

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 8:30 AM  
**To:** Neil Ahmed  
**Cc:** Katherine Jim  
**Subject:** FW: My comments RE: BRT studies

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 15, 2011 8:53 PM  
**To:** Reid, Jeffrey  
**Cc:** [REDACTED]  
**Subject:** My comments RE: BRT studies

Hi there.

I will not be able to attend the BRT studies at the aforementioned date provided in the letter I received yesterday in the mail. I do have a couple of suggestions.

For Dundas street. Keep the transit priority for a bus-only lane at the curb side. Make sure the lanes are enforced to not allow any cars nor trucks to travel along any part of the lane, unless if it a turn onto an intersecting road or sidestreet.

I don't think I had found any information on the 407 inter-regional terminal. It should be included. West of Walkers Line and slightly north of Dundas where the current Park "n ride loop is located.

It is important to extend teh BRT study along Trafalgar to the 407 rather then only at Dundas.

For Trafalgar:

Best case scenario I feel is to have transit-priority where once the light turns green, not only would the bus itself make the lights change for them (as well for local buses), but to allow the buses to travel first in the intersection followed by cars.

For Brant Street:

I don't see Brant Street included in the study, other then the Dundas BRT ending there. Brant should receive transit signal priority similar to what I had described for Trafalgar to Fairview and eventually, the Burlington GO Station.

Not sure if I have any more opinions at this time.

Take care and hopefully I will attend the next series of information centres.

[REDACTED]

---

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

## **Katherine Jim**

---

**From:** Katherine Jim  
**Sent:** July 5, 2012 9:21 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Neil Ahmed  
**Subject:** Dundas Street Corridor Improvement Class EA Study - Response Letter  
**Attachments:** Dundas Street Corridor Improvement Class EA Study Response N. Civiero 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 as part of 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](mailto:kjim@mrc.ca) | [www.mrc.ca](http://www.mrc.ca)

*This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.*

*Please consider the environment before printing this e-mail and/or its attachments.*



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 15, 2011. Please find below our responses to the comments you provided.

Your support for the curb BRT has been noted. 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.

**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**





██████████  
July 4, 2012

Page 2

The northerly limit of the Trafalgar Road Environmental Assessment Study is at Highway 407. Studies on Trafalgar Road and Dundas Street are being coordinated. For more information about the Trafalgar Road BRT Study, please go to the study website:  
<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=22703>

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in black ink, appearing to read "Neil Ahmed", is positioned below the typed name.

Neil Ahmed, P. Eng.  
Project Manager

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



## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 23, 2011 10:10 AM  
**To:** [REDACTED]  
**Cc:** Neil Ahmed; Katherine Jim  
**Subject:** RE: BRT Corridor Study  
**Attachments:** Notice - PIC #2 (November 24, 2011)\_Final.pdf

Hi [REDACTED]

As per our telephone conversation, below is a link to the Dundas Street BRT project web-page. If you scroll-down the page, you will find the information presented at our last Public Information Centre (PIC) #1, for both options; Curb and Median.

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

If you are unable to attend tomorrow night's PIC (Notice attached), please check-back to the above link and we will have full preliminary preferred drawings for the Curb BRT, either last this week or early next week. I anticipate the preferred preliminary drawing will be very similar to the information presented at our last PIC.

Hope this helps and please do not hesitate to contact me if you have any further questions.

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:** [REDACTED]  
**Sent:** Thursday, November 17, 2011 3:38 PM  
**To:** Reid, Jeffrey  
**Subject:** BRT Corridor Study

Good afternoon Jeff,

I just spoke with you in regards to the "Alton Terminal" location.

I understand there is no concepts for the site at this moment, however, do you have any concepts or designs for the bus rapid transit route along Dundas Street? For instance, will the bus route be located down the centre or one side of the road etc.

Also, what exactly will you be presenting at the meeting with respect to information and design concepts of the BRT corridor along Dundas Street?

Thank you,



NOTE: This e-mail message and attachments may contain privileged and confidential information. If you have received this message in error, please immediately notify the sender and delete this e-mail message.

NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez reçu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

-----

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: Dundas St. BRT Corridor Study - PIC #2 Thursday Nov. 24, 2011

---

**From:** [REDACTED]  
**Sent:** Monday, November 21, 2011 3:34 PM  
**To:** Reid, Jeffrey; nahmed@mrd.ca; Zervos, Nick; tom.williams@aecom.com

**Subject:** Dundas St. BRT Corridor Study - PIC #2 Thursday Nov. 24, 2011

Gentlemen:

The development of Cycle Tracks in conjunction with the Bus Rapid Transit corridor are cited numerous times in Burlington's Cycling Master Plan.

Some of the key references are:

Burlington's 2009 Cycling Master Plan highlights the potential and need for cycle tracks along the Dundas corridor.

*"Dundas Street is a candidate for cycle tracks that would be compatible with the development of this corridor for rapid transit."* - page 48

Halton Region Public Health has also endorsed the proposed cycle track along Dundas St.

*"The inclusion of cycling tracks along Dundas is a great addition to the network. Dundas is a very busy roadway with high speeds. Including separated bicycle lanes that are part of the road network and not part of the sidewalk infrastructure has the potential to increase the number of people who will feel comfortable cycling on Dundas while ensuring that it is a practical bicycle commuting road."* Halton Region Health Department June 2009 - page 17

Additional recommendations can be found in the Cycling Master Plan.

I strongly urge you to consider the addition of "cycle tracks" to the Bus Rapid Transit Corridor Studies.

Thank you.

[REDACTED]

cc: Burlington Cycling Committee



Dundas Street (Regional Road 5) Bus Rapid Transit Corridor  
Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3)Public Information Centre #2  
Thursday, November 24, 2011  
Halton Region - North/South Auditorium, 1151 Bronte Road, Oakville

## COMMENT SHEET

## COMMENTS

- ① DUNDAS BRI.  
- PROPOSAL IGNORES THE IMPLEMENTATION OF CYCLE TRACKS ALONG DUNDAS AS SUGGESTED IN BURLINGTON'S CYCLING MASTER PLAN + ENDORSED BY HALTON'S OFFICER OF MEDICAL HEALTH.
- ② CYCLING LEVELS ARE APPROXIMATELY THE SAME LEVEL AS TRANSIT LEVELS !!! 3-5% TRANSIT RECEIVES AMPLE FUNDING YET CYCLING SPENDING IS MINIMAL IN COMPARISON. WE NEED TO INCREASE ACTIVE TRANSPORTATION - CYCLING IS THE BEST WAY TO DO THIS.  
  
CYCLE TRACKS SHOULD BE A VITAL PART OF THE PROJECT.
- ③ WIDE CURB LINES FOR CYCLISTS DO NOT PROVIDE A LANE OF ...

**Katherine Jim**

---

**Subject:** RE: Dundas St. BRT Corridor PIC #2

---

**From:** [REDACTED]  
**Sent:** Friday, November 25, 2011 11:15 AM  
**To:** Neil Ahmed; Dennis, Tim; Zamojc, Mitch  
**Cc:** LIST - Council Only; Reid, Jeffrey  
**Subject:** RE: Dundas St. BRT Corridor PIC #2

The PIC was nicely done last evening. Thank you.

I have been puzzling over the design, however. I can see the value in expanding Dundas over to Hwy 6, however, I am struggling with operating BRT beyond Bronte. It would seem to be much more logical to operate the BRT up Bronte into Milton where the majority of the Region's population growth will occur. It is not planned to happen in Burlington.

The majority of Burlington's population live south of Dundas and surrounding the QEW and GO train. It is possible that people will be interested in taking a Dundas route to get to Northern Oakville and Mississauga etc but they can do that using transit if we designed local transit routes to intersect with the BRT at Bronte. We do not need to begin spending operating budget on more empty buses. The vast majority of Burlington citizens do not use transit. It is not clear what will cause the modal split to increase above 2%. All the data suggest otherwise.

There are two strategic concerns:

- 1) "Burlington, our Future" is committed to defending our quality of place and green space. This happens to be consistent with Ontario and Region plans. The planning attitude for BRT of "build it and they will come" is exactly inconsistent with our sincerely valued new Burlington strategic posture. Truthfully, we do not want THEM to come. It is not in our plans and we do not want them.
- 2) I was not excited by the comment that Metrolinx has allocated funding for the provision of BRT. We can see quite well what is happening in Europe as a result of excessive government debt. Ontario, with its \$250b of debt and \$16b deficit clearly needs to and appears to be speaking about bring both under control. Spending money on infrastructure that is wasteful and which seems inconsistent with all of our plans looks like a great place to begin some restraint. Nor do future generations of Halton residents need to spend operating budget on running empty buses. We are already struggling with that dilemma in Burlington. Let's show responsibility and restraint now, here.

Your comments will be appreciated.

Finally, I agree with Gene. We should put the bike tracks in the plan.

Regards  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, November 25, 2011 9:57 AM  
**To:** Neil Ahmed  
[REDACTED]  
**Subject:** Dundas St. BRT Corridor PIC #2

Dear Mr. Ahmed:



I was dismayed to learn the cycle tracks proposed for Dundas St. along the BRT corridor in PIC #1 received no mention and have morphed into an unprotected on-street alternative and/or a multi-use path.

The development of cycle tracks in conjunction with the Bus Rapid Transit corridor are cited numerous times in Burlington's Cycling Master Plan.

Some of the key references are:

Burlington's 2009 Cycling Master Plan highlights the potential and need for cycle tracks along the Dundas corridor.

*"Dundas Street is a candidate for cycle tracks that would be compatible with the development of this corridor for rapid transit." - page 48*

Halton Region Public Health has also endorsed the proposed cycle track along Dundas St.

*"The inclusion of cycling tracks along Dundas is a great addition to the network. Dundas is a very busy roadway with high speeds. Including separated bicycle lanes that are part of the road network and not part of the sidewalk infrastructure has the potential to increase the number of people who will feel comfortable cycling on Dundas while ensuring that it is a practical bicycle commuting road." Halton Region Health Department June 2009 - page 17*

*"A feasibility study is recommended to develop European cycle tracks on Dundas Street as part of the Rapid Transit Corridor project. This fits with Metrolinx's support for active transportation access to transit. European cycle tracks are bike lanes separated from travel lanes, parking lanes and sidewalks by pavement markings, pavement colouring, bollards, curbs, raised medians, or a combination of these elements." page vii*

Additional recommendations can be found in the Cycling Master Plan.

The proposed wide curb lane, cyclists will share with buses, and the multi-purpose path, is an unacceptable alternative in terms of safety for cyclists. Toronto's 2003 cycling collision report reveals the highest percentage of cycling collisions occur at the intersection of the the multi-purpose path/sidewalk with the roadway. [http://www.toronto.ca/transportation/publications/bicycle\\_motor-vehicle/pdf/car-bike\\_collision\\_report.pdf](http://www.toronto.ca/transportation/publications/bicycle_motor-vehicle/pdf/car-bike_collision_report.pdf) Currently cyclists do not use Dundas St. The propose wide curb lane, will not increase the number of cyclists.

Statistics indicate bus transit users and cyclists are similar in terms of modal share, yet cycling infrastructure pales in comparison to the consideration given transit.

I strongly urge you to consider the addition of cycle tracks to the Bus Rapid Transit Corridor Studies. If it is not done now, it will be lost for future generations.

Thank you.



cc: Jeffrey Reid, PM Halton  
Councillor John Taylor



Councillor Paul Sharman  
Councillor Tom Adams  
Councillor Blair Lancaster

Councillor Jack Dennison, BCC  
Councillor Marianne Meed Ward

"I've learned.... That to ignore the facts does not change the facts." **Andy Rooney**



<http://ibikeburlington.blogspot.com/>

*OCCUPY Burlington!*

*iVeni, iVidi, iVici*

This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

-----

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 12, 2011 2:39 PM  
**To:** Neil Ahmed  
**Cc:** Katherine Jim  
**Subject:** FW: Dundas St. BRT Corridor PIC #2

Hi Neil,

Can you please prepare a draft response.

Thanks,

Jeff

---

**From:** [REDACTED]  
**Sent:** Wednesday, November 30, 2011 8:42 AM  
**To:** Reid, Jeffrey  
**Subject:** Re: Dundas St. BRT Corridor PIC #2

Hi Jeffrey.

Thanks for the prompt feedback. I have 2 short follow up questions and would be grateful if you would spend the time to answer them.

Was the bi-directional cycling path (BCP) you refer to in your email below on the diagrams?

Is the BCP the same as the cycle track envisioned in Burlington's cycling master plan?

Thanks

[REDACTED]

"I've learned.... That to ignore the facts does not change the facts." **Andy Rooney**



<http://ibikeburlington.blogspot.com/>

*OCCUPY Burlington!*

*iVeni, iVidi, iVici*

On Tue, Nov 29, 2011 at 4:29 PM, Reid, Jeffrey <Jeffrey.Reid@halton.ca> wrote:  
[REDACTED]

**Katherine Jim**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 13, 2011 7:55 AM  
**To:** Neil Ahmed  
**Cc:** Katherine Jim  
**Subject:** FW: Dundas St. BRT Corridor PIC #2 - additional comments

---

**From:** [REDACTED]  
**Sent:** Monday, December 12, 2011 9:07 PM  
**To:** Neil Ahmed; Reid, Jeffrey  
**Cc:** [REDACTED]  
**Subject:** Dundas St. BRT Corridor PIC #2 - additional comments

In addition to my comments urging you to implement cycle tracks along Dundas St. instead of the wide curb lane shared with buses, I suggest you consider the link below from a similar current discussion in Vancouver. Adriane Carr is deputy leader of the Green Party of Canada. Although anecdotal in nature, the 159 comments are weighted heavily with comments that leisurely cyclists will avoid cycling on well travelled arterial roads.

If encouraging cycling is a goal, then safe cycle tracks are the only option that will encourage leisurely cyclists to get out on their bikes on the busy arterial roads.

<http://www.francesbula.com/uncategorized/should-bikes-be-banned-from-major-arterials-or-at-least-rapid-bus-streets/#comments>

## **Should bikes be banned from major arterials or at least rapid-bus streets?**

*November 28th, 2011 · 159 Comments*

This is an idea that Adriane Carr talked about during the election campaign, saying she had heard from bus drivers (or at least one bus driver) that it made it harder for them to keep to schedules and



manoeuvre when they had to deal with bike-riders on major streets like Broadway.

“Two things are infinite: the universe and human stupidity; and I'm not sure about the universe.” – Albert Einstein



<http://ibikeburlington.blogspot.com/>

*Role Models*

*OCCUPY Burlington!*

*iVeni, iVidi, iVici*

---

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**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 15, 2011 1:52 PM  
**To:** [REDACTED]; Neil Ahmed  
**Cc:** [REDACTED]  
**Subject:** RE: Dundas St. BRT Corridor PIC #2 - additional comments

[REDACTED]

Thank you for your follow up comments in the November 30 and December 12 emails.

The bi-directional cycling path in our previous email refers to an off-road cycling path that would accommodate cyclists and pedestrians in both directions (i.e. an off-road path on each side of the road for bi-directional use) as shown in the typical cross section and on the preliminary plan at the Public Information Centre. The Burlington Cycling Master Plan made reference to proposed cycling track on Dundas Street, and also examples of different types of cycling tracks in other countries (some are on-road, some are off-road); however, they did not provide specific geometric information on the proposed cycling track. The Region will continue to coordinate with City of Burlington staff to determine the most feasible way to safely accommodate cyclists and pedestrians as part of the Dundas Street corridor improvements.

Thank you for providing the link to a forum discussion on whether cyclists should be banned from major arterials roads / rapid-bus street, the information will be shared with members of the Project Team. It should be noted that the Region will be developing an Active Transportation Master Plan, which would incorporate findings from active transportation plans from local municipalities, review examples from other communities, as well as provide on-going consultation with interested stakeholders.

Regards,

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



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, email dated November 21 and 25, 2011, as well as comment sheet submitted on November 24, 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 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 measure 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.

The Region is committed to implementing Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). Off-road facilities being explored include sidewalks and a separate bi-directional cycling path on both sides. We are also exploring ways to define, delineate and guide

**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**





██████████  
July 4, 2012

Page 2

off-road facilities by way of signage, pavement markings and intersection treatments.

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](http://www.halton.ca/ActiveTransportation).

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in black ink, appearing to read 'Neil Ahmed', is positioned above the printed name.

Neil Ahmed, P. Eng.  
Project Manager

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

**Katherine Jim**

---

**From:** [REDACTED]  
**Sent:** November 23, 2011 12:19 PM  
**To:** Reid, Jeffrey  
**Cc:** Neil Ahmed; Katherine Jim  
**Subject:** Re: Dundas Street BRT Study

Thank you, Jeffrey: much appreciated.

Best regards,

[REDACTED]  
Sent from my BlackBerry device on the Rogers Wireless Network

---

**From:** "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>  
**Date:** Wed, 23 Nov 2011 12:13:10 -0500  
**To:** [REDACTED]  
**Cc:** Neil Ahmed<NAhmed@mrc.ca>; Katherine Jim<KJim@mrc.ca>  
**Subject:** Dundas Street BRT Study

Hi [REDACTED]

It was good speaking with you this morning. As per our conversation, tomorrow evening we are hosting a joint Public Information Centre (PIC) #2 with the Trafalgar Road BRT Study. Attached is the PIC #2 Notice.

Below is a link to the Dundas Street BRT Study project web-page:

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

From what you described, you are mostly concerned with Dundas Street adjacent St. Peter & Paul Church, west of Neyagawa Boulevard. Therefore, I suggest to visit the above link, scroll-down to the bottom of the page and click-on "Alternative 1 - Proudfoot to Towne (Curb Option)" pdf file. This will provide you a good indication for what is being proposed. Again, this information was presented June 23, 2011 at our first PIC.

Tomorrow evening we will have updated preliminary preferred drawings, that will also include bus stop/stations. If you are unable to attend tomorrow evening, the project page will be updated shortly where you can view the material.

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

Thanks,

Jeff

<<Notice - PIC #2 (November 24, 2011)\_Final.pdf>>

**Jeffrey Reid, B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation - Planning & Road Operations  
Halton Region, Public Works Department  
Toll Free: 1-866-442-9833  
Phone: (905) 825-6000 ext.7920  
Fax: (905) 847-2192

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 24, 2011 4:12 PM  
**To:** [REDACTED]  
**Cc:** Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas BRT Study

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED]

We will add you to our contact list for any future mail-outs. Below is a link to the Dundas Street BRT project web-page.

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

Scroll-down to the bottom and you will find all material that will be presented at tonight's Public Information Centre.

Please let me know if you have any further questions.

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:** [REDACTED]  
**Sent:** Thursday, November 24, 2011 1:56 PM  
**To:** Reid, Jeffrey  
**Subject:** Dundas BRT Study

Hi Jeffrey,

I was planning to attend the meeting tonight as a representative of the Landowner at the northwest corner of Dundas and Sixth Line. Unfortunately something has come up. I will have a look at the preferred alternatives online but was wondering if there is any particular mailing list that I should be added to in order to receive any information on the results that come out of tonight's meeting. If so, please add: [REDACTED]

[REDACTED] Any correspondence can be sent to my attention via mail or email.

Thank you,  
[REDACTED]

[REDACTED]





-----

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: Dundas Street Bus Rapid Transit Study

---

**From:** [REDACTED]  
**Sent:** Thursday, November 24, 2011 9:45 PM  
**To:** [tom.williams@aec.com](mailto:tom.williams@aec.com); [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca); Neil Ahmed  
**Cc:** [REDACTED]  
**Subject:** Dundas Street Bus Rapid Transit Study

Hello,

Unfortunately I cannot attend tonight's information session on the Dundas Street BRT, but I would like to add my comments.

I fully support rapid transit along Dundas but only if it is done correctly with the proper infrastructure to support it such as on-road and separated bike lanes or off-road bike lanes. This is a great opportunity to be a leader in the GTA to provide proper bike facilities along a dangerous and busy road that connects many people's work and home.

There are many easy cost effective ways to do this. If the municipalities and region wants to reduce traffic, there must be attention given to all modes such as public transit and cycling. I do not support widening roads. Widening roads do nothing to ease congestion. They only make cars go faster and cause more accidents.

Construction is already happening, so do it right and add safe, separated bike lanes and also think about how and where people will get to the different bus stops. Will there be bike lockers, covered areas, well lit? This would be a tremendous failure to miss this opportunity. Proper and safe bike infrastructure combined with BRT will have a great impact on congestion, quality of life, and overall health.





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, email dated November 24, 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 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 measure 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. The Region is committed to implementing Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031).

**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**





[REDACTED]  
July 4, 2012

Page 2

Off-road facilities being explored include sidewalks and a separate bi-directional cycling path on both sides. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and intersection treatments. 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](http://www.halton.ca/ActiveTransportation).

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in black ink, appearing to read "Neil Ahmed", is positioned above the printed name.

Neil Ahmed, P. Eng.  
Project Manager

cc. Jeffrey Reid, C.E.T., Project Manager, 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 #2  
Thursday, November 24, 2011  
Halton Region - North/South Auditorium, 1151 Bronte Road, Oakville

### COMMENT SHEET

#### COMMENTS

MY CONCERNS ARE

① I UNDERSTAND THAT THE INCREASED NOISE LEVEL IS SOMEWHERE BETWEEN JUST PERCEIVABLE (23DB) TWICE AS NOISY (46DB) AS IS PEAK NOISE. I LIVE NEAR AN INTERSECTION AND NEAR A PROPOSED STOP FOR BUSES.

② SPEED OF TRAFFIC. I DON'T BELIEVE THAT THE CURRENT SPEED LIMIT IS OBEYED & DON'T BELIEVE THAT THE FUTURE LIMIT WILL BE OBEYED. PEOPLE GETTING ON & OFF THE BUS & CROSSING THE ROAD WILL BE AT RISK

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, comment sheet submitted on November 24, 2011. Please find below our responses to the comments you provided.

Two representative houses that are located adjacent to Dundas Street in the area of Singleton Common were included as part of the noise analysis completed during the review of dedicated BRT facilities on Dundas Street in accordance with the Ministry of Transportation (MTO)/Ministry of the Environment (MOE) Noise Protocol. The projected increase in noise level as a result of the proposed Dundas Street improvements was calculated to be less than 5 dBA at both locations. Therefore, the consideration for noise mitigation is not warranted per the MTO/MOE Noise Protocol.

Additional noise analysis will be undertaken in the study process to reflect the staged approach to operating Dundas Street. As a rule of thumb, an increase of 2 to 3 dBA is normally just perceivable to the average individual. While it is not intended for noise mitigation purposes, a landscaping plan will be developed as part of the Dundas Street improvements, including landscape features in the boulevard and along the right-of-way where feasible.

It is the Region's intention to reduce the posted speed on Dundas Street to 60 km/h throughout the entire corridor as the character of the road transforms from a rural arterial to an urban road due to area development. The Halton Region Police has a Road Watch program which allows members of the public to report any dangerous / unsafe driving behavior.





██████████  
July 4, 2012

For more information, please visit the website:

<http://www.hrps.on.ca/COMMUNITYPOLICING/PUBLICSAFETYEDUCATION/Pages/Roadwatch.aspx>

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in black ink, appearing to read "Neil Ahmed", is positioned above the printed name.

Neil Ahmed, P. Eng.  
Project Manager

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

## Katherine Jim

---

**From:** Neil Ahmed  
**Sent:** November 24, 2011 1:41 PM  
**To:** Katherine Jim  
**Subject:** FW: BRT Corridor Studies Dundas Street PR-2550A  
**Attachments:** COMMENT-1.JPG; COMMENT-2.JPG; CORRECT SKETCH.JPG; ROAD PICTURE.JPG

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](mailto:nahmed@mrc.ca)

---

**From:** [REDACTED]  
**Sent:** Thursday, November 24, 2011 1:22 PM  
**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)  
**Cc:** Neil Ahmed  
**Subject:** BRT Corridor Studies Dundas Street PR-2550A

Hi Jeffrey:

As we talked over the phone on Tuesday, the center line for the proposed dundas street near 5371 dundas and Laidlaw school bus (east of Applyby line, west of Tremaine Rd) is at wrong spot, it shifted to the north. It should be on the center of current eastbound left turn lane.(We checked the new presentation, it is still the same). As a result, there is a lot of unused space within the south side of existing row (original Regional property), on the north side several properties need to be required. This significantly increase the cost of the whole project, including cost of building new road fundation.

I have attached several sketches to show comments, the third one is a sketch that should be designed. The fourth image is showing existing road with left turn lane. The road for this location actually need only about 32.9m to have 6 lanes, one left turn lane and two multi-use paths. There is more than enough room in exist row to layout the new road.

We hope that the layout will be fixed, so it don't need to require nearby properties.

Regards,  
[REDACTED]





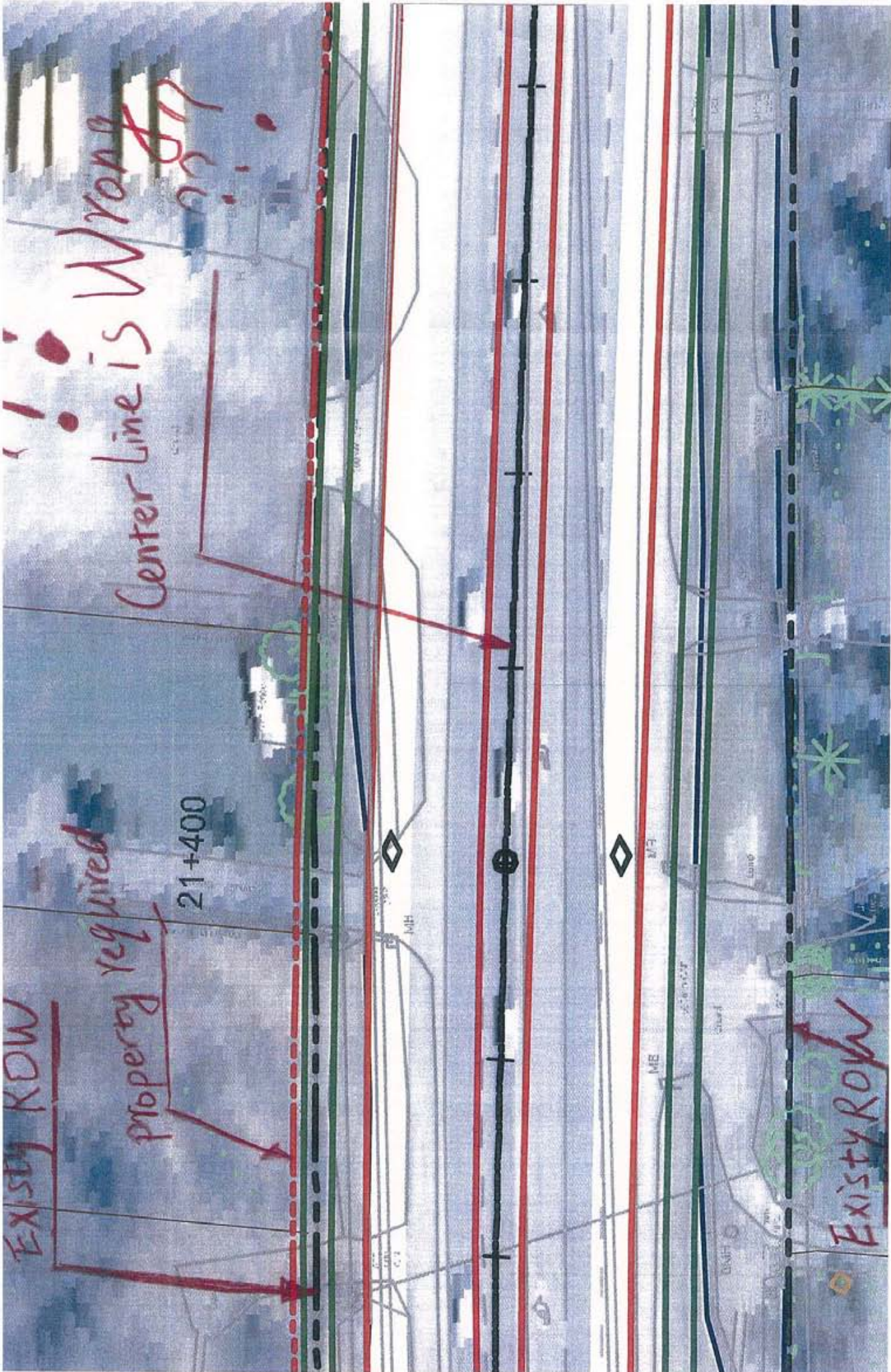
EXISTING ROW

Property required

21+400

Center line is Wrong

EXISTING ROW







**Katherine Jim**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 24, 2011 12:32 PM  
**To:** Katherine Jim  
**Cc:** Neil Ahmed  
**Subject:** FW: my mailing address

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Katherine,

Please update if required.

Thanks,

Jeff

---

**From:** Reid, Jeffrey  
**Sent:** Thursday, November 24, 2011 12:31 PM  
**To:** [REDACTED]  
**Subject:** RE: my mailing address

Hi [REDACTED]

We will ensure your mailing address is updated.

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:** [REDACTED]  
**Sent:** Thursday, November 24, 2011 12:29 PM  
**To:** Reid, Jeffrey  
**Subject:** my mailing address

Hi Jeffrey:

I'm the owner of [REDACTED] as we talked over the phone on Tuesday, I'm updating my mailing address as below:

[REDACTED]

Regards,  
[REDACTED]



## Katherine Jim

---

**From:** Neil Ahmed  
**Sent:** November 28, 2011 8:16 AM  
**To:** Katherine Jim  
**Subject:** FW: BRT Corridor Studies Dundas Street PR-2550A  
**Attachments:** evaluation.JPG; sketch-1.JPG; sketch-2.JPG; sketch-3.JPG; sketch-4.JPG

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](mailto:nahmed@mrc.ca)

---

**From:** [REDACTED]  
**Sent:** Sunday, November 27, 2011 10:27 PM  
**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca); Neil Ahmed  
**Subject:** BRT Corridor Studies Dundas Street PR-2550A

Hi Jeffrey & Neil:

After talking with you guys, we had a close look at the overall plan, and took field walk along Dundas Street from Appleby line to Tremaine road. We did some analysis and design (overall sketch), and have following different ideas.

We agree that on the CNR rail bridge, the widening should be on the north side, however at the east of Sutton Drive, the Tansley bridge over Bronte Creek should be widening on the south side, that's mean on the east of Bronte Creek, option 4 (2 lanes to south) is the best option. There are several reasons:

- A. Current preliminary design the road (widening 2 lane to north) is more zigzag, if builing 2 lanes on south, the road is more straight, it's good for traffic operations and more safe for tranportation. Road deisgn is more reasonable, also reduce the cost of building the road.
- B. Current preliminary design need to require a lot of properties including residential properties, commercial properties, provincial park and conservation area. The existing row (regional property) have more space on south than north, because there was an older bridge on south side before, The existing row was likely defined as to the older bridge. Building 2 lanes on the south don't need to require any properties, so have better socio-economic effect, utilize more existing land, reduce a lot of cost and avoid the project delay.
- C. Current preliminary design need to require provincial park and conservation properties, damage natural environment, building 2 lanes on the south won't impact natural environment.
- D. Building two lanes on south won't have any heritage impact issue, so it is good for the cultural environment.(on south and east corner of Sutton drive and Dundas is neighborhood commercial on city of Burlington official plan)

In summary, Option 4 -widening 2 lanes to south from socio-economic environment, cultural environment, natural environment and transportation & cost aspects have all the preferred feature, so it should be the preferred option. Please see attached updated Bronte Creek Crossing Evaluation table.

We have a overall sketch (from CNR rail bridge to west of Tremaine Road) showing our ideas, please see attached (shown as 4 sketches, they are continued). Please let us know your thoughts.

