



Welcome

Public Information Centre No. 2

Town of Halton Hills Transportation Master Plan

June 22, 2011

Acton Arena and Community Centre



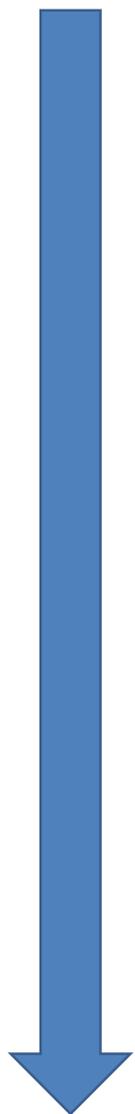
Purpose of PIC No. 2

- Provide an update on the study progress
- Identify a transportation vision for the community
- Present alternative solutions to address these challenges
- Discuss a preliminary assessment of these solutions
- Obtain your ideas on what your transportation system should look like
- Get your thoughts on policies that should guide its development



Study Schedule

October 2010



Notice of Study Commencement



Hold Public Information Centre No. 1



Meet with Focus Group and Technical Advisory Group



Hold Public Information Centre No. 2



Revise Plan Based on Input and Finalize TMP Report

Council Approval

October 2011

Public Consultation Review

Public Comments

1. Sharing the road is dangerous
2. Concern regarding adding bike lanes without widening roads
3. What about agricultural vehicles on rural roads?
4. Sideroads in the rural area are residential roads and should be protected
5. Safety is a big concern
6. Transportation network improvements should be paid for by developers
7. Pollution and safety concerns related to use of Mountainview Road by trucks. Widening would bring road closer to homes
8. Recommend removing GTA West Corridor from the Official Plan
9. North-south transit service (inter-municipal)
10. New GO Transit stops do not provide shelter
11. GO Station in Georgetown is too isolated

Future Transportation Vision Considerations

1. Need to consider ways to mitigate danger of sharing road, especially on rural roads where large groups of cyclists are common
2. The Town needs more off-road bike paths and better education for all users
3. Consider existing 10th Line for truck usage
4. Trucks should be rerouted outside residential areas
5. Need more off-road paths joined with sidewalks
6. Improve traffic flow in Georgetown
7. Safe walking routes to school

Public Consultation Review

TMP Response to Issues/Visions

Issue / Vision	TMP Response
Trucks on Mountainview Road	Trucks on Mountainview Road cannot be avoided or redirected until other roads are upgraded to encourage traffic to take those new routes.
Transit in Halton Hills	Currently there is not enough ridership to support public transportation, however inter-municipal transit will be discussed across the Region.
Georgetown and Acton Alternate Route	Identify need for further detailed study by others.
Maple Avenue	Trucks on Maple Avenue cannot be avoided or redirected until other roads are upgraded to encourage traffic to take those new routes. Monitor and evaluate traffic calming. Implement improvements to provide alternate truck routes.
Guelph Street	Implement access management in corridor. Improve directional / information signage.
Widen / add shoulders to rural roads	Incorporate paved shoulder treatments into road design standards.
More off-road bike paths & network of multi-use trails	Provide off-road facilities on all higher-order roadways.

Public Consultation Review

TMP Response to Issues/Visions

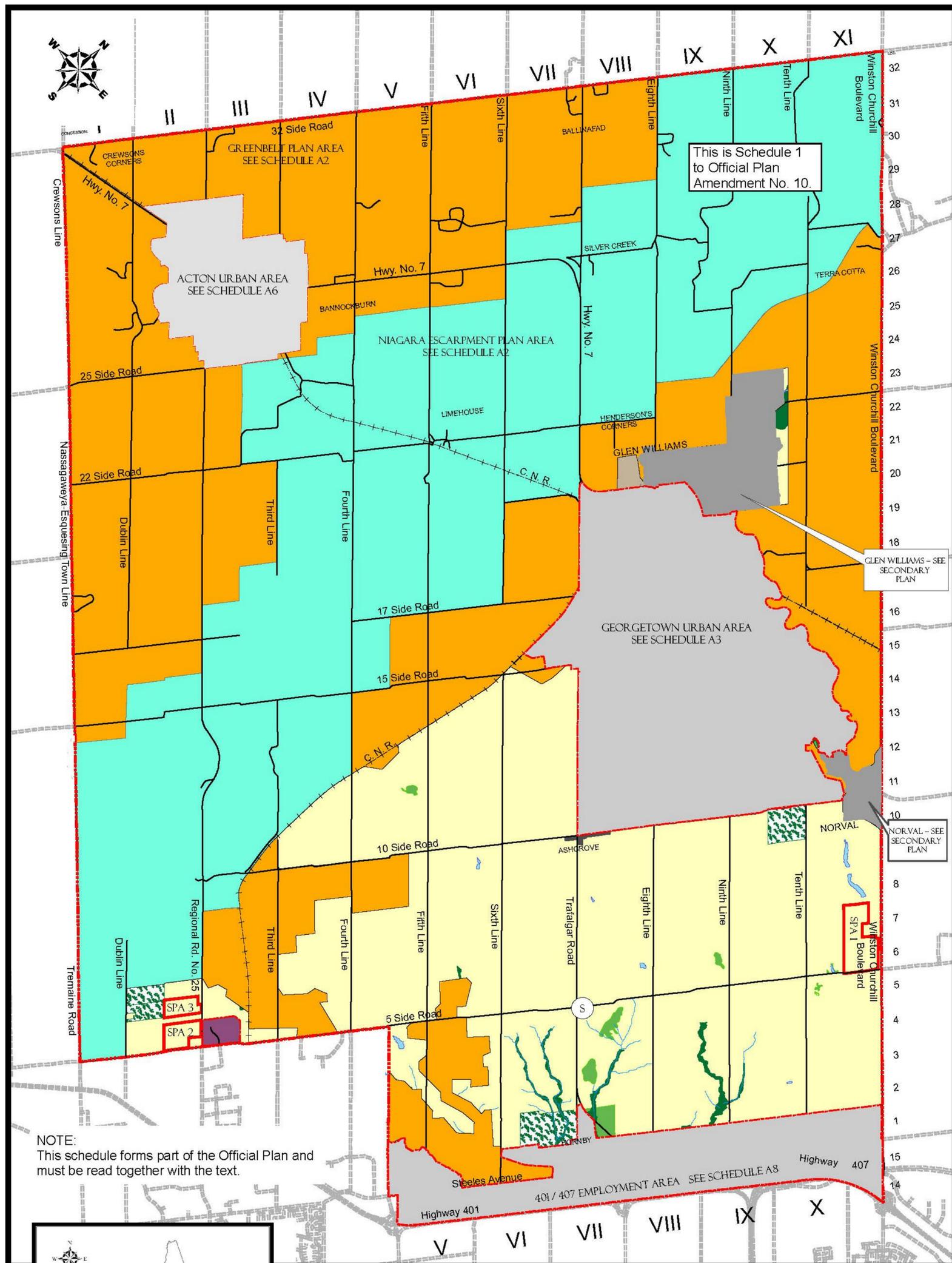
Issue / Vision	TMP Response
Sidewalks on all streets	Incorporate sidewalks into proposed street design guidelines. Undertake systematic review of prioritization of existing sidewalk needs on current streets.
Safe walking routes to school	Improve sidewalk connectivity. Implement traffic calming measures near schools.
Educate users on sharing road (cyclists and vehicles) and improve signage	Conduct cycling workshops (with Police support). Improve training/education in schools. Conduct cycling boot camps and implement "Share the Road Signage."
Road safety (drivers and cyclists)	Improve safety awareness, publicity campaigns. Implement "Share the road signage," treatment of safety hazards and traffic calming treatments.
Agricultural Vehicles	Incorporate design treatments into road classes to accommodate agricultural traffic. Improve signage through agricultural areas.
Residential roads (sideroads) should be protected	Ensure availability of hierarchical road system. Improve network connectivity.

