Halton Region Integrated Master Plan - Public Information Centre #1

The following provides a text version of the audio that is included in the videos.

Video 3 – Transportation

Slide 1 (Transportation - Introduction)

Hello and welcome to the Transportation video – the third of four video presentations for the Halton Region Integrated Master Plan Study. In this video, we will review the existing conditions of the transportation network in Halton Region, and some of the opportunities to be considered as part of the master plan update.

Slide 2 (Transportation Network Overview)

Many of us travel through Halton Region's transportation network frequently and may already be familiar with the network through our daily travel. In general, the transportation network consists of three main components:

- First, the road network includes provincial highways or freeways, Regional roads and local municipal roads. The road network connects rural and urban centres throughout the Region. It provides inter and intra-regional travel and supports the movement of goods and farm vehicles;
- Second, the active transportation network which includes a combination of walking and cycling facilities such as bike lanes, multi-use paths, paved shoulders and sidewalks; and
- Third, the transit and rail services are also a key component of the transportation network including VIA Rail for provincial travel, Metrolinx GO services (both train and bus services), as well as local municipal transit services.

Slide 3 (Existing Regional Transportation Network)

What is the current state of the Regional road network in Halton Region?

Based on the Halton Region 2022 Transportation Progress Report, there are:

- Over 1,100 kilometres of roadway;
- 322 signalized intersections;
- 177 bridges and structures; and
- Over 7,000 streetlights.

Overall, Halton Region's Regional road network provides services to a wide range of users including the movement of vehicular traffic, active transportation users, transit, goods and farming equipment.

Slide 4 (How Do People Travel in Halton Region?)

Everyday, people travel in and out of Halton Region and within its local municipalities of Burlington, Halton Hills, Milton and Oakville.

The Transportation Tomorrow Survey (or T-T-S) is completed once every five years to collect information on how people travel in southern Ontario. The TTS is a cooperative effort by local and provincial government. The most recent survey results available are from the 2016 survey. The 2022 TTS was conducted in fall 2022 and spring 2023 with results anticipated in 2024.

This graphic shows a comparison of how people travelled in Halton Region in 2006 and in 2016. As you can see, over 70% of people continue to drive. Although there is a small increase in the percent of people who travel by walking and cycling, or taking transit, there continues to be opportunities to use these modes now and in the future.

The following slides will share and highlight opportunities and some considerations for the road network, active transportation network and transit network in Halton Region.

Slide 5 (Future Regional Road Network – Opportunities and Considerations)

Regional roads are places for people to move and for goods moving places.

In planning for the future of the Regional road network, key considerations include:

- provision of safe and convenient facilities for all users;
- equal consideration of all travel modes;
- application of ‘complete streets’ approaches;
- support future higher density land uses in Major Transit Station Areas;
- support the movement of goods and farm equipment; and
- support transit through the provision of transit supportive infrastructure.

Slide 6 (Future Active Transportation Network – Opportunities and Considerations)

Safety is a priority for the transportation network in Halton Region and active transportation (A-T) is a key element to providing an inclusive and multi-modal transportation system available to all users of all abilities.

The I-M-P will review the needs of the A-T network to accommodate future growth and support non-auto modes of travel and the overall reduction in greenhouse gas emissions.

Key considerations for developing updated AT include:

- prioritization of safety and user needs;
- maximization of corridor space;
- opportunities to remain dynamic;
- connection to local municipal networks;
- coordination with transit and network continuity; and
- A-T crossings at Ministry of Transportation infrastructure (such as interchanges and structures).

Slide 7 (Potential Active Transportation Opportunities and Considerations)

The active transportation facilities for the Region's updated A-T network may include a combination of dedicated bike lanes, multi-use paths, paved shoulders and sidewalks. Examples of these facilities are shown in the images on this slide.

Intersection considerations are key components to creating a safe and comfortable active transportation network. Sample strategies to manage potential conflicts between pedestrians, cyclists and motorists include:

- pavement markings and solid green surface treatment;
- signs;
- bicycle signals; and
- setback crossings.

Slide 8 (Future Transit Priority Corridor Network – Opportunities and Considerations)

Transit Priority Corridors improve travel speed and reliability for buses using the corridor to move more people, more efficiently.

The Defining Major Transit Requirements Study that was completed in 2019 identified preliminary recommended Transit Priority Corridor Networks, also known as T-P-Cs for 2031 and 2041 with respect to infrastructure.

The I-M-P will review the recommended 2031 and 2041 T-P-C networks, and any additional improvements or refinements required to address Halton's travel needs to year 2051.

Key considerations for developing the T-P-Cs will include:

- prioritization of safety and user needs;
- maximization of corridor space;
- opportunities to remain dynamic;
- support inter- and intra-regional transit efforts;
- provide connections within and between Major Transit Station Areas; and,
- support overall regional connectivity.

Slide 9 (Potential Transit Priority Corridor Improvements – Opportunities and Considerations)

Corridor improvements to support the function of the transit priority corridors may include:

- Transit Signal Priority (T-S-P);
- queue jump facilities;
- bus shelters and other transit stop improvements;
- partially dedicated lanes (HOV and transit); and
- fully dedicated transit vehicle lanes or infrastructure.

Slide 10 (Moving Forward – A Multi-Modal Regional Network)

As we progress in the I-M-P study, the IMP will build upon the Region's 2011 Transportation Master Plan (or T-M-P) and the 2015 Active TMP and will consider other provincial and local municipal planning documents.

As identified in the 2011 TMP and the 2015 ATMP, most Regional roads in the urban area are planned to be widened to 6 lanes with active transportation by 2031.

The IMP will review the 2011 TMP and 2015 ATMP recommended networks in the context of the most recent guidelines and standards to develop the Region's future multi-modal transportation network which will:

- support a variety of users and vehicle types;
- prioritize safety and user needs;
- support the movement of goods and farm equipment;
- support transit and overall regional connectivity;
- maximize corridor space and remain dynamic; and
- address Halton's travel needs to 2051 and beyond.

Slide 11 (We Want to Hear From You)

Thank you for your interest in this study. This video highlighted transportation existing conditions, future opportunities and considerations.

We encourage you to provide your comments and feedback by completing the online survey by January 2, 2024. All comments and feedback will be taken into consideration as we move into the next phase of the Master Plan study.

This concludes Video 3 for Transportation. Please continue for Video 4: Next Steps.