Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix B-3.2: TAC Meeting #2 - April 12, 2005

REGIONAL MUNICIPALITY OF HALTON

NEW BURNHAMTHORPE ROAD (REGIONAL ROAD 27) TRANSPORTATION CORRIDOR AND POTENTIAL FUTURE BRIDGE CROSSING OF SIXTEEN MILE CREEK

CLASS EA

TECHNICAL AGENCIES COMMITTEE MEETING #2

MEETING SUMMARY

APRIL 12, 2005
REGION OF HALTON ADMINISTRATIVE OFFICES
OAKVILLE, ON

This meeting summary was prepared by TSH and ENVision...synergy. It presents the key discussion points and outcomes from the April 13, 2005 Burnhamthorpe Road Stakeholder Group meeting #2 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. Comments and questions have been grouped as appropriate, by thematic areas. No attempt was made during the meeting to achieve consensus or agreement. If you have any questions or comments regarding the report, please contact:

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1. ABOUT THE NEW BURNHAMTHORPE ROAD CORRIDOR AND POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK TECHNICAL AGENCIES COMMITTEE MEETING

The Region of Halton has initiated a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road (Regional Road 27) to satisfy east-west travel demands in the Town of Oakville in October 2004. This study is being undertaken as a "Municipal Class Environmental Assessment (Class EA)"[1] under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.[2]

The second meeting of the Class EA Technical Agencies Committee was hosted by the Regional Municipality of Halton to provide a planning context for the Study, to present the existing and future transportation conditions, and to identify transportation need, preliminary alternative solutions and assessment criteria.

Sixteen people attended the meeting, including representatives from municipal, transit, conservation and hydro organizations. The list of participants is included in Appendix A.

2. Background Information

2.1 Welcome and Introductions

Mike Delsey, TSH – Consultant Project Manager welcomed the group, acknowledging Regional Project Team staff and Charlotte Young, facilitator.

2.2 Presentation

Mike Delsey presented an overview of the project work completed to date to the TAC members. Mike discussed the study approach including:

- organization of the Study process including the public consultation component;
- scope of the study and study area characteristics;
- preliminary identification of study issues;
- transportation issues and opportunities/identification of need;
- preliminary alternatives solutions; and
- preliminary assessment criteria.

[1] A "Class Environmental Assessment" is the term used to describe a provincially legislated process for approval of municipal projects that have similar and predictable impacts, are usually of similar scale and nature and where measures can be taken to reduce or eliminate negative consequences (e..g., mitigative measures). For instance, there are Class EAs for municipal projects such as roads and sewers, Class EAs for forest management activities, and Class EAs for activities undertaken by the Ontario Realty Board for real estate activities. For more information regarding the Municipal Class EA, please reference the Municipal Engineer's Association "Municipal Class Environmental Assessment" Guide.

[2] Projects that adhere to Schedule C requirements are those that have the potential for more significant environmental effects. Schedule C projects require a greater level of detail of study and preparation of an "Environmental Study Report (ESR)" that is available for public review.

The Committee raised a number of questions in response to the presentation and the Study. Committee questions and corresponding responses from the Project Team were as follows:

Question	Response
Planning Context/Greenspace Plan	
Have you used the MNR greenspace announcement map to show the greenspace protection? No firm boundary mapping has been released by the province.	The Region used the mapping from the announcement and digitized the boundaries, then overlaid the layer in the Region's geographic information system (GIS).
How will the greenspace protection of the former Oakville Land Assembly lands (OLA) impact the need for a Burnhamthorpe Road and the elements of the Secondary Plan?	A number of scenarios were analyzed, including the removal of population and employment from the ORC lands and the re-distribution of the ORC lands population and employment to other areas in North Oakville. The model results indicate that there is still a need for additional east-west capacity in the Study Area.
Transportation Issues and Opportunities	
Does the future transportation network include a Burnhamthorpe Road crossing of Sixteen Mile Creek?	The travel demand forecasting modelling work assumed a future road network that did not include a crossing of Sixteen Mile Creek but did include other network improvements such as improvements to Regional Road 5 (HOV lanes) and the extension of the James Snow Parkway to Neyagawa Boulevard.
Have you considered including a Lower Baseline connection?	The travel demand forecasting modelling work includes the link [Lower Baseline] as part of the overall network with its existing configuration and capacity. A Lower Baseline connection will be considered during the assessment of alternative solutions.
A screenline, to measure the volume to capacity ratio at the Oakville/Mississauga boundary, should be added to the analysis.	A screenline will be added.
Oakville Transportation Master Plan	
Did the volume-to-capacity ratios developed for the Study Area take into account provision of High Occupancy Vehicle lanes (HOV) or reserved bus lanes?	Yes, the travel demand forecasting model includes one lane of traffic in each direction on a widened Dundas Street as HOV.
What kind of transit mode split will Oakville achieve with the proposed transit network?	The overall ridership is anticipated to rise to 6 times the current rate. The mode split (% of overall trips being made by transit) varies by location in Oakville. Rather than express ridership as a mode split, the Town has chosen to describe the expected service in different corridors based on frequency of bus service, etc.(Ex. Near 407, downtown Oakville, etc)

Question	Response
Is the Town's plan going to improve the overall mode split in Oakville?	In some areas the mode split will rise to 25%, as a result of intensified development and transit supportive land use. Other areas will experience a mode split of 10-12%, which is related to changes in service levels.
What is the current mode split in Oakville today?	The average existing transit mode split, as reported in the Transportation Tomorrow Survey data (TTS) [collected in 2001] is between 7 and 8%, when GO Transit is included.
Alternative Solutions	
Is Lower Baseline going to be considered as an alternative solution? It appears that Dundas Street is the only other "Upgrade Capacity" solution.	Lower Baseline will be considered as an alternative solution. A widened Dundas Street was used as an example of a road system expansion alternative solution.
Alternative Solutions – Assessment Criteria	
The criteria Community Connectivity can be looked at from both the land use perspective and the transportation perspective. I feel this will be a very important part of the next phase of the project, when assessing the alternative solutions.	Comment noted.
General	
The Town of Milton is currently undertaking a Class EA for Lower Baseline. Has this been considered?	The Class EA relates to a reconstruction of Lower Baseline. This planned improvement will be added to the planning context for this Study.

3. Next Steps

- The next Stakeholder meeting is scheduled for April 13 at 6:30 p.m.
- The next TAC meeting will be held in early June 2005 to discuss the results of the assessment of alternative solutions
- The first Public Information Centre is scheduled for mid-June 2005.

