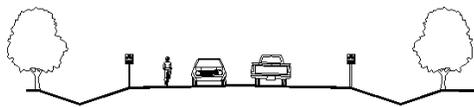




TOWN OF HALTON HILLS
**TRANSPORTATION
MASTER PLAN
REPORT**

November 2011





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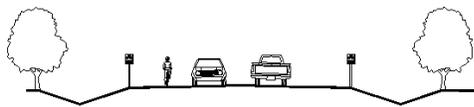
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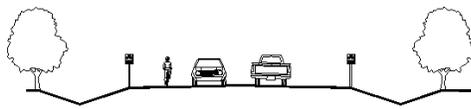
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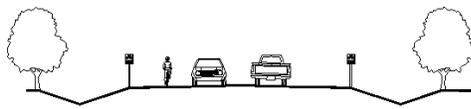
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Executive Summary

“...a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle”

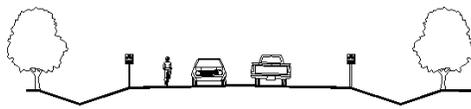
The Transportation Master Plan

The Town of Halton Hills has undertaken a comprehensive Transportation Master Plan study (TMP) to develop an integrated transportation plan and associated strategies to meet the transportation challenges facing the Town to the year 2031. A TMP was undertaken at a broad, strategic level of assessment to identify transportation improvements over the short term (5 years) and long term (20-25 years), making recommendations for future projects and their staged implementation. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle. The Goals and Objectives of the TMP are as follows:

- Address existing transportation challenges;
- Identify the policies, programs and investments required to support planned growth and development;
- Identify and evaluate opportunities to increase/ encourage active transportation modes (including cycling and pedestrian facilities);
- Identify required infrastructure improvements; and
- Provide *a transportation system that offers travel choices*, and balances the needs of all users.

Context

The TMP complements, builds upon and implements the existing provincial, regional and local policy framework. The plan also takes into account a broad range of ongoing initiatives by other government agencies. The following overarching policies and initiatives were considered in the TMP study:



Provincial

- Ontario Provincial Policy Statement, 2005
- Growth Plan for the Greater Golden Horseshoe (Places to Grow)
- The Greenbelt Plan
- Niagara Escarpment Plan
- MTO – GTA West Transportation Corridor
- MTO – Niagara to GTA Transportation Corridor



Regional

- Metrolinx Act, 2006
- Metrolinx – The Big Move, Regional Transportation Plan for the GTHA
- Halton Region Official Plan, ROPA 37, ROPA 38, ROPA 39
- Halton Region Transportation Master Plan to 2031
- North Halton Transportation Study
- Halton-Peel Boundary Area Transportation Study (HP BATS)
- Regional Development Charges Background Study



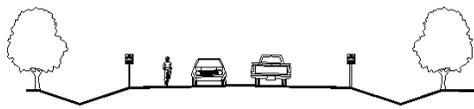
Municipal

- Halton Hills Strategic Plan
- Halton Hills Official Plan
- Norval Secondary Plan
- Glen Williams Secondary Plan
- OPA 7 – Georgetown GO Station Area Secondary Plan
- OPA 9 – Intensification Areas and Policies
- OPA 10 – Provincial Growth Plan Conformity – Urban Matters
- Halton Hills Green Plan
- Halton Hills Trails and Cycling Master Plan
- Halton Hills Cycling Master Plan
- Halton Hills Development Charges Background Study

The TMP Study was undertaken following the requirements of a Schedule B Municipal Class Environmental Assessment (Class EA), including addressing the first two phases of the Class EA Process. A high amount of public involvement was undertaken. Two Public Information Centres, an opinion survey, study website, newsletter and Stakeholder meetings were all utilized to obtain input from review agencies, First Nations, the public and interested stakeholders on transportation priorities.

Existing & Future Conditions

The Town of Halton Hills (Town) provides a transportation network serving commuter, recreational and commercial goods movement travel demands. The transportation network within the Town is primarily centred on road rights-of-way (sidewalks, on-road cycling facilities, and general travel lanes). This local transportation network is supplemented by a regional transportation network of Regional Roads, Provincial Highways and inter-regional transit facilities, including Go Transit bus and rail service. Future demand on the transportation system is expected to increase as the Town grows. Recent forecasts indicate that the Town of Halton Hill's population will increase 54% over the next 20 years and employment will increase 75% by 2031, for a total of 42,100 jobs. The impact of this increase was assessed using a computer-based model that predicted how future travel demand could change as a result of this anticipated growth.



A summary of the 2031 p.m. peak period person trips originating from and destined to the Town and the mode of travel utilized for these trips is as follows:

- 82% will utilize the automobile;
- 4% will utilize transit;
- 7% will walk and cycle; and
- 7% will utilize the school bus.

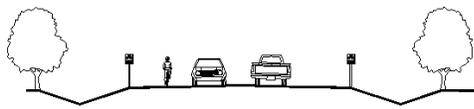
In comparison to the summary of the 2031 p.m. peak hour “Do Nothing” system congestion assessment, the majority of the transportation network south of 17 Side Road will experience significant congestion, as well as the transportation network serving Acton.

The recommendations in the Halton Region TMP indicate that they address the majority of the travel demands in the Town; however there are anticipated congestion areas on Region Road 25 through Acton and Trafalgar Road corridor north of Georgetown that will need to be monitored in subsequent TMP studies.

The Halton Hills TMP includes the following recommended changes to road jurisdiction and road classification designations:

Roadway	Classification	From	To	Recommended Action
32 Side Road	Minor Arterial	Highway 7	Trafalgar Road	Consider as part of next Road Rationalization process
32 Side Road	Minor Arterial	Trafalgar Road	Winston Churchill Boulevard	Consider as part of next Road Rationalization process
Winston Churchill Boulevard	Major Arterial	32 Side Road	Norval East-West Alternative Route	Immediate need to transfer roadway to Halton Region jurisdiction
10 Side Road	Minor Arterial	Regional Road 25	Trafalgar Road	Consider as part of next Road Rationalization process
5 Side Road	Minor Arterial	Regional Road 25	Winston Churchill Boulevard	Consider as part of next Road Rationalization process
15 Side Road	Rural Collector	Nassagaweya – Esquesing Town Line	Trafalgar Road	Maintain under Halton Hills jurisdiction
22 Side Road	Minor Arterial	Nassagaweya – Esquesing Town Line	Regional Road 25	Maintain under Halton Hills jurisdiction
Nassagaweya – Esquesing Town Line	Minor Arterial	22 Side Road	20 Side Road (Milton)	Maintain under Halton Hills jurisdiction

The proposed cycling facility types and recommendations from the Halton Hills Cycling Plan have been incorporated into the roadway functional classification and improvement recommendations of the TMP including the provision of paved shoulder bikeways and signed-only bikeways.



Policies to Support the Plan

The policies provide a comprehensive framework for establishing a more sustainable transportation system, in keeping with the directions of the Transportation Vision and the Town's overarching strategy documents, including its Strategic Plan, Official Plan and Green Plan. Each of the recommended Policies are supplemented by recommended actions that define specific implementation activities related to the directive.

Transportation Demand Management (TDM)

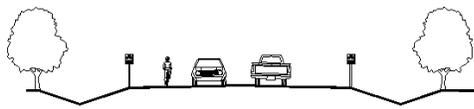
TDM is aimed at changing travel patterns by reducing the amount of travel and shifting travel to non-peak periods or more efficient travel modes. Benefits include enhanced quality of life: lower traffic congestion, fewer emissions, better air quality, improved public health and safety, greater economic competitiveness and increased flexibility in the face of fossil fuel shortages. The policy is as follows: The Town shall develop and implement, in conjunction with Halton Region, Metrolinx and the Province, Transportation Demand Management initiatives to reduce single-occupant vehicle travel, lessen congestion on the Town's road system, especially during peak periods and facilitate more sustainable travel behaviour. The Actions are to:

- ♦ Incorporate TDM policies in the Official Plan; and
- ♦ Development and implement a TDM program.

Active Transportation

Active Transportation as noted in OPA 10, as adopted by the Town and pending Regional approval includes non-motorized or lightly-motorized travel, including walking, cycling, rollerblading and movements with mobility devices. The active transportation network includes sidewalks, crosswalks, designated road lanes and multi-purpose paths to accommodate active transportation. The benefits are well documented and include health, social, transportation, environmental and economic. The policy is as follows: The Town shall continue to implement an interconnected system of active transportation routes providing access to major activity and employment areas. In this regard, the Town shall maintain the Trails and Cycling Master Plans and refer to the plans to provide the basis for the establishment of the active transportation network, policies and programs of the municipality. The Actions are to:

- ♦ Implement the Cycling Master Plan;
- ♦ Update and implement the Trails Master Plan;
- ♦ Update the active transportation policies in the Official Plan;
- ♦ Continue to participate in the Active and Safe Routes to School Program;
- ♦ Develop and implement a Complete Streets Policy;
- ♦ Develop and implement a policy and guidelines for conducting Walking and Cycling Reviews;



- Complete a Sidewalk Strategic Plan;
- Develop and implement a protocol for more effectively managing cycling events; and
- Create a new staff position to champion and coordinate active transportation and TDM initiatives locally and assist with the growing involvement of the community in traffic issues.

Public Transportation

Public Transit

An efficient and effective public transit system can contribute to long-term economic, environmental and community sustainability, enable access to the community for all residents and is essential to achieving more efficient land use patterns. The policy is as follows: The Town shall review the need for municipal transit system, as permitted by its financial capacity, and desire of the residents, and if and when provided, integrate and support other transit systems and co-ordinate transportation planning efforts with Regional, Provincial and Federal transportation initiatives. The Town shall encourage improvements to inter-municipal and inter-regional transit services, in particular the GO Transit system. The Town shall encourage transit-supportive land uses in Nodes, Corridors and new development areas. The Actions are to:

- Update the public transit policies in the Official Plan;
- Request Metrolinx and the Province of Ontario to introduce all-day GO Transit service for Georgetown, Acton and increased GO Transit capacity to and from Guelph;
- Conduct a Transit Feasibility Review as part of the next TMP update; and
- Advocate for a Regional Transit System.

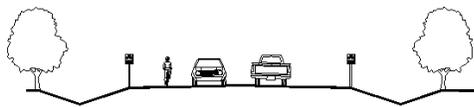
Specialized Services

Access to reliable transportation services poses a challenge for some residents of Halton Hills who are unable to drive or do not have access to an automobile. These individuals must rely on GO Transit, transportation provided by a health or social service agency, taxis or most likely the ActiVan specialized transit service provided by the municipality for persons with a disability and seniors. The policy is as follows: The Town shall encourage and promote the use and expansion of existing specialized transit for persons with a disability, the elderly and if deemed appropriate, local youth through its ActiVan Service. The Action is to:

- Complete a Master plan for the ActiVan Service.

Goods Movement

Efficient and reliable goods movement is fundamental to maintaining a strong economy and ensuring a healthy community. But there is a need for a balance between efficient goods movement and maintaining a liveable



community. The policy is as follows: The Town shall promote efficient and reliable goods movement within and through the Town, and encourage measures to reduce the impact of transient truck traffic on residential communities. The actions are to:

- ♦ Introduce goods movement policies into the Town of Halton Hills Official Plan;
- ♦ Participate in the Halton Region Goods Movement Study; and
- ♦ Request Halton Region and the Province of Ontario to upgrade facilities, provide new connections and complete by-passes on their road networks to provide alternate routes around Halton Hills for through truck traffic.

Traffic Calming

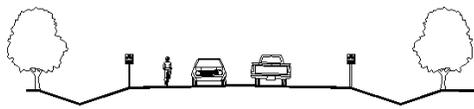
Municipalities apply traffic calming measures in both new developments and existing neighbourhoods to mitigate the adverse impacts of vehicular traffic. Traffic calming reduces vehicle speeds and decreases cut-through traffic on local roads to acceptable levels, while maintaining or improving the aesthetics of the roadway. The policy is as follows: The Town may investigate traffic calming measures to be implemented in certain locations within the Town and / or as a requirement of a development approval to promote pedestrian safety and mitigate the effects of automobile traffic within the Town. Traffic calming features may be permitted subject to an evaluation by the Town of functional, operational, servicing and financial issues associated with their use. The Action is to:

- ♦ Update the Traffic Calming Implementation Protocol as required

Roundabouts

Roundabouts are one-way circular intersections without traffic signal equipment in which traffic flows around a centre island in a counter clockwise direction. When appropriately installed and designed, roundabouts have been proven to reduce travel time; reduce the volume and severity of accidents; be part of traffic calming solutions and add to the streetscape environment. The policy is as follows: The Town may consider the use of roundabouts for intersection traffic control:

- ♦ In existing developed areas where a traffic control up-grade is warranted, capital improvements are being considered, or safety or capacity issues have been identified.
- ♦ In new development areas where a new intersection is planned on:
 - An arterial and/or collector road that warrants or may warrant a future traffic signal or all-way stop, and
 - A local road where traffic calming or development staging is required.



The Actions are to:

- ♦ Develop and implement a Roundabout Policy;
- ♦ Incorporate design guidelines for roundabouts in the municipal design standards; and
- ♦ Prepare and disseminate educational material on the use of roundabouts.

Road Safety

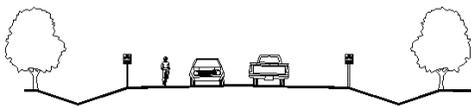
Road safety is a fundamental objective of all jurisdictions responsible for operating road systems. Motor vehicle collisions result in pain and suffering, financial loss and sometimes loss of life. The Town has already taken several actions to enhance road safety locally, including Safety Performance Functions; Rural Safety Reviews; and North Halton Injury Prevention Committee. The policy is as follows: The Town shall design roads to current safety standards and consider safety explicitly in all road improvement projects. The Action is to:

- ♦ Develop and implement a Safety Management Strategy.

Implementation and Monitoring

The successful implementation of the TMP will require that concurrent efforts be undertaken to achieve key strategies, including supportive land uses, and managing transportation demand and constructing the transportation infrastructure identified in the plan.

A regular review of the TMP is proposed every five years. The Town may amend the TMP in the intervening period to incorporate changes to the Official Plan review process or other major initiatives.



1. Introduction

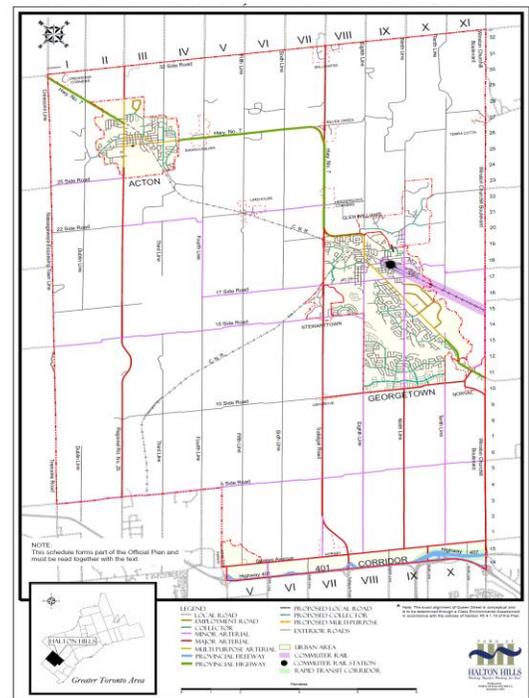
1.1 Study Purpose

The Town of Halton Hills has undertaken a comprehensive Transportation Master Plan (TMP) study to develop an integrated transportation plan and associated strategies to meet transportation challenges to the year 2031. A TMP provides a broad and strategic level of assessment that identifies transportation improvements over the short (5 years) and long term (20-25 years). It integrates municipal transportation planning with environmental assessment objectives and land use planning. It makes recommendations for future projects and their staged implementation and addresses all modes of transportation, providing for a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle.

The Town of Halton Hills is located within the Regional Municipality of Halton, west of Toronto (See Figure 1). It is composed of two urban centres, Georgetown and Acton, as well as other smaller hamlets. Environmental features which exist within the Town include the Niagara Escarpment and the Bruce Trail. The Town is also located within three watersheds managed by three Conservation Areas, being Conservation Halton, Credit Valley Conservation and Grand River Conservation Authority.

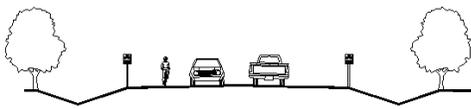
The Town of Halton Hills is a countryside community 275 km² in area, with a total population of 58,400 people in 2011. Based on recent projections, the population of the Town is anticipated to grow by approximately 32,000 people and employment is expected to more than double to approximately 42,000 jobs over the next 20 years.¹

Figure 1. Halton Hills TMP Study Area



¹ Subsequent to the analysis completed for the Transportation Master Plan, Halton Region updated its planning forecasts. The changes were determined to have minimal impact on the results and recommendations in this plan.





1.2 Transportation Goals and Objectives

The goals and objectives of the study are as follows:

- Address existing transportation challenges;
- Identify the policies, programs and investments required to support planned growth and development;
- Identify and evaluate opportunities to increase / encourage active transportation modes (including cycling and pedestrian facilities);
- Identify required infrastructure improvements; and
- Provide a transportation system that offers travel choices, encourages walking and cycling, and balances the needs of all users.

1.3 Master Plans and the Municipal Class Environmental Assessment Process

The TMP Study was undertaken following the Municipal Class Environmental Assessment (Class EA) process.

The study addressed the first two phases of the Class EA process, being:

1. Identification of the problem or opportunity, need and justification; and
2. Assessment and evaluation of alternative solutions.

The Class EA process ensures that all projects are carried out with effectiveness, efficiency and fairness. This ensures that economic, social and environmental concerns are addressed, considered and minimized when implementing municipal infrastructure improvements.

The Class EA defines four types of projects (referred to as Schedule A, A+, B and C) and the processes required to satisfy the requirements of the *Environmental Assessment Act* for each. If a project is recommended to be completed as a Schedule A or A+, it is assumed to be pre-approved. A Schedule B project will require an Environmental Screening to meet the Class EA requirements. A Schedule C project which is the most comprehensive, will require that an Environmental Study Report (ESR) be completed. The selection of the appropriate schedule depends on the anticipated level of environmental impact, and for some projects, the anticipated construction cost.

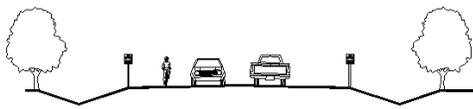
The TMP provides the basis for further work to be carried out for the Schedule B and C projects identified in the plan. For Schedule B projects, it will be necessary to fulfil the consultation and documentation requirements of the Municipal Class EA. For Schedule C projects, it will be necessary to fulfil the additional requirements of Phases 3 and 4 of the process and consider site-specific issues that are beyond the scope of this TMP. It is noted





that request for an order to comply with Part II of the *Environmental Assessment Act* would only be possible for the specific projects identified in the TMP and not the plan itself.





2. Transportation and Land Use Planning Context

The TMP complements, builds upon and implements the existing policy framework provided by several documents. The plan also has regard for a broad range of on-going initiatives by other government agencies. The following summarizes the overarching policies and initiatives considered in preparing the TMP:

2.1 Province of Ontario

2.1.1 Policies and Plans

The Provincial government establishes the framework for land use planning, growth management and transportation system development in the Town of Halton Hills through several policies and plans, including:

Provincial Policy Statement, 2005

The Provincial Policy Statement, 2005 (PPS) provides direction on matters of Provincial interest related to land use planning and development. Municipal decisions affecting planning matters “shall be consistent with” the PPS according to the *Planning Act*, the authority for issuing the policy statement.

Section 1.6 of the PPS provides specific direction for the planning and development of *infrastructure and public service facilities*, including the following policies related to transportation:

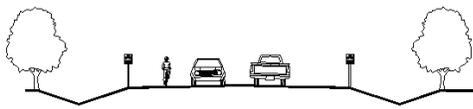
Transportation Systems (Policy 1.6.5)

- Provide transportation systems which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- Make efficient use of existing and planned infrastructure.
- Maintain connectivity within and among transportation systems and modes and, where possible, improve including connections which cross jurisdictional boundaries.
- Promote a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports the alternative transportation modes, including commuter rail and bus.
- Integrate transportation and land use considerations at all stages of the planning process.

Transportation and Infrastructure Corridors (Policy 1.6.6)

- Plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs.
- Prevent development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.





- ♦ Encourage the preservation and reuse of abandoned corridors for purposes that maintain integrity and continuous linear characteristics of the corridor, wherever feasible.
- ♦ Give consideration to the Wise Use and Management of Resources when planning for corridors and rights-of-way for significant transportation and infrastructure facilities.

Growth Plan for the Greater Golden Horseshoe (Places to Grow)

The Growth Plan for the Greater Golden Horseshoe – Places to Grow (Growth Plan) was adopted in June 2006 under the provisions of the *Places to Grow Act, 2005*. The plan provides the framework for implementing the Provincial government’s vision for building stronger, prosperous communities by better managing growth to the year 2031 in the burgeoning Greater Toronto and Hamilton Area (GTHA).

The Growth Plan contains specific policies and directives regarding transportation, infrastructure, land use planning, urban form, natural heritage and resource protection to be considered by municipalities in their planning activities. Of particular interest, the Growth Plan provides direction around where growth can occur, the form of future development and year 2031 population and employment forecasts, which are being implemented locally through Amendments 9 and 10 to the Town of Halton Hills Official Plan (see Section 2.4.2 below for further elaboration). The plan also offers guidance around transportation system development, envisioning an “integrated transportation network that will allow people choices for easy travel both within and between urban centers.”² It recognizes that travel by automobile will remain a significant means of transport, but this will be complemented by a variety of effective choices including efficient, convenient and affordable public transit. Walking and cycling are also envisioned as practical elements of urban transportation systems.

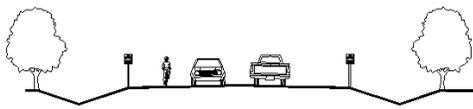
Greenbelt Plan

The Greenbelt Plan, enacted in 2005 under the *Greenbelt Act, 2005*, provides clear direction as to features and locations that should be protected from growth in Ontario. The Greenbelt Plan complements the Growth Plan by identifying where urbanization should not occur, in order to provide protection of agricultural lands and ecological features. The plan also encompasses lands within and identifies the ecological protections provided by the Niagara Escarpment Plan (see below).

Section 4.2.1 of the Greenbelt Plan provides direction regarding the development of infrastructure within the Protected Countryside area. Existing, expanded and new infrastructure that receives required statutory approvals is permitted, provided it supports and is consistent with Provincial policy objectives and satisfies specific planning, design and construction criteria and practices. The Greenbelt Plan also encourages the development of a system of publicly accessible parkland, open space and trails, guided by a trail plan and a coordinated approach

² Places to Grow, Growth Plan for the Greater Golden Horseshoe, Province of Ontario, June 2006.





to trail planning and development that enhances key existing trail networks and strategically directs more intensive activities away from sensitive landscapes. Guidance for the development of municipal trail strategies is provided in Section 3.3.3.

Niagara Escarpment Plan

The Niagara Escarpment, which cuts through the Halton Hills area from southwest to northeast, is one of Ontario's most significant natural heritage resources and popular outdoor recreation areas. Not only is the Escarpment a remarkable environmental and natural heritage resource, but it is also a source of aggregate material that is transported by truck to developments throughout the western part of the GTHA.

The *Niagara Escarpment Planning and Development Act* created a planning process to ensure that the area would be protected. The Niagara Escarpment Plan, Canada's first large scale environmental land use plan, was created pursuant to the Act in 1985, and outlines objectives and policies to ensure a balance between development, preservation and the enjoyment of the resource. Section 2.15 of the plan outlines site and design criteria for new and reconstructed transportation and utility facilities, which are intended to cause the least possible change to the environment and the natural and cultural landscape.

2.1.2 Transportation Studies

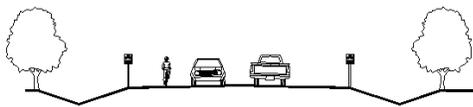
The Ministry of Transportation of Ontario (MTO) is currently undertaking two major studies that will have a bearing on the future transportation system within the Town:

GTA West Transportation Corridor

The GTA West Corridor Planning and Environmental Assessment Study is considering alternative solutions for providing better linkages between Urban Growth Centres in the west part of the GTHA, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre.

The draft Transportation Development Strategy for the corridor, released in February 2011 for public comment, recommends a broad range of measures to address future transportation needs, including building a new transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment. Another recommendation of importance to Halton Hills is the widening of Highway 401 to 10 lanes from Regional Road 25 (Milton) to James Snow Parkway and 12 lanes between James Snow Parkway and Trafalgar Road. The GTA West study has determined that proposed transit improvements, including the expansion of all-day, two-way GO Train service to Milton and Georgetown, will be insufficient to accommodate vehicles and goods flow along Highway 401 in the future and widening will be required.





In response to input received on the draft strategy, MTO has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. This additional work is expected to be completed by spring 2012. Due to the uncertainty of the time of construction, the GTA West facility is not included in the base transportation network.

Niagara to GTA Transportation Corridor

The Niagara to GTA (NGTA) Corridor Planning and Environmental Assessment Study is identifying alternative transportation solutions to support the anticipated population and economic growth in the Niagara, Hamilton and Halton areas. Like the GTA West study, the draft Transportation Development Strategy for the NGTA corridor, released in February 2011, recommends a multi-faceted approach to meeting future needs, focussing first on optimizing existing transportation infrastructure and increasing transit ridership before considering system expansion. The development of additional roadway capacity will include planning for strategic highway widening at several locations, as well as planning for a new corridor between Welland and the QEW. Further analysis and assessment at a corridor level will be undertaken to better understand and compare relative advantages and disadvantages of widening of Highway 403 through Hamilton, a new corridor from Highway 403 to Highway 401 and a new corridor from Highway 403 to 407 ETR.

2.2 Metrolinx

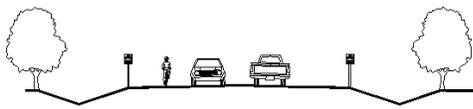
2.2.1 Metrolinx Act, 2006

The *Metrolinx Act, 2006* requires the municipal council of every single-tier and upper-tier municipality in the regional transportation area, and the municipal council of any lower-tier municipality in the regional transportation area designated by the Minister, to adopt a transportation master plan governing transportation planning matters in the municipality. The Act also provides direction for the preparation of transportation master plans, including the need to remain consistent with the Minister's transportation planning policy statements, and public consultation activities. The completion of this TMP is consistent with the Act requirements.

2.2.2 The Big Move – Regional Transportation Plan for the GTHA

Under the *Metrolinx Act, 2006*, the Province has created Metrolinx, a Crown Agency, to develop, fund, coordinate and promote transportation within the GTHA municipalities. Metrolinx was tasked with developing a Regional Transportation Plan (RTP) for the GTHA based on a seamless, integrated transportation network, with a focus on public transit. Metrolinx released the RTP, entitled "The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area", in November 2008. The plan outlines a 25 year vision for sustainable transportation in the GTHA, as well as policies, program and infrastructure investments required to help achieve the vision.





The RTP is primarily focused on enhancing and expanding public transit, but recognizes the importance of improved goods movement. In addition, the RTP includes a number of proposed initiatives related to sustainable transportation, as well as active transportation.

2.3 Halton Region

2.3.1 Halton Region Official Plan

The Halton Region Official Plan (Halton OP) provides direction as to how physical development should take place in Halton Region to meet the current and future needs of its people. The plan, originally approved in 1995 and subsequently reviewed and amended in 2004, outlines a long term vision for Halton's physical form and community character to the year 2021. To pursue that vision, it sets forth goals and objectives, describes an urban structure for accommodating growth, states the policies to be followed, and outlines the means for implementing the policies within its property tax base and other financial resources. In addition to setting the policy framework for Regional initiatives, the plan is to be used by the Town of Halton Hills and other Local Municipalities in preparing their planning documents, including this TMP. The current Office Consolidation of the Halton OP incorporates all modifications, subsequent approvals, and approved amendments up to and including August 17, 2006.

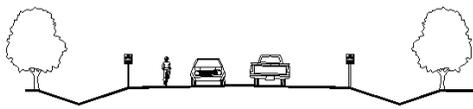
The Halton OP articulates a broad policy framework for transportation planning in the Region, with the goal of providing a safe, efficient, affordable, efficient and energy-conserving transportation system, while minimizing the impact on the environment. Specific objectives and policies related to transportation system development are included.