Short Term Improvements



ID	Intersections	Critical Movements/Operational Issues	Improvements Needed
1	School Lane and Main Street North	Safety and Pedestrians Movements	Pedestrian crossing signal
2	Mill Street and Main Street	Significant delays at westbound and northbound approaches	Geometric improvements not feasible/Acton Alternate Route
3	Guelph Street and Albert Street	Significant delays at westbound left turn and eastbound thru lanes	Separate eastbound right turn lane and westbound thru lane
4	Maple Avenue and Guelph Street	Eastbound thru, westbound left, northbound left and right turn lanes	Southbound right turn lane
5	Maple Avenue and Main Street South	Southbound left turn lane	Northbound right turn lane
6	Guelph Street and Mountainview Road	Westbound thru, northbound and southbound left turn lanes	Dual left turn lanes at north and south approaches and optimized signal timing
7	Guelph Street and Sinclair Avenue	Eastbound, westbound and southbound left turn lanes	Northbound right turn lane
8	Guelph Street and Winston Churchill Boulevard	Eastbound, westbound and northbound approaches	Norval Alternative Route
Road Section		Operational and Functional Problems	Improvement Needed
Guelph Street from Main Street to Maple Avenue		Congestion, delays and geometric constraints	Optimize school site operations and add a thru lane on both sides of Guelph Street

Halton Hills Land Use Plan



LEGEND

- ENVIRONMENT & OPEN SPACE
- GREENLANDS A
 - GREENLANDS B
 - PRIVATE OPEN SPACE
 - AGRICULTURAL AREA

OTHER AREAS

- MAJOR INSTITUTIONAL AREA
- URBAN AREA
- HAMLET AREA
- RURAL CLUSTER AREA
- GENERAL EMPLOYMENT AREA

GREENBELT PLAN AREA - SEE SCHEDULE A2

- PROTECTED COUNTRYSIDE AREA
- NIAGARA ESCARPMENT PLAN AREA

SCHOOL

- SCHOOL

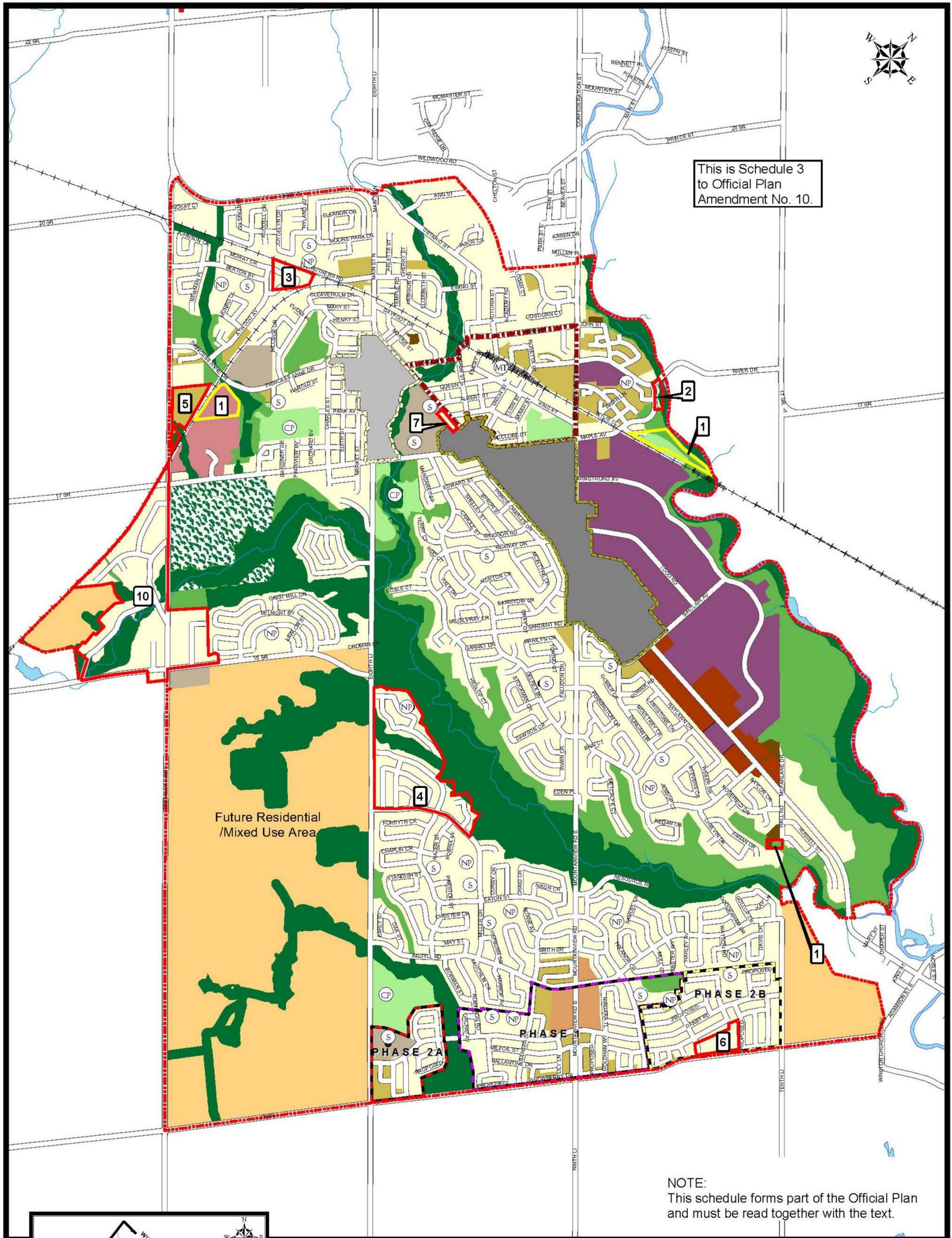
BOUNDARIES

- TOWN OF HALTON HILLS BOUNDARY
- SPECIAL POLICY AREA

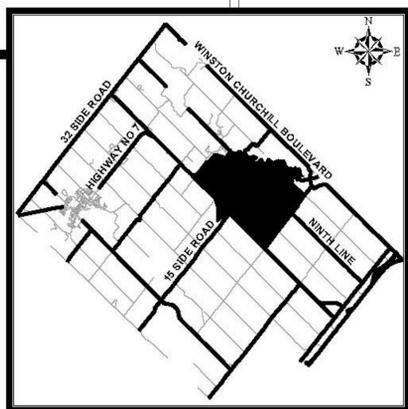


Produced by:
TOWN OF HALTON HILLS
June 2010

Georgetown Land Use Plan



NOTE:
This schedule forms part of the Official Plan
and must be read together with the text.

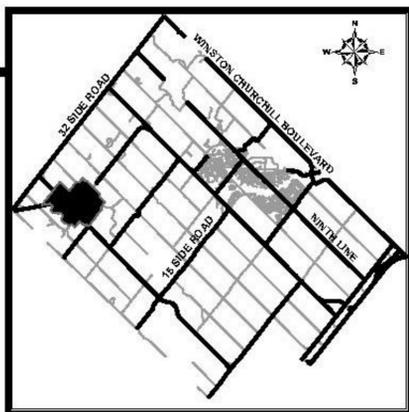
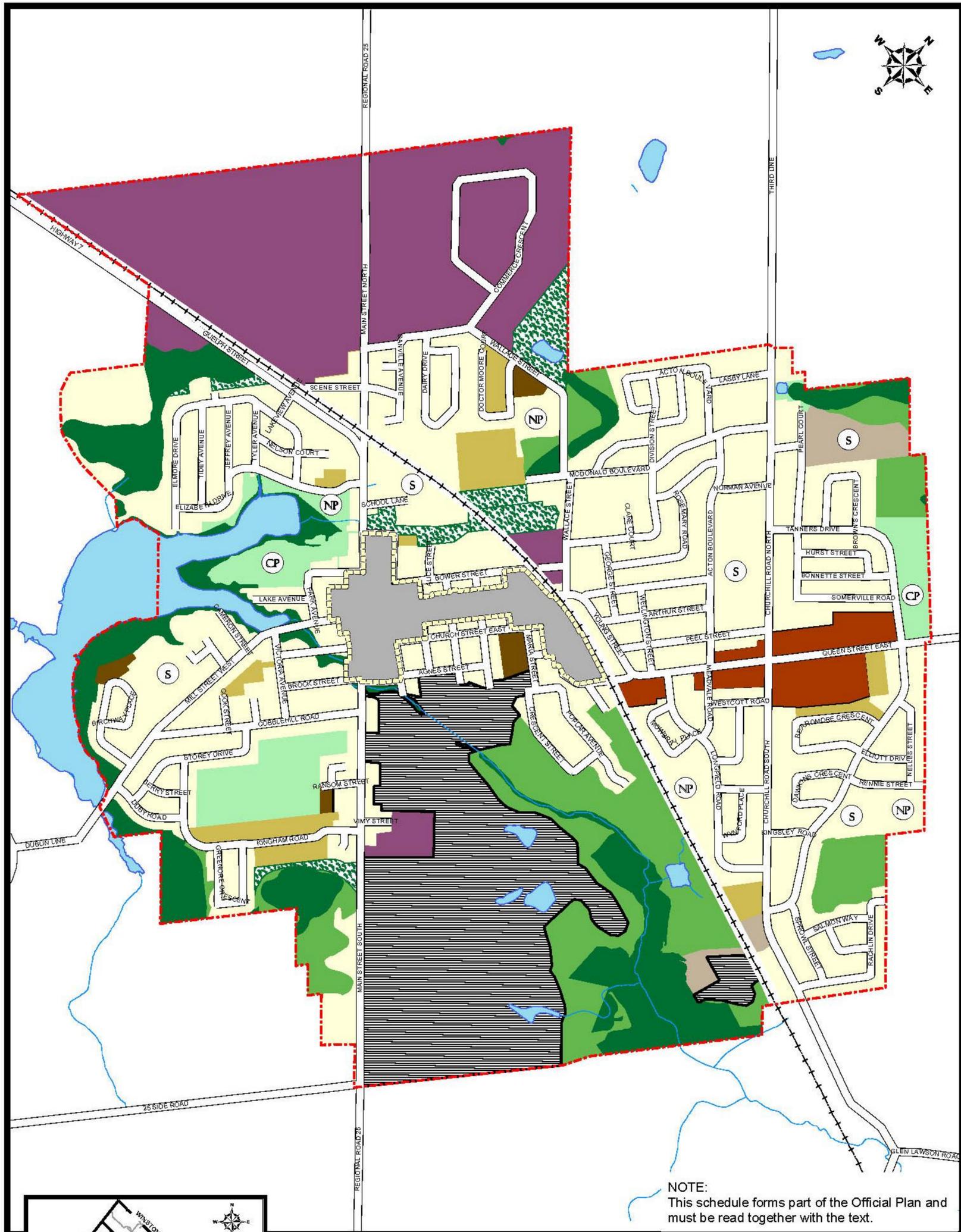