Meeting Adjourned

Appendix A

List of Participants

TAC	
Name	**Agency/Affiliation**
Andy Kwan	City of Mississauga
Jane DeVito	Conservation Halton
David Gale	Halton EEAC
John Sinnige	Halton EEAC
William Chan	Oakville Hydro
Dave Bloomer	Town of Oakville
Robert Thun	Town of Oakville
Angela Iannuzziello	Entra Consultants
Edward Soldo	Halton Region
Eric Hakomaki	Halton Region
Doug Corbett	Halton Region
Paul Attack	Halton Region
Joseph Choi	Halton Region
Mike Delsey	TSH
Colleen Goodchild	TSH
Charlotte Young	ENVision…synergy

Appendix B
Presentation

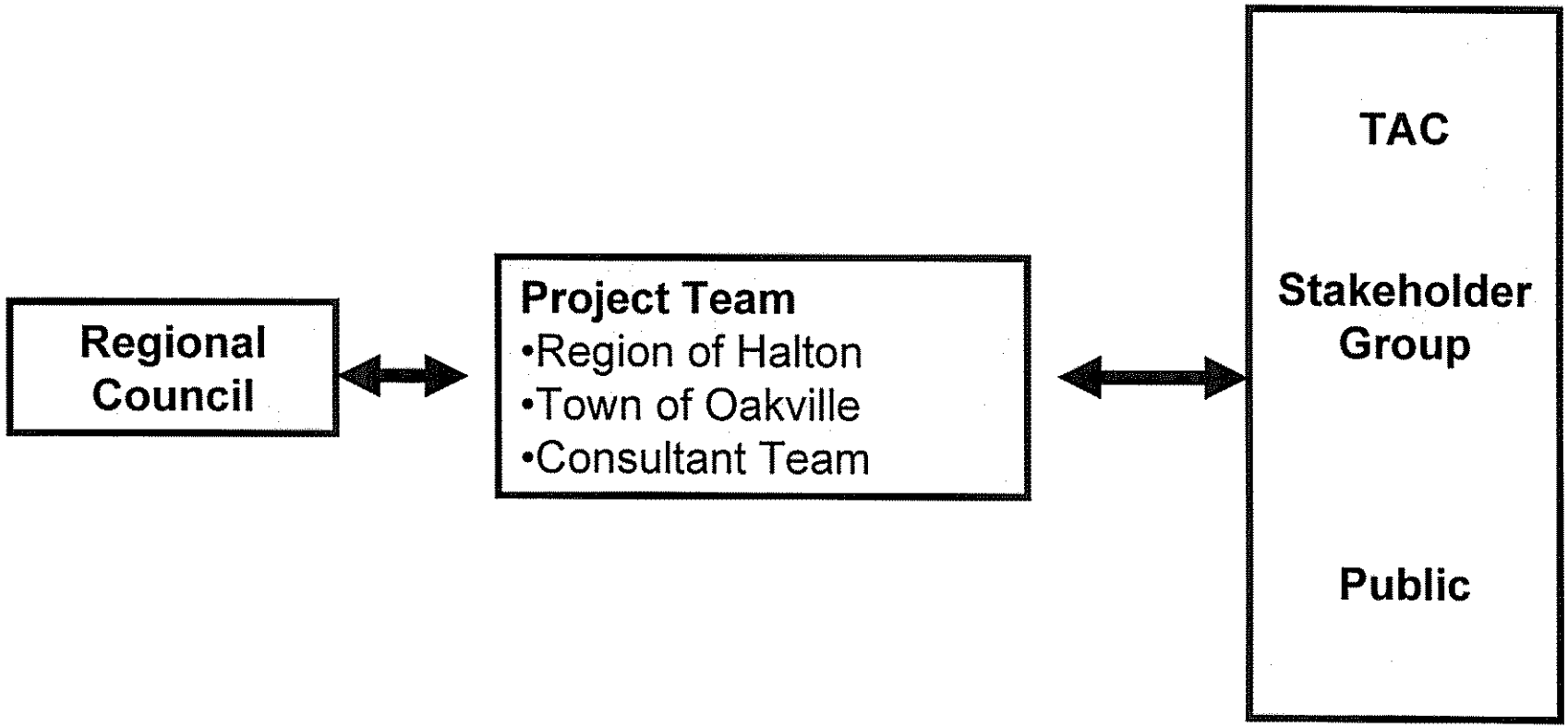
NEW BURNHAMTHORPE ROAD

(Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class EA

TAC Meeting #2

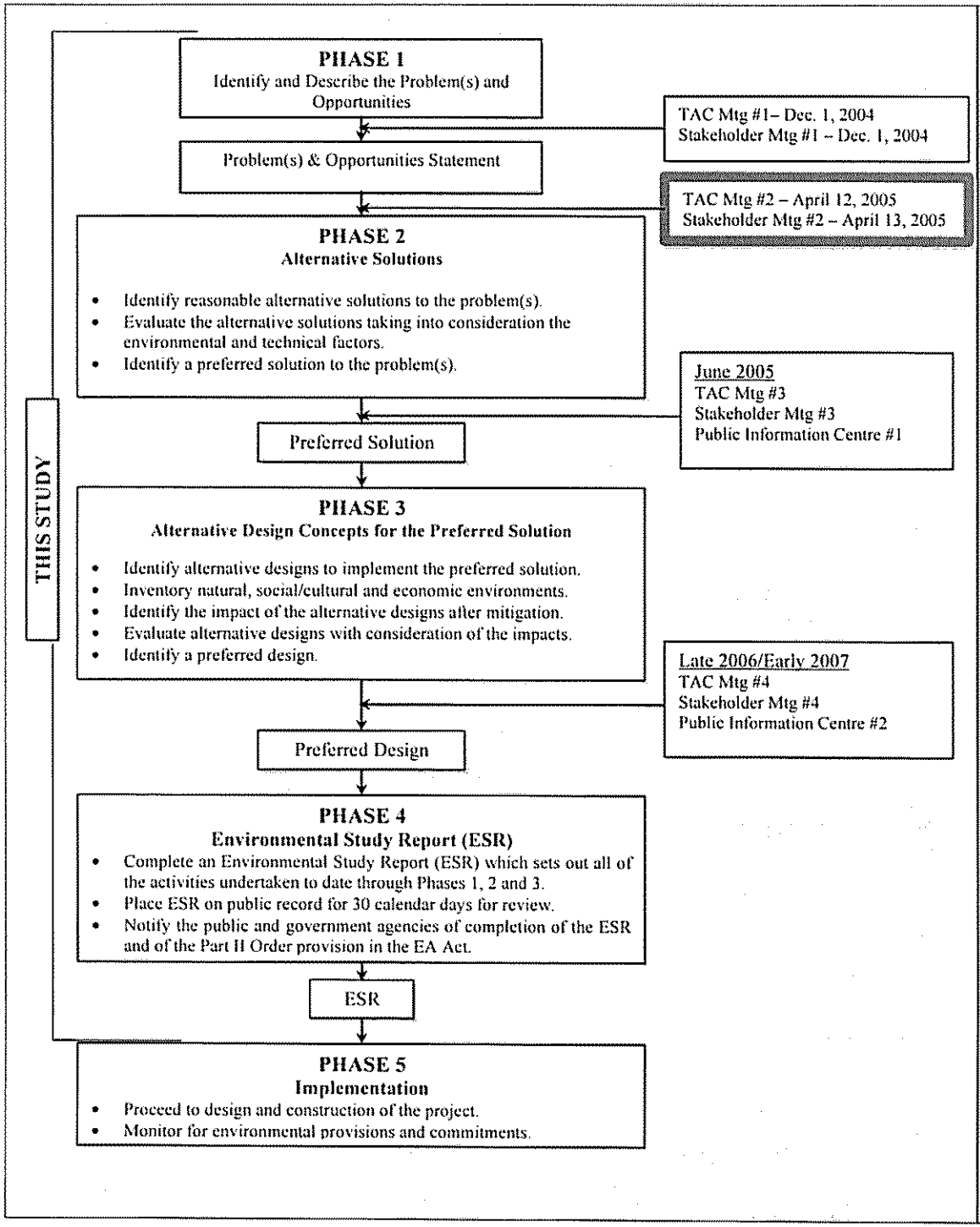
April 12, 2005

Study Organization



Study Approach

- Municipal Class EA process
- Canadian Environmental Assessment process
- The Region of Halton and Town of Oakville are working together to co-ordinate the Burnhamthorpe Road Class EA and the North Oakville Secondary Planning Process



