

TOWN OF HALTON HILLS – GENERAL INFORMATION PACKAGE

COUNCIL MEETING – October 28, 2024

ADVISORY/SPECIAL COMMITTEES AND BOARD MEETING MINUTES

PAGE	COMMITTEE/BOARD	MEETING DATE
4	Heritage	October 16, 2024
10	Acton BIA	September 25, 2024
14	Active Transportation	September 24, 2024
17	Site Alteration	September 19, 2024
21	Committee of Adjustment	September 4, 2024
23	Halton Hills Public Library	June 26, 2024

GENERAL CORRESPONDENCE

PAGE	INFORMATION
30	TOWNSHIP OF NAIRN AND HYMAN, CORPORATION OF THE TOWNSHIP OF BALDWIN – Letter to Premier Doug Ford regarding Opposition to the Transportation and Deposition of Naturally Occurring Radioactive Material (NORM) and Mine Tailings from the Former Beaucage Mine and Waste Site (October 11, 2024)
33	TOWN OF BRADFORD WEST GWILLIMBURY – Letter to Andrea Khanjin, Minister of the Environment, Conservation and Parks regarding Ontario Deposit Return Program (September 20, 2024)
34	ONTARIO'S BIG CITY MAYORS – A request to Ontario Municipalities regarding SolveTheCrisis.ca (October 2024)
45	AMO – WatchFile (October 17, 2024)
48	AMO – WatchFile (October 10, 2024)
51	AMO – WatchFile (October 3, 2024)

PASSED RESOLUTIONS

PAGE	INFORMATION
53	HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding Uniform Traffic Control By-law No. 1984-1.
182	HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding Burloak Regional Waterfront Park Master Plan Revision.
	HALTON REGION – Resolution passed at its Council meeting held on September 18,

- 198 2024 regarding Road Safety and Active Transportation Initiatives (R2314A) – Update.
- 205 HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding July 15 and 16, 2024 Flood Response Update.
- 227 HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding 2023 Transportation Progress Report.
- 270 HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding Halton Region’s Role in Community Climate Action.
- 277 HALTON REGION – Resolution passed at its Council meeting held on September 18, 2024 regarding Updates on Service Delivery Post-Bill 23.
- 295 TOWN OF PARRY SOUND – Resolution passed at its Council meeting held on October 1, 2024 regarding Municipal Elections Act.
- 299 TOWNSHIP OF MCGARRY – Resolution passed at its Council meeting held on October 8, 2024 regarding Municipal Elections Act.
- 301 TOWN OF PLYMPTON-WYOMING– Resolution passed at its Council meeting held on April 10, 2024 regarding Request to Increase Tile Drain Loan Limit.
- 304 HASTINGS COUNTY – Resolution passed at its Council meeting held on March 28, 2024 regarding sustainable infrastructure funding for small rural municipalities.
- 306 TOWNSHIP OF SPRINGWATER – Resolution passed at its Council meeting held on October 2, 2024 regarding the AMO and OMA Joint Health Resolution Campaign.
- 308 CITY OF TEMISKAMING SHORES – Resolution passed at its Council meeting held on September 17, 2024 regarding Provincial decision regarding alcohol sales in convenience stores and locations that sell fuel to drivers, and the development of a comprehensive provincial alcohol strategy.
- 310 CITY OF BRANTFORD – Resolution passed at its Council meeting held on September 24, 2024 regarding Request to the Chief Justice of the Superior Court.
- 312 TOWNSHIP OF BROCK – Resolution passed at its Council meeting held on September 23, 2024 regarding Rideshare Services.
- 314 MUNICIPALITY OF ST. CHARLES – Resolution passed at its Council meeting held on July 17, 2024 regarding AMO / OMA Joint Resolution Campaign on Physician Shortage.
- 315 MUNICIPALITY OF ST. CHARLES – Resolution passed at its Council meeting held on August 14, 2024 regarding Support for the request to increase the tile drain loan limit.
- 316 MUNICIPALITY OF ST. CHARLES – Resolution passed at its Council meeting held on August 14, 2024 regarding Support for sustainable infrastructure funding for small rural municipalities.
- 317 MUNICIPALITY OF ST. CHARLES – Resolution passed at its Council meeting held on August 14, 2024 regarding recommendation for Government Regulation of Nicotine Pouches.
- BOARD OF HEALTH FOR PUBLIC HEALTH SUDBURY & DISTRICTS – Resolution

- 318 passed at its meeting held on April 18, 2024 regarding Support for Recommendations for Government Regulation of Nicotine Pouches.
- 325 TOWN OF COBOURG – Resolution passed at its Council meeting held on September 25, 2024 regarding Support of Involuntary Care for Individuals with Severe Mental Health and Addictions Issues.

ADDENDUM ITEMS - ADVISORY/SPECIAL COMMITTEES AND BOARD MEETING MINUTES

PAGE	COMMITTEE/BOARD	MEETING DATE
327	Georgetown BIA	September 17, 2024
329	Georgetown BIA	June 25, 2024



HERITAGE HALTON HILLS COMMITTEE MINUTES

Minutes of the Heritage Halton Hills Committee meeting held on Wednesday October, 16, 2024 in the Esqueing Room at Town Hall, 1 Halton Hills Drive, Halton Hills, ON.

Members Present: Councillor J. Racinsky, Acting Chair, C. Donaldson, L. Quinlan, R. Denny, T. Brown, Councillor C. Somerville, (arrived 4:56 pm)

Regrets: M. Rowe, A. Walker

Staff Present: L. Loney, Manager of Heritage Planning, L. Bateson, Senior Administrative & Heritage Planning Coordinator, A. Foster, Cultural Heritage Assistant, R. Brown, Deputy Clerk - Administration

Others Present: Councillor J. Brass

1. CALL TO ORDER

Councillor J. Racinsky, Acting Chair called the meeting to order at 4:33 p.m.

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

There were no disclosures of pecuniary or conflict of interest.

3. RECEIPT OF PREVIOUS MINUTES

Recommendation No. HHH-2024-0049

That the following minutes of the Heritage Halton Hills Committee Meetings be received:

- a. Heritage Halton Hills Committee Meeting Minutes dated August 14, 2024
- b. Heritage Halton Hills Committee Meeting Minutes dated September 18, 2024

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION

4.a Research and Evaluation Report - 2 Guelph Street (Georgetown) - R.D. Warren House

L. Loney provided an overview of the research and evaluation report. The property located at 2 Guelph Street (Georgetown) meets 4 out of the 9 criteria for designation. It is a representative example of Edwardian Classical architecture in the community of Georgetown. The property is associated with R.D. Warren, editor of the Georgetown Herald from 1886-1909, owner of the Halton Conservator, and McMaster University Senator. It serves to define and maintain the early twentieth century character of downtown Georgetown.

Recommendation No. HHH-2024-0050

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 2 Guelph Street (Georgetown) for designation under the *Ontario Heritage Act*.

CARRIED

4.b Research and Evaluation Report - 2 Mill Street East (Acton) - Secord-Starkman Block

A. Foster provided an overview of the research and evaluation report. The property located at 2 Mill Street East (Acton) meets 6 out of the 9 criteria for designation. It is a representative example of early twentieth-century vernacular commercial architecture . The property is associated with Sara Augusta Secord and Abraham "Louis" Starkman. It is a local landmark in Acton and has significant contextual value.

Recommendation No. HHH-2024-0051

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 2 Mill Street East (Acton) for designation under the *Ontario Heritage Act*.

CARRIED

4.c Research and Evaluation Report - 4 Queen Street (Georgetown) - McColl House

L. Loney provided an overview of the research and evaluation report. The property located at 4 Queen Street (Georgetown) meets 5 out of the 9 criteria for designation. It is a representative example of late-nineteenth-century residential buildings in the Gothic Revival style. The property is associated with John McColl and the development of Queen Street. It serves to define and maintain the late-nineteenth century character of the area surrounding the railway.

Recommendation No. HHH-2024-0052

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 4 Queen Street (Georgetown) for designation under the *Ontario Heritage Act*.

CARRIED

4.d Research and Evaluation Report - 8 Queen Street (Georgetown) - Ramsden House

L. Loney provided an overview of the research and evaluation report. The property located at 8 Queen Street (Georgetown) meets 4 out of the 9 criteria for designation. It is a representative example of early 20th century Edwardian Classicism style residential building. The property is associated with the local pharmacy owner, George Alexander Ramsden. It has contextual value as it serves to define and maintain the early 20th century character of the area surrounding the railway.

Recommendation No. HHH-2024-0053

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 8 Queen Street (Georgetown) for designation under the *Ontario Heritage Act*.

CARRIED

4.e Research and Evaluation Report - 526 Main Street (Glen Williams) - Beaumont Duplex

L. Loney provided an overview of the research and evaluation report. The property located at 526 Main Street (Glen Williams) meets 4 out of the 9 criteria for designation. It is a representative example of a late-Victorian residential duplex with Gothic Revival influences. The property has historical and associative value due to its associations with the Beaumont family and Glen Williams' late-nineteenth and early twentieth-century development.

Recommendation No. HHH-2024-0054

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 526 Main Street (Glen Williams) for designation under the *Ontario Heritage Act*.

CARRIED

4.f Research and Evaluation Report - 7 Prince Street (Glen Williams) - Hawkins House

L. Loney provided an overview of the research and evaluation report. The property located at 7 Prince Street (Glen Williams) meets 7 out of the 9 criteria for designation. It is a representative example of a modest 3-bay Georgian Plan building. The property is associated with the Hawkins and Tost families. It defined the road layout by its placement, thereby making it a prominent landmark on Prince Street. It was the first brick house in Glen Williams.

Recommendation No. HHH-2024-0055

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 7 Prince Street (Glen Williams) for designation under the *Ontario Heritage Act*.

CARRIED

4.g Research and Evaluation Report - 5 King Street (Georgetown) - Beamish-Applebe House

L. Loney provided an overview of the research and evaluation report. The property located at 5 King Street (Georgetown) meets 4 out of the 9 criteria for designation. It is a representative example of an early twentieth-century residential building in the Edwardian architectural style. The property is associated with cobbler Thomas and William Appelbe, C.O. of the Lorne Rifles for 40 years. It has significant contextual value.

Recommendation No. HHH-2024-0056

THAT the Heritage Halton Hills Committee recommends Council issue a Notice of Intention to Designate for the property at 5 King Street (Georgetown) for designation under the *Ontario Heritage Act*.

CARRIED

4.h Barnes Pioneer Cemetery Plaque

L. Loney advised the committee that M. Rowe had requested that there be a commemorative plaque placed at the Barnes Pioneer Cemetery location. L. Loney let the committee know that a plaque will be incorporated into the design of the space.

4.i Naming of Glen Bridges

Councillor J. Brass advised the committee that he and Councillor Racinsky would be bringing a motion to Council at the upcoming Council Meeting to request that the three bridges located in Glen Williams be named for local historical families rather than the generic numbers that they are currently recognized as.

Councillor Brass noted that the naming of the bridges is supported by the Esquesing Historical Society and the Glen Williams Community Association. A formal letter was sent by John Mark Rowe to Mayor Ann Lawlor dated October 9, 2024, supporting the naming of the bridges and the proposed names.

Councillor Brass stated the proposed bridge names are:

Bridge 1 – Forester

Bridge 2 – Williams

Bridge 3 - Inglis

Recommendation No. HHH-2024-0057

THAT the Heritage Halton Hills Committee endorse the naming of the bridges in Glen Williams in accordance with the letter from John Mark Rowe to Mayor Ann Lawlor, dated October 9, 2024

CARRIED

5. ITEMS TO BE SCHEDULED FOR NEXT MEETING

6. ADJOURNMENT

The meeting adjourned at 5:00 p.m.

DOWNTOWN ACTON BIA

BOARD OF MANAGEMENT MINUTES

Wednesday September 25th, 2024 – 7:00pm

Location: BIA Office, 25 Mill Street East, Acton

Truth and Reconciliation Land Acknowledgement – Reading: [Norman Paulsen](#)

We would like to begin by acknowledging that the land on which we gather is part of the Treaty lands and Territory of the Mississaugas of the Credit.

Attendance: [Monica Galway](#) (Chairperson), [Nicole Walker](#), [Norman Paulsen](#), [Mike Albano](#), [Patricia Daleman](#), [Matthew Galliford](#) (BIA Coordinator)

Attendance regrets : [Chris Cambouris](#) (Vice-Chairperson)

1. Chair's Welcome
2. Call to Order: [7:02 pm](#)
3. Declaration of Pecuniary / Personal Conflict of Interest(s) - [None](#)
4. Adoption of July 2024 Minutes – [1st Nicole Walker](#), [2nd Norm Paulsen](#), All in favor: Yes
5. Motion to Approve September 2024 Agenda – [1st Mike Albano](#), [2nd Nicole Walker](#), All in favor: Yes
6. Coordinator's Report – [Matthew Galliford](#) – [See Attachment](#)
 - Administrative update
 - Beautification update
 - Events and Festivals update
 - Issues / Complaints – [one public complaint: There were too many dogs at the Leathertown Festival.](#)
7. Financial Report
8. New Business

A – Planning for the 2025 Budget – What are our plans and potential costs incurred? [Budget items have been proposed and current budget items have been discussed and re-allocated as necessary to produce a working budget without a planned tax levy increase for 2025 if avoidable. The finalized proposed budget will be discussed and voted on at the October 2025 BIA Board of Management meeting.](#)

B - Developing a 2025 plan for Flowers and Maintenance. Do we stay the course with Flower Shed to supply and plant for us? Do we purchase from Meadowville Garden Centre and plant the flowers ourselves and maintain or hire a maintenance person? – [Contact Joanne at Meadowville Garden Centre to arrange a consultation for the 2025 flower and basket needs for the DABIA. We will maintain the flowers ourselves, allowing for a short part-time hire if required during busy months.](#)

9. Other Business

- A) 2023 Coordinator's wage discrepancy – 2023 T4 vs Approved wage. Payout of the difference. – [identified and sorted out by Sheida Kernc / Patricia Daleman in review of payments](#)

B) Chris Cambouris proposes a trial period until the end of 2024 before a full contract in 2025. Patricia Daleman suggests a 6-month trial period.

A Motion is put forward by Chris Cambouris (in writing / email) and Patricia Daleman to employ the services of Paul F. Latour CPA for a 6-month trial period from October 2024 to the end of March 2025. Then to assess the services and vote to continue services based on performance.

9.B) Continued

Vote to accept the motion: Forwarded – Chris Cambouris (by email proxy), Patricia Daleman
In Favor: Monica Galway, Mike Albano, Norman Paulsen
Not in Favor: Nicole Walker

Motion passed and accepted to employ the services of Paul F. Latour CPA for a 6-month trial period. Matthew is to notify Paul F. Latour.

10. Motion to Adjourn: 9:04 pm – 1st Norm Paulsen, 2nd Patricia Daleman, All in favor: Yes

NEXT MEETING: Wednesday October 23, 2024, 7:00pm – BIA Office, 25 Mill Street East

Shop, Eat & Play Local – It's Worth the Drive!

Attachment: September 25, 2024 Coordinators Report

DOWNTOWN ACTON BIA

Coordinator's Report

Wednesday September 25th, 2024 – 7:00pm
Location: BIA Office, 25 Mill Street East, Acton

Administrative Update:

August was busy with the finalizing of the Leathertown Festival and then the event. Post event wrap up took about two weeks to finish paying invoices, wrap up / pre-planning 2025 meetings, thanking sponsors with their respective sponsorship posters, etc. The final Event Report will be sent to Economic Development / Tourism departments with the report for the Outdoor Market in mid October.

A post event meeting with the Town Staff has led to requests for the use of Town owned bleachers seating and potentially hiring off-duty Town Parks staff for event set up / tear down assistance.

I attended Council on August 26th to thank Council and Town staff for their work with us to develop the adopted M.O.U. for 2025 and expressed our cooperation and support to continue to shape the document as needed in the future to benefit both the Town and Acton BIA.

Full renovation work on the new office at 25 Mill Street East started on Monday September 9th after a delayed start. I have been splitting time as required between administrative, Outdoor Market days and renovations. Mike Albano assisted with the big tear out of the two board room walls. Work will be complete, and we will be moved in by the beginning of October. We have paid the September rent to Heritage Acton for the office space use and will commence the new lease at 25 Mill Street East once we are in occupancy.

Beautification update:

Graffiti clean-up continues. I have painted out the side of Dollar Stretcher Daze, The Roxy side and rear building, a re-offence in the Joe's Pizza alleyway and a few other small areas. This is a continuing project.

Flower Shed is invoicing within the allotted budget for maintenance.

The planter at the corner of Church Street West and Main Street North has been removed by Town Staff after a discussion with Wayne Wuilleme regarding traffic complaints and sightline issues. The planted floral is too tall for traffic turning sightlines at most locations and the selected vines are a sidewalk hazard for slip and fall accidents. We have been requested to have different floral choices for next year.

We will need to replace all of the Canada Flags for next year. New banners would be ideal but not until after the road construction is completed in 2025. Perhaps a 2026 Budget item.

Some of the holiday lights were damaged towards the end of the season in the spring. They will be going in for service in early October and be ready for the November 16th Santa Claus Parade.

I have met with Jason Ash at Coyote Carts to purchase the electric vehicle as voted upon (up to \$7000.00). There was an ideal used model available to us but it exceeds the approved amount by over \$1000.00 after taxes. I am negotiating to get our needs met within the approved \$7000.00 all in.

Events and Festivals update:

Leathertown Festival has come and gone. The day was a great success despite the morning rain. Mayor Lawlor and MPP Ted Arnot as well as Chris Cambouris gave the opening remarks after a very delayed start to the stage for the day. We have had an overwhelming response on social media about the event with a substantial amount of photo and videos posted by attendees from all over town and the province. Photos of the Toronto Ghostbusters at the festival have popped up online and a YouTube news vlog from California. Brampton Batman was a treat for all to visit with and photos of him at the festival have been featured across the media that we have had requests for his booking information.

Overall the festival cost \$18,057.01 with the vendor fees bringing in \$12,951.00 and Sponsorships at \$8,338.96 for an income total of \$21,289.96 generating a "profit" of \$3,232.96 over cost.

The Outdoor Market continues for 3 more weeks including September 26th. It closes on October 10th. It has generated a projected \$3405.00 in revenue. Actual is \$2515.00 with \$865 still owing from vendors.

Issues / Complaints:

Steve's Lemonade will not be returning to the Leathertown Festival as a vendor in 2025 due to poor sales for another consecutive

year.

Betty McDowell left a message at the office to thank us for “The best Leathertown Festival that she has attended in a long time.”

We have had complaints about the vines in the street planters from local residents. Vines in these places were trimmed away. Traffic services have also shared concerns about the planter contents height and sight lines.

Local businesses are concerned about the upcoming road resurfacing project. I have met with many of them to hear and address their concerns. I have been keeping in contact with Project Manager Teri Hoey for all updates and information. As of today, the project could start on the Tuesday after Thanksgiving if the schedule is set.

