
APPENDIX C
PUBLIC CONSULTATION



**DUNDAS STREET (REGIONAL ROAD 5) IMPROVEMENTS
CLASS EA STUDY
BRANT STREET (REGIONAL ROAD 18) to PROUDFOOT TRAIL**

**PUBLIC INFORMATION CENTRE #1
SUMMARY REPORT**

December 2009



A member of  **MMM GROUP**

McCormick Rankin Corporation

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1. INTRODUCTION

Halton Region is initiating a Class Environmental Assessment (EA) to consider a wide range of options for transportation corridor improvements to satisfy future travel demands on Dundas Street from Brant Street to Proudfoot Trail, within both the City of Burlington and Town of Oakville (Exhibit 1). This study process builds on an earlier study process that was initiated in March 2008 for Dundas Street from Guelph Line to Appleby Line in the City of Burlington. The following sections that are within the overall study area are excluded but will be integrated into the study:

- The intersection of Dundas Street at Brant Street is included in the ongoing Waterdown Aldershot Transportation Master Plan Study (East-West Road Class EA – Phases 3 & 4).
- The intersection of Dundas Street at Appleby Line was included in the approved Appleby Line (Regional Road 20) Environmental Study Report (March 2006).
- Dundas Street from 350m east of Colonel William Parkway to 350m west of Postmaster Drive was part of the approved Bronte Road (Regional Road 25) Environmental Study Report (September 2002).
- The intersection of Dundas Street at Proudfoot Trail was included in the approved Dundas Street at Sixteen Mile Creek Environmental Study Report (May 2003).

The study is being conducted in accordance with the Municipal Class Environmental Assessment (Class EA) process, which is an approved process under the Ontario Environmental Assessment Act. The Municipal Class EA process is shown on Exhibit 2 and includes the following phases:

- Phase 1 – identify the problem or opportunity being addressed
- Phase 2 – identify alternative solutions
- Phase 3 – examine alternative methods of implementing the preferred solution
- Phase 4 – prepare and file Environmental Study Report
- Phase 5 – proceed to detail design, construction and operation

There are four types of projects or activities to which the Municipal Class EA process applies to, which include:

- | | |
|---------------|--|
| Schedule 'A' | <ul style="list-style-type: none">• projects which are limited in scale, have no or minimal adverse environmental effects and generally includes the majority of municipal road maintenance, operational, and emergency activities• <i>these projects are pre-approved and therefore a municipality can proceed without further approval under the EA Act</i> |
| Schedule 'A+' | <ul style="list-style-type: none">• projects which are limited in scale, have no or minimal adverse environmental effects and generally includes the majority of municipal road maintenance, operational, and emergency activities• <i>these projects are pre-approved, however, the public is to be advised prior to implementation</i> |

Exhibit 1 Study Area

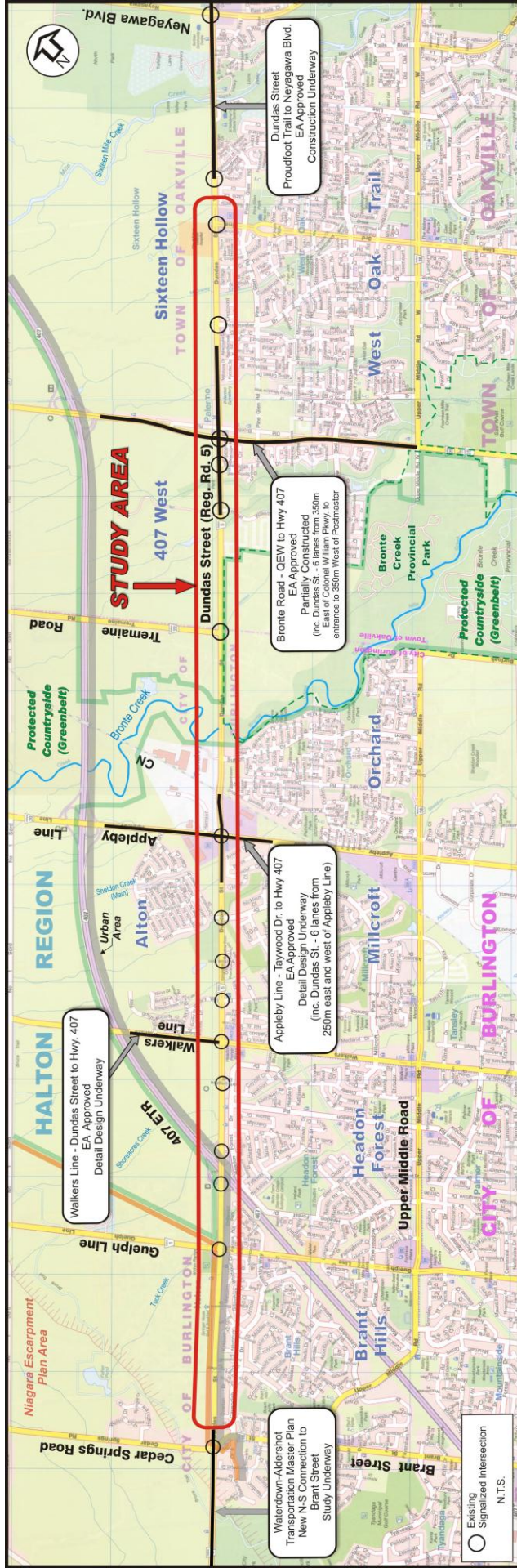
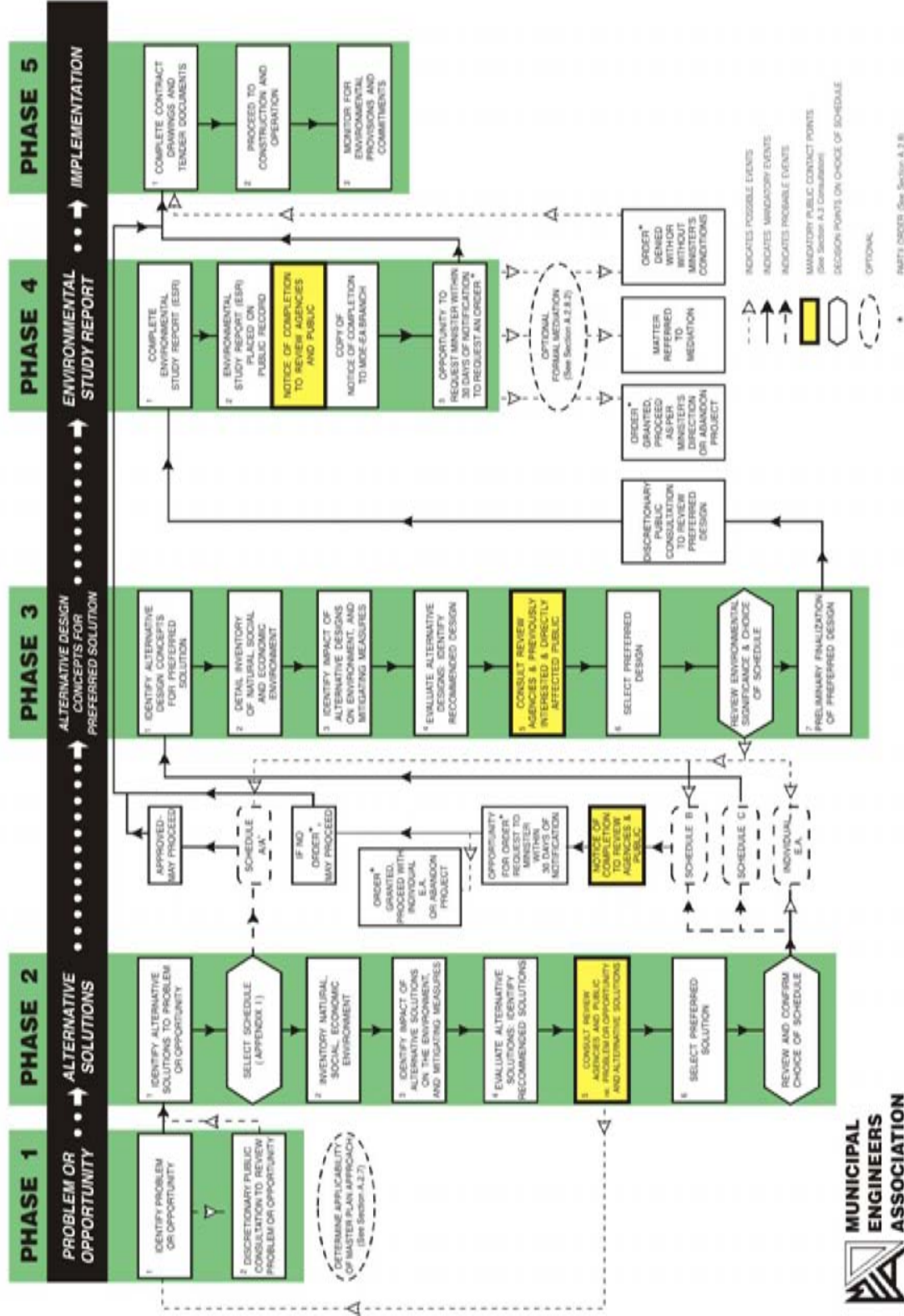


Exhibit 2 Municipal Class EA Process

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



- Schedule ‘B’
- projects which have the potential for some adverse environmental effects and generally includes improvements and minor expansions to existing facilities
 - *these projects are approved subject to a screening process which includes contacting directly affected public and relevant review agencies*
- Schedule ‘C’
- projects which have the potential for significant environmental effects. These projects generally include construction of new facilities and major expansions.
 - *these projects must proceed under the planning and documentation procedures outlined in the Municipal Class EA document.*

The Dundas Street Class EA Study is being carried out in accordance with the requirements of a Schedule C project. As consultation with stakeholders is a key feature and a requirement of the Municipal Class EA Process, Exhibit 3 outlines the study stages and the status of consultation with stakeholders during each of the Study Phases.

This report documents the first Public Information Centre (PIC).

2. PURPOSE OF PUBLIC CONSULTATION CENTRE #1

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The purpose of the first PIC was to provide stakeholders with an opportunity to meet the Project Team, review the study scope and discuss issues related to the project including alternative solutions, environmental considerations and evaluation criteria.

3. LOCATION, DATE, TIME

The PIC was held at the locations, dates and times noted below:

Tuesday, November 24, 2009 Time: 6:30 p.m. (Drop-in) 7:00 p.m. (Formal Presentation) Compass Point Bible Church (gymnasium) 2501 Eaglesfield Drive Burlington	Wednesday, November 25, 2009 Time: 6:30 p.m. (Drop-in) 7:00 p.m. (Formal Presentation) Town of Oakville (south atrium)* 1225 Trafalgar Road Oakville
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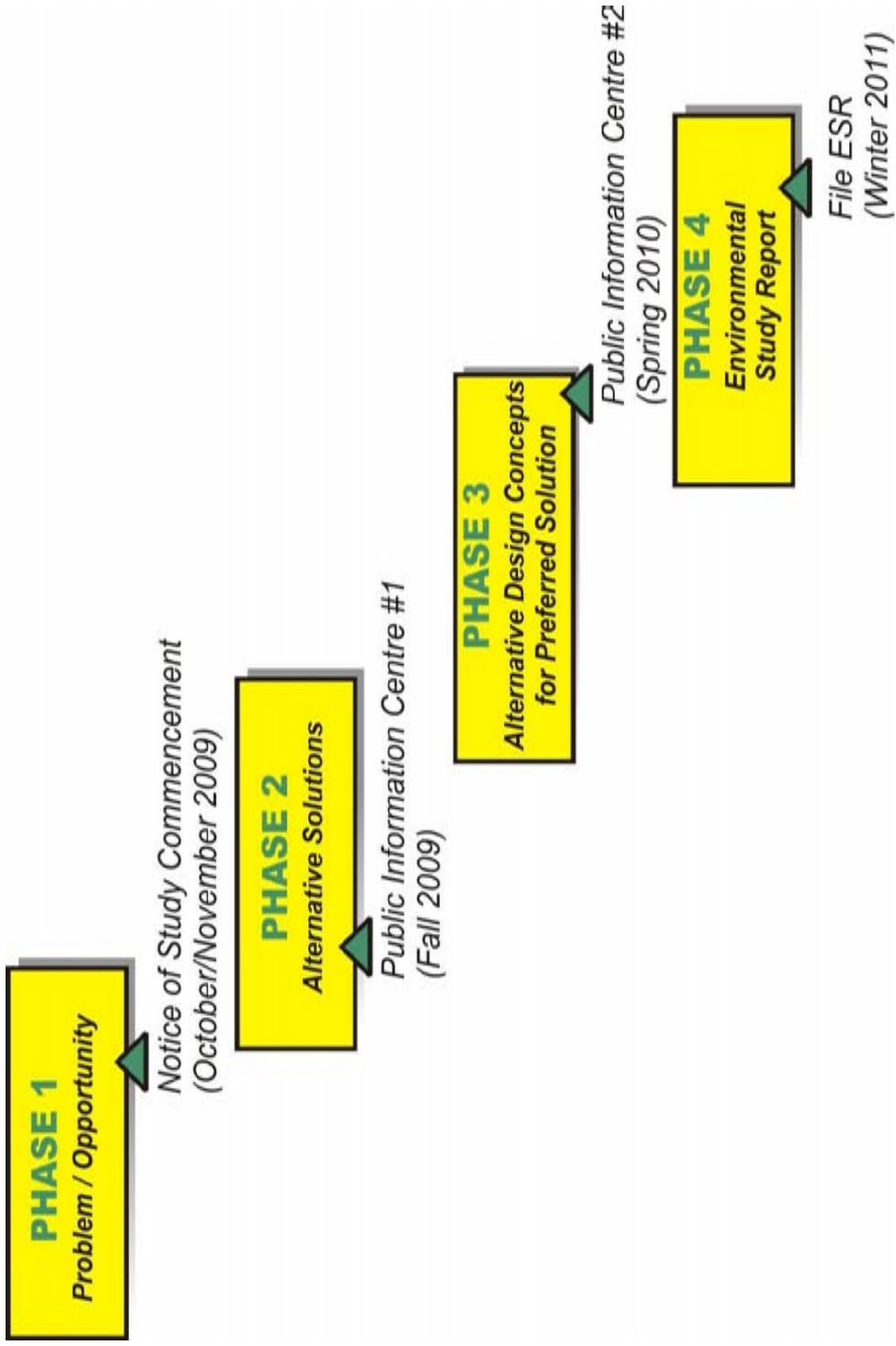
*Original venue was the Halton Region Centre (south gymnasium) – see Section 4 for details.

4. PUBLIC NOTIFICATION

The Notice of Study Commencement and PIC #1 were combined. Halton Region placed the combined notice in 2 editions of the following newspapers:

- Burlington Post
 - Friday, November 13

Exhibit 3 Study Stages



- Friday, November 20
- Oakville Beaver
 - Friday, November 13
 - Friday, November 20
- The Halton Compass
 - Thursday, November 12
 - Thursday, November 19

A copy of the newspaper notice is provided in Appendix A.

The Region provided the Notice of Study Commencement and PIC #1 to the following in September and October 2009:

- Elected Officials (September 17, 2009)
 - City of Burlington Ward 3 Councillor (ward located in study area)
 - City of Burlington Ward 5 Councillor (ward located in study area)
 - City of Burlington Ward 6 Councillor (ward located in study area)
 - City of Burlington Ward 1 (ward abuts the study area on the west side)
 - Town of Oakville Ward 4 Regional/Local Councillor (ward located in study area)
 - Town of Oakville Ward 4 Local Councillor (ward located in study area)
- First Nations (October 5, 2009) – list generated by Halton Region
 - Alderville First Nation
 - Mississaugas of the New Credit First Nation
 - Six Nations of the Grand River
 - Curve Lake First Nation
 - Mohawks of Akwesasne First Nation
 - The Mohawks of the Bay of Quinte First Nation
 - Hiawatha First Nation
 - Oneida Nation of the Thames
 - Wahta Mohawks First Nation
 - Mississaugas of Scugog Island
 - Six Nations Haudenosaunee Confederacy Council

MRC provided the Notice of Study Commencement and PIC #1 to the following in October 2009:

- Stakeholders Group (October 26, 2009)

- Property owners (commercial and residential) located adjacent to Dundas Street and with direct access to Dundas Street
- Property owners of large land parcels adjacent to Dundas Street
- Representatives of the churches located adjacent to Dundas Street
- Representatives of the adjacent residential communities i.e. community associations
- Representatives of the adjacent townhouse developments (condominium corporations) which directly abut Dundas Street but do not have direct access
- Technical Agencies (October 28, 2009)
 - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Property owners within the study area (October 28, 2009) – mailing list provided by Halton Region

The Notice of Study Commencement and PIC #1 was reissued the week of November 3, 2009, to notify the above individuals of the change in venue for the PIC to be held in Oakville on November 25, 2009. The change in venue was due to the H1N1 Immunization Clinic that was scheduled at the Halton Regional Centre (original location). A member of Halton Region staff was posted at the former location to direct the public to the new location.

5. ATTENDANCE

The following Halton Region and Consultant staff were in attendance at the PICs to answer questions and to discuss the study with the public:

Halton Region

- Jeff Reid, Project Manager
- Andrew Head, Manager of Transportation Planning & Roads Operations
- Nick Zervos, Senior Transportation Coordinator
- Melissa Green-Battiston, Transportation Engineer
- Matt Krusto, Transportation Coordinator
- Alicia Jakaitis, Transportation Coordinator

McCormick Rankin Corporation

- Neil Ahmed, Consultant Project Manager
- Leslie Green, Project Engineer

Approximately 27 people attended the PICs, with 20 attendees signing in at the November 24th session and 7 attendees signing in at the November 25th session. The sign-in registers are included in Appendix B. In addition, City of Burlington Councillor Carol D'Amelio (Ward 6) attended the November 24th session. City of Burlington Councillor John Taylor (Ward 3) was unable to attend the PICs. A separate meeting was

held with Councillor Taylor on November 19, 2009 to provide information regarding the status of the study and the first Public Information Centre.

6. DISPLAY PANELS

The information provided at the PIC was presented to the public through a series of display panels and included the following:

- Welcome
- This Study
- Background
- Study Organization
- EA Study Approach
- Municipal Class EA Planning and Design Process
- Study Stages
- Technical Agencies
- Existing and Forecast corridor Development
- Existing Traffic Conditions
- Future Traffic Demand
- Existing and Future Conditions
- Related Policies / Plans
- Existing Conditions Plan
- Bus Rapid Transit (BRT) Study
- Natural Environment
- Socio-Economic Environment
- Cultural Environment
- Utilities
- Description of Planning Alternatives
- Approach to Developing Alternatives
- Typical 6 lane cross-sections - conceptual cross-section from the Halton Region Transportation Master Plan (HTMP)
- Typical 6 lane cross-sections - conceptual cross-section from the ongoing Dundas Street BRT Study
- Description of Widening Alternatives
- Factors for Analysis and Evaluation

- Plan (for discussion purposes only) of corridor showing the potential 50 m right-of-way and locations where multiple alternatives will be developed due to local natural, social, economic or built heritage constraints.
- Next Steps

The display panels are included in Appendix C.

7. FORMAT

The PIC on November 24th initially included an open house between 6:30 p.m. and 7:00 p.m., with a formal presentation at 7:00 p.m. followed by a question and answer period. During the open house, those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

Due to the low attendance of the PIC held on November 25th, there was no formal presentation. Attendees had the opportunity to review the display panels and discuss the study with Regional Staff and the Consultants.

Individuals attending the PICs were asked to sign the register and were provided a copy of the presentation material. Attendees were informed of the availability of comment sheets and were invited to complete comment sheets at the meeting or to provide any further comments by Friday, December 11, 2009 via mail, e-mail or fax. The information presented at the PICs were also made available on the study website (<http://www.halton.ca/ppw/roads/eas/Current-DundasBurOak.htm>).

8. PRESENTATION

A presentation on the key information on the display panels was made by the Consultant at the PIC on November 24th. A copy of the presentation is provided in Appendix D. The presentation was followed with a Question and Answer (Q&A) session, which provided an opportunity for the public to identify further issues and concerns. The Regional Staff and Consultant participated in this.

Due to the low attendance of the PIC held on November 25th, there was no formal presentation. Attendees had the opportunity to review the display panels and discuss the study with Regional Staff and the Consultants.

9. QUESTION AND ANSWER SESSION

During the question and answer session at the PIC held on November 24th, specific issues and concerns were raised by the public and answered by Regional Staff or the Consultant, where appropriate. The comments received during the Question and Answer session is provided in Table 9-1.

As mentioned above, due to the low attendance of the PIC held on November 25th, there was no formal presentation or question and answer session. Attendees reviewed the panels and discussed their issues and comments with Regional Staff and the Consultants. Below is a summary of topics raised by the attendees.

- Impact to property

- Limits of BRT Study
- Type of pedestrian/cycling facilities
- Construction timing

Table 9-1 Question and Answer Session Summary – November 24, 2009

Question		Answer
1	Why are there no provisions today for pedestrians and cyclists along Dundas Street in the Alton Community?	The provision of facilities for pedestrians and cyclists will be reviewed as part of this study. Halton Region proposes to provide 3.0 m multi-use pathways on both sides of the roadway for pedestrian/cycling facilities.
2	The potential 6-lane cross-section from the Halton Region Transportation Master Plan for Dundas Street west of Highway 407 ETR is rural and does not include any pedestrian facilities. The area along this section is not rural and a multi-use path should be included.	The cross-sections shown are conceptual only. The provision of a multi-use path on one or both sides of Dundas Street for this section will be taken into consideration.
3	The purpose of the Waterdown Aldershot Transportation Master Plan (WATMP) is to relieve the congestion on Dundas Street. As a result, there should not be a need to widen Dundas Street to 6 lanes east of Brant Street.	As a result of the WATMP, some traffic will change patterns and use other routes; however, there are trips that will continue to use Dundas Street. Dundas Street is a major arterial road in Halton Region that serves both inter-regional and intra-regional trips.
4	Will Dundas Street be widened to 6 lanes west of Highway 407 ETR?	Yes.
5	If Bus Rapid Transit (BRT) is implemented along Dundas Street, will Dundas Street be widened to 8 lanes (i.e. 6 lanes for general traffic and 2 lanes for BRT)?	No. The widening of Dundas Street to 6 lanes includes 2 lanes for transit.
6	Is BRT the only transit option being considered for Dundas Street?	No. As part of the Region's BRT Study, different types of transit including BRT, LRT and BRT Light will be reviewed.
7	Is the impact of the current widening of the QEW being taken into consideration as part of this study?	Yes. The transportation analysis of this study accounts for the widening of the QEW
8	Does this study take into consideration MTO's NGTA Corridor EA Study and the potential impact it may have on the Dundas Street corridor?	The NGTA Study is in the early stages of the planning process. The outcomes (transportation strategies) of the study could add further improvements to the Dundas Street corridor.
9	Metrolinx was not included on the list of Technical Agencies invited to participate in	Metrolinx is involved in the Region's Dundas Street BRT Study. The purpose

Question		Answer
	the study. If BRT is proposed along Dundas Street, shouldn't this agency be involved in this study?	of the BRT Study includes preliminary development of the BRT vision. The BRT strategy will be integrated into this study.
10	Will there be the consideration of measures to reduce noise impacts?	As part of the next phase of this study, a detailed noise assessment will be undertaken.
11	What is the required right-of-way (ROW) to accommodate 6 lanes?	A ROW of 50m is proposed. The potential ROW would be able to accommodate transit facilities and a multi-use pathway and boulevard on both sides of the roadway.
12	How wide is the existing road from curb to curb compared to the proposed 6 lane road?	The existing 4 lane road is approximately 14 m wide and the proposed 6 lane road will be approximately 22 m.
13	When the road is widened, will the posted speed be reduced?	The existing roadway is posted at 80 km/hr and reduces to 60 km/hr in the vicinity of Guelph Line and Bronte Road. It is expected that the speed of the roadway, when widened, will be reduced to 60 or 70 km/hr.
14	Would the lower posted speed limit reduce the number of trucks using Dundas Street?	It is possible that the lower posted speed limit would reduce the attraction of trucks to Dundas Street. The urbanization of the roadway may also contribute to a reduction in truck traffic.
15	What is the timing of construction of Dundas Street?	<p>Based on the current 10-year Capital Project list, construction of the corridor is from 2012 to 2017. Construction is expected to commence for the following sections of Dundas Street in 2012:</p> <ul style="list-style-type: none"> • Appleby Line to Walker's Line • East of Bronte Road to Proudfoot Trail <p>In addition, construction of the Bronte Creek Bridge and CN Structure are scheduled for 2012.</p> <p>The 10-year Capital Project list is reviewed yearly by Regional Council, and there is a potential that a project may be accelerated or deferred.</p>

10. WRITTEN COMMENTS

Four comment sheets were submitted at the PICs. Prior to the PIC, 3 comments were received via email in November 2009. Subsequent to the PIC, 11 comment sheets were received. The key comments focused on:

- Provision of pedestrian and cycling facilities
- Traffic noise levels
- Reduced posted speed limits
- Provision of full access at major entrance

APPENDICES

APPENDIX A
NOTICE OF STUDY COMMENCEMENT AND
PUBLIC INFORMATION CENTRE #1

**NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE #1
CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**Dundas Street (Regional Road 5) Transportation Corridor Improvements
Brant Street (Regional Road 18) to Proudfoot Trail,
City of Burlington / Town of Oakville
PR-2550**

Background

Halton Region is initiating a Class Environmental Assessment to consider a wide range of options for transportation corridor improvements to satisfy future travel demands on Dundas Street from Brant Street to Proudfoot Trail, within both the City of Burlington and Town of Oakville (see map below). This study process builds on an earlier study process that was initiated in March 2008 for Dundas Street from Guelph Line to Appleby Line in the City of Burlington. The following sections that are within the overall study area are excluded but will be integrated into the study:

- The intersection of Dundas Street at Brant Street is included in the ongoing Waterdown Aldershot Transportation Master Plan Study (East-West Road Class EA – Phases 3 & 4).
- The intersection of Dundas Street at Appleby Line was included in the approved Appleby Line (Regional Road 20) Environmental Study Report (March 2006).
- Dundas Street from 350m east of Colonel William Parkway to 350m west of Postmaster Drive was part of the approved Bronte Road (Regional Road 25) Environmental Study Report (September 2002).
- The intersection of Dundas Street at Proudfoot Trail was included in the approved Dundas Street at Sixteen Mile Creek Environmental Study Report (May 2003).

Problem Statement

In order to best address existing and anticipated future operational deficiencies along the Dundas Street corridor, a number of road improvement alternatives will be examined as part of the study including widening of the roadway, cross-sectional requirements, intersection improvements, overall traffic operations, as well as the potential impact of such improvements on the social, cultural, economic and natural environments.

The Process

This notice signals the commencement of the Class Environmental Assessment, a study which will define the problem, identify and evaluate alternatives and determine a preferred alternative in consultation with the City of Burlington, Town of Oakville, regulatory agencies, and the public. The study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (October 2000, amended 2007), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) at two Public Information Centres (PIC's). The PIC's will provide stakeholders with an opportunity to meet the Project Team, review the study scope and discuss issues related to the project including alternative solutions, environmental considerations and evaluation criteria.

Public Information Centre Locations

	BURLINGTON	OAKVILLE
Date:	Tuesday, November 24, 2009	Wednesday, November 25, 2009
Time:	6:30 p.m. Drop-in 7:00 p.m. Formal Presentation	6:30 p.m. Drop-in 7:00 p.m. Formal Presentation
Place:	Compass Point Bible Church 2501 Eaglesfield Drive (gymnasium)	Halton Regional Centre 1151 Bronte Road (south gymnasium)

If you are unable to attend the Public Information Centres and wish to obtain more information or provide written comments, please address your concerns to:

Mr. Jeffrey Reid, C.E.T.
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905-825-6000 Ext. 7920
Fax: 905-825-8822
Email: jeffrey_reid@halton.ca

Mr. Neil Ahmed, P. Eng.
Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: naahmed@mrc.ca

The map below shows the approximate limits of the study area.



This notice first issued November 12, 2009.

APPENDIX B
ATTENDANCE REGISTER
(On File with Halton Region)

APPENDIX C
PIC #1 DISPLAY PANELS

This is the first of two Public Information Centres (PICs)

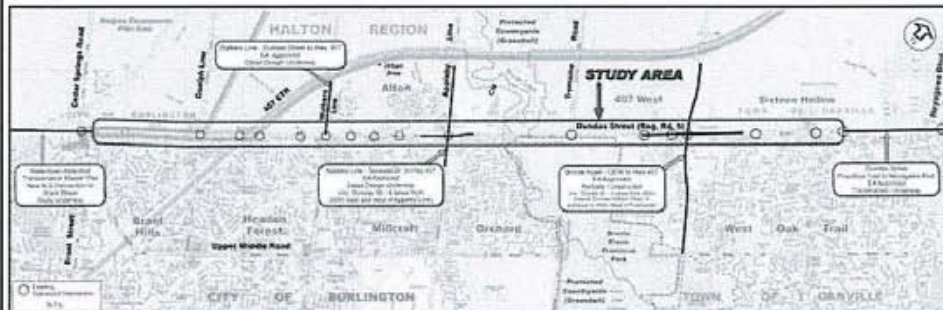
The purpose of this first PIC is to:

- To present Study Scope
- To present issues related to the project including:
 - Alternative solutions
 - Environmental considerations
 - Evaluation criteria

Please ask questions and share your opinions with us

There are representatives of the Region and other project team members available to discuss the project with you

- To address existing/future need for improvements to Dundas Street within the Study Area
- Builds on earlier study process initiated March 2008
 - Guelph Line to Appleby Line
- Sections included in the Study Area are:
 - East of Brant Street to 250 west of Appleby Line
 - 250 m east of Appleby Line to 350 m east of Colonel William Parkway
 - 350 m west of Postmaster Drive to west of Proudfoot Trail



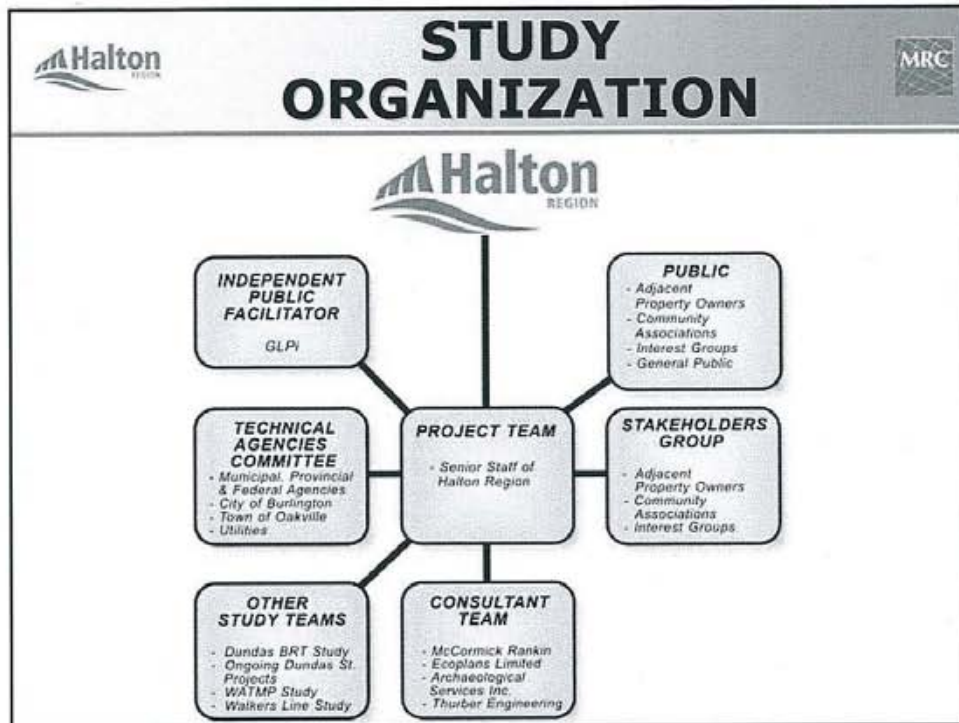
Related studies include:

- EA studies of Dundas Street starting at easterly limit of Region.
 - Highway 403 to Oak Park Boulevard – EA completed, Detail Design underway
 - Oak Park Boulevard to Neyagawa Boulevard – EA underway
 - Neyagawa Boulevard to Proudfoot Trail – EA completed, Construction underway
- Regional Road 5 and 25 Corridor Study
- Halton Transportation Master Plan

- As part of the MoveOntario 2020 Quick-Wins, the Region identified a **Bus Rapid Transit (BRT) system along Dundas Street** - received funding from Metrolinx
- Halton Region has commenced the Dundas Street Bus Rapid Transit Corridor Feasibility and Implementation Study



STUDY ORGANIZATION



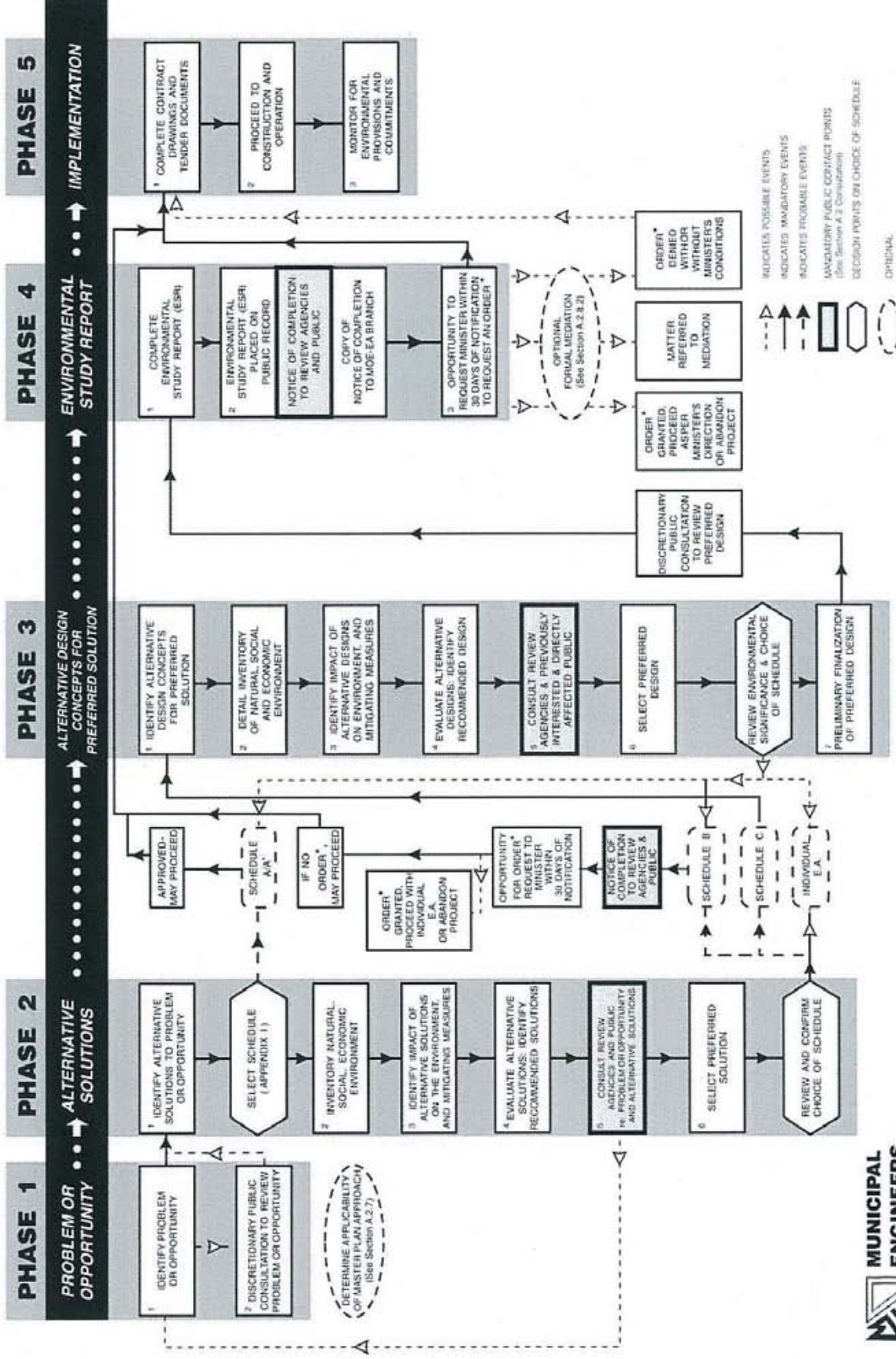
EA STUDY APPROACH

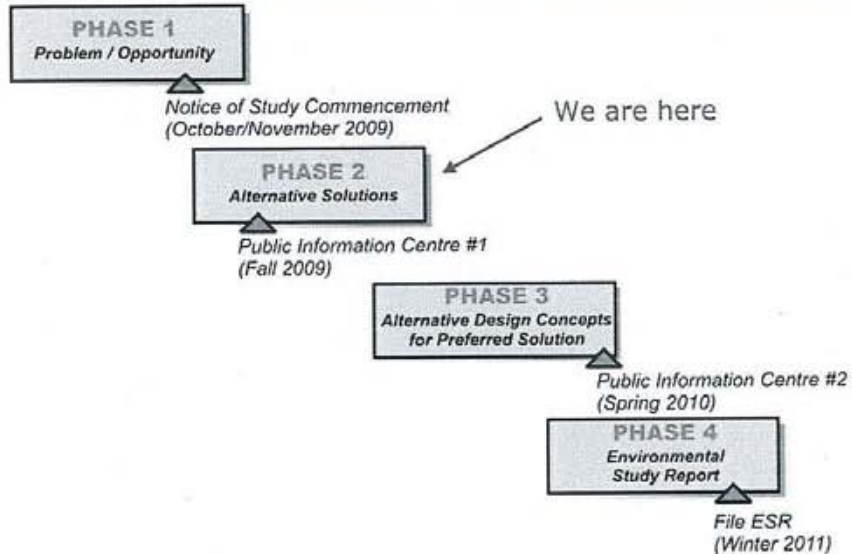
- The study is following the Municipal Class EA process
 - Approved process under the Ontario Environmental Assessment Act
 - Schedule 'C' which follows Phases 1 through 4 of the Municipal Class EA
 - Includes consultation with stakeholders during the process
 - Part II Order request (Bump-Up)- appeal process