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|---|--|---|
| <p>LIVING AREA</p> <ul style="list-style-type: none"> LOW DENSITY RESIDENTIAL AREA MEDIUM DENSITY RESIDENTIAL AREA HIGH DENSITY RESIDENTIAL AREA <p>COMMUNITY AREA</p> <ul style="list-style-type: none"> DOWNTOWN AREA - SEE SCHEDULE A4 COMMUNITY NODE - SEE SCHEDULE A5 CORRIDOR COMMERCIAL AREA SECONDARY NODE MAJOR INSTITUTIONAL AREA GENERAL EMPLOYMENT AREA CIVIC CENTRE AREA | <p>ENVIRONMENT & OPEN SPACE</p> <ul style="list-style-type: none"> GREENLANDS A GREENLANDS B MAJOR PARKS AND OPEN SPACE GREENLANDS PRIVATE OPEN SPACE COMMUNITY PARK NEIGHBOURHOOD PARK SCHOOL RESIDENTIAL SPECIAL POLICY AREA OTHER SPECIAL POLICY AREA FUTURE RESIDENTIAL/MIXED USE AREA | <ul style="list-style-type: none"> GO STATION STUDY AREA BOUNDARY DOWNTOWN AREA BOUNDARY COMMUNITY NODE BOUNDARY URBAN BOUNDARY PHASE 1 PHASE 2A PHASE 2B |
|---|--|---|

Metres
0 50 100 200 300 400 500



Acton Land Use Plan



LEGEND

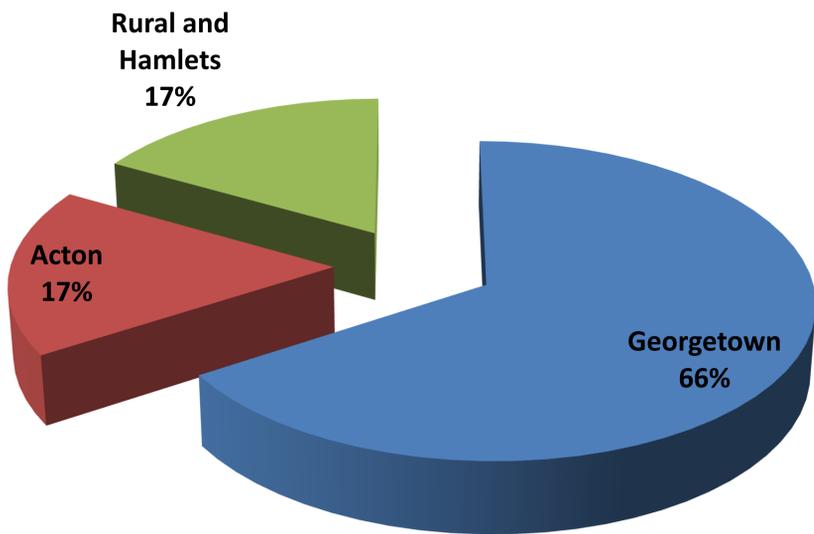
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|---------------------------------|-------------------------------------|---------------------------------------|
| LIVING AREA | ENVIRONMENT & OPEN SPACE | SOUTH ACTON SPECIAL STUDY AREA |
| LOW DENSITY RESIDENTIAL AREA | GREENLANDS A | URBAN BOUNDARY |
| MEDIUM DENSITY RESIDENTIAL AREA | GREENLANDS B | DOWNTOWN AREA BOUNDARY |
| HIGH DENSITY RESIDENTIAL AREA | MAJOR PARKS & OPEN SPACE | |
| COMMUNITY AREA | PRIVATE OPEN SPACE | |
| DOWNTOWN AREA - SEE SCHEDULE A7 | COMMUNITY PARK (CP) | |
| CORRIDOR COMMERCIAL AREA | NEIGHBOURHOOD PARK (NP) | |
| MAJOR INSTITUTIONAL | SCHOOL (S) | |
| GENERAL EMPLOYMENT AREA | | |

Metres
0 250 500 1,000 1,500

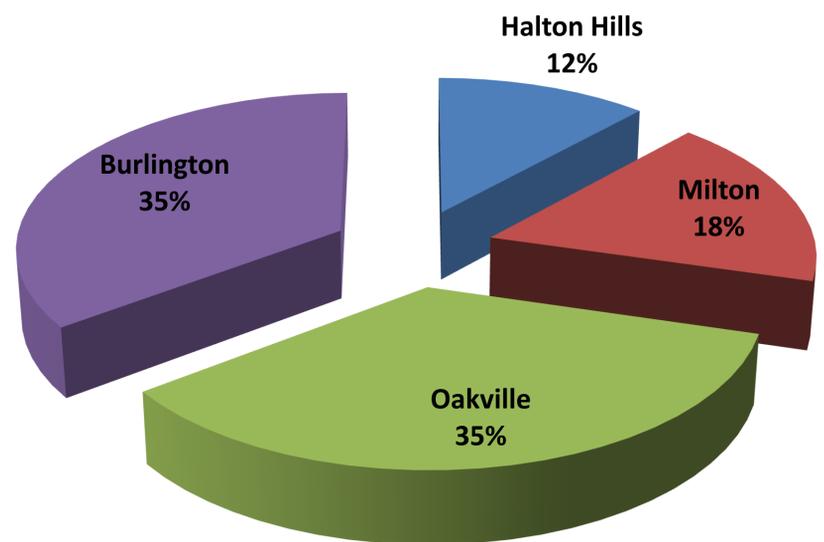
Anticipated Growth

Population Forecasts

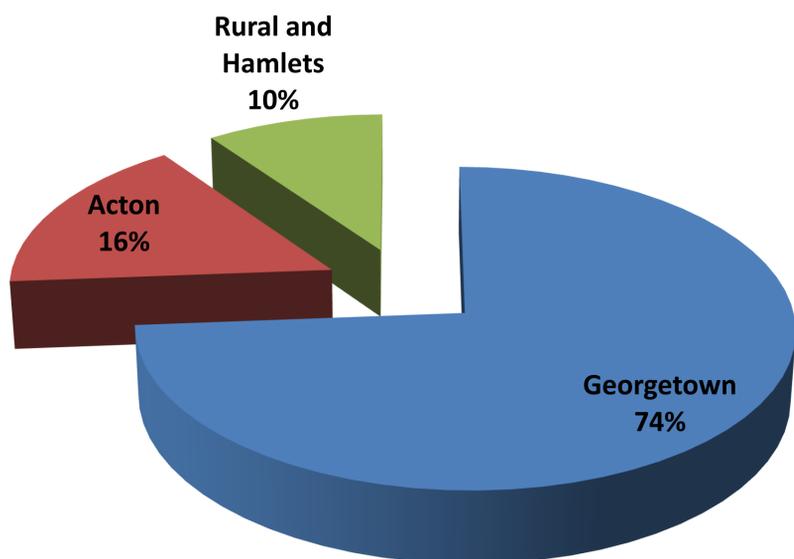
Halton Hills Population 2011
(58,400)