Regards,





# Bronte Creek Crossing Evaluation

*South*

**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

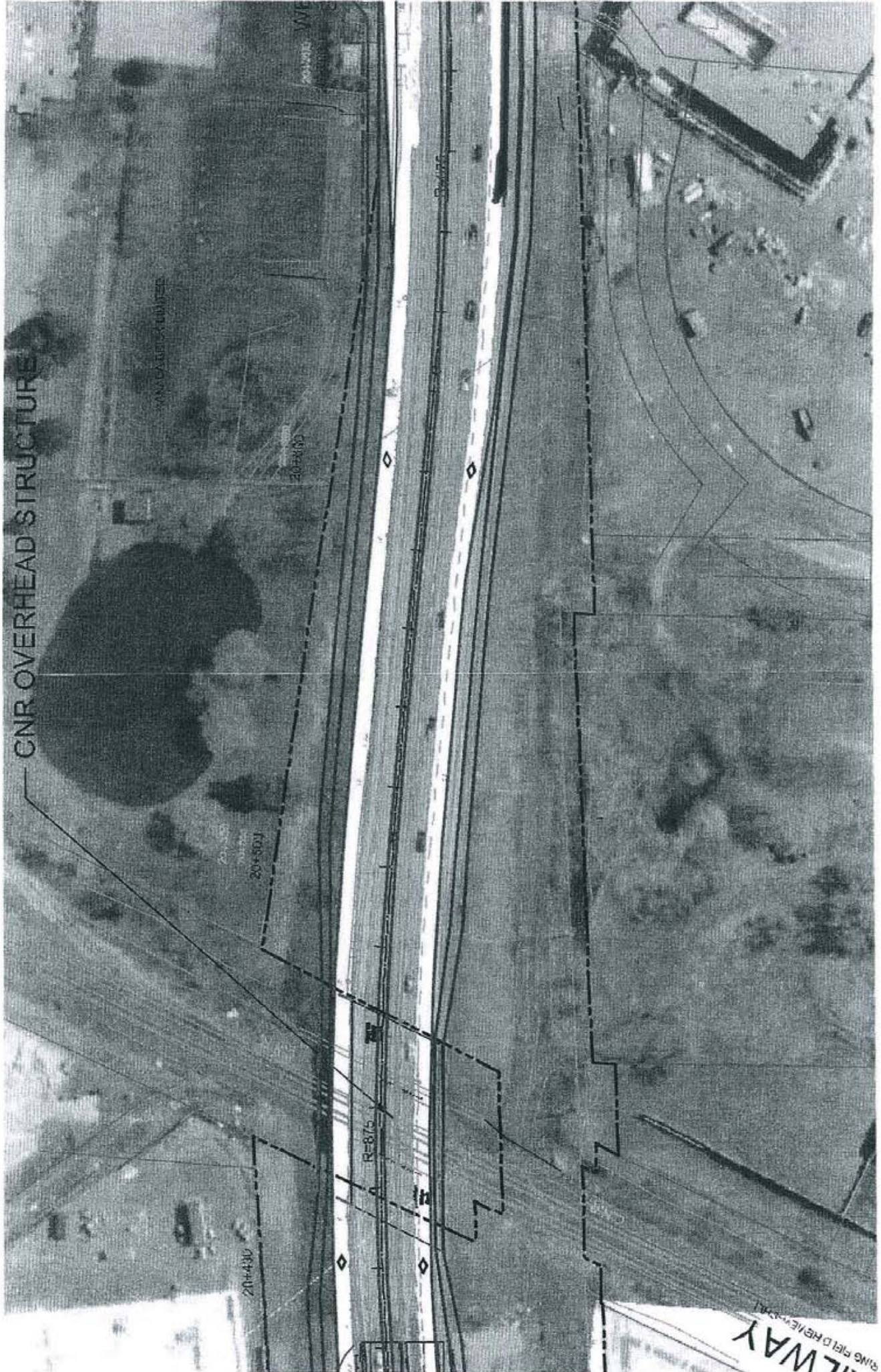
	Option 1 (2 lanes to north)	Option 2 (4 lanes to north)	Option 3 (existing centreline)	Option 4 (2 lanes to south)
Socio-economic Environment	●	●	●	●
Cultural Environment	●	●	●	●
Natural Environment	●	●	●	●
Transportation and Cost	●	●	●	●
Overall	Preferred	Not Preferred	Not Preferred	Not Preferred

 Most Preferred →  Least Preferred

*not preferred* →

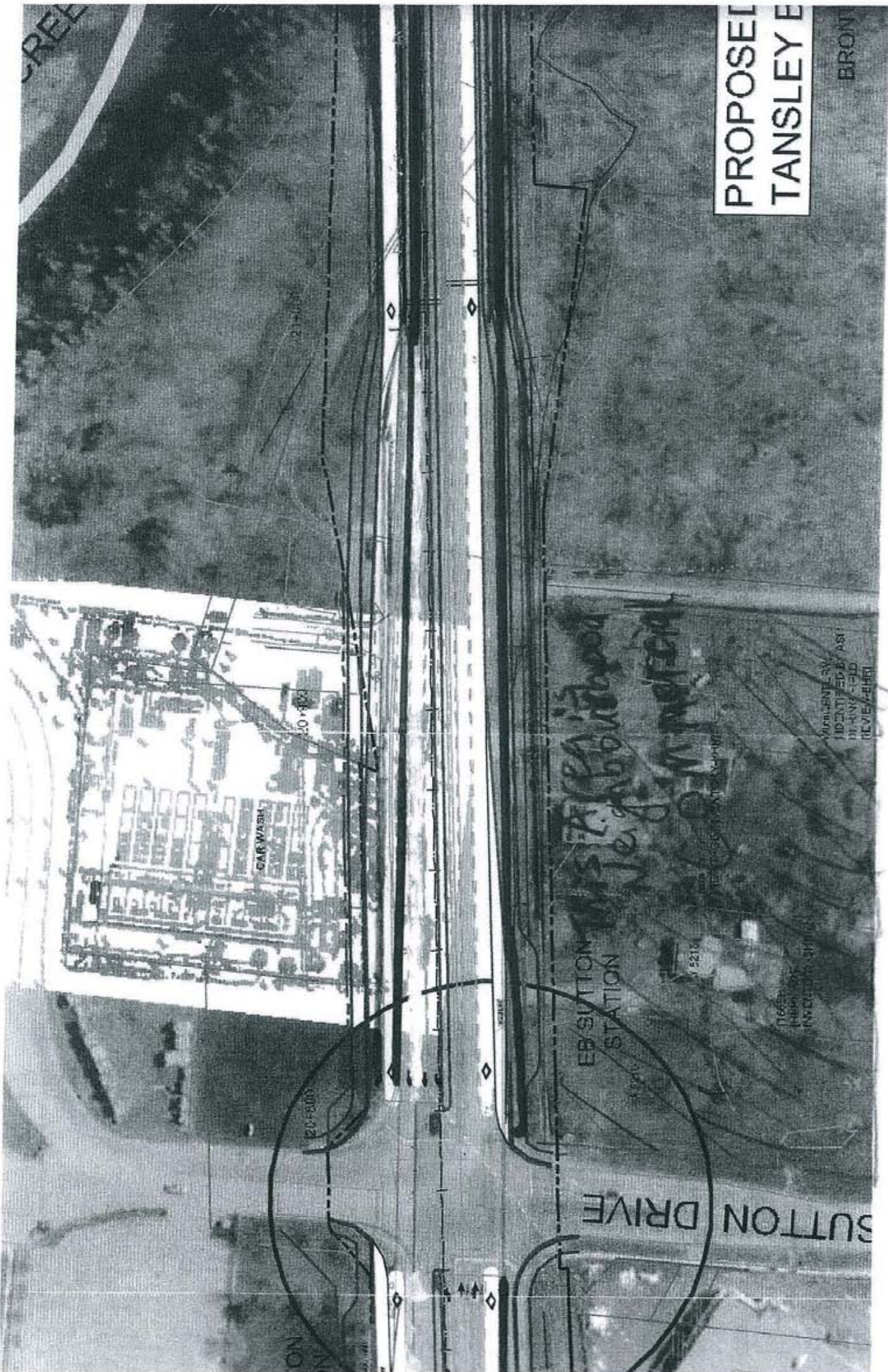


CNR OVERHEAD STRUCTURE



ALWAY  
SING FIELD REVIEW-2014





PROPOSED  
TANSLEY E

BIRONT

SUTTON DRIVE

EB/SUTTON  
STATION

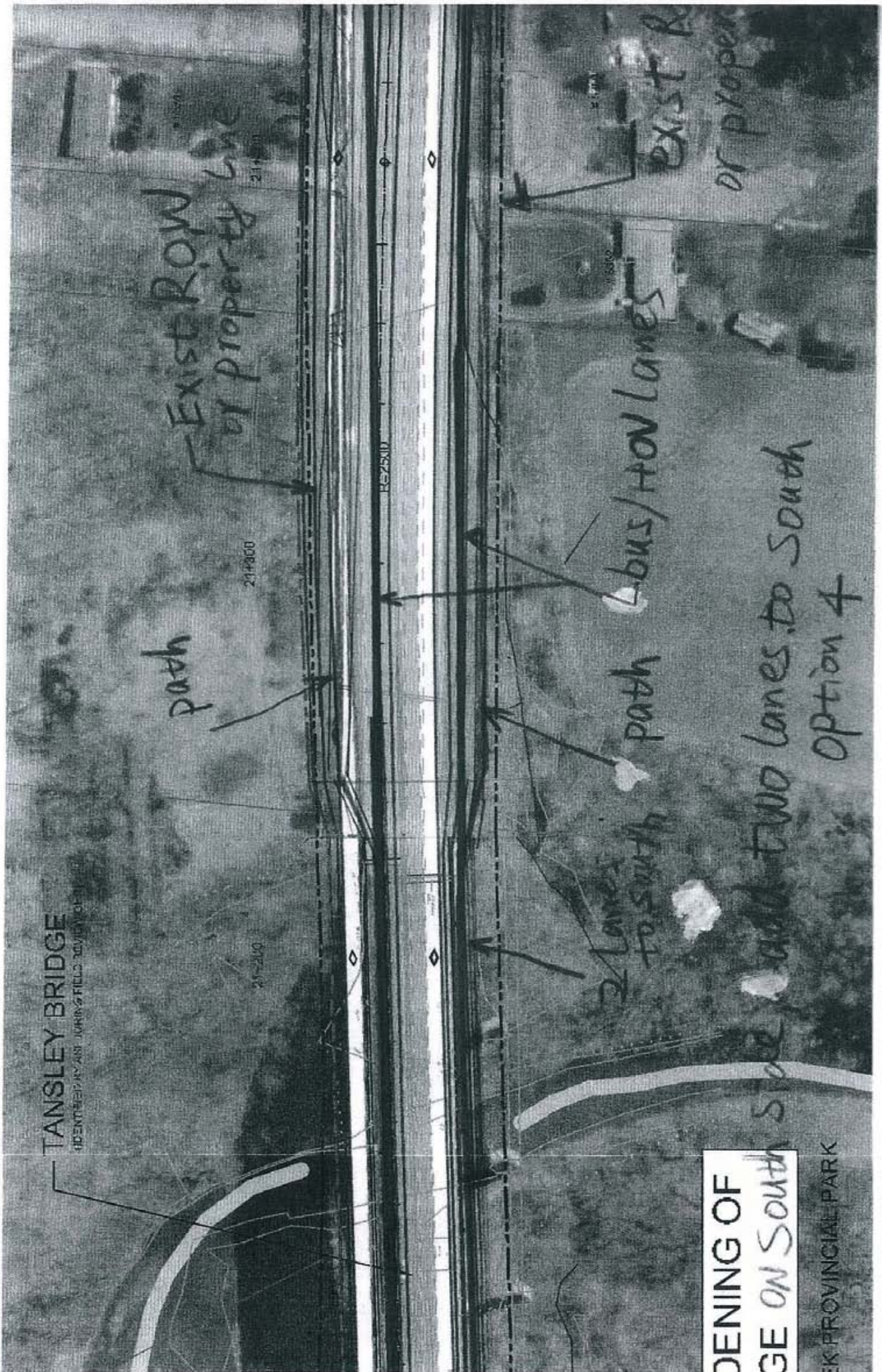
CAR WASH

REVISIONS  
IDENTIFIED BY ASI  
DATE  
(REVISED)

SCALE  
1" = 50'



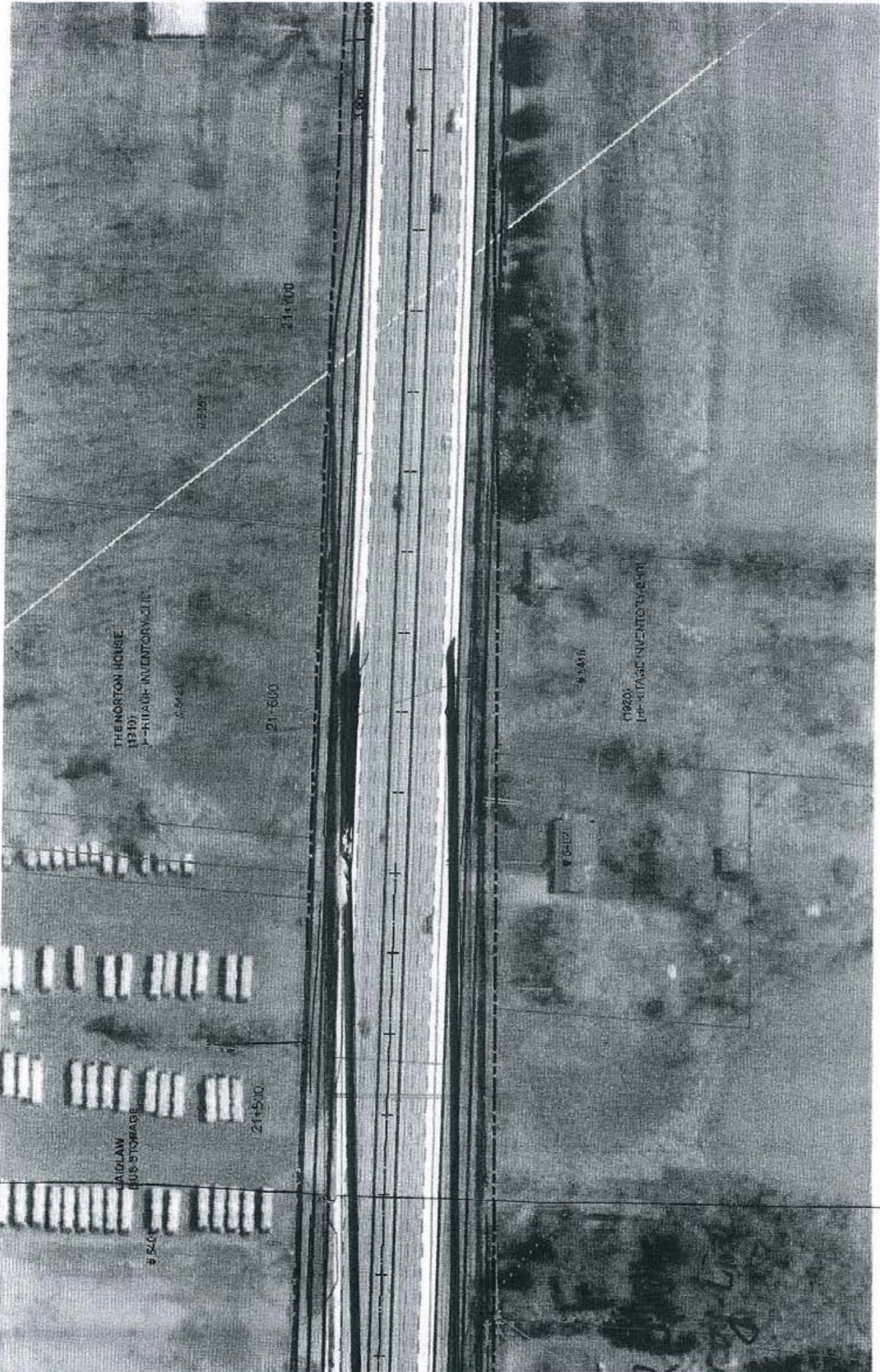
TANSLEY BRIDGE  
180 CENTRE/AVENUE, WARRINGFIELD, QUEENSLAND



ENDING OF  
GE ON South

PROVINCIAL PARK





THE NORTON HOUSE  
19307  
P-RITZSH- INVENTORY-3111

BUS STORAGE  
# 5400

21+500

21+600

21+700

INVENTORY  
P-RITZSH- INVENTORY-3111

# 5416

# 5417

7-23

## **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 V. Zhao 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](mailto:kjim@mrc.ca) | [www.mrc.ca](http://www.mrc.ca)

*This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.*

*Please consider the environment before printing this e-mail and/or its attachments.*





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, emails dated November 24 and 27, 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 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 measure 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. The improvement to the Bronte Creek bridge falls within the limits of the EA Study from Bronte Road to Brant Street.





██████████  
July 4, 2012

Page 2

Based on the initial review carried out to date, four alternatives for the widening of Bronte Creek bridge were reviewed (as presented during the presentation and materials at the PIC). 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.

Conservation Halton has been involved throughout the study process and is aware of the analysis and evaluation carried out, as well as the recommendation to widen Bronte Creek Bridge to the north.

We recognize that impact to property is one of your key concerns. The Project Team has since reviewed the functional plan in greater detail and has modified the plan in the proximity of 5371 Dundas Street. The modified plan would accommodate the proposed 6-lane Dundas Street within the Region's current right-of-way (i.e. no property requirement from 5371 Dundas Street). However, the existing driveway would still be reduced from approximately 60 m to 50 m; this is because 10 m of the existing driveway is located within the Region's right-of-way. The revised functional plan in the proximity of 5371 Dundas Street is enclosed. Please note that the plan is preliminary only and subject to further review.

The functional plan will be developed in greater detail into a preliminary plan as part of the Dundas Street EA Study from Bronte Road to Brant Street, and this change will be included in the preliminary plan.

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in blue ink, appearing to read "Neil Ahmed", is placed below the typed name.

Neil Ahmed, P. Eng.  
Project Manager

Encl.

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

**Katherine Jim**

---

**To:** Reid, Jeffrey  
**Subject:** RE: Dundas Street reconstruction

---

**From:** [REDACTED]  
**Sent:** Friday, November 25, 2011 7:13 AM  
**To:** [nahmed@mrc.ca](mailto:nahmed@mrc.ca); Dennison, Jack; Reid, Jeffrey  
**Cc:** [REDACTED]  
**Subject:** Dundas Street reconstruction

Dear Sirs:

It has come to my attention that Cycle Tracks are no longer being contemplated for Dundas Street, only a wide curb lane, shared with buses and/or a multi-use pathway, shared with pedestrians, strollers, pets, etc. In addition, the City of Burlington cycling master plan does not approve either of these options but recommends cycle tracks for Dundas Street (see pages 47 and 48 of the COB Cycling Master Plan).

Wide curb lanes, whether for bus use only, or open to all vehicles, provides absolutely no protection for a cyclist. Multi-use, or multi-purpose paths are fine through parks but not for commuting. Sharing paths, sidewalks, etc. with pedestrians, especially for commuting cyclists, who normally are travelling at much greater speeds, is an accident waiting to happen. It is also extremely dangerous at intersections as turning vehicles do not always expect cyclists to be on the sidewalk (see the City of Toronto report at [http://www.toronto.ca/transportation/publications/bicycle\\_motor-vehicle/pdf/car-bike\\_collision\\_report.pdf](http://www.toronto.ca/transportation/publications/bicycle_motor-vehicle/pdf/car-bike_collision_report.pdf)).

As a cyclist and Burlington taxpayer, I do not agree with any proposed design that does not incorporate cycle tracks for the EXCLUSIVE use by cyclist. There is only one opportunity in the foreseeable future to include cycle tracks and it is now. As Mike Holmes would say, "DO IT RIGHT".

[REDACTED]

---

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**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:27 PM  
**To:** [REDACTED]; Neil Ahmed; Dennison, Jack  
**Cc:** [REDACTED]  
**Subject:** RE: Dundas Street reconstruction

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Friday, November 25, 2011 7:13 AM  
**To:** [nahmed@mrc.ca](mailto:nahmed@mrc.ca); Dennison, Jack; Reid, Jeffrey  
**Cc:** [REDACTED]  
**Subject:** Dundas Street reconstruction

Dear Sirs:

It has come to my attention that Cycle Tracks are no longer being contemplated for Dundas Street, only a wide curb lane, shared with buses and/or a multi-use pathway, shared with pedestrians, strollers, pets, etc. In addition, the City of Burlington cycling master plan does not approve either of these options but recommends cycle tracks for Dundas Street (see pages 47 and 48 of the COB Cycling Master Plan).

Wide curb lanes, whether for bus use only, or open to all vehicles, provides absolutely no protection for a cyclist. Multi-use, or multi-purpose paths are fine through parks but not for commuting. Sharing paths, sidewalks, etc. with



pedestrians, especially for commuting cyclists, who normally are travelling at much greater speeds, is an accident waiting to happen. It is also extremely dangerous at intersections as turning vehicles do not always expect cyclists to be on the sidewalk (see the City of Toronto report at [http://www.toronto.ca/transportation/publications/bicycle\\_motor-vehicle/pdf/car-bike\\_collision\\_report.pdf](http://www.toronto.ca/transportation/publications/bicycle_motor-vehicle/pdf/car-bike_collision_report.pdf)).

As a cyclist and Burlington taxpayer, I do not agree with any proposed design that does not incorporate cycle tracks for the EXCLUSIVE use by cyclist. There is only one opportunity in the foreseeable future to include cycle tracks and it is now. As Mike Holmes would say, "DO IT RIGHT".



-----  
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**

---

**From:** Katherine Jim  
**Sent:** July 5, 2012 1:39 PM  
**To:** [REDACTED]  
**Cc:** Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)  
**Subject:** RE: Dundas Street Corridor Improvement Class EA Study - Response Letter  
**Attachments:** Dundas Street Corridor Improvement Class EA Study Response J. Hearty 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](mailto:kjim@mrc.ca) | [www.mrc.ca](http://www.mrc.ca)

*This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.*

*Please consider the environment before printing this e-mail and/or its attachments.*



July 4, 2012

RE: Dundas Street Corridor Improvement Class EA Study

Dear [REDACTED]

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, emails dated November 25, 2011. Please find below our responses to the comments you provided.

On behalf of Halton Region, we would like to thank you for providing comments regarding the Dundas Street BRT Corridor Study in emails dated November 25, 2011.

We would like to clarify that the proposed cross sections for either the curb lane or median lane BRT at Public Information Centre #1 did not include separate cycling tracks for Dundas Street; rather a multi-use on both sides of the road was shown.

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 measure 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.

*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

**McCORMICK  
RANKIN  
CORPORATION**

A member of  **MMM GROUP**





[REDACTED]  
July 4, 2012

Page 2

The Region is committed to implementing Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). Off-road facilities being explored include sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and intersection treatments. 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](http://www.halton.ca/ActiveTransportation).

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in blue ink, appearing to read "NAHMED", is positioned above the printed name of the signatory.

Neil Ahmed, P. Eng.  
Project Manager

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

## Katherine Jim

---

**From:** Neil Ahmed  
**Sent:** November 27, 2011 10:51 AM  
**To:** Katherine Jim  
**Subject:** FW: Dundas St Corridor PIC meeting

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](mailto:nahmed@mrc.ca)

---

**From:** [REDACTED]  
**Sent:** Saturday, November 26, 2011 10:23 AM  
**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca); Neil Ahmed; [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca); [tom.williams@aecom.com](mailto:tom.williams@aecom.com)  
**Cc:** [REDACTED]  
**Subject:** Re: Dundas St Corridor PIC meeting

Good morning,

I could unfortunately not attend the information meeting on Tuesday – but would like to use the opportunity to give some input from a cyclist perspective.

The increased population growth in our region as well as increased promotion and use of non-automotive transport, it is expected that bike usage will increase and future transport corridors should take the expected higher usage into account. So it is great that our region is doing planning in preparation for that.

We need roads providing safe cycling links from the west to east – and Dundas is a good option, as it links traffic flow from Burlington to Mississauga. At the moment it is unsafe for me to commute from my home in Oakville to my offices in Mississauga (Square 1 area) as there is not a safe way to cycle west to east. One can use Upper Middle sidewalks (is it legal?) but then from ninth line east it really is a problem.

Having dedicated bike lanes on both sides of Dundas, with clear separation from pedestrian traffic would be ideal – and I am happy to see that cycling infrastructure is clearly provided for in your planning. In your design you show multiple use lanes, which can work fine if there is clear separation for cycling/roller blading, etc. and pedestrian use, like on the Martin Goodman trail in Toronto. Typically cyclists on Dundas would be commuting or be sports cyclists that will be riding east – west to join with north-south routes – and they would be moving at a higher speed, which could result in serious crashes with pedestrians. Obviously some public education (and re-education!) will be required to keep the system working well.

The following should also be considered:

- What is planned in terms of safe cycling lanes for Dundas east of Trafalgar, joining into Mississauga?
- There should be proper crossings for cyclists at the major intersections, as this is where accidents typically happen. One approach that is getting a lot of attention is the use of bike boxes (few links: <http://streetswiki.wikispaces.com/Bike+Boxes> <http://bikeboxestoronto.com/main.html> <http://torontoist.com/2010/10/bike-boxes-arrive-at-harbord-and-st-george-on-u-of-t-campus/> [http://en.wikipedia.org/wiki/Advanced\\_stop\\_line](http://en.wikipedia.org/wiki/Advanced_stop_line)).
- I appreciate the planned major improvement of bus services along this corridor. Will there be provision for safe parking facilities for bicycles – where cyclists can ride up to the bus route and park their bikes for the day (as done at the GO stations?)

I have added a few more interesting websites I found while “googling” the topic (there is so much published on the topic):  
Minneapolis: <http://www.streetfilms.org/major-bike-mojo-in-minneapolis/>  
Bike lanes: [http://www.campo-nc.us/BPSG/docs/NCDOT\\_on\\_Bike\\_Lanes.pdf](http://www.campo-nc.us/BPSG/docs/NCDOT_on_Bike_Lanes.pdf)

Thanks for giving me the opportunity to participate.

Regards,







July 4, 2012



**RE: Dundas Street Corridor Improvement Class EA Study**

Dear [REDACTED]

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, emails dated November 26 and 28, 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 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 measure 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. The Region is committed to implementing Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). Off-road facilities being explored include sidewalk and a separate bi-directional cycling path.

**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**



[Redacted]  
July 4, 2012

We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and intersection treatments. 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](http://www.halton.ca/ActiveTransportation).

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

Yours very truly,

McCORMICK RANKIN, a member of MMM Group Limited

A handwritten signature in blue ink, appearing to read 'NA', written over a horizontal line.

Neil Ahmed, P. Eng.  
Project Manager

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



## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Dundas Street Corridor Study - Dedicated Cycle Tracks

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 10:55 AM  
**To:** [ward5@oakville.ca](mailto:ward5@oakville.ca)  
**Cc:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca)  
**Subject:** Dundas Street Corridor Study - Dedicated Cycle Tracks

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsqqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



---

*The information contained in this e-mail is for the exclusive use of the intended recipient(s) and may be confidential, proprietary, and/or legally privileged. Inadvertent disclosure of this message does not constitute a waiver of any privilege. If you receive this message in error, please do not directly or indirectly use, print, copy, forward, or disclose any part of this message. Please also delete this e-mail and all copies and notify the sender. Thank you.*

*For alternate languages please go to <http://bayerdisclaimer.bayerweb.com>*

---

-----

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



## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:37 PM  
**To:** [REDACTED], ward5@oakville.ca  
**Cc:** Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas Street Corridor Study - Dedicated Cycle Tracks

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Monday, November 28, 2011 10:55 AM  
**To:** ward5@oakville.ca  
**Cc:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Subject:** Dundas Street Corridor Study - Dedicated Cycle Tracks

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsqqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



*Member of Oakville Cycling Club*



## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Cycle Tracks - please approve

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 11:57 AM  
**To:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca)  
**Subject:** Cycle Tracks - please approve

Good day,

As a cyclist that rides just over 9000km a year in the Halton region, at an average on-road speed of 35kph, I support a new cycle track infrastructure along Dundas. Currently, it can be very dangerous cycling on Dundas Rd. in-between towns in Halton region.

The room currently exists for such an infrastructure, and if built, people WILL use it.

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a *multi-use path*. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels

1. cost savings as people don't need to buy gas as often
2. environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

*Sincerely,*



-----

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:30 PM  
**To:** ██████████ Zervos, Nick; tom.williams@aecom.com  
**Cc:** Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Cycle Tracks - please approve

██████████

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** ██████████  
**Sent:** Monday, November 28, 2011 11:57 AM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Subject:** Cycle Tracks - please approve

Good day,

As a cyclist that rides just over 9000km a year in the Halton region, at an average on-road speed of 35kph, I support a new cycle track infrastructure along Dundas. Currently, it can be very dangerous cycling on Dundas Rd. in-between towns in Halton region.

The room currently exists for such an infrastructure, and if built, people WILL use it.

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a *multi-use path*. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

*Sincerely,*





## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 8:20 AM  
**To:** Neil Ahmed; Katherine Jim  
**Subject:** FW: Cycle Tracks - please approve

fyi

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 5:53 PM  
**To:** Reid, Jeffrey  
**Subject:** RE: Cycle Tracks - please approve

Thank you Mr. Reid for your informative reply. There are many cyclists interested in this project. I hope the infrastructure is built for them. Portland Oregon is a good example of such a project that was made for the entire city's cycling community.

Cheers,  
[REDACTED]

---

**From:** Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]  
**Sent:** Tuesday, November 29, 2011 4:30 PM  
**To:** [REDACTED] Zervos, Nick; tom.williams@aecom.com  
**Cc:** Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Cycle Tracks - please approve

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

Jeff

**Jeffrey Reid, B.A., C.I.M., C.E.T.**  
Senior Transportation Planner

## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Cycle Track Along Dundas Street in Halton

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 12:18 PM  
**To:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca); Burton, Rob  
**Subject:** Cycle Track Along Dundas Street in Halton

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. **We would like to see them re-designated as a cycle track.** Cycling infrastructure is a benefit, not a cost.

**Dundas is a strategic link between Halton, Hamilton and Peel.** Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation. There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer for car and cyclist. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

Dundas street runs about 200 meters north of my home where the new Oakville Hospital will be built. I cycle Dundas street often and currently it is absolutely NOT cycle friendly. With a hospital and increasing communities being built around Dundas street, a cycle lane is a MUST have. Paths for pedestrians on foot are also needed, but should not be commingled with a cycling specific lane. Oakville has done an amazing job building community paths through neighborhoods, it would be a serious oversight to exclude them along the main corridor.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many and include

- increased physical activity, keeping people healthy and fights against obesity
- indirect benefits including reduction in health care costs which make up 25% of our provincial spending and is expected to rise if people don't become more active.
- commuter / rider safety
- people will feel safe cycling including especially women and children
- removes cars from roads
- reduces fossil fuel consumption
- reduces CO2 emissions
- reduces commute times
- reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
- Helps the environment
- reduces CO2 emissions
- Provide an alternative to commuting without using fossil fuels
- cost savings as people don't need to buy gas as often
- environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build. "The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits." . For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



[REDACTED]

Cycling Clubs: Oakville Cycling Club, Team RACE, Coast to Coast Against Cancer, Racer Sportif, C3 High Performance

[REDACTED]

**strong reliable trustworthy forward-thinking**

**STATEMENT OF CONFIDENTIALITY** The information contained in this email message and any attachments may be confidential and legally privileged and is intended for the use of the addressee(s) only. If you are not an intended recipient, please: (1) notify me immediately by replying to this message; (2) do not use, disseminate, distribute or reproduce any part of the message or any attachment; and (3) destroy all copies of this message and any attachments.

-----

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:31 PM  
**To:** [REDACTED] Zervos, Nick; tom.williams@aecom.com; Burton, Rob  
**Cc:** Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Cycle Track Along Dundas Street in Halton

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Monday, November 28, 2011 12:18 PM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca; Burton, Rob  
**Subject:** Cycle Track Along Dundas Street in Halton

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. **We would like to see them re-designated as a cycle track.** Cycling infrastructure is a benefit, not a cost.

**Dundas is a strategic link between Halton, Hamilton and Peel.** Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation. There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer for car and cyclist. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

Dundas street runs about 200 meters north of my home where the new Oakville Hospital will be built. I cycle Dundas



street often and currently it is absolutely NOT cycle friendly. With a hospital and increasing communities being built around Dundas street, a cycle lane is a MUST have. Paths for pedestrians on foot are also needed, but should not be commingled with a cycling specific lane. Oakville has done an amazing job building community paths through neighborhoods, it would be a serious oversight to exclude them along the main corridor.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many and include

- increased physical activity, keeping people healthy and fights against obesity
- indirect benefits including reduction in health care costs which make up 25% of our provincial spending and is expected to rise if people don't become more active.
- commuter / rider safety
- people will feel safe cycling including especially women and children
- removes cars from roads
- reduces fossil fuel consumption
- reduces CO2 emissions
- reduces commute times
- reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
- Helps the environment
- reduces CO2 emissions
- Provide an alternative to commuting without using fossil fuels
- cost savings as people don't need to buy gas as often
- environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build. "The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits." . For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sgw.co.uk](http://www.sgw.co.uk)). It was written to support the UK's National Cycling Strategy.

Cycling Clubs: Oakville Cycling Club, Team RACE, Coast to Coast Against Cancer, Racer Sportif, C3 High Performance

**strong reliable trustworthy forward-thinking**

**STATEMENT OF CONFIDENTIALITY** The information contained in this email message and any attachments may be confidential and legally privileged and is intended for the use of the addressee(s) only. If you are not an intended recipient, please: (1) notify me immediately by replying to this message; (2) do not use, disseminate, distribute or reproduce any part of the message or any attachment; and (3) destroy all copies of this message and any attachments.

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

## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Dedicated Cycle Tracks for Dundas Development Project

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 1:04 PM  
**To:** Elgar, Allan; Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca); [ward4@oakville.ca](mailto:ward4@oakville.ca); Burton, Rob  
**Cc:** Robert Narejko  
**Subject:** Dedicated Cycle Tracks for Dundas Development Project

---

Subject: Dedicated Cycle Tracks for Dundas Development Project  
From: [REDACTED]  
Date: Mon, 28 Nov 2011 12:50:15 -0500  
To: [REDACTED]

Good Afternoon,

At presented during the Nov 24th PIC regarding future developments along Dundas, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

- Increased physical activity
  - this keeps people healthy and fights against obesity and lack of exercise
  - which in turn reduces health care costs
    - which make up 25% of our provincial spending and is expected to rise if people don't become more active
- Commuter / rider safety
  - people will cycle more when they feel safe, especially women and children



- Removes cars from roads
  - reduces fossil fuel consumption
  - reduces CO2 emissions
  - reduces commute times
  - reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
- Helps the environment
  - reduces CO2 emissions
- Provide an alternative to commuting without using fossil fuels
  - cost savings as people don't need to buy gas as often
  - environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Thanks for taking note of my email and taking further actions to provide a safer and greener community.

