plan 2031





THANK YOU FOR ATTENDING!

Your comments on the information presented would be appreciated.

Please fill out a comment form and leave it in the comment box

-OR-

Please fax/e-mail your comments by April 8, 2011 to:

Alvaro L. Almuina, P.Eng., Consultant Project Manager

tel: (905) 752-4306, fax: (416) 229-4692

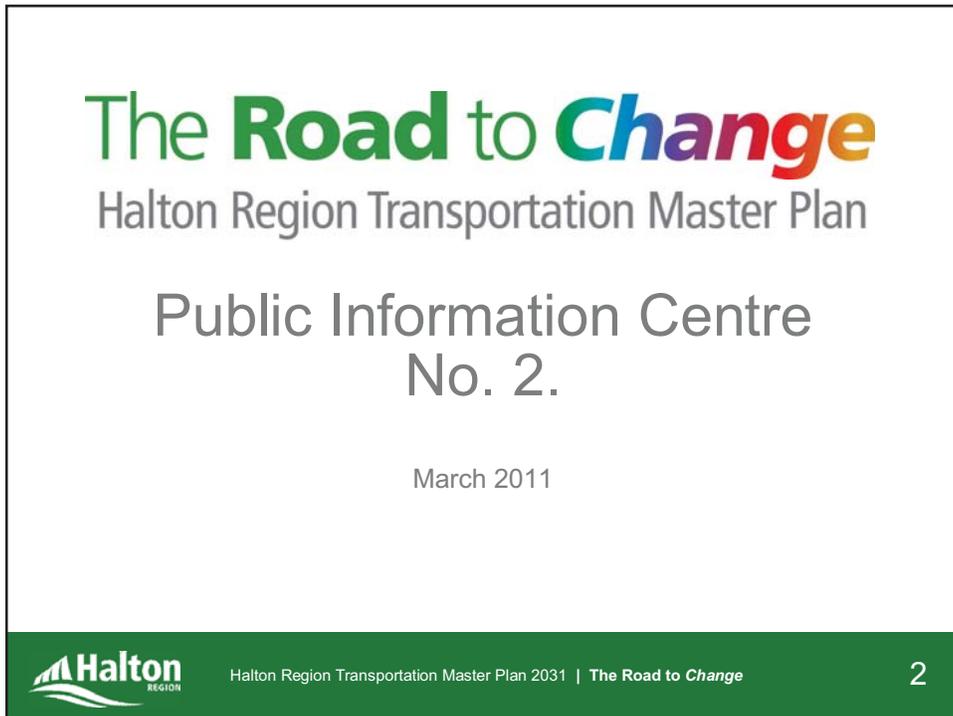
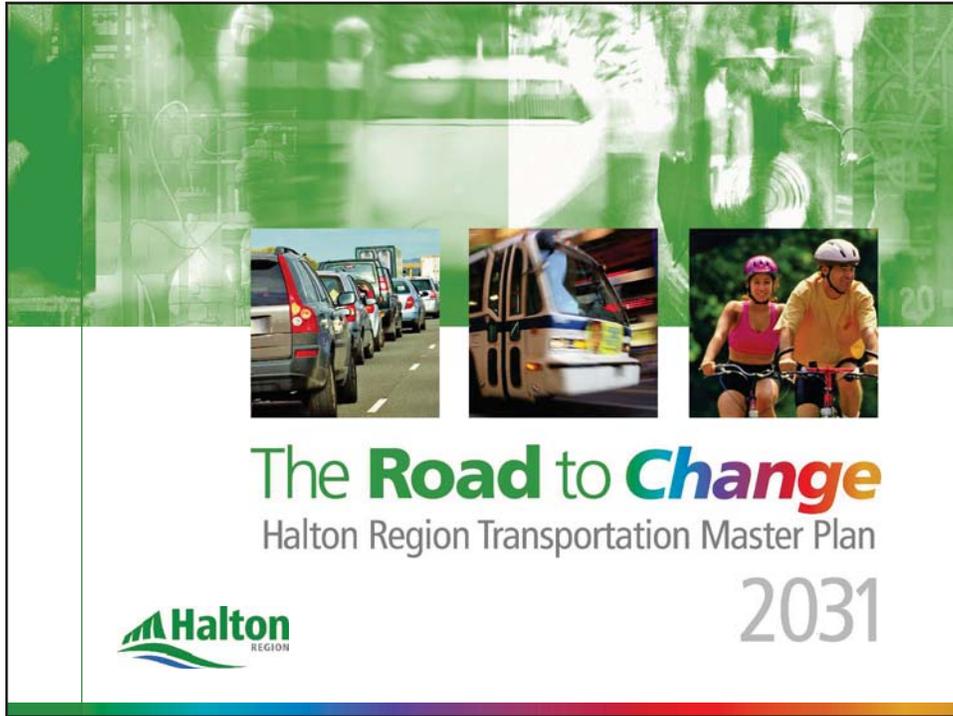
email: alvaro.almuina@ghd.com

www.halton.ca/htmp



The Road to **Change** Halton Region Transportation Master Plan 2031

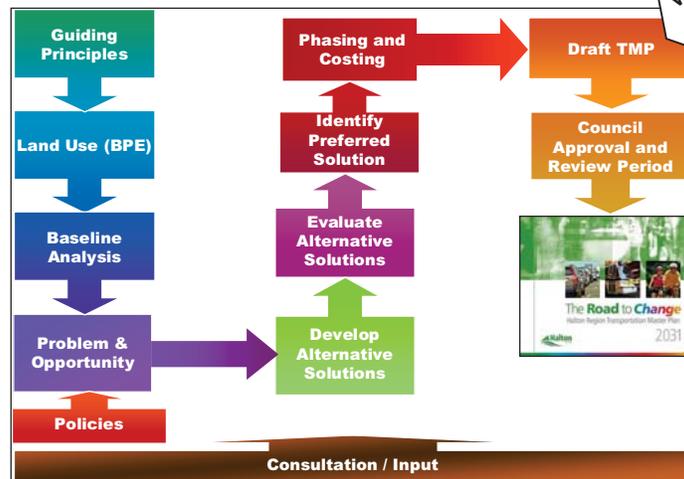
Public Information Centre #2
(Power Point Presentation
to Meeting Attendees)



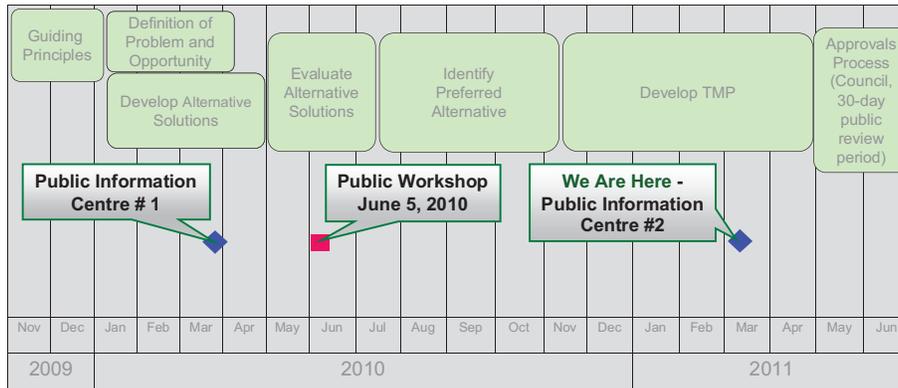
Our Presentation

- Introductions
- Study Process
- Study Assumptions
- 2031 Travel Demand
- Alternative Solutions
- Evaluation of Alternative Solutions
- Draft 2031 Transportation Strategy
- Recommendations
- Next Steps

TMP Study Process



TMP Study Timeline



Study Consultation Process

- **March 2010, PICs** held in each of the four local municipalities
- **June 5, 2010 Public Workshop** held with members of the public, local interest groups and Regional and Local Council
- **8 Municipal Advisory Group** meetings held with local municipal staff (Planning, Works, and Transit) and additional individual meetings also held as required
- **3 Technical Agency Committee** meetings held with staff from various Provincial Ministries and technical agencies

Building a Transportation Master Plan



TMP Vision

- A Sustainable Transportation System to 2031 that is:
 - Safe
 - Convenient
 - Accessible
 - Affordable
 - Efficient
 - Considerate of the environment; and
 - Energy efficient

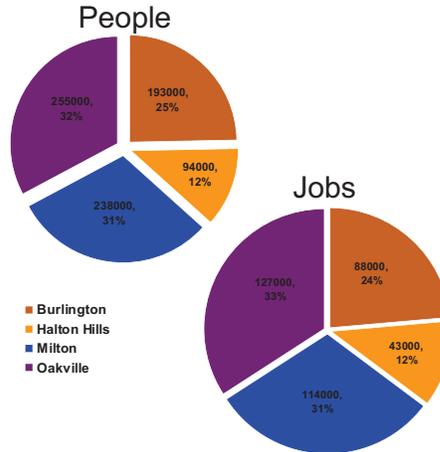
Guiding Principles

- Balanced Needs
- Healthy Communities
- Economic Vitality
- Sustainability
- Well-Maintained Infrastructure



Study Assumptions

- Halton Region @ 780,000 people and 390,000 jobs
- Regional and Local growth plan implementation
- Transportation System Improvements
 - 2021 Capital Roads Projects
 - Metrolinx Improvements to infrastructure and service per “The Big Move”
 - MTO (Highway 401 & QEW) and HPBATS improvements



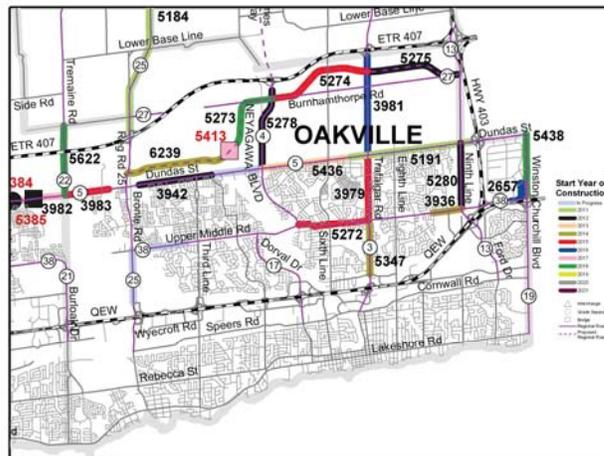
Regional Capital Plan 2011 - 2021



Regional Capital Plan 2011 – 2021 (Milton)



Regional Capital Plan 2011 – 2021 (Oakville)



Study Assumptions

- Maintain current levels of service
- Modelling looks only at major collectors and arterials
- Road widening to a maximum of 6 lanes
- Widening to more than 6 lanes impacts:
 - Property
 - Urban Form (can require 12 - 14 lanes at intersections)
 - Functionality
 - Safety

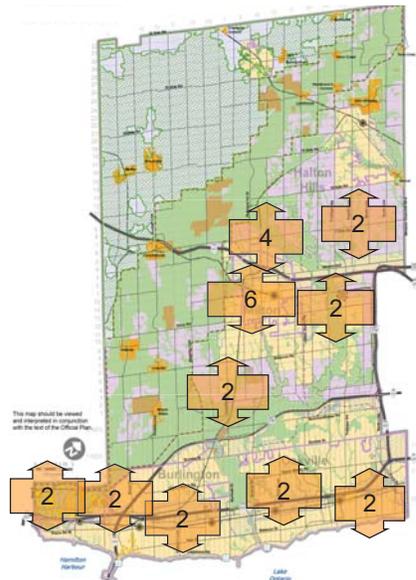


North/South Additional Capacity Required in 2031



Total additional lane equivalence required to meet 2031 demand

- 1 auto lane:
= 850 vehicle/hour/lane
= ~1,000 person trips

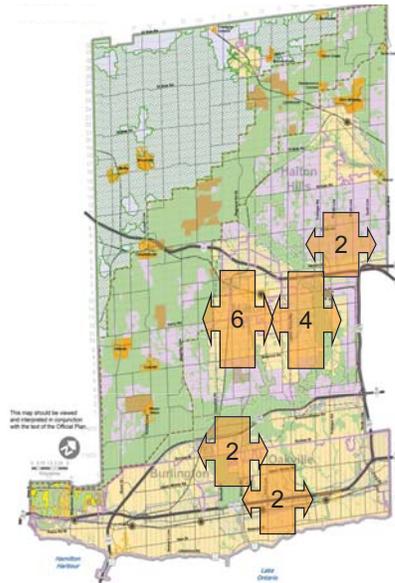


East/West Additional Capacity Required in 2031



Total additional lane equivalence required to meet 2031 demand

- 1 auto lane:
= 850 vehicle/hour/lane
= ~1,000 person trips



Alternative Solutions

- Considered:
 - Do Nothing
 - Active Transportation
 - Travel Demand Management
 - Transit
 - Road Improvements
 - Combination of the above
- Alternative Solutions were evaluated against factors including:
 - Natural Environment
 - Socio-economic Environment
 - Cultural and Heritage Environment
 - Transportation Services
 - Cost
- The solutions with the least impacts to the overall environment were recommended as part of the transportation strategy

2031 Transportation Strategy

To Maintain current service levels in 2031 Halton needs:

- Regional roads to six lanes where required
- New road segments
- And:
 - Active Transportation
 - Travel Demand Management; and
 - Enhanced municipal and GO transit services

Draft Recommended 2031 Road Network

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Regional Links
 - “5 ½ Line” + Interchange – Steeles Ave to Britannia Rd (6 lanes)
 - James Snow Parkway – extension Britannia Rd to Highway 407 (6 lanes)
 - North Service Road link between Oakville and Burlington – (4 lanes)
- Cost of 2021 – 2031 Roads Projects: \$1 Billion to \$1.4 Billion



Draft 2031 Road Network (Burlington)

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - North Service Road link between Oakville and Burlington - 4 lanes
- Road Widening (City*)
 - Widening of Harvester Road (for Transit service only)

*Road improvements for consideration by the local municipalities in future transportation planning studies



Draft 2031 Road Network (Halton Hills)

- Road Widening
 - Regional Roads to 6 lanes (where required)
 - Highway 7 (MTO) – 4 lanes between Acton and Trafalgar Road
- New Links
 - Acton Alternate Route (MTO*) – 4 lanes

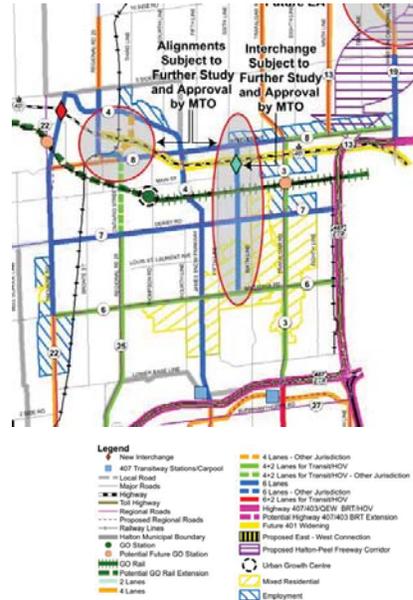
*Road improvements for consideration/approval by MTO in future transportation planning studies



Draft 2031 Road Network (Milton)

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - “5 ½ Line” between Steeles Ave and Britannia Rd
 - James Snow Parkway extension, Britannia Rd to Highway 407
- Road Links/Road Widening (Town*)
 - Extension of “Third Line” south to Steeles Ave
 - Widening of Ontario St (for Transit service only)

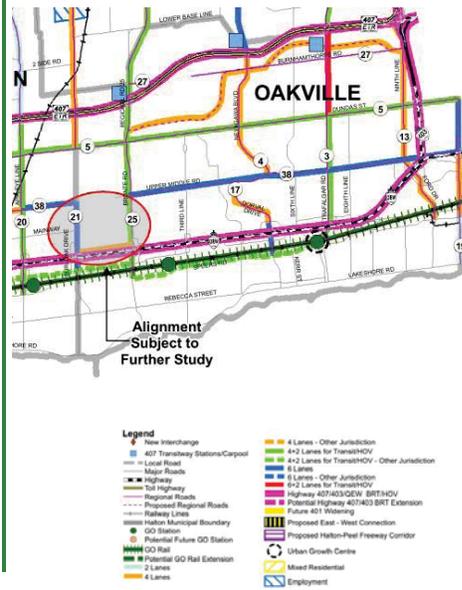
*Road improvements for consideration by the local municipalities in future transportation planning studies



Draft 2031 Road Network (Oakville)

- Road Widening
 - Regional Roads to 6 lanes (where required)
- New Links (Region)
 - North Service Road link between Oakville and Burlington - 4 lanes
- Road Widening (Town*)
 - Wyecroft Road / Speers Road (for Transit service only)

*Road improvements for consideration by the local municipalities in future transportation planning studies



Active Transportation

- Complete a region-wide Active Transportation Master Plan in cooperation with Local Municipalities



Transportation Demand Management

- Promote Transportation Demand management measures with local municipalities, Metrolinx, private local employers and other government agencies
- Develop and promote a strategy for private sector involvement in the Smart Commute program



Transit

- Modelling indicates that to maintain current service levels in 2031, 15% to 20% of the peak period trips will be accommodated by municipal and inter-regional (GO) transit services
- Concepts for the provision of transit across the Region were developed through a series of meetings with the Municipal Advisory Group (MAG) and individual meetings with the local municipal staff
- These concepts provided input to ensure that the proposed Regional road network can accommodate future transit



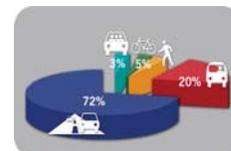
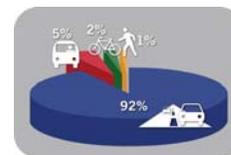
TMP Recommendations

- Adopt proposed 2031 Regional road network improvements
- Complete Region-wide Active Transportation Master Plan
- Promote Transportation Demand Management measures with the Local municipalities, Metrolinx, private local employers and other government agencies
- Foster joint working relationships with Metrolinx and the Greater Toronto and Hamilton Area municipalities regarding Goods Movement
- Update the TMP in another 5 years

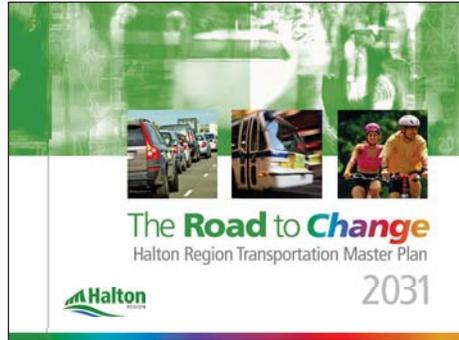
Next Steps in the Study

- Public Information Centre 2
 - Town of Milton – Monday, March 7, 2011
 - Town of Halton Hills – Thursday, March 10, 2011
 - City of Burlington – Tuesday, March 22, 2011
 - Town of Oakville – Thursday, March 24, 2011
- Receive Public comments on draft recommendations
 - April 8, 2011
- Finalise TMP and Report to Council - Spring 2011

The Road to Change



Thank You



www.halton.ca/htmp



Halton Region Transportation Master Plan 2031 | *The Road to Change*

31

Summary of Public Information Centre
Round #2

The Road to Change

Halton Region Transportation Master Plan

2031

Summary of PIC Round #2 – March 7 to 24, 2011 April 2011

1.0 Introduction

As part of the continuing public consultation process for the Halton Region Transportation Master Plan (TMP) – The Road to Change (2031), the Region hosted a second series of Public Information Centres (PICs) from March 7 to March 24, 2011. The public was notified of the PICs through newspaper advertisements published in the local print media on February 24 and 25, and March 3, 4, 10, 11, 17 and 18. Invitation letters were also sent to stakeholders on the project mailing list during the week of February 21, 2011. The PIC notice is included in *Appendix A*.

2.0 Purpose

The PICs are part of a larger consultation process that includes regular meetings with a Municipal Advisory Group and a Technical Agencies Committee, and a Public Workshop, held on June 5, 2010.

The purpose of the second round of PICs was to:

- present the TMP study process;
- review the assumptions made while preparing the TMP;
- present the findings of the study, including the predicted travel demand in 2031;
- present the alternative solutions that were generated, as well as the evaluation of those alternative solutions;
- introduce the draft 2031 transportation strategy; and
- present the recommendations and next steps.

The PICs were structured to allow both a drop-in centre format (to review the display panels) as well as a formal presentation followed by a Question and Answer (Q&A) period.

The Road to Change

Halton Region Transportation Master Plan

2031

The date, time and locations of the PICs are outlined below.

Municipality	Date	Time	Location
Town of Milton	Monday, March 7, 2011	Drop-in: 6:30 PM Presentation: 7:00 PM	Milton Sports Centre 605 Santa Maria Boulevard (Banquet Room)
Town of Halton Hills	Thursday, March 10, 2011	Drop-in: 6:30 PM Presentation: 7:00 PM	Mold-Masters SportsPlex 221 Guelph Street (Hall)
City of Burlington	Tuesday, March 22, 2011	Drop-in: 6:30 PM Presentation: 7:00 PM	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Oakville	Thursday, March 24, 2011	Drop-in: 6:30 PM Presentation: 7:00 PM	Halton Regional Centre 1151 Bronte Road (Auditorium)

3.0 Outcomes

Participants were encouraged to ask questions during the drop-in portion of the PIC as well as following the presentation. They were also encouraged to submit a comment form or provide feedback via email, phone, mail, fax or project website by April 8, 2011 for consideration by the study project team.

Overall, 115 people attended the second round of PICs including numerous members of Local and Regional Council. The number of attendees by municipal venue is shown below.

- Burlington: 22
- Halton Hills: 19
- Milton: 45
- Oakville: 29

The Road to Change

Halton Region Transportation Master Plan

2031

3.1 Question and Answer Session Comments

A brief summary of the comments received during the Question and Answer session at the PICs is provided below. Responses to all questions were either provided at the PICs, when possible, or were addressed during the course of the study.

Burlington

- There was interest in where growth is expected to occur within Halton Region and whether Burlington would experience as much growth as the other municipalities.
- There was a question asked regarding the auto-oriented nature of Burlington's built environment, and whether the existing neighbourhoods have the ability to support public transit.
- It was asked whether the Municipal Class Environmental Assessment (EA) would be followed for each of the projects recommended in the TMP.
- Some participants inquired about the extent to which rail was considered in the TMP.
- There were questions asked about the road widenings proposed, and how other forms of transportation were considered.
- There was interest in whether truck traffic was considered in the TMP.
- The desire for a seamless Regional transit system was identified.
- It was asked how potential, future technological changes were considered in the TMP.
- There were questions regarding Active Transportation, and whether policies would be developed to encourage the construction/development of Active Transportation infrastructure which would provide safe and connected routes both within and beyond the Region.

Halton Hills

- There was a request for clarification on whether any roads in the north end of Georgetown would be recommended for widening or improvement.
- There was a question asked related to the need to move people efficiently through the Region.

The Road to Change

Halton Region Transportation Master Plan

2031

Milton

- There were questions asked about the amount of residential and job growth that can be expected in Milton by the year 2031.
- A participant inquired as to whether provincial projects, such as the GTA-West Corridor and the Niagara to GTA Corridor were considered in the TMP study.
- It was asked how the projects would be funded, whether through taxes, development charges or other funding sources.
- Participants inquired to what extent rail was considered in the TMP, particularly for north-south travel, including the comparative cost of providing bus rapid transit versus rail.
- There were questions asked about how Milton will be developed over the next 20 years, and the ability for this new development to support public transit improvements.
- It was asked what would happen if the Region failed to meet the 20% transit mode share target.
- It was inquired if the need and location for additional interchanges with Highway 407 ETR had been considered.

Oakville

- There were questions asked about how the projects would be funded, whether through taxes, development charges or other funding sources (including the province).
- There was a question asked about project coordination between the Region and the province.
- There was a question asked about whether the TMP considered a seamless Regional transit system.
- It was asked how the natural environment and green infrastructure were considered with respect to crossings of the Bronte Creek
- There was interest in whether the TMP considered potential future developments (e.g., the price of oil) that may affect single-occupant automobile usage.
- One participant asked if commuter lots, to encourage carpooling, were considered on Regional roads.
- There was a request for clarification on why the increase in public transit use (from the current 5 percent) was targeted at 20 percent.
- There were questions asked about whether it was reasonable to expect people to be willing to take public transit at the levels proposed.
- It was asked how the Active Transportation plan fits into the TMP.

The **Road** to **Change**

Halton Region Transportation Master Plan

2031

- There were questions asked about infrastructure to support Active Transportation, and whether bike lanes would be provided on roads, including Britannia Road.

The PICs were well attended, and discussions were generally supportive of the approach taken to develop the TMP and the recommended 2031 transportation network.

The feedback received will be part of many considerations utilized by the study team to finalize the 2031 transportation strategy for Halton Region.

The **Road** to **Change**

Halton Region Transportation Master Plan

2031

APPENDIX A

PIC Notice

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE #2

Transportation Master Plan to 2031 - *The Road to Change* PR-2414

Background

Halton Region has initiated a Transportation Master Plan (TMP) – *The Road to Change* to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

Problem Statement

The Master Plan will provide the strategies, policies and tools required to meet the Region's transportation needs safely, effectively and cost efficiently.

The Process

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

The first round of Public Information Centres were held March 2010 to present the study background, vision, guiding principles, and problems and opportunities. Thereafter, a preferred 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 the preferred transportation strategy and receive comments from the public.

Public Information Centre Locations

Municipality	Date	Time	Location
Town of Milton	Monday, March 7, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Milton Sports Centre 605 Santa Maria Boulevard (Banquet Room)
Town of Halton Hills	Thursday, March 10, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Mold-Masters SportsPlex 221 Guelph Street (Hall)
City of Burlington	Tuesday, March 22, 2011	Drop-in: 6:30 p.m. Presentation: 7:00 p.m.	Mainway Recreation Centre 4015 Mainway (Auditorium)
Town of Oakville	Thursday, March 24, 2011	Drop-in: 6:30pm Presentation: 7:00 p.m.	Halton Regional Centre 1151 Bronte Road (Auditorium)

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

Ms. Melissa Green-Battiston, P. Eng.
Transportation Engineer
Halton Region
Phone: 905-825-6000, Ext. 7623
Fax: 905-847-2192
Email: melissa.green-battiston@halton.ca

Mr. Alvaro L. Almuina, M. Eng. P. Eng.
Project Manager
GHD
Phone: 905-752-4306
Fax: 416-229-4696
Email: alvaro.almuina@ghd.com

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

www.halton.ca/htmp

This Notice first issued on February 24, 2011

Public Consultation

Public Information Centre #1
Consolidated Public Comments



PUBLIC INFORMATION CENTRE #1

Milton

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ FAX: _____ E-MAIL: _____

Do you have any comments or questions?

401 Relief!

What exists in future planning to provide an alternate to the 401 when it becomes blocked.

Recently there have been increases in the # of times the Hwy is shutdown & the surrounding infrastructure has been unable to handle the flow.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
 235 Yorkland Blvd., Suite 800
 Toronto ON M2J 4Y8
 Tel: 905-479-4510 Fax: 416-229-4692
 Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

August 13, 2010

DILLON
CONSULTING

[REDACTED]
[REDACTED]
[REDACTED]

15 York Street
Suite 500
Toronto, Ontario
Canada
M5E 1B3
Tel: 416-223-1000
Fax: 416-223-1000

Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the Public Information Centre for the above noted study.

Your comments regarding Highway 401 have been noted. As noted at the Public Information Centre, the Region is developing a transportation strategy that supports all modes of transportation.

If opportunities for improvements to the provincial roads system are identified, the recommendations will be included as part of the Transportation Master Plan for consideration by the Ministry of Transportation.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



for: Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*

Dillon Consulting
Limited



PUBLIC INFORMATION CENTRE #1

Burlington

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ FAX: _____ E-MAIL: _____

Do you have any comments or questions?

Majority of my curiosity lies in the specific direction and initiatives the region hopes to attain. I noticed the road network initiatives and am aware of the other area initiatives (mexholinx, etc); however, wh I feel a clear statement of ~~areas~~ target areas (vs. ^{general} opportunities) would help majority understand the goal of this initiative and better provide their comments and feedback.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.



PUBLIC INFORMATION CENTRE #1
Burlington
COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____
ADDRESS: _____
PHONE: _____ X: _____ E-MAIL: _____

Do you have any comments or questions?

• need clear priority to minimizing need for intra-regional car travel, maximizing opportunities for "active transportation"

• need to ensure good public transit availability to linkages for public transit to major airports i.e. Pearson and Hamilton. Going by transit to Pearson should not require going through Union Station.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

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August 13, 2010

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



200 York Street Blvd
Suite 800
London Ontario
Canada
M1J 1A8
Telephone
(416) 277-6646
Fax
(416) 277-6642

Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the Public Information Centre regarding the above noted study.

Your comments regarding active transportation and transit have been noted. As part of the Transportation Master Plan the Project Team will be working with the Local Municipalities to develop a strategy and policies to meet the Region's transportation needs to 2031 which will consider both active transportation and transit.

For transit linkages beyond Halton Region the Transportation Master Plan will consider the plans identified by Metrolinx and the adjacent municipalities.

As for the comment to ensure good public transit availability to linkages to major airports, this is a level of transportation above the level we are considering in this study.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

for:

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*



PUBLIC INFORMATION CENTRE #1
Oakville

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____

FAX: _____

E-MAIL: _____

Do you have any comments or questions?

Why ~~is~~ does Oakville has more people use public transit system than Burlington, especially when considering Burlington has higher population than oakville? Φ
Is there any challenge and opportunity there?

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

August 13, 2010

[REDACTED]



Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the Public Information Centre regarding the above noted study.

Your comment regarding the transit data presented at the meeting has been noted. The existing transit information presented was based on the Canadian Urban Transit Association's database. As noted at the Public Information Centre, the Region is developing a strategy that supports all modes of transportation including transit.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*

100 Wellington Street
Suite 2000
Mississauga, Ontario
L4Y 1B3
Canada
Tel: 905.271.0100
Fax: 905.271.0101

Dillon Consulting
Limited



PUBLIC INFORMATION CENTRE #1
Oakville

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____: _____ E-MAIL _____

Do you have any comments or questions?

① Why was the ppt printed on such high quality paper?
Seems environmentally wasteful.

② Looking forward to the next stages!

③ One thing that bothers me is the ~~en~~ planned road widenings in the rural areas.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

August 13, 2010

[REDACTED]



Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the Public Information Centre for the above noted study.

Your comment regarding road widenings in the rural areas has been noted and will be considered as the Project Team develops the transportation strategy.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

for: Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*

[REDACTED]



PUBLIC INFORMATION CENTRE #1
Oakville

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Do you have any comments or questions?

① Ensure connectivity among Halton communities - especially north-south corridors for public transit that help reduce reliance on cars: Georgetown ↔ Milton ↔ Oakville / Burlington.

② Please consider the transportation needs and destinations of seniors in the TMP; seniors will be an increasingly important demographic through 2031. What options will be available for seniors re. meeting their needs for ready access to health care, shopping, recreation + business centres?

③ What consideration is being given, if any, to creating a consistent + seamless approach to public transit in Halton (eg. as in York Region + Durham Region)?

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the Environmental Assessment Act, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

August 13, 2010



[REDACTED]

Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for your comments regarding the Halton Transportation Master Plan (2031)-*The Road to Change*.

Your comments regarding north-south connectivity, the needs of the seniors, and consideration of an inter-regional transit system have been noted. As noted at the Public Information Centre, the Region is developing a transportation strategy that supports all modes of transportation and the needs of Halton residents including the needs of seniors. The Project Team is working with the Local Municipalities to develop a transit strategy to 2031.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Alvaro L. Almuina".

for: Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*



PUBLIC INFORMATION CENTRE #1

Oakville

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ FAX: _____ E-MAIL: _____

Do you have any comments or questions?

TRANSPORTATION POLICY FOR OAKVILLE IS "TRANSIT FIRST"

WHY DOES THE REGION NOT ALSO ADOPT THE SAME PHILOSOPHY

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 16, 2010 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

August 13, 2010

[REDACTED]



23 Yorkland Blvd
Suite 800
Toronto, Ontario
Canada
M2J 3Y8
Telephone:
(416) 229-4600
Fax:
(416) 229-4602

Halton Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the Public Information Centre regarding the above noted study.

Your comments regarding a transit first strategy are noted. As noted at the Public Information Centre, the Region is developing a transportation strategy that supports all modes of transportation including transit. The Project Team is working with the Local Municipalities to develop a transit strategy to 2031.

A Public Information Centre Summary Report has been prepared and is attached for your reference. If you have any additional comments or questions please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

Handwritten signature of Alvaro L. Almuina.

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) - *The Road to Change*

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Monday, April 19, 2010 6:44 PM
To: [REDACTED]
Cc: Bullough, Brent; Walters, Mike
Subject: Re: Comments on Milton public information centre regarding Haltion Region Master Transportation Plan

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: pic19815.jpg



pic19815.jpg (3 KB)

We look forward to your input at the workshop.

Kind regards,
Alvaro L. Almuina, M.Eng. P.Eng.
Business Group Manager - Transportation

GHD Accomplish More Together
T 1 905 479 4510 | M 1 416 578 4959 | F 1 905 943 2981 | alvaro.almuina@ghd.com
3601 Highway 7 East, Suite 400, Markham, Ontario L3R 0M3 CANADA | www.ghd.com

Water | Energy & Resources | Environment | Property & Buildings | Transportation

Please consider the environment before printing this email

(Embedded image moved to file: pic19815.jpg)



04/19/2010 05:11
PM

<Alvaro.Almuina@ghd.com> To

cc

Subject

Re: Comments on Milton public
information centre regarding
Haltion Region Master
Transportation Plan

Thank you. I would like to register for the workshop on June 9th. You have all of my contact information from my previous e-mail and I will also give you my work contact information.

[Redacted]

Please consider this e-mail my application for the June 9, 2010 workshop.

[Redacted]

[Redacted]

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

From: <Alvaro.Almuina@ghd.com>

[Redacted]

Cc: <mwalters@dillon.ca>; <BBullough@dillon.ca>; <kkolli@dillon.ca>; "Green-Battiston, Melissa" <Melissa.Green-Battiston@halton.ca>; "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>

Sent: Monday, April 19, 2010 10:02 AM

Subject: Re: Comments on Milton public information centre regarding Haltion

Region Master Transportation Plan

[Redacted]

Thank you for your feedback on the material presented at the public information centres. As presented at these meetings, Transit will be considered as we develop the solutions to accommodate the Region's travel needs by 2031.

We've added your name to our distribution list for future contact on this study.

If you have not already done so, I would encourage you to register for our public workshop on June 5th (9 to 12).

Kind regards,
Alvaro L. Almuina, M.Eng. P.Eng.
Business Group Manager - Transportation

GHD Accomplish More Together
T 1 905 479 4510 | M 1 416 578 4959 | F 1 905 943 2981 | alvaro.almuina@ghd.com
3601 Highway 7 East, Suite 400, Markham, Ontario L3R 0M3 CANADA | www.ghd.com

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(Embedded image moved to file: pic18651.jpg)

[Redacted]

04/18/2010 11:06 AM

<alvaro.almuina@ghd.com>

To

cc

Subject

Comments on Milton public information centre regarding Haltion Region Master Transportation Plan

I recently attended the Halton Region open house about the Transportation Master Plan in Milton.

I would like to say that I was impressed with the ideas and the vision that was presented for the future. One concern I have regards public transit. In Milton, our system is just starting to develop and I hope this plan incorporates the growth and investment in public transit that is required for the future. Milton's system is now only starting to expand and re-design itself for proper use. My hope is that this growth and design will only continue now and into the future as public transit is a necessity and must be looked at as an investment and not an expense. I believe the roadwork projects you mentioned in the presentation will help in this regard to create new corridors that can be serviced by transit in the future.

My personal information is as follows:



I could not fill out the comment form online which is why I am sending this e-mail to you instead.

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This e-mail has been scanned for viruses by MessageLabs.

IROQUOIA BRUCE TRAIL CLUB

Mr. Tim Dennis,
Director of Transportation Services,
1151 Bronte Road
Oakville, ON L6M 3L1

30 March 2010

Dear Mr. Dennis,

RE: Halton Region Transportation Master Plan

As I'm sure you are aware, the Bruce Trail Conservancy is a charitable organization committed to establishing a conservation corridor containing a public footpath along the Niagara Escarpment, a UNESCO World Biosphere Reserve.

To support and implement that mission, the Bruce Trail Conservancy has nine member clubs. Two of these Clubs, the Toronto Club and the Iroquoia Club, operate within Halton Region.

As the Trail Maintenance Director (elect) for the Iroquoia Bruce Trail Club, I am writing to ensure that the Bruce Trail network of trails is fully considered throughout the Transportation Master Plan initiative.

The attached map of the Region's Capital Projects for Roads has been amended to show where the main Bruce Trail crosses Regional roads. All of these are key crossings for the trail. It is imperative to the continued success of this wonderful, volunteer maintained, trail that suitable safe provision be made for pedestrians crossing these roads in all road improvement plans.