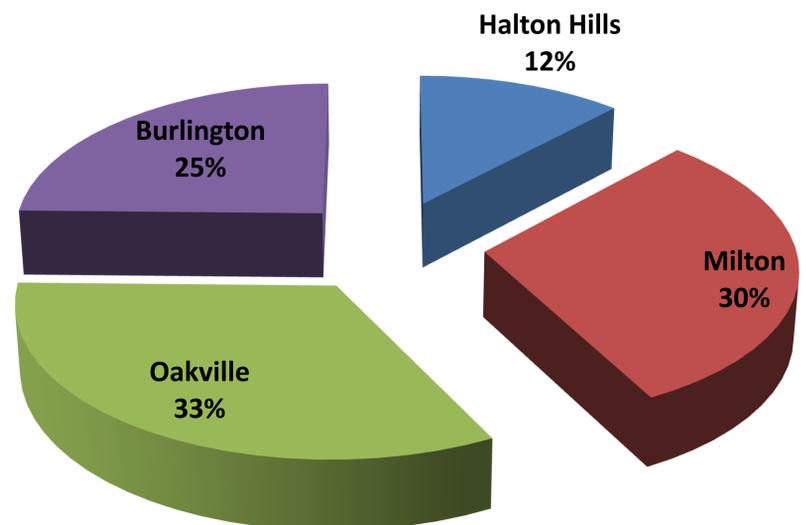
Region of Halton Population 2011
(494,100)



Halton Hills Population 2031 (90,100)



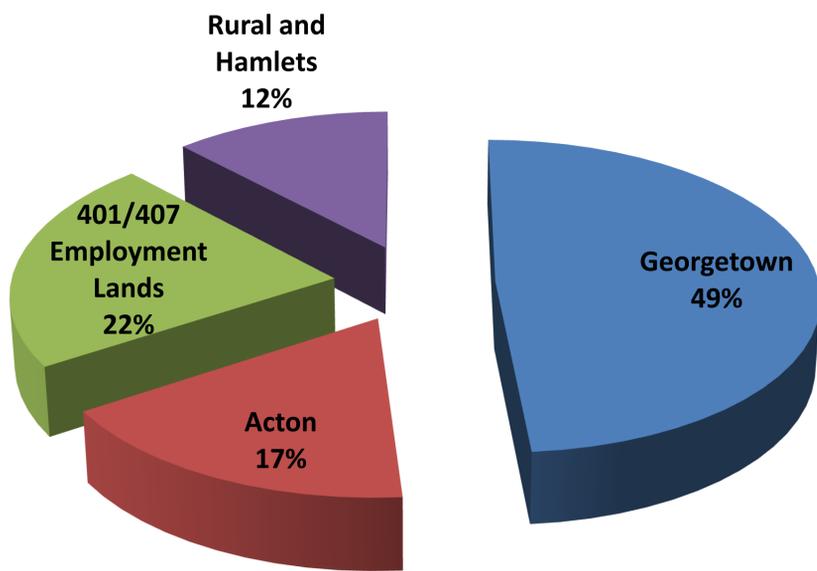
Region of Halton Population 2031
(750,800)



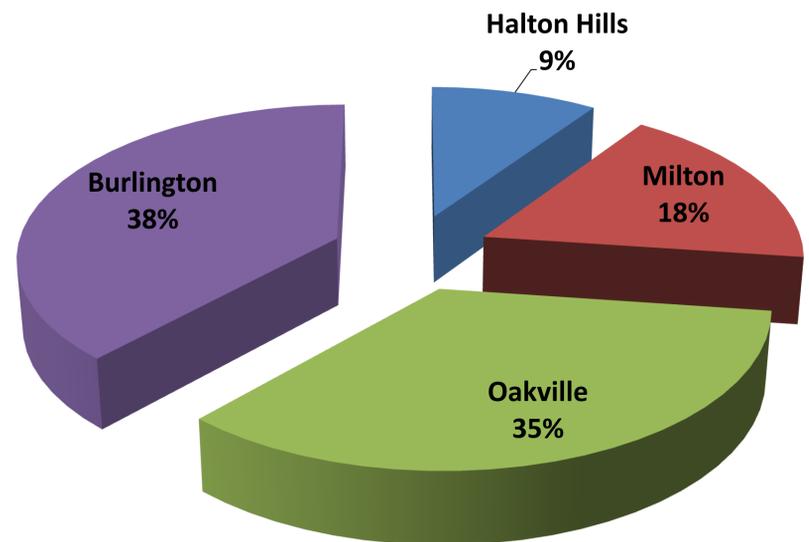
Anticipated Growth

Employment Forecasts

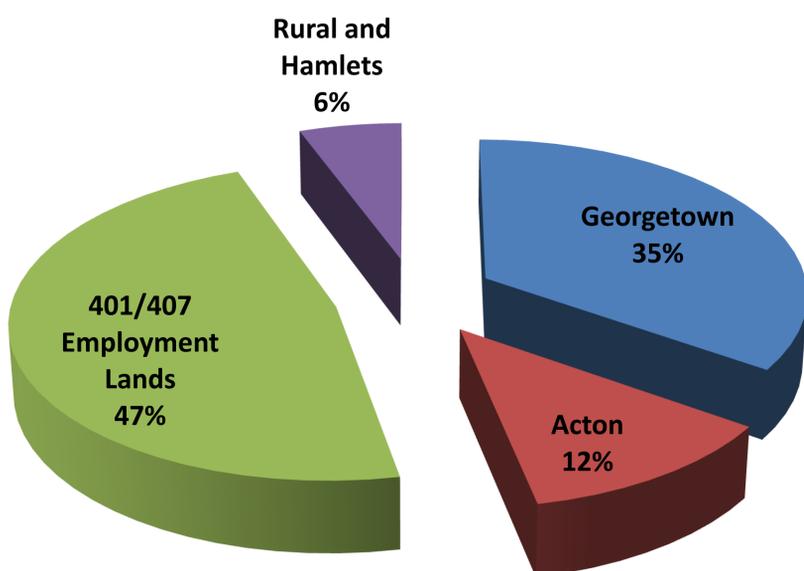
Halton Hills Employment 2011 (24,000)



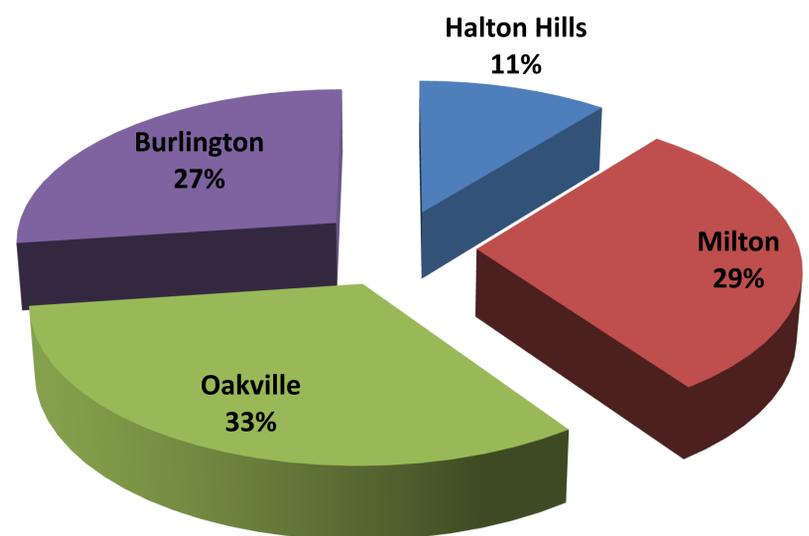
Region of Halton Employment 2011 (251,300)



Halton Hills Employment 2031 (42,100)