We have had a new Registered Massage Therapist open at 69 Mill Street East in September. Pizza Hub is under new ownership and a new business is looking to potentially lease the unit on Mill Street East formerly occupied by Mane on Mill Hair Salon. This is dependent on the landlord having a proper mold remediation clean up done on the property.

End of Report.



**MINUTES OF THE
ACTIVE TRANSPORTATION COMMITTEE**

September 24, 2024

Minutes of the Active Transportation Committee meeting held on Tuesday September 14, 2024 in the Esquesing Room, 1 Halton Hills Drive and via Zoom

Members Present: Councillor J. Fogal, Chair, Councillor A. Hilson (EP), A. Sommer, (EP – Electronic Participation) C. Patten (EP), J. Dougherty (EP), G. Price-Jones, N. Barros, B. Mandarino

Regrets: C. Lenz, R. Hendry

Staff Present: I. Drewnitski, Transportation Planning Coordinator, M. Taylor, (E – Electronically Present) Senior Landscape Architect (E), M. Khashaypoor, Transportation Planning Technologist, M. Lawr, Deputy Clerk - Legislation

1. CALL TO ORDER

Councillor J. Fogal, Chair called the meeting to order at 7:01 p.m.

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

There were no disclosures of pecuniary or conflict of interest.

3. RECEIPT OF PREVIOUS MINUTES

I. Drewnitski gave a brief update on Item No. 6 from the May 28th minutes regarding items to be scheduled for the next meeting. The update was as follows:

- Bike Month Summary – will be listed on an agenda at a future meeting date
- Mobility Master Plan – will be listed on an agenda at a future meeting date
- Dead end of multi-use path at 10 Side Road and Tenth Line – a way to connect the multi-use path will be considered in the 2026 budget subject to Council approval
- Main Street North, Acton at train tracks – MTO is currently working on a new design for the intersection and staff will advise of this concern when MTO consults the Town

Recommendation No. ACT-2024-004

THAT the Minutes of the Active Transportation Committee Meeting held on May 28, 2024 be received.

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION

a. Bike Month Summary – Deferred to a future meeting date

b. SNAP Cycling/Walking Audit Tour

I. Drewnitski asked if any Committee members would be interested in participating in a walking or cycling audit tour in the SNAP neighbourhoods throughout Town. The Committee noted some members would be interested but would like to receive more information on the project. I. Drewnitski will provide the Committee with further details via email.

c. Trails Project Updates

M. Taylor provided updates on the following projects:

- Silver Creek Trail Feasibility Study – in progress, field work complete, awaiting consultant report
- Hungry Hollow Mountainview Road access – delayed due to staffing and priorities
- Trail Development: Glen South – delayed due to staffing and priorities
- Hungry Hollow Manager Plan 20yr Update – target completion end 2025
- Glen Lawson Land Masterplan – target completion end 2025

J. Dougherty asked if the lands have been transferred to the Town. M. Taylor confirmed that they have been but the lands are not currently open for public access.

- Capital Budget & Forecast – Trails
 - 2025 – Trails revitalization which will include Hungry Hollow selected sections and formalizing Rosefield to Fagan and trail development for Upper Canada College (design and permit phase)
 - 2026 – Trails Development at Fairy Lake – Birchway to Mill St West and Glen West – timing aligned with subdivision

M. Taylor advised that these projects have been submitted for budget consideration.

d. Annual Committee Budget

Councillor J. Fogal reviewed the annual Active Transportation Committee budget.

5. WORKING GROUPS

a. Bike It

1. Addition of Event to the 2024 Event Program

Councillor J. Fogal advised that the Bike It working group was looking to add a Halloween themed costume bike ride at the Gellert Centre to be held on October 19th and is requesting funds from the Active Transportation Committee budget for prizes for the event.

Recommendation No. ACT-2024-005

THAT the Active Transportation Advisory Committee approve the addition of a Halloween themed bike ride to the 2024 Bike It Event Program;

AND FURTHER THAT the Active Transportation Committee approve the budget ask of \$300.00 from the Active Transportation budget for the event.

CARRIED

A. Sommer brought forward a suggestion for the types of events that Bike It is hosting, noting that some events could potentially promote cycling as modes of transportation to work or various activities. Councillor J. Fogal will bring this forward to the working group and noted that it could be beneficial to have a master list of events held by Bike It as well as Town run events that promote Active Transportation to distribute to the public.

6. ITEMS TO BE SCHEDULED FOR NEXT MEETING

Bike Rack Program for Local Businesses (I. Drewnitski)

7. ADJOURNMENT

The meeting adjourned at 8:09 p.m.

**SITE ALTERATION COMMITTEE
MEETING**

Minutes of the Site Alteration Committee meeting held on Thursday September 19, 2024, at 3:00 p.m., Town Hall Esquering Room and via Teams.

MEMBERS PRESENT: Councillor Clark Somerville (Chair)
Councillor Joseph Racinsky (Vice-Chair)
Bill Allison
Lisa Teggart
Brett McAllister
Andrew Stabins

REGRETS: Ralph Padillo
David McKeown

STAFF PRESENT: Jeff Jelsma, Director of Development Engineering
Steve Burt, Development Construction Coordinator
Kevin Miguel, Development Engineering Coordinator
Emilia Siwon, Municipal Law Enforcement Officer
Nova Bonaldo (Recording Secretary)

OTHERS PRESENT: Clare Riepma, Riepma Consultants Inc.
Rob Russell, Robert Russell Planning Consultants Inc.
Ben Silver, David Schaeffer Engineering Ltd.
Nick O'Dell, David Schaeffer Engineering Ltd.
Todd McNair, David Schaeffer Engineering Ltd.

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

Nil.

3. DELEGATIONS

- a. SA-22046, Delegation: Clare Riepma, Riepma Consultants Inc., representing Acton Properties, Sam Sidhu, Property Owner – 12871 Regional Road 25, Town of Halton Hills.

The Applicant has applied for an Exemption or Variance to the Site Alteration By-law 2017-0040 to correct the outstanding contravention and restore the disturbed areas to the satisfaction of both the Town of Halton Hills and Credit Valley Conservation.

Facts

Town staff from Enforcement Services and Development Engineering first attended the property in August 2022 and observed that a large amount of fill material had been moved from various locations on this property to level and fill low lying areas and significantly widen the existing farm driveway. A large amount of the fill was placed in a wetland area that is regulated by Credit Valley Conservation (CVC). Town staff issued an Order to discontinue the contravening activity and to correct the contravention.

Since the issuance of the Order, the Applicant has been working with Town of Halton Hills, CVC, and Halton Region staff to correct the contravention and restore the property, including the wetland and driveway.

Analysis and Discussion

The Applicant apologized, on behalf of the owner, for the contravening activity that occurred on the property and indicated that they have been working with the conservation authority, Halton Region and Town staff to prepare a restoration plan for the property and to correct the grading and driveway. A CVC and site alteration permit is required to conduct the restoration. The Applicant is in agreement with staff recommendations. Councillor Somerville appreciated the apology.

Staff indicated the CVC permit has been issued and that the applicant is working with Halton Region regarding any additional tree planting requirements. Halton Region is requesting that all the trees that were removed be replaced on a 2 for 1 basis and the Applicant is currently working on a plan to satisfy these requirements. The grading on the property needs to be completed prior to the planting. No fill will be imported or exported to complete the works. The old tannery lands to the north does not influence or affect these works.

Conclusion

The Site Alteration Committee supports the application to restore the property and bring the site into compliance.

Recommendation No. SA-2024-0003

THAT the Site Alteration Committee supports the application for the Exemption to Site Alteration By-law 2017-0040 for a Large-Scale/Commercial Site Alteration Permit at 12871 Regional Road 25, Halton Hills, subject to the following conditions:

1. The applicant satisfies the Terms and Conditions in Schedules B and C of By-law No. 2017-0040 as applicable.
2. The applicant provides the administration fee in the amount of \$4,198.47 (Paid).
3. The applicant provides the refundable security deposit of \$30,000.00.

4. That the applicant agrees to complete all works within 12 months of the Committee's decision.
5. The applicant agrees that no fill or topsoil shall be removed from their property.
6. The applicant agrees that no fill will be imported to their property.
7. The Applicant agrees that if any topsoil is required to be imported to complete the restoration works that Town staff are provided advanced notice of the number of loads required and a copy the applicable soil testing results. Staff will provide direction on a haul route for trucks at that time.

AND FURTHER THAT the Site Alteration Committee supports the works, subject to the applicant meeting all conditions to the satisfaction of staff.

CARRIED

b. SA-24029, Delegation: Rob Russell, Robert Russell Planning Consultants Inc., and Ben Silver, Nick O'Dell, and Todd McNair of David Schaeffer Engineering Ltd., representing Halton Hills South Property Corporation, Property Owner – 15824 10 Side Road, Town of Halton Hills.

The Applicant has applied for an Exemption or Variance to the Site Alteration By-law 2017-0040 and is proposing to evenly spread topsoil, from an existing topsoil pile, across the remainder of this property, outside of any CVC regulated limits and Natural Heritage areas. No material will be imported or exported from this property as part of this application which will eliminate truck traffic, except for the delivery of construction equipment and erosion and sediment control infrastructure.

Facts

The stockpile of topsoil on property 15824 10 Side Road is from the Halton Hills Village Homes Inc. development and as per the agreement the stockpile is to be distributed prior to the development's assumption. The actual area affected by the distribution of the stockpile will be 14.93 hectares which is outside the CVC regulated boundary.

The existing topsoil pile will be distributed evenly at a uniformed thickness of approximately 0.35m of cover area across the property. The contractor is to work in stages with each stage being stabilized before commencing the next, for a maximum of 1.9 hectares of land to only be disturbed at a time. Upon completion, the site will be graded to ensure for proper drainage with the movement of approximately 51,000m³ of material.

Analysis and Discussion

The Applicant indicated the stockpile will be graded out only on the portion of the property north of the creek so that the creek does not have to be crossed, and that the woodlot will be protected. The stockpile interrupted the drainage in the area causing the land to be unfarmable. The distribution of the material will level out the current growth and help the farmer to cultivate the land again for the next few years.

Staff mentioned the Applicant will not be importing or exporting material, and movement of material will only be within the site, therefore there will be no truck traffic on the adjacent roads.

Conclusion

The Site Alteration Committee supports the application as the works will improve the agricultural land.

Recommendation No. SA-2024-0004

THAT the Site Alteration Committee supports the application for the Exemption to Site Alteration By-law 2017-0040 for a Large-Scale/Commercial Site Alteration Permit at 15824 10 Side Road, Halton Hills, subject to the following conditions:

1. The applicant satisfies the Terms and Conditions in Schedules B and C of By-law No. 2017-0040 as applicable.
2. That the applicant agrees to complete all works within 12 months of the Committee's decision.
3. Applicant resubmits the siltation plan with revisions related to stabilization.
4. The applicant provides the administration fee in the amount of \$10,978.47.
5. The applicant provides clearance from the Conservation Authority that a permit has been issued or is not required.

AND FURTHER THAT the Site Alteration Committee supports the works, subject to the applicant meeting all conditions to the satisfaction of staff.

CARRIED

4. ITEMS TO BE SCHEDULED FOR NEXT MEETING

Staff informed the Site Alteration Committee that there are no scheduled delegations for the next meeting at this time.

Councillor Somerville and staff provided a brief update on the Administrative Monetary Penalty System (AMPS) and the Site Alteration By-law and further discussion will be scheduled at a later date.

5. ADJOURNMENT

The meeting adjourned at 3:25 p.m.



COMMITTEE OF ADJUSTMENT MINUTES

Minutes of the Committee of Adjustment hearing held on **September 4, 2024**, at 6 p.m. via Zoom.

Members Present: Todd Jenney (Chair), Jane Watson, Lloyd Hillier, Keith Medenblik, Jason Smith

Staff Present: Ruth Conard, Planner
Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment & Consent Official

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

None.

3. APPLICATIONS HEARD

The Chair's comments about the procedure were as follows:

- Town staff would speak.
- Owner or agent would be given an opportunity to speak.
- Any members of the public would be given an opportunity to speak (owner or agent would have an opportunity to respond, if needed).
- The Committee would then deliberate, ask any questions, and make a decision.
- A decision would be subject to a 20-day appeal period.

a) **Minor Variance D13VAR24.022H – 13546 Fourth Line**

Location: 13546 Fourth Line, Town of Halton Hills (Bannockburn), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the floor area of an accessory structure from the maximum 60 sq m to permit a floor area of 238 sq m.

2. To increase the total floor area for all accessory structures from the maximum 80 sq m to permit a total floor area of 307 sq m.
3. To increase the height of an accessory structure from the maximum 4.5 m to permit a height of 7.3 m.

To accommodate an existing addition to the accessory structure.

Owner(s): Victoria Green, **Agent:** Robert Russell Planning Consultants Inc., Rob Russell

The Town Planner stated that the accessory structure is too large with respect to both the floor area and height, would dominate the lot, not be accessory to the principal dwelling, and cannot be considered minor or in keeping with the intent of the Zoning By-law. The Town Planner noted objections to approval, and recommended refusal of the application.

The owner and agent were present and spoke to the application. During discussions, the agent (in consultation with the owner) noted that the structure and addition were constructed without permit, utilized a mapping program to show accessory structures on various lots, stated that the structure was to be used for maintenance of the owner's RV and would not be used for commercial purposes, and noted that if the structure was connected to the dwelling, a Minor Variance would not be required.

Committee deliberations included the woodland adjacent to the property, the related Environmental Assessment waiving tool, RV maintenance and the number of vehicles on the lot, and the magnitude of the cumulative size and height of the structure dominating the lot.

It was MOVED by Jane Watson, SECONDED, and CARRIED

THAT the application be refused.

The Committee considered the requested variance(s) to:

1. Not meet the intent and purpose of the Official Plan.
2. Not meet the intent and purpose of the Zoning By-law.
3. Not be desirable for the appropriate use of the land, building or structure.
4. Not be minor in nature.

4. ADJOURNMENT

Adjourned at approximately 6:40 p.m.

Halton Hills Public Library Board Meeting

Wednesday, June 26, 2024

Georgetown Branch

7:00 – 9:00 p.m.

Minutes

Members Present: Betsy Cospers (Chair), Erica Daly, Christina da Rocha-Feeley, Councillor Alex Hilson, Councillor Bob Inglis, Matt Kindbom (Vice Chair), Jane Marshall, Keith Medenblik, Alice Strachan, Lisa Teggart

Staff Present: Clare Hanman, Beverley King, Lori Mazza Brenton (Recorder), Lee Puddephatt, Mary Querques

Regrets: Tamara Smith

1.0 Call to Order

B. Cospers declared that a quorum was present and called the meeting to order at 7:02 p.m.

2.0 Land Acknowledgement

A. Strachan read an Indigenous Land Acknowledgment.

3.0 Approval of Agenda

A section for professional association updates will be added to 'Updates – including Sub-committees' as a standing agenda item.

Moved By: M. Kindbom

Seconded By: Councillor A. Hilson

THAT the agenda be approved.

CARRIED AS AMENDED

4.0 Disclosure of Pecuniary/Conflict of Interest

NIL

5.0 Minutes of Previous Library Board and Sub-Committees Meetings

Moved By: J. Marshall

Seconded By: A. Strachan

THAT the following minutes are hereby approved:

5.1 Minutes of the Library Board meeting held on May 22, 2024

5.2 Minutes of the Advocacy Committee meeting held on May 14, 2024

CARRIED AS AMENDED

6.0 Consent Agenda
NIL

7.0 Correspondence

- D. Pullman, Vice Chair of the Downtown Georgetown BIA Board, requested a meeting with the Library Board to discuss collaborating with the library. As these are operational concerns, B. King will coordinate a meeting with the appropriate staff and BIA representatives.

8.0 Presentation/Delegations
NIL

9.0 In Camera

9.1 Confidential re: Labour Relations or Employee Negotiations

Moved By: Councillor A. Hilson
Seconded By: Councillor B. Inglis

THAT the meeting move In Camera to address the following matters:

- Confidential update regarding labour relations or employee negotiations.

CARRIED

Moved By: Councillor B. Inglis
Seconded By: J. Marshall

THAT the meeting move Out of Camera.

CARRIED

Motion to approve In Camera items:

Moved By: L. Teggart
Seconded By: E. Daly

THAT the recommendations contained in the following Confidential Report from the June 26, 2024, In Camera session, are hereby adopted;

AND FURTHER THAT staff carry out any of the Board's direction on these matters as set out in the Confidential minutes dated June 26, 2024.

- Confidential update regarding labour relations or employee negotiations.

CARRIED

10.0 Business Arising

10.1 Halton Hills Public Library Board 2024 Objectives Next Steps

- The Board reviewed the 2023 objectives and the proposed 2024 objectives at the May Board meeting.
- Members will consider the objectives over the summer, with plans to workshop and finalize the objectives for 2024 and 2025 at the September or October meeting.

10.2 Report No. LBD-2024-027 re: Policy Review: Fines and Fees Policy – Second Review

- The Fines and Fees Policy is being renamed Service Fees Policy.
- Since the first review, an additional change was made to reflect the proposed name change of the Schedule of Fines and Fees, Appendix 1 to Schedule of Service Fees, Appendix 1 (refer to Item 13.2).

Moved By: Councillor A. Hilson
Seconded By: C. da Rocha-Feeley

THAT Report No. LBD-2024-027 dated June 20, 2024, regarding the Policy Review: Fines and Fees be received;

AND FURTHER THAT the Halton Hills Public Library Board approves the revised Service Fees Policy.

CARRIED

11.0 Updates – including Sub-committees

11.1 Advocacy Committee

- Discussed the advocacy event on May 23 and next steps.
- The Board thanked staff for their work organizing the event.
- The Advocacy Committee will consider how and when to offer similar events in the future.
- Staff will include a list of community events of interest to Board members in the monthly Chief Librarian & CEO Report.
- The Advocacy Committee will meet next on July 9.

11.2 Friends of the Library (FOL)

L. Teggart reported that:

- The Friends met on June 13.
- The first pop-up book sale during the Downtown Georgetown Farmers' Market did well and they are optimistic for a successful summer season.
- The revisions to the by-laws are complete and are being presented to the Board for approval (refer to Item 13.1).
- The Friends will meet next in September.

11.3 Council

Councillor A. Hilson shared an update on:

- The June 17 Council meeting, including an update regarding the “Space to Spoon” Exhibit at the library.
- The development of a new Fire Master Plan.
- The Town’s Official Plan review for growth and development through to 2051.
- Bill 200, *Home Owner Protection Act, 2024*, extending the timeline for finalizing the heritage register by two more years.

Councillor B. Inglis shared an update on:

- The 2025 budget process and key meeting dates, as well as the impact of Strong Mayor Powers.