Regards,



Member of the Oakville Cycling Club

Sent from my iPad

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:28 PM  
**To:** [REDACTED] Elgar, Allan; Zervos, Nick; tom.williams@aecom.com; ward4@oakville.ca; Burton, Rob  
**Cc:** Robert Narejko; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dedicated Cycle Tracks for Dundas Development Project

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Monday, November 28, 2011 1:04 PM  
**To:** Elgar, Allan; Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca; ward4@oakville.ca; Burton, Rob  
**Cc:** Robert Narejko  
**Subject:** Dedicated Cycle Tracks for Dundas Development Project

---

Subject: Dedicated Cycle Tracks for Dundas Development Project  
From: [REDACTED]  
Date: Mon, 28 Nov 2011 12:50:15 -0500  
To: [REDACTED]



Good Afternoon,

At presented during the Nov 24th PIC regarding future developments along Dundas, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

- Increased physical activity
  - this keeps people healthy and fights against obesity and lack of exercise
  - which in turn reduces health care costs
    - which make up 25% of our provincial spending and is expected to rise if people don't become more active
- Commuter / rider safety
  - people will cycle more when they feel safe, especially women and children
- Removes cars from roads
  - reduces fossil fuel consumption
  - reduces CO2 emissions
  - reduces commute times
  - reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
- Helps the environment
  - reduces CO2 emissions
- Provide an alternative to commuting without using fossil fuels
  - cost savings as people don't need to buy gas as often
  - environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZTu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sgw.co.uk](http://www.sgw.co.uk)). It was written to support the UK's National Cycling Strategy.

Thanks for taking note of my email and taking further actions to provide a safer and greener community.

Regards,



Member of the Oakville Cycling Club

Sent from my iPad

-----  
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

---

**To:** Reid, Jeffrey  
**Subject:** RE: Dedicated Cycle Track/Dundas Highway

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 1:02 PM  
**To:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca)  
**Subject:** Dedicated Cycle Track/Dundas Highway

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A [recent study](http://bit.ly/mTsqq) (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

*Your Name*

*Your Address*

*Your Club Name*



---

-----

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:30 PM  
**To:** ██████████ Zervos, Nick; tom.williams@aecom.com  
**Cc:** Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dedicated Cycle Track/Dundas Highway

██████████

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** ██████████  
**Sent:** Monday, November 28, 2011 1:02 PM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Subject:** Dedicated Cycle Track/Dundas Highway

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Your Name

Your Address

Your Club Name





## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: cycle tracks

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 6:35 AM  
**To:** Taylor, John  
**Cc:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca)  
**Subject:** cycle tracks

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



---

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





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. Please find below our responses to the comments you provided.

The Region is committed to implementing Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). Off-road facilities being explored include sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and intersection treatments. 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](http://www.halton.ca/ActiveTransportation).

Your comments and all feedback from members of the public regarding the request for cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Please do not hesitate to contact the undersigned at 905-825-8500 or [nahmed@mrc.ca](mailto: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

**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](mailto:mrc@mrc.ca) | [www.mrc.ca](http://www.mrc.ca)

A member of  **MMM GROUP**

## Katherine Jim

---

To: Reid, Jeffrey  
Subject: RE:

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 4:41 PM  
**To:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca)  
**Subject:**

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Best Regards,

[REDACTED]



## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:27 PM  
**To:** ██████████ Zervos, Nick; tom.williams@aecom.com  
**Cc:** Neil Ahmed; Katherine Jim; Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa  
**Subject:** RE:

██████████

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** ██████████  
**Sent:** Monday, November 28, 2011 4:41 PM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Subject:**

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity



1. this keeps people healthy and fights against obesity and lack of exercise
2. which in turn reduces health care costs
  1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Best 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

## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Pros of Cycle Tracks Along Dundas St

---

**From:** Zervos, Nick  
**Sent:** Tuesday, November 29, 2011 12:21 PM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey; Green-Battiston, Melissa  
**Subject:** RE: Pros of Cycle Tracks Along Dundas St

Hi [REDACTED]

Your comments will be forwarded to the project team for review and consideration as we move forward in the study process. Jeffery Reid is the project manager for the Dundas Street BRT Study while I am the project manager for the Trafalgar Road BRT Study.

Thank you for taking the time to express your concerns.

best regards,

**Nick Zervos, C.E.T.**  
Supervisor, Road Operations and Maintenance  
Transportation Services - Public Works

Region of Halton  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Tel: 905-825-6000, ext. 7632  
Toll Free: 1-866-442-5866  
Fax: 905-847-2192  
E-mail: [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca)

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 8:47 PM  
**To:** Zervos, Nick  
**Subject:** Pros of Cycle Tracks Along Dundas St

Hello Nick,

Below is an e-mail I received from a concerned cyclist. I too am very concerned in the future of Dundas St from Mississauga to Hamilton making a cycle track for commuter and recreational cyclists would be very beneficial. I am a resident of Mississauga and have cut back on the use of Dundas St as way to get to Burlington and Hamilton on my bike as it has become too busy with traffic especially during the rush hour times. With more residential and commercial development along Dundas St over the past decade families and commuters would appreciate a cycle track to ride in their communities for pleasure and business. It would aid in reducing traffic, increasing physical activity and help keep the sensitive escarpment area healthier too.

Thanks,



Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Your Name

Your Address

Your Club Name

Oakville Cycling Club

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 11:34 AM  
**To:** [REDACTED]  
**Cc:** Zervos, Nick; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim; tom.williams@aecom.com  
**Subject:** RE: Pros of Cycle Tracks Along Dundas St

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** Zervos, Nick  
**Sent:** Tuesday, November 29, 2011 12:21 PM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey; Green-Battiston, Melissa  
**Subject:** RE: Pros of Cycle Tracks Along Dundas St

[REDACTED]

Your comments will be forwarded to the project team for review and consideration as we move forward in the study process. Jeffery Reid is the project manager for the Dundas Street BRT Study while I am the project manager for the Trafalgar Road BRT Study.

Thank you for taking the time to express your concerns.

best regards,



**Nick Zervos, C.E.T.**  
Supervisor, Road Operations and Maintenance  
Transportation Services - Public Works

Region of Halton  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Tel: 905-825-6000, ext. 7632  
Toll Free: 1-866-442-5866  
Fax: 905-847-2192  
E-mail: [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca)

---

**From:** [REDACTED]  
**Sent:** Monday, November 28, 2011 8:47 PM  
**To:** Zervos, Nick  
**Subject:** Pros of Cycle Tracks Along Dundas St

Hello Nick,

Below is an e-mail I received from a concerned cyclist. I too am very concerned in the future of Dundas St from Mississauga to Hamilton making a cycle track for commuter and recreational cyclists would be very beneficial. I am a resident of Mississauga and have cut back on the use of Dundas St as way to get to Burlington and Hamilton on my bike as it has become too busy with traffic especially during the rush hour times. With more residential and commercial development along Dundas St over the past decade families and commuters would appreciate a cycle track to ride in their communities for pleasure and business. It would aid in reducing traffic, increasing physical activity and help keep the sensitive escarpment area healthier too.

Thanks,  
[REDACTED]

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times

4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Your Name

Your Address

Your Club Name

--

-----

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: Dundas Street Corridor Study

---

**From:** [REDACTED]

**Sent:** Tuesday, November 29, 2011 11:30 AM

**To:** Carr, Gary; [mayor@burlington.ca](mailto:mayor@burlington.ca); Bonnette, Rick; Somerville, Clark; [anefogal@haltonhills.ca](mailto:anefogal@haltonhills.ca); Krantz, Gord; Lambert, Tony; Best, Colin; Burton, Rob; Johnston, Alan; Duddeck, Cathy; Bird, Keith; Knoll, Jeff; Adams, Tom; Craven, Rick; Meed Ward, Marianne; Taylor, John; Dennison, Jack; Sharman, Paul; Lancaster, Blair

**Cc:** Reid, Jeffrey; Zervos, Nick; [tom.williams@aecom.com](mailto:tom.williams@aecom.com); [nahmed@mrd.ca](mailto:nahmed@mrd.ca); 'MILTONGREEN Citizens group'

**Subject:** Dundas Street Corridor Study

Dear Halton Regional Councillors,

I understand the Region is considering not installing segregated cycling pathways along Dundas. This would be a significant blow to Active Transportation movement. Studies show that 60-70% of population would consider cycling but are afraid of passing car traffic next to it.

Dundas Street is to have a major overhaul over the next 20 years to make it into a main transportation route from Hamilton to Mississauga, crossing through Halton. In the 2009 plan, dedicated cycle tracks were clearly identified. In the presentation last week, the cycle tracks identification was 'turned' into a multi-use path and on-street bike lanes. Here is a [link to the presentation](#).

The difference between a cycle track and a multi-use path is that the cycle track is exclusively for bikes - no cars, no joggers, no baby-buggies, dog walkers, Sunday strollers or Roller bladers. A segregated path moves people from Point A to Point B safely and quickly on their bikes.

Please direct the regional planning department to make cycling pathways a priority whenever possible. We cannot miss this opportunity. The health of residents and visitors using Dundas Street are at stake. There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active

2. Commuter / rider safety

1. people will cycle more when they feel safe, especially women and children

3. Removes cars from roads

1. reduces fossil fuel consumption
2. reduces CO2 emissions
3. reduces commute times
4. reduces impact in the infrastructure – bikes have less impact on the roads than cars and trucks

4. Helps the environment

1. reduces CO2 emissions

5. Provide an alternative to commuting without using fossil fuels

1. cost savings as people don't need to buy gas as often
2. environmentally sound

There have been numerous pilot projects done in New York City and Portland that show that number of cyclists increases on segregated pathways.

A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Kind Regards,





## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 29, 2011 4:36 PM  
**To:** [REDACTED] Carr, Gary; mayor@burlington.ca; Bonnette, Rick; Somerville, Clark; anefogal@haltonhills.ca; Krantz, Gord; Lambert, Tony; Best, Colin; Burton, Rob; Johnston, Alan; Duddeck, Cathy; Bird, Keith; Knoll, Jeff; Adams, Tom; Craven, Rick; Meed Ward, Marianne; Taylor, John; Dennison, Jack; Sharman, Paul; Lancaster, Blair  
**Cc:** Zervos, Nick; tom.williams@aecom.com; MILTONGREEN Citizens group; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas Street Corridor Study

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 11:30 AM  
**To:** Carr, Gary; mayor@burlington.ca; Bonnette, Rick; Somerville, Clark; anefogal@haltonhills.ca; Krantz, Gord; Lambert, Tony; Best, Colin; Burton, Rob; Johnston, Alan; Duddeck, Cathy; Bird, Keith; Knoll, Jeff; Adams, Tom; Craven, Rick; Meed Ward, Marianne; Taylor, John; Dennison, Jack; Sharman, Paul; Lancaster, Blair  
**Cc:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca; 'MILTONGREEN Citizens group'  
**Subject:** Dundas Street Corridor Study

Dear Halton Regional Councillors,

I understand the Region is considering not installing segregated cycling pathways along Dundas. This

would be a significant blow to Active Transportation movement. Studies show that 60-70% of population would consider cycling but are afraid of passing car traffic next to it.

Dundas Street is to have a major overhaul over the next 20 years to make it into a main transportation route from Hamilton to Mississauga, crossing through Halton. In the 2009 plan, dedicated cycle tracks were clearly identified. In the presentation last week, the cycle tracks identification was 'turned' into a multi-use path and on-street bike lanes. Here is a [link to the presentation](#).

The difference between a cycle track and a multi-use path is that the cycle track is exclusively for bikes - no cars, no joggers, no baby-buggies, dog walkers, Sunday strollers or Roller bladers. A segregated path moves people from Point A to Point B safely and quickly on their bikes.

Please direct the regional planning department to make cycling pathways a priority whenever possible. We cannot miss this opportunity. The health of residents and visitors using Dundas Street are at stake. There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment



1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

There have been numerous pilot projects done in New York City and Portland that show that number of cyclists increases on segregated pathways.

A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Kind 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

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 8:21 AM  
**To:** Neil Ahmed; Katherine Jim  
**Subject:** FW: Dundas Street Corridor Study

fyi

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 9:59 PM  
**To:** Reid, Jeffrey  
**Subject:** RE: Dundas Street Corridor Study

Hi Mr. Reid,  
Thank you for your response, I appreciate the additional information on the issue.  
Kind regards,

---

**From:** Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]  
**Sent:** November-29-11 4:36 PM  
**To:** [REDACTED] Carr, Gary; mayor@burlington.ca; Bonnette, Rick; Somerville, Clark; anefogal@haltonhills.ca; Krantz, Gord; Lambert, Tony; Best, Colin; Burton, Rob; Johnston, Alan; Duddeck, Cathy; Bird, Keith; Knoll, Jeff; Adams, Tom; Craven, Rick; Meed Ward, Marianne; Taylor, John; Dennison, Jack; Sharman, Paul; Lancaster, Blair  
**Cc:** Zervos, Nick; tom.williams@aecom.com; MILTONGREEN Citizens group; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas Street Corridor Study

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.



## Katherine Jim

---

**To:** Reid, Jeffrey  
**Subject:** RE: Dundas Street Redevelopment - Request for Inclusion of Cycle Tracks

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 11:28 AM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mr.d.ca  
**Cc:** [REDACTED]  
**Subject:** Dundas Street Redevelopment - Request for Inclusion of Cycle Tracks

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

### Increased physical activity

1. this keeps people healthy and fights against obesity and lack of exercise
2. which in turn reduces health care costs
  1. which make up 25% of our provincial spending and is expected to rise if people don't become more active

### Commuter / rider safety

1. people will cycle more when they feel safe, especially women and children

### Removes cars from roads

1. reduces fossil fuel consumption
2. reduces CO2 emissions
3. reduces commute times
4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks

### Helps the environment

1. reduces CO2 emissions


Provide an alternative to commuting without using fossil fuels

1. cost savings as people don't need to buy gas as often
2. environmentally sound


A recent study (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



Oakville Cycling Club



---

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 9:05 AM  
**To:** ██████████ Zervos, Nick; tom.williams@aecom.com; Neil Ahmed  
**Cc:** Lancaster, Blair; mayor@burlington.ca; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Katherine Jim  
**Subject:** RE: I Support Cycle Tracks Along Dundas

██████████

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** ██████████  
**Sent:** Tuesday, November 29, 2011 8:43 PM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Cc:** Lancaster, Blair; mayor@burlington.ca  
**Subject:** I Support Cycle Tracks Along Dundas

Hello,

At the Nov 24th PIC, I noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. My family and I would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

Dundas also has great geography for cycling...it's flat! With proper protection (cycle track, separated and segregated lanes), we'll start to get more cyclists commuting to work. More cars off the road!

The use of dedicated cycle tracks would be an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZiu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sgw.co.uk](http://www.sgw.co.uk)). It was written to support the UK's National Cycling Strategy.

I look forward to your response as I know there are many people who would like to see this, and who also need cost-effective, safe, and healthy means of transportation.

Thank you for the opportunity to comment.



-----

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**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 3:17 PM  
**To:** [REDACTED]  
**Cc:** Bird, Keith; DBloomer@oakville.ca; Gittings, Dave; Dan Cozzi; BCole@oakville.ca; Chris Clapham; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas cycle track

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** David Bloomer [mailto:DBloomer@oakville.ca]  
**Sent:** Tuesday, November 29, 2011 5:20 PM  
**To:** Bird, Keith; Chris Mark  
**Cc:** Gittings, Dave; Dan Cozzi; Chris Clapham; Barry Cole; Dennis, Tim; Van Ravens, Maureen  
**Subject:** RE: Dundas cycle track

Councillor Bird,

As a regional road, the planning and design work along Dundas Street is being led by Halton Region staff. As the work is intended to establish a bus rapid transit (BRT) corridor along Dundas Street, the option for cycle tracks as part of the road design may prove problematic, however, by copy of the message below, I will advise Halton staff of the comments submitted to Oakville's ward 3 councillors by Mr. Maccario in case his submission needs to be recorded as part of the public comments for the project or if they wish to provide a response to his submission.

Dave Bloomer

**David Bloomer, P. Eng.**  
**Commissioner**

**Infrastructure and Transportation Services Commission**

Town of Oakville | 905-845-6601 ext.3300 | f: 905-338-4159 | [www.oakville.ca](http://www.oakville.ca)



Vision: To be the most livable town in Canada

Please consider the environment before printing this email.

[http://www.oakville.ca/privacy\\_statement.htm](http://www.oakville.ca/privacy_statement.htm)

---

**From:** Keith Bird

**Sent:** Tuesday, November 29, 2011 11:25 AM

**To:** Chris Mark; David Bloomer

**Subject:** Fw: Dundas cycle track

In case you weren't cc'd.

Regards

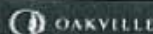
Keith

**Keith Bird**

**Ward 3 Town Councillor**

**Office of the Mayor and Council**

Town of Oakville | 905-844-5571 | [www.oakville.ca](http://www.oakville.ca)



Vision: To be the most livable town in Canada

Please consider the environment before printing this email.

[http://www.oakville.ca/privacy\\_statement.htm](http://www.oakville.ca/privacy_statement.htm)

---

**From:** [REDACTED]

**Sent:** Monday, November 28, 2011 08:19 PM

**To:** \_Ward3

**Subject:** re: Dundas cycle track

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.



There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZIU>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.





## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** November 30, 2011 3:54 PM  
**To:** [REDACTED]; Zervos, Nick; Neil Ahmed; tom.williams@aecom.com  
**Cc:** Adams, Tom; Fogal, Jane; Robert Narejko; Chris Clapham; Dan Cozzi; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Katherine Jim  
**Subject:** RE: Cycle Tracks along Dundas Street - BRT Corridor Studies

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

**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:** [REDACTED]  
**Sent:** Wednesday, November 30, 2011 3:22 PM  
**To:** Reid, Jeffrey; Zervos, Nick; nahmed@mrc.ca; tom.williams@aecom.com  
**Cc:** [REDACTED]  
**Subject:** Cycle Tracks along Dundas Street - BRT Corridor Studies

Gentlemen – the Region is to be congratulated on planning to provide separate facilities for cyclists along Dundas Street through Oakville etc. As a regular cyclist in the area, I currently try to avoid riding along Dundas as much as possible due to the heavy traffic and lack of space for cyclists, but at times it is unavoidable, for example, when coming down Tremaine. At such times, I consider it extremely dangerous to transit. Dundas, however, has the potential to be a prime cycling route between the municipalities if sufficient safety is built in.

I am concerned, however, about the plan for multi-use trails instead of tracks dedicated to cyclists. Pedestrians and cyclists do not mix, with each being a danger to the other, particularly on a route such as this, which will mainly cater to cyclists going from A to B in the most efficient and effective way, rather than being on a sightseeing tour to observe the local flora and fauna.

Please, gentlemen, ensure that cyclists have dedicated space along both sides of Dundas in your project, and on similar regional roads in this area.

Thank you.

 member Oakville Cycling Club



-----  
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**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 8, 2011 2:58 PM  
**To:** [REDACTED] Neil Ahmed  
**Cc:** Katherine Jim  
**Subject:** RE: Dundas Street (Regional Road 5) Transportation Corridor Improvements

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan - The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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

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

**From:** [REDACTED]  
**Sent:** Wednesday, December 07, 2011 3:28 PM  
**To:** Reid, Jeffrey; [nahmed@mrc.ca](mailto:nahmed@mrc.ca)  
**Subject:** Dundas Street (Regional Road 5) Transportation Corridor Improvements

**To:**  
Mr. Jeffrey Reid, C.E.T.  
Mr. Neil Ahmed, P. Eng.

Mr, Reid and Mr. Ahmed,

I am writing to you in regards to the plans related to improvements on Dundas Street (Regional Road 5) Transportation Corridor.

I would like to express my firm belief that the segregated cycling pathways are far superior to a multipurpose pathways, so commonly used in Halton region at the present time. There are number of studies of impact this type of pathways



have on number of cyclists in contrast to on road or multipurpose pathways, which show that the number of cyclists can double if segregated cycling facilities are used.

Additionally studies from across North America indicate that 60-70 percent of population would consider cycling but are afraid to cycle on the on road facilities.

Segregated cycling facilities are therefore a much better investment as they are encouraging the population of Halton to use Active Transportation. They must be used whenever possible to tackle our transportation and health problems.

If cycling lanes are build in such a way that they are perceived as safe and connected, larger number of population will consider using them thus the investment in cycling pathways will provide a greater return - not to mention the return on prevention of long term health diseases.

Please, make sure, the segregated cycling pathways are implemented on Dundas Street and within all other the Halton region road improvement projects.

With best regards,



--  


In every challenge we see sustainable community development opportunity

-----  
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

---

**From:** [REDACTED]  
**Sent:** December 8, 2011 3:21 PM  
**To:** Reid, Jeffrey  
**Cc:** Neil Ahmed; Katherine Jim  
**Subject:** Re: Dundas Street (Regional Road 5) Transportation Corridor Improvements

Mr. Reid,

Thank you for your response to my e-mail. I'm looking forward to stronger focus on Active Transportation in the region. One thing I would like to reiterate is that quite often road improvements project do not take to the account benefits of segregated cycling facilities, due to the fact that health benefits and industry benefits of cyclotourism have not been measured in the past.

If we start measuring such effects we will realize that dedicated cycling facilities in form of cycling trails, segregated cycling pathways and expressways are cheaper for a taxpayer. Not only these cycling facilities would contribute to improve of health of community, rise of clean cyclo-tourism industry, but it will lead to decrease in demand on road expansion.

The cycling facilities alone will not be sufficient to achieve desired effect. A harmonized marketing effort to promote cyclo-tourism and cycling in general, coupled with promotion of local employment, will provide greater effects.

This means that the department of Transportation must work in collaboration with Tourism and Health departments. Only through such unified approach can the region of Halton become a network of sustainable communities.

I'm looking forward to more encouraging news from the Regional Department of Transportation.

With kind regards,

[REDACTED]

On 12/8/2011 2:57 PM, Reid, Jeffrey wrote:

- > [REDACTED]
- >
- > Thank you for your email regarding the Dundas Street (Regional Road 5)
- > Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to
- > Trafalgar Road (Regional Road 3) within the City of Burlington and
- > Town of Oakville.
- >
- > The Region is committed to implementing both on-road and off-road
- > Active Transportation (AT) facilities for both walking and cycling,
- > which is consistent with the recently approved Halton Transportation
- > Master Plan
- > - The Road to Change (to 2031). The Region is proposing a wider 4.2m
- > curb lane which can accommodate the BRT and cyclists. Off-road
- > facilities are envisioned to be a sidewalk and a separate
- > bi-directional cycling path. We are also exploring ways to define,
- > delineate and guide off-road facilities by way of signage, pavement
- > markings and coloured material.
- >

## Katherine Jim

---

**From:** Neil Ahmed  
**Sent:** December 8, 2011 4:50 PM  
**To:** Katherine Jim  
**Subject:** FW: Dundas St BRT Corridor Study - comments from St. Paul's Presbyterian Church

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](mailto:nahmed@mrc.ca)

---

**From:** Chris Walker [REDACTED]  
**Sent:** Thursday, December 08, 2011 4:14 PM  
**To:** Neil Ahmed  
**Cc:** Reid, Jeffrey  
**Subject:** Dundas St BRT Corridor Study - comments from St. Paul's Presbyterian Church

Neil: On behalf of St. Paul's, I would like to thank you and the project team for protecting our heritage property and new church property on Dundas St. We understand that the new right of way will respect our current property lines and that access will be maintained to Old St. Paul's and the adjacent cemetery (3318 Dundas). There also appears to be no impact on our new church property (2600 Headon Forest Drive). We agree that designating the east and west curb lanes as bus lanes makes the most sense. The fact that there will be a full median means that turns from westbound Dundas Street into Old St. Paul's and the cemetery would no longer be possible - we assume that provision for U turns will be made at a nearby intersection so that westbound traffic can easily access both facilities.

Thanks again for keeping us informed. We look forward to future public involvement in this study.

Chris Walker  
Elder, St. Paul's Presbyterian Church



## Katherine Jim

---

**From:** [REDACTED]  
**Sent:** December 8, 2011 3:06 PM  
**To:** Reid Jeffrey ; Nick.Zervos@halton.ca ; tom.williams@aecom.com ; Neil Ahmed mayor@oakville.ca ; Gary.Carr@halton.ca ; Sharon.Little@halton.ca ; Pat.Moyle@halton.ca ; Lynne.Simons@halton.ca ; Mitch.Zamojc@halton.ca ; Nancy.DalBello@halton.ca ; Tim.Dennis@halton.ca ; Gail.Clancy@halton.ca ; Maureen.VanRavens@halton.ca ; Melissa.Green-Battiston@halton.ca ; Katherine Jim  
**Cc:**  
**Subject:** Re: Halton Cycling

Thank you for getting back to me on this issue Jeff.

We definitely need to make local roads safer for cyclists. Public education will also help in the long term.

Regards



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

**From:** Reid Jeffrey <Jeffrey.Reid@halton.ca>

**Date:** Thu, 8 Dec 2011 20:02:01

**To:** [REDACTED] <Nick.Zervos@halton.ca>; <tom.williams@aecom.com>; <nahmed@mrc.ca>

**Cc:** <mayor@oakville.ca>; <Gary.Carr@halton.ca>; <Sharon.Little@halton.ca>; <Pat.Moyle@halton.ca>;

<Lynne.Simons@halton.ca>; <Mitch.Zamojc@halton.ca>; <Nancy.DalBello@halton.ca>; <Tim.Dennis@halton.ca>;

<Gail.Clancy@halton.ca>; <Maureen.VanRavens@halton.ca>; <Melissa.Green-Battiston@halton.ca>; <KJim@mrc.ca>

**Subject:** RE: Halton Cycling

?



Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan - The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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: [REDACTED]  
Sent: Tuesday, December 06, 2011 7:10 PM  
To: Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
Cc: Burton, Rob  
Subject: Halton Cycling

Good day Gentlemen,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost. Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.


There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise 2. which in turn reduces health care costs 1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
  2. Commuter / rider safety 1. people will cycle more when they feel safe, especially women and children
  3. Removes cars from roads 1. reduces fossil fuel consumption 2. reduces CO2 emissions 3. reduces commute times 4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
  4. Helps the environment 1. reduces CO2 emissions 5. Provide an alternative to commuting without using fossil fuels 1. cost savings as people don't need to buy gas as often 2. environmentally sound A recent study <[http://hembrow.blogspot.com/2011/06/cycling-infrastructure-is-cheaper-to.html?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed:+AViewFromTheCyclePath-DavidHembrow+%28A+view+from+the+cycle+path+-+David+Hembrow%29&utm\\_content=Google+Reader](http://hembrow.blogspot.com/2011/06/cycling-infrastructure-is-cheaper-to.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+AViewFromTheCyclePath-DavidHembrow+%28A+view+from+the+cycle+path+-+David+Hembrow%29&utm_content=Google+Reader)> (<http://bit.ly/mTsqq>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build. "The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."
- For more details on the value of cycling, please see this link <<http://www.jointcc.info/viewtopic.php?f=9&t=11>> . (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk) <<http://www.sqw.co.uk/>> ). It was written to support the UK's National Cycling Strategy.

Best Regards,

Oakville Cycling club



---

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 6, 2011 11:35 AM  
**To:** [REDACTED]; Zervos, Nick; tom.williams@aecom.com; Neil Ahmed  
**Cc:** Katherine Jim  
**Subject:** RE: Bicycle Tracks along Dundas - Mississauga needs them too - don't take them out of your plans.

[REDACTED]

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Tuesday, December 06, 2011 9:39 AM  
**To:** Reid, Jeffrey; Zervos, Nick; tom.williams@aecom.com; nahmed@mrd.ca  
**Subject:** Bicycle Tracks along Dundas - Mississauga needs them too - don't take them out of your plans.

Dear Sirs,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost. I would like to see the bicycle tracks continue right through to Toronto.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

1. Increased physical activity
  1. this keeps people healthy and fights against obesity and lack of exercise
  2. which in turn reduces health care costs
    1. which make up 25% of our provincial spending and is expected to rise if people don't become more active
2. Commuter / rider safety
  1. people will cycle more when they feel safe, especially women and children
3. Removes cars from roads
  1. reduces fossil fuel consumption
  2. reduces CO2 emissions
  3. reduces commute times
  4. reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks
4. Helps the environment
  1. reduces CO2 emissions
5. Provide an alternative to commuting without using fossil fuels
  1. cost savings as people don't need to buy gas as often
  2. environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

*"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."*

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.

Sincerely,





**Katherine Jim**

---

**Subject:** RE: noise and expansion of dundas street-river oaks

---

**From:** Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]

**Sent:** December 13, 2011 8:12 AM

**To:** [REDACTED]  
**Cc:** Burton, Rob; Knoll, Jeff; Grant, Marc; Carr, Gary; Little, Sharon - Chair's Office; Moyle, Pat; Simons, Lynne; Zamojc, Mitch; Dal Bello, Nancy; Dennis, Tim; Clancy, Gail; Van Ravens, Maureen; Green-Battiston, Melissa; Neil Ahmed; Katherine Jim; Zervos, Nick; Krusto, Matt

**Subject:** RE: noise and expansion of dundas street-river oaks

[REDACTED]

Thank you for your email inquiring about replacing the existing noise wall as part of the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Corridor Study. I am the Project Manger of the Dundas Street Bus Rapid Transit (BRT) Corridor Study which extends from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within both City of Burlington and Town of Oakville.

In terms of process, the Region previously initiated a Class Environmental Assessment (EA) Study along Dundas Street from Neyagawa Boulevard (Regional Road 4) to Oak Park Boulevard. The last meeting for this study was June 10, 2010, which the Region presented our findings of the additional Noise Assessment Study that focussed on the River Oaks Community. This study was stopped and used as background information into the larger Dundas Street BRT Study.

As you may be aware, the Region (through the previous EA Study) committed to replacing existing developer noise attenuation (sound walls) with 3.5 metre high noise walls along the property line of houses adjacent to Dundas Street, including those that are separated by an intervening local road (window street). This recommendation is still valid and the Region is committed to replacing these existing noise walls.

The Region previously committed to completing this work and the timing for replacing existing developer barriers will be determined through the on-going Dundas Street BRT Study.

Below is a link to the on-going Dundas Street BRT Study:

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

The timing of construction for Dundas Street between Neyagawa Boulevard to Sixth Line is anticipated to be within the first section to be widened. It is reasonable to estimate the start of construction in the 2015/2016 timeframe. That being said, as part of the on-going study the Region will commit to reviewing the advancement of the noise barriers prior to the road works.

Regards,

**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:** [REDACTED]  
**Sent:** Friday, December 09, 2011 10:12 AM



**To:** Mayor Rob Burton  
**Subject:** FW: noise and expansion of dundas street-river oaks

Hello Mayor Burton,

I am forwarding this email to you in hopes of receiving some news as to when the promised noise absorbing wall is to be built. The noise from Dundas St in the 6th line to Neyagawa area is beyond horrific and getting increasingly worse.

Thank you ,  
[REDACTED]

---

From: [REDACTED]  
To: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca); [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca); [nahmed@mrc.ca](mailto:nahmed@mrc.ca)  
Subject: noise and expansion of dundas street-river oaks  
Date: Thu, 8 Dec 2011 13:33:03 -0500

Hi Jeffrey, Nick and Neil

Unfortunately I missed the Nov 24th meeting due to the late notice. However to my understanding from past correspondence from you I thought that a sound absorbing barrier was going to be put in place before this expansion began to help reduce the horrifically increasing noise pollution. Could you please inform me as to when the sound barrier wall is expected to be built ??

Thank You,  
[REDACTED]

-----  
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**

w-0-7108

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** January 2, 2012 9:14 AM  
**To:** [REDACTED]  
**Cc:** Neil Ahmed; Katherine Jim  
**Subject:** RE: Dunddas st. road improvement

[REDACTED]

Hope you are doing well and Happy New Year!

At our last Public Information Centre (PIC) #2 we presented the preferred alternative which is Curb Bus Rapid Transit (BRT) along the entire Dundas Street corridor from Brant Street/Cedar Springs Road to Trafalgar Road. Below is a link to the project web-page.

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

Scroll-down to the bottom of the page (to Public Information Centre #2 - November 24, 2011), where we have provided all material presented. We have placed the Notice for PIC #2, Presentation slides, Display Panels and Preferred Alternative drawings.

Hope this helps and 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 - Planning & Road Operations  
Halton Region, Public Works Department  
(905) 825-6000 ext.7920

---

**From:** [REDACTED]  
**Sent:** Tuesday, December 27, 2011 12:21 PM  
**To:** Reid, Jeffrey  
**Subject:** Dunddas st. road improvement

Hi Jeff I hope you and your family had a merry Christmas. Unfortunately I was not able to attend the last November 24th meeting. Is there any documentation or a web site I can go to for a recap of the meeting? Thanks Jeff and I wish you and yours a happy new year.

[REDACTED]

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December 15, 2011 1:52 PM  
**To:** [REDACTED] Neil Ahmed  
**Cc:** [REDACTED]  
**Subject:** RE: Dundas St. BRT Corridor PIC #2 - additional comments

[REDACTED]

Thank you for your follow up comments in the November 30 and December 12 emails.

The bi-directional cycling path in our previous email refers to an off-road cycling path that would accommodate cyclists and pedestrians in both directions (i.e. an off-road path on each side of the road for bi-directional use) as shown in the typical cross section and on the preliminary plan at the Public Information Centre. The Burlington Cycling Master Plan made reference to proposed cycling track on Dundas Street, and also examples of different types of cycling tracks in other countries (some are on-road, some are off-road); however, they did not provide specific geometric information on the proposed cycling track. The Region will continue to coordinate with City of Burlington staff to determine the most feasible way to safely accommodate cyclists and pedestrians as part of the Dundas Street corridor improvements.