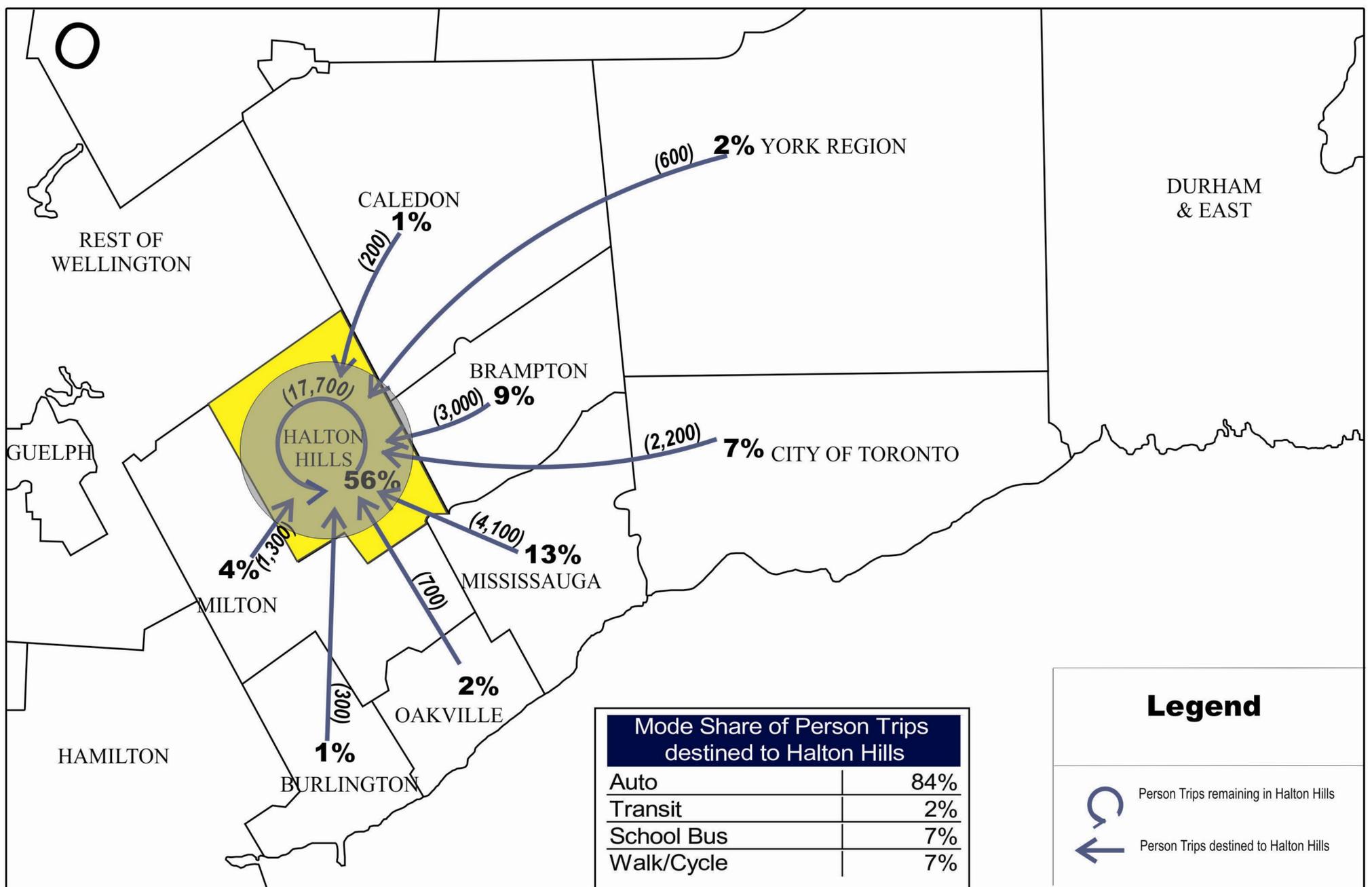


Region of Halton Employment 2031 (390,200)



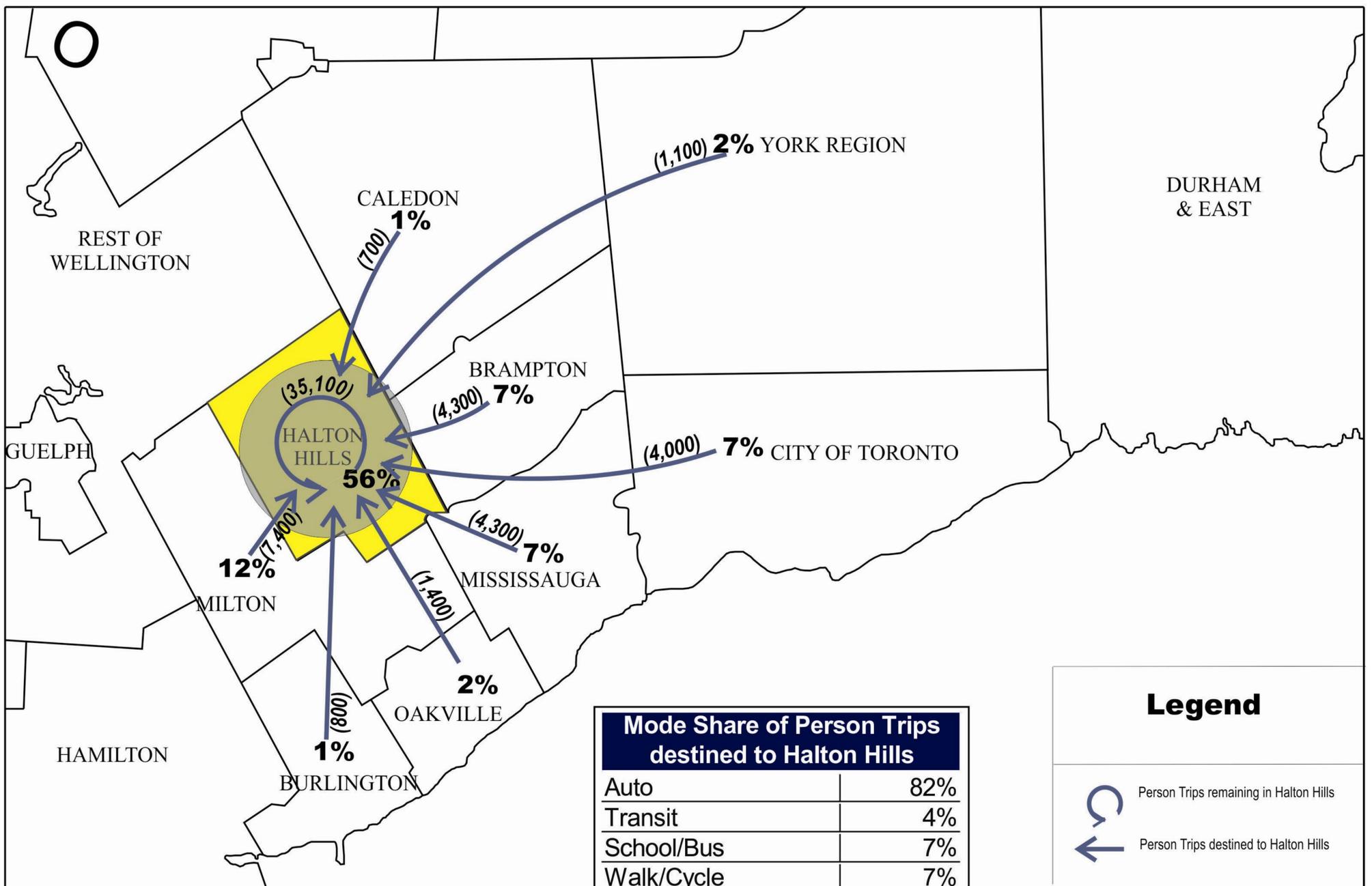
Moving to the Future

Existing (2006 TTS) P.M. Peak Period Total Person Travel Patterns Destined for Halton Hills