11.4 Community Connections

- L. Teggart shared that her son’s school, Ethel Gardiner Public School, includes library events in their weekly newsletter.

11.5 Professional Associations Update

C. da Rocha-Feeley provided an update on the Ontario Library Service (OLS) Board:

- Attended the Board’s all-day meeting on June 22.
- During the OLS Board’s orientation, a lawyer reviewed the Ontario Not-for-Profit Corporations Act (ONCA) and the legal and fiduciary responsibilities of Board Directors.
- The OLS Board operates under the Carver governance model.
- Their next meeting is in October.

12.0 Financial Report

12.1 Month End Report – May 2024

As of May 2024:

- Total revenues are under budget by approximately 3%. This is due mainly to the end of year receipt of the Public Library Operating grant from the Ministry.
- Salaries, wages, and benefits are under budget by 2.7%.
- Materials and supplies are over budget by approximately 4%. This is due to unbudgeted expenditures incurred for the New Horizons for Seniors grant and beginning of the year payments for subscriptions and service contracts.

Moved By: M. Kindbom

Seconded By: Councillor A. Hilson

THAT the financial month end report for May 2024 be received.

CARRIED

12.2 Report No. LBD-2024-028 re: Preliminary 2025 Budget and Business Plan

- The preliminary operating budget includes increases in telephone services, service contracts, repairs and maintenance equipment, and credit card fee budgets, as well as a planned reduction in fines revenue.
- At this time, the long-range financial plan amount remains unchanged as the Town undergoes a review of the reserve accounts.
- There are no FTE changes this year.
- Discussed the preliminary capital budget and forecast and the Need Identification & Assessment (NIA) forms for the following: benefits for eligible part-time employees, library materials, technology renewal, integrated library system, and website.
- The library's 2025 Business Plan includes:
 - Developing a strategy to engage with schools and to support families of school age children during school holidays
 - Upgrading the existing Integrated Library System (ILS)
 - Developing a new website within the Town's Unified Web Strategy
 - Reviewing public spaces to optimize their use and enhance accessibility
- The preliminary budget and Business Plan will be presented to Council in October.

Moved By: M. Kindbom

Seconded By: L. Teggart

THAT Report No. LBD-2024-028 dated June 20, 2024, regarding the Preliminary 2025 Budget and Business Plan be received;

AND FURTHER THAT the Halton Hills Public Library Board approves the submission of the Preliminary 2025 Budget, associated NIA forms, and Business Plan as presented.

CARRIED

13.0 New Business

13.1 Report No. LBD-2024-029 re: Friends of the Library By-laws

- The Friends of the Halton Hills Public Library have updated their by-laws to be compliant with the Ontario Not-For-Profit Corporations Act (ONCA).
- The updated by-laws removed the requirement that the Friends Board must include at least one member of the Library Board.

Moved By: Councillor A. Hilson

Seconded By: A. Strachan

THAT Report No. LBD-2024-029 dated June 20, 2024, regarding the Friends of the Library By-laws be received;

AND FURTHER THAT the Halton Hills Public Library Board approve the revised by-laws.

CARRIED

13.2 Report No. LBD-2024-030 re: Policy Review: Schedule of Fines and Fees, Appendix 1

- The Schedule of Fines and Fees, Appendix 1 is reviewed annually.
- The name has been changed to the Schedule of Service Fees to align with the updated Service Fees Policy (BPM-15-016).
- Meeting room rates were updated to match the Town's rates, which are reviewed annually and approved by Council.
- Service fee changes would be effective September 1, 2024.

Moved By: Councillor A. Hilson

Seconded By: J. Marshall

THAT Report No. LBD-2024-030 dated June 20, 2024, regarding the Policy Review: Schedule of Fines and Fees, Appendix 1 be received;

AND FURTHER THAT the Halton Hills Public Library Board approve the updated Schedule of Service Fees, Appendix 1.

CARRIED

13.3 Report No. LBD-2024-031 re: Naloxone Administration and Overdose Program

- The library is working with the Town to provide access to naloxone kits in facilities and accompanying training for staff.
- Training for library staff will begin in July 2024.

Moved By: K. Medenblik

Seconded By: Councillor A. Hilson

THAT Report No. LBD-2024-031 dated June 20, 2024, regarding Naloxone Administration and Overdose Program be received.

CARRIED

13.4 Report No. LBD-2024-032 re: Chief Librarian & CEO Report – June 2024

- Staff compiled a list of upcoming community events of interest, along with a list of resources such as "Happening in the Hills" and "Halton Hills Today", to help Board members find events happening throughout the greater Halton Hills community.

Moved By: Councillor A. Hilson

Seconded By: L. Teggart

THAT Report No. LBD-2024-032 dated June 20, 2024, regarding the Chief Librarian & CEO's Report – June 2024 be received.

CARRIED

14.0 Health and Safety Report

NIL

15.0 Next Meeting

September 25, 2024

7:00 p.m.

Acton Branch, Community Room

16.0 Adjournment

Moved By: M. Kindbom

Seconded By: J. Marshall

THAT the meeting be adjourned.

CARRIED

The meeting adjourned at 9:16 p.m.

Signed: _____

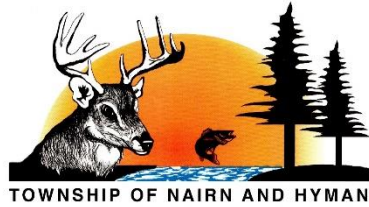
Betsy Cospers, Chair
Halton Hills Public Library Board

Signed: _____

Beverley King, Chief Librarian & CEO
Halton Hills Public Library

APPROVED: October 2, 2024

DATED: October 2, 2024



October 11, 2024

Sent via email: premier@ontario.ca

The Honourable Doug Ford
Premier of Ontario
Premier's Office, Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

RE: Opposition to the Transportation and Deposition of Naturally Occurring Radioactive Material (NORM) and Mine Tailings from the Former Beaucage Mine and Waste Site

On behalf of the Councils of the Corporation of the Township of Nairn and Hyman and the Corporation of the Township of Baldwin, we are formally submitting the attached joint resolution regarding our serious concerns over the proposed transportation and deposition of radioactive naturally occurring materials (NORM) to the Agnew Lake Tailings Management Area (ALTMA).

Our Councils recently convened a Joint Emergency Meeting on October 2, 2024, to discuss this matter in response to information presented at a Town Hall Meeting on September 11, 2024, by the Ministry of Mines, the Ministry of Transportation, and the Canadian Nuclear Safety Commission. During our deliberations, it became evident that the materials slated for transport are not correctly categorized as NORM, but rather as mine tailings containing not only radioactive substances like niobium and uranium but also other hazardous heavy metals.

We are gravely concerned about the potential environmental and health impacts this project may have, particularly on Agnew Lake—a critical drinking water source for our communities. Our position is that ALTMA should be remediated using clean materials to mitigate existing contamination rather than accepting additional hazardous materials that could exacerbate environmental harm.

This joint resolution calls upon your government and relevant ministries to halt any further actions related to the transportation of this hazardous product to the ALTMA site. The resolution reads as follows:

RESOLUTION # 2024-EM2-12

DATED: October 2, 2024

MOVED BY: Vern Gorham

SECONDED BY: Jason Cote

WHEREAS the Council of the Corporation of the Township of Nairn and Hyman and the Council of the Corporation of the Township of Baldwin convened a Joint Emergency Meeting on Wednesday, October 2, 2024 to discuss the proposed plan to transport and deposit radioactive naturally occurring materials (NORM) at the Agnew Lake Tailings Management Area (ALTMA); and

WHEREAS the Councils reviewed information received from the Ministry of Mines, the Ministry of Transportation and the Canadian Nuclear Safety Commission regarding this proposed plan at the Town Hall Meeting dated September 11, 2024; and

WHEREAS the Councils strongly agree that the materials that are planned to be deposited are not correctly defined as naturally occurring radioactive materials but rather mine tailings that contain not only the radioactive substance Niobium and uranium but also contain heavy metals that pose significant environmental and health risks; and

WHEREAS there are significant concerns regarding the potential contamination of drinking water sources, particularly Agnew Lake, which many residents rely on for safe drinking water; and

WHEREAS the Councils agree that the Agnew Lake Tailings Management Area (ALTMA) needs to be remediated using clean materials to mitigate the existing environmental impacts, rather than being used for the deposition of additional hazardous materials; and

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Nairn and Hyman and the Council of the Corporation of the Township of Baldwin formally oppose the transportation and deposition of these materials from the former Beaucage Mine and Waste Site, Nipissing First Nations lands and adjacent lands operated by the Ministry of Transportation to the Agnew Lake Tailings Management Area; and

BE IT FURTHER RESOLVED THAT the Council of the Corporation of the Township of Nairn and Hyman and the Council of the Corporation of the Township of Baldwin respectfully demand that the Province of Ontario, the Ministry of Mines, the Ministry of Transportation, the Canadian Nuclear Safety Commission provide answers to our questions and that the municipalities receive notification of all forward movements of this project; and

THAT a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; the Honourable George Pirie, the Minister of Mines; the Honourable Prabmeet Sarkaria, the Minister of Transportation; the Honourable Andrea Khanjin, the Minister of the Environment, Conservation and Parks; Chief Toulouse and Sagamok Anishnawbek Council Members; Chief Nootchtai and Atikameksheng Anishnawbek Council Members; Chief Rodney Nahwegahbow and the Whitefish River First Nation Council Members; Chief Patsy Corbiere and the Aundeck Omni Kaning First Nation Council Members; the United Chiefs and Council of Mnidoo Mnising; Ontario Ombudsman; the Canadian Nuclear Safety Commission; the Canadian Environmental Law Association; MP Carol Hughes; MPP Michael Mantha; the Association of Ontario Municipalities and all Ontario Municipalities.

CARRIED

We respectfully request your immediate attention to this matter and urge the Province of Ontario to prioritize the protection of our community's health, safety, and environmental integrity.

For more information regarding this matter, please contact our municipal office by email at belindaketchabaw@nairncentre.ca or by phone at (705) 869-4232.

Yours truly,



Belinda Ketchabaw
CAO Clerk Treasurer
Township of Nairn and Hyman

Cc:

Honourable George Pirie, the Minister of Mines
Honourable Prabmeet Sarkaria, the Minister of Transportation
Honourable Andrea Khanjin, the Minister of the Environment, Conservation and Parks
Chief Toulouse and the Sagamok Anishnawbek Council Members
Chief Nootchtai and the Atikameksheng Anishnawbek Council Members

Chief Rodney Nahwegahbow and the Whitefish River First Nation Council Members
Chief Patsy Corbiere and the Aundeck Omni Kaning First Nation Council Members
The United Chiefs and Council of Mniidoo Mnising
Ontario Ombudsman
Canadian Nuclear Safety Commission
Canadian Environmental Law Association
MP Carol Hughes
MPP Michael Mantha
Association of Ontario Municipalities
All Ontario Municipalities

September 20, 2024

BY E-MAIL

Hon. Andrea Khanjin, Minister of the Environment, Conservation and Parks
5th Floor
777 Bay St.
Toronto, ON M7A 2J3

Dear Minister Khanjin:

Ontario Deposit Return Program

I hope this letter finds you well. I am writing to formally address the recent discussions surrounding the Ontario Deposit Return Program, particularly regarding our community residents asking us about the recycling of nonalcoholic beverage plastics.

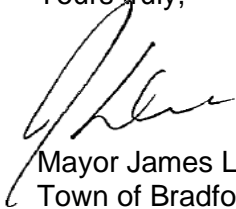
Whereas the Ontario Deposit Return Program has successfully incentivized the recycling of alcoholic beverage containers, resulting in the removal of over 204,000 tonnes of greenhouse gas emissions, we recognize the potential for similar success with nonalcoholic beverages.

The Ministry of the Environment, Conservation and Parks highlighted in their June 2023 letter that they are considering the adoption of a deposit-and-return system for nonalcoholic beverages. This initiative presents a unique opportunity to further promote recycling, reduce litter, and encourage sustainable practices among consumers.

Therefore, I am proud to announce that our Council endorses the expansion of the Ontario Deposit Return Program to include nonalcoholic beverage containers. We believe that this expansion will not only enhance environmental stewardship but also foster a culture of sustainability within our community.

We encourage all stakeholders to support this initiative and work collaboratively towards its implementation. Together, we can make a significant impact on our environment and set a positive example for future generations.

Yours truly,



Mayor James Leduc
Town of Bradford West Gwillimbury

CC:

Hon. Peter Bethlenfalvy, Minister of Finance
Hon. Caroline Mulroney, Member of Provincial Parliament for York-Simcoe
MPP Sandy Shaw, Opposition Environment, Conservation and Parks Critic
Ontario's Municipal Councils and Conservation Authorities



How You Can Help SolvetheCrisis.ca A Request to Ontario Municipalities From Ontario's Big City Mayors

What is the SolvetheCrisis.ca Campaign?

Ontario's Big City Mayors (OBCM) launched the [SolvetheCrisis.ca](https://www.solveethecrisis.ca) campaign in August 2024 to address the homelessness, mental health and addictions crisis happening across Ontario.

After years of advocacy we are at a turning point, the time to act is now. This crisis is growing in municipalities and regions of every size across Ontario, and we need help more than ever!

Ontario municipalities of all sizes have stepped up, putting in place programs and housing options along with community partners and other stakeholders, advocating for funding that might be provided from other levels of government but is never consistent and never enough. We cannot tackle this alone, the federal and provincial governments' must come to the table.

We launched the [SolvetheCrisis.ca](https://www.solveethecrisis.ca) Campaign with a press conference at Queen's Park including a video that can be shared and found here: [OBCM You Tube Channel](#), a social media campaign that is still underway, and a website www.solveethecrisis.ca where your residents/networks/councils & staff can watch our video, join our call to action by filling out a letter to the Premier, various Ministers, local MPPs and MPs.

How Can You Help?

There are so many ways!

- Follow us on our socials & like and reshare our posts:
 - X (formerly Twitter) [@SolvetheCrisis_](#) and [@ONBigCityMayors](#),
 - LinkedIn [Ontario's Big City Mayors \(OBCM\)](#) and
 - Facebook [Ontario's Big City Mayors](#)
- Pass the draft motion attached, a more personalized version of the attached motion, or create one of your own!
- Share this call to action with your Council, Board of Directors, Membership, Networks and the public
- Share your motion and support of the SolveTheCrisis.ca campaign on social media and tag our accounts:
 - X (formerly Twitter) [@SolvetheCrisis_](#) and [@ONBigCityMayors](#),
 - LinkedIn [Ontario's Big City Mayors \(OBCM\)](#) and



- Facebook [Ontario's Big City Mayors](#)
- Use the hashtags #solvethecrisis and tag Solve the Crisis and OBCM's socials if you can to help us track and report on engagement
- Ask residents, staff, councillors, supporters, members and even your Mayor / Warden / Chair / Head of Council to visit www.solvethecrisis.ca fill out the letter to send the message to their local representatives stating that they want action now.
 - Encourage them to share it with their networks as well.
- Read through our attached backgrounders and key messages and include them in any advocacy efforts you may undertaking on this issue
- Draft an op-ed or article specific to your municipality or region to push out to your local media (see OBCM Chair Meed Ward's Op-Ed here - [Toronto Star - August 17th](#))
- Contact us at solvethecrisis@obcm.ca for more information



Backgrounder - SolvethetheCrisis.ca Campaign

Key Asks of the Province

- Appoint a responsible ministry and Minister with the appropriate funding and powers as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions and wrap around supports.
- Have this Minister strike a task force with broad sector representatives including municipalities, healthcare, first responders, community services, the business community and the tourism industry to develop a *Made in Ontario Action Plan*.
- Provide municipalities with the tools and resources to transition those in encampments to more appropriate supports, when deemed necessary
- Commit to funding the appropriate services these individuals need, community by community where there are gaps in the system. Including an immediate increase in detox and rehabilitation beds for those looking to get the health support they need, on their own.
- Invest in 24/7 Community Hubs / Crisis Centres across the province to relieve pressure on emergency centres and first responders

Background Information on the Crisis

OBCM Advocacy

- The 'Solve the Crisis' campaign is a culmination of years of advocacy from Ontario's Big City Mayors on the mental health, addictions and homelessness crisis across Ontario, including our white paper released in 2021, most recently developing our health and homelessness strategy in 2023 and an update to that strategy included in this campaign (see OBCM advocacy timeline below)

A Growing Crisis

- Over the years we have seen this crisis develop to include a growing number of unhoused residents and encampments in many of our communities:
 - Of 72 communities surveyed, 68 reported encampments with an estimated 14-23% of the homeless population staying in encampments - [Infrastructure Canada National Survey on Homeless Encampments](#)
 - In 2023 there were at least 1,400 homeless encampments in communities across the province. Many of the residents of these encampments suffer from mental health or substance abuse challenges. - [The Association of Municipalities \(AMO\)](#)



- **London** - as of March 31, 2024 1758 individuals experiencing homelessness and there were 56 active encampments - [Housing and Homelessness Snapshot, City of London](#)
- **Kingston** - 1,924 clients received some type of service in relation to Homelessness in 2023 this includes (outreach, shelter, housing support services, such as housing loss prevention and housing application assistance) - [Housing and Homelessness Report, City of Kingston](#)
- **Region of Waterloo** - current estimates are that 1,000 people are experiencing homelessness across the region including 450 people experiencing Chronic homelessness - [Encampments Report - City of Waterloo](#)
- **Hamilton** - As of January 31 2024, 1,592 Homeless people, with 585 having been homeless for more than 6 months and, 1007 for less than 6 months - [City of Hamilton](#)
- **Windsor** - 468 Individuals experienced chronic homelessness in 2023 up 19% from 2022 - [Housing and Homelessness Report - City of Windsor](#)
- Ontario residents are frustrated with the impact of this crisis on their communities and want to see the government take action. In a recent survey conducted by [CMHA Ontario](#)
 - More than 8 in 10 Ontarians would prefer solutions for the ongoing opioid and drug poisoning crisis which focus on healthcare and social services support rather than punishments
 - 73% percent of Ontarians are concerned the opioid crisis is getting worse
 - 56% report that opioid addiction is an issue of concern in their community
 - 71% believe government should prioritize addressing the crisis

There Are Solutions

- Municipalities along with community partners have developed programs and spaces that are providing effective solutions to this crisis including:
 - **London** - from October 2023 - March 2024, as part of a partnership between London Cares and LHSC, the House of Hope has been operating 25 highly supportive units at 362 Dundas Street.
 - Residents have seen significant health improvements including a 74% reduction in emergency department visit volumes in the first three months compared with the same time period and the same cohort in 2022 - [City of London](#)
 - **Toronto** - the city's Street to Homes (S2H) and its outreach partners helped transition 654 people to permanent housing throughout the pandemic - [City of Toronto](#)
 - **Kingston** - the affordable rental housing capital funding program has provided financial assistance from municipal, provincial and federal sources to create over 510 units to get people housed and off the streets