There are two local examples of how this can be achieved:

- In the recent improvements to Hwy 6, just south of Clappison's Corner, the road improvements included a pedestrian tunnel under the highway specifically for the Bruce Trail.
- Hwy 10, just south of Orangeville has a pedestrian bridge to accommodate the TransCanada Trail.

One project (#5736 – Guelph Line) could already have an impact on the trail.

We volunteers within the Bruce Trail Conservancy look forward to working with Halton Region on any road improvement projects that may impact the Bruce Trail.

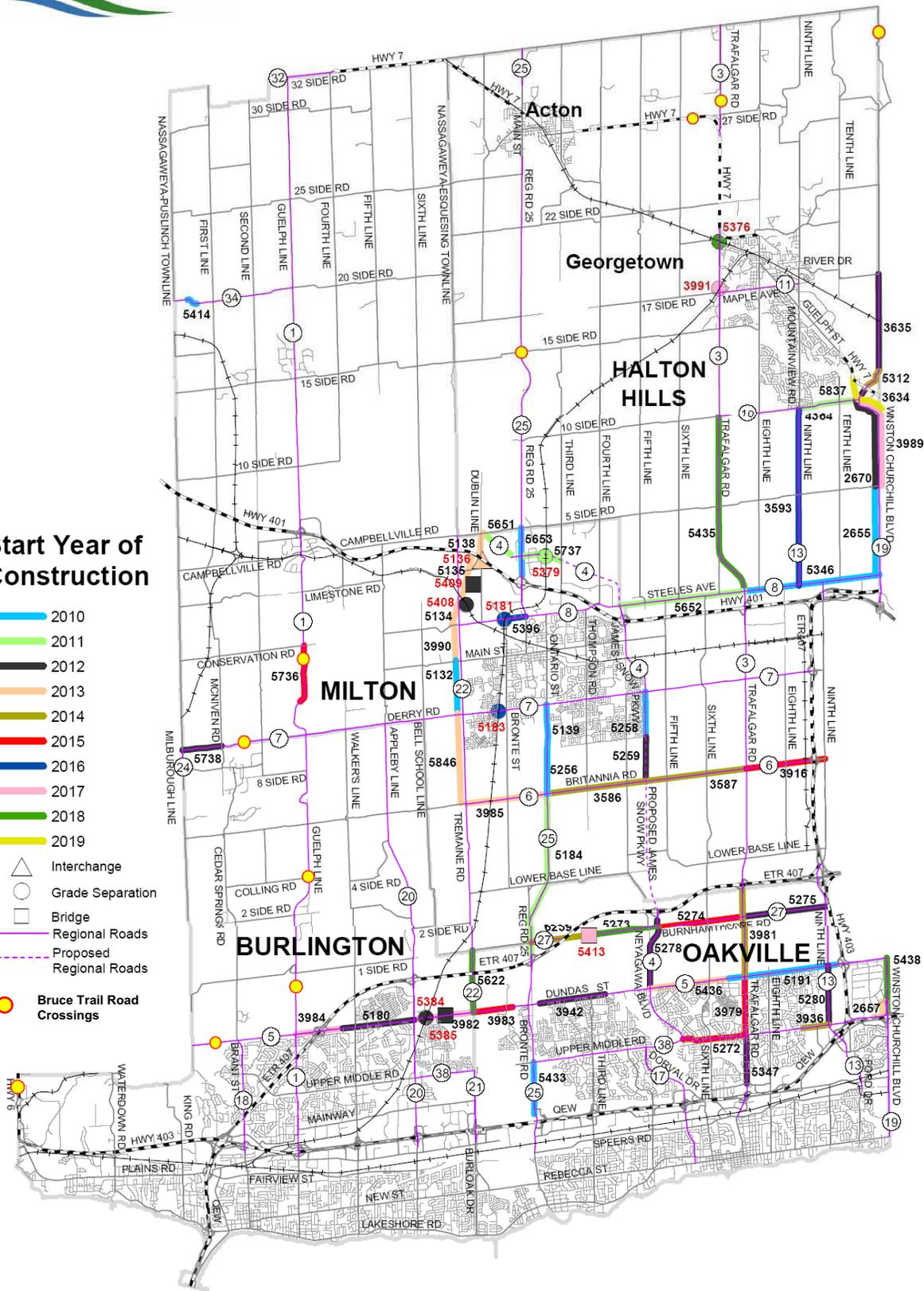
Sincerely,

Ken Lawday

Trail Maintenance Director (elect)
Iroquoia Bruce Trail Club,
c/o 12099 Steeles Ave.,
Hornby, ON. L0P 1E0
Tel: 905.876.2527
klawday@interhop.net

Start Year of Construction

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- △ Interchange
- Grade Separation
- Bridge
- Regional Roads
- - - Proposed Regional Roads
- Bruce Trail Road Crossings



Halton Region Capital Projects (2010-2019) Roads*



*Note this includes Road Widening, Road Reconstructions, New Roads, Interchanges, Bridges and Grade Separations

Bullough, Brent

From: Bullough, Brent
Sent: Monday, July 18, 2011 11:27 AM
To: Bullough, Brent
Subject: FW: Halton Transportation Master Plan & the Bruce Trail

"Green-Battiston,
Melissa"
<Melissa.Green-Ba
ttiston@halton.ca
>
04/27/2010 04:51
PM
<klawday@interhop.net>
To
cc
<Alvaro.Almuina@ghd.com>, "Van
Ravens, Maureen"
<Maureen.VanRavens@halton.ca>,
"Reid, Jeffrey"
<Jeffrey.Reid@halton.ca>, "Stewart,
Nathan" <Nathan.Stewart@halton.ca>
Subject
RE: Halton Transportation Master
Plan & the Bruce Trail

Dear Mr. Lawday

Thank you for your letter of March 30, 2010 regarding the Halton Region Transportation Master Plan (2031) – The Road to Change.

Through the Transportation Master Plan process, the Bruce Trail network of trails will be considered as part of the Active Transportation component of the plan being developed in support of the Transportation Master Plan.

With regard to your reference to Project No. 5736 (Guelph Line road improvements - 1 km North of Derry Road to Conservation Road) already impacting the trail, please note that this project is not a road widening project but a reconstruction of the existing roadway. For more information regarding this project I encourage you to check out the project website via the link below:

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25613>

Lastly, we would like to encourage you to designate a representative of your organization to participate in our Public Workshop on June 5th from 9:00 am to 12:00 pm. We have noticed that to date, your organization is not represented and we would welcome your input at this workshop. Workshop details and the required registration form can be found in our project website - www.halton.ca/http.

Regards,

Melissa Green-Battiston, P. Eng.

Transportation Engineer
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: K. Lawday [mailto:klawday@interhop.net]
Sent: Wednesday, March 31, 2010 9:40 AM
To: Dennis, Tim
Subject: Halton Transportation Master Plan & the Bruce Trail

Good morning Tim,
Thanks for taking the time to listen to me at last night's Public Meeting.
Attached is a copy of the letter I passed to you.

The Bruce Trail Conservancy volunteers try hard to work with the various levels of local government to secure the future of this vital hiking trail along the escarpment. We look forward to being involved with not only the Transportation Master Plan, but also with any Regional project that may impact the Trail.

May I specifically request any information you currently have on Road Project #5736, Hwy # 1, Guelph Line. The Bruce Trail crosses Guelph Line just south of Conservation Road, at the location of the Crawford Lake Conservation Area maintenance gateway.

Best regards,
Ken

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Monday, May 03, 2010 2:45 PM
To: [Redacted]
Cc: Walters, Mike; Bullough, Brent; Green-Battiston, Melissa; Reid, Jeffrey
Subject: Re: Transportation Masterplan feedback

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: pic09894.jpg



pic09894.jpg (3 KB)

[Redacted]

Thank you for your feedback on the Halton Transportation Master Plan (TMP) and for registering to participate in the Public Workshop on June 5th.

As for the specific comments you made, please note the TMP will look at the schedule of the current Regional Capital Roads Projects, which includes the Derry Road grade separation. Regional staff will be working on the detailed design of the grade separation this year.

We look forward to your participation at the Workshop.

Kind regards,
Alvaro L. Almuina, M.Eng. P.Eng.
Business Group Manager - Transportation
GHD Accomplish More Together
T 1 905 752 4300 | D 1 905 752 4306 | M 1 416 578 4959 | F 1 905 752 4301 |
alvaro.almuina@ghd.com
11 Allstate Parkway, Suite 310, Markham, Ontario L3R 9T8 | www.ghd.com Water | Energy & Resources | Environment | Property & Buildings | Transportation Please consider the environment before printing this email (Embedded image moved to file: pic09894.jpg)

[Redacted]

29/04/2010 01:00 PM

Please respond to [Redacted]

To alvaro.almuina@ghd.com
cc
Subject Transportation Masterplan feedback

Hi Alvaro Almuina,

I hope you are doing well. I understand that I missed the April 16th comment deadline due to some family issues, but I still wanted to give my input on the transportation master plan.

I noticed that the grade seperation on Derry Rd in Milton is still planned for 2016. I feel that it's way too late. There are over 10,000 residents already in West Milton who are cut off from essential services by the track (an ambulance stuck at the track can make a difference between life and death). What makes it worse is that the trains can now be upto 2 miles long. As a result, hundreds of cars idle on the intersection, contributing to a really poor air quality.

I recently hosted a petition that was signed by nearly 400 residents. I will be more than happy to forward it to you. I am hoping that the masterplan will recommend a 2012 construction date for the underpass. I feel that subdivisions west of the tracks should never have been built without an underpass following as soon as development fees started coming in.

I look forward to hearing from you on this. I would also like to submit my application for the workshop. I am currently a member of Milton's Transit Advisory Committee and Halton's intermunicipal committee on sustainability.

Both memberships have given me an insight into transportation issues. My major area of interest is sustainable living and development.

Thank you.

Regards,



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Bullough, Brent

Subject: FW: Building a Better Halton

Attachments: pic23757.jpg; pic09832.jpg; pic30932.jpg; pic04169.jpg; pic02154.jpg



pic23757.jpg (3 KB) pic09832.jpg (687 B) pic30932.jpg (1 KB) pic04169.jpg (1 KB) pic02154.jpg (588 B)

From: "Green-

Battiston, Melissa" <Melissa.Green-Battiston@halton.ca>

To: [REDACTED]

Cc: "Carr, Gary" <Gary.Carr@halton.ca>, "Watt, Mabel" <Mabel.Watt@halton.ca>, "McIsaac, Kristen" <Kristen.McIsaac@halton.ca>, "Moyle, Pat" <Pat.Moyle@halton.ca>, "Simons, Lynne" <Lynne.Simons@halton.ca>, "Zamojc, Mitch" <Mitch.Zamojc@halton.ca>, "Dal Bello, Nancy" <Nancy.DalBello@halton.ca>, "Dennis, Tim" <Tim.Dennis@halton.ca>, "Clancy, Gail" <Gail.Clancy@halton.ca>, "Van Ravens, Maureen" <Maureen.VanRavens@halton.ca>, "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>, <Alvaro.Almuina@ghd.com>

Date: 09/07/2010 08:07 AM

Subject: RE: Building a Better Halton



Thank you for your email. The Region has initiated a Transportation Master Plan in order to develop a sustainable, integrated transportation plan that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031. As part of the plan, we will be developing strategies, policies and tools required to meet the Region's transportation needs, which will include an Active Transportation plan for cycling and walking. Your comments have been noted and will be taken into consideration as we begin to develop our Active Transportation strategy.

For more information regarding the Transportation Master Plan please visit the project website at www.halton.ca/htmp

Thank you,

Melissa Green-Battiston, P. Eng.

Transportation Engineer
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

[REDACTED]
To: Carr, Gary
Sent: Fri Jun 18 11:52:00 2010
Subject: RE: Building a Better Halton

Gary,

I've been in Halton (Burlington) 3 years now, and I love it. One quick suggestion that I think would greatly improve Burlington (and be a good feature for the next MoneySense ranking) is adding bicycle lanes just north of the city, for example North/South on Cedar springs, Walkers, Appleby, and East/West on #1 and #2 side roads.

I drive those stretches a lot and during the summer there are hoards of bicyclists on them and with zero road shoulders, I'm surprised here aren't more injuries.

Regards,

[REDACTED]

Don't be afraid to go out on a limb... that's where the fruit is

From: gary.carr@halton.ca [mailto:gary.carr@halton.ca]
Sent: Friday, June 18, 2010 10:41 AM
[REDACTED]
Subject: Building a Better Halton

Problems viewing this email? View it in your browser.

(Embedded image moved to file: pic09832.jpg) Image removed by sender. Halton Region logo

Building a
Better Halton

Building a Better Halton is Halton's infrastructure construction plan. This plan covers road, water and wastewater projects.

This year, Council approved a record \$362 million in infrastructure investments. These investments will benefit residents across the region.

Visit the Chair's corner on our website for more information.

If you have any Regional concerns or comments you would like to share, please feel free to email me at gary.carr@halton.ca. To receive further updates

Bullough, Brent

Subject: FW: Transit in North Halton

Attachments: pic25874.jpg



pic25874.jpg (3 KB)

From: "Green-Battiston, Melissa" <Melissa.Green-Battiston@halton.ca>

To:

Cc: "Carr, Gary" <Gary.Carr@halton.ca>, "Watt, Mabel" <Mabel.Watt@halton.ca>, "McIsaac, Kristen" <Kristen.McIsaac@halton.ca>, "Moyle, Pat" <Pat.Moyle@halton.ca>, "Simons, Lynne" <Lynne.Simons@halton.ca>, "Zamojc, Mitch" <Mitch.Zamojc@halton.ca>, "Dal Bello, Nancy" <Nancy.DalBello@halton.ca>, "Dennis, Tim" <Tim.Dennis@halton.ca>, "Clancy, Gail" <Gail.Clancy@halton.ca>, "Van Ravens, Maureen" <Maureen.VanRavens@halton.ca>, "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>, <Alvaro.Almuina@ghd.com>

Date: 09/07/2010 05:43 PM

Subject: Transit in North Halton

Thank you for your email. The Region has initiated a Transportation Master Plan in order to develop a sustainable, integrated transportation plan that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031. As part of the plan, we will be developing strategies, policies and tools required to meet the Region's transportation needs, which will include an overall transit strategy for the Region. This strategy is being prepared with all of the Local Municipalities and your comments will be brought forward to the Transportation Master Plan Project Team for consideration.

For more information regarding the Transportation Master Plan please visit the project website at www.halton.ca/http

Thank you,

Melissa Green-Battiston, P. Eng.

Transportation Engineer
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:

To: Bonnette, Rick; Carr, Gary; Krantz, Gord

Sent: Tue Jun 29 13:01:39 2010
Subject: Transit in North Halton

Dear Sirs:

I have lived in Georgetown for the better part of 30 years. Within that time I have become visually impaired and thus, unable to operate a vehicle, nor can I operate an alternative non motorized transportation conveyance. I am, therefore, entirely dependent on systems of public transportation.

It is to this point that I am writing this in the hopes that you will understand the frustrations involved in finding transportation within the North Halton region. Although this is strictly an issue of transit, it transcends many other areas by its very nature. Without adequate public transportation, many other endeavors such as education, volunteerism and employment, become more onerous and difficult.

I would like to provide an example of the task that getting to Milton from Georgetown or even Acton via the current public transportation system. The first leg of the journey is a Go transit bus from Georgetown to downtown Brampton. One is then required to board a Brampton Transit Bus and travel to Highway 407 and Highway 10. From this point another Go Bus to Meadowvale is required whereupon one transfers to yet another Go Bus to finally arrive in Milton. Total transit time is slightly more than 3 hours. 3 hours to go less than 20 kilometers. I would recommend that you try this on your own and further, try it with a blindfold or at least obstructed vision and you may understand the difficulty I, and many others, old and young alike, face.

I am aware that in Georgetown access for the disabled to the Activan service has been broadened over the last year to include the elderly and persons with mobility impairments. I applaud this change in policy as it provides many more residents with transportation in Halton Hills. I am also aware that there have been discussions for a reciprocal agreement with the Milton service to allow passengers from one jurisdiction to transfer and ride the other.

I would encourage your Honours to make this a reality now in our community.

Do not delay further the elimination of this barrier for our aged and persons with mobility impairments. There seems to be little in the way of conjoining our communities through a reciprocal agreement on ridership save the political will to do so. This barrier will one day have to be eliminated through compliance with the AODA and your Honours need not wait.

The community of disabled persons have been waiting a very long time to have these and other barriers removed so that we have the same access to our communities, its retail stores, restaurants, job and educational opportunities, recreation and other services as all other citizenry.

Sincerely,

Public Workshop
Consolidated Public Comments

May 4, 2010

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«BusinessStreet»
«BusinessStreet2»
«BusinessStreet3»
«BusinessCity», «BusinessState» «BusinessPostalCode»

Dear «Title» «FirstName» «LastName»:

Invitation to Public Workshop – June 5, 2010
Halton Transportation Master Plan (2031) - *The Road to Change*

The Regional Municipality of Halton conducted its first round of public consultation in March of 2010 with regards to the Halton Transportation Master Plan (2031) – *The Road to Change*.

As part of this consultation, we invited stakeholders and the public to attend a Public Workshop to discuss the Transportation Master Plan with other interested stakeholders, Regional staff, and project consultants. The workshop will provide you with an opportunity to provide input into the development of alternative solutions including the evaluation criteria.

We noted that neither you nor a member of your organization had registered for the workshop and we would like to encourage you to reconsider this consultation opportunity and encourage you to attend the workshop.

The workshop is scheduled as follows:

Saturday, June 5, 2010
Halton Regional Centre, 1151 Bronte Road,
Oakville ON, North/South Auditoriums
9:00 a.m. - 12:00 p.m.

We understand that your time is important to you and thank you in advance for offering to devote part of your Saturday to participate in this workshop. Please complete the attached form confirming your attendance and send back to the study team by fax, mail or email by **Friday, May 14** to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-479-4510 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

Sincerely,



Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study (2031) - *The Road to Change*



235 Yorkland Blvd.
Suite 800
Toronto, Ontario
Canada
M2J 4Y8
Telephone
(416) 229-4646
Fax
(416) 229-4692

Dillon Consulting
Limited

June 15, 2010

«FirstName» «LastName»
«Title»
«Address»
«City», «Prov» «PC»

Dear «FirstName» «LastName»:

Halton Transportation Master Plan (2031) - *The Road to Change*

On behalf of Halton Region and the entire project study team, thank you for participating in the Transportation Master Plan (TMP) Public Workshop on Saturday, June 5, 2010.

It was a pleasure to work with such an enthusiastic group. It was obvious to the study team that all attendees have a passion for improving transportation and it showed in the well thought out comments we received.

This week we have received additional comments from participants and are working through your valuable feedback. We are preparing a workshop summary report that includes the discussion from the meeting as well as the detail included in your workbooks and subsequent comments. We will provide you with a copy of the report in the coming weeks.

Once again, thank you for your time and commitment to the Halton Transportation Master Plan. If you have any additional comments or questions, please do not hesitate to contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study (2031) - *The Road to Change*



235 Yorkland Blvd.
Suite 800
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(416) 229-4646
Fax
(416) 229-4692

**Dillon Consulting
Limited**

August 5, 2010

Chris Walker
2414 Baxter Cres.
Burlington, ON L7M 4A1

Dear Chris Walker:

Halton Region Transportation Master Plan (2031) - *The Road to Change*

Thank you for attending the June 5th Halton Region Transportation Master Plan Public Workshop. The Project Team has reviewed the feedback received from the workshop participants and we are pleased to provide you with the attached workshop summary report. The report includes a summary of discussions from the meeting as well as feedback included in your individual workbooks and subsequent comments. If you requested the return of your individual workbook, it is attached as well.

If you have follow up comments or believe that we have misinterpreted your initial comments, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Once again, thank you for your input to the Halton Region Transportation Master Plan. A copy of the workshop summary report will also be posted on the project website at www.halton.ca/htmp.

Sincerely,

“Original Signed By”

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study (2031) - *The Road to Change*

cc: M. Green-Battiston



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(416) 229-4692

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Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Monday, June 07, 2010 10:14 AM
To: [REDACTED]
Cc: Koli, Karla; Bullough, Brent; Walters, Mike; Green-Battiston, Melissa; Reid, Jeffrey; Van Ravens, Maureen
Subject: Re: follow-up from June 5 workshop

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: pic15724.jpg



pic15724.jpg (3 KB)

Good morning [REDACTED]

Thank you for the additional feedback and documentation. I have distributed your e-mail amongst the study team and we will include your additional thoughts in the workshop record. There are a number of ideas presented that we will take into consideration as we move toward the development of the draft 2031 transportation strategy.

Thank you again for participating in the workshop.

Kind regards,
Alvaro L. Almuina, M.Eng. P.Eng.
Business Group Manager - Transportation

GHD Accomplish More Together
T 1 905 752 4300 | D 1 905 752 4306 | M 1 416 578 4959 | F 1 905 752 4301 |
alvaro.almuina@ghd.com
11 Allstate Parkway, Suite 310, Markham, Ontario L3R 9T8 | www.ghd.com Water | Energy & Resources | Environment | Property & Buildings | Transportation Please consider the environment before printing this email (Embedded image moved to file: pic15724.jpg)

[REDACTED]

06/06/2010 08:37 PM

To <alvaro.almuina@ghd.com>
cc
Subject
follow-up from June 5 workshop

Greetings, Alvaro. As I discussed with you at the end of the workshop, I have put

together a summary of our table's comments/discussion which is less cryptic than the green sheets we submitted. I still recommend reviewing the green sheets as I might have forgotten something.

I have also attached a few additional documents for your team's consideration:

- a summary of some best practices in transportation that the four citizen representatives on the Region of Halton Inter-Municipal Advisory Committee on Sustainability (IMACS) have put together. Zeeshan Hamid, who also attended Saturday's workshop and is on IMACS, contributed to this summary as well.

- a set of documents on roundabouts. I was on a conference call on Wednesday on building sustainable communities in the 21st century with Dr. Avi Friedman and we discussed a number of strategies/ideas/approaches to building sustainable communities. We got onto the topic of transportation and someone raised the subject of roundabouts as a way of addressing traffic flow issues. We also discussed a number of points that were raised at the workshop (e.g., using smaller vehicles for buses instead of big buses, having free transit to downtown core - getting businesses to sponsor buses, unchaining people from their cars, regarding transit and transportation issues as we regard sewer and waste issues, promoting transit efficiency with digital readouts at busstops/LRT stops of next arrival . . . and more).

If you have any questions, please feel free to contact me.

Regards,

[Redacted signature block]

This e-mail has been scanned for viruses by MessageLabs. [attachment "Best Practices Summary-Transportation.doc" deleted by Alvaro L Almuina/Markham/GHD/AU] [attachment "Modern Roundabout Myths.pdf" deleted by Alvaro L Almuina/Markham/GHD/AU] [attachment "Transport Canada Roundabout Brochure.pdf" deleted by Alvaro L Almuina/Markham/GHD/AU] [attachment "follow-up from June 5 TMP workshop.doc" deleted by Alvaro L Almuina/Markham/GHD/AU]

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This e-mail has been scanned for viruses by MessageLabs.

Transportation - Some Best Practices

Fare-free Transit, Island County, WA - <http://www.islandtransit.org/>

Vanpool programs, King County, WA - <http://www.rideshareonline.com/>

City of Portland traffic light synching, Portland, OR –
<http://www.myportlandneighborhood.org/transportation/index.cfm?a=93381&c=47287>

No-driving day, Seoul, South Korea -
http://www.c40cities.org/bestpractices/transport/seoul_driving.jsp

Microbuses in La Paz, Bolivia

<http://www.macalester.edu/courses/geog61/amartin/transportation.html>

Half-sized buses and minivans. These vehicles are privately-owned and organized into routes by various union organizations. These are the least expensive form of public transportation in La Paz, costing about 18-cents per ride. Micros follow set routes and can be hailed and stopped at any spot along their routes. Each micro/trufi has a letter or number pasted on it in the window, along with signs indicating the main areas it visits.

HOV Lanes, Washington, DC Metropolitan Area

High Occupancy Vehicle (HOV) lanes are highway lanes that may be used only by vehicles with a specific number of passengers. The purpose of HOV lanes is to encourage drivers to share the ride with other drivers by giving them the opportunity to travel faster than solo drivers. Over 100 km of HOV lanes now exist in the Metro DC area. Studies have shown users of HOV lanes are able to travel approximately twice as fast as drivers in the general lanes and arrive at their destinations in approximately half the time. A number of programs have been established to help maximize use of HOV lanes.

- Extensive network of **Park and Ride** lots
- Efficient **public transit system**
- Several **websites** facilitate **ridesharing** in the form of **carpooling** and **vanpooling**
- **Slugging**
- **Guaranteed Ride Home Program**
- Promoting use of **hybrid vehicles** on HOV lanes
-

Car Free Sundays

<http://www.8-80cities.org/>

Gil Peñalosa, Executive Director, info@8-80cities.org

215 Spadina Avenue, Suite 500 Toronto · Ontario M5T 2C7 Canada ·

Telephone (416) 591-7404

Numerous cities (Bogotá, Colombia, Ottawa, ON, Guadalajara, Mexico, New York City, NY, among others) close roads to cars on Sundays from 7 am to 2 pm. In their place you will find - runners, walkers, cyclists, joggers and roller bladers. One of the main reasons cited by government is to promote physical activity and health. Aside from social and cultural benefits from using public space as an open meeting area, there are also environmental benefits in terms of cleaner air and increased safety. A great deal of flexibility is built into launching the program. Municipalities choose how often – once, once a month, three Sundays in the summer, etc. - to pilot the program.

Colltrans – Collingwood Public Transit – Reduced Fares

Collingwood Public Transit reduced fares to \$1 and significantly increased ridership. The Collingwood Public Transit “COLLTRANS” offers regular schedules and provides residents with the ability to bring their bicycle with them on the bus employing an easy-to-use bike rack available to bus riders at no extra charge.

The Town of Collingwood has purchased three Eldorado Low Floor Buses with wheelchair accessibility. The new buses will have special areas to accommodate wheelchairs, mobility vehicles and strollers.

In addition, bus shelters are designed to accommodate wheel chairs. The buses will have the capacity to carry up to 27 riders. These buses also use bio-diesel fuels in an effort to reduce emissions. Emissions are further reduced through the reduction of road congestion by taking cars off the road to reduce dependency on the auto.

Comments
Public Workshop June 5, 2010

Thank you for the opportunity to participate in this workshop. My notes on the green set of sheets you collected may have been a bit cryptic. So I thought I would provide a summary of our table's discussion for you, highlighting central themes for you.

The main points in our discussion addressed (these four points are expanded on below):

1. **the need to improve public transit and support for an intra-Regional transit system** (which does not necessarily have to be funded by public monies – think creatively and work with local employers to create partnerships – sponsoring, free advertising, etc)
2. **the need to improve transit connections within Halton Region** (not just getting people to the GO transit, but to destinations within Halton – from Oakville to Burlington, from Halton Hills to Milton, from neighbourhoods to nearby shopping, to local employment, etc.)
3. **the need to create a long-term vision of what a sustainable transportation system is for Halton Region** (beyond 2031) – what is our end goal/how do we envision a sustainable transportation system to look like ultimately and what steps can we take today to start moving toward that vision?)
4. **land use planning considerations** (8-80 rule, mixed zoning, roundabouts, safe and extensive bike lanes/shortcuts connecting to local destinations)

1. It was interesting to note that, although your slides were pointing to the road widening that is expected to be necessary, the discussion throughout the room at all the tables were focused on mitigating congestion and promoting public transit/active transportation:

- Improving public transit
 - *The consensus is for a Region-wide transit system*
 - Increasing *frequency of transit* (no more than 15 minutes between 'buses')
 - The need to change and think out-of-the-box with respect to the kinds of 'buses' – look to best practices in other parts of the world
 - For example, La Paz, Bolivia – emphasis is on using '*micro-vans*' which are vans which can carry up to 15 or so passengers (especially in non-peak times, if peak times require larger buses)
 - Suggestion for *electric vehicles or hybrids* – are there '*micro-vans*' that are electric or hybrids?
 - The need to be creative, change things up significantly from the status quo – same discussion has been held forever: that the buses are too big and too empty and do not come frequently enough – so *scale the size of the vehicle appropriately* so that service can be more frequent and:
 - Think of *creative ways to finance* to make it *affordable*:
 - *Shuttle services* sponsored or co-sponsored by different destinations (e.g., companies such as Ford and other companies headquartered in Halton; educational institutions such as Sheridan College and the future Milton Educational Village; the future Green Business District; shuttle between different municipal offices and the Regional building. . .)

- Approach large employers and *develop vanpools* (check out Portland, OR for their vanpool program)
- Look at other metropolitan areas to enhance *carpool infrastructure and programs* (e.g., ‘slugging’ in the DC area, Guaranteed Ride Home Program, web support, publicity and education)
- All new innovations will require an *excellent public information and education program (websites, notices in local papers, etc)*
- Think about demographics – *the aging population* and how the Region will need to develop its services now for the aging population
- Think about the Accessibility for Ontarians with Disabilities Act – how is Halton Region addressing the mobility needs of our residents with disabilities?
- Some places have *FREE transit* (e.g., Portland, OR) – if that is not possible here, then make it *affordable transit* (e.g., Seattle, WA and Collingwood, ON – Collingwood reduced fares to \$1 per ride and this simple, but daring, change increased ridership significantly)

2. Where do people in Halton Hills (or anywhere in Halton Region for that matter) go to shop, to work, to school? - Milton is really close to Halton Hills but the transit to/from Halton Hills is non-existent.

- For work-play-live ideals, if the Region wishes to keep its residents here to work-play-live, then *better connections need to be made between the four local municipalities*
- If transit is to succeed, *efficiency* is key
 - *Dedicated lanes for buses and BRT lines*
 - It seemed that the discussion in the room was leaning toward LRT rather than BRT – but if the BRT has dedicated lanes, are electric, are affordable, are frequent enough, then they should work, too
- *East-west and north-south connections, intra-regional connections* which are *frequent and affordable and non-polluting* are preferred

3. This TMP is only looking to 2031 – I remember looking at similar slides for the 2021 plan. What will happen when we have to look to 2041? 2051? We cannot be widening our roads or continually building new roads forever – so we must look to reduce congestion and encourage people to reduce single-person rides in their private automobiles (incentives, disincentives – paid parking, encourage carpooling . . .) *We cannot continue to build roads and widen roads. – Think LONG-TERM – what is our vision for Halton Region – our end goal? What is our ultimate vision for a sustainable transportation system in Halton Region?*

4. Land use planning – Transportation is, of course, closely tied to land use planning so any TMP would have to be integrated with Sustainable Halton and have the teeth to direct local municipalities in their OP and zoning by-law decisions.

- The TMP should promote *safe bikeways and pathways which support the 8-80 rule* – that anyone from 8 years old to 80 years old can walk safely and easily to where they want to go – the bus stop, shops, school . . . (the rule is based on the question: would

you send your 8 year old on a walk or bike ride along that infrastructure-road-path, etc? would you send an 80 year old?)

- *Mixed Zoning* – so that housing and commercial/retail zones are intermixed so that people are close to where they need to go – schools, shops, etc – to reduce the need to get into their automobiles.

- *Roundabouts* – even though public resistance may exist at first, studies conducted after roundabouts have been constructed (even where the public has voiced resistance) have shown that when asked what they like about their roads, residents say they like their roundabouts. This would help with traffic flow.

- I've attached a few documents I recently received regarding roundabouts from:

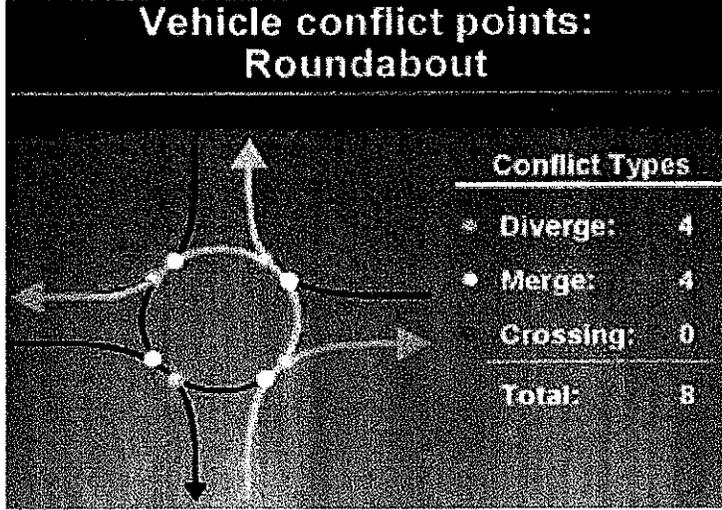
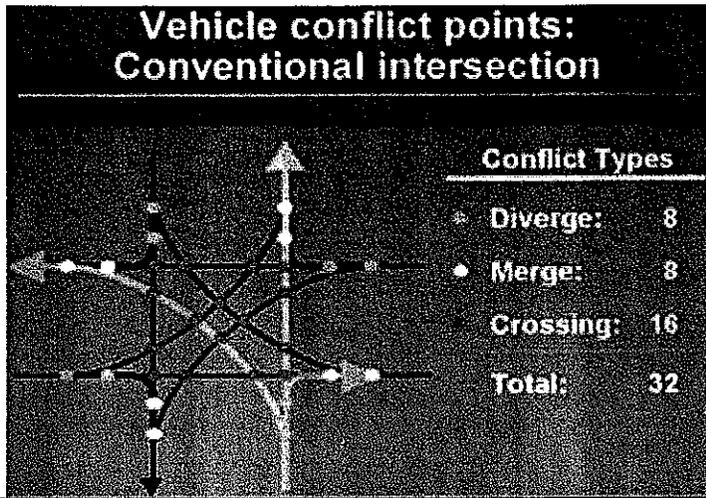
Bernard Abelson, P.Eng., M.Eng., TOPS | *Senior Transportation Engineer*
ISL Engineering and Land Services Ltd. Burnaby, BC
babelson@islengineering.com islengineering.com

- A document on modern roundabout myths which addresses most issues and concerns about modern roundabouts.
- A Transport Canada brochure you can order from TC as part of a marketing and education process (2 pages).

His email contained additional information:

Benefits of Roundabouts (Sustainability):

- *Less Traffic Delays:* Roundabouts carry more traffic with less delay than traditional signalized intersections
- *Safety:* Roundabouts have been shown to reduce fatal accidents by as much as 90% & injury accidents as much as 75%, while pedestrian crashes reduced by 30-40%. This is due to slower speeds and reduced number of conflict points
- *Reduction in Pollution & Fuel use:* By yielding at the entry rather than stopping & waiting for a green light, travel delay is significantly reduced. This corresponds to a decrease in air pollution & fuel consumption
- *Low Maintenance:* Eliminates maintenance and electricity costs to approximately \$5,000 per year. Service life of a roundabout is 25 yrs vs. 10 yrs for signal equipment
- *Aesthetics:* The central island provides an opportunity for landscaping & beautifying of the intersection. They also provide a gateway & an entry treatment to neighborhoods



US National Cooperative Highway research Program:

- Survey to determine public acceptance of modern roundabouts at 22 locations in 11 States.

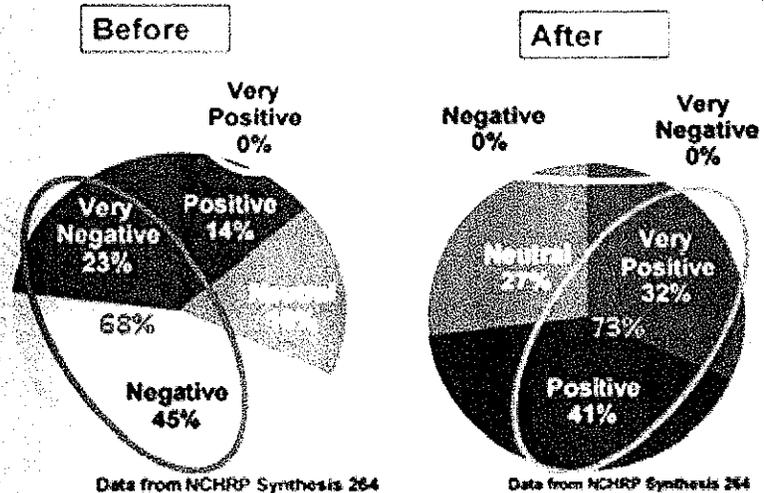


Diagram courtesy of DLZ Michigan, Inc

- Last but certainly not least is the discussion regarding *bikepaths/lanes*.
 - o Riding bikes is an important mode of active transportation to promote.
 - o With proper lanes/paths dedicated to biking, more people will feel safe to use them (I could have ridden my bike to the Saturday workshop but Bronte Road is a frightening road to ride on)
 - o Paths/lanes for bikes need to take people to destinations; they should not be built for only pleasure/recreational cycling; they should not simply end at no destination – *link bike lanes up - establish connections so that bikepaths/lanes are well-connected and have logical endpoints* (i.e., at various destinations – GO, shopping malls, educational centres such as Sheridan, nodes/cores, employment districts, etc.)
 - Cyclists need to have a safe route over the QEW (on-ramps to the QEW pose serious risk to the cyclist)
 - Could Fourth Line have a dedicated bike lane over the highway as there are no on-ramps there? (I realize this does not solve the issue for people in east Oakville or Burlington)
 - The comment on shortcuts – so that riding a bike is quicker than driving – is a good one – bike paths that do not require travel along major roads, that create shortcuts are a good idea
 - Sufficient and secure places to lock up bikes at different destinations are important

- In closing, upon review of the Guiding Principles – to balance needs, create healthy communities, contribute to the economic vitality of the Region, be sustainable, enable the Region to afford and maintain the infrastructure . . . it is one thing to state them, it is another to implement and work toward achieving them. The TMP needs to look to the long-term future, not just to 2031 – *what is the ultimate vision for a sustainable transportation system in Halton Region, encompassing a well-maintained road infrastructure, a well-connected system that supports safe active transportation, affordable, efficient public transit, successful carpooling and vanpooling programs? How do we begin to take the steps TODAY to move toward that vision?* The 2031 Transportation Master Plan will provide an important blueprint/strategy to begin this journey toward a transportation system that is sustainable in the long-term and meets peoples’ needs in 2031 and in future generations.