1. Identification of the problem or opportunity

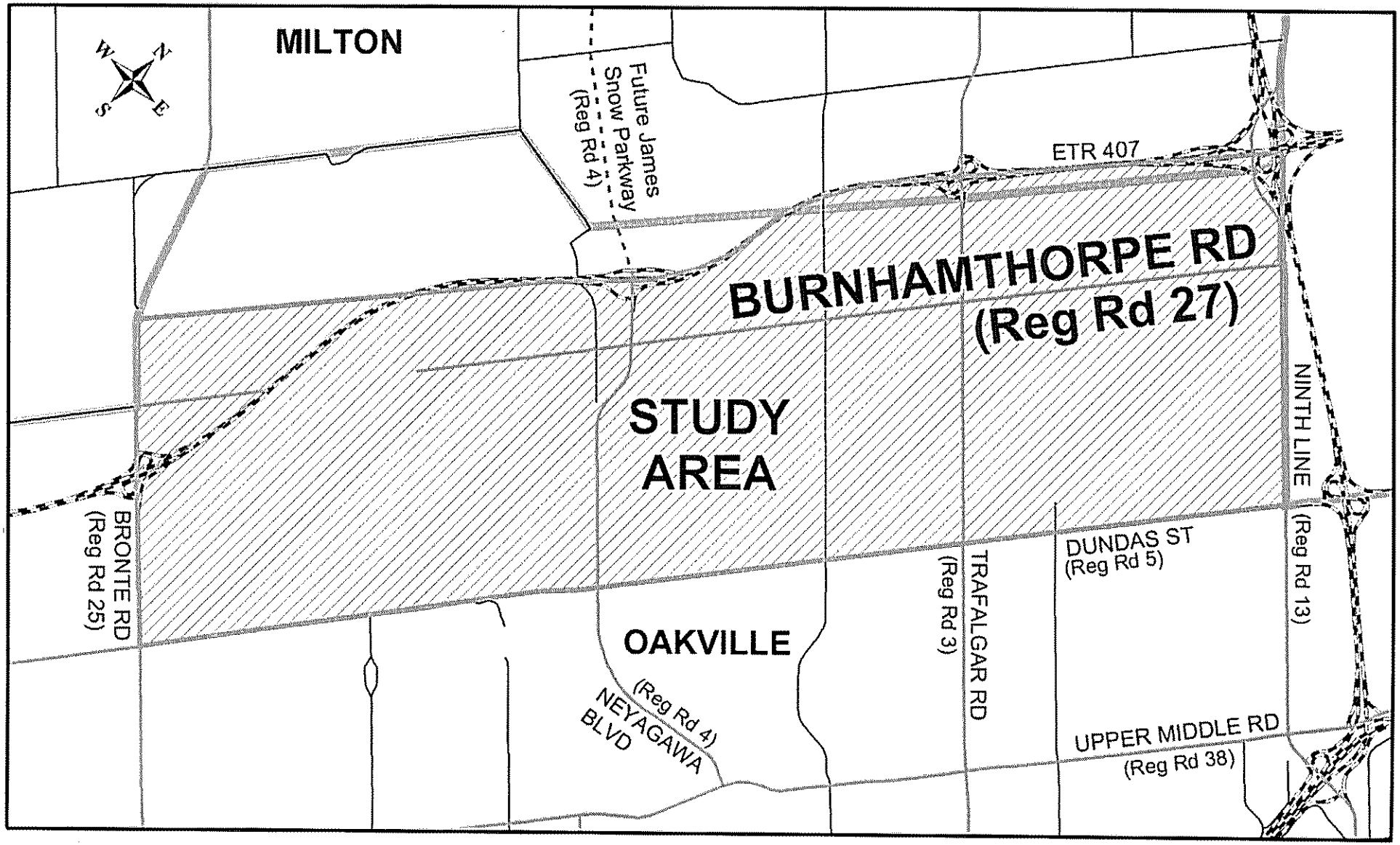
2. Assessment and evaluation of alternative solutions

3. Assessment and evaluation of the alternative design concepts for the preferred solution

4. Documentation in an Environmental Study Report

5. Project Implementation

Study Area


MILTON
Future James Snow Parkway (Reg Rd 4)
ETR 407
BURNHAMTHORPE RD (Reg Rd 27)
STUDY AREA
NINTH LINE (Reg Rd 13)
BRONTE RD (Reg Rd 25)
DUNDAS ST (Reg Rd 5)
TRAFALGAR RD (Reg Rd 3)
OAKVILLE
NEYAGAWA BLVD (Reg Rd 4)
UPPER MIDDLE RD (Reg Rd 38)

Recap of Stakeholder Group Meeting #1

- Existing Conditions Overview
  - Previous Studies
  - Natural, Social/Cultural/Economic Environment
  - Transportation
- Key Study Issues
- Potential Improvement Opportunities
- Assessment Criteria for Alternative Solutions (Deferred)

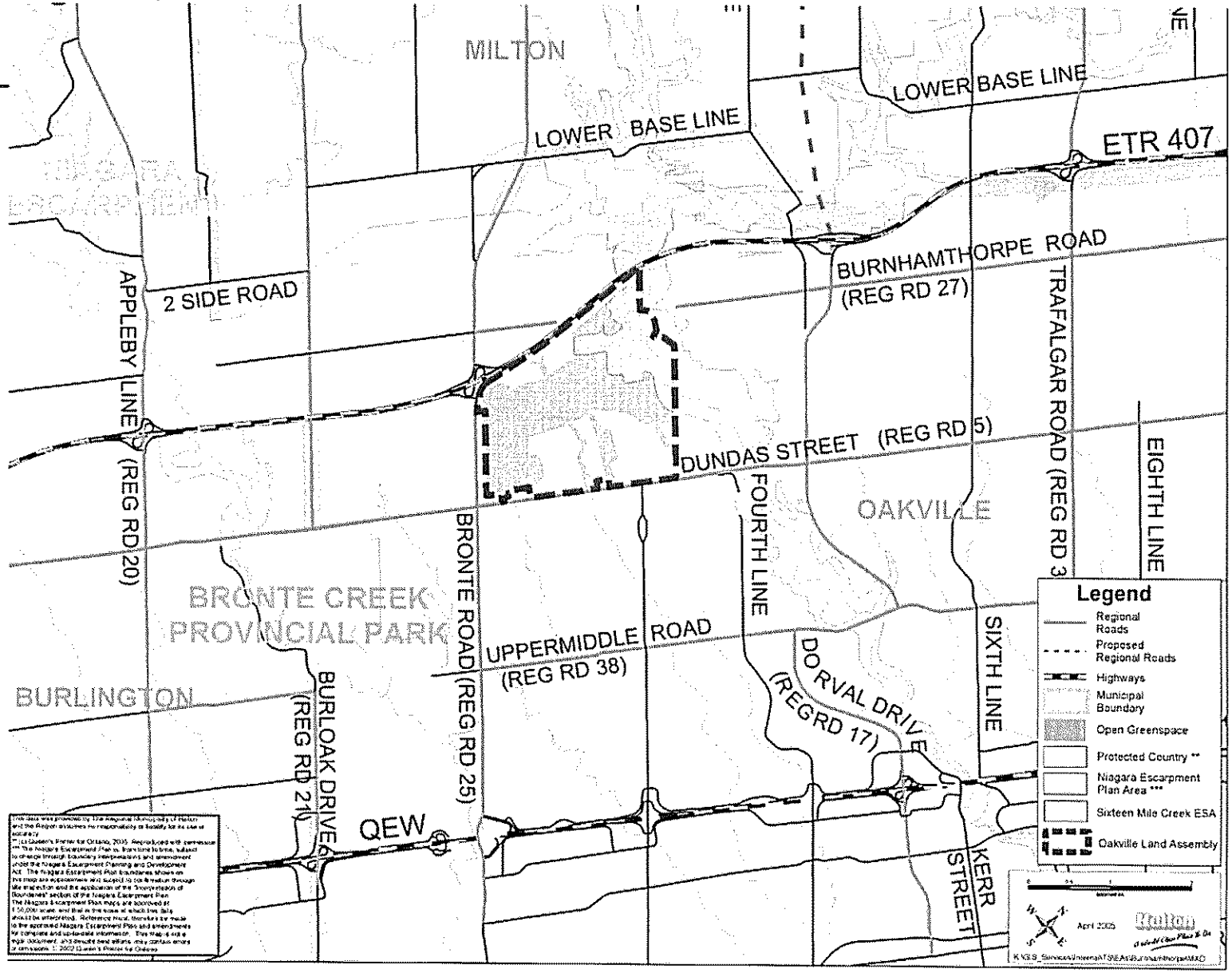
Preliminary Identification of Study Issues