In 2006, Halton Region began the task of updating its Official Plan by launching the Sustainable Halton process. Sustainable Halton provides the Region's response to the Growth Plan, the Greenbelt Plan and the PPS and sets out its growth management strategy to the year 2031. In 2009, the Region initiated two Regional Official Plan Amendments – ROPAs 37 and 38 – to implement the outcome of the process, which also served as its statutory five-year review of the Halton OP under the *Planning Act*. Subsequently, Regional Council adopted ROPA 39 in July 2011 to establish development phasing policies, pursuant to ROPA 38. The following elaborates on these amendments:

ROPA 37 – An Amendment to Incorporate the Basic Requirements of the Places to Grow Plan

ROPA 37, adopted by Regional Council in June 2009 and approved by the Ministry of Municipal Affairs and Housing in November 2010, was intended as an interim step to address the basic requirements of the Growth Plan prior to the mandated date for bringing official plans into conformity with this Provincial plan. ROPA 37





included policies to support transit, walking and cycling, as well as reduce the dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments.

ROPA 38 – An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters

ROPA 38, adopted in December 2009 and currently before the Ministry of Municipal Affairs and Housing for approval, is based on the approval of ROPA 37 and further integrates the policies introduced by ROPA 37 with new items introduced by this amendment, which are more detailed and further reaching. Specifically, ROPA 38 provided the population and employment allocations, determined the urban expansion boundaries and assigned the intensification targets for Halton Hills. The amendment also includes numerous amendments to the transportation policies in the Halton OP consistent with the requirements of the Growth Plan and the Metrolinx RTP.

ROPA 39 – Regional Development Phasing to 2031

ROPA 39 consists of 21 revisions to the Regional Official Plan to implement the Regional phasing to 2031. The amendment consists of a new table populated with the recommended Best Planning Estimates, which establishes checkpoints of new residential units and jobs within each local municipality for each five year increment to the year 2031. The amendment also introduces a new Map 5 – Regional Phasing which identifies the Urban Areas having Regional phasing to 2021 and Urban Areas having Regional phasing between 2021 and 2031.

2.3.2 Transportation Master Plan to 2031

Halton Region has recently updated the Regional Transportation Master Plan (2004) (RTMP). This study, entitled “Transportation Master Plan to 2031 – The Road to Change”, has developed a sustainable, integrated transportation plan and associated strategies that will consider all modes of travel to the year 2031. The guiding principles are based on balancing the needs of residents, supporting healthy communities, ensuring economic vitality, ensuring a sustainable balance and keeping a well-maintained infrastructure in a state of good repair.

Key to the plan is the assumption that 15 to 20% of peak period trips will be accommodated by local and provincial (GO) transit services by the year 2031. Building on this premise, the RTMP recommendations include:

- Adopting proposed 2031 road network improvements that include widened Regional Roads to 6 lanes (where required) and new regional links and road network features, such as provisions to accommodate cycling, walking and transit. Conceptual plans for the provision of higher order transit on Regional Roads were also developed to ensure the proposed road network could accommodate potential service improvements and projected transit trips. Further study will be required to define specific service improvement details.





- Completing the Region-wide Active Transportation Master Plan in cooperation with local municipalities, and reviewing opportunities for alternative cost sharing related to Active Transportation infrastructure on Regional Rights of Way. Also forming an Active Transportation Committee, made up of local municipal Council members and staff, to meet on a regular basis and discuss the implementation of active transportation infrastructure.
- Promoting Transportation Demand Management (TDM) measures with local municipalities, Metrolinx, private local employers and other government agencies including private sector involvement in Smart Commute. Also fostering joint working relationships with Metrolinx and the Greater Toronto and Hamilton Area municipalities regarding Goods Movement.

2.3.3 North Halton Transportation Study

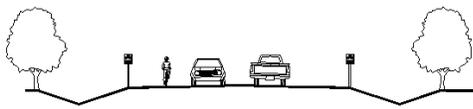
The North Halton Transportation Study was undertaken in 1999 to address transportation concerns including haul trucks traveling through urban centres. Recommendations included that:

- The 2016 roadway infrastructure improvements be identified in the appropriate capital works programs for the Region and Local Municipalities, including Environmental Assessment (EA) study costs where required;
- The 2016 roadway infrastructure improvements be included where warranted in the Development Charge Bylaw updates;
- An EA study for the Georgetown / Norval Bypass be undertaken immediately to protect the corridor and assist in developing the Norval Secondary Plan;
- An EA study be undertaken for the Highway 7 / Queen Street Extension in Acton;
- EA studies and required public consultation be undertaken for road widening and road reconstruction projects, where applicable; and
- The Region and Area Municipality Official Plans be updated to reflect the Future Functional Road Network.

2.3.4 Halton Region Road Rationalization

In 2000, the five Halton Councils approved a Functional Road Network for Halton, which provided a classification system for roads within the Region according to the function they serve (e.g. freeways, major arterials, minor arterials, collectors and local streets). This was the first stage of an on-going Regional Road Rationalization process initiated in 1996, which was followed by a second stage to examine the jurisdiction and then a third stage of how best to share the road responsibilities between the Region and the Local Municipalities. This original review, completed in 2003, concluded that the Region should have jurisdiction over all roads classified as major arterial and the remaining arterial roads should be the responsibility of the local municipality. The approved transfers were adopted by all five councils, and came into effect in January 2004.





This process also recommended that the road network be reviewed every five (5) years to ensure that the classifications remain current and accurate. The intent of these reviews is to reconsider the classification and possibly the jurisdictional control of roads that change in character due to reconstruction activities, designating by-laws and/or surrounding land use modifications that occur over the intervening period. The first update to the classifications was initiated in 2007 and approved by Regional Council in March 2010. The next update is anticipated to occur in three to five years.

2.3.5 Halton-Peel Boundary Area Transportation Study (HP BATS)

The Halton-Peel Boundary Area Transportation Study (HPBATS) was initiated in March 2007 in response to commitments made by Halton Region for the approval of ROPA 25. It was a joint study between Peel Region, Halton Region, the City of Brampton, the Town of Caledon and the Town of Halton Hills. The purpose of the study was to identify a long-term (2021-2031) transportation network required to support provincial and inter-municipal planning goals, and to serve future transportation demands within the study area based on the proposed population and employment projected through the Growth Plan to 2031.

The objective of the HPBATS transportation strategy was to provide only essential infrastructure and assist in modifying trip-making choices by modifying travel behaviour. Strategy tools include enhancements to the transit and road networks, provision and accessibility of alternative modes, incentives for HOV travel, and employer-based trip reduction programs. TDM measures stress the importance of linking transportation plans with land use and modal choices. Approved by the Town and Halton Region Councils as a Master Plan for the area on May 11 and 12, 2010 respectively. As such, the identified improvements are included in the base network.



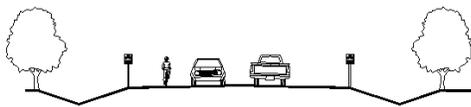
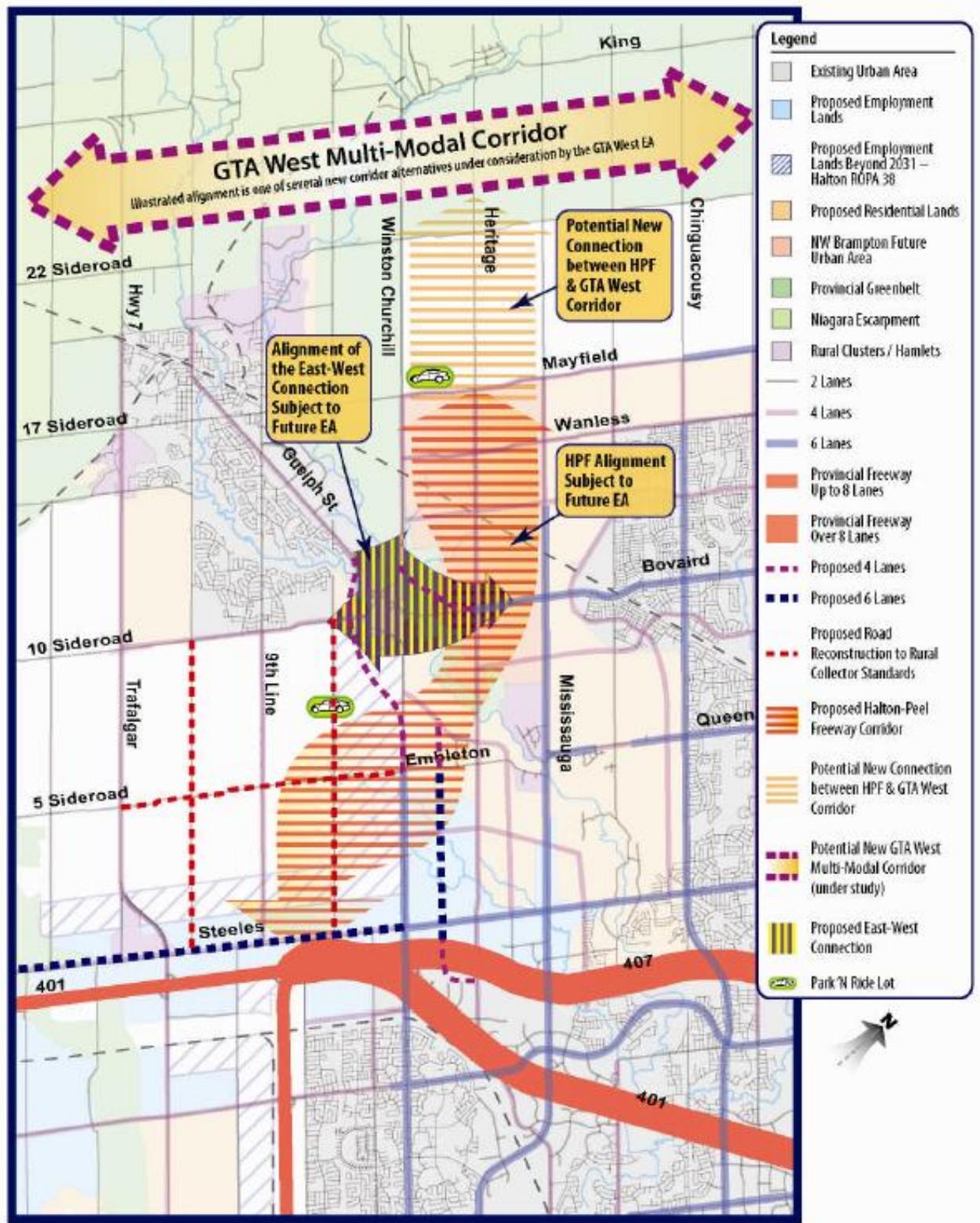
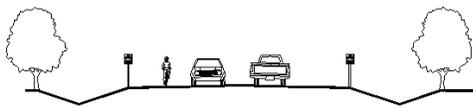


Figure 2. HPBATS Recommended Road Network, 2031

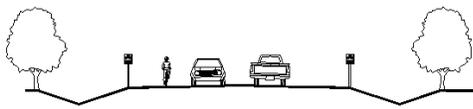




The HPBATS study recommendations include the following within Halton Hills (see Figure 2):

- Widening of Steeles Avenue from 2 to 4 general purpose lanes, from Winston Churchill Boulevard to Milton; 2021
- Steeles Avenue widening from 4 to 6 lanes for transit (HOV) lanes from Winston Churchill Boulevard to Milton. 2031
- Widening of Trafalgar Road from 2 to 4 lanes, from Steeles Avenue to Highway 7; 2021
- Widening of Winston Churchill Boulevard from 2 to 6 lanes from Highway 401 to 5 Sideroad / Embleton Road; 2031
- Winston Churchill Bypass at 4 lanes from north of 5 Sideroad / Embleton Road to 10 Sideroad / Norval West Bypass; 2016
- Widening of Winston Churchill Boulevard from 5 Sideroad/Embleton Road to the junction with Winston Churchill Bypass from 2 to 4 lanes; 2016
- Widening of 10 Sideroad from 2 to 4 lanes from Trafalgar Road to Winston Churchill Bypass / Norval West Bypass; 2021
- Halton-Peel Freeway at 8 lanes from Highway 401/ 407 ETR interchanges west of Ninth Line in Halton to Bovaird Drive; 2031
- Norval West Bypass at 4 lanes from 10 Sideroad / Winston Churchill Bypass to Guelph Street; 2016
- Widening of Highway 7 west of the intersection with Norval West Bypass to provide consistent 4-lanes capacity; 2016
- East-West connection from Bovaird Drive west of Halton-Peel Freeway to Georgetown (corridor to be determined by EA); 2021
- Road reconstruction to rural collector standards for Eighth Line and Tenth Line from Steeles Avenue to 10 Sideroad in Halton Hills; and 2021
- Road reconstruction to rural collector standards for 5 Side Road. 2021





2.3.6 Regional Development Charges Background Study

In 2008, pursuant to Section 10 of the *Development Charges Act, 1997* (DCA), Halton Region produced an updated Development Charges Study for Water, Wastewater, Roads and General Services Development Charges, 2008. Together with proposed by-laws, the background study calculates development charges which can be recovered under the DCA. The update was undertaken well in advance of the expiry of existing development charge by-laws, developed following the Development Charges Study for Water, Wastewater, Roads and General Services Development Charges, 1998. These changes were proposed to reflect updated planning projections in the Region's Best Planning Estimates (2007), and to address fiscal challenges resulting from increases in capital project costs that were greater than the 20% indexing provision included in the current development charge by-laws.

2.4 Town of Halton Hills

2.4.1 Halton Hills Strategic Plan

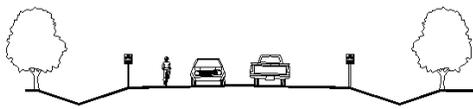
The Strategic Plan identifies a Vision and Corporate Mission for the Town of Halton Hills to the year 2031, as well as a comprehensive list of objectives to meet the Strategic Directions set out in the plan. Strategic objectives related to transportation include:

- Encouraging air quality improvements through land use planning, transportation management and other programs and work with other orders of government to address greenhouse gas emissions;
- Conserving energy through means, such as community design, and land use and transportation planning;
- Sizing new urban areas appropriately relative to the planned growth and in conjunction with the required infrastructure improvements to achieve Sustainable Growth;
- Providing infrastructure and services that meet the needs of the community and ensuring that infrastructure required for growth is provided in a timely manner; and
- Working with other orders of government to ensure the provision of a safe, diverse and integrated transportation system.

2.4.2 Halton Hills Official Plan

The Halton Hills Official Plan (2008) is an update to the Town's first Official Plan, which was adopted in 1982 and approved with modifications and deferrals by the Province in 1985. The Official Plan entails a vision for the future land use structure of the Town, intended to manage change until the year 2021, and includes secondary plans for the Hamlets of Norval (OPA No. 1) and Glen Williams (OPA No. 2). The Official Plan also includes





transportation policies and detailed transportation schedules related to roadway function, roadway classification and road right-of-way.

Over the past few years, the Town has adopted a series of Official Plan Amendments to bring its plan into conformity with the Growth Plan and the Halton OP. These include:

OPA 7 – Georgetown GO Station Area – Secondary Plan

OPA 7 was adopted by the Town of Halton Hills in May, 2010, approved by Halton Region on August 19, 2011 and came into effect September 9, 2011. The purpose of the amendment was to implement recommendations resulting from the Georgetown GO Station Area Land Use Study by establishing a Secondary Plan for the lands in the vicinity of the Georgetown GO Station. The lands affected by the Amendment are bounded by the following: Mountainview Road North (northeast); Maple Avenue (southeast); Guelph Street (Highway 7) (south and southwest); and John Street and CNR Rail (northwest). A future update of the traffic impact assessment in the 2008 Georgetown GO Station Area Land Use Study is needed by 2017. This review will determine the effects on local traffic patterns in the secondary plan area resulting from intensification developments and GO Rail service expansion to Guelph and Kitchener-Waterloo.

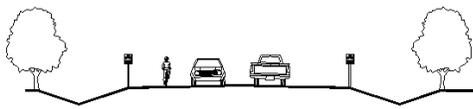
OPA 9 – Intensification Areas and Policies

OPA 9 was adopted in May 2010 and is also pending approval from the Region. The amendment focuses on intensification, including the Georgetown GO Station Area, Civic Centre Area, South Acton (Maple Leaf) lands and the Georgetown and Acton Downtown Areas, as well as identification of a portion of Guelph Street in Georgetown as an intensification corridor. The Amendment also makes changes to the policies of the Halton Hills Official Plan which address conformity with the Growth Plan and ROPA 38. This included evaluating Halton Hills involvement in achieving the Halton Region-wide 40 percent intensification target contained in the Growth Plan.

OPA 10 – Provincial Growth Plan Conformity – Urban Matters

OPA 10 was adopted in June 2010 and is also pending approval by the Region. The purpose of the Amendment is to address conformity with the Growth Plan and ROPA 38 regarding land use planning matters affecting the urban areas of the Town. The amendment implements the Preferred Growth Option resulting from the Sustainable Halton study, as set out in ROPA 38, including the 2031 planning horizon; 2031 population and employment targets; minimum density targets for Designated Greenfield Areas; the designation of urban expansion areas (Southwest Georgetown, Southeast Georgetown, Stewarttown and the 401/407 Employment Corridor); and any preliminary policy direction appropriate for the parent Official Plan prior to Secondary Plan preparation.





2.4.3 Green Plan

The Green Plan was developed in 2007 and approved by Council in June, 2008 to demonstrate the Town's commitment to the environment, and setting priorities in Service and Program delivery that contribute to the implementation of the Town's Green Plan. Since the Green Plan's approval by Council in 2008, its 70 recommendations have been implemented in a variety of ways. These include sustainable business initiatives, installation of LED traffic lights, as well as the establishment of the Office of Sustainability to develop, promote, coordinate and administer sustainability initiatives. Also a part of the implementation of the Green Plan is the Halton Hills Cycling Master Plan (HHCP).

2.4.4 Trails and Cycling Master Plan

The Trails and Cycling Master Plan was undertaken in 1999 to promote continuous and interconnected facilities. The Plan provides a list of trail and cycling facility development projects proposed for consideration, including off-road trails, on-road trails and long-term objectives. The on-road rural cycling routes were identified primarily to connect the most significant destinations within Halton Hills and to provide best alternative connections to adjacent municipalities. They were chosen specifically for their low traffic volume and directness.

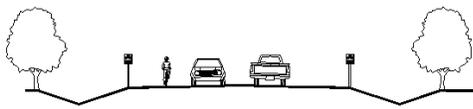
2.4.5 Cycling Master Plan

The Halton Hills Cycling Master Plan (HHCP), an update to the 1999 Trails and Cycling Master Plan, was developed to guide the implementation of a town-wide cycling system. The HHCP study was initiated in 2009 in response to policy initiatives including the Halton Hills Official Plan Consolidation (2008), which called for the consideration of non-motorized movement in existing and new development, and the promotion of connectivity, mobility and pedestrian and transit-oriented development. The development of communities supportive of cycling and active transportation is also strongly supported at the provincial level in policy documents such as the Greenbelt Plan, Places to Grow, and the GTHA Regional Transportation Plan.

As described in the HHCP, the benefits of cycling include improved health and fitness, economic and social benefits, as well as transportation benefits such as decreased congestion, decreased infrastructure costs, and increased safety.

The HHCP establishes a vision for cycling in Halton Hills by setting out short, mid and long term actions and recommendations. Based on 11 principles, a proposed cycling network of candidate routes was developed. The network includes a primary system of routes which will serve as the "backbone" of the cycling system directly linking urban areas of Halton Hills and connecting to key destinations in surrounding municipalities. A secondary system of routes will feed into the overall network from local neighbourhoods. The routes will consist of various



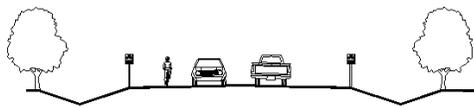


facilities including bicycle lanes, paved shoulder bikeways, signed bicycle-only routes, bicycle priority streets, and multi-use trails.

2.4.6 Halton Hills Development Charges Background Study

In 2007, pursuant to Section 10 of the *Development Charges Act, 1997* (DCA), the Town of Halton Hills produced a *Development Charges Background Study*. Given the anticipated growth in Halton Hills through both residential and non-residential development the report recommended the implementation of a new development charge by-law to fund the servicing of this new development and preserve the high quality of service provided by the Town of Halton Hills. The new development charge includes Roads and Related Services included in its calculation. At the time of the background study it represented an increase over existing rates as a result of the proposed full recovery of growth related costs, increasing construction costs, increasing service levels, a lack of grants and subsidies from upper levels of government, and a new parking development charge. The development charge rates were comparable to those of other municipalities at the time of the background study. The transportation component of the DCA was estimated at \$38 million. An update to the 2007 Development Charges Study has been initiated and the recommendations will be incorporated as appropriate.





3. Community Engagement and Consultation

Community engagement was a priority during development of the Halton Hills TMP. Public consultation is also a key component of the Municipal Class Environmental Assessment (Class EA) process. For a project to be successful, it must ensure that the appropriate review agencies, First Nation communities, the public and interested stakeholders are given the opportunity to provide their input in a meaningful way at key points in the study process, ensuring that community issues, needs and priorities are addressed and considered. Both focused and broad consultation activities were used to ensure effective communication throughout the TMP development process.

3.1 Focused Communication Activities

Communicating with potentially interested and affected individuals and groups was a primary focus throughout the development of the Halton Hills Transportation Master Plan. At the onset of the study, contact lists were prepared for the following groups to ensure proper engagement of key players:

- Technical Advisory Group;
- Stakeholder Groups;
- External Review Agencies; and
- Town Council.

3.1.1 Technical Advisory Group

A Technical Advisory Group (TAG) was developed to seek valuable support and professional expertise regarding compliance issues and other concerns from the respective jurisdictions. Consultation with the TAG occurred at appropriate times throughout the project to ensure no complications arose at the time of approval. Two TAG workshops were held during the study; one following the first Public Information Centre (PIC), and one in advance of the second PIC.

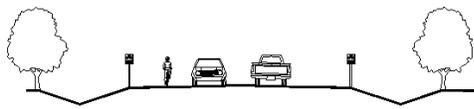
Technical Workshop No. 1

The first TAG workshop occurred on March 30th, 2011 in the afternoon from 2:00 p.m. to 4:00 p.m..

Approximately 40 agencies and their respective representatives were invited to review and discuss the input received from agencies up to this point in the study process, and raise any other issues and areas of concern. The following agencies were in attendance:

- Conservation Halton;
- Ministry of Transportation (Policy and Planning);
- Ontario Provincial Police;





- ♦ Region of Peel;
- ♦ Niagara Escarpment Commission;
- ♦ Halton Region;
- ♦ Town of Halton Hills – Recreation and Parks;
- ♦ Union Gas; and
- ♦ Ministry of the Environment.

Issues that were discussed included: truck traffic (specifically aggregates) travelling on specific roadways throughout the Town; discussions on the requirements of the Municipal Class EA phases; the life-span of aggregate activity; and GTA West updates. Recommendations based on the workshop included involving other Conservation Authorities, working with road authorities to determine their initiatives, and the need to continue to consult with the appropriate agencies including an additional TAG workshop prior to PIC No. 2.

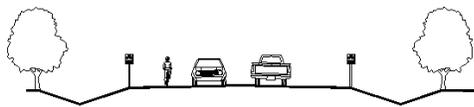
Technical Workshop No. 2

The second TAG workshop was held on June 8th, 2011 from 2:00 p.m. to 4:00 p.m.. Approximately 40 agencies and their respective representatives were invited, however only the following agencies were in attendance:

- ♦ Metrolinx;
- ♦ Ministry of Transportation;
- ♦ Region of Peel;
- ♦ Niagara Escarpment Commission;
- ♦ Ontario Provincial Police;
- ♦ Halton Region;
- ♦ Town of Halton Hills – Recreation and Parks; and
- ♦ Halton Hills Hydro Inc.

A few agencies that could not attend requested receipt of the material which was presented as well as the meeting minutes to provide their respective comments. The purpose of the second TAG was to present the alternative solutions and to seek input. The Project Team identified that Halton Hills needs to make changes to accommodate anticipated growth and changing travel patterns. The Halton Hills TMP has reaffirmed that future improvements include an alternate route for Acton and another one for Norval. The Project Team shared that the TMP is recommending that the next road rationalization study include: a review of Winston Churchill Boulevard to become a Region-Region owned road; 15 Side Road to be reclassified as a local road; and 10 Side Road and 5 Side Road be recommended for a jurisdiction change to the Region. Key comments to be carried forward in the TMP based on the input received throughout the consultation are described below.





The Niagara Escarpment Commission – The Niagara Escarpment Commission (NEC) identified the need to maintain the Escarpment as a continuous natural environment, and that any development that occurs is compatible with the natural environment. NEC’s input is consistent with their mandate, which encourages the consideration of the natural environment in all future road projects to reduce environmental impacts. The NEC suggested that no new escarpment crossings be carried forward as the NEC prefers utilizing existing transportation infrastructure. The NEC identified that a development permit will be required for any road improvements within the NEC which they will review and approve. NEC representatives also commented that a bypass south of Acton is not preferred because it would impact the escarpment’s natural area, Black Creek, wetlands and hydrogeological components. Any approval would be permitted only if it is determined that it is essential for transportation and that all other alternatives have been exhausted.

Conservation Halton – Conservation Halton identified the need to consider Policy 3.51: Public Infrastructure – Utilities, Trails and Transportation. This policy outlines the requirements for Ontario Regulation 162/06 permit in the event that public infrastructure is recommended to cross hazardous lands, valleylands, wetlands and shorelines. The criteria is further detailed in the consultation table in Appendix A. Conservation Halton promoted consideration of the existing Natural Heritage System in the TMP and all subsequent projects. Specifically, they expressed a preference for no additional “new” roadways within their watershed, and the need for a Permit to be issued by Conservation Halton should an existing roadway widening be recommended. As the preferred recommendation identifies no additional “new” local minor arterial roadways as a part of the Halton Hills TMP, Conservation Halton indicated satisfaction with the recommendations. Environmental considerations and permitting requirements will be carried forward in all subsequent EA projects.

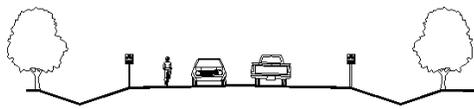
Halton Region – Halton Region has been looking at opportunities to encourage truck traffic away from urban Acton, including an alternative corridor located north of Acton. Regional Road 25 is not an option from both a safety and environmental issue and is not scheduled to be widened anytime soon.

Region of Peel – The Region of Peel supports the recommendation for Winston Churchill Blvd. to become a shared Regional responsibility between Peel Region and Halton Region.

Town of Milton - While the Town of Milton was invited to attend the two TAG meetings, as well as the PICs, no comments were received. In addition, the Project Team provided the Town with the recommendations to be presented at PIC No. 2. The Town had no concerns with the information presented.

Town of Erin – The Town of Erin was invited to attend the two TAG meetings, as well as the PICs, but did not attend. Information presented at the second TAG, including the recommendations was provided to the Town and an individual meeting was requested. Comments were received and a response was provided at the meeting..





Wellington County – Wellington County was invited to attend the two TAG meetings, as well as the PICs, but did not attend. The Project Team provided the County with the recommendations to be presented at PIC No. 2 and an individual meeting was requested. Comments were received and a response was provided at the meeting.

Utilities – Utility companies prefer to be involved early in the process regarding road widening, especially to remove the extra cost associated with having to move a line twice (Halton Hills Hydro). Enbridge, TransCanada and Union Gas also need to be consulted to stage the required lines appropriately early in the study process.

3.1.2 Stakeholder Groups

Key Stakeholder Groups were either identified based on their involvement in similar Town of Halton Hills projects or they requested to be involved to represent a group of residents or businesses. Meetings with Stakeholder Groups were planned to encourage two-way communication between the project team and the affected stakeholders to identify potential issues and opportunities. The Stakeholder workshop occurred between the first and second PIC.

Stakeholder Workshop

The first Stakeholder Group workshop occurred on March 30th, 2011 from 6:00 p.m. to 8:00 p.m. Groups in attendance included:

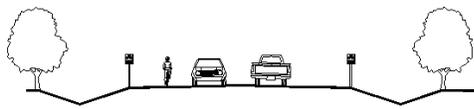
- Ontario Stone Sand and Gravel Association;
- Glen Williams Community Association;
- Halton Environmental Network;
- Halton Place;
- Dufferin Aggregates;
- Halton Region Federation of Agriculture; and
- Town Sustainability Advisory Committee.