Thank you, once again, for this opportunity to provide input into the Region’s transportation planning process.

[REDACTED]

attachments on:

-roundabouts

-list of some best practices in transportation from around the world

ROUNDBABOUTS

What is a roundabout?
A roundabout is an intersection where traffic flows in a counter clockwise circle around a centre island.

HOW DO I USE A ROUNDABOUT?

1. Approach

- Reduce your speed.
- Watch for signs that may help you find your exit.
- Watch for people using the crosswalk, and be ready to stop.



2. Yield

- Yield to traffic already in the roundabout that comes from your immediate left before you enter.

3. Enter

- Enter the roundabout to your right (a counter clockwise direction) when there is a gap in traffic and you feel it is safe to do so.
- Continue until you reach your exit.

4. Exit

- Never come to a full stop in a roundabout unless traffic conditions require it.
- Use your right turn signal to let other road users know where you plan to exit.
- Exit at a slow speed.
- As you exit, watch for people using the crosswalk, and be ready to stop.
- If you miss your exit, keep going around the roundabout until you reach it again.



DRIVERS





PEDESTRIANS

- Cross at marked crosswalks only. You will find them before each road reaches the roundabout.
- Use the sidewalk and splitter island to wait for a gap in traffic that allows you time to cross.
- Cross one direction of traffic at a time.
- Never cross through the centre island.



- **Ride** your bicycle through the roundabout as a motor vehicle.
- Or
- **Walk** your bike across the crosswalk as a pedestrian.

CYCLISTS

WHY DO THEY EXIST?

To improve road safety

Certain types of collisions that occur in normal intersections such as right-angle and head-on collisions often cause serious injury because traffic is moving quickly. Roundabouts provide a safer way to direct traffic than intersections with stop signs or traffic lights. Why? Because:

- Traffic moves more slowly through the intersection.
- There are no left turns in front of oncoming vehicles.

To keep traffic moving

Roundabouts can direct more traffic in less time than normal intersections. How? Since roundabouts do not have stop signs or traffic lights, traffic moves slowly around the circle. This means fewer stops and delays for drivers.

To reduce noise and air pollution

Roundabouts improve the quality of life for people living nearby. How?

- Slow moving traffic makes less noise than traffic that must stop and start, speed up and brake.
- Vehicles don't idle at stop signs or traffic lights. This means drivers use less gas and fewer idling cars means less exhaust fumes in the air.

Bullough, Brent

Subject: FW: Additional Comments Road to Change Workshop

From: [REDACTED]
Sent: 06/09/2010 02:02 PM AST
To: Alvaro Almuina
Subject: Additional Comments Road to Change Workshop

Mr Almuina,

Thank you for this additional opportunity to comment on Public Workshop for Road to Change, on June 5, 2010.

1) First and foremost, the Region must protect Natural Heritage Areas. All decisions must be based on knowing what ecosystems are under Regional stewardship and what function they are giving to the area. There must be ability to calculate cost to replace those functions with man made prosthesis. Forests, Creeks and wetlands are vulnerable when so many road widening seems to be in the planning.

2) Non road solutions lie with rail, light rail and other forms of transit, as well as active transportation. Halton does not function alone. It needs integration and co-operation of other Regions to succeed in making those initiatives a reality. The federal government need to be engaged as well. All neighbouring Regions need to approach the Feds, as a group, to get Rail to take larger load.

3) Transit ridership is a concern. Increase in transit ridership can be achieved by establishing an INTRA Halton Transit System, as well as robust local municipal transit.

a) Identify where people need to go with in municipality and INTRA Regiona: E.g. Malls, Sports facilities, Community Centers, Cultural Centers, (Museums, RBG), Educational Centers (Schools); Health Cneters (Hospitals) ; Institutions (Nursing/Retirement Homes)

b) Invest not only in road building, purchase of vehicles etc... some investment is needed for EDUCATION to change behaviours.

Start out trying education re: CARPOOLING wich is lowere cost. Invest in computer system to co-ordinate car pooling and have carpool parking in convenient spots.

Plans are for another generation. They must have better AIR and WATER as well. Brreaking ecosystems will not help.

Thank you again for permitting this submission

[REDACTED]

5/10/2011

#1

Bullough, Brent

Subject: FW: Regional Official Plan Amendment (ROPA) 38 - Document

[Redacted]

Sent: Wednesday, June 09, 2010 11:16 AM

To: Reid, Jeffrey

Subject: RE: Regional Official Plan Amendment (ROPA) 38 - Document

Thanks very much Jeff,

Here are a couple of links to take a look at which could be applied to address an area bounded by James Snow Parkway to the west, Highway 401 to the north, Highway 403/407 to the east, and Dundas Rd./Highway 5 to the south. This strategic central area of Halton requires a vision and planning that can take us out 100 years.

IBM to Provide Technology Design and Development Solutions for New City of Babcock Ranch | R&D Mag

<http://www.rdmag.com/News/Feeds/2010/06/information-tech-ibm-to-provide-technology-design-and-development-s/>

McKenzie Towne, Calgary

http://en.wikipedia.org/wiki/McKenzie_Towne,_Calgary

The City of Winnipeg has been trying for years to grow the population of Winnipeg past 650,000. Studies have shown that 750,000 is needed to be self sustaining. Halton has the opportunity to be home to a million new residents. We have all the ingredients to build a great City and greater Region. Let's raise the bar ten fold on planning for our community and rethink what we can accomplish. We have an area within Halton that is still a blank canvass. I believe we need a greater vision for Halton, and Ontario.

Cheers

[Redacted signature block]

CONFIDENTIALITY

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From: Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]

Sent: Wednesday, June 09, 2010 11:02 AM

[Redacted]

Subject: Regional Official Plan Amendment (ROPA) 38 - Document

1/11



It was great to meet you last Saturday at the Transportation Master Plan Public Workshop. We quickly spoke and you had requested a copy of the ROPA 38 document. I wanted you to know that I will be mailing you a hardcopy today and you should received it within the next couple of days.

Thanks again for participating in the Public Workshop.

Sincerely,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.
Senior Transportation Planner
Public Works
The Regional Municipality of Halton
(905) 825-6000 ext.7920

The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC WORKSHOP
June 5, 2010

ADDITIONAL COMMENTS.

Thank you for attending the Public Workshop. If additional comments or feedback occur to you after the workshop, please provide them in the space below and send them by Friday, June 11 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com

NAME: _____

ADDRESS: _____

PHONE: _____ FAX: _____ E-MAIL: _____

Additional comments or questions?

Alvaro,

As you are aware, we act for a number of landowner groups in Halton. In reporting to them on the recent workshop and specifically dealing with screenlines identifying lane capacity deficits it would be helpful if we could have additional technical data so that we can better explain the issues.

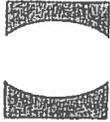
Could we therefore request the following information:

- the geographic location of the screenlines
- the roads included in each screenline
- the number of future lanes for each road
- the forecasted 2031 traffic volumes for each road

Also, could you describe how the tolling of Hwy. 407 was dealt with in the modelling.

Thank you for your assistance.

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.



CLIENTS|PEOPLE PERFORMANCE

12 July 2010

The Sernas Group
Attn: Mr Tom Rae
141 Brunel Road
Mississauga Ontario L4Z 1X3

Our ref: 8811071/505

Dear Tom

**RE: HALTON TRANSPORTATION MASTER PLAN (2031) – THE ROAD TO CHANGE
REQUEST FOR DATA**

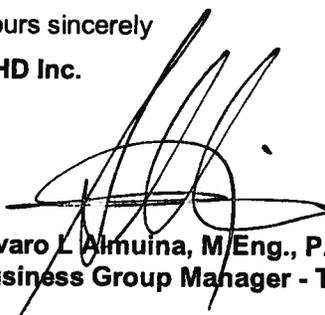
In reference to your fax of June 30, 2010, please note we are unable to provide you with the information requested. In the context of the study process, this request is premature as we are in the development stages of the TMP hence there are many aspects of the study in preliminary or evolving phases.

The TMP document is expected to be completed by the Spring of 2011. The document will contain the information requested per your fax.

With regards to your query about Highway 407, the model includes this facility as a tolled freeway.

Yours sincerely

GHD Inc.



**Alvaro L. Almuina, M.Eng., P.Eng.
Business Group Manager - Transportation**

(T/905 752 4306)

cc: M. Van Ravens
M. Green-Battiston
J. Reid
M. Walters

TOWNSEND AND ASSOCIATES

BARRISTERS AND SOLICITORS

LYNDA J. TOWNSEND PROFESSIONAL CORPORATION

PLEASE REFER TO:
Lyn Townsend (Ext. 222)
Email: lyn.townsend@ltownsend.ca
Assistant: Kate King (Ext. 221)
E-mail: kate.king@ltownsend.ca

July 8, 2010

Dillon Consulting
235 Yorkland Blvd.
Suite 800
Toronto Ontario
M2J 4Y8

Attention: Mr. Alvaro Almuina, M. Eng, P. Eng

Re: Halton Region Transportation Master Plan 2010-2031 - The Road to Change

We are the solicitors acting on behalf of Mattamy Group of Companies. Ruth Victor and Associates and Sernas Transtech have had the opportunity to attend the latest Public Workshop on June 5, 2010 and review the information provided to date and our client has instructed us to convey the following comments which have been assembled by its consultants.

General Comments

It is noted that the study process is at the fourth stage - developing alternative solutions. As this study moves forward there are a number of issues and concerns which in our submission need to be actively considered as part of the process of developing solutions to the Region's transportation challenges.

At this time, only a brief overview of the evaluation criteria have been made available and no evaluation criteria matrix has been presented. It is our expectation that in the next stage of the Master Plan process that a detailed evaluation matrix will be provided for review and comment.

It was noted by our client's consulting team that this study process will look at some projects in pre 2021 timeframe to determine if the timeline for the project should be altered. It is our position that a more thorough review of the projects between now and 2021 needs to occur to confirm the need for the works and to confirm the timeline for the infrastructure.

We will be providing more detailed comments throughout the study process however we wanted to place on the record the general concerns to ensure that they are addressed as the study progresses.

Funding of Infrastructure

Throughout the Sustainable Halton process, Mattamy has consistently raised the issue of financing of infrastructure. One critical question which has been raised is the need for the development of a policy approach that ensures the appropriate bundle of infrastructure associated with a critical mass of development which would ensure that the works can be financed and the related development charge is at a level which is viable for the development industry. For this reason, we are of the opinion that impact of phasing as well as financial impact are very important evaluation criteria in this master plan process. We noted that throughout the Public Workshop that these issues were not identified nor discussed.

In addition, an important element of the evaluation of alternatives is the timing of infrastructure delivery and the capital costs. These elements are missing from the evaluation of alternatives and should be included.

In our view, the funding sources for the infrastructure should be reviewed to ensure that the infrastructure requirements would be met in a financially feasible way. If necessary, it is our position that the phasing policies of ROPA 38 should be revised to ensure that this occurs.

Need for Additional Background Information

The information provided to date does not indicate a timeline for the release of the transportation model. It is important that this be released in the near future.

We have asked on a number of occasions for the early release of the BPE assumptions. These will be critical for evaluating the various options that will be presented at the next stage.

We also attach herewith a request for further information filed with the Region by Sernas Transtech for which we await a reply. We note in the recent staff report commenting on progress of this study these types of questions were not referred to as matters of interest which we trust was for reasons of brevity and generality.

We appreciate the opportunity to provide these comments at this stage in the process. As we have advised the Region previously, Mattamy is interested in being part of any technical or agency committees that are formed and looks forward to being fully engaged throughout this Master Plan process.

Yours truly,
TOWNSEND AND ASSOCIATES



Lynda J. Townsend

Encls. 1

cc Tim Warner
Jessica Junker
Ruth Victor



COPY

24 September 2010

Townsend and Associates
Attn: Lynda J. Townsend
Suite 10, 1525 Cornwall Road
Oakville Ontario L6J 0B2

Our ref: 8811071/510

Dear Ms Townsend

RE: HALTON REGION TRANSPORTATION MASTER PLAN 2031 – THE ROAD TO CHANGE

This is in response to your letter of July 8, 2010 regarding the above noted matter.

This study is being undertaken in accordance with the Class Environmental Assessment Process (October 2000 as amended 2007) and as such the development of the Transportation Master Plan (TMP) takes into account a number of factors such as the natural environment, socio-economic environment, cultural and heritage environment, transportation services and cost. We note these key project considerations were presented in the first round of public consultation (PIC) and the public workshop. Please refer to the project web site at www.halton.ca/htmp for more details on the information presented to-date, specifically PIC boards slide 7 and 35; PIC presentation slides 5, 15 and 35, and public workshop presentation slide 30 which discussed these key study issues. Copies of these slides have also been attached to this letter for your ease of reference.

The majority of your comments deal with phasing and funding of projects. A transportation master plan develops a 20-25 year strategy and identifies order-of-magnitude costing and preliminary phasing (5 year increments). The Halton Transportation Master Plan will be confirming the Region's 2021 Capital Program and will include an implementation strategy for the transportation improvements required over the 2021 to 2031 time frame as well.

Detailed phasing and funding is addressed in the Region's Capital Program and Development Charges processes, where the Region works with the development community and resident representatives through committees such as the Development Charges Advisory Committee.

As for your reference to the request by Mr. Rae, I have already responded to him and enclose a copy of said correspondence for your information.

You are welcome to participate throughout the TMP process and specifically at the Public Information Centre #2, to be held in early 2011. Please contact Halton Region staff or yours truly should you have any further questions or comments on the TMP.

Yours sincerely

GHD Inc.



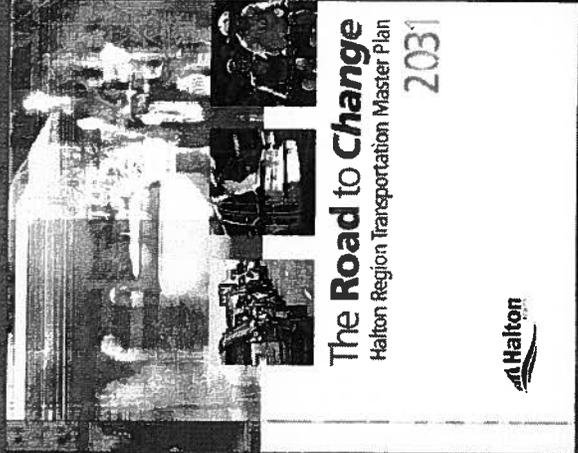
**Alvaro L. Almeida, M. Eng., P. Eng.
Business Group Manager - Transportation**

(T: 905-752-4306)

cc: T. Dennis, Halton Region
M. Van Ravens, Halton Region
M. Green Battiston, Halton Region
M. Walters, Dillon Consulting

Attachments: PIC Boards Slides 7 and 35
PIC Presentation Slides 5, 15 and 35
Public Workshop Presentation Slide 30
Letter to Mr. Tom Rae, dated 12 July 2010

Influences on the Transportation Master Plan



Financial Impacts
 • \$

Council & Public Input
 • Community outreach & participation

Level of Service
 • Travel time
 • Convenience
 • Safety

Transit Mode Split
 • Encourage transit usage
 • Increase transit usage

External & Internal Influences on Travel
 • Metrolinx/GO Transit
 • Local/adjacent municipalities
 • Ministry of Transportation

Land Use
 • Type (i.e. residential/commercial)
 • Densities

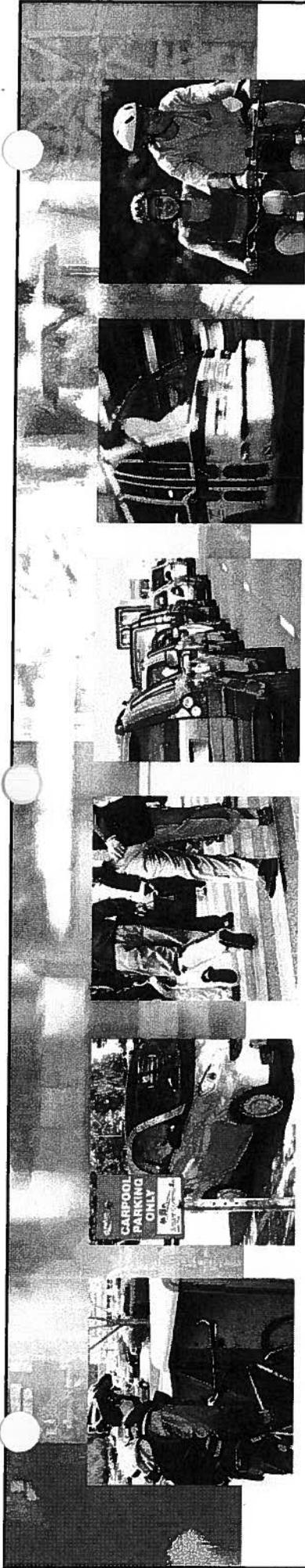
Demographics
 • People
 • Jobs

Legislation
 • Places to Grow
 • Metrolinx Act
 • Official Plan
 • AODA (accessibility)

Technology
 • Telecommuting
 • Real-time information



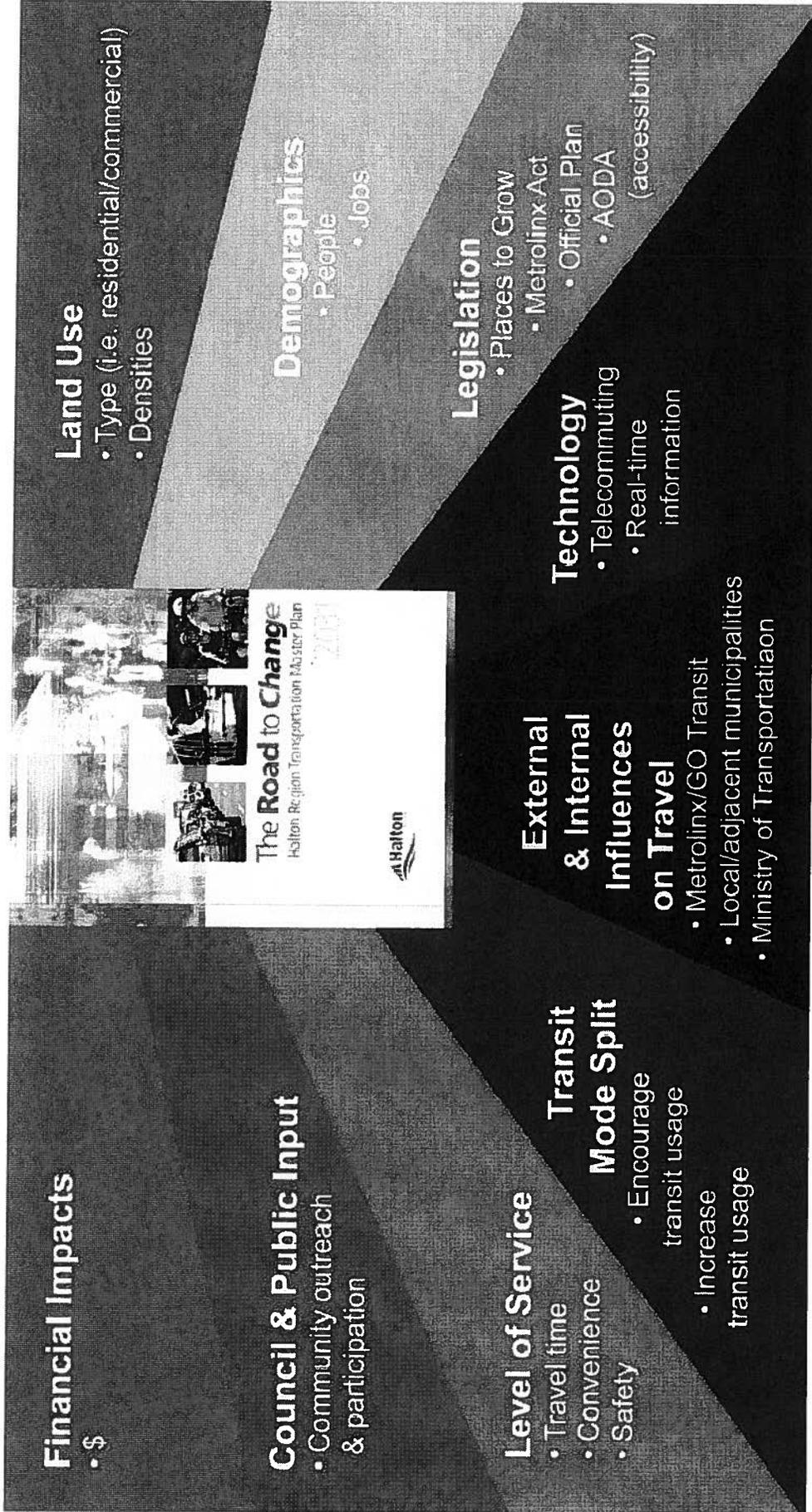
The **Road to Change** Halton Region Transportation Master Plan 2031



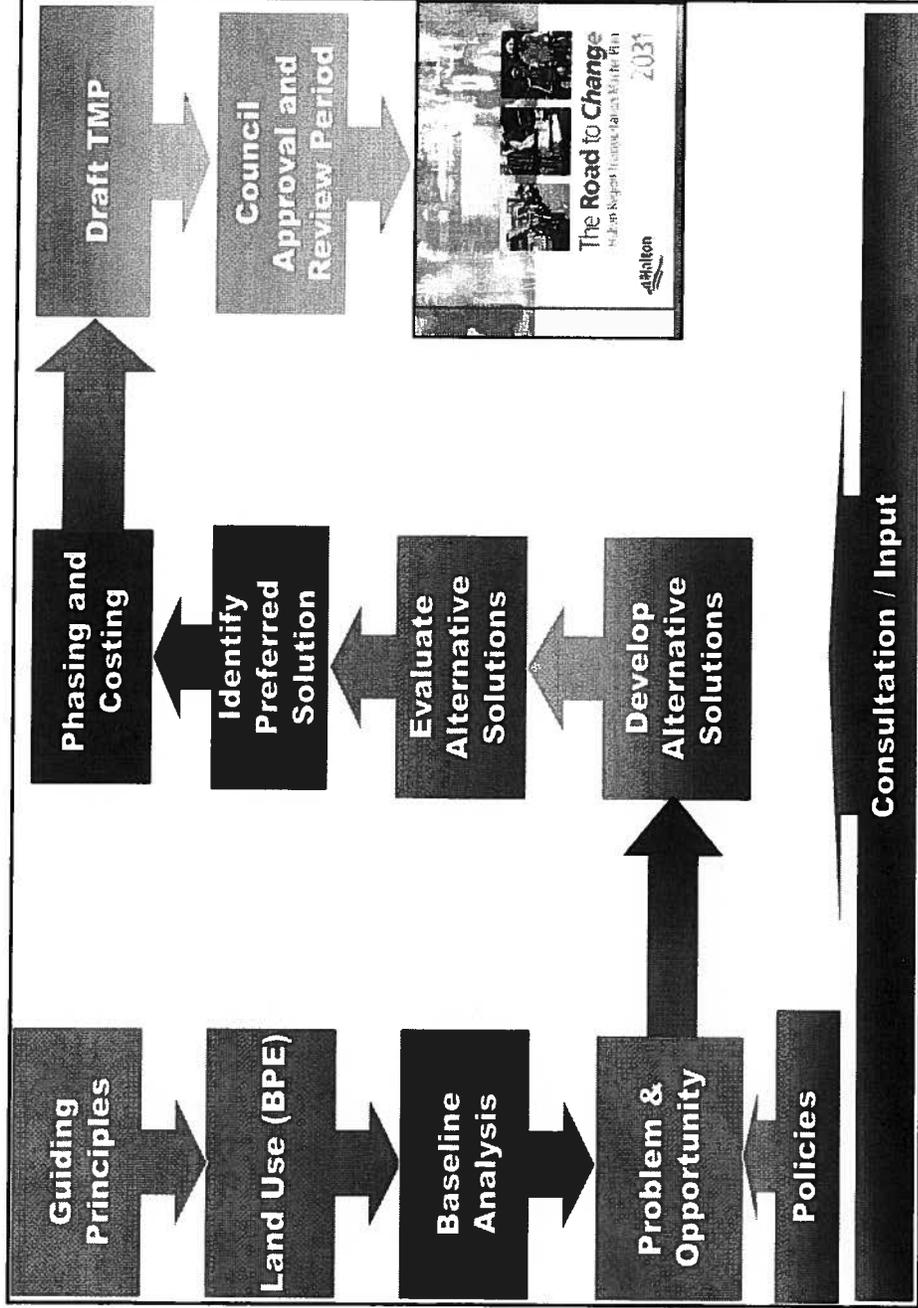
Preliminary Draft Evaluation Criteria

Criteria	Indicators
NATURAL ENVIRONMENT	
Potential for impact on terrestrial features	Extent and quality of protected wildlife habitat removed or disrupted
Potential for impact on aquatic features	Number and significance of watercourse crossing
SOCIAL ENVIRONMENT	
Potential for impact on residents	Number and character of residential properties that may experience displacement or disruption effects (i.e. noise, dust, etc.)
Potential for impact to community features including parkland	Number and character of features that may experience displacement or disruption effects (i.e. noise, dust, etc.)
Changes to community character	Potential for improvement to result in splitting the existing community.
Potential for impacts on heritage features	Presence of designated built heritage buildings along the routes.
ECONOMIC	
Potential for impact on businesses	Number and character of businesses that may experience displacement or disruption.
Potential for impact on planned land use	Presence of major municipal land use initiatives.
TRANSPORTATION	
Change in level of transportation service	Composite volume to capacity ratio at screenlines
Supportiveness of other transportation modes	Qualitative assessment of supportiveness of other transportation modes (e.g. pedestrian, bicycle, transit etc.)
Efficiency of use of existing infrastructure	Use of existing transportation system capacity
COST	
Estimated costs	Estimated capital cost

Influences on the TMP



Development of the TMP



Next Steps in the Study

- **Develop Alternative Solutions to address the Problem and Opportunities statement**
- **Evaluate the Alternative Solutions against criteria that considers the:**
 - Natural Environment
 - Social Environment
 - Economic Environment
 - Transportation Service
 - Cost
- **Develop Draft Policies & Guidelines**

Evaluation Criteria for Screenline Analyses



- **Natural Environment**
 - Potential for impact on terrestrial features, aquatic features and the Natural Heritage system
- **Socio-Economic Environment**
 - Potential for impact on residents, businesses, and the farming community
 - Potential for impact on community features and character
 - Potential for impact on mineral resources and planned land use
- **Cultural and Heritage Environment**
 - Potential for impacts on heritage features and cultural landscapes
- **Transportation Service**
 - Change in level of transportation service
 - Potential to support active transportation, carpooling and public transit
 - Efficiency of infrastructure
 - Potential for efficient agricultural and non-agricultural goods movement and transportation
- **Cost**
 - Estimated capital cost

Public Information Centre #2
Consolidated Public Comments

The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2
Milton

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: [REDACTED]
ADDRESS: [REDACTED]
PHONE: [REDACTED] X: [REDACTED] E-MAIL: [REDACTED]

Do you have any comments or questions?

- I think that it is not a good idea to increase Tremaine Road to 6 lanes. It is too close to the escarpment and impacts people's homes in the area + air pollution for much larger areas.

I think that train systems should be maximized + increased especially North to South like instead of 6 lanes for Tremaine Rd. I think many more people would consider giving up their cars + taking the train than would for taking the bus where you also have to worry about road conditions + the driver's skills.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/htmp

I think we should be looking past 2031 for what will be best for our kids + I don't think that

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increasing lane sizes is the answer.

June 23, 2011

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study.

We offer the following responses to the comments you submitted on the Tremaine Road widening. For ease of reference we have included the spirit of your comments in italics.

It is not a good idea to increase Tremaine Road to 6 lanes. This project is too close to the Escarpment and would also impact people's homes in the area. There is also the potential increased air pollution for a much larger area. I think that the use of train systems should be increased especially from the North to South, instead of increasing Tremaine Road to 6 lanes.

The widening of Tremaine Road to six lanes from Britannia Road to Highway 401 is part of the Region's 2011 to 2021 Roads Capital Projects. This study considered the 2021 to 2031 time frame, as such, the Tremaine Road improvements were considered as part of its base assumptions.

I think more people would consider giving up their cars to take the train than to take the bus. I think we should be looking past 2031 for what will be best for our kids and I don't think that increasing lane sizes is the answer.

Although we appreciate that looking further into the future has some benefits, the purpose of the master plan is to support the Regional Official Plan, which has a planning horizon to 2031. The Region does not have planning information beyond 2031 that would provide the scientific foundation for this type of work. The timelines used in the Transportation Master Plan (TMP) are consistent with regional and provincial planning documents.

We will send you a further notification once the TMP document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



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(416) 229-4646
Fax
(416) 229-4692

Dillon Consulting
Limited

The **Road to Change** | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2

Milton

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: [REDACTED]

ADDRESS: [REDACTED]

PHONE: [REDACTED]

FAX: [REDACTED]

E-MAIL: [REDACTED]

Do you have any comments or questions?

[REDACTED]

Excellent plan BUT I had difficulty grasping the MILTON Road tie-ins with the plan.

Hwy 25? When expanding to where? Louis St-Laurent? From where, where and when?

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

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June 23, 2011

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study.

We offer the following response to the comments you submitted.

The Transportation Master Plan (TMP) has taken into consideration the proposed improvements by the local municipalities to the local roadway network. Specific to the Town of Milton, the TMP has accounted for the proposed extensions of Main Street to Trafalgar Road and Louis St. Laurent Avenue between Tremaine Road and Trafalgar Road.

We will send you a further notification once the TMP document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



DILLON
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PUBLIC INFORMATION CENTRE #2

Milton

COMMENT FORM

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NAME: [REDACTED]
ADDRESS: [REDACTED]
PHONE: [REDACTED] FAX: [REDACTED] E-MAIL: [REDACTED]

Do you have any comments or questions?

Wanted info. on the GTA West Corridor & proposed alternatives. Then could look at how that integrates with Halton's proposed transportation changes.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

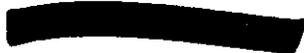
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June 23, 2011



Halton Transportation Master Plan (2031) – The Road to Change



Thank you for attending the Public Information Centre for the above noted study and we offer the following response to the comment you submitted regarding the GTA West corridor.

The Ministry of Transportation (MTO) has released the draft report on the GTA West alternatives and has concluded that parts of both corridor alternatives (Alternative 4-2 and Alternative 4-3) should be pursued further by the Ministry of Transportation. This report can be found at "<http://www.gta-west.com/reports.html>". This matter is still under review by the Region.

We will send you a further notification once the Transportation Master Plan (TMP) document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

A handwritten signature in black ink, appearing to be 'Alvaro'.

Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



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The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2

Halton Hills

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Do you have any comments or questions?

THERE IS NO MENTION IN THE PRESENTATION OF THE IMPACT OF THE GTA-WEST PLANNED ROADS (6 LANES) (OPTIONS 4-2 & 4-3) AS WELL AS THE PROPOSED NIAGARA PENINSULA ROAD TO CROSS INTO BURLINGTON ACROSS THE ESCARPMENT AS PROPOSED BY MTO. HOW ARE THE ROADS GOING TO AFFECT PRESENT REGIONAL PLAN?

HALTON PLAN SHOWS HUBATS STUDY. IS THIS PLAN GOING AHEAD AND WHAT IS ITS IMPACT ON THE CURRENT STUDY?

ARE YOU GUESSING THAT NOW 2% OF HALTON RESIDENTS TRAVEL BY BICYCLE IN P.M. PEAK PERIODS?!

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June 23, 2011

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study. We offer the following responses to the comments you submitted. For ease of reference we have included the spirit of your comments in italics.

There is no mention in the presentation of the impact of the GTA West planned roads (6 lanes) (options 4-2, 4-3). As well as the proposed Niagara Peninsula Road to come into Burlington across the Escarpment as proposed by MTO. How are the roads going to affect the regional plan?

At the time of the Public Information Centres, the Ministry of Transportation (MTO) had just released the draft report on the GTA West and Niagara-GTA alternatives. This information can be found at "<http://www.gta-west.com/reports.html>" and "<http://www.niagara-gta.com/reports.html>". This matter is still under review by the Region.

Halton Plan shows HPBATS study. Is this plan going ahead and what is its impact on the current study?

The transportation system improvements identified through the Halton Peel Boundary Area Transportation Study (HPBATS) were considered as part of the Transportation Master Plan (TMP) as illustrated in the 2031 Transportation System Map.

Are you guessing that now 2% of Halton Residents travel by bicycle in PM peak periods?

The 2% cycling mode split is a statistic extracted from the 2006 Transportation Tomorrow Survey (TTS) undertaken throughout the Greater Toronto and Hamilton Area. The TTS survey is completed every five years with the next survey scheduled for the fall of 2011. Please see the following website for more information on the survey (www.dmg.utoronto.ca/transportationtomorrowsurvey).

We will send you a further notification once the TMP document is available for public review.

...cont'd



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Page 2-
June 23, 2011

If you have any additional comments or questions, please contact me at 905-752-4306, or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



PUBLIC INFORMATION CENTRE #2
Burlington
COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Do you have any comments or questions?

- KEEP THE RURAL AREAS RURAL.
- MORE & MORE FREQUENT RAIL TRANSIT - "GO"
- BUS SERVICES BETWEEN COMMUNITIES,
SUCH AS BURL. & HAMILTON HAVE NOW.
- MOVE MORE GOODS BY RAIL.
- LET'S HAVE LIGHT RAPID TRANSIT
- WALKING & CYCLING WILL DROP OFF IN WINTER
HENCE VEHICULAR TRAFFIC WILL INCREASE.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
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June 23, 2011



Halton Transportation Master Plan (2031) – The Road to Change



Thank you for attending the Public Information Centre for the above noted study.

We offer the following responses to the comments you submitted. For ease of reference we have included the spirit of your comments in italics as follows:

- *keep the rural areas rural*
- *more trains and more frequent service – GO Transit*
- *bus services between communities, such as Burlington and Hamilton*
- *move more goods by rail*
- *let's have light rapid transit*
- *walking and cycling will drop off in winter hence vehicular traffic will increase*

The Transportation Master Plan (TMP) was developed based on the proposed land use plan for Halton Region in 2031 defined through the Sustainable Halton study which led to Regional Official Plan Amendment No 38, approved by Regional Council in December 2009.

The TMP to support Region Official Plan Amendment 38 has been developed as a sustainable integrated transportation system that considers all modes of travel (transit, cycling, walking and the automobile).

Rail transit is a part of the plan as envisioned by Metrolinx which calls for more frequent two way service on the Lakeshore, Milton and Georgetown Lines.

The Transportation Master Plan will also include recommendations regarding active transportation, transportation demand management and goods movement.

We will send you a further notification once the TMP document is available for public review.

...cont'd



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Dillon Consulting
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Page 2 ~
June 23, 2011

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



PUBLIC INFORMATION CENTRE #2
Burlington
COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Do you have any comments or questions?

1. IF HALTON REGION IS SERIOUS ABOUT ENCOURAGING CYCLING, IT SHOULD PUT IN BIKE LANES WHENEVER ROADS ARE REBUILT OR MODIFIED. THIS HAS NOT HAPPENED IN OAKVILLE ON I. DORVAL, BETWEEN STEERS AND QEL, and 2. ON NEYAGAWA, NORTH OF DUNDAS.
2. THE MOST ENVIRONMENTALLY FRIENDLY ^{AND ENERGY EFFICIENT} FORM OF RAPID TRANSIT IS HIGHSPEED TRAINS ON A DEDICATED ^{RAIL} RIGHT OF WAY, NOT BUSES.
3. WHEN IS THE OAKVILLE - BURLINGTON AREA GOING TO HAVE RAPID TRANSIT DIRECT TO THE ^{YYZ} AIRPORT?
4. GET LONG DISTANCE TRUCKS OFF THE HIGHWAYS - MANDATE THAT SUCH FREIGHT BE CARRIED BY RAIL.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/htmp

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

[REDACTED]

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study. We offer the following responses to the comments you submitted. For ease of reference we have included the spirit of your comments in italics.