See the Process details

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA





The following agencies have been invited to participate:

Federal

- CEAA
- CN Rail
- Environment Canada
- Fisheries and Oceans Canada
- Indian and Northern Affairs

Provincial

- Ministry of Aboriginal Affairs
- Ministry of Agriculture Food and Rural Affairs
- Ministry of Culture
- Ministry of the Environment
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of Transportation
- 407ETR
- Niagara Escarpment Commission
- Ontario Realty Corporation

Municipal

- City of Burlington
- Town of Oakville
- Conservation Halton
- Halton Regional Police Services
- Halton Emergency Management
- Halton Region Ambulance Services
- Burlington Fire Department
- Oakville Fire Department
- Halton EEAC (Ecological & Environmental Advisory Committee)
- HAAC (Halton Agricultural Advisory Committee)
- Halton Region Cycling Advisory Group
- School Boards
- Burlington Chamber of Commerce
- Oakville Chamber of Commerce

Utilities

- Burlington Hydro, Oakville Hydro, Hydro One, Bell, Enbridge, COGECO, Rogers, TELUS, Union Gas

First Nations

- 11 communities with local interest

EXISTING AND FORECAST CORRIDOR DEVELOPMENT



Municipality	2006 Population	2031 Population	Percent Change
Burlington North of QEW	77,000*	84,000	+9%
Oakville North of QEW	99,000*	155,000	+56%

*Based on 2006 TTS Data

EXISTING TRAFFIC CONDITIONS

- Four (4) lane rural arterial roadway
- Daily Traffic Characteristics along entire corridor
 - 24 Hour Volume: 24,100 – 39,850 vehicles
 - % Truck Volume: 2.5 – 8.3%
- Congested commuter traffic conditions along entire corridor:
 - Eastbound (AM Peak Period)
 - Westbound (PM Peak Period)

Dundas Street Corridor Traffic Flows – Entire Route				
Direction	AM Peak Hour		PM Peak Hour	
	Traffic Volume	Volume/Capacity	Traffic Volume	Volume/Capacity
Eastbound	1600-2600	>1.00	1000-1500	0.63
Westbound	600-1000	0.42	1900-2800	>1.00

2008/2009 traffic data

- Congested operations during peak hours at 9 intersections

FUTURE TRAFFIC DEMAND

- Halton Region Transportation Model Traffic Growth
 - 20% to 55% traffic growth (2009–2021) along entire Dundas Street Corridor
- 2021 p.m. peak hour volume forecasts exceed existing rural arterial capacity





EXISTING AND FUTURE CONDITIONS



Study is being conducted with understanding of:

- Existing and Future Land Uses
- Natural Environment
- Social Environment
- Economic Environment
- Cultural Environment
 - Built Heritage Features
 - Archaeology Features
- Major Utilities



RELATED POLICIES/ PLANS



There are several policies and plans to be considered

Provincial

- Niagara Escarpment Plan (December 2006)
- Growth Plan (June 2006)
- Provincial Policy Statement (March 2005)
- Greenbelt Plan (February 2005)
- Parkway Belt West Plan (July 1978)

Regional

- Sustainable Halton (September 2009)
- Halton Region Official Plan (August 2006)
- Halton Transportation Master Plan (June 2004)
- Making Connections: Transit for Halton (October 2002)
- Regional Road 5 and 25 Corridor Study (November 1999)
- Halton Access Management Plan (November 1999)

City of Burlington

- City of Burlington Official Plan (June 2009)
- City of Burlington Draft Cycling Master Plan (June 2009)
- Alton Community Secondary Plan (May 2002)

Town of Oakville

- Town of Oakville Draft Active Transportation Master Plan (Cycling and Walking Master Plan) (May 2009)
- Draft North Oakville West Secondary Plan (October 2007)
- Oakville Transportation Master Plan (March 2007)
- Town of Oakville Official Plan (September 2006)



Metrolinx's Big Move - 25 Year Plan



- Study currently underway, completion by Summer 2010
- Study limits – Brant Street to Highway 403





NATURAL ENVIRONMENT



- Designated Areas in Study Area:
 - Bronte Creek Provincial Park/Bronte Creek Valley ESA
 - Nelson Escarpment Woods ESA
- Natural areas limited to creek valleys and forests near Cedar Springs Road
- Bronte Creek Valley supports diverse vegetation community, provides wildlife movement, supports warmwater sportfish, baitfish and Rainbow Trout
- Tuck Creek, Shoreacres Creek, Appleby Creek, Sheldon Creek, Fourteen Mile Creek and McCraney Creek watersheds support warmwater baitfish habitat
- Fourteen Mile Creek supports Redside Dace, a sensitive species classified as 'Endangered' federally and 'Threatened' provincially. Bronte Creek supports Silver Shiner, a Species of Special Concern
- Tuck Creek tributaries are piped underground, presenting barriers to fish movement



SOCI-ECONOMIC ENVIRONMENT



Social Environment

- Existing newer residential areas with frontage and reverse frontage on Dundas St.
- Several older residential properties with direct access to Dundas St.
- Places of Worship
- Neighbourhood Parks
- Future hospital
- Future residential areas



Economic Environment

- Multiple existing commercial entrances along Dundas St. - full/restricted access
- Future commercial development
- Significant trucking activity



- St Paul's Presbyterian Church (1867) and Cemetery (1817)
 - designated under *Ontario Heritage Act*

- Cultural heritage resources:

- 16 listed on City of Burlington's Heritage Directory:
 - 2065 Dundas Street - The Jackson Featherstone Homestead
 - 2122 Dundas Street - The Featherstone Farm
 - 2344 Dundas Street - residence
 - 2373 Dundas Street - Springer Homestead "Hawthorne Lodge"
 - 2437 Dundas Street - Nelson United Church and Cemetery
 - 2464 Dundas Street - St. John's Anglican Church and Cemetery
 - 3015 Dundas Street - McCulloch-Greer House
 - 3075 Dundas Street - McCulloch Farm
 - 4426 Dundas Street - Former Tansley School House
 - 5218 Dundas Street - residence
 - 5226 Dundas Street - residence
 - 5418 Dundas Street - residence
 - 5421 Dundas Street - The Norton House
 - 5463 Dundas Street - The Crooks-Alexander House
 - 3042 Cedar Springs Rd. - The Lewis Campbell House
 - 3049 Guelph Line - Nelson School
- 4 listed on Town of Oakville's Cultural Heritage Register
 - 2165 Dundas Street - farmscape
 - 3269 Dundas Street - farmscape
 - 3367 Dundas Street - farmscape
 - 3445 Dundas Street - Jason Van Sickle property
- 9 additional cultural heritage resources identified
 - 2048 Dundas Street - residence
 - 2161 Dundas Street - residence
 - 2495 Dundas Street - residence
 - 2682 Dundas Street - residence
 - 5230 Dundas Street - residence
 - Tributary to Appleby Creek
 - CN Railiscape
 - Bronze Creek Bridge
 - Bronze Creek



- Hydro One (220 kV) corridor
- Burlington Hydro, Oakville Hydro, Bell, Enbridge
- Proposed watermain on Dundas Street from Appleby Line to Tremaine Rd.
- Proposed trunk sanitary sewer terminates at Dundas St./Third Line





PLANNING ALTERNATIVES



Do Nothing	<ul style="list-style-type: none">Does not address future needs	<ul style="list-style-type: none">Carry forward for comparison only
Limit Development	<ul style="list-style-type: none">Future projections based on approved future urban area	<ul style="list-style-type: none">Do not carry forward
Travel Demand Management Measures	<ul style="list-style-type: none">On their own, do not address the problemPart of overall transportation strategy	<ul style="list-style-type: none">Carry forward
Improved Transit Service	<ul style="list-style-type: none">Part of overall transportation strategy	<ul style="list-style-type: none">Carry forward
Intersection and /or Operational Improvements	<ul style="list-style-type: none">On their own, do not address the problemPart of overall transportation strategy	<ul style="list-style-type: none">Carry forward
Improvements to Other Roadways	<ul style="list-style-type: none">Required as part of overall transportation strategy in addition to improvements in Dundas Street corridor	<ul style="list-style-type: none">Carry forward
Improvements to Dundas Street	<ul style="list-style-type: none">Identified in previous studies	<ul style="list-style-type: none">Carry forward



APPROACH TO DEVELOPING ALTERNATIVES



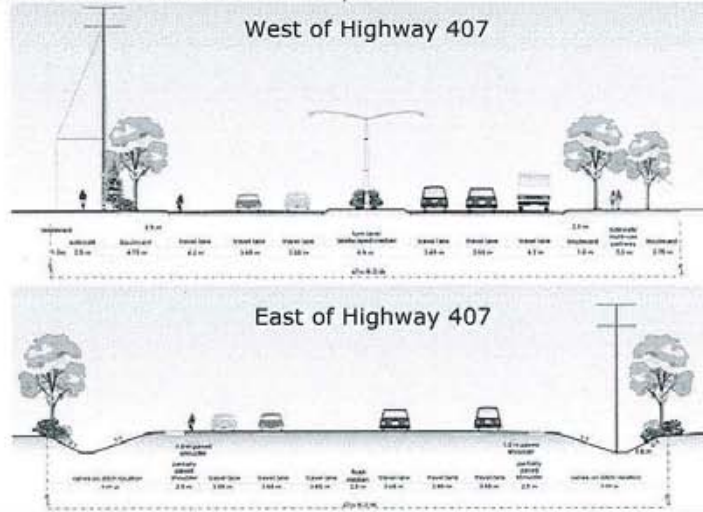
- Review roadway widening alternatives from previous EA studies
- Develop geometric design alternatives with consideration of:
 - cross-section elements / R.O.W./property requirements
 - accesses
 - intersection treatments
 - structures
 - median considerations
 - existing pavement structure
 - Identify alternatives for different sections of Dundas Street
 - construction staging
- Integrate BRT study outcomes
- Integrate with other ongoing planned or completed improvements



6 LANE CROSS SECTION Halton Transportation Master Plan



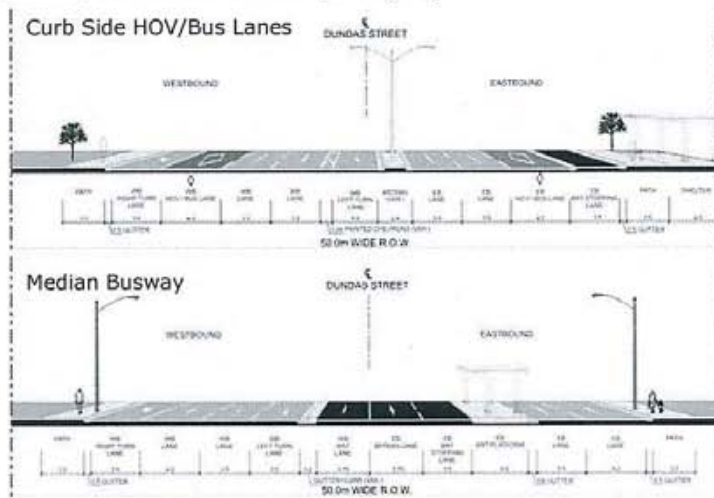
The Halton Transportation Master Plan identifies typical cross-sections for Dundas Street. They will be considered for use in the Study Area.



6 LANE CROSS SECTION Bus Rapid Transit Study



The Bus Rapid Transit Study is considering changes to the cross-section of Dundas Street to accommodate buses better. That study is ongoing.





WIDENING ALTERNATIVES



Widening alternatives for Dundas St. include:

- on existing road centreline
- to limits of R.O.W.
- to reduce impacts at sensitive locations
 - Widen to north
 - Widen to south
- to match currently proposed or constructed road widening
- on basis of structural assessment



FACTORS FOR ANALYSIS AND EVALUATION



Transportation

- capacity / level of service
- safety
- pedestrians and cyclists
- intersection requirements
- geometric standards
- access management
- construction staging

Cultural Environment

- built heritage resources
- cultural heritage landscapes
- archaeological resources

Land Use

- existing land use
- future land use

Natural Environment

- vegetation
- wildlife
- storm water management
- Policy areas including Greenbelt Plan and Niagara Escarpment Plan
- ESAs
- creek crossings

Socio-Economic Environment

- business operations
- residential areas
- institutional
- recreational uses
- rural land uses
- potential property requirements
- access
- noise levels
- pedestrians
- cyclists

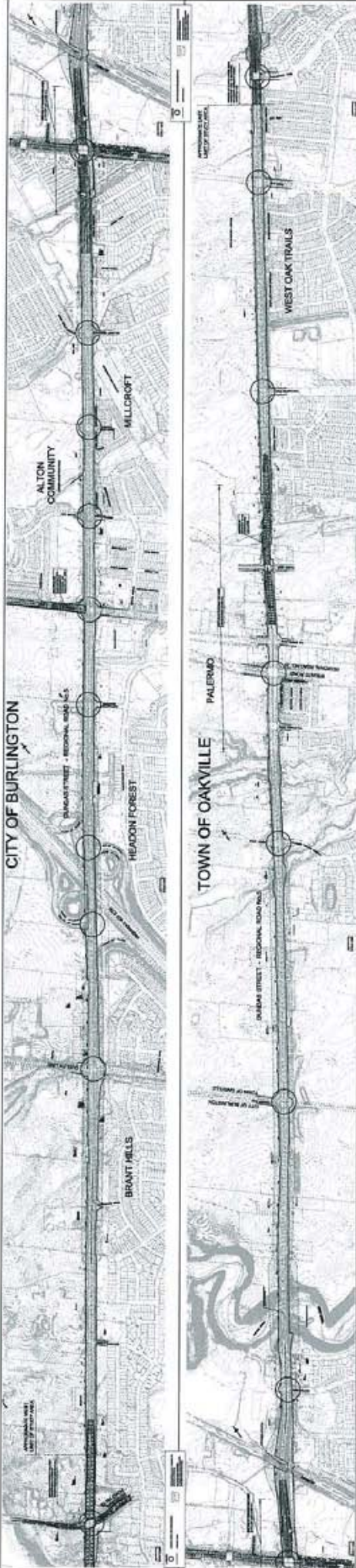
Preliminary Cost Estimate

- construction
- utility relocation
- property

Utilities

- existing utilities
- future utilities

DUNDAS STREET (REGIONAL ROAD 5) CLASS EA STUDY





NEXT STEPS



- Review study findings in light of comments received
- Preliminary development of alternatives for Dundas Street
- Comparatively assess the alternatives and determine preferred alternative and proposed mitigation measures
- Public Information Centre #2 (Spring 2010)



THANK YOU FOR ATTENDING



Would you like to be included on the study mailing list? Do you have any questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet.


Completed sheets can either be dropped in the box provided or submitted by mail, fax or email to:


Jeffrey Reid, C.E.T.
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905-825-6000 Ext. 7920
Fax: 905-825-8822
Email: jeffrey.reid@halton.ca

Neil Ahmed, P. Eng.
Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: nahmed@mrc.ca

Please provide all comments by December 11, 2009

APPENDIX D
PIC #1 PRESENTATION







**DUNDAS STREET (REGIONAL RD. 5)
 Brant Street (Regional Road 18) to
 Proudfoot Trail**



Class EA Study

Public Information Centre #1
 Presentation

November 2009






In association with
 Ecoplans Ltd.
 Archaeological Services Inc.
 Tharber Engineering Ltd.

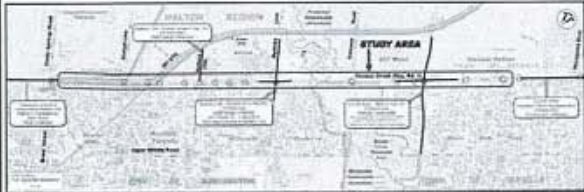

PURPOSE OF PIC #1


- To review Study Scope
- To discuss issues related to the project including:
 - Alternative solutions
 - Environmental considerations
 - Evaluation criteria



2


THIS STUDY


- To address existing/future need for improvements to Dundas Street
- Builds on earlier study process initiated March 2008
 - Guelph Line to Appleby Line



3


BACKGROUND


Related studies include:

- Highway 403 to Oak Park Boulevard – EA completed, Detail Design underway
- Oak Park Boulevard to Neyagawa Boulevard – EA underway
- Neyagawa Boulevard to Proudfoot Trail – EA completed, Construction underway
- Regional Road 5 and 25 Corridor Study
- Halton Transportation Master Plan



4



BACKGROUND


- As part of the MoveOntario 2020 Quick-Wins, the Region identified a **Bus Rapid Transit (BRT) system along Dundas Street** - received funding from Metrolinx
- Halton Region has commenced the Dundas Street Bus Rapid Transit Corridor Feasibility and Implementation Study



5


STUDY ORGANIZATION




6

EA STUDY APPROACH

- The study is following the Municipal Class EA process
 - Approved process under the Ontario Environmental Assessment Act
 - Schedule 'C' which follows Phases 1 through 4 of the Municipal Class EA
 - Includes consultation with stakeholders during the process
 - Part II Order request (Bump-Up)- appeal process

STUDY STAGES

TECHNICAL AGENCIES

The following agencies have been invited to participate:

Federal <ul style="list-style-type: none"> CEAA CI Rail Environment Canada Fisheries and Oceans Canada Indian and Northern Affairs 	Municipal <ul style="list-style-type: none"> City of Burlington Town of Oakville Conservation Halton Halton Regional Police Services Halton Emergency Management Halton Region Ambulance Services Burlington Fire Department Oakville Fire Department Halton EEAC (Ecological & Environmental Advisory Committee) NAAC (Halton Agricultural Advisory Committee) Halton Region Cycling Advisory Group School Boards Burlington Chamber of Commerce Oakville Chamber of Commerce
Provincial <ul style="list-style-type: none"> Ministry of Aboriginal Affairs Ministry of Agriculture Food and Rural Affairs Ministry of Culture Ministry of the Environment Ministry of Municipal Affairs and Housing Ministry of Natural Resources Ministry of Transportation 407ETR Niagara Escarpment Commission Ontario Realty Corporation 	Utilities <ul style="list-style-type: none"> Burlington Hydro, Oakville Hydro, Hydro One, Bell, Enbridge, COGECO, Rogers, TELUS, Union Gas
First Nations <ul style="list-style-type: none"> 11 communities with local interest 	

EXISTING AND FORECAST CORRIDOR DEVELOPMENT

Municipality	2006 Population	2031 Population	Percent Change
Burlington North of QEW	77,000*	84,000	+9%
Oakville North of QEW	99,000*	155,000	+56%

*Based on 2006 TFS Data

EXISTING TRAFFIC CONDITIONS

- Four (4) lane rural arterial roadway
- Daily Traffic Characteristics along entire corridor
 - 24 Hour Volume: 24,100 - 39,850 vehicles
 - % Truck Volume: 2.5 - 8.3%
- Congested commuter traffic conditions along entire corridor:
 - Eastbound (AM Peak Period)
 - Westbound (PM Peak Period)

Direction	AM Peak Hour		PM Peak Hour	
	Traffic Volume	Volume/Capacity	Traffic Volume	Volume/Capacity
Eastbound	1900-2000	>1.00	1000-1500	0.63
Westbound	600-1000	0.42	1900-2800	>1.00

- Congested operations during peak hours at 9 intersections

FUTURE TRAFFIC DEMAND

- Halton Region Transportation Model Traffic Growth
 - 20% to 55% traffic growth (2009-2021) along entire Dundas Street Corridor
- 2021 p.m. peak hour volume forecasts exceed existing rural arterial capacity

Halton **EXISTING AND FUTURE CONDITIONS** **MRC**

Study is being conducted with understanding of:

- Existing and Future Land Uses
- Natural Environment
- Social Environment
- Economic Environment
- Cultural Environment
- Major Utilities

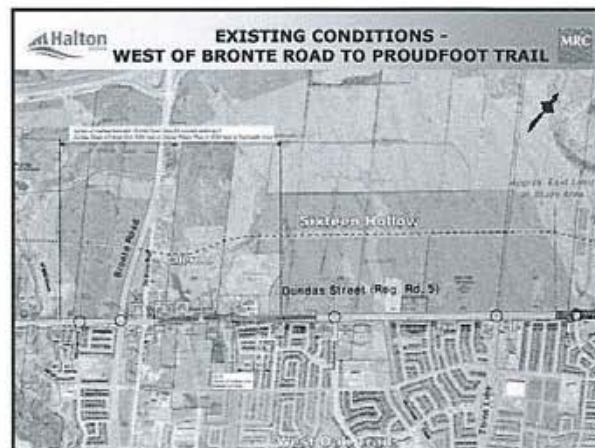
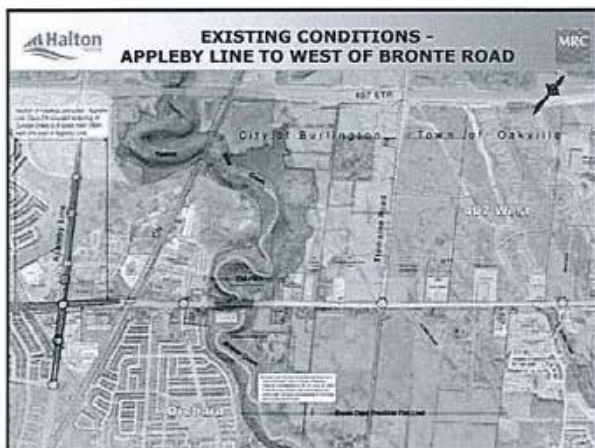
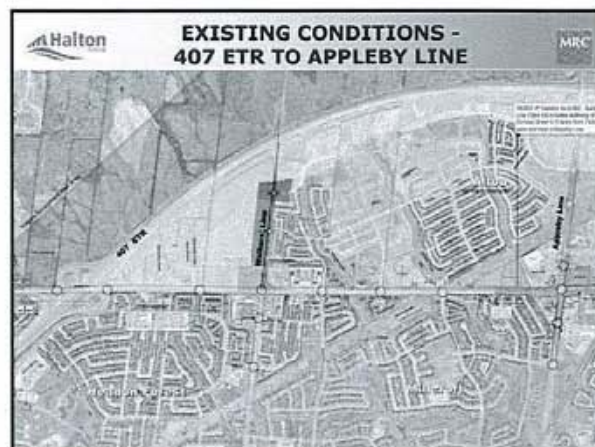
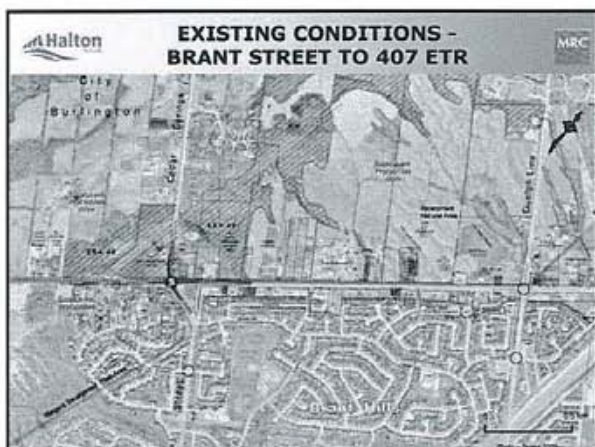
13

Halton **RELATED POLICIES/ PLANS** **MRC**

There are several policies and plans to be considered:

<p>Provincial</p> <ul style="list-style-type: none"> • Niagara Escarpment Plan (December 2006) • Growth Plan (June 2006) • Provincial Policy Statement (March 2005) • Greenbelt Plan (February 2005) • Parkway Belt West Plan (July 1978) 	<p>City of Burlington</p> <ul style="list-style-type: none"> • City of Burlington Official Plan (June 2009) • City of Burlington Draft Cycling Master Plan (June 2009) • Alton Community Secondary Plan (May 2002)
<p>Regional</p> <ul style="list-style-type: none"> • Sustainable Halton (September 2009) • Halton Region Official Plan (August 2006) • Halton Transportation Master Plan (June 2004) • Making Connections: Transit for Halton (October 2002) • Regional Road 5 and 25 Corridor Study (November 1999) • Halton Access Management Plan (November 1999) 	<p>Town of Oakville</p> <ul style="list-style-type: none"> • Town of Oakville Draft Active Transportation Master Plan (Cycling and Walking Master Plan) (May 2009) • Draft North Oakville West Secondary Plan (October 2007) • Oakville Transportation Master Plan (March 2007) • Town of Oakville Official Plan (September 2006)

14



Halton MRC BRT STUDY

Metrolinx's Big Move - 25 Year Plan

The map illustrates the proposed BRT routes through the study area, including Brant, Dundas, and Trafalgar. It shows major roads like Highway 403 and Highway 401, and various transit lines. A legend at the bottom right provides details on route types and station locations.

19

Halton MRC BRT STUDY

- Study currently underway, completion by Summer 2010
- Study limits – Brant Street to Highway 403

A collage of four images showing BRT systems in different cities: Vancouver, Boston, Mississauga, and Eugene, Oregon. Each image shows a dedicated BRT lane with a bus and other vehicles.

20

Halton MRC NATURAL ENVIRONMENT

- Designated Areas in Study Area:
 - Bronte Creek Provincial Park/Bronte Creek Valley ESA
 - Nelson Escarpment Woods ESA
- Natural areas limited to creek valleys and forests near Cedar Springs Road
- Bronte Creek Valley supports diverse vegetation community, provides wildlife movement, supports warmwater sportfish, baitfish and Rainbow Trout
- Tuck Creek, Shoreacres Creek, Appleby Creek, Sheldon Creek, Fourteen Mile Creek and McCraney Creek watersheds support warmwater baitfish habitat
- Fourteen Mile Creek supports Redside Dace, a sensitive species classified as 'Endangered' federally and 'Threatened' provincially. Bronte Creek supports Silver Shiner, a Species of Special Concern
- Tuck Creek tributaries are piped underground, presenting barriers to fish movement

Three small images showing natural areas: a creek, a forest, and a field.

21

Halton MRC SOCIAL ENVIRONMENT

- Existing newer residential areas with frontage and reverse frontage on Dundas St.
- Several older residential properties with direct access to Dundas St.
- Places of Worship
- Neighbourhood Parks
- Future hospital
- Future residential areas

Four small images showing residential areas, a place of worship, and a park.

22

Halton MRC ECONOMIC ENVIRONMENT

- Multiple existing commercial entrances along Dundas St. - full / restricted access
- Future commercial development
- Significant trucking activity

Three small images showing commercial entrances, development, and trucking activity.

23

Halton MRC CULTURAL ENVIRONMENT

- St Paul's Presbyterian Church (1867) and Cemetery (1817)
 - designated under Ontario Heritage Act
- Cultural heritage resources:
 - 16 listed on City of Burlington's Heritage Directory
 - 4 listed on Town of Oakville's Cultural Heritage Register
 - 9 additional cultural heritage resources identified

Three small images showing cultural heritage resources: a church, a house, and a building.

24

Halton UTILITIES

- Hydro One (220 kV) corridor
- Burlington Hydro, Oakville Hydro, Bell, Enbridge
- Proposed watermain on Dundas Street from Appleby Line to Tremaine Rd.
- Proposed trunk sanitary sewer terminates at Dundas St./Third Line

25

Halton PLANNING ALTERNATIVES

Do Nothing	• Does not address future needs	• Carry forward for comparison only
Limit Development	• Future projections based on approved future urban area	• Do not carry forward
Travel Demand Management Measures	• On their own, do not address the problem • Part of overall transportation strategy	• Carry forward
Improved Transit Service	• Part of overall transportation strategy	• Carry forward
Intersection and /or Operational Improvements	• On their own, do not address the problem • Part of overall transportation strategy	• Carry forward
Improvements to Other Roadways	• Required as part of overall transportation strategy in addition to improvements in Dundas Street corridor	• Carry forward
Improvements to Dundas Street	• Identified in previous studies	• Carry forward

26

Halton APPROACH TO DEVELOPING ALTERNATIVES

- Review roadway widening alternatives from previous EA studies
- Develop geometric design alternatives
 - cross-section elements / R.O.W./property requirements
 - accesses
 - intersection treatments
 - structures
 - median considerations
 - existing pavement structure
- Identify alternatives for different sections of Dundas Street
 - construction staging
- Integrate BRT study outcomes
- Integrate with other ongoing planned or completed improvements

27

Halton 6 LANE CROSS SECTION Halton Transportation Master Plan

- East of Highway 407

- West of Highway 407

28

Halton 6 LANE CROSS SECTION Bus Rapid Transit Study

- Curb Side HOV/Bus Lanes

- Median Busway

29

Halton WIDENING ALTERNATIVES

Widening alternatives for Dundas St. include:

- on existing road centreline
- to limits of R.O.W.
- to reduce impacts at sensitive locations
 - Widen to north
 - Widen to south
- to match currently proposed or constructed road widening
- on basis of structural assessment

30

Transportation

- capacity / level of service
- safety
- pedestrians and cyclists
- intersection requirements
- geometric standards
- access management
- construction staging

Cultural Environment

- built heritage resources
- cultural heritage landscapes
- archaeological resources

Land Use

- existing land use
- future land use

Natural Environment

- vegetation
- wildlife
- storm water management
- Policy areas including Greenbelt Plan and Niagara Escarpment Plan
- ESAs
- creek crossings

Socio-Economic Environment

- business operations
- residential areas
- institutional
- recreational uses
- rural land uses
- potential property requirements
- access
- noise levels
- pedestrians
- cyclists

Preliminary Cost Estimate

- construction
- utility relocation
- property

Utilities

- existing utilities
- future utilities

- Review and respond to comments received
- Preliminary development of alternatives
- Integrate with BRT Study
- Evaluate the alternatives and determine preferred alternative and proposed mitigation measures



**DUNDAS STREET (REGIONAL RD. 5) Class EA Study
Brant Street (Regional Road 18) to Proudfoot Trail**

**Public Information Centre #1
Tuesday, November 24, 2009
Compass Point Bible Church, 2501 Eaglesfield Drive, Burlington**

COMMENT SHEET

COMMENTS

WOULD LIKE TO SEE THE FOLLOWING INCORPORATED INTO THE SOLUTION.

① NOISE BARRIERS (AS ORIGINALLY PROMISED IN 1980 AS OUR HOME BACKS OUT #5 WITH ORC LAND BETWEEN US & THE HWY.

② TURN Lanes FOR MAJOR LOCATION ENTRANCES IN CHURCH (ST JOHN'S)

③ SPEED LIMITS CONTROLLED AT 60 KPH.

Place your completed comment sheet in the box provided or return by Friday, December 11, 2009 to:

Project Manager:
Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: nahmed@mrc.ca

PLEASE PRINT

Name: _____

Address: _____

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



**DUNDAS STREET (REGIONAL RD. 5) Class EA Study
Brant Street (Regional Road 18) to Proudfoot Trail**

**Public Information Centre #1
Tuesday, November 24, 2009
Compass Point Bible Church, 2501 Eaglesfield Drive, Burlington**

COMMENT SHEET

COMMENTS

*Further to the conversation with Jeffery I would
be interested in the "NOISE" study related to the
Brant & Hwy 5 intersection*



Place your completed comment sheet in the box provided or return by **Friday, December 11, 2009** to:

Project Manager:
Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
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**DUNDAS STREET (REGIONAL RD. 5) Class EA Study
Brant Street (Regional Road 18) to Proudfoot Trail**

**Public Information Centre #1
Tuesday, November 24, 2009
Compass Point Bible Church, 2501 Eaglesfield Drive, Burlington**

COMMENT SHEET

COMMENTS

would like a centre turn lane
on Dundas Street from Brant Str.
to Guelphline or 407 Hwy.

Place your completed comment sheet in the box provided or return by **Friday, December 11, 2009** to:

Project Manager:
Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
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**DUNDAS STREET (REGIONAL RD. 5) Class EA Study
Brant Street (Regional Road 18) to Proudfoot Trail**

**Public Information Centre #1
Wednesday, November 25, 2009
Town of Oakville, 1225 Trafalgar Road, Oakville**

COMMENT SHEET

COMMENTS

Good that you're planning BRT from the start, and good to hear that it can be done within the constraints of the sections already approved. I had asked about BRT during an earlier study (covering Sixteen Mile Creek bridge) and was told then that there would be no room for BRT.

There must also be provision for on road cycling to accommodate serious cyclists, as well as sidewalks and cycling paths for recreational cyclists.

Place your completed comment sheet in the box provided or return by **Friday, December 11, 2009** to:

Project Manager:
Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: nahmed@mrc.ca

PLEASE PRINT

Name: 
Address: 

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



**DUNDAS STREET (REGIONAL RD. 5) Class EA Study
Brant Street (Regional Road 18) to Proudfoot Trail**

**Public Information Centre #1
Wednesday, November 25, 2009
Town of Oakville, 1225 Trafalgar Road, Oakville**

COMMENT SHEET

COMMENTS

December 07, 2009

To: Neil Ahmed,

I [redacted] am writing to respond to and to provide comments regarding the Environmental Assessment Study.

In 1980 my husband and I exchanged land on [redacted] [redacted] Oakville with Ontario Ministry of Transportation Communication and Development.

I am not agreeable to exchange more land. I was told in 1980 by the Ministry of Transportation Communication and Development that I would not be asked for anymore land in the near future.

Thank-you, [redacted]

Place your completed comment sheet in the box provided or return by **Friday, December 11, 2009** to:


Project Manager:

Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: nahmed@mrc.ca



November 30, 2009



Attention: 

**RE: Halton Region
Dundas Street (Regional Road 5) Improvements
Brant Street to Proudfoot Trail
Class Environmental Assessment Study**

Dear 

Further to your request, please find enclosed the display panels from the first Public Information Centre for the Dundas Street Class Environmental Assessment (EA) Study. In addition, a comment sheet is enclosed, please provide your comments by December 11, 2009.

Details regarding the study, including the enclosed display panels, can be viewed on the study website (<http://www.halton.ca/ppw/roads/eas/Current-DundasBurOak.htm>).

If you have any questions or require additional information, please contact the undersigned at (905) 823-8500 or email at nahmed@mrc.ca.