The Project Team provided an overview of the TMP process and transportation system recommendations. Issues that were discussed included: bypasses, trucking/haul routes (aggregate industry), congestion/commuter traffic, cooperation with neighbouring municipalities (Brampton/Peel), the GTA West Corridor, as well as local operational issues including: Maple Avenue centre median, roundabouts, Delrex bike lanes and the potential impact of haul trucks as a result of the proposed quarry.

Accessibility Committee

The Project Team attended a monthly Accessibility Committee Meeting, held on April 27, 2011 to present an update on the project, including an overview of the PIC panels presented at PIC No. 1, answer questions and receive input and recommendations regarding the TMP Study. The Project Team received input and





recommendations including widening sidewalks to accommodate wheelchairs, power chairs and scooters side by side, as well as the need for separated bike lanes. A minor arterial urban standard with a 3.0 m multi-use paved trail can accommodate the use of wheelchairs and scooters.

Halton Hills Youth – Halton Hills Youth have concerns related to the lack of transit in Halton Hills. Youth find it difficult to be independent without relying on others with cars. Halton Hills - Recreation and Parks are in the process of preparing a Youth Needs Study, which is scheduled to be complete in December 2011.

3.1.3 External Agencies

Agencies were notified at key points in the study process and to fulfill the requirements of the Municipal Class EA process. During Study Commencement, agencies were encouraged to provide any initial information they felt was necessary for the Project Team to consider in the initial stages of the project. Agencies were also asked to ensure that the contact information was correct for future notifications. A copy of the agency mailing list and correspondence between the Project Team and the agencies is included in Appendix A.

3.1.4 First Nations / Aboriginal Peoples

It is essential to ensure that the First Nations and Aboriginal People are contacted and consulted throughout any Class EA study undertaken. Throughout the study, the Ministry of Aboriginal Affairs, Aboriginal Affairs and Northern Development Canada (AANDC), as well as the First Nations of the Grand River Territory, Haudenosaunee Confederacy Chiefs Council, and Mississaugas of the New Credit First Nation were invited to participate in the TMP and were notified of the Public Information Centres. AANDC identified a list of First Nation communities to contact, however all of the recommended groups were previously on our mailing list. No comments were received from any of the First Nation communities.

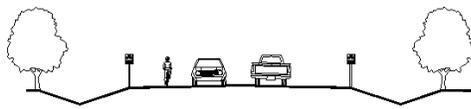
3.1.5 Councillor Consultation

The Project Team met with the Town of Halton Hills Councillors to seek their input on the PIC material prior to presenting it to the public and agencies.

Councillor Workshop and Interview

The public opinion survey was initially sent to the Councillors to seek their feedback and have a greater understanding of any concerns or recommendations they felt would be necessary to discuss at the workshop. This information assisted in identifying areas of concern before meeting with the Councillors. The workshop, conducted on February 1, 2011 included a presentation, followed by an opportunity for the Councillors to meet with the Project Team on an individual basis to identify other issues if needed. Although none of the Councillors





requested an interview, and general meeting discussion and survey feedback was consistent with input later received from the public.

General Committee Meeting

On June 13, 2011 a presentation was made to the Town of Halton Hills Council General Committee to provide an update on the study in advance of the second PIC on June 22, 2011. This presentation included an overview of the process to date and advised of the next steps. It was timed to allow Councillors an opportunity to provide feedback prior to meeting with the public and agencies.

3.2 Broader Communication Engagement Techniques

3.2.1 General Public

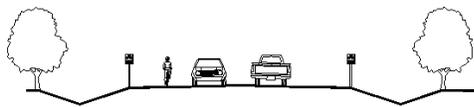
In addition to the specified groups consulted with above, a general public contact list was created throughout the study. The mailing list was updated at key points during the study and was used for all subsequent notifications. A summary of the comments received from the public throughout the study, as well as the response provided as to how the TMP will address the identified issue or concern is contained in Appendix A.

3.2.2 Project Website / Social Media

A project website was developed and maintained throughout the study to keep the external agencies, key stakeholder groups and members of the public informed of the progress of the study. The project website was linked to the Town of Halton Hills' website and effectively provided a means for the project team to communicate information to the community and also facilitate feedback. The website posted information regarding the study such as project background, problem statement and purpose, study process, a link to the Online Survey, notices of involvement opportunities, consultation summaries and display/presentation materials, FAQ's, pertinent study reports and links to relevant policy documents and related studies. Few inquiries were received directly through the study website. Those that were received pertained to the need for inter-regional transit, and the effect of by-passes or alternate routes on local businesses. All of the inquiries received are documented in the summary of public comments received table, included in Appendix A.

The website also provided a link to the TMP Facebook page which was created in the early stages of the study. The Facebook page tool was recommended by the Town of Halton Hills and was established in an effort to reach a broader demographic market of citizens in the Town of Halton Hills and interested members of the public outside of the Town (e.g., commuters). The Facebook page was limited to a one-way communication tool for distributing information due to the concern of managing the feedback appropriately. While social media tools like Facebook are more effective and engaging if two-way communication is accommodated, the tool proved useful as





an output mechanism. Usage was tracked showing 154 impressions for posts (i.e., the number of times the post was viewed anywhere on Facebook), which included notifications for upcoming PICs and a link to the Public Opinion Survey.

3.2.3 Public Opinion Survey

A public opinion survey was initiated following the commencement of the TMP to solicit feedback from citizens, and interested stakeholders (the same one provided to the Councillors). The survey was hosted online by Survey Monkey, and was available from December, 2010 until the end of February, 2011 to encourage the public to provide comments at the start of the project and following the first PIC. The survey was promoted on the project website, on facebook, and advertised on business cards which were handed out at public events. Surveys were also made available in print form, very few of which were requested. The survey generated an excellent response rate with a total of 261 completed surveys, the majority of which were received prior to the first PIC.

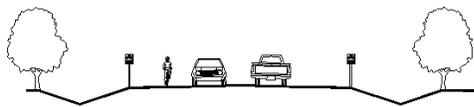
The survey collected demographic and behavioural information from respondents, asked opinion-based questions on transportation issues in the Town of Halton Hills, and specific roads, intersections and areas of concern. These questions and comments were summarized and provided to all respondents in the form of a newsletter, discussed further below. Participation in the survey indicated a balanced demographic profile, with representatives from all age groups older than 15 and the majority of respondents falling within the 36-45 and 46-55 age groups.

The survey results confirmed that the primary mode of transportation for the majority of residents of the Town of Halton Hills is by personal vehicle. Results also indicated that many residents feel that little can be done to influence their behaviour and increase the use of active transportation. This reinforces the transportation challenge faced by the Town of Halton Hills in accommodating a growing number of drivers, and encouraging the healthy alternative of active transportation.

Some common themes emerged among the comments received, summarized as follows:

- Halton Hills should lead the way for transportation and traffic initiatives;
- Truck routes should not go through residential areas;
- Examine the need for street parking where there are bike lanes;
- Educate cyclists and drivers and improve “Share the Road” signage for increased safety;
- Provide safe walking routes to schools;
- Provide a connected network of multi-use trails to make active transportation safer and more enjoyable;
- Improve streetscaping to make walking more enjoyable, keeping in mind accessibility;
- Widen or add shoulders to rural roads to accommodate agricultural uses and cyclists;
- Protect the rural environment and agriculture;
- Too much traffic in downtown areas;





- Better traffic flow is needed to get out of Georgetown at rush hour;
- Expand transit options for key places in the community, like the GO station;
- Speed/safety enforcement is important, especially for trucks;
- Need for better education on roundabouts;
- More lanes are needed for traffic near the GO station and in Norval;
- Consider alternate routes around Acton and Georgetown; and
- Examine the need for sidewalks to be provided on all streets.

Many comments received through the survey pertained to areas in Halton Hills where people felt there were specific operational issues such as resurfacing a road, adding a bike lane, or adding a turning lane at a specific intersection. As the TMP’s focus is at a broad, strategic level, these operational issues have been noted and specific locations of concern will be considered by the municipality during the implementation of subsequent projects.

3.2.4 Newsletter

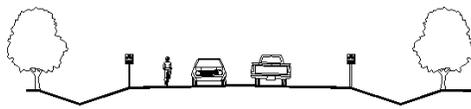
A newsletter was provided to all survey respondents. The newsletter summarized the comments and information collected from the survey and communicated how the information gathered would be addressed and carried forward through the study. The newsletter also provided an update on the status and the next steps of the project. This newsletter was distributed prior to the second PIC in order to serve as a reminder notification. Comments and questions received in response to the newsletter indicated further interest in the study process and how the survey results would be incorporated into the TMP. These inquiries were responded to, noting that more information would be available at, and following the upcoming PIC. A copy of the newsletter is contained in Appendix A.

3.2.5 Notification

The project team circulated notices at key points in the study process. Throughout the Study, the following notices were issued.

EA Notification Requirements	Delivery Method	Point of Contact
Study Commencement	Newspaper Ad Mail out to agencies / stakeholders / public Facebook / website <i>Novae Res Urbis</i> – GTA	Aug. 12, 2010 Dec. 3, 2010
Public Information Centre No. 1	Newspaper Ad Mail out to agencies/ stakeholders / public / Facebook / website	February 3, 2011





EA Notification Requirements	Delivery Method	Point of Contact
Public Information Centre No. 2	Newspaper Ad Email to agencies / stakeholders Mail out to public Facebook / website	June 13 and 15, 2011 June 9, 2011
Notice of Study Completion	Newspaper Ad Email to agencies / stakeholders Mail out to public Facebook / website	December 14 and 15, 2011

A copy of all of the notification material is contained in Appendix A.

3.2.6 Public Information Centres

Public Information Centres (PICs) provide one of the most useful and beneficial techniques of exchanging information with the public. PICs provide large groups of individuals the opportunity to provide input at key stages. PICs allow:

- A means of gathering information and interacting directly with the community;
- A forum for reviewing project work to date and for providing comments to the project team as input for further development of the project; and
- An opportunity to address individual/property owner needs and follow-up matters of specific interest to the individual.

Two PICs were held during the TMP process. Both were drop-in formats and included a formal presentation by the Town and Consultant, followed by the opportunity for attendees to ask questions of the project team on a one-on-one basis.

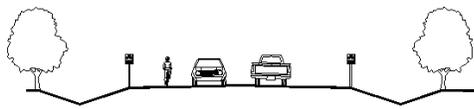
PIC No. 1

The first Public Information Centre (PIC) was held from 6:00 p.m. to 8:00 p.m. on February 10, 2011 at Mold-Masters SportsPlex in Georgetown, Ontario. The purpose of the PIC was to present the information on the study and to solicit feedback from the public on existing conditions, problems and opportunities, and initial thoughts on transportation visioning and alternative solutions. The material/text boards are contained in Appendix A.

Attendance & Presentation

Upon arrival at the PIC, attendees were asked to sign an attendance sheet, and request to be added to the project mailing list for future notifications. In total 69 people signed the attendance register, with an estimated attendance of 75 people. Those in attendance included five members of Council, and a reporter for the Georgetown Independent/ Acton Free Press. Attendees were offered business cards with web links to the study web site, the





study Facebook page and the online survey. In addition, comment sheets were available to fill out at the PIC, or to be returned by February 28, 2011. A total of three comment sheets were completed on site, and two additional were received by mail and fax.

Text panels were available for the public to review and staff were available to answer questions as needed. A small presentation including an overview of the study was provided. Following the presentation, a brief question and answer period took place. In an effort to reduce waste, environmentally friendly display panels were used, and there were no handouts. However all of the information presented was posted on the study website and was subsequently provided by email or in hard copy to those who requested it. The material/text boards are contained in Appendix A.

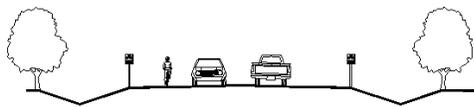
Summary of Input

The following summarizes the common themes of the questions, comments and discussion which occurred at and following the PIC:

- Sharing the Road – cyclists and motor vehicles sharing the road can be dangerous – it is important to consider ways to mitigate the danger, especially on rural roads where large groups of cyclists is common;
- Bike Lanes – concern regarding adding bike lanes without first widening the road;
- Agricultural Use – concern regarding access;
- Rural and Side Roads – important part of the transportation network. Residents want rural lifestyle protected;
- Safety – should be main theme of TMP;
- Sidewalks should be on all roads;
- Cost – transportation network improvements should be paid by developers;
- Truck Routes (Mountainview Road) – Pollution and safety concerns and widening would bring road too close to houses;
- GTA West Corridor – concern about the undertaking and recommendation to remove it from Official Plan; and
- Accessibility – need more off-road paths joined with sidewalks; GO station in Georgetown is too isolated and closed in off hours; new GO Transit stops do not provide shelter; need North-South public transit service to Milton or Oakville.

The comments received at the PIC from the Accessibility committee meeting related to accessibility to Public Transit, specifically GO bus stops and GO stations, and safety associated with the stations. As these comments are outside the scope of the study, the Project Team agreed to attend an Accessibility Committee meeting to seek further comments and ensure their concerns were addressed appropriately.





PIC No. 2

The second Public Information Centre (PIC) was held from 6:00 p.m. to 9:00 p.m. on June 22, 2011 at Acton Arena and Community Centre in Georgetown, Ontario. The purpose of the PIC was to provide an update on the study, including the preferred plan supporting documentation policies and to solicit feedback from the public. Following the question and answer period, there was an opportunity for the public to ask further questions of the consultant team and the Town of Halton Hills staff members. The material/text boards are contained in Appendix A.

Attendance & Presentation

Upon arrival at the PIC, attendees were asked to sign in with the option of providing their contact information to be added to the project mailing list for future notification. In total 33 people signed the attendance register, with an estimated total attendance of 37. There were five Councillors in attendance at the PIC, as well as a representative from the local Acton newspaper. Comment sheets were available to fill out at the PIC, or to be returned by July 13, 2011. Three comment sheets were completed on site, and no additional were received by mail or fax.

Text panels were available for the public to review and staff were available to answer questions as needed. A small presentation including an overview of the study was provided. All of the presented information was posted on the study website and was provided by email or in hard copy to those who requested it.

Summary of Input

The following summarizes the common themes of the questions, comments and discussion which occurred at and following the PIC:

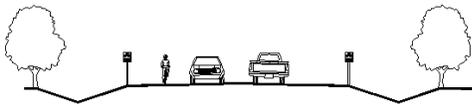
- Concern for the impacts of the GTA West Corridor on the Town of Halton Hills;
- The advantage of building traffic circles; and
- The effects of GO Transit expansion to Acton.

As traffic circles are already being addressed within this TMP, no further information gathered from the PIC needed to be carried forward.

3.3 Vision

The following Halton Hills TMP Vision was developed from information received during the public consultation process that included public meetings, stakeholder meetings and public surveys in conjunction with the existing and future transportation analysis:



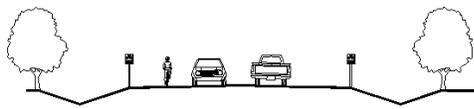


“The long term transportation system within the Town of Halton Hills will:

- *Complement planned road improvements in other jurisdictions;*
- *Encourage through traffic and truck movements to the periphery of urban centres utilizing Provincial and Regional roadways;*
- *Support long term inter-municipal transit services connecting urban areas, employment areas, GO stations and mobility hubs; and*
- *Strongly pursue Active Transportation recommendations from the Cycling Master Plan.”*

It is important to note that the Town of Halton Hills TMP, as a lower tier municipality, has to complement the planned upper tier transportation system improvements which reflect freeways, highways and major arterial roadways that carry substantial volumes of auto, truck and transit vehicles.





4. Existing Conditions

4.1 Environmental

As part of the Municipal Class Environmental Assessment (2000, as amended in 2007) process, documenting the existing environmental features within the study area is essential to determine the significant features and the potential impacts (See Figure 3). Negative impacts to cultural, heritage and natural environmental resources should be avoided where possible. When the nature of the undertaking is such that impacts cannot be avoided, they should be mitigated to minimize the adverse impact.

The Town of Halton Hills is one of many municipalities located within the Niagara Escarpment Plan Area, an area which covers 24% of the Regional Municipality of Halton. The Bruce Trail also crosses through the study area along the edge of the Niagara Escarpment. The trail is located on land owned by the Government of Ontario, private landowners or the Bruce Trail Conservancy.

There are three Conservation Authorities which govern portions of the Town of Halton Hills, including the Grand River Conservation Authority, Halton Conservation and the Credit Valley Conservation Authority. The Conservation Authorities are environmental agencies working to protect, restore and manage the natural resources within the watersheds.

Halton Region recently completed ROPA 38, Sustainable Halton which included documenting existing environmental features within the Region. A review of secondary source information provided the existing environmental features within the Town of Halton Hills as summarized in Figure 3.

As a result of the study area being located within the Niagara Escarpment, there are a few pockets of land located between Georgetown and Acton which have been identified as Mineral Resource Extraction Areas. In addition, approximately half of the land located within the Town of Halton Hills is Prime Agricultural Area, the majority of which is located outside of the Niagara Escarpment Plan area. It is important to note that many agricultural vehicles utilize the rural roads within the Town of Halton Hills.

The Credit River meanders through the east edge of the Town of Halton Hills. In the event that any recommended project involve work that may impact a navigable waterway, an application must be prepared and submitted in accordance with the Transport Canada guide. All future projects must identify the existing environmental features that may be impacted by all undertakings. In addition, a permit from the respective Conservation Area or the Niagara Escarpment Commission will be required if new crossings are required in designated areas.



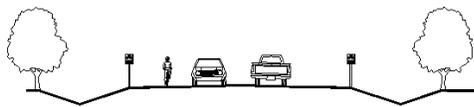
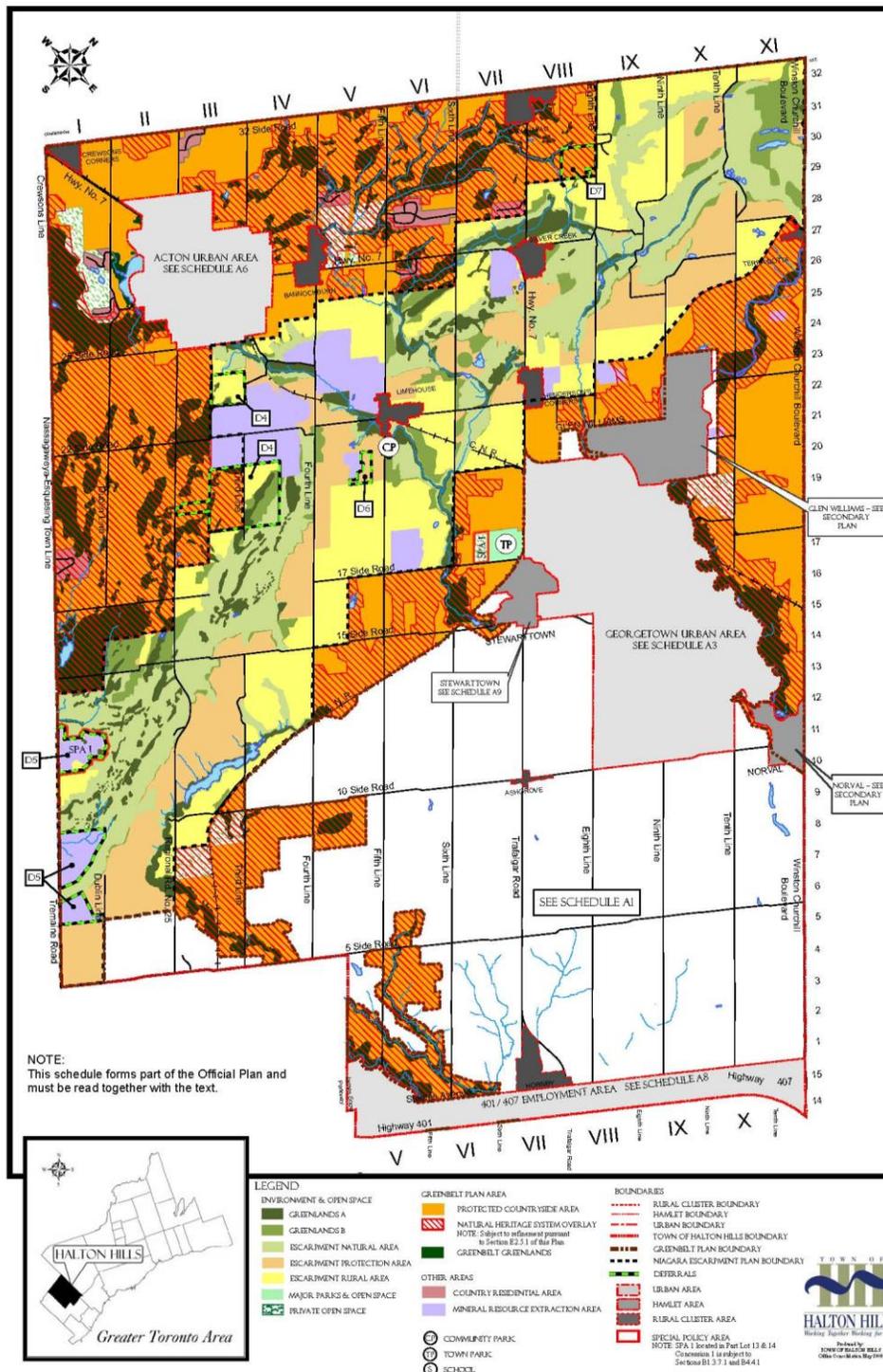
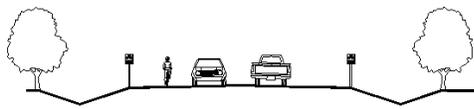


Figure 3. Halton Hills Greenbelt Plan

SCHEDULE A2

TOWN OF HALTON HILLS OFFICIAL PLAN
GREENBELT PLAN





4.1.1 Natural Environment

Wellhead Protection Areas

Through the Halton Region Official Plan (2006) Municipal Wellhead Protection Zones have been identified based on migratory patterns of groundwater upstream of active municipal wells, and policies adopted to prohibit or restrict land uses that have the potential to release or discharge contaminants to significantly affect the quality of groundwater. There are currently six active municipal wells supplying water to the Halton Region located in the Town of Halton Hills. These wells are located in or near the Georgetown and Acton Urban Areas, with Municipal Wellhead Protection Zones extending between Georgetown and Acton, and to the east of the Acton Urban Area (Halton Hills Official Plan [2008] Appendix 1B). In accordance with the Halton Region Official Plan (2006) and the Town of Halton Hills Official Plan (2008) Municipal Wellhead Protection Zones are shown in the Town of Halton Hills Comprehensive Zoning By-law.

Environmentally Significant Areas

There are many Environmentally Significant Areas within the Town of Halton Hills (including the Escarpment and other areas of provincial level of significance). ESAs are natural areas that have been identified as significant and worthy of protection based on three criteria including ecology, hydrology and geology. ESAs may consist of wetlands, Areas of Natural and Scientific Interest (ANSIs) and Environmentally Sensitive Areas (ESAs).

The majority of the Provincially Significant Wetlands throughout the study area are located within the Niagara Escarpment. In addition, there is a wetland located within the community of Georgetown and another located along 5 Side Road, just west of Winston Churchill Boulevard. There are also small pockets of other wetlands scattered throughout the study area.

Within the Town of Halton Hills, portions of the Niagara Escarpment contain ANSIs, as well as an area along the north-east edge of the community of Georgetown, adjacent to the Credit River.

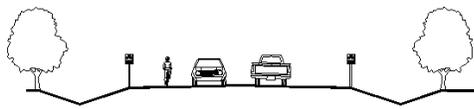
Woodlands

A significant portion of the Town of Halton Hills (in particular in the Niagara Escarpment Planning Area) is covered with woodlands (i.e., 0.5 hectares and larger). The majority of these woodlands exist within the Niagara Escarpment throughout the study area. In addition, there are woodlands surrounding the community of Georgetown and along the southern edge of the Town.

Clean Water Act, 2006

The *Clean Water Act, 2006* requires communities to create and carry out a plan to protect sources of municipal drinking water. Halton Region is undertaking a Tier 3 Study per the requirement of the Drinking Water Source





Protection initiative under the Act. The study includes a water budget and water quantity risk assessment for the Town of Halton Hills (Acton and Georgetown). The Study is being completed in 3 phases. The first which was completed in June 2008 including a high-level review of available data and identification of information gaps. The second phase includes mainly field investigations and the third phase will include the completion of field investigations, as well as surface water/groundwater modeling and completion of the risk assessment.

4.1.2 Social Environment

Air Quality

Air Quality in Ontario is monitored by the Ministry of the Environment and analyzed in the report *Air Quality in Ontario*. The most recent report was released in 2009 and it summarizes the ambient air quality across the province and examines air pollution trends.

The Ministry has a network of 40 ambient (outside) air monitoring stations across the province. Of the 40 monitoring sites, the one closest to the study area is located in Brampton. At the Brampton location, air quality was reported in the very good and good categories 95.6% of the time. Across the province, the average reporting for the AQI sites was 95.7% of the time in the very good and good categories. Air Quality within the Town of Halton Hills depends on a variety of processes, including the release and removal of pollutants into and from the atmosphere. Levels are also impacted by sunlight, moisture, cloud cover and weather conditions.

Existing and Future Land Use

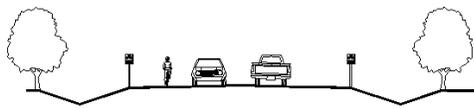
The Town of Halton Hills is made up of Protected Countryside Area, Niagara Escarpment Plan Area, Urban and Hamlet Areas. The Hamlet Areas include Glen Williams, Stewarttown and Norval. Within the Urban area of Georgetown, the major land use designations include the Downtown Areas and the Community Node along Guelph Street. The General Employment Area is outside the Downtown Area. Other designations include the Residential Area, Secondary Node, and Civic Centre Area. In Acton, there is the Downtown Area, and the South Acton Special Study Area, which is a large brownfield site for future comprehensive planning to be undertaken.

4.1.3 Cultural Environment

Cultural Environment and Built Heritage Features

As described in the Town of Halton Hills Official Plan (2008) the cultural resources of the Town include built heritage, cultural heritage landscapes, and archaeological resources. It is the intent of the Official Plan that these heritage resources be identified, protected, or enhanced whenever practical, and that all new development occur in a manner that respects the Town's cultural heritage. The Official Plan allows for the preparation of a Cultural





Heritage Master Plan (CHMP) to implement the objectives of the Official Plan as they relate to Cultural Heritage Resources. At the time that this TMP was drafted a CHMP has not yet been adopted by the Town of Halton Hills. The Town's built heritage resources include the 243 properties listed in Town of Halton Hills Heritage Register, established in accordance with the *Ontario Heritage Act*. The Heritage Register includes both Designated Properties, those that require a heritage permit to be obtained before any structure or property are made, and Listed Cultural Heritage Properties that do not require permits.

4.2 Existing Travel Patterns and Characteristics

The existing travel characteristics and patterns for the Town of Halton Hills, based on the 2006 Transportation Tomorrow Survey (TTS), indicates that the automobile mode (driver and passenger) is used for approximately 84% of all trips made in the p.m. peak period. The school bus mode and walking / cycling trips each account for approximately 7% of total trips with transit accounting for the remaining 2%. It is noted that the majority of the transit trips reflect inter-municipal transit trips using GO rail and bus services.

Upwards of 56% of the 17,700 person trips made in the p.m. peak period start and end their trip in the Town of Halton Hills reflecting a high level of self sufficiency. Trips originating outside and destined to the Town of Halton Hills during the p.m. peak hour originate in the City of Mississauga (13%), the City of Toronto (7%), the City of Brampton (9%), the Town of Caledon (1%) and Region of York (2%). The remaining 7% of the p.m. peak hour trips destined to Halton Hills start in the Halton Region communities of Milton (4%), Oakville (2%) and Burlington (1%).

A summary of the existing Travel Characteristics and Patterns are presented in Figure 4.