- These include - Addiction Mental Health Housing Stabilization Program-18 beds, Supportive/ Transitional Youth Housing - 48 units, Transitional housing for vulnerable women - 17 beds and more - [City of Kingston](#)
- **Oshawa** recently introduced **Mission United**, a collaborative social service and primary health care HUB for those experiencing homelessness.
 - This program seeks to assist those with high acuity and tri morbidity achieve long term stabilization by providing low barrier, wrap-around supports with a point in time model.
 - Through partnerships with various community agencies, they provide specialized person-centred services through a singular access point.
- **Windsor-Essex** - funded by the city and community organizations the Homelessness & Housing Help Hub (H4) is a “one-stop” multidisciplinary service hub. The H4 works towards the community’s goals to reduce homelessness by delivering housing focused, homelessness resolution programs that provide a variety of wrap-around supports for persons experiencing homelessness.
 - 133 people have been housed through supports provided at H4, 93 people were assisted by a family physician and 180 by a nurse practitioner through the Shelter Health Initiative
 - The Essex County Homelessness Hub has also housed 47 people through their support program - [Home Together Annual Report - Windsor Essex](#)

Timeline of OBCM Advocacy Work on Health and Homelessness

- **June 2021** - OBCM released a white paper entitled - *Working Together to Improve our Wellness: Recommendations from Ontario's Big City Mayors to improve mental health and addiction services in Ontario* - including recommendations for:
 - Structural recommendations to ensure more Ontarians get the help they need, when they need it, and where they need it.
 - Support that helps improve and connect municipal services with community mental health services
 - Legislative and regulatory changes that reduce the harm of substance use and support system change
 - Municipal leadership opportunities
 - Full paper found on our website here - [OBCM White Paper 2021](#)
- **June 2022** - OBCM Calls for an Emergency Meeting with Province to Address the Chronic Homelessness, Mental Health, Safety and Addictions Crisis Overwhelming Our Communities
 - This meeting to accelerate solutions to address chronic homelessness, mental health, safety, and addictions issues in our communities as our most



- marginalized and vulnerable populations have been disproportionately impacted by the pandemic
- Working alongside the Ontario BIA Association (OBIAA) we emphasized the impact this crisis was having on downtowns and small and medium sized businesses who were still struggling from the impact of the pandemic
 - [OBCM Call for Emergency Meeting](#)
 - **August 2022** - at a joint meeting with the Mayors and Regional Chairs of Ontario (MARCO) OBCM reiterated our call for an emergency meeting on this issue with the support of key stakeholders who signed on to attend, these groups include the Ontario Chamber of Commerce, Ontario Association of Business Improvement Areas, Ontario Association of Chiefs of Police, AMO, Canadian Mental Health Association Ontario and the Ontario Tourism Industry Association.
 - [OBCM Reiterates Call for Emergency Meeting with Stakeholders](#)
 - **February 2023** - OBCM adopts our Health and Homelessness Strategy including five recommendations for the Ontario government to make an immediate impact on the mental health, addictions and homelessness crisis. These recommendations were developed using information gathered through consultation with local health partners to identify services required to ensure there is a health care continuum and appropriate response to this crisis affecting our cities.
 1. Centralized and integrated intake and dispatch process
 2. More provincial investment in low barrier hubs
 3. More stabilization and treatment beds with experienced staff to support those in their treatment journey
 4. More flexible and predictable funding for supportive housing
 5. More provincial ministry and agency collaboration to reduce red tape and duplication
 - Full motion and strategy can be found here - [OBCM Health and Homelessness Strategy 2023](#)
 - **April 2023** - OBCM meets with Minister Jones and staff, along with partners from the Canadian Mental Health Association Ontario, Ontario Association of Chiefs of Police, Ontario Chamber of Commerce, the Kingston Health Sciences Centre and the Association of Municipalities of Ontario.
 - Discussed the new funding recently announced in the budget of \$202 million each year to the Homelessness Prevention Program (HPP) and Indigenous Supportive Housing Program, and over half a billion dollars to support mental health and addictions.
 - Presented our Health and Homelessness Strategy, including recommendations to address the growing crisis in Ontario's cities
 - [OBCM Meets with Minister Jones](#)
 - **August 2023** - OBCM representatives have a special "Multi Minister Meeting" on our Health and Homelessness Strategy at the AMO Conference with Minister Parsa (Children, Community and Social Services), Associate Minister Nina Tangri (Housing), Associate Minister Tibollo (Mental Health), Associate Minister Charamine Williams (Women's Social and Economic Opportunity)



- OBCM representatives present our Health and Homelessness plan as well as various programs and facilities that are making a difference in our communities
- **June 2024** - at the OBCM June meeting in Chatham-Kent, members discuss updating the Health and Homelessness Strategy to push for various additional supports/asks from the province, especially as the issue of encampments has now grown and approves a communication campaign leading into the 2024 AMO Conference
 - [OBCM Updated Health and Homelessness Strategy, 2024](#)

Overview of Ontario's Investments in Mental Health and Addictions **(from CMHA)**

- Through the [Roadmap to Wellness](#), Ontario is investing \$3.8 billion over 10 years to fill gaps in mental health and addictions care, create new services and expand programs.
- The government invested \$396 million over three years to improve access and expand existing mental health and addictions services and programs as part of Budget 2024.
- This investment includes:
 - \$124 million over three years to support the continuation of the Addictions Recovery Fund. The fund supports:
 - Maintaining 383 addictions treatment beds for adults who need intensive supports, helping to stabilize and provide care for approximately 7,000 clients each year;
 - Three Mobile Mental Health Clinics to provide a suite of mental health and addictions services to individuals living in remote, rural and underserved communities; and
 - Three police-partnered Mobile Crisis Response Teams to support individuals in a mental health or addictions crisis.
- Ongoing support for the [Ontario Structured Psychotherapy Program](#)
- Between 2020 and 2023, Ontario established a provincial network of 22 [Youth Wellness Hubs](#) which have connected 43,000 youth and their families to mental health, substance use, and wellness services, accounting for over 168,000 visits.
- As part of Budget 2024, Ontario committed \$152 million over the next three years to support individuals facing unstable housing conditions and dealing with mental health and addictions challenges.



Regional Data Points

- **Durham Region:** As of May 31, 2024 The Region of Durham Has at least 757 people experiencing homelessness with 326 having experienced homelessness for 6 months or more.
 - Inflow into shelter system: 35 individuals became chronically homeless, 36 made contact after no contact for 60 days or more and 6 people lost housing.
 - Outflow from Shelter system: 10 people moved from shelters into housing, 6 people lost housing.
 - Durham Municipal Breakdown of active homeless population as of May 2024:
 - Ajax: 241
 - Clarington: 19
 - North Durham: 17
 - Oshawa: 362
 - Pickering: 25
 - Whitby: 58
 - Other/Unknown: 35 - [Durham Region, Built for Zero Report Card](#)

- **Halton Region** - As of October 1st 2023, 172 individuals were receiving emergency shelter from the region
 - 270 additional individuals were residing in transitional housing awaiting offers of permanent housing
 - Between 10-25 individuals sleep outside in Halton on any given night, with most actively working with the street outreach team - [Halton Region](#)
 - In 2023, 28% of all shelter placements required the use of hotels for overflow due to increased demand on services
 - Halton Region's Shelter Capacity 2023(by number of individuals): 148, overflow hotel placements required to meet demand and 99 permanent placement beds.
 - As of 2022, 2,127 emergency housing situations were resolved through outreach and funding through the housing stability fund
 - 884 residents assisted with finding affordable rental housing, and 514 clients received intensive customised supports
 - 56 chronically homeless households were assisted with permanent housing, with intensive wrap around individualized support services
 - Halton Region provided rent geared income to 3,091 households from the Halton Access to Community Housing (HATCH) - [Halton Region 2022 State of Housing](#)

- **Niagara Region** - As of March 2021, at least 665 people in the Niagara Region were experiencing homelessness in 2021
 - 121 were children aged 0-15, 76 were youth aged 16-24,
 - 47 reported staying in unsheltered locations
 - Of the 439 surveys reported in 2021:



- Almost 1 in 4 (22.6%) identified as indigenous Compared to Indigenous making up 2.8% of Niagara's Population.
 - 42 percent had been experiencing homelessness for more than 6 months
 - (Data Recording Paused During Pandemic Point In Time Counts begin again Fall 2024)
 - [Niagara Region - Point in Time Count](#)
-
- **Peel Region** - In 2023 4,800 households received one time financial assistance to prevent homelessness
 - 351 households were placed from peels centralized waiting list into subsidized community housing units
 - 16, 497 households currently using the Affordable Housing System - [Peel Region](#)
 - As of October 2023 Peels emergency shelter system was operating above 270% occupancy
 - Overflow expenses have grown significantly projected \$26.9 million for 2023 and \$42 million in 2024 exceeding approved budgets and funding - [Peel Region Report](#)
-
- **Region of Waterloo** - According to the Youth impact survey youth experiencing homelessness has increased from 8% in 2021 to 13% in 2023 - [Region of Waterloo](#)
 - As of September 21, 2021 the Region of Waterloo had 1,085 individuals experiencing homelessness
 - 412 of those are living rough (in encampments, on the street or in vehicle)
 - 335 experiencing hidden homelessness
 - 191 in emergency shelter, 84 in transitional housing, and 63 in institutions.
 - 75% of survey respondents experiencing chronic homelessness - [Region of Waterloo Point in Time Count](#)
-
- **York Region** - Housed 978 households from the 2023 subsidized housing waitlist
 - Transitioned 1,294 from emergency housing to safe housing over 5 years
 - As of 2023 15,716 households remain on the subsidized housing waitlist Net change of plus 849
 - Opened two new transitional housing sites adding 28 new units to the emergency and transitional housing system
 - Significant increases in the number of people experiencing homelessness projected, with estimates ranging from 2,100 to 2,300 individuals in the next five years.
 - Unique individuals accessing emergency housing increased 5% from 2019 - 2023



- The total number of unique people who experienced chronic homelessness during the year increased by approximately 120% from 2019 to 2023, from 124 to 473.
- 1496 unique persons experiencing homelessness in 2023 - [York Region](#)

- **District of Muskoka Lakes** - As of July, 2022 650 households are on the social housing waitlist with 357 of those waiting for a one bedroom unit and a wait time up to 8 years.
 - Median Employment income for individuals is 21% lower than the rest of the province
 - 13% of Muskoka Residents living in poverty
 - 50% of rental households spend more than 30% of their total income on shelter costs.
 - 11 unique households moved from emergency shelters into longer-term housing solutions (i.e. transitional or supportive housing)
 - 15 households were moved from unsheltered/provisionally accommodated to transitional or long-term housing
 - 6 households were supported to move from transitional to long-term housing
 - 973 requests for assistance in obtaining housing from households experiencing homelessness
 - 19,518 requests for assistance from households experiencing homelessness received supports and services (not related to accommodation)
 - 1,209 requests for assistance from households at risk of homelessness received supports and services (not related to accommodation) to support housing loss prevention, retention, or re-housing - [Muskoka 10 Year Housing & Homelessness Plan Annual Report](#)

- **South Eastern Ontario**
 - **Kingston** - As of December 2023, Approximately 127 people slept rough meaning makeshift accommodations, sleeping in street, park or vehicle an increase of 12 from august - december of 2023
 - 1,924 clients received some type of service in relation to Homelessness in 2023 this includes (outreach, shelter, housing support services, such as housing loss prevention and housing application assistance) - [City of Kingston](#)
 - **Ottawa** - As of December 31, 2023 Ottawa had 12,447 households on the centralized waitlist with 1,186 households housed from the waitlist
 - 49 New Affordable units and 57 New Supportive units were completed
 - 301 households were housed through the housing first program
 - 1,129 households housed from the shelter system
 - 988 people Chronically homeless, with 382 individuals with a history of chronic homelessness being housed
 - 13% increase in people using the shelter system



- 3% decrease in the average length of stay in shelter system, 25% increase in newcomer inflow into shelter system - [City of Ottawa](#)
- **South Western Ontario**
 - **Windsor** - In 2023, 715 households experiencing homelessness were housed
 - 95 individuals experiencing chronic homelessness were housed with supports
 - Youth Homelessness: 25 youth experiencing homelessness housed with supports
 - 1105 households assisted with rent assistance. - [City of Windsor](#)



October 17, 2024

In This Issue

- Get access to MIDAS!
- Ontario investing in transportation for rural communities.
- Apply for the Community Emergency Preparedness Grant Funding.
- Community Sport and Recreation Infrastructure Fund - October 29 deadline.
- Funding Available: Agricultural Workforce Equity and Diversity Initiative.
- ERO posting on Electricity Energy Efficiency Framework.
- ERO posting on Additional Residential Units Regulation.
- IESO and MNR Webinar on LT2 Procurement and Project Siting.
- ROMA 2025 Annual Conference - *Rural Routes*.
- ROMA 2025 *Rural Routes*: Exhibitor and sponsorship opportunities.
- Foundations in Planning & Advanced Land Use Planning - October virtual workshops.
- Open mic session - Ask Canoe Anything!
- LAS winter webinars.
- Geothermal Drilling and Aquifer Protection Leading Practices Guide.
- Registration open for Western Ontario Municipal Conference.
- Careers.

AMO Matters

MIDAS - the [Municipal Information & Data Analysis System](#) - provides access to the Financial Information Returns (FIRs) data to all Ontario municipalities. MIDAS converts FIR data into meaningful reports. For access, municipal elected officials and municipal staff can email MIDASAdmin@amo.on.ca.

Provincial Matters

The province is investing \$5M annually to help smaller communities build safe and reliable transit services through the new Ontario Transit Investment Fund (OTIF). Municipalities [can apply for OTIF funding](#) on an ongoing basis, with programs expected to begin in 2025.

Ontario has announced an additional \$5 million through an application-based program to help increase emergency preparedness. CEPG offers funding for equipment and services to strengthen local emergency readiness. Municipalities under 100,000 are eligible to apply. [Applications are due October 31, 2024](#).

The Ontario government's [Community Sport and Recreation Infrastructure Fund](#) will revitalize existing infrastructure and support new construction across the province. Apply by October 29, 2024 for repair and rehabilitation projects.

[Application intake](#) is open until December 3 for organizations including municipalities to support underrepresented groups in starting or growing their own agri-food business.

The Ministry of Energy is [seeking comments](#) on a proposed energy efficiency framework to improve energy affordability and expand efficiency programs offered by local distribution corporations.

The Ministry of Municipal Affairs and Housing is [seeking comments](#) on a proposed regulation that would override municipal by-laws to remove barriers to building additional residential units.

The IESO and Ministry of Natural Resources are hosting a webinar on October 22 to provide clarity on project siting and updates on the LT2 RFP. [Registration is now open](#).

Education Opportunities

[Subscribe](#) to our email list.

registration and hotel information, [click here](#).

Don't be disappointed! Book your trade show booth today to ensure your participation in the 2025 ROMA Conference. Limited spaces available. Download the [exhibitor package](#) or [sponsorship package](#) today.

[Foundations in Land Use Planning](#) familiarizes participants with legislation, processes, and provides real life examples to give a deep understanding and insight into important planning matters. From a strategic perspective, [Advance Land Use Planning](#) analyzes case studies and real life examples through instructor lead instruction and group discussion.

LAS

Looking to learn more about the [Canoe Procurement Group](#)? Join the 'Ask Canoe Anything' open mic webinar on October 30 at 11am to have all your questions answered. [Click here](#) for more information and to register.

LAS has a few more webinars for the remainder of 2024. Visit our [website](#) to learn more and to register.

Municipal Wire*

On October 22 at 11am the Ontario Geothermal Association (OGA) will present leading practices to support municipal understanding of drilling processes for geo-exchange low carbon energy systems and protection of local aquifers and water supply systems. [Register here](#).

WOWC is holding its annual [Western Ontario Municipal Conference](#) in Chatham-Kent on October 25, 2024. Explore and collaborate on a wide range of topics affecting our municipalities.

Careers

[Program Analyst - Association of Municipalities of Ontario \(AMO\)](#). Closing Date: October 21, 2024.

[Chief Administrative Officer/Clerk - Township of Hornepayne](#). Closing Date: Nov 10, 2024.

[Chief Operating Officer - Kenora District Services Board](#). Closing Date: November 8, 2024

[Manager, Public and Government Relations - Peel Regional Police](#). Closing Date: October 27, 2024

[Planner II - County of Simcoe](#). Closing Date: October 25, 2024.

[Community Planning Project Manager - County of Wellington](#). Closing Date: October 20, 2024.

[Manager, Building Inspections - City of Markham](#). Closing Date: October 31, 2024.

About AMO

AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments. AMO supports strong and effective municipal government in Ontario and promotes the value of municipal government as a vital and essential component of Ontario's and Canada's political system. Follow [@AMOPolicy](#) on Twitter!

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October 10, 2024

In This Issue

- Get access to MIDAS!
- Ontario investing in transportation for rural communities - apply today!
- Apply for the Community Emergency Preparedness Grant.
- Webinar: Community Sport and Recreation Infrastructure Fund.
- Join us at the AMO Healthy Democracy Forum.
- ROMA 2025 Annual Conference - *Rural Routes*.
- ROMA 2025 *Rural Routes*: Exhibitor and sponsorship opportunities.
- Navigating Conflict Relationships as an Elected Official - October workshop.
- Foundations in Planning & Advanced Land Use Planning - October virtual workshops.
- Lighting upgrades for 2025 - we've got you covered!
- *Municipal Contributions to Canada's Protected Areas Target* report.
- Careers.

AMO Matters

MIDAS - the [Municipal Information & Data Analysis System](#) - provides access to the Financial Information Returns (FIRs) data to all Ontario municipalities. MIDAS converts FIR data into meaningful reports. For access, municipal elected officials and municipal staff can email MIDASAdmin@amo.on.ca.

Provincial Matters

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Ontario has announced an additional \$5 million through an application-based program to help increase emergency preparedness. Municipalities under 100,000 are eligible to apply. [Applications are due October 31, 2024](#).

Did you miss the [Community Sport and Recreation Infrastructure Fund](#) webinar? [View the video](#) and learn how to apply for the Ontario government's new \$200-million fund.

Education Opportunities

On October 19-20 AMO will be joined by a coalition of experts, municipal and community leaders and many more to examine and develop strategies and tools to strengthen understanding and engagement with municipal government and our democratic processes. Read more about AMO's [Healthy Democracy Project](#). The [Forum](#) is in partnership with Toronto Metropolitan University.

Register for the ROMA 2025 Annual Conference by **October 31** to access early bird rates. For full registration and hotel information, [click here](#).

Don't be disappointed! Book your trade show booth today to ensure your participation in the 2025 ROMA Conference. Limited spaces available. Download the [exhibitor package](#) or [sponsorship package](#) today.