Yours very truly,
McCormick Rankin Corporation



Mr. Neil Ahmed, P. Eng.
Project Manager

Attachment

cc: Jeffrey Reid, Halton Region

**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

2655 North Sheridan Way, Mississauga, Ontario, Canada L5K 2P8
t. 905.823.8500 | f. 905.823.8503 | e. mrc@mrc.ca | www.mrc.ca

A member of  MMM GROUP

Green, Leslie

From: Ahmed, Neil
Sent: Saturday, November 14, 2009 4:09 PM
To: Green, Leslie
Subject: FW: input on Dundas Street (Regional Road 5) Transportation Corridor Improvements PR-2550

Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way, Mississauga, ON
P: (905) 823-8500 F: (905) 823-8503 Toll Free: 1-877-562-7947
E: nahmed@mrc.ca Web: <http://www.mrc.ca/>

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

From: [REDACTED]
Sent: November 14, 2009 2:16 PM
To: jeffrey.reid@halton.ca; Ahmed, Neil
Subject: input on Dundas Street (Regional Road 5) Transportation Corridor Improvements PR-2550

Greetings Mr. Reid & Mr. Amed,

In regards to the following:

http://www.halton.ca/ppw/roads/PDFs/ClassEA-Current_Dundas_BurlOak_Notice_PIC&Commencement.pdf

I may not be able to attend either of the information presentations, so I hope my comments are appropriate to your situation.

I would like to request your agencies' consideration of the importance of this thoroughfare to bicycle traffic, and make allowances - through bike paths, or at the least, dedicated bike lanes - for the inevitable increases in cycle traffic along Dundas Street, especially between Burlington and Oakville.

As a four-season cycle commuter along this route for the past 18+ months, I know intimately how tightly cyclists and motorists must overlap in order to safely navigate this corridor. Because we have few options due to Bronte Creek bisecting the region, most people living north of the 403 highway are only able to use Dundas if they want to travel east/west between the two communities. As the populations of Burlington and Oakville swell to the north of Dundas in upcoming years, the foresight to accommodate this vulnerable sector of travellers will be seen as an enlightened vision of better future for our population.

Thank you for your consideration, and please forward this on to any other pertinent parties.

Sincerely,

[REDACTED]

Green, Leslie

Subject: RE: Comments from Burlington Road Safety Committee on Nov. 24 2009 PIC re Dundas Street Class EA Study

From: [REDACTED]
Sent: December 29, 2009 1:02 PM
To: Ahmed, Neil

Subject: Comments from Burlington Road Safety Committee on Nov. 24 2009 PIC re Dundas Street Class EA Study

Comments from the Burlington Road Safety Committee on Dundas Highway Class EA Study plans presented at November 24, 2009 PIC:

- 1. The Region has not developed alternates to road widening. Mention is made of Metrolinx plans for an inter-city bus line, and allowance is made for an HOV/Bus lane in the plan, however, traffic projections are based on the continued use of single occupant car commuting rather than any significant shift to transit.*
- 2. The road widening designs presented would be dangerous to cyclists as they are based on the wide curb lane concept rather than well designed bike lanes. The City of Burlington abandoned the wide curb lane concept 15 years ago on the recommendation of its Cycling Committee in favour of well marked bike lanes on arterials. Given the high speeds and heavy truck traffic on this road, there should be well designed bike lanes and other design features to ensure the safety of cyclists. Your designers should know that an experienced cyclist was killed several years ago while cycling to work on this road and that this year another cyclist was seriously injured by a left-turning vehicle at the Guelph Line intersection, and another cyclist was seriously injured while attempting to cross Dundas Street. Have the City of Burlington and Halton Region Cycling Committees been asked for their input?*
- 3. The current lack of sidewalks represents an immediate safety hazard to pedestrians along many built-up parts of Dundas Street. Sidewalks are needed now - not 5 or 10 years down the road.*

Sincerely,

[REDACTED]

on behalf of the Burlington Road Safety Committee

Green, Leslie

From: Reid, Jeffrey [Jeffrey.Reid@halton.ca]
Sent: Tuesday, December 15, 2009 8:03 AM
To: Green, Leslie
Cc: Ahmed, Neil
Subject: FW: Dundas St Class EA

Hi Leslie,

I just received this inquiry. Could you please draft a response.

Thanks,

Jeff

From: [REDACTED]
Sent: Monday, December 14, 2009 6:15 PM
To: Reid, Jeffrey
Subject: Fw: Dundas St Class EA

Jeff,

Thank you for the opportunity to comment. A few things come to mind and I would like to highlight: speed, traffic flow and widening.

1) Speed

The speed along Dundas varies. We all know that people break the speed limit. If there was some co-ordination of speed to traffic signals, it would reduce severe acceleration and deceleration among average drivers and would also make the road safer. Most accidents are caused when changing lanes and in order to beat the traffic, drivers will change lanes and speed. The best example I've seen locally of speed control and co-ordination of signals is along Hamilton's main street. The limit is 50 and if one drives at 50, the lights all change to green. If a similar feature can be arranged along Dundas, giving it priority over minor roads, highway exits etc, people will soon learn that if they drive the speed limit, they will catch the green lights. One of the main reasons people speed is because they see that the green light is about to change and they want to beat it. This is not only bad for the environment, but it's unsafe. It is probably not possible to integrate lights with speed the whole way along Dundas, but it must be possible within certain sections of the street.

2) Traffic flow

This province, particularly the region around the GTA is obsessed with traffic lights. At any kind of minor intersection, pedestrian crossing, side street from a shopping centre, school or residential area, in goes a set of traffic lights! They are the most annoying and most inefficient forms of managing traffic. You only need to drive north on Appleby Line at around 5pm to see how they stymie the flow of traffic.

One of the most efficient ways to control the flow of traffic is with roundabouts. More and more roundabouts are being built in the province as, finally, people come to see their benefits. They are safer than traffic lights and standard intersections. Most importantly they are more environmentally friendly because you don't have queues of people sat unnecessarily at red lights when there is nothing whatsoever coming through the green light. Please review this link:

<http://www.designroundabouts.com/Advantages>

Roundabouts make total sense at minor intersections. I have driven along Dundas and approached one of the new junctions at a residential development. The light has changed to red, about 20 cars are stopped, and nothing comes out of the intersection. This is wasteful in terms of people's time and in terms of the emissions generated while idling and accelerating away from the red light. Also, it irritates people and makes their behaviour more aggressive. If roundabouts were in place, traffic would flow around them without obstruction and would only be stopped when vehicles needed to enter the roundabout. I know that many Ontarians are not familiar with roundabouts. The signs at each intersection should tell drivers to Yield to Traffic from the Left – they will soon become used to them.

3) Widening

Finally, you talk about road widening. This is an invitation for more traffic. If the road is to be widened for the purpose of, for example, a bus rapid transit lane, that would be a good move. However, if you simply widen the road, there comes a point, or several points, where the road will by necessity become narrow again. This is likely to result in bottlenecks and bad tempered driving – and probably accidents. Any road widening should only be undertaken where it will lead to an off-lane at a major intersection, such as Bronte Road, or Neyagawa.

I hope these comments help. I would be pleased to elaborate and to participate further in the review process. Please reply to our home email address, from which this message was sent.

Regards,

From: Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]
Sent: November 23, 2009 1:33 PM
To: [REDACTED]
Cc: Green, Leslie
Subject: RE: Dundas St Class EA

[REDACTED]

Thank-you for your interested with the Dundas Street Class Environmental Assessment Study. Below is a link to this study on the Region's website. As you know, tomorrow night is our Public Information Centre (PIC) in Burlington.

<http://www.halton.ca/ppw/roads/eas/Current-DundasBurOak.htm>

In terms of providing comments, you can always email me directly or the web-page.

By the end of this week we will have the PIC PowerPoint presentation available through our website for review.


Please let me know if you have any specific questions or concerns.

Thanks,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Public Works
Halton Region
Ph: (905) 825-6000 ext.7920
Fax:(905) 825-8822

[REDACTED]

 Please consider the environment before printing this e-mail

Green, Leslie

From: Ahmed, Neil
Sent: Thursday, November 12, 2009 1:58 PM
To: Green, Leslie
Subject: Dundas Street EA - Garganis

[REDACTED] called this pm having received a notice for the PIC. He noted that there is enough noise now and widening will only make that worse. His residence fronts onto Dundas. He thinks the treatment near Third Line (a berm) is a good solution and would be suitable in his area. He further noted that a couple of neighbours have not been able to sell residences due to noise issues.

I invited him to attend the PIC and discuss further.

Neil Ahmed, P. Eng.

McCormick Rankin Corporation

2655 North Sheridan Way, Mississauga, ON

P: (905) 823-8500 F: (905) 823-8503 Toll Free: 1-877-562-7947

E: nahmed@mrc.ca Web: <http://www.mrc.ca/>

Green, Leslie

From: Ahmed, Neil
Sent: Monday, November 30, 2009 8:17 AM
To: Green, Leslie
Subject: FW: Dundas Street Corridor Improvements (Public Input)

Please add to input compilation

Neil Ahmed, P. Eng.

McCormick Rankin Corporation

2655 North Sheridan Way, Mississauga, ON

P: (905) 823-8500 F: (905) 823-8503 Toll Free: 1-877-562-7947

E: nahmed@mrc.ca Web: <http://www.mrc.ca/>

From: [REDACTED]
Sent: November 29, 2009 6:17 PM
To: jeffrey.reid@halton.ca
Cc: Ahmed, Neil
Subject: Dundas Street Corridor Improvements (Public Input)

Hi Jeffrey,

I wasn't able to attend the Public Information sessions but I think they should include 'roundabouts' like the ones in Massachusetts area for example.

[REDACTED]

Green, Leslie

From: Reid, Jeffrey [Jeffrey.Reid@halton.ca]
Sent: Monday, November 16, 2009 8:57 AM
To: [REDACTED]
Cc: Ahmed, Neil; Green, Leslie
Subject: RE: Class EA Dundas Street Transportation Corridor Improvements
Attachments: Notice of Study Commencement (Final)_Nov. 2, 2009 (one page).doc

[REDACTED]

Thank-you for your interest with the Dundas Street Class EA Study. I have verified that you are on the mailing list and will continue to receive Notices as they become available. Below is the address we are using from our GIS database.

[REDACTED]

I have attached our current Notice.

Please let me know if you have any further questions or concerns.

Regards,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Public Works
Halton Region
Ph: (905) 825-6000 ext.7920
Fax:(905) 825-8822

From: [REDACTED]
Sent: Friday, November 13, 2009 10:56 AM
To: Reid, Jeffrey
Cc: nahmed@mrc.ca
Subject: Class EA Dundas Street Transportation Corridor Improvements

Dear Jeffrey,

[REDACTED] is a landowner within the Waterdown and Oakville area which could be affected by the proposed improvements to the Dundas Street corridor. We therefore would kindly request you to provide us with any future notices of meetings and any additional information regarding the Class Environmental Assessment Study for the Dundas Street Transportation Corridor Improvements. Your assistance in this matter would be appreciated. My contact information is:

[REDACTED]

Green, Leslie

From: Green, Leslie
Sent: Tuesday, November 17, 2009 9:06 AM
To: Green, Leslie
Subject: RE: Dundas "Street" Environmental Assess

From: [REDACTED]
Sent: Sunday, November 15, 2009 4:36 PM
To: Reid, Jeffrey
Subject: Dundas "Street" Environmental Assess

Good Morning Jeffrey,

I am a resident of the Townhomes of Upper Millcroft. As I am most likely unable to attend the information sessions I took the suggestion in the flyer and will seek your input here.

My wife and I have major concerns over the possible widening of Dundas between Berwick and Millcroft Park Drive as this strip is no longer dirt feilds as shown still on Google maps but Monarchs last phase development of Millcroft. As it is we feel that two major issues were poorly addressed or even overlooked:

1. We are landlocked-the Town said it was not in the budget to provide residents of this phase a path that would connect to Berwick. I do not like the idea of my wife and 1 year old walking down Dundas Highway-would you?
2. Somehow either Monarch Homes or the Town got away with not providing an adequate burm in front of the homes facing Dundas- or a wall/sound barrier of some kind. if one drives towards Oakville-the burms facing Dundas seem to get higher and higher...

I would be thrilled to hear Halton Region Planning has the foresight to not widen Dundas between the aforementioned roads and in fact make that stretch of highway a traffic calming zone- as the school and park will be built just North of us soon.

Look forward to hearing your reply and trust you share the concerns of Burlington residents about this matter,

Thank you,
[REDACTED]

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Green, Leslie

From: Reid, Jeffrey [Jeffrey.Reid@halton.ca]
Sent: Wednesday, December 09, 2009 1:03 PM
To: [REDACTED]
Cc: Green, Leslie; Ahmed, Neil
Subject: RE: Dundas Street Transportation Corridor Improvements

[REDACTED]

Thank-you for your interested with the Dundas Street Class Environmental Assessment Study. We are just at the preliminary stages of this study. Below is a link to the study which outlines the material presented at the Public Information Centre #1 and Stakeholder Group #1 meetings.

<http://www.halton.ca/ppw/roads/eas/Current-DundasBurOak.htm>

We anticipate coming back to the Public in Spring 2010. At that time we will be able to present the Alternative Solutions and Alternative Design Concepts for the Preferred Solution.

Hope this helps and please let me know if you have any questions.

Thanks,

Jeff

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

From: [REDACTED]
Sent: Wednesday, December 09, 2009 12:13 PM
To: Reid, Jeffrey
Subject: Dundas Street Transportation Corridor Improvements

We were out of town and unable to attend the meeting regarding the above subject. We would however be interested in knowing how we can learn about the proposed plan for the changes on the Dundas Street corridor.

We will look forward to hearing from you.

[REDACTED]

This message, including any attachments, is privileged and intended only for

Green, Leslie

From: Ahmed, Neil
Sent: Friday, November 20, 2009 8:44 AM
To: Green, Leslie
Subject: FW: Class Environmental Assessment Study PR-2550
Importance: High

Neil Ahmed, P. Eng.

McCormick Rankin Corporation

2655 North Sheridan Way, Mississauga, ON

P: (905) 823-8500 F: (905) 823-8503 Toll Free: 1-877-562-7947

E: nahmed@mrc.ca Web: <http://www.mrc.ca/>

From: [REDACTED]
Sent: November 20, 2009 8:39 AM
To: jeffrey.reid@halton.ca; Ahmed, Neil
Cc: [REDACTED]
Subject: Class Environmental Assessment Study PR-2550
Importance: High

Dundas Street (Regional Road 5) Transportation Corridor Improvements
Brant Street (Regional Road 18) to Proudfoot Trail
City of Burlington/Town of Oakville

I am unable to attend either session but I am very interested in the Assessment Study. Specifically the Noise Control measures that will be required to control ever increasing traffic from cars, construction trucks and commercial trucks.

Can you please provide me with any and all information covering Noise Control.

Thank you in advance to your attention to the above.



Green, Leslie

From: Ahmed, Neil
Sent: Tuesday, November 10, 2009 3:59 PM
To: Green, Leslie
Subject: FW: Dundas Street Improvements

Please note.

Neil Ahmed, P. Eng.

McCormick Rankin Corporation

2655 North Sheridan Way, Mississauga, ON

P: (905) 823-8500 F: (905) 823-8503 Toll Free: 1-877-562-7947

E: naahmed@mrc.ca Web: <http://www.mrc.ca/>

From: [REDACTED]
Sent: November 10, 2009 3:09 PM
To: Ahmed, Neil
Subject: Dundas Street Improvements

Neil,

I received the notice of the public meeting for the Class EA – your file W.O. 7108.

I am unable to attend but I would appreciate being kept on the mailing list as this project continues.

Thanks in advance,



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Green, Leslie

From: Reid, Jeffrey [Jeffrey.Reid@halton.ca]
Sent: Thursday, January 07, 2010 3:45 PM
To: [REDACTED]
Cc: Ahmed, Neil; Green, Leslie
Subject: RE: Class Environmental Assessment Study PR-2550

[REDACTED]

Thank-you for your comment regarding noise barriers concerning the Dundas Street (Regional Road 5) Class Environmental Assessment Study from Brant Street to Proudfoot Trail.

For a new or widened road, an assessment of potential noise impacts is required. The assessment is done in accordance with the Ontario Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol.

In order to determine a potential noise impact, the Protocol requires that a comparison be made between projected noise levels for the "do nothing" alternative 10 years after the completion of construction and the projected noise levels with the proposed undertaking in place. The significance of the noise impact is then calculated by comparing these two sound levels. The assessment is done at the outdoor living area (typically backyards) of each Noise Sensitive Area (NSA).

If noise mitigation is provided (i.e. noise increase greater than 5 dBA), noise control measures are to be designed to achieve levels as close to, or lower than, the objective of 55 dBA or pre-construction ambient noise levels as is technically, economically or administratively feasible. Noise control measures, where applied, should be cost effective and achieve a minimum attenuation of 5 dBA.

Once the preferred design concept has been identified, a detailed noise analysis will be undertaken. The noise analysis will be presented at the second Public Information Centre (PIC) which is anticipated in Spring 2010.

Notifications will be send in advance of the next meeting.

Please let me know if you have any further questions,

Jeff

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

From: [REDACTED]
Sent: Monday, January 04, 2010 2:17 PM
To: Reid, Jeffrey
Cc: [REDACTED]
Subject: RE: Class Environmental Assessment Study PR-2550
Importance: High

Thanks and Happy New Year.

[REDACTED]

From: Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]
Sent: Monday, January 04, 2010 2:14 PM
To: [REDACTED] nahmed@mrc.ca
Cc: [REDACTED] LGreen@mrc.ca
Subject: RE: Class Environmental Assessment Study PR-2550

[REDACTED]

Sorry for the delay. We anticipate sending all inquiry responses by the end of the week.

Thank-you for your patience,

Jeff

From: [REDACTED]
Sent: Monday, January 04, 2010 2:05 PM
To: [REDACTED]; Reid, Jeffrey; nahmed@mrc.ca
Cc: [REDACTED] LGreen@mrc.ca
Subject: RE: Class Environmental Assessment Study PR-2550
Importance: High

Mr. Reid, I have not received any information.

Will it be sent soon?

From: [REDACTED]
Sent: Monday, November 30, 2009 8:32 AM
To: Reid, Jeffrey; nahmed@mrc.ca
Cc: [REDACTED]; Green, Leslie; [REDACTED]
Subject: RE: Class Environmental Assessment Study PR-2550
Importance: High

Thank you Mr. Reid.

Looking forward to the reply.

From: Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]
Sent: Monday, November 30, 2009 8:29 AM
To: [REDACTED] nahmed@mrc.ca
Cc: [REDACTED] Green, Leslie
Subject: RE: Class Environmental Assessment Study PR-2550

[REDACTED]

Thank-you for your interest with the Dundas Street Class Environmental Assessment Study. We are currently reviewing all questions and comments from the first round of Public Consultation and expect to begin sending responses after December 11. December 11 was the deadline for any inquiries.

Regards,

Jeff

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

From: [REDACTED]
Sent: Monday, November 30, 2009 8:24 AM
To: [REDACTED] Reid, Jeffrey; nahmed@mrc.ca
Cc: [REDACTED]
Subject: RE: Class Environmental Assessment Study PR-2550
Importance: High

Please advise when I can expect to receive the information on the above subject line.

Thank you

From: [REDACTED]
Sent: Friday, November 20, 2009 8:39 AM
To: Halton - Jeffrey Reid (jeffrey.reid@halton.ca); Halton - Neil Ahmed (nahmed@mrc.ca)
Cc: [REDACTED]
Subject: Class Environmental Assessment Study PR-2550
Importance: High

Dundas Street (Regional Road 5) Transportation Corridor Improvements
Brant Street (Regional Road 18) to Proudfoot Trail
City of Burlington/Town of Oakville

I am unable to attend either session but I am very interested in the Assessment Study. Specifically the Noise Control measures that will be required to control ever increasing traffic from cars, construction trucks and commercial trucks.

Can you please provide me with any and all information covering Noise Control.

Thank you in advance to your attention to the above.



**DUNDAS STREET (REGIONAL ROAD 5)
BUS RAPID TRANSIT CORRIDOR
BRANT STREET (REGIONAL ROAD 18) TO
TRAFALGAR ROAD (REGIONAL ROAD 3)**

**PUBLIC INFORMATION CENTRE #1
SUMMARY REPORT**

AUGUST 2011



A member of  **MMM GROUP**

McCormick Rankin Corporation

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APPENDICES

- Appendix A – Notice of Public Information Centre #1
- Appendix B – Attendance Register
- Appendix C – PIC #1 Display Panels

1. INTRODUCTION

Halton Region with the City of Burlington and the Town of Oakville has initiated a study to consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street. This corridor (Exhibit 1) plays an important role in the movement of people and goods through the Region. This study provides an opportunity to identify improvements along Dundas Street and other transit supportive corridors that will provide people living or working in Halton Region an alternative to automotive travel. This study also provides an opportunity for enhancement of Dundas Street as an attractive corridor for pedestrians and cyclists, integrating new land uses with existing heritage and natural features.

This study will follow the Transit Project Regulation (Ontario Regulation 231/08), which is an alternative Environmental Assessment (EA) process that can be used for public transit projects. The regulation outlines a “Pre-Planning” and a “Transit Project Assessment Process”. Throughout these two phases, which are shown on Exhibit 2, a proponent is required to consult with interested persons, regulatory agencies and First Nation communities on issues arising from the proposed undertaking.

Pre-Planning (Phase 1)

This part of the process initially includes pre-planning which is completed prior to triggering the formal part of the process. The pre-planning work includes a process similar to the traditional EA studies undertaken by Halton Region with full technical work, consideration of alternatives and consultation. The timeframe for this process is flexible. The study is currently in the pre-planning phase.

Transit Project Assessment Process (Phase 2)

Following resolution of issues regarding the project and input provided by regulatory agencies, this later process generally involves a further 30 day consultation period with provincial ministries and agencies, with a focus on the impact analysis and evaluation of the recommended undertaking followed by release of the final Environmental Project Report (EPR) for public, stakeholder, First Nation community and agency review. Interested parties are given the opportunity to submit concerns to the Minister of the Environment (MOE) within those 30 days.

The Minister then has 35 days in which to review any further issues raised and responses from the Project Team. Following their review, MOE will rule on any unresolved issues and direct the Project Team to either:

- Proceed with the undertaking;
- Proceed with the undertaking, subject to conditions; or
- Conduct additional work and re-submit the EPR to the Minister for a follow-up review.

If no direction is provided from the Minister to the Project Team following the 35 day review period, the project can proceed.

It should be noted that prior to commencing the Dundas Street BRT Corridor Study, the Dundas Street (Brant Street in Burlington to Proudfoot Trail in Oakville) Class Environmental Assessment had been initiated. That study was being conducted in accordance with the Municipal Class Environmental Assessment process, which is an approved process under the Ontario Environmental Assessment Act. As part of that process, an earlier Public Information Centre (PIC) #1 (November 24 and November 25, 2009) was held. In 2011, the Dundas Street Class Environmental Assessment was integrated into the Dundas Street BRT Corridor Study.

2. PURPOSE OF PUBLIC INFORMATION CENTRE #1

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The purpose of the first PIC was to provide stakeholders with an opportunity to meet the Project Team, review the study scope and discuss issues related to the project.

As mentioned in Section 1, prior to commencing the Dundas Street BRT Corridor Study, a PIC was held for the Dundas Street Class EA Study from Brant Street to Proudfoot Trail. That earlier study process included Stakeholder Group involvement and two PICs (one in Oakville and one in Burlington). When the Region initiated the TPAP and expanded the study area to Trafalgar Road, it was determined that the PIC would be held at one venue, the Halton Region Auditorium (located at 1151 Bronte Road), which is centrally located in the Study Area.

In addition, as part of the Dundas Street BRT Corridor Study, workshops will be held with Technical Agencies (Federal Agencies, Provincial Ministries, Local Municipalities and Utilities) throughout the planning process. The workshop format is considered affective in engaging the agencies in the BRT planning process for the Dundas Street corridor. The first workshop was held in March 2011 to introduce the study. The second workshop was held in May 2011 to receive input on the development of the BRT concepts for Dundas Street. A third workshop will be held prior to the second PIC.

3. LOCATION, DATE, TIME

The PIC was held at follows:

Date: Thursday, June 23, 2011
Time: 6:30 p.m. – 8:30 p.m. (Drop-in/ No Presentation)
Location: Halton Region – North/South Auditoriums

Exhibit 1 Study Area

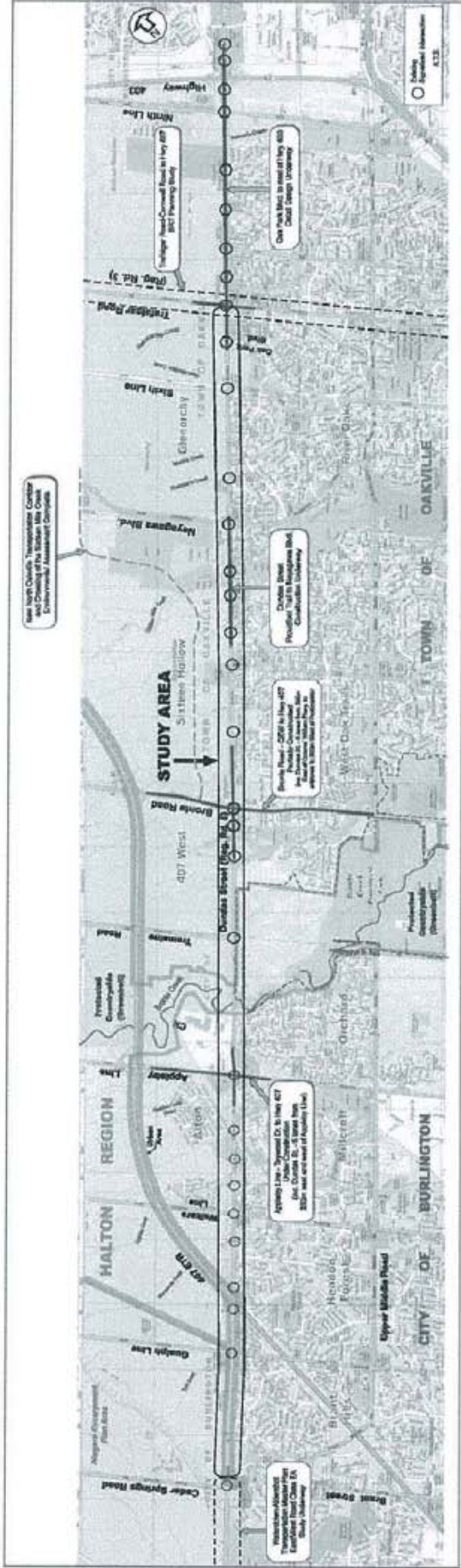
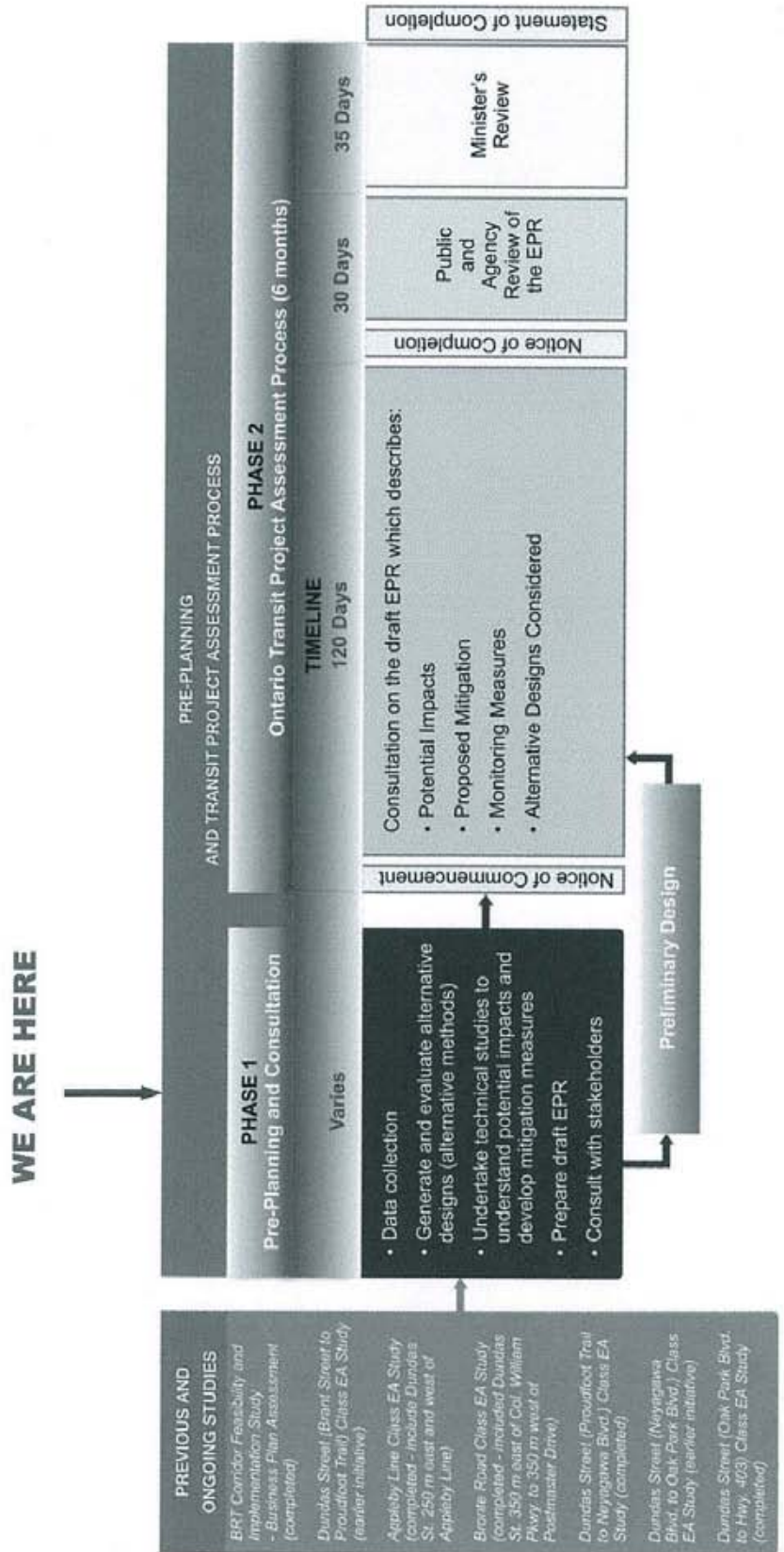


Exhibit 2 Transit Project Assessment Process



4. PUBLIC NOTIFICATION

The Notice of PIC #1 was placed in 2 editions of the following newspapers:

- Burlington Post
 - Friday, June 10, 2011
 - Friday, June 17, 2011
- Oakville Beaver
 - Friday, June 10, 2011
 - Friday, June 17, 2011
- The Halton Compass
 - Thursday, June 9, 2011
 - Thursday, June 16, 2011

A copy of the newspaper notice is provided in Appendix A.

The Region provided the Notice of PIC #1 to the following First Nations by mail on June 9, 2011:

- Alderville First Nation
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River
- Curve Lake First Nation
- Mohawks of Akwesasne First Nation
- The Mohawks of the Bay of Quinte First Nation
- Hiawatha First Nation
- Oneida Nation of the Thames
- Wahta Mohawks First Nation
- Mississaugas of Scugog Island
- Six Nations Haudenosaunee Confederacy Council

MRC provided the Notice of PIC #1 to the following on June 9, 2011:

- Technical Agencies - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Representatives of the churches located adjacent to Dundas Street
- Representatives of the adjacent residential communities i.e. community associations
- Representatives of the adjacent townhouse developments (condominium corporations) which directly abut Dundas Street but do not have direct access

- Property owners within the study area (May 2011) – mailing list provided by Halton Region
- Stakeholders from previous Dundas Street initiatives (Dundas Street Class EA Study (Brant Street to Proudfoot Trail) and Dundas Street Class EA Study (Neyagawa Boulevard to Oak Park Boulevard))

5. ATTENDANCE

The following Halton Region and Consultant staff were in attendance at the PICs to answer questions and to discuss the study with the public:

Halton Region

- Jeff Reid, Project Manager
- Maureen Van Ravens, Manager of Transportation Planning & Roads Operations
- Melissa Green-Battiston, P.Eng., Supervisor – Transportation Planning
- Nick Zervos, Supervisor – Road Operations and Maintenance
- Matt Krusto, Transportation Coordinator

McCormick Rankin Corporation

- Neil Ahmed, P.Eng., Consultant Project Manager
- Leslie Green, P.Eng., Project Engineer

Approximately 46 people attended the PIC. The sign-in register is included in Appendix B. In addition, Tom Adams, Ward 6 Regional and Town of Oakville Councillor, attended the PIC.

6. DISPLAY PANELS

The information provided at the PIC was presented to the public through a series of display panels and included the following:

- Welcome
- Study Purpose
- Study Area
- Supportive Policies and Plans
- Transit Project Assessment Process
- Existing Conditions Plan
- Existing and Planned Corridor Land Use and Growth
- What is BRT?
- Typical BRT Station Features
- Example of BRT

- BRT on Dundas Street - Median Bus Lanes
- BRT on Dundas Street – Curb Bus Lanes
- BRT on Dundas Street – Median vs. Curb
- BRT on Dundas Street – Left-Turning Vehicles
- BRT on Dundas Street – Mid-Block Access and Emergency Services
- BRT on Dundas Street – Integration with Land Uses
- Alternative Design – Curb Option
- Alternative Design – Median Option
- Evaluation Criteria
- Next Steps
- Please Complete a Comment Sheet

The display panels are included in Appendix C.

7. **FORMAT**

The PIC was an open house, those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

Individuals attending the PICs were asked to sign the register upon arrival. Attendees were informed of the availability of comment sheets and were invited to complete comment sheets at the meeting or to provide any further comments by Friday, July 8, 2011 via mail, e-mail or fax. The information presented at the PICs were also made available on the study website:

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

8. **VERBAL COMMENTS**

Attendees reviewed the panels and discussed their issues and comments with Regional Staff and the Consultants. Below is a summary of topics raised by the attendees.