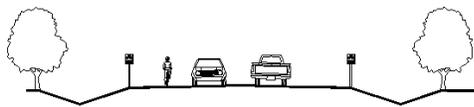
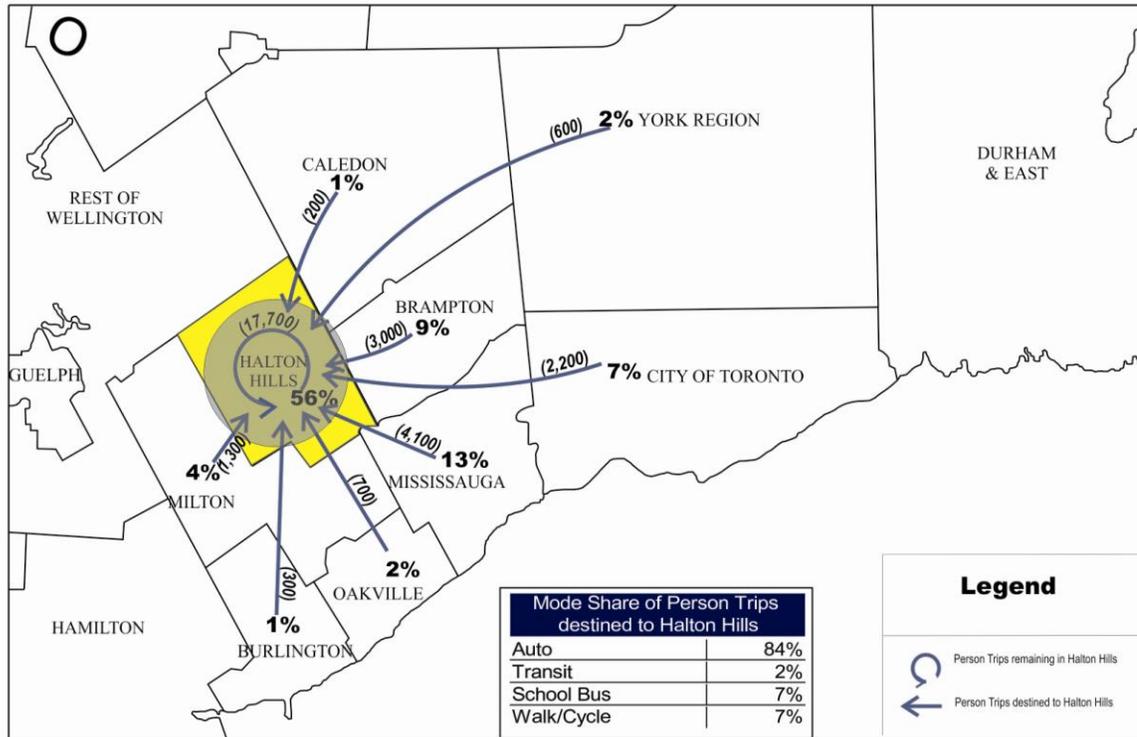


Figure 4. 2006 TTS P.M. Peak Period Total Person Travel Patterns



4.3 Data Sources

The following data sources were provided by the Town of Halton Hills:

- Halton Region Transportation Planning 2006, 2021 and 2031 EMME model including traffic zones, land use data bank, trip tables and road networks
- Town of Halton Hills and Halton Region population and employment forecasts by Municipality
- Town of Halton Hills Official Plan including land use and transportation schedules
- Town of Halton Hills 2011-2020 capital budget, road improvements plan
- Existing traffic counts - Daily and 8 hour intersection
- Synchro models

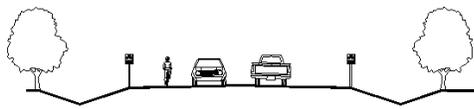
4.4 Transportation Infrastructure

4.4.1 Road Classification

Road networks are based on a hierarchical system of interconnected roadways that provide for a balance between the need to:

- Safely and efficiently move goods and people; and





- Minimize conflicts with adjacent land uses.

Roadways are classified as freeways and expressways, arterials, collectors or local roads. Freeways and expressways carry large volumes of high speed traffic including major truck volumes. Local roads generally carry low volumes of low speed traffic with truck traffic generally being associated only with deliveries to adjacent land uses. Access to/from local roads to adjacent land uses is frequent and pedestrian / bicycling activities are common. Arterials and collector roadways provide for a progression between the fast-moving major freeways and a local road classification. The Town of Halton Hills is responsible for the following road classifications: minor arterial, collector road, employment roads and local roads.

4.4.2 Local Transit

The Town of Halton Hills does not currently provide local transit services funded by the local municipality, however there are three types of transit service available to various groups of people within the Town. It is recognized that as a result of the Ministry of Education's harmonization of school transportation, the board opted to cancel buses between Georgetown South and the local Catholic Secondary School, resulting in students having to walk upwards of 4 km to school. As a result, a local transportation contractor provides a school bus that picks up students for a small fee, to drive them from the south end of Georgetown to the north end.

The Town of Halton Hills also provides a transportation service to seniors and persons with disabilities. Halton Hills ActiVan provides public transportation within the municipality for persons with a physical, medical or cognitive disability and for all seniors 65 or older. During the weekday, the fee is \$2.00 each way, while in the evening and on the weekends, it is \$3.00 each way.

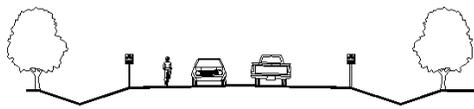
The Red Cross, funded by the Ministry of Health and Long Term Care also provides transportation service to seniors (over 60) and persons with disabilities throughout the week to medical appointments, dialysis and day programs.

Although local transit currently does not exist, it has been recognized as an important issue for youth and seniors. It will be recommended that transit be addressed in subsequent TMPs, especially following the expansion of the urban area and development in southwest Georgetown.

4.4.3 Inter-Regional Transit

The community of Georgetown, within the Town of Halton Hills, is serviced by GO Transit Rail. The Georgetown GO Rail Station is located at 55 Queen Street, Georgetown, ON. There are 614 parking spaces available, and connecting transit opportunities include Halton Hills Activan (accessible transit). There are trains during peak times in the day and buses the remainder of the day. The Georgetown GO Bus service also extends to Acton and as far west to Guelph, and the GO Train and Bus continue east to Brampton, ending at Toronto. GO





service to Acton, including two morning and two evening trains along the Georgetown line are scheduled to begin service by the end of 2011. VIA Rail offers inter-regional service from Georgetown to Toronto Union Station three times daily Monday through Friday and twice daily on weekends.

4.4.4 Network Deficiencies

The Halton Region EMME travel demand model, updated to reflect existing rural facility speeds and lane capacity provided the basis for assessing the current transportation network deficiencies. The 2006 p.m. peak hour vehicle volumes were compared to the available roadway vehicle capacity to assess the traffic congestion with the understanding that:

- Significant congestion is observed when the traffic volumes are greater than 90% of the available capacity; and
- Moderate congestion is observed when the traffic volumes are greater than or equal to 80% and less than or equal to 90% of the available capacity.

The congestion analysis summary, presented in Figure 5, indicates that significant traffic congestion is experienced at the following locations along the transportation system serving the Town of Halton Hills:

- Downtown Acton;
- Norval (10 Side Road and Winston Churchill Boulevard);
- Regional Road 25 between 10 Side Road and 5 Side Road;
- Steeles Avenue east of Ninth Line;
- 5 Side Road west of Winston Churchill Boulevard; and
- Highway 401 east of James Snow Parkway.

The areas of significant congestion identified by the 2006 EMME model p.m. peak hour assignments are reflective of the existing traffic congestion experienced in the identified areas, as well as the lack of defined truck routes that would encourage truck traffic to the periphery of the urban areas.



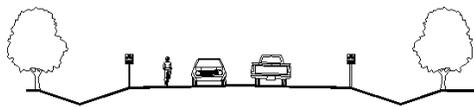
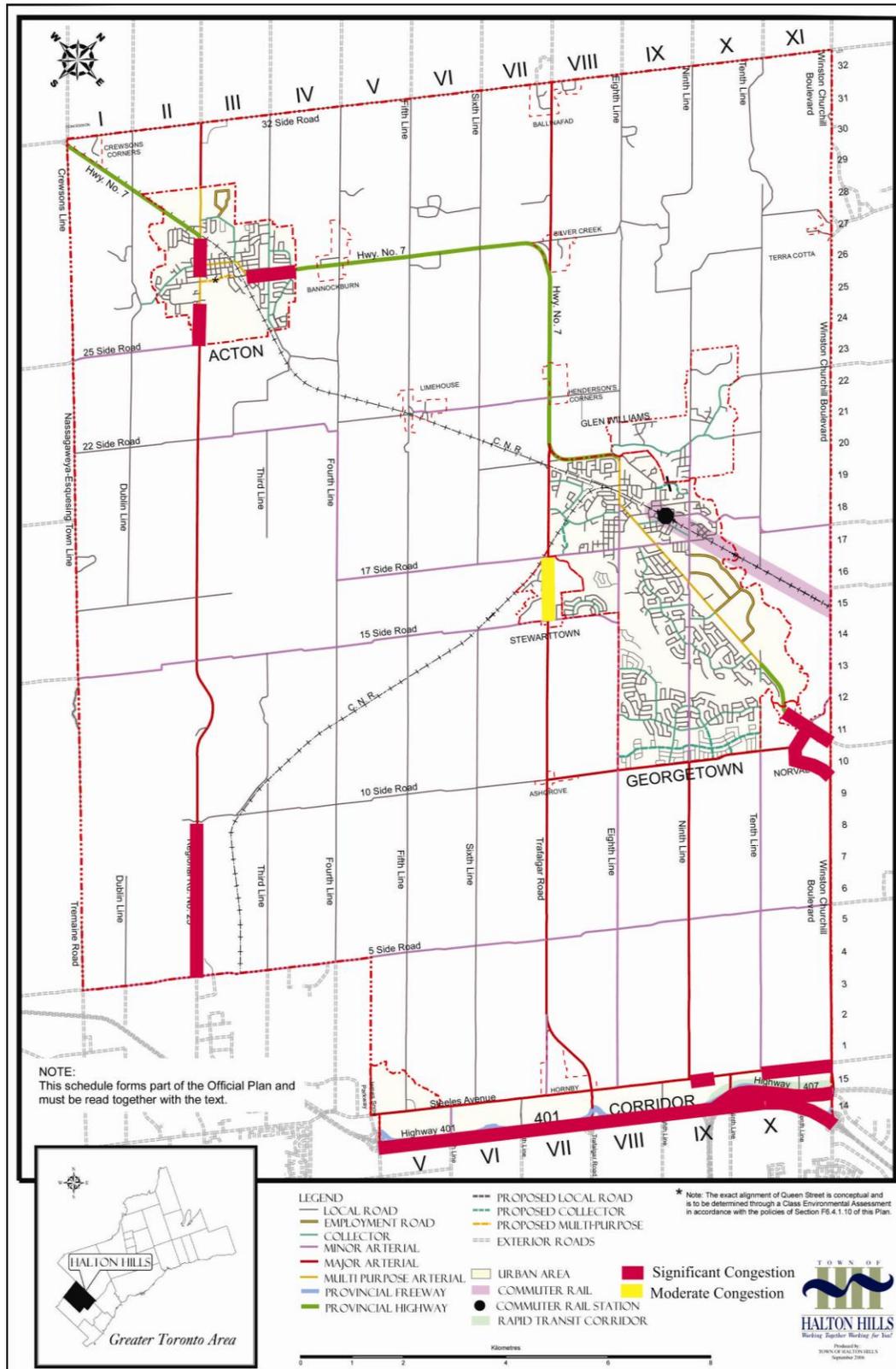
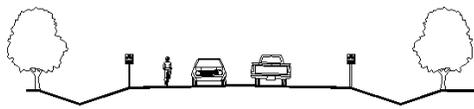


Figure 5. Existing Transportation System Congestion





4.4.5 Existing Intersection Operations

A traffic operations analysis was conducted to investigate the adequacy of the existing intersection conditions. The road network within the Georgetown and Acton urban areas was used for this analysis. The following roadways were included in the analysis:

- Georgetown
- Guelph Street from Main Street North/South to Delrex Boulevard;
 - Mountainview Road from River Drive to 10 Side Road;
 - Main Street South from Guelph Street (Highway 7) to Maple Avenue; and
 - Maple Avenue from Main Street South to Mountainview Road;
- Acton
- Main Street and Mill Street intersection; and
 - Highway 7 (Mill, Young and Queen Streets) from Main Street South to Tanners Drive.

The operational analysis was conducted using existing weekday morning and afternoon peak hour traffic volumes and existing signal timing plans. The Synchro 7 software which is built on the Highway Capacity Manual (HCM) methodologies was utilized to determine the existing intersection Level of Service (LOS) conditions. The LOS at the signalized and unsignalized intersections are determined based on estimated vehicle delay, as described in the HCM. The LOS is a function of vehicle delay and queuing at the intersections and provides a general understanding of how well that intersection is performing. It is a calculation of the ratio between traffic volumes and approach capacities, and is described by LOS ratings ranging from A to F with A being optimal and F being the worst. Based on this analysis, operational issues were identified at the following intersections:

- Mill Street and Main Street, Acton;
- Guelph Street and Albert Street;
- Maple Avenue and Guelph Street;
- Maple Avenue and Main Street South;
- Guelph Street and Mountainview Road;
- Guelph Street and Sinclair Avenue; and
- Guelph Street and Winston Churchill Boulevard.

All of these intersections require geometric improvements with the exception of the first and last intersections. Geometric improvements at these two locations are not feasible due to property and/or environmental constraints. During the analysis and review of these locations, it was also noted that Guelph Street from Main Street to Maple Avenue is currently experiencing delays during school peak hours. A review of the traffic operations at the school site was completed and delays cannot be reduced by further optimization.

Figure 6 illustrates the intersections and operational issues identified based on the operational analyses.



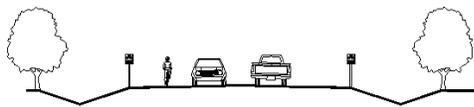
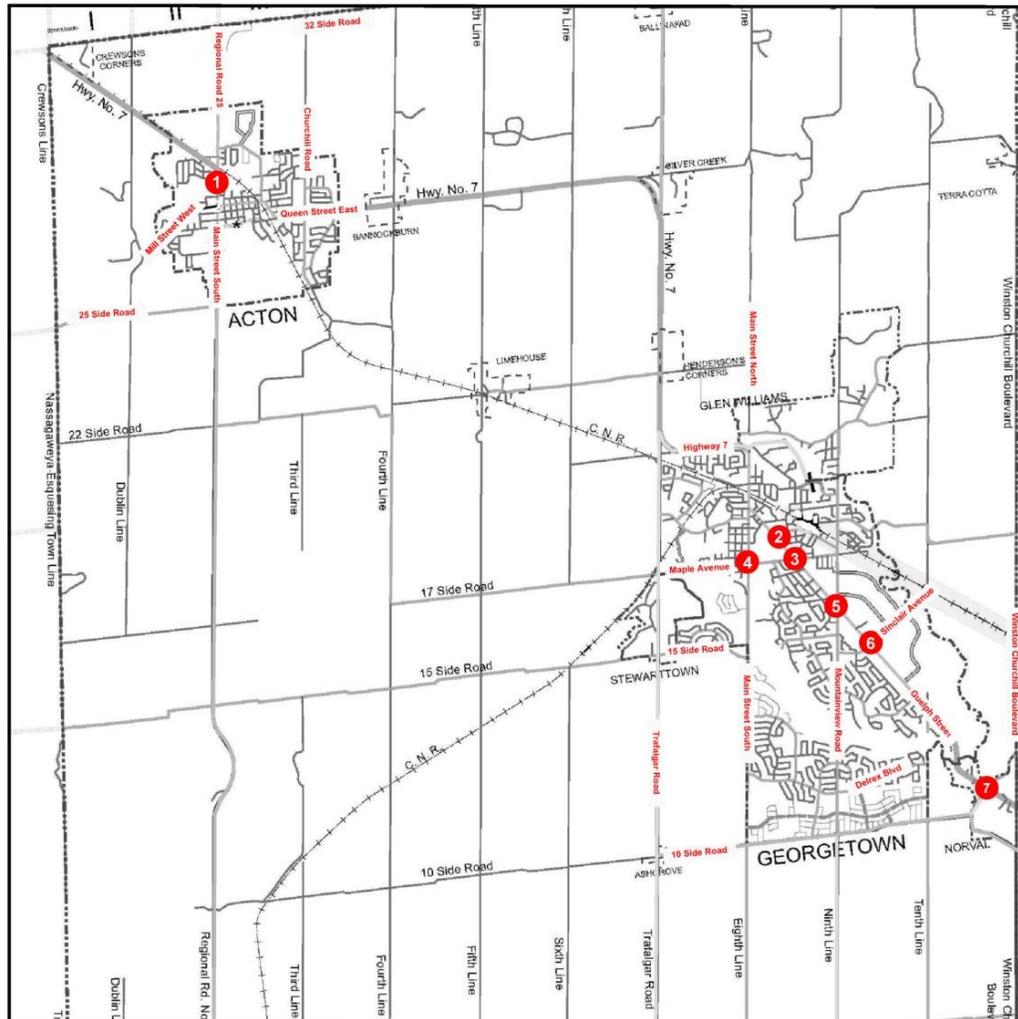


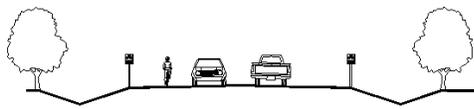
Figure 6. Short Term Improvements



ID	Intersections	Critical Movements/Operational Issues
1	Mill Street and Main Street	Westbound and northbound approaches
2	Guelph Street and Albert Street	Eastbound right turn lane and westbound through lane
3	Maple Avenue and Guelph Street	Eastbound through, westbound left, northbound left and right turn lanes
4	Maple Avenue and Main Street South	Southbound left turn lane
5	Guelph Street and Mountainview Road	Westbound through, northbound and southbound left turn lanes
6	Guelph Street and Sinclair Avenue	Eastbound, westbound and southbound left turn lanes
7	Guelph Street and Winston Churchill Boulevard	Eastbound, westbound and northbound approaches

Road Section	Operational and Functional Problems
Guelph Street from Main Street to Maple Avenue	Congestion and delays





As well, the existing condition analysis and review illustrated merit for the Halton Hills Drive Extension from north of Maple Avenue to south of Princess Anne Drive. This link would improve the operational performance of the road network and provide an important alternative for emergency response. The connection would also improve network safety (i.e., avoiding the double at-grade railway tracks on Trafalgar Road) and community mobility for pedestrian and cyclists accessing Maple Avenue.

4.5 Transportation Demand Forecasting Model

The travel demand analysis for the Town of Halton Hills TMP utilized the Halton Region EMME model that was calibrated to 2006 traffic counts and 2006 Transportation Tomorrow Survey (TTS) travel patterns and travel characteristics. The databanks provided included land use forecasts, road networks and p.m. peak period trip tables for the planning time frames of 2006, 2021 and 2031.

Prior to assessing future travel demands, a model validation review was undertaken to assess the 2006 simulated auto flows to observed 2006 traffic flows at selected screenlines within Halton Hills. The model validation review indicated there is a reasonable correlation of the EMME model simulated p.m. peak hour vehicles to observed p.m. peak hour traffic.

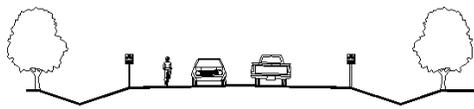
A detailed review of the 2006 road network was undertaken to ensure that the road network number of lanes, speed and lane capacity reflect the rural and urban environments within Halton Hills that specific roadways serve. The updated existing road network was the basis for assessing the existing (2006) transportation system issues and the “Do Nothing” transportation system scenario that assigns 2031 p.m. peak hour traffic to the existing road network (see Section 6).

The 2031 road network was updated to reflect the roadway improvements and widenings identified in the Halton Region TMP as well as updating the remaining road segments with the 2006 network rationalization related to number of lanes, speed and lane capacity.

The Halton Region EMME model databank included 2031 p.m. peak period auto and transit person trip tables as well as p.m. peak hour auto trip tables that reflect the future enhanced transit policies defined in the Halton Region TMP. The 2031 transit share of trips originating and destined to the Town of Halton Hills in the p.m. peak hour is 4% which represents a 100% increase over the existing 2% transit share. It is important to note that the increased transit ridership results in appropriately 1400 transit person trips occurring in the p.m. peak condition. The p.m. peak period trip tables are factored to represent p.m. peak hour conditions prior to the network assignment.

To address the impacts of truck flows through the Town, an existing p.m. peak hour truck origin and destination trip table was developed using existing truck volume counts for all roadways at the periphery of Halton Hills and





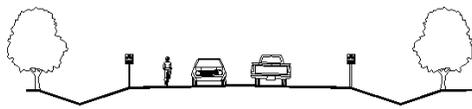
rationalizing the specific origin and destination of truck trips. The existing truck origin-destination trip table was factored to 2031 conditions based on the forecast population and employment growth rates.

The 2031 p.m. peak hour auto trip table and p.m. peak hour truck trip table were assigned to the 2031 Base Road Network that reflects the Halton Region TMP – 2031 Transportation system without the Acton North Alternate Route and a recommended 2031 road network that includes the Acton North Alternate Route. The results from these network assignments were used to assess the future Town of Halton Hills transportation system. Additional details of the EMME model validation and application are presented in Appendix B.

4.6 Problem and Opportunity Statement

Greenfield growth and intensification are anticipated for the Town of Halton Hills based on Halton Region's *Sustainable Halton Plan*. Anticipated growth trends, suggest an increase of approximately 32,000 people and more than doubling of employment levels to 42,000 employees in the next 20 years. In parallel to this growth, new road infrastructure and improvements to the existing transportation system will be required. The Town has undertaken this TMP to ensure growth can be accommodated. If the increases in population and employment are not addressed, there will be increased roadway congestion, roadway safety concerns and negative impact on the quality of life.





5. Transportation Plan Formulation

5.1 Population and Employment Forecasts³

The Town of Halton Hills TMP utilized the population and employment forecasts provided from Halton Region's Best Planning Estimates of Population, Occupied Dwelling Units and Employment 2011-2031 Research Paper (March 2011).

A summary of the population estimates for the municipalities within Halton Region by planning horizon is provided in Table 1 with the employment estimates presented in Table 2.

Table 1. Halton Region Population Forecasts

Municipality	Year 2011	Year 2021	Year 2031
Halton Hills	58,392	64,829	90,084
Milton	87,178	162,009	228,249
Oakville	174,539	221,916	247,062
Burlington	174,023	179,752	185,402
Halton Region	494,132	628,506	750,797

Table 2. Halton Region Employment Forecasts

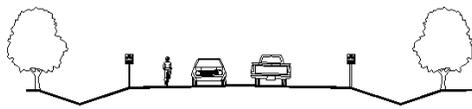
Municipality	Year 2011	Year 2021	Year 2031
Halton Hills	23,820	29,935	42,133
Milton	44,182	82,903	114,999
Oakville	86,954	117,518	127,181
Burlington	96,158	103,551	105,854
Halton Region	251,114	333,907	390,167

In 2011 the population of Halton Hills was approximately 58,400 with approximately 66% of the population located in Georgetown, 17% in Acton and 17% in the Rural and Hamlet areas. The 2011 employment estimate for the Town of Halton Hills is approximately 24,000 with 49% of the employment located in Georgetown, 17% in Acton, 22% in the 401/407 Employment Lands and 12% in the Rural and Hamlet Areas.

By 2031, the population for the Town of Halton Hills is anticipated to increase to approximately 90,100 which represents a 54% increase over the next 20 years whereas the employment is anticipated to increase by 75% for a

³ The Town is undertaking a sensitivity analysis of the Halton Region Best Planning Estimates (June 2011) to provide local verification, which is expected to result in minor changes to the population numbers, and which not affect the conclusions of the Halton Hills.





2031 total of 42,100 jobs. The majority of the population growth by 2031 will occur in Georgetown whereas the majority of the employment growth will occur in the 401/407 Employment Lands.

A summary of the 2011 and 2031 Town of Halton Hills population and employment allocation by area is presented in Figure 7.

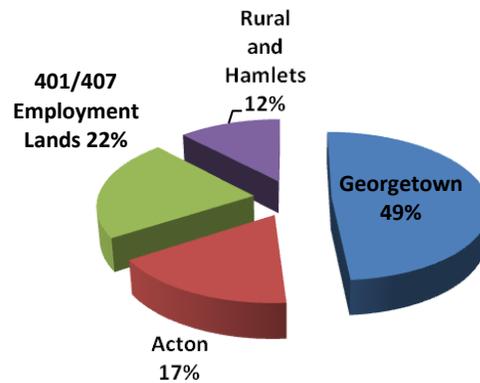
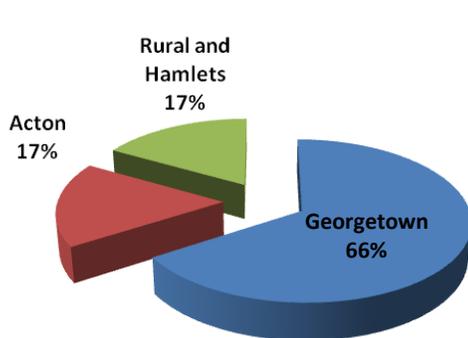
Figure 7. Town of Halton Hills Population and Employment Growth

Population Forecasts

Employment Forecasts

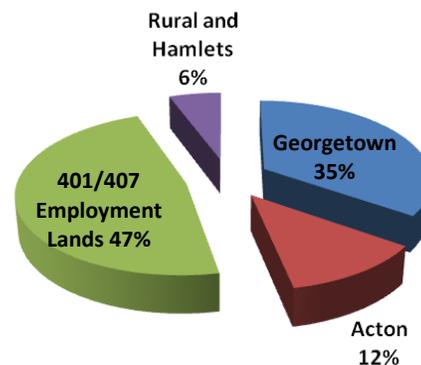
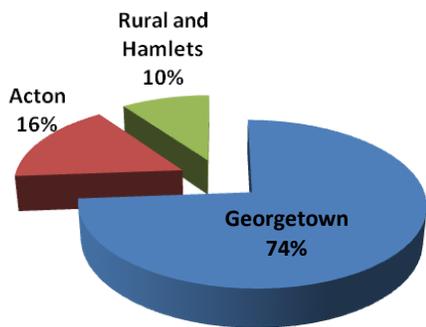
**Halton Hills Population 2011
(58,400)**

**Halton Hills Employment 2011
(24,000)**



**Halton Hills Population 2031
(90,100)**

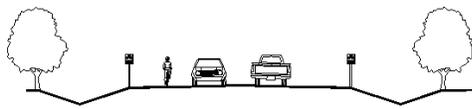
**Halton Hills Employment 2031
(42,100)**



5.2 Forecasting Approach and Methodology

The assessment of future transportation infrastructure requirements was undertaken utilizing the Halton Region 2031 EMME p.m. peak period model. Model assumptions were reflective of the Halton Region Transportation Master Plan (TMP) land use forecasts, 2031 road network and future transit utilization policies, which included an





approximate doubling of transit use in Halton Hills. The Halton EMME data base was further complemented with the development of a 2031 p.m. peak hour truck origin-destination trip table that was derived from existing truck volume traffic counts entering and exiting at the Town's boundaries. Origin and destination pairings were developed from these counts and grown to reflect the increase in truck traffic between 2011 and 2031. It is also of note that the 2031 road network lanes, speeds and capacities were reviewed and adjusted to reflect the rural and urban environments in Halton Hills.

As the Town of Halton Hills moves to the future, the Halton Region 2031 EMME p.m. peak period travel demand model indicates that approximately 56% of the estimated 35,100 p.m. peak period trips will start and end in the Town. Trips originating in Halton and destined to the Town of Halton Hills will increase significantly from what was observed in the 2006 TTS, increasing to 15% by 2031 as compared to 7% in 2006. The percentage of trips from the City of Mississauga will be reduced to 7% from a high of 13% observed in 2006. Although the percentage of p.m. peak period trips from the City of Mississauga decreases significantly, the actual number of trips increases due to the increase in forecast population for the Town of Halton Hills.

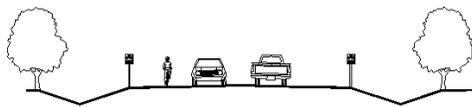
In 2031, the Halton Region EMME model reflects an increase in transit utilization as a result of transit initiatives identified in Metrolinx's "Big Move", which includes all day service on the Georgetown GO Line with GO Stations located in both Acton and Georgetown.

A summary of the 2031 p.m. peak period person trips originating from and destined to the Town of Halton Hills is presented in Figure 8 and the mode of travel utilized for these trips as follows:

- 82% will utilize the automobile;
- 4% will utilize transit (which represents approximately 1400 transit person trips occurring in the p.m. peak period). The majority of the transit trips will be inter-municipal transit trips serviced by GO, the remainder would be Halton Hills intra-municipal transit trips being serviced by municipal supported services for students, seniors and persons with disabilities;
- 7% walk and cycle; and
- 7% will utilize the school bus.