If Halton Region is serious about encouraging cycling, it should put in bike lanes whenever roads are rebuilt or modified. This has not happened in Oakville on 1. Dorval, between Speers and QEW and 2. on Neyagawa, north of Dundas.

A recommendation of the Transportation Master Plan (TMP) is to undertake a Region-wide Active Transportation Master Plan to develop a strategy defining educational and outreach initiatives and infrastructure improvements to promote increased non-motorized travel throughout the Region. This plan will be developed in consultation with the local municipalities.

The most environmentally friendly and energy efficient form of rapid transit is high speed trams on a dedicated rail right of way, not buses.

While we acknowledge the advantages of light rail transit, current modelling indicates that buses, some on dedicated lanes, will provide the service required to meet the needs of the Region to 2031.

When is the Oakville-Burlington area going to have rapid transit direct to the YYZ airport?

The Metrolinx Regional Transportation Plan provides transit options to Lester B. Pearson International Airport through the GTA. (For more information, please see <http://www.metrolinx.com/>.)

Get long distance trucks off the highways - mandate that such freight be carried by rail.

Your comments on long distance trucking have been noted.

We will send you a further notification once the TMP document is available for public review.

...cont'd



235 Yorkland Blvd.
Suite 800
Toronto, Ontario
Canada
M2J 4Y8
Telephone
(416) 229-4646
Fax
(416) 229-4692

Dillon Consulting
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Page 2
June 23, 2011

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*

The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2

Burlington

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Do you have any comments or questions?

Suggest that roundabouts be considered at intersections, as the additional ^{intersection} capacity achieved may mean that the road links do not need to be widened. Although there are other benefits of roundabouts such as less serious collisions and improved air quality, roundabouts are not suitable for every intersection & should be reviewed on ~~an~~ a case by case basis.

Very good displays & presentation. - clear, concise & understandable.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/html

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June 23, 2011

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study.

In response to your comment on roundabouts, the Region reviews opportunities for roundabouts on a case-by-case basis. The Region is currently implementing a roundabout at the intersection of Tremaine Road and Main Street in Milton.

We will send you a further notification once the Transportation Master Plan (TMP) document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



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The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2
Burlington
COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: [REDACTED]
ADDRESS: [REDACTED]
PHONE: [REDACTED] E-MAIL: [REDACTED]

Do you have any comments or questions?

- ① TRUCK TRAFFIC ON DUNDAS INCREASED VOLUME EAST/WEST
- ② RESIDENTIAL- NOISE INCREASE AND POLLUTION ASSESSMENT.
- ③ PEDESTRIAN / CYCLIST SAFETY. CROSSING 6 LANE
- ④ WHY NOT CONSIDER EAST/WEST HIGHWAY SIMILAR TO 407 AND REDUCE TRAFFIC IN SUBURBAN AREAS.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/http

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June 23, 2011



[Redacted]

Halton Transportation Master Plan (2031) – The Road to Change

[Redacted]

Thank you for attending the Public Information Centre for the above noted study.

We offer the following responses to the comments you submitted. For ease of reference we have included the spirit of your comments in italics as follows:

- *Truck traffic on Dundas, increased volume east/west*
- *Residential noise increase and pollution assessment*
- *Pedestrian/cyclist safety, crossing 6 lane*
- *Why not consider east/west highway similar to 407 and reduce traffic in suburban areas*

The projects identified as part of the Transportation Master Plan (TMP) will be subject to a subsequent study under the Municipal Class Environmental Assessment Process (October 2000, as amended 2007), which is approved under the Ontario Environmental Assessment Act. This includes the preparation of an Environmental Study Report which documents the planning, public consultation and decision making process. At the completion of these studies, the report will be available for public review and comment. The specific effects of each project, including noise, air quality and safety, will be considered more fully during the Class Environmental Assessment process.

We will send you a further notification once the TMP document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Alvaro", written over a horizontal line.

Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*

235 Yorkland Blvd.
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Dillon Consulting
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The Road to Change | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2

Oakville

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: [REDACTED]

ADDRESS: [REDACTED]

PHONE: [REDACTED]

E-MAIL: [REDACTED]

Do you have any comments or questions?

Plans for the future need to take into consideration the cost of fuel. Environmentally, our community cannot sustain the building of more roads. The costs are going to escalate and basically, if you build more roads, it is not going to encourage people to seek more sustainable forms of transport. Please be innovative. The Region must reconsider its master plan. We are ^{at} turning point and must make green infrastructure a priority. Respecting the environment is connected to healthy residents →

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/htmlp

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

and if the Region is truly concerned about air quality it must discourage single occupant car use and car use in general.

[REDACTED]

[REDACTED]

Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study.

We offer the following responses to the comments you submitted.

The Transportation Master Plan (TMP) to support Regional Official Plan Amendment 38 has been developed as a sustainable integrated transportation system that considers all modes of travel (transit, cycling, walking and automobile).

The TMP also takes into account the many ongoing changes in the Region including technology, changes in demographics, construction costs and funding sources as well as fuel costs. All of these were considered in the development of the 2031 transportation strategy.

We will send you a further notification once the TMP document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*



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The **Road to Change** | Halton Region Transportation Master Plan 2010-2031



PUBLIC INFORMATION CENTRE #2
Burlington

COMMENT FORM

Halton Region is interested in hearing your comments, questions or concerns regarding this project. Please take a few minutes to complete this brief comment form.

NAME: _____

ADDRESS: _____

PHONE: _____ FAX: _____ E-MAIL: _____

Do you have any comments or questions?

- ① It is time to include ^a regional transit ^{system} in the plan. There is no motivation for intra-regional public transit without it.
- ② I seriously question whether modes of transportation will be at all the same by 2031. We need to transform our society. This plan is too focused on roads ^{widening}. It would be preferable to change existing lanes into HOV lanes and encourage a modal shift rather than accommodating existing plus adding new lanes. Whatever changes in this regard can be made to existing plans up to 2021 would be wise.

Please leave this completed Comment Form in the box provided at the Registration Table or fax, mail or email it, by April 8, 2011 to:

Alvaro Almuina, M. Eng., P.Eng.
235 Yorkland Blvd., Suite 800
Toronto ON M2J 4Y8
Tel: 905-752-4306 Fax: 416-229-4692
Email: alvaro.almuina@ghd.com
Project website: www.halton.ca/htmp

- ③ No crossing of Bronte Creek at Upper Middle Road.

Personal information on this form is collected pursuant to sections 3 and 13.1 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18 and will be used for all purposes related to the above-listed Class Environmental Assessment Project. Your information will become part of the public record.

June 23, 2011

[REDACTED]



Halton Transportation Master Plan (2031) – The Road to Change

[REDACTED]

Thank you for attending the Public Information Centre for the above noted study.

We offer the following responses to the comments you submitted. For ease of reference we have included the spirit of your comments in italics.

It is time to include a regional transit system in the plan. There is no motivation for intra-regional public transit without it.

The scope of the Transportation Master Plan (TMP) did not include the consideration of a single regional transit system. However, it is important to note the Region is supporting transit through a number of infrastructure improvements such as the consideration of Bus Rapid Transit on Dundas Street and Trafalgar Road.

I seriously question whether modes of transportation will be at all the same by 2031. We need to transform our society. This plan is too focused on road widenings. It would be preferable to change existing lanes in HOV lanes and encourage a modal shift rather than accommodating existing plus adding new lanes. Whatever changes in this regard can be made to existing plans up to 2021 would be wise.

The TMP to support Regional Official Plan Amendment 38 has been developed as a sustainable integrated transportation system that considers all modes of travel (transit, cycling, walking and the automobile). The TMP will also include recommendations regarding active transportation, transportation demand management and goods movement.

The TMP has also taken into consideration potential technological and social changes (e.g. demographics) that may influence transportation in the future. It should be noted that the TMP is reviewed on a regular basis (typically every five years) to ensure emerging changes are considered.

No crossing of Bronte Creek at Upper Middle Road

The TMP does conclude additional capacity is required across the Bronte Creek by 2031 and has recommended a new link connecting the North Service Road between Bronte Road and Burloak Drive. As with all projects recommended by the TMP, this project will be subject to a subsequent study under the Municipal Class

...cont'd

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Page 2
June 23, 2011

Environmental Assessment Process (October 2000, as amended 2007), which is approved under the Ontario Environmental Assessment Act. This includes the preparation of an Environmental Study Report which documents the planning, public consultation and decision-making process. The TMP study did not identify a crossing at Upper Middle Road as part of the transportation strategy.

We will send you a further notification once the TMP document is available for public review.

If you have any additional comments or questions regarding the TMP, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com

Sincerely,



Alvaro L. Almuina, M. Eng., P.Eng.
Consultant Project Manager
Halton Transportation Master Plan Study (2031) – *The Road to Change*

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Thursday, March 10, 2011 9:33 AM
To: [REDACTED]
Cc: Bullough, Brent; melissa.green-battiston@halton.ca; Jeffrey.Reid@halton.ca; Van Ravens, Maureen
Subject: Re: Transportation Idea (McMaster Student)
Attachments: TMP_2031_PICs_Round2_Notice.zip

[REDACTED]

Thank you for the information you provided on your Transportation Project at McMaster University.

You are welcome to attend our upcoming Public Information Centres on the Transportation Master Plan, review our presentation material and discuss the study with the study team members.

We are meeting this evening in Halton Hills, on March 22 in Burlington and on March 24 in Oakville. The meeting details and presentation material can be found in the study website: www.halton.ca/htmp. I've also attached a copy of the PIC notice for your reference.

Good luck with your studies.

Kind regards,

Alvaro L. Almuina, M.Eng. P.Eng.
Principal Consultant - Transportation

GHD

T 1 905 752 4300 | D 1 905 752 4306 | M 1 416 578 4959 | F 1 905 752 4301 | alvaro.almuina@ghd.com

11 Allstate Parkway, Suite 310, Markham, Ontario L3R 9T8 | www.ghd.com

[Water](#) | [Energy & Resources](#) | [Environment](#) | [Property & Buildings](#) | [Transportation](#)

Please consider the environment before printing this email

From: [REDACTED]
To: alvaro.almuina@ghd.com
Date: 09/03/2011 05:05 PM
Subject: Transportation Idea (McMaster Student)

Hello Mr. Alvaro L,
Project Manager

My name is [REDACTED]-time student at McMaster University, currently enrolled in the Master of Engineering Design program. Last year in fall, I worked in a transportation project for my master course Design Thinking. I developed some

3/10/2011

ideas regarding a faster, smart, interactive, sustainable and public friendly transportation system.

I would like to participate in the project if it is posible.

Please, find attached the final report and the poster. About my idea that I presented in December 20, 2010.

Best regards


This e-mail has been scanned for viruses by MessageLabs. [attachment "RUEDA FINAL REPORT[1].pdf" deleted by Alvaro L Almuina/Canada/GHD/AU] [attachment "RUEDA POSTER FINAL[1].pdf" deleted by Alvaro L Almuina/Canada/GHD/AU]

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This e-mail has been scanned for viruses by MessageLabs.

April 14, 2011

Alvaro Almuina, M.Eng., P.Eng.
235 Yorkland Boulevard, Suite 800
Toronto, ON M2J 4Y8

alvaro.almuina@ghd.com

Dear Sir:

**Re: Halton Region Transportation Master Plan 2021 – 2031
Comments arising from PIC #2**

BA Consulting Group Ltd. attended the Halton Region Transportation Master Plan PIC #2 held in Milton in March 2011. We represent Fieldgate Developments and Trinison Management Corporation -- landowners with extensive land holdings south of Britannia Road in the ROPA 38 Urban Expansion Area.

We wish to offer comment in connection with those elements of the Draft Recommended 2031 Road Network relevant to the development of the lands located within the ROPA 38 Expansion Area south of Britannia Road.

We have noted the inclusion of James Snow Parkway as a six lane regional arterial road between Britannia Road and Highway 407 identified for implementation in the 2021 – 2031 period. We wish to emphasize the Region's long standing Official Plan commitment to the creation of James snow Parkway as a major element of its road network. We note that the subject section would, when completed, bridge an enormous gap in the Region's north-south road network -- being the more than 7 kilometre distance along Highway 407 between Trafalgar Road and Regional Road 25. Completion of the missing link in James Snow Parkway would materially enhance access to the developing eastern portions of the existing community of Milton and realise the value of the investment long since made in the Neyagawa / James Snow Parkway interchange on Highway 407 which now serves Oakville but does not serve Milton.

We urge the Region to specifically plan for the timely delivery of the section of James Snow Parkway between Britannia Road and Highway 407 before 2021 in advance of development in the ROPA 38 lands south of Britannia Road.

We have also noted that James Snow Parkway is the only designated regional arterial road featuring an interchange with Highway 407 at the location of a planned Highway 407 Transitway station / car pool facility which is not also designated as featuring an additional two lanes for transitway / high-occupancy vehicle use. We believe that not so designating James Snow Parkway would be a significant missed opportunity. We urge the Region to recognize the benefit of greater integration of transit on James Snow Parkway in order to take strategic advantage of its central location within the existing community of Milton in providing access to the existing Milton GO Transit station and in providing a direct intra-regional linkage with Oakville.

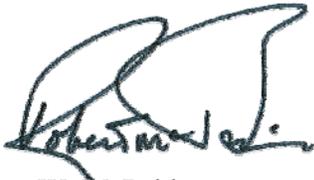
Further, we note that the intersection of James Snow Parkway (were it designated as a transitway) with Britannia Road (which we are pleased to see is designated as a transitway) would provide a unique opportunity to create a transit-oriented development node within the ROPA 38 lands at a location which is importantly actually contiguous to the existing developing community.

We have noted in the Preliminary Draft Recommended 2031 Road Network the identification of a designated future GO Transit station on Trafalgar Road between Derry Road and Highway 401. We wish to enquire as to whether this station has been formally approved by Metrolinx/GO Transit for inclusion in its plan and capital program for implementation within the relevant timeframe. If such is not the case, we would suggest that its designation within the Region's transportation network should be qualified in much the same way as the highway interchanges requiring MTO approval are qualified. Also, we would suggest that any regional transit infrastructure identified within the Draft Recommended 2031 Road Network which are appropriate only in the event that such a future GO Transit station were to be implemented within the relevant timeframe should also be specifically qualified.

Thank you for this opportunity to comment on the Transportation Master Plan. We will contact you sometime in the near future with a view to further discussing these matters.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink, appearing to read "Robert W. McBride". The signature is fluid and cursive, with a large initial "R" and "M".

Robert W. McBride
President, P.Eng., RPP

cc.

Colin Chung, RPP, MCIP, Partner, GSAI

April 19, 2011

BA Consulting Group Ltd.
45 St. Clair Avenue West, Suite 300
Toronto, Ontario M4V 1K9

Our ref: 8811011 / 656

Attn: Robert McBride, P.Eng., RPP
President

Dear Robert

**Re: Halton Region Transportation Master Plan (2031) – The Road to Change
Comments arising from PIC #2
(Fieldgate Developments and Trinison Management Corporation)**

Thank you for attending the March 7, 2011 Public Information Centre in Milton and for your input per your letter of April 14, 2011. We are pleased to address your comments per our response below. The spirit of your comments has been provided in italics for ease of reference.

We have also noted that James Snow Parkway is the only designated regional arterial road featuring an interchange with Highway 407 at the location of a planned Highway 407 transitway station / car pool facility which is not also designated as featuring an additional two lanes for transitway / high-occupancy vehicle use.

Our modelling analysis has indicated the need to extend James Snow Parkway south to Highway 407 as a six-lane facility. Within the context of the master plan we are not dismissing the opportunity of having an HOV/RBL on James Snow Parkway (in part or in whole). The function of this facility, specifically individual lane function, will be studied further in future phases of the Class Environmental Assessment process once more information about future development in the adjacent lands becomes available.

We have noted in the Preliminary Draft Recommended 2031 Road Network the identification of a designated future GO Transit station on Trafalgar Road between Derry Road and Highway 401. We wish to enquire as to whether this station has been formally approved by Metrolinx/GO Transit for inclusion in its plan and capital program for implementation within the relevant timeframe.

The "Milton East" GO Station was introduced through the Sustainable Halton Study, which led to Regional Official Plan Amendment No. 38 (ROPA 38). ROPA 38 and the Town of Milton Official Plan (see the attached schedule) identify this station.

We thank you for your feedback and input.

Yours sincerely

GHD Inc.



**Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant - Transportation**

(T: 905 752 4306)

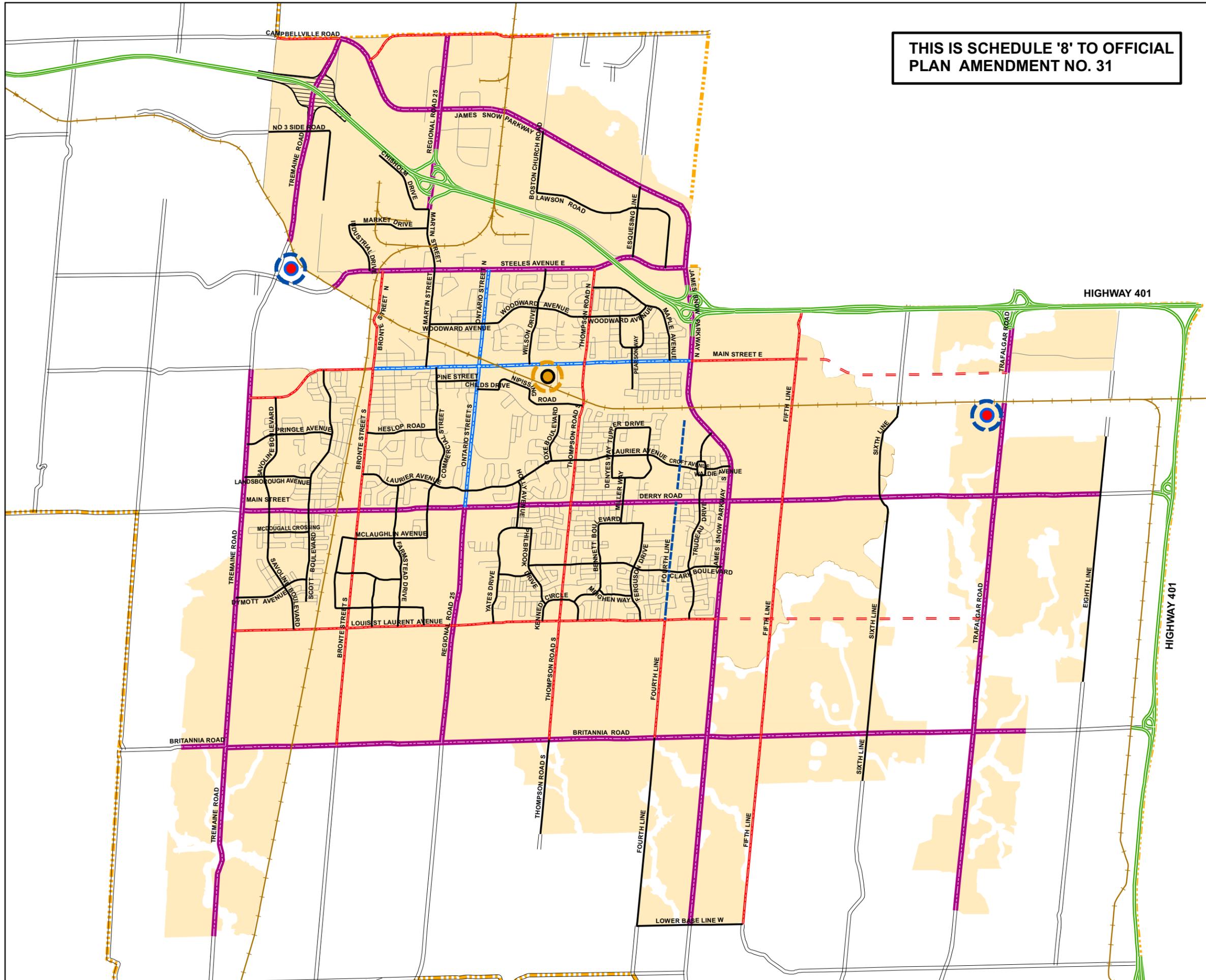
c: Melissa Green-Battiston

THIS IS SCHEDULE '8' TO OFFICIAL PLAN AMENDMENT NO. 31

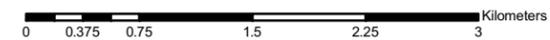
TOWN OF MILTON OFFICIAL PLAN

Schedule F

Urban Area Transportation Plan



-  MUNICIPAL BOUNDARY
-  RAILWAY
-  URBAN AREA
-  MAJOR TRANSIT STATION AREA
-  LOCAL ROAD
-  COLLECTOR ROAD
-  CHARACTER ROAD
-  MAJOR ARTERIAL
-  MINOR ARTERIAL
-  MULTI-PURPOSE ARTERIAL
-  PROVINCIAL FREEWAY
-  PLANNED 401 INTERCHANGE
-  RURAL ROAD
-  POTENTIAL FUTURE ALIGNMENTS
-  FUTURE POTENTIAL TRANSIT STATIONS



This schedule forms part of the Official Plan and should be read in conjunction with the text.

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June 2010

April 8, 2011

Alvaro Almuina, M.Eng., P.Eng.
235 Yorkland Boulevard, Suite 800
Toronto, ON M2J 4Y8

alvaro.almuina@ghd.com

Dear Sir:

**Re: Halton Region Transportation Master Plan 2021 – 2031
Comments arising from PIC #2**

BA Consulting Group Ltd. attended the Halton Region Transportation Master Plan PIC #2 held in Milton in March 2011. We represent the Derry Green Landowners Group -- landowners with interests in the Derry Green Corporate Business Park Secondary Plan area in the Town of Milton.

We wish to comment on the introduction into the Halton Region Draft Recommended 2031 Road Network of a six lane regional arterial road referred to as 5 ½ Line. The road is aligned in a north-south orientation between 5th Line and 6th Line between Steeles Avenue in the north and Britannia Road in the south.

The alignment illustrated would pass through the Derry Green Corporate Business Park Secondary Plan area. The roadway is shown as potentially having an interchange with Highway 401 (subject to MTO review and approval) at a location approximately mid-way between the existing interchanges of Trafalgar Road and James Snow Parkway.

We would suggest that if the new arterial road is to be included in the regional road network, then it is essential that it be connected to Highway 401 at an all-movements interchange. If the MTO determines that it will not support the introduction of the required interchange, we would have to question the value of the roadway.

We recognise that the introduction of the road as far south as Derry Road (including the required crossing of the CP Rail line) would, together with other planned (or potential) Region and Town road improvements contribute in a very significant way to enhancing the regional accessibility of the lands with the Derry Green Corporate Business Park.

We do not as readily see the advantages of extending the regional roadway south from Derry Road to Britannia Road. We are not expressing opposition to this concept; but, at this time, do not see great benefit of linking the business park lands to Britannia Road by way of a link which would pass through an area designated as future residential. We trust that this matter will be explored fully during the course of an Environmental Assessment. If the road were to extend to Britannia Road, we would also expect the need for a six lane cross-section between Derry Road and Britannia Road to be assessed.

The Derry Green Corporate Business Park Secondary Plan process (including the Transportation Options Assessment undertaken in support of that process) has never considered the implications of, or opportunities arising from, the subject regional arterial road with a direct connection to Highway 401.

We would seek assurance from the Region that the Halton Transportation Master Plan process shall not encumber nor delay the current Secondary Plan Approval process for the Derry Green Corporate Business Park area, and that the timely development of the Phase 1 area of the Secondary Plan as adopted by Town Council will not be affected by the process.

We will contact you sometime in the near future with a view to discussing these matters.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink, appearing to read "Robert W. McBride". The signature is stylized and written in a cursive-like font.

Robert W. McBride
President

cc.

Colin Chung, RPP, MCIP, Partner, GSAI



CLIENTS | PEOPLE | PERFORMANCE

April 29, 2011

BA Consulting Group Ltd.
45 St. Clair Avenue West, Suite 300
Toronto, Ontario M4V 1K9

Our ref: 8811011 / 655

Attn: Robert McBride, P.Eng., RPP
President

Dear Robert

**Re Halton Region Transportation Master Plan (2031) – The Road to Change
Comments arising from PIC #2 (Derry Green Corporate Centre)**

Thank you for attending the March 7, 2011 Public Information Centre in Milton and for your input per your letter of April 8, 2011. We are pleased to address your comments per our response below. The spirit of your comments has been provided in italics for ease of reference.

We do not as readily see the advantages of extending the regional roadway south from Derry Road to Britannia Road. We are not expressing opposition to this concept; but, at this time, do not see great benefit of linking the business park lands to Britannia Road by way of a link which would pass through an area designated as future residential. We trust that this matter will be explored fully during the course of an Environmental Assessment. If the road were to extend to Britannia Road, we would also expect the need for a six lane cross-section between Derry Road and Britannia Road to be assessed.

Our modelling analysis has indicated the need to extend this corridor as far south as Britannia Rd., serving both residential and employment travel demand. As noted in your comment, these matters will be further considered in future phases of the Class Environmental Assessment process for this corridor.

We thank you for your feedback and input.

Yours sincerely,

GHD Inc.

**Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant – Transportation**

(T: 905 752 4306)

c. Melissa Green-Battiston

GHD Inc.

11 Allstate Parkway Suite 310 Markham Ontario L3R 9T8 Canada
T 1 905 752 4300 F 1 905 752 4301 E ytomail@ghd.com W www.ghd.com



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:

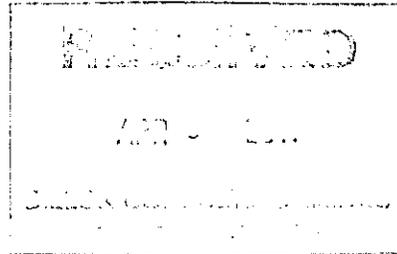
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP

ASSOCIATES:

CARL BRAWLEY, MCIP, RPP
JEFF R. DUNCAN, CPT, ACST(A)
KAREN BENNETT, MCIP, RPP

March 24, 2011

GHD Inc.
235 Yorkland Blvd., Suite 800
Toronto ON
M2J 4Y8



Refer to File: 575-001

Attention: Alvaro Almuina, M. Eng., P.Eng.

Dear Mr. Almuina,

Re: Region of Halton Transportation Master Plan to 2031
Submission of Comments

We are the planning consultants representing Shipp Corporation who own approximately 200 acres of land located on the west side of Tremaine Road, south of Britannia Road in the Town of Milton. Our clients' lands are located opposite to the lands owned by CN Railway Corporation on the east side of Tremaine Road and in close proximity to the Town's Education Village. Our clients' lands are within the ROPA 38 urban expansion lands (see attached map).

We have been following the Region of Halton's Transportation Master Plan process and we attended the 2nd PIC on March 7th, 2011 in this regard. The purpose of this submission is to provide you with our comments to the Transportation Master Plan on behalf of our clients, Shipp Corporation.

It is our strong position that there are merits to including a Tremaine Road interchange at Highway 407. Specifically, Tremaine Road is already planned to provide a Highway 401 interchange and given that the Town of Milton's Education Village is planned on lands located along Tremaine Road, north of Britannia Road, a Tremaine Road interchange at Highway 407 will provide much needed efficient movement of vehicular traffic on Tremaine Road from both Highway 401 and Highway 407. Further, Tremaine Road currently provides for truck traffic along its route and it is anticipated that truck traffic will increase with the future development of the CN Intermodal Yard on the east side of Tremaine Road and the planned employment area in its vicinity. Accordingly, a future interchange at Highway 407 will facilitate better goods movement for the future CN Intermodal Yard and the planned employment development in its vicinity.

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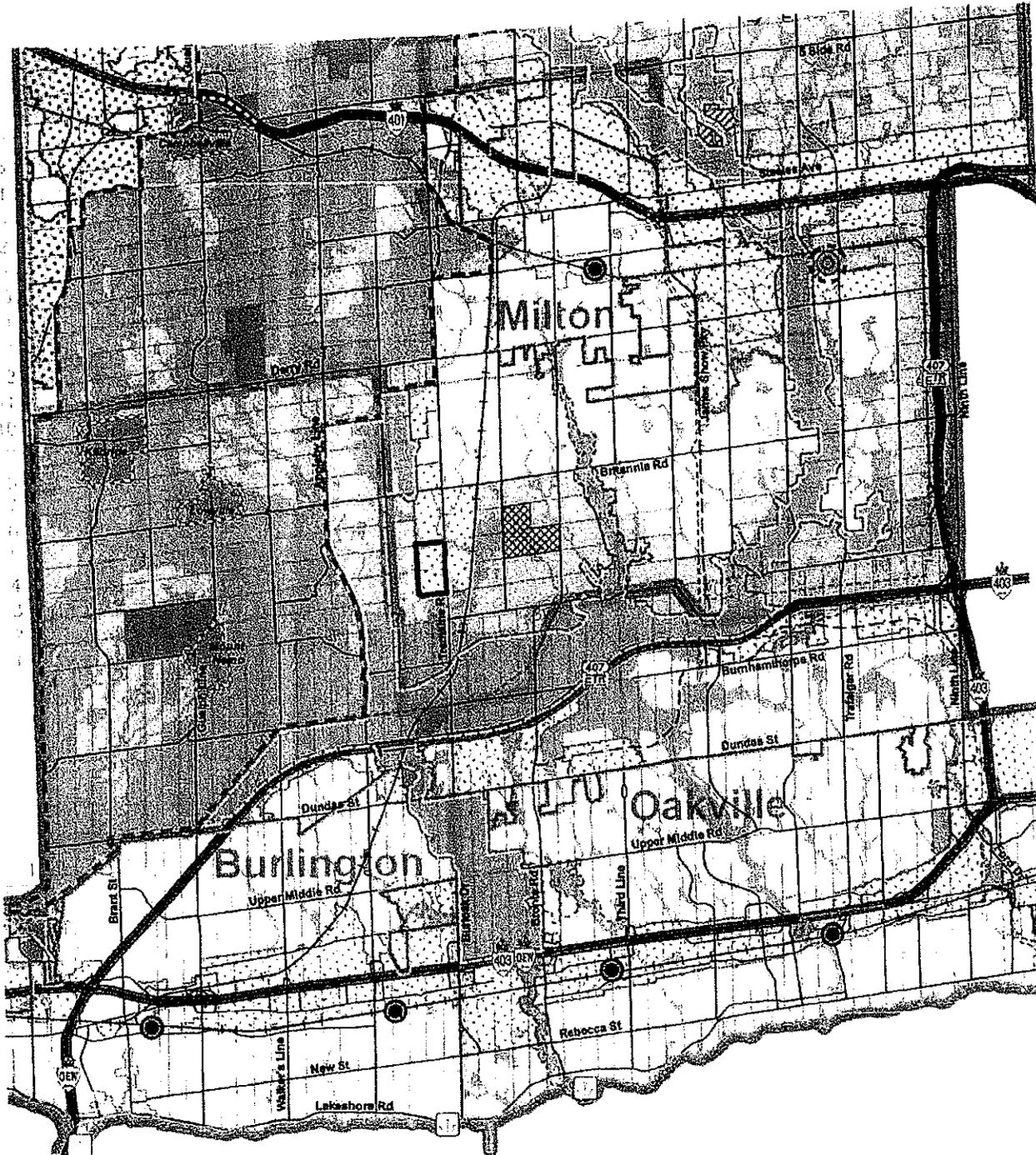
We look forward to receiving your feedback on our submission and we would be pleased to meet with yourself and/or staff of the Region of Halton to discuss our comments in more detail. In this regard, we have copied Ms. Melissa Green-Battiston of the Region's Transportation Department and we request that these comments be considered in the context of finalization of the Region of Halton Transportation Master Plan. Please do not hesitate to call if you have any questions or wish to discuss this in more detail.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

For: Karen Bennett
Colin Chung, M.C.I.P., R.P.P.
Partner
CC/kb

Cc: M. Green-Battiston, Region of Halton Transportation Department
K. Taylor-MacColl, Shipp Corporation



- | | | |
|--|---|--|
| <ul style="list-style-type: none"> Waterfront Park (See Map 2) Major Transit Station Proposed Major Transit Station Rail Line Proposed Major Arterial Major Road Provincial Freeway Lot and Concession Line Municipal Boundary | <ul style="list-style-type: none"> Urban Area Hamlet Agricultural Rural Area Regional Natural Heritage System Regional Natural Heritage System Overlay Greenbelt Plan Policy Area Greenbelt Natural Heritage System Mineral Resource Extraction Area North Aldershot Policy Area | <ul style="list-style-type: none"> Ninth Line Corridor Policy Area Greenbelt Plan Protected Countryside Boundary Niagara Escarpment Plan Boundary Parkway Belt West Plan Boundary Built Boundary Employment Area Urban Growth Centre Area Eligible for Urban Servicing Hallon Waste Management Site |
|--|---|--|

Subject Lands

March 2011

Shipp Corporation Lands - Location Map



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April 5, 2011

Glen Schnarr & Associates Inc.
10 Kingsbridge Garden Circle, Suite 700
Mississauga, Ontario L5R 3K6

Our ref: 8811011 / 634

Attn: Colin Chun, MCIP, RPP
Partner

Dear Mr Chun

**RE: HALTON REGION TRANSPORTATION MASTER PLAN (2031) – THE ROAD TO CHANGE
YOUR REFERENCE 575-001**

Thank you for attending the March 7, 2011 Public Information Centre in Milton and for your input per your letter of March 24, 2011.

I offer the following response in reference to your point about including an interchange at Tremaine Road with Highway 407:

- This matter was considered and evaluated as part of the TMP study.
- Our analysis indicated there was insufficient demand for a full or partial (select ramps) interchange at Tremaine Road and Highway 407.
- In addition to the lack of travel demand, this interchange would affect the truck inspection stations on Highway 407 in the Tremaine Road area, for the westbound and eastbound directions. There are no other opportunities within the Highway 407 corridor to relocate the subject inspection stations.
- Notwithstanding the above, the study team met with representatives of the Ministry of Transportation to discuss the merits of this interchange from a long term network planning perspective.
- The lack of forecasted demand, the impact on the existing truck inspection station and the costs associated with this project do not provide the necessary benefit that must be demonstrated through a Benefit Case Assessment to incorporate an interchange at Tremaine and Highway 407.

Therefore, given the lack of forecasted demand and the various technical issues associated with an interchange at Tremaine Road and Highway 407, the TMP did not recommend this project.

We thank you for your feedback and input.

Yours sincerely

GHD Inc.


Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant – Transportation

(T: 905 752 4306)

cc: Melissa Green-Battiston



111-14566

April 8, 2011

Ms. Melissa Green-Battison, P.Eng.
Transportation Engineer
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

Re: Comments on the Halton Transportation Master Plan PIC #2

Dear Ms. Green-Battiston:

Thank you for the opportunity to provide a response to the information presented at the second series of Public Information Centres (PICs) held last month for the Halton Region Transportation Master Plan (TMP).

GENIVAR has been retained by Mattamy Development Corporation to assist with reviewing and monitoring TMP documents and assessing the proposed transportation improvements. We are currently reviewing the information provided on the project website and attended the March 2011 Milton and Oakville PICs to gather information on the TMP and the work completed to date.

We have questions regarding various aspects of the TMP and the assumptions employed in developing the Plan. GENIVAR will complete the information review next week, at which time we will submit a list of our detailed comments on the information presented to date. It is also our understanding that our clients submitted to your consultant on July 8, 2010, comments and questions regarding the funding of infrastructure and additional background information as a result of attending the first series of PICs. We have not yet received any of the requested information.

We would be pleased to meet with you and the TMP consultant team at your convenience to better understand the background assumptions made and the analysis performed during the development of the TMP.

111-14566;et11-04-08PICCommentLtrMattamyHalton.docx

Again we thank you for the opportunity to provide more detailed comments next week.

Yours truly,

GENIVAR Inc.



Angela Iannuzziello, P.Eng., F.E.C.
Vice President, Transit and Transportation Planning

OM/hf

cc: Maureen Van Raven, Region of Halton
Alvaro Almuina, Dillon
Tim Warner, Mattamy
Lyn Townsend, Townsend and Associates



111-14566

April 21, 2011

Ms. Melissa Green-Battiston, P.Eng.
Transportation Engineer
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

Re: Information Request – Halton Region Transportation Master Plan Review

Dear Ms. Green-Battiston:

Thank you for the opportunity to provide preliminary comments and request additional information, which we require to provide more detailed comments to the information presented at the Public Information Centres (PIC#2) in March for the Halton Transportation Master Plan (TMP). Based on the information presented, we understand that the total cost of 2021 to 2031 roads projects are estimated to range from \$1.0 to \$1.4 billion. The information presented to date has insufficient data and information to justify the need for this significant infrastructure spending and details how the costs were determined.