- Property requirements
- Preference for either Curb BRT or Median BRT
- Provision of pedestrian/cycling facilities
- Traffic noise levels
- Expected construction timing

9. **WRITTEN COMMENTS**

Ten comment sheets were submitted at the PIC. Prior to the PIC, 3 comments were received via email. Subsequent to the PIC, 9 comments were received via email. All

comments received as a result of PIC #1 are included in Exhibit 3, the key comments focussing on:

- Preference for either Curb BRT or Median BRT
- Frequency of bus service
- Provision of pedestrian and cycling facilities
- Traffic noise levels
- Reduced posted speed limits
- Early introduction of bus services to Dundas Street
- Integration with transit beyond Oakville and Burlington

Exhibit 3 Written Comments Received

#	CONTACT	COMMENTS RECEIVED	RESPONSE / FUTURE COURSE OF ACTION
Agencies			
A-1	Halton Region Géza Gáspárdy, MCIP, RPP, CCEP Senior Planner - Environmental Sustainable Planning, Planning Services 1151 Bronte Rd, Oakville, ON L6M 3L1	<u>Email to MRC – June 15/11</u> I received the attached PIC notice today and see that the EEAC contact was still listed as Ms Alana Fulford. Please note that Alana has left Halton Region. As Senior Environmental Planner I am now the staff liaison for Halton EEAC. My coordinates are detailed below. Thank you for updating your address books accordingly.	Updated mailing list
A-2	Hydro One Networks Inc. Lok Man (Jenny) Mui Transmission Lines Sustainment, System Investment Asset Management, 416-345-5338 483 Bay Street, 15th Floor, North Tower	<u>Email to MRC – June 15/11</u> In our initial review, we have confirmed that Hydro One Transmission facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available. In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage. The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures. Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.	Updated mailing list


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		<p>Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:</p> <p>Roman Dorfman, Hydro One Real Estate Management 185 Clegg Road, Markham L6G 1B7 Phone: (905) 946-6243, Fax: (905) 946-6242 Roman.Dorfman@HydroOne.com</p> <p>Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.</p>	
A-3	Halton District School Board Laureen Choi Senior Planner Planning Department	<p><u>Email to MRC – June 20/11</u> This is in response to your letter dated June 9, 2011 addressed to Domenico Renzella at the Halton District School Board. Our main concerns with regards to the Bus Rapid Transit Corridor Study along Dundas Street would be the bus connections and potential safety issues for students along Dundas St. We have one high school site in the Alton Community in Burlington which is situated along the north side of Dundas (around Tim Dobbie Dr). We would like to obtain more information regarding these issues. I assume the information shared at the Jun 23rd PIC will be available on the website? Will there be future opportunities to provide comments on the transit study once the PIC information has been shared?</p>	<p><u>Email from MRC – June 22/11</u> Thank you for your comments. The material that will be presented at Public Information Centre (PIC) #1 on June 23, will be available on the study website (http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607) following the public information centre (PIC) for your review and comment. This is the first PIC that is being held during the planning process to provide the public an opportunity to review and comment on project details. Following PIC 1, we will further develop and evaluate the Bus Rapid Transit alternatives, which will include a review of road safety. More information on safety aspects will be presented at the second PIC, which is tentatively scheduled for Fall 2011. We are aware of the future high school and community centre to be located at the Dundas Street and Tim Dobbie Drive intersection. As part of alternatives development, we will review potential transit station locations along Dundas Street. This intersection may be a candidate location for a transit station.</p>

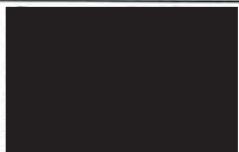

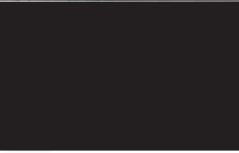
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A-4	Ministry of Transportation Kathy Ruston Team Lead Transit Infrastructure Policy Office e-mail: kathy.ruston@ontario.ca	<u>Email to Region – June 29/11</u> Do you have any presentation materials that you could send me for my information? Were they well received?	<u>Email from Region – July 4/11</u> Below is a link to the project website which contains all the information presented at the June 23 Public Information Centre. http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607 As for the comments received, they were very positive and supportive of BRT along the Dundas Street corridor. Please let me know if you have any specific questions.
A-5	Town of Oakville Chris Clapham Sustainable Transportation Program Co-ordinator Engineering and Construction	<u>Email to Region - July 18/11</u> Further to the June 23, 2011 PIC for the Dundas Street BRT project, I would like to provide the following comments on behalf of the town. Unfortunately with sporadic vacation schedules, we were not able to submit our comments collaboratively, however I am confident the others will follow up with you directly. At this stage, I understand that there are two main alternatives that will be considered for the BRT location (curb vs. median), and agree that both have their own individual advantages and disadvantages. I also understand that these will undergo a review by the consultant and the technical stakeholders as you proceed to the next phase. One major concern that we discussed at the PIC that I would like to document is on display panel 18 outlined below: Consideration will be given to retain the rural character of the road for both Curb BRT and Median BRT in the following locations: – Adjacent to the Niagara Escarpment lands, located on the north side of Dundas Street from Brant Street to Highway 407. – Adjacent to Bronte Creek Provincial Park, located on the south side of Dundas Street from east of Sutton Drive to east	<u>Email from Region - July 21/11</u> As part of our study, the Region is protecting for pedestrian/cycling infrastructure within our right-of-way, which includes a 3.0m multi-use path on both sides of the Dundas Street from Brant Street to Trafalgar Road. As we discussed at the PIC, the sections of roadway that may retain their rural cross-section (i.e. adjacent to Bronte Creek Provincial Park) will also include this protection. An updated cross-section has been attached for your information and can be applied to either a curb or median facility.




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		<p>of Tremaine Road.</p> <p>In both BRT alternatives, the above consideration to retaining the rural cross-section does not allow for pedestrians/cyclists to access any stations upstream or downstream of these identified areas. There needs to be suitable alternatives suggested for these areas that will allow for pedestrians and cyclists to access the BRT stations, as well as a continued facility, that does not force the user to cross the street, and then potentially cross back again. The Town would like to explore the possibility of a fully connected facility along each side of the roadway throughout the corridor without any discontinued or missing link locations.</p>	
A-6	Ministry of Aboriginal Affairs Heather Leveque Manager, Consultation Unit Aboriginal Relations and Ministry Partnerships Division	<p>Thank you for your inquiry dated June 9, 2011 regarding the above-noted project. We acknowledge that you have identified the following First Nation communities: Alderville First Nation, Hiawatha First Nation, Mississaugas of Scugog Island First Nation, Mississaugas of the New Credit First Nation, Mohawks of Akwesasne First Nation, Oneida First Nation, Six Nations of the Grand River Territory, the Haudenosaunee Confederacy, the Mohawks of the Bay of Quinte and the Wahta Mohawks. However, more consultation may be required for your specific project. As a member of the government review team, the Ministry of Aboriginal Affairs (MM) identifies First Nation and Metis communities who may have the following interests in the area of your project:</p> <ul style="list-style-type: none"> • reserves; • land claims or claims in litigation against Ontario; • existing or asserted Aboriginal or treaty rights, such as harvesting rights; or • an interest in your project's potential environmental impacts. <p>MMA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a</p>	<p>Existing project mailing list includes:</p> <ul style="list-style-type: none"> • Six Nations of the Grand River Territory • Haudenosaunee Confederacy Chiefs Council • Mississaugas of the New Credit First Nation • Indian and Northern Affairs Canada - Specific Claims Branch • Indian and Northern Affairs Canada - Assessment and Historical Research • Indian and Northern Affairs Canada - Litigation Management and Resolutions Branch <p>Updated mailing list to include:</p> <ul style="list-style-type: none"> • Credit River Metis Council • Metis Nation of Ontario Head Office



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		<p>claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.</p> <p>You should be aware that many First Nations and Metis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves. In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.</p> <p>With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in MAA's land claims process or litigation, that could be impacted by your project. Contact information is below:</p> <ul style="list-style-type: none"> • Six Nations of the Grand River Territory • Haudenosaunee Confederacy Chiefs Council • Mississaugas of the New Credit First Nation <p>For your information, MAA notes that the following Metis community may be interested in your project given the proximity of their community to the area of the proposed project or because of your project's potential environmental impacts:</p> <ul style="list-style-type: none"> • Credit River Metis Council • Metis Nation of Ontario Head Office 	


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		<p>The Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends you contact the following federal contacts:</p> <ul style="list-style-type: none"> • Indian and Northern Affairs Canada - Specific Claims Branch • Indian and Northern Affairs Canada - Assessment and Historical Research <p>For federal information on litigation contact:</p> <ul style="list-style-type: none"> • Indian and Northern Affairs Canada - Litigation Management and Resolutions Branch <p>Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. The information upon which the above comments are based is subject to change. First Nation or Metis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.</p>	
First Nations			
	<p>Alderville First Nation Dave Simpson Lands and Resources Communications</p>	<p><u>Email Letter to Region – June 30/11</u></p> <p>Thank you for your consultation request to Alderville First Nation regarding the Corridor Study to Consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that Halton Region, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.</p> <p>As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings,</p>	<p>No response required</p>



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		burial sites or any environmental impacts, should any occur. Although we may not always have representation at all stakeholders meetings, it is our wish to be kept apprised throughout all phases of this project. I can be contacted at the mailing address above or electronically via email, at the email address below.	
Public			
P-1	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u></p> <ol style="list-style-type: none"> 1. Safety for pedestrians and cyclist should be top priority. The users of the BRT will be pedestrians as they get to and from the stations – either in the middle of the road or the other side of the road. 2. Let’s get started now and not wait for the total project completion many years from now. Put bus service on Dundas St. to serve people now and to build ridership for when the Rapid Transit is completed. Also get Burlington and Oakville to improve transit service to the Dundas corridor area. Build sidewalks and bike lanes now! 3. All options should allow only protected phase left turns. A cyclist was killed by a left-turning vehicle at Guelph Line /Dundas intersection. Also, pedestrians accessing each station will need to cross all or PART OF Dundas under either option. 4. There is no need to eliminate the north-side multi-use path in the “rural” segments. This would create a discontinuity issue for cyclists and pedestrians necessitating a double road crossing for west bound cyclists and pedestrians. 5. What coordination is there with the other parts of the BRT – i.e. Trafalgar to Toronto? Continuity and consistency is essential. <p>I would like to be added to the contact list for this project!</p>	<p><u>Letter – September 2/11</u></p> <p>On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.</p> <p>The project team will take into consideration your comments as we proceed with the study.</p> <p>An increase in bus service along Dundas Street is a part of staging of BRT implementation and will be considered as part of the next phase of the study.</p> <p>As part of this study, Halton Region is providing multi-use pathways on both sides of the roadway from Brant Street to Trafalgar Road for pedestrian/cycling facilities. This includes the sections of roadway that may retain the rural cross-section. Thank you for bringing this omission to our attention.</p> <p>As part of this study, the Project Team is working with all area transit operators including the City of Mississauga and GO Transit / Metrolinx to provide inter-regional transit connections and services.</p> <p>You have been included on the project mailing list.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>


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P-2	 c.c. J. Reid, Halton Region	<u>Comment Sheet (PIC 1) – June 23/11</u> The urban boundary of the City of Burlington should be moved North to Highway #5/Dundas Street in order to justify the bus system that is proposed along Dundas Street otherwise you will have a long stretch of road and a bus system that will not have people using it. *Special note to planners of Oakville and Burlington – look at infilling this area in order to use the bus system and to create tax dollars to help pay for it.	<u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study. Your comments have been forwarded to the City of Burlington Planning Department and Town of Oakville Planning Department since your suggestion is for a land use change to include ORC lands into the urban area. You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.
P-3	 c.c. J. Reid, Halton Region	<u>Comment Sheet (PIC 1) – June 23/11</u> The City of Burlington urban boundary should be expanded to Dundas Street.	<u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study. Your comments have been forwarded to the City of Burlington Planning Department since your suggestion is for a land use change to include ORC lands into the urban area. You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.
P-4	 c.c. J. Reid, Halton Region	<u>Comment Sheet (PIC 1) – June 23/11</u> Preference to Median BRT option in order to reduce curb noise with buses starting and stopping. Pavement – use soft “quieter” paving material to help mitigate traffic noise. Speed limit reduction in order to mitigate the traffic noise further.	<u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments. The project team will take into consideration your comments as we proceed with the study. A noise assessment will be completed as part of this study

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			<p>and presented at the second Public Information Centre, which is tentatively scheduled for this Fall.</p> <p>In regards to your preference for a lower posted speed limit for Dundas Street, please note that as the Dundas Street corridor urbanizes with planned development, the speed limit will likely be lowered from present.</p> <p>The selection of a pavement material will be made during detail design. This suggestion will be considered.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-5	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u> I don't currently have a preference for curb vs. median. Just happy that BRT will be going ahead within 6 lanes of traffic.</p>	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-6	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u> Would like to become a member to be included on the study mailing list.</p> 	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.</p> <p>You have been included on the project mailing list.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>

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P-7	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u> I prefer the bus lanes on the sides not in the middle. I am wondering about the frequency of the bus service. Will it connect further east to Mississauga eventually? Thanks for sharing this visual display.</p>	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.</p> <p>Frequency of bus service will be considered as part of the next phase of the study; however, actual frequencies will be determined as services become imminent along the corridor.</p> <p>It is intended that transit service in Halton Region will connect to Mississauga. It should be noted that as part of this study, the Project Team is working with the City of Mississauga and Mississauga Transit to provide good inter-regional connections.</p> <p>The project team will take into consideration your comments as we proceed with the study.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-8	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u> Both curb BRT and median BRT options will add two lanes to the south side of Dundas St. It would appear the north side will be affected likewise. Traffic conditions currently are heavy and the proposed project would seem to indicate further increase in traffic. Noise pollution is a major concern now and moving Dundas St. two lanes closer will just intensify the noise. At times while sitting in our backyard the traffic noise hinders conversation – to the point of yelling to be heard. The information presented indicates that the project will attempt to be environmentally friendly. With this in mind I strongly urge grass berms be included to protect home owners – both audio and visually.</p>	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.</p> <p>The project team will take into consideration your comments as we proceed with the study.</p> <p>It should be noted that this project is not proposing to add 2 travel lanes to the north side of Dundas Street and 2 travel lanes to the south side of Dundas Street. The implementation of Bus Rapid Transit (BRT) requires widening Dundas Street from the existing 4 lanes to 6 lanes to include 2 lanes for BRT.</p>

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			<p>Based on projected growth and development in Oakville and Burlington, population and employment will increase. The Dundas Street corridor plays an important role in the movement of people and goods through the Region. The opportunity to implement BRT along Dundas Street and other transit supportive improvements along other corridors will provide people living and working in the Region a better alternative to automobile travel.</p> <p>A noise assessment will be completed as part of this study and presented at the second Public Information Centre, which is tentatively scheduled for this Fall. This will include consideration of several noise attenuation measures.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-9	 c.c. J. Reid, Halton Region	<p><u>Comment Sheet (PIC 1) – June 23/11</u> I would prefer the option of curb-lane BRT stations, minimizing difficulty of pedestrian boarding/disembarking busses. This route should be branded under a “Halton Region Transit” BRT system, without GO providing service. Buses should be BRT-styled similar to YRT’s VIVA or Brampton ZUM, giving them abilities to speed up a red light to turn green. Would these buses operate north/south on Brant Street to Burlington GO? Is the construction of the Alton Inter-Regional Terminal along the same time-frame as this BRT corridor? Would the BRT buses stop at the Alton Terminal? Prior to BRT service could local transit operate along the corridor, establishing ridership?</p>	<p><u>Letter – September 2/11</u></p> <p>On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.</p> <p>The project team will take into consideration your comments as we proceed with the study.</p> <p>This study will be considering Transit Priority Measures (e.g. bus stops and queue jump lanes) along the major north-south arterial roadways including Brant Street.</p> <p>A transit terminal in the Alton area may be integrated into this study and its location identified in the next phase.</p> <p>An increase in bus service along Dundas Street is a part of staging of BRT implementation and will be considered as part of the next phase of the study.</p>

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			<p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-10		<p><u>Comment Sheet (PIC 1) – June 23/11</u> Median BRT –</p> <ol style="list-style-type: none"> 1. We believe that having bus transport in the centre will help with noise pollution. 2. We have concerns with bus stations at our intersection when the new High School is built if curb style is implemented. 3. Reduce speed limit to 60. It is hard to believe that truck traffic will be reduced any time soon. The gravel trucks coming from Guelph Line and the Brick Co. will continue for years to come. 4. We would like a sound attenuation barrier. 5. We would like the asphalt surface to be of the sound quieting type. 	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.</p> <p>The project team will take into consideration your comments as we proceed with the study.</p> <p>In regards to your preference for a lower posted speed limit for Dundas Street, please note that as the Dundas Street corridor urbanizes with planned development, the speed limit will likely be lowered from present.</p> <p>A noise assessment will be completed as part of this study and presented at the second Public Information Centre, which is tentatively scheduled for this Fall. This will include consideration of several noise attenuation measures.</p> <p>The selection of a pavement material will be made during detail design. This suggestion will be considered.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-11	 c.c. J. Reid, Halton Region	<p><u>Email to MRC – June 23/11</u> My only additional comment, upon further reflection, is that if we are going to go to the trouble of designing BRT lanes for an arterial road like Dundas, then we should place them in the centre of the road as opposed to the curb lanes, thereby ensuring that these are truly dedicated lanes capable of</p>	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.</p>

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		<p>moving many people efficiently and without impedance from cars or other vehicles. I am assuming that the capital cost premium over curb lanes would be no greater than 20%. As I said earlier, my only concern with centre BRT lanes is pedestrian safety. At the moment, virtually no one crosses Dundas Street on foot. I realize that in the future, things will be different. And if centre lanes are chosen for our buses, hopefully many people will be crossing Dundas Street on foot. To guard them against cars making right turns, where I expect a high risk of vehicle-pedestrian collisions, why don't we enact a no-right-turn-on-red policy along the BRT portion of Dundas?</p> <p>Good luck with your project and, yes, please add me to your distribution list of recipients of information for the public.</p>	<p>The project team will take into consideration your comments as we proceed with the study.</p> <p>You have been included on the project mailing list.</p> <p>You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>
P-12		<p><u>Email to MRC – June 24/11</u></p> <p>I attended the above noted PIC meeting last night and when I questioned one Regional rep if all the display material was on the Region's website, I was advised that all but the future roadway proposal plans were currently posted on the Region's website. With regards to getting copies of the future roadway proposal plans, I was advised to contact you to get same.</p> <p>If possible, I would like PDF copies of all the future roadway plans for the entire study area in ledger size and I would be pleased to come to your office to pick them up. If getting PDF copies or hard coloured copies of all future roadway plans is not possible, then I would ask that I get copies of all future roadway plans within the following study area limits;</p> <ol style="list-style-type: none"> 1. Appleby Line to Bronte Road 2. Neyagawa Boulevard to Trafalgar Road <p>After I get the above noted plans, either I or one of the consultants who work for my Clients who have lands within the study area will send you their study comments as soon as</p>	<p><u>Email from MRC – June 28/11</u></p> <p>Thanks for your interest in this study. I can advise that the Region has been able to post the plans on the project website and that they are available as of today for review. The web link follows: http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607</p> <p>We look forward to receiving your comments on this material.</p>

#	CONTACT	COMMENTS RECEIVED	RESPONSE / FUTURE COURSE OF ACTION
		<p>possible thereafter.</p> <p>By copy of this e-mail to all as noted and with the obvious exception of Matt Krusto and Nick Zervos, if you didn't have a chance to attend yesterday's PIC meeting, I would highly recommend that all look at all the study material on the Region's website as soon as possible and submit your own study comments in as they wish. In doing so, I would recommend that they request to obtain copies of all future roadway plans as they wish and pay particular attention to the limits of the divided highway proposals and related Regional capital works programs.</p> <p><u>Email to MRC – July 10/11</u> Attached is a copy of the proposed residential draft plan application (actual draft plan application was filed with the City of Burlington in 2007) for a property at the north-west corner of Dundas Street and Tremaine Road in Burlington called Evergreen Community.</p> <p>Instead of me providing you with Evergreen Community's comments on the above as it relates to their proposed residential draft plan, I would suggest that the best approach for all of us to take is to simply have a meeting, at your convenience, to discuss same.</p> <p>Could you please give me a call to set up a meeting and I'll leave it up to you to coordinate same with Regional staff as need be.</p> <p><u>Email to MRC – August 3/11</u> Any update on whether I, along with some other Evergreen reps, can meet with you and your staff on the above ?</p> <p>If a meeting is possible, give me a few dates and times that are good for you and I'll go from there to pick one and confirm same with you as soon as possible.</p>	<p><u>Email – August 3/11</u></p> <p>Apologies for not responding earlier. I had spoken with the Region about possibly meeting with your group soon. We feel that it is a good idea to meet however it may be premature to do so at this point in our study process. We are currently completing work towards public consultation in the Fall. It may be best to defer until that time. I assume the Region has your planning submissions to date and so we will</p>

#	CONTACT	COMMENTS RECEIVED	RESPONSE / FUTURE COURSE OF ACTION
			be considering those as we move forward
P-13		<p><u>Email to Region – June 27/11</u> I was just wondering about bus rapid transit improvements along Dundas Street. Do you have any specific information you can provide?</p>	<p><u>Email from Region – July 4/11</u> Below is a link to the project website which contains all the information presented at the June 23 Public Information Centre.</p> <p>http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607</p> <p>Please let me know if you have any specific questions.</p> <p>MRC TO UPDATE MAILING LIST</p>
P-14		<p><u>Email to Region – June 27/11</u> I am a fellow resident of Oakville, ON who was unable to attend the Public Information Center on Thursday the 23rd for the Dundas BRT study. My current house is located at the [REDACTED] intersection. I would like to give few comments and suggestions regarding the mentioned project.</p> <p>Bike lanes would be an added advantage for people who would like to get to work using green methods.</p> <p>A bus stop at Harman gate would be of more convenience to take transit. Currently there is only one stop at the 6th line.</p> <p>More frequent buses along the Dundas corridor. Would there be noise wall /sound barrier along the Dundas street? As more traffic seem to use Dundas, I am concerned if there is going to be more noise issues during night time.</p>	<p><u>Email from Region – July 4/11</u> As you were unable to attend the Public Information Centre (PIC) on June 23, below is a link to the project website which contains all the information presented on that day.</p> <p>http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607</p> <p>Thank-you for your comments/suggestions and the project team will take them into consideration.</p> <p>As for your question pertaining to noise along the Dundas Street corridor, a full noise assessment will be undertaken as part of this study. We anticipate coming back to the Public this Fall (2011) and at that time a preferred alternative will be recommended. As part of that work, the issue of noise will be addressed and presented to the Public for review and comment.</p> <p>In terms of providing a bus stop at Dundas Street and Harman Gate, under both Alternative 1 (Curb) and Alternative 2 (Median) we have identified this location as a 'Potential Bus Rapid Transit (BRT) Station Location'. In addition, the information presented at the PIC highlights</p>

#	CONTACT	COMMENTS RECEIVED	RESPONSE / FUTURE COURSE OF ACTION
			<p>proposed walking and cycling facilities/infrastructure along the Dundas Street corridor to accommodate pedestrians and non-vehicular travel modes.</p> <p>I hope this helps and please let me know if you have any further questions or concerns.</p>
P-15	<p>Ted Robinson Vice-Chair, Unified Board Munn's Church 5 Dundas Street East Oakville, ON L6H 7C4</p> <p>c.c. J. Reid, Halton Region</p>	<p><u>Email Letter to MRC/Region – July 7/11</u> I am writing on behalf of Munn's United Church to express our comments regarding the information presented at the recent PIC held on June 23rd, 2011.</p> <p>The plans as presented show a markedly narrower planned corridor on Dundas immediately south of the church. Further inspection indicates that there is not a planned right hand turn lane from westbound Dundas to Sixth Line. This appears to be the only major intersection along the Oakville stretch of Dundas St. without a right hand turn lane. Obviously, if it is thought to be required for every other intersection including the south side of the same corner, presumably for safety and/or traffic flow considerations, we have to question why it is being left out in front of the church. We are very concerned about the safety implications of having a "different" corner in front of the church, especially because we know parents are turning there to drop of their children at either the Munn's Child Care Centre located in our building or other programs on site.</p> <p>Furthermore, a note on the presentation plan indicates the Region would require property for an additional lane if Munn's ever wanted to do any development on our site. Our feeling is that either the Region requires the property for its purposes or it doesn't, and proper arrangements should be made now. The current plan seems quite at odds with the representations first made to Munn's regarding this issue over 10 years ago.</p> <p>We also are not sure if the plan presented represents the latest</p>	<p><u>Letter – September 2/11</u> On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study. The project team will take into consideration your comments as we proceed with the study.</p> <p>Regarding your comment on the lack of a westbound right turn lane at Sixth Line, as Munn's Cemetery is located on the south side, the widening of Dundas Street will occur to the north side in the proximity of the Sixth Line intersection. To minimize property requirements at Munn's Church, a westbound right turn lane is not proposed as part of this study. This same conclusion was presented in the verbal presentation and on the display boards at the Public Information Centre held June 25, 2009, for the Class EA Study for Dundas Street (Neyagawa Boulevard to Oak Park Boulevard). The posted speed on Dundas Street in this location is proposed to be reduced to 60 km/h as the corridor develops into an urban roadway, and with additional features (e.g. landscaping and raised median), it is expected that the operating speed will decrease accordingly.</p> <p>Because of the constraints of the locations of the cemetery and the church relative to the roadway, the features of the roadway (alignments, lane widths, median boulevard and sidewalk widths, and corner clearances) are proposed to have regard to the principles of context-sensitive design. While the lack of a westbound right-turn lane at this corner may have an effect on traffic operations, the net benefit of the proposed design is considered to be positive, and the safety</p>

#	CONTACT	COMMENTS RECEIVED	RESPONSE / FUTURE COURSE OF ACTION
		<p>thoughts regarding the corner. It seems to me that the last plan I saw indicated a much larger daylighting triangle cutting across our parking lot. Perhaps you could confirm what the latest plan is, as of course parking is a major concern for a church?</p> <p>We look forward to hearing more details regarding the Region's plans.</p>	<p>and operations of this intersection are projected to be acceptable.</p> <p>In addition, please note that the footprint of the alternatives in the vicinity of the Sixth Line intersection presented at the PIC for this study is the same as the footprint shown at the second PIC for the Dundas Street (Neyagawa Boulevard to Oak Park Boulevard) Municipal Class Environmental Assessment, which was held on June 25, 2009. However, the cross-section within the footprint was modified to accommodate the bus rapid transit lanes proposed as part of this study.</p> <p>You will be notified of the second Public Information Centre, which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.</p>

APPENDICES

**APPENDIX A
NOTICE OF
PUBLIC INFORMATION CENTRE #1**



NOTICE OF PUBLIC INFORMATION CENTRE

**Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor, Brant Street (Regional Road 18)
to Trafalgar Road (Regional Road 3)
PR-2550**

Halton Region has initiated a Corridor Study to consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street. This corridor plays an important role in the movement of people and goods through the Region. This study provides an opportunity to develop improvements along Dundas Street and other transit supportive corridors so that the people living or working in Halton Region have a better alternative to automotive travel. Halton Region recognizes the importance of providing travel choices. This study also provides an opportunity to enhance Dundas Street as an attractive corridor for pedestrians, cyclists and integrating new land uses with existing heritage and natural features.

Public Information Centre

Halton Region is holding a Public Information Centre to provide an opportunity for residents, businesses and other interested individuals to review and have input into the study process. Public consultation is an important part of this study and participation is welcomed as planning continues for the corridor. This public information centre will present work to date.

Date: Thursday, June 23, 2011

Time: 6:30 p.m. – 8:30 p.m. Drop-in

**Place: Halton Region - North/South Auditoriums
1151 Bronte Road, Oakville, Ontario**

If you are unable to attend the Public Information Centre and wish to obtain more information or provide written comments, please address your concerns to:

Mr. Jeffrey Reid, C.E.T.
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905-825-6000 Ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: nahmed@mrc.ca



Making Halton a better place
to live, work and retire.
Gary Carr, Regional Chair



Please let us know as soon as possible if you will have an accessibility or accommodation need at a Halton Region hosted event or meeting.

APPENDIX B
ATTENDANCE REGISTER
(On File with Halton Region)

APPENDIX C
PIC #1 DISPLAY PANELS

Dundas Street (Regional Road 5) Bus Rapid Transit Corridor

**Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)**

Welcome to Public Information Centre #1

Thursday, June 23, 2011

Members of the Project Team are available to discuss and answer any questions you may have.

Please Sign In

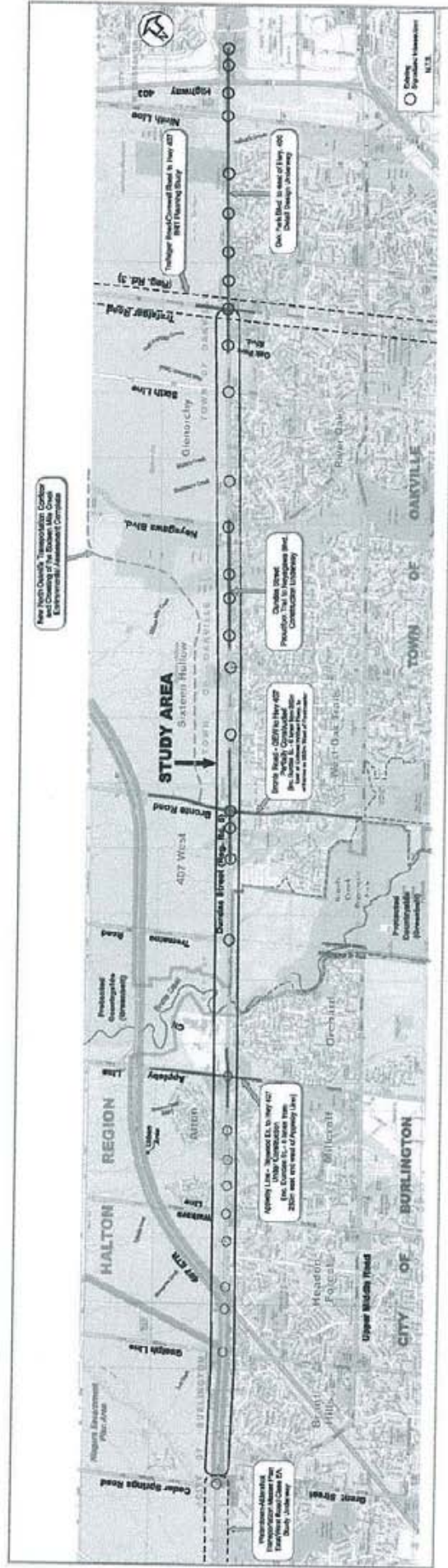




Study Purpose

- Halton Region with the City of Burlington and the Town of Oakville has initiated a study to consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street.
- This corridor plays an important role in the movement of people and goods through the Region.
- This study provides an opportunity to identify improvements along Dundas Street and other transit supportive corridors that will provide people living or working in Halton Region an alternative to automotive travel.
- This study also provides an opportunity for enhancement of Dundas Street as an attractive corridor for pedestrians and cyclists, integrating new land uses with existing heritage and natural features.

Study Area



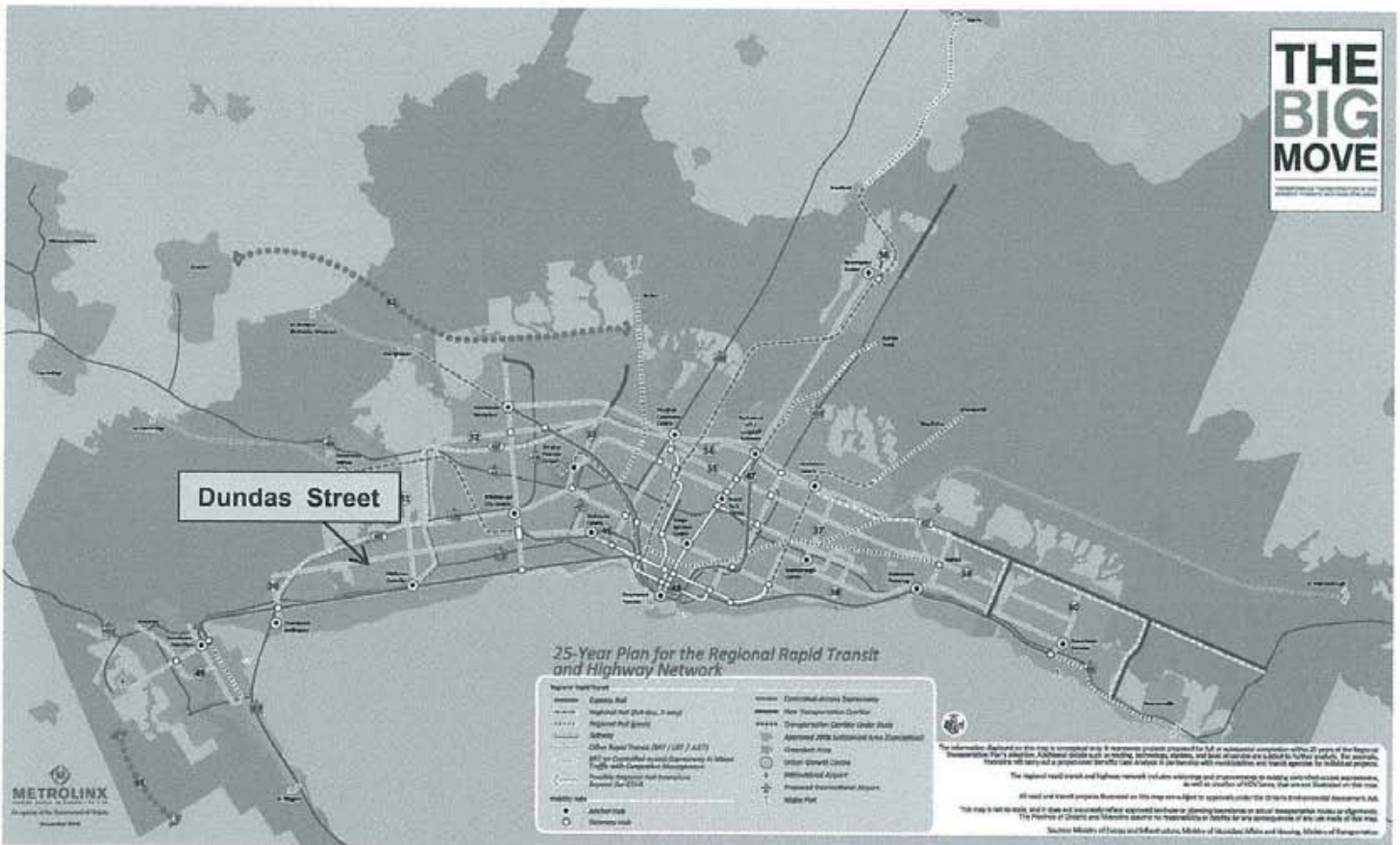
This BRT Study builds on planning to date along the corridor and introduces this as a cohesive corridor that supports all modes and as a community feature.



Supportive Policies and Plans

Provincial – Metrolinx: The Big Move (2008):

- The Big Move identifies over 1,200 kilometres of rapid transit for the Greater Toronto and Hamilton Area. This would result in 80 per cent of residents in the region living within two kilometres of rapid transit
- Identified Dundas Street as a key higher order transit corridor and major inter-regional transportation link in the Greater Toronto Area. It is one of the “Top Transit Priorities Within the First 15 Years” of the plan.
- In 2008, the Region with Oakville and Burlington received \$57.6M in funding from Metrolinx for a Bus Rapid Transit system along Dundas Street.



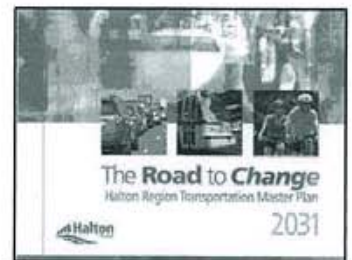


Supportive Policies and Plans

Continued

Regional:

- As part of Regional Official Plan Amendment No. 38 (ROPA 38) (2009), **Dundas Street** is identified as a **Higher Order Transit Corridor**.
- As part of the 2031 Transportation System identified in the Draft Halton Region Transportation Master Plan, **Dundas Street** is identified to be maintained as 4 general traffic lanes plus 2 lanes for Transit/HOV.



Municipal:

Town of Oakville:

- Oakville Transportation Master Plan (2007) identifies **Dundas Street** as a **Primary Transit Corridor**.
- Livable Oakville Plan (2009) identifies **Dundas Street** as a **Busway Corridor**.
- Town of Oakville Active Transportation Master Plan (Cycling and Walking Master Plan) (2009) identifies **Dundas Street** as a **Spine Route** with provisions for both **Pedestrians** and **Cyclists**.



City of Burlington:

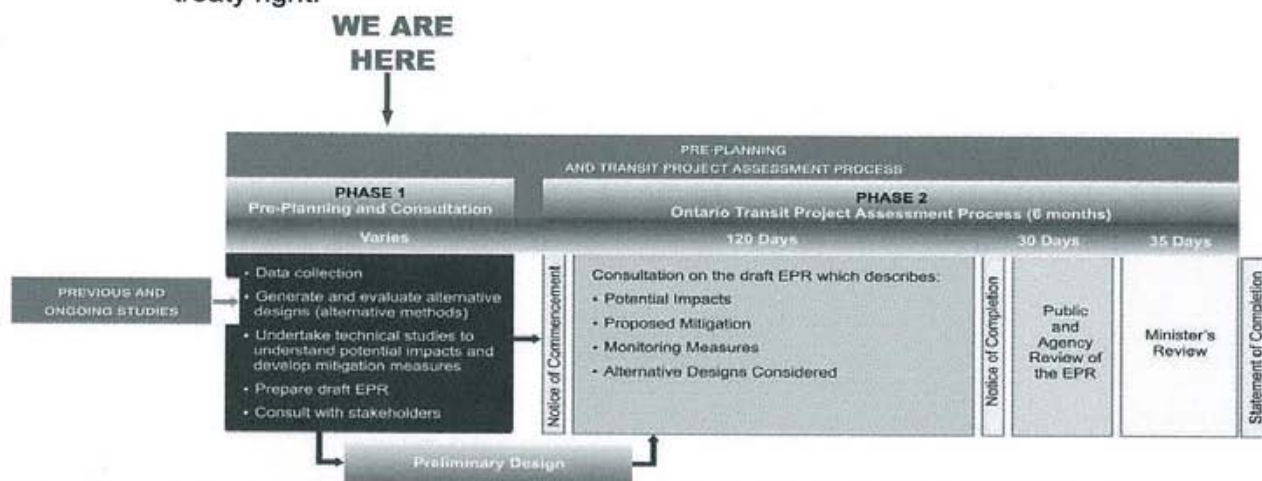
- City of Burlington Official Plan (2009) identifies **Dundas Street** as a **Regional Busway**.
- City of Burlington Cycling Master Plan (2009) identifies **Dundas Street** as part of the **Regional Cycling Network**.