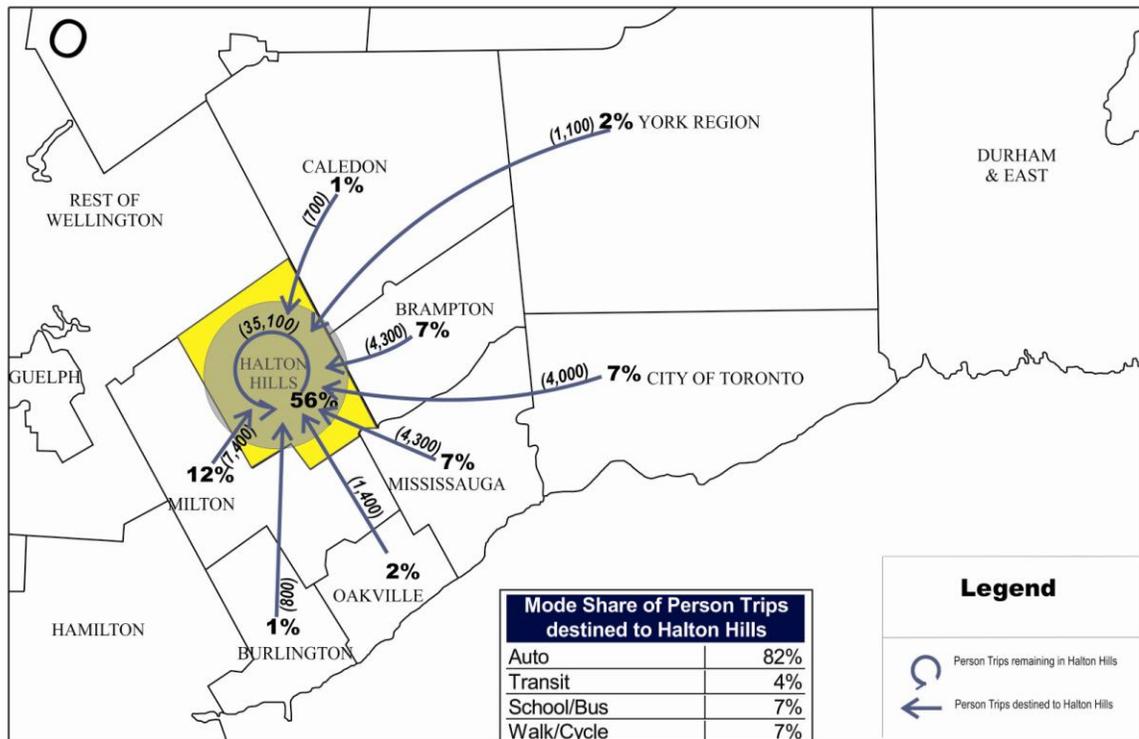
An assessment of the magnitude of future traffic congestion that would be experienced if there were no road improvements is represented by a "Do Nothing" scenario where the 2031 p.m. peak hour auto and truck volumes are assigned to the existing (2006) transportation network. A road segment congestion level was determined comparing the assigned forecast traffic volumes to the road segment capacity to determine the locations of significant congestion (volume/capacity ratio greater than 0.90) and moderate congestion (volume/capacity ratio greater than 0.80 and less than .90). A summary of the 2031 p.m. peak hour "Do Nothing" system congestion





assessment, presented in Figure 9, indicates that the majority of the transportation network south of 17 Side Road will experience significant congestion as well as the transportation network serving Acton.

Figure 8. Future 2031 P.M. Peak Period Total Person Travel Patterns



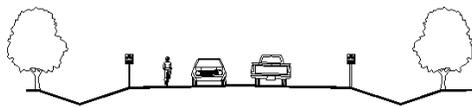
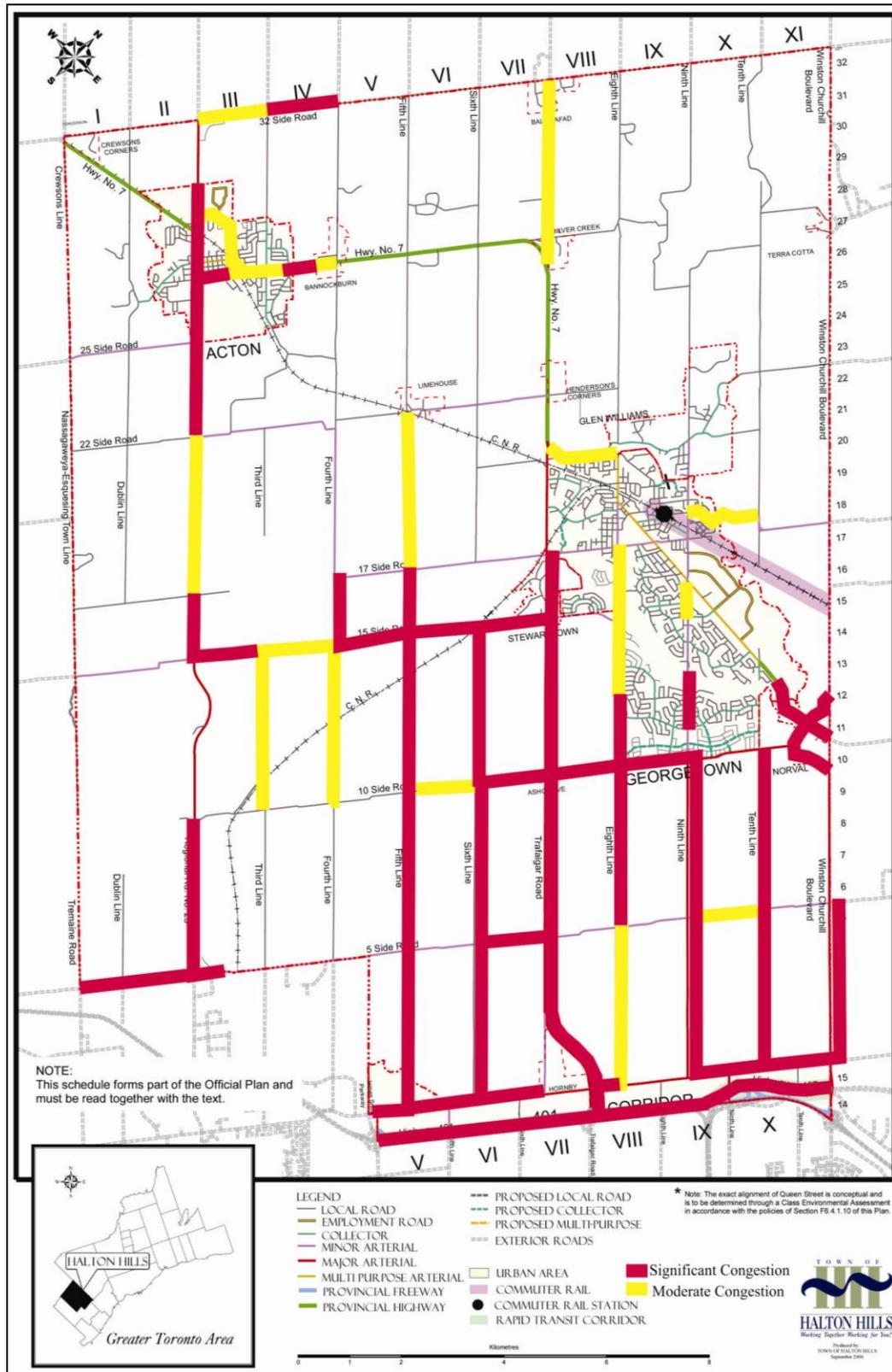
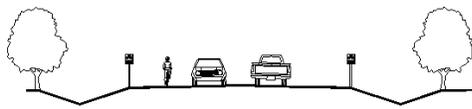


Figure 9. Do Nothing – 2031 P.M. Peak Hour Transportation System Congestion





5.3 Transportation Improvement Strategy

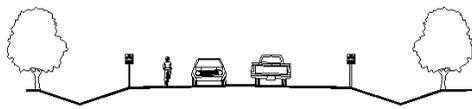
Given the significant congestion noted in the “Do Nothing” system congestion assessment, the 2031 Halton EMME road network was updated to reflect the proposed roadway improvements identified in the Halton Region Transportation Master Plan (TMP) - Draft 2031 Transportation System as shown on Figure 10. The road system improvements, proposed in the Halton Region TMP, that would improve the transportation system serving the Town of Halton Hills include:

- Acton - Highway 7 Alternate Alignments north of existing Highway 7 (Subject to future EA Study);
- Widening of Highway 7 to 4 lanes from easterly limit of Highway 7 Alternate Alignment to Trafalgar Road;
- Widening of Regional Road 25 to 4 lanes from 10 Side Road to 5 Side Road;
- Widening of Trafalgar Road (RR 3) to 4 lanes from Highway 7 to Steeles Avenue;
- Widening of Trafalgar Road (RR 3) to 6 lanes (4 GPL and 2 HOV) from Steeles Avenue southerly;
- Widening of Highway 7 to 4 lanes from Trafalgar Road to Main Street (Georgetown);
- Widening of 10 Side Road to 4 lanes from Trafalgar Road to realigned Winston Churchill Boulevard (Norval Bypass);
- Norval North – South Alternate Alignment (4 lanes) from Guelph Street to south of 10 Side Road as part of Winston Churchill Boulevard realignment (Subject to future EA Study);
- Widening of Ninth Line to 4 lanes from 10 Side Road to Steeles Avenue;
- Widening of Winston Churchill Boulevard to 6 lanes from 5 Side Road to 407 ETR;
- Widening of Steeles Avenue to 6 lanes (4 GPL, 2 HOV) from Trafalgar Road easterly;
- Widening of Steeles Avenue to 6 lanes from Trafalgar Road to James Snow Parkway;
- Norval East-West Alternate Alignment (Subject to future EA study);
- HP-BATS corridor from north of Highway 7 connecting with Highway 401 and the 407 ETR (Subject to future EA study);
- Widening of Highway 401 to 12 lanes from James Snow Parkway to the 407 ETR; and,
- Construction of a 6 lane arterial road located between Fifth Line and Sixth Line in Milton with an interchange at Highway 401 (Subject to future EA Study).

The 2031 transportation network analysis did not include the MTO proposed GTA West corridor as this process is ongoing and the timing of the implementation of this corridor through the southern section of Halton Hills is anticipated to be beyond the 2031 planning horizon.

The assignment of 2031 p.m. peak hour trips to the 2031 road network and subsequent transportation system congestion analysis, as shown on Figure 11, indicates that the proposed Halton TMP 2031 transportation system addresses the majority of the travel demands although there are anticipated congestion areas remaining on the RR





25 corridor through Acton, the Trafalgar Road corridor north of Georgetown and Eighth Line north of 10 Side Road. Subsequent Transportation Master Plan update studies will monitor the noted congested areas.

5.3.1 Haul Trucks

The Town of Halton Hills currently experiences significant truck traffic associated with local aggregate quarries, as well as quarries located north and west of Halton Region. There has also been an increase in the volume of trucks with surplus fill material that are generated from, and often destined to, construction areas outside of the Region. The community and safety issues associated with haul trucks that travel on roadways located in urban areas require continued improvements to the transportation network. This would include a high priority for alternate / bypass routes to encourage truck travel on arterial roadways at the periphery of the urban areas as opposed to traveling through established communities such as Acton and Norval.

Other than the provision for new transportation facilities associated with the alternate / bypass routes for the communities of Acton and Norval, the Niagara Escarpment Commission and Conservation Halton have indicated a preference for roadway improvements and / or road widenings to existing facilities as opposed to construction of new roadways to address both commuter and haul truck travel impacts.



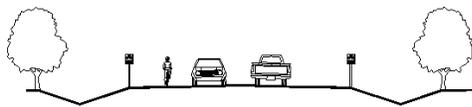
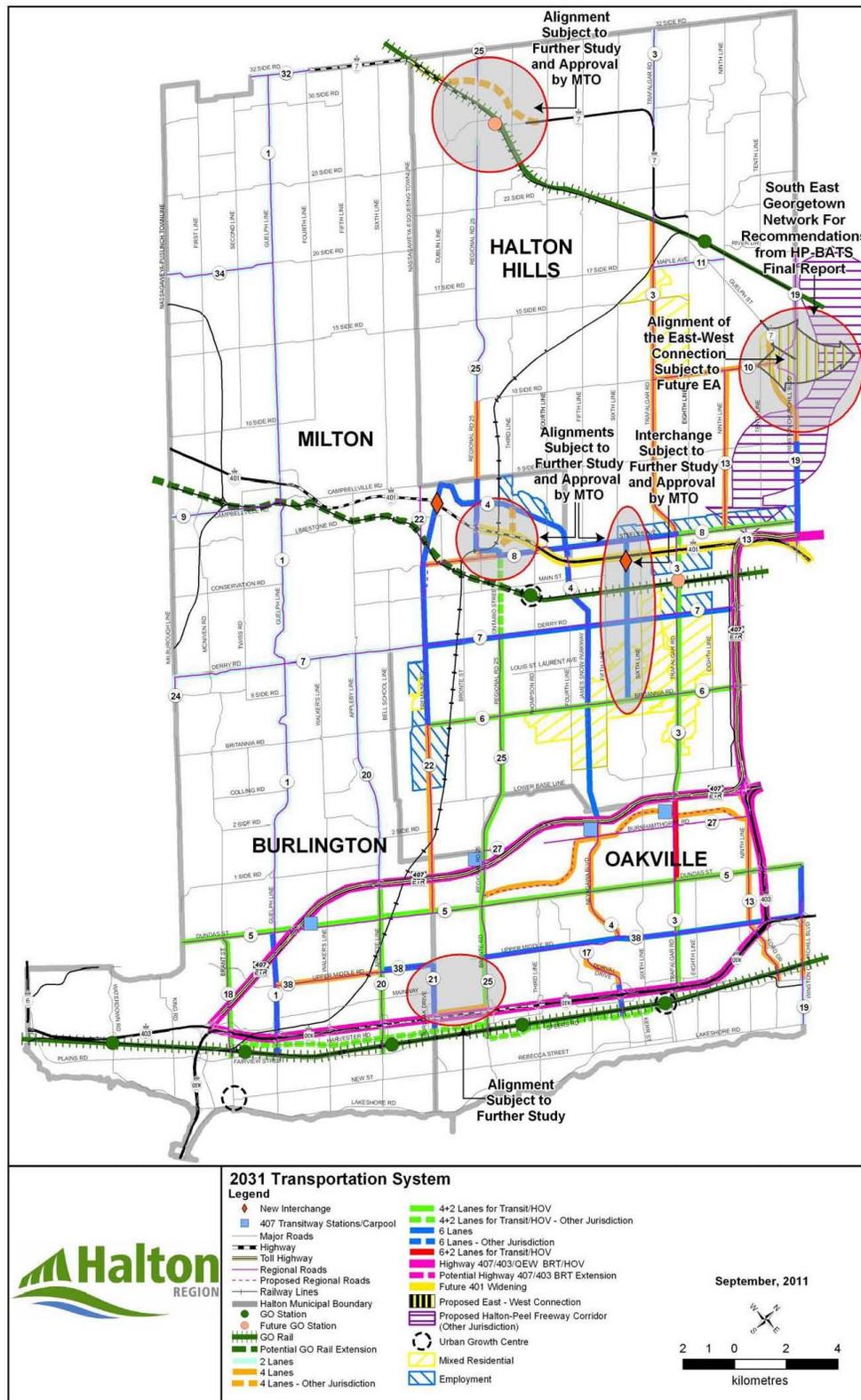


Figure 10. Halton Region TMP – 2031 Transportation System



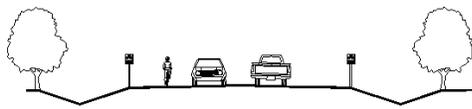
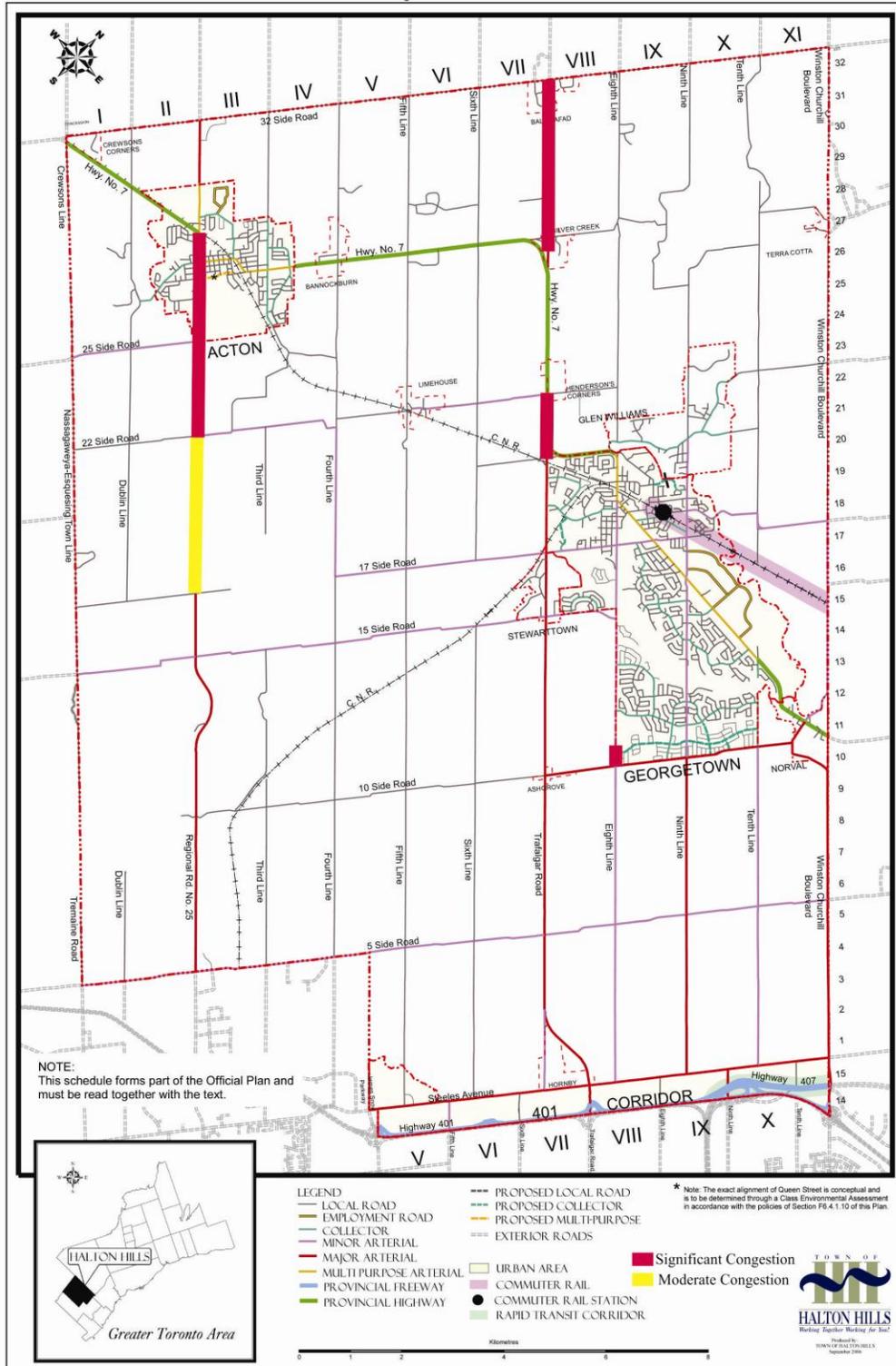
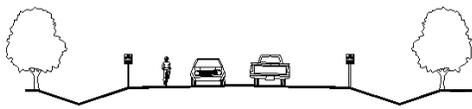


Figure 11. 2031 Transportation System Congestion
 (Post Implementation of Halton Region TMP Road System Improvements)





6. Transportation Network Plans

6.1 Halton Hills Road System

6.1.1 Provincial and Regional Road System

The Town of Halton Hills transportation system has the following hierarchy for road jurisdiction and road classification (see Figure 12):

Provincial Freeways: Serve mainly inter-regional travel demands, truck traffic and accommodate transit services and High Occupancy Vehicle lanes (e.g., Highway 401);

Provincial Highways: Serve mainly inter-regional travel demands, accommodate truck traffic, transit services and High Occupancy Vehicle lanes (e.g., Highway 7); and

Regional Roads – Major Arterials (ROW - 50m): Serve mainly inter-regional and regional travel demands, accommodate truck traffic, transit services and High Occupancy Vehicle Lanes (e.g., Trafalgar Road).

6.1.2 Town of Halton Hills Road System

Town Roads – Multi-Purpose Arterials (ROW – 50m): Serve mainly inter-regional and regional travel demands, accommodate truck traffic, transit services and High Occupancy Vehicle Lanes (e.g., Trafalgar Road).

Town Roads – Minor Arterials (ROW - 35m): Serve mainly local travel demands connecting urban areas or nodes within the same municipality as well as accommodating local truck traffic (e.g., 17 Side Road);

Town Roads – Collectors (ROW - 26m): Connect neighbourhoods and distribute traffic to and from arterials as well as providing access to adjacent land uses (e.g., Argyll Road);

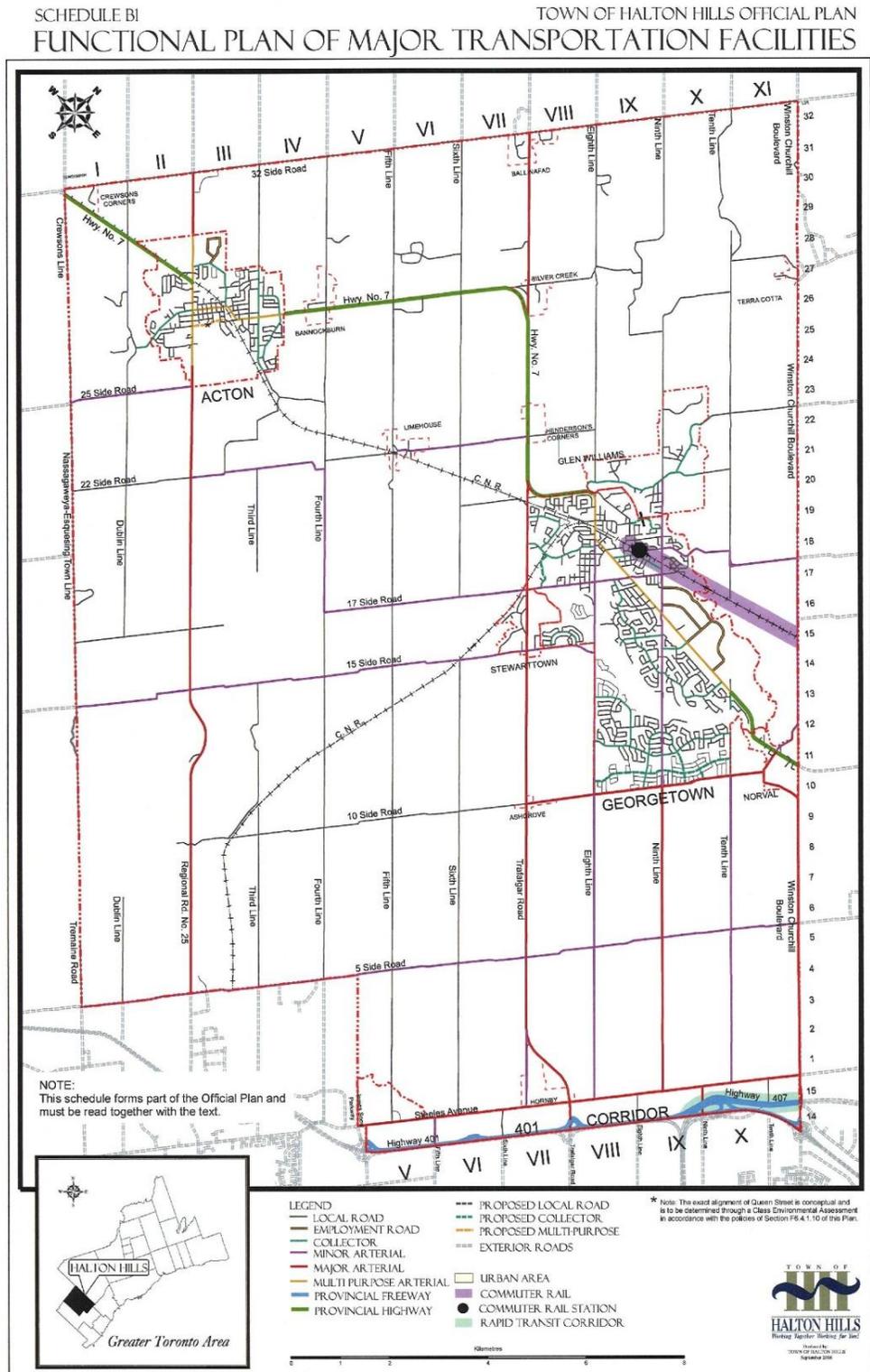
Town Roads – Employment Roads (ROW - 26m): Serve mainly business parks, employment districts and areas with industrial type land uses (e.g., Commerce Crescent); and,

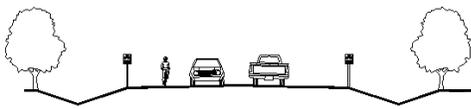
Town Roads – Local Road (ROW - 20m): Provide access to urban land uses and connecting individual properties to collectors and arterials (e.g. Dairy Drive).





Figure 12. Functional Plan of Transportation Facilities (OP Schedule B1)





6.1.3 Town of Halton Hills Roadway Network

As indicated in Section 4.2, Existing Travel Patterns and Characteristics, approximately 56 percent of the person trips made to/from/within Halton Hills is travel within the Town of Halton Hills and the urban and rural areas therein. The remaining trips are made to/from other nearby municipalities in the Greater Toronto Area (GTA). The road network within Halton Hills performs a critical function of providing residents and visitors with access to opportunities within the Town and links to transportation facilities provided by the Province, Region and adjacent municipalities. The road network also supports the movement of people and goods by a variety of modes, including walking, cycling, transit and by automobile or commercial vehicle. A hierarchy of roads is often used to match the function of each road with the type of facility that is provided. Each road will to varying degrees accommodate land access and mobility needs.

The objective of this Transportation Master Plan is to arrive at a functional classification of roads that balances the land access and mobility needs and supports user choice of a full range of travel modes. The following discusses the functional classification of Town roads, the purpose, description and degree to which land access and mobility needs are served.

Roadway Classification and Design Guidelines

The roadway classification system within the Town of Halton Hills is outlined in the Halton Hills Official Plan (OP). The classification criteria have been used to categorize the various types of roadways by their function in terms of providing mobility and land access. The general design guidelines for the different roadway facilities as provided in the OP include:

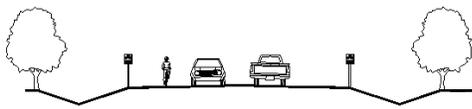
Multi-Purpose Arterials

- Right-of-way width up to 50 m
- Up to 4 travel lanes
- Truck traffic is usually permitted
- Primary function is mobility
- Access is restricted with consolidated access points where possible

Minor Arterials

- Right-of-way width up to 35 m
- Up to 4 travel lanes
- On-street parking may be permitted where appropriate
- Truck traffic is usually permitted
- Provide primarily for mobility but some land access is also provided





- ◆ Consolidated access points where possible

Collector Road

- ◆ Right-of-way width up to 26 m
- ◆ 2 to 4 travel lanes
- ◆ On-street parking generally permitted
- ◆ Provides for both mobility and land access
- ◆ Access is partially controlled

Local Roads

- ◆ Right-of-way width up to 20 m in urban areas and 26 m in rural areas
- ◆ 2 travel lanes
- ◆ Convenient linkages to collector roads and arterial roads
- ◆ Parking in urban areas may be allowed on both sides depending on traffic volumes
- ◆ Primary function is land access

Under this classification system, truck traffic is accommodated primarily on the Provincial and Regional roadways and to a lesser extent on the Town's minor arterial and multi-purpose arterial roads.

Roadway Classification Changes

The role and function of all the Town roadways has been reviewed as part of the Transportation Master Plan process and a number of facilities have been identified as serving a function today or in the future that is different or incongruent with the way these facilities are currently classified. The Town's Cycling Mater Plan study has made recommendations concerning the provision of on and off-street cyclist facilities on urban and rural routes within the Town. In addition, a number of policy additions/refinements have been recommended that will encourage more active transportation (walking and cycling) and use of non-auto modes of travel. The functional classification of town roads has been formulated by either incorporating these recommendations directly or providing for their incorporation at some point in the future. The recommendations incorporate a Complete Streets design philosophy that is centered on providing for all users within the road right of way. Table 3 presents the proposed modification to the road network classification and design standards.