Municipal leadership is often a pin cushion for our culture's broader issues. Conflict and misunderstanding is a big part of many municipal leaders current realities. This workshop provides an opportunity to transform conflict into collaboration. The [Navigating Conflict Relationships as an Elected Official October workshop](#) teaches skills in building collaborative relationships and negotiating difficult ones in your role as an elected municipal official.

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life examples to give a deep understanding and insight into important planning matters. From a strategic perspective, [Advance Land Use Planning](#) analyzes case studies and real life examples through instructor lead instruction and group discussion.

LAS

The [LAS Facility Lighting Service](#) provides a complete turn-key solution for your lighting upgrades, both indoors and out. [Contact us](#) today for a free budget proposal for your 2025 budget.

Municipal Wire*

Ontario Nature presents their report, [Municipal Contributions to Canada's Protected Areas Target: A Review of Wise Practices in Ontario](#). Join the October 16 [webinar](#) that will share municipal achievements in biodiversity conservation.

Careers

[Program Analyst - Association of Municipalities of Ontario \(AMO\)](#). Closing Date: October 21, 2024.

[Developer - PeopleSoft - Peel Regional Police](#). Closing Date: October 14, 2024.

[Chief Administrative Officer - Township of Lake of Bays](#). Closing Date: November 22, 2024.

[Director, Watershed Science and Engineering - Rideau Valley Conservation Authority](#). Closing Date: October 25, 2024.

[Supervisor, Parks Maintenance - City of Brampton](#). Closing Date: October 15, 2024.

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October 03, 2024

In This Issue

- Apply for the Community Emergency Preparedness Grant.
- Call for proposals on gender-based violence.
- Webinar: Community Sport and Recreation Infrastructure Fund.
- ROMA 2025 Annual Conference - *Rural Routes*.
- ROMA 2025 *Rural Routes*: Exhibitor and sponsorship opportunities.
- Navigating Conflict Relationships as an Elected Official - October workshop.
- Foundations in Land Use Planning & Advanced Land Use Planning - October virtual workshops.
- Blog: Increasing Flood Events Pose Challenges.
- Lighting upgrades for 2025 - we've got you covered!
- From energy treasure hunt to real energy savings!
- Registration open for the Western Ontario Municipal Conference.
- *Municipal Contributions to Canada's Protected Areas Target* report.
- Careers.

Provincial Matters

Ontario has announced an additional \$5 million through an application-based program to help increase emergency preparedness. Municipalities under 100,000 are eligible to apply. [Applications are due October 31, 2024.](#)

The Ontario government is launching a [call for proposals](#) for new community-based projects that prevent and address gender-based violence. The deadline for proposals is October 11, 2024 at 5pm.

Did you miss the [Community Sport and Recreation Infrastructure Fund](#) webinar? [View the video](#) and learn how to apply for the Ontario government's new \$200-million fund.

Education Opportunities

The ROMA Board of Directors is pleased to announce the launch of the 2025 Conference. Register by **October 31** to access early bird rates. For full registration and hotel information, [click here](#).

Don't be disappointed! Book your trade show booth today to ensure your participation in the 2025 ROMA Conference. Limited spaces available. Download the [exhibitor package](#) or [sponsorship package](#) today.

Municipal leadership is often a pin cushion for our culture's broader issues. Conflict and misunderstanding is a big part of many municipal leaders current realities. This workshop provides an opportunity to transform conflict into collaboration. The [Navigating Conflict Relationships as an Elected Official October workshop](#) teaches skills in building collaborative relationships and negotiating difficult ones in your role as an elected municipal official.

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LAS

Climate change is driving a significant rise in the frequency and intensity of floods. [Read our blog](#) to understand how extreme weather conditions are affecting residents in your community, and what you can do to help with these homeowner responsibilities.

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indoors and out. [Contact us](#) today for a free budget proposal for your 2025 budget.

The Town of Hanover's staff identified significant energy savings opportunities through an [Energy Workshop and Treasure Hunt](#) at their P&H Centre. They are now putting this into practice by upgrading their lights with the [LAS Facility Lighting Service](#). Want to see these savings at your municipal facility? [Contact Christian](#) for details about our ET workshops.

Municipal Wire*

WOWC is holding its annual [Western Ontario Municipal Conference](#) in Chatham-Kent on October 25, 2024. Explore and collaborate on a wide range of topics affecting our municipalities.

Ontario Nature presents their report, [Municipal Contributions to Canada's Protected Areas Target: A Review of Wise Practices in Ontario](#). Join the [webinar](#) that will share municipal achievements in biodiversity conservation.

Careers

[Commissioner, Corporate Services - Town of Oakville](#). Closing Date: October 30, 2024.

[Asset Management Technician - City of Cambridge](#). Closing Date: October 14, 2024.

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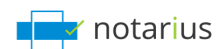
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VIA EMAIL

October 4, 2024

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Chief Tanner, Halton Regional Police Services
Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-20-24 - Uniform Traffic Control By-law No. 1984-1

1. THAT Regional Council approve the amendments to the Uniform Traffic Control By-law No. 1984-1, as outlined in Attachment #1 to Report PW-20-24.
2. THAT the Director of Legal Services be authorized to prepare the necessary by-law which reflects the consolidation of prior amendments to the Uniform Traffic Control By-law No. 1984-1 and the proposed amendments outlined in Report PW-20-24.
3. THAT the Regional Clerk forward a copy of Report No. PW-20-24 and the respective by-law to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and the Halton Regional Police Service for their information.

Please find attached a copy of Report No. PW-20-24 and related by-law for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Andrew Farr, Commissioner, Public Works
Date:	September 18, 2024
Report No.:	PW-20-24
Re:	Uniform Traffic Control By-law No. 1984-1

Recommendation

1. THAT Regional Council approve the amendments to the Uniform Traffic Control By-law No. 1984-1, as outlined in Attachment #1 to Report PW-20-24.
2. THAT the Director of Legal Services be authorized to prepare the necessary by-law which reflects the consolidation of prior amendments to the Uniform Traffic Control By-law No. 1984-1 and the proposed amendments outlined in Report PW-20-24.
3. THAT the Regional Clerk forward a copy of Report No. PW-20-24 and the respective by-law to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and the Halton Regional Police Service for their information.

Report

Executive Summary

- The Uniform Traffic Control By-law No. 1984-1 (the “Traffic By-law”) regulates parking restrictions, posted speed limits and various other traffic restrictions on Regional Roads.
- The Traffic By-law has been subject to over 100 amendments since its adoption in 1984.
- A consolidation exercise of the Traffic By-law was undertaken by staff through which previous amendments adopted by Council were incorporated into consolidated version of the by-law.
- Following the consolidation exercise, the Traffic By-law was further reviewed by staff to address changes associated with the implementation of capital improvements, operating characteristics and changes resulting from the roads rationalization process.

- As a result of this review, further amendments are proposed by staff (as outlined in Attachment #1) to be incorporated into the consolidated version which will be prepared by the Director of Legal Services for Council's approval.

Background

The Traffic By-law regulates Regional parking restrictions, posted speed limits, various other traffic restrictions and operating characteristics of the Regional Road system. The Traffic By-law was adopted in 1984 and since its adoption it has been subject to over 100 amendments.

Discussion

Consolidation Exercise of the Traffic By-law

A consolidation exercise of the Traffic By-law was undertaken by staff through which over 100 previous amendments adopted by Regional Council were incorporated into the by-law. Council approval is not necessary for a consolidated version of a by-law.

Proposed Amendments to the Preliminary Consolidated Version of the Traffic By-law

Following the consolidation exercise, the Traffic By-law was further reviewed to identify amendments that would bring it current. These amendments are identified through tracked changes and highlight in Attachment #1 to this report.

Minor, non-substantive administrative changes have already been incorporated into the proposed amendments (i.e., typographical corrections (e.g., spelling, grammar and punctuation, bullet number corrections, etc.), simple reordering and removal of gender-based language).

Other more substantive administrative changes (e.g., deletion of obsolete sections, simplification and clarification of wording, etc.) are identified via tracked changes and yellow highlight in Attachment #1.

In addition, substantive changes to the context of the by-law and schedules that incorporate changes associated with the implementation of capital improvements, operating characteristics and changes resulting from the roads rationalization process such as changes to speed limits, parking and stopping restrictions, U-Turn restrictions, prohibited turn restrictions and truck/load restrictions are identified via tracked changes and highlighted in green (body of the by-law) and blue (schedules) in Attachment #1. Those proposed amendments requiring some additional context are outlined below:

1. Schedule "23" Section 12(1) Rates of Speed – Signs on Display

In a joint effort between Halton Region and the City of Mississauga to mitigate risk, the speed limit on Ninth Line (Regional Road No. 13) is proposed to be modified to a 60km/hr speed zone from one km north of William Halton Parkway (Regional Road No. 40) to the Halton Region/Peel Region boundary in the Town of Oakville.

2. Schedule "30" Section 11(a) Community Safety Zones – Signs on Display

In 2023, Halton Region implemented its Community Safety Zone Program through the approval of Report No. PW-28-23 re “Community Safety Zone Implementation”.

The *Highway Traffic Act* grants municipal governments authority to pass by-laws designating Community Safety Zones. Community Safety Zones are recommended on road segments near land uses that generate vulnerable road users.

The purpose of having Community Safety Zones is to enhance the safety and protection of vulnerable road users, particularly in areas where there is higher risk of accidents or where the local community identifies a need for additional safety measures.

In order to effect vehicle speeds to improve the safety of pedestrians travelling to Lowville Park in the City of Burlington, a Community Safety Zone is proposed on Guelph Line (Regional Road No. 1) from 200m south of Britannia Road to 350m south of 8 Side Road, City of Burlington.

Further, staff recommend the extension of the existing Community Safety Zone on Neyagawa Boulevard (Regional Road No. 4) from 20 m south of Dundas Street (Regional Road No. 5) to 300 m north of North Park Boulevard, Town of Oakville.

3. General Proposed Amendments to the Traffic By-law Schedules

The Traffic By-law’s schedules were reviewed to ensure they reflect current conditions on Regional Roads. In some instances, traffic regulations were installed and removed on a temporary basis through Council’s delegated authority to the Commissioner of Public Works as a result of capital reconstruction projects. Now that these various projects are complete, it is proposed that these changes be made permanent and captured in the Traffic By-Law.

Adoption of Consolidated Version of the Traffic By-law

With the consolidation and review exercises complete, staff recommend Council adopt the consolidated version of the Traffic By-law which amalgamates the over 100

amendments already adopted by Council with the proposed amendments (Attachment #1. The resulting version would be the new Traffic By-law on a going forward basis. This will enable staff to better manage any future amendments and eliminate the need to reference the over 100 amendments that have been made to the by-law since its adoption in 1984. In addition, adoption of this version will allow for the Traffic By-law to maintain its current number (i.e., 1984-1) which is used and referenced in a number of law enforcement documents, including police ticket books, and agreements with local partners.

Financial/Program Implications

Subject to Council's approval of the proposed amendments to the consolidated version of the Traffic By-law, any costs of new signage and installation will be funded through the respective project in the Roads Capital Budget. In instances where the signage is part of regular maintenance or replacement, it will be funded through the approved Roads Operating Budget.

Respectfully submitted by,

Marek Braczek
Director, Engineering & Construction

Andrew Farr
Commissioner, Public Works

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Andrew Farr, Commissioner, Public Works

Attachments:

Attachment #1 – Proposed Amendments to the Consolidated Traffic By-law No. 1984-1 (Blackline)

Additional Information:

None.

THE REGIONAL MUNICIPALITY OF HALTON

BY-LAW NO. 1984-1

A BY-LAW TO REGULATE TRAFFIC AND PARKING ON HIGHWAYS UNDER THE JURISDICTION OF THE REGIONAL MUNICIPALITY OF HALTON.

WHEREAS Council for The Regional Municipality of Halton (hereinafter “Council” and “Halton Region”, respectively) adopted By-law No. 1984-1 on May 9, 1984;

AND WHEREAS By-law No. 1984-1 has been subject to over 100 amendments since its adoption;

AND WHEREAS Council deems it necessary to adopt an official consolidated version of By-law No. 1984-1 which incorporates the amendments made to the original by-law since its adoption in 1984 and replaces By-law No. 1984-1 (as adopted in 1984 and subsequently amended) as the new By-law No. 1984-1.

NOW THEREFORE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HALTON HEREBY ENACTS AS FOLLOWS:

PART A: INTERPRETATION

Section 1: Definitions

1.1. Defined Terms

In this By-law, words imparting singular numbers include the plural and vice versa as the context requires. In addition, any reference in this By-law to any statutes, regulations or by-laws shall be deemed to be a reference to such statutes, regulations or by-laws, as amended, restated or replaced from time to time.

For the purposes of this By-law, the following definitions have been identified:

“**authorized emergency vehicle**” means,

- (a) a fire department vehicle, including an emergency crash extrication vehicle, while proceeding to a fire or emergency call or responding to, but not returning from, a fire alarm or other emergency call,
- (b) a vehicle while used by a person in the lawful performance of their duties as a Police Officer,
- (c) an ambulance or cardiac arrest emergency vehicle while responding to an emergency call or being used to transport a patient or injured person in an emergency situation, or

- (d) an emergency vehicle of a public or private utility, or Federal, Provincial or Local Municipalities when such a vehicle being used in the performance of emergency duties.

“authorized sign” means any traffic control device or traffic signal placed or erected on a highway under the authority of this By-law for the purpose of regulating, warning or guiding traffic and includes such signs as described in the Regulations pursuant to the Highway Traffic Act.

“authorized traffic control device” and **“authorized traffic signal”** mean the same as authorized sign.

“bicycle” includes a tricycle, a unicycle and a power-assisted bicycle but does not include a motor-assisted bicycle.

“bicycle lane” and **“bike lane”** mean a portion of a highway which has been designated by pavement markings and authorized signs for preferential or exclusive use of cyclists.

“boulevard” means that part of the highway situated between the curb line and the property line of the lot abutting the highway, but does not include a sidewalk, shoulder, or combined facility, if any.

“bus stop” means that portion of a highway, designated by an authorized sign, for the use of buses as a point for loading and unloading passengers and including an area sufficient to accommodate the length of the bus.

“By-law Enforcement Officer” means a commissionaire, assistant, or any other officer or civilian person engaged by the Halton Regional Police Service, the Local Municipalities or Halton Region, to enforce or carry out the provisions of this By-law or any part or parts thereof.

“Chief of Police” means the Chief of the Halton Regional Police Service or their designate.

“combined facility” means that portion of a highway between the curb lines and the property lines of the lot abutting the highway, intended for the use of pedestrians and muscular powered vehicles including wheelchairs.

“commercial motor vehicle” means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on the highways.

“Commissioner” means Halton Region’s Commissioner of Public Works or their designate.

“corner” means the point of intersection of curb lines.

“Council” means the Council for The Regional Municipality of Halton.

“crosswalk” means

- (a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway, or
- (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface.

“cul-de-sac” means a highway terminating in a turn-around.

“curb line” means

- (a) where a curb has been constructed the line of the curb, or
- (b) where no curb has been constructed the edge of the roadway.

“driver” means a person who drives a vehicle on a highway.

“driveway” means the improved land on a highway which provides vehicular access from the roadway to adjacent land.

“farm tractor” means a self-propelled vehicle designed and used primarily as a farm implement for drawing ploughs, mowing-machines and other implements of husbandry and not designed or used for carrying a load.

“Fire Chief” means the Fire Chief of each of the Local Municipalities or their designate.

“gross weight” means the combined weight of vehicle and load.

“Halton Region” means The Regional Municipality of Halton.

“heavy traffic” means a commercial motor vehicle, having a weight when unloaded of three metric tonnes or more, or when loaded, of five metric tonnes or more, but does not include a passenger vehicle, an ambulance, a vehicle of the police or fire departments, a municipal vehicle, a vehicle of a local board, a hydro-electric commission vehicle, a bus operated by or for the board of education, a bus operated by or for the Local Municipalities, a bus operated by a company having a franchise from the Local Municipalities when operating on routes as approved by by-law, or a commercial vehicle making a delivery to or a collection from, a bona fide destination which cannot be reached via highway or highways upon which heavy traffic is not prohibited by this By-law.

“highway” includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof.

“Highway Traffic Act” means the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended from time to time.

“intersection” means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other.

“island” means a portion of a highway so constructed or designed as to separate or direct vehicular traffic onto specific portions of the highway.

“Local Municipalities” means, as the context provides, any of The City of Burlington, The Town of Halton Hills, The Town of Milton, and/or The Town of Oakville.

“median strip” means the portion of a highway so constructed as to separate the travelling in one direction from traffic travelling in the opposite direction by a physical barrier or raised or depressed paved or unpaved separation area that is not intended to allow crossing vehicular movement.

“motor vehicle” includes an automobile, motorcycle, motor assisted bicycle, unless otherwise indicated in this By-law, and any other vehicle propelled or driven otherwise than by muscular power, but does not include the cars or electric or steam railways, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the Highway Traffic Act.

“one-way street” means a highway upon which the movement of vehicular traffic is designated by this By-law from movement in one direction only.

“park” or **“parking”**, when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.

“parking meter” means an automatic or other mechanical device together with its standard or other means of support, erected for the purpose of:

- (a) controlling and regulating the parking of any vehicle in a parking space, and
- (b) measuring and indicating the parking time for which payment has been made, and signalling when such time has elapsed.

“parking meter zone” means the highway or parts of highways designated by this By law as constituting a parking meter zone, the use of which is controlled and regulated by a parking meter.

“parking space” means that part of the highway, the use of which is designated by signs or lines or other markings on the highway for the purpose of parking a vehicle.

“**pedestrian**” means a person on foot, in a wheelchair or in or on a play vehicle, but shall not include a person on a bicycle.

“**pedestrian crossover**” means any portion of a roadway designated by by-law of the Local Municipalities, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the Regulations pursuant to the Highway Traffic Act.

“**Police Officer**” means a member of the Halton Regional Police Service or a person authorized by the Chief of Police to regulate or direct traffic. Police Officer includes a Police Cadet.

“**Provincial Offences Act**” means the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended from time to time.

“**road service vehicle**” means a vehicle operated by or on behalf of a municipality or other authority having jurisdiction and control of a highway while the vehicle is being used for highway maintenance purposes.

“**roadway**” means the part of the highway that is improved, designed or ordinarily used for vehicle traffic, but does not include the shoulder, and where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.

“**shoulder**” means that part of the highway lying adjacent to the roadway where there is no barrier curb, and which is improved with granular or paved surface which extends for a maximum distance of three metres.

“**sidewalk**” means the portion of a highway between the curb lines and the property lines of the lot abutting the highway and which is intended for the use of pedestrians.

“**stand**” or “**standing**” when prohibited means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers.

“**stop**” or “**stopping**” when prohibited means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Police Officer, traffic control device or traffic signal.

“**street**” means a highway.

“**through highway**” means a highway or part of a highway designated as such by this By-law, and every highway intersecting with such highway shall be marked by a stop sign or yield right-of-way sign in compliance with this By-law and the Regulations pursuant to the Highway Traffic Act.