Thank you for providing the link to a forum discussion on whether cyclists should be banned from major arterials roads / rapid-bus street, the information will be shared with members of the Project Team. It should be noted that the Region will be developing an Active Transportation Master Plan, which would incorporate findings from active transportation plans from local municipalities, review examples from other communities, as well as provide on-going consultation with interested stakeholders.

Regards,

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:** [REDACTED]  
**Sent:** Monday, December 12, 2011 9:07 PM  
**To:** Neil Ahmed; Reid, Jeffrey  
**Cc:** [REDACTED]  
**Subject:** Dundas St. BRT Corridor PIC #2 - additional comments

In addition to my comments urging you to implement cycle tracks along Dundas St. instead of the wide curb lane shared with buses, I suggest you consider the link below from a similar current discussion in Vancouver. Adriane Carr is deputy leader of the Green Party of Canada. Although anecdotal in nature, the 159 comments are weighted heavily with comments that leisurely cyclists will avoid cycling on well travelled arterial roads.

If encouraging cycling is a goal, then safe cycle tracks are the only option that will encourage leisurely cyclists to get out on their bikes on the busy arterial roads.

<http://www.francesbula.com/uncategorized/should-bikes-be-banned-from-major-arterials-or-at-least-rapid-bus-streets/#comments>

## **Should bikes be banned from major arterials or at least rapid-bus streets?**

*November 28th, 2011 · 159 Comments*

This is an idea that Adriane Carr talked about during the election campaign, saying she had heard from bus drivers (or at least one bus driver) that it made it harder for them to keep to schedules and manoeuvre when they had to deal with bike-riders on major streets like Broadway.

“Two things are infinite: the universe and human stupidity; and I’m not sure about the universe.” – Albert Einstein



<http://ibikeburlington.blogspot.com/>

*Role Models*

*OCCUPY Burlington!*

*iVeni, iVidi, iVici*

Hi Jeffrey.

Thanks for the prompt feedback. I have 2 short follow up questions and would be grateful if you would spend the time to answer them.

Was the bi-directional cycling path (BCP) you refer to in your email below on the diagrams?

Is the BCP the same as the cycle track envisioned in Burlington's cycling master plan?

Thanks

"I've learned.... That to ignore the facts does not change the facts." **Andy Rooney**



<http://ibikeburlington.blogspot.com/>

*OCCUPY Burlington!*

*iVeni, iVidi, iVici*

On Tue, Nov 29, 2011 at 4:29 PM, Reid, Jeffrey <[Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)> wrote:

Thank you for your email regarding the Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Study from Brant Street (Regional Road 18) to Trafalgar Road (Regional Road 3) within the City of Burlington and Town of Oakville.

The Region is committed to implementing both on-road and off-road Active Transportation (AT) facilities for both walking and cycling, which is consistent with the recently approved Halton Transportation Master Plan – The Road to Change (to 2031). The Region is proposing a wider 4.2m curb lane which can accommodate the BRT and cyclists. Off-road facilities are envisioned to be a sidewalk and a separate bi-directional cycling path. We are also exploring ways to define, delineate and guide off-road facilities by way of signage, pavement markings and coloured material.

Your comments and all feedback from members of the Public regarding the request for on-street cycling tracks will be considered by the Region and Local Municipalities in the development of the Dundas Street Corridor Active Transportation facilities.

Regards,

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:** [REDACTED]  
**Sent:** Friday, November 25, 2011 9:57 AM  
**To:** Neil Ahmed  
**Cc:** [REDACTED]

**Subject:** Dundas St. BRT Corridor PIC #2

Dear Mr. Ahmed:

I was dismayed to learn the cycle tracks proposed for Dundas St. along the BRT corridor in PIC #1 received no mention and have morphed into an unprotected on-street alternative and/or a multi-use path.

The development of cycle tracks in conjunction with the Bus Rapid Transit corridor are cited numerous times in Burlington's Cycling Master Plan.

Some of the key references are:

Burlington's 2009 Cycling Master Plan highlights the potential and need for cycle tracks along the Dundas corridor.

*"Dundas Street is a candidate for cycle tracks that would be compatible with the development of this corridor for rapid transit." - page 48*

Halton Region Public Health has also endorsed the proposed cycle track along Dundas St.

*"The inclusion of cycling tracks along Dundas is a great addition to the network. Dundas is a very busy roadway with high speeds. Including separated bicycle lanes that are part of the road network and not part of the sidewalk infrastructure has the potential to increase the number of people who will feel comfortable cycling on Dundas while ensuring that it is a practical bicycle commuting road." Halton Region Health Department June 2009 - page 17*

*"A feasibility study is recommended to develop European cycle tracks on Dundas Street as part of the Rapid Transit Corridor project. This fits with Metrolinx's support for active transportation access to transit. European cycle tracks are bike lanes separated from travel lanes, parking lanes and sidewalks by pavement markings, pavement colouring, bollards, curbs, raised medians, or a combination of these elements." page vii*

Additional recommendations can be found in the Cycling Master Plan.


The proposed wide curb lane, cyclists will share with buses, and the multi-purpose path, is an unacceptable alternative in terms of safety for cyclists. Toronto's 2003 cycling collision report reveals the highest percentage of cycling collisions occur at the intersection of the the multi-purpose path/sidewalk with the roadway. [http://www.toronto.ca/transportation/publications/bicycle\\_motor-vehicle/pdf/car-bike\\_collision\\_report.pdf](http://www.toronto.ca/transportation/publications/bicycle_motor-vehicle/pdf/car-bike_collision_report.pdf) Currently cyclists do not use Dundas St. The propose wide curb lane, will not increase the number of cyclists.

Statistics indicate bus transit users and cyclists are similar in terms of modal share, yet cycling infrastructure pales in comparison to the consideration given transit.

I strongly urge you to consider the addition of cycle tracks to the Bus Rapid Transit Corridor Studies. If it is not done now, it will be lost for future generations.

Thank you.





cc: Jeffrey Reid, PM Halton  
Councillor John Taylor  
Councillor Paul Sharman  
Councillor Tom Adams  
Councillor Blair Lancaster

Councillor Jack Dennison, BCC  
Councillor Marianne Meed Ward

"I've learned.... That to ignore the facts does not change the facts." **Andy Rooney**



<http://ibikeburlington.blogspot.com/>  
*OCCUPY Burlington!*  
*iVeni, iVidi, iVici*

---

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

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** January 23, 2012 8:28 AM  
**To:** Tomas Brozo  
**Cc:** Nick Brkic - NBM Engineering Inc.; Nathaniel Andres; Jimmy Roxas; ZMihajlovski@burlingtonhydro.com; Proietti, Joe; Neil Ahmed; Katherine Jim; Krusto, Matt; Green-Battiston, Melissa  
**Subject:** RE: Pole line Rebuild - Dundas Street from Bronte Creek to Tremaine

Hi Tom,

The Region is currently in the process of planning the widening of Dundas Street (4 to 6-lanes) from Brant Street to Trafalgar Road in both the City of Burlington and Town of Oakville. We recently hosted Public Information Centre (PIC) #2 in November 2011. Below is a link to the project web-page:

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

If you scroll-down to the bottom, under the heading "Public Information Centre #2 - November 24, 2011" click-on pdf file "Preferred Alternative (Curb) - Millcroft to Tremaine". There you can view the preferred alternative and any property requirements. This is the best information we have at this point in time.

Please let me know if you have any 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:** Tomas Brozo [<mailto:tomasb@nbmengineering.com>]  
**Sent:** Friday, January 20, 2012 5:44 PM  
**To:** Reid, Jeffrey  
**Cc:** 'Nick Brkic - NBM Engineering Inc.'; 'Nathaniel Andres'; 'Jimmy Roxas'; [ZMihajlovski@burlingtonhydro.com](mailto:ZMihajlovski@burlingtonhydro.com)  
**Subject:** Pole line Rebuild - Dundas Street from Bronte Creek to Tramaine

Hi Jeffrey,

We are a consulting firm doing design for the rebuild of the existing overhead pole line at the subject location.

We want to know if there's any work planned in the area of our concern such as land developments, road work or right of way widening that we should consider in our design.

Thank you,

Tom

## Katherine Jim

---

**From:** Katherine Jim  
**Sent:** June 29, 2012 11:05 AM  
**To:** 'LChadee@coleengineering.ca'  
**Cc:** Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)  
**Subject:** RE: Dundas Street BRT Corridor Study

Laurella,

Further to your email to Neil, please find below our response to your questions (red text).

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](mailto:kjim@mrc.ca) | [www.mrc.ca](http://www.mrc.ca)

*This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.*

*Please consider the environment before printing this e-mail and/or its attachments.*

---

**From:** Laurella Chadee [<mailto:LChadee@coleengineering.ca>]  
**Sent:** Tuesday, June 26, 2012 9:29 AM  
**To:** Neil Ahmed  
**Cc:** Suzette Shiu  
**Subject:** Dundas Street BRT Corridor Study

Hello Neil,

Further to our phone conversation, we would like some additional clarification on a few items regarding the Dundas Street BRT Study, based on the most recent information found on Halton Region's website.

Here are a few initial questions:

**Re: Public Information Centre #2 - November 24, 2011 "Display Panels" (page 6 of 27: Proposed BRT Service Concept)**

How many transit stops are located along the corridor, and within Oakville only? – The exhibit shows 17 minor stations, 1 support corridor connection and 2 terminals/major connection stations, for Oakville only, and 25 minor stations, 3 support corridor connections and 3 terminals/major connection stations, for the entire corridor. Please confirm if this understanding is correct.



You are correct, based on PIC #2 display panel 6 "Proposed BRT Service Concept", there would be 17 minor stops, 1 support corridor connection at Third Line and 2 terminals/major connection stations (one at Uptown Core and one at Palermo) within the Town of Oakville and one at Alton in Burlington along Dundas Street. Overall, our conceptual service plan has identified 25 minor stops, 3 support corridor connections with south termini at GO Stations (Third Line, Appleby Line and Brant Street). However, please note that these proposed stop locations are conceptual only. While the general principle is to have a bus stop at all signalized intersections along Dundas Street, the number of minor vs. major stops will be confirmed as the study proceeds into preliminary design and in consultation with Town of Oakville, Oakville Transit, City of Burlington and Burlington Transit.

**Re: Public Information Centre #2 - November 24, 2011 "Presentation" (page 24 of 26: BRT Costs – Dundas Street Corridor)**

Why are there 11 locations under "Stop development", and where are these located? Are these 11 locations the same for "Signalized intersection stops with queue jump/bus bay @ 11 locations" and "Online stop development @ 11 locations"? How does this number (11) relate to the information presented in "Display Panels"?

Please note all cost estimates and the number of stop locations presented at PIC #2 are representative only. The Project Team is to have further consultation with Oakville Transit and Burlington Transit to confirm the exact number of stop locations and proposed transit improvements to the support corridors (Brant Street, Appleby Line, Third Line and Plains Road).

"Signalized intersection stops with queue jump/bus bay @ 11 locations" – represent costs for bus stops together with transit priority measures along the support corridors (Brant Street, Appleby Line, Third Line and Plains Road)  
"Online stop development @ 11 locations" – represent cost for major stops along Dundas Street corridor to support BRT services (while we have identified 25 stop locations on the PIC display, only some of them will be used for BRT services)  
"Support corridor development @ 12 locations" – represent costs for bus stop improvements along the support corridors (Brant Street, Appleby Line, Third Line and Plains Road)

Similarly, why are there 12 locations under "Support corridor development", and where are these located? How does this number (12) relate to the information presented in "Display Panels"?

To confirm, you mentioned that "Support corridor development" would include:

- Improved bus operations along Third Line, Appleby Line, Brant Street
- Transit signal priority measures at major intersections

Response is as per above.

We would appreciate any further assistance you can offer.

Thank you,

Laurella Chadee  
Transportation Planner

**Cole Engineering Group Ltd.**  
70 Valleywood Drive, Markham, ON Canada L3R 4T5  
T: 905-940-6161 Ext. 381 Tor. Line: 416-987-6161  
F: 905-940-2064  
E: [lchadee@ColeEngineering.ca](mailto:lchadee@ColeEngineering.ca)  
[www.ColeEngineering.ca](http://www.ColeEngineering.ca)



# Building a Better Halton



From Brant Street (Regional Road 18) to Oak Park Boulevard, Oakville

## Dundas Street (Regional Road 5) Improvements Class Environmental Assessment Study



### Update #1

Dundas Street is, and will continue to be, a critical east-west corridor to move people, goods and services in and through Halton. As travel demand grows, Halton Region is continuing to improve Dundas Street. Some sections have already been expanded to six lanes; some sections are under construction; and other sections are still in the planning stages.

- Section 1: Bronte Road (Regional Road 25) to Proudfoot Trail, Oakville
- Section 2: Neyagawa Boulevard (Regional Road 4) to Oak Park Boulevard, Oakville
- Section 3: Brant Street (Regional Road 18) to Bronte Road (Regional Road 25), Burlington/Oakville

### What will Dundas Street look like?

As Dundas Street is expanded through Oakville and Burlington, it gives us an opportunity to provide enhancements that will make Dundas Street an attractive corridor for pedestrians and cyclists, and ensure that new and existing land uses are integrated with heritage and natural features.

#### High Occupancy Vehicle (HOV)/Bus Rapid Transit (BRT) lanes

A major enhancement to Dundas Street will be the provision of High Occupancy Vehicle (HOV) lanes for vehicles with two or more people. Initially, when Dundas Street is widened to six lanes, it is proposed that the two outside curb lanes will be dedicated for carpoolers and buses, except at intersections and entrances where right turns are needed. As bus use increases in Oakville and Burlington over the period to 2031, these carpooling and bus lanes are expected to become dedicated Bus Rapid Transit (BRT) lanes.

### A Phased Approach

Early in the planning process, it was proposed that Dundas Street would operate with dedicated Bus Rapid Transit lanes as soon as the widening was complete. But completing the widening of Dundas Street through Oakville and Burlington will take a number of years, and after meeting with residents, Local Municipalities, Transit Authorities and others, we realized that a phased approach would provide a better option. By incorporating the HOV lanes that can be used by both buses and carpoolers we will be able to promote transit usage while optimizing the use of the road. As the demand for public transit grows the HOV lanes can be converted to dedicated BRT lanes.

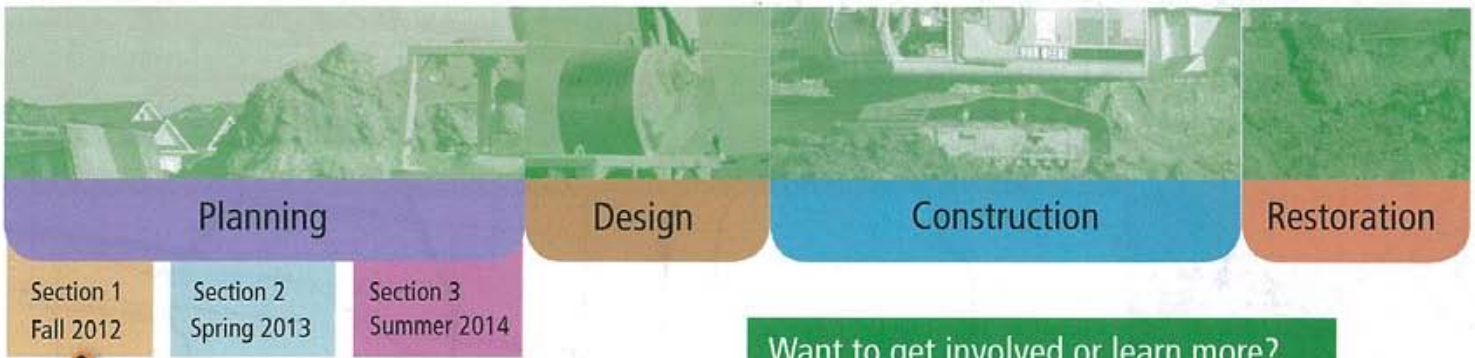


Public Works  
For Our Community  
and Our Environment





## Project Phases



### What's next?

Halton Region is carrying out three co-ordinated, but separate, Class Environmental Assessment (EA) Studies for the three remaining sections of Dundas Street which need to be planned. These studies will be carried out in the following order, and will build on work the Region has already completed:

- Section 1: Bronte Road (Regional Road 25) to Proudfoot Trail, Oakville
- Section 2: Neyagawa Boulevard (Regional Road 4) to Oak Park Boulevard, Oakville
- Section 3: Brant Street (Regional Road 18) to Bronte Road (Regional Road 25), Burlington/Oakville

Over the next few months, the Project Team will meet with the community and staff from Town of Oakville (Planning, Engineering, Parks), Oakville Transit, Ministry of the Environment, Conservation Halton, Metrolinx and other agencies to complete the planning for Section 1 between Bronte Road and Proudfoot Trail.

### Want to get involved or learn more?

- Contact us to get added to the mailing list or let us know your thoughts
- Visit us at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects)

On behalf of Halton Region, the project team would like to thank everyone who has already participated in the Class EA Study. For additional information, please contact:

Mr. Jeffrey Reid, C.E.T.  
Project Manager  
Halton Region  
Tel: 905-825-6000, ext. 7920  
Toll free: 1-866-442-5866  
Fax: 905-847-2192  
Email: [Jeffrey.reid@halton.ca](mailto:Jeffrey.reid@halton.ca)

Mr. Neil Ahmed, P.Eng.  
Project Manager  
McCormick Rankin, a member  
of MMM Group  
Tel: 905-823-8500  
Fax: 905-823-8503  
Email: [nahmed@mrc.ca](mailto:nahmed@mrc.ca)

### Join us at Public Information Centre #3 (Dundas Street between Bronte Road and Proudfoot Trail)

Date: Thursday, September 13, 2012  
Time: Drop-in: 6:30p.m. – 8:30p.m.  
Location: Halton Regional Centre - North/South Auditoriums  
1151 Bronte Road, Oakville





## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** July-19-13 3:52 PM  
**To:** [REDACTED]  
**Cc:** Green-Battiston, Melissa; Zervos, Nick; [REDACTED] Neil Ahmed;  
Katherine Jim  
**Subject:** RE: Dundas Corridor cycling path

[REDACTED]

Thank-you for your email regarding the Dundas Street (Regional Road 5) Class Environmental Assessment (EA) Study, within both the City of Burlington and Town of Oakville. In terms of planning, a lot has occurred from the combined Public Information Centre (PIC) in November 2009. Since that time the planning for improvements to the Dundas Street Corridor is now being carried-out under three co-ordinated but separate Class Environmental Assessment (EA) Studies:

- **Section 1:** Bronte Road to Proudfoot Trail was completed in December 2012 and is currently within detail design. Construction is to begin in late 2013 and will be completed in 2015 to coincide with the opening of the New Oakville Hospital. Here is the link to the project web-page (<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=25607>)
- **Section 2:** Neyagawa Boulevard to Oak Park Boulevard is currently under study. The last PIC was completed on May 15, 2013 and the Region anticipates filing the Environmental Study Report (ESR) in Fall 2013. Here is the link to the project web-page (<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=22680>)
- **Section 3:** Brant Street to Bronte Road, predominantly in the City of Burlington, to be carried out after the completion of Section 2 in 2014. Here is the link to the project web-page (<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=83289>)

Within the Town of Oakville, Dundas Street from Bronte Road to Ninth Line the Region is planning to construct a 3.0m multi-use path on both sides of the road to provide Active Transportation facilities for all pedestrians and cyclists.

In parallel, the Region is currently undertaking an Active Transportation Master Plan (ATMP) Study to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region to 2031. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The project web-page for the ATMP can be found at:

[www.halton.ca/ActiveTransportation](http://www.halton.ca/ActiveTransportation)

As part of the ATMP process, the Project Team is developing draft Cycling and Walking Networks that will be presented to the public at information centres in late Fall 2013 for review and comment. Therefore, within the City of Burlington there may be an opportunity to consider different types of on-road and off-road facilities (i.e. exclusive on-road bike lanes, etc.) including intersection treatments. It is important to note that the draft ATMP cycling and pedestrian networks and recommendations will be used as input into the Class EA Studies.

**If you would like to be included on the ATMP Study mailing list, please let me know and you will be added to receive all notices electronically.**

Thank-you for providing the link to the Netherlands study and your comments regarding Active Transportation within the Dundas Street Corridor. The Project Team will consider them as we move forward with the Class EA Studies.

Please let me know if you have any further questions.

Thanks,

Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

---

**From:** [REDACTED]  
**Sent:** Wednesday, July 17, 2013 4:22 PM  
**To:** Reid, Jeffrey; [REDACTED] 'nahmed@mrd.ca'  
**Subject:** Dundas Corridor cycling path

Good day,

At the Nov 24th PIC, we noticed that the dedicated cycle tracks from the 2009 plan are now identified as a multi-use path. We would like to see them re-designated as a cycle track. Cycling infrastructure is a benefit, not a cost.

Dundas is a strategic link between Halton, Hamilton and Peel. Cycle tracks along Dundas are very valuable if we ever want to move towards alternative, active transportation.

There are many cyclists already commuting year round along Dundas. A cycle track would make their journey much safer. You may know there has been at least 1 death and at least 4 car-cyclist incidents along Dundas involving cycling commuters in the last 2 years.

The use of dedicated cycle tracks would be a an enormous benefit to the recreational and commuter cyclists in Halton. The benefits are many:

- 1.Increased physical activity
  - 1.this keeps people healthy and fights against obesity and lack of exercise
  - 2.which in turn reduces health care costs
    - 1.which make up 25% of our provincial spending and is expected to rise if people don't become more active
  - 2.Commuter / rider safety
    - 1.people will cycle more when they feel safe, especially women and children
    - 3.Removes cars from roads
      - 1.reduces fossil fuel consumption
      - 2.reduces CO2 emissions

3.reduces commute times

4.reduces impact in the infrastructure - bikes have less impact on the roads than cars and trucks

4.Helps the environment

1.reduces CO2 emissions

5.Provide an alternative to commuting without using fossil fuels

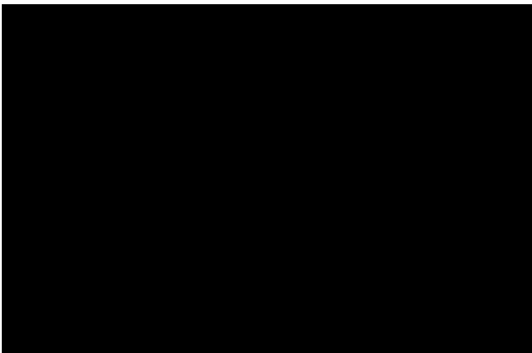
1.cost savings as people don't need to buy gas as often

2.environmentally sound

A recent study (<http://bit.ly/mTsgeg>) in the Netherlands indicates that cycling infrastructure is cheaper to build than not to build.

"The proceeds that can be attributed to bicycle highways considerably outweigh the costs. The next couple of years approximately €100 million will be invested in bicycle highways in the Netherlands. That will lead to future annual profits of at least €144 million in travel time gained, better health and environmental benefits."

For more details on the value of cycling, please see this link. (<http://bit.ly/rWJZlu>) The report was commissioned by the UK government and written by a firm focusing on sustainable development ([www.sqw.co.uk](http://www.sqw.co.uk)). It was written to support the UK's National Cycling Strategy.



-----  
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**

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-27-13 12:27 PM  
**To:** Dave Mowat  
**Cc:** Green-Battiston, Melissa; Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas Street Transportation Corridor Improvements  
**Attachments:** Mississaugas of Scugog Island First Nation - Notice of Study Completion.PDF;  
Mississaugas of Scugog Island First Nation - Notice of PIC#5.PDF

Mr. Mowat,

You are correct as there has not been any recent correspondence for the Dundas Street Class Environmental Assessment (EA) Study from Bronte Road to Proudfoot Trail, within the Town of Oakville. The Environmental Study Report (ESR) was filed in December 2012. The project web-page for this study is below, where you will find all Newsletters, Notices, Public Information Centre and ESR material.

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

For this project, our last letter to the Mississaugas of Scugog Island First Nation (dated December 3, 2012) was addressed to Chief Tracy Gauthier (attached). The project web-page does not contain letters or direct correspondence with Agencies or the Public.

More recently, for the planning of the Dundas Street Corridor we sent the attached letter (dated April 29, 2013) to Chief Tracy Gauthier for the final Public Information Centre for the Dundas Street Class EA Study from Neyagawa Boulevard to Oak Park Boulevard, within the Town of Oakville.

I would like to emphasize that your Agency has been receiving all project-related correspondence directly from Halton Region.

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

Thanks,

Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax: (905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

**From:** Dave Mowat [<mailto:dmowat@scugogfirstnation.com>]  
**Sent:** Monday, June 24, 2013 12:12 PM  
**To:** Reid, Jeffrey  
**Subject:** Dundas Street Transportation Corridor Improvements

Good Morning Mr. Reid:

In reference to the above project, **Dundas Street (Regional Road 5) Transportation Corridor Improvements, Bronte Road (Regional Road 25) to Proudfoot Trail**, I would like to receive any updates to the projects, unless everything since the notices of last August/12 can be found on the [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects) website. As Dundas runs through an important Mississauga Nation corridor it is always of great importance to stay abreast of infrastructure projects effecting it.

Thank you,

Dave Mowat  
Community Consultation Specialist  
Mississaugas of Scugog Island First Nation  
22521 Island Rd.  
Port Perry, ON, L9L 1B6  
Phone: (905) 985-3337 ext. 263  
Fax: (905) 985-8828  
Email: [dmowat@scugogfirstnation.com](mailto:dmowat@scugogfirstnation.com)

---

**Mississaugas of Scugog Island First Nation Notice & Disclaimer**

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments thereto is strictly prohibited. If you have received this e-mail in error, you are required to immediately notify me by telephone (above) and permanently delete the original and any copy of this e-mail and any printout thereof

---



**DUNDAS STREET (REGIONAL ROAD 5)  
TRANSPORTATION CORRIDOR IMPROVEMENTS  
CLASS ENVIRONMENTAL ASSESSMENT**

**BRANT STREET TO BRONTE ROAD**

**PUBLIC INFORMATION CENTRE – May 29, 2014  
SUMMARY REPORT**

**July 2014**





---

## TABLE OF CONTENTS

	Page
1. INTRODUCTION .....	2
2. PURPOSE OF PUBLIC INFORMATION CENTRE #3.....	4
3. LOCATION, DATE, TIME.....	5
4. PUBLIC NOTIFICATION.....	5
5. ATTENDANCE .....	6
6. DISPLAY PANELS .....	6
7. FORMAT.....	7
8. VERBAL COMMENTS.....	7
9. WRITTEN COMMENTS.....	7

### EXHIBITS

Exhibit 1-1: Dundas Street Corridor and Environmental Assessment Studies.....	3
Exhibit 2-1 Study Area .....	<b>Error! Bookmark not defined.</b>

### APPENDICES

- Appendix A – Notice of Public Information Centre
- Appendix B – PIC Display Panels
- Appendix C – PIC Comments

## 1. INTRODUCTION

Dundas Street is one of the most important transportation facilities in the existing and future Halton Region transportation network. This roadway serves the movement of goods and commuters and distributes traffic to and from the Provincial freeway system, as well as providing access to residential, commercial and industrial land uses in north Oakville, Burlington and neighbouring municipalities of Hamilton to the west and Mississauga to the east.

The need to widen Dundas Street was identified and reaffirmed through the Halton Functional Road Network and North Halton Transportation Study (1999), Halton Transportation Master Plan (2004) and the Halton Region Transportation Master Plan (to 2031) – The Road to Change (October 2011). As part of an integrated transportation strategy, Halton Region has determined that Dundas Street will continue to provide four general traffic lanes plus two lanes for Transit / High Occupancy Vehicles (HOV). This is consistent across recent planning documents.

Given the foregoing, Halton Region is proceeding with Class EA Studies of Dundas Street through the Town of Oakville and City of Burlington, in order to implement the proposed widening as identified through earlier studies and the Region's Transportation Master Plan.

In the Metrolinx Regional Transportation Plan (2008), *The Big Move*, a higher-order transit facility along Dundas Street between Brant Street and Kipling Station was identified on the basis of submissions by area municipalities to the Province for rapid transit funding. Subsequently, Halton Region was awarded funding for transit improvements on Dundas Street. In 2010, MMM carried out a Business Plan Assessment for the Dundas Street Bus Rapid Transit (BRT) Corridor which identified the role of the Dundas Street BRT in the overall transit network, as well as recommendations beyond Dundas Street to complement the proposed Dundas Street BRT system. The support corridors included segments of Brant Street, Appleby Line, Third Line and Plains Road/Fairview Street. Although these segments have not been studied in detail, conceptually, spot treatments (queue jumps lanes at key signalized intersections and enhanced bus stops) are envisaged rather than widening for continuous dedicated bus lanes on those sections. The need for a higher order transit facility on Dundas Street was also confirmed in the Halton Region Transportation Master Plan (to 2031) – The Road to Change.

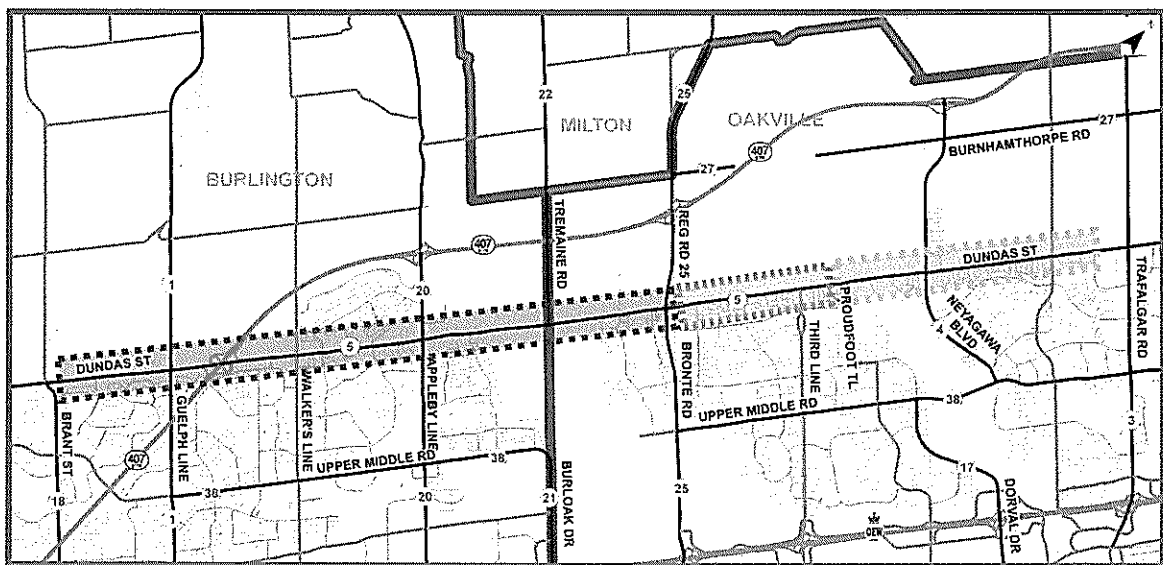
The planning for proposed improvements on Dundas Street has been carried out in a series of studies and changes to some studies. The study between Proudfoot Trail and Brant Street was initiated in 2009. Subsequently, the study limits expanded to Trafalgar Road to Brant Street. This encompassed the EA Study from Oak Park Boulevard to Neyagawa Boulevard which was initiated in 2005.

Earlier in the study process, it was proposed that Dundas Street would operate with dedicated Bus Rapid Transit (BRT) lanes as soon as the widening was completed. In 2011, investigation of the feasibility of dedicated BRT lanes on Dundas Street between Trafalgar Road and Brant Street was carried out and Halton Region confirmed the need for higher order transit facilities on Dundas Street in the long term (by 2031). The curb lane option was identified as preferred and was presented to the public in November 2011.

Recognizing that completing the widening of Dundas Street through Oakville and Burlington will take a number of years, and after meeting with residents, local municipalities, transit authorities and others, further consideration was given to a phased implementation approach for providing incremental transportation improvements. By incorporating the HOV / Transit lanes that can be used by both buses and qualified vehicles including carpools, the Region would be able to promote transit usage while optimizing the use of the widened road. As the demand for public transit grows to a threshold level, the HOV lanes can be readily converted to dedicated BRT lanes.

To address development schedules in the corridor and staging of HOV lanes, Halton Region divided the original study limits from Trafalgar Road to Brant Street into three sections and is carrying out three co-ordinated, but separate Class Environmental Assessment Studies. These studies are being carried out in the following order and are building on earlier related work the Project Team has already completed (see Exhibit 1-1):

### Exhibit 1-1: Dundas Street Corridor and Environmental Assessment Studies



- Section 1: Bronte Road (Regional Road 25) to Proudfoot Trail – Town of Oakville [Completed December 2012; currently in detailed design.]
- Section 2: Neyagawa Boulevard (Regional Road 4) to Oak Park Boulevard – Town of Oakville [Completed December 2013.]
- Section 3: Brant Street (Regional Road 18) to Bronte Road (Regional Road 25) – City of Burlington / Town of Oakville [Current EA Study]

When construction (widening to 6 lanes) between Bronte Road and Highway 403 is completed, HOV/Transit lanes may operate between Bronte Road and Highway 403. Extension of HOV/Transit operations westerly from Bronte Road will be confirmed in consultation with the City of Burlington and the Town of Oakville and local transit operators.

The Public Information Centre held on May 29, 2014 is the subject of this report, focused on Section 3 – Brant Street to Bronte Road.



## 2. PURPOSE OF PUBLIC INFORMATION CENTRE

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 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.

The second PIC was held on November 24, 2011 and the purpose of PIC #2 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.