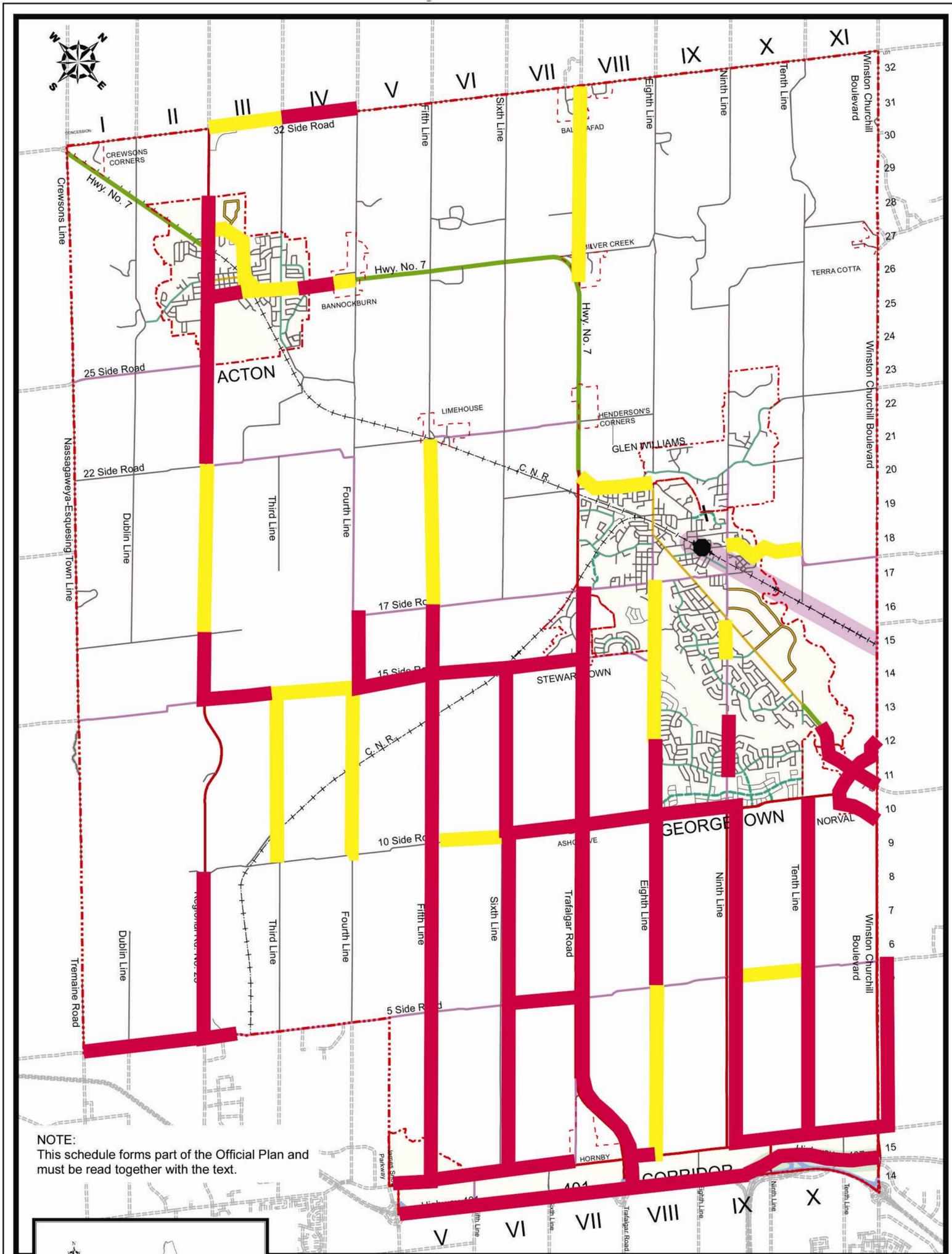
Moving to the Future

Future (2031) P.M. Peak Period Total Person Travel Patterns Destined for Halton Hills



Moving to the Future

Do Nothing Scenario – 2031 Demands Existing Network

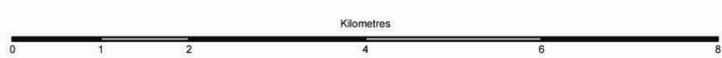


NOTE:
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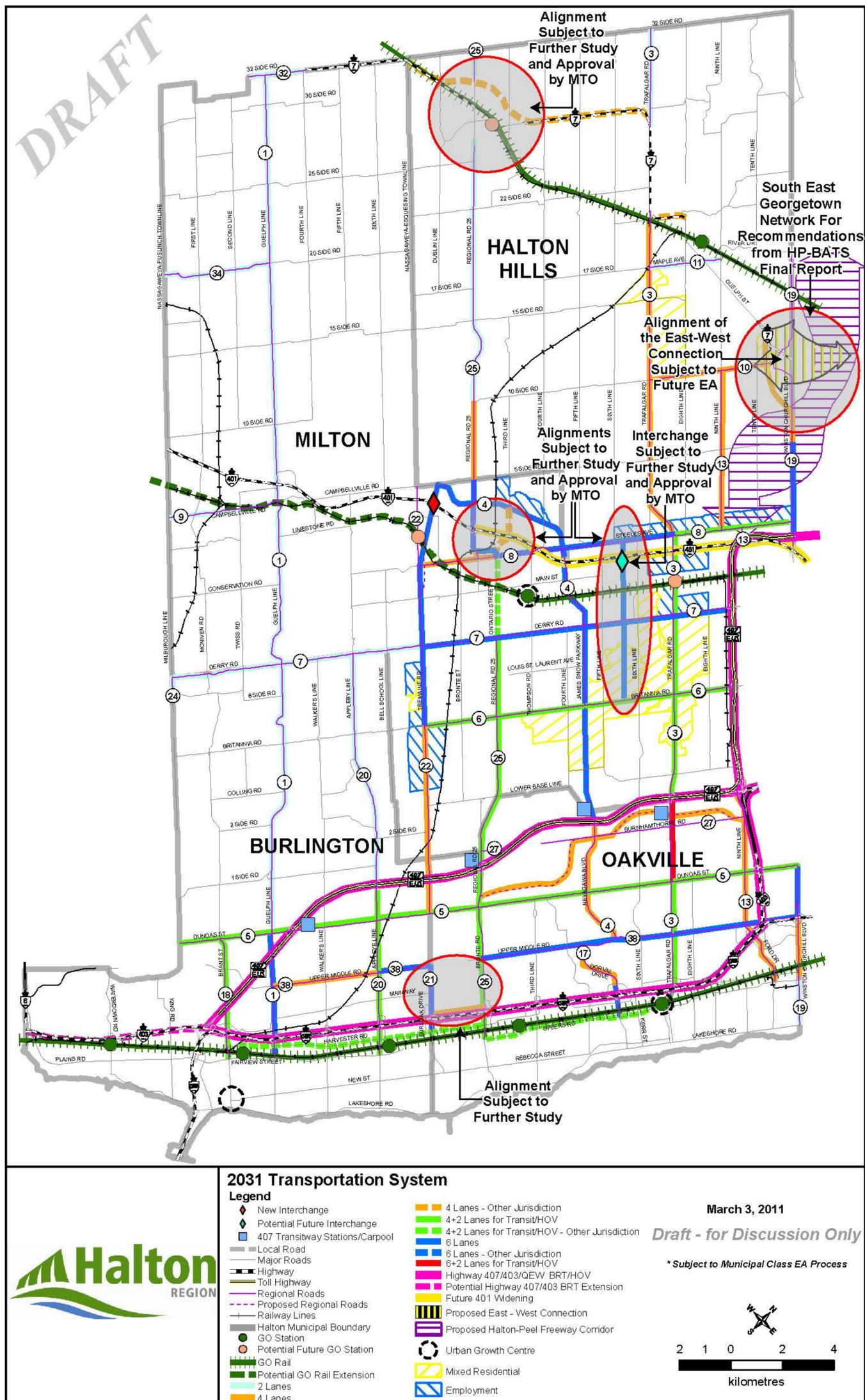
- | | |
|--|--|
| <ul style="list-style-type: none"> — LOCAL ROAD — EMPLOYMENT ROAD — COLLECTOR — MINOR ARTERIAL — MAJOR ARTERIAL — MULTI PURPOSE ARTERIAL — PROVINCIAL FREEWAY — PROVINCIAL HIGHWAY | <ul style="list-style-type: none"> --- PROPOSED LOCAL ROAD --- PROPOSED COLLECTOR --- PROPOSED MULTIPURPOSE --- EXTERIOR ROADS |
| <ul style="list-style-type: none"> ■ URBAN AREA ■ COMMUTER RAIL ● COMMUTER RAIL STATION ■ RAPID TRANSIT CORRIDOR | <ul style="list-style-type: none"> ■ Significant Congestion ■ Moderate Congestion |

* Note: The exact alignment of Queen Street is conceptual and is to be determined through a Class Environmental Assessment in accordance with the policies of Section F6.4.1.10 of this Plan.