Infrastructure for all modes must be supported in the Dundas Street corridor to provide an alternative to automobile travel.

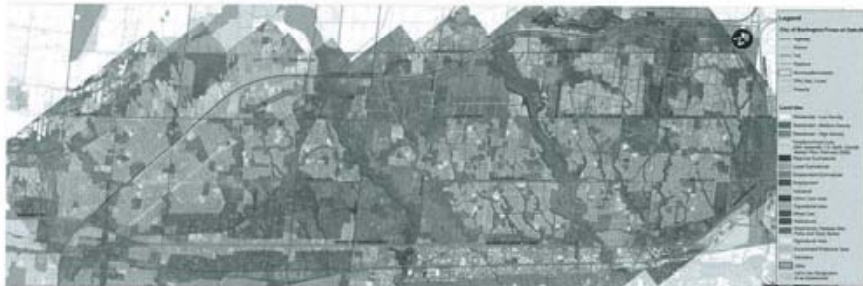
Transit Project Assessment Process

- *What is the Transit Project Assessment Process?*
 - Structured planning process to be carried out for transit planning projects.
 - The regulation applies to project types that include widening of an existing road to create new transit lanes for buses.
 - The process requires that the planned facilities must be for dedicated facilities or services that are used exclusively for transit.
- *How is it similar to the Municipal Class Environmental Assessment Process?*
 - The process is very similar to the Municipal Class Environmental Assessment Process. It includes public and agency consultation, identification of the potential effects and mitigation measures, and documentation.
 - Key difference is that it is designed to complete the assessment process and decision making within six months, following a Pre-Planning and Consultation Process.
- *What is the Project Appeal Process?*
 - Opportunities are provided during Pre-Planning and Consultation to raise concerns and have them addressed by the Project Team.
 - Once the Transit Project Assessment Process is initiated, the Minister of Environment will only review objections if they relate to a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or a constitutionally protected aboriginal or treaty right.





Existing and Planned Corridor Land Use and Growth



Population Forecast to 2031

Municipality	Population 2006*	Population 2031	Growth
Burlington	171,000	186,000	15,000 (9%)
Oakville	172,000	246,000	74,000 (43%)
Milton	56,000	228,000	172,000 (307%)
Halton Hills	58,000	92,000	34,000 (59%)
TOTAL	457,000	752,000	295,000 (65%)

* Based on 2006 Census data increased by 4% to account for net undercount in the census

Employment Forecast to 2031

Municipality	Employment 2006	Employment 2031	Growth
Burlington	88,000	105,000	17,000 (19%)
Oakville	82,000	128,000	46,000 (56%)
Milton	28,000	114,000	86,000 (307%)
Halton Hills	20,000	42,000	22,000 (110%)
TOTAL	218,000	389,000	171,000 (78%)

Source: ROPA 38

What is BRT?

- Bus Rapid Transit (BRT) combines various features into an integrated system to improve the speed, reliability and operating efficiency of transit service.
- These various features include:
 - high levels of service (increased bus frequency and extended hours of operation)
 - provision of exclusive lanes and priority at signalized intersections
 - more comfortable buses
 - more comfortable stations with passenger security measures
 - real-time passenger information
 - full integration with local and inter-regional transit systems
 - integrated with land use development



Typical BRT Station Features



- Architecture
 - Pleasant / Functional
 - Distinct and Recognizable



- Safety & Security
 - CPTED (Crime Prevention Through Environmental Design)
 - Security cameras, emergency call stations




- Accessibility
 - Fully accessible (wheelchair, walking / biking)
 - Audible route information, tactile warning strips, visual strip on clear glazing



- Information
 - Route maps and schedules
 - Advanced passenger information systems (e.g. real-time route information)

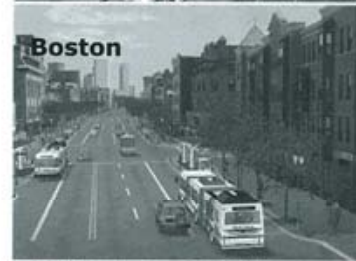


- Environment
 - Sensitive to surroundings
 - Green technology



Examples of BRT

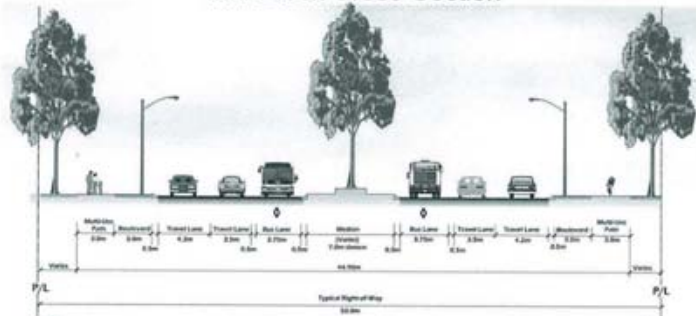
- BRT operates in many communities including:



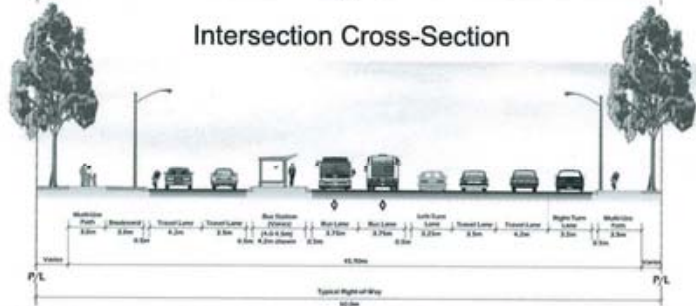
BRT on Dundas Street - Median Bus Lanes

- This is one of two road configurations being considered.
- Two lanes in the median are exclusively for transit.
- Transit stations would be located in the median at intersections.
- Left turns only allowed on Protected Phase.
- Accommodates a multi-use path for pedestrian and cycling facilities on both sides of the roadway.

Mid-Block Cross-Section



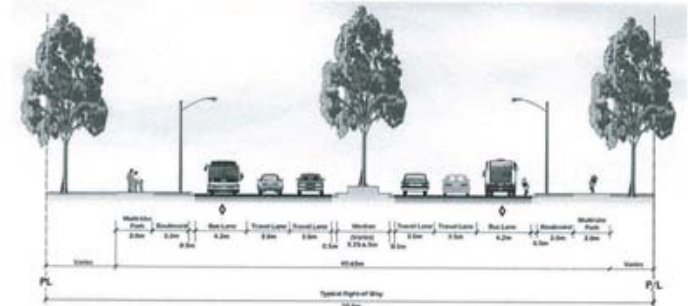
Intersection Cross-Section



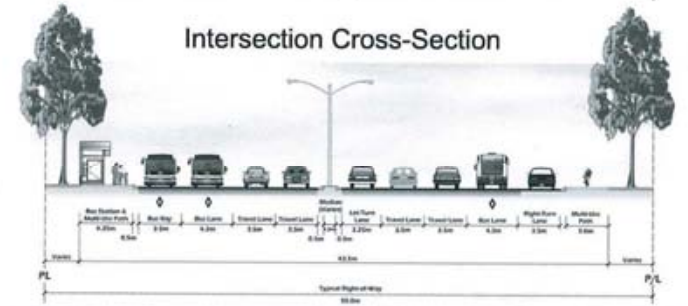
BRT on Dundas Street - Curb Bus Lanes

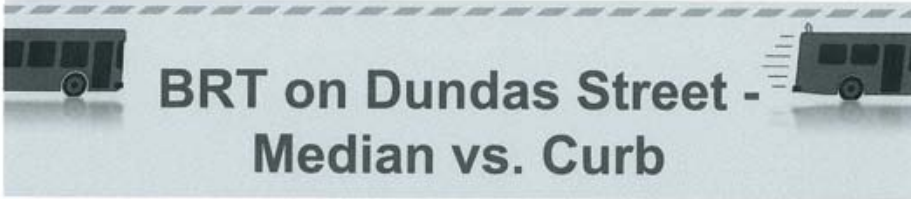
- This is one of two road configurations being considered.
- Curb lanes are reserved for transit as well as right turning vehicles.
- Transit stations would be located curbside at intersections.
- Left turns allowed on Protected and Permissive Phases at intersections.
- Accommodates a multi-use path for pedestrian and cycling facilities on both sides of the roadway.

Mid-Block Cross-Section



Intersection Cross-Section





BRT on Dundas Street - Median vs. Curb

• Median Bus Lanes

- Typically better BRT vehicle travel time
- Greater roadway width
- Impacts left-turn movement (since left-turn is only allowed in protected phase)
- Median stations provide pedestrian refuge

• Curb Bus Lanes

- Typically best balance of travel time through corridor for cars and BRT vehicles
- Allows protected and permissive left turns
- Stations can be directly adjacent to station area development
- Potential enforcement issues

Curb versus Median BRT lanes will be analyzed and evaluated and presented at PIC #2 in Fall 2011. Your input is important to us.

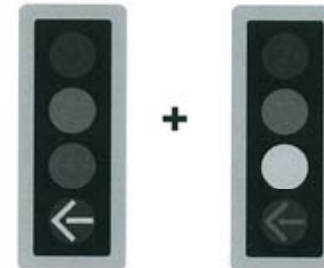


BRT on Dundas Street – Left-Turning Vehicles

- **Median BRT** – Left turns are only allowed during a green arrow.



- **Curb BRT** – Left turns are allowed during a green arrow and the regular green signal for through traffic when safe to do so.







BRT on Dundas Street – Mid-Block Access and Emergency Services



- A raised centre median would be constructed for either Curb BRT or Median BRT along Dundas Street.
- Due to the raised centre median, mid-block access along the Dundas Street corridor would be restricted to right-in/right-out.
- Mid-block left-turn movements would be replaced by U-Turn manoeuvres at signalized intersections for shorter vehicles.
- Provisions will be made to permit emergency vehicles access across the median as required.
- When needed, emergency vehicles can use the transit lanes for either Curb BRT or Median BRT. This could result in improvements to emergency vehicle response along the corridor during periods of congestion.

BRT on Dundas Street – Integration with Land Uses

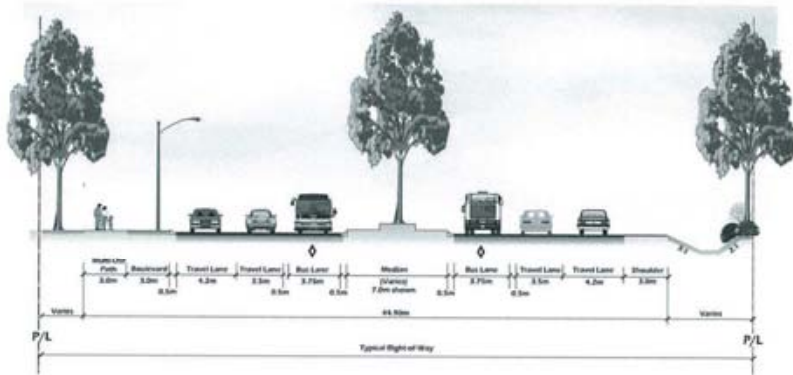


- Dundas Street will serve as a major gateway into Burlington and into Oakville.
- Dundas Street improvements will integrate with the adjacent communities and coordinate with the various land uses, natural features and heritage character.
- Dundas Street is urbanizing.
 - Existing urban area south of Dundas Street.
 - Ongoing development north of Dundas Street (Alton and North Oakville).
 - Mixed-use development of residential, employment and commercial uses.
- Dundas Street will become more pedestrian friendly, with enhanced streetscaping and pedestrian/cycling facilities.



BRT on Dundas Street – Integration with Land Uses

- Consideration will be given to retain the rural character of the road for both Curb BRT and Median BRT in the following locations:
 - Adjacent to the Niagara Escarpment lands, located on the north side of Dundas Street from Brant Street to Highway 407.
 - Adjacent to Bronte Creek Provincial Park, located on the south side of Dundas Street from east of Sutton Drive to east of Tremaine Road.
- A rural cross-section will integrate with the natural features to reflect the character of the area.



Evaluation Criteria

- Decisions about Curb BRT and Median BRT along Dundas Street will be based on the following criteria:
 - Potential effects on the socio-economic environment including property impacts, opportunity for streetscaping, noise levels and provision of pedestrian/cycling facilities.
 - Potential effects on the cultural environment including built heritage resources, cultural heritage landscapes and archaeological resources.
 - Potential effects on the natural environment including vegetation, aquatic habitat, wildlife, air quality and stormwater management.
 - Potential effects on utilities.
 - Potential effects on traffic operations.
 - Potential effects on transit operations and services.
 - Preliminary cost estimation.



Next Steps

- Review and respond to comments received. - Summer 2011
- Develop and evaluate Curb BRT and Median BRT alternatives for Dundas Street. - Summer 2011/Fall 2011
- Select and consult on a recommended alternative for Dundas Street. - Fall 2011
- Preparation of a draft Environmental Project Report. - Fall 2011



Please Complete a Comment Sheet

Would you like to be included on the study mailing list? Do you have any questions or comments regarding the study? Please let us know by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or email to either of the following Study Team members:

Mr. Jeffrey Reid, C.E.T.
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 Ext. 7920
Fax: 905-847-2192
Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: nahmed@mrc.ca

Please provide all comments by July 8, 2011.

Thank You For Attending!





September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

The project team will take into consideration your comments as we proceed with the study.

An increase in bus service along Dundas Street is a part of staging of BRT implementation and will be considered as part of the next phase of the study.

As part of this study, Halton Region is providing multi-use pathways on both sides of the roadway from Brant Street to Trafalgar Road for pedestrian/cycling facilities. This includes the sections of roadway that may retain the rural cross-section. Thank you for bringing this omission to our attention.

As part of this study, the Project Team is working with all area transit operators including the City of Mississauga and GO Transit / Metrolinx to provide inter-regional transit connections and services.

You have been included on the project mailing list.

**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

A member of  **MMM GROUP**



September 2, 2011

Page 2

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed', is written over the typed name.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

Your comments have been forwarded to the City of Burlington Planning Department and Town of Oakville Planning Department since your suggestion is for a land use change to include ORC lands into the urban area.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed'.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region

**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

A member of  **MMM GROUP**



September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

Your comments have been forwarded to the City of Burlington Planning Department since your suggestion is for a land use change to include ORC lands into the urban area.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed', written over a white background.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region

**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
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September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.

The project team will take into consideration your comments as we proceed with the study.

A noise assessment will be completed as part of this study and presented at the second Public Information Centre, which is tentatively scheduled for this Fall.

In regards to your preference for a lower posted speed limit for Dundas Street, please note that as the Dundas Street corridor urbanizes with planned development, the speed limit will likely be lowered from present.

The selection of a pavement material will be made during detail design. This suggestion will be considered.

**McCORMICK
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[REDACTED]
September 2, 2011

Page 2

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed', written over a horizontal line.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
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Dear 

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You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

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Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region

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September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

You have been included on the project mailing list.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read "Neil Ahmed", written in a cursive style.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region

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September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.

Frequency of bus service will be considered as part of the next phase of the study; however, actual frequencies will be determined as services become imminent along the corridor.

It is intended that transit service in Halton Region will connect to Mississauga. It should be noted that as part of this study, the Project Team is working with the City of Mississauga and Mississauga Transit to provide good inter-regional connections.

The project team will take into consideration your comments as we proceed with the study.

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You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation



Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

The project team will take into consideration your comments as we proceed with the study.

It should be noted that this project is not proposing to add 2 travel lanes to the north side of Dundas Street and 2 travel lanes to the south side of Dundas Street. The implementation of Bus Rapid Transit (BRT) requires widening Dundas Street from the existing 4 lanes to 6 lanes to include 2 lanes for BRT.

Based on projected growth and development in Oakville and Burlington, population and employment will increase. The Dundas Street corridor plays an important role in the movement of people and goods through the Region. The opportunity to implement BRT along Dundas Street and other transit supportive improvements along other corridors will provide people living and working in the Region a better alternative to automobile travel.

A noise assessment will be completed as part of this study and presented at the second Public Information Centre, which is tentatively scheduled for this Fall. This will include consideration of several noise attenuation measures.

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September 2, 2011

Page 2

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Yours very truly,
McCormick Rankin Corporation

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Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011



**RE: Halton Region
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Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

The project team will take into consideration your comments as we proceed with the study.

This study will be considering Transit Priority Measures (e.g. bus stops and queue jump lanes) along the major north-south arterial roadways including Brant Street.

A transit terminal in the Alton area may be integrated into this study and its location identified in the next phase.

An increase in bus service along Dundas Street is a part of staging of BRT implementation and will be considered as part of the next phase of the study.

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September 2, 2011

Page 2

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Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed', with a stylized flourish at the end.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011



**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear 

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.

The project team will take into consideration your comments as we proceed with the study.

In regards to your preference for a lower posted speed limit for Dundas Street, please note that as the Dundas Street corridor urbanizes with planned development, the speed limit will likely be lowered from present.

A noise assessment will be completed as part of this study and presented at the second Public Information Centre, which is tentatively scheduled for this Fall. This will include consideration of several noise attenuation measures.

The selection of a pavement material will be made during detail design. This suggestion will be considered.

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[REDACTED]
September 2, 2011

Page 2

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read 'Neil Ahmed'.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



September 2, 2011

[REDACTED]

**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear [REDACTED]

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study and providing your comments.

The project team will take into consideration your comments as we proceed with the study.

You have been included on the project mailing list.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read "Neil Ahmed", is written over a white rectangular area.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region

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September 2, 2011

Ted Robinson
Vice-Chair, Unified Board
Munn's United Church
5 Dundas Street East
Oakville, ON
L6H 7C4

**RE: Halton Region
Dundas Street (Regional Road 5)
Bus Rapid Transit Corridor
Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)
Public Information Centre #1
Our File: W.O. 7108**

Dear Mr. Robinson:

On behalf of Halton Region, thank you for attending the June 23, 2011 Public Information Centre #1 for the Dundas Street Bus Rapid Transit Corridor Study.

The project team will take into consideration your comments as we proceed with the study.

Regarding your comment on the lack of a westbound right turn lane at Sixth Line, as Munn's Cemetery is located on the south side, the widening of Dundas Street will occur to the north side in the proximity of the Sixth Line intersection. To minimize property requirements at Munn's Church, a westbound right turn lane is not proposed as part of this study. This same conclusion was presented in the verbal presentation and on the display boards at the Public Information Centre held June 25, 2009, for the Class EA Study for Dundas Street (Neyagawa Boulevard to Oak Park Boulevard). The posted speed on Dundas Street in this location is proposed to be reduced to 60 km/h as the corridor develops into an urban roadway, and with additional features (e.g. landscaping and raised median), it is expected that the operating speed will decrease accordingly.

Because of the constraints of the locations of the cemetery and the church relative to the roadway, the features of the roadway (alignments, lane widths, median boulevard and sidewalk widths, and corner clearances) are proposed to have regard to the principles of context-sensitive design. While the lack of a westbound right-turn lane at this corner may have an effect on traffic operations, the net benefit of the proposed design is considered to be positive, and the safety and operations of this intersection are projected to be acceptable.

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Ted Robinson
September 2, 2011

Page 2

In addition, please note that the footprint of the alternatives in the vicinity of the Sixth Line intersection presented at the PIC for this study is the same as the footprint shown at the second PIC for the Dundas Street (Neyagawa Boulevard to Oak Park Boulevard) Municipal Class Environmental Assessment, which was held on June 25, 2009. However, the cross-section within the footprint was modified to accommodate the bus rapid transit lanes proposed as part of this study.

You will be notified of the second Public Information Centre, which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact the undersigned.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink, appearing to read "Neil Ahmed", written in a cursive style.

Neil Ahmed, P. Eng.
Project Manager

cc: Jeffrey Reid, Halton Region



MUNN'S UNITED CHURCH

5 Dundas Street East, Oakville,
Ontario, Canada L6H 7C4

Tel: 905 257-8435

Fax: 905 257-8434

office@munnsunited.com

www.munnsunited.com

July 7, 2010

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON, L5K 2P8

ATTENTION: Mr. Neil Ahmed, P. Eng

Re: Dundas Street BRT Corridor – PIC #1

Dear Mr. Ahmed:

I am writing on behalf of Munn's United Church to express our comments regarding the information presented at the recent PIC held on June 23rd, 2011.

The plans as presented show a markedly narrower planned corridor on Dundas immediately south of the church. Further inspection indicates that there is not a planned right hand turn lane from westbound Dundas to Sixth Line. This appears to be the only major intersection along the Oakville stretch of Dundas St. without a right hand turn lane. Obviously, if it is thought to be required for every other intersection including the south side of the same corner, presumably for safety and/or traffic flow considerations, we have to question why it is being left out in front of the church. We are very concerned about the safety implications of having a "different" corner in front of the church, especially because we know parents are turning there to drop off their children at either the Munn's Child Care Centre located in our building or other programs on site.

Furthermore, a note on the presentation plan indicates the Region would require property for an additional lane if Munn's ever wanted to do any development on our site. Our feeling is that either the Region requires the property for its purposes or it doesn't, and proper arrangements should be made now. The current plan seems quite at odds with the representations first made to Munn's regarding this issue over 10 years ago.

We also are not sure if the plan presented represents the latest thoughts regarding the corner. It seems to me that the last plan I saw indicated a much larger daylighting triangle cutting across our parking lot. Perhaps you could confirm what the latest plan is, as of course parking is a major concern for a church?

We look forward to hearing more details regarding the Region's plans.

Yours very truly,

A handwritten signature in black ink, appearing to read "Ted Robinson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ted Robinson
Vice-Chair, Unified Board

cc: Mr. Jeffrey Reid, C.E.T., Halton Region

Siyoung Kim

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: July-04-11 1:47 PM
To: [REDACTED]
Cc: Neil Ahmed; Leslie Green
Subject: RE: Dundas BRT Study

Dear [REDACTED]

Sorry for not responding sooner as I have been on vacation.

As you were unable to attend the Public Information Centre (PIC) on June 23, below is a link to the project website which contains all the information presented on that day.

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

Thank-you for your comments/suggestions and the project team will take them into consideration.

As for your question pertaining to noise along the Dundas Street corridor, a full noise assessment will be undertaken as part of this study. We anticipate coming back to the Public this Fall (2011) and at that time a preferred alternative will be recommended. As part of that work, the issue of noise will be addressed and presented to the Public for review and comment.

In terms of providing a bus stop at Dundas Street and Harman Gate, under both Alternative 1 (Curb) and Alternative 2 (Median) we have identified this location as a 'Potential Bus Rapid Transit (BRT) Station Location'. In addition, the information presented at the PIC highlights proposed walking and cycling facilities/infrastructure along the Dundas Street corridor to accommodate pedestrians and non-vehicular travel modes.

I hope this helps and please let me know if you have any further questions or concerns.

Thanks,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation Services
Public Works
Halton Region
Ph: (905) 825-6000 ext.7920
Fax:(905) 847-2192

From: [REDACTED]
Sent: Wednesday, June 29, 2011 11:32 AM
To: Reid, Jeffrey
Subject: Dundas BRT Study

Dear Mr. Reid,

I am a fellow resident of Oakville, ON who was unable to attend the Public Information Center on Thursday the 23rd for the Dundas BRT study. My current house is located at the Harman Gate/Dundas intersection. I would like to give few comments and suggestions regarding the mentioned project.

Bike lanes would be an added advantage for people who would like to get to work using green methods.

A bus stop at Harman gate would be of more convenience to take transit. Currently there is only one stop at the 6th line.

More frequent buses along the Dundas corridor.

Would there be noise wall /sound barrier along the dundas street? As more traffic seem to use Dundas, i am concerned if there is going to be more noise issues during night time.

Thank you for your time.



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Thank you

Siyoung Kim

From: Neil Ahmed
Sent: August-03-11 11:21 AM
To: [REDACTED]
Cc: Leslie Green; 'Reid, Jeffrey'; 'Matt Krusto'; Ed Fothergill; Gord Buck; David Leighton
Subject: RE: Follow Up To The June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road

Apologies for not responding earlier. I had spoken with the Region about possibly meeting with your group soon. We feel that it is a good idea to meet however it may be premature to do so at this point in our study process. We are currently completing work towards public consultation in the Fall. It may be best to defer until that time. I assume the Region has your planning submissions to date and so we will be considering those as we move forward.

Regards,

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: [REDACTED]
Sent: Wednesday, August 03, 2011 10:11 AM
To: Neil Ahmed
Cc: Leslie Green; 'Reid, Jeffrey'; 'Matt Krusto'; Ed Fothergill; Gord Buck; David Leighton
Subject: RE: Follow Up To The June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road

Neil,

Any update on whether I, along with some other Evergreen reps, can meet with you and your staff on the above ?

If a meeting is possible, give me a few dates and times that are good for you and I'll go from there to pick one and confirm same with you as soon as possible.

Regards,

[REDACTED]

From: Neil Ahmed [mailto:NAhmed@mrc.ca]
Sent: Monday, July 11, 2011 2:01 PM
To: [REDACTED]
Cc: Leslie Green; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Matt Krusto (Matt.Krusto@halton.ca)

Subject: RE: Follow Up To The June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road

Thanks – I received the first version fine. We will consider your suggestion of a meeting shortly.

Regards,

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: [REDACTED]
Sent: Sunday, July 10, 2011 12:12 PM
To: Neil Ahmed
Cc: David Leighton; Ed Fothergill; Gord Buck; John Krpan; Steve Malovic; Matt Krusto; Nick Zervos; John Kisneris
Subject: Re: Follow Up To The June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road

Neil,

Attached is a copy of the proposed residential draft plan application (actual draft plan application was filed with the City of Burlington in 2007) for a property at the north-west corner of Dundas Street and Tremaine Road in Burlington called Evergreen Community.

Instead of me providing you with Evergreen Community's comments on the above as it relates to their proposed residential draft plan, I would suggest that the best approach for all of us to take is to simply have a meeting, at your convenience, to discuss same.

Could you please give me a call to set up a meeting and I'll leave it up to you to coordinate same with Regional staff as need be.

Regards,

[REDACTED]

From: Neil Ahmed [<mailto:NAhmed@mrc.ca>]
Sent: Tuesday, June 28, 2011 2:17 PM
To: [REDACTED]
Cc: Matt Krusto; Zervos Nick; Gord Buck; Ed Fothergill; John Krpan; Patrick Turner; Glenn Pitura; Rob Freeman; David Leighton
Subject: RE: June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road

Thanks for your interest in this study. I can advise that the Region has been able to post the plans on the project website and that they are available as of today for review. The web link follows:
<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

We look forward to receiving your comments on this material.

Regards,

Neil Ahmed, P. Eng.

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T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: [REDACTED]
Sent: Friday, June 24, 2011 1:56 PM
To: Neil Ahmed
Cc: Matt Krusto; Nick Zervos; Gord Buck; Ed Fothergill; John Krpan; Patrick Turner; Glenn Pitura; Rob Freeman; David Leighton
Subject: Re: June 23, 2011 PIC Meeting Regarding The Dundas Street Bus Rapid Transit Corridor Study From Brant Street To Trafalgar Road
Importance: High

Neil,

I attended the above noted PIC meeting last night and when I questioned one Regional rep if all the display material was on the Region's website, I was advised that all but the future roadway proposal plans were currently posted on the Region's website. With regards to getting copies of the future roadway proposal plans, I was advised to contact you to get same.

If possible, I would like PDF copies of all the future roadway plans for the entire study area in ledger size and I would be pleased to come to your office to pick them up. If getting PDF copies or hard coloured copies of all future roadway plans is not possible, then I would ask that I get copies of all future roadway plans within the following study area limits;

1. Appleby Line to Bronte Road
2. Neyagawa Boulevard to Trafalgar Road

After I get the above noted plans, either I or one of the consultants who work for my Clients who have lands within the study area will send you their study comments as soon as possible thereafter.

By copy of this e-mail to all as noted and with the obvious exception of Matt Krusto and Nick Zervos, if you didn't have a chance to attend yesterday's PIC meeting, I would highly recommend that all look at all the study material on the Region's website as soon as possible and submit your own study comments in as they wish. In doing so, I would recommend that they request to obtain copies of all future roadway plans as they wish and pay particular attention to the limits of the divided highway proposals and related Regional capital works programs.

I thank you in advance for your immediate attention to this matter.

Regards,



Siyoung Kim

From: Neil Ahmed
Sent: June-24-11 8:28 AM
To: Leslie Green
Subject: FW: Dundas Street BRT Corridor - Comments (Information Night #1)

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: [REDACTED]
Sent: Thursday, June 23, 2011 10:10 PM
To: Neil Ahmed
Subject: Dundas Street BRT Corridor - Comments (Information Night #1)

Good evening, Neil. We met earlier this evening.

My only additional comment, upon further reflection, is that if we are going to go to the trouble of designing BRT lanes for an arterial road like Dundas, then we should place them in the centre of the road as opposed to the curb lanes, thereby ensuring that these are truly dedicated lanes capable of moving many people efficiently and without impedance from cars or other vehicles. I am assuming that the capital cost premium over curb lanes would be no greater than 20%. As I said earlier, my only concern with centre BRT lanes is pedestrian safety. At the moment, virtually no one crosses Dundas Street on foot. I realize that in the future, things will be different. And if centre lanes are chosen for our buses, hopefully many people will be crossing Dundas Street on foot. To guard them against cars making right turns, where I expect a high risk of vehicle-pedestrian collisions, why don't we enact a no-right-turn-on-red policy along the BRT portion of Dundas?

Good luck with your project and, yes, please add me to your distribution list of recipients of information for the public.

Best regards,

[REDACTED]

Siyoung Kim

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: July-04-11 1:46 PM
To: [REDACTED]
Cc: Neil Ahmed; Leslie Green; Collum, David
Subject: RE: Dundas Street Construction (Your PR #1834)

Hi [REDACTED]

Sorry for not responding sooner as I have been on vacation.

Below is a link to the project website which contains all the information presented at the June 23 Public Information Centre.

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

Please let me know if you have any specific questions.

Thanks,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.

Senior Transportation Planner
Transportation Services
Public Works
Halton Region
Ph: (905) 825-6000 ext.7920
Fax:(905) 847-2192

From: Collum, David
Sent: Monday, June 27, 2011 12:10 PM
To: Reid, Jeffrey
Cc: [REDACTED]
Subject: RE: Dundas Street Construction (Your PR #1834)

Hi Jeff, I received the request below from [REDACTED] requesting information on BRT improvements along Dundas Street.

Thanks,
Dave Collum, P.Eng
Project Manager, Transportation Services
Halton Region, Public Works
T. (905) 825-6000 Ext 7620
F. (905) 847-2192
Toll Free 1-866-442-5866
David.Collum@halton.ca

From: [REDACTED]
Sent: Monday, June 27, 2011 10:48 AM

To: Collum, David
Subject: Dundas Street Construction (Your PR #1834)

Hello David,

I was just wondering about bus rapid transit improvements along Dundas Street. Do you have any specific information you can provide?

Thanks very much.

Regards,



This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you



**DUNDAS STREET (REGIONAL ROAD 5)
BUS RAPID TRANSIT CORRIDOR
BRANT STREET (REGIONAL ROAD 18) TO
TRAFALGAR ROAD (REGIONAL ROAD 3)**

**PUBLIC INFORMATION CENTRE #2 – November 24, 2011
SUMMARY REPORT**

January 2012



A member of  **MMM GROUP**

McCormick Rankin

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APPENDICES

Appendix A – Notice of Public Information Centre #2

Appendix B – PIC #2 Display Panels and Presentation

1. INTRODUCTION

Halton Region with the City of Burlington and the Town of Oakville has initiated a study to consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street between Brant Street and Trafalgar Road (see Study Area on Exhibit 1). This study provides an opportunity to develop multi-modal transportation improvements along Dundas Street and other transit supportive corridors so that people living or working in Halton Region have better alternatives to automotive travel. Halton Region recognizes the importance of providing travel choices. This study also provides an opportunity to provide an enhanced corridor for pedestrians and cyclists that integrate new land uses with existing heritage and natural features.

This study will follow the Transit Project Regulation (Ontario Regulation 231/08), which is an alternative Environmental Assessment (EA) process that can be used for public transit projects. The regulation outlines a “Pre-Planning” and a “Transit Project Assessment Process”. Throughout these two phases, which are shown on Exhibit 2, a proponent is required to consult with interested persons, regulatory agencies and First Nation communities on issues arising from the proposed undertaking.

Pre-Planning (Phase 1)

This part of the process initially includes pre-planning which is completed prior to triggering the formal part of the process. The pre-planning work includes a process similar to the traditional EA studies undertaken by Halton Region with full technical work, consideration of alternatives and consultation. The timeframe for this process is flexible. The study is currently in the pre-planning phase.

Transit Project Assessment Process (Phase 2)

Following resolution of issues regarding the project and input provided by regulatory agencies, this later process generally involves a further 30 day consultation period with provincial ministries and agencies, with a focus on the impact analysis and evaluation of the recommended undertaking followed by release of the final Environmental Project Report (EPR) for public, stakeholder, First Nation community and agency review. Interested parties are given the opportunity to submit concerns to the Minister of the Environment (MOE) within those 30 days.

The Minister then has 35 days in which to review any further issues raised and responses from the Project Team. Following their review, MOE will rule on any unresolved issues and direct the Project Team to either:

- Proceed with the undertaking;
- Proceed with the undertaking, subject to conditions; or
- Conduct additional work and re-submit the EPR to the Minister for a follow-up review.

If no direction is provided from the Minister to the Project Team following the 35 day review period, the project can proceed.

It should be noted that prior to commencing the Dundas Street BRT Corridor Study, the Dundas Street (Brant Street in Burlington to Proudfoot Trail in Oakville) Class Environmental Assessment (Class EA) had been initiated. That study was being conducted in accordance with the Municipal Class Environmental Assessment process, which is an approved process under the Ontario Environmental Assessment Act. As part of that process, an earlier Public Information Centre (PIC) #1 (November 24 and November 25, 2009) was held. In 2011, the Dundas Street Class Environmental Assessment was integrated into the Dundas Street BRT Corridor Study.

Another Dundas Street Class EA Study (Oak Park Boulevard to Neyagawa Boulevard) was also initiated prior to the Dundas Street BRT Corridor Study. Similarly, that study was carried out in accordance with the Municipal Class Environmental Assessment process. Two earlier PICs were held – PIC #1 on March 8, 2006 and PIC #2 on June 25, 2009. Additional work was carried out to address noise concern expressed by residents of the River Oaks Community, and a meeting was held on June 10, 2010. In 2011, this Class EA Study was integrated into the Dundas Street BRT Corridor Study.

2. PURPOSE OF PUBLIC INFORMATION CENTRE #2

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The first PIC for the Dundas Street BRT Study was held on June 23, 2011. The purpose of PIC #1 was to provide stakeholders with an opportunity to meet the Project Team and discuss issues related to the project, review the study scope, existing conditions along the Dundas Street corridor, elements of BRT, preliminary concepts of BRT alternatives (Curb vs. Median), evaluation criteria, and next steps.

In addition, as part of the Dundas Street BRT Corridor Study, workshops were held with Technical Agencies (Federal Agencies, Provincial Ministries, Local Municipalities, Conservation Halton, and Utilities) throughout the planning process. The workshop format is considered effective in engaging the agencies in the BRT planning process for the Dundas Street corridor. The first workshop was held in March 2011 to introduce the study. The second workshop was held in May 2011 to receive input on the development of the BRT concepts for Dundas Street. A third workshop was held in November 2011 (prior to PIC #2) to present findings of the analysis and evaluation of curb vs. median BRT, and the preliminary preferred BRT concept (curb BRT).

The second PIC was held on November 24, 2011 and the purpose of the PIC was to provide an opportunity for residents, businesses, agencies and other interested individuals to review the preliminary preferred BRT alternative (curb BRT), potential elements of BRT facilities and next steps. PIC #2 was held as a joint information centre with the Trafalgar Road BRT Study. See Halton Region website: <http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=22703> for more information about the Trafalgar Road BRT Study.