- Provision for all modes of travel (transit, **carpooling**, autos, cyclists, pedestrians)
- Provision of safe access to adjacent existing and planned developments
- Consideration of impacts on environmental features
- Consideration of:
  - Aesthetics;
  - Streetscaping;
  - Safety;
  - **Air Quality;**
  - Noise; and
  - Other community issues.
- Transit opportunities
- Future travel demand
- **Location of potential Sixteen Mile Creek crossing impacts**
- **Co-ordination and compatibility with the Secondary Planning process**
- **Consideration of provincial policies/guidelines**

Planning Context – What's new

- Greenspace protection – MNR
- Greater Golden Horseshoe Growth Plan – MPIR
- Co-ordination with Town of Oakville's Secondary Planning Process
  - Population and employment forecasts
  - Transit forecasts/infrastructure requirements

Planning Context - Greenspace Protection in North Oakville, MNR



Growth Plan - MPIR

Population			
Projection	2011	2021	2031
Region of Halton – previous estimates	498,000	592,300	N/A
MPIR Growth Plan	500,000	620,000	750,000

Employment			
Projection	2011	2021	2031
Region of Halton – previous estimates	251,460	307,900	N/A
MPIR Growth Plan	270,000	330,000	370,000

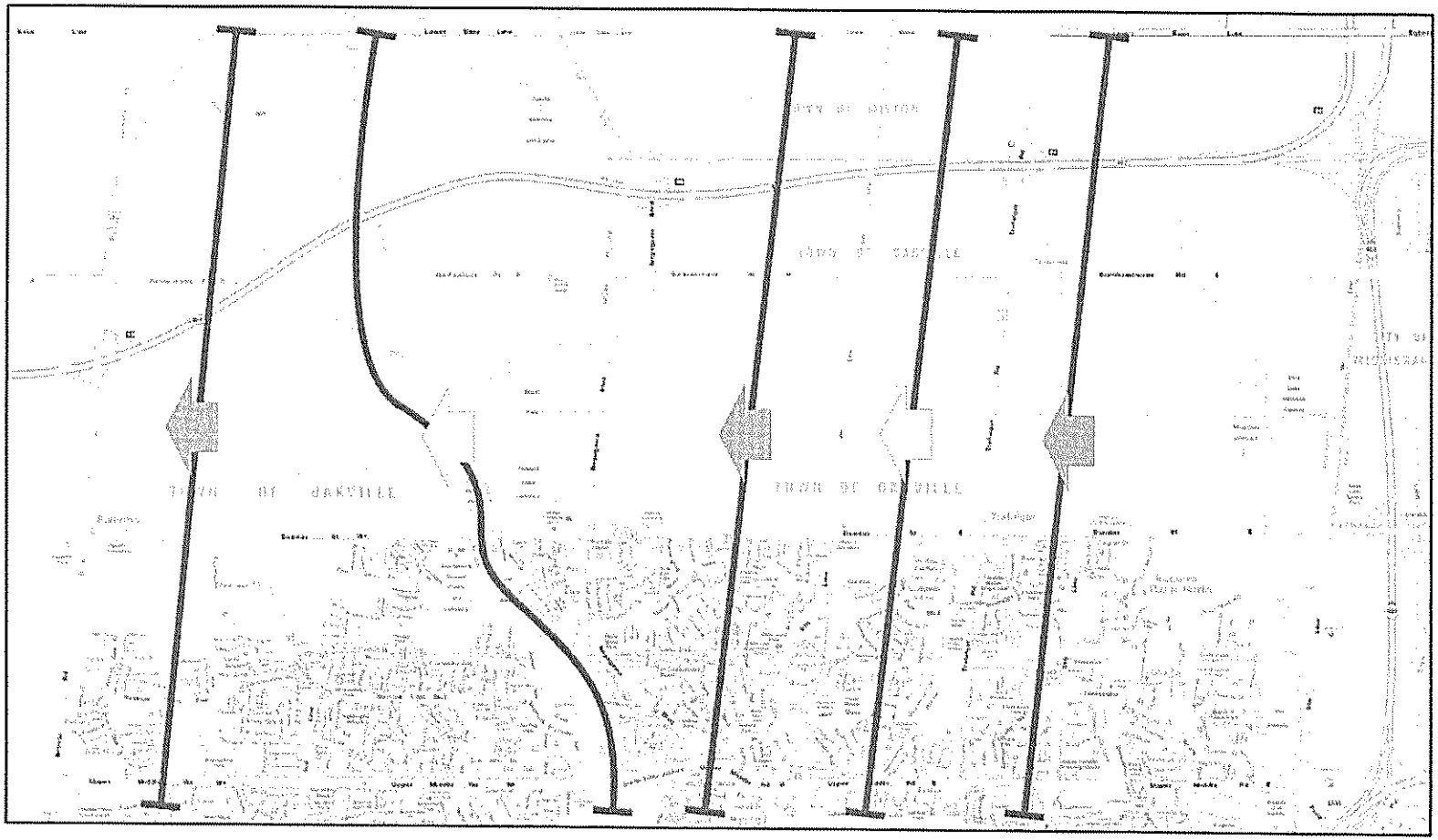
Transportation Issues & Opportunities
Identification of Need

- A review of existing conditions indicates:
  - East-west travel in the Study Area is approaching capacity
  - Individual east-west facilities (roadways) in the study area are already operating at or beyond capacity.