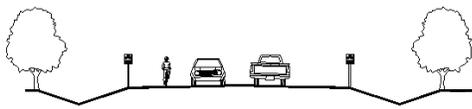


Table 3. Proposed Changes to Road Network Functional Classification

Roadways	From	To	Proposed Classification Changes	Desirable Right-Of-Way
32 Side Road	Crewsons Line	Trafalgar Road	Local to Minor Arterial	35 m
22 Side Road	Regional Road 25	Nassagaweya-Esquesing Town Line	Local to Minor Arterial	35 m
New Connection on 22 Side Road	East of Third Line	Fourth Line	Minor Arterial	35 m
Nassagaweya-Esquesing Town Line	22 Side Road	20 Side Road	Local to Minor Arterial	35 m
15 Side Road	Nassagaweya-Esquesing Town Line	Trafalgar Road	Arterial/Minor Arterial to Local	No Change
Winston Churchill Boulevard	Guelph Street (Highway 7)	32 Side Road	Local to Major Arterial	50m

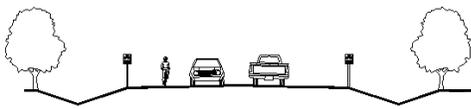
One of these changes, the change in Winston Churchill Boulevard between Guelph Street (Highway 7) and 32 Side Road, is a change from a local road to a major arterial, a higher class of road normally associated with a regional road function. Halton Region regularly undertakes a review of the role and function of its roads to determine whether some of them should be changed or possibly revert back to the local municipalities. This review is called the road rationalization process that is undertaken by the Region every 5 years. For this change to be realized, this section of Winston Churchill Boulevard would have to meet the Region’s criteria for major arterial roads. This study has found that this section should be considered by the Region during its next road rationalization review.

32 Side Road and Winston Churchill Boulevard are boundary roads between Halton Region, Peel Region, the Town of Erin and Wellington County. These municipalities have developed their own road classification system and have restricted truck movements on some roads. Others have provided truck routes that would be parallel to 32 Side Road and Winston Churchill Boulevard. The shared jurisdiction roadways of 32 Side Road and Winston Churchill Boulevard, recommended for road jurisdiction and road classification changes, will require continued involvement and discussion with neighbouring jurisdictions including Wellington County, the Town of Erin and Peel Region.

Roadway Design Standards

The Town’s Cycling Master Plan recommends adding cycling facilities to roadways where reconstruction is scheduled in near future. In the case of urban roadways, these facilities will include either on-street bicycle lanes or off-street multi-use paths. In rural areas, these facilities will include the provision of paved shoulders on minor arterials. The roadway cross section and design standards for rural and urban minor arterials were reviewed to





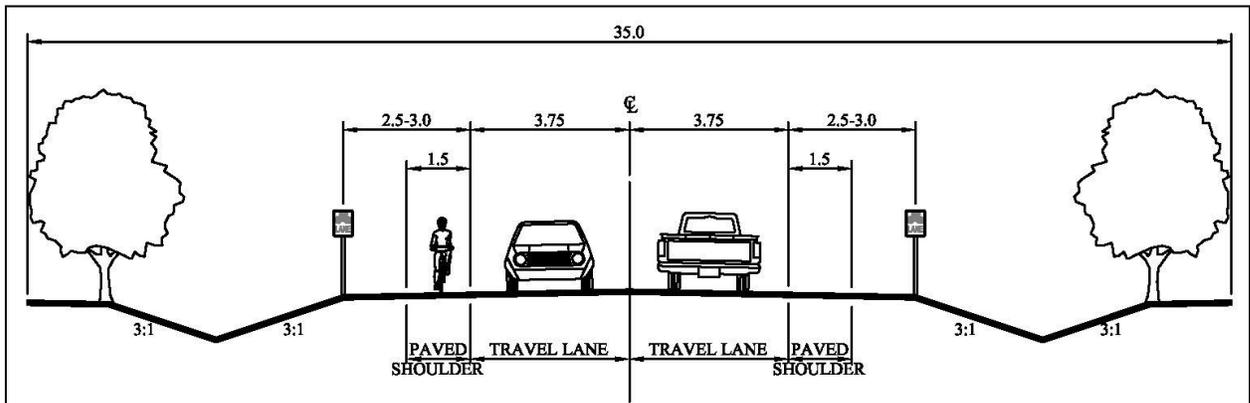
ensure consistency with the recommendations made in the Cycling Master Plan and the policy recommendations made as part of this TMP.

Minor Arterial Rural

Figure 13 illustrates a typical cross section for a rural two-lane minor arterial. The desirable right of way (ROW) for this roadway is 35.0 m and includes the following design elements:

- 3.75 m wide travel lanes on each direction
- 1.5 m wide paved shoulder for bike lanes on both sides of the travel lanes
- 1.00 m to 1.50 m wide shoulders on both sides

Figure 13. Proposed Design Standard for Minor Arterial Rural





Minor Arterial Urban

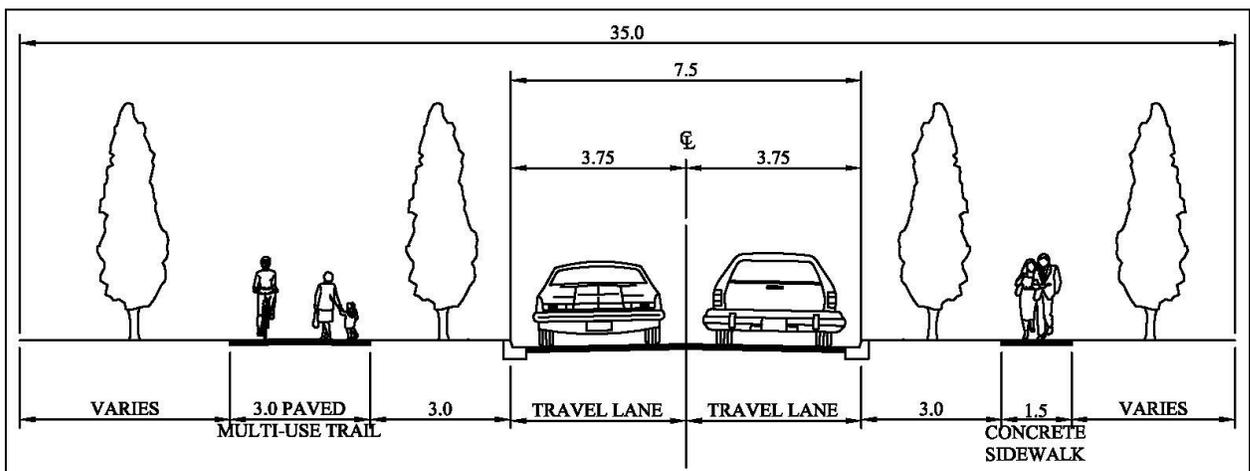
The typical cross section for a two-lane minor arterial urban will depend on a number of factors including whether on or off street cycling facilities are provided or whether on-street parking is to be provided. The typical cross section should be adaptable to provide these elements depending on the site specific requirements. Three variations in cross section are presented below: a Type 1 cross-section that includes provision for an off-street multi-use trail; a Type 2A cross-section that includes on-street bicycle lanes in conjunction with on-street parking; and a Type 2B cross-section that includes just on-street bicycle lanes and no on-street parking.

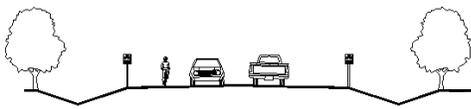
Type-1: Off-Street Cycling Facility

Figure 14 illustrates a typical cross section for an urban two-lane minor arterial that provides an off-street cycling facility in conjunction with the following elements:

- 3.75 m travel lanes on each direction
- Standard curb and gutter provision
- 3.0 m boulevard on both sides
- 3.0 m paved multi-use trail on one side
- 1.5 m concrete sidewalk on one side
- Variable boulevard on both sides

Figure 14. Type-1 Minor Arterial Urban



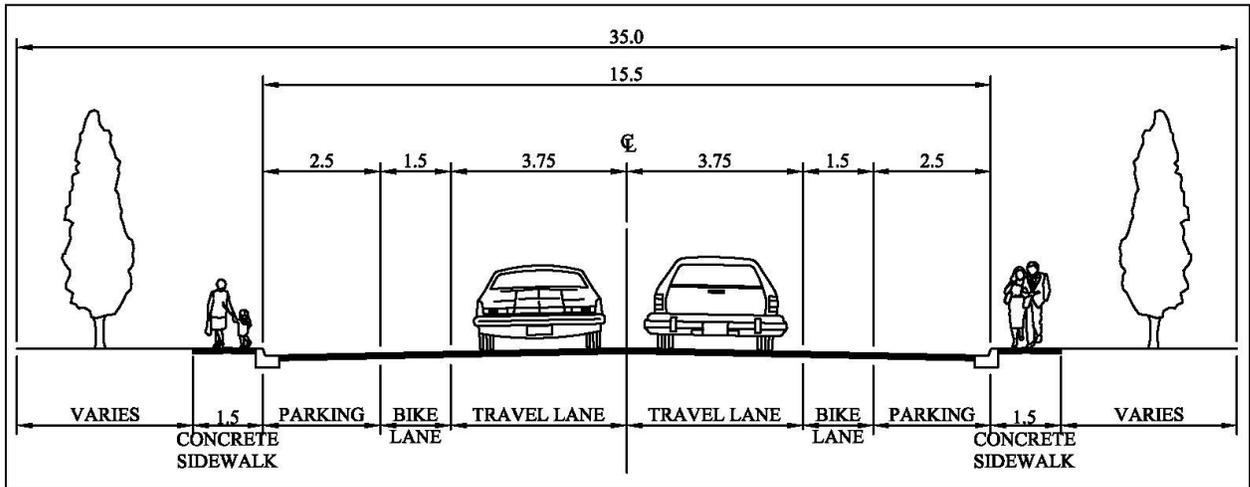


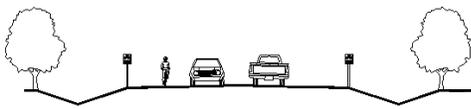
Type-2A: On-Street Cycling Facility with Parking

Figure 15 illustrates the typical cross section for a Type-2A urban two-lane minor arterial that includes of the following elements:

- 3.75 m travel lanes on each direction
- 1.5 m bike lanes on both sides
- 2.5 m on-street parking on both sides
- Standard curb and gutter provision
- 1.5 m concrete sidewalk on both sides
- 3.0 m boulevard on both sides
- Variable boulevard on both sides

Figure 15. Type-2A Minor Arterial Urban



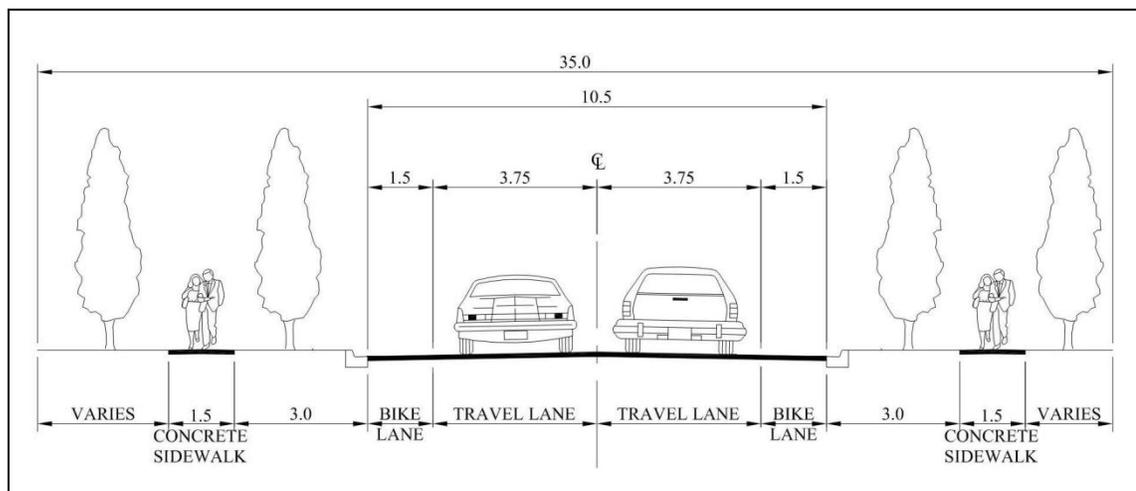


Type-2B: On-Street Cycling Facility without Parking

Figure 16 illustrates the typical cross section for the Type-2B urban two-lane minor arterial that includes the following elements:

- 3.75 m travel lanes on each direction
- 1.5 m bike lanes on both sides (to edge of pavement)
- Standard curb and gutter provision
- 3.0 m boulevard on both sides
- 1.5 m concrete sidewalk on both sides
- Variable boulevard on both sides

Figure 16. Type-2B Minor Arterial Urban

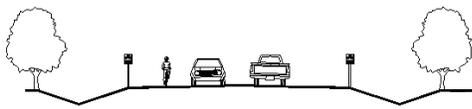


6.2 Screening of Halton Hills Transportation System Alternatives

The future transportation system capacity issues for the transportation system serving the Town of Halton Hills are basically addressed with the Provincial and Halton Region road improvements identified in the Halton Region TMP – 2031 Transportation System Schedule which is discussed in Section 6.3.

The Halton Region TMP process of arriving at the 2031 Transportation System Schedule included an evaluation of alternative solutions addressing increased transit use, increased TDM use, increased active transportation use and specific road improvements. The transportation system evaluation process also included an assessment of how the alternative met specific criteria such as natural, socio-economic, transportation environments and cost in recommending a balanced approach to addressing future transportation needs.





Specific to the Town of Halton Hills TMP vision of complementing planned road improvements, encouraging through traffic and truck movements to the periphery of urban centres as well as supporting long term inter-municipal transit services a detailed field review of the Town of Halton Hills local and minor arterial road system was undertaken. The field review was structured to review all local and minor/arterial roads under the jurisdiction of Halton Hills that, if improved, would assist in encouraging traffic to the road system at the periphery of the urban centres of Acton and Georgetown. The following attributes were reviewed for each road section:

- Natural Environment Impacts
- Social Impacts
- Feasibility of Construction

A summary of the field assessment for those facilities, currently under the jurisdiction of Halton Hills, which could assist in encouraging traffic to the periphery of the urban centres is described below:

32 Side Road

The section of 32 Side Road between Highway 7 and Trafalgar Road is currently classified as a local road servicing local traffic flows. It is a gravel roadway between Highway 7 and Regional Road 25 and a paved roadway from Regional Road 25 to Trafalgar Road. This section of 32 Side Road crosses a Provincially Significant Wetland and has existing sight line issues. Upgrading this roadway to a minor arterial design standard to discourage longer distance traffic and truck flows from travelling through Acton would require a more detailed review of natural and social environment issues and alternate design alternatives for the intersection with Highway 7. Significant costs may result to address both the roadway reconstruction to minor arterial design standards and the major improvements to the intersection with Highway 7.

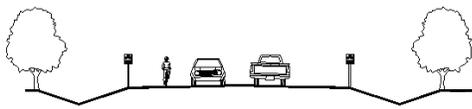
The section of 32 Side Road between Trafalgar Road and Winston Churchill Boulevard has recently been reconstructed to an arterial standard that can accommodate truck traffic.

The field assessment indicated that in the longer term, 32 Side Road should function as a minor arterial / arterial facility encouraging traffic from the Acton urban area and as such should be considered for review as part of the next Road Rationalization process.

Winston Churchill Boulevard

The section of Winston Churchill Boulevard from 32 Side Road to Norval is a two lane gravel roadway for 1.2km and paved for the remainder of the road section. It is currently designated as a major arterial between Winston Churchill Blvd. north of Norval, to River Road (22 Side Road) and local road classification from River Road to 32 Side Road. Currently it is under the joint jurisdiction of the Town of Halton Hills and the Region of Peel. The





field review did not identify any major natural environment, social environment or construction feasibility issues to upgrade this roadway to a minor arterial / arterial standard.

The field assessment indicated that in the immediate term, consideration be given to designating Winston Churchill Boulevard from 32 Side Road to Norval as a major arterial road and transfer to the jurisdiction of Halton Region; this section is a regional road under the jurisdiction of Peel Region.

22 Side Road

The section of 22 Side Road between Nassagaweya-Esquesing Town Line and Regional Road 25 is a 2 lane paved roadway with minimal / no shoulders. It is currently designated as a local road classification. There were no major natural or social environment issues noted with the road being reconstructed to a minor arterial standard.

The field assessment indicated that the reconstruction of 22 Side Road, from Nassagaweya-Esquesing Town Line and Regional Road 25 to a minor arterial standard would allow haul trucks from the quarry east of Regional Road 25 to access destinations to the west using 20 Side Road and Regional Road 34.

Nassagaweya-Esquesing Town Line

The section of Nassagaweya-Esquesing Town Line between 22 Side Road and 20 Side Road (Milton) is a two lane gravel roadway currently designated as a local road classification. There were no major natural or social environment issues noted with the road being reconstructed to a minor arterial standard.

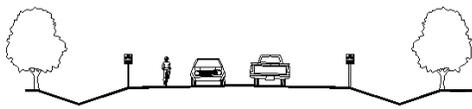
The field assessment indicated that the reconstruction of Nassagaweya-Esquesing Town Line, from 22 Side Road to 20 Side Road (Milton) to a minor arterial standard would allow haul trucks from the quarry east of Regional Road 25 to access destinations to the west using 20 Side Road and Regional Road 34.

10 Side Road

The section of 10 Side Road between Regional Road 25 and Trafalgar Road is a two lane paved roadway with minimal / no shoulders and a 5 tonne limit for trucks. It is currently designated as a local road. The limited road ROW between Third Line and Regional Road 25 and the crossing of the CN tracks will result in major construction issues and costs. No significant natural or social environment impacts were noted. However, in the longer term, 10 Side Road becomes an important route linking Regional Road 25 to Norval Alternate East – West Route encouraging truck trips to the southern edge of Georgetown.

The field assessment indicated that in the longer term consideration be given to review the road classification and function of 10 Side Road from Regional Road 25 to Trafalgar Road as part of the next Road Rationalization Review process.





5 Side Road

The section of 5 Side Road from Regional Road 25 to Winston Churchill Boulevard is a two lane paved roadway with no shoulders and currently designated as a minor arterial road. The existing condition of the road is not suited to accommodate heavy trucks. However, heavy trucks are using this roadway when there is significant congestion on Highway 401 or when the Highway 401 Truck Inspection Stations west of Trafalgar Road are active. To accommodate truck movements and increased traffic associated with planned development growth in Milton as well as the Halton Hills 407/401 Employment Lands, 5 Side Road requires reconstruction in the longer term. No significant natural and social environment impacts were identified that would result in significant costs over and above the cost of reconstruction to meet an arterial road classification.

The field assessment indicated that in the longer term consideration be given to review the road classification and function of 5 Side Road from Regional Road 5 to Winston Churchill Boulevard as part of the next Road Rationalization Review process.

15 Side Road

The section of 15 Side Road from Nassagaweya-Esquesing Town Line to Trafalgar Road is a two lane paved roadway with minimal / no shoulders, heavily used by cyclists and has a 5 tonne limit restriction for trucks. The existing road alignment includes several sharp curves and rolling terrain that cross the Niagara Escarpment and environmental areas at Fourth Line and Sixth Line. Reconstructing 15 Side Road to accommodate commuter traffic, heavy trucks and cyclists creates significant impact given the noted environment issues and the social issue of directing truck traffic towards urban Georgetown.

The field assessment indicated that in the longer term, 15 Side Road from Nassagaweya-Esquesing Town Line to Trafalgar Road be re-designated as a rural collector road from its current minor arterial designation. This road classification re-designation would occur when 10 Side Road is reconstructed to accommodate heavy truck movements.

6.3 Halton Hills TMP – Implementation

The recommended Halton Hills TMP future road network comprises the Provincial and Halton Region road improvements noted in the Halton Region TMP – 2031 Transportation Schedule (see Figure 10), as well as the following recommended changes to road jurisdiction and road classification designations:



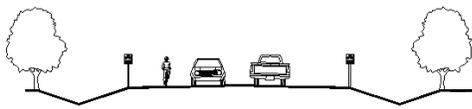


Table 4. Recommended Changes to Road Jurisdiction and Road Classification Designations

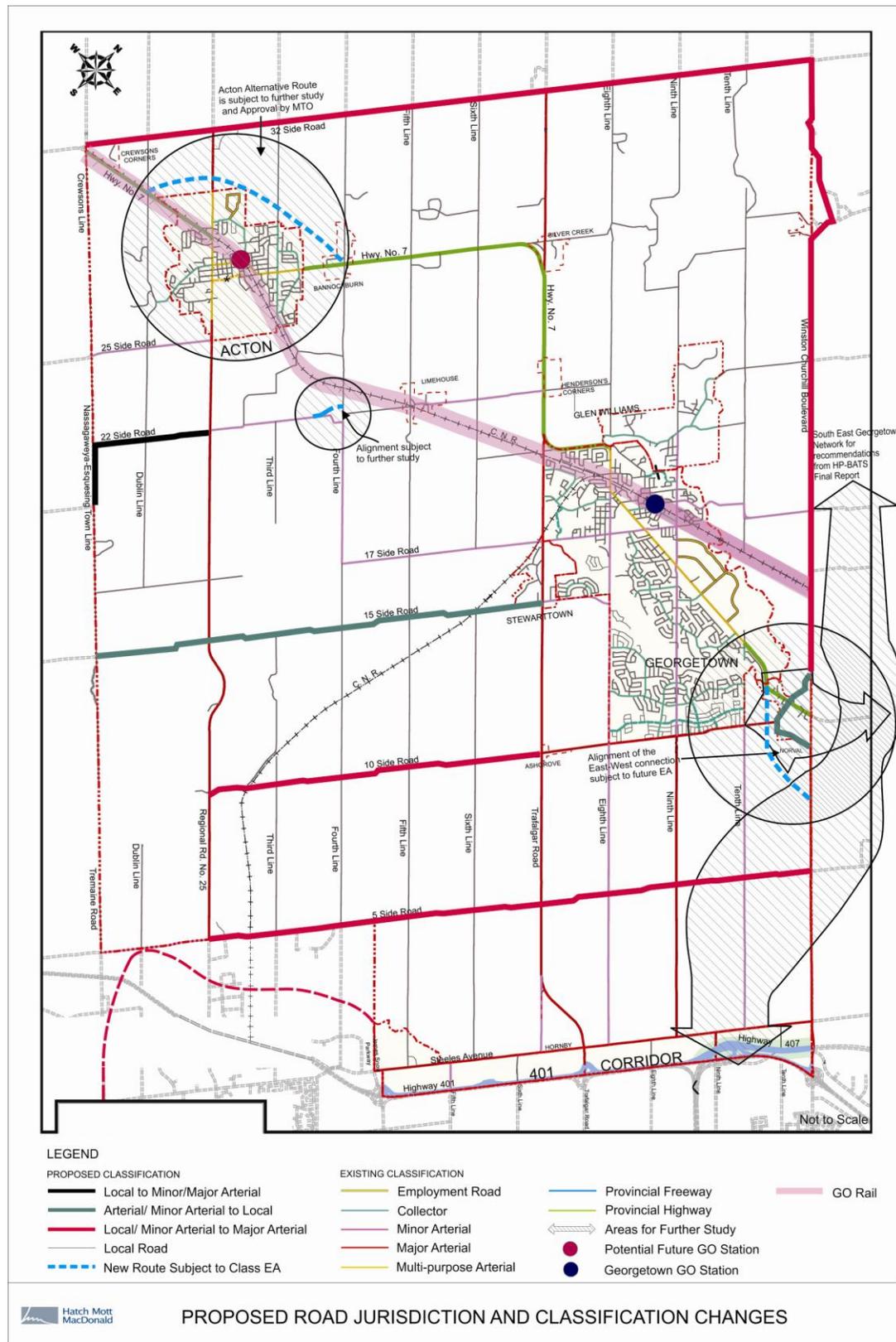
Roadway	Classification	From	To	Recommended Action
32 Side Road	Minor Arterial	Highway 7	Trafalgar Road	Consider as part of the next Road Rationalization process
32 Side Road	Minor Arterial	Trafalgar Road	Winston Churchill Boulevard	Consider as part of the next Road Rationalization process
Winston Churchill Boulevard	Major Arterial	32 Side Road	Norval East-West Alternative Route	Immediate need to transfer roadway to Halton Region jurisdiction
10 Side Road	Minor Arterial	Regional Road 25	Trafalgar Road	Consider as part of the next Road Rationalization process
5 Side Road	Minor Arterial	Regional Road 25	Winston Churchill Boulevard	Consider as part of the next Road Rationalization process
15 Side Road	Rural Collector	Nassagaweya – Esquesing Town Line	Trafalgar Road	Maintain under Halton Hills jurisdiction
22 Side Road	Minor Arterial	Nassagaweya – Esquesing Town Line	Regional Road 25	Maintain under Halton Hills jurisdiction
Nassagaweya – Esquesing Town Line	Minor Arterial	22 Side Road	20 Side Road (Milton)	Maintain under Halton Hills jurisdiction

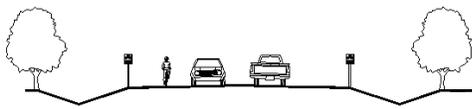
A summary of the recommended Road Jurisdiction and Road Classification changes are presented on Figure 17.





Figure 17. Recommended Road Jurisdiction and Road Classification Changes





6.4 Walking, Cycling, Trails and Active Transportation Plan

In July, 2010, the Town completed a comprehensive Cycling Master Plan to guide the Town in the implementation of a Town-wide cycling network and cycling supportive programs over the next 10+ years. The Halton Hills Cycling Plan (HHCP) establishes short, mid and long-term actions and recommendations that support and encourage an improved level of cycling activity for residents and visitors. It confirms that the Town recognizes non-motorized modes of transportation as viable forms of transportation and will facilitate their use as a feasible means of commuting as well as for leisure and recreational purposes.

The recommended cycling network was developed with a primary system of routes that will serve as the backbone of the cycling network and a secondary system which will feed into the overall network. The primary system will provide direct links between the urban areas of the Town as well as connections to key destinations and surrounding municipalities. The secondary system will service the local neighbourhoods and their key destination points and will also feed cyclists into the primary system.

The recommended town wide cycling network is shown on Figure 18. The recommended cycling networks for the urban areas of Georgetown and Acton as presented in the HHCP are shown on Figures 19 and 20 respectively.

The hierarchy of cycling routes will use a variety of facility types that may include: on-street bicycle lanes, paved shoulder bikeways, signed-only bicycle routes, bicycle priority streets and off-road multi-use trails. Most of these facility types are geared toward the urban areas. However, the paved shoulder bikeways and signed-only bicycle routes are recommended for application on rural roadways.

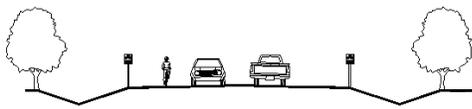
Paved shoulder bikeways are typically recommended for rural cross section roads (no curb and gutter) where traffic volumes and speed are high, where sight lines are poor and/or where truck volumes are higher than average. The paved shoulder bikeway is demarcated with signage that identifies the facility as a cycling route.

The HHCP indicates the following examples of paved shoulder bikeway as a guide:

- Fifth Line from the Milton boundary north to the Erin Township boundary;
- 15 Sideroad from Stewarttown Road to western boundary of the Town;
- 17 Side Road from Trafalgar Road to Sixth Line; and
- Winston Churchill Boulevard.

The HHCP notes that adding or improving existing paved shoulders can be the best way to accommodate cyclists in rural areas and paved shoulders also benefit other road users by providing a wider pavement width.





The recommended town wide cycling plan indicates the following corridors should include paved shoulder bikeways as part of a proposed on-road route:

- 5 Sideroad from Nassagaweya Esquesing Townline to Winston Churchill Boulevard;
- 15 Sideroad from Nassagaweya Esquesing Townline to Trafalgar Road;
- 22 Sideroad from Nassagaweya Esquesing Townline to Eighth Line;
- 32 Sideroad from First Line to Winston Churchill Boulevard;
- Winston Churchill Boulevard from 32 Sideroad to Steeles Avenue;
- Tenth Line from 27 Sideroad to 10 Sideroad;
- Ninth Line from 32 Sideroad to Steeles Avenue;
- Fifth Line from 32 Sideroad to Steeles Avenue;
- Fourth Line from 27 Sideroad to 22 Sideroad;
- Third Line from 15 Sideroad to 5 Sideroad;
- Dublin Lane/First Line from 32 Sideroad to 17 Sideroad; and
- Nassagaweya Esquesing Townline from 22 Sideroad to 5 Sideroad.

