Welcome

Public Information Centre No. 2

Town of Halton Hills
Transportation Master Plan

June 22, 2011
Acton Arena and Community Centre
Purpose of PIC No. 2

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

October 2010

- Notice of Study Commencement
- Hold Public Information Centre No. 1
- Meet with Focus Group and Technical Advisory Group
- Hold Public Information Centre No. 2
- Revise Plan Based on Input and Finalize TMP Report
- Council Approval

We are here

October 2011
# Public Consultation Review

## Public Comments

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

## Future Transportation Vision Considerations

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

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

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

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersections</th>
<th>Critical Movements/Operational Issues</th>
<th>Improvements Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>School Lane and Main Street North</td>
<td>Safety and Pedestrians Movements</td>
<td>Pedestrian crossing signal</td>
</tr>
<tr>
<td>2</td>
<td>Mill Street and Main Street</td>
<td>Significant delays at westbound and northbound approaches</td>
<td>Geometric improvements not feasible/Acton Alternate Route</td>
</tr>
<tr>
<td>3</td>
<td>Guelph Street and Albert Street</td>
<td>Significant delays at westbound left turn and eastbound thru lanes</td>
<td>Separate eastbound right turn lane and westbound thru lane</td>
</tr>
<tr>
<td>4</td>
<td>Maple Avenue and Guelph Street</td>
<td>Eastbound thru, westbound left, northbound left and right turn lanes</td>
<td>Southbound right turn lane</td>
</tr>
<tr>
<td>5</td>
<td>Maple Avenue and Main Street South</td>
<td>Southbound left turn lane</td>
<td>Northbound right turn lane</td>
</tr>
<tr>
<td>6</td>
<td>Guelph Street and Mountainview Road</td>
<td>Westbound thru, northbound and southbound left turn lanes</td>
<td>Dual left turn lanes at north and south approaches and optimized signal timing</td>
</tr>
<tr>
<td>7</td>
<td>Guelph Street and Sinclair Avenue</td>
<td>Eastbound, westbound and southbound left turn lanes</td>
<td>Northbound right turn lane</td>
</tr>
<tr>
<td>8</td>
<td>Guelph Street and Winston Churchill Boulevard</td>
<td>Eastbound, westbound and northbound approaches</td>
<td>Non-Alternative Route</td>
</tr>
</tbody>
</table>

### Road Section
- **Operational and Functional Problems**: Congestion, delays and geometric constraints
- **Improvement Needed**: Optimize school site operations and add a thru lane on both sides of Guelph Street
Existing Transportation System Issues

System Deficiencies
Halton Hills Land Use Plan

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

LEGEND

ENVIRONMENT & OPEN SPACE
- GRASSLANDS
- WETLANDS
- ROYAL ORCHARD
- AGRICULTURAL AREA

OTHER AREAS
- MEDICINE HAT URBAN AREA
- FARM AND Spiral AREA
- RURAL-
URBAN AREA

SCHOOLS
- SCHEDULED
- TOWN OF HALTON HILLS BORDER
- SPECIAL POLICY AREA
Georgetown Land Use Plan

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Acton Land Use Plan

NOTE:
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LEGEND
- LOW DENSITY RESIDENTIAL AREA
- MEDIUM DENSITY RESIDENTIAL AREA
- HIGH DENSITY RESIDENTIAL AREA
- COMMUNITY POOL
- DOWNTOWN AREA
- WILDFLOWERS
- CORRIDOR, COMMERCIAL AREA
- MAJOR INSTITUTIONAL
- GENERAL DEVELOPMENT AREA
- ENVIRONMENT & OPEN SPACE
- GREENBELTS
- MAJOR PARKS & OPEN SPACE
- RESIDENTIAL OPEN SPACE
- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- SCHOOL
- SOUTH ACTON SPECIFIC STUDY AREA
- URBAN OPENSPACE
- DOWNTOWN AREA BOUNDARY
Anticipated Growth

Population Forecasts

Halton Hills Population 2011 (58,400)

- Georgetown: 66%
- Acton: 17%
- Rural and Hamlets: 17%

Region of Halton Population 2011 (494,100)

- Burlington: 35%
- Oakville: 35%
- Milton: 18%
- Halton Hills: 12%

Halton Hills Population 2031 (90,100)

- Georgetown: 74%
- Acton: 16%
- Rural and Hamlets: 10%

Region of Halton Population 2031 (750,800)

- Burlington: 25%
- Oakville: 33%
- Milton: 30%
- Halton Hills: 12%
Anticipated Growth

Employment Forecasts

Halton Hills Employment 2011 (24,000)
Halton Hills Employment 2031 (42,100)

Region of Halton Employment 2011 (251,300)
Region of Halton Employment 2031 (390,200)
Moving to the Future

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

Mode Share of Person Trips destined to Halton Hills

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>84%</td>
</tr>
<tr>
<td>Transit</td>
<td>2%</td>
</tr>
<tr>
<td>School Bus</td>
<td>7%</td>
</tr>
<tr>
<td>Walk/Cycle</td>
<td>7%</td>
</tr>
</tbody>
</table>

Legend

- Person Trips remaining in Halton Hills
- Person Trips destined to Halton Hills
Moving to the Future

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

Mode Share of Person Trips destined to Halton Hills

<table>
<thead>
<tr>
<th>Mode</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>82%</td>
</tr>
<tr>
<td>Transit</td>
<td>4%</td>
</tr>
<tr>
<td>School/Bus</td>
<td>7%</td>
</tr>
<tr>
<td>Walk/Cycle</td>
<td>7%</td>
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</table>

Legend

- Person Trips remaining in Halton Hills
- Person Trips destined to Halton Hills
Moving to the Future
Do Nothing Scenario – 2031 Demands Existing Network

NOTE:
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Addressing the Transportation Issues

Region of Halton TMP Improvements
### Addressing the Transportation Issues

#### Halton Hills TMP Vision

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

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

Balanced Transportation Solution

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

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

Proposed Road Jurisdiction and Classification Changes
Addressing the Transportation Issues

Ultimate Network Operation
2031 Demands - 2031 Network
TMP 25 Year Recommendations

Policy Framework

Strategic

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

Operational

• School Zone Traffic Management
• Goods Movement and Heavy Vehicles
• Walking and Cycling
• Functional Road Classification
• Traffic Calming
• Roundabouts
• Design Standards
TMP 25 Year Recommendations

Halton Hills Roadway
Roadway Design Standards

Minor Arterial Urban

Minor Arterial Rural
# Provincial Transportation Initiatives

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

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

## NGTA Corridor Plan
The MTO’s Environmental Assessment is analyzing capacity between the Niagara Peninsula and the GTA which, depending on the recommendations, could have an impact on the function and service levels of Highway 6 and Highway 401.
Next Steps

- Review and respond to comments received from PIC No. 2;
- Incorporate feedback on proposed plan;
- Prepare Policies and Guidelines based on proposed plan; and
- Prepare the TMP Report for Council approval.
Please provide us with your comments regarding the material presented, by either completing a comment sheet or sending an email to:

Mr. Ted Drewlo, P. Eng.
Manager of Engineering Services
Town of Halton Hills
Phone: 905-873-2601 ext. 2313
Fax: 905-873-2347
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE
Project Manager
Hatch Mott MacDonald
Phone: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

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

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