“**time**” means, whenever certain hours are named herein, standard time or daylight saving time, whichever shall be in official current use in the region of Halton.

“**traffic**” includes vehicles, pedestrians, animals which are ridden, herded or led, motorized snow vehicles and other conveyances, either singly or together, while on any highway.

“**traffic control device**” means any sign or other device on a highway for the purpose of prohibiting, regulating, or directing traffic and includes roadway, curb and sidewalk markings.

“**traffic signal**” means any device manually, electrically or mechanically operated for the regulation of traffic.

“**trailer**” means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another motor vehicle or any device or apparatus not designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except for a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn.

“**U-turn**” means to turn a vehicle within a highway so as to proceed in the opposite direction to that which the vehicle was travelling immediately prior to making the turn.

“**vehicle**” includes a motor vehicle, trailer, traction engine, farm tractor, road building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or the cars of electric or steam railways running only upon rails.

“**wheelchair**” means a chair mounted on wheels driven by muscular or any other kind of power that is designed for and used by a person whose mobility is limited by one or more conditions or functional impairments.

1.2. Highway Traffic Act

Unless modified or changed herein, words or expressions used in this By-law have the same meaning given or used in the Highway Traffic Act.

Section 2: Time

2.1. Time Act

Notwithstanding the *Time Act*, R.S.O. 1990, c. T.9, as amended, so long as the time commonly observed in the region of Halton is the one hour in advance or of standard time, the times mentioned in this By-law shall be interpreted in accordance with the time so commonly observed and not standard time.

Section 3: Schedules and Severability

3.1. Schedules

- (a) The Schedules attached to this By-law, numbered 1 to 31 inclusive, are included in and shall be considered part of this By-law.

3.2. Severability

Should any part, section, subsection or portion of this By-law be repealed or declared by a court of competent jurisdiction to be illegal, the same shall not affect the validity of this By-law as a whole or in part thereof, except for that which was declared to be invalid.

PART B: GENERAL

Section 4: General Regulations

4.1. Operation of Vehicles

(a) Emerging From Driveway

The driver of a vehicle emerging from a driveway, lane, lot or building shall stop immediately prior to driving onto the sidewalk, bicycle route or combined facility or if there is no sidewalk, bicycle route or combined facility, immediately prior to driving on to the highway and shall not enter the highway until such movement can be made in safety.

(b) Driving on Other Than Roadway

- (i) No person shall drive a motor vehicle or a bicycle along any sidewalk or boulevard except at a driveway.
- (ii) No person, unless at a driveway, shall use a bicycle lane except for the purpose of driving a muscular powered bicycle.
- (iii) No person, unless at a driveway, shall use a combined facility except as a pedestrian or for the purpose of driving muscular powered vehicles and wheelchairs.

(c) Vehicle Unattended

No person driving or in a charge of a motor vehicle, other than a commercial motor vehicle, shall allow such motor vehicle to stand unattended unless it is locked in such a manner as to prevent its operation by any person not authorized by the owner, driver or person in charge.

(d) Repairing Vehicles

- (i) No person shall use any highway to repair or paint vehicles.
- (ii) Notwithstanding (i) above, a person may repair or attempt to repair any vehicle upon a highway when such use of the highway is unavoidable through emergency.

(e) Newly Painted Lines

No person shall drive, or attempt to drive on or cover, or tamper with, or walk on any newly painted line or series of lines, or any newly painted sign, or any permanent pavement marking on any highway or crosswalk, when the presence of such is indicated by marker, electric lanterns or otherwise.

(f) Removal of Authorized Sign

No unauthorized person shall alter, deface, injure, knock down or remove any authorized sign or sign with shield or insignia thereon.

(g) Interception of Authorized Procession

The driver of a vehicle shall yield the right of way to a funeral or other properly authorized procession except when directed by a Police Officer to do otherwise.

(h) Driving in Authorized Procession

The driver of a vehicle in a funeral or other such procession shall drive as near to the right-hand edge of the roadway as practicable and follow the vehicle ahead as closely as is practicable and safe.

(i) Parades

The Chief of Police, and any Police Officer acting under their authority, is authorized to stop or divert traffic on any highway during the passage of a parade or a procession.

(j) Community Safety Zones

Pursuant to section 214.1 of the Highway Traffic Act where authorized signs to that effect are on display, Community Safety Zones are hereby designated as described in Schedule 30 to this By-law.

(k) No Passing Zones

Pursuant to section 149 of the Highway Traffic Act, where authorized signs to that effect are on display, no person shall pass a vehicle on any highway or parts thereof as described in Schedule 31 to this By-law.

(l) Block Intersection – Impede Flow of Traffic

Pursuant to section 145 of the Highway Traffic Act, a vehicle is prohibited from entering the intersection when the traffic control signal shows a circular green or green arrow indication unless traffic in front of them is moving in a manner that would reasonably lead them to believe that they can clear the intersection before signal indication changes to a circular red indication.

4.2. Pedestrian Rights and Duties

(a) Crossing Roadway

- (i) No pedestrian shall cross a highway within 50 metres of a crosswalk except by way of that crosswalk.
- (ii) Subject to (i) above, no pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb.

(b) (b) Yield Right of Way

Every pedestrian crossing a highway other than within a crosswalk shall yield the right of way to all vehicles upon the highway, but nothing in this paragraph shall relieve the driver of a vehicle from the necessity of taking all due care to avoid an accident.

(c) Game of Sports

No person shall play or take part in any game or sport upon a highway.

(d) Enforcement

Where a pedestrian is on a highway in contravention of this By-law, a Police Officer may require the pedestrian to accompany them to the nearest intersecting highway on which pedestrians are not prohibited and the pedestrian shall comply with the request.

4.3. Coasting

(a) Coasting

Coasting, whether in or on sleighs, toboggans, carts, express wagons or other similar devices is prohibited on highways.

(b) Roller-skating

No person on roller-skates or riding in or by means of a coaster, toy vehicle, skateboard or other similar device shall use or enter a roadway.

4.4. Bicycles

(a) Operation of Bicycle

- (i) Every rider of a bicycle shall at all times when riding on a highway, keep their feet on the pedals and both hands on the handlebars except as may be necessary to give proper hand signals.
- (ii) No person while riding a bicycle on a highway shall indulge in trick riding or otherwise ride so as to prevent the full use of both hands to control the bicycle.
- (iii) No person shall ride a bicycle across a roadway within a pedestrian crosswalk.
- (iv) No person shall ride a bicycle across a roadway within or along a crosswalk at an intersection or at a location other than an intersection which location is controlled by a traffic control device.

(b) Riding Abreast

No person shall ride a bicycle on any highway abreast of another bicycle except in the course of passing the other bicycle.

(c) Passengers

- (i) No person shall on a highway ride and carry more than one person on a bicycle designed to carry only one person.
- (ii) No person shall ride a bicycle on a highway and carry any goods in such a manner so as to interfere with the full control of the bicycle.

(d) Parking

- (i) No person shall park a bicycle on any roadway, shoulder, bicycle route or combined facility.
- (ii) No person shall park a bicycle on any boulevard or sidewalk except in an upright position and in a manner so as not to impede the intended use of the boulevard or sidewalk.

4.5. Construction, Maintenance and Emergency Situations

(a) Obstructing Traffic

No person shall erect barricades or hoardings, store earth or construction material, or park work equipment on any portion of any highway without providing proper fencing, lights or any other warning necessary for the sake of safety without first obtaining permission from the Commissioner.

(b) Duty to Obey Barricades

No vehicle except an authorized emergency vehicle or a vehicle authorized by the Commissioner shall be driven through or enter upon any highway which is roped, barricaded or marked by authorized signs which prohibit the use of the highway.

(c) Police Officer Directing Traffic

Where a Police Officer considers it reasonably necessary to ensure the orderly movement of traffic or to prevent injury or damage to persons or property or to permit proper action in an emergency, they may direct traffic according to their discretion, notwithstanding the other provisions of this By-law, and every person shall obey their directions.

4.6. Animals

(a) Riding on Other Than Roadway, including the Sidewalk

No person shall lead, ride or drive any horse, cattle or husbandry upon a sidewalk.

(b) Attendance While in Motion

The driver or other person in charge of an animal-drawn vehicle on a roadway shall remain upon the vehicle while it is in motion or walk beside the animal drawing it.

(c) Parking

No person shall leave an animal drawn carriage, cart, wagon, sleigh or sled on a highway without the animal which is drawing it.

(d) Horseback Riders

Horseback riders and other riders or persons in charge of animals shall obey the provisions of the Highway Traffic Act and of this By-law which govern drivers of vehicles and shall obey the direction of any Police Officer directing traffic.

PART C: PARKING AND STOPPING

Section 5: Parking and Stopping Restrictions

5.1. Methods of Parking

(a) General

Unless otherwise permitted in this By-law, no person shall park or stop a vehicle on any highway except on the right side of the highway, having regard to the direction in which the vehicle was proceeding, with the right front and right rear wheels or runners not more than 0.15 metres from the curb line.

(b) Parking on One-Way Streets

Where parking is permitted in this By-law on a one-way street, a person shall park a vehicle only in the direction in which traffic is permitted to proceed, and parallel to and not to exceed a distance of 0.15 metres from the curb line.

(c) Angle Parking

Where angle parking is permitted, no person shall park a vehicle on the highway except at the angle indicated by the traffic control device.

(d) Boulevard

Where boulevard parking is permitted, no person shall park a vehicle on the abutting roadway or any part thereof.

(e) Parking Spaces

Where parking spaces are designated by traffic control devices on a highway, no person shall park a vehicle in such a manner that infringes upon or takes up more than one parking space, unless such may not reasonably be avoided.

5.2. Parking Prohibited

(a) No Parking

Unless otherwise permitted in this By-law, no person shall at any time park a vehicle on a highway,

- (i) on or overhanging a sidewalk,
- (ii) on a boulevard,
- (iii) on a median strip,

- (iv) on an island,
- (v) in front of or within one metre of an entrance to a driveway or so as to prevent ingress or egress to or from such driveway,
- (vi) in front or within three metres of an entrance to or exit from a public lane or so as to prevent ingress or egress to or from the public lane,
- (vii) within three metres of a fire hydrant,
- (viii) in such a position so as to prevent the removal of any other parked vehicle,
- (ix) in front of an emergency entrance or exit to a public hall, hotel, hospital, theatre, auditorium or other building where large assemblies take place,
- (x) in such a manner so as to obstruct traffic, road repair or snow removal,
- (xi) on any highway for the purpose of displaying if for sale,
- (xii) on a designated bicycle lane.

5.3. Parking Prohibited Where Authorized Signs are on Display

(a) Prohibited Parking

Where authorized signs that prohibit parking are on display, no person shall park a vehicle at any time in the following places:

- (i) on any highway or parts thereof described in Schedule 1 to this By-law,
- (ii) on any highway in front of the entrance to an office building or apartment,
- (iii) on any highway in front of an entrance to any place where goods or merchandise are regularly delivered or removed,
- (iv) in a cul-de-sac within the turn around,
- (v) on any highway within 15 metres of the termination of a dead-end highway,
- (vi) on a public lane,
- (vii) on both sides of a highway within 30 metres of a pedestrian crossover,
- (viii) on any highway within 50 metres or less of an intersection,

- (ix) alongside any curb upon which yellow paint has been applied.

5.4. Parking for Restricted Times

(a) Permissive Parking

No person shall park a vehicle on any highway for a period longer than three hours unless authorized signs indicating otherwise are on display on any highway described in Schedule 2 to this By-law.

(b) Prohibited Parking

Where authorized signs to that prohibit parking are on display, no person shall park a vehicle on any highway or parts thereof named or described in Schedule 3 to this By-law.

5.5. Emergency Prohibition of Parking

(a) Prohibited Parking and Procedure

Notwithstanding anything to the contrary contained herein, the Chief of Police, Fire Chief, Commissioner or their designate, during any emergency or special circumstances may,

- (i) prohibit any or all parking on a highway within the area affected by the emergency or special circumstances,
- (ii) authorize the erection of "No Parking" traffic control devices and traffic signals,
- (iii) declare that any vehicle already parked is parked illegally regardless of the time permitted for parking such vehicle under the provisions of this By-law.

(b) Notification

Where possible, the owner or driver of a vehicle declared to be illegally parked shall be notified by a Police Officer, or By-law Enforcement Officer that such has been prohibited.

(c) Removal

Where,

- (i) the owner or driver so notified to remove the vehicle does not do so, or

- (ii) where the owner or driver cannot immediately be located then the said vehicle may be removed and impounded forthwith on order of the Chief of Police, Fire Chief or Commissioner, and at the owner's expense.

All costs and charges for the removing, care and storage of any vehicle removed or impounded pursuant to subsection 5.5 (c) herein are a lien upon the vehicle which may be enforced in the manner provided by Part III of the Repair and Storage Liens Act, R.S.O. 1990, c. R.25, as amended.

5.6. Angle Parking

Where authorized signs that permit angle parking are on display, angle parking is permitted on any highway or parts thereof described in Schedule 4 to this By-law.

5.7. Boulevard Parking

Where authorized signs that permit boulevard parking are on display, boulevard parking is permitted on any highway or parts thereof described in Schedule 5 to this By-law.

5.8. Stopping Prohibited

- (a) No person shall at any time stop a vehicle in the following places, unless otherwise posted,
 - (i) on or within six metres of a crosswalk other than at an intersection controlled by a traffic signal,
 - (ii) on or within 25 metres of any crosswalk at an intersection controlled by a traffic signal,
 - (iii) within three metres of a fire hydrant,
 - (iv) in such a position so as to obstruct any pedestrian passageway,
 - (v) adjacent to any median strip or island,
 - (vi) on either side of a highway that is divided by a median strip,
 - (vii) within 15 metres of either side of a signed bus stop, excepting public transit buses,
 - (viii) on or within 100 metres of a bridge, over, under or across which the highway passes,
 - (ix) within a school bus loading zone, excepting school buses,
 - (x) on or within three metres of a railway crossing,

- (xi) on a designated bicycle lane.

5.9. No Stopping Where Authorized Signs are on Display

(a) Prohibited Stopping

Where authorized signs that prohibit stopping are on display, no person shall at any time stop a vehicle in the following places,

- (i) within 50 metres or less, of an intersection on a highway,
- (ii) on the side of a roadway abutting any school property,
- (iii) on the side of a roadway abutting any park or playground,
- (iv) in front of or within 15 metres of either side of any fire hall on the same side of the highway as the fire hall, or within 45 metres from a point in the curb or edge of roadway directly opposite the centre point of the fire hall on the opposite side of the highway from the fire hall,
- (v) on any highway or parts thereof described in Schedule 6 to this By-law.

5.10. No Stopping during Restricted Times

Where authorized signs that prohibit stopping during restricted times are on display, no person shall stop a vehicle on any highway or parts of a highway described in Schedule 7 to this By-law.

5.11. No Stopping except for Loading or Unloading Merchandise

Where authorized signs that prohibit stopping except for loading and unloading merchandise are on display, no person shall stop a vehicle, except for the loading or unloading of merchandise, on any highway or parts thereof described in Schedule 8 to this By-law.

5.12. Taxicab Stand

Where authorized signs stating "Taxicab Stand" are on display, no person shall stop a vehicle, other than a taxicab, on any highway or parts thereof described in Schedule 9 to this By-law.

5.13. Overnight Parking

No person shall park a vehicle on any of the highways or parts of highways described in Schedule 10 to this By-law.

5.14. Towing

Vehicles parked in contravention of this section 5 may be towed away by a Police Officer or By-law Enforcement Officer at the owner's expense.

5.15. Disabled Vehicle

Section 5 does not apply to the driver or operator of a vehicle that is so disabled while on a highway that it is impossible to avoid temporarily a contravention of such provisions.

5.16. Exemption

This section 5 shall not apply to authorized emergency vehicles or vehicles of a public or private utility, telephone company, or road service vehicle, or authorized emergency vehicles when such vehicle is actually engaged in work being carried out within the highway.

Section 6: Meter Parking

6.1. Location

Parking meter zones and parking meters shall be located, erected, maintained and operated at the parking spaces on those highways and parts of highways described in Schedule 11 to this By-law.

6.2. Meter Parking Restrictions

- (a) No person shall park a vehicle at any parking meter zone for a period longer than is indicated by sign, either upon the meter or otherwise, during the days or time periods set out in Schedule 11 to this By-law.
- (b) No person shall park a vehicle in any parking meter zone without depositing in the adjacent parking meter and turning the handle, if any, after deposit of each coin, the parking fees prescribed in Schedule 11 to this By-law.
- (c) No person shall park a vehicle in any parking meter zone or leave parked at any parking meter zone any vehicle at any time when not paid and/or expired period of time is indicated on the adjacent parking meter.
- (d) No person shall deposit or cause to be deposited in any parking meter anything except lawful money of Canada or lawful money of the United States of America.
- (e) No person shall park a vehicle in any parking meter zone as set out in Schedule 11 to this By-law except at a parking meter. This shall not apply to prohibit parking where a meter has been accidentally destroyed and not yet replaced.

- (f) No person shall park a vehicle in any parking meter zone when Local Municipalities have placed a meter bag or other device on the adjacent parking meter thereby prohibiting the use of the parking space.

6.3. Towing

Vehicles parked in contravention of this section 6 may be towed away by a Police Officer or By-law Enforcement Officer at the owner's expense.

6.4. Collection

The collection of the coins deposited in the parking meters on the highway shall be under the control of the Local Municipalities.

6.5. Damaging Parking Meters

No person shall damage, deface or tamper with any parking meter, and no unauthorized person shall open or attempt to open the same.

6.6. Authorized Signs for Funeral Services and Weddings

- (a) Religious institutions and funeral homes, within the parking meter zone at which wedding or funeral services are being held, may place signs of a type and in the manner approved by the Chief of Police or the Commissioner, indicating that parking, except for those attending such service, is temporarily prohibited in the parking spaces so marked for a period of one hour in advance of, and during, the scheduled time of such service.
- (b) No person other than those persons attending the services referred to in subsection 6.6 (a) herein, within a period of one hour in advance of and during the scheduled time of such service shall park or leave parked any vehicle in the parking spaces so marked as set out in subsection 6.6 (a).
- (c) Notwithstanding the provisions of subsection 6.2 (b), it shall not be necessary for an owner or driver of a vehicle parked in connection with the services referred to in subsection 6.6 (a) herein within the parking meter zone to deposit any coin in respect of a period of one hour in advance of, and during, the scheduled time of such service.

6.7. Exemption

This section 6 shall not apply to authorized emergency vehicles or vehicles of a public or private utility, telephone company or, road service vehicle actually engaged in work being carried out within the highway.