Subsequent to PIC #2, Halton Region decided to adopt a phased implementation approach for providing incremental transportation improvements, as noted in Section 1. Since then, Halton Region divided the original study limits from Trafalgar Road to Brant Street into three sections and is carrying out three co-ordinated, but separate Class Environmental Assessment Studies.

The third PIC for the section of Dundas Street between Brant Street to Bronte Road was held on May 29, 2014 and the purpose was to present the preliminary design plan for the proposed Dundas Street improvements between Brant Street and Bronte Road, and collect public input regarding the proposed improvements.

The study area of Dundas Street between Brant Street and Bronte Road is approximately 10 km and as highlighted in purple in Exhibit 1-1. The easterly study limit will integrate with the existing 6-lane section at Bronte Road and the westerly limit will integrate with the planned 6-lane section at Brant Street (currently in detailed design).

### **3. LOCATION, DATE, TIME**

The PIC was held as follows:

Date: Thursday, May 29, 2014  
Time: 6:30 p.m. – 8:30 p.m. (Drop-in)  
Location: Tansley Woods Community Centre – Community Rooms 2 & 3  
1996 Itabashi Way, Burlington

### **4. PUBLIC NOTIFICATION**

The Notice of PIC was placed in two editions of the Oakville Beaver and Burlington Post - Thursday, May 15 and May 22, 2014.

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

The Region provided the Notice of PIC to the following Aboriginal groups / organizations by mail during the week of April 29, 2013:

- 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

MMM provided the Notice of PIC to the following on May 12, 2014 via mail (some via email):

- Technical Agencies - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Property owners within the study area (between Brant Street and Bronte Road)
- Those on the public mailing list, including those who signed in at previous PICs and/or provided written comments

## 5. ATTENDANCE

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

### Halton Region

- Jeff Reid, C.E.T., Project Manager
- Tim Dennis, P.Eng., Director of Transportation Services
- Maureen Van Ravens, P.Eng, Manager of Transportation Planning & Roads Operation
- Melissa Green-Battiston, P.Eng., Supervisor Transportation Planning
- Matt Krusto, Transportation Coordinator
- Patrick Monaghan, Transportation Planner

### MMM

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

Councillor Paul Sharman (Ward 5) and Councillor Blair Lancaster (Ward 6), as well as City of Burlington staff also attended the PIC.

Approximately 39 members of the public signed in at the PIC. The sign-in register is on file with Halton Region.

## 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 Process
- Purpose of the PIC
- Background
- Dundas Street Improvements
- MEA Study Process
- Existing Conditions
- Past Public Information Centres
- Long-Term Implementation Strategy
- Proposed Improvements
- Preliminary Plan (Brant Street to Bronte Road) – 1:1000 scale
- Typical Cross Section and Streetscape Opportunities
  - Brant Street to Northampton Boulevard
  - Northampton Boulevard to Appleby Line
  - Appleby Line to Bronte Road
- Potential Future Bus Stops Locations
- Traffic Operations – Access
- Active Transportation
- About Noise



- Noise Analysis
- Mitigation Measures
- Next Steps

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

## 7. **FORMAT**

### Open House

The PIC was conducted as an open house from 6:30 p.m. to 8:30 p.m. Those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

### 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, June 13, 2014 via mail, e-mail or fax. The information presented at the PICs was also made available on the study website:

<http://www.halton.ca/EAprojects>

## 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:

- Inquires about the details related to active transportation facilities (e.g. type of cycling facilities, dimension, crossing at intersection, etc.)
- Safety of students near the high school at Tim Dobbie Drive
- General support for the proposed improvements on Dundas Street
- Potential impacts related to individual properties and businesses
- Increases in traffic noise levels

## 9. **WRITTEN COMMENTS**

Ten (10) comment sheets were submitted at the PIC. Four (4) written comments were submitted after the PIC in the form of emails. All comments received are included in Appendix C, the comments focussing on:

- Inquires about the details related to active transportation facilities (e.g. type of cycling facilities, dimension, crossing at intersection, etc.)
- Information request on specific property

---

# **APPENDICES**

---

---

**APPENDIX A  
NOTICE OF  
PUBLIC INFORMATION CENTRE (May 2013)**

---



**NOTICE OF PUBLIC INFORMATION CENTRE**

**Class Environmental Assessment Study  
Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25),  
City of Burlington / Town of Oakville  
PR-2550A**

**Study**

Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for road improvements along the Dundas Street (Regional Road 5) corridor from Brant Street (Regional Road 18) to Bronte Road (Regional Road 25), within the City of Burlington and Town of Oakville.

To best address the travel demand along Dundas Street, a number of road improvement alternatives have been examined as part of this study, including the long-term provision for Bus Rapid Transit (BRT). This study provides an opportunity to develop multi-modal transportation improvements along Dundas Street which includes enhancement as an attractive corridor for pedestrians and cyclists, integrating new and existing land uses with heritage and natural features.

**Process**

The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007 & 2011), which is approved under the Ontario Environmental Assessment Act.

Previous Public Information Centres were held to obtain public input on June 23, 2011 and November 24, 2011.

The final Public Information Centre will be held to present the preliminary preferred design and the implementation strategy for improvements including the provision of curb lane High Occupancy Vehicle (HOV)/transit operations in the interim and the long-term transition to BRT by 2031.

**Public Information Centre**

- Date:** Thursday, May 29, 2014
- Time:** Drop-in 6:30 p.m. – 8:30 p.m.
- Location:** Tansley Woods Community Centre – Community Rooms 2 & 3  
1996 Itabashi Way, Burlington

**Comments**

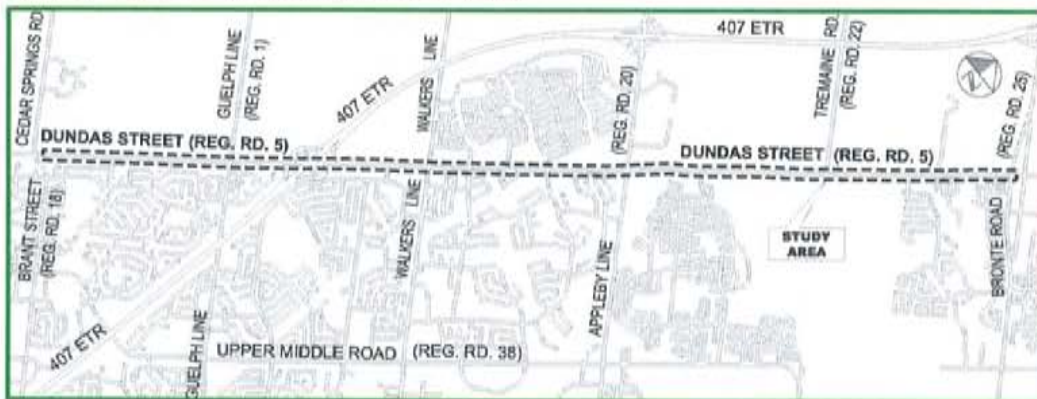
If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, June 13, 2014 to either Project Team member (below). For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

Mr. Jeffrey Reid, C.E.T.  
Senior Transportation Planner  
Halton Region  
1151 Bronte Road  
Oakville, Ontario L6M 3L1  
Telephone: 905-825-6000 ext. 7920  
Fax: 905-825-3270  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)

Mr. Neil Ahmed, P. Eng.  
Project Manager  
MMM Group Limited  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
Email: [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)



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



---

**APPENDIX B**  
**PIC (May 2013) DISPLAY PANELS**

---



MMM GROUP

## Dundas Street (Regional Road 5) Corridor Improvements Class EA

Brant Street to Bronte Road

### Welcome Public Information Centre

Thursday, May 29, 2014


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


*Please Sign In*




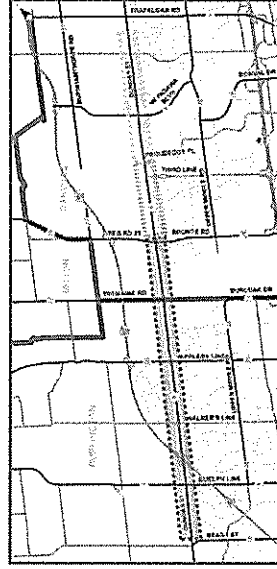
## Study Process

The planning of Dundas Street improvements is being carried out through the Municipal Class Environmental Assessment (Class EA) process. The Region is completing the Dundas Street Class EA in the following stages :

 Stage 1: Dundas Street Class EA – Bronte Road to Proudfoot Trail [Completed December 2012 – see study website at [www.halton.ca/EAs/projects](http://www.halton.ca/EAs/projects) for more information. Currently in detailed design.]

 Stage 2: Dundas Street Class EA – Neyagawa Boulevard to Oak Park Boulevard [Completed December 2013 – see study website at [www.halton.ca/EAs/projects](http://www.halton.ca/EAs/projects)]

 Stage 3: Dundas Street Class EA – Brant Street to Bronte Road – Current study



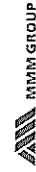
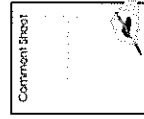
MMM GROUP



## Purpose of the PIC

### The purpose of this Public Information Centre (PIC) is to:

- Present the preliminary design plan for the proposed Dundas Street improvements between Brant Street and Bronte Road
  - Present the proposed improvements on Dundas Street, which include:
    - Widening Dundas Street from 4 to 6 through lanes
    - Potential for curb lane High Occupancy Vehicle (HOV) / Transit operations with the opportunity for long-term transition to Bus Rapid Transit (BRT) by 2031 (limits to be confirmed in consultation with the Local Municipalities)
    - Active transportation facilities for pedestrians and cyclists
    - Protection for potential enhanced bus stops at signalized intersections
  - Collect public input regarding the proposed improvements
- Comment sheets are available and we encourage you to fill it out at the PIC or submit it to the Project Team by **Friday, June 13, 2014**



## Background



- 2008 - Metrolinx Regional Transportation Plan - *The Big Move* included Dundas Street as a key higher order transit corridor

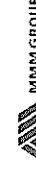


- 2011 - Halton Region Transportation Master Plan (2031) - The Road to Change identified Dundas Street to be maintained as 4 general traffic lanes plus 2 lanes for Transit/High Occupancy Vehicles (HOV)

- 2011 - Investigated feasibility of dedicated Bus Rapid Transit (BRT) lanes on Dundas Street between Trafalgar Road and Brant Street

- 2011 - Halton Region has confirmed the need for higher order facilities on Dundas Street. The curb lane option has been identified as preferred and was presented to the public for comment in November 2011

**This study focuses on improvements along Dundas Street so that people living or working in Halton Region have a better alternative to single occupant travel**



## Dundas Street Improvements

### Dundas Street Improvement Status:

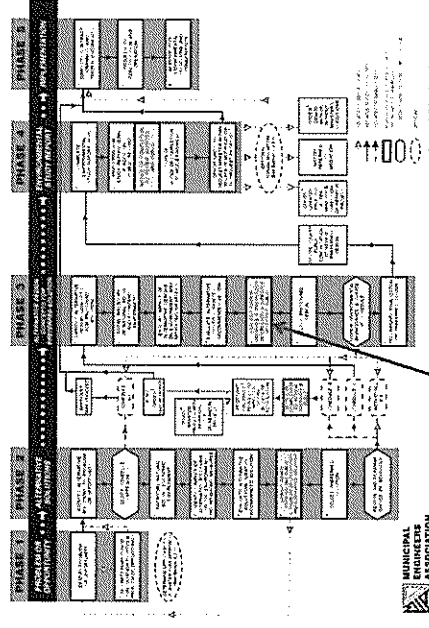
- Some sections within the Town of Oakville and City of Burlington are already constructed/planned for 6 lanes  
 — Sixteen Mile Creek bridge west of Neyagawa Boulevard, Bronte Road intersection, Appleby Line intersection and section between Oak Park Boulevard and Highway 403 are at 6 lanes
- Improvements (6 lanes) between Bronte Road and Proudfoot Trail are planned for construction starting spring 2014 with completion in 2015
- Improvements (6 lanes) between Neyagawa Boulevard and Oak Park Boulevard are planned to start construction in 2016
- Improvements (6 lanes) between Brant Street and Bronte Road are to be phased for construction from 2017 to 2020; subject to annual council review



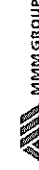
## Study Process

The Municipal Class Environmental Assessment (Class EA) is an approved process for planning and designing municipal projects, including roads. The Class EA describes the process that proponents must follow in order to meet the requirements of the Provincial EA Act.

- Based on the scope of this project, it is being planned as a Schedule 'C' project, which will complete Phases 1 to 4 outlined below.

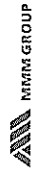


We Are Here



## Existing Conditions

SEE SEPARATE DISPLAY FOR  
EXISTING CONDITIONS PLAN



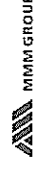
## Past Public Information Centres

A total of three Public Information Centres (PIC) were held in the past related to Dundas Street between Brant Street and Bronte Road

- Public Information Centre (PIC) – November 2009
- Public Information Centre (PIC) – June 2011
- Public Information Centre (PIC) – November 2011

• Key comments from previous PICs included:

- Interest in property requirements and property impacts
- General support for transportation improvements
- General questions regarding BRT operation
- Interest in provision of Active Transportation facilities
- Concern regarding potential increase in traffic noise

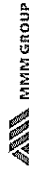
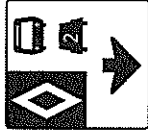




## Long-Term Implementation Strategy

### Approach for Implementation

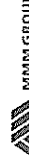
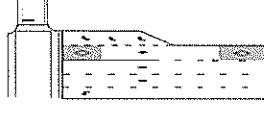
- In the long-term there is the opportunity to consider the introduction of **High Occupancy Vehicle (HOV)** curb lanes allowing a mix of transit and private vehicles with 2 or more occupants
- **In parallel**, Active Transportation, potential bus stops and transit priority measures, can be provided at key intersections where required
- **Limits of HOV lanes to be determined in consultation with the Local Municipalities**
- As transit ridership builds, there is the opportunity to convert the HOV lanes into dedicated bus lanes in the future (2031)



## Long-Term Implementation Strategy

### What are the technical details for potential HOV / Transit lanes on Dundas Street?

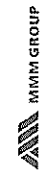
- HOV / transit lanes will be signed and marked (e.g. diamonds)
- Vehicles which may legally use the HOV / Transit lanes include: private vehicles with 2 or more occupants, taxis, buses and emergency vehicles. This is similar to provincial HOV facilities in the area
- A separate right-turn lane will be provided to accommodate turning vehicles at all signalized intersections



## Long-Term Implementation Strategy

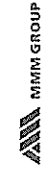
### HOV / Transit Lanes - Implementation

- When construction (widening to 6 lanes) between Bronte Road and Highway 403 is completed, HOV/Transit lanes may operate between Bronte Road and Highway 403, in the Town of Oakville
- Extension of HOV/Transit operations westerly from Bronte Road will be confirmed in consultation with the City of Burlington and the Town of Oakville and local transit operators



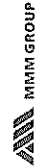
## Proposed Improvements

- 50 m road right-of-way (per Halton Region Transportation Master Plan)
- 6 travel lanes
- Raised curbs and gutters
- 5.5 m to 6.5 m raised median with landscaping
- Active transportation facilities (per draft Halton Region Active Transportation Master Plan)
  - Multi-use path
  - Sidewalk
  - Cycle track / Bike lane
- Posted speed 60 km/h
- Full illumination
- Opportunities for landscape features

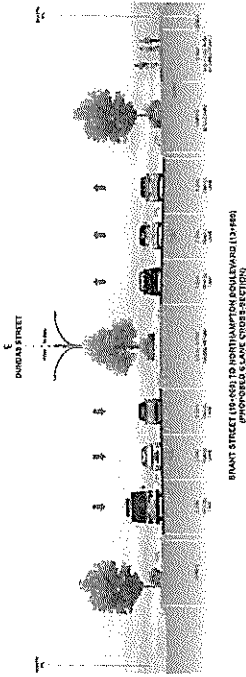


# Preliminary Plan

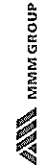
SEE SEPARATE DISPLAY FOR  
PRELIMINARY PLAN



# Typical Cross Section and Streetscape Opportunities

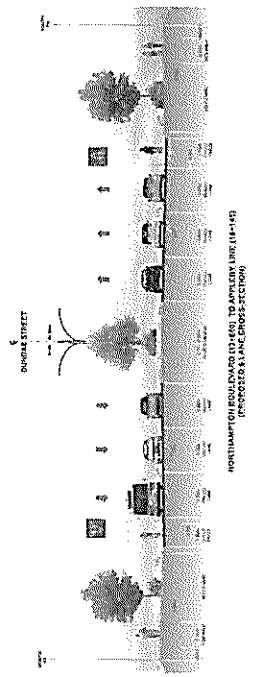


• RENDERING AT A LOCATION WEST OF EARLEFIELD DRIVE  
• PHOTO RENDERING REFLECTS LONG TERM IMPLEMENTATION STRATEGY AND NATIVE VEGETATION

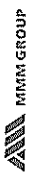




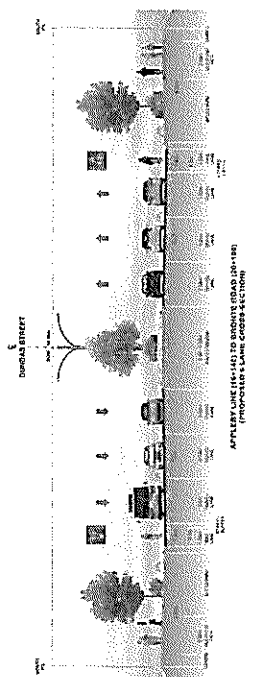
# Typical Cross Section and Streetscape Opportunities



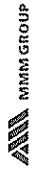
- RENDERING AT A LOCATION WEST OF THE DOBBIE DRIVE
- PHOTO RENDERING REFLECTS LONG TERM IMPLEMENTATION STRATEGY AND MATURE VEGETATION



# Typical Cross Section and Streetscape Opportunities



- RENDERING AT A LOCATION WEST OF COLCHEL WILLIAM PARKWAY
- PHOTO RENDERING REFLECTS LONG TERM IMPLEMENTATION STRATEGY AND MATURE VEGETATION



## Potential Future Bus Stop Locations

Within the Study Area of the current EA, potential enhanced bus stops can be accommodated at most signalized intersections, including (from west to east):

- Brant Street, Eaglesfield Drive, Blackwood Drive, Guelph Line, Northampton Boulevard, Walkers Line, Berwick Drive, Tim Dobbie Drive, Millcroft Park Drive, Appleyby Line, Sutton Drive, Tremaine Road, Future Access Road (east of Tremaine Road), Colonel William Parkway and Bronte Road



\* Stop location infrastructure to be implemented in consultation with local municipalities and transit operators, where required.



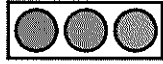
## Traffic Operations - Access

### Access on Dundas Street

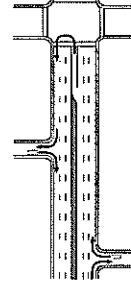
- As a major arterial, Dundas Street will include left and right turn lanes at most signalized intersections.
  - Left turns could proceed during the protected signal phase and the permissive signal phase (when safe to do so).
- There are existing commercial and residential properties along Dundas Street that currently have full move access (i.e. can turn left and right).
- However, when Dundas Street is widened, there will be a raised median throughout its length except at signalized intersections.
- Access to all commercial and residential properties will 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



MMM GROUP

## Active Transportation

**Halton Region is carrying out an Active Transportation Master Plan Study to create a 20-year vision for active transportation in Halton Region**

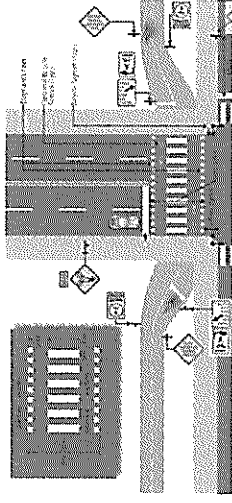
- Active transportation is any form of human-powered transportation, including walking, cycling, roller-blading, skateboarding and moving with mobility devices
- An active transportation network includes sidewalks, multi-use paths, crosswalks, on-road bike lanes and off-road trails
- The objective of the Active Transportation Master Plan is to create a network that will make it easier for people to walk, bike and roll around Halton

<http://www.halton.ca/activetransportation>



## Active Transportation

As part of the Dundas Street improvements, features of active transportation have been included, such as implementation of sidewalks/multi-use paths and bike lanes/cycle tracks for pedestrians and cyclists

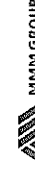


Combined Pedestrian and Cyclist Crosswalk (Signalized)  
Source: American Planning Association, 1994, Page 4-12

Enhancements to intersections will be provided to accommodate pedestrians and cyclists crossing



Examples in York Region





## About Noise

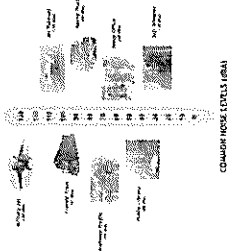
Noise is a form of energy. Noise is measured in terms of sound pressure, using "Decibels".

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 perceptible
- 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.



MMM GROUP

## 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 projects, 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
5-10 dBA	<ul style="list-style-type: none"> <li>• Investigate noise control measures on "out of energy"</li> <li>• Noise control measures where identified, should achieve a minimum of 2 dBA attenuation, over first row receivers</li> <li>• Mitigate to ambient, as administratively, economically, and technically feasible</li> </ul>

### 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."

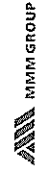


MMM GROUP

## Noise Analysis

- Noise modelling was carried out to compare the potential increase in noise level as a result of the proposed Dundas Street improvements.
- Noise modelling was carried out for receiver locations (noise sensitive areas) identified throughout the Dundas Street corridor between Brant Street to Bronte 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 improvements the receiver locations are not expected to experience an increase in noise level greater than 5 dBA.

**Therefore, the consideration of noise mitigation is not warranted under the MTO / MCE Noise Protocol**



## Mitigation Measures

- Mitigation of negative effects is provided within the project to avoid or minimize natural or community impacts where possible.
- The following table provides a general outline of the proposed mitigation measures.

### Socio-Economic Environment – Brant Street to Bronte Road

- Property Requirement**
- Secure required right-of-way through development process within areas of active development.
  - Negotiate with property owners at fair market value.

- Noise**
- During construction on Dundas Street, the contractor will abide by the municipal noise control by-laws. The contractor will be required to keep idling or construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities.

### Air Quality

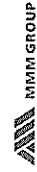
- All contaminants, with the exception of PM10 and TSP (total suspended particles) were below their respective MCE Ambient Air Quality Criteria. The number of additional days above the guideline for PM10 and TSP for the future build scenario was less than 1% of the time over the 5 year period. Since there is a small increase in the number of days above the guideline, mitigation measures are not warranted.

### Cultural Environment – Brant Street to Bronte Road

- Archaeology**
- Provisions will be provided in the contract on how to address any archaeological finds during construction. At Stage 2, 3 and 4 Archaeological Assessment will be carried out as required.

### Built Heritage

- Boulevard areas are reduced where required to minimize impact to built heritage features.
- Retaining walls are provided where required to minimize impact to built heritage features.
- Provisions will be made to minimize any disruption to cultural landscapes during construction.



## Mitigation Measures (cont'd)

### Natural Environment – Brant Street to Bronte Road

- General**
- Application of standard good construction practices for all works.
  - Stiffest erosion and sediment 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**
- Minimize removal of riparian vegetation where possible and re-stabilize and re-vegetate disturbed areas following construction.
  - Conduct in-water construction activities during appropriate timing windows.
  - Develop and implement comprehensive erosion and sediment control plan to protect the fish and fish habitat in the watercourses supporting fish habitat.
  - Implement appropriate 'temporary flow passage' measures in accordance with relevant permits (e.g. Permits To Take Water) to isolate temporary in-stream 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 temporary dewatering is required, implement appropriate energy dissipation and settling/filtration measures for discharge to prevent erosion and sediment release to watercourses.
  - Rescue fish from construction zones in accordance with MNR collector's license.
- Vegetation**
- 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 stiling and containment of temporary storage, maintenance and material stockpiles.
  - Re-vegetate and restore disturbed and / or exposed areas per best management practices.
- Wildlife**
- Wildlife incidentally encountered during construction will not be knowingly harmed.
  - Opportunities to improve wildlife movement will be reviewed and incorporated where feasible and appropriate.
  - Works will be completed in accordance with the Migratory Birds Convention Act and other applicable legislation.



MMM GROUP

## Next Steps

- After this Public Information Centre, the following will be carried out:
- Review comments received and respond to any questions.
  - Incorporate any revisions and finalize the preliminary plan for Dundas Street (Brant Street to Bronte Road).
  - Prepare the Environmental Study Report (ESR) which documents the decision making process of the EA Study.
  - File ESR for public review (minimum 30 day review period).

Visit the study website at:

[www.halton.ca/EAProjects](http://www.halton.ca/EAProjects)

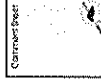
### Please Complete a Comment Sheet

Please provide input 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: 905-895-6000 Ext. 7920  
Fax: 905-895-3370  
Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.  
Project Manager  
MMM Group  
2655 North Sheldon Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-9500  
Fax: 905-823-9503  
Email: ahmedn@mmm.ca

Please provide all comments by Friday, June 13, 2014



Thank You For Attending!



MMM GROUP



---

**APPENDIX C**  
**PIC (May 2013) COMMENTS**

---

**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014**

**Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

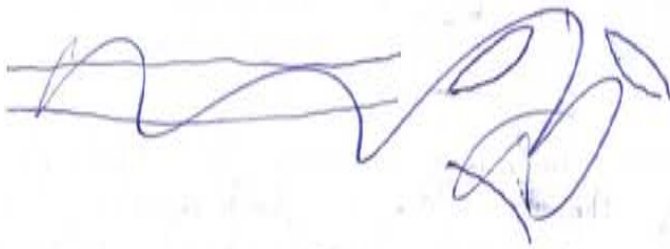
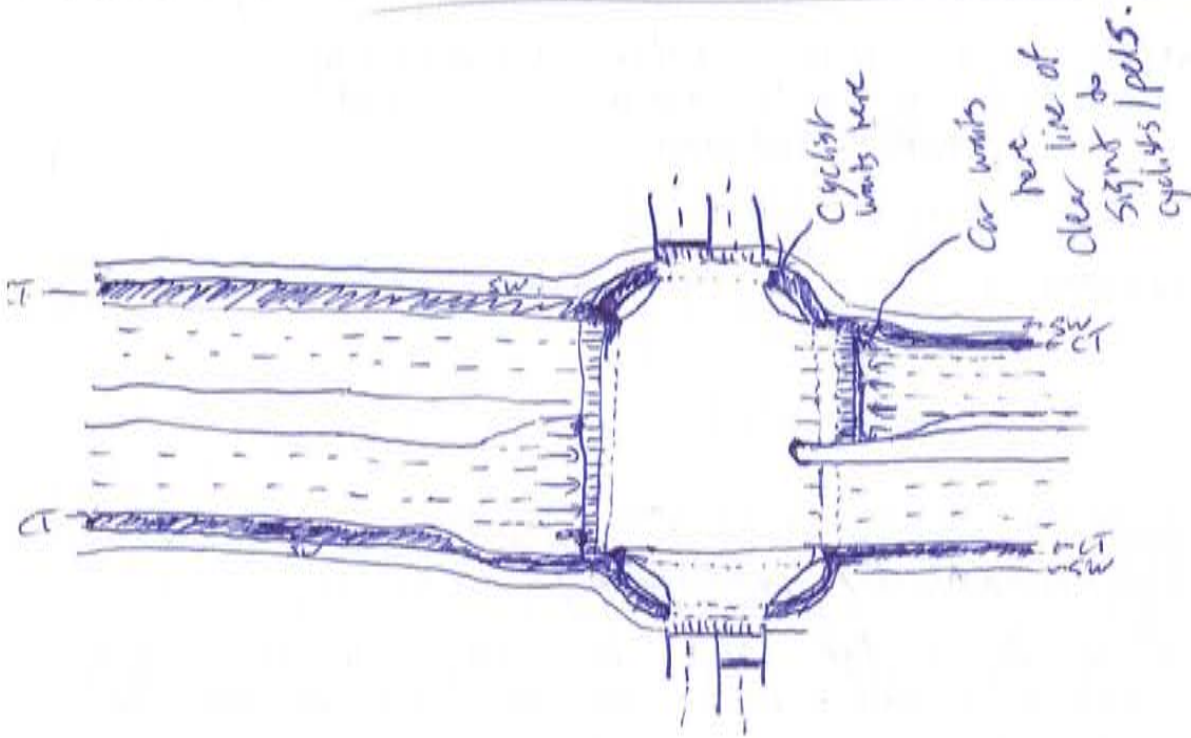
**COMMENTS**

- Every signalized intersection to be 6 lanes - LT, 3 thru and RT. Needs refuge islands for pedestrians!
- 4m wide MUP is adequate for shared two-way use w/ cyclists & pedestrians. This is positive - but on the non-built up section only.
- Northampton to Appleby line cycle track w/ bus stops unsafe. Will be HEAVILY USED BY KIDS! Increase size of the buffer. So can't be too close to road. Cycle track should go behind bus stops.
- Appleby to Brant → This section includes Sutton Dr. (urban) and further east (rural). Should the Northampton to Appleby section be continued to Sutton? Striped paint not adequate separation from cars @ (80-90) kph. Won't be used. ~~Wider buffer~~ Section
- Medians are very wide and this space can be better used to improve AT safety.
- ~~Transition between bikes & cars~~ → Cycle track at Wal-Mart WB is inside of turn lane. Bad
- too many bus stops for a BRT route. That will make it BST - Bus Slow Transit!
- Wide lanes & freeway style design make this incompatible with the activity that goes on here - schools & community. This is a classic **STROAD** - the future of transportation.
- Positives are some separation between bicyclists & autos, crosswalks w/ cross bike (even better w/ bike signals on the cycle track)
- Go to Holland. Look how they do it. Best practices per CROW need to be followed. See back (drawing is rough)

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

# Proper Cycle Track Intersection Design





Received at May 29, 2014 PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

- Cycling facilities should be off road & separate from pedestrians.
- I am concerned with student safety crossing to business on south side @ walkers.

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** August-28-14 11:04 AM  
**To:** 'Gene Wasik'  
**Cc:** Lancaster, Blair; Sharman, Paul; Dennison, Jack; Carr, Gary; MacCaskill, Jane; Caglioti, Darshan; Dickson, Irene; Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Brad S; Bert Armstrong; Chris Ariens; Chris Goff; Denis Farr; Heidi Hartmann; Joseph; Marilyn; Nick Buczynsky; Ozimkovic, Danijel; Stephen Barnes; Willard, Kendra; Willard, Kendra; Chris Ariens; Don Thorpe (dthorpe10@cogeco.ca); Neil Ahmed; Katherine Jim  
**Subject:** RE: Dundas Street comments

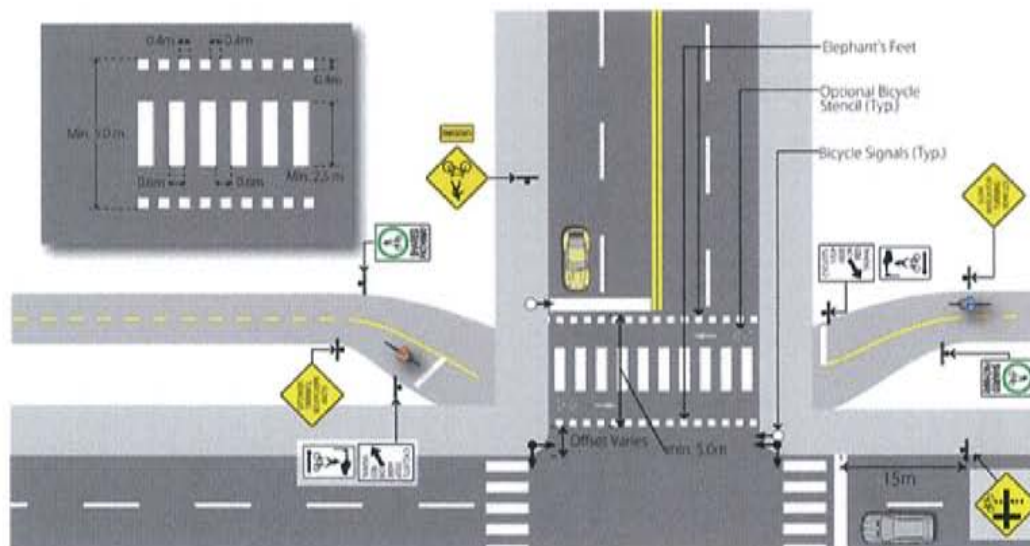
Dear Mr. Wasik and Members of the Burlington Cycling Committee,

We would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

The Dundas Street Project Team and the Region's Active Transportation Master Plan (ATMP) Project Team have reviewed and discussed your comments regarding the active transportation facilities along Dundas Street. We apologize for the length of our response, but we wanted to ensure that your comments were fully addressed.

Combined crossrides are proposed to be implemented in place of standard crosswalks, to allow crossing cyclists to ride across intersections where cyclists on the proposed multi-use trails would otherwise be required to dismount and walk their bikes across.

The 'combined' arrangement is the most appropriate for corridors such as Dundas Street where cyclists and pedestrians will be sharing the same space on the approach to an intersection. The layout will be similar to the example shown in **Figure 1** below. Similar facilities are also being proposed for the widening at Dundas Street / Third Line intersection (in the Town of Oakville).