The objective of signed-only bicycle routes is to promote a road for cycling due to its suitability by bicycle and important connection between destinations. However, the road so designated does not warrant or cannot accommodate higher level bike facilities. Signed-only bicycle routes are typically found where traffic volumes and vehicle speeds are low. Typical of quieter neighbourhoods (low volume and low speed), core urban areas (higher volume and low speed) and low-order rural roads (low volume and moderate speed). Cyclists can share the road with motor vehicles without the need for a designated space. The HHCP provides the following examples for proposed signed-only bicycle routes in rural areas:

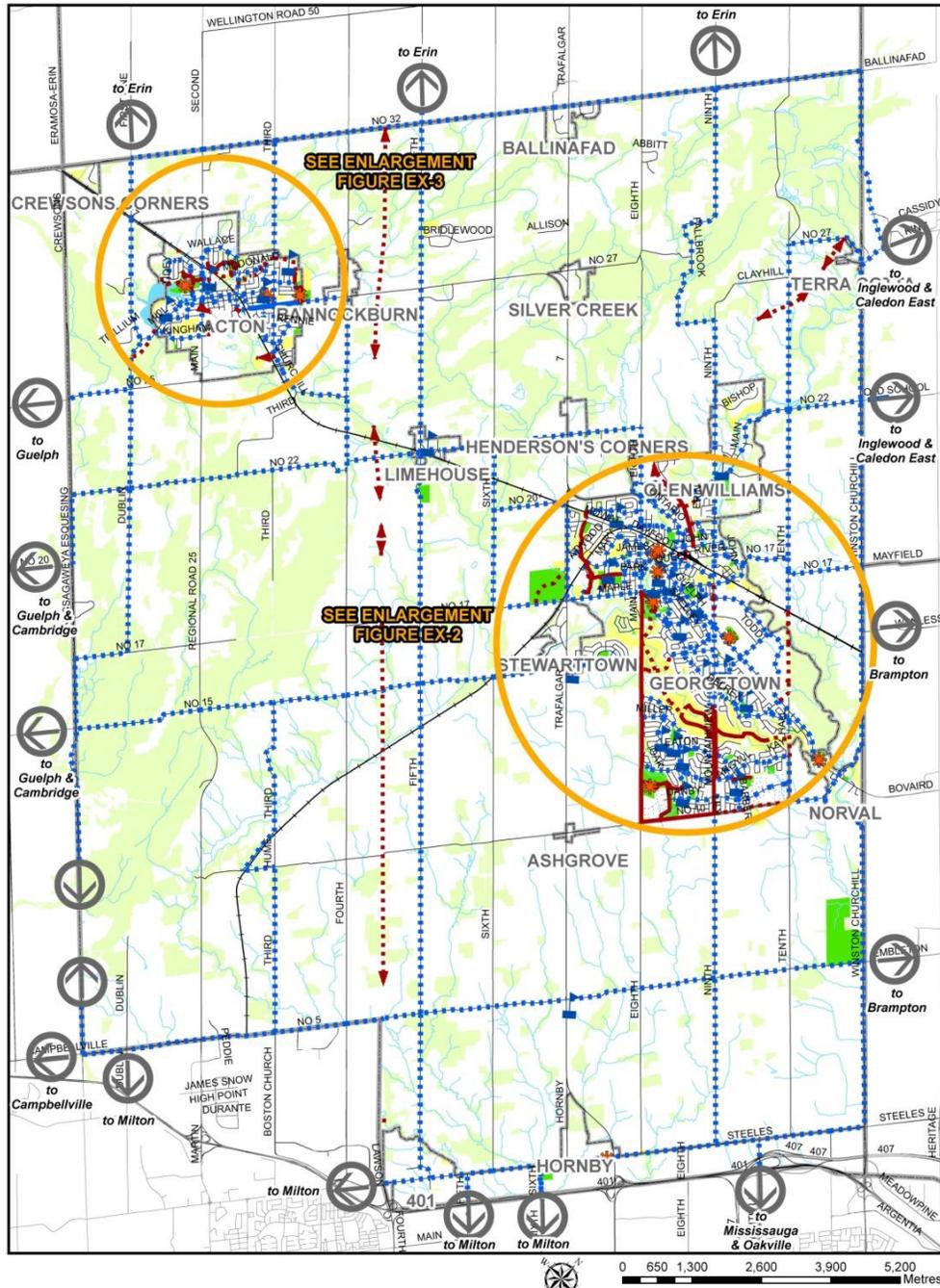
- Third Line through Scotch Block; and
- Ninth Line north of Glen Williams.

The proposed cycling facility types and recommendations have been incorporated into the roadway functional classification and improvement recommendations of the TMP including the provision of paved shoulder bikeways and signed-only bikeways.





Figure 18. Town Wide Cycling Network



Town of Halton Hills
Cycling Master Plan
June 2010

DRAFT FIGURE EX-1
Recommended Network

TOWN WIDE

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connection

- On Road Cycling Routes**
- Existing On Road Route
- Proposed On Road Route
- Off Road Cycling Routes**
- Existing Off Road Trails & Potential Cycling Routes*
- Proposed Off Road Route
- Bruce Trail, side trails of the Bruce Trail, Credit Valley Footpath and Guelph Radial Trail

* Some existing trails (ie. Bruce Trail and Guelph Radial Trail) are for pedestrian use only, and cycling is not permitted.



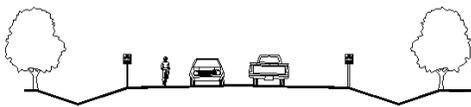
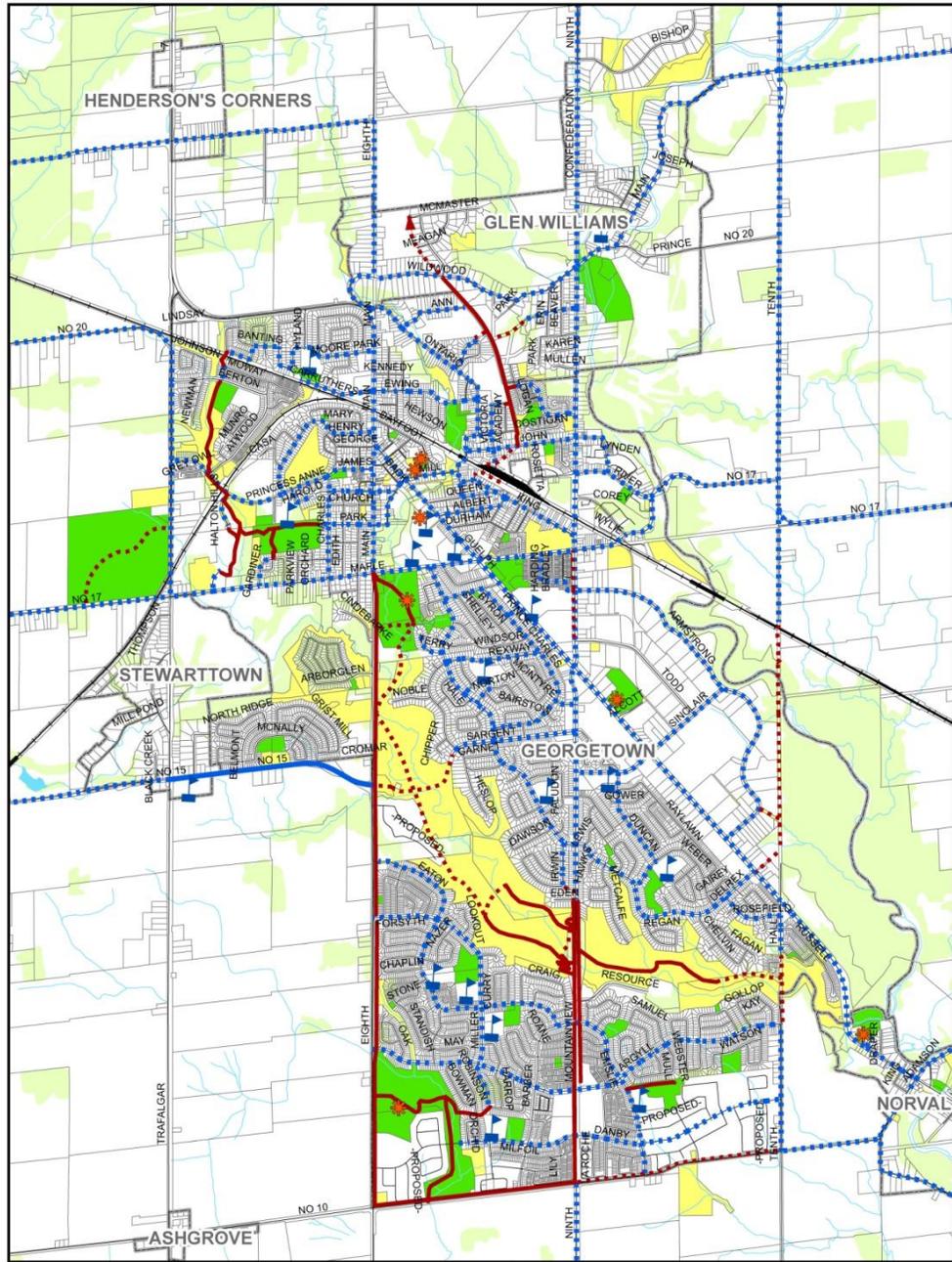


Figure 19. Georgetown Cycling Network



Town of Halton Hills
Cycling Master Plan
June 2010

DRAFT FIGURE EX-2
Recommended Network

GEORGETOWN

- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection



On Road Cycling Routes

- Existing On Road Route
- Proposed On Road Route

Off Road Cycling Routes

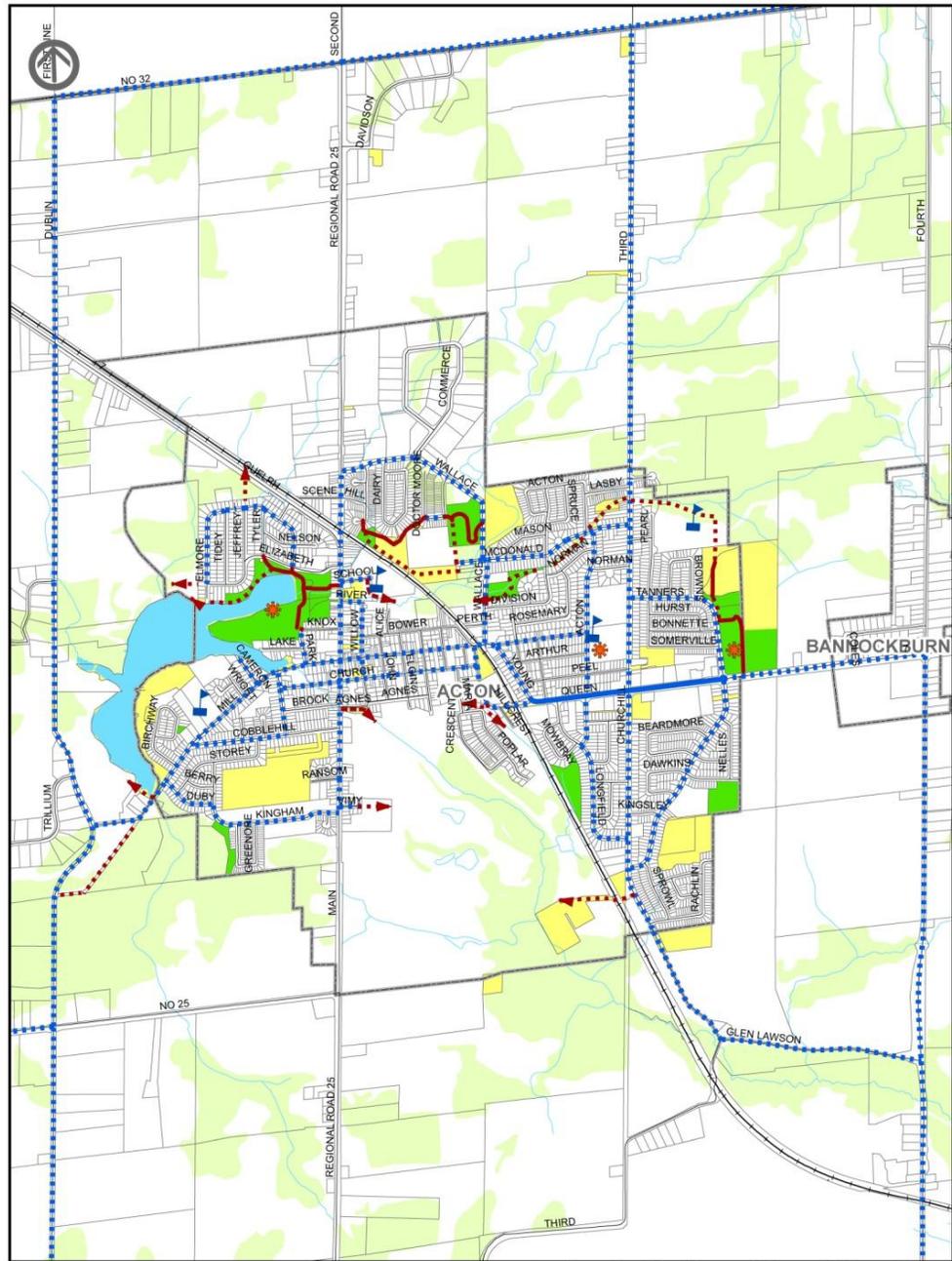
- Existing Off Road Trails & Potential Cycling Routes*
- Proposed Off Road Route
- *Bruce Trail, side trails of the Bruce Trail, Credit Valley Footpath and Gauleigh Radial Trail

* Some existing trails (e. Bruce Trail and Gauleigh Radial Trail) are for pedestrian use only, and cycling is not permitted.





Figure 20. Acton Cycling Network



Town of Halton Hills
Cycling Master Plan
June 2010

DRAFT FIGURE EX-3
Recommended Network

ACTON

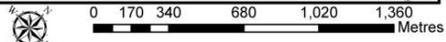
- Community Facility
- School
- Road
- Proposed Road
- Rail Line
- Municipal Park
- Municipal Property
- Wooded Area / Wetland
- Watercourse
- Desired Network Connection
- Regional Network Connector

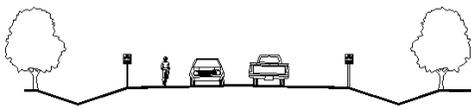
On Road Cycling Routes

- Existing On Road Route
- Proposed On Road Route

Off Road Cycling Routes

- Existing Off Road Trails & Potential Cycling Routes*
 - Proposed Off Road Route
 - Bruce Trail, side trails of the Bruce Trail, Credit Valley Footpath and Guelph Radial Trail
- * Some existing trails (i.e. Bruce Trail and Guelph Radial Trail) are for pedestrian use only, and cycling is not permitted.





7. Policies to Support the Plan

The previous chapter outlined the long-term network plans required to meet transportation needs for the Town of Halton Hills to the year 2031. Supporting these network plans is a broad range of complementary policies designed to effectively and efficiently manage transportation supply and demand. These policies provide a comprehensive framework for establishing a more sustainable transportation system, in keeping with the directions of the *Transportation Vision* and the Town's overarching strategy documents, including its Strategic Plan, Official Plan and Green Plan. The relevant provisions of the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan (the Big Move), the Halton Regional Official Plan, the Halton Region Transportation Master Plan and other senior government plans are also implemented. Each policy is supplemented by recommended actions that define specific implementation activities related to the directive.

7.1 Transportation Demand Management

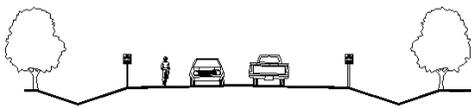
Transportation Demand Management (TDM) involves the application of a range of measures aimed at changing travel patterns by reducing the amount of travel and shifting travel to non-peak periods or more efficient travel modes. Similar to waste reduction and water efficiency programs, TDM has the goal of moderating consumption and dependency by influencing the conditions affecting demand, not the supply of services. Communities implementing TDM benefit from an enhanced quality of life: lower traffic congestion, fewer emissions, better air quality, improved public health and safety, greater economic competitiveness, and increased flexibility in the face of fossil fuel shortages. TDM also helps to:

- Change travel patterns in a more affordable and flexible manner, and do so in a shorter time frame;
- Defer or eliminate the need for new infrastructure by eliminating trips, reducing trip lengths, and shifting trips out of congested corridors and peak hours, thus capitalizing on prior investments in infrastructure; and
- Maximize personal mobility choices by ensuring that individuals are aware of their travel options, understand how to use them, and are willing to do so.

The main types of TDM measures are **education, promotion and outreach** and **travel incentives and disincentives** (e.g. guaranteed ride home, parking rates, etc.). These are complemented by **sustainable travel options** (i.e. active transportation, carpooling, transit, etc.) and **supportive land use practices**. Together, these four categories of measures represent an integrated approach to mobility management, a broad term encompassing any strategies that can make transportation systems more efficient.

The focal point of future TDM initiatives in the Town will be Smart Commute Halton, a program that encourages active and sustainable transportation by offering services and tools designed to make commuting easier for the





employees of local organizations. The program is led by Halton Region and works in partnership with Metrolinx, along with the other ten Smart Commutes around the Greater Toronto and Hamilton Area. Current Smart Commute Halton initiatives include:

- Carpool / Ridematching Service;
- Preferential Carpool Parking;
- Emergency Ride Home Program; and
- Other supportive measures.

It will be important for any TDM actions taken by the Town to be coordinated with the Province, Metrolinx and especially the Region, as TDM is generally more effective when applied at a broader scale. Many of the actions will require intervention and leadership to be successful, and may not be completely viable in the immediate term (e.g. transit service). But steps should be taken at this time to ensure future TDM opportunities are not precluded.

Policy:

The Town shall develop and implement, in conjunction with Halton Region, Metrolinx and the Province, Transportation Demand Management initiatives to reduce single-occupant vehicle travel, lessen congestion on the Town's road system, especially during peak periods, and facilitate more sustainable travel behaviour.

Actions:

Incorporate TDM policies in the Official Plan

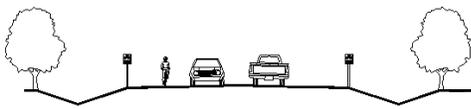
At present, the Town's Official Plan does not include policy direction mandating TDM. The policy statement above will be added to provide a basis for future program initiatives and ensure conformity with Policy 3.2.2.5 of the Growth Plan for the Greater Golden Horseshoe.

Develop and implement a TDM program, beginning with:

- *Expanding marketing and education programs to increase awareness locally;*
- *Considering TDM explicitly in all municipal plans and studies (e.g. Class EA studies, neighbourhood traffic plans, etc.);*
- *Expanding the Town's role and participation in Smart Commute Halton; and*
- *Providing support to Halton Region for TDM initiatives*

The TDM program will need to reflect the unique, more rural character of Halton Hills, the nature of travel behaviour in the Town and the transportation choices available. The goal will be to establish a viable program now that can evolve over time as behaviour and choices change.





At this stage, the Town can most effectively advance its TDM program locally by leveraging and participating in Region-wide initiatives such as Smart Commute Halton and taking advantage of other Regional investments in TDM. But the Town will begin to establish its own initiatives as the community and its acceptance of TDM continue to mature.

Stakeholder buy-in is critical to the success of TDM, so it will be important for the Town to proactively engage the business community and other participants through on-going marketing and education. The municipality will also demonstrate leadership through actions such as expanding participation in Smart Commute Halton to other municipal facilities.

7.2 Active Transportation

Active Transportation, as noted in OPA 10, as adopted by the Town and awaiting Regional approval, refers to non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation. The benefits from active transportation are well-documented and include health, social, transportation, environmental and economic.

Although these modes account for a relatively small share of overall travel demand, the provision of facilities and programs to support their use is key to creating a more sustainable transportation system. Active transportation is also a critical component of an effective TDM strategy, and for creating a barrier-free community.

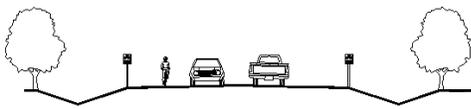
The Town has invested in infrastructure and facilities to support active transportation, and has Trails and Cycling Master Plans to guide future system development. The Town has also adopted a Pedestrian Charter that outlines specific values to promote a walkable, healthy, active community and encourage a culture of walking. With these overarching documents already providing a sound foundation, no new policy direction is recommended.

Active transportation mode availability and use will be aided through supportive land use and urban design practices contained in the Town's Official Plan and companion Urban Design Guidelines. Public education and outreach, and on-going funding are critical to successful implementation as well. Further direction on these items is included in the TDM section above.

Policy:

The Town shall continue to implement an interconnected system of active transportation routes providing access to major activity and employment areas and to future public transit. In this regard, the Town shall maintain the Trails and Cycling Master Plans and refer to the plans to provide the basis for the establishment of the active transportation network, policies and programs of the municipality.



**Actions:***Implement the Cycling Master Plan*

Last updated in 2010, the Cycling Master Plan provides the framework to guide the municipality in implementing a Town-wide cycling network and supportive programs over the next 10 + years. The Town will ensure the Cycling Master Plan continues to be referenced, maintained and updated at regular intervals. A dedicated funding program for new and improved facilities and programs to implement and maintain the active transportation network will be required to realize the benefits espoused by the plan.

Update and implement the Trails Master Plan

Completed in 1999, the Trails and Cycling Master Plan provides a list of trail and cycling facility development projects, including multi-purpose paths, on-road trails and long-term objectives. The plan has effectively guided the Town in implementing active transportation initiatives over the last twelve years, but the trails component needs to be updated now.

The update will provide a plan that improves overall network connectivity, increases integration with other modes of transportation (including future transit service), ensures coordination with initiatives in other municipalities, and identifies priorities, phasing and financial requirements. More contemporary design standards, policies and programs will also be developed.

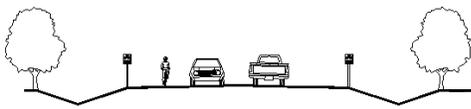
Once adopted, the new plan will serve as the basis for future trail network development and investment in the Town. Like the Cycling Master Plan, the Town will ensure the trails plan is referenced, maintained and updated on a regular basis, and appropriate financing apportioned for implementation.

Update the active transportation policies in the Official Plan

The Town's Official Plan also contains policies to guide planning and encouragement of active transportation, which need to be updated. The following wording is recommended:

- a) Consider the provision of active transportation routes in the review of all development applications;
- b) Expand the active transportation network whenever and where possible;
- c) Provide sidewalks on at least one side of all local streets and on both sides of all new and reconstructed urban collector and arterial roads, where appropriate;
- d) Provide for bicycle lanes in accordance with the Cycling Master Plan in the construction or reconstruction of roads and bridges;





- e) Provide for multi-purpose paths in accordance with the Trails Master Plan in the construction or reconstruction of parks and community facilities;
- f) Encourage and support measures which will provide for barrier-free design of pedestrian facilities;
- g) Ensure that property for active transportation routes are included with the land requirements for roads;
- h) Ensure that the rights and privacy of adjacent property owners are factored into the design process for active transportation routes;
- i) Ensure that all active transportation routes are designed based on the principles of accessibility, connectivity, continuity, directness of route, safety, convenience and comfort; and
- j) Ensure integration with Regional networks and amenities to promote cross municipal travel using active transportation modes.

Continue to participate in the Active and Safe Routes to School Program

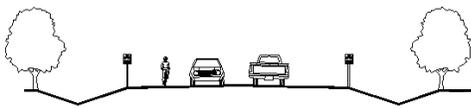
In 2008, the Town joined the Active and Safe Routes to School (ASRTS) Program. ASRTS is a provincial initiative that strives to create an environment that is conducive to, and supportive of, safe, walkable communities. The goal of the program is to encourage elementary / middle school children and their parents to walk and bike to school. The Town provides in-kind support including student education, infrastructure improvements and maintenance commitments.

Develop and implement a Complete Streets Policy

The Complete Streets policy will formalize the Town's intent to plan, design, and maintain its streets so they are safe for all users of all ages and abilities and accommodate all anticipated users, including pedestrians, cyclists, public transportation users, motorists, and freight vehicles. Complementary guidelines will supplement the Town's existing municipal design standards and be applied in the design of streets within the Georgetown and Acton Urban Areas, in particular the Downtown Areas. The guidelines will provide direction on how to better balance the role of roads as corridors for circulation and access, rights-of-way for utilities and services, and their equally important function as public places. Key elements of the guidelines include:

- ♦ Pedestrian and transit-oriented streets through pedestrian scale design;
- ♦ Sidewalks located on both sides of the street and wide enough to accommodate the anticipated flow of pedestrians;





- Roadway width policies to minimize pedestrian crossings;
- Traffic calming features are required at the design stage for new subdivision roads and reconstructed roads;
- Placement of street furniture at special "places" created at intersections and other key corridor locations, with opportunities to use the work of local artists; and
- Street lighting and trees that defines the space for pedestrians and street trees that also provide shade in the summer.

Develop and implement a policy and guidelines for conducting Walking and Cycling Reviews

Walking and Cycling Reviews are undertaken to assess the connectivity and safety of a certain area of the active transportation network. Various procedures already exist for such reviews, including guidance from the Halton Region Health Department. Where appropriate, the reviews will be undertaken with the Region and other key stakeholders.

Complete a Sidewalk Strategic Plan

The purpose of the Sidewalk Strategic Plan is to create a process to prioritize sidewalk projects within the Town, including new sections of sidewalk, and sidewalk ramps on existing sidewalks. The plan will identify missing sections of sidewalk for infill in existing developments, especially in older areas of Town, but will not include typical sidewalk repairs.

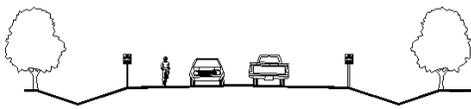
Develop and implement a protocol for more effectively managing cycling events

Halton Hills attracts numerous large cycling events and ad-hoc rides organized by cycling associations annually due to its attractive countryside and enviable environmental features. Although beneficial from a tourism perspective, the events can pose operational and safety concerns given the predominant geometric design characteristics of the rural routes used and number of participants. A protocol to more effectively manage such events should be developed.

Create a new Staff position to champion and coordinate active transportation and TDM initiatives locally and assist with the growing involvement of the community in traffic issues

Most jurisdictions successful in implementing active transportation and TDM programs have dedicated a member of municipal staff to the task. This individual becomes responsible for overseeing the design and implementation of the program, which helps to ensure accountability and forge cooperative relationships with stakeholders. Since existing staff resources are not available to perform this function, a new position is required, with the prime responsibility of coordinating the Town's active transportation and TDM initiatives, including traffic calming. Duties will include developing, evaluating, monitoring and





implementing policies and awareness programs that promote sustainable transportation practices within Halton Hills, and coordinating with Halton Region, Smart Commute Halton and other stakeholders on broader initiatives.

7.3 Public Transportation

7.3.1 Public Transit

An efficient and effective public transit system can contribute to long-term economic, environmental and community sustainability; enable access to the community for all residents, and is essential to achieving more efficient land use patterns. Section F6.3 of the Town's Official Plan contemplates the provision of a public transit system, as permitted by the financial capability of the municipality. In 2004, Halton Hills developed the North Halton Transit Strategy in conjunction with Halton Region and the Town of Milton. Recommendations in the study for a conventional transit system in Halton Hills were not adopted. The ActiVan specialized transit system was later expanded to include all senior citizens. Until such time as the Town wishes to implement the service, the municipality will take action to preserve future opportunities for transit, such as necessitating transit-supportive land use and pedestrian-scale urban design in new development and redevelopment.

There are also transit initiatives under consideration by other levels of government, such as expansion of service on the GO Georgetown route and Bus Rapid Transit on Trafalgar Road, that the Town will continue to encourage and support. These initiatives will help to build market demand locally and provide important connections in the system and opportunities for modal integration in the future.

Policy:

The Town shall review the need for a municipal transit system, as permitted by its financial capability and desire of the residents to the policy, and if and when provided, integrate and support other transit systems and co-ordinate transportation planning efforts with Regional, Provincial and Federal transportation initiatives.