- Even with the implementation of planned road transportation improvements in the study area (e.g. Dundas St widening, James Snow Parkway extension) capacity deficiencies are expected in the long term

- Town of Oakville future transit ridership targets will reduce, but not eliminate the need for road capacity improvements

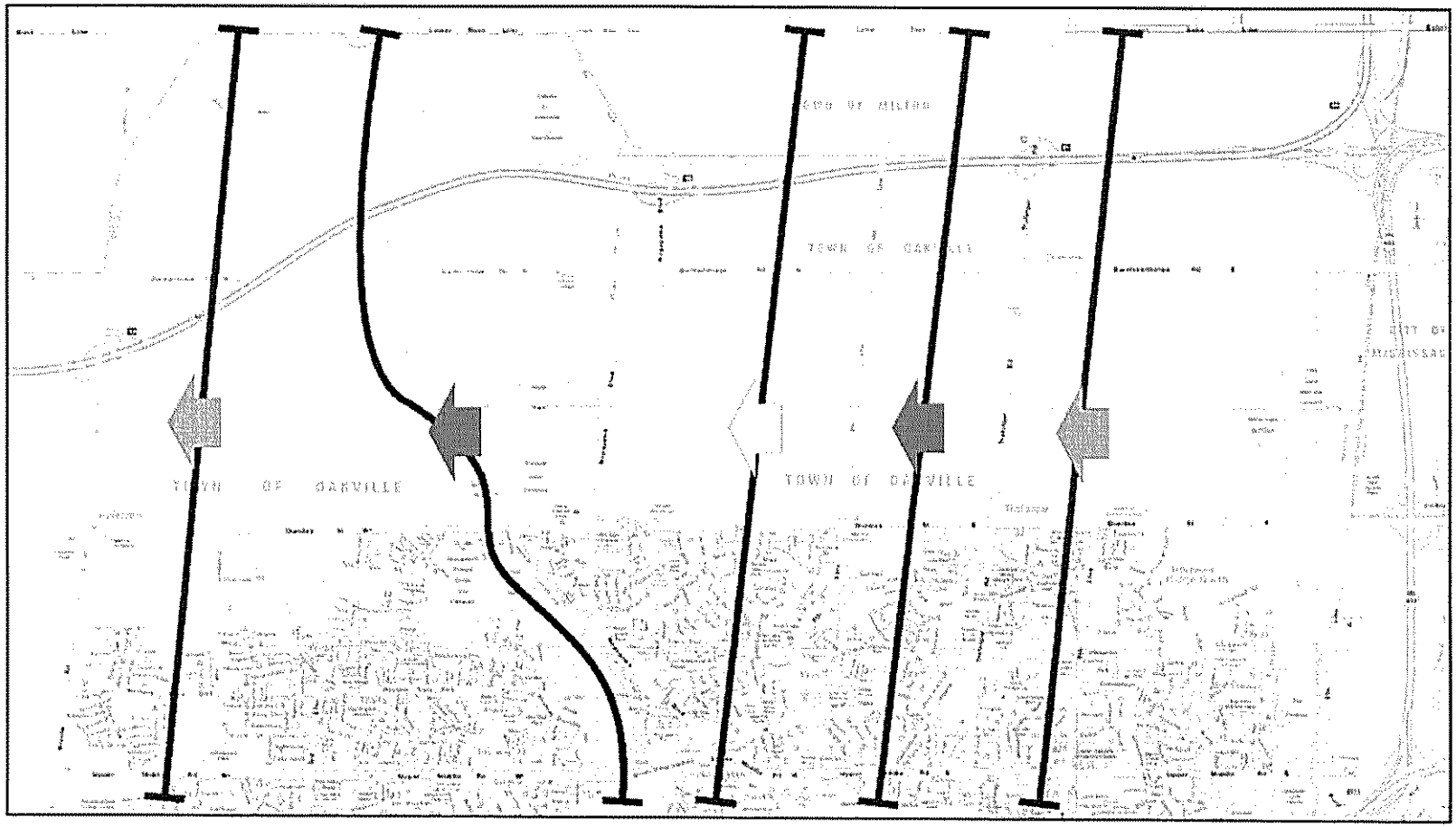
Existing Transportation Conditions



Legend
- peak direction flow crossing screenline
- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Screenline Analysis [Full Screenline]
2001 P.M. Peak Hour

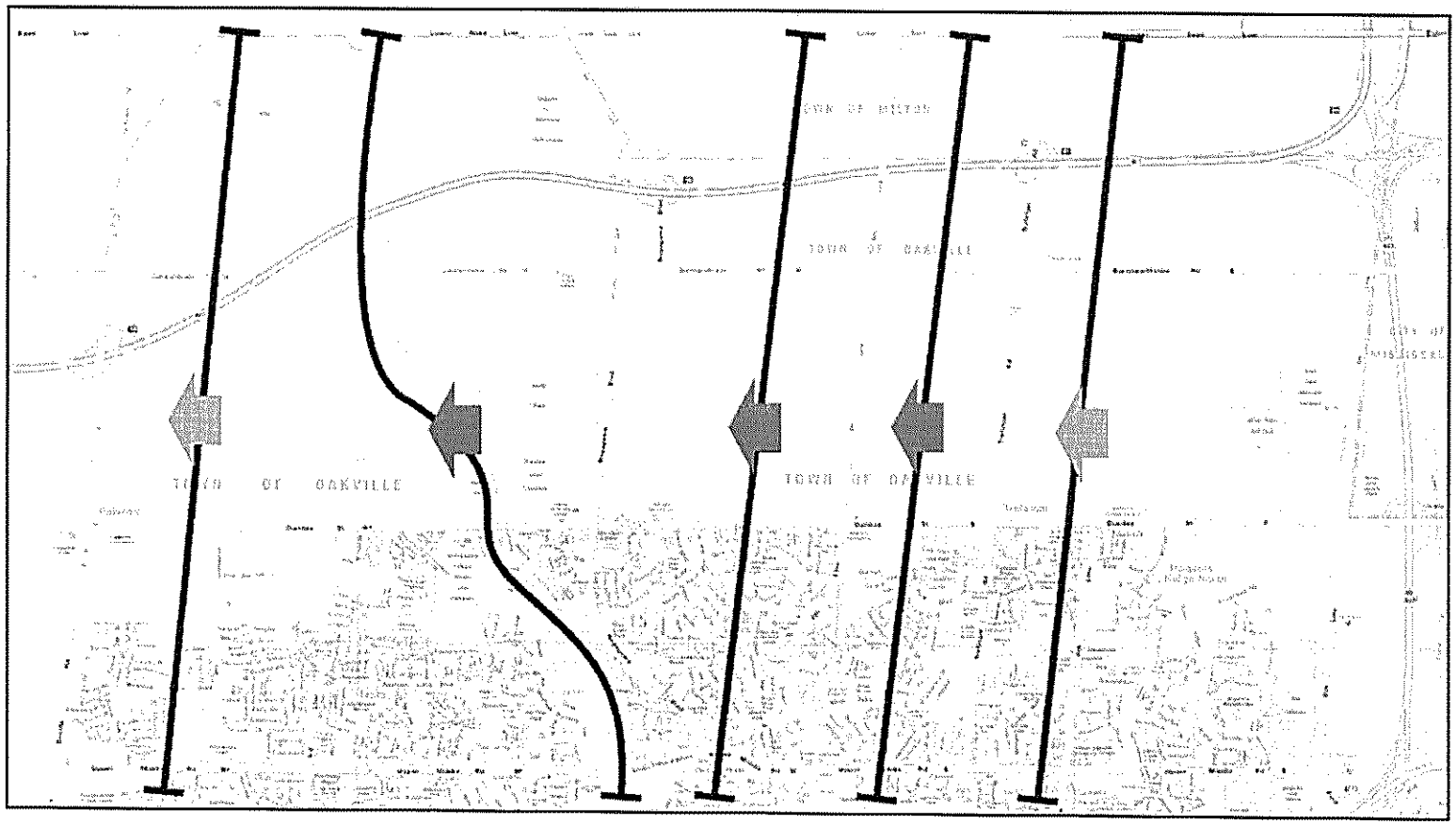
2021 Transportation Conditions



Legend
- peak direction flow crossing screenline
- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Screenline Analysis (Full Screenline)
Best Planning Estimate Land Use
2021 Planned Network - Existing
Burnamthorpe Road

Transportation Conditions – Full Build-out of North Oakville



Legend
- peak direction flow crossing screenline
- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Screenline Analysis [Full Screenline]
Full Build Out of North Oakville
2021 Planned Network - Exisiting
Burnamthorpe Road & James Snow Parkway
Extended to Neyagawa Boulevard