**Figure 1 – Combined Pedestrian and Cyclist Crossride (Signalized Example)**

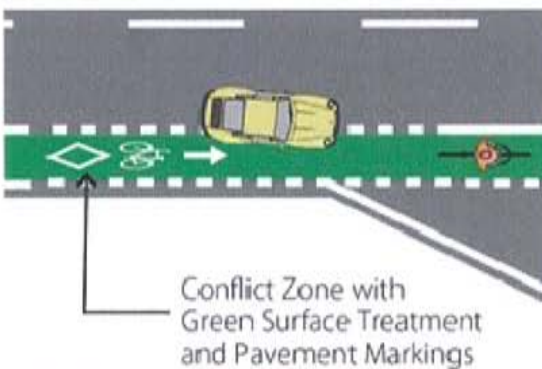
Source: Based on Ontario Traffic Manual Book 18, Figure 4.102.

The proposed active transportation elements on Dundas Street follow the recommendations from the draft Halton Region ATMP. For the current EA the Dundas Street corridor can be divided into three general



sections as follows: Section 1 - Brant Street to Northampton Boulevard, Section 2 - Northampton Boulevard to Appleby Line, and Section 3 - Appleby Line to Bronte Road:

- Section 1 - Brant Street to Northampton Boulevard: Niagara Escarpment land is on the north side of Dundas Street and will likely experience limited development in the future. Most of the active transportation use will be on the south side of Dundas Street; therefore, a 4 m multi-use path on the south side only (bi-directional) is proposed.
- Section 2 - Northampton Boulevard to Appleby Line: This is the most “urbanized” section of Dundas Street and where the highest cycling and pedestrian activity is anticipated within the City of Burlington. Therefore, it is proposed to provide separate facilities for cyclists and pedestrians. Cycle tracks consisting of 1.8 m bike lane + 0.5 m buffer (delineated by breakaway bollards) are proposed. **Please note that in place of the proposed 2.0 m sidewalk that was shown at the May 29, 2014 PIC, a 3.0 m multi-use path is now being proposed following the receipt of comments at that PIC.** This change recognizes that the secondary school / community centre will attract higher active transportation use, and provide the option for cyclists who want to be off-road.
- Section 3 - Appleby Line to Bronte Road: It is expected that there will be less pedestrian use through this area; however cyclists will likely continue through from Appleby Line into the Town of Oakville. Therefore, it is proposed that cyclists / pedestrians share the multi-use path on both sides of the road in combination with on-road facilities. Through this section of Dundas Street, 1.5 m on-road bike lanes + 0.3 m painted buffer and 3.0 m multi-use path on both sides of the road are proposed.



**Figure 2 – Example Conflict Zone Treatment**

Source: Excerpt from Ontario Traffic Manual Book 18, Figure 5.23.

Although the dimensions and facility types change through the corridor based on anticipated usage and adjacent land uses, the provision of active transportation facilities on Dundas Street is continuous between Brant Street and Bronte Road. In particular, multi-use paths are proposed on Dundas Street throughout the study area, which will also allow cyclists to pass behind the proposed (future) bus shelters.

It is recognized that there are locations where motor vehicles will cross the proposed on-road cycling facilities. A potential treatment for these conflict zones is the application of dashed guide lines with bike stencils and green surface treatment with optional directional arrows, as shown in **Figure 2**. 'Ontario Traffic Manual Book 18 - Cycling Facilities' also presents some

alternatives, for example:

- bike stencils at 1.5 m to 10 m spacing with optional directional arrows;
- dashed guide lines with optional bike stencils; or
- green surface treatment only.

Providing additional pavement markings and coloured surfacing alerts drivers to the presence of the potential conflict with cyclists. Directional arrow markings clarify that the bike lane is for through cyclists and the fact that they have priority in such locations. Similar treatments may be selectively used where the proposed multi-use path crosses an access. The type and location of these enhancements will be confirmed following further review during the detailed design stage.



In response to comments received, we have reviewed the proposed facilities on the northwest corner of the Appleby Line intersection, outside Walmart. Between the end of the proposed bus bay and the Walmart access, there is approximately 120 m over which motor vehicles may merge across the proposed cycle track. The consistent location of the cycle track and the adjacent travel lane will maximize the visibility of cyclists in the cycle track and ensure they will not be obscured by any stopped buses. The facility could be emphasized by the provision of coloured surface treatment and/or additional pavement markings as described above. Again, this will be confirmed following further review during the detailed design stage.

With respect to comments regarding the raised median provided throughout the Dundas Street Corridor, it is important for a number of factors, including safety, landscaping opportunities and accommodating left-turn lanes. While the landscaping plan for the Dundas Street corridor will be developed during detail design, landscape architects indicate that a minimum 5m wide median is ideal for tree planting and long-term survival of vegetation. Please note that the raised median is narrowed at approaches to intersections to accommodate the left turn lane storage or where there is a significant property constraint (e.g. heritage property). The proposed lane width on Dundas Street (3.5 m) is consistent with the Region's Council approved Right-of-Way Guidelines and other major arterial road widths within Halton Region.

Dundas Street is an important east-west arterial corridor in Halton Region and it is the Region's vision to transition the character of this road from an existing rural high-speed facility to a pedestrian and cyclist-friendly multi-modal urban corridor. A multi-modal corridor provides a balanced transportation system within the Regional right-of-way and accommodates all roads users, including transit and active transportation. Land uses adjacent to Dundas Street are changing from vacant agricultural fields to residential and commercial uses. The purpose of the Class Environmental Assessment (Class EA) Study is to identify proposed improvements on Dundas Street to support future growth and development in the communities and to protect the right-of-way required to implement the various multi-modal elements. Recognizing the growing trend in active transportation, new treatments and concepts will be developed in the future. The protected right-of-way on Dundas Street through the Class EA Study will allow flexibility to explore the feasibility of implementing these new treatments during detailed design.

Both the Active Transportation Master Plan and Dundas Street Project Teams have reviewed and discussed the feasibility of the "Dutch" intersection crossing treatments for cyclists on Dundas Street. While this treatment may be suitable for roads in a European setting, it was agreed that this type of crossing treatment is not preferred for a major arterial road such as Dundas Street.

Thank you for your interest in the Dundas Street Class EA Study.

Regards,

Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-04-14 3:33 PM  
**To:**  
**Cc:**

**Subject:** RE: Dundas Street comments

Hi Everyone,

On behalf of the Dundas Street Class Environmental Assessment (EA) Study, I would like to acknowledge the comments received as they pertain to the proposed Active Transportation facilities along Dundas Street, between Brant Street and Bronte Road, within the City of Burlington and Town of Oakville.

The Project Team will respond to your comments, subsequent to the June 13, 2014 deadline to receive comments regarding the Public Information Centre held on May 29, 2014.

Thank-you for your input,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

---

**From:** [REDACTED]  
**Sent:** Saturday, May 31, 2014 11:06 AM  
**To:** Chris Ariens; Don Thorpe

**Subject:** Re: Dundas Street comments

Having cycled in the Netherlands and experienced the traffic light designs, I totally agree that the Dutch model would make a lot of sense, IF we can get the "Planners" to actually pay attention to the Netherlands' designs and find a way of implementing this within our road systems.....

## Katherine Jim

---

**From:** Neil Ahmed  
**Sent:** May-31-14 7:02 PM  
**To:** Jeffrey Reid  
**Cc:** Katherine Jim  
**Subject:** Re: Dundas Street comments

Neil

On May 31, 2014, at 11:21 AM, "Dennison, Jack" <[Jack.Dennison@burlington.ca](mailto:Jack.Dennison@burlington.ca)> wrote:

The best contact people would be the senior staff involved with the city and regional transportation Master Plans could be a good place to start

jack

---

**From:** [REDACTED]  
**Sent:** Saturday, May 31, 2014 11:06 AM  
**To:** Chris Ariens; Don Thorpe

**Subject:** Re: Dundas Street comments

Having cycled in the Netherlands and experienced the traffic light designs, I totally agree that the Dutch model would make a lot of sense, IF we can get the "Planners" to actually pay attention to the Netherlands' designs and find a way of implementing this within our road systems.....  
For Dundas St. we actually have the opportunity to get it right before the road building gets under way.....Now whom do we have to target with an e-mail campaign to see if anyone who is in charge will actually listen????

Got back from Spain, and pix of some biking facilities will follow as soon as I have them sorted out.....

Bert Armstrong

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

**From:** [Chris Ariens](#)  
**To:** [Don Thorpe](#)

**Sent:** Friday, May 30, 2014 8:24 PM  
**Subject:** Re: Dundas Street comments

I share Gene's concerns, particularly the freeway-like design with wide lanes and wide medians that will encourage high speeds in an area that is heavily used by children and students, and the point about consistency. People drive at the speed that feels safe, and with these features, speeds of 80km/h or more will feel safe to motorists despite the posted 60 limit.



**From:** Gene Wasik [<mailto:rgenie@gmail.com>]  
**Sent:** Friday, May 30, 2014 9:48 AM  
**To:** Willard, Kendra; Reid, Jeffrey; Chris Ariens  
**Subject:** Fwd: Dundas Street comments

Sent again without pictures.

Common sense is that which tells us the world is flat. — Stuart Chase



<http://ibikeburlington.blogspot.com/>

----- Forwarded message -----

**From:** Gene Wasik <[rgenie@gmail.com](mailto:rgenie@gmail.com)>  
**Date:** Fri, May 30, 2014 at 9:32 AM  
**Subject:** Dundas Street comments  
**To:** Brad S <[bradslade@cogeco.ca](mailto:bradslade@cogeco.ca)>, Bert Armstrong <[berbus@cogeco.ca](mailto:berbus@cogeco.ca)>, Chris Ariens <[cariens@primus.ca](mailto:cariens@primus.ca)>, Chris Goff <[cgooff3@cogeco.ca](mailto:cgooff3@cogeco.ca)>, Councillor Jack Dennison <[dennisonj@burlington.ca](mailto:dennisonj@burlington.ca)>, Denis Farr <[Denis.Farr@burlington.ca](mailto:Denis.Farr@burlington.ca)>, Don Thorpe <[dthorpe10@cogeco.ca](mailto:dthorpe10@cogeco.ca)>, Heidi Hartmann <[heidihartmann@gmail.com](mailto:heidihartmann@gmail.com)>, Joseph <[jccosentino65@gmail.com](mailto:jccosentino65@gmail.com)>, Marilyn <[harrymalc@bell.net](mailto:harrymalc@bell.net)>, Nick Buczynsky <[nbuczynsky@cogeco.ca](mailto:nbuczynsky@cogeco.ca)>, "Ozimkovic , Danijel" <[Danijel.Ozimkovic@burlington.ca](mailto:Danijel.Ozimkovic@burlington.ca)>, Stephen Barnes <[stephen.barnes@cogeco.ca](mailto:stephen.barnes@cogeco.ca)>, "Willard, Kendra" <[Kendra.Willard@halton.ca](mailto:Kendra.Willard@halton.ca)>  
**Cc:** "Jeffrey Reid (E-mail)" <[jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)>, [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca), Councillor Paul Sharman <[sharmanp@burlington.ca](mailto:sharmanp@burlington.ca)>, Councillor Blair Lancaster <[lancasterb@burlington.ca](mailto:lancasterb@burlington.ca)>

As the Burlington representative on the Halton Cycling Committee & Burlington Cycling committee attendee I have the following comments on the project.

**Description:** Dundas has a rural section in the west end and an urban built up area towards the east. I realise this & land/cost influence the design choices.

**Project:** In a nutshell, starting at Brant, moving west to east, the cyclist is on a 4m bi-directional multi-use path (MUP) separated from the roadway.

At Northampton, the MUP becomes a side way forcing the cyclist onto the roadway onto a 1.3m bike lane separated from the HOV lane by a .5m striped lane with vertical poles. IMO, they erroneously refer to this as a cycle track.

At Appleby, the 1.5m bike lane is separated by a .3m striped lane with no poles.

Comments:

1. Despite the urban/rural character, the road should be consistent. Motorists & cyclists prefer consistency, familiarity. That's why interchanges are designed the same way - where possible.
2. Use the Appleby to Bronte template. Narrow the median, lane widths or boulevards to achieve this. There are 4 bus stops in the rural section & these would access the bus stops by walking on a MUP on the northside.
3. 6 lanes & a wide median makes Dundas a very wide roadway. The 3.5m vehicle width will encourage motorists to speed. Narrow the lanes to 3.1m (Fairview at QEW - IKEA) & slow down the traffic. There are schools, a skate board park & a community centre in the Appleby segment. Kids will be crossing the road to get to retail establishments. At the major intersection a left & right turn lanes will be added making it a 10 lane road. This is not pedestrian friendly.

Anyone who has crossed Appleby Line south of Upper Middle, knows how onerous/dangerous this can be.

What's the objective of the design? This design encourages people to use their cars rather than cycling or even walking.

Let's find ways to make it better.

Gene

cc: BCC, Councillor Sharman, Councillor Lancaster, J Ried, N Ahmed

Common sense is that which tells us the world is flat. — Stuart Chase



<http://ibikeburlington.blogspot.com/>

---

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



## Katherine Jim

---

**From:** Chris Ariens <cariens@primus.ca>  
**Sent:** August-28-14 10:42 PM  
**To:** 'Reid, Jeffrey'  
**Cc:** 'Lancaster, Blair'; 'Sharman, Paul'; 'Dennison, Jack'; 'Carr, Gary'; 'MacCaskill, Jane'; 'Caglioti, Darshan'; 'Dickson, Irene'; 'Dennis, Tim'; 'Van Ravens, Maureen'; 'Green-Battiston, Melissa'; 'Monaghan, Patrick - Transportation Services'; 'Brad S'; 'Bert Armstrong'; 'Chris Goff'; 'Denis Farr'; 'Heidi Hartmann'; 'Joseph'; 'Marilyn'; 'Nick Buczynsky'; 'Ozimkovic, Danijel'; 'Stephen Barnes'; 'Willard, Kendra'; 'Willard, Kendra'; 'Don Thorpe'; Neil Ahmed; Katherine Jim; goldringr@burlington.ca  
**Subject:** RE: Dundas Street comments

Thanks for your comments, Jeffery...I'd like to add a few annotations to these...

---

**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** Thursday, August 28, 2014 11:04 AM  
**To:** 'Gene Wasik'  
**Cc:** Lancaster, Blair; Sharman, Paul; Dennison, Jack; Carr, Gary; MacCaskill, Jane; Caglioti, Darshan; Dickson, Irene; Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Brad S; Bert Armstrong; Chris Ariens; Chris Goff; Denis Farr; Heidi Hartmann; Joseph; Marilyn; Nick Buczynsky; Ozimkovic, Danijel; Stephen Barnes; Willard, Kendra; Willard, Kendra; Chris Ariens; Don Thorpe ([dthorpe10@cogeco.ca](mailto:dthorpe10@cogeco.ca)); 'Neil Ahmed'; Katherine Jim ([JimK@mmm.ca](mailto:JimK@mmm.ca))  
**Subject:** RE: Dundas Street comments

Dear Mr. Wasik and Members of the Burlington Cycling Committee,

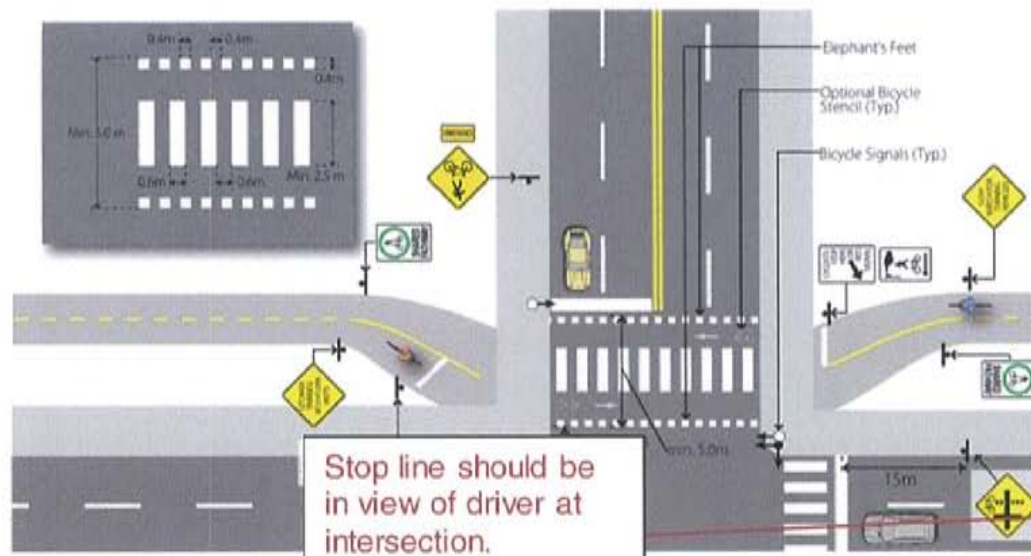
We would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

The Dundas Street Project Team and the Region's Active Transportation Master Plan (ATMP) Project Team have reviewed and discussed your comments regarding the active transportation facilities along Dundas Street. We apologize for the length of our response, but we wanted to ensure that your comments were fully addressed.

Combined crossrides are proposed to be implemented in place of standard crosswalks, to allow crossing cyclists to ride across intersections where cyclists on the proposed multi-use trails would otherwise be required to dismount and walk their bikes across.

The 'combined' arrangement is the most appropriate for corridors such as Dundas Street where cyclists and pedestrians will be sharing the same space on the approach to an intersection. The layout will be similar to the example shown in **Figure 1** below. Similar facilities are also being proposed for the widening at Dundas Street / Third Line intersection (in the Town of Oakville).





**Figure 1 – Combined Pedestrian and Cyclist Crossride (Signalized Example)**

Source: Based on Ontario Traffic Manual Book 18, Figure 4.102.

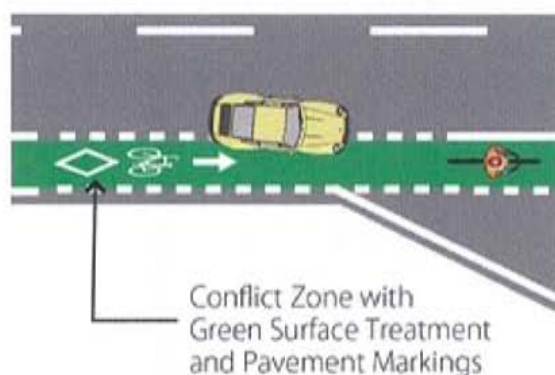
I like the treatment at the cross-rides. These provide a safe intersection, and the pathway users have a well-defined crossing space. I would position the stop line up further as above. Will the treatment be the same for major intersections (i.e. Guelph, Appleby & Walkers Lines)?

The proposed active transportation elements on Dundas Street follow the recommendations from the draft Halton Region ATMP. For the current EA the Dundas Street corridor can be divided into three general sections as follows: Section 1 - Brant Street to Northampton Boulevard, Section 2 - Northampton Boulevard to Appleby Line, and Section 3 - Appleby Line to Bronte Road:

- Section 1 - Brant Street to Northampton Boulevard: Niagara Escarpment land is on the north side of Dundas Street and will likely experience limited development in the future. Most of the active transportation use will be on the south side of Dundas Street; therefore, a 4 m multi-use path on the south side only (bi-directional) is proposed.
- Section 2 - Northampton Boulevard to Appleby Line: This is the most “urbanized” section of Dundas Street and where the highest cycling and pedestrian activity is anticipated within the City of Burlington. Therefore, it is proposed to provide separate facilities for cyclists and pedestrians. Cycle tracks consisting of 1.8 m bike lane + 0.5 m buffer (delineated by breakaway bollards) are proposed. **Please note that in place of the proposed 2.0 m sidewalk that was shown at the May 29, 2014 PIC, a 3.0 m multi-use path is now being proposed following the receipt of comments at that PIC.** This change recognizes that the secondary school / community centre will attract higher active transportation use, and provide the option for cyclists who want to be off-road.
- Section 3 - Appleby Line to Bronte Road: It is expected that there will be less pedestrian use through this area; however cyclists will likely continue through from Appleby Line into the Town of Oakville. Therefore, it is proposed that cyclists / pedestrians share the multi-use path on both sides of the road in combination with on-road facilities. Through this section of Dundas Street, 1.5 m on-road bike lanes + 0.3 m painted buffer and 3.0 m multi-use path on both sides of the road are proposed.



The experience of a motorist user will be continuous. The experience of a bicycle rider will change considerably between the sections – they will have to use the south path between Brant/Northampton, switch over to/from the cycle track Northampton to Appleby, and have no protection between Appleby Line and Bronte Road (including the urban section between Appleby Line and Sutton Drive). This section will be travelled by all students travelling to Hayden High School from the Orchard community, and also has John Boich Elementary School in addition to a mostly rural section currently with an 80 speed limit. I expect nearly all bicycle riders will be using the paths. Better to add the space to the width of the off-road paths and put in a line delineating space for cyclists and pedestrians, and ditch the on-road bike lanes altogether.



**Figure 2 – Example Conflict Zone Treatment**

Source: Excerpt from Ontario Traffic Manual Book 18, Figure 5.23.

Although the dimensions and facility types change through the corridor based on anticipated usage and adjacent land uses, the provision of active transportation facilities on Dundas Street is continuous between Brant Street and Bronte Road. In particular, multi-use paths are proposed on Dundas Street throughout the study area, which will also allow cyclists to pass behind the proposed (future) bus shelters.

It is recognized that there are locations where motor vehicles will cross the proposed on-road cycling facilities. A potential treatment for these conflict zones is the application of dashed guide lines with bike stencils and green surface treatment with optional directional arrows, as shown in **Figure 2**. 'Ontario Traffic Manual Book 18 - Cycling Facilities' also presents some

alternatives, for example:

- bike stencils at 1.5 m to 10 m spacing with optional directional arrows;
- dashed guide lines with optional bike stencils; or
- green surface treatment only.

Providing additional pavement markings and coloured surfacing alerts drivers to the presence of the potential conflict with cyclists. Directional arrow markings clarify that the bike lane is for through cyclists and the fact that they have priority in such locations. Similar treatments may be selectively used where the proposed multi-use path crosses an access. The type and location of these enhancements will be confirmed following further review during the detailed design stage.

The car in this picture will be travelling at more than twice the speed of the cyclist on Dundas St. The cyclist in this picture would have about 0.5 seconds left before becoming roadkill. How does that encourage people to cycle more often?

Different colour paint will not change how users perceive the infrastructure. Drivers on this type of road with wide medians and 3 lanes in each direction regularly travel in excess of 80 km/h. I am a very speed-conscious driver and even I find it hard to keep to a speed of 60 on the bridge approaching Appleby Line from the east where the road widens to 3 lanes. It feels natural to do 80 here and that is more likely to be the



average speed. Very few people other than the most hardcore cyclists will feel comfortable being in conflict with high volumes of traffic moving at that kind of speed. I urge you to reconsider this treatment. With the number of intersections and bus stops planned, most of Dundas Street in Burlington will be a “conflict zone”.

I have to ask why do we want “on-road” cycle tracks here? Cycle tracks by definition are separated from the street. Do that and you eliminate much of the potential for conflict.

In response to comments received, we have reviewed the proposed facilities on the northwest corner of the Appleby Line intersection, outside Walmart. Between the end of the proposed bus bay and the Walmart access, there is approximately 120 m over which motor vehicles may merge across the proposed cycle track. The consistent location of the cycle track and the adjacent travel lane will maximize the visibility of cyclists in the cycle track and ensure they will not be obscured by any stopped buses. The facility could be emphasized by the provision of coloured surface treatment and/or additional pavement markings as described above. Again, this will be confirmed following further review during the detailed design stage.

With respect to comments regarding the raised median provided throughout the Dundas Street Corridor, it is important for a number of factors, including safety, landscaping opportunities and accommodating left-turn lanes. While the landscaping plan for the Dundas Street corridor will be developed during detail design, landscape architects indicate that a minimum 5m wide median is ideal for tree planting and long-term survival of vegetation. Please note that the raised median is narrowed at approaches to intersections to accommodate the left turn lane storage or where there is a significant property constraint (e.g. heritage property). The proposed lane width on Dundas Street (3.5 m) is consistent with the Region’s Council approved Right-of-Way Guidelines and other major arterial road widths within Halton Region.

With 6 wide lanes AND wide medians with trees, in time the character of the road will approach that of a limited access highway. It appears you are confused about the purpose of this street. Is it a street used by local people and which people will use in a variety of modes? Or is it a road used for high-speed travel between distant places? What has been designed here is known to those in your profession as a **STROAD**.

Dundas Street is an important east-west arterial corridor in Halton Region and it is the Region’s vision to transition the character of this road from an existing rural high-speed facility to a **pedestrian and cyclist-friendly** multi-modal urban corridor.

For which pedestrians is crossing 8-10 lanes of road “pedestrian friendly”? For which cyclists is riding alongside high-speed arterial corridors that look and act like freeways “cyclist friendly”? I’m a seasoned commuter, even willing to cycle Appleby Line in its current state. But I do not know anyone who would consider this treatment “friendly”. If you are seriously trying to make this street pedestrian or cyclist friendly you have absolutely failed. This statement is simply window dressing.

A multi-modal corridor provides a balanced transportation system within the Regional right-of-way and accommodates all roads users, including transit and active transportation. Land uses adjacent to Dundas Street are changing from vacant agricultural fields to residential and commercial uses. The purpose of the Class Environmental Assessment (Class EA) Study is to identify proposed improvements on Dundas Street to support future growth and development in the communities and to protect the right-of-way required to implement the various multi-modal elements. Recognizing the growing trend in active transportation, new treatments and concepts will be developed in the future. The protected right-of-way on Dundas Street through



the Class EA Study will allow flexibility to explore the feasibility of implementing these new treatments during detailed design.

Both the Active Transportation Master Plan and Dundas Street Project Teams have reviewed and discussed the feasibility of the “Dutch” intersection crossing treatments for cyclists on Dundas Street. While this treatment may be suitable for roads in a European setting, it was agreed that this type of crossing treatment is not preferred for a major arterial road such as Dundas Street.

It seems to me you haven't studied it, just simply naysaying because it is done in Europe obviously we cannot even consider the idea. That is truly disappointing. The Dutch use these treatments on “major arterial roads” that handle significantly more traffic than Dundas Street does. And it does not require any more space to do so.

Separating the cycling and pedestrian infrastructure from the road as much as possible, with particular focus on the intersections is extremely important to make this road safe for all users. The current layout is in my opinion, far from that. Devoting so much space to enable traffic to move faster (wide planted medians, extra turning lanes) make the street much more dangerous for active transportation users in the city. The “cycle tracks” proposed are far from what is best practice in other cities. I do not expect that these will be used at all outside the current cycling community who are already cycling on Dundas.

I do appreciate you taking the time to provide detailed explanations, and hopefully we can continue to have constructive dialogue so that we can truly meet our goal of making Dundas street a complete street that is safe and comfortable for cyclists, pedestrians and motorists alike.

Chris Ariens

## Katherine Jim

---

**From:** Bert Armstrong/Mary Brierley <berbus@cogeco.ca>  
**Sent:** August-29-14 12:24 PM  
**To:** Chris Ariens; 'Reid, Jeffrey'  
**Cc:** 'Lancaster, Blair'; 'Sharman, Paul'; 'Dennison, Jack'; 'Carr, Gary'; 'MacCaskill, Jane'; 'Caglioti, Darshan'; 'Dickson, Irene'; 'Dennis, Tim'; 'Van Ravens, Maureen'; 'Green-Battiston, Melissa'; 'Monaghan, Patrick - Transportation Services'; 'Brad S'; 'Chris Goff'; 'Denis Farr'; 'Heidi Hartmann'; 'Joseph'; 'Marilyn'; 'Nick Buczynsky'; 'Ozimkovic , Danijel'; 'Stephen Barnes'; 'Willard, Kendra'; 'Don Thorpe'; Neil Ahmed; Katherine Jim; goldringr@burlington.ca  
**Subject:** Re: Dundas Street comments

Good Day Jeffrey.....

As a fellow member of the Burlington Cycling Committee with Chris, I would like to add my personal endorsement of Chris' annotations.....Having cycled on various sections of Hwy 5, and coming very close to encounters with trucks, I would seriously recommend rethinking the bike lane proposal.....Now would be the perfect opportunity to getting this right, instead of waiting for some future date when it would be difficult if not impossible to change.....With relatively little effort at this time, we could be instrumental in making Dundas Street an example of how things can be done right from all perspectives.....

Yes, we all understand that moving vehicle traffic is important, but, at the same time to provide a safe and efficient alternative by means of well placed cycle tracks will be truly appreciated in years to come by all users of this roadway.....

Bert Armstrong

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

**From:** Chris Ariens  
**To:** 'Reid, Jeffrey'  
**Cc:** 'Lancaster, Blair'; 'Sharman, Paul'; 'Dennison, Jack'; 'Carr, Gary'; 'MacCaskill, Jane'; 'Caglioti, Darshan'; 'Dickson, Irene'; 'Dennis, Tim'; 'Van Ravens, Maureen'; 'Green-Battiston, Melissa'; 'Monaghan, Patrick - Transportation Services'; 'Brad S'; 'Bert Armstrong'; 'Chris Goff'; 'Denis Farr'; 'Heidi Hartmann'; 'Joseph'; 'Marilyn'; 'Nick Buczynsky'; 'Ozimkovic , Danijel'; 'Stephen Barnes'; 'Willard, Kendra'; 'Willard, Kendra'; 'Don Thorpe'; 'Neil Ahmed'; 'Katherine Jim'; goldringr@burlington.ca  
**Sent:** Thursday, August 28, 2014 10:41 PM  
**Subject:** RE: Dundas Street comments

Thanks for your comments, Jeffery...I'd like to add a few annotations to these...

---

**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** Thursday, August 28, 2014 11:04 AM  
**To:** 'Gene Wasik'  
**Cc:** Lancaster, Blair; Sharman, Paul; Dennison, Jack; Carr, Gary; MacCaskill, Jane; Caglioti, Darshan; Dickson, Irene; Dennis, Tim; Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Brad S; Bert Armstrong; Chris Ariens; Chris Goff; Denis Farr; Heidi Hartmann; Joseph; Marilyn; Nick Buczynsky; Ozimkovic , Danijel; Stephen Barnes; Willard, Kendra; Willard, Kendra; Chris Ariens; Don Thorpe ([dthorpe10@cogeco.ca](mailto:dthorpe10@cogeco.ca)); 'Neil Ahmed'; Katherine Jim ([JimK@mmm.ca](mailto:JimK@mmm.ca))  
**Subject:** RE: Dundas Street comments

Dear Mr. Wasik and Members of the Burlington Cycling Committee,

We would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

## Katherine Jim

---

**To:** Neil Ahmed  
**Subject:** RE: Dundas Street (Regional Road 5) Transportation Corridor Improvements, Brant Street (Regional Road 18) to Bronte Road (Regional Road 25) EA

**From:** [Tianyuan.Li@HydroOne.com](mailto:Tianyuan.Li@HydroOne.com) [<mailto:Tianyuan.Li@HydroOne.com>]

**Sent:** May-15-14 3:37 PM

**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca); Neil Ahmed

**Cc:** [ierullo@HydroOne.com](mailto:ierullo@HydroOne.com); [w.d.kloostra@HydroOne.com](mailto:w.d.kloostra@HydroOne.com); [rick.schatz@HydroOne.com](mailto:rick.schatz@HydroOne.com)

**Subject:** Dundas Street (Regional Road 5) Transportation Corridor Improvements, Brant Street (Regional Road 18) to Bronte Road (Regional Road 25) EA

Dear Mr. Reid and Mr. Ahmed,

In our initial review, we have confirmed that Hydro One Transmission (above 115 kV) 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.

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:

Rick Schatz, Hydro One Real Estate Management  
185 Clegg Road, Markham L6G 1B7  
Phone: (905) 946-6233  
[Rick.Schatz@HydroOne.com](mailto:Rick.Schatz@HydroOne.com)

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.

Regards,

**Tianyuan Li**

Hydro One Networks Inc.  
Transmission Asset Management  
483 Bay Street, North Tower 14<sup>th</sup> Floor  
Toronto, ON, M5G 2P5  
416-345-6473



**Katherine Jim**

W.O. 3212002

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** September-05-14 3:14 PM  
**To:** 'Jennifer Hlusko'  
**Cc:** Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Young, Darryl; Zervos, Nick; Spoleti, Antonino; Katherine Jim; Neil Ahmed  
**Subject:** RE: feedback from HDSB Trustee Hlusko

Dr. Hlusko,

As a follow-up to my previous email (below), the Dundas Project Team has considered the suggestion to implement a multi-use path (instead of a sidewalk) between Northampton Boulevard and Appleby Line, on both sides of the road. We have assessed this change and agree that there could be a benefit to high school students and residents by implementing an continuous off-road multi-use path in conjunction with the on-road cycle track. The Project Team is currently updating the preliminary design and will incorporate into the final Environmental Study Report (ESR) that will be available for public review in early 2015.

Please note that the Burlington Cycling Committee is also aware of this change in design.

Thank-you again for your input.

Regards,

Jeff

**Jeffrey Reid**  
Senior Transportation Planner  
Transportation - Planning & Road Operations  
Halton Region, Public Works Department  
(905) 825-6000 ext.7920

---

**From:** Reid, Jeffrey  
**Sent:** Thursday, June 19, 2014 3:02 PM  
**To:** 'Jennifer Hlusko'; ahmedn@mmm.ca  
**Cc:** Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Young, Darryl; Zervos, Nick; Spoleti, Antonino; Katherine Jim (JimK@mmm.ca)  
**Subject:** RE: feedback from HDSB Trustee Hlusko

Dr. Hlusko,

Thank-you for your interest and comments regarding the Dundas Street Class Environmental Assessment (EA) Study from Brant Street to Bronte Road, within the City of Burlington and Town of Oakville. The transportation improvements along Dundas Street include the widening from 4 to 6 lanes.