PART D: TRAFFIC MOVEMENTS

Section 7: Through Highways – Stop and Stop Signs

7.1. Through Highways – Stop

The highways or parts thereof named or described in Schedule 12 to this By-law are designated “Through Highways – Stop” except at intersections where traffic signals are installed and are in operation and for all highways or parts of highways designated as “Through Highways – Stop”. Stop signs shall be erected facing approaching traffic on any highway or parts thereof intersecting the “Through Highways – Stop”.

7.2. Intersection – Stop Signs

Stop signs shall be erected at the intersections described in Schedule 13 to this By-law.

Section 8: Through Highways – Yield and Yield Signs

8.1. Through Highways – Yield

The highways or parts thereof described in Schedule 14 to this By-law are designated “Through Highways – Yield” except at intersections where traffic signals are in operation and for all highways or parts thereof designated as “Through Highway-Yield”. Yield right-of-way signs shall be erected facing approaching traffic on any highway or parts thereof intersecting the “Through Highway-Yield”.

8.2. Intersection – Yield Signs

Yield right-of-way signs shall be erected at the intersections set out in Schedule 15 to this By-law.

Section 9: Turns

9.1. Prohibition

(a) U-turn

In addition to the requirements of section 123 of the Highway Traffic Act, where authorized signs that prohibit a U-turn are on display, no person operating a vehicle shall make a U-turn on any highway as described in Schedule 16 to this By-law.

(b) Do Not Enter

Where authorized signs that restrict entry are on display, no person operating a vehicle shall enter the highway described in Schedule 17 to this By-law.

(c) Prohibited Turns

Where authorized signs that prohibit turns are on display, no person operating a vehicle on any highway or parts thereof shall turn the vehicle in the direction of the prohibited turn described in Schedule 18 to this By-law.

(d) Temporary Signs

The Chief of Police or Commissioner may erect, for a temporary period not exceeding 30 days, signs prohibiting turns at any intersection and while such signs are on display, no person operating a vehicle shall turn it in any direction contrary to such signs.

9.2. Lane Designation – Multi-lane Turns

Where authorized signs or markings for each lane are in place, multi-lane turns of traffic are permitted onto the highway as described in Schedule 19 to this By-law.

Section 10: One-Way Streets

10.1. One-Way Streets

Where authorized signs that indicate a one-way street are on display, no person shall drive a vehicle upon those highways, parts of highways or public places as described in Schedule 20 to this By-law.

Section 11: Restrictive Lanes

11.1. Centre Lane Turns

Where authorized signs that prohibit centre lane turns are on display, no person shall operate a vehicle in the centre lane on any highway or parts thereof as described in Schedule 21 to this By-law.

11.2. Reversible Lanes

Where authorized signs that prohibit reversible lanes are on display over the lane or lanes described Schedule 22 to this By-law, no person shall operate a vehicle in the lane or lanes concerned unless the authorized sign over the said lane or lanes concerned indicated that such movement is permitted.

11.3. Designated Turn Lanes

Where authorized signs and markings are on display over or directly beside the lane or lanes described in Schedule 22(a) to this By-law, vehicles are only permitted to make a turning movement in accordance with said schedule.

PART E: SPEED REGULATIONS

Section 12: Rates of Speed

12.1. Highways

No person shall drive a motor vehicle at a rate of speed greater than:

- (a) 80 kilometres per hour on a highway outside of a city, town, or built-up area.
- (b) 50 kilometres per hour on a highway within a city, town or built-up area.

Notwithstanding the above, where authorized signs are on display, the speed limits upon any highway or parts thereof described in Schedule 23 to this By-law shall be as prescribed in said schedule.

12.2. Public Parks

No person shall drive a vehicle in a public park or exhibition ground at a speed in excess of 20 kilometres per hour.

12.3. Exemption

The speed limits prescribed under this section 12 do not apply to,

- (a) a fire department vehicle as defined in section 61 of the Highway Traffic Act while proceeding to a fire or responding to, but not returning from, a fire alarm or other emergency call;
- (b) a motor vehicle while used by a person in the lawful performance of their duties as a Police Officer; or
- (c) an ambulance as defined in section 61 of the Highway Traffic Act while responding to an emergency call or being used to transport a patient or injured person in an emergency situation.

PART F: LIMITED LOADS, TRUCK TRAFFIC AND LOADING ZONES

Section 13: Reduced Loads on Highways

13.1. Highway Traffic Act

Pursuant to section 122 of the Highway Traffic Act, a reduced load period is hereby declared to be in force on those highways or parts thereof set out in Schedule 24 to this By-law.

13.2. Bridges

Where a reduced load period is in effect upon any bridge, it shall apply only once signs indicating such are on display at each end of the bridge.

13.3. Exemption

Subsection 13.1 above does not apply to authorized emergency vehicles, road service vehicles, a vehicle operated by a local board, board of education, hydro-electric commission, public or private utility, telephone company, or any vehicles referred to in Schedule 24 to this By-law.

Section 14: Truck Route

14.1. Prohibition

No person shall park or drive heavy traffic upon any highway or part thereof, except as permitted by authorized truck route signs on display on any highway described in Schedule 25 to this By-law.

14.2. Exemption

- (a) Subsection 14.1 above does not apply to authorized emergency vehicles, road service vehicles, a vehicle operated on behalf of a Federal or Provincial governments or Local Municipalities or by a local board, board of education, hydro-electric commission, public or private utility, telephone company, or any vehicles referred to in Schedule 25 to this By-law.
- (b) Subsection 14.1 above is of no force and effect unless:
 - (i) at least one highway is described in the "Highway(s) column of Schedule 25 and the "Location From" and "Location To" columns of said Schedule are completed in conjunction therewith, and
 - (ii) no highways are described in Schedule 26 to this By-law.

Section 15: Heavy Traffic

15.1. Prohibition

Where authorized signs prohibiting heavy traffic are on display, no person shall park or drive any heavy traffic upon any highway or part thereof described in Schedule 26 to this By-law.

15.2. Exemption

- (a) Subsection 15.1 above does not apply to authorized emergency vehicles, vehicles operated by or on behalf of the Federal or Provincial governments or

Local Municipalities, a vehicle operated by a local board, board of education, hydro-electric commission, public or private utility, telephone company, or any vehicles described in Schedule 26 to this By-law.

- (b) Subsection 15.1 above is of no force and effect if any highway is described in Schedule 25 to this By-law.

Section 16: School Bus Loading Zones

16.1. School Bus Loading Zones

In accordance with the provisions of the Highway Traffic Act, school bus loading zones are hereby designated on any highway or parts thereof described in Schedule 27 to this By-law. This subsection 16.1 shall only become effective once authorized signs to that effect have been posted.

PART G: OFFENCES AND PENALTIES

Section 17: Penalties

17.1. Payment of Penalties

- (a) Form of Notice

Where a vehicle is found to be in contravention of the parking or stopping provisions of this By-law, the Police Officer or By-law Enforcement Officer shall issue a summons or attach to the vehicle a tag in the form of a serially numbered notice stating,

- (i) the licence number and concise description of the vehicle,
- (ii) the nature of the alleged violation,
- (iii) the date, time and place of the alleged violation,
- (iv) the minimum penalty provided here under for the violation,
- (v) that in the event of a failure to make such payment, a summons will be issued pursuant to the Provincial Offences Act.

- (b) Copies of Forms

The tags mentioned in subsection 17.1 (a) above shall be prepared in triplicate and the Police Officer or By-law Enforcement Officer shall attach one copy to the vehicle and deliver the other copies to the designated official on duty in a police station or to the office of the Local Municipalities, as the case may be.

(c) Recovery

If voluntary payment is not made in accordance with the procedure set out on the tag provided for in subsection 17.1 (a) above, the Provincial Offences Act shall apply and the penalties provided under this By-law shall be recoverable under that Act.

17.2. Minimum Penalties

(a) Amount

Schedule 29 to this By-law prescribes the set fines for any violation of sections as identified in that schedule.

(b) General Penalty

- (i) Any person violating any of the provisions of this By-law, with the exception of those provisions set out in Schedule 29 to this By-law, shall be subject to a penalty of not less than 20 dollars Canadian and not more than 200 dollars Canadian, exclusive of costs.
- (ii) Any person who violates any provisions of this By-law is, upon conviction, guilty of an offence and shall be liable to a fine, subject to the provisions of the Provincial Offences Act, and be subject to any other penalties permitted by law for each offence. Each day such violation continues shall constitute a separate offence and shall be punishable as such.

17.3. Owner Penalties

The owner of any vehicle which is found in contravention of any of the parking or stopping provisions of this By-law is guilty of the offence and is liable to the penalty or penalties provided here under for such contravention unless at the time of such contravention the vehicle was in the possession of some persons other than the owner without the owner's consent.

17.4. Collection of Fines

The fines imposed for the contravention of this By-law shall belong to the Local Municipality where the contravention occurred.

PART H: APPLICATION AND ADMINISTRATION

Section 18: Enforcement and Authority

18.1. Enforcement

This By-law may be enforced by Police Officers and By-law Enforcement Officers.

18.2. Authority to Install Traffic Control Devices and Traffic Signals

- (a) The Chief of Police or Commissioner is hereby authorized to place, erect and maintain such authorized signs as may be necessary to give effect to the provisions of this By-law or which are authorized by the schedules to this By-law.
- (b) The Chief of Police or Commissioner is further authorized for a temporary period not exceeding 12 months to place, erect and maintain such authorized signs as are not otherwise authorized by this By-law, but are required for safety reasons.
- (c) To implement these temporary authorized signs, the Chief of Police or Commissioner shall make a written order indicating the nature, location and duration of such signs, to be lodged with the Regional Clerk.
- (d) The location and duration of temporary authorized signs shall be reported to Council at least once every two years. Council may also designate that any temporary authorized signs implemented under this section 18 be added as authorized signs authorized by the schedules to this By-law by way of a by-law amendment.

18.3. Unauthorized signs

Unless otherwise permitted, no person shall place, maintain, or display upon or in view of any highway any signs, signal, markings or device which purports to be or is an imitation of or resembles any traffic control device or traffic signal.

Section 19: By-laws Repealed

19.1. By-laws Repealed

The By-laws of Halton Region pertaining to traffic and parking, enacted prior to the passing of this By-law and including the following amending by-laws listed below are hereby consolidated into this By-law:

- 129-84, 159-84, 76-85, 115-85, 235-85, 33-86, 123-86, 205-86, 214-86, 14-87, 120-87, 89-88, 124-88, 180-88, 73-89, 74-89, 104-89, 160-89, 172-89, 193-89, 5-90, 27-90, 28-90, 29-90, 30-90, 53-90, 54-90, 102-90, 103-90, 132-90, 160-90, 185-90, 21-91, 22-91, 74-91, 75-91, 76-91, 123-91, 147-91, 148-91, 234-91, 28-92, 42-92, 93-92, 113-92, 135-92, 146-92, 4-94, 47-94, 103-94, 119-94, 137-94, 13-95, 14-95, 71-95, 107-95, 139-95, 217-95, 255-95, 34-96, 70-96, 94-96, 130-96, 134-96, 163-96, 169-96, 14-97, 22-97, 43-97, 76-97, 181-97, 41-98, 56-98, 89-98, 134-98, 107-99, 192-99, 88-00, 108-00, 129-00, 142-00, 22-01, 100-01, 117-01, 160-01, 15-02, 61-02, 116-02, 19-03, 95-03, 11-04, 101-04, 3-05, 16-05, 85-05, 105-05, 63-06, 28-07, 76-07, 128-07, 139-08, 157-09, 77-10, 63-11, 35-12, 54-12, 86-13, 36-14, 123-15, 43-17, 29-18, 48-19, 42-21, 39-22, 49-23, 52-23

Section 20: Short Title

20.1. Short Title

This By-law may be cited as the Traffic By-law.

Section 21: By-law in Force

21.1. By-law in Force

This By-law shall come into force and take effect on the day it is passed by Council and where applicable or necessary by the Ministry of Transportation (of as may be referred to in the future), and provided that any particular provision hereof shall not become effective until the authorized sign, if any, applicable to such particular provision has been installed and is on display.

READ and PASSED this 18th day of September, 2024.



REGIONAL CHAIR



REGIONAL CLERK

Report No. PW-20-24

SCHEDULE INDEX FOR BY-LAW NO. 1984-1

<u>Schedule No.</u>	<u>Description</u>
1	No Parking at Any Time
2	No Parking for Restricted Times
3	Parking for Restricted Times
4	Angle Parking
5	Boulevard Parking
6	No Stopping at Any Time
7	No Stopping for Restricted Times
8	Loading Zones
9	Taxicab Stand
10	Overnight Parking
11	Meter Parking
12	Through Highways - Stop
13	Intersection – Stop Signs
14	Through Highways - Yield
15	Intersection – Yield Signs
16	U-Turns
17	Do Not Enter
18	Prohibited Turns
19	Multi-Lane Turns
20	One-Way Streets
21	Centre Lane Turns
22	Reversible Lanes
22(a)	Designated Turn Lanes
23	Rates of Speed
24	Reduced Loads on Highways
25	Truck Route
26	Heavy Traffic Prohibited
27	School Bus Loading Zones
28	Hours or Days for Voluntary Payment of Penalties
29	Penalties - Amounts
30	Community Safety Zones
31	No Passing Zones

Schedule 1 – No Parking at Any Time – Signs on Display (Section 5.3)

Highway(s)	Location From	Location To	Side(s)
Regional Road No.1 (Guelph Line)	100m south of 3450 Guelph Line	3350 Guelph Line	West
Regional Road No.1 (Guelph Line)	3350 Guelph Line	No. 1 Side Road (City of Burlington)	East
Regional Road No. 1 (Guelph Line)	3450 Guelph Line	No. 1 Side Road (City of Burlington)	West
Regional Road No. 1 (Guelph Line)	650m south of 1 Side Road / Millar Crescent	420m south of 2 Side Road	East & West
Regional Road No. 1 (Guelph Line)	300m south of Colling Road	300m north of Colling Road	East & West
Regional Road No. 1 (Guelph Line)	102m northwest of Lowville Park Road	337m northwest of Lowville Park Road	Northwest/Southwest
Regional Road No. 1 (Guelph Line)	1,000m south of Conservation Road	500m north of Conservation Road	East & West
Regional Road No. 1 (Guelph Line)	74m south of Limestone Road	19m north of Limestone Road	West
Regional Road No.1 (Guelph Line)	65m south of 3 Side Road	19m north of 3 Side Road	East
Regional Road No.1 (Guelph Line)	Campbell Ave. West south of Hwy. 401	974m north of Campbellville Road	East & West
Regional Road No. 1 (Guelph Line)	15 Side Road	38m south of 15 Side Road	West
Regional Road No. 3 (Trafalgar Road)	Q.E.W.	Regional Road No. 5 (Dundas Street)	East & West
Regional Road No. 3 (Trafalgar Road)	122m south of Regional Road No. 6 (Britannia Road)	114m north of Regional No. 6 (Britannia Road)	East & West
Regional Road No. 3 (Trafalgar Road)	92m south of Regional Road No. 10 (10 Side Road)	Regional Road 10 (10 Side Road)	East

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 3 (Trafalgar Road)	67m south of Regional Road No. 10 (10 Side Road)	Regional Road 10 (10 Side Road)	West
Regional Road No. 3 (Trafalgar Road)	Regional Road No. 10 (10 Side Road)	33m north of Regional Road 10 (10 Side Road)	East & West
Regional Road 3 (Trafalgar Road)	Regional Road 10 (10 Side Road)	180m north of Regional Road 10 (10 Side Road)	East
Regional Road 3 (Trafalgar Road)	Stewarttown Road	15m south of 17 Side Road/Maple Avenue	West
Regional Road No. 4 (James Snow Parkway)	401 Westbound Off-Ramp	Regional Road No. 8 (Steeles Avenue)	East & West
Regional Road No. 4 (James Snow Parkway)	Steeles Avenue (Regional Road No. 8)	Boston Church Road	East & West
Regional Road No. 5 (Dundas Street)	+/-250m east of Colonel William Parkway / Zenon Drive	Valleyridge Drive	North & South
Regional Road No. 7 (Derry Road)	McNiven Road	Twiss Road	North & South
Regional Road No. 7 (Derry Road)	85m west of Bronte Street	100m east of Regional Road No. 25	North & South
Regional Road No. 8 (Steeles Avenue)	Ontario Street	Thompson Road	North & South
Regional Road No. 9 (Campbell Avenue West)	+/-50m east of CP Rail	+/-100m west of Regional Road No. 1 (Guelph Line)	North
Regional Road No. 9 (Campbell Avenue West)	+/-100m east of CP Rail	+/-250m west of Regional Road No. 1 (Guelph Line)	South
Regional Road No. 18 (Brant Street)	+/-60m north of Mount Forest Drive	+/-180m north of Mount Forest Drive	West

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 18 (Brant Street)	+/-90m south of Ester Drive / Amherst Heights Drive	+/-40m south of Tyandaga Park Drive / Amherst Heights Drive	East & West
Regional Road No. 18 (Brant Street)	+/- 50m north of Tyandaga Park Drive / Amherst Heights Drive	Havendale Boulevard / Dawlish Road	East & West
Regional Road No. 18 (Brant Street)	Upper Middle Road	Beaufort Drive / Cavendish Drive	East & West
Regional Road No. 19 (Winston Churchill Boulevard)	Regional Road No. 8 (Steeles Avenue)	+/- 320m north of 8301 Winston Churchill Boulevard	East & West
Regional Road No. 19 (Winston Churchill Boulevard)	+/- 160m north of Regional Road No. 10 (10 Side Road)	Green Street	East & West
Regional Road 19 (Winston Churchill Boulevard)	79m north of Highway 7	240m north of Noble Street	East
Regional Road 19 (Winston Churchill Boulevard)	510m north of Isabella Street (Peel Region)	1,040m north of Isabella Street (Peel Region)	East & West
Regional Road 19 (Winston Churchill Boulevard)	14234 Winston Churchill Boulevard	+/- 95m north of 14513 Winston Churchill Boulevard	East & West
Regional Road No. 22 (Tremaine Road)	110m north of Kelso Road	130m south of Kelso Road	East & West
Regional Road No. 25	Izumi Gate	+/- 180m north of Louis St. Laurent Avenue	East & West
Regional Road No. 25 (Martin Street)	Regional Road No. 8 (Steeles Avenue)	75m north of Chisolm Drive	East
Regional Road No. 25 (Martin Street)	Regional Road No. 8 (Steeles Avenue)	Chisolm Drive	East & West
Regional Road No. 25	1,800m south of 10 Side Road	950m south of 10 Side Road	East & West

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 25	100m south of 15 Side Road	15 Side Road	East & West
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 3 (Trafalgar Road)	Joshuas Creek Drive	North & South
Regional Road No. 45 (Wyecroft Road)	Regional Road No. 21 (Burloak Drive)	Easterly Terminus	North & South

Schedule 2 – No Parking for Restricted Times (Section 5.4(a))

Highway(s)	Location From	Location To	Time(s)	Month(s)
Regional Road No. 25	475m North of 5 Side Road	1800m South of 10 Side Road	Monday-Friday 8 a.m. – 6 p.m.	All Year