Screenline Volume Assessment

Without Highway 407

	PM Peak Hour Westbound Direction											
	Existing (2001)				2021				Full Build-out of N. Oakville			
Screenline	Volume	Capacity	v/c		Volume	Capacity	v/c		Volume	Capacity	v/c	
East of Bronte Road (RR 25)	2,538	3,250	0.78		3,208	5,420	0.59		2,645	5,420	0.49	
Sixteen Mile Creek	3,649	4,100	0.89		4,968	4,570	1.09		5,189	4,570	1.14	
East of Neyagawa Blvd (4th Line)	3,678	4,950	0.74		5,293	5,420	0.98		6,227	5,420	1.15	
East of 6th Line	4,131	4,950	0.83		6,047	5,520	1.10		6,394	5,520	0.99	
East of Trafalgar Road	3,856	4,950	0.78		4,977	5,870	0.85		5,129	5,870	0.87	
	Existing road network				Existing Burnhamthorpe Rd Planned road improvements				Existing Burnhamthorpe Rd Planned road improvements Extension of JSP to Neyagawa Blvd			

LEGEND

- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Screenline Volume Assessment

With Highway 407

	PM Peak Hour Westbound Direction									
	Existing (2001)			2021			Full Build-out of N. Oakville			
Screenline	Volume	Capacity	v/c	Volume	Capacity	v/c	Volume	Capacity	v/c	
East of Bronte Road (RR 25)	6,924	9,050	0.77	7,327	10,820	0.68	7,331	10,820	0.68	
Sixteen Mile Creek	8,034	9,900	0.81	9,086	9,970	0.91	9,875	9,970	0.99	
East of Neyagawa Blvd (4th Line)	8,314	10,750	0.77	9,257	10,820	0.86	10,650	10,820	0.98	
East of 6th Line	8,759	10,850	0.81	10,011	10,920	0.92	10,817	10,920	0.99	
East of Trafalgar Road	8,513	10,950	0.78	8,241	11,270	0.73	8,431	11,270	0.75	
	Existing road network			Existing Burnhamthorpe Rd Planned road improvements			Existing Burnhamthorpe Rd Planned road improvements Extension of JSP to Neyagawa Blvd			

LEGEND

v/c >0.90
v/c 0.80 - 0.90
v/c <0.80

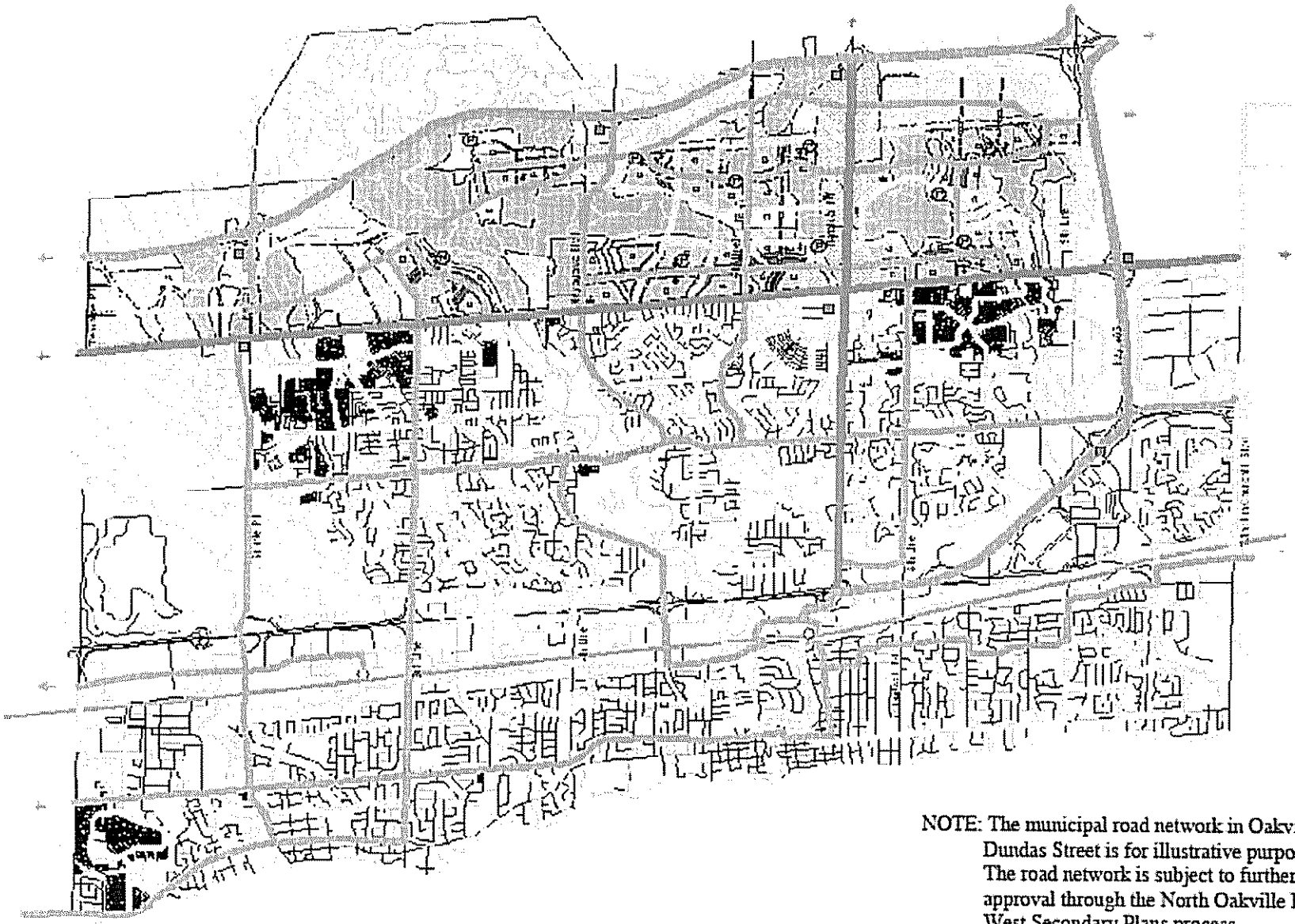
Town of Oakville
Transportation Master Plan (April, 2004)

Transit Component of TMP comprises:

- Transit corridors and service
- Places to connect
- Based on draft NOSP land use, expanded technology, service and fare coordination
- Customer focused marketing, education and promotion
- Roadway infrastructure based on combined needs for auto, bus, cycling, and pedestrian users

OAKVILLE

ENTRA



NOTE: The municipal road network in Oakville north of Dundas Street is for illustrative purposes only. The road network is subject to further review and approval through the North Oakville East and West Secondary Plans process.