In order to accommodate the long-term (2031) transportation demand on Dundas Street the Project Team is planning to incorporate multi-modal transportation improvements that will accommodate all users, including Active Transportation (walking and cycling) and transit infrastructure, as well as integrating new and existing land uses with heritage and natural features.

In parallel, the Region is also completing an Active Transportation Master Plan (ATMP) Study to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region to 2031. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The project web-page for the ATMP can be found at [www.halton.ca/ActiveTransportation](http://www.halton.ca/ActiveTransportation)

As part of the ATMP, the Project Team has developed, in consultation with the public, agencies and Local municipalities draft Cycling and Walking Networks. Both networks were presented to the public in Fall 2013 for review and comment. Attached are the draft ATMP Cycling and Walking Network maps for your reference, which are consistent with the preliminary preferred recommendations for Dundas Street.

Based on the draft Cycling and Walking Networks and adjacent land uses along Dundas Street, the Project Team is proposing the following Active Transportation infrastructure:

- Brant Street to Northampton Boulevard (rural in character with Niagara Escarpment Commission lands to the north)
  - 4.0m bi-directional multi-use path (south side only)
- Northampton Boulevard to Appleby Line (urban area)
  - Cycle Track consisting of 1.8m exclusive bike lane + 0.5m painted median (with break-away bollards), both sides of the road
  - 2.0m sidewalk on both sides of the road
- Appleby Line to Bronte Road (urban/rural area)
  - 1.5m exclusive bike lane with painted 0.3m buffer, both sides of the road (please note the buffer was added based on discussions with the technical agencies and Local municipalities)
  - 3.0m multi-use path on both sides of the road

As presented during the ATMP Public Information Centre #2 (November 2013), attached is a slide which further defines Regional road (on-road) cycling facilities, including a Bike Lane and Cycle Track. A bike lane is defined as separate space on the road exclusively for cyclists marked with a painted line, bicycle and diamond symbols and signs. A cycle track is defined as separate space on the road exclusively for cyclists segregated from traffic by delineators, bollards, curb, planters or medians.

The proposed Active Transportation infrastructure being proposed is consistent with the adjacent land uses and anticipated use. At the Public Information Centre on May 29<sup>th</sup> for Dundas Street, we received comments that indicated a preference for off-road facilities, whereas others stated a preference for more on-road facilities. We are working to balance the needs of the community, while providing separate space for all modes of transportation.

A suggestion received at the Public Information Centre is that high school students (particularly teenagers) may be more encouraged to ride their bike (Northampton Boulevard to Appleby Line) if a multi-use path was provided, instead of a sidewalk. This change in off-road facility is being considered by the Project Team.

The raised median is important for a number of factors, including safety, landscaping opportunities and accommodating left-turn lanes. While the landscaping plan for the Dundas Street corridor will be developed during detail design, landscape architects indicate that a minimum 5m wide median is ideal for tree planting and long-term survival of vegetation. Please note that the raised median is narrowed while approaching an intersection to accommodate the left turn lane storage or where there is a significant property constraint (e.g. heritage building). With respect to pedestrian scale lighting this will be determined as part of detail design.

Bus stops are planned for all signalized intersections. West of Guelph Line, Blackwood Drive and Eaglesfield Drive will become signalized intersections as Dundas Street is widened from 4 to 6 lanes. The proposed bus

stops are being protected for future use and the final locations will be determined in consultation with the Local municipalities and transit operators.

With respect to the existing conditions at Dundas Street & Tim Dobbie Drive, the safety of all students and pedestrians is of utmost importance and the Region has been working closely with the City of Burlington, Halton District School Board and Halton Regional Police Service. Prior to the opening of the Alton High School/Community Centre the following intersection improvements were completed with the installation of:

1. Pedestrian countdown signals at Dundas Street & Tim Dobbie Drive;
2. Installation of 'zebra' pedestrian crosswalk for greater visibility at Dundas Street & Tim Dobbie Drive; and
3. Installation of School Area Signs.

In addition, a Community Safety Zone is in the process of being implemented along Dundas Street to reinforce the 60km/h, adjacent to the Alton High School/Community Centre. If a motorist receives a speeding ticket the fines will be doubled. These signs will be installed within the next couple of weeks and will be enforced immediately. At the beginning of next September the Halton Regional Police Service will be conducting an 'enforcement blitz'.

If you have any questions regarding the Community Safety Zone, please contact Antonino Spoleti (Coordinator, Traffic Operations & Safety) at 905-825-6000 ext. 7385.

Lastly, all public comments received (not including personal information) and summaries of consultation events will become part of the public record and will be documented in the Environmental Study Report (ESR) for the Dundas Street Class Environmental Assessment Study. The ESR documents the decision making process for the proposed Dundas Street improvements and will be filed for public review for a minimum 30-day period. Copies of the ESR will be made available at local libraries, Halton Region Clerk's Department and City of Burlington Clerk's Department, as well as posted online via the project webpage. Members of the public will be notified through posting in the local newspaper, and those who attended the Public Information Centre or have submitted comments will also be notified.

Regards,

Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

**From:** Jennifer Hlusko [<mailto:hlusko5@gmail.com>]

**Sent:** Monday, June 09, 2014 9:06 PM



**To:** Reid, Jeffrey; [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)  
**Subject:** feedback from HDSB Trustee Hlusko

Hi Jeffrey and Neil,

Thank you very much for your work thus far on the Dundas Street Corridor plans. While I have studied the plans online, I really appreciated being able to see each board enlarged and placed at eye level. It made it very easy to go back and forth between boards for comparison.

Below please find my questions and comments. I support the Dundas Street widening project as it will improve the daily experience for Burlington commuters and thus their quality of life and their family's quality of life. That said, I have some very strong concerns about the safe pedestrian crossing of Dundas Street. Additionally, I am disappointed with the preliminary cycling lane plans. I hope you will consider changes.

It is very important to me and my parents with students who will attend Dr. Frank J. Hayden SS to receive answers to our concerns. I can only assume you will receive similar feedback from Ward 6 and Ward 5 Burlington constituents. I would like to ask that you post all questions and comments received. If you do not intend to do this, please direct me to whomever would have the authority to direct it.

Again, thank you so very much for your work.  
Sincerely,  
Jennifer

Dr. Jennifer Hlusko  
HDSB trustee, serving Ward 6 Burlington since 2003  
[www.JenniferHlusko.ca](http://www.JenniferHlusko.ca)

-----

Why are the cross section and streetscape opportunities so different for the driver, cyclist or walker for Brant to Northampton (p14), Northampton to Appleby (p15), and Appleby to Bronte (p16)? What is the advantage of them being different?

What is the difference between a "Bike Lane" and a "Cycle Track"?

Hasn't experience taught us that separate bike lanes and sidewalks are far superior to the users than multi-use paths? They are safer for all users. They are more appealing to seniors or anyone with a disability or injury because they don't have to fear being hurt by someone coming up rapidly from behind (cyclist, skateboarder, roller blader, etc.) They are safer for people and pets being walked on a longer leash.

For Burlington, the highest volume of foot & bike traffic will be Northampton to Appleby (p15) and yet that section has the "Cycle Track" directly on the road! With one major connection and 6 bus stops in that section,

this puts cyclists at tremendous risk every time a bus pulls over at a stop. Indeed, the drawing of the cyclist approaching a bus pulled over at a stop highlights that danger.

Why can't the bike lane be built on the other side of the boulevard beside the pedestrian lane? Not one of the three section drawings offer this feature and yet I believe it is the safest, most superior design. Is there a cost difference that prevented you from recommending this design? Is there a different reason, beyond cost?

Why does the Raised Median need to be built so wide? 5.5 to 6.5m (18-21 ft) seems excessive. What is the purpose of the Raised Median? If it is for noise abatement, accomplished via the trees, can't the width be decreased? There are many native trees to choose from whose mature canopy width at the height of a truck that is less than 6.5m. If the purpose of the Raised Median is safety (ie to prevent u-turns and to decrease accidents from opposing traffic crossing the Raised Median), could that not also be accomplished by more trees? What else might be the criteria for building a Raised Median? And therefore, what is the minimum Raised Median width required to meet those identified needs? I believe it is better to apply any extra width available to the cyclist or pedestrian portion of the new Dundas Street Corridor.

Why is the future HOV/Rapid Bus Travel lane 4.2m wide for Brant to Northampton but only 3.5m for the other two sections? When you consider the average width of a bus, why would the lane ever need to be 4.2m wide?

Why is the entire lighting system directed toward the road? Drivers are accustomed to little lighting on Dundas, but cyclists and pedestrians need better lighting to be safe. The plan shows no lighting for the sidewalks.

Why are there so many bus stops between west of Guelph Line? Do you plan to add traffic lights at each of those bus stops? If not, how will west-bound commuters returning home be able to safely cross 6 lanes filled with tired, hungry drivers moving toward the sun?

Lastly, I'd like to talk about two major issues of concern to me, the trustee for Dr. Frank J. Hayden SS. One is the placement of a bus stop at Tim Dobbie and Dundas. The principal of Hayden worked with the City of Burlington to move a bus stop away from the closest intersection to Nelson HS two years ago after two students were hit by a car. Have the transportation staff at the City of Burlington been consulted on lessons learned about bus stops and high schools?

A driving issue for me since early 2010 when it was decided that the Halton District School Board, Burlington Public Library and City of Burlington would partner to build the Alton Complex has been pedestrian safety crossing Dundas Street. Daily there are what I would call pedestrians in need of extra care:

- students crossing before & after school as well as twice during their lunch period often in groups, often texting
- young parents with babies in strollers and walking tots crossing to attend toddler storytime at the library
- young families crossing to use the wading pool at Norton
- seniors crossing to take classes at the Haber Recreation Centre
- 'tweens crossing to enjoy the Norton Skatepark

How long before a pedestrian is seriously injured crossing Dundas Street? How will your plans address the concern regarding equity of access for citizens living south of Dundas Street to fully enjoy the Alton Complex, paid for with their tax dollars? Certainly, they're not likely to walk to Tansley Woods when the Haber Recreation Centre and Alton library are so close. What are your plans to secure their safety as pedestrians? How will your plans reduce the number of cars being driven to this public facility?

Thank you very much for providing the public with an opportunity to be involved in this process. To reward public engagement, will you be posting all the comments received? Will you be posting your answers to the public questions? In my experience as the elected Ward 6 trustee over the past 11 years, this kind of transparency is the best way to foster a genuine dialogue and improve the outcome for all citizens.

Thank you.

Dr. Jennifer Hlusko

HDSB trustee, serving Ward 6 Burlington since 2003

-----

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



Received at May 29, 2014 PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

DISAPPOINTED THAT NO "SOUND BARRIERS"  
WILL BE PROVIDED, TO THE HOMES THAT  
BACK ONTO HWY 15, BURHS (HILLS) WERE PLANNED  
FOR, 33 YEARS AGO WHEN WE BOUGHT  
(BLACKWOOD & EAGLEFIELD)  
OUR HOME. THE PLAN NOW CALLS FOR FURTHER  
EXPANSION OF LAWES, BOULEVARD & MULTI-USE  
PATHWAY EVEN CLOSER TO OUR BACKYARD!  
HOWEVER THE "BEAUTIFICATION" & EXPEDITENT  
VEHICLE TRAFFIC FLOW ARE BENEFITS OF THE  
DESIGN.

Place your completed comment sheet in the box provided or return by **Friday, June 13, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca



Received at May 29, 2014 PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

IT SEEMS THAT CONCERNS ABOUT NOISE ARE NOT  
PROPERLY DEALT WITH. I UNDERSTAND THAT STUDIES  
SAY THAT THE INCREASED NOISE LEVEL DOES NOT  
SUGGEST THAT THERE WILL BE AN INCREASE IN  
THE NOISE LEVEL TO THE POINT THAT THERE WILL  
BE AN INCONVENIENCE. MY VIEW IS THAT NOISE  
IS A PROBLEM NOW & MORE TRAFFIC WILL MEAN  
THAT THERE WILL BE MORE NOISE.

ALSO CONCERNED THAT PROPERTY VALUE IMPACT  
IS NOT A CONSIDERATION.

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca



MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 | f: 905.823.8503  
[www.mmm.ca](http://www.mmm.ca)

**FILE COPY**

**September 25, 2014**

[REDACTED]  
2980 Singleton Common  
Burlington, ON  
L7M 0B4

**Re: Dundas Street (Regional Road 5) Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

As presented at the May 29, 2014 PIC, a noise analysis was carried out as part of the Dundas Street Class Environmental Assessment Study per the Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol. While the projected increase in noise level as a result of the widening of Dundas Street does not warrant the consideration of noise mitigation, the Region's vision is to transition Dundas Street from an existing rural high-speed facility to a pedestrian and cyclist-friendly urban corridor which would support multi-modal uses. The posted speed on Dundas Street will be lowered from the existing 80 km/h to 60 km/h. The lower speed limit will help reduce noise generated from the road pavement.

Existing noise issue may be discussed with Halton Region staff per the Region's Noise Abatement Policy [www.halton.ca](http://www.halton.ca); look under "Living in Halton" / "Roads & Transportation".

Thank you for your interest in the Dundas Street Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca).

Yours truly,

MMM Group



Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Received at May 29, 2014 PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

*Excellent presentation - easily understood  
- no complaints  
- keep-up the good work.*

Place your completed comment sheet in the box provided or return by **Friday, June 13, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 | f: 905.823.8503  
www.mmm.ca

**FILE COPY**

**September 25, 2014**

[REDACTED]  
2203 Heidi Avenue  
Burlington, ON  
L7M 3W5

**Re: Dundas Street (Regional Road 5) Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

Your support for the proposed improvements on Dundas Street has been noted.

Thank you for your interest in the Dundas Street Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca).

Yours truly,  
MMM Group



Neil Ahmed, P.Eng.  
Project Manager

cc. Jeff Reid, C.E.T., Halton Region





**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre**

**Thursday, May 29, 2014**

**Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

- 1) All retaining walls should be reinforced soil slopes, not vertical retaining walls.  
Vegetation is much better than hard concrete surfaces, not to mention cheaper
- 2) No rip rap should be used at all. Use properly designed reinforced turf mats (North American Green) to use vegetation as erosion protection, not rock
- 3) Both options will reduce carbon footprint of project
- 4) All suppliers should be required to submit carbon footprint calculations. CAN BE useful in evaluating options/alternatives

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager

MMM Group

2655 North Sheridan Way

Mississauga, Ontario L5K 2P8

Phone: 905-823-8500

Fax: 905-823-8503

e-mail: ahmedn@mmm.ca

MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 | f: 905.823.8503  
[www.mmm.ca](http://www.mmm.ca)

**FILE COPY**

**September 25, 2014**

[REDACTED]  
30-2001 Atkinson Drive  
Burlington, ON  
L7M 4H7

**Re: Dundas Street (Regional Road 5) Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

Your comments regarding the installation of retaining walls have been noted. Specific soil retention systems will be evaluated and finalized during the detail design stage of the project. Your comments will be kept on file with the Class Environmental Assessment (Class EA) Study documentation, which will be referred to by the detailed design team.

Thank you for your interest in the Dundas Street Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca).

Yours truly,  
MMM Group



Neil Ahmed, P.Eng.  
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Received at May 29, 2014 PIC

**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

*Very well presented !!*

*Impressed with the staff who  
were very helpful in explaining  
the program*

Place your completed comment sheet in the box provided or return by **Friday, June 13, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca



Received at May 29, 2014  
PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

we will continue to monitor the process as it pertains to our properties at the NEC + NWC @ Dundas/Walkers Cr.

In particular any land/property requirements as well as using any of the existing services + electrical work @ the NEC of Dundas/Walkers Cr.

Place your completed comment sheet in the box provided or return by **Friday, June 13, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** August-07-14 2:18 PM  
**To:** 'Bruce Thom'  
**Cc:** Jonathan Rubin; Green-Battiston, Melissa; Krusto, Matt; Monaghan, Patrick - Transportation Services; Collum, David; Kisneris, John; Brooks, Laurielle; Huycke, Adam; Catarino, Rob; Beck, Dave; Neil Ahmed; Katherine Jim  
**Subject:** RE: Class EA Dundas Corridor Improvements - Embee-Jovic Development Group (NW Quadrant)  
**Attachments:** Embee-Jovic Draft Plan of Subdivision 24T-03003 - Signed Draft Plan Conditions - 14 April 2010.pdf; Embee-Jovic Draft Plan of Subdivision 24T-03003 - Signed-Back Draft Plan of Conditions (April 14, 2010).pdf

Hi Bruce,

The Region has reviewed your concerns that the proposed preliminary design for the Dundas Street Class Environmental Assessment (EA) Study exceeds the Right-of-Way for approved Draft Plan of Subdivision (24T-03003/B). We offer the following response.

As you identified, Draft Plan of Subdivision was granted to 24T-03003/B with revised conditions, signed by the Region's former Manager of Currently Planning (Robert Walters) on April 14, 2010. These conditions (and six-month extension) included:

**Condition #9** – Any lands that are part of the subject property within 50m of the south side property line of Dundas Street (Regional Road 5) and have been identified as required for the future widening and/or realignment of Dundas Street, as identified in the Dundas Street Class EA Study/Dundas Street Bus Rapid Transit (BRT) Study, that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening, realignment and future road improvements; these lands shall be dedicated with clear title, (free and clear of encumbrances) and a Certificate of Title shall be provided, in a form satisfactory to the Commissioner of Legislative and Planning Services & Corporate Counsel or his designate.

**Condition #11** – Any land that are part of the subject property within 50m x 5m of the south side property line of Dundas Street (Regional Road 5) from Sixth Line westerly are required for a transit station/transit stop and have been identified as required for the future widening and/or realignment of Dundas Street, as identified in the Dundas Street Class EA Study/Dundas Street Bus Rapid Transit (BRT) Study, that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening, realignment and future road improvements; these lands shall be dedicated with clear title, (free and clear of encumbrances) and a Certificate of Title shall be provided, in a form satisfactory to the Commissioner of Legislative and Planning Services & Corporate Counsel or his designate.

A signed copy of the April 14, 2010 conditions applying to the approval of the final plan for registration of Embee-Jovic's Burlington subdivision (24T-03003/B) is attached.

In addition, on April 14, 2010, a covering letter was sent to you directly with the Revised Conditions of Draft Approval and requested that the letter be signed back from the Developer or its Agent, indicating whether there was any objection of the Revised Conditions of Draft Approval. In fact, on that same day (April 14, 2010) you signed the letter indicating that the Revised Conditions as submitted by the Region were "satisfactory" (attached).

Therefore, it is the Region's opinion that Conditions #9 and #11 as set out in the Revised Conditions for Final Approval (dated April 14, 2010) are in effect in accordance with subsections 51(25) and (44) of the Planning Act. Therefore the developer must provide the required dedications of lands as described in those conditions (and consistent with the Dundas Street Class EA Study), in order that the conditions can be cleared before final approval is provided to the Draft Plan of Subdivision.

Please let me know if you require any further clarification.

Thanks,

Jeff

**Jeffrey Reid**

Senior Transportation Planner  
Transportation - Planning & Road Operations  
Halton Region, Public Works Department  
(905) 825-6000 ext.7920

---

**From:** Bruce Thom [mailto:bruce@embeeproperties.ca]  
**Sent:** Friday, June 13, 2014 3:58 PM  
**To:** Reid, Jeffrey  
**Cc:** Jonathan Rubin  
**Subject:** Re: Class EA Dundas Corridor Improvements

Jeffrey:

Thanks for your acknowledgement.

The draft plan, File 24T-03003/B, was originally approved by the Region April 14, 2006.

There were three extensions granted by the Region and an extension ordered by the OMB to June 28, 2015.

Thanks again. Bruce

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

**From:** Reid, Jeffrey  
**To:** 'Bruce Thom'  
**Cc:** Jonathan Rubin ; 'Neil Ahmed' ; Katherine Jim (JimK@mmm.ca) ; Green-Battiston, Melissa ; Monaghan, Patrick - Transportation Services ; Krusto, Matt  
**Sent:** Friday, June 13, 2014 2:19 PM  
**Subject:** RE: Class EA Dundas Corridor Improvements

Hi Bruce,

The Project Team acknowledges that we received your email (below) on June 11, 2014. The email received is sufficient as we do not require your comments on letterhead. The Project Team will review your inquiry and respond shortly.

For my information, when was your draft plan of subdivision approved?

Thanks,

Jeff



**From:** Bruce Thom [mailto:bruce@embeeproperties.ca]  
**Sent:** Friday, June 13, 2014 11:21 AM  
**To:** Reid, Jeffrey  
**Cc:** Jonathan Rubin  
**Subject:** Fw: Class EA Dundas Corridor Improvements

Jeffrey:

Please confirm the items below.

Thanks. Bruce

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

**From:** Bruce Thom  
**To:** Reid, Jeffrey ; Jonathan Rubin  
**Cc:** AhmedN@mmm.ca ; JimK@mmm.ca ; Krusto, Matt ; Green-Battiston, Melissa ; Monaghan, Patrick - Transportation Services  
**Sent:** Wednesday, June 11, 2014 2:45 PM  
**Subject:** Re: Class EA Dundas Corridor Improvements

Jeffrey:

Our consultants have reviewed your proposed property requirements and determined that they exceed the limits of our approved draft plan of subdivision.

As such, we must object to your proposal.

Please confirm:

1. that you have received this objection;
2. whether or not you require our objection to be on corporate or legal letterhead;
3. what the next steps are.

Thanks. Bruce

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

**From:** Reid, Jeffrey  
**To:** 'Bruce Thom' ; Jonathan Rubin  
**Cc:** Neil Ahmed (AhmedN@mmm.ca) ; Katherine Jim (JimK@mmm.ca) ; Krusto, Matt ; Green-Battiston, Melissa ; Monaghan, Patrick - Transportation Services  
**Sent:** Tuesday, June 03, 2014 9:51 AM  
**Subject:** RE: Class EA Dundas Corridor Improvements

Hi Bruce/Jonathan,

As requested, we have placed a partial plan (AutoCad) on the Region's ftp site (link and instructions below) in the vicinity of Dundas Street & Walker's Line, within the City of Burlington. This is the exact plan that was provided at the Public Information Centre (PIC) last week (May 29<sup>th</sup>).

[ftp://ftp.halton.ca/Embee%20Properties%20\(Partial%20Plan\)%20June%203,%202014/](ftp://ftp.halton.ca/Embee%20Properties%20(Partial%20Plan)%20June%203,%202014/)

Username: hrgiscc

Password: opengis

Both myself and Matt Krusto spoke with Jonathan at the PIC. Jonathan had mentioned that he hoped the Region would be able to use the infrastructure that Embee had built as part of the commercial development in the northeast quadrant (i.e. for the LCBO, Shopper's Drug Mart, etc.). From the Region's perspective, we had considered these improvements as temporary (interim), until the Region completed the 4 to 6 lane widening of Dundas Street, including the intersection improvements (Dundas & Walker's).

As part of the Region's Active Transportation Master Plan Study, the Region is proposing on-road 'Cycle Tracks' which is comprised of a 1.8m exclusive bike lane + 0.5m painted buffer (with break-away bollards), on both sides of the road from Northampton Boulevard to Appleby Line. While this is a change from the previous PIC, the Region has not identified any additional property requirements in the northeast quadrant of Dundas Street & Walker's Line.

Lastly, I want to make it clear that the blue dashed line is a temporary easement for construction only. Throughout the plan, we are illustrating a 5m temporary easement from either the existing or proposed property line. I hope this clarifies.

Please let me know if you have any problems accessing the partial plan.

If you have any further comments, please provide by Friday, June 13, 2014.

Thanks,

Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

---

**From:** Bruce Thom [<mailto:bruce@embeeproperties.ca>]

**Sent:** Friday, May 30, 2014 2:47 PM

**To:** Reid, Jeffrey

**Cc:** Jonathan Rubin

**Subject:** Class EA Dundas Corridor Improvements

Jeffrey:

We are the owner of the vacant land (+/- 100 acres) in the north-west quadrant immediately fronting Dundas Street and Walker's Line.

We are also the owner of the north-east corner plaza.

Jonathan Rubin from our office attended your Public Information Centre last night.

We have reviewed the presentation material and note that one exhibit illustrates proposed property lines, working easements and facilities along the north side of Dundas west of Walker's Line.

Our vacant land is designated, zoned and draft approved for development which we expect to come to market soon.

We would appreciate the opportunity to provide you with comprehensive comments in order to assist the EA; in this regard, please forward this exhibit to us in cadd so that we may compare it with our draft approved subdivision.

Thanks for your help. Bruce

---

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

---

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

---

**To:** Neil Ahmed  
**Subject:** RE: Dundas Street Transportation Corridor Improvements

---

**From:** [REDACTED]  
**Sent:** June-03-14 3:56 PM  
**To:** Neil Ahmed  
**Cc:** [REDACTED]  
**Subject:** Dundas Street Transportation Corridor Improvements

Hello Mr. Ahmed,

I attended the Public Information Centre meeting on Thursday, May 29th concerning the widening of Dundas Street and, while I didn't speak with you I did have a long conversation with Mr. Jeffrey Reid. I am currently the Secretary of the Townhomes of Upper Millcroft located on the south side of Dundas at Westlock Common and am writing to you on behalf of the residents in our Condominium.

Following our conversation I have thought of some questions and wonder if you might answer for me.

1. Mr. Reid mentioned that a "small" amount of property would be expropriated from the Townhomes to accommodate the bus lane on the west side of that intersection. Can you tell me how much property is involved? Can you give me a measurement from the current curb so that we might have an idea of the scope of this change?
2. Currently there is a berm where we have planted trees as well as shrubbery below the berm. Will that berm remain once the road is widened?
3. Is there a plan to bury the Hydro lines?
4. We understand that the Ministry believes that the noise levels will be less than 5dBA though we do have some concerns about that. Since we apparently will not qualify for noise attenuation, is consideration being given to the use of road surface compounds that will deaden the sound of vehicles on the road? It is our view that our community as well as many other residences close to Dundas Street would benefit from such a plan.

We look forward to hearing from you,

[REDACTED]

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-13-14 3:24 PM  
**To:** [REDACTED]  
**Cc:** William Jones; Janet St. Pierre; Neil Ahmed; Katherine Jim; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services  
**Subject:** RE: Dundas Street Transportation Corridor Improvements  
**Attachments:** Dundas\_Westlock Proposed West Side Bus Stop.pdf

[REDACTED]

Thank-you for your input into the Dundas Street Class Environmental Assessment (EA) Study transportation improvements from Brant Street to Bronte Road, within the City of Burlington and Town of Oakville.

It was good to speak to you and other residents of Upper Millcroft at the Public Information Centre (PIC) on Thursday, May 29<sup>th</sup>. I have addressed (and numbered) each of your questions below:

1. You mentioned that a "small" amount of property would be expropriated from the Townhomes to accommodate the bus lane on the west side of that intersection. Can you tell me how much property is involved?

Response: The proposed improvements within the vicinity of Westlock Common are illustrated in the attached partial plan. The dimension outlined in the 'red-hatched area' identifies the required property of 0.022 ha, to accommodate a future bus stop at this location.

2. Can you give me a measurement from the current curb so that we might have an idea of the scope of this change?

Response: The proposed road curb will shift approximately 3.5 metres to the south. In addition, a bus stop, as well as a 2.0 m sidewalk will be provided on the south side of Dundas Street as shown in the attached plan.

3. Currently there is a berm where we have planted trees as well as shrubbery below the berm. How much of that berm will remain once the road is widened?

Response: We have estimated the approximate property requirement and grading limits (as noted in the response to item 1). During subsequent detailed design, further work will be carried out in consultation with property owners to determine what can be completed to accommodate the berm and landscaping already planted. As discussed at the PIC, the Region will work with you during detail design in the development of the Landscaping Plan adjacent to Westlock Common.

4. Is there a plan to bury the Hydro lines?

Response: Utility poles will be relocated within the future roadway boulevard. The Hydro lines will not be buried at this location.

5. We understand that the Ministry believes that the noise levels will be less than 5dBA though we do have some concerns about that. Since we apparently will not qualify for noise attenuation, is consideration being given to the use of road surface compounds that will deaden the sound of vehicles on the road? It is our view that our community as well as many other residences close to Dundas Street would benefit from such a plan.

Response: As Dundas Street is a Regional road, the expectation is that it accommodates higher traffic volumes and all types of traffic, including trucks. To ensure the maximum benefits are reached in terms of safety and durability, it is the Regional standard to utilize a 'Hot Layered Asphalt' (HL1) which is a premium mix. While a newly paved road automatically reduces tire friction and decreases noise, a HL1 mix provides for a smoother ride for longer (i.e. years).

In terms of lane designation, we can advise that the curb lanes will initially be for general purpose traffic, with the provision for curb lane High Occupancy Vehicle (HOV)/ transit operations in the interim, as well as the long-term opportunity for transition to Bus Rapid Transit (BRT) by 2031. Limits of the HOV lanes will be determined in consultation with the Local municipalities and transit agencies.

6. Our greatest concern at this time is the change in location of the bus lane. While we have been aware that some of the property facing the street would undergo change there was never a comment about expropriation of property. We are very concerned that with the bus stopping on the west side of the intersection that diesel fumes will wash into the complex with the prevailing winds whereas if the bus lane were on the east side the impact would be less. The reason stated for this change is possible congestion at the Westlock/Singleton/Rawlins intersection but I would submit to you that there is currently only room for 2 small vehicles or one large one so, if our gates remain where they are, there will be no change at our intersection and our preference would be for the bus lane to be on the east side of the intersection.

Response: The Project Team has considered the constraints and opportunities at the Westlock Common intersection to determine how to best address the widening of Dundas Street while considering the community and natural features on both sides of the road. To help mitigate impacts to Westlock Common we are proposing to slightly shift Dundas Street to the north, in order to achieve minimal impact at this location.

From a transit operations perspective, it is ideal for the bus stop to be on the far-side of each signalized intersection. While this was achieved at the majority of intersections along Dundas Street, due to constraints (i.e. property, existing driveways, cemeteries, etc.) there are a few locations, including Westlock Common that cannot achieve this design. As mentioned at the PIC, the Project Team had originally considered the far-side stop at Westlock Common, but it would not allow the minimum storage requirement for one vehicle to exit Westlock Common (northbound). A bus stop on the east side does not meet the minimum requirements. Therefore, our preferred preliminary plan has incorporated the near-side stop with a retaining wall to prevent impact to the internal road network (i.e. Singleton Common).

Please let me know if you have any further questions. Again, the Region will continue to work with you during the detail design process.

Regards,



Jeff

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

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

---

**From:** [REDACTED]  
**Sent:** Wednesday, June 11, 2014 10:25 AM  
**To:** Reid, Jeffrey  
**Cc:** William Jones; Janet St. Pierre  
**Subject:** Dundas Street Transportation Corridor Improvements

I attended the Public Information Centre meeting on Thursday, May 29th concerning the widening of Dundas Street and was part of a group of people speaking to you about the intersection of Westlock Common and Dundas. I am the Secretary of the Townhomes of Upper Millcroft located on the south side of Dundas at Westlock Common and am writing to you on behalf of the residents in our Condominium.

Following our conversation I have thought of some questions and wonder if you might answer for me.

1. You mentioned that a "small" amount of property would be expropriated from the Townhomes to accommodate the bus lane on the west side of that intersection. Can you tell me how much property is involved? Can you give me a measurement from the current curb so that we might have an idea of the scope of this change?
2. Currently there is a berm where we have planted trees as well as shrubbery below the berm. How much of that berm will remain once the road is widened?
3. Is there a plan to bury the Hydro lines?
4. We understand that the Ministry believes that the noise levels will be less than 5dBA though we do have some concerns about that. Since we apparently will not qualify for noise attenuation, is consideration being given to the use of road surface compounds that will deaden the sound of vehicles on the road? It is our view that our community as well as many other residences close to Dundas Street would benefit from such a plan.
5. Our greatest concern at this time is the change in location of the bus lane. While we have been aware that some of the property facing the street would undergo change there was never a comment about expropriation of property. We are very concerned that with the bus stopping on the west side of the intersection that diesel fumes will wash into the complex with the prevailing winds whereas if the bus lane were on the east side the impact would be less. The reason stated for this change is possible congestion at the Westlock/Singleton/Rawlins intersection but I would submit to you that there is

currently only room for 2 small vehicles or one large one so, if our gates remain where they are, there will be no change at our intersection and our preference would be for the bus lane to be on the east side of the intersection.