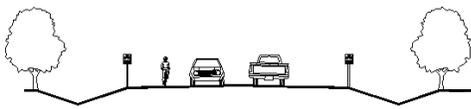
The Town shall encourage improvements to inter-municipal and inter-regional transit services, in particular the GO Transit system.

The Town shall encourage transit-supportive land uses in Nodes, Corridors and new development areas.

Actions:

Update the public transit policies in the Official Plan





The Town's Official Plan also contains policies regarding public transit, which need to be updated to reflect more contemporary language and ensure conformity with guiding policy documents.

Request Metrolinx and the Province of Ontario to introduce all-day GO Transit service for Georgetown, Acton, and increased GO Transit capacity to and from Guelph

The Town will approach Metrolinx and the Province to advocate for improved GO service, as recommended in the Metrolinx Regional Transportation Plan (the Big Move).

Conduct a Transit Feasibility Review as part of the next TMP update

Through this review, the need for a local transit service, the level of use, transit service delivery concepts and broad costs will be developed to provide Town Council with the necessary background information to determine whether introducing public transit is feasible. The review will build on and update the work completed for the 2004 North Halton Transit Strategy.

Advocate for a Regional Transit System

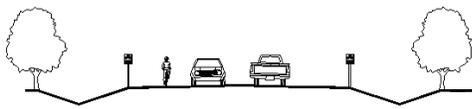
With the level of growth experienced in Halton over the last few decades and the emergence of activity centres across the Region, there has been greater pressure for more integrated inter-municipal transit service. Residents attending public open houses and forwarding comments during the study expressed a strong desire for more transit connections between municipalities. The potential market for cross-boundary service is also growing and can be expected to climb with the growth anticipated to occur over the coming years.

To promote the use of public transportation services on a broader basis, the Town will advocate for an inter-regional transit system supported by Halton Region or Metrolinx. Similar to water and wastewater services, the planning, co-ordination and delivery of transit service should be considered in a larger geographical context to ensure service is efficient, integrated and equitable.

7.3.2 Specialized Services

Access to reliable transportation services poses a challenge for some residents of Halton Hills who are unable to drive or do not have access to an automobile because of age, income and/or physical disability. If they are unable to arrange their own private trip, these individuals must rely on GO Transit, transportation provided by a health or social service agency, taxis or most likely, the ActiVan specialized transit service provided by the municipality for persons with a disability and seniors. The number of people in Halton Hills dependent on this service is rising as a result of the Town's growing and ageing population. The increased demand will place additional pressure on the existing service that is already "at capacity".



***Policy:***

The Town shall encourage and promote the use and expansion of existing specialized transit for persons with a disability, the elderly and, if deemed appropriate, local youth through its ActiVan Service.

Actions:

Complete a Master Plan for the ActiVan Service

This Master Plan will address the needs of seniors to determine if they are being met by the ActiVan Service provided. The age for seniors to use the ActiVan Service is 65, while the Town allows seniors to join the Seniors Centres and their programs at age 55. The Master Plan will also consider the findings of the Youth Needs Study currently underway to determine whether this specialized service could also meet the transportation requirements of youth in the Town.

7.4 Goods Movement

Efficient and reliable goods movement is fundamental to maintaining a strong economy and ensuring a healthy community. But there is a need for a balance between efficient goods movement and maintaining a liveable community.

In Halton Hills, the majority of community issues surround goods movement by truck, in particular aggregate resource material haulage. Although the roads were designed from an engineering perspective to accommodate trucks, the noise, dust, odour and emissions emanating from the heavy vehicles adversely affects liveability. But the absence of convenient and functional alternatives necessitates these trucks to travel along built-up residential streets within Georgetown and Acton to reach their destinations.

Policy:

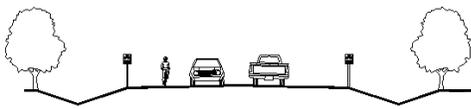
The Town shall promote efficient and reliable goods movement within and through the Town, and encourage measures to reduce the impact of transient truck traffic on residential communities.

Actions:

Introduce goods movement policies into the Town of Halton Hills Official Plan

At present, the Town's Official Plan does not include policy direction regarding goods movement. The policy statement above will be added to provide a basis for goods movement initiatives and ensure conformity with Policy 3.2.4.4 of the Growth Plan for the Greater Golden Horseshoe.





Participate in the Halton Region Goods Movement Study

The recently approved Halton Region Transportation Master Plan recommends the completion of a region-wide Goods Movement Study. The Town will participate in this study to ensure its twin objectives of promoting efficient and reliable goods movement in support of economic development and of providing alternative routes for the movement of heavy vehicles within and through the Town are addressed.

Request Halton Region and Province of Ontario to upgrade facilities, provide new connections and complete by-passes on their road networks to provide alternate routes around Halton Hills for through truck traffic

Several road improvements will be required to complete the desired Halton Hills Transportation System, including construction of the proposed Norval and Acton alternate route alignments and the widening of Trafalgar Road with required railway grade separations; works that are outside of the Town's control. It is important to note that residential neighbourhoods will not experience relief from heavy vehicle traffic until the missing road connections are implemented. These connections are needed to encourage trucks to use roadways at periphery of urban areas otherwise trucks will continue to use their current routing without the alternative in place. Further consultation with the Region, Province and affected stakeholders, including the trucking industry, is needed to establish implementation priorities.

7.5 Traffic Calming

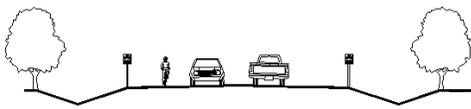
Many municipalities across Ontario apply traffic calming measures in both new developments and existing neighbourhoods to mitigate the adverse impacts of vehicular traffic. The primary goals of traffic calming is to reduce vehicle speeds and decrease cut-through traffic on local roads to acceptable levels. Consideration is also given to maintaining or improving the aesthetics of the roadway.

The Town's Traffic Calming Implementation Protocol, in effect since 2007, provides guidance on the applicability of various measures and defines the process to consider resident complaints about speeding and / or shortcutting traffic. The process is reactive in nature (initiated by a resident, community association or business group), with the primary application of traffic calming measures directed at local and collector roads in residential neighbourhoods. The protocol has generally proven satisfactory, but requires minor modifications to improve its effectiveness. Supporting policy direction is provided in the Town's Official Plan.

Policy:

The Town may investigate traffic calming measures to be implemented in certain locations within the Town and / or as a requirement of a development approval to promote pedestrian safety and mitigate the effects





of automobile traffic within the Town. Traffic calming features may be permitted subject to an evaluation by the Town of functional, operational, servicing and financial issues associated with their use.

Actions:

Update the Traffic Calming Implementation Protocol as required

Minor revisions to the existing protocol are proposed to modify the approval threshold for implementing traffic calming and incorporate policy direction regarding the removal of unwarranted or undesired measures. For new developments, the potential for traffic infiltration will be assessed in the review of secondary plans / plans of subdivision and measures implemented through appropriate road design, road allowance, and network layout. Impacts to emergency services, service vehicles and buses will be considered in the assessment. The development of a checklist may assist.

7.6 Roundabouts

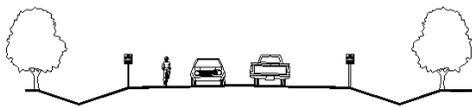
Roundabouts are one-way, circular intersections without traffic signal equipment in which traffic flows around a centre island in a counter clockwise direction. These junctions are sometimes called modern roundabouts to emphasize the distinction from older circular junction types that had different design characteristics and rules of operation. In Canada, those older designs are commonly referred to as "rotaries" or "traffic circles". There are currently two (2) roundabouts in the Town on Danby Road, implemented through a plan of subdivision.

When appropriately installed and designed, roundabouts have many benefits. They have been proven to reduce travel time; reduce the volume and severity of accidents; be part of traffic calming solutions and add to the streetscape environment. When operating within capacity, roundabouts generally produce lower queues and delays than traditional signalized intersections of comparable size, under similar traffic conditions. In some cases, they are an ideal alternative to traffic signals and a solution for odd angled intersections. Roundabouts can also offer environmental benefits such as reduced fuel consumption, noise impacts and vehicle emissions, as well as reduced energy costs compared to traffic signals.

However, roundabouts are not always the solution. Implementation may be more costly or require more property than conventional intersection designs, but can be comparable at new intersections or those requiring the widening of one or more approaches. As well, major street movements may be delayed, as all movements within a roundabout are given equal priority. Due to the complexity of vehicle interactions in the roundabout and the alignment of crossings, cyclists and pedestrians can be vulnerable and experience some safety concerns.

Roundabouts can also reduce the progressive movement of vehicles along corridors with coordinated signal timing.



***Policy:***

The Town may consider the use of roundabouts for intersection traffic control:

- ♦ **In existing developed areas where a traffic control up-grade is warranted, capital improvements are being considered, or safety or capacity issues have been identified.**
- ♦ **In new development areas where a new intersection is planned on:**
 - ♦ **An arterial and / or collector road that warrants or may warrant a future traffic signal or all-way stop, and**
 - ♦ **A local road where traffic calming or development staging is required.**

Actions:***Develop and implement a Roundabout Policy***

The Roundabout Policy for the Town is provided in Appendix B. The policy defines the criteria and process for the consideration of roundabout installations based on the Draft Roundabout Implementation Report prepared for Halton Region and the Local Municipalities in 2009. For new developments, the applicability of installing roundabouts will be assessed based on the policy in the review of secondary plans / plans of subdivision and measures implemented through appropriate road design, road allowance, and network layout. Impacts to other road users are also considered in the assessment.

Incorporate design guidelines for roundabouts in the municipal design standards

The design parameters and requirements for roundabouts will be included in the Town's design standards. This will provide clear indication to the development community on property requirements, etc. Typical designs will identify rights-of-way, setbacks, pedestrian areas, etc. for various intersection street combinations.

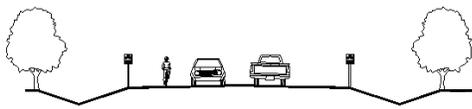
Prepare and disseminate educational material on the use of roundabouts

The education material will provide an overview of the physical aspects of a roundabout and instructions for its use by all modes. The detailed instructions for drivers should educate with regards to approaching, entering, operating within, turning at and exiting from the roundabout.

7.7 Road Safety

Road safety is a fundamental objective of all jurisdictions responsible for operating road systems. Motor vehicle collisions result in pain and suffering, financial loss, and sometimes loss of life. They are also a major cause of traffic congestion and economic impacts for the broader community.





The Town has already taken several actions to enhance road safety locally, including:

Safety Performance Functions

The Town partnered with the Region and local municipalities to develop “Regional” Safety Performance Functions (SPF) to accurately reflect the characteristics and trends of Halton Drivers. This initiative provides the Town of Halton Hills the ability to identify locations with potential for safety improvements on higher volume roads.

Rural Safety Reviews

The Town undertakes annual safety reviews of rural roads to evaluate signage, pavement markings, illumination, All-Way Stop Control warrants, speed and collision reviews. This initiative provides the Town the ability to monitor and address specific problem locations.

North Halton Injury Prevention Committee

The focus of the committee is community safety, injury prevention and education that cover a wide variety of concerns and interests involving vehicular traffic, pedestrian traffic along with personal and public safety. Active living and healthy lifestyles is of primary concern as Halton Region experiences a large aging population and an environment where motor vehicle collisions are the leading cause of injury death for ages 0-33.

Developing new initiatives and continuing existing programs with other agencies and community stakeholders will continue to make drivers more aware of their actions. The incremental implementation of improvement projects planned and designed with safety in mind will also improve road safety.

Policy:

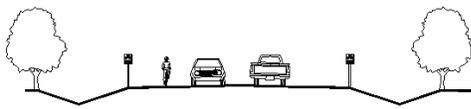
The Town shall design roads to current safety standards and consider safety explicitly in all road improvement projects.

Actions:

Develop and implement a Safety Management Strategy

The Safety Management Strategy will feature actions to co-ordinate and integrate broad-based safety programs. Building on the Town’s existing successful programs, the strategy will provide an overarching framework for all local road safety initiatives ensuring early consideration of safety for all users in all road and active transportation programs and projects. Examples of such initiatives include Safety Audits and Walkability Reviews. Marketing the program to the community and stakeholders to encourage their involvement will be important.





8. TMP Implementation and Monitoring

The TMP provides both long-term direction for the future development of the Town's transportation system and a plan for immediate action, including several recommendations the Town can implement through its regular activities. Successful implementation will ultimately require that concurrent efforts be undertaken to achieve the key strategies set out in Chapter 7, such as, creating supportive land uses and managing transportation demand, and to construct the transportation infrastructure identified in the plan.

Inevitably forecasts and other assumptions made in preparing the TMP will prove imprecise or directions will change over time. As such, this TMP should be considered a starting point for transportation planning and monitoring. The plan should be updated regularly, at a minimum every 5 years.

The following sections provide guidance on implementing and monitoring this TMP.

8.1 Use of the Transportation Master Plan

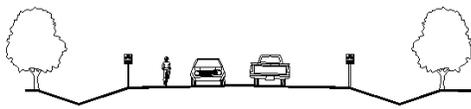
The TMP is the overarching strategic document that provides a framework for how the Town of Halton Hills will address its transportation needs to the year 2031. It describes, anticipates and plans for the movement of people and goods in a multi-modal, accessible transportation system.

The TMP is not a provincially legislated document, and therefore has no statutory authority. That authority is provided through the Town's Official Plan by incorporating the main policy directions of the TMP. The primary purpose of the TMP is to guide the Town's transportation-related decision making and provide direction for its discussions and negotiations with other agencies and governments. It also provides the need and justification for transportation infrastructure projects that require approval under the Municipal Class EA process, thereby satisfying Phases 1 and 2 of that process with problem or opportunity identification and evaluation of alternative solutions. In addition, the TMP is not just a plan of infrastructure actions. It provides the policy framework on which to make operational decisions for the Town.

8.2 Community Outreach

Public involvement was an integral component of the plan development process and will be a key to successful implementation of the TMP and future updates of the plan. As a result of the extensive community engagement process, many individuals have identified an interest in being kept informed of the progress of the TMP and should be notified when the plan is complete and available for viewing. The Town's web site should continue to be the focal point for the dissemination of information regarding the TMP and implementation progress.





8.3 Integration with Other Town Plans and Policies

8.3.1 Official Plan

The policy and network recommendations of the TMP should be incorporated into the Town's Official Plan (OP) to provide the foundation and basis for implementation. The Town should determine how and when to incorporate these recommendations into the OP.

Development of the TMP has had regard for on-going planning initiatives of other agencies. However, since several of those initiatives are still incomplete, it is conceivable that the Town may be required to implement certain transportation aspects of the studies in its OP, in particular the policy direction of ROPA 38. It may be prudent to await the conclusion of certain initiatives, especially ROPA 38, prior to amending the Town's OP.

8.3.2 Cycling Master Plan

The Halton Hills Cycling Master Plan (HHCP) includes an implementation strategy for improving the cycling network over the next ten years. The plan includes several phases that are to be coordinated, where possible, with the Town's plans for other improvement projects, in particular road works. The implementation strategy for the TMP incorporates the HHCP recommendations for roadway improvement to integrate the cycling facility types.

8.3.3 Development Charges By-law and Background Study

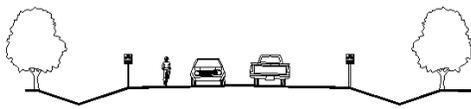
The *Development Charges Act, 1997* allows for the imposition of a development charge to offset the cost of growth-related services. The current schedule of development charges for the Town is set out in By-Law No. 2007-0083, "A By-Law to Establish Development Charges for the Town of Halton Hills", and the background study supporting the by-law. The by-law and background study are currently being reviewed and should be updated in accordance with the recommendations arising from the TMP, in particular the capital program described below.

8.4 Capital Programming

8.4.1 Timing and Priorities

To help guide the Town in implementing the infrastructure plans recommended in the TMP, a suggested timing for projects has been developed based on a technical assessment that considered a number of key elements, such as capacity needs, connectivity and compatibility with other municipal objectives and plans (e.g. HHCP). Table 5 presents a summary of the recommended mid to long term roadway improvements and the estimated timetable for their implementation. There are a number of longer-term improvements by other agencies that have been assumed in developing this strategy, namely the North – South Arterial Corridor between Halton and Peel (HP





BATS recommendation), and the alternative corridors around the communities of Acton and Norval. The Town's plan has been coordinated with these initiatives.

The plan focuses on improvements to the peripheral roadways in an effort to disperse traffic, particularly truck traffic, around the urban areas. It also assumes that key corridors, such as the 5 Sideroad and 10 Sideroad, will provide a higher-order arterial function in the longer term, and others, such as 15 Sideroad, will serve a more local role in the transportation system.

The timing for the improvements shown in Table 5 has been based on the results of the transportation analysis and a staging of the works to balance the financial impact over time.

8.4.2 Financial Analysis

Table 5 also presents a summary of the estimated costs to construct the recommended mid to long term roadway improvements. Construction costs for the works have been estimated using unit costs from recent road improvement projects undertaken by the Town. The improvements reflect the recommended roadway design classifications and provisions for cyclists, as denoted in the HHCP.

8.4.3 Funding the Program

The Town should continue to monitor available provincial and federal funding programs to establish if any of the recommended improvements identified in this TMP will be eligible. Ultimately, the most reliable and consistent sources of funding for transportation system improvements will be the Town's Development Charges and municipal tax levy.



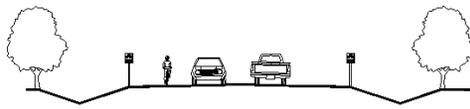
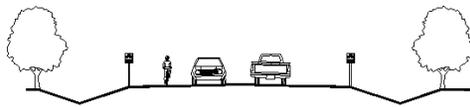


Table 5. Transportation Improvements Timing and Cost Estimates

Roadways/Intersections	Proposed Modifications/Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approximate Cost in Millions
Mill Street and Main Street	Acton Alternate Route	2012-22	Major Improvement	--	--
Guelph Street and Albert Street	A separate eastbound right turn lane	2014	Intersection Improvement	--	\$0.14
Maple Avenue and Guelph Street	A separate southbound right turn lane	2015	Intersection Improvement	--	\$0.14
Maple Avenue and Main Street South	A separate northbound right turn lane	2015	Intersection Improvement	--	\$0.14
Guelph Street and Sinclair Avenue	A separate northbound right turn lane	2016	Intersection Improvement	--	\$0.14
Guelph Street and Mountainview Road	Northbound and southbound dual left turn lanes	2016	Intersection Improvement	--	\$0.41
Nassagaweya-Esquesing Town Line	Local to Minor Arterial	2018	Road reconstruction – Flexible pavement	1.30	\$1.90
22 Side Road	Local to Minor Arterial	2019	Road reconstruction – Flexible pavement	2.43	\$3.55
Guelph Street and Winston Churchill Boulevard	Norval Alternate Route	2020	Major Improvement	--	--
New Connection on 22 Side Road (west of Fourth Line)	Minor Arterial	2021	Add paved shoulders	0.45	\$0.12
10 Side Road	Local to Minor Arterial	2022	Add paved shoulders	6.92	\$1.87
15 Side Road	Arterial/Minor Arterial to Local	2023	Add paved shoulders	9.32	\$2.53



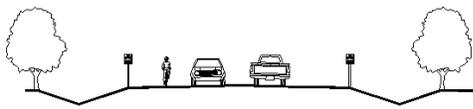


Roadways/Intersections	Proposed Modifications/Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approximate Cost in Millions
5 Side Road	Local to Minor Arterial	2024	Add paved shoulders	9.73	\$2.63
32 Side Road	Local to Minor Arterial	2024	Road reconstruction – Flexible pavement	9.54	\$13.93
Winston Churchill Boulevard	Local to Major Arterial (32 Side Road to Old Pine Road)	2025	Road reconstruction – Flexible pavement	12.98	\$19.49

* This table should be read along with Figure 17.

LEGEND	
Short	
Medium	
Long	





8.5 Working with Other Agencies and Stakeholders

Successful implementation of the TMP will ultimately depend on the co-operation and active participation of many stakeholders, including Halton Region; the provincial government; adjacent municipalities; local agencies, boards and commissions; the private sector; the business community; and local citizens. The plan provides a framework for co-operation between these stakeholders, but is not binding upon any party other than the Town of Halton Hills. Notwithstanding, the Town will use the TMP to guide its input into the activities of other agencies, and will seek to influence the actions of these entities through the recommendations of this plan.

While future transportation needs and services within the Town will be influenced by many stakeholders, implementation of the TMP will be most directly influenced by the actions of Halton Region and the Provincial government.

8.5.1 Halton Region

As the upper-tier agency responsible for higher-order roads within the Town and the approval authority and guiding influence for the Town's Official Plan and other related policies, Halton Region was closely involved in developing the TMP. The co-operation, co-ordination and communication exhibited through this process should be continued into the future to ensure effective transportation planning and delivery for Halton Hills.

There are several key Regional initiatives that the Town should actively participate in and/or request Halton Region to pursue:

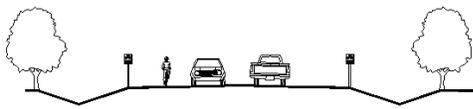
Transportation Master Plan

Halton Region has just recently updated its TMP. In the spirit of co-operation, the Region provided a draft of its proposed road improvement strategy prior to finalizing the plan to assist the Town in developing the future road program for its TMP. The Region's proposed road improvement strategy includes two key initiatives that have been assumed will occur in accordance with the planned timeframe of this TMP – the widening of Trafalgar Road and construction of the Norval By-pass. These two initiatives are critical to achieving the transportation strategy in this TMP. Without them, any improvements that the Town undertakes to address the east-west or north-south higher order corridor deficiencies will not produce the anticipated results.

Road Rationalization

The basis for the Town's TMP development was the road classification program whereby roads proposed for improvement may also result in changes to their classification and thereby, their jurisdiction. The TMP identified that the Town's existing road network required additional higher-order road corridors, primarily in the east-west direction, but also in the north-south direction in the vicinity of Georgetown.





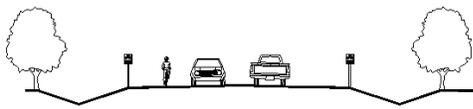
Currently, Halton Region designates a network of Major Arterials and Minor Arterials. Major Arterials (Regional Roads) provide a high degree of access control, up to 6 travel lanes, with right-of-ways up to 42 metres. Minor Arterials provide an intermediate degree of access control, up to 6 travel lanes, with right-of-ways up to 35 metres. They also designate Multi-Purpose Arterials that run through or connect nodes. The Halton Official Plan provides both functional (i.e. level of travel demand, goods movement, and transit accommodation) and general design guidelines (i.e. level of access control, right-of-way widths, number of lanes of travel, requirements for HOV and or transit priority lanes, and adjacent land uses).

Having regard for Halton Region's pending TMP update, there are several corridors that are proposed in this TMP as higher-order facilities, and as such, should come under the Region's jurisdiction. The Region regularly reviews the transportation system with the Local Municipalities as part of their Road Rationalization program. This occurs approximately every 5 years with the next review anticipated to occur within the next 2 to 3 years. In preparation, the Town should anticipate and assemble the information required for the Region to reclassify the local roads identified in this TMP as Regional Roads. The criteria for justifying such transfers include:

- Traffic Service Objective
- Land Service/Access
- Traffic Volume
- Flow Characteristics
- Travel Speeds
- Goods Movements
- Connectivity
- Transit
- Cycling and Pedestrian Provisions
- Parking

Of particular interest is Winston Churchill Boulevard from 32 Side Road to Old Pine Crest Road. This road section is a boundary road that is presently shared between the Town and the Region of Peel. As such, it functions as a Regional Road through the Town, as it carries a significant amount of long distance traffic that is not locally generated or destined. The contrast in its expected function between the Region of Peel and the Town may create operational and maintenance discrepancies that need to be resolved in the near future, as part of the next Road Rationalization review by Halton Region. The Town should actively pursue the uploading of this road section to Halton Region immediately.





8.5.2 Provincial Initiatives

There are several planned initiatives by provincial government agencies (i.e. Ministry of Transportation and Metrolinx) that may have significant impact on the transportation system in the Town. At the time of the TMP preparation, all of these were in the planning stages and if approved, their implementation would fall outside the future timeframe of this TMP. The Town should monitor these planning initiatives and participate in an active manner to ensure that the interests of the Town are considered. If any of these move beyond the planning stage, then ensure that they are considered in any future updates to the TMP. These provincial initiatives include:

- Niagara to GTA Corridor Planning and Environmental Assessment Study
- GTA West Corridor Environmental Assessment Study
- Metrolinx Expansion Plans: All-day, two-way regional rail service GO Transit Rail Service Expansion to Kitchener-Waterloo

8.6 Monitoring the Plan

The TMP is not intended to be a static document. Rather it must be flexible and adapt to changes in travel characteristics, user behaviour, development trends, growth patterns and other unforeseen events over time. There are also several initiatives planned or underway by other agencies that may also have an effect on the recommendations of the TMP as they unfold.

It is important to gather pertinent information about the Town's transportation system and factors affecting its use and development on a regular basis. A clear understanding of changing conditions and progress enables more informed implementation decisions and priority setting. It also assists in assessing how well the Town is progressing towards its Transportation Vision and supports reviews of the Official Plan and the TMP itself.

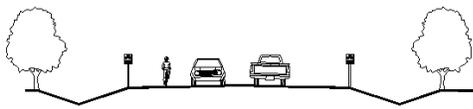
Regular monitoring allows progress to be tracked and performance to be measured and reported. The program would feature monitoring to assess changes in transportation system performance over time, which can be organized into two categories as noted below:

8.6.1 Traffic Characteristics

To monitor the traffic characteristics of its transportation system, the Town should:

- Continue its annual count program and ensure there are comparisons to previous years.
- Continue to monitor the transportation system for locations where traffic control devices may now be warranted or recommended.
- Monitor access issues to ensure that the transportation system can perform in accordance with its functional classification.





- Continue to monitor the safety performance of the transportation system by utilizing the latest safety assessment techniques and tools.
- Monitor the traffic characteristics of the transportation system for changes in characteristics, specifically as they relate to the trucking percentages.
- Monitor the amount of non-Town oriented travel and cut-through traffic occurring.
- Monitor the parking availability and demand primarily in tourist areas and commercial areas.

8.6.2 Travel Behaviour

Travel forecasts for the TMP were developed using Halton Region's Travel Forecasting Model, which is calibrated to data from the 2006 Transportation Tomorrow Survey (TTS). Updated travel behaviour data should be collected at least every 5 years through Census of Canada surveys and other sources such as the TTS. The Town should also be in contact with the Region to keep apprised of any planned updates or refinements to their Travel Forecasting Model.

Through its implementation of the TMP, the Town will have an influence over future travel behaviour, which will need to be tracked to assess performance of the plan. Local programs with the greatest potential to affect travel behaviour choices include:

- Transportation Demand Management (TDM) initiatives;
- Transit programs, such as expansions to the current Acti-Van program and youth initiatives; and
- Walking and cycling initiatives, as outlined in the Town's Cycling Master Plan, and its trails programs.

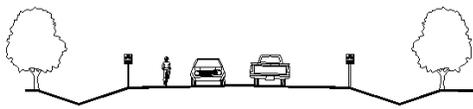
8.7 Plan Review and Update

Regular reviews and updates of the TMP allow for the on-going assessment of its effectiveness and relevance. Establishing this stable transportation planning cycle ensures the plan strategies remain flexible to respond to unforeseen developments and imprecise assumptions. The performance of the plan in achieving the Transportation Vision can also be reviewed, and necessary adjustments in strategy made. As well, the Municipal Class EA recommends that master plans be reviewed every five years to determine the need for a detailed formal review and/or updating.

The *Planning Act* requires the Town to assess the need for an update to its Official Plan every five years. That review process provides a timely opportunity to revisit the assumptions of the TMP and consider the need for an update. The monitoring program discussed in Section 8.6 will also provide an indication of the need for a review.

All future TMP updates should include a comprehensive and proactive public outreach program. This program should include Public Information Centres, stakeholder workshops and other innovative outreach strategies that solicit input from all residents within the Town, including youth and the transportation disadvantaged.





Over the time period preceding the formal review, Town Council decisions on transportation issues will have the inevitable effect of amending, deleting, replacing or complementing some of the policies in the TMP. For this reason, individuals must consider this plan in conjunction with the record of subsequent Council decisions to obtain a complete understanding of current policy and plans. The Town may amend the TMP in the intervening period to incorporate substantive changes or major initiatives, but on-going updates are not contemplated.