Schedule 3 – Parking for Restricted Times – Signs on Display – Prohibited Parking (Section 5.4(b))

Highway(s)	Location From	Location To	Time(s)	Month(s)
N/A				

Schedule 4 – Angle Parking – Signs on Display (Section 5.6)

Highway(s)	Location From	Location To	Side(s)
N/A			

Schedule 5 – Boulevard Parking – Signs on Display (Section 5.7)

Highway(s)	Location From	Location To	Side(s)
N/A			

Schedule 6 – No Stopping at Any Time – Signs on Display (Section 5.9(a)(v))

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 1 (Guelph Line)	Fairview Street	Regional Road No. 5 (Dundas Street)	East & West
Regional Road No. 1 (Guelph Line)	170m north of Cameron Drive	315m north of Cameron Drive	East
Regional Road No. 1 (Guelph Line)	1,800m south of Conservation Road	1,000m south of Conservation Road	East & West
Regional Road No. 3 (Trafalgar Road)	Cornwall Road	Q.E.W. Eastbound Off-Ramp	East & West
Regional Road No. 3 (Trafalgar Road)	974m south of Regional Road No. 6 (Britannia Road)	820m south of Regional Road No. 6 (Britannia Road)	West
Regional Road No. 3 (Trafalgar Road)	560m south of the 401 Eastbound Off-Ramp	120m south of 401 Eastbound Off-Ramp	East & West
Regional Road No. 3 (Trafalgar Road)	401 Westbound Off-Ramp	400m north of Regional Road No. 8 (Steeles Avenue)	East & West
Regional Road No. 4 (Neyagawa Boulevard)	Regional Road No. 38 (Upper Middle Road)	River Glen Boulevard	East & West
Regional Road No. 4 (Neyagawa Boulevard)	Regional Road No. 5 (Dundas Street East)	North Park Boulevard	East & West
Regional Road No. 4 (James Snow Parkway)	Louis St Laurent Avenue	Regional Road No. 8 (Steeles Avenue)	East & West
Regional Road No. 4 (James Snow Parkway)	Regional Road No. 8 (Steeles Avenue)	Boston Church Road	East & West
Regional Road 4 (James Snow Parkway)	Boston Church Road	Dublin Line	North & South

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 5 (Dundas Street)	1245 Dundas Street	1326 Dundas Street	North
Regional Road No. 5 (Dundas Street)	+/- 100m west of Blackwood Drive	+/- 430m east of Regional Road No. 20 (Appleby Line)	North & South
Regional Road No. 6 (Britannia Road)	Regional Road No. 22 (Tremaine Road)	Regional Road No. 25	North & South
Regional Road No. 7 (Derry Road)	Regional Road No. 22 (Tremaine Road)	85m West of Bronte Street	North & South
Regional Road No. 8 (Steeles Avenue)	Regional Road No. 25 (Martin Street)	Wheelabrator Way	North & South
Regional Road No. 8 (Steeles Avenue)	80m West of Thompson Road	Thompson Road	North & South
Regional Road No. 8 (Steeles Avenue)	80m west of Hornby Road	Hornby Road	North
Regional Road No. 8 (Steeles Avenue)	200m west of Regional Road No. 3 (Trafalgar Road)	415m east of Eighth Line North	North & South
Regional Road No. 8 (Steeles Avenue)	110m west of Eighth Line South	110m east of Eight Line South	South
Regional Road No. 8 (Steeles Avenue)	200m west of Regional Road No. 3 (Trafalgar Road)	120m east of Regional Road No. 13 (Ninth Line North)	North
Regional Road No. 8 (Steeles Avenue)	140m west of Regional Road No. 13 (Ninth Line North)	90m east of Regional Road No. 13 (Ninth Line North)	South
Regional Road No. 8 (Steeles Avenue)	315m west of Regional Road No. 13 (Ninth Line South)	80m east of Regional Road No. 13 (Ninth Line South)	North & South

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 8 (Steeles Avenue)	240m west of Tenth Line North	40m east of Tenth Line North	North & South
Regional Road No. 8 (Steeles Avenue)	80m west of Tenth Line North	Regional Road No. 19 (Winston Churchill Boulevard)	North & South
Regional Road No. 9 (Campbell Avenue West)	100m west of Regional Road No.1 (Guelph Line)	Regional Road No. 1 (Guelph Line)	North & South
Regional Road No. 10 (10 Side Road)	Regional Road No. 13 (Ninth Line)	Regional Road No. 19 (Winston Churchill Boulevard)	North & South
Regional Road No. 13 (Ford Drive)	Cornwall Road	Regional Road No. 38 (Upper Middle Road)	East & West
Regional Road No. 13 (Ninth Line)	Regional Road No. 38 (Upper Middle Road)	Regional Road No. 5 (Dundas Street)	East & West
Regional Road No. 17 (Dorval Drive)	Speers Road	Regional Road No. 38 (Upper Middle Road)	East & West
Regional Road No. 18 (Brant Street)	Plains Road	+/- 145m south of Ester Drive / Amherst Heights Drive	East
Regional Road No. 18 (Brant Street)	Plains Road	+/- 60m north of Mount Forest Drive	West
Regional Road No. 18 (Brant Street)	+/- 180m north of Mount Forest Drive	+/- 90m south of Ester Drive / Amherst Heights Drive	West
Regional Road No. 18 (Brant Street)	+/- 40m south of Tyandaga Park Drive / Amherst Heights Drive	+/- 50m north of Tyandaga Park Drive / Amherst Heights Drive	East & West
Regional Road No. 18 (Brant Street)	Faversham Avenue	+/- 20m north of Faversham Avenue	East

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 18 (Brant Street)	Havendale Boulevard / Dawlish Road	Upper Middle Road	East & West
Regional Road No. 18 (Brant Street)	Beaufort Drive / Cavendish Drive	Regional Road No.5 (Dundas Street)	East & West
Regional Road No. 19 (Winston Churchill Boulevard)	9792 Winston Churchill Boulevard	+/- 150m north of 9792 Winston Churchill Boulevard	West
Regional Road 19 (Winston Churchill Boulevard)	Highway 7	Green Street (Peel Region)	East & West
Regional Road No. 20 (Appleby Line)	North Service Road	407 ETR Eastbound On-Ramp	East & West
Regional Road No. 21 (Burloak Drive)	Regional Road No. 45 (Wycroft Road) / Harvester Road	Northerly Terminus	East & West
Regional Road No. 22 (Tremaine Road)	Regional Road No. 7 (Derry Road)	Regional Road No.8 (Steeles Avenue)	East & West
Regional Road No. 25 (Bronte Street)	Speers Road	407 ETR Eastbound Off-Ramp	West
Regional Road No. 25 (Bronte Street)	Speers Road	Regional Road No. 40 (William Halton Parkway)	East
Regional Road No. 25	+/-250m south of Regional Road No. 6 (Britannia Road)	Izumi Gate	East & West
Regional Road No. 25	+/- 180m north of Louis St. Laurent Avenue	Regional Road No. 7 (Derry Road)	East & West
Regional Road No. 25	401 Westbound Off-Ramp	5 Side Road	East & West
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 1 (Guelph Line)	Regional Road No. 21 (Burloak Drive)	North & South

Highway(s)	Location From	Location To	Side(s)
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 25 Bronte Road	Grand Oak Trail	North & South
Regional Road No. 40 (William Halton Parkway)	Regional Road No. 25 (Bronte Road)	Harasym Trail	North & South

Schedule 7 – No Stopping for Restricted Times – Signs on Display (Section 5.10)

Highway(s)	Location From	Location To	Side(s)	Time(s) or Day(s)
N/A				

Schedule 8 – Loading Zones – Signs on Display (Section 5.11)

Highway(s)	Location From	Location To	Time(s)	Month(s)
N/A				

Schedule 9 – Taxicab Stand – Signs on Display (Section 5.12)

Highway(s)	Location From	Location To	Side(s)
N/A			

Schedule 10 – Overnight Parking (Section 5.13)

Highway(s)	Location From	Location To	Time(s)
N/A			

Schedule 11 – Meter Parking (Section 6.1 and 6.2(a)(b)(e))

Highway(s)	Location From	Location To	Side(s)	Time(s) / Length of Time	Month(s)
N/A					

Schedule 12 – Through Highways – Stop (Section 7.1)

Highway(s)	Location From	Location To
Regional Road No. 1 (Guelph Line)	Fairview Street	Regional Road No. 32 (Eramosa Milton Townline)
Regional Road No. 3 (Trafalgar Road)	Cornwall Road	Highway 7
Regional Road No. 3 (Trafalgar Road)	Highway 7	Halton/Wellington Boundary
Regional Road No. 4 (Neyagawa Boulevard)	Regional Road No. 38 (Upper Middle Road)	Fourth Line
Regional Road No. 4 (James Snow Parkway)	Regional Road No. 6 (Britannia Road)	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 4 (James Snow Parkway)	Regional Road No. 8 (Steeles Avenue)	Dublin Line
Regional Road No. 5 (Dundas Street)	Kerns Road	Regional Road No. 19 (Winston Churchill Boulevard)
Regional Road No. 6 (Britannia Road)	Regional Road No. 22 (Tremaine Road)	Halton/Peel Boundary
Regional Road No. 6 (Old Britannia Road)	Westerly limits	Easterly limits
Regional Road No. 7 (Derry Road)	Milborough Line	Halton/Peel Boundary
Regional Road No. 8 (Steeles Avenue)	Regional Road No. 22 (Tremaine Road)	Halton/Peel Boundary
Regional Road No. 9 (Campbellville Road)	Milborough Line	180m west of Kingsbury Circle
Regional Road No. 9 (Campbell Avenue West)	180m west of Kingsbury Circle	Regional Road No. 1 (Guelph Line)
Regional Road No. 10 (10 Side Road)	Regional Road No. 3 (Trafalgar Road)	Regional Road No. 19 (Winston Churchill Blvd.)

Highway(s)	Location From	Location To
Regional Road No. 13 (Ford Drive)	Cornwall Road	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 13 (Ninth Line)	Regional Road No. 38 (Upper Middle Road)	Halton/Peel Boundary
Regional Road No. 13 (Ninth Line)	Regional Road No. 8 (Steeles Avenue)	Regional Road No. 10 (10 Side Road)
Regional Road No. 17 (Dorval Drive)	Speers Road	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 18 (Brant Street)	Fairview Street	Regional Road No. 5 (Dundas Street)
Regional Road No. 19 (Winston Churchill Boulevard)	Lakeshore Road	Regional Road No. 5 (Dundas Street)
Regional Road No. 19 (Winston Churchill Boulevard)	Highway 401	27 Side Road
Regional Road No. 19 (Winston Churchill Boulevard)	King Street	32 Side Road
Regional Road No. 20 (Appleby Line)	Fairview Street	Regional Road No. 7 (Derry Road)
Regional Road No. 21 (Burloak Drive)	Regional Road No. 45 (Wyecroft Road / Harvester Road)	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 22 (Tremaine Road)	Regional Road No. 5 (Dundas Street)	Campbellville Road
Regional Road No. 24 (Milborough Line)	Kilbride Street	Regional Road No. 7 (Derry Road)
Regional Road No. 25 (Bronte Road)	Speers Road	Regional Road No. 5 (Dundas Street)
Regional Road No. 25	Regional Road No. 5 (Dundas Street)	Regional Road No. 7 (Derry Road)
Regional Road No. 25 (Martin Street)	Regional Road No. 8 (Steeles Avenue)	5 Side Road
Regional Road No. 25	5 Side Road	Acton urban limit

Highway(s)	Location From	Location To
Regional Road No. 25	700m north of Highway 7	32 Side Road
Regional Road No. 27 (Burnhamthorpe Road)	Westerly Terminus	650m west of Regional Road No. 4 (Neyagawa Boulevard)
Regional Road No. 32 (Eramosa Milton Townline)	800m west of Regional Road No. 1 (Guelph Line)	Highway 7
Regional Road No. 34 (20 Side Road)	Nassagaweya / Puslinch Townline	Regional Road No. 1 (Guelph Line)
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 18 (Brant Street)	Regional Road No. 21 (Burloak Drive)
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 25 (Bronte Road)	Regional Road No. 19 (Winston Churchill Blvd.)
Regional Road No. 40 (William Halton Parkway)	Regional Road No. 25	Easterly Terminus of Regional Road No. 40 (William Halton Parkway)
Regional Road No. 40 (William Halton Parkway)	650m west of Regional Road No. 4 (Neyagawa Boulevard)	Regional Road No. 13 (Ninth Line)
Regional Road No. 45 (Wycroft Road)	Regional Road No. 21 (Burloak Drive)	Easterly Terminus

Schedule 13 – Intersection – Stop Signs (Section 7.2)

Intersection	Direction of Travel	Stop At
Regional Road No. 1 (Guelph Line) at Mount Forest Dr.	Eastbound	Mount Forest Drive
Regional Road No. 1 (Guelph Line) at Carncastle Gate	Westbound	Carncastle Gate
Regional Road No. 1 (Guelph Line) at No. 1 Side Road/Millar Crescent	Eastbound & Westbound	No. 1 Side Road/Millar Crescent
Regional Road No. 1 (Guelph Line) at No. 1 Side Road	Eastbound	No. 1 Side Road
Regional Road No. 1 (Guelph Line) at No. 2 Side Road	Eastbound	No. 2 Side Road
Regional Road No. 1 (Guelph Line) at Mount Nemo Crescent	Westbound	Mount Nemo Crescent
Regional Road No. 1 (Guelph Line) at Colling Road	Eastbound	Colling Road
Regional Road No. 1 (Guelph Line) at Britannia Road	Eastbound & Westbound	Britannia Road
Regional Road No. 1 (Guelph Line) at Lowville Park Road	Southbound	Lowville Park Road
Regional Road No. 1 (Guelph Line) at No. 8 Side Road	Eastbound	No. 8 Side Road
Regional Road No. 1 (Guelph Line) at Conservation Road	Eastbound & Westbound	Conservation Road
Regional Road No. 1 (Guelph Line) at Limestone Road	Eastbound & Westbound	Limestone Road

Intersection	Direction of Travel	Stop At
Regional Road No. 1 (Guelph Line) at McLaren Road (South Side)	Eastbound	McLaren Road
Regional Road No. 1 (Guelph Line) at McLaren Road (North Side)	Eastbound	McLaren Road
Regional Road No. 1 (Guelph Line) at Crawford Crescent	Eastbound	Crawford Crescent
Regional Road No. 1 (Guelph Line) at Highway 401 Off-Ramp	Westbound	Highway 401 Off-Ramp
Regional Road No. 1 (Guelph Line) at No. 10 Side Road	Eastbound & Westbound	10 Side Road
Regional Road No. 1 (Guelph Line) at Purdy Drive	Westbound	Purdy Drive
Regional Road No. 1 (Guelph Line) at Blacklock Street	Eastbound	Blacklock Street
Regional Road No. 1 (Guelph Line) at Cameron Drive	Eastbound	Cameron Drive
Regional Road No. 1 (Guelph Line) at No. 30 Side Road	Eastbound & Westbound	30 Side Road
Regional Road No. 3 (Trafalgar Road) at Argus Road	Eastbound	Argus Road
Regional Road No. 3 (Trafalgar Road) at Lynnwood Drive	Westbound	Lynnwood Drive
Regional Road No. 3 (Trafalgar Road) at Regional Road No. 3 (Trafalgar Road) (CP Rail Yard)	Eastbound & Westbound	Regional Road No. 3 (Trafalgar Road) (CP Rail Yard)
Regional Road No. 3 (Trafalgar Road) at Auburn Road	Eastbound & Westbound	Auburn Road

Intersection	Direction of Travel	Stop At
Regional Road No. 3 (Trafalgar Road) at Hornby Road	Eastbound	Hornby Road
Regional Road No. 3 (Trafalgar Road) at Stewarttown Road (South Side)	Eastbound	Stewarttown Road (South Side)
Regional Road No. 3 (Trafalgar Road) at Stewarttown Road (North Side)	Eastbound	Stewarttown Road (North Side)
Regional Road No. 3 (Trafalgar Road) at Thompson Drive	Eastbound	Thompson Drive
Regional Road No. 3 (Trafalgar Road) at Berton Boulevard	Westbound	Berton Boulevard
Regional Road No. 3 (Trafalgar Road) at No 20 Side Road	Eastbound	20 Side Road
Regional Road No. 3 (Trafalgar Road) at Lindsay Court	Westbound	Lindsay Court
Regional Road No. 3 (Trafalgar Road) at Silvercreek Drive	Eastbound	Silvercreek Drive
Regional Road No. 3 (Trafalgar Road) at No 27 Side Road	Eastbound & Westbound	27 Side Road
Regional Road No. 3 (Trafalgar Road) at Allison Court	Eastbound	Allison Court
Regional Road No. 3 (Trafalgar Road) at Southwinds Drive	Eastbound	Southwinds Drive
Regional Road No. 3 (Trafalgar Road) at No 32 Side Road	Eastbound & Westbound	32 Side Road

Intersection	Direction of Travel	Stop At
Regional Road No. 4 (Neyagawa Boulevard) at Ashdown Road	Eastbound	Ashdown Road
Regional Road No. 4 (Neyagawa Blvd.) at River Heights Gate	Eastbound	River Heights Gate
Regional Road No. 4 (Neyagawa Boulevard) at 407 Eastbound Off-Ramp	Eastbound	407 Off-Ramp
Regional Road No. 4 (Neyagawa Boulevard) at 407 Westbound Ramp	All Directions	All Approaches
Regional Road No. 4 (James Snow Parkway) at Mount Pleasant Way	Northbound & Southbound	Mount Pleasant Way
Regional Road No. 4 (James Snow Parkway) at Wedge Way	Northbound	Wedge Way
Regional Road No. 4 (James Snow Parkway) at Escarpment Way / Chudleigh Way	Northbound & Southbound	Escarpment Way / Chudleigh Way
Regional Road No. 4 (James Snow Parkway) at Holgate Crescent / Parkhill Drive	Northbound & Southbound	Holgate Crescent / Parkhill Drive
Regional Road No. 4 (James Snow Parkway) at Holgate Crescent	Southbound	Holgate Crescent
Regional Road No. 5 (Dundas Street) at Kerns Road	Northbound	Kerns Road
Regional Road No. 5 (Dundas Street) at Eaglesfield Drive	Northbound	Eaglesfield Drive
Regional Road No. 5 (Dundas Street) at Blackwood Drive	Northbound	Blackwood Drive

Intersection	Direction of Travel	Stop At
Regional Road No. 5 (Dundas Street) at Old Bronte Road	Northbound & Southbound	Old Bronte Road
Regional Road No. 5 (Dundas Street) at Gladeside Avenue	Southbound	Gladeside Avenue
Regional Road No. 5 (Dundas Street) at Trailside Drive	Southbound	Trailside Drive