Exhibit 1 Study Area

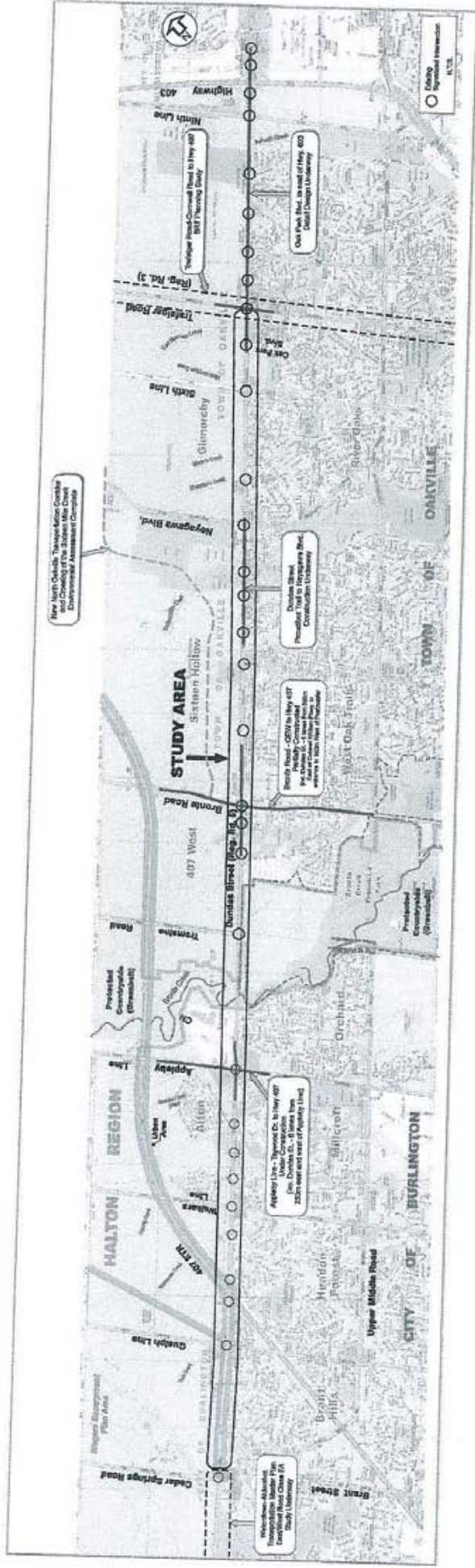
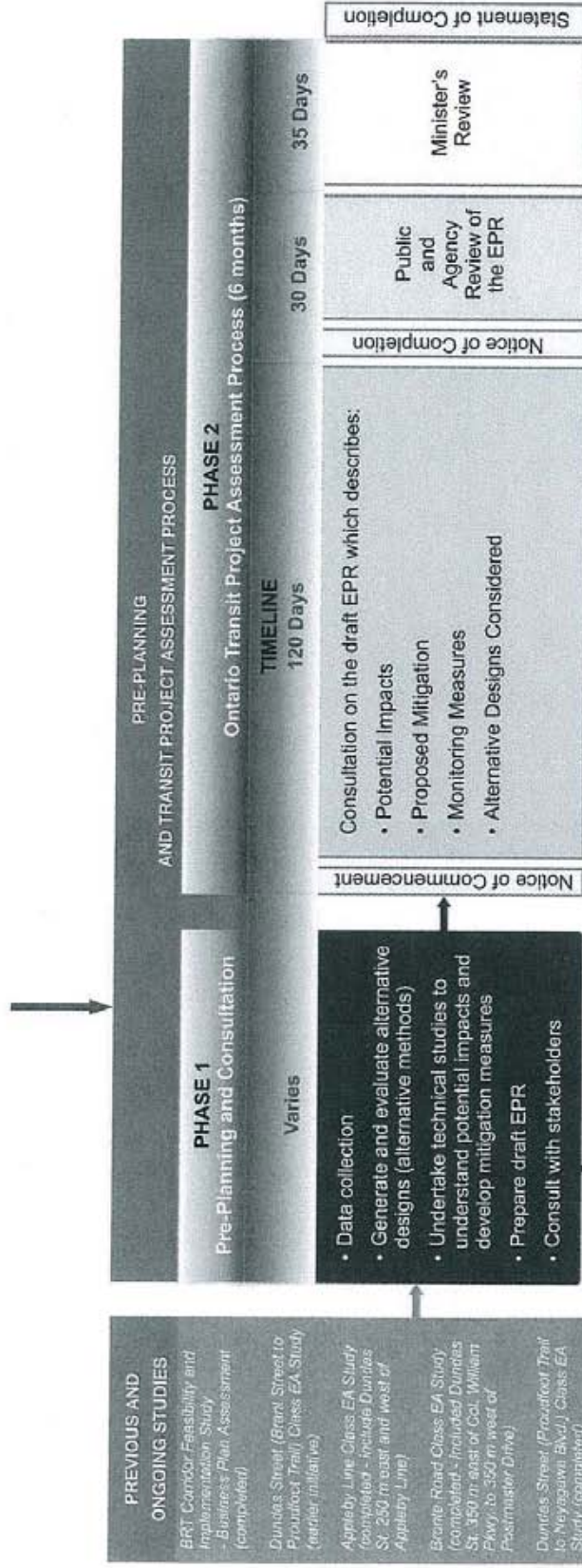


Exhibit 2 Transit Project Assessment Process

WE ARE HERE



3. LOCATION, DATE, TIME

The PIC was held as follows:

Date: Thursday, November 24, 2011
Time: 6:30 p.m. – 7:00 p.m. (Drop-in)
7:00 p.m. – 7:20 p.m. (presentation – Dundas Street)
7:30 p.m. – 7:50 p.m. (presentation – Trafalgar Road)
Followed by Question and Answer period
Location: Halton Region – North/South Auditoriums

4. PUBLIC NOTIFICATION

The Notice of PIC #2 was placed in two editions of the following newspapers:

- Burlington Post
 - Friday, November 11, 2011
 - Friday, November 18, 2011
- Oakville Beaver
 - Friday, November 11, 2011
 - Friday, November 18, 2011
- Oakville Today
 - Thursday, November 10, 2011
 - Thursday, November 17, 2011

A copy of the PIC notice is provided in Appendix A.

The Region provided the Notice of PIC #2 to the following Aboriginal groups by mail on November 10, 2011:

- Alderville First Nation
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River
- Curve Lake First Nation
- Mohawks of Akwesasne First Nation
- The Mohawks of the Bay of Quinte First Nation
- Hiawatha First Nation
- Oneida Nation of the Thames
- Wahta Mohawks First Nation
- Mississaugas of Scugog Island
- Six Nations Haudenosaunee Confederacy Council
- Credit River Metis Council
- Metis Nation of Ontario Head Office

MRC provided the Notice of PIC #2 to the following on November 10, 2011 via mail (some via email):

- Technical Agencies - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Property owners within the study area
- Those on the public mailing list, including those who attended PIC #1 and/or provided written comments

5. ATTENDANCE

The following Halton Region and Consultant staff were in attendance at the PIC on behalf of the Dundas Street Study to answer questions and to discuss the study with the public:

Halton Region

- Jeff Reid, Project Manager
- Tim Dennis, P.Eng., Director of Transportation Services
- Maureen Van Ravens, Manager of Transportation Planning & Roads Operations
- Melissa Green-Battiston, P.Eng., Supervisor – Transportation Planning
- Nick Zervos, Supervisor – Road Operations and Maintenance
- Matt Krusto, Transportation Coordinator

McCormick Rankin Corporation

- Neil Ahmed, P.Eng., Consultant Project Manager
- Katherine Jim, P.Eng., Project Engineer

Approximately 38 people signed in at the PIC (not including staff from technical agencies and Councillors), of which 33 have identified an interest in the Dundas Street BRT Study. The sign-in register is on file with Halton Region.

In addition, the following councillors attended the PIC:

Town of Oakville:

- Regional and Town Councillor Tom Adams, Ward 6

City of Burlington:

- Councillor John Taylor, Ward 3
- Councillor Paul Sharman, Ward 5
- Councillor Blair Lancaster, Ward 6

6. DISPLAY PANELS

The information provided at the PIC was presented to the public through a series of display panels and included the following:

- Welcome
- Study Purpose

- Study Area
- PIC #1 – June 2011 Summary
- Proposed BRT Service Concept
- Ridership Forecast
- BRT on Dundas Street - Median Bus Lanes
- BRT on Dundas Street – Curb Bus Lanes
- BRT on Dundas Street – Curb vs. Median Evaluation
- Traffic Operations – Access
- Traffic Signal Priority
- Station and Station Amenities
- Streetscape Opportunities
- About Noise
- Noise Analysis
- Mitigation Measures
- Potential Impacts to Areas of Interest
- Construction Phasing
- Please Complete a Comment Sheet

The preliminary plan (scale 1:1000) of the preferred alternative for the Dundas Street BRT (curb BRT) was also presented at the PIC.

There are a number of common displays that were used for both the Dundas Street BRT and Trafalgar Road BRT Studies:

- Supportive Policies and Plans
- What is BRT?
- Transit Project Assessment Process (TPAP)
- Next Steps and Schedule

The display panels are included in Appendix B (not including the preliminary plan).

7. FORMAT

Open House

The PIC was an open house from 6:30 p.m. to 7:00 p.m., those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

Presentation

Introduction was made by independent facilitator, Glenn Pothier, GLPi.

The presentation for Dundas Street BRT Study by Neil Ahmed, Consultant Project Manager, took place between 7:00 p.m. and 7:20 p.m.

The presentation for the Trafalgar Road BRT Study by their Consultant Project Manager took place between 7:30 p.m. and 7:50 p.m.

A question and answer period facilitated by G. Pothier followed the presentation from 7:50 p.m. to 8:30 p.m.

Following the Question and Answer period, the public had the option to return to the open house/panel displays to speak to staff one-on-one.

Sign-in and Comment

Individuals attending the PIC were asked to sign the register upon arrival. Attendees were informed of the availability of comment sheets and were invited to complete comment sheets at the meeting or to provide any further comments by Friday, December 9, 2011 via mail, e-mail or fax. The information presented at the PICs was also made available on the study website:

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

8. QUESTIONS AND ANSWER PERIOD

The following summarizes the Q & A period at the PIC. Please note that questions related to the Trafalgar Road BRT are documented as part of the Trafalgar Road BRT Study record.

	Q. – Question	A – Answer	C – Comment
1.	<i>Q.</i>	<i>Why is Brant Street chosen as the limit of the Dundas Street BRT Study? There is no residential area north of Dundas Street in Burlington. Why not have the BRT continue northerly on Guelph Line to Milton?</i>	
	<i>A.</i>	Brant Street has been identified as one of the supportive corridors for the overall transit network. Brant Street would provide a convenient connection to the Burlington GO Station located east of Brant Street, south of the QEW.	
2.	<i>Q.</i>	<i>It will take some time before the transit routes that utilize the BRT corridor are fully developed. In the interim, can the curb lanes be used for HOV purposes?</i>	
	<i>A.</i>	As part of this study, the new curb lanes will be staged and are intended for BRT services only.	
3.	<i>Q.</i>	<i>There are two historical churches west of Guelph Line. Will they have to be moved?</i>	
	<i>A.</i>	The two historical churches west of Guelph Line will not be directly impacted as part of the proposed improvements on Dundas Street. The proposed widening tries to minimize impact to properties where possible, particularly properties of heritage significance.	
4.	<i>Q.</i>	<i>The widening of Bronte Creek bridge should not be to the north, there is sufficient room within the existing right-of-way to accommodate widening along the centreline. This will avoid impact to properties and will be a cheaper alternative.</i>	
	<i>A.</i>	Four alternatives for the widening of Bronte Creek bridge were reviewed (as presented during the presentation). The alternative to widen 2 lanes to the north at the Bronte Creek crossing has been identified as preferred since it would achieve a better balance amongst factors in socio-economic, cultural and natural environment, transportation and cost. It should also be noted that the existing structure on the south side (i.e. eastbound lanes) will have to be replaced due to the condition of the structure. There are also	

		constraints associated with the existing CN grade separation crossing (approximately 650 m west of Bronte Creek) and would have to be widened to the north. We encourage you to discuss individual property issues with members of the Project Team following the Q&A period.
5.	Q.	<i>The Growth Plan identified growth up to year 2031. In Halton Region, much of the growth will be in Oakville and Milton. Burlington is going to experience very limited growth. We understand why there is a need for the Trafalgar Road BRT. But for the Dundas Street BRT, it should continue north along Bronte Road to Milton (instead of going into Burlington).</i>
	A.	The implementation of transit along Bronte Road has been recognized in the Halton Region Transportation Master Plan, which identified Bronte Road to be a corridor with transit in semi-exclusive / exclusive right-of-way. However, the timing for that has not been reviewed in detail. The implementation of the Dundas Street BRT would provide an alternative mode of transportation for residents in Burlington.
6.	Q.	<i>We would like to have some details regarding the assumptions and modelling details of the transit ridership forecast.</i>
	A.	The draft ridership forecast has a planning horizon of 2031 and will be available for public review. [Post meeting notes: a report was made available to the Councillors.]
7.	Q.	<i>The Burlington Cycling Master Plan identified cycling tracks along Dundas Street. This is supported by the Halton Health Department. Why are the cycling tracks not shown in the typical cross section?</i>
	A.	It is the Region's intention to provide off-road multi-use paths (i.e. in the boulevard) along both sides of Dundas Street. We have heard input from the City of Burlington and members of the public regarding provision of cycling tracks. We will take these comments into consideration and review internally.
8.	C.	<i>At the last meeting, we noted the concern about the right-of-way in the proximity of Munn's Church (Sixth Line) being reduced from the typical 50 m to 34 m. This will create a bottleneck and will be a traffic safety problem.</i>
	A.	The right-of-way in the proximity of Sixth Line has been reduced to minimize impact to Munn's Church and avoid impact to Munn's Cemetery. This was achieved by reducing some of the cross sectional elements and also the eliminating the westbound right turn lane. The Project Team will continue to work with Munn's Church to determine a proposed plan that would accommodate future traffic needs while minimizing impact to Munn's Church.
9.	Q.	<i>I recall the typical cross section from before which included cycling tracks. Now the cycling tracks are no longer there?</i>
	A.	As noted before, we have heard similar input regarding the provision of cycling tracks along Dundas Street. We will take these comments into consideration and review internally.
10.	Q.	<i>How does the Dundas Street BRT tie into the City of Mississauga east of Trafalgar Road?</i>
	A.	The Dundas Street BRT would connect to the Trafalgar Road BRT which would then connect to the Highway 403 transitway now under construction.

11.	C.	<i>As a GO Transit commuter, it is important to recognize how to encourage commuters to get to the GO Station without driving their cars; especially new residents north of Dundas Street. Can BRT really help? The use of express bus should be considered.</i>
12.	C.	<i>I agree that a better transit system would encourage more people to use it. In order to attract more users, the transit system will have to be extremely convenient or even better than driving. There has to be good frequency, for example, there are not enough routes that service in the evening.</i>
13.	C.	<i>The cost of transit can also be a factor. If the fee is too high compared to free parking at the GO Station, that itself is a competition.</i>
14.	C.	<i>There has to be coordination between Metrolinx/GO Transit, even if they are in the final stage of their parking plan. Buses are often caught in a gridlock at the Oakville GO Station.</i>

9. VERBAL COMMENTS

Attendees reviewed the panels and discussed their issues and comments with Regional Staff and the Consultants. Below is a summary of topics raised by the attendees.

- General support for proposed BRT
- Provision of pedestrian/cycling facilities
- Traffic noise levels
- Expected construction timing

10. WRITTEN COMMENTS

Two comment sheets were submitted at the PIC. In addition, 32 comments were received before and after the PIC in the form of email, as well as one letter from the Alderville First Nation. All comments received are included in Appendix C, the key comments focussing on:

- Provision of cycling tracks
- Unable to attend PIC and request for information
- Potential impact to property
- Potential increase in noise level as a result of the widening / BRT

APPENDICES

**APPENDIX A
NOTICE OF
PUBLIC INFORMATION CENTRE #2**



NOTICE OF PUBLIC INFORMATION CENTRE #2

Bus Rapid Transit (BRT) Corridor Studies Dundas Street (Regional Road 5) from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) PR-2550A

Trafalgar Road (Regional Road 3) from Cornwall Road to 407 ETR PR-2079A & PR-2417A

Halton Region has initiated separate Bus Rapid Transit (BRT) Studies for both the Dundas Street (Brant Street to Trafalgar Road) and Trafalgar Road (Cornwall Road to 407 ETR) Corridors for the provision of Higher Order Transit together with the City of Burlington and Town of Oakville. These studies provide an opportunity to develop multi-modal transportation improvements along Dundas Street, Trafalgar Road and other transit supportive corridors so that people living or working in Halton Region have a better alternative to automotive travel. Halton Region recognizes the importance of providing travel choices. This study also provides an opportunity to provide enhanced corridors for pedestrians and cyclists that integrate new land uses with existing heritage and natural features.

These studies will be completed in accordance with the Ministry of Environment's Transit Project Assessment Process (TPAP) – an Environmental Assessment process specifically developed for transit initiatives. Both BRT Studies build on work previously completed through the ongoing Municipal Class Environmental Assessment (EA) Studies that were previously initiated for both corridors.

The first Public Information Centre for the Dundas Street Corridor was held on June 23rd, 2011 and June 16th, 2010 for the Trafalgar Road Corridor to obtain public input on the problems being addressed, the alternatives being considered, and the preliminary factors for analyzing and evaluating the alternatives. Since then, the preferred alternatives for the Dundas Street Corridor and Trafalgar Road Corridor have been determined taking into consideration the problems being addressed and the comments received from agencies and the public. The preferred alternative for both the Dundas Street Corridor and Trafalgar Road Corridor includes staging of exclusive Curb Bus Rapid Transit facilities as well as transit priority intersection improvements along support corridors.

A second combined Public Information Centre has been arranged to provide an opportunity for residents, businesses, agencies and other interested individuals to review the preliminary preferred alternatives and receive comments. Following the Public Information Centre, the preliminary preferred alternatives will be reviewed taking into consideration the comments received.



Making Halton a better place to live, work and retire.
Gary Carr, Regional Chair



This notice first issued on November 10, 2011

The second Public Information Centre for the two studies will be a joint meeting and has been arranged for:

Date: Thursday, November 24, 2011
Time: Drop-in: 6:30p.m. – 7:00p.m.
Presentation: 7:00p.m. – 7:20p.m. (Dundas Street)
Presentation: 7:30p.m. – 7:50p.m. (Trafalgar Road)
Followed by Question & Answer Periods
Location: Halton Regional Centre - North/South Auditoriums
 1151 Bronte Road, Oakville

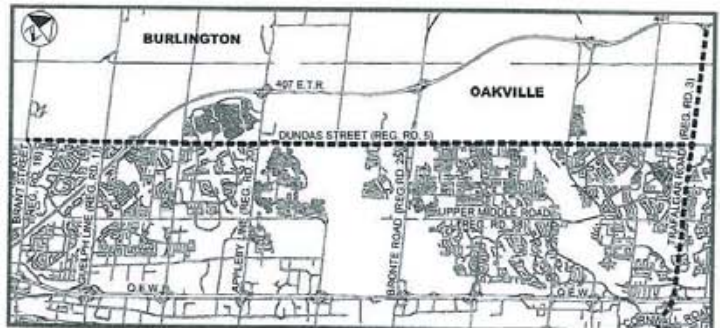
If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, December 9, 2011 to any Project Team member below. For more information on either project, please visit the project websites at www.halton.ca/EAprojects.

Mr. Jeffrey Reid, C.E.T.
**Dundas Street BRT Study
 Project Manager**
 Halton Region
 1151 Bronte Road
 Oakville, Ontario L6M 3L1
 Phone: 905-825-6000 Ext. 7920
 Fax: 905-847-2192
 Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
**Dundas Street BRT Study
 Project Manager**
 McCormick Rankin Corporation
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 Phone: 905-823-8500
 Fax: 905-823-8503
 Email: nahmed@mrc.ca

Mr. Nick Zervos, C.E.T.
**Trafalgar Road BRT Study
 Project Manager**
 Halton Region
 1151 Bronte Road
 Oakville, Ontario L6M 3L1
 Phone: 905-825-6000 Ext. 7632
 Fax: 905-847-2192
 Email: nick.zervos@halton.ca

Mr. Thomas Williams, PE
**Trafalgar Road BRT Study
 Project Manager**
 AECOM Canada Ltd.
 300 Town Centre Boulevard, Suite 300
 Markham, ON L3R 5Z6
 Phone: 905-477-8400
 Fax: 905-477-1456
 Email: tom.williams@aecom.com



Pausing to say 'Thank You' this Remembrance Day

Each year on Remembrance Day, Canadians gather to pay tribute to our soldiers, both past and present. We are asked to remember the sacrifices made by more than 1.5 million Canadians who fought to protect the land, rights and the freedoms that each of us enjoys every day.

On Remembrance Day, we come together to honour those who willingly fought and died for their country and observe a moment of silent and sombre remembrance. Please join me this November 11 to honour the brave men and women and the families of those left behind.



Gary Carr
Regional Chair

Halton Regional Meeting Schedule

- Nov. 16, 9:30 a.m.** Regional Council.
- Nov. 29, 9:30 a.m.** Health & Social Services Ctte.
- Nov. 30, 9:30 a.m.** Planning & Public Works Ctte.
1:30 p.m. Admin & Finance Ctte.

Meetings can be viewed at www.halton.ca

Please let us know as soon as possible if you will have an accessibility or accommodation need at a Halton Region hosted event or meeting.
 1151 Bronte Road, Oakville, Ontario L6M 3L1 • Dial 311 or 905-825-6000 • Toll Free 1-866-442-5866 • TTY 905-827-9833 • www.halton.ca

APPENDIX B
PIC #2 DISPLAY PANELS & PRESENTATION



Dundas Street (Regional Road 5) Bus Rapid Transit Corridor

**Brant Street (Regional Road 18) to
Trafalgar Road (Regional Road 3)**

Welcome to Public Information Centre #2

Thursday, November 24, 2011

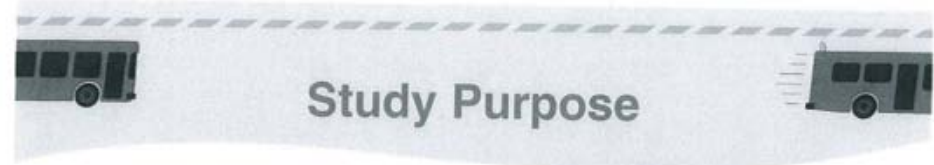
Members of the Project Team are available to discuss and answer any questions you may have.



Please Sign In



DUNDAS STREET BRT CORRIDOR



Study Purpose

- Halton Region with the City of Burlington and the Town of Oakville is carrying out a study to consider Bus Rapid Transit (BRT) within Burlington and Oakville along Dundas Street.
- This study provides an opportunity to develop improvements along Dundas Street and other transit supportive corridors so that people living or working in Halton Region have a better alternative to automotive travel.
- This study also provides an opportunity for enhancement of Dundas Street to be an attractive corridor for pedestrians and cyclists, that integrate new land uses with existing heritage and natural features.



DUNDAS STREET BRT CORRIDOR

Study Area



This BRT Study builds on planning to date along the corridor and introduces this as a cohesive corridor that supports all modes and as a community feature.



Dundas Street BRT Corridor

Existing Conditions

- Insert roll plan of constraints with leader lines to photos of corridor (i.e. built/natural/cultural) – Separate file – same as PIC 1



DUNDAS STREET BRT CORRIDOR



PIC #1 – June 2011 Summary



- Public Information Centre (PIC) #1 was held on June 23, 2011.
- Purpose of PIC #1 was to obtain public input on the problems being addressed, the alternatives being considered, and the preliminary factors for analyzing and evaluating the alternatives.
- Key comments from PIC #1 included:
 - Property requirements
 - General support for BRT (either curb or median BRT)
 - General questions regarding BRT (frequency, integration with Oakville Transit and Burlington Transit)
 - Provision of pedestrian / cycling facilities
 - Concern regarding potential increase in traffic noise
 - Reduce posted speed limits
 - Expected construction timing
 - Potential for early introduction of bus services to Dundas Street



Proposed BRT Service Concept

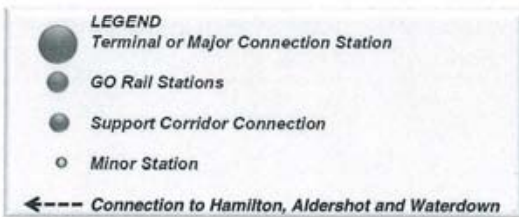
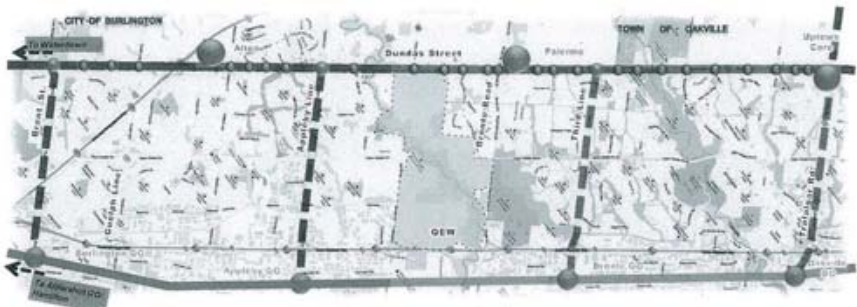


- Consistent with objectives identified in various municipal and provincial planning documents, the vision is to increase transit usage in Halton Region.
- In order to achieve better transit ridership, the following are some proposed BRT service concept improvements:
 - introduce transit priority measures to improve service reliability (e.g. exclusive bus lanes on Dundas Street and signal priority / queue jump operation on supporting corridors)
 - major expansion of transit level of service (e.g. hours of operation)
 - enhance passenger amenities and security
 - increase express bus operation to reduce travel time
 - full integration with GO and adjacent municipal transit services

Service Standards	Example
Hours of Operation	Typically a minimum of 15 hours per weekday and coordinated with other systems (e.g. GO transit)
Type of Vehicle	Low floor 12.5 m or 18.5 m articulated, depending on ridership
Frequency of Service (Service Headways)	10 minute peak (minimum), 20 minute off peak, with longer headways possible for late night service
Stop Spacing	Typically not less than 400 m, with average typically near 800 m
Reliability	90% on-time performance

Proposed BRT Service Concept

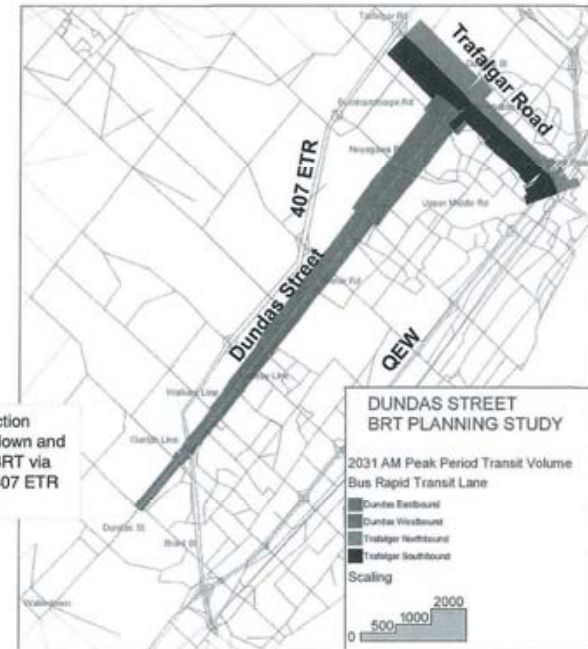
- The following are elements of the proposed infrastructure improvements to support the Dundas Street BRT Service Plan:
 - Exclusive transit lanes on Dundas Street from Brant Street to Trafalgar Road
 - Transit signal priority at selected intersections along support corridors
 - Transit signal priority at selected GO Lakeshore West Rail Stations
 - Terminal Development - Dundas Street (Alton Terminal, Palermo Terminal, Uptown Core)
 - Station/stop development within Dundas Street and support corridors



DUNDAS STREET BRT CORRIDOR

Ridership Forecast

- Ridership forecasts take into consideration 2031 projected person trip travel, road and rapid transit network and distribution of trips to the transit network.
- The figure below shows projected transit ridership increases from west to east along the Dundas Street corridor.
- Riders are destined to key destinations along the corridor, for example, connections to support corridors to access GO Stations, Trafalgar Road BRT, and the new Oakville Hospital.



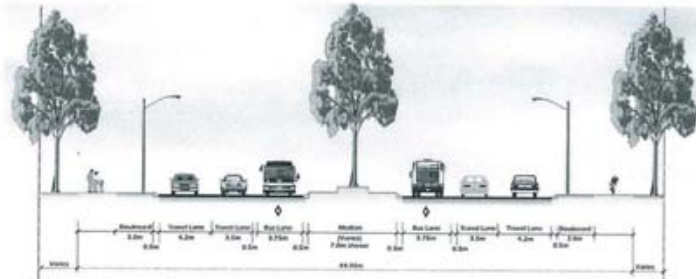
DUNDAS STREET BRT CORRIDOR

Dundas Street – Median Bus Lanes

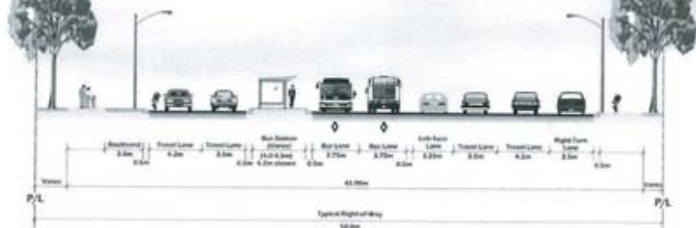
With this alternative:

- Two lanes in the median are exclusively for transit.
- Transit stations would be located in the median at intersections.
- Left turns only allowed on Protected Phase at intersections.
- Accommodates pedestrian and cycling facilities on both sides of the roadway.

Mid-Block Cross-Section



Intersection Cross-Section



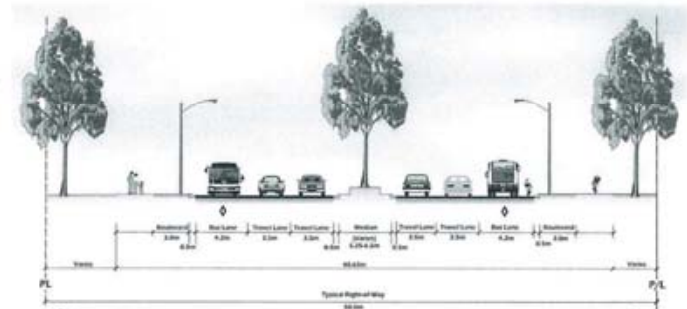
DUNDAS STREET BRT CORRIDOR

Dundas Street – Curb Bus Lanes

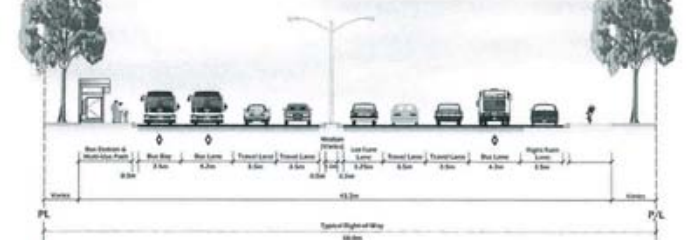
With this alternative:

- Two lanes in the curb are exclusively for transit, as well as right turn lanes where required.
- Transit stations would be located curbside at intersections.
- Left turns allowed on Protected and Permissive Phases at intersections.
- Accommodates pedestrian and cycling facilities on both sides of the roadway.

Mid-Block Cross-Section



Intersection Cross-Section



DUNDAS STREET BRT CORRIDOR



Curb vs. Median Evaluation



- The Curb BRT and Median BRT alternatives were assessed and evaluated under factors in Transportation, Socio-economic Environment, Cultural Environment and Natural Environment.
- The following table presents findings from the analysis and evaluation.

Factor	Curb BRT	Median BRT
Transportation - Travel Time		
Average Bus Travel Time (2031 A.M. Peak Period) - Bronte Road to Trafalgar Road – most congested section	21 minutes	22 minutes
Average Automobile Travel Time (2031 A.M. Peak Period) - Bronte Road to Trafalgar Road – most congested section	19 minutes	21 minutes
Transportation – Pedestrians / Riders		
Total Pedestrian Crossing Distance to/from Platform	35 – 40 m to curb platforms	20 - 25 m to median platforms
Availability of Crossing Refuge in Median	No	Yes
Perceived Passenger Waiting Comfort	Better – less traffic in the platform area. Riders can stand away from the road.	Worse – more traffic in the platform area and riders would have to wait in the centre of roadway. Barrier and/or impact attenuators typically required.
Accessibility	Fully accessible including ramps, visual messaging, and audible signals.	
Active Transportation Facility	May require additional right-of-way to locate multi-use path behind station shelters.	No impacts



Curb vs. Median Evaluation



Factor	Curb BRT	Median BRT
Transportation – Traffic Operations		
Impacts to Left-Turning Vehicles	Protected and permissive phases (i.e. can turn on advanced or regular green cycle)	Protected phase only (i.e. can turn during green arrow only)
U-Turns at Intersections to Access Driveways and Entrances	Required	Required
Neighbourhood Traffic Cut-Through Issues	Potential	
Enforcement Issues (Other Vehicles in BRT Lanes)	Typically difficult to enforce	Design typically is “self enforcing”
Emergency Vehicle Benefits (Use of BRT Lanes)	Emergency vehicles can utilize lanes but may experience more interference from other vehicles.	Emergency vehicles can utilize lanes and would typically experience less interference from other vehicles.
Snow Removal	Procedures will need to address potential for throwing snow into platforms.	Procedures will need to address clearance of dedicated lanes and potential for throwing snow into platforms.
Transportation – Transit Integration		
Benefits to Local Bus Routes	Opportunity to use BRT lanes	
Benefits to BRT Bus Routes	High potential to improve travel time	
Ease of Transfer between BRT and Local Bus Services	Better since BRT platform and local bus station would both be adjacent to curb	Worse since BRT platform would be in the median and local bus station would be adjacent to curb
Consistency with Preferred Trafalgar Road BRT (Curb)	Consistent	Not Consistent
Transportation – Cost and Staging		
Staging	Better opportunities to build ridership prior to implementation of BRT system	Less opportunities to build ridership prior to implementation of BRT system
Cost	Less costly	More costly



Curb vs. Median Evaluation



Factor	Curb BRT	Median BRT
Socio-Economic Environment		
Proximity of Stations to Station-Area/Transit-Oriented Development	Closer, therefore greater opportunity for integration	Less close, therefore more difficult
Support of Urban Form and Liveable Community Goals	Supports goals	
Required Right-of-Way Acquisition	Slightly less ROW required at intersection	Slightly more ROW required at intersection
Potential Impact to Businesses	Similar impact to adjacent businesses due to change in access (right-in/right-out or requires U-turn at intersections)	
Streetscape Enhancement	Less opportunity for planting in the median.	More opportunities for planting in the median.
Cultural Environment		
Built Heritage	Limited impact – some potential impact in constrained areas	
Archaeology Resources	Limited impact	
Natural Environment		
Vegetation, Designated Features / Areas	Impact would be similar due to widening of Dundas Street, mostly along areas immediate to Dundas Street	
Fish and Aquatic Habitat and Wildlife	Edge impact to habitat would be similar for both options as a result of the widening of Dundas Street. Culvert extension and potential creek realignment will consider impact to fish habitat and provision for wildlife passage where appropriate	
Stormwater Management	Both options would include an urban cross section for Dundas Street, except for areas with key natural environmental features (e.g. Bronte Creek Provincial Park, Fourteen Mile Creek, etc.). Stormwater management facilities would be similar for both options.	
OVERALL	PREFERRED	NOT PREFERRED

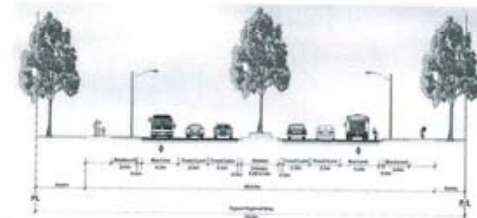


Curb vs. Median Evaluation



- A summary of the assessment and evaluation are noted as follows:
 - Transportation Summary: Curb BRT is preferred**, as it would provide slightly better BRT travel time and better integration with local transit services. In addition, it would provide better staging opportunities for BRT to build ridership prior to implementation of BRT system, and the capital cost for Curb BRT is less than Median BRT.
 - Socio-Economic Environment Summary: Both alternatives are similar.** While Median BRT would provide better opportunities for landscaping, Curb BRT would, however, provide greater opportunity to integrate transit-oriented development.
 - Cultural Environment Summary: Both alternatives are similar** as there would be limited impact to built heritage and archaeology resources.
 - Natural Environment Summary: Both alternatives are similar** as there would be similar impact to the natural environment due to the widening of Dundas Street. Additional analysis and evaluation will be carried out to quantify the potential impact.