As mentioned in our previous letter to you, dated April 8, 2011, GENIVAR has been retained by Mattamy Development Corporation to assist with reviewing and monitoring the TMP and assessing the list of proposed transportation improvements.

Our clients submitted to your consultant on July 8, 2010, comments and questions as a result of attending the first series of PICs held in June 2010 (PIC#1). The response letter dated September 24, 2010, and the information presented at the second round of PICs provided only partial comments to the questions raised.

We also ask that we be given some time to review the information you provide us at this time prior to you proceeding with the TMP process. It is our position that in this way, can more effectively and constructively work together.

Data and background information relative to the initial stages of the work last year was not made available and yet more current analysis for PIC#2 is based on that work.

GENIVAR and the consultant team recently attended the second round of PICs and we reviewed the presentation at the Public Workshop on June 5, 2010 (Workshop).

We would be pleased to meet with you and your TMP team at your convenience to better understand the background assumptions made and the analysis performed during the development of the TMP, once we receive the information requested herein and prior to the preparation of the draft TMP report.

1. Background Data

In order to understand the analyses conducted in the TMP, we would appreciate:

- electronic copies of the EMME model runs used for 2011, 2021 and 2031
- large hard copy of 2011, 2021 and 2031 EMME model plots with the following outputs:
 - auto volumes
 - transit volumes
 - roadway capacities
 - roadway speeds
 - centroid connections with assigned volumes (auto and transit)
 - transit mode split percentages for each roadway link (i.e. transit volume divided by total link volume)
 - trip generation rates and assumptions for any new employment zones and how they were applied in the model
 - trip generation rates for new residential and how they varied by type (i.e. low density, high density)
- existing traffic volumes and counts at all of the intersections
- a description of how BRT lanes were accounted for in the model
- on which links were BRT lanes coded and what was the effect of including BRT lanes in the model
- a list of transit improvements coded in the model, which should clearly state which transit improvements are based on deficiencies identified in the analysis and which were simply assumed
- a description of transit ridership and demand calculations in the selected transit corridors and the corresponding modal splits for each corridor
- a list of six-lane roadways that will have two lanes designated as either HOV or transit lanes
- a list of the assumed transit frequencies along transit corridors for each time frame
- transit O-D matrix for each time frame
- a list of Metrolinx and MTO improvements to infrastructure and service for each time frame included in the analysis

2. Screenline Analysis

- PIC#2 shows maps of the additional capacity required by 2031, illustrating by arrows the equivalent auto lanes. This map was also shown at the Workshop (slide #23). However there is no data, typically a screenline table, to demonstrate the volumes and capacity for each of the screenlines. We request the following information:

- Map clearly showing the geographic location of screenlines (i.e. a larger readable map similar to the one presented at the Workshop.
- Screenline analysis tables showing individual roadways crossing each of the screenlines, number of lanes, capacities and volumes assigned to each of the roadways for the 2011, 2021 and 2031 time horizons and for each alternative roadway/transit networks.
- In the Workshop slides there is a listing of the Evaluation Criteria for Screenline Analyses (slide #30). Can you provide the actual evaluation matrix for each screenline?
- Workshop slide #28 notes that the screenline analysis is based on 20 percent transit mode split. What does “this scenario is consistent with the legislation/guiding documents the TMP is to support” mean?

2.1 Model Calibration

- ⇒ No information has been presented regarding the screenline tables for the existing “calibrated” model and a comparison of actual volumes from counts with the predicted existing volumes from the model and which criteria was used to determine that the existing “calibrated” model is acceptable. Please provide:
 - a list of screenline tables for the existing “calibrated” model
 - a comparison of actual volumes with the predicted existing volumes and the criteria used to determine that the existing “calibrated” model is acceptable

2.2 Travel Demand Study Assumptions

- ⇒ One of the PIC#2 slides shows Halton Region at 780,000 people and 390,000 jobs in 2031. We would like to know the following:
 - What was the source of these estimates?
 - Population and employment numbers used in the model broken down by municipality and traffic zone
 - How do population and employment estimates compare with the Best Planning Estimates?

2.3 Highway 407 Transitway

- ⇒ PIC#2 references the Highway 407 Transitway in the Draft 2031 Transportation System map, with transitway stations at Dundas Street, Regional Road 25 and Trafalgar Road. Please provide us with the following information regarding the 407 Transitway in Halton Region:
 - the methodology describing the inclusion of Highway 407 tolling in the model
 - the assumptions incorporated into the model regarding the attraction of vehicle trips to Highway 407 and how Highway 407 capacity was used in the network
 - the projected transit ridership and total volumes on the Highway 407 transitway
 - the Highway 407 Transitway right-of-way (ROW)

3. Alternative Solutions and Evaluation of Alternative Solutions (PIC#2)

- The PIC#2 slides provide a list of six alternative solutions and five categories of factors which presumably each contained a number of criteria. Please provide:
 - description of the alternative roadway/transit networks that were evaluated against the evaluation factors
 - description of “combination of the above” in the list of alternative solutions
 - an evaluation criteria matrix for each alternative roadway/transit network
 - evaluation matrix for the alternative solutions

4. Road Network Features

- The PIC#2 slides referred to Road Network Features and an illustration of the ROW requirements.
 - please provide the ROW design guidelines and/or the drawings for each of the different ROW requirements along with a large map of roadway ROW

5. Transit

- The PIC#2 slide on Transit notes that conceptual plans for the provision of higher order transit were developed as part of the TMP to ensure that the projected transit trips could be accommodated. Please provide:
 - the conceptual plans developed
 - projected transit trips
- The PIC#2 slide on Transit also refers to 15 to 20 percent of peak period trips being accommodated by local and GO transit.
 - What is the basis of this and how was this used to derive transit trips in the TMP?
- Workshop slide #27 refers to transit usage sensitivity analysis considering five percent (current), 10 percent, 15 percent and 20 percent transit mode splits. Please describe:
 - how this transit usage sensitivity analysis was done and the results of the sensitivity analysis for each transit mode splits
- Workshop slides #32 and #33 refer to transit systems needing to accommodate the travel demand not addressed by the road widenings and references four ways that a 20 percent transit modal split can be achieved. Please describe and provide:
 - How was the demand that was not addressed by road widenings quantified and used in the analysis?
 - What was the analysis conducted that illustrated that transit systems could not accommodate more demand than what was assumed?
 - How much of the transit modal split did each of the four ways contribute?

- the PIC#2 slides stated that travel demand would be also be served by active transportation and TDM measures
 - What proportion of the travel demand was assumed to be attributed to active transportation and to TDM?
 - In which corridors did these measures contribute to decreasing the amount of road network/auto trip demands?
- How were the additional two lanes for transit/HOV on each of the network corridors determined?
 - please provide the auto, HOV and transit volumes and the transit levels of service (headways)

We look forward to receiving your response to our comments and information we requested.

Yours truly,

GENIVAR Inc.



Angela Iannuzziello, P.Eng., F.E.C.
Vice President, Transit and Transportation Planning

cc: Maureen Van Ravens, Region of Halton
Alvaro Almuina, Dillon
Tim Warner, Mattamy
Lyn Townsend, Townsend and Associates

DL/OM/hf

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Monday, April 11, 2011 2:29 PM
To: [REDACTED]
Cc: melissa.green-battiston@halton.ca; Jeffrey.Reid@halton.ca; Van Ravens, Maureen; Bullough, Brent; Walters, Mike
Subject: Re: Halton Region Transportation Master Plan
Follow Up Flag: Follow up
Flag Status: Green

Hello [REDACTED]

Thank you for your comments on the Halton Region Transportation Master Plan.

The plan is considering the Region's transportation needs to address growth between the years 2021 and 2031. Options including active transportation, travel demand management and more transit usage are some of the means by which the Master Plan addresses travel in 2031. In addition, road improvement projects have been identified at this strategic level and more detailed study will follow to address corridor specific issues such as the ones you have noted. As Highway 7 is a provincial facility, the Ministry of Transportation - Ontario (MTO) needs to assess our recommendations further, hence this project is also subject to MTO Study and approval (per our note on the presentation figure).

Thank you again for your input.

Kind regards,

Alvaro L. Almuina, M.Eng. P.Eng.
Principal Consultant - Transportation

GHD

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From: [REDACTED]
To: <alvaro.almuina@ghd.com>
Date: 08/04/2011 11:56 PM
Subject: Halton Region Transportation Master Plan

I wasn't able to attend the Public Information Centre #2 and would like to submit my comments regarding proposed road changes. I'm a resident on Highway 7 between Sixth Line & Trafalgar Road and I'm disappointed to see that this portion of Highway 7 is in consideration for widening for several reasons.

4/21/2011

This northwestern area of Georgetown is designated by the Niagara Escarpment Commission as Escarpment Rural Area & Escarpment Natural Area and is valued for its natural landscape & trails. In fact, the Bruce Trail runs north on Sixth Line and east on Highway 7 towards Trafalgar Road and currently, hikers have to walk on the unpaved shoulder alongside the high-speed traffic in order to continue on the trail which heads north off of Highway 7. Even the Bruce Trail Reference handbook states: "Caution: This is a very dangerous highway" on page 13-1 of Edition 25. With traffic moving as fast as it is now, hikers, cyclists & locals are essentially risking their safety when trying to cross this road.

With the increasing importance of a healthy environment & the protection & promotion of natural landscapes, cities across Ontario have included trails & parks as part of city planning & development & I would hope that Halton Hills would do the same. Having these beautiful trails in our area is one of the major factors drawing visitors & new residents to the region. Widening of Highway 7 will have a disastrous effect.

In planning for the population increase in Halton Hills, I've read that steps will be taken to promote cycling & walking for their environmental & health benefits, and as a method of transportation to and from work. How are current & future residents to take advantage of these forms of transportation when road changes are being considered which don't promote them or take them into account?

There have been several car/motorcycle accidents here due to the high rate of speed in the last year and a half. The speed limit on this long, straight stretch of Highway 7 is 80 km/hour however vehicles are consistently going 100 km/hour or more. Increasing the number of lanes will only contribute to the problem of speeding & the number of fatal & non-fatal accidents (and having a guard-rail will not remedy this problem). Additionally, there is a motel and a large number of residential houses on this section of Highway 7 & access into & out of these properties will become increasingly difficult & dangerous with added lanes.

Finally, traffic on this area of Highway 7 is not congested, even during morning & afternoon weekday commutes.

Thank you for your consideration.

Yours truly,



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Bullough, Brent

From: [REDACTED]
Sent: Thursday, April 21, 2011 8:12 PM
To: Alvaro.Almuina@ghd.com
Cc: Bullough, Brent; Jeffrey.Reid@halton.ca; 'Van Ravens, Maureen'; melissa.green-battiston@halton.ca; Walters, Mike
Subject: RE: Halton Region Transportation Master Plan PIC Comments
Follow Up Flag: Follow up
Flag Status: Green

Dear Mr. Alvaro

Can you clarify some points about the model you use in your analysis.

Is this a proprietary model or a commercial product? what assumptions does it make about how to design around natural barriers such as rivers?

In your answer to my first question you indicate that trips that flow through are considered to be provincial road network trips. If north south routes are opened between Milton and Oakville how will it be possible to prevent spill over from the provincial network onto the regional road system? I am thinking of traffic cutting through from the 401 to the 403 and avoiding the 407.

In your response to my second question you describe the concept of screenlines. What basis does your model use to generate the increased number of within region trips as opposed to provincial trips? How does your model generate an estimate of the increase in provincial through trips? what type of classification system do you apply to categorize your trips?

Best Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: Alvaro.Almuina@ghd.com [mailto:Alvaro.Almuina@ghd.com]

Sent: April-14-11 11:41 AM

Cc: 'Brent Bullough'; Jeffrey.Reid@halton.ca; 'Van Ravens, Maureen'; melissa.green-battiston@halton.ca; 'Mike Walters'

Subject: RE: Halton Region Transportation Master Plan PIC Comments

[REDACTED]

4/26/2011

Thank you again for your feedback.

In response to your first question, we use a GTA wide model that accounts for trips within, to/from and through Halton. Hence traffic on the overall network has varying origin/destinations as well as purposes. Our analysis of the network indicates that the roadway usage is in accordance with the origin/destination and length of the trip.

That is, trips cutting "through" the Region (i.e. Toronto to Hamilton) are on the provincial system and trips within Halton (i.e. Burlington to Oakville) would be on the Regional and local network. Our analysis confirms that the Regional network is not being expanded to accommodate non-regional/through traffic.

The basis for considering road widenings is the volume to capacity ratio of a screenline. A screenline is an imaginary line generally linking two or more roadways. The combined volume and capacity of these roadways makes up the screenline volume to capacity ratio. A ratio greater than 0.9 is considered to critical (that is, the volume demand is about 90% of the available capacity). At this stage, speeds deteriorate and traffic flows become unstable and or congested. Your recollection of our discussion was with regards to additional benefits from the linkages proposed in the TMP; however, the driving factor in recommending a roadway widening is the screenline analysis.

Kind regards,

Alvaro L. Almuina, M.Eng. P.Eng.
Principal Consultant - Transportation

GHD

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From: 
To: <Alvaro.Almuina@ghd.com>
Cc: "Van Ravens, Maureen" <Maureen.VanRavens@halton.ca>, <melissa.green-battiston@halton.ca>, <Jeffrey.Reid@halton.ca>, "Brent Bullough" <BBullough@dillon.ca>, "Mike Walters" <mwalters@dillon.ca>
Date: 11/04/2011 05:19 PM
Subject: RE: Halton Region Transportation Master Plan PIC Comments

Dear Mr. Alvaro

Thank you for your response.

I am interested in knowing what portion of the east /west and north/south traffic overall is anticipated to be carried by the provincial as opposed to the regional road network.

I am also interested in understanding the policy basis for the proposed north/south capacity expansions. I believe you indicated that those would be required primarily for commuter traffic between Milton and Oakville, with a secondary consideration being the need to move traffic to the new hospital in Oakville from Milton. I would like to know what policy direction is being relied upon to support that additional capacity.

4/26/2011

Thanks very much.

Best Regards,

From: Alvaro.Almuina@ghd.com [mailto:Alvaro.Almuina@ghd.com]

Sent: April-11-11 12:44 PM

Cc: Van Ravens, Maureen; melissa.green-battiston@halton.ca; Jeffrey.Reid@halton.ca; Brent Bullough; Mike Walters

Subject: Re: Halton Region Transportation Master Plan PIC Comments

Thank you for your email of April 7, 2011 regarding the presentation made by the study team at the Oakville Public Information Centre on March 24, 2011. We are pleased to address your concerns/comments per our response below. The spirit of your comments has been provided in italics for ease of reference.

"...what work had been done to evaluate the routing of north-south traffic along the 407/403 north south route in lieu of the James Snow route. I seek additional details concerning the above."

Considerable modelling work was undertaken to evaluate the north/south and east/west travel demands anticipated by 2031. The evaluation contained assumed improvements on provincial facilities including Highways 401, 403 and 407. Prior to defining regional road improvements, we evaluated whether the capacity deficiencies identified could first be addressed by active transportation, travel demand management, enhanced transit services or improvements by other jurisdictions such as provincial facilities. Regional road improvements were generally considered as a final resort.

Similarly I would like to know specifically what work was done to evaluate options other than the Burnhamthorpe Road extensions across Sixteen Mile and Bronte Creeks...What assumptions and basis have been used to justify a need to cross these valuable sections of the Natural Heritage System.

The "Burnhamthorpe Road extension", which is now referred to as the "New North Oakville Transportation Corridor" was first identified as part of the Region's 2004 Transportation Master Plan. The Region commenced a detailed (corridor specific) environmental assessment study in November 2004 and this study was completed in May 2010. The study involved significant public consultation.

The study details can be found at <http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=22692>

This corridor was not evaluated in the context of the current TMP as the corridor is approved for implementation within the Region's 2011 - 2021 Roads Capital Plan as approved by Regional Council. As our TMP is looking at the 2021 to 2031 time frame, this corridor was considered part of the regional network within our study assumptions.

I trust the above addressed your questions.

Sincerely,

Alvaro L. Almuina, M.Eng. P.Eng.

4/26/2011

Principal Consultant - Transportation

GHD

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From: [REDACTED]
To: <alvaro.almuina@ghd.com>
Date: 07/04/2011 06:44 PM
Subject: Re: Halton Region Transportation Master Plan PIC Comments

Re: Halton Region Transportation Master Plan

I was in attendance at the recent PIC for the HTMP.

You may recall my questions around the proposed James Snow Parkway and the other routes which will cross the Oakville Natural Heritage System, namely the Burnamthorpe Road extension across 16 Mile Creek and the proposed additional extension across Bronte Creek.

With respect to the first item I inquired as to what work had been done to evaluate the routing of north-south traffic along the 407 /403 north south route in lieu of the James Snow route.

I seek additional details concerning the above. Similarly I would like to know specifically what work was done to evaluate options other than the Burnamthorpe Road extensions across Sixteen Mile and Bronte Creeks.

What assumptions and basis have been used to justify a need to cross these valuable sections of the Natural Heritage System.

Thank you.

Best Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Thursday, April 14, 2011 11:42 AM
To: [REDACTED]
Cc: melissa.green-battiston@halton.ca; Jeffrey.Reid@halton.ca; Van Ravens, Maureen; Bullough, Brent; Walters, Mike
Subject: Re: Comment on Halton Region Transportation Plan
Follow Up Flag: Follow up
Flag Status: Green

[REDACTED]

Thank you for your comments on the Halton Transportation Master Plan.

The Master Plan objectives are to address the transportation needs of the Region from 2021 to 2031. In developing a strategy for that time, we defined five Guiding Principles, one of which is "Balanced Needs". This principle is cognisant of the fact the Region's travel options need to diversify from the current auto dominated mode to one that includes active transportation (cycling and walking), travel demand initiatives and more transit usage to an average of 20% (from the current 5%). Hence we believe we are on "The Road the Change".

It is important to note that all projects identified in the 2021 to 2031 time frame will be subject to further study through the EA process where constraints and opportunities will be considered. The projects mentioned in your email are currently in the 2011 to 2021 Regional Capital Plan as approved by Regional Council. Our study assumed these projects to be in place by 2021 and formed part of our base assumptions in analysing the 2021 to 2031 time frame.

Again, we thank you for your input on the master plan process.

Kind regards

Alvaro L. Almuina, M.Eng. P.Eng.
Principal Consultant - Transportation

GHD

T 1 905 752 4300 | D 1 905 752 4306 | M 1 416 578 4959 | F 1 905 752 4301 | alvaro.almuina@ghd.com

11 Allstate Parkway, Suite 310, Markham, Ontario L3R 9T8 | www.ghd.com

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Please consider the environment before printing this email

From: "Liz B." <lizcdn@yahoo.com>
To: alvaro.almuina@ghd.com
Date: 10/04/2011 10:38 AM
Subject: Comment on Halton Region Transportation Plan

Dear Mr. Almuina:

4/21/2011

Oakvillegreen Conservation Association has reviewed Halton's Transportation Master Plan 2010-2031 with interest.

We applaud the addition of HOV lanes, Potential for additional rail lines and GO stations, increased bike lanes etc., however we are concerned about having to create another crossing through Bronte Creek between Bronte and Burloak. We are concerned not only for the destruction to the creekbank but also to the southern portion of Bronte Creek Provincial Park. We suppose it is better than bisecting the park by extending Upper Middle Road as has been suggested many times over the years but each creep of roads into our important creeks and greenspaces causes destruction that cannot be undone, or as planners love to claim "mitigated".

We are also concerned about the impact of the widening of Upper Middle Road on Iroquois Shoreline Woods in Oakville. This woodland has suffered from the development of the portion of it north of Upper Middle Road and lost many of its trees. The Town has put a lot of time and money, as have citizens, into restoring the woodland to a healthy state. We would like to know what the impact will be of the road widening on this woodland. We would hope there will be none.

You should also know that Oakvillegreen is opposed to the extension of Burnhamthorpe Road across Sixteen Mile Creek, through the largest intact woodland in Oakville's hard-on Natural Heritage System and through the most sensitive part of the newly created Glenorchy Conservation Area. We will do everything we can to see these troubling sections of this road are never built.

We are also concerned that the Region's transportation plan remains so building/widening roads-focused. Even the Plan's Title Road to Change denotes that there really is no significant change in terms of transportation planning.

Oakvillegreen understands transportation planning must accommodate the increased number of people and jobs in the Region by 2031, however, we believed that better transportation doesn't need to mean more roads for single occupancy vehicles.

We hear "we'll never be able to wean people from their cars." But the bottom line is that rapidly escalating gas prices and/or increased congestion will. People will make different choice when they can't afford to fill their tanks or when getting to work takes longer than they can bear. We say this confidently because we have seen this in our own lives with our own families.

As long as the Region continues to build/expand roads there is no incentive for other organizations to apply some creativity to solving the transportation problem. For instance, during the oil crisis in the 70s, my husband's company bought vans and organized cars pools for its employees. We keep hearing Burnhamthorpe has to be expanded so people from Milton can get to the hospital for specialized care. The hospital could consider providing a shuttle bus service that, by pre-booking and for a small fee, could provide transportation to and from the hospital. One would think this might be a useful service for people who may be elderly, ill and on medications.

I know you are only tasked with planning for the kinds of transportation the Region can provide, while considering the plans of other known entities like GO and Metrolinx, however, as the Region pursues what it can do (build roads) it makes it less likely that other groups (citizens, employers, institutions) come up with creative solutions to transportation that are kinder to the environment and less costly to Regional governments.

And cost is a major factor. As taxpayers, we are concerned about the Region's ability to afford the maintenance of a continually expanding road network. The price of asphalt is volatile and will only escalate as fossil fuel prices rise.

According to the New York Department of Transportation, that tracks the prices of fuel and asphalt month by month and over years, asphalt reached a high of \$836 a metric ton in September of 2008 just before the recession. Municipalities around North America were looking at their road maintenance budgets with grave concern. During the recession the price fell to a low of \$441 a metric ton but now that the economy is picking up it has risen to \$577. Given the long-term unrest in the Middle East, the increased demand for fossil fuels and increasingly limited supply we can only expect prices to continue to rise and the prices of asphalt to go up accordingly.

We appreciate that you looked at "solutions with the least impacts to the overall environment", however, continually building/expending roads can never be considered environment-friendly. We continue to hope that eventually we will take road building/expansion off the table and focus attention on truly sustainable, environment-friendly solutions to transportation.

[REDACTED]

"Our lives begin to end the day we become silent about the things that matter."
Martin Luther King Jr.

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Bullough, Brent

Subject: FW: Information Request (TMP)

From: "Green-Battiston, Melissa" <Melissa.Green-Battiston@halton.ca>
To: [REDACTED]
Cc: "Stewart, Nathan" <Nathan.Stewart@halton.ca>, "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>, "Van Ravens, Maureen" <Maureen.VanRavens@halton.ca>, <Alvaro.Almuina@ghd.com>
Date: 22/04/2011 10:47 AM
Subject: RE: Information Request (TMP)

[REDACTED]

Thank you for inquiry regarding the Transportation Master Plan to 2031. At this time all available project documentation is available on the project website at www.halton.ca/htmp

The Project Team is currently preparing the Transportation Master Plan, which will be available for public review late spring/early summer. You will be added to the project mailing list and will be notified when the Transportation Master Plan is available for review.

Melissa Green-Battiston, P. Eng.

Transportation Engineer
 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:
Sent: Tuesday, April 19, 2011 10:05 AM
To: Stewart, Nathan
Subject: Information Request

Good Morning Nathan,

To further our earlier conversation, I am interested in getting an update on the current status of the Transportation Master Plan to 2031. I have visited the page on Halton Region's website, and have downloaded the available documents. In one of the display board files, there was an estimated timing schedule that anticipated the approval process starting in May. I wanted to confirm whether this date is still applicable and to ask if the Draft Transportation Master Plan is available to the public.

Thank you in advance for you help in this matter.

5/10/2011

First Nations Comments

Bullough, Brent

From: Green-Battiston, Melissa [Melissa.Green-Battiston@halton.ca]
Sent: Tuesday, April 26, 2011 10:10 AM
To: Alvaro.Almuina@ghd.com; Bullough, Brent
Cc: Reid, Jeffrey; Van Ravens, Maureen
Subject: FW: Transportation Master Plan to 2031-The Road to Change PR-2414
Follow Up Flag: Follow up
Flag Status: Green

Hi Alvaro,

Please update the mailing list and send a note directing him to the project website for information from the PIC.

Melissa

From: Melanie Arthur [mailto:marthur@aldervillefirstnation.ca]
Sent: Tuesday, April 26, 2011 10:09 AM
To: Green-Battiston, Melissa
Subject: Transportation Master Plan to 2031-The Road to Change PR-2414

Dear Melissa,

Thank you for your consultation request to Alderville First Nation regarding the Transportation Master Plan to 2031, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that The Regional 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.

Although we may not always have representation at all stakeholders meetings, it is our wish to be added to the study mailing list.

In good faith and respect,

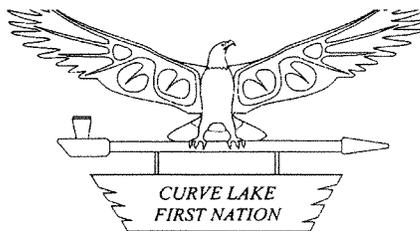
Dave Simpson

Lands and Resources Communications Officer
Alderville First Nation
11696 Second Line
P.O. Box 46
Roseneath, ON K0K 2X0
dsimpson@aldervillefirstnation.ca

Melanie Arthur

Lands and Resources Communications Clerk
marthur@aldervillefirstnation.ca

GOVERNMENT SERVICES BUILDING
AND CULTURAL CENTRE



CURVE LAKE, ONTARIO K0L 1R0

PHONE (705) 657-8045
FAX (705) 657-8708

RECEIVED

JUL 25 2011

HALTON REGION
PUBLIC WORKS & ENG.

July 6th, 2011

Melissa Green-Battiston
1151 Bronte Road
Oakville, Ontario L6M 3L1

Dear Melissa Green-Battiston,

RE: Public Information Centres for the Halton Region Transportation Master Plan (2031)

We would like to acknowledge receipt of your correspondence dated 2/24/2011 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaty Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaty.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions, please feel free to contact me.

Yours sincerely,

Chief Keith Knott
Curve Lake First Nation

C.C. Alvaro L. Almuina Project Manager



August 17, 2011

Chief Keith Knott
Curve Lake First Nation
Government Services Building and Cultural Centre
Curve Lake, ON K0L 1R0

Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: 905-825-8822

Dear Chief Knott:

RE: Halton Transportation Master Plan (2031) - The Road to Change

Thank you for your letter of July 6, 2011 regarding the Halton Transportation Master Plan (2031) – The Road to Change. The development of the Transportation Master Plan is the first step in identifying a transportation system that will meet the Region's transportation needs to 2031. The Master Plan is currently anticipated to be complete by the fall of this year and you will be notified when the Master Plan is available for public review. For more information regarding the Halton Transportation Master Plan, please visit the project website at www.halton.ca/htmp.

The final Transportation Master Plan will include a list of future projects. Each project arising out of the Master Plan will be subject to the Municipal Class Environmental Assessment process. As part of the process for each project, the Curve Lake First Nation will be contacted as part of the consultation process.

Should you have any further questions, please feel free to contact me at 905-825-6000, ext. 7623 or melissa.green-battiston@halton.ca.

Sincerely,

A handwritten signature in black ink that reads "Melissa Green-Battiston".

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

c: A. Almuina, GHD

Agency Consultation

Consolidated Agency Comments
Municipal Advisory Group
and
Technical Agencies Committee

December 18, 2009

By E-mail



Dear Sir/Madam:

**Invitation to Municipal Advisory Group (MAG) Meeting
Halton Transportation Master Plan (2031) - *The Road to Change***

The Regional Municipality of Halton is initiating a Transportation Master Plan (TMP) – *The Road to Change*. The Transportation Master Plan is a study which will define existing problems/opportunities, consider and evaluate alternative solutions, and identify an optimum regional transportation system to the year 2031. The Region will develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobile, transit, cycling and walking). This study will provide the Region with the strategies, policies and tools needed to manage traffic flow, safely, effectively, and cost efficiently and to offer a range of transportation choices to meet the needs of Halton residents. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. Another key component of the study will be consultation with interested stakeholders including the Local Municipalities, the public, interest groups and regulatory agencies.

To comply with the Environmental Assessment Act, the study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007).

As part of this project, we wish to extend an invitation to you or your designate, to be part of the Municipal Advisory Group (MAG). The MAG will be a working group comprised of Regional and Local staff that will provide direct input and help guide the development of the Region's transportation system to 2031. This Committee will meet on a regular basis throughout the study process.

The first meeting of the MAG will take place on January 27, 2010, from 1:00 PM to 3:30 PM at the Halton Regional Centre (1151 Bronte Road, Oakville) in the Glenorchy/Dakota Meeting Rooms. A formal meeting agenda will be circulated in advance of the meeting. The purpose of this first meeting is to meet the Project Team, discuss the study process and timelines, and discuss your areas of interest/ expectations for this study.

In order for the study team to understand your interests and expectations for this study, we ask that you kindly complete the attached "Fax Back Form" and return to the study team by January 15, 2010.

If you have any questions, please contact the undersigned at (905) 479-4510, extension 4479; (416) 578-4959 (cellular) or e-mail at alvaro.almuina@ghd.com.

We thank you in advance for participating on the MAG for the Halton Region Transportation Master Plan Study (2031) - *The Road to Change*.

Sincerely,
Alvaro L. Almuina, M.Eng., P.Eng.

A handwritten signature in black ink, appearing to read "Alvaro L. Almuina".

Consultant Project Manager
Halton Region Transportation Master Plan Study 2031
The Road to Change
Attachment: Fax Back Form
c: Melissa Green-Battiston, P.Eng.

235 Yorkland Blvd.
Suite 800
Toronto, Ontario
Canada
M2J 4Y8
Telephone
(416) 229-4646
Fax
(416) 229-4692

**Dillon Consulting
Limited**

FAX BACK FORM

Municipal Advisory Group

FAX: 416-229-4692

EMAIL: Alvaro.Almuina@ghd.com

RE: Halton Region Transportation Master Plan Study 2031
The Road to Change

NAME: _____

TITLE: _____

**MUNICIPALITY and
DEPARTMENT/DIVISION:** _____

ADDRESS: _____

POSTAL CODE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

Please indicate the appropriate response.

- My department/division is interested in participating on the Municipal Advisory Group.
- My department/division is not interested in participating on the Municipal Advisory Group but would like to be kept informed. Please leave my agency on the mailing list for this project.
- Please delete my department/division from the project mailing list.

Areas of interest or concern / preliminary comments:

January 13, 2010

Dear Sir/Madam:

**Invitation to Technical Agency Committee (TAC) Meeting
Halton Transportation Master Plan (2031) - *The Road to Change***

The Regional Municipality of Halton is initiating a Transportation Master Plan (TMP) – *The Road to Change*. The Transportation Master Plan is a study which will define existing problems/opportunities, consider and evaluate alternative solutions, and identify an optimum regional transportation system to the year 2031. The Region will develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobile, transit, cycling and walking). This study will provide the Region with the strategies, policies and tools needed to manage traffic flow, safely, effectively, and cost efficiently and to offer a range of transportation choices to meet the needs of Halton residents. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. Another key component of the study will be consultation with interested stakeholders including the Local Municipalities, the public, interest groups and regulatory agencies.

To comply with the Environmental Assessment Act, the study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007).

As part of this project, we wish to extend an invitation to you or your designate, to be part of the Technical Agency Committee (TAC). This Committee will provide direct input and help guide the development of the Region's transportation system to 2031. This committee will meet a minimum of two times throughout the study process.

The first meeting of the TAC will take place on February 17, 2010 from 1:30 PM to 4:00 PM at the Halton Regional Centre (1151 Bronte Road, Oakville) in the North & South Auditorium. The purpose of this first meeting is to meet the Project Team, discuss the study process and timelines, and discuss your areas of interest/expectations for this study.

In order for the study team to understand your interests, we ask that you kindly complete the attached "Fax Back Form" and return to the study team by February 5, 2010.

If you have any questions, please contact the undersigned at (905) 479-4510 extension 4479; (416) 578-4959 (cellular) or e-mail at alvaro.almuina@ghd.com.

We thank you in advance for participating on the TAC for the Halton Region Transportation Master Plan Study (2031) - *The Road to Change*.

Sincerely,



Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study 2031
The Road to Change

Attachment: Fax Back Form
c: Melissa Green-Battiston, P.Eng.



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Toronto, Ontario
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FAX BACK FORM

Technical Agency Committee

FAX: 416-229-4692

EMAIL: Alvaro.Almuina@ghd.com

RE: **Halton Region Transportation Master Plan Study 2031**
The Road to Change

NAME: _____

TITLE: _____

AGENCY: _____

ADDRESS: _____

POSTAL CODE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

Please indicate the appropriate response.

- My agency/group is interested in participating on the Technical Agency Committee.
- My agency/group is not interested in participating on the Technical Agency Committee but would like to be kept informed. Please leave my agency on the mailing list for this project.
- Please delete my agency/group from the project mailing list.

Areas of interest or concern / preliminary comments:

PLEASE RESPOND BY FEBRUARY 5, 2010

February 26, 2010

Alvaro Almuina, P.Eng
Consultant Project Manager
c/o Dillon Consulting
235 Yorkland Blvd, Suite 800
Toronto, Ontario
M2J 4Y8

Dear Mr. Almuina,

Thank you for the opportunity to participate in the Technical Agency Committee for the Halton Transportation Master Plan (2031). Although we were unable to have a representative at the initial meeting on February 17, we have reviewed the introductory slide deck provided and appreciate the follow-up information you provided by phone.

On November 28, 2008, the Board of Metrolinx approved *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area* as the regional transportation plan (RTP) for the GTHA under the GTTA Act. We were pleased to see *The Big Move* and the pending Transportation Provincial Policy Statement recognized as key documents with which the Region's transportation master plan will need to be consistent.

Metrolinx respectfully submits the following comments for consideration in the next stages of the *Halton Transportation Master Plan*:

1. Metrolinx commends the Region for initiating a plan that presents a progressive vision for transportation in Halton, with greater emphasis on transit and active modes of transportation and aggressive targets for public transit use.
2. *The Big Move* identifies three mobility hubs within Halton Region: Midtown Oakville, Downtown Milton, and Downtown Burlington. The TMP should give special consideration to the transit, walking and cycling linkages being provided to the major transit stations in these hubs and in the surrounding 800 metre radii. Metrolinx is currently developing guidelines for development within mobility hub areas; although the guidelines will be more applicable to land use and urban design considerations, they should be taken into consideration in the TMP to the extent possible. Representatives from the Region of Halton's Transportation Services department are involved in workshops contributing to the development of these guidelines which will be available in draft form in spring/summer 2010.

3. It is recommended that at least one of the alternative scenarios developed in the course of the study apply an assumption that no road widening will occur but that other transportation system enhancements will be made. A second alternative scenario should assume that any substantial road widening beyond a 4-lane cross section will be exclusively for special purpose lanes (e.g. HOV, transit only, HOV and freight).
4. *The Big Move* indicates a possible GO rail extension from Georgetown to Kitchener within the next 15 years. The environmental assessment conducted for this extension determined that a station would be located in Acton on the site of the Old Hide House. Although it is uncertain exactly when this service would begin, the TMP should assume that peak-hour service (morning east-bound, evening west-bound) will be provided with the possibility of two-way service by 2031.
5. Service to the Milton GO Station can be assumed to be 15 minutes or better in the peak period/peak direction with hourly counter-peak service. Off-peak bus service will connect Milton GO Station to rail service in Meadowvale.
6. The project goals make reference to prioritizing walking and cycling, but the slide deck did not include any information about the current active transportation mode share in the Region, or goals for how this share will change. It is recommended to consider setting targets for active transportation modal share and considering what infrastructure and amenities would be required to achieve this.
7. Metrolinx has a strong interest in the close alignment of Halton's TMP with *The Big Move*. We will work with you to share data and assumptions to achieve consistent goals and modelling between the two plans.

Thank you again for this opportunity to provide input. Please feel free to contact Jennifer Niece at 416-869-3600 ext. 5460 or jennifer.niece@gotransit.com, should you require further clarification.

Sincerely,

Lisa Salsberg
Manager, Transportation Policy and Planning

c: Melissa Green-Battiston, Transportation Services, Halton Region

Bullough, Brent

From: Jennifer Niece [jennifer.niece@gotransit.com]
Sent: Thursday, April 22, 2010 12:10 PM
To: alvaro.almuina@ghd.com
Cc: tim.dennis@halton.ca; melissa.green-battiston@halton.ca; jeffrey.reid@halton.ca; Walters, Mike; Bullough, Brent; Amirsalari, Faranak; 092773
Subject: Halton TMP - Metrolinx follow up
Follow Up Flag: Follow up
Flag Status: Completed

Hello Alvaro,

I am writing in follow up to our meeting last week regarding the Halton TMP. There was a question raised regarding the new Transportation Policy Planning Statement (TPPS) that the province is developing, and how that may affect your current TMP process.

I have discussed this with my co-worker who is working with the province on this project. Apparently the team is still waiting for some direction from the Minister's office with regard to the length and level of detail for the statement. It is anticipated that a draft will be available later this year (exactly when is uncertain) and will be sent to municipalities for comment. That will be an opportunity for you to provide feedback, as well as just to understand the general direction the statement with take. As we discussed, it will be in line with the Growth Plan and The Big Move so there shouldn't be any huge surprises.

In terms of the "grandfathering" period, there is an understanding among the MTO team that municipalities have had a lot of requirements recently for bringing their planning documents into compliance with provincial policy. Although it has not been set yet, it is envisioned that the compliance period would be quite generous (perhaps 4-5 years), will enable the Region to address any outstanding issues through its normal review and revision processes.

While I can't say that any of this is definitive, I think that if the Region were to continue with the current TMP work schedule that the completion of the TPPS will not impose a significant number of changes or additional requirements.

I hope this is helpful as you move forward.

Best regards,
 Jennifer

Jennifer Niece, M.A. (Planning)
 Transportation Planner
 Strategic Policy & Systems Planning
 Metrolinx / GO Transit
 20 Bay Street, Suite 600
 (416) 869-3600 x 5460
Jennifer.Niece@gotransit.com

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2596 Britannia Road West
RR2, Milton, Ontario L9T 2X6
905.336.1158 Fax 905.336.7014
www.conservationhalton.on.ca

May 18, 2010

Alvaro Almuina
Dillon Consulting
235 Yorkland Blvd.
Toronto ON M2J 4Y8

Dear Mr. Almuina:

**Re: Halton Transportation Master Plan (2031) – The Road to Change
Class Environmental Assessment
Region of Halton
CH File: MPR 535**

Staff of Conservation Halton would like to offer the following preliminary comments with respect to the notice of study commencement and the materials provided at the Technical Agency Committee Meeting No. 1 (which staff could not attend) for the above noted EA.

1. Staff recommends TDM and alternative modes of transportation over expansions to existing roadways/new roadways wherever possible.
2. The project should seek to reduce new creek crossings. Given the number of existing and proposed future crossings (ie. Burnhamthorpe Road and James Snow Parkway), staff is not supportive of any new crossings of Bronte Creek or Sixteen Mile Creek. New crossings have many impacts on creeks and wildlife corridors (see points 14 and 17 below), including the introduction of invasive species. Furthermore, the construction impacts to steep valley slopes often persist long after bridge construction is completed.
3. The need for new creek crossings and expansions to existing creek crossings must be demonstrated. It must also be demonstrated that there is no reasonable alternative. Please review the requirements of Policy 3.51 (Public Infrastructure – Utilities, Trails and Transportation) of Conservation Halton's *Policies Procedures and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document* (available at www.conservationhalton.ca).
4. Staff notes that many of the identified road corridors either cross or run parallel to natural hazard areas regulated by Conservation Halton. We request that the long term implications of the infrastructure location with respect to natural hazards (such as flooding, steep slopes and watercourse meanders), be considered as part of the evaluation matrix. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06, nor is staff

able to support alternatives that increase the flooding and/or erosion hazard on upstream or downstream landowners. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated.

5. Conservation Halton recommends that the TMP consider emergency route planning since many of the major roadways within Halton are predicted to overtop under Regional Storm conditions as well as more frequent rainfall events. For your reference, staff list the following existing roadways which would be flooded under a regional storm event.

Project Number	Road Name	Project Number	Road Name
3586	Britannia Road	5275	Burnhamthorpe Road
3593	Ninth Line	5346	Steeles Avenue
3982	Dundas Street	5347	Trafalgar Road
3984	Dundas Street	5652	Steeles Avenue
5132	Tremaine Road (potential to flood)	5736	Guelph Line
5139	Bronte Road	5738	Derry Road
5180	Dundas Street	5846	Tremaine Road
5259	Fourth Line		

6. In areas where existing Regional Roads create unnatural backwater conditions/large flood plains due to culvert/bridge size, staff recommends that the structure be replaced with a larger structure to reduce flood plain areas. This is critical for areas in which private lands are at risk of flooding.
7. Existing drainage catchments should be maintained.
8. Based on the recently completed Class EA, it would appear that the proposed Burnhamthorpe Road extension, including crossing of Sixteen Mile Creek, is shown incorrectly on the summary of 2010-2019 Capital Roads Projects.
9. In light of the presence of Redside Dace, the Region may wish to consider highlighting the proposed road crossing of Fourteen Mile Creek at Dundas Street as a separate project (similar to bridge crossings of Bronte Creek and Sixteen Mile Creek).
10. It would be helpful if the listing of Capital Projects indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been approved under an earlier Class EA. This information was provided in conjunction with the Region's recent updates to their Master Water/Wastewater Servicing Plan and staff found it greatly facilitated our review and ensured that we were able to frame our comments appropriately for the various types of projects being proposed. At this point staff has assumed that all new sections of road, bridges and grade separations, and all existing roadways running parallel to watercourses will require completion of a Class Environmental Assessment, separate from the Master Transportation Study. Please confirm whether this assumption is correct.
11. Project phasing must address watercourse realignments that are planned within development areas that are adjacent to the proposed road project. This will be

critical for the area immediately south of the proposed Tremaine Road interchange. For example, watercourse NW-2-G1 (as identified in the Indian/Sixteen Mile Creek Subwatershed Study, Philips 2004) must be realigned prior to road construction.

12. Project planning must incorporate approval timelines, particularly for those areas in which endangered species are found.
13. All proposed road works must demonstrate no negative impacts to natural heritage features – valleylands, wetlands, significant woodlands, ANSI's, fish habitat, endangered and threatened species and significant wildlife habitat as per the Provincial Policy Statement. Please identify all natural heritage features within the study area.
14. The impacts of roads on wildlife (including plants) are many and varied, and there is substantial literature available. The following summary is from a literature review on the ecological impacts of roads and traffic by Ian Spellerberg (1998):

Table 1. A summary of ecological effects of roads.

Effects during construction

There is a direct loss of habitat and biota.

There are effects resulting from the infrastructure and supporting activities for construction.

The impacts may occur beyond the immediate vicinity of the road; for example changes in the hydrology. Mining for aggregates for the road may take place in a different area. It is important therefore to agree on the geographical boundary for an impact assessment.

Short term effects (of a new road)

The new linear surface creates a new microclimate and a change in other physical conditions extends varying distances from the road edge.

The newly created edge provides habitat for edge species.

Plant mortality increases along the edge; and such mortalities may extend from the road edge for varying distances.

The mortality of plants has direct and secondary effects on other organisms.

Some fauna will move from the area of the road as a result of habitat loss and physical disturbance.

Animals are killed by traffic.

Long term effects

Animals continue to be killed by traffic.

The road kills have secondary effects as carrion.

The loss of habitat and change in habitat extends beyond the edge of the road.

The changes in the biological communities may extend for varying distances from the road edge.

There is fragmentation of habitat and this in turn has implications for habitat damage and loss, for dispersal and vagility of organisms, and for isolation of populations.

The edge habitat (or ecotone) and traffic on the road may facilitate dispersal for some taxa, including pest species.

The dispersal of pest species via ecotones or traffic may have secondary effects on biological communities.

Associated structures such as bridges and tunnels may provide habitats for some taxa.

The run-off from the roads affects aquatic communities.

Emissions, litter, noise and other physical disturbances may extend into the roadside vegetation for varying distances and result in changes in species composition.

As with creek crossings, Conservation Halton staff support the consideration of solutions that do not involve new roads or expansions of existing roads. Where there is no other reasonable alternative to new roads or road expansion, projects should incorporate terrestrial ecopassages and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise. Roads should be located as far as possible from natural features and

- consider the seasonal habitat requirements of wildlife in the vicinity. Road crossings in or adjacent to wetlands are particularly problematic given the life history of many wildlife species (e.g. amphibians and waterfowl) and their use of several habitat types throughout the year. Mitigation for the ecological impacts of road works should be factored into project budgets.
15. The master plan should consider all relevant Watershed/Subwatershed study recommendations.
 16. Specific stormwater management criteria are available for the various watercourses. Please consult the available watershed studies and contact Conservation Halton for any specific requirements.
 17. It is acknowledged that some of the **general impacts of transportation crossings on creeks** include but are not limited to the following:
 - reduced channel sinuosity
 - fewer meander bends
 - less channel diversity and complexity
 - lower channel stability and more stream bank erosion
 - smaller pool volumes (pools often function as refuge habitat during hot summer and cold winter weather conditions; their functioning may be reduced when pool volumes are reduced)
 - lower frequency of pools present in the creek channels
 - reduced amounts of large woody debris (large woody debris is a valuable component of fish habitat)
 - less gravel bar sediment storage
 18. While staff requests that new crossings/expansions are avoided, in situations where these works are required we would like to suggest the following general guidelines. While we recognize that many of these items will not be addressed until detailed design, staff wanted to make the project team aware of these considerations now as they may impact future budgets.
 - New crossings should be located where the creek channel is relatively straight.
 - Align crossings so the outlet of the crossing does not direct water flows into a stream bank.
 - Locate new crossings perpendicular to the direction of the flow of the watercourse.
 - Crossings should be constructed to ensure the slope of the channel inside the crossing is the same as the overall slope of the channel in the vicinity of the crossing.

- It is requested that any replacement structures span at a minimum the bankfull channel width of all water crossings, however a larger opening width is requested in all feasible circumstances. For example, an opening width that would pass a 25 year return flow is highly preferable to an opening width that will only pass a 2 year return flow. Wherever possible, it is requested that transportation crossings accommodate the floodplain of the channel within them.
- It is requested that all large and small transportation crossing replacements include an open bottom design to facilitate infiltration of seepage between creek inverts and the soil zone (hyporheic zone) beneath the creek channel.
- It is requested that transportation crossing designs be created to reduce bank armouring as much as possible; it is requested that bioengineering be used to stabilize transportation crossing structures wherever possible.
- Where extensions to transportation crossings over creeks are unavoidable, it is requested that these extensions be kept to a minimum to reduce cumulative impacts on fish and other aquatic communities.
- Transportation crossing replacements are preferred over extensions as they provide an opportunity to improve groundwater interactions and fish passage at the crossing structures.
- Incorporate appropriately sized resting pools on the downstream end of crossing structures if feasible.

Staff requests that the points raised above be assessed as part of the EA process. If you require additional information please contact the undersigned at extension 283.

Yours truly,



Leah Smith
Environmental Planner
LS/

cc: Melissa Green-Battiston, Region of Halton (by email)



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June 16, 2010

Alvaro Almuina
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235 Yorkland Blvd.
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Dear Mr. Almuina:

**Re: Halton Transportation Master Plan (2031) – The Road to Change
Class Environmental Assessment
Region of Halton
CH File: MPR 535**

Staff of Conservation Halton would like to offer the following comments with respect to the materials provided at the Technical Agency Committee Meeting No.2 held on June 9, 2010.

1. Slide 8- The environment should be a standalone guiding principle for the study, rather than being combined with social and economic goals under the 'Sustainability' heading. Subcomponents would include consideration of the terrestrial and aquatic natural environments as well as natural hazards.
2. Slide 10- Staff respectfully suggest that in lieu of *minimizing impacts* to the natural environment, the TMP should seek to *create opportunities* that would benefit the environment. One approach to this would be to envision a parallel wildlife movement plan. The groundwork for such a system already exists in the Region's Natural Heritage System (NHS). The NHS should be overlaid on the existing and future road network to identify the most strategic transportation (movement) corridors from a wildlife perspective to ensure that it is complimentary with the Transportation Master Plan.. Similar to the process for roads, generalized locations for wildlife crossings of varying scales (e.g. large over/underpasses across critical movement corridors, to structures accommodating localized movements of reptiles and small mammals) should be identified at the systems level to make the best possible use of existing linkages and produce a coordinated network. The broad financial implications of major ecopassages, open spans across watercourses, etc. should be identified at the earliest possible stage so that they can be allocated to future budgets as appropriate. Staff recognize that further evaluation and refinement would be required at individual EA and detailed design stages, however we strongly believe that the success of future individual projects is tied to a landscape level of initial analysis that takes cumulative impacts into account. To this end, it may be



beneficial to consider developing a working paper on the environment to provide direction to the TMP.

3. Slide 29 – Staff would like to draw the project team’s attention to Conservation Halton’s Approximate Regulation Limit mapping (available through the Region) to identify potential natural hazard areas in proximity to roads. Specific hazard delineation (i.e. floodplain, stable slope, etc.) are available upon request. The evaluation of hazard lands is noted in the Natural Environment Draft Evaluation Criteria for Screenline Analysis, however during the presentation, the project team was not aware of the hazard information that is available. As noted at the meeting, staff requests that natural hazards are considered as an evaluation criteria.
4. Slide 31- *The Conservation Authorities Act, Fisheries Act, Endangered Species Act, Species at Risk Act* and the *Greenbelt Act/Niagara Escarpment Plan* should also be addressed in the ‘Legislative Context’ working paper. As an example, during the TAC meeting staff had noted that periodic road closures are now required on King Road in Burlington to protect the Jefferson Salamander during migration. Considering this type of information at a high level when evaluating screenlines is relevant to ensure the most appropriate corridors are selected for expansion/additional capacity.

Staff requests that the points raised above be assessed as part of the EA process. If you require additional information please contact the undersigned at extension 283.

Yours truly,



Leah Smith
Environmental Planner

LS/g

cc: Melissa Green-Battiston, Region of Halton (by email)
Carolyn DeLoyde, Region of Halton (by email)

August 5, 2010

Ms. Leah Smith
Environmental Planner
Conservation Halton
2596 Britannia Road West
RR2, Milton, ON L9T 2X6

Dear Leah Smith:

Halton Region Transportation Master Plan (2031) - *The Road to Change*

Thank you for providing comments on the materials provided at the Technical Agency Committee (TAC) Meeting No. 1 in your letter dated May 18, 2010 and on the material provided at the TAC Meeting No. 2 in your letter dated June 16, 2010.

The Project Team has reviewed the points raised in your letters and attached is a response to each of your comments. If you have follow up comments or wish to discuss further, please contact me at 905-752-4306 or at alvaro.almuina@ghd.com.

Once again, thank you for your input to the Halton Region Transportation Master Plan.

Sincerely,

“Original Signed By”

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study (2031) - *The Road to Change*



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Halton Transportation Master Plan (2031) – The Road to Change
Responses to Conservation Halton – August 5, 2010

Comments	Responses
May 18, 2010	
<p>1. Staff recommends TDM and alternative modes of transportation over expansions to existing roadways/new roadways wherever possible.</p>	<p>The target Transit Mode Split (TMS) of 20% to 2031 is being considered as part of the TMP. The current TMS is approximately 5%. The strategy will identify ways of increasing transit use and other modes with the goal of reducing single occupancy vehicle (SOV) travel. Even with the target TMS of 20%, our modelling has identified areas that will require additional lane capacity to address future growth in the Region and road widening or new roads may be required. For any new roads or expansions to existing roads, options will be evaluated using criteria that consider all aspects of the environment (natural, social, cultural) as well as technical and cost considerations.</p>
<p>2. The project should seek to reduce new creek crossings (i.e. Burnhamthorpe Road and James Snow Parkway), staff is not supportive of any new crossings of Bronte Creek or Sixteen Mile Creek. New crossings have many impacts on creeks and wildlife corridors (see points 14 and 17 below), including the introduction of invasive species. Furthermore, the construction impacts to steep valley slopes often persist long after bridge construction is completed.</p>	<p>Criteria used to evaluate alternative roadway improvements includes the number and significance of creek crossings and the extent of sensitive lands such as valley and hazard lands removed or disrupted. In the event that a creek crossing is required, whether to Bronte Creek, Sixteen Mile Creek or any other creek, appropriate construction practices would be utilized and mitigation measures to reduce potential negative impacts would be identified and subject to further study.</p>
<p>3. The need for new creek crossings and expansions to existing creek crossings must be demonstrated. It must also be demonstrated that there is no reasonable alternative. Please review the requirements of Policy 3.51 (Public Infrastructure – Utilities, Trails and Transportation) of Conservation Halton’s <i>Policies Procedures and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document</i> (available at www.conservationhalton.ca).</p>	<p>The number and significance of creek crossings would be considered in the evaluation of alternatives to address capacity deficiencies after the TMS of 20% is achieved. Along with creek crossings and other impacts to the natural environment, it is also necessary to consider potential impacts to the social and economic environments in the evaluation of alternatives which may result in an option with a creek crossing being preferred for other environmental reasons. If crossings are required, the guidelines provided in land use Policy 3.51 will be considered.</p>
<p>4. Staff notes that many of the identified road corridors either cross or run parallel to natural hazard areas regulated by Conservation Halton. We request that the long term implications of the infrastructure location with respect to natural hazards (such as</p>	<p>The evaluation will consider the potential for impact on sensitive lands such as hazard lands. Future phases of the Class EA process and conceptual and detailed design for specific roadway improvements will result in a clearer understanding of potential impacts on hazard lands and</p>

<p>flooding, steep slopes and watercourse meanders), be considered as part of the evaluation matrix. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06, nor is staff able to support alternatives that increase the flooding and/or erosion hazard on upstream or downstream landowners. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated.</p>	<p>any necessary mitigation. At that time, the Region will pursue the necessary approvals required by Conservation Halton and will explore options to improve the existing flooding and erosion deficiencies at specific crossings.</p>
<p>5. Conservation Halton recommends that the TMP consider emergency route planning since many of the major roadways within Halton are predicted to overtop under Regional Storm conditions as well as more frequent rainfall events. For your reference, staff listed the existing roadways which would be flooded under a regional storm event.</p>	<p>Comment noted. This is outside the scope of the TMP and would be considered as part of a separate study.</p>
<p>6. In areas where existing Regional Roads create unnatural backwater conditions/large flood plains due to culvert/bridge size, staff recommends that the structure be replaced with a larger structure to reduce flood plain areas. This is critical for areas in which private lands are at risk of flooding.</p>	<p>In cases where the TMP identifies improvements for roads where unnatural backwater conditions exist, the TMP may identify the need for additional improvements for future planning and budgeting purposes however it is not the intent of this plan to consider non-transportation-related road improvements.</p>
<p>7. Existing drainage catchments should be maintained.</p>	<p>Maintenance of drainage catchments is part of routine maintenance.</p>
<p>8. Based on the recently completed Class EA, it would appear that the proposed Burnhamthorpe Road extension, including crossing of Sixteen Mile Creek, is shown incorrectly on the summary of 2010-2019 Capital Roads Projects.</p>	<p>The base mapping has been updated.</p>
<p>9. In light of the presence of Redside Dace, the Region may wish to consider highlighting the proposed road crossing of Fourteen Mile Creek at Dundas Street as a separate project (similar to bridge crossings of Bronte Creek and Sixteen Mile Creek).</p>	<p>The Class EA for Improvements on Dundas Street including the crossing of Fourteen Mile Creek is being conducted under a separate Class EA process. Your comment will be provided to the Project Team.</p>
<p>10. It would be helpful if the listing of Capital Projects indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been</p>	<p>A list of future projects (2021 to 2031) will be included in the TMP including the Future Study requirements. A list of current Capital Projects will be included in the TMP with the status indicated.</p>

<p>approved under an earlier Class EA. This information was provided in conjunction with the Region's recent updates to their Master Water/Wastewater Servicing Plan and staff found it greatly facilitated our review and ensured that we were able to frame our comments appropriately for the various types of projects being proposed. At this point staff has assumed that all new sections of road, bridges and grade separations, and all existing roadways running parallel to watercourses will require completion of a Class Environmental Assessment, separate from the Master Transportation Study. Please confirm whether this assumption is correct.</p>	
<p>11. Project phasing must address watercourse realignments that are planned within development areas that are adjacent to the proposed road project. This will be critical for the area immediately south of the proposed Tremaine Road interchange. For example, watercourse NW-2-G1 (as identified in the Indian/Sixteen Mile Creek Subwatershed Study, Philips 2004) must be realigned prior to road construction.</p>	<p>Comment Noted.</p>
<p>12. Project planning must incorporate approval timelines, particularly for those areas in which endangered species are found.</p>	<p>Comment Noted. Subsequent steps in the Class EA process for individual projects will note approvals required and the approximate timeline will be considered in the Region's project planning.</p>
<p>13. All proposed road works must demonstrate no negative impacts to natural heritage features – valleylands, wetlands, significant woodlands, ANSI's, fish habitat, endangered and threatened species and significant wildlife habitat as per the Provincial Policy Statement. Please identify all natural heritage features within the study area.</p>	<p>The evaluation of alternative solutions included in the Transportation Master Plan will consider the potential for impact on significant woodlands, hazard lands, valley lands, environmentally sensitive areas and areas of Natural and Scientific Interest, and documented species at risk, watercourses (coldwater and warmwater), Provincially Significant Wetlands, and the Region's Natural Heritage System. Further steps in the Class EA process including the evaluation of Alternative Design Concepts (where applicable) and the documentation of potential effects and mitigation will continue to consider the potential for impacts on documented natural areas.</p>
<p>14. The impacts of roads on wildlife (including plants) are many and varied, and there is substantial literature available. As with creek crossings, Conservation Halton staff support the consideration of</p>	<p>During Phases 3 and 4 of the Class EA process (Evaluation of Alternative Design Concepts) for individual improvement projects, the Region will consider in more detail the potential for impact on natural environment</p>

<p>solutions that do not involve new roads or expansions of existing roads. Where there is no other reasonable alternative to new roads or road expansion, projects should incorporate terrestrial ecopassages and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise. Road should be located as far as possible from natural features and consider the seasonal habitat requirements of wildlife in the vicinity. Road crossings in or adjacent to wetlands are particularly problematic given the life history of many wildlife species (e.g. amphibians and waterfowl) and their use of several habitat types throughout the year. Mitigation for the ecological impacts of road works should be factored into project budgets.</p>	<p>features during the comparative evaluation of design alternatives. At this time the potential impact and proposed mitigation will be clearly documented for each of the preferred roadway improvement projects.</p> <p>The evaluation of alternative solutions being undertaken in the Transportation Master Plan does consider approximate costs as one of the evaluation criteria. To the extent possible, mitigation will be included in the costs developed for the alternative solutions.</p>
<p>15. The master plan should consider all relevant Watershed/Subwatershed study recommendations.</p>	<p>We will consider Watershed and Subwatershed study recommendations when completing our evaluation of alternatives to address screenline deficiencies from 2021 to 2031.</p>
<p>16. Specific stormwater management criteria are available for the various watercourses. Please consult the available watershed studies and contact Conservation Halton for any specific requirements.</p>	<p>We will consider Watershed and Subwatershed study stormwater management criteria in the evaluation of alternatives to address screenline deficiencies from 2021 to 2031.</p>
<p>17. It is acknowledged that some of the general impacts of transportation crossings on creeks include but are not limited to the following:</p> <ul style="list-style-type: none"> • Reduced channel sinuosity • Fewer meander bends • Less channel stability and more stream bank erosion • Smaller pool volumes (pools often function as refuge habitat during hot summer and cold winter weather conditions; their functioning may be reduced when pool volumes are reduced) • Lower frequency of pools present in the creek channels • Reduced amounts of large woody debris (large woody debris is a valuable component of fish habitat) • Less gravel bar sediment storage 	<p>We appreciate the list of potential impacts on creeks. When completing the Phases 3 and 4 of the Class EA for each project, impacts and mitigation will be considered more fully. Halton Region staff will work with Conservation Halton to consider all potential mitigation measures at that time.</p>

<p>18. While staff requests that new crossing/expansions are avoided, in situations where these works are required we would like to suggest the following general guidelines. While we recognize that many of these items will not be addressed until detailed design, staff wanted to make the project team aware of these considerations now as they may impact future budgets.</p> <ul style="list-style-type: none">• New crossings should be located where the creek channel is relatively straight.• Align crossings so the outlet of the crossing does not direct water flows into stream bank.• Locate new crossings perpendicular to the direction of the flow of the watercourse.• Crossings should be constructed to ensure the slope of the channel inside the crossing is the same as the overall slope of the channel in the vicinity of the crossing.• It is requested that any replacement structures span at a minimum the bankfull channel width of all water crossings, however a larger opening width is requested in all feasible circumstances. For example, an opening width that would pass a 25 year return flow is highly preferable to an opening width that will only pass a 2 year return flow. Wherever possible, it is requested that transportation crossings accommodate the floodplain of the channel within them.• It is requested that all large and small transportation crossing replacements include an open bottom design to facilitate infiltration of seepage between creek inverts and the soil zone (hyporheic zone) beneath the creek channel.• It is requested that transportation crossing designs be created to reduce bank armoring as much as possible; it is requested that bioengineering be used to stabilize transportation crossing structures wherever possible.• Where extensions to transportation crossings over creeks are unavoidable, it is requested that these extensions be kept to a minimum to reduce cumulative impacts on fish and other aquatic communities.• Transportation crossing replacements are preferred over extensions as they provide an opportunity to improve groundwater interactions and fish passage at the crossing structures.• Incorporate appropriately sized resting pools on the downstream	<p>The Project Team appreciates the list of general guidelines. These will be taken into consideration when completing Phases 3 and 4 of the Class EA for each project. Conservation Halton will be consulted with during the Class EA and permitting process to further discuss requirements and recommendations. The evaluation of alternative solutions being undertaken in the Transportation Master Plan does consider approximate costs as one of the evaluation criteria. To the extent possible, mitigation will be included in the costs developed for the alternative solutions.</p>
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end of crossing structures if feasible.	
June 16, 2010	
<p>1. Slide 8- The environment should be a standalone guiding principle for the study, rather than being combined with social and economic goals under the “Sustainability” heading. Subcomponents would include consideration of the terrestrial and aquatic natural environments as well as natural hazards.</p>	<p>The guiding principles are high-level principles that have guided our approach to the overall TMP. Subcomponents of the natural environment, such as terrestrial and aquatic features and natural hazards are considered in the evaluation of alternative solutions and are well represented by the evaluation criteria.</p>
<p>2. Slide 10- Staff respectfully suggest that in lieu of <i>minimizing impacts</i> to the natural environment, the TMP should seek to <i>create opportunities</i> that would benefit the environment. One approach to this would be to envision a parallel wildlife movement plan. The groundwork for such a system already exists in the Region’s Natural Heritage System (NHS). The NHS should be overlaid on the existing and future road network to identify the most strategic transportation (movement) corridors from a wildlife perspective to ensure that it is complimentary with the Transportation Master Plan. Similar to the process for roads, generalized locations for wildlife crossing of varying scales (e.g. large over/underpasses across critical movement corridors, to structures accommodating localized movements of reptiles and small mammals) should be identified at the system level to make the best possible use of existing linkages and produce a coordinated network. The broad financial implications of major ecopasses, open spans across watercourses, etc. should be identified at the earliest possible stage so that they can be allocated to future budgets as appropriate. Staff recognize that further evaluation and refinement would be required at individual EA and detailed design stages, however we strongly believe that the success of future individual projects is tied to a landscape level of initial analysis that takes cumulative impacts into account. To this end, it may be beneficial to consider developing a working paper on the environment to provide direction to the TMP.</p>	<p>The Project Team agrees that looking for opportunities is important. During the TMP and future Phases of the Class EA process, the Region will identify locations where wildlife crossings should be considered given the existing Natural Heritage System. To the extent possible, approximate costs for features such as wildlife crossings will be incorporated into the evaluation. It is noted that the costs will be more refined as the project progresses through the subsequent separate Class EA phases.</p> <p>Given that these future phases of the Class EA will delve further into environmental issues, the Project Team does not believe it is necessary to develop a separate working paper on the environment at this time.</p>
<p>3. Slide 29- Staff would like to draw the project team’s attention to Conservation Halton’s Approximate Regulation Limit mapping (available through the Region to identify potential natural hazard areas in proximity to roads. Specific hazard delineation (i.e.</p>	<p>Thank you for identifying the mapping information available from Conservation Halton. The Project Team will acquire any relevant regulation limit and hazard delineation mapping to complete the evaluation of Screenline alternatives.</p>

<p>floodplain, stable slope, etc.) are available upon request. The evaluation of hazard lands is noted in the Natural Environment Draft Evaluation Criteria for Screenline Analysis, however during the presentation, the project team was not aware of the hazard information that is available. As noted at the meeting, staff requests that natural hazards are considered as an evaluation criteria.</p>	
<p>4. Slide 31- The <i>Conservation Authorities Act, Fisheries Act, Endangered Species Act, Species at Risk Act and the Greenbelt Act/Niagara Escarpment Plan</i> should also be addressed in the ‘Legislative Context’ working paper. As an example, during the TAC meeting staff had noted that periodic road closures are now required on King Road in Burlington to protect the Jefferson Salamander during migration. Considering this type of information at a high level when evaluating screenlines is relevant to ensure the most appropriate corridors are selected for expansion/additional capacity.</p>	<p>The presence of SAR will be considered when we evaluate alternative solutions for each of the identified problem areas.</p>



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September 8, 2010

Alvaro Almuina
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Dear Mr. Almuina:

**Re: Halton Transportation Master Plan (2031) – The Road to Change
Class Environmental Assessment
Region of Halton
CH File: MPR 535**

Staff of Conservation Halton would like to thank the project team for the responses to our comments in your letter dated August 5, 2010. We would like to clarify the following points regarding Conservation Halton's May 18, 2010 letter:

- Comment 3 – Staff appreciates that the number and significance of crossings will be considered in the evaluation of alternatives. Should new crossings be required, staff would like to clarify that Policy 3.51 is not considered a guideline, but is a requirement in order for staff to issue a permit pursuant to Ontario Regulation 162/06.
- Comment 4 - The project team's intention to consider the Natural Hazards during the evaluation of screenline alternatives remains unclear. While Comment 4 indicates that natural hazards will be considered, it defers evaluation of potential impacts to hazards and opportunities to improve flooding and erosion deficiencies to the EA process and detailed design. The response to Comment 3 of the June 16, 2010 letter indicates that the project team will acquire Conservation Halton's ARL (Approximate Regulation Limit) mapping to complete the screenline evaluation of the alternatives. Staff request that mapping specific to the hazard lands is also considered as part of the screenline analysis, so that where feasible major transportation corridor expansions will be directed outside of, or in areas less constrained by hazard lands. While we agree that opportunities to reduce or mitigate hazards should be explored further during the EA process, staff feel consideration of the risk presented by natural hazards is still appropriate at the Master Plan stage. We note that should it be helpful, in the screenline analysis Conservation Halton staff may provide a more detailed explanation of the Approximate Regulation Limit mapping to clarify areas where existing and proposed transportation corridors would be subject to a flooding or erosion

hazard, and where the transportation corridors are located within a regulated setback to the hazard. Staff understands that the project team is working with the Region to obtain this mapping.

- Comment 7 – It appears staff's comment of maintaining existing drainage catchments was misunderstood. This comment does not relate to roadway maintenance issues, but rather to not changing drainage patterns as a result of new roadway construction or widening. Staff note that this concern could be adequately addressed during the EA and detailed design processes, and would not require further consideration under the Transportation Master Plan.

We would like to clarify the following points regarding Conservation Halton's June 16, 2010 letter:

- Comment 1 – Staff appreciates that subcomponents of the natural environment are considered in the evaluation of alternative solutions, but continues to recommend that environmental considerations should be a guiding principle for study in order to appropriately influence the earlier planning stages of the TMP and Class EA processes. Staff would like to stress the importance of highlighting natural heritage features early on in the planning process so that they are given due consideration throughout the length of the project.

We trust the above is of assistance. If you require additional information please contact the undersigned at extension 283.

Yours truly,



Leah Smith
Environmental Planner



cc: Melissa Green-Battiston, Region of Halton (by email)



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October 1, 2010

Alvaro Almuina
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Dear Mr. Almuina:

**Re: Halton Transportation Master Plan (2031) – The Road to Change
Class Environmental Assessment
Region of Halton
CH File: MPR 535**

Staff appreciate that the Region's Transportation Master Plan has identified the need for alternate transportation forms (i.e. active transportation and public transit) and has incorporated recommendations and measures to encourage their use. Despite these measures and the establishment of an aggressive modal split (20%), it is recognized that substantial road widening and new road construction will be required to maintain the current level of service in the year 2031.

Conservation Halton staff have reviewed the Road to Change presentation material and Draft Road Network from the third technical agency consultation meeting (September 21, 2010) and request that the following comments are taken into consideration and incorporated into the Draft Transportation Master Plan.

1. Staff note that the draft Recommended 2031 Road Network indicates several new roads, including two new crossings of Bronte Creek at Wyecroft Road and North Service Road, a new road and 401 interchange between Fifth Line and Sixth Line in Milton, extensions of James Snow Parkway, Louis St. Laurent Avenue and Main Street in Milton, and the new North Oakville corridor/Burnhamthorpe Road. Per Conservation Halton's policy 3.51, all new utility and transportation corridors will be required to locate outside of valley and stream corridors, including the regulated tableland area, wherever possible. While permitting of new corridors within hazard lands is feasible, the need must be fully justified, and there must be no other reasonable alternative. At a minimum, Master Plans should address Phases 1 (identify the problem) and 2 (alternative solutions) of the Class EA process. The plan should provide sufficient information to demonstrate that alternative solutions have been considered to address the identified problem, in this case the need for the above noted new roads. While staff has already reviewed the detailed EA's for several of the above noted new roads (Wyecroft Road extension, James Snow Parkway extension

and the new North Oakville Corridor), staff would require sufficient information for the other proposed new roads and crossings to ensure they can be supported by staff conceptually. Currently, Conservation Halton staff does not have sufficient information to confirm that all of the proposed roads identified in the Draft Recommended 2031 Road Network could be recommended for permit approval.

Based on the above, staff will require documentation of the justification for all of the new crossings and roadways, and would like to note the following specific comments below:

- **Main St. extension, Milton:** This road is located almost exclusively within a regulated valley corridor (approximately 2.5 km of the 2.8 km length of proposed road falls within Conservation Halton's regulated limit). The road would have to cross three permanently flowing tributaries of Sixteen Mile Creek. These tributaries are home to a large variety of fish species including species such as Rainbow Trout, Rainbow Darter and Fantail Darter; all of which require good structural habitat and good water quality to survive. This road would cross the Sixteen Mile Creek in an area that has been designated as part of the Greenbelt Plan NHS and the Region of Halton's NHS. This area contains regulated wetlands, significant woodlands and potential habitat for species at risk, in addition this area is a major north-south corridor for other wildlife that inhabit the area. The proposed crossing would present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. For these reasons staff will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered. Should a road be required in this area, consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly.

- **The new road between Fifth and Sixth Line, Milton:** This proposed road includes a crossing of the main Sixteen Mile Creek valley, along with crossings of tributaries in at least 5 locations. At least one of these tributaries is permanently flowing and exhibits a diverse fish community including species such as Rainbow Trout, Iowa Darter, Rainbow Darter and Common Shiner; all of which require good water quality and habitat conditions. This road also crosses other natural heritage features such as regulated wetlands and significant woodlands. Staff notes that the crossing of the main Sixteen Mile Creek valley would occur roughly in the same location as the new proposed crossing of Main Street. Staff would need further information as to how two crossings in this area could be constructed in order to determine if we could support this road network conceptually. As with the other proposed crossings in this area, this road may impact the major north-south wildlife corridor, presenting an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. For these reasons staff will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered. Should a road be required in this area, consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly.

- **Louis St. Laurent extension, Milton:** This is proposed in an areas highlighted as mixed residential, with a crossing over the Sixteen Mile Creek valley. The area associated with the valley is also designated as part of the Greenbelt Plan NHS, containing regulated wetlands and is a major north-south wildlife corridor. The proposed crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. Consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly.
- **James Snow Parkway (Britannia Rd to the 407), Milton:** This proposed crossing of the Sixteen Mile Creek is proposed for an area designed as the Sixteen Mile Creek ANSI – Life Sciences, Sixteen Mile Creek Valley ESA, Significant Woodland, Greenbelt Plan NHS and potential habitat for species at risk. In addition, this location provides a major north-south connection for wildlife and this crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the ANSI, ESA and NHS in general from reduced rates of immigration and emigration. This section of Sixteen Mile Creek is permanently flowing and contains warm water sport fish species such as Largemouth Bass. It also contains fish species that are indicators of good fish habitat and water quality such as Rainbow Darter. While staff understands that the detailed EA has been completed for James Snow Parkway, this work was completed several years ago and the EA is likely out of date and requires revisiting. Staff notes that a crossing of this part of Sixteen Mile Creek should be in the form of a bridge and any piers for this structure should be located well outside the valley and the meander belt of the watercourse. This must be accounted for when establishing a budget for this project.
- **North Service Road Bronte Creek Crossing:** This proposed crossing appears to be located within the Bronte Creek Provincial Park boundaries. It also would cross the Bronte Creek valley in an area designated as an Area of Natural and Scientific Interest (Bronte Creek Provincial Park ANSI – Life Science), the Bronte Creek Valley Environmentally Sensitive Area (ESA), Significant Woodland, potential species at risk habitat and a major north-south connection for wildlife movement. The proposed crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the ANSI, ESA and NHS in general from reduced rates of immigration and emigration. A multitude of fish species have been caught at this location including Rosyface Shiner, Common Shiner, Hornyhead Chub, Fantail Darter, Yellow Perch, Silver Shiner, Smallmouth Bass and Emerald Shiner. All of these fish species require good fish habitat and water quality. In the past, multiple occurrences of American Eel have occurred where the new road is proposed. Recent records of American Eel in upstream areas of Bronte Creek make it clear that this section of the creek are used as a migration route for American Eel, which is a provincially endangered fish species and is protected by the *Endangered Species Act*. Silver Shiner is listed federally and provincially as a species of Special Concern. The construction of such a structure would likely involve dewatering for the installation of multiple bridge piers in the valley, possible large amounts of infilling of the valley due to the steep valley wall on the east side of the Bronte Creek Valley at the existing intersection between Bronte Road and North Service Road. The entire valley floor and parts of the valley walls would become a

long term construction staging area which would pose a long term major disturbance to a very sensitive area. Furthermore, staff was of the understanding that the proposed Wyecroft Road crossing of Bronte Creek was the last crossing required to service the area. For these reasons staff has significant concerns with the proposal for an additional crossing of Bronte Creek and will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered.

- **Wyecroft Road, Bronte Creek Crossing, Oakville:** While staff has previously reviewed the detailed EA (2007) for the proposed crossings, depending on the proposed construction timeline the document may be out of date and may require revision prior to detailed design. As such, staff has identified the following comments for consideration. This proposed road would cross the main stem of Bronte Creek which is permanently flowing and is located within an Environmentally Sensitive Area. A multitude of fish species have been caught here in the past including Rosyface Shiner, Common Shiner, Hornyhead Chub and Fantail Darter, Yellow Perch, Silver Shiner, Smallmouth Bass and Emerald Shiner. All of these fish species require good fish habitat and water quality. In the past, multiple occurrences of American Eel have been documented where the new road is proposed. Recent records of American Eel in upstream areas of Bronte Creek make it clear that this section of the creek is used as a migration route and transportation corridor for American Eel, which is a provincially endangered fish species and is protected by the *Endangered Species Act*. Silver Shiner, also found at this location is listed federally and provincially as a species of Special Concern. As with the other proposed crossings in this area, this road may impact the major north-south wildlife corridor, presenting an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration.
2. Staff would like to reiterate the recommendation that as part of the Transportation Master Plan Study Regional staff evaluate the need to designate roads as emergency access routes with the goal of achieving flood free access (or as a minimum, safe access and egress) during a Regional Storm Event. This is relevant as all existing Regional Roads are impacted by flooding and erosion hazards in certain areas. Should the region wish to proceed with emergency route planning through a separate study we recommend that this study is noted in the Transportation Master Plan to ensure that the two documents compliment and are consistent with one another.
 3. Staff continues to recommend that whenever possible, alternatives to new road creation be explored to limit impacts on the surrounding natural environment. Terrestrial ecopassages and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise should be explored and we again recommend that the broad financial implications of major ecopassages, open spans across watercourses, etc. be identified at the earliest possible stage so that they can be allocated to future budgets as appropriate. Staff recognize that further evaluation and refinement would be required at individual EA and detailed design stages, however we strongly believe that the success of future individual projects is tied to a landscape level of initial analysis that takes cumulative impacts into account.

4. Staff continues to recommend that the Region look at ways to minimize impacts to the natural heritage system (NHS). We recommend that the Master Plan refer to the Region's NHS to determine if these two plans are complimentary to each other and adjust the Transportation Master Plan accordingly. It is requested that the proposed changes to the road and transit networks be overlaid with the NHS and watercourses, and that this mapping is included in the Transportation Master Plan and submitted to Conservation Halton to facilitate a more detailed review of potential impacts. It would be helpful if these overlaid data layers could be submitted at a scale that would facilitate a more detailed review of landscape impacts as well as more local/project specific impacts.
5. Staff would like to reiterate that it would be helpful if the Transportation Master Plan included a listing of new projects identified and indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been approved under an earlier Class EA.

Staff notes that the following points are best addressed through the individual road EA projects, however we would recommend that these recommendations are reflected in the Transportation Master Plan to ensure they are carried forward.

6. Staff noted several locations where roads travelling parallel to existing watercourse features and valleys were proposed for widening. During the EA stage, staff request consideration of alternate alignments where feasible to remove the road from the associated natural hazards of flooding and erosion. Consideration for potential re-alignment is deemed particularly relevant when the road alignment parallels the watercourse or valley wall within the erosion hazard limit. All new road alignments should be oriented to minimize impact to existing valley features. Crossings should be made perpendicular to riverine valley features, and new roads should be elevated outside of the regional storm floodplain where feasible. Where roads run parallel to valley features, the roads should be located outside of the long term stable top of bank, and protected tableland areas.
7. In all areas where proposed road widening will traverse hazard lands regulated by Conservation Halton, staff will only be able to recommend approval of widening activities where it has been demonstrated that the proposed construction will not negatively impact flooding and erosion hazards on adjacent private properties, and will not increase the flooding and erosion risk associated with the road itself.
8. Where proposed road widenings cross the regulated floodplain, a hydraulic analysis must be completed as part of the Environmental Assessment, and further refined at detailed design. The road design should strive to achieve safe access and egress where feasible, and at a minimum, maintain the existing level of service with respect to flooding. The hydraulic analysis will also need to support the proposed bridge or culvert sizing and any grading changes by demonstrating that any widening or profile adjustment will not negatively increase flood depths, erosive velocities or flood duration experienced on properties up and downstream. This should be evaluated as part of the Environmental Assessment and further refined at detailed design. Please note that while Conservation Halton policies would not allow even minor increases in flood elevations on a habitable structure, although our policy would allow increases

in flood depth, erosive velocity or flood duration on private property, provided the impacted landowner provides written consent of the change. The detailed road design must also consider floodplain connectivity under the full range of design storms to ensure that the net loss of floodplain storage is minimized.

9. Roads aligned parallel to or traversing the valley wall or aligned adjacent to a watercourse may be susceptible to erosion due to either slope instability or the watercourse's natural adjustment within its meanderbelt width. As part of the EA process, a geotechnical and geomorphological review must be completed to demonstrate:
 - a. the level of risk associated with the location of the existing infrastructure,
 - b. that construction of the proposed widening will not have a negative impact on slope stability,
 - c. that the ultimate road will be stable from a geotechnical and geomorphic perspective over a 100 year time horizon (please note that the assessment should consider all reasonably foreseeable stressors to the existing natural hazards, such as climate change and urbanization as part of the determination of long term stability), and
 - d. that the ultimate road alignment will not encroach further within the 100 year long term stable slope crest or the watercourse's meanderbelt width than the existing road, or otherwise increase risk relative to the existing infrastructure.
10. While in many instances infrastructure conflicts with natural hazards are unavoidable, opportunities to relocate infrastructure outside of the hazard should be considered as part of future Environmental Assessments wherever feasible. In general terms, where perpendicular road crossings of riverine valley systems and watercourse features were largely unavoidable, staff have not noted or flagged these crossings, however opportunities for alternatives should be considered where road alignments traverse parallel to a watercourse within the meanderbelt width or along the top of a valley wall, within the long term stable slope crest. The following locations were identified as areas of key concern, where re-alignment may have significant benefits.
 - 1) Regional Road 25 - From 250 m south of Derry Road to 1230 m south of Derry Road, Regional Road 25 bisects the floodplain, within the meanderbelt width of Sixteen Mile Creek
 - 2) Regional Road 25 – From 770 m north of the QEW to 270 m south of the QEW the road runs along the top of bank of a steep valley system. Much of the existing road lies within the hazard lands and may not be geotechnically stable in the long term.
 - 3) Upper Middle Road at the Main Branch of Sixteen Mile Creek – extending approximately 750 m West of the crossing the road alignment follows the valley wall and the entire road is located within the erosion hazard limit.
 - 4) Trafalgar Road – From approximately 1800 m north of Britannia Road to 130 m north of Britannia, the road crosses the East Branch of Sixteen Mile Creek twice, and generally bisects the floodplain. Additionally, short lengths of road are located immediately adjacent to the valley wall.
 - 5) Trafalgar Road – From approximately 40 m south of Britannia Road to 700 m south of Britannia Road, this 660 m length of road is regulated for a variety of

reasons, however staff note that one issue of particular concern is the road's alignment parallel to the top of the valley slope.

- 6) Steeles Ave. from Industrial Drive extending westerly 390 m, the road bisects the regional storm floodplain.
11. We continue to recommend that the Region review Conservation Halton's ARL mapping prior to the commencement of the individual Environmental Assessments and detailed design for the road corridors. Staff would also like to draw the Region's attention to the following regulated areas where watercourses flow within storm sewers, roadside ditches or immediately adjacent to the existing road infrastructure:
 - a. Approximately 300 m length of Trafalgar Road, 370 m north of Derry Road
 - b. Approximately 150 m length of Trafalgar Road, 230 m north of Dundas
 - c. Approximately 1380 m length of Steeles Aveune from 310 m west of Thompson Road
 - d. Approximately 130 m length of Tremaine Road, extending north from Burnhamthorpe Road
 - e. Approximately 390 m length of Derry Road From 140 m to 530 m west of Fifth Line
 - f. Approximately 410 m length of Tremaine Road, from 130 to 540 m South of Derry Road
 - g. Approximately 150 m length of Tremaine Road, from 90 to 240 m North of Derry Road
 - h. Approximately 270 m length of Regional Road 25 (Bronte Road) from Market Drive northerly.
 - i. Approximately 1100 m length of James Snow Parkway extending 670 m south of Main Street and 430 m north of Main Street
 - j. Approximately 140m length of Brant Street, 140 m north to Upper Middle Road
 12. Staff would like to highlight the proposed expansion of Upper Middle Road in Oakville. This road widening would affect four branches of Sheldon Creek, at least three tributaries of Fourteen Mile Creek including the main branch, at least three branches of McCraney Creek, the main branch of Sixteen Mile Creek, another major branch of Sixteen Mile Creek, 7 branches of Morrison-Wedgewood Creek and four branches of Joshua's Creek. Comprehensive information about the surficial geology, soils, bedrock geology, surface water (creek) temperatures and hydrogeological conditions would be required at early stages in a development proposal to determine the likelihood of encountering groundwater in association with bridge or culvert works. Of particular note, an *Endangered Species Act* permit will likely be required for all areas of these creeks where the presence of Redside Dace has been documented.
 13. In the case of existing roads, will works be limited to the current road right of ways (RoW) or will additional property be required to allow for the proposed activities? While we acknowledge that this will likely be determined at the EA stage, staff recommend that lands that do not contain natural heritage features be acquired over those that do and consideration be given to these features well in advance.
 14. Please note that for all EAs associated with the Transportation Master Plan, a full three season ecological study should be completed and Conservation Halton's

Environmental Impact Study (EIS) guidelines should be referenced for further guidance. All ecological surveys should be completed using the accepted methodologies for each specific survey and all aspects of these protocols should be completed to ensure that the appropriate level of detail is included in the EA documents. Field data sheets will be required for review. Preconsultation should be initiated well in advance to determine the specific study requirements so that project delays do not occur.

15. Consultation with additional agencies such as the Ministry of Natural Resources (MNR) may be required should any species at risk (SAR) be anticipated or found in the area. There may be delays associated with this consultation and the *Endangered Species Act* requirements; therefore this process should be initiated well in advance and timelines adjusted accordingly.

Staff re-iterate that the above comments do not represent a complete listing of road segments which are impacted by natural hazards. Staff have not referenced the existing or proposed crossing locations where the road corridor crosses the valley and watercourse perpendicularly, nor have staff identified areas of broadened floodplains, which may be indicative of undersized crossing structures. Please note that there may be additional issues that arise when more detailed information related to these crossings is developed and made available.

Staff note that some of the proposed road expansions will occur within areas under the Jurisdiction of the Credit Valley Conservation Authority, or the Grand River Conservation Authority, including Winston Churchill Boulevard and Trafalgar Road north of Fifteenth Sideroad.

Staff requests that the points raised above be assessed as part of the EA process. If you require additional information please contact the undersigned at extension 283.

Yours truly,



Leah Smith
Environmental Planner



Cc (by email): Melissa Green-Battiston, Region of Halton
Liam Marray, Credit Valley Conservation
Fred Natolochny, Grand River Conservation Authority
Paul Cripps, Town of Milton, Engineering
Dave Bloomer, Town of Oakville, Infrastructure and Engineering

November 26, 2010

By EMAIL



Ms. Leah Smith
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Dear Leah:

Halton Region Transportation Master Plan (2031) - *The Road to Change*

Thank you for your comments per your letter dated October 1, 2010, on the materials provided at the Technical Agency Committee (TAC) Meeting No. 3.

The Project Team has reviewed your letter and attached is a response to each of your comments and suggestions. Per the November 5, 2010 e-mail to you from Ms. Melissa Green-Battiston, we will be scheduling a meeting with you to review your comments and our responses in order to ensure we've address your issues as we approach the completion of the Master Plan process.

Once again, thank you for your input to the Halton Region Transportation Master Plan.

Sincerely,

“Original Signed By”

Alvaro L. Almuina, M.Eng., P.Eng.
Consultant Project Manager
Halton Region Transportation Master Plan Study (2031) - *The Road to Change*

Halton Transportation Master Plan (2031) – The Road to Change
Responses to Conservation Halton – November 26, 2010

Comments	Responses
Letter Dated October 1, 2010	
<p>Comment #1 Staff note that the draft Recommended 2031 Road Network indicates several new roads, including two new crossings of Bronte Creek at Wycroft Road and North Service Road, a new road and 401 interchange between Fifth Line and Sixth Line in Milton, extensions of James Snow Parkway, Louis St. Laurent Avenue and Main Street in Milton, and the new North Oakville corridor/Burnhamthorpe Road. Per Conservation Halton’s policy 3.51, all new utility and transportation corridors will be required to locate outside of valley and stream corridors, including the regulated tableland area, wherever possible. While permitting of new corridors within hazard lands is feasible, the need must be fully justified, and there must be no other reasonable alternative. At a minimum, Master Plans should address Phases 1 and 2 of the Class EA process. The plan should provide sufficient information to demonstrate that alternative solutions have been considered to address the identified problem, in this case the need for the above noted new roads. While staff has already reviewed the detailed EA’s for several of the above noted new roads (Wycroft Road extension, James Snow Parkway extension and the new North Oakville Corridor), staff would require sufficient information for the other proposed new roads and crossings to ensure they can be supported by staff conceptually. Currently, Conservation Halton staff does not have sufficient information to confirm that all of the proposed roads identified in the Draft Recommended 2031 Road Network could be recommended for permit approval.</p> <p>Based on the above, staff will require documentation of the justification for all of the new crossings and roadways, and would like to note the following specific comments below:</p>	<p>The Master Plan process that was followed in the development of the Halton Region TMP – The Road to Change, conforms to “Master Plan Approach #2” of the Municipal Class EA whereby Phases 1 and 2 are documented in a Master Plan Report and separate ESR’s will be prepared to document the Class EA process for the Schedule C projects.</p> <p>The approach followed for this TMP used a sufficient level of investigation, consultation, and documentation to fulfill the requirements of Phases 1 and 2 of the Municipal Class EA (October 2000, as amended in 2007).</p> <p>Projected population and employment growth in Halton Region and particularly in Milton will put pressure on the existing and planned transportation system (roads, transit).</p> <p>At the outset of the TMP Study we set five guiding principles one of which was sustainability (which included Regional environmental goals and objectives – “Protect the environment by minimizing impacts on air, water, land and natural resources”). In the process of identifying solutions to the transportation problems identified by 2031, the Region considered Transportation Demand Management measures, increased Active Transportation and a significant increase in transit usage (from 5 percent today to 20 percent of all trips taken by transit in 2031) as first alternatives. Despite these aggressive yet achievable targets, road widenings and new links were still required to accommodate the growth in jobs and residents between 2021 and 2031.</p> <p>The need for the identified roadway widenings and new links will be documented in the TMP report. The draft report will be made available to Conservation Halton for comment.</p>

Comments	Responses
Letter Dated October 1, 2010	
<ul style="list-style-type: none"> <li data-bbox="149 302 1020 1003"> <p>▪ Main Street Extension, Milton: This road is located almost exclusively within a regulated valley corridor (approximately 2.5 km of the 2.8 km length of proposed roads falls within Conservation Halton’s regulated limit). The road would have to cross three permanently flowing tributaries of Sixteen Mile Creek. These tributaries are home to a large variety of fish species including species such as Rainbow Trout, Rainbow Darter and Fantail Darter; all of which require good structural habitat and good water quality to survive. This road would cross the Sixteen Mile Creek in an area that has been designated as part of the Greenbelts Plan NHS and the Region of Halton’s NHS. This area contains regulated wetlands, significant woodlands and potential habitat for species at risk, in addition to this area is a major north-south corridor for other wildlife that inhabit the area. The proposed crossing would present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. <u>For these reasons staff will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered.</u> Should a road be required in this area, consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly.</p> <li data-bbox="149 1036 1020 1414"> <p>▪ New Road between Fifth and Sixth Line, Milton: This proposed road includes a crossing of the main Sixteen Mile Creek valley, along with crossings of tributaries in at least 5 locations. At least one of these tributaries is permanently flowing and exhibits a diverse fish community including species such as Rainbow Trout, Iowa Darter, Rainbow Darter and Common Shiner; all of which require good water quality and habitat conditions. This road also crosses other natural heritage features such as regulated wetlands and significant woodlands. Staff notes that the crossing of the main Sixteen Mile Creek valley would occur roughly in the same location as the new proposed crossing of Main Street. Staff would need further information as to how two crossings in this area could be constructed in order to determine if we</p> 	<p>Main Street Extension: The Town of Milton has identified the extension of this Town roadway in their strategic planning for the northeast area of the municipality. Schedules E and F of the Town’s Official Plan (copy attached) shows the subject road (a collector) extending to Trafalgar Road. The Transportation Master Plan did not evaluate this as an option, but rather as part of the base network as Milton has identified this in planning documents. This link was found to be an important part of the overall area capacity. We anticipate the Town will follow the appropriate Class EA process as it moves toward the implementation of its transportation infrastructure.</p> <p>New Road between Fifth and Sixth Line: The master plan has identified a need for a new road in this general area. For the purpose of illustration we have indicated the alignment between Fifth Line and Sixth Line; however, presentations do make it clear that all of these roadway improvements are subject to further study through the Class EA process – including their alignments. The TMP analysis has identified this road is required to provide additional capacity in this area. Other Regional Roads in the area will also be widened to 6 lanes and no further capacity is available within the Regional network necessitating a new corridor. At this stage in the TMP process, we cannot comment on the specific location of the interchange or the alignment of the new link. Clearly the proximity to the Sixteen Mile Creek valley will be a key consideration during the next</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>could support this road network conceptually. As with the other proposed crossings in the is area, this road may impact the major north-south wildlife corridor, presenting an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. <u>For these reasons staff will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered.</u> Should a road be required in this area, consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly.</p> <ul style="list-style-type: none"> ▪ Louis St. Laurent Extension, Milton: This is proposed in an area highlighted as mixed residential, with a crossing over Sixteen Mile Creek valley. The area associated with the valley is also designated as part of the Greenbelt Plan NHS, containing regulated wetlands and is a major north-south wildlife corridor. The proposed crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. Consideration will need to be given to the sensitive nature of this area and mitigation measures developed accordingly. ▪ James Snow Parkway (Britannia Rd to the 407), Milton: This proposed crossing of the Sixteen Mile Creek is proposed for an area designated as the Sixteen Mile Creek ANSI – Life Sciences, Sixteen Mile Creek Valley ESA, Significant Woodland, Greenbelt Plan NHS and potential habitat for species at risk. In addition, the is location provides a major north-south connection for wildlife and this crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the ANSI, ESA and NHS in general from reduced rates of immigration and emigration. This section of Sixteen Mile Creek is permanently flowing and contains warm water sport fish species such as Largemouth Bass. It also contains fish species that are indicators of good fish habitat and water quality such as Rainbow Darter. While staff understands that the detailed EA has been completed for James Snow Parkway, this work 	<p>steps of Class EA study (Schedule C) for this roadway link to be undertaken as a separate study.</p> <p>Louis St. Laurent Extension: The Town of Milton has identified the extension of this Town roadway in their strategic planning for the northeast area of the municipality. Schedules E and F of the Town’s Official Plan (copy attached) shows the subject road extending to Trafalgar Road. The Transportation Master Plan did not evaluate this as an option, but rather as part of the base network as Milton has identified this in the planning documents. This link was found to be an important part of the overall area capacity. We anticipate the Town will follow the appropriate Class EA process as it moves toward the implementation of its transportation infrastructure.</p> <p>James Snow Parkway (Britannia Rd. to the 407): This link of the Regional Roadway network has been identified in Regional planning documents for some time. We acknowledge that a new Schedule C study needs to be undertaken for the extension of this roadway and the noted environmental concerns will be considered in this study.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>was completed several years ago and the EA is likely out of date and requires revisiting. Staff notes that a crossing of this part of Sixteen Mile Creek should be in the form of a bridge and any piers for this structure should be located well outside the valley and the meander belt of the watercourse. This must be accounted for when establishing a budget for this project.</p> <ul style="list-style-type: none"> ▪ North Service Road, Bronte Creek Crossing, This proposed crossing appears to be located within the Bronte Creek Provincial Park boundaries. It also would cross the Bronte Creek valley in an area designated as an Area of Natural and Scientific Interest (Bronte Creek Provincial Park ANSI – Life Science), the Bronte Creek Valley Environmentally Sensitive Area (ESA), Significant Woodland, potential species at risk habitat and a major north-south connection for wildlife movement. The proposed crossing will present an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the ANSI, ESA and NHS in general from reduced rates of immigration and emigration. A multitude of fish species have been caught at this location including Rosyface Shiner, Common Shiner, Hornyhead Chub, Fantail Darter, Yellow Perch, Silver Shiner, Smallmouth Bass and Emerald Shiner. All of these fish species require good fish habitat and water quality. In the past, multiple occurrences of American Eel have occurred where the new road is proposed. Recent records of American Eel in upstream areas of Bronte Creek make it clear that his section of the creek are used as a migration route for American Eel, which is a provincially endangered fish species and is protected by the Endangered Species Act. Silver Shiner is listed federally and provincially as a species of Special Concern. The construction of such a structure would likely involve dewatering for the installation of multiple bridge piers in the valley, possible large amounts of infilling of the valley due to the steep valley wall on the east side of the Bronte Creek Valley at the existing intersection between Bronte Road and North Service Road. The entire valley floor and parts of the valley walls would become a long term construction staging area which would pose a long term major disturbance to a very sensitive area. Furthermore, staff was of the understanding that the proposed Wycroft Road crossing of Bronte Creek was the last 	<p>North Service Road, Bronte Creek Crossing: The TMP analysis indicated that an additional lane of capacity is required through this area. The roads that make up this screenline are Dundas Street, Upper Middle Road, Wycroft Road and the QEW/403. Dundas Street is already planned to be a six lane roadway (the maximum cross section) by 2021, thus leaving only three other alternatives: the connection of Upper Middle Road at Bronte Creek, Wycroft Road/Harvester Road widening and the connection of the North Service Road through the Bronte Creek. Wycroft Road / Harvester Road are local (Burlington/Oakville) 4-lane roadways. This roadway connection is proposed to be widened to six lanes for transit priority lanes only and would not address the deficiency in the area. This leaves Upper Middle Road and North Service Road as reasonable alternatives. Our multi-discipline evaluation concluded the North Service Road option will have the least environmental effects, in part because the crossing occurs at the southern end of the park and though it will require a crossing of the valley, it could be an incremental addition to the existing QEW crossing. This is believed to have fewer effects compared to a new bisection of the valley and its associated features at Upper Middle Road. As with the other roadway improvement recommendations from the TMP, all of these proposed improvements are subject to the next steps in a separate Class EA process.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>crossing required to service the area. <u>For these reasons staff has significant concerns with the proposal for an additional crossing of Bronte Creek and will need justification at the Master Plan stage that a new road in this location is warranted and that appropriate alternatives have been considered.</u></p> <ul style="list-style-type: none"> ▪ Wycroft Road, Bronte Creek Crossing, Oakville: While staff has previously reviewed the detailed EA (2007) for the proposed crossing, depending on the proposed construction timeline the document may be out of date and may require revision prior to detailed design. As such, staff has identified the following comments for consideration. This proposed road would cross the main stem of Bronte Creek which is permanently flowing and is located within an Environmentally Sensitive Area. A multitude of fish species have been caught here in the past including Rosyface Shiner, Common Shiner, Hornyhead Chub and Fantail Darter, Yellow Perch, Silver Shiner, Smallmouth Bass and Emerald Shiner. All of these fish species require good fish habitat and water quality. In the past, multiple occurrences of American Eel have been documented where the new road is proposed. Recent records of American Eel in upstream areas of Bronte Creek make it clear that this section of the creek is used as a migration route and transportation corridor for American Eel, which is a provincially endangered fish species and is protected by the <i>Endangered Species Act</i>. Silver Shiner, also found at this location is listed federally and provincially as a species of Special Concern. As with the other proposed crossings in this area, this road may impact the major north-south wildlife corridor, presenting an additional barrier to wildlife moving across the landscape, which could result in negative impacts on the NHS from reduced rates of immigration and emigration. 	<p>Wycroft Road, Bronte Creek Crossing: The widening of this road to four lanes has EA approval and is planned by the Town of Oakville to be constructed by 2021. As part of this TMP Study, this roadway connection is proposed to be widened to six lanes for transit priority lanes only and would be needed as part of the infrastructure to support higher transit mode splits in this area by 2031. These works would likely proceed under the Transit Component of the Class EA Process.</p>
<p>Comment #2 Staff would like to reiterate the recommendation that as part of the TMP Study Regional staff evaluate the need to designate roads as emergency access routes with the goal of achieving flood free access (or as a minimum, save access and egress) during a Regional Storm Event. This is relevant as all existing Regional Roads are impacted by flooding and erosion hazards in certain areas. Should the region wish to proceed with</p>	<p>This type of recommendation is of an operational nature and not within the context of a strategic transportation master plan, the purpose of which is to identify infrastructure needs. The comment is noted, however, and we will forward this recommendation to the appropriate Regional Operations staff.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>emergency route planning through a separate study we recommend that this study is noted in the TMP to ensure that the two documents compliment and are consistent with one another.</p>	
<p>Comment #3 Staff continues to recommend that whenever possible, alternatives to new road creation be explored to limit impacts on the surrounding natural environment. Terrestrial ecopasseges and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise should be explored and we again recommend that the broad financial implications of major ecopasseges, open spans across watercourses, etc. be identified at the earliest possible stage so that they can be allocated to future budgets as appropriate. Staff recognize that further evaluation and refinement would be required at individual EA and detailed design stages, however we strongly believe that the success of future individual projects is tied to a landscape level of initial analysis that takes cumulative impacts into account.</p>	<p>During Phases 3 and 4 of the Class EA process (Evaluation of Alternative Design Concepts) for individual improvement projects, the Region will consider in more detail the potential for impact on natural environment features during the comparative evaluation of design alternatives. At that time the potential impact and proposed mitigation will be clearly documented for each of the preferred roadway improvement projects.</p> <p>The evaluation of alternative solutions being undertaken in the TMP does consider approximate costs as one of the evaluation criteria. To the extent possible, mitigation will be included in the costs developed for the alternative solutions, however a cumulative impacts analysis is beyond the scope of the TMP and the requirements under the Class EA process.</p>
<p>Comment #4 Staff continues to recommend that the Region look at ways to minimize impacts to the Natural Heritage System (NHS). We recommend that the TMP refer to the Regions NHS to determine if these two plans are complimentary to each other and adjust the TMP accordingly. It is requested that the proposed changes to the road and transit networks be overlaid with the NHS and watercourses, and that this mapping is included in the TMP and submitted to Conservation Halton to facilitate a more detailed review of potential impacts. It would be helpful if these overlaid data layers could be submitted at a scale that would facilitate a more detailed review of landscape impacts as well as more local/project specific impacts.</p>	<p>The evaluation of alternative solutions included in the Transportation Master Plan consider the potential for impact on the Region's Natural Heritage System within the context of broad corridors. Further steps in the Class EA process including the evaluation of Alternative Design Concepts (where applicable) and the documentation of potential effects and mitigation will continue to consider the potential for impacts on documented natural areas.</p> <p>An overlay of the NHS and roads network would not be appropriate at this time as the TMP does not address the issue of roadway alignment. This is detailed in the next steps of the Class EA process.</p> <p>We do propose the development of a figure highlighting areas for future environmental considerations/evaluations and including this figure within the TMP documentation.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>Comment #5 Staff would like to reiterate that it would be helpful if the TMP included a listing of new projects identified and indicated the level of Class EA approval required for the projects and whether or not the project has already been approved under an earlier Class EA.</p>	<p>This information will be included in the TMP.</p>
<p>Comments #6 to #15 Staff notes that the following points are best addressed through the individual road EA projects, however we would recommend that these recommendations are reflected in the TMP to ensure they are carried forward.</p>	<p>Noted. Road alignment and associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4).</p>
<p>Comment #6 Staff noted several locations where roads travelling parallel to existing watercourse features and valleys were proposed for widening. During the EA stage, staff request consideration of alternative alignments where feasible to remove the road from the associated natural hazards of flooding and erosion. Consideration for potential realignments is deemed particularly relevant when the road alignment parallels the watercourse or valley wall within the erosion hazard limit. All new road alignments should be oriented to minimize impact to existing valley features. Crossings should be made perpendicular to riverine valley features, and new roads should be elevated outside of the regional storm floodplain where feasible. Where roads run parallel to valley features, the roads should be located outside of the long term stable top of bank, and protected tableland areas.</p>	<p>Noted. Road alignment and associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4).</p>
<p>Comment #7 In all areas where proposed road widening will traverse hazard lands regulated by Conservation Halton, staff will only be able to recommend approval of widening activities where it has been demonstrated that the proposed construction will not negatively impact flooding and erosion hazards on adjacent private properties, and will not increase the flooding and erosion risk associated with the road itself.</p>	<p>Noted. Road alignment and associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4).</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>Comment #8</p> <p>Where proposed road widenings cross the regulated floodplain, a hydraulic analysis must be completed as part of the EA, and further refined at detailed design. The road design should strive to achieve safe access and egress where feasible, and at a minimum, maintain the existing level of service with respect to flooding. The hydraulic analysis will also need to support the proposed bridge or culvert sizing and any grading changes by demonstrating that any widening or profile adjustment will not negatively increase flood depths, erosive velocities or flood duration experienced on properties up and downstream. This should be evaluated as part of the EA and further refined at detailed design. Please note that while Conservation Halton policies would not allow even minor increases in flood elevations on a habitable structure, although our policy would allow increases in flood depth, erosive velocity or flood duration on private property, provided the impacted landowners provides written consent of the change. The detailed road design must also consider floodplain connectivity under the full range of design storms to ensure that the net loss of floodplain storage is minimized.</p>	<p>Noted. Road alignment and associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4) as separate projects.</p>
<p>Comment #9</p> <p>Roads aligned parallel to or traversing the valley wall or aligned adjacent to a watercourse may be susceptible to erosion due to either slope instability or the watercourse's natural adjustment within its meanderbelt width. As part of the EA process, a geotechnical and geomorphological review must be completed to demonstrate</p> <ul style="list-style-type: none"> a) The level of risk associated with the location of the existing infrastructure, b) That construction of the proposed widening will not have a negative impact on slope stability, c) That the ultimate road will be stable from a geotechnical and geomorphic perspective over a 100 year time horizon (please note that the assessment should consider all reasonably foreseeable stressors to the existing natural hazards, such as climate change and urbanization as part of the determination of long term stability), and 	<p>Noted. Road alignment and associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4) as separate projects.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>d) That the ultimate road alignment will not encroach further within the 100 year long term stable slope crest or the watercourse's meanderbelt width than the existing road, or otherwise increase risk relative to the existing infrastructure.</p>	
<p>Comment #10 While in many instances infrastructure conflicts with natural hazards are unavoidable, opportunities to relocate infrastructure outside of the hazard should be considered as part of the EA wherever feasible. In general terms, where perpendicular road crossings of riverine valley systems and watercourse features were largely unavoidable, staff have not noted or flagged these crossings, however opportunities for alternatives should be considered where road alignments traverse parallel to a watercourse within the meanderbelt width or along the top of valley wall, within the long term stable slop crest. The following locations were identified as areas of key concern, where re-alignment may have significant benefits.</p> <ol style="list-style-type: none"> 1) Regional Road 25 – From 250 m south of Derry Road to 1230 m south of Derry Road, Regional Road 25 bisects the floodplain, within the meanderbelt width of Sixteen Mile Creek 2) Regional Road 25 – From 770 m north of the QEW to 270 m south of the QEW the road runs along the top of bank of a steep valley system. Much of the existing road lies within the hazard lands and may not be geotechnically stable in the long term. 3) Upper Middle Road at the Main Branch of Sixteen Mile Creek – extending approximately 750 west of the crossing the road alignment follows the valley wall and the entire road is located within the erosion hazard limit. 4) Trafalgar Road – From approximately 1800 m north of Britannia Road to 130 m north of Britannia, the road crosses the East Branch of Sixteen Mile Creek twice, and generally bisects the floodplain. Additionally, short lengths of road are located immediately adjacent to the valley wall. 5) Trafalgar Road – From approximately 40 m south of Britannia Road to 700 m south of Britannia Road, this 660 m length of road 	<p>Road alignment and the associated environmental assessment will be addressed in the next phases of study of the Class EA process (Phases 3 and 4) for each project. Any required studies will be completed during subsequent stages of the EA and required permits will be obtained at appropriate times. These road specific concerns will be added to the specific project file where appropriate.</p> <p>We also propose the development of a figure highlighting areas for further natural environment investigation in future studies, and including this figure within the TMP documentation.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>is regulated for a variety of reasons, however staff note that one issue of particular concern is the road's alignment parallel to the top of the valley slope.</p> <p>6) Steeles Avenue – From Industrial Drive extending westerly 390 m, the road bisects the regional storm floodplain.</p>	
<p>Comment #11</p> <p>We continue to recommend that the Region review Conservation Halton's ARL mapping prior to the commencement of the individual EA and detailed design for the road corridors. Staff would also like to draw the Region's attention to the following regulated areas where watercourses flow within storm sewers, roadside ditches or immediately adjacent to the existing road infrastructure:</p> <ul style="list-style-type: none"> a) Approximately 300 m length of Trafalgar Road, 370 m north of Derry Road b) Approximately 150 m length of Trafalgar Road, 230 m north of Dundas c) Approximately 1380 m length of Steeles Avenue from 310 m west of Thompson road d) Approximately 130 m length of Tremaine Road, extending north from Burnhamthorpe Road e) Approximately 390 m length of Derry Road from 140 m to 530 m west of Fifth Line f) Approximately 410 m length of Tremaine Road, from 130 to 540 m south of Derry Road g) Approximately 150 m length of Tremaine Road, from 90 to 240 m north of Derry Road h) Approximately 270 m length of Regional Road 25 (Bronte Road) from Market Drive northerly. i) Approximately 1100 m length of James Snow Parkway extending 670 m south of Main Street and 430 m north of Main Street j) Approximately 140 m length of Brant Street, 140 m north to Upper Middle Road. 	<p>Relevant mapping will be reviewed during the next steps of the Class EA process for each project. We appreciate the attention drawn to specific regulated areas and request that CH bring these matters to the Region's attention at the time of the each Class EA and detailed design process to ensure that the information is up-to-date at the time of study.</p> <p>We will also highlight these areas' environmental significance in the mapping proposed per the previous response.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>Comment #12 Staff would like to highlight the proposed expansion of Upper Middle Road in Oakville. This road widening would affect four branches of Sheldon Creek, at least three tributaries of Fourteen Mile Creek including the main branch, at least three branches of McCraney Creek, the main branch of Sixteen Mile Creek, another major branch of Sixteen Mile Creek, 7 branches of Morrison-Wedgewood Creek and four branches of Joshua's Creek. Comprehensive information about the surficial geology, soils, bedrock geology, surface water (creek) temperatures and hydrogeological conditions would be required at early stages in a development proposal to determine the likelihood of encountering groundwater in association with bridge or culvert works. Of particular note, an <i>Endangered Species Act</i> permit will likely be required for all areas of these creeks where the presence of Redside Dace has been documented.</p>	<p>Comments are noted. These will be taken into account in during future phases of Class EA study (Schedule C).</p>
<p>Comment #13 In the case of existing roads, will works be limited to the current road rights of way (RoW) or will additional property be required to allow for the proposed activities? While we acknowledge that this will likely be determined at the EA stage, staff recommend that lands that do not contain natural heritage features be acquired over those that do and consideration be given to these features well in advance.</p>	<p>Road alignments and possible land acquisitions will be determined during the next steps in the Class EA process. Consideration will be given to all aspects of the environment (social, natural, economic) prior to determining specific alignments and acquisition needs.</p>
<p>Comment #14 Please note that for all EAs associated with the TMP, a full three season ecological study should be completed and Conservation Halton's EIS guidelines should be referenced for further guidance. All ecological surveys should be completed using the accepted methodologies for each specific survey and all aspects of these protocols should be completed to ensure that the appropriate level of detail is included in the EA documents. Field data sheets will be required for review. Pre-consultation should be initiated well in advance to determine the specific study requirements so that project delays do not occur.</p>	<p>These project-specific comments will be addressed, if needed, as part of future EA studies in accordance with the Class EA process.</p>

Comments	Responses
Letter Dated October 1, 2010	
<p>Comment #15 Consultation with additional agencies such as the Ministry of Natural Resources may be required should any species at risk be anticipated or found in the area. There may be delays associated with this consultation and the <i>Endangered Species Act</i> requirements; therefore this process should be initiated well in advance and timelines adjusted accordingly.</p>	<p>Comment Noted. Consultation with additional agencies will be initiated as early as practicable.</p>

**Niagara Escarpment
Commission**

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*Ontario's Niagara Escarpment
A World Biosphere Reserve*

April 7, 2011

Mr, Alvara Almuina, P. Eng.
Principal Consultant
GHD
11 Allstate Parkway,
Suite 310
Markham, ON L3R 9T8

Dear Mr. Almuina:

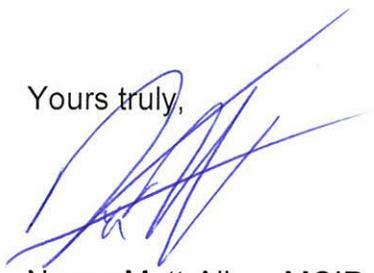
Re: Halton Region Transportation Master Plan

Staff of the Niagara Escarpment Commission (NEC) has reviewed the draft 2031 Transportation System map which forms part of the Transportation Master Plan (TMP) for Halton Region and have the following comments.