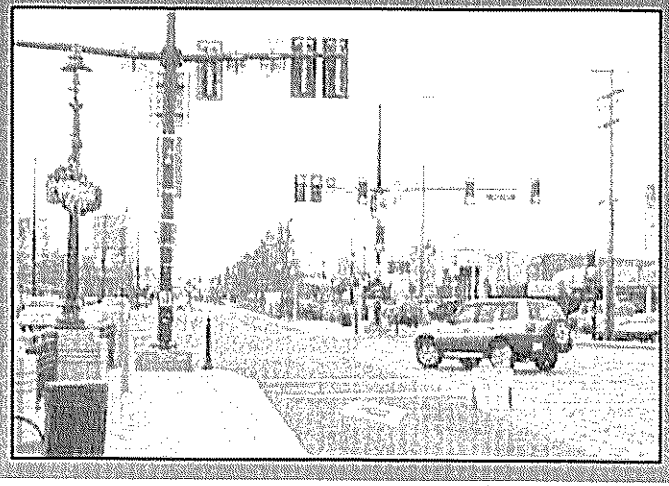
OAKVILLE

Oakville TMP - Transit Plan

ENTRA

Transit Strategy
Secondary Corridors

- Operate on the grid network of streets
- About every 7 to 10 minutes
- Connect to the schools, to shopping, to urban core areas
- Low floor accessible comfortable vehicles
- Transit priorities in congested areas
- Connecting to community services



OAKVILLE

ENTRA

Transportation Issues & Opportunities
Identification of Need - Summary

- Provincial Policy Context
  - Identified increased population and employment targets for Halton Region, a share of which would be accommodated within the Town of Oakville
- North Oakville Secondary Plan
  - Planning ongoing in coordination with this Study
  - Transportation infrastructure required to support planned land use
- Analysis Results
  - Forecasts indicate the need for transportation system capacity improvements in an east-west direction across the Study Area
- Alternative Solutions
  - A range, or combination of alternative solutions may be necessary to address future transportation need

Preliminary Identification of Alternative Solutions

- **Do Nothing**
  - (Base Case for comparison)

- **Road System Expansion**
  - Upgrade capacity of adjacent roads
    - (Ex. Dundas Street widened from 4-6 lanes to 8-10 lanes)
  - Upgrade capacity of Burnhamthorpe Road
  - Increase transit services/facilities (HOV/bus lanes, Reserved Bus Lanes, higher order transit)

Note: If Burnhamthorpe Road capacity improvements are the recommended solution, alternative routes will be identified, assessed and evaluated in the next phase of study

Preliminary Identification of Alternative Solutions

- **Transportation System Improvements (non-expansion)**
  - Reduce auto usage using Transportation Demand Management Measures (ex. Regional TDM strategy)
  - Maximize existing road capacities (Transportation Systems Management)
  - Increase transit services/facilities (ex. Service increases that do not trigger road improvements, signal priority, etc)

Preliminary Identification of Assessment Criteria

TRANSPORTATION

- Accommodation of future auto demand
- Travel safety
- Emergency service
- Transportation network compatibility
- Transit network connectivity
- Commercial goods movement
- *Accommodation of pedestrian/cyclists*

ENGINEERING

- Construction impacts
- Utility/service relocations
- Property Requirements
- *Costs*
  - *Capital*
  - *Operating and Maintenance*

Preliminary Identification of Assessment Criteria

NATURAL ENVIRONMENT

- Watercourses/fisheries
- Vegetation and woodlots
- Wildlife
- Wetlands/marsh areas
- Fluvial geomorphology conditions
- Groundwater/surface water/drainage
- *Natural Heritage system connectivity*
- *Compatibility with North Oakville subwatershed studies*

Preliminary Identification of Assessment Criteria

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity impacts (noise impacts, aesthetics)
- Traffic infiltration
- Residential property impacts
- Commercial property impacts
- Compatibility with existing/future land uses/plans
- Consistency with Official Plan policies
- Archaeological resources
- Built Heritage resources & rural character
- Recreational opportunities
- Future development/redevelopment potential
- Accessibility
- Community Connectivity *& Integration*
- Air quality
- Accommodation of pedestrians and cyclists

Working Session

Transportation Issues & Opportunities

(Refer to workbook)

Working Session

Potential Alternative Solutions
(Refer to workbook)

Working Session

Alternative Solutions Assessment Criteria

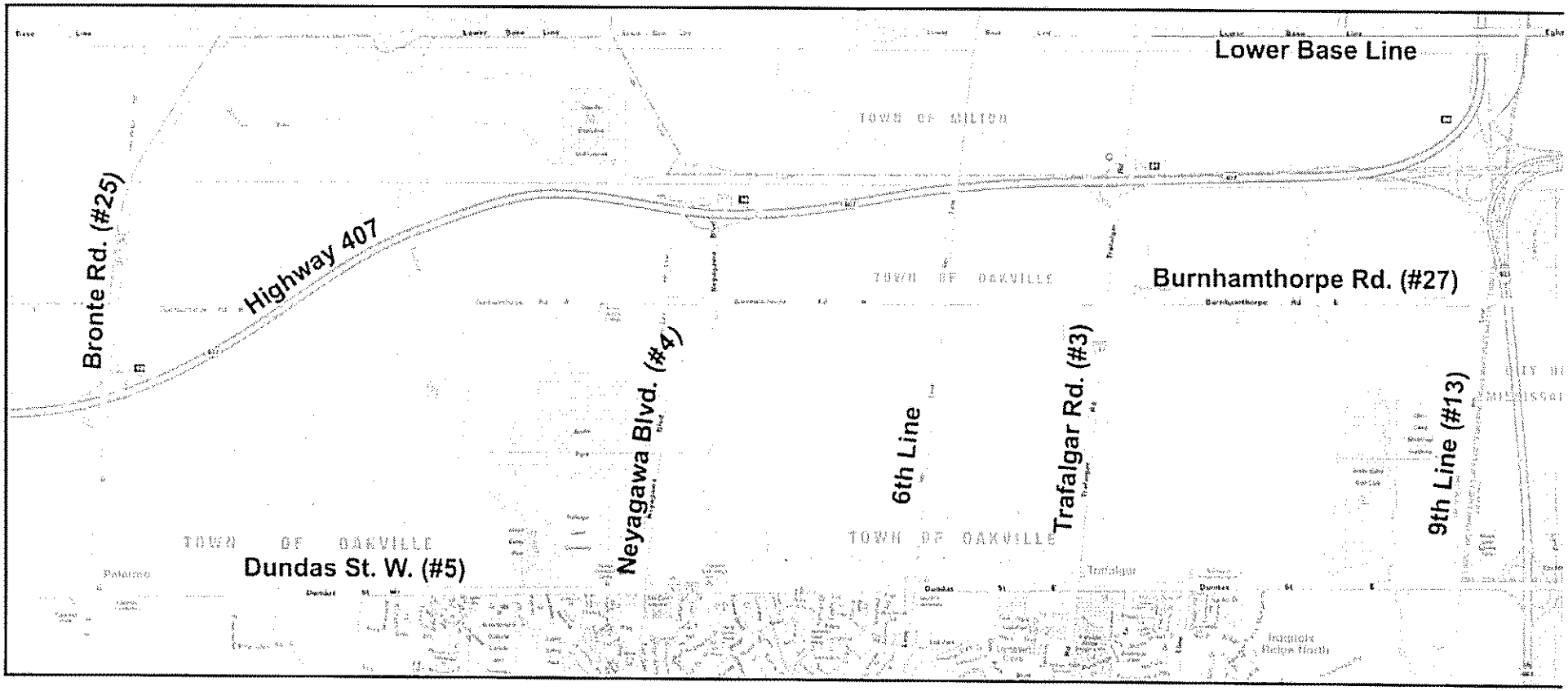
(Refer to workbook)