Addressing the Transportation Issues

Region of Halton TMP Improvements



Addressing the Transportation Issues

Halton Hills TMP Vision

The long term transportation system within the Town of Halton Hills is to:

- Complement planned road improvements by other jurisdictions;
- Encourage traffic flow and truck movements to periphery of urban centres utilizing Provincial and Regional Roads;
- Support long term inter-municipal transit services connecting urban areas, employment areas, GO Stations and mobility hubs; and
- Strongly pursue approved Active Transportation recommendations from Cycling Master Plan.

Addressing the Transportation Issues

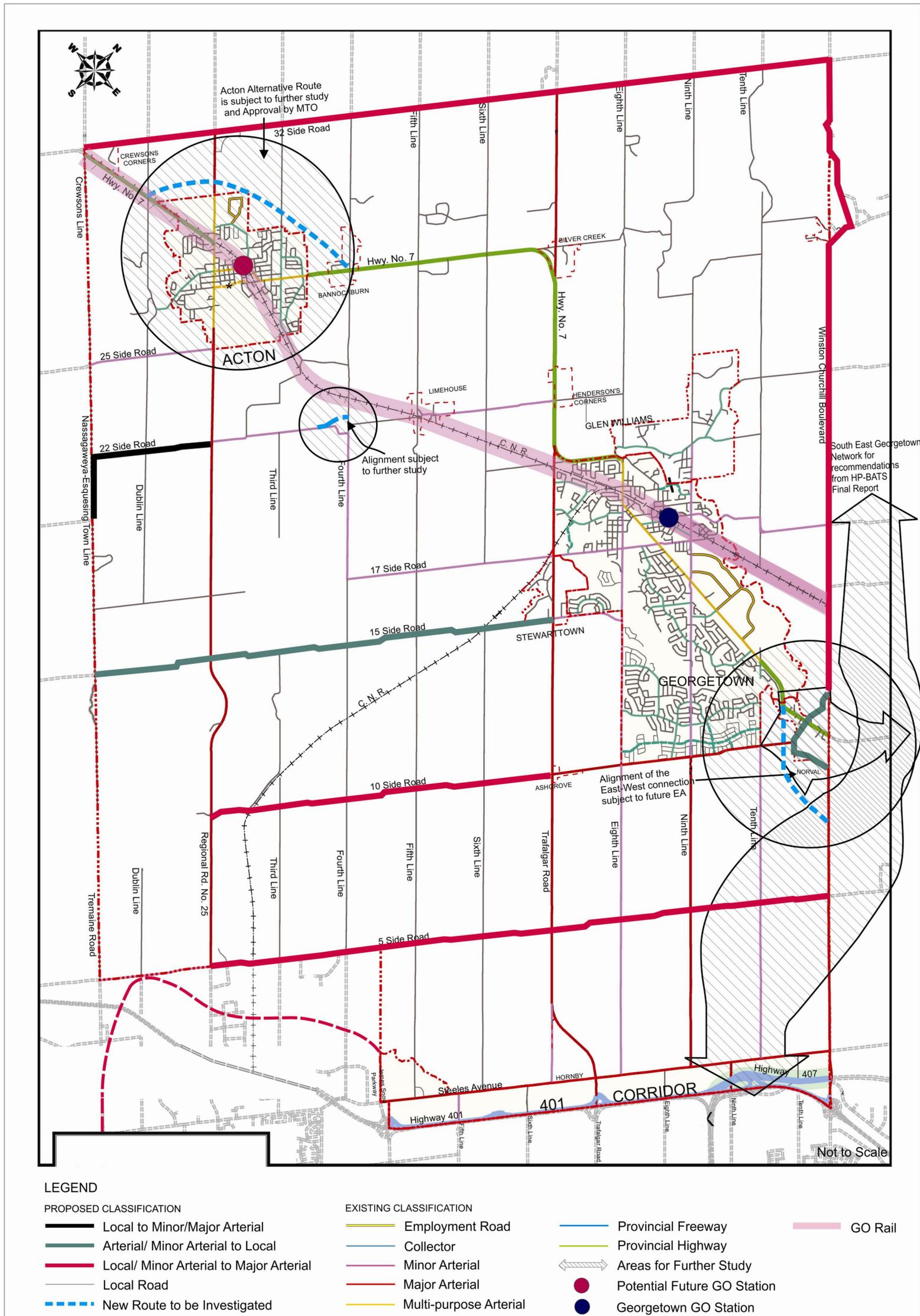
Balanced Transportation Solution

Alternative	Carry Forward?
Do Nothing	Will not accommodate future demand.
Transit	This solution on its own will not provide sufficient ability to accommodate future demand. Support development of inter-municipal transit in the future.
TDM (carpooling)	The Town is part of Smart Commute Halton. This solution on its own does not fully address the demand, but is an important element.
Active Transportation (walking, cycling)	Regional TMP provides support for cycling, walking and transit. Halton Hills is actively supporting implementation of recommendations from Cycling Master Plan.
Road Improvements	This solution will provide capacity to accommodate future demand, but by itself will involve greater impact and is not sustainable.

The Regional TMP evaluated the alternative solutions and identified that the recommended transportation strategy involves a combination of alternatives. The alternatives were evaluated based on their effect on the natural, socio-economic, and transportation environments, as well as cost. Incorporating a balanced approach that includes transit, TDM, Active Transportation and road improvements combined with other solutions to mitigate the impact is the strategy recommended in the Regional Plan and the Town's Plan.