Overall, Curb and Median BRT are similar; however, **Curb BRT is preferred** from a transportation perspective and therefore has been identified as the **Technically Preferred Alternative**





Traffic Operations - Access



• Access on Dundas Street

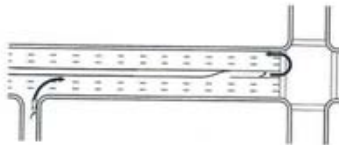
- As a major arterial, Dundas Street will include left and right turn lanes at most signalized intersections.
 - o Left turn could proceed during the protected signal phase and the permissive signal phase (when safe to do so).
 - o Right turns would be made from the right lane. Entry into the BRT lane is typically permitted no more than 45 m from an intersection or entrance.
- There are existing commercial and residential properties along Dundas Street that currently have full move access (i.e. can turn left and right).
- However, when Dundas Street is widened, there would be a raised median throughout its length except at signalized intersections.
- Access to some commercial and residential properties would become right-in / right-out access only.
- Private residences and businesses will be affected and will require alternate ways to access / egress
 - including "U" Turns at signalized intersections.
- By limiting access, Dundas Street will be more efficient and will operate safely.



Protected Left Turn Phase



Permissive Left Turn Phase



Traffic Signal Priority



• What is Traffic Signal Priority (TSP)?

- Use of advanced traffic signal technology to provide buses an advanced green, reducing travel time for transit vehicles.
- Transit signal priority can be implemented at selected intersections along north-south support corridors to Dundas Street.

• How does TSP work?

- BRT vehicle is equipped with GPS and a special signal controller.
- As the bus approaches a signalized intersection, the signal controller determines how the signal timing can be optimized to benefit the approaching bus.

Station and Station Amenities

Example of Major Stations – *MacNab Terminal, Hamilton*



Interior Amenities:

Waiting Area, Route / Schedule Information



Exterior Amenities:

Covered Waiting Area, Seating/Perch
Rails, Security Features



Station and Station Amenities

Example of Minor Stations



York Region VIVA



Brampton ZUM

For Accessibility

- Ramped access to platform
- Tactile strip at platform edge
- Audible and visual displays
- Seating and lean rail

Typical at BRT Stations

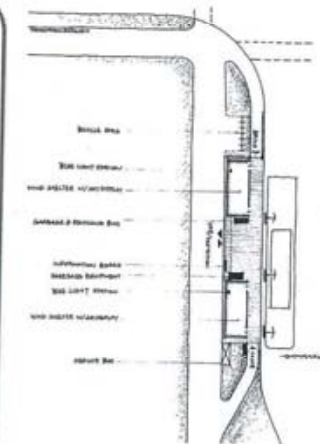
- Architectural canopy and windbreak
- Fare vending and service information
- Trash and recycling bins

Safety and Security

- "Blue light" station (emergency alarm)
- Security cameras

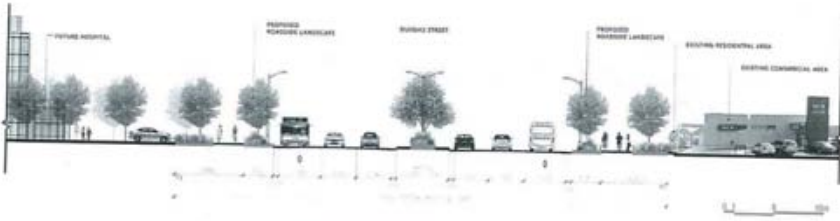
Optional Features

- Push-button platform heater
- Snow melt

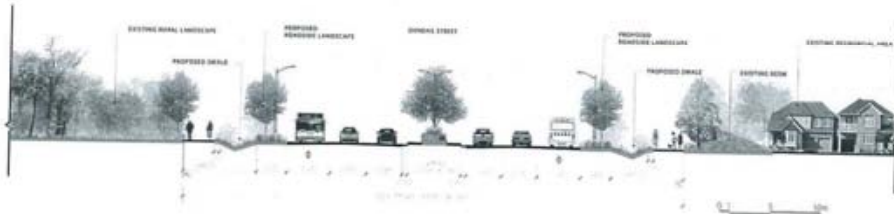




Streetscape Opportunities





Typical Urban cross section




Typical Rural cross section

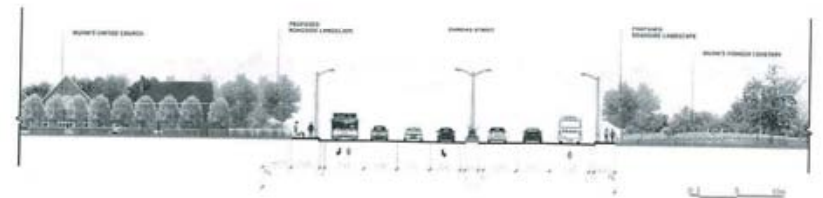
Facilities for pedestrians and cyclists will be provided along Dundas Street. Details will be confirmed based on coordination with local municipalities and the recommendations in the respective active transportation plans.

Streetscape Opportunities




Sample cross section at environmental protection area



Sample cross section at heritage preservation area

Facilities for pedestrians and cyclists will be provided along Dundas Street. Details will be confirmed based on coordination with local municipalities and the recommendations in the respective active transportation plans.





About Noise



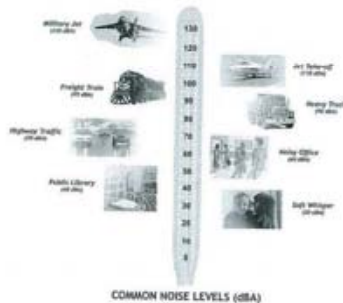
Noise is a form of energy. Noise is measured in terms of sound pressure, using "Decibels".

Noise may be measured on an "A" weighted scale (dBA) to best represent the way in which the human ear perceives noise.

The decibel scale is not linear; it is logarithmic:

1 dBA increase	=	not normally perceivable
2-3 dBA increase	=	just perceivable
10 dBA increase	=	twice as loud
20 dBA increase	=	four times as loud

A doubling of traffic volume typically produces an increase in sound level of about 3 dBA.



Roadway noise levels generally depend on:

- Vehicle type (truck, car)
- Operating Speed
- Road profile
- Distance from receiver
- Type of ground between the road and the receiver

Roadway noise, like most noise, varies throughout the day.



About Noise



Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol

- The noise descriptor used in Ontario to assess noise is the equivalent sound level, Leq. Leq is identified as the continuous sound level which has the same energy as a time varying noise level over a specified time period.
- The Ministry of the Environment (MOE) uses the 16-hour period between 7 AM and 11 PM for the assessment of municipal roadway noise. The noise at any one instant may be higher or lower than the 16 hour average.
- MTO/MOE Noise Protocol requirement: compare future noise level with and without the proposed road improvement adjacent to a Noise Sensitive Area (NSA)
- For purposes of assessing noise as part of road expansion project, a NSA is defined as a noise sensitive land use with an outdoor living area, which includes: single family houses (typically back yard), townhouses (typically back yard), multiple unit buildings such as apartments with outdoor living areas for use by all occupants, as well as hospital, nursing homes, where the outdoor living areas for the patients

Ministry of Transportation / Ministry of the Environment Noise Protocol Requirements	
Change in Noise Level	Mitigation Effort
0 - 5 dBA	Consideration of noise mitigation measures not required
> 5 dBA	<ul style="list-style-type: none"> • Investigate noise control measures on right-of-way • Noise control measures where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers • Mitigate to ambient, as administratively, economically, and technically feasible

Halton Region Requirements

- Halton Region has its own Noise Abatement Policy which was "developed based on the principle that existing Noise Sensitive Areas (NSA's) that are exposed to high noise levels due to their proximity to a Regional noise source, such as a Regional Road, should receive consideration for retrofitting of noise attenuation measures."





Noise Analysis



- Noise modelling was carried out to compare the potential increase in noise level as a result of the proposed Dundas Street BRT corridor improvements (i.e. widening to accommodate 4 general purpose lanes and 2 BRT lanes) and the future conditions without the proposed Dundas Street BRT improvement (i.e. Dundas Street remains 4 lanes).
- Noise modelling was carried out for receiver locations (noise sensitive areas) identified throughout the Dundas Street corridor between Brant Street and Trafalgar Road; these are private residential houses located adjacent to or in close proximity to Dundas Street.
- Findings from the noise analysis indicated that as a result of the proposed Dundas Street BRT improvements (i.e. widening to accommodate 4 general purpose lanes and 2 BRT lanes), the receiver locations are not expected to experience an increase in noise level greater than 5 dBA.
- Noise mitigation measures identified through the previous Dundas Street Class Environmental Assessment Study (Neyagawa Boulevard to Oak Park Boulevard) have been carried forward as part of this BRT Study.
- **Therefore, the consideration of noise mitigation is not warranted under the MTO / MOE Noise Protocol.**



Mitigation Measures



- Mitigation of negative effects is applied in the development of the improvements to avoid natural or community constraints where possible.
- Some negative effects, however, cannot be totally avoided therefore additional mitigation measures are identified to be included in detailed design, construction and maintenance activities. The following table provides a general outline of the proposed mitigation measures.

Socio-Economic Environment

Property Requirement	<ul style="list-style-type: none"> • Secure required right-of-way through development process within areas of active development. • Negotiate with property owners at fair market value.
Noise	<ul style="list-style-type: none"> • The change in noise level as a result of the Dundas Street BRT is not expected to exceed 5 dBA; therefore, the consideration of noise mitigation measures is not warranted under MTO/MOE Noise Protocol. • During construction of the Dundas Street BRT corridor, the contractor will abide by the municipal noise control by-laws. The contractor will be required to keep idling of construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities
Air Quality	<ul style="list-style-type: none"> • Maximum average percentage change of maximum combined concentrations from existing conditions to future build scenario for all contaminants will be decreased by 4%. This represents an improvement in the overall pollutant concentrations and no mitigation required.

Cultural Environment

Archaeology	<ul style="list-style-type: none"> • Provisions will be provided in the contract on how to address any archaeological finds during construction. A Stage 2, 3 and 4 Archaeological Assessment would be carried out as required.
Built Heritage	<ul style="list-style-type: none"> • Provisions will be made to minimize any disruption to cultural landscapes during construction.



Mitigation Measures (cont'd)



Natural Environment

- | | |
|-------------------|--|
| General | <ul style="list-style-type: none"> • Application of standard good construction practice for all works; • Stringent standard sediment and erosion control measures to protect aquatic and terrestrial resources; • Proper storage and handling of all construction related materials, waste and equipment (including fuelling and maintenance); • Environmental inspector to ensure all mitigation is completed as designed and functioning properly. |
| Aquatic | <ul style="list-style-type: none"> • Minimize removal of riparian and woody vegetation where possible; • Conduct in-water and near-water activities during appropriate warm and coldwater construction timing windows; • Develop and implement comprehensive erosion and sediment control plan to protect the fish and fish habitat in the watercourses supporting direct and indirect fish use; • Develop and implement appropriate 'temporary flow passage' measures in accordance with all relevant permits as required (e.g. Permits To Take Water) to isolate the temporary instream construction zones and maintain clean flow downstream. Where no flow is present: contingency flow management measures will be in place in the event of a storm and associated runoff; • If any temporary dewatering is required for the works, appropriate energy dissipation and settling/filtration measures will be used for discharge of dewatering water to ensure no erosion or sediment release occurs in the drainage features. |
| Vegetation | <ul style="list-style-type: none"> • Minimize removal of natural vegetation through design and construction methods; • Delineate work areas and off-limit areas to protect natural vegetation and features; • Use proper clearing techniques; • Proper siting and containment of temporary storage, maintenance and material stockpiles; • Re-vegetate and restore disturbed and / or exposed areas per best management practices. |
| Wildlife | <ul style="list-style-type: none"> • Wildlife incidentally encountered during construction will not be knowingly harmed; • Opportunities to improve wildlife movement should be reviewed and incorporated where feasible and appropriate; • Works will be completed in accordance with the Migratory Birds Convention Act and other applicable legislation. |



Potential Impacts to Areas of Interest



Areas of Interest

- | | |
|-------------------------------------|---|
| Bronte Creek | <ul style="list-style-type: none"> • New bridge structure on north side will result in decrease in light to channel and increase storm runoff to watercourse. • Potential for additional structure across creek for construction access due to steep valley. • Temporary and permanent removal of vegetation associated with the bridge widening and construction area. • Existing piers do not have a significant impact on geomorphic processes within the bankfull channel. One proposed new pier would be located in an area which is eroding. Careful consideration will be given to the exact location of the pier. The need for bank work and potentially localized bank protection to protect the pier will also be assessed. |
| 14 Mile Creek West Tributary | <ul style="list-style-type: none"> • Widening will require a new structure and creek re-alignment. • Any proposed works will require Environmentally Sensitive Area (ESA) permit (Redside Dace) and potential compensation plans. • Impacts to vegetation will include some removal of existing vegetation. No provincially rare or vegetation Species at Risk were observed. • The channel is heavily modified north of Dundas Street (realigned, widened and has concrete block walls for banks). Realignment of the creek will provide an opportunity to restore some of the natural processes and features that are no longer present due to existing modifications. |
| Shoreacres Creek | <ul style="list-style-type: none"> • Over 180m length of channel requires realignment for widening (north). The existing channel in this location is heavily modified. Removal of existing roadside and ditch vegetation, realigned watercourse will require re-vegetation / naturalization. • Decrease in light to channel. However, realignment of this creek would allow for reinstatement of some natural process through designing the channel appropriately for the flows and fish habitat. |



Construction Phasing

- Construction of the Dundas Street BRT system may occur in three stages:
 - Stage 1: Trafalgar Road to Third Line (2016)
 - Stage 2: Third Line to Appleby Line (2018)
 - Stage 3: Appleby Line to Brant Street (2021)
 - Future expansion: Beyond Brant Street with connection to Waterdown and Hamilton



DUNDAS STREET BRT CORRIDOR

Please Complete a Comment Sheet

Would you like to be included on the study mailing list? Do you have any questions or comments regarding the study? Please let us know by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or email to either of the following Study Team members:

Mr. Jeffrey Reid, C.E.T.
 Project Manager
 Halton Region
 1151 Bronte Road
 Oakville, ON L6M 3L1
 Phone: 905-825-6000 Ext. 7920
 Fax: 905-847-2192
 Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
 Project Manager
 McCormick Rankin Corporation
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 Phone: 905-823-8500
 Fax: 905-823-8503
 Email: nahmed@mrc.ca

Please provide all comments by December 9, 2011.

Thank You For Attending!



DUNDAS STREET BRT CORRIDOR

Dundas Street Bus Rapid Transit Corridor Study

Public Information Centre #2
November 24, 2011



1

Study Status

- Public Information Centre (PIC) #1 held on June 23, 2011
 - Existing and planned growth along Dundas Street corridor
 - Features of BRT
 - Typical cross section of Curb BRT and Median BRT
 - Evaluation criteria for assessment of Curb BRT and Median BRT
- PIC #1 key comments included:
 - Property requirements
 - General support for BRT (either curb or median BRT)
 - General questions regarding BRT (frequency, integration with Oakville Transit and Burlington Transit)
 - Provision of pedestrian / cycling facilities
 - Concern regarding potential increase in traffic noise
 - Reduce posted speed limits
 - Expected construction timing
 - Potential for early introduction of bus services to Dundas Street



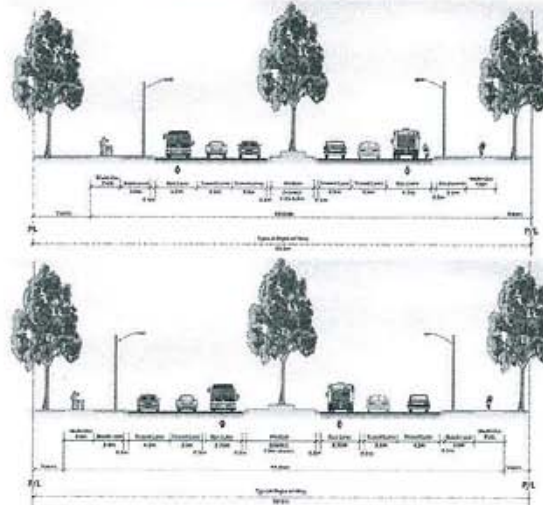
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Dundas Street BRT – Curb vs. Median

Curb Bus Lanes

VS.

Median Bus Lanes



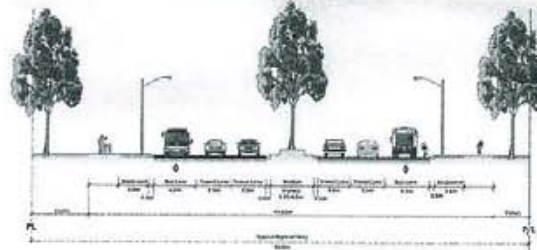
Curb vs. Median Evaluation

- Curb BRT is preferred since it has better left turn opportunities, better station environment for passengers and will integrate better with the community.

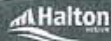
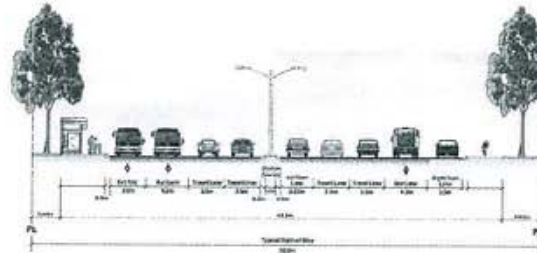
FACTORS	CURB BRT	MEDIAN BRT
Transportation	Preferred	Not Preferred
Socio-Economic Environment		Similar
Cultural Environment		Similar
Natural Environment		Similar
Overall	Technically Preferred Alternative	Not Preferred

Dundas Street Curb BRT – Technically Preferred

Mid-Block Cross Section



Intersection Cross Section



Bronte Creek Crossing Options

- Four options were considered.
- Including replacement of existing south structure (Options 1, 3 and 4)

Existing Conditions

Option 1: Widen 2 lanes to the north



Option 2: Widen 4 lanes to the north



Option 3: Widen on both sides



Option 4: Widen 2 lanes to the south



Bronte Creek Crossing Evaluation

Widening 2 lanes to the north is preferred since it would achieve a better **balance** amongst factors in socio-economic, cultural and natural environment, transportation and cost

	Option 1 (2 lanes to north)	Option 2 (4 lanes to north)	Option 3 (existing centreline)	Option 4 (2 lanes to south)
Socio-economic Environment	●	●	●	●
Cultural Environment	●	●	●	●
Natural Environment	●	●	●	●
Transportation and Cost	●	●	●	●
Overall	Preferred	Not Preferred	Not Preferred	Not Preferred

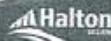
● Most Preferred → ● Least Preferred



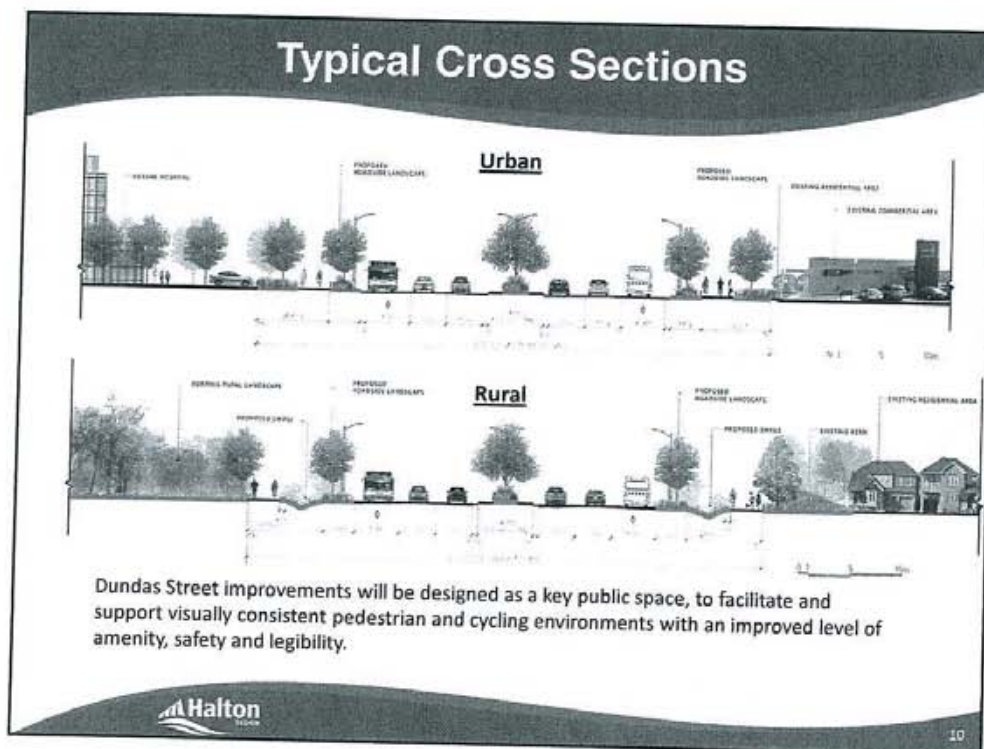
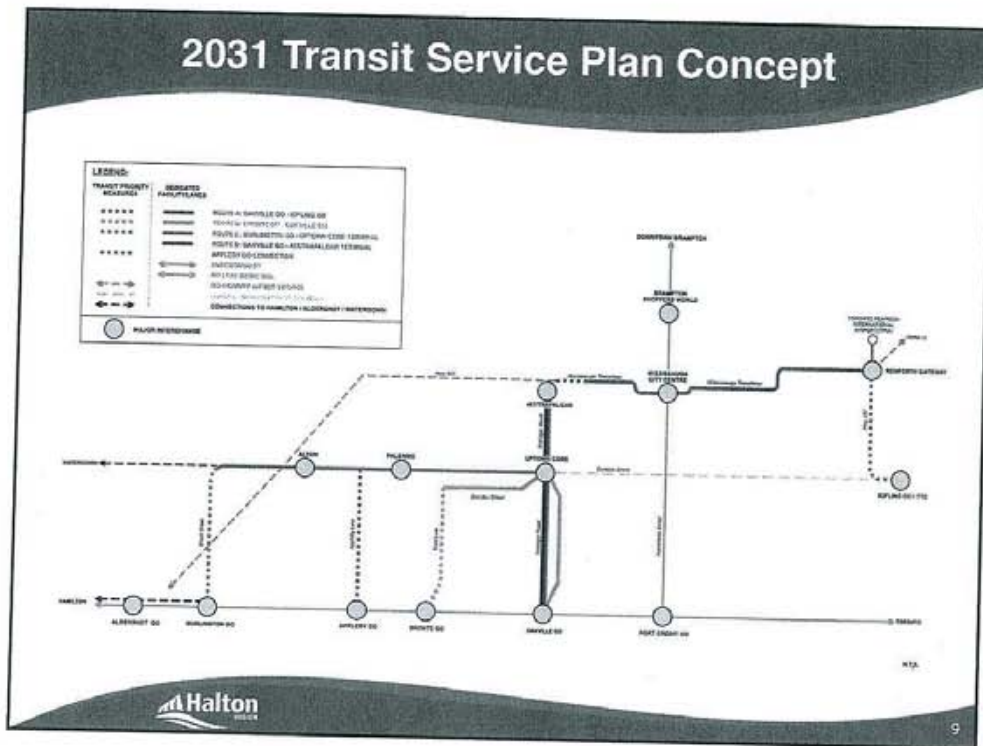
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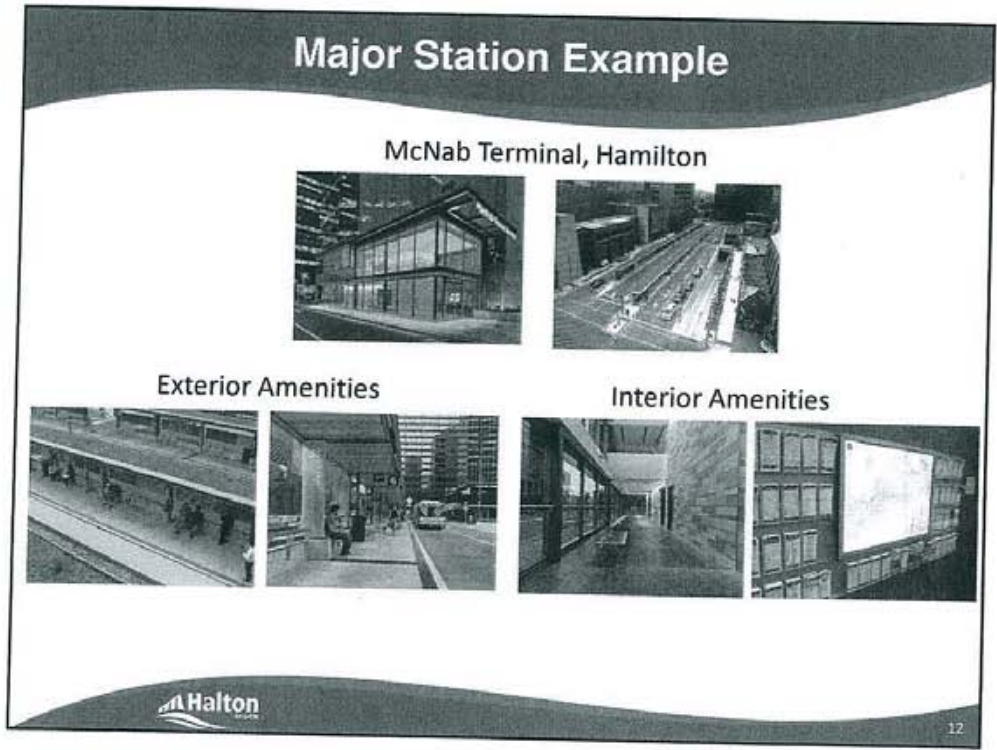
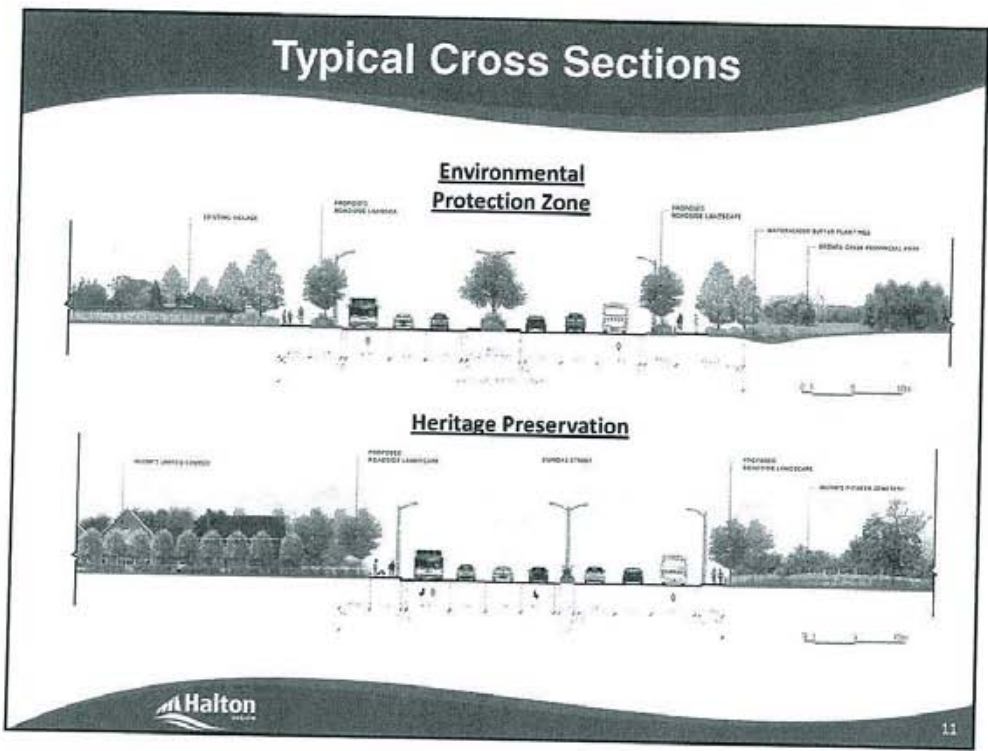
2031 Transit Service Plan Concept

- Specific Transit Infrastructure Improvements:
 - Exclusive transit lanes on Dundas Street – Brant Street to Trafalgar Road
 - Transit signal priority at major intersections along Third Line, Appleby Line, Brant Street between Dundas and nearby GO Stations (support corridors)
 - Bus Terminals along Dundas Street:
 - Alton Terminal, Palermo Terminal, Uptown Core
 - Bus Stations along Dundas Street and above support corridors
 - Integration with Trafalgar Road BRT Corridor

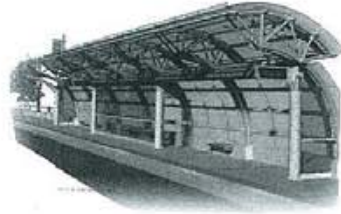


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Minor Station Examples



Example of a VIVA
NEXT Terminal
(York Region Transit)

Example of a Züm Stop
(Brampton Transit)



Property Requirements

- Proposed road widening generally to the north side to minimize impact to existing communities on the south side.
- Potential minor property requirements due to grading; some may be mitigated using retaining walls if required and where feasible.
- Additional property may be required at signalized intersections.

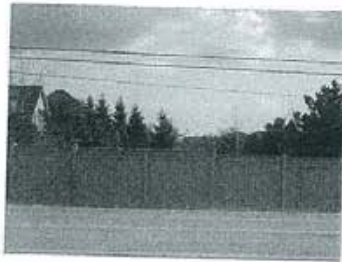
Access

- As a major arterial, Dundas Street will include left and right turn lanes at most signalized intersections.
- When widened to 6 lanes, Dundas Street will have a raised median except at signalized intersections.
- Private residences and businesses with direct access on Dundas Street will be affected and will require alternate ways to access / egress – including “U” Turns at signalized intersections.
- By limiting left turns, Dundas Street will be more efficient and will operate safely.



Noise

- Ministry of Transportation (MTO) / Ministry of the Environment (MOE) requirement - *compare future noise level with and without the proposed road improvement adjacent to a Noise Sensitive Area (NSA)*
- For purposes of assessing noise as part of road expansion project, a NSA is defined as a *noise sensitive land use with an outdoor living area, which includes single family houses (typically back yard), townhouses (typically back yard), multiple unit buildings such as apartments with outdoor living areas for use by all occupant, as well as hospital, nursing homes, where the outdoor living areas for the patients*



Noise

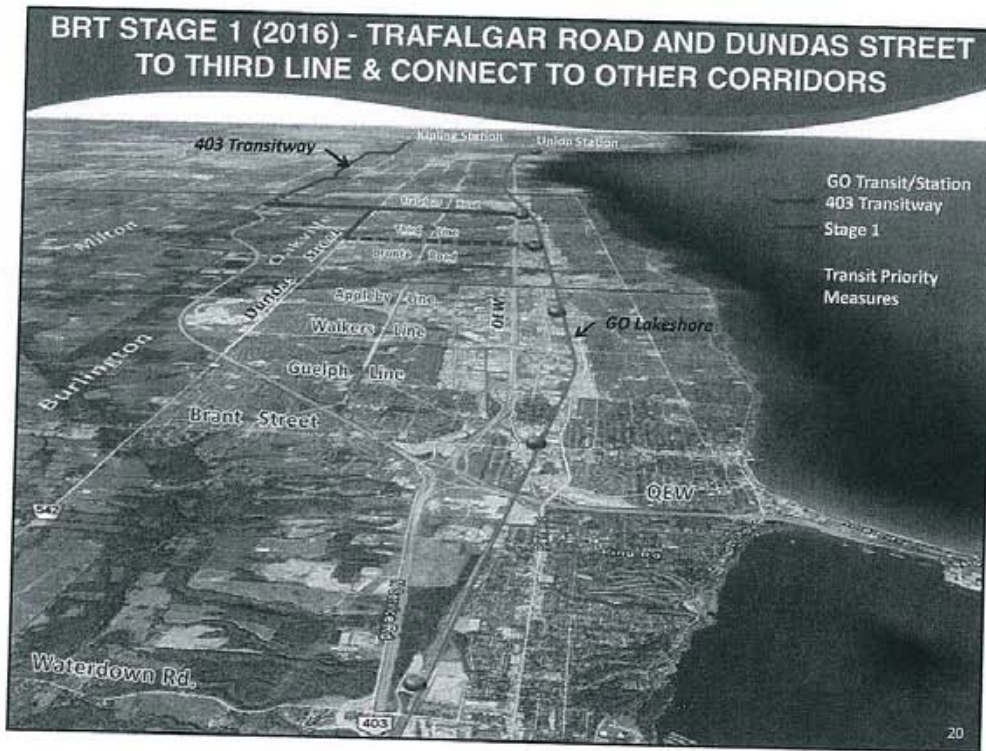
- Noise analysis was carried out for representative homes adjacent to the Dundas Street Corridor, comparing future conditions with and without the new proposed BRT lanes.
- Noise analysis assumed 60 km/h posted speed, and 2031 traffic data, including projected bus services along Dundas Street.
- Existing noise walls and noise barriers provided by developers were included in the noise analysis.
- The projected increases in noise levels as a result of the proposed Dundas Street BRT improvements are less than 5 dBA at all receiver locations (representative homes).
- Consideration of additional noise mitigation is not required based on MOE criteria.