Extra Slides

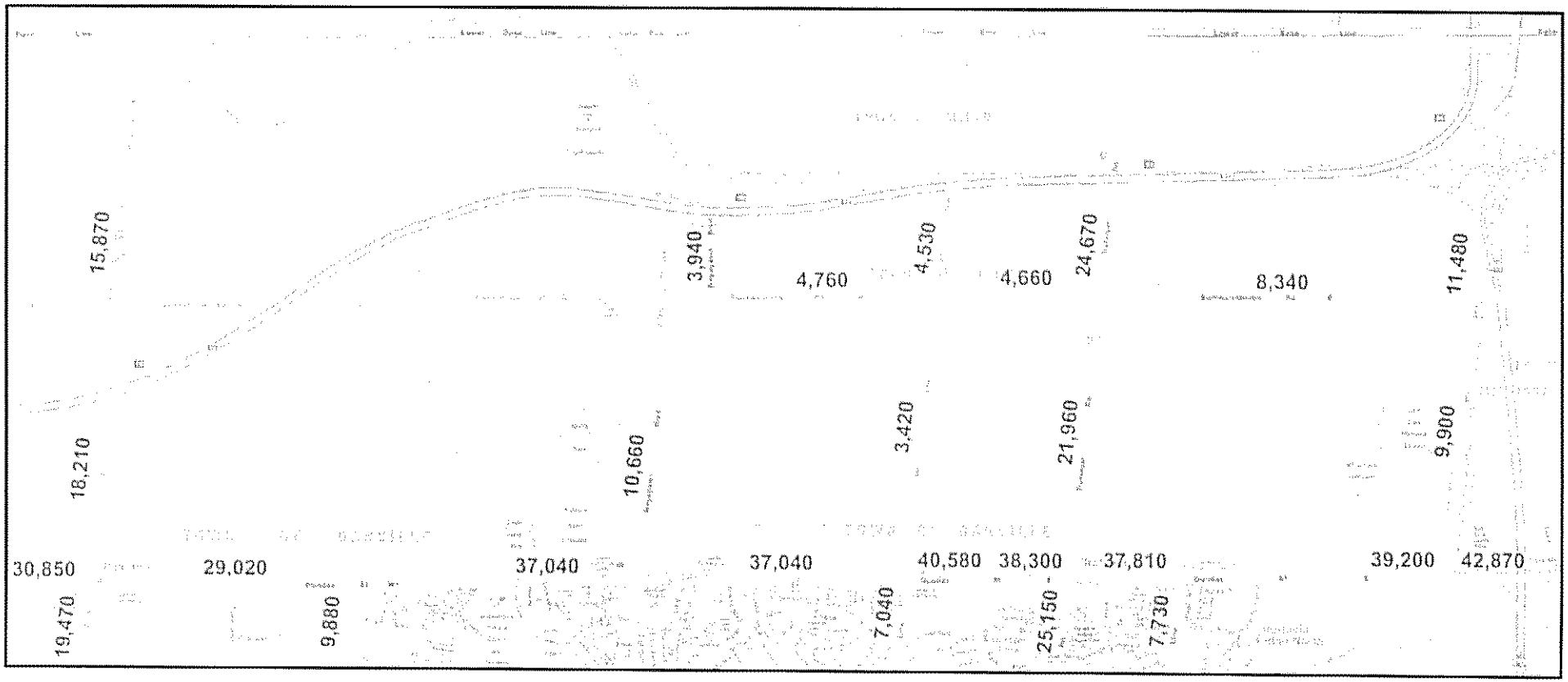
Previous Studies

- Halton Functional Road Network and North Halton Transportation Study, May 1999
- Halton Region Transportation Master Plan November 1999 and June 2004
- Making Connections: Transit for Halton, October 2002
- Region of Halton Road Needs Study, 2003
- Draft Oakville Transportation Master Plan, February 2004
- Draft North Oakville East and West Secondary Plans, February 2004
- Draft Growth Plan, Province of Ontario, 2005
- Greenbelt Plan, Province of Ontario, February 2005

Existing Road Network



2004 ADT Volumes (24 hr)



Halton Region Road Improvement Plan

(Source: TMP)

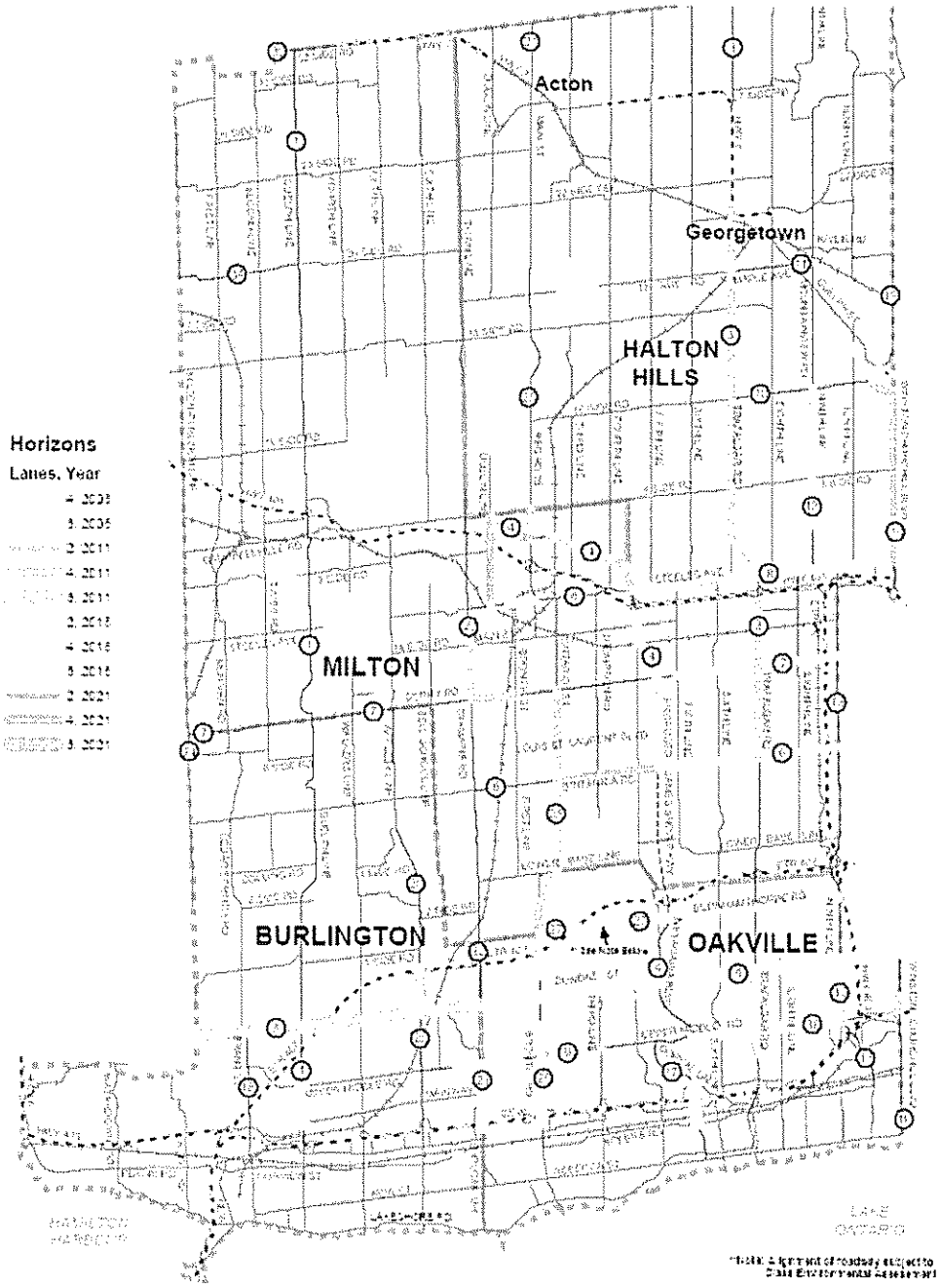


Figure 4
Required Lane Widening by Time Horizon
(2004-2021)