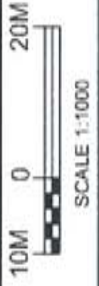
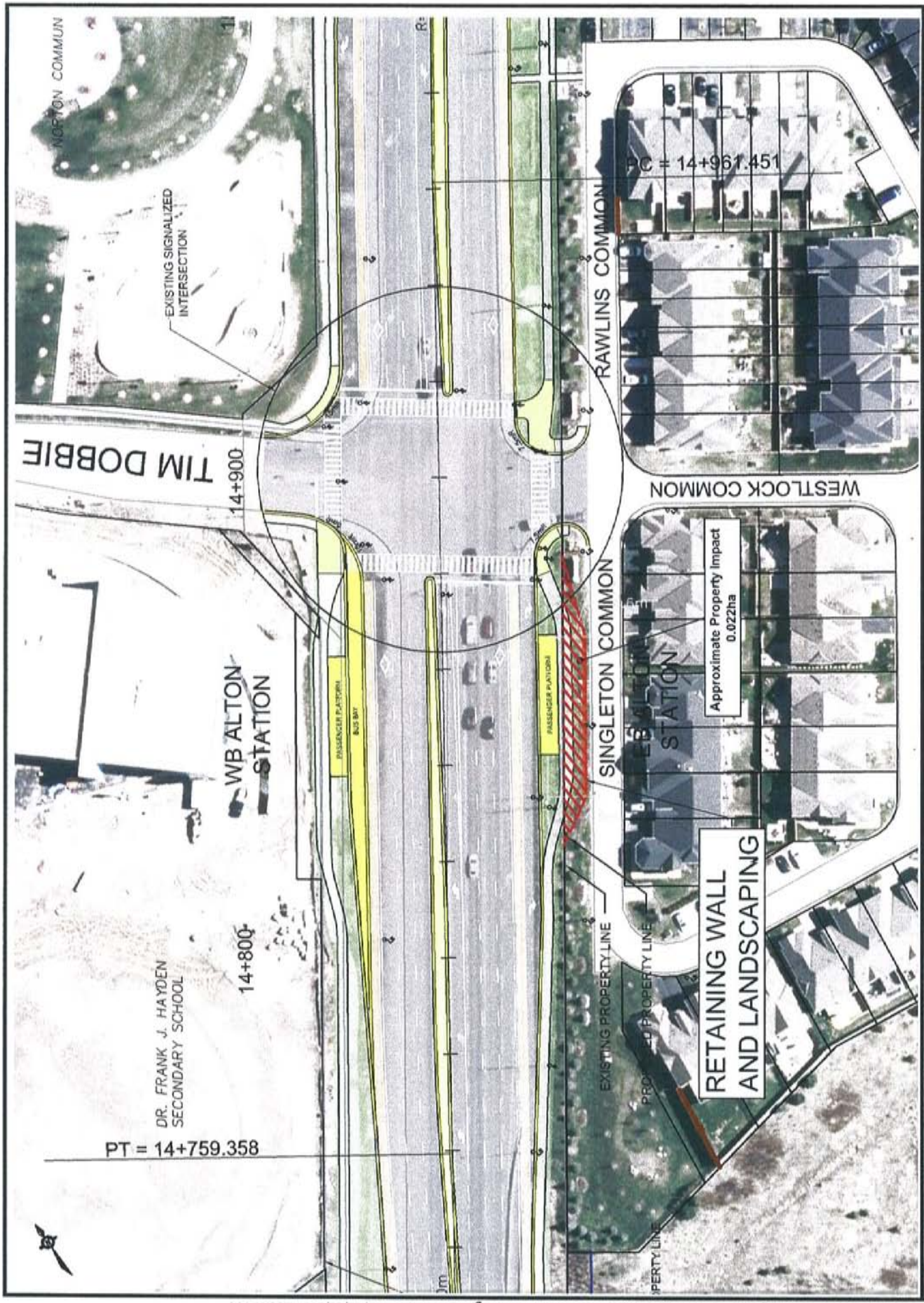
We look forward to hearing from you as soon as possible as the timeline for comments is ebbing away. If it would be easier for us to have a conversation on these matters please feel free to contact me personally.

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



## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-19-14 3:02 PM  
**To:** 'Jennifer Hlusko'; Neil Ahmed  
**Cc:** Van Ravens, Maureen; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Young, Darryl; Zervos, Nick; Spoletti, Antonino; Katherine Jim  
**Subject:** RE: feedback from HDSB Trustee Hlusko  
**Attachments:** Proposed Cycle Network Map (April 23, 2014)\_Final (with Watermark).pdf; Proposed Walk Network Map (April 23, 2014)\_Final (with Watermark).pdf; ATMP PIC #2 - Regional Road Cycling Facilities (Board).pdf

Dr. Hlusko,

Thank-you for your interest and comments regarding the Dundas Street Class Environmental Assessment (EA) Study from Brant Street to Bronte Road, within the City of Burlington and Town of Oakville. The transportation improvements along Dundas Street include the widening from 4 to 6 lanes.

In order to accommodate the long-term (2031) transportation demand on Dundas Street the Project Team is planning to incorporate multi-modal transportation improvements that will accommodate all users, including Active Transportation (walking and cycling) and transit infrastructure, as well as integrating new and existing land uses with heritage and natural features.

In parallel, the Region is also completing an Active Transportation Master Plan (ATMP) Study to develop the required strategy, infrastructure, initiatives and programs to promote non-motorized travel throughout the Region to 2031. The Region's objective is to create an Active Transportation Master Plan that is safe, affordable and sustainable. The project web-page for the ATMP can be found at [www.halton.ca/ActiveTransportation](http://www.halton.ca/ActiveTransportation)

As part of the ATMP, the Project Team has developed, in consultation with the public, agencies and Local municipalities draft Cycling and Walking Networks. Both networks were presented to the public in Fall 2013 for review and comment. Attached are the draft ATMP Cycling and Walking Network maps for your reference, which are consistent with the preliminary preferred recommendations for Dundas Street.

Based on the draft Cycling and Walking Networks and adjacent land uses along Dundas Street, the Project Team is proposing the following Active Transportation infrastructure:

- Brant Street to Northampton Boulevard (rural in character with Niagara Escarpment Commission lands to the north)
  - 4.0m bi-directional multi-use path (south side only)
- Northampton Boulevard to Appleby Line (urban area)
  - Cycle Track consisting of 1.8m exclusive bike lane + 0.5m painted median (with break-away bollards), both sides of the road
  - 2.0m sidewalk on both sides of the road
- Appleby Line to Bronte Road (urban/rural area)
  - 1.5m exclusive bike lane with painted 0.3m buffer, both sides of the road (please note the buffer was added based on discussions with the technical agencies and Local municipalities)
  - 3.0m multi-use path on both sides of the road

As presented during the ATMP Public Information Centre #2 (November 2013), attached is a slide which further defines Regional road (on-road) cycling facilities, including a Bike Lane and Cycle Track. A bike lane is defined as separate space on the road exclusively for cyclists marked with a painted line, bicycle and diamond symbols and signs. A cycle track is defined as separate space on the road exclusively for cyclists segregated from traffic by delineators, bollards, curb, planters or medians.

The proposed Active Transportation infrastructure being proposed is consistent with the adjacent land uses and anticipated use. At the Public Information Centre on May 29<sup>th</sup> for Dundas Street, we received comments that indicated a preference for off-road facilities, whereas others stated a preference for more on-road facilities. We are working to balance the needs of the community, while providing separate space for all modes of transportation.

A suggestion received at the Public Information Centre is that high school students (particularly teenagers) may be more encouraged to ride their bike (Northampton Boulevard to Appleby Line) if a multi-use path was provided, instead of a sidewalk. This change in off-road facility is being considered by the Project Team.

The raised median is important for a number of factors, including safety, landscaping opportunities and accommodating left-turn lanes. While the landscaping plan for the Dundas Street corridor will be developed during detail design, landscape architects indicate that a minimum 5m wide median is ideal for tree planting and long-term survival of vegetation. Please note that the raised median is narrowed while approaching an intersection to accommodate the left turn lane storage or where there is a significant property constraint (e.g. heritage building). With respect to pedestrian scale lighting this will be determined as part of detail design.

Bus stops are planned for all signalized intersections. West of Guelph Line, Blackwood Drive and Eaglesfield Drive will become signalized intersections as Dundas Street is widened from 4 to 6 lanes. The proposed bus stops are being protected for future use and the final locations will be determined in consultation with the Local municipalities and transit operators.

With respect to the existing conditions at Dundas Street & Tim Dobbie Drive, the safety of all students and pedestrians is of utmost importance and the Region has been working closely with the City of Burlington, Halton District School Board and Halton Regional Police Service. Prior to the opening of the Alton High School/Community Centre the following intersection improvements were completed with the installation of:

1. Pedestrian countdown signals at Dundas Street & Tim Dobbie Drive;
2. Installation of 'zebra' pedestrian crosswalk for greater visibility at Dundas Street & Tim Dobbie Drive; and
3. Installation of School Area Signs.

In addition, a Community Safety Zone is in the process of being implemented along Dundas Street to reinforce the 60km/h, adjacent to the Alton High School/Community Centre. If a motorist receives a speeding ticket the fines will be doubled. These signs will be installed within the next couple of weeks and will be enforced immediately. At the beginning of next September the Halton Regional Police Service will be conducting an 'enforcement blitz'.

If you have any questions regarding the Community Safety Zone, please contact Antonino Spoletti (Coordinator, Traffic Operations & Safety) at 905-825-6000 ext. 7385.

Lastly, all public comments received (not including personal information) and summaries of consultation events will become part of the public record and will be documented in the Environmental Study Report (ESR) for the Dundas Street Class Environmental Assessment Study. The ESR documents the decision making process for the proposed Dundas Street improvements and will be filed for public review for a minimum 30-day

period. Copies of the ESR will be made available at local libraries, Halton Region Clerk's Department and City of Burlington Clerk's Department, as well as posted online via the project webpage. Members of the public will be notified through posting in the local newspaper, and those who attended the Public Information Centre or have submitted comments will also be notified.

Regards,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

**From:** Jennifer Hlusko [<mailto:hlusko5@gmail.com>]  
**Sent:** Monday, June 09, 2014 9:06 PM  
**To:** Reid, Jeffrey; [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)  
**Subject:** feedback from HDSB Trustee Hlusko

Hi Jeffrey and Neil,

Thank you very much for your work thus far on the Dundas Street Corridor plans. While I have studied the plans online, I really appreciated being able to see each board enlarged and placed at eye level. It made it very easy to go back and forth between boards for comparison.

Below please find my questions and comments. I support the Dundas Street widening project as it will improve the daily experience for Burlington commuters and thus their quality of life and their family's quality of life. That said, I have some very strong concerns about the safe pedestrian crossing of Dundas Street. Additionally, I am disappointed with the preliminary cycling lane plans. I hope you will consider changes.

It is very important to me and my parents with students who will attend Dr. Frank J. Hayden SS to receive answers to our concerns. I can only assume you will receive similar feedback from Ward 6 and Ward 5 Burlington constituents. I would like to ask that you post all questions and comments received. If you do not intend to do this, please direct me to whomever would have the authority to direct it.

Again, thank you so very much for your work.  
Sincerely,  
Jennifer

Dr. Jennifer Hlusko  
HDSB trustee, serving Ward 6 Burlington since 2003  
[www.JenniferHlusko.ca](http://www.JenniferHlusko.ca)



-----

Why are the cross section and streetscape opportunities so different for the driver, cyclist or walker for Brant to Northampton (p14), Northampton to Appleby (p15), and Appleby to Bronte (p16)? What is the advantage of them being different?

What is the difference between a "Bike Lane" and a "Cycle Track"?

Hasn't experience taught us that separate bike lanes and sidewalks are far superior to the users than multi-use paths? They are safer for all users. They are more appealing to seniors or anyone with a disability or injury because they don't have to fear being hurt by someone coming up rapidly from behind (cyclist, skateboarder, roller blader, etc.) They are safer for people and pets being walked on a longer leash.

For Burlington, the highest volume of foot & bike traffic will be Northampton to Appleby (p15) and yet that section has the "Cycle Track" directly on the road! With one major connection and 6 bus stops in that section, this puts cyclists at tremendous risk every time a bus pulls over at a stop. Indeed, the drawing of the cyclist approaching a bus pulled over at a stop highlights that danger.

Why can't the bike lane be built on the other side of the boulevard beside the pedestrian lane? Not one of the three section drawings offer this feature and yet I believe it is the safest, most superior design. Is there a cost difference that prevented you from recommending this design? Is there a different reason, beyond cost?

Why does the Raised Median need to be built so wide? 5.5 to 6.5m (18-21 ft) seems excessive. What is the purpose of the Raised Median? If it is for noise abatement, accomplished via the trees, can't the width be decreased? There are many native trees to chose from whose mature canopy width at the height of a truck that is less than 6.5m. If the purpose of the Raised Median is safety (ie to prevent u-turns and to decrease accidents from opposing traffic crossing the Raised Median), could that not also be accomplished by more trees? What else might be the criteria for building a Raised Median? And therefore, what is the minimum Raised Median width required to meet those identified needs? I believe it is better to apply any extra width available to the cyclist or pedestrian portion of the new Dundas Street Corridor.

Why is the future HOV/Rapid Bus Travel lane 4.2m wide for Brant to Northampton but only 3.5m for the other two sections? When you consider the average width of a bus, why would the lane ever need to be 4.2m wide?

Why is the entire lighting system directed toward the road? Drivers are accustomed to little lighting on Dundas, but cyclists and pedestrians need better lighting to be safe. The plan shows no lighting for the sidewalks.

Why are there so many bus stops between west of Guelph Line? Do you plan to add traffic lights at each of those bus stops? If not, how will west-bound commuters returning home be able to safely cross 6 lanes filled with tired, hungry drivers moving toward the sun?

Lastly, I'd like to talk about two major issues of concern to me, the trustee for Dr. Frank J. Hayden SS. One is the placement of a bus stop at Tim Dobbie and Dundas. The principal of Hayden worked with the City of Burlington to move a bus stop away from the closest intersection to Nelson HS two years ago after two students were hit by a car. Have the transportation staff at the City of Burlington been consulted on lessons learned about bus stops and high schools?

A driving issue for me since early 2010 when it was decided that the Halton District School Board, Burlington Public Library and City of Burlington would partner to build the Alton Complex has been pedestrian safety crossing Dundas Street. Daily there are what I would call pedestrians in need of extra care:

- students crossing before & after school as well as twice during their lunch period often in groups, often texting
- young parents with babies in strollers and walking tots crossing to attend toddler storytime at the library
- young families crossing to use the wading pool at Norton
- seniors crossing to take classes at the Haber Recreation Centre
- 'tweens crossing to enjoy the Norton Skatepark

How long before a pedestrian is seriously injured crossing Dundas Street? How will your plans address the concern regarding equity of access for citizens living south of Dundas Street to fully enjoy the Alton Complex, paid for with their tax dollars? Certainly, they're not likely to walk to Tansley Woods when the Haber Recreation Centre and Alton library are so close. What are your plans to secure their safety as pedestrians? How will your plans reduce the number of cars being driven to this public facility?

Thank you very much for providing the public with an opportunity to be involved in this process. To reward public engagement, will you be posting all the comments received? Will you be posting your answers to the public questions? In my experience as the elected Ward 6 trustee over the past 11 years, this kind of transparency is the best way to foster a genuine dialogue and improve the outcome for all citizens.

Thank you.

Dr. Jennifer Hlusko

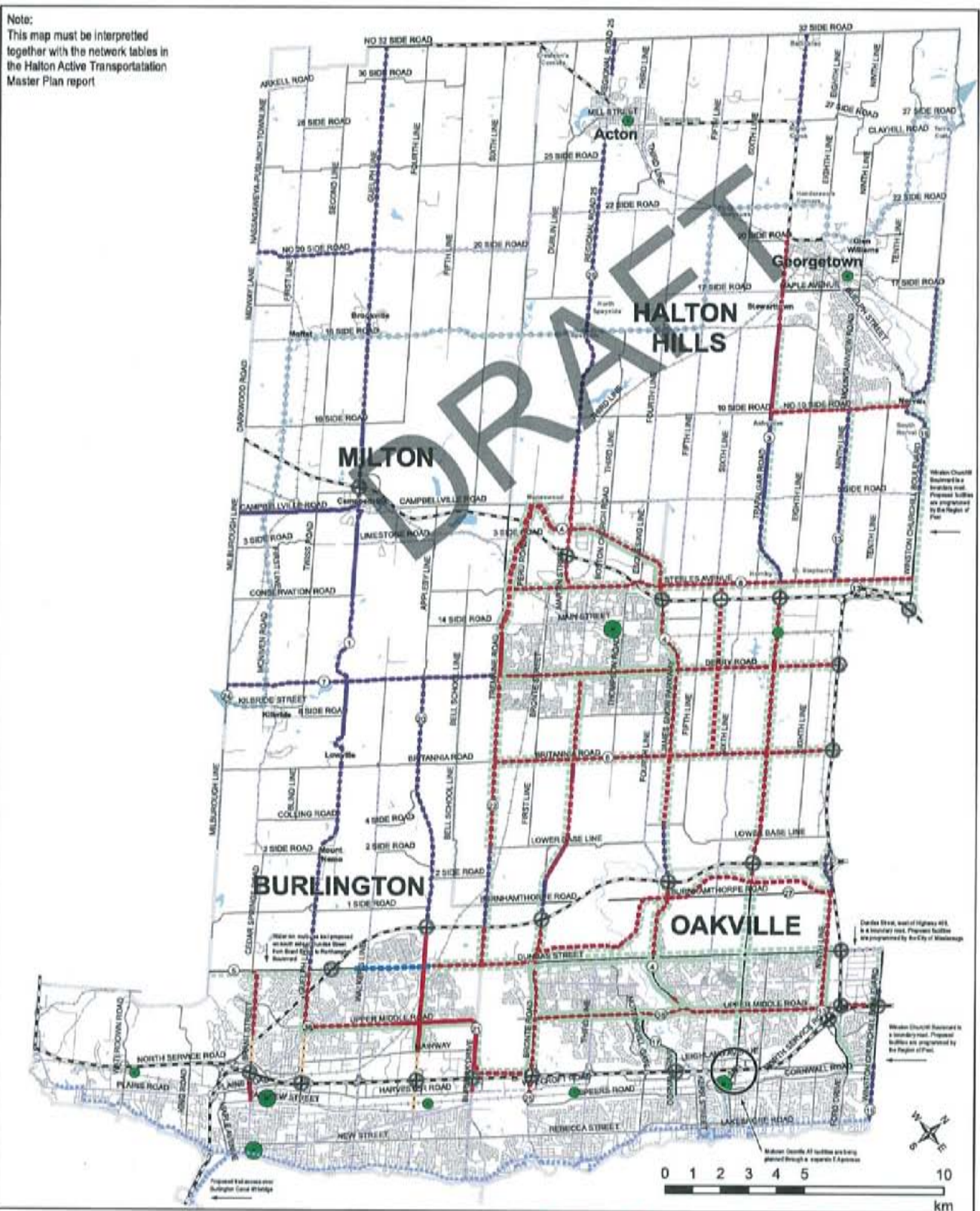
HDSB trustee, serving Ward 6 Burlington since 2003

-----  
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



Note:  
This map must be interpreted together with the network tables in the Halton Active Transportation Master Plan report



**Legend**

**Proposed Regional Bike Network**

- Cycle tracks
- Buffered Bike Lanes
- Bike Lanes
- Boulevard Multi-Use Trail
- Paved Shoulders
- Interchange Improvement\*

**Routes not on Regional Roads**

- Existing Routes that are Regionally Significant
- - - Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant
- Greenbelt Cycling Route

**Existing Regional Bike Network**

- Bike Lane
- Boulevard Trail
- Waterfront Trail

**Existing and Proposed Major Transit Stations\*\***

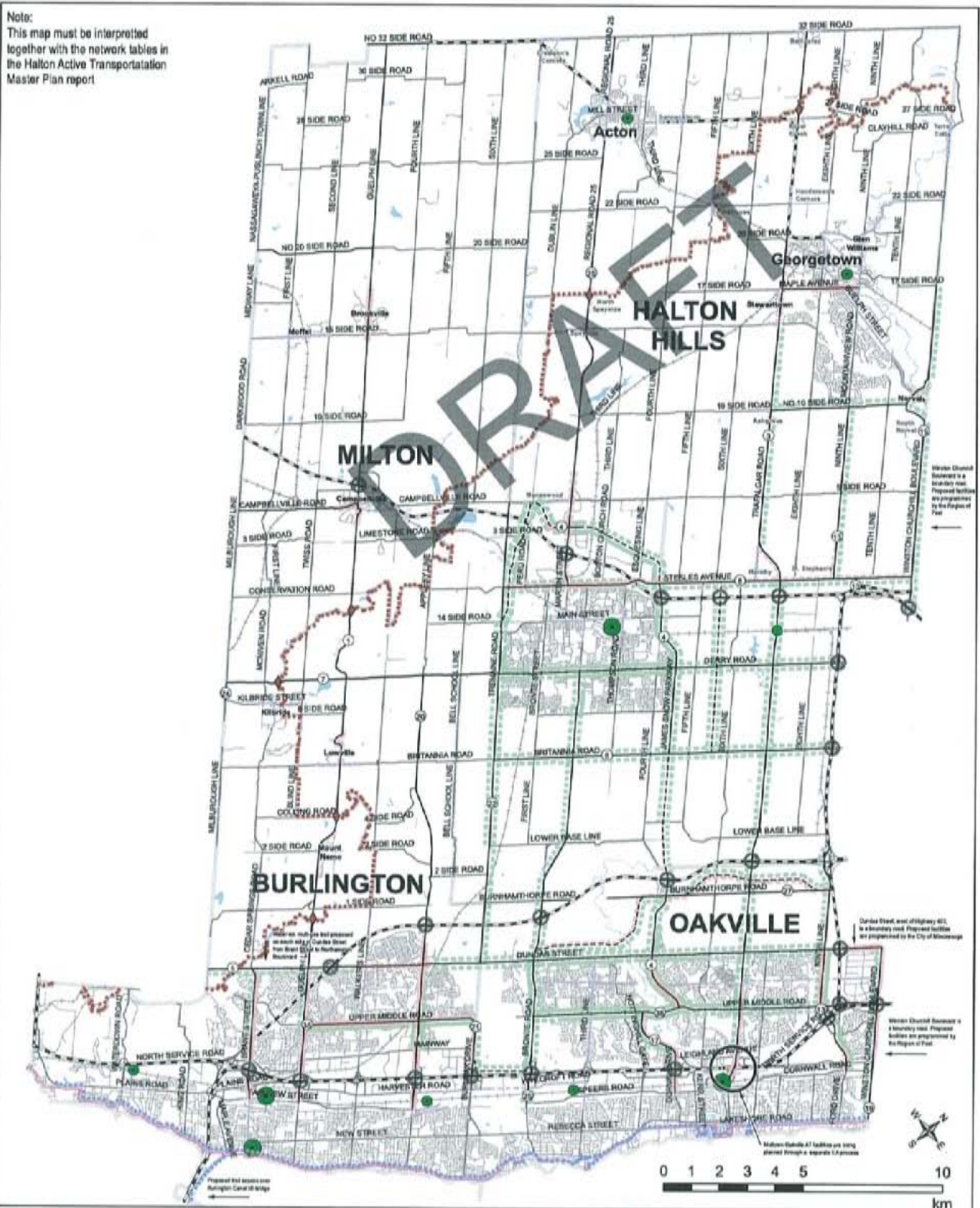
- Mobility Hub
- Major Transit Stations
- Proposed GO Stations

**Active Transportation Master Plan  
Proposed Regional Cycling Network**

\*Note: Interchange Improvements are shown in the table in consultation with the MTO.  
\*\*Note: Not all existing stations that are Regionally Significant are located near transit stations. Connections to transit are an important part of the Regional Cycling and Walking Network. Transit stations are shown on the map to provide contextual information.



Note:  
This map must be interpreted together with the network tables in the Halton Active Transportation Master Plan report



### Legend

#### Proposed Regional Walk Network

- Sidewalk
- Boulevard Multi-Use Trail
- Interchange Improvement\*
- ◇ Bruce Trail Crossing

#### Routes not on Regional Roads

- Existing Routes that are Regionally Significant
- Planned Routes that are Regionally Significant
- Proposed Routes that are Regionally Significant

#### Existing Regional Walk Network

- Sidewalk
- Boulevard Multi-Use Trail
- Bruce Trail
- Waterfront Trail

#### Existing and Proposed Major Transit Stations\*\*

- Mobility Hub
- Existing GO Stations
- Proposed GO Stations

## Active Transportation Master Plan Proposed Regional Walking Network

\*Note: Active Transportation facilities at interchange to be determined in consultation with the MTO.  
\*\*Note that some routes that are Regionally Significant are located near transit stations. Connections to transit are an important part of the Regional Cycling and Walking Network. Transit stations are shown on the map to provide additional information.





# Types of Cycling Facilities for Regional Roads

## Bike Lane

Separate space on the road exclusively for cyclists marked with a painted line, bicycle and diamond symbols and signs.



## Buffered Bike Lane

Separate space on the road exclusively for cyclists marked with a painted line and buffer, bicycle and diamond symbols and signs.



## Cycle Track

Separate space on the road exclusively for cyclists segregated from traffic by delineators, bollards, curb, planters or medians. Unlike boulevard multi-use trails, cycle tracks operate under the same rules of the road as bike lanes and travel lanes.





Received at May 29, 2014 PIC



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

I would like to receive a drawing so that we ~~can~~ can see the change in ROW size near Dundas St. W. and Tremaine.  
(EAD preferred)

I can be reached at 905-946-9461  
Sean McKay

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

**Katherine Jim**

---

**Subject:** RE: Dundas Street West - ROW Improvements

**From:** Sean McKoy [<mailto:smckoy@urbantech.com>]  
**Sent:** June-03-14 1:19 PM  
**To:** Neil Ahmed  
**Subject:** Dundas Street West - ROW Improvements

Neil,

We met at the PIC Meeting on Thursday, May 29, 2014 and at that time I was asking you about clarification on the proposed ROW limits. Could you please send us information which clearly shows the proposed line work along Dundas Street West between Tremaine Road and Bronte Creek? A CAD file would be preferred so we can properly determine the dimensions involved. I believe that when we spoke you said it would be possible for you to strip any sensitive information from a CAD file and send the line work to us.

Thank you in advance.

Regards,  
Sean McKoy, P.Eng.  
Project Manager  
Urbantech Consulting  
A Division of Leighton-Zec Ltd

25 Royal Crest Court  
Suite 201  
Markham, Ontario  
L3R 9X4  
TEL: 905.946-9461  
FAX: 905.946.9595  
CELL: 647-464-3994  
[www.urbantech.com](http://www.urbantech.com)

Please note that we are providing the attached file(s) as a courtesy for reference purposes only. The file(s) are not to be taken as appurtenant to, associated with or in placement of hard copies of the drawings. Urbantech is not responsible for edited or reproduced versions of this digital data. The unauthorized use, disclosure, distribution or copying of this e-mail, and any information that it contains, are prohibited. If you are not the intended recipient of this email, please return it to [contact@urbantech.com](mailto:contact@urbantech.com) and delete it from your computer system.

Thank you.

## Katherine Jim

---

**From:** Katherine Jim  
**Sent:** July-04-14 10:44 AM  
**To:** 'smckoy@urbantech.com'  
**Cc:** Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Melissa.Green-Battiston@halton.ca  
**Subject:** Dundas Street EA - Partial Preliminary Plan Request  
**Attachments:** 3212082-PLAN 17400-18240.pdf

Hello Sean,

Thank you for attending the Public Information Centre for the Dundas Street EA Study (Brant Street to Bronte Road) on May 29.

As requested in the comment sheet and also in the June 3, 2014 email, please find attached a partial preliminary plan for Dundas Street between Tremaine Road and the Bronte Creek. Please note that the plan is preliminary only and subject to change and further review.

Regards,  
Katherine

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

Project Manager  
Associate  
Transportation – Planning

**MMM Group Limited**

2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 x1371 | f: 905.823.8503  
[JimK@mmm.ca](mailto:JimK@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)

*This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.*

*Please consider the environment before printing this e-mail and/or its attachments.*



Received at May 29, 2014 PK



**Dundas Street (Regional Road 5) Transportation Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

**Public Information Centre  
Thursday, May 29, 2014  
Tansley Woods Community Centre - Community Rooms 2 & 3**

**COMMENT SHEET**

**COMMENTS**

Would prefer if bike lanes were off the road such as in the Netherlands. During winter would it not be harder to maintain with separating bollards?  
Having separated lanes from road + sidewalk would satisfy serious riders and people walking would be off the path.  
Having 2 direction dedicated bike lane on one side of the road may make maintenance easier? (eg Montreal)

Also concerned about lights at night. Do we need additional lights in the rural areas (Eaglesfield / Blackwood)

Place your completed comment sheet in the box provided or return by Friday, June 13, 2014 to:

Mr. Neil Ahmed, P. Eng., Project Manager  
MMM Group  
2655 North Sheridan Way  
Mississauga, Ontario L5K 2P8  
Phone: 905-823-8500  
Fax: 905-823-8503  
e-mail: ahmedn@mmm.ca

MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 | f: 905.823.8503  
www.mmm.ca

FILE COPY

October 15, 2014

[REDACTED]  
2411 Malcolm Crescent  
Burlington, ON  
L7P 3Y5

**Re: Dundas Street (Regional Road 5) Corridor Improvements  
Brant Street (Regional Road 18) to Bronte Road (Regional Road 25)  
Class Environmental Assessment Study**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on May 29, 2014 and for providing your comments to the Project Team.

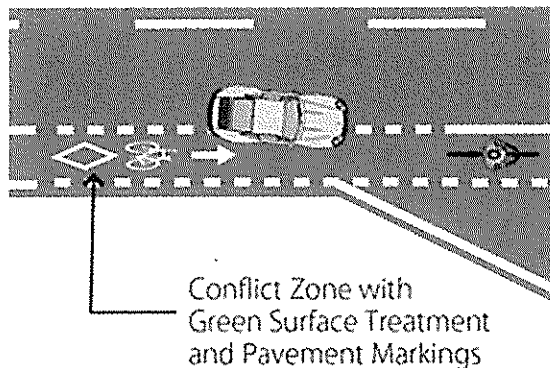
The Dundas Street Project Team and the Region's Active Transportation Master Plan (ATMP) Project Team have reviewed and discussed your comments regarding the active transportation facilities along Dundas Street. We apologize for the delay of our response, but we wanted to ensure that your comments were fully addressed.

Combined crossrides are proposed to be implemented in place of standard crosswalks, to allow crossing cyclists to ride across intersections where cyclists on the proposed multi-use trails would otherwise be required to dismount and walk their bikes across.

The 'combined' arrangement is the most appropriate for corridors such as Dundas Street where cyclists and pedestrians will be sharing the same space on the approach to an intersection. The layout will be similar to the example shown in **Figure 1** on the following page. Similar facilities are also being proposed for the widening at Dundas Street / Third Line intersection (in the Town of Oakville).







**Figure 2 – Example Conflict Zone Treatment**

Source: Excerpt from Ontario Traffic Manual Book 18, Figure 5.23.

Although the dimensions and facility types change through the corridor based on anticipated usage and adjacent land uses, the provision of active transportation facilities on Dundas Street is continuous between Brant Street and Bronte Road. In particular, multi-use paths are proposed on Dundas Street throughout the study area, which will also allow cyclists to pass behind the proposed (future) bus shelters.

It is recognized that there are locations where motor vehicles will cross the proposed on-road cycling facilities. A potential treatment for these conflict zones is the application of dashed guide lines with bike stencils and

green surface treatment with optional directional arrows, as shown in **Figure 2**. 'Ontario Traffic Manual Book 18 - Cycling Facilities' also presents some alternatives, for example:

- bike stencils at 1.5 m to 10 m spacing with optional directional arrows;
- dashed guide lines with optional bike stencils; or
- green surface treatment only.

Providing additional pavement markings and coloured surfacing alerts drivers to the presence of the potential conflict with cyclists. Directional arrow markings clarify that the bike lane is for through cyclists and the fact that they have priority in such locations. Similar treatments may be selectively used where the proposed multi-use path crosses an access. The type and location of these enhancements will be confirmed following further review during the detailed design stage.

In response to comments received, we have reviewed the proposed facilities on the northwest corner of the Appleby Line intersection, outside Walmart. Between the end of the proposed bus bay and the Walmart access, there is approximately 120 m over which motor vehicles may merge across the proposed cycle track. The consistent location of the cycle track and the adjacent travel lane will maximize the visibility of cyclists in the cycle track and ensure they will not be obscured by any stopped buses. The facility could be emphasized by the provision of coloured surface treatment and/or additional pavement markings as described above. Again, this will be confirmed following further review during the detailed design stage.

With respect to comments regarding the raised median provided throughout the Dundas Street Corridor, it is important for a number of factors, including safety, landscaping opportunities and accommodating left-turn lanes. While the landscaping plan for the Dundas Street corridor will be developed during detail design, landscape architects indicate that a minimum 5m wide median is ideal for tree planting and long-term survival of vegetation. Please note that the raised median is narrowed at approaches to intersections to accommodate the left turn lane storage or where there is a significant property constraint (e.g. heritage property). The proposed lane width on Dundas

Street (3.5 m) is consistent with the Region's Council approved Right-of-Way Guidelines and other major arterial road widths within Halton Region.

Dundas Street is an important east-west arterial corridor in Halton Region and it is the Region's vision to transition the character of this road from an existing rural high-speed facility to a pedestrian and cyclist-friendly multi-modal urban corridor. Illumination will be provided throughout the Dundas Street corridor, including all intersections (i.e. Eaglesfield Drive and Blackwood Drive). A multi-modal corridor provides a balanced transportation system within the Regional right-of-way and accommodates all roads users, including transit and active transportation. Land uses adjacent to Dundas Street are changing from vacant agricultural fields to residential and commercial uses. The purpose of the Class Environmental Assessment (Class EA) Study is to identify proposed improvements on Dundas Street to support future growth and development in the communities and to protect the right-of-way required to implement the various multi-modal elements. Recognizing the growing trend in active transportation, new treatments and concepts will be developed in the future. The protected right-of-way on Dundas Street through the Class EA Study will allow flexibility to explore the feasibility of implementing these new treatments during detailed design.

Both the Active Transportation Master Plan and Dundas Street Project Teams have reviewed and discussed the feasibility of the "Dutch" intersection crossing treatments for cyclists on Dundas Street. While this treatment may be suitable for roads in a European setting, it was agreed that this type of crossing treatment is not preferred for a major arterial road such as Dundas Street.

Thank you for your interest in the Dundas Street Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca).

Yours truly,

MMM Group



Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region