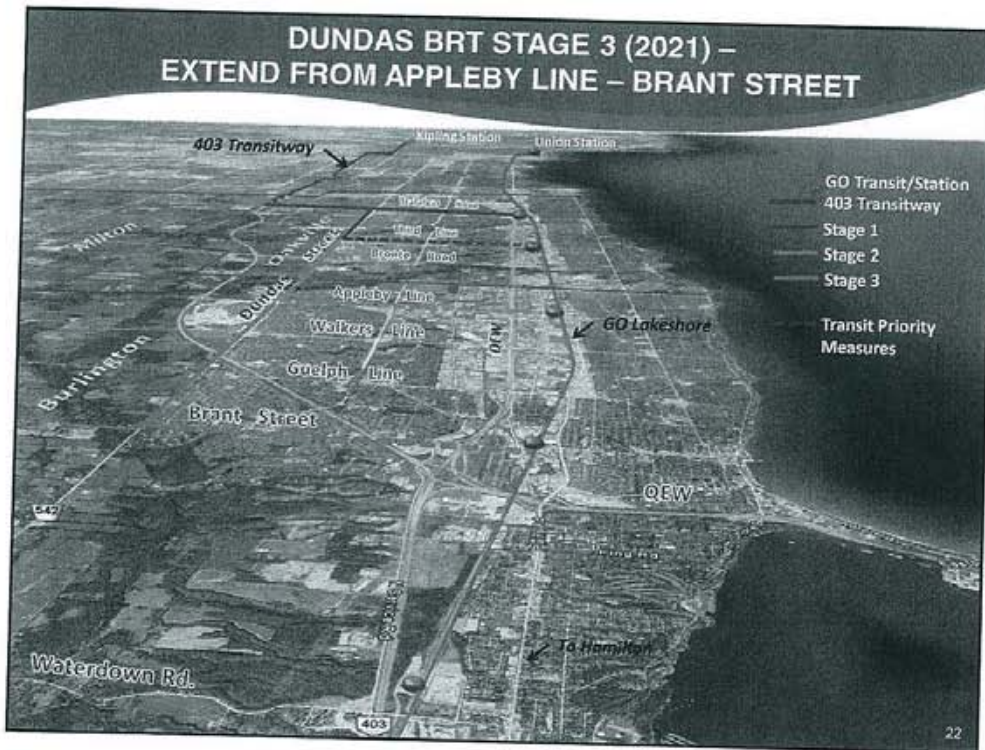
MTO / MOE Noise Protocol Requirements	
Change in Noise Level	Mitigation Effort
0 - 5 dBA	Consideration of noise mitigation measures not required
> 5 dBA	<ul style="list-style-type: none"> • Investigate noise control measures on right-of-way • Noise control measures where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers • Mitigate to ambient, as administratively, economically, and technically feasible



CURRENT - LAKESHORE GO IS ONLY MAJOR TRANSIT SERVICE









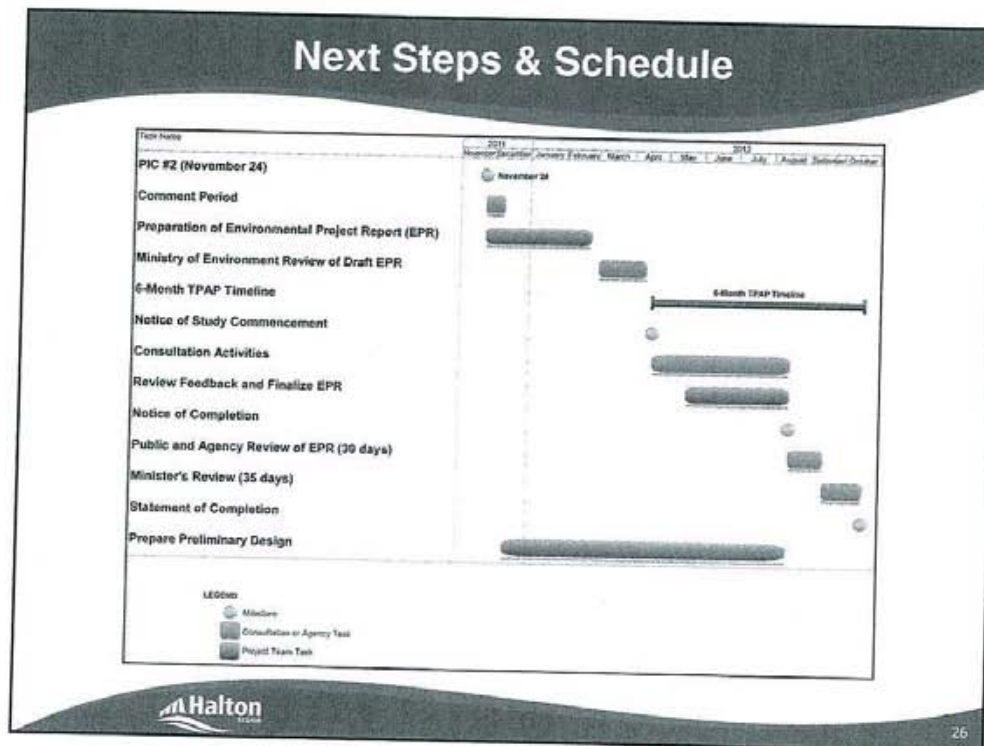
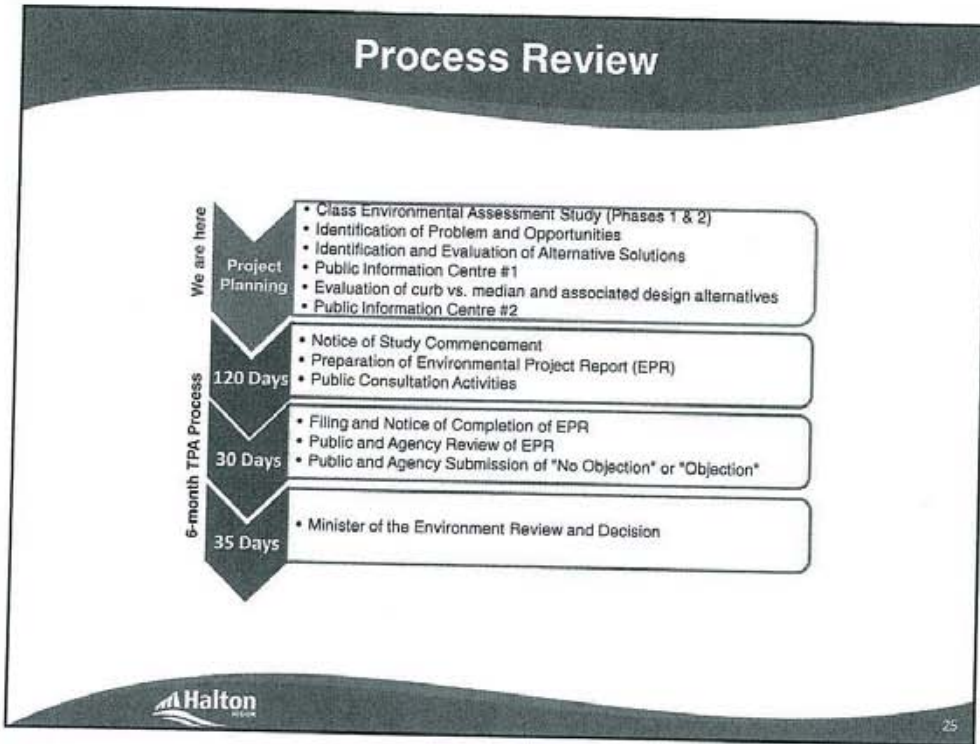
BRT Costs – Dundas Street Corridor

Elements	Estimated Capital Costs
Corridor road expansion	\$197.8 M (Halton capital program)
Corridor terminal development @ 3 locations	\$ 12.0 M
Stop development	
Signalized intersection stops with queue jump/bus bay @11 locations	\$ 9.9 M
Online stop development @ 11 locations	\$ 4.1 M
Support corridor development @ 12 locations	\$ 18.0 M
Total	\$241.8 M

Supplemental cost required to implement BRT System

*Cost does not include additional property required at intersections

24



Katherine Jim

From: Neil Ahmed
Sent: November 16, 2011 5:24 PM
To: Katherine Jim
Subject: FW: Bus Rapid Transit (BRT) Corridor Studies : Dundad St from Brant St - Trafalgar Rd (331)

Follow Up Flag: Follow up
Flag Status: Flagged

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: junior.francis@cn.ca [mailto:junior.francis@cn.ca]
Sent: Wednesday, November 16, 2011 9:44 AM
To: jeffrey.reid@halton.ca; Neil Ahmed; Zervos, Nick; tom.williams@aecon.com
Subject: Bus Rapid Transit (BRT) Corridor Studies : Dundad St from Brant St - Trafalgar Rd (331)

To: Whom this may concern

Thank you for the EA, please keep CN informed of any potential work that may affect our right-of-way. I noticed that your study crossed our tracks at the Halton 43.74, would any work be required at this location please advise.

Junior Francis
Utilities Coordinator
905-669-3184
4 Welding Way (off Administration Rd)
Concord, ON, L4K 1B9



July 4, 2012

Mr. Junior Francis
Utilities Coordinator
CN
P.O. Box 1000
4 Welding Way
Concord, ON
L4K 1B9

RE: Dundas Street Corridor Improvement Class EA Study

Dear Mr. Francis:

Thank you for your interest in the Dundas Street Corridor Improvements Study. We sincerely apologize for the delay in responding to your comments submitted as part of the Public Information Centre in November 2011, email dated November 16, 2011. Please find below our responses to the comments you provided.

Through the significant work and extensive consultation carried out in 2011 to investigate the feasibility of implementing dedicated bus rapid transit lanes on Dundas Street between Trafalgar Road and Brant Street, the Region has confirmed the need for a higher order transit facility on Dundas Street. The curb lane option has been identified as the preferred.

On the basis of the analysis provided to this point, the Region confirmed that a dedicated BRT facility is ultimately intended for Dundas Street. The Region is now developing a staged development strategy for the implementation of higher-order transit operation. The first phase will introduce the operation of high occupancy vehicle curb lanes (HOV 2+) allowing a mix of transit and private vehicles. In parallel with the required roadway widening, transit support facilities, primarily stops, terminals and transit priority initiatives, will be implemented. The adopted strategy will require seeking approvals under the Municipal Class EA process. The Region intends to adopt the following priorities in completing the Dundas Street EA studies:

- 1) Proudfoot Trail to Bronte Road (to coincide with the opening of the New Oakville Hospital)
- 2) Oak Park Boulevard to Neyagawa Boulevard
- 3) Bronte Road to Brant Street

The EA Study for Dundas Street Proudfoot Trail to Bronte Road will be completed first and is anticipated to be filed by the end of 2012. EA studies for the remaining sections of Dundas Street will be completed thereafter.

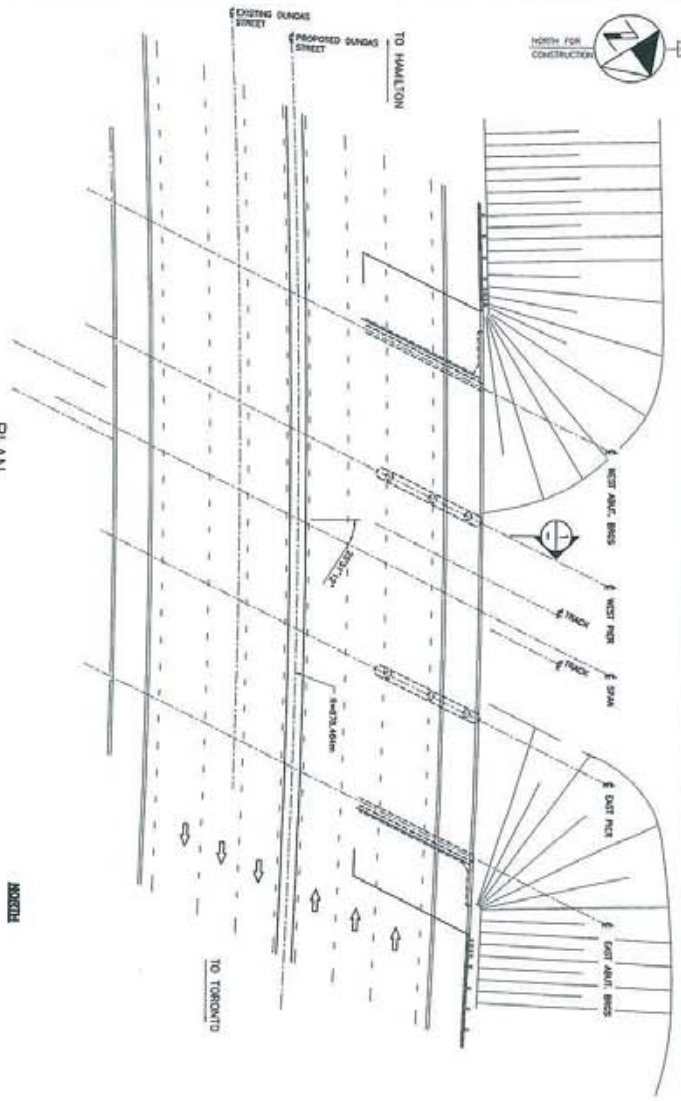
**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

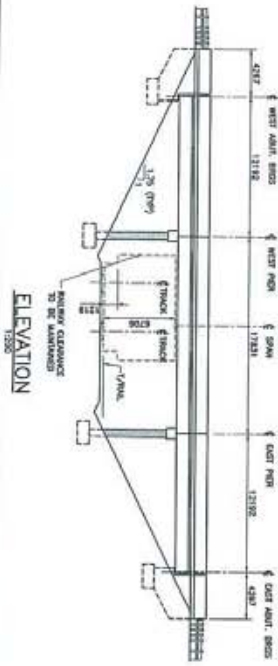
2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

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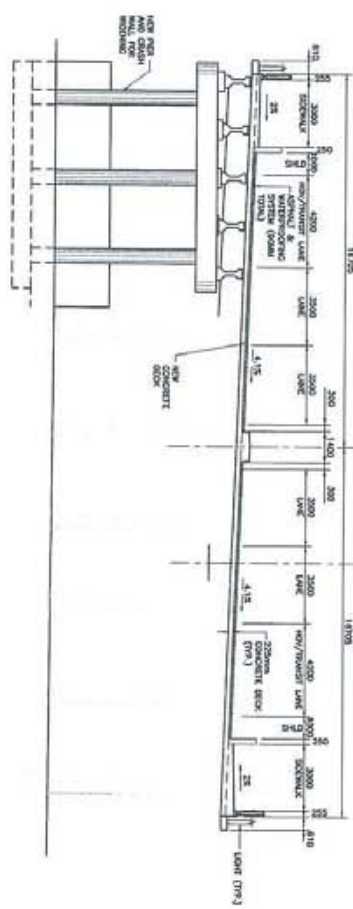
GRID FILE LOCATION AND NAME: S:\7101\PL\1210100-310-001A-REV.dwg
 PLOTTED: 6/25/2014 10:26:34 AM BY: CADM
 DATE PLOTTED: 6/25/2014 11:43:38 AM BY: CADM



PLAN
1500



ELEVATION
1500



SECTION
1500

PRELIMINARY ONLY

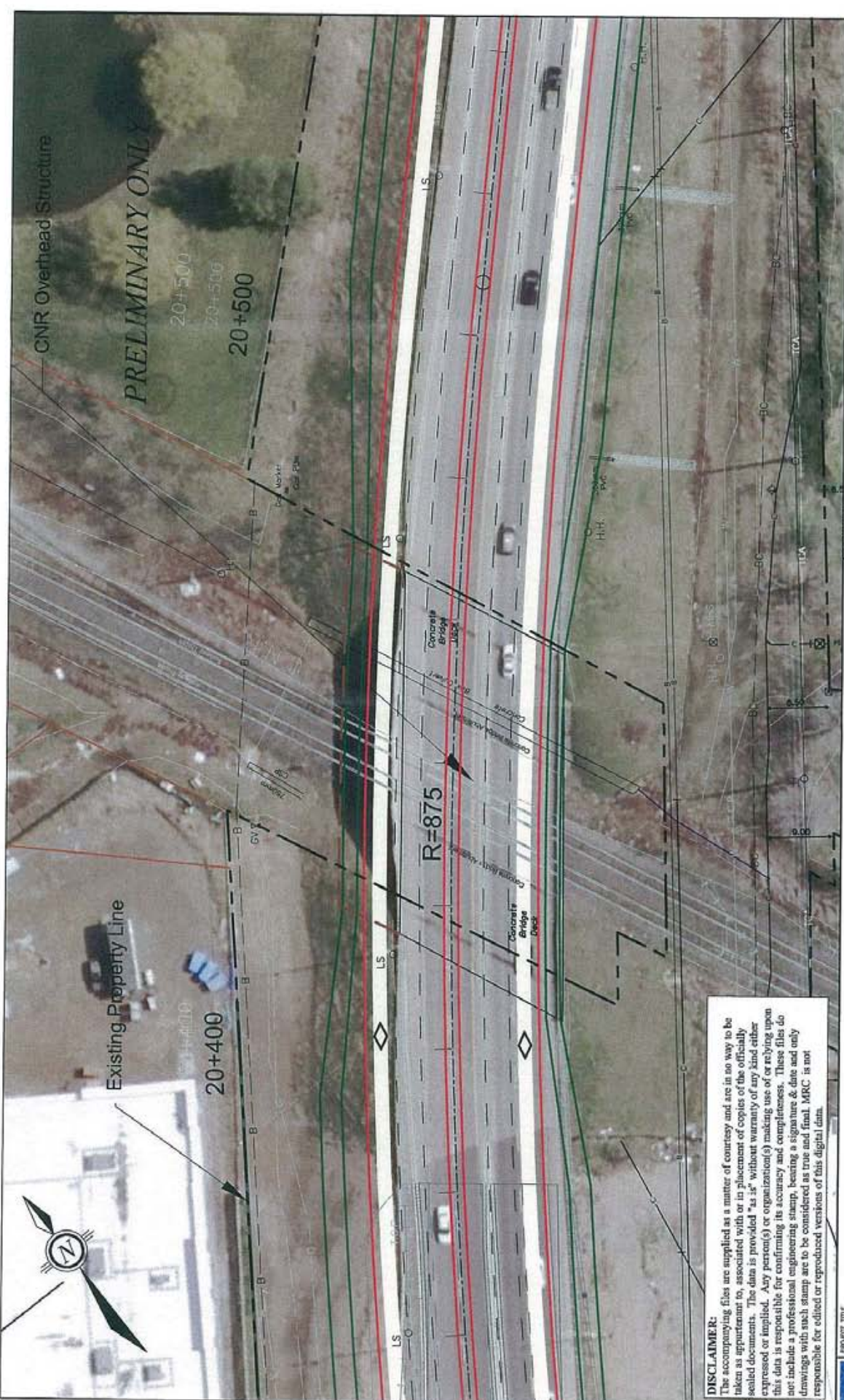
<table border="1"> <tr> <td>REV</td> <td>DATE</td> <td>BY</td> <td>REVISION</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REV	DATE	BY	REVISION																	<table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>SCALE</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	BY	SCALE										<table border="1"> <tr> <td>PROJECT NO.</td> <td> </td> </tr> <tr> <td>DATE</td> <td> </td> </tr> <tr> <td>SCALE</td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	PROJECT NO.		DATE		SCALE						<table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>											<table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>											<table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>										
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MRC MCCORMICK BANKIN

 A member of

TITLE: GENERAL ARRANGEMENT
 DUNDAS STREET WIDENING
 BURLINGTON - HALTON
 ONT. ONTARIO

CONTRACT NO: PR-
 SHEET: OF



CNR Overhead Structure

PRELIMINARY ONLY

20+500
20+500
20+500

Existing Property Line

20+400

R-875

Concrete Approach Slab

Concrete Bridge Deck

DISCLAIMER:
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MRC	PROJECT TITLE	DUNDAS STREET CORRIDOR IMPROVEMENTS STUDY	SCALE	1:500
	DRAWING TITLE	PARTIAL FUNCTIONAL PLAN - CN BRIDGE	DATE	July 2012

Katherine Jim

From: Neil Ahmed
Sent: November 17, 2011 11:17 AM
To: Mott-Allen, Nancy (MNR)
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Katherine Jim
Subject: RE: Dundas Bus Rapid Transit

That is unfortunate you cannot attend. Yes we will have the displays on the website shortly after the PIC. If you need a link we can provide that. We look forward to your comments.

Regards,

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: Mott-Allen, Nancy (MNR) [<mailto:Nancy.Mott-Allen@ontario.ca>]
Sent: Thursday, November 17, 2011 9:34 AM
To: Neil Ahmed
Subject: Dundas Bus Rapid Transit

Hi Neil:

We received the notice of the upcoming PIC for the Halton Bus Rapid Transit Project but we are currently short staffed and I am in the final throes of a major board hearing so I will not be able to attend the meeting. Will the display panels be available for viewing on the Region's website after the meeting? If so, I could take a look at them and forward any NEC comments at that time.

Thank you,

Nancy

Nancy Mott-Allen, MCIP, RPP
Senior Strategic Advisor
Niagara Escarpment Commission
232 Guelph Street,
Georgetown, ON L7G 4B1

905-877-8363 (office)
905-873-7452 (fax)
289-839-0106 (cell)

www.escarpment.org



Halton District School Board

Planning Department

November 30, 2011

Jeffrey Reid
Dundas Street BRT Study
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Dear Mr. Reid:

RE: Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study

Further to the aforementioned, the Halton District School Board has a number of comments that should be addressed within the context of the study.

1. Pedestrian/Student Access Across Dundas Street (Tim Dobbie Way and Dundas Street)

The study should take into consideration the need to accommodate the safe movements across Dundas Street. More specifically, a new secondary school is scheduled to open in the Alton Community (Burlington) for September 2013. The school is located on Tim Dobbie Way, located on the north side of Dundas Street. The school is part of a larger Alton community complex which will house a three-storey school with a 200-seat auditorium, a 54,000 square foot (5,017 square meter) community centre with five competition-sized gyms and three additional gyms as well as a public library with flexible classrooms and public meeting space to be used by both students and the community. It is expected that both students and residents located south of Dundas Street will be accessing this facility. The expectation is that these students and residents should have the opportunity to access the facility by non-motorized means (walking, biking, roller blading). The study should ensure that the development of the BRT does not result in creating a barrier to limit these opportunities. As well, the study needs to address opportunities to enhance and develop linkages between the north side and south of Dundas Street at this location in order to encourage non motorized and pedestrian access to this new facility.

2. Dundas Street and Sutton Drive (John William Boich Public School)

The Halton District School Board opened the John William Boich Public School in September 2011. The school is located at the south west corner of Sutton Drive and Dundas Street. The north portion of the school property fronts onto the Dundas Street right of way. In reviewing the future development of the BRT in this area, the study must assess the impacts on the adjacent school. In particular, assess the noise impact of the BRT and provide required noise attenuation and mitigation recommendations (i.e. noise wall). As well, it would be prudent to also review the existing and future Dundas Street and BRT geometrics in the context of avoiding any accidental vehicular intrusions onto the school site.

3. Pedestrian/Student Access Across Dundas Street (Neyagawa Way and Dundas Street)

A secondary school is designated within the North-East Oakville Secondary Plan at the orth-west corner of Neyagawa Boulevard and Dundas Street, adjacent to the Town of Oakville's North Park facilities. Although the timing of the school is not know at this time, there is the likelihood that both students and residents located south of Dundas Street will potentially be accessing the school and park facilities. As discussed previously the study should ensure that the development of the BRT does not result in creating a barrier to limit opportunities for pedestrian and non-motorised access across Dundas Street.

In concluding, thank you for allowing us the opportunity to provide feedback and comments on this process. We would appreciate a follow-up to our comments. If you have any questions regarding the aforementioned, please contact the undersigned at (905) 335-3665 (ext. 3375).

Yours truly,



Domenico Renzella
Manager of Planning

cc: Gerry Cullen, Superintendent of Facilities Services



July 4, 2012

Mr. Domenico Renzella
Manager of Planning
Halton District School Board
2050 Guelph Line
P.O. Box 5005
Burlington, ON
L7R 3Z2

RE: Dundas Street Corridor Improvement Class EA Study

Dear Mr. Renzella:

Thank you for your interest in the Dundas Street Corridor Improvements Study. We sincerely apologize for the delay in responding to your comments submitted as part of the Public Information Centre in November 2011, letter dated November 30, 2011. Please find below our responses to the comments you provided.

Through the significant work and extensive consultation carried out in 2011 to investigate the feasibility of implementing dedicated bus rapid transit lanes on Dundas Street between Trafalgar Road and Brant Street, the Region has confirmed the need for a higher order transit facility on Dundas Street. The curb lane option has been identified as the preferred.

On the basis of the analysis provided to this point, the Region confirmed that a dedicated BRT facility is ultimately intended for Dundas Street. The Region is now developing a staged development strategy for the implementation of higher-order transit operation. The first phase will introduce the operation of high occupancy vehicle curb lanes (HOV 2+) allowing a mix of transit and private vehicles. In parallel with the required roadway widening, transit support facilities, primarily stops, terminals and transit priority initiatives, will be implemented. The adopted strategy will require seeking approvals under the Municipal Class EA process.

The Region intends to adopt the following priorities in completing the Dundas Street EA studies:

- 1) Proudfoot Trail to Bronte Road (to coincide with the opening of the New Oakville Hospital)
- 2) Oak Park Boulevard to Neyagawa Boulevard
- 3) Bronte Road to Brant Street

The EA Study for Dundas Street Proudfoot Trail to Bronte Road will be completed first and is anticipated to be filed by the end of 2012. EA studies for the remaining sections of Dundas Street will be completed thereafter.

**McCORMICK
RANKIN
CORPORATION**

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

A member of  **MMM GROUP**

The Project Team is aware of the proposed / existing schools at the locations noted in your November 30, 2011 letter. Based on the functional plan developed to date, a multi-use path would be provided on both sides Dundas Street to accommodate pedestrians and cyclists. On-street cyclists may use the curb lanes (which are wider than the centre travel lanes). It is the Region's intent to encourage non-motorized means. It should be further noted that the Region has initiated an Active Transportation Master Plan that will provide the Region with a strategy for infrastructure, as well as initiatives and programs to promote people-powered travel throughout the Region. The project website is www.halton.ca/ActiveTransportation.

The intersections of Dundas Street with Tim Dobbie Way, Sutton Drive, and Neyagawa Boulevard are signalized to allow safe crossing of pedestrians and cyclists. The proposed widening of Dundas Street in the proximity of John William Boich Public School at Sutton Drive (which falls within the study limit of the Dundas Street EA Study from Bronte Road to Brant Street) would be accommodated within the existing Dundas Street right-of-way; the widening would be mostly to the north side (i.e. away from the school). The functional plan will be developed in greater detail as part of the preliminary design phase of the EA Study.

A noise assessment was carried out during the review of BRT facility on Dundas Street in accordance with the Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol for noise sensitive areas within the study area. Educational facilities by themselves do not qualify as noise sensitive areas. However, based on the findings of the noise assessment completed on a residential house close to John Boich Public School, the projected increase in noise level as a result of the widening of Dundas Street would be less than 5 dBA and therefore, noise mitigation would not be considered as part of the MTO/MOE Noise Protocol. Additional noise analysis will be undertaken in the study process to reflect the staged approach to operating Dundas Street.

Please do not hesitate to contact the undersigned at 905-825-8500 or nahmed@mrc.ca should you have any further questions.

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited



Neil Ahmed, P. Eng.
Project Manager

cc. Jeffrey Reid, C.E.T., Project Manager, Halton Region

Katherine Jim

From: Katherine Jim
Sent: December 13, 2011 11:02 AM
To: Zirger, Rosi (MTC) (Rosi.Zirger@ontario.ca)
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Neil Ahmed
Subject: RE: Bus Rapid Transit (BRT) Corridor Studies - Dundas Street and Trafalgar Road
Attachments: 10EA-251 Built Heritage Report_Existing Conditions_30Sept2011-SMALL.pdf; 10EA-250 Stage 1 Report FINAL 12OCT2011-SMALL.pdf

Rosi,

Further to your email to Neil regarding the Dundas Street BRT Corridor Study, we have updated the study contact list per your email. Also, please find attached the Stage 1 Archaeology Report and the Built Heritage Resources and Cultural Heritage Landscapes – Existing Conditions Report as requested.

Regards,
Katherine

Katherine Jim, M.Eng., P.Eng.

P. 905 823 8500 ext 1371 | F. 905 823 8503 | E. kjim@mrc.ca
Address 2655 North Sheridan Way, Suite 300, Mississauga, Ontario L5K 2P8

McCormick Rankin Corporation | www.mrc.ca

A member of  MMM GROUP

From: Zirger, Rosi (MTC) [<mailto:Rosi.Zirger@ontario.ca>]
Sent: Friday, December 02, 2011 10:16 AM
To: Neil Ahmed; tom.williams@aecom.com
Subject: Bus Rapid Transit (BRT) Corridor Studies - Dundas Street and Trafalgar Road

Project: Bus Rapid Transit (BRT) Corridor Studies
Dundas Street from Brant to Trafalgar and
Trafalgar Road from Cornwall to 407ETR
Location: City of Burlington and Town of Oakville, Halton Region
MTC File: 24EA046

To: Neil Ahmed, Dundas Street BRT Study Project Manager, McCormick Rankin Corporation
Thomas Williams, Trafalgar Road BRT Study Project Manger, AECOM Canada Ltd.

On November 17th, 2011 the Ministry of Tourism and Culture (MTC) received a Notice of Public Information Centre #2 for the project mentioned above. As part of the Class Environmental Assessment process, the MTC has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTC would, therefore, be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We would ask that you update your contact list to remove the name of Paula Kulpa, and to send future notices to **Rosi Zirger A/Heritage Planner at the address below.**

Would you advise whether archaeological assessments and cultural heritage assessments (built heritage & cultural landscapes) are being undertaken for this project? If so, please forward the completed reports to MTC for review and comment.

Thank you in advance.

Best regards,

Rosi Zirger

A/Heritage Planner | Central and Southeast

Ministry of Tourism and Culture | Culture Services Unit

Tel. 416.314.7159 | Fax 416.314.7175

rosi.zirger@ontario.ca

Ministry of Tourism and Culture

Programs and Services Branch

Culture Services Unit

401 Bay Street, 17th Floor

Toronto, Ontario M7A 0A7

This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

Katherine Jim

Subject: RE: Bus Rapid Transit (BRT) Corridor Studies - Dundas Street and Trafalgar Road

From: Zirger, Rosi (MTC) [<mailto:Rosi.Zirger@ontario.ca>]

Sent: Friday, December 02, 2011 10:16 AM

To: Neil Ahmed; tom.williams@aecom.com

Subject: Bus Rapid Transit (BRT) Corridor Studies - Dundas Street and Trafalgar Road

Project: Bus Rapid Transit (BRT) Corridor Studies

Dundas Street from Brant to Trafalgar and

Trafalgar Road from Cornwall to 407ETR

Location: City of Burlington and Town of Oakville, Halton Region

MTC File: 24EA046

To: Neil Ahmed, Dundas Street BRT Study Project Manager, McCormick Rankin Corporation
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Thank you in advance.

Best regards,

Rosi Zirger

A/Heritage Planner | Central and Southeast

Ministry of Tourism and Culture | Culture Services Unit

Tel. 416.314.7159 | Fax 416.314.7175

rosi.zirger@ontario.ca

Ministry of Tourism and Culture

Programs and Services Branch

Culture Services Unit

401 Bay Street, 17th Floor

Toronto, Ontario M7A 0A7

Katherine Jim

From: jonathan@embeeproperties.ca
Sent: November 24, 2011 6:47 PM
To: Jeffrey Reid; Neil Ahmed
Cc: Katherine Jim; Matt Krusto
Subject: Re: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

I couldn't attend this evening as I have prior commitments. I will look at PIC info posted online. I'll let you know whether I have any additional comments/concerns.

Regards, JR

Jonathan Rubin, MCIP RPP
Embee Properties
tel: (416) 250-5858 x 34
cell: (416) 400-2700
fax: (416) 250-5860
e-mail: jonathan@embeeproperties.ca

From: "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>
Date: Thu, 17 Nov 2011 15:18:56 -0500
To: Jonathan Rubin<jonathan@embeeproperties.ca>; Neil Ahmed<NAhmed@mrc.ca>
Cc: Katherine Jim<KJim@mrc.ca>; Krusto, Matt<Matt.Krusto@halton.ca>
Subject: RE: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

Hi Jonathan,

The timing of construction will be staged along Dundas Street, starting in east Oakville to the west end of Burlington. Within the vicinity of Dundas Street and Walker's Line, the Region will have construction funds available in 2014. That being said, the actual year of construction is anticipated to be post 2014. Below is a link to the project web-page.

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>

I encourage you to either attend next week's PIC or visit the above link as the PIC material will be available for viewing late next week.

Hope this helps.

Thanks,

Jeff

Jeffrey Reid, B.A., C.I.M., C.E.T.
Senior Transportation Planner
Transportation - Planning & Road Operations
Halton Region, Public Works Department
(905) 825-6000 ext.7920

From: Jonathan Rubin [mailto:jonathan@embeeproperties.ca]
Sent: Thursday, November 17, 2011 1:21 PM
To: 'Neil Ahmed'
Cc: Reid, Jeffrey; 'Katherine Jim'
Subject: RE: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

What is the current timing of the construction/road improvements project for BRT along Dundas?

Regards, Jonathan

Jonathan Rubin, M.Sc.Pl. MCIP RPP
Embee Properties
tel: (416) 250-5858 x 34
cell: (416) 400-2700
fax: (416) 250-5860
e-mail: jonathan@embeeproperties.ca

From: Neil Ahmed [mailto:NAhmed@mrc.ca]
Sent: Thursday, November 17, 2011 1:09 PM
To: Jonathan Rubin
Cc: 'Reid, Jeffrey'; Katherine Jim
Subject: RE: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

On behalf of the Region and our Project Team, we advise that there is proposed to be BRT provisions along Dundas Street through Walkers Line. We will be presenting the preferred alternative of road improvements for this intersection at the Public Information Centre as per the recent notice. We look forward to your attendance.

Neil Ahmed, P. Eng.

McCormick Rankin Corporation | A member of **MMM Group**
2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8
T: 905-823-8500 x 1241 | F: 905-823-8503
M: 905-339-7454 | E: nahmed@mrc.ca

From: Jonathan Rubin [mailto:jonathan@embeeproperties.ca]
Sent: Monday, November 14, 2011 10:18 AM
To: Katherine Jim
Cc: Neil Ahmed; 'Reid, Jeffrey'
Subject: RE: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

Can you let me know whether any BRT improvements are being considered for the intersection of Dundas/Walkers Line?

Regards, Jonathan

Jonathan Rubin, M.Sc.Pl. MCIP RPP
Embee Properties
tel: (416) 250-5858 x 34
cell: (416) 400-2700
fax: (416) 250-5860
e-mail: jonathan@embeeproperties.ca

From: Katherine Jim [mailto:KJim@mrc.ca]
Sent: Friday, November 11, 2011 2:47 PM
Cc: Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)
Subject: Dundas Street BRT Study / Trafalgar Road BRT Study - Public Information Centre #2

Bus Rapid Transit (BRT) Corridor Studies

**Dundas Street (Regional Road 5) from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3)
Trafalgar Road (Regional Road 3) from Cornwall Road to 407 ETR**

Oh behalf of Halton Region, we are writing to inform you that the second Public Information Centre for the above-noted studies has been scheduled for:

Date: Thursday, November 24, 2011
Time: Drop in: 6:30 p.m. to 7:00 p.m.
Presentation: 7:00 p.m. to 7:20 p.m. (Dundas Street BRT)
Presentation: 7:30 p.m. to 7:50 p.m. (Trafalgar Road BRT)
Followed by Question and Answer Period
Location: Halton Regional Centre –North/South Auditoriums
1151 Bronte Road, Oakville

Please see Notice attached for more information.

Regards,
Katherine

Katherine Jim, M.Eng., P.Eng.

P. 905 823 8500 ext 1371 | F. 905 823 8503 | E. kjim@mrc.ca
Address 2655 North Sheridan Way, Suite 300, Mississauga, Ontario L5K 2P8

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Thank you

Katherine Jim

Subject: RE: BTR study

From: [REDACTED]

Sent: Monday, November 14, 2011 6:21 PM

To: Reid, Jeffrey

Subject: BTR study

Im' retired and live up at [REDACTED] so I get to see buses going east and west on Dundas and throughout the city at various times of the day and guess what, wait for it, THERE EMPTY. How can you possibly think of adding more busses when the ones you have know are taking nobody someplace. Hoes going to pay for this subsidized transportation. Oh I get it the taxpayer. Another 4% tax increase plus other things should do the trick . You think your going to get people out of there BMW's and SUV's in the dead of winter into a smelly bus should think again. STOP spending taxpayers money on empty buses. Some cities are starting to go bankrupt because of this nonsense. The day of reckoning will come unless this spending stops.

[REDACTED]

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Thank you

Katherine Jim

From: Katherine Jim
Sent: July 5, 2012 9:22 AM
To: [REDACTED]
Cc: Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)
Subject: Dundas Street Corridor Improvement Class EA Study - Response Letter
Attachments: Dundas Street Corridor Improvement Class EA Study Response J. Gordon July 4 2012.pdf

Re: Halton Region Dundas Street Corridor Improvement Class EA Study

Dear [REDACTED]

Please find attached response letter to the comments you submitted for the above-noted study in November 2011.

Regards,
Katherine

Katherine Jim, M.Eng., P.Eng.

Project Engineer
Transportation Planning

McCormick Rankin | A member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x1371 | f: 905.823.8503

kjim@mrc.ca | www.mrc.ca

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July 4, 2012



RE: Dundas Street Corridor Improvement Class EA Study

Dear

Thank you for your interest in the Dundas Street Corridor Improvements Study. We sincerely apologize for the delay in responding to your comments submitted as part of the Public Information Centre in November 2011, emailed dated November 14, 2011. Please find below our responses to the comments you provided.

Transportation needs will increase as population and employment grows in Halton Region (e.g. North Oakville Secondary Plan area and other land developments throughout Burlington and Oakville).

Through the significant work and extensive consultation carried out in 2011 to investigate the feasibility of implementing dedicated bus rapid transit lanes on Dundas Street between Trafalgar Road and Brant Street, the Region has confirmed the need for a higher order transit facility on Dundas Street. The curb lane option has been identified as the preferred.

On the basis of the analysis provided to this point, the Region confirmed that a dedicated BRT facility is ultimately intended for Dundas Street. The Region will be developing a staged development strategy for the implementation of higher-order transit operation. The first phase will introduce the operation of high occupancy vehicle curb lanes (HOV 2+) allowing a mix of transit and private vehicles. In parallel with the required roadway widening, transit support facilities, primarily stops, terminals and transit priority initiatives, will be implemented.

The phased approach will allow the Region to utilize the additional lanes for HOV and transit use initially, while building the necessary ridership for dedicated BRT lanes.

Please do not hesitate to contact the undersigned at 905-825-8500 or nahmed@mrc.ca should you have any further questions.

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

Neil Ahmed, P. Eng.
Project Manager

cc. Jeffrey Reid, C.E.T., Project Manager, Halton Region

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

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