We note the identification of a "Potential Future GO Station" on Tremaine Road together with a "Potential GO Rail Extension". The proposed GO station is located in the area of the Niagara Escarpment Plan (NEP) at the base of the Escarpment in Milton. The designation of the potential site in the NEP is Escarpment Protection Area and Mineral Resource Extraction Area (former Jannock quarry lands under rehabilitation). There has been no consultation with the NEC regarding this proposed train station as part of the TMP exercise. While we support the concept of improving access to transit to support the long terms needs of the Region, we do not agree that this is an appropriate location for what will likely be a major urban area focussed commuter train station. We believe that it would be inappropriate to show a Potential Future GO Station on the schedule to the TMP given the lack of information about the facility and the lack of consultation that has taken place about the site, its extent, potential visual and environmental impacts arising from station and associated parking. We request that the site be deleted from the schedule at this time.

Thank you for the opportunity to comment on the TMP. If you have any questions, please contact me at 905-877-8363.

Yours truly,



Nancy Mott-Allen, MCIP, RPP
Senior Strategic Advisor

cc. Melissa Green- Battiston, Halton Region
Bill Mann, Town of Milton
Ken Whitbread, NEC

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April 8, 2011

Niagara Escarpment Commission
232 Guelph Street
Georgetown, Ontario L7G 4B1

Our ref: 8811011 / 641

Attention: Nancy Mott-Allen, MCIP, RPP
Senior Strategic Advisor

Dear Ms Mott-Allen

RE: HALTON REGION TRANSPORTATION MASTER PLAN (2031) – THE ROAD TO CHANGE

Thank you for your letter of April 7, 2011 regarding the Transportation Master Plan. I offer the following response in reference to your point about the "Potential Future GO Station" on Tremaine Road and the "Potential GO Rail Extension". The spirit of your comments has been provided in italics for ease of reference.

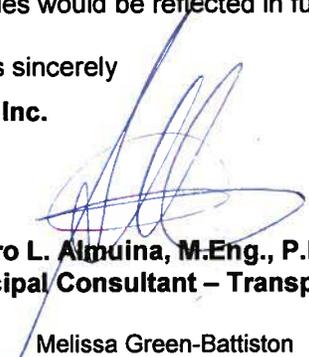
"...we do not agree that this is an appropriate location for what will likely be a major urban area focussed commuter train station. We believe that it would be inappropriate to show a Potential Future GO Station on the schedule to the TMP given the lack of information about the facility and the lack of consultation that has taken place about the site, its extent, potential visual and environmental impacts arising from station and associated parking. We request that the site be deleted from the schedule at this time..."

As mentioned in my email to you of March 31, 2011, in the development of the transportation master plan the study takes into consideration Provincial, Regional and Local Municipality plans and objectives. The reference to the "Potential Future GO Station" is one that was derived from the Town of Milton Official Plan (per the attached OP schedule) and it was also referenced by Town representatives on the study's Municipal Advisory Group (the study steering committee) to be taken into account in the development of the Region's long term transportation strategy. As for the reference to the "Potential GO Rail Extension", the study took this into account as it is part of Metrolinx's "Big Move" study (Regional Transportation Plan).

Based on the above, we believe it would be poor planning to delete the reference to the "Potential Future GO Station" and "Potential GO Rail Extension" from the TMP study. Any changes to the status of these transit facilities would be reflected in future updates of the Region's Transportation Master Plan.

Yours sincerely

GHD Inc.



Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant – Transportation

cc: Melissa Green-Battiston
Bill Mann, Town of Milton
Paul Cripps, Town of Milton
Ken Whitbread, NEC

Ministry of Tourism and Culture

Culture Services Unit
Programs and Services Branch
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Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
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Télééc. : 416 314 7175



March 23, 2011

Mr. Alvaro L. Almuina, Project Manager (by email only)
Dillon Consulting
Suite 800 - 235 Yorkland Blvd
Toronto, ON M2J 4Y8

Dear Mr. Almuina

Project: Halton Transportation Master Plan (2031)- Municipal Class EA
Location: Halton Region
MTC File:24EA033

The Ministry of Tourism and Culture (MTC) has received Notices regarding the above mentioned project.

As part of the Environmental Assessment (EA) Act process, MTC has an interest in conserving cultural heritage resources including:

- archaeological resources;
- built heritage resources; and
- cultural heritage landscapes.

MTC would, therefore, be interested in remaining on the circulation list and being informed of the study as it proceeds through the EA process. We would ask that you update your circulation list to remove the names of Winston Wong and Penny Young, and send future notices to **Rosi Zirger, Heritage Planner** at the address below.

MTC has no specific comments at this time, however, we recommend that the Transportation Master Planning study identify cultural heritage resources which may exist in the area(s) under study and propose means to protect and enhance any heritage resources that might be impacted by future improvements. For your information and future consideration attached are the following checklists used by MTC:

Archaeology:

- *Checklist for Determining Archaeological Potential* which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted. Please return the completed checklist to me in order to determine whether an archaeological assessment by an archaeologist licensed under the Ontario Heritage Act will be necessary for this project; and

Built Heritage and Cultural Heritage Landscape:

- *Checklist for Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* which is used in order to determine the existing cultural conditions, and to help identify known and potential built heritage resources and cultural heritage landscapes. As part of the screening it is suggested that the City Clerk or Planning department be contacted to determine if there are any properties that have been listed or designated under the *Ontario Heritage Act*.

Regarding built heritage and cultural heritage landscapes, we further recommend consultation with established municipal heritage groups such as Municipal Heritage Committees (previously known as LACACs) and other key local heritage stakeholders.

MTC's advice on any cultural heritage assessment work that may be indicated will be based on the information provided in the completed checklist as well as any additional relevant information, including photographs and site plans.

We hope that you will find this information helpful. We look forward to the opportunity to review the results of the environmental assessment.

If you have any questions or concerns please feel free to contact me.

Best Regards

Rosi Zirger
Heritage Planner

416-314-7159
rosi.zirger@ontario.ca

cc Melissa Green-Battiston, Transportation Engineer
Halton Region

Ministry of Tourism and Culture

Criteria for Determining Archaeological Potential

A Checklist for the Non-Specialist

Feature of Archaeological Potential	Yes	No	Unknown
1. Known archaeological sites within 300 m of property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Physical Features			
2. Water on or near the property If yes, what kind of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Primary water source (lake, river, large creek, etc)			
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 50 m for properties in northern Ontario and Canadian Shield terrain*			
b) Secondary water source (stream, spring, marsh, swamp, etc)			
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 50 m for properties in northern Ontario and Canadian Shield terrain*			
c) Past water source (beach ridge, river bed, relic creek, ancient shoreline, etc)			
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 150 m for properties in northern Ontario and Canadian Shield terrain*			
3. Elevated topography on property (knolls, drumlins, eskers, plateaus, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Pockets of sandy soil in a clay or rocky area on property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Distinctive land formations on property (mounds, caverns, waterfalls, peninsulas, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural Features			
6. Known burial site or cemetery on or adjacent to the property (cemetery is registered with the Cemeteries Regulation Unit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Food or scarce resource harvest areas on property (traditional fishing locations, agricultural/berry extraction areas, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Indications of early Euro-Canadian settlement within 300 m of property (monuments, cemeteries, structures, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Early historic transportation routes within 100 m of property (historic road, trail, portage, rail corridor, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Property-specific Information			
10. Property is designated and/or listed under the <i>Ontario Heritage Act</i> (municipal register and lands described in Reg. 875 of the <i>Ontario Heritage Act</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Local knowledge of archaeological potential of property (from aboriginal communities, heritage organisations, municipal heritage committees, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Recent ground disturbance [†] (post-1960, extensive and deep land alterations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The entire property should be screened for archaeological potential, not only the footprint where work is proposed.

*Northern Ontario is defined as Manitoulin Island, the Districts of Muskoka, Haliburton and Nipissing, and areas to the north. The Canadian Shield is defined as the area of Ontario underlain by the Precambrian Shield.

[†] Archaeological potential can be determined not to be present for either the entire property or a part(s) of it when the area under consideration has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. This is commonly referred to as 'disturbed' or 'disturbance', and may include: quarrying, major landscaping involving grading below topsoil, building footprints, sewage and infrastructure development. Activities such as agricultural cultivation, gardening, minor grading and landscaping do not necessarily affect archaeological potential.

Scoring the results:

If **Yes** to any of 1, 2a-c, 6 or 11

→ archaeological potential is **determined** – assessment is required

If **Yes** to two or more of 3 to 5 or 7-10

→ archaeological potential is **determined** – assessment is required

If **Yes** to 12 or **No** to 1 to 10

→ **low** archaeological potential is **determined** – assessment may or may not be required (depending on answers from 1-11)

If 3 or more **Unknown**

→ more research is required (**See note below for more information**)

Note: If archaeological potential features are unknown, a professional archaeologist licensed under the *Ontario Heritage Act* should be retained to carry out a minimum Stage 1 archaeological assessment report confirming potential or low potential. All reports are to be in compliance with provincial archaeological assessment standards and guidelines.

Screening for Impacts to Built Heritage and Cultural Heritage Landscapes

This checklist is intended to help proponents determine whether their project could affect known or potential cultural heritage resources. The completed checklist should be returned to the appropriate Heritage Planner or Heritage Advisor at the Ministry of Tourism and Culture.

Step 1 – Screening for Recognized Cultural Heritage Value

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Is the subject property designated or adjacent* to a property designated under the <i>Ontario Heritage Act</i> ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property listed on the municipal heritage register or a provincial register/list? (e.g. Ontario Heritage Bridge List)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property within or adjacent to a Heritage Conservation District?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. Does the subject property have an Ontario Heritage Trust easement or is it adjacent to such a property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Is there a provincial or federal plaque on or near the subject property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property a National Historic Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property recognized or valued by an Aboriginal community?

Step 2 – Screening Potential Resources

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Built heritage resources
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Does the subject property or an adjacent property contain any buildings or structures over forty years old[†] that are:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Residential structures (e.g. house, apartment building, shanty or trap line shelter)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Farm buildings (e.g. barns, outbuildings, silos, windmills)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Industrial, commercial or institutional buildings (e.g. a factory, school, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Engineering works (e.g. bridges, water or communications towers, roads, water/sewer systems, dams, earthworks, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Monuments or Landmark Features (e.g. cairns, statues, obelisks, fountains, reflecting pools, retaining walls, boundary or claim markers, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property or an adjacent property associated with a known architect or builder?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property or an adjacent property associated with a person or event of historic interest?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. When the municipal heritage planner was contacted regarding potential cultural heritage value of the subject property, did they express interest or concern?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cultural heritage landscapes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Does the subject property contain landscape features such as:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Burial sites and/or cemeteries
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Parks or gardens
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Quarries, mining, industrial or farming operations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Canals
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Prominent natural features that could have special value to people (such as waterfalls, rocky outcrops, large specimen trees, caves, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Evidence of other human-made alterations to the natural landscape (such as trails, boundary or way-finding markers, mounds, earthworks, cultivation, non-native species, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property within a Canadian Heritage River watershed?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property near the Rideau Canal Corridor UNESCO World Heritage Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8. Is there any evidence from documentary sources (e.g., local histories, a local recognition program, research studies, previous heritage impact assessment reports, etc.) or local knowledge or Aboriginal oral history, associating the subject property/ area with historic events, activities or persons?

Note:

If the answer is "yes" to any question in Step 1, proceed to Step 3.

The following resources can assist in answering questions in Step 1:

Municipal Clerk or Planning Department – Information on properties designated under the Ontario Heritage Act (individual properties or Heritage Conservation Districts) and properties listed on a Municipal Heritage register.

Ontario Heritage Trust – Contact the OHT directly regarding easement properties. A list of OHT plaques can be found on the website: [Ontario Heritage Trust](#)

Parks Canada – A list of National Historic Sites can be found on the website: [Parks Canada](#)

Ministry of Tourism and Culture – The Ontario Heritage Properties Database includes close to 8000 identified heritage properties. Note while this database is a valuable resource, it has not been updated since 2005, and therefore is not comprehensive or exhaustive. [Ontario Heritage Properties Database](#)

Local or Provincial archives

Local heritage organizations, such as the municipal heritage committee, historical society, local branch of the Architectural Conservancy of Ontario, etc.

Consideration should also be given to obtaining oral evidence of CHRs. For example, in many Aboriginal communities, an important means of maintaining knowledge of cultural heritage resources is through oral tradition.

If the answer is "yes" to any question in Step 2, an evaluation of cultural heritage value is required. If cultural heritage resources are identified, proceed to Step 3.

If the answer to any question in Step 1 or to questions 2-4, 6-8 in Step 2, is "unknown", further research is required.

If the answer is "yes" to any of the questions in Step 3, a heritage impact assessment is required.

If uncertainty exists at any point, the services of a qualified person should be retained to assist in completing this checklist. All cultural heritage evaluation reports and heritage impact assessment reports must be prepared by a qualified person. Qualified persons means individuals (professional engineers, architects, archaeologists, etc.) having relevant, recent experience in the identification and conservation of cultural heritage resources. Appropriate evaluation involves gathering and recording information about the property sufficient to understand and substantiate its heritage value; determining cultural heritage value or interest based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in Ontario Regulation 9/06 under the Ontario Heritage Act, it is a cultural heritage resource.

† The 40 year old threshold is an indicator of potential when conducting a preliminary survey for identification of cultural heritage resources. While the presence of a built feature that is 40 or more years old does not automatically signify cultural heritage value, it does make it more likely that the property could have cultural heritage value or interest. Similarly, if all the built features on a property are less than 40 years old, this does not automatically mean the property has no cultural heritage value. Note that age is not a criterion for designation under the *Ontario Heritage Act*.

Step 3 – Screening for Potential Impacts		
YES	NO	Will the proposed undertaking/project involve or result in any of the following potential impacts to the subject property or an adjacent* property?
<input type="checkbox"/>	<input type="checkbox"/>	Destruction, removal or relocation of any, or part of any, heritage attribute or feature.
<input type="checkbox"/>	<input type="checkbox"/>	Alteration (which means a change in any manner and includes restoration, renovation, repair or disturbance).
<input type="checkbox"/>	<input type="checkbox"/>	Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden.
<input type="checkbox"/>	<input type="checkbox"/>	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.
<input type="checkbox"/>	<input type="checkbox"/>	Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature.
<input type="checkbox"/>	<input type="checkbox"/>	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.
<input type="checkbox"/>	<input type="checkbox"/>	Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc.

* For the purposes of evaluating potential impacts of development and site alteration "adjacent" means: contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.



April 8, 2011

Mrs Rosi Zirger
Ministry of Tourism and Culture
Cultural Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Our ref: 8811011 / 642

Dear Mrs Zirger

**RE: HALTON REGION TRANSPORTATION MASTER PLAN (2031) –
THE ROAD TO CHANGE**

Thank you very much for your letter of March 23, 2011 regarding the Halton Transportation Master Plan (TMP) (2031) Municipal Class EA. We appreciate the attached checklists for Determining Archaeological Potential and for Screening for Impacts to Built and Cultural Heritage Landscapes.

The process being followed for the Halton TMP conforms to the Municipal Class EA and includes documentation of Phase 1 (Problem and Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class EA process. The Report recommends numerous roadway, transit, and active transportation improvements. Most of the TMP recommendations are considered "Schedule C" projects and will require additional study, including consideration of alternative design concepts and the filing of an Environmental Study Report (ESR) for public review, to satisfy subsequent phases of the Municipal Class EA.

It is during this subsequent work that we envision the best and most appropriate application of the MTC checklists that you have provided. During Phase 3 of the Municipal Class EA (alternative design concepts), archaeological, built heritage and cultural heritage landscapes will be considered as part of the evaluation of alternative design concepts.

As requested, we have updated the circulation list by adding you and removing Penny Young and Winston Wong.

Thank you again for your input to the Halton Region TMP.

Yours sincerely
GHD Inc.

**Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant – Transportation**

(T: 905 752 4306)

-Transportation Planning Branch
Policy & Planning Division
777 Bay Street
30th Floor
Toronto, ON M7A 2J8
Telephone: (416) 585-7255
Fax: (416) 585-7324
Joe.Perrotta@ontario.ca

June 29, 2010

Ms. Melissa Green-Battiston, P. Eng.
Transportation Engineer
Halton Region
1151 Bronte Road
Oakville ON L6M 3L1
melissa.green-battiston@halton.ca

Re: Halton Region Transportation Master Plan

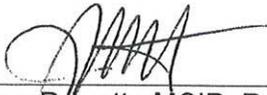
Dear Ms. Green-Battiston:

On June 9, 2010, Provincial Planning Office (PPO) staff attended the Halton Region Transportation Master Plan Technical Agencies Committee Meeting No. 2. We offer the following comments for your consideration.

- Although Halton Region has identified north/south and east/west capacity needs to 2031, the GTA-West and Niagara-GTA corridor Environmental Assessment studies were not acknowledged on any of the maps or at any point during the presentation. Furthermore, both the October 2009 comments and the February 2010 comments provided by PPO regarding ROPA 38 bring the GTA-West and Niagara-GTA corridor studies to the attention of Halton Region, requesting that they be integrated into the Official Plan. The TMP should acknowledge both studies.
- The Halton-Peel Boundary Area Transportation Study was not acknowledged on any of the materials handed out at the meeting or at any point during the presentation. The TMP should acknowledge the Halton-Peel Boundary Area Transportation Study on maps and in written sections of the plan.
- As part of the TMP study, Halton Region indicated that it has considered the Transportation Provincial Policy Statements (TPPS). However, it is not clear whether this refers to the Transportation Planning Policy Statement (TPPS) or the Provincial Policy Statement (PPS). As the TPPS does not formally exist, it is assumed the intended reference was to the PPS. PPO requests clarification of this issue.
- The Halton Region Technical Agencies Committee Meeting No. 2 addressed the draft evaluation criteria for screenline analyses. PPO notes that it is important to ensure all factor areas are considered, including wildlife (including species not at risk), air, noise, waste and contamination, archaeological features and policies relating to the Niagara Escarpment.

We look forward to reviewing the Draft TMP Working Papers and other documents relating to the TMP. Thank you for the opportunity to participate in the Halton Region TMP study on an ongoing basis. Should you wish to discuss any of the comments provided please do not hesitate to contact Mary Rollinson-Lorimer at (416) 585-7342.

Yours truly,



Joe Perrotta MCIP, R.P.P
Manager, Provincial Planning Office

cc: PPO Project File
Alvaro L. Almuina, M. Eng. P. Eng., Project Manager, GHD
Heather Doyle, Senior Planner, Corridor Management and Property Section



8 September 2010

Ministry of Transportation
Attn: Mr Joe Perrotta MCIP, RPP
Manager, Provincial Planning Office
Transportation Planning Branch
777 Bay Street, 30th Floor
Toronto ON M7A 2J8

Our ref: 8811071/509

Dear Mr Perotta

RE: HALTON REGION TRANSPORTATION MASTER PLAN (2030) – THE ROAD TO CHANGE

Thank you for your comments of June 29, 2010 and for MTO's active participation in the Transportation Master Plan Technical Agencies Committee. We appreciate the time taken to attend the meetings and provide input.

I offer the following responses/thoughts to your comments, which have been included in italics for ease of reference.

- ▶ *Although Halton Region has identified north/south and east/west capacity needs to 2031, the GTA-West and Niagara-GTA corridor Environmental Assessment studies were not acknowledged on any of the maps or at any point during the presentation. Furthermore, both the October 2009 comments and the February 2010 comments provided by PPO regarding ROPA 38 bring the GTA-West and Niagara-GTA corridor studies to the attention of Halton Region, requesting that they be integrated into the Official Plan. The TMP should acknowledge both studies.*

We are confirming that both the Niagara-GTA and GTA-West Environmental Assessments have been recognized in our study as presented at the first TAC meeting and through the public consultation process (PIC boards and PIC presentation).

All indications received from MTO at this time are that neither corridor would be implemented by the 2031 planning horizon of the TMP. Until now there has been limited information on the corridor alignments, thus we have not included them in our figures. Once MTO finalizes the corridor locations, we will identify these in our work.

- ▶ *The Halton-Peel Boundary Area Transportation Study was not acknowledged on any of the materials handed out at the meeting or at any point during the presentation. The TMP should acknowledge the Halton-Peel Boundary Area Transportation Study on maps and in written sections of the plan.*

As per the previous response we have recognized the HPBATS corridor early on in the study and will incorporate the preferred alignment in the TMP documentation. Our modelling network includes the HPBATS corridor and associated recommendations.

- ▶ *As part of the TMP study, Halton Region indicated that it has considered the Transportation Provincial Policy Statements (TPPS). However, it is not clear whether this refers to the Transportation Planning Policy Statement (TPPS) or the Provincial Policy Statement (PPS). As the TPPS does not formally exist, it is assumed the intended reference was to the PPS. PPO requests clarification of this issue.*

The reference in our study has been to the TPPS. We have noted that the TMP would have to conform to the TPPS's but we have been cautious in noting the timing of the TPPS may not coincide with our study schedule.

We understand the TPPS's will reinforce the current provincial direction regarding transportation planning, hence we are comfortable that we will comply "by default" since our TMP is consistent with Places to Grow, Bill 163 and The Big Move.

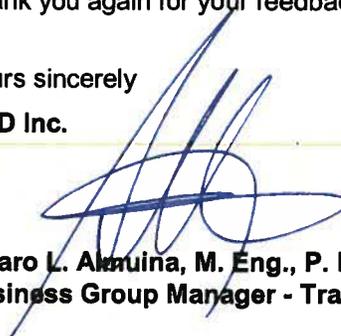
- ▶ *The Halton Region Technical Agencies Committee Meeting No. 2 addressed the draft evaluation criteria for screenline analyses. PPO notes that it is important to ensure all factor areas are considered, including wildlife (including species not at risk), air, noise, waste and contamination, archaeological features and policies relating to the Niagara Escarpment.*

Your point is noted. The specifics noted are included in our evaluation criteria and indicators.

Thank you again for your feedback and we look forward to your continued participation in the study.

Yours sincerely

GHD Inc.



Alvaro L. Alzuina, M. Eng., P. Eng.
Business Group Manager - Transportation

(T: 905 752 4306)

cc: T. Dennis, Halton Region
M. Van Ravens, Halton Region
M. Green Battiston, Halton Region
M. Walters, Dillon Consulting

Bullough, Brent

From: Alvaro.Almuina@ghd.com
Sent: Friday, December 10, 2010 11:49 AM
To: Walters, Mike; Covelli, Claudio; Bullough, Brent
Subject: Fw: Halton Region Transportation Master Plan (2031) - Recommended Road Network

FYI

Alvaro L. Almuina, M.Eng. P.Eng.
GHD Inc

From: "Li, Rebecca (MTO)" [Rebecca.Li@ontario.ca]
Sent: 12/10/2010 10:27 AM EST
To: Melissa Green-Battiston; "Lai, Joseph (MTO)" <Joseph.Lai@ontario.ca>
Cc: "Kulathinal, Rina (MTO)" <Rina.Kulathinal@ontario.ca>; "Lai, Joseph (MTO)" <Joseph.Lai@ontario.ca>; "Tai, Arthur (MTO)" <Arthur.Tai@ontario.ca>; Alvaro Almuina
Subject: Halton Region Transportation Master Plan (2031) - Recommended Road Network

Melissa,

I would like to flag a concern with respect to the "Draft Recommended 2031 Road Network" dated September 28, 2010 provided with the letter *Re: Halton Region Transportation Master Plan (2031) – The Road to Change: Follow-up from August 13, 2010 meeting*. Given the status of discussion to date for the midblock interchange at Highway 401 between 5th Line and 6th Line, it is premature to show this proposed interchange as part of a recommended road network. Hence, it should be removed.

While it is recognized that the draft network was circulated for discussion only, the presentation of this interchange to the public by the spring of 2011 does not provide sufficient time for the project team to demonstrate the needs and feasibility of the interchange. The Transportation Master Plan is a vital reference document for future development work. The inclusion of the proposed interchange will have major development implications.

We had indicated at the August 2010 meeting that the Ministry will require the interchange needs and justification be established. The design feasibility also has to be demonstrated from the geometric, safety, and operations prospective. While there was a concept plan shown at the meeting, it did not account for the future widening of Highway 401 from James Snow Parkway to Trafalgar Road to a 12-lane sub-collector cross-section, which was noted at the meeting. The needs and feasibility of the interchange has to be assessed against the latest preliminary design plan for Highway 401. The current preliminary design assignment for Highway 401 does not account for this midblock interchange.

If you require further information on the Highway 401 preliminary design study, please let me know.

Regards,
Rebecca

Rebecca Li, P.Eng.
Project Engineer, Ministry of Transportation
Highway Engineering, Peel & Halton
4th Floor, Building D, 1201 Wilson Avenue, Downsview, ON, M3M 1J8
Tel. (416) 235-5271 | Fax (416) 235-3576 | E-mail rebecca.li@ontario.ca

12/14/2010



13 January 2011

Ministry of Transportation
Highway Engineering, Peel and Halton
4th Floor, Building D
1201 Wilson Avenue
Downsview, ON M3M 1J8

Our ref: 8811071/592

Attn: Rebecca Li, P.Eng.
Project Engineer

Dear Ms. Li,

**RE: Halton Region Transportation Master Plan (2031) – The Road to Change
Recommended Road Network – 2031
Response to MTO Comments per your email of 10 December 2010**

Thank you for your comments on the draft recommended 2031 Road Network as discussed in our telephone conversation of 3 December 2010 and confirmed in your email of 10 December 2010. We are pleased to clarify your concerns/comments per our response below. The spirit of your comments has been provided in italics for ease of reference.

Given the status of discussion to date for the midblock interchange at Highway 401 between 5th Line and 6th Line, it is premature to show this proposed interchange as part of a recommended road network. Hence, it should be removed... the Ministry will require the interchange needs and justification be established. The design feasibility also has to be demonstrated from the geometric, safety and operations prospective.

The approach followed for this TMP included investigation, consultation, and documentation to fulfil the requirements of Phases 1 and 2 of the Municipal Class EA (October 2000, as amended in 2007). The Master Plan process that was followed in the development of the Halton Region TMP – The Road to Change, conforms to “Master Plan Approach #2” of the Municipal Class EA whereby Phases 1 and 2 are documented in a Master Plan Report and separate ESR’s will be prepared to document the Class EA process for the Schedule C projects.

The Region’s model for 2031 has been updated to reflect Best Planning Estimates (BPEs) per Regional Official Plan No. 38, which reflects the Region’s conformity to the Place to Grow Act. It reflects a doubling in Halton’s population and employment, most of which has been allocated to the Town of Milton. Our modelling analysis, with all of these updates, reflects a need for capacity in the east/west direction to the point where all east/west Regional roads within urban Milton are proposed to be widened to 6 lanes (Britannia Rd, Derry Rd, Steeles Ave). Further we are assuming additional capacity along Highway 401 (per your current analysis of a 12 lane freeway or capacity through the GTA West corridor).

The analysis also reflects a need for capacity in the north/south direction to the point where all north/south Regional roads within urban Milton are proposed to be widened to 6 lanes (Tremaine Rd, Regional Road 25, James Snow Parkway, Trafalgar Road). These roadway needs are required even

with a very aggressive 2031 regional transit mode split of 20% (a significant shift from the current 5%).

With the above improvements, our analysis shows that we are still short 6 lanes of north/south capacity (3 per direction). Our options are to increase Regional cross sections to 8 lanes or add new links to the system. Increasing transit mode splits beyond the 20% is not considered reasonable. Widening roads to more than 6 lanes is not an option for an urban environment, therefore the only option left is to provide a new north/south roadway in the Milton area.

In reviewing all reasonable options, the "5 ½ Line" link with a new interchange on Highway 401 is considered to be the best solution to address our 2031 needs.

We would welcome the opportunity to meet with you to further discuss needs and justification and design feasibility. Please advise as to your preference on how to move forward on this matter.

From our technical perspective we are satisfied that showing the "5 ½ Line" link with a new interchange on Highway 401 is the appropriate solution to address Halton's 2031 transportation demand.

We thank you for your cooperation in this study and participation in our TAC. We look forward to our continued discussions on this matter.

Yours sincerely,

GHD Inc.



**Alvaro L. Almuina, M.Eng., P.Eng.
Principal Consultant - Transportation**

(T: 905 752 4306)

C: Tim Dennis

Maureen Van Ravens

Melissa Green-Battiston

Jeffrey Reid

Claudio Covelli



December 06, 2010

Tim Dennis
Director of Transportation Services
Public Works, Transportation Services
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1

Tim
Dear Mr. Dennis,

Re: Halton Region Transportation Master Plan Draft Recommended 2031 Road & Transit Network

Thank you for the opportunity to provide comments on Halton Region Transportation Master Plan – Draft Recommended 2031 Road & Transit Networks, which were presented at the Technical Agencies Committee Meeting No. 3 on September 21, 2010. Peel Regional staff reviewed the recommended road and transit networks. We have no comment on the Recommended 2031 Transit Network.

We have the following comments for the Recommended 2031 Road Network:

Winston Churchill Boulevard:

Winston Churchill Blvd. is recognized by Peel as a major arterial road, where it serves as the boundary between Peel and Halton Regions. However, in Halton's proposed Road Network, Winston Churchill Blvd., section northerly of Highway 7/Bovaird Road to 32 Side Road/Ballinafad Road is indicated as a local road that falls under the jurisdiction of Halton Hills. In this respect, Peel is concerned about the difference in road classification of Winston Churchill Blvd. Such a discrepancy may impact road planning, road construction, EA study and cost-sharing between the two Regions.

Therefore, we would like Halton Region to consider adopting the entire section of Winston Churchill Blvd as a major regional arterial road.

Halton-Peel Freeway:

To reflect more accurately on the Halton-Peel Freeway corridor area, we would like to see the gray area in your Road Network map be modified according to Exhibit 8-3 of the approved Halton-Peel Boundary Area Transportation Study (HPBATS). We would also appreciate clarifications for the two red circles as they are not labeled.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Britannia Road:

Based on the projection of Peel's travel forecast model, four lanes will be sufficient to accommodate 2031 traffic on Britannia Road between Erin Mills Parkway and Winston Churchill Blvd. Therefore, Peel Region has no plan to widen Britannia Road to six lanes. In coordinating traffic between the two regions, you may wish to re-examine widening of Britannia Road to six lanes just west of Winston Churchill Blvd.

The Region of Peel looks forward to our continued participation on the TAC as the Master Plan progresses.

If you have any questions about these comments, please do not hesitate to contact me.

Yours Truly,



Tom AppaRao, Ph.D., P. Eng.
Region of Peel – Director of Transportation Planning
10 Peel Centre Drive, Suite A, 6th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 Ext. 4100
Email: tom.apparao@peelregion.ca

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca



13 January 2011

Region of Peel
Public Works
10 Peel Centre Drive, Suite A, 6th Floor
Brampton, Ontario L6T 4B9

Our ref: 8811071/593

Attn: Tom AppaRao, Ph.D., P.Eng.
Director of Transportation Planning

Dear Tom,

**RE: Halton Region Transportation Master Plan (2031) – The Road to Change
Recommended Road Network – 2031
Response to Peel Region Comments of 6 December 2010**

Thank you for your comments on the draft recommended 2031 Road Network currently being developed through the current Transportation Master Plan. Responses to your comments are provided below. The spirit of your comments has been provided in italics for ease of reference.

Winston Churchill Boulevard

Winston Churchill Blvd north of Highway 7 / Bovaird Drive to 32 Side Road/Ballinafad Road is indicated as a local road that falls under the jurisdiction of Halton Hills. In this respect, Peel is concerned about the difference in road classification of Winston Churchill Blvd. Such a discrepancy may impact road planning, road construction, EA Study and cost sharing between the two Regions.

The Region of Peel did raise this matter for our consideration through one of the TAC meetings. We will endeavour to address this in our draft TMP Report. In Halton, boundary roads include Regional Road 19 / Winston Churchill Boulevard (boundary with Peel Region); Regional Road 32 (boundary with Wellington County) and Regional Road 24 Milborough Line (boundary with the City of Hamilton).

Halton Region has just completed a Regional Roads Rationalization study and based Regional Road "jurisdiction" in part on the following major criteria:

- Connecting two or more urban areas or municipalities;
- Providing crossing of major physical barriers;
- Carries high volumes of traffic (relative to traffic volumes in the municipality);
- Accommodates truck traffic;
- Feasible and practical to increase capacity (from engineering and environmental perspective); and
- Accommodates transit service.

Using the above as the basis for determining Regional Roads, the section of Winston Churchill Blvd noted by Peel Region does not meet the criteria for a Halton Regional Road.

We do not share the opinion that having Winston Churchill Blvd under local (Halton Hills) jurisdiction north of Highway 7/Bovaird Road will impact road planning, construction, EA study and cost sharing among jurisdictions.

Halton – Peel Freeway

We would like to see the gray area in your Road Network map be modified according to Exhibit 8-3 of the approved Halton – Peel Boundary Area Transportation Study (HPBATS).

Since the presentation of the draft recommended 2031 Roads Network Figure, there have been a number of modifications, including those noted by Peel Region. Attached is a copy of the latest version of the draft recommended 2031 Road Network, which addresses your suggestions.

Britannia Road

Peel Region has no plan to widen Britannia Road to six lanes. In coordinating traffic between the two regions, you may wish to re-examine widening of Britannia Road to six lanes just west of Winston Churchill Blvd.

Halton Region's model for 2031 has been updated to reflect Best Planning Estimates (BPEs) per Regional Official Plan No. 38, which reflects the Region's conformity to the Place to Grow Act. It reflects a doubling in Halton's population and employment, most of which has been allocated to the Town of Milton. Our modelling analysis, with all of these updates, reflects a need for capacity in the east/west direction to the point where all east/west Regional roads within urban Milton are proposed to be widened to 6 lanes (Britannia Rd, Derry Rd, Steeles Ave). Further we are counting on additional capacity along Highway 401.

The Britannia Rd widening is proposed to carry 4 lanes of general purpose travel (GPL) and 2 lanes for high order transit (RBL or HOV). As we move forward in the Schedule C Class EA for this roadway, we will be requesting your participation in that study and we can further discuss the development of this corridor.

We thank you for your cooperation in this study and participation in our TAC. Please contact me should you have any questions on the attached material.

Yours sincerely,
GHD Inc.


Alvaro L. Almula, M.Eng., P.Eng.
Principal Consultant - Transportation

c: Tim Dennis

Maureen Van Ravens

Melissa Green-Battiston

Jeffrey Reid

Claudio Covelli