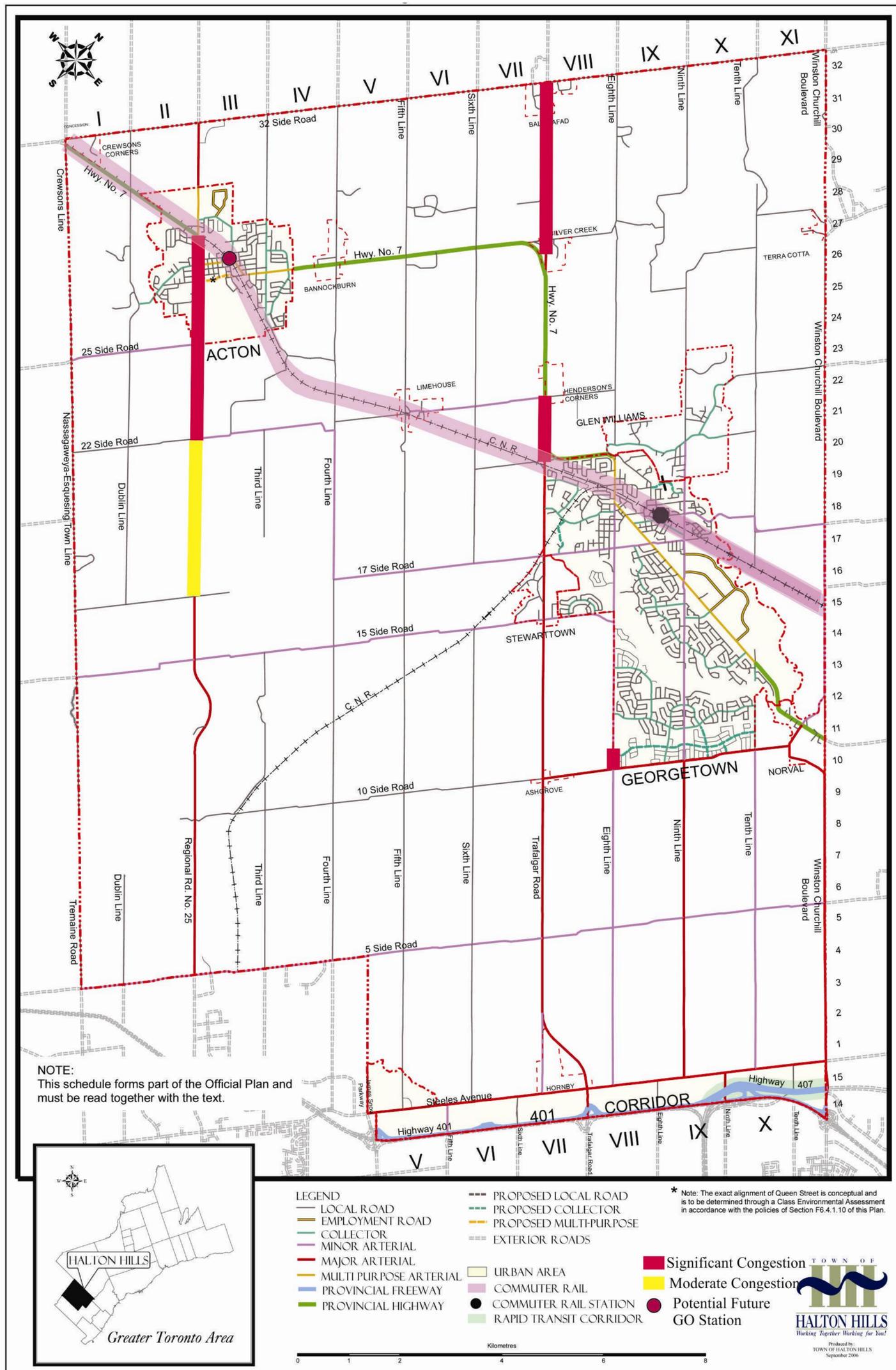
Addressing the Transportation Issues

Proposed Road Jurisdiction and Classification Changes



Addressing the Transportation Issues

Ultimate Network Operation 2031 Demands – 2031 Network



TMP 25 Year Recommendations Policy Framework

Strategic

- Land Use Planning and Urban Design
- Inter-Municipal Transit
- Active / Sustainable Transportation
- Transportation Demand Management
- Provincial Highways and Regional Roads
- Alternate Routes and New Connections

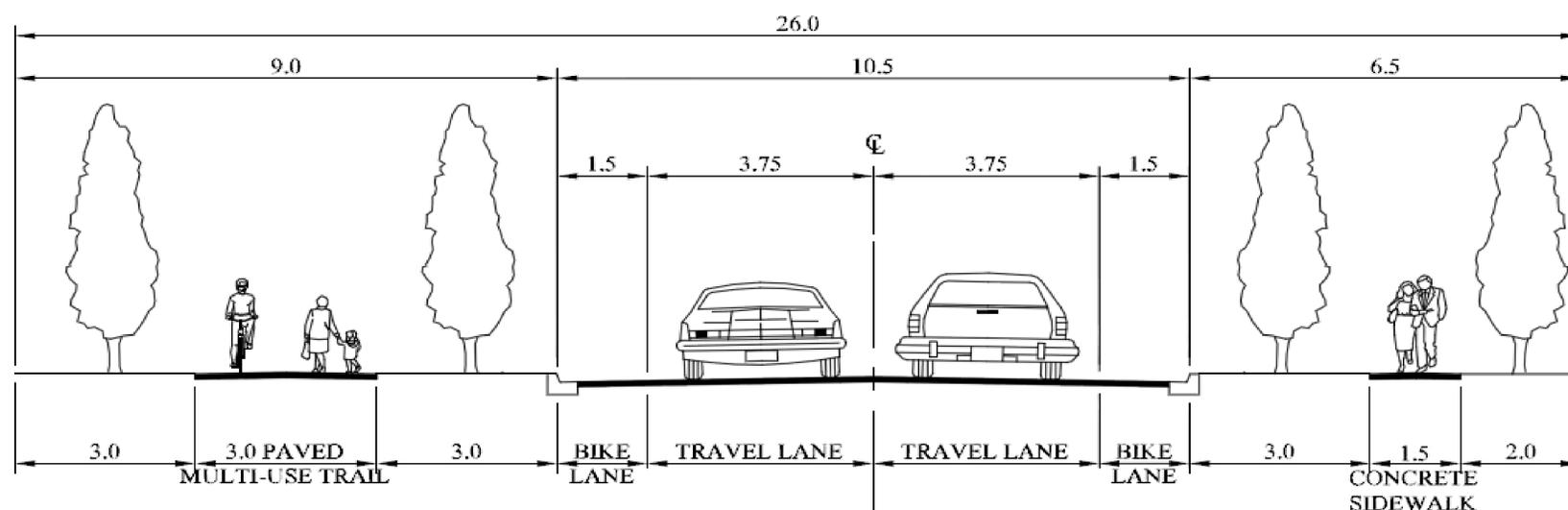
Operational

- School Zone Traffic Management
- Goods Movement and Heavy Vehicles
- Walking and Cycling
- Functional Road Classification
- Traffic Calming
- Roundabouts
- Design Standards

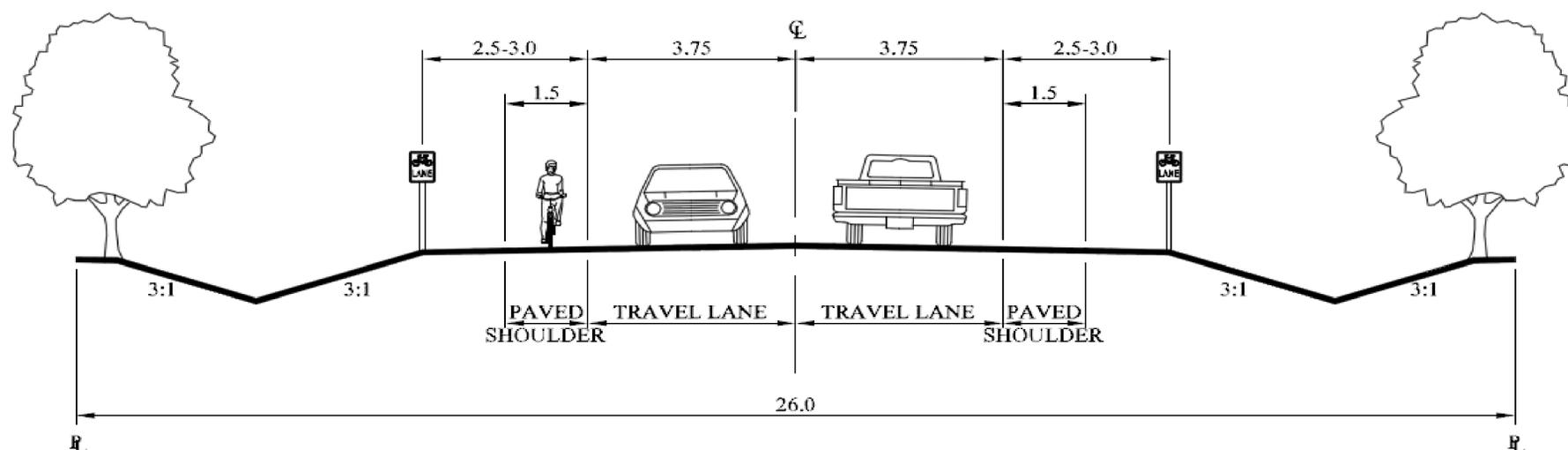
TMP 25 Year Recommendations

Halton Hills Roadway Roadway Design Standards

Minor Arterial Urban



Minor Arterial Rural



Provincial Transportation Initiatives

Highway 401

The Ministry of Transportation (MTO), as part of the Province's GTA West transportation corridor study, recommends widening Highway 401 to 12 lanes between Milton (Trafalgar Road) and Halton Hills (Regional Road 25).

GTA West Corridor Plan

In the event the GTA West Corridor moves ahead, a four-lane multi-modal transportation corridor will connect Highway 401 at Tremaine Road in Milton to Highway 400 north of Vaughan. Preliminary route planning indicates the highway would be located in south Halton Hills and includes a north-south connection to Highway 407/401 interchange at Ninth Line, in a corridor similar to the freeway corridor recommended in the HP-BAT study.

NGTA Corridor Plan

The MTO's Environmental Assessment is analyzing capacity between the Niagara Peninsula and the GTA which, depending on the recommendations, could have an impact on the function and service levels of Highway 6 and Highway 401.



Next Steps

- Review and respond to comments received from PIC No. 2;
- Incorporate feedback on proposed plan;
- Prepare Policies and Guidelines based on proposed plan; and
- Prepare the TMP Report for Council approval.



Thank you for attending

Please provide us with your comments regarding the material presented, by either completing a comment sheet or sending an email to:

Mr. Ted Drewlo, P. Eng.

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Project Manager

Hatch Mott MacDonald

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Fax: 905-855-2607

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Additional information related to the study and consultation process may be obtained through both the study website (www.haltonhills.ca/tmp) and the project Facebook page.

Comments and information regarding this project are collected in accordance with the *Freedom of Information and Protection of Privacy Act* and to assist the project team in meeting the requirements of the Municipal Class EA process. With the exception of personal information, all comments will become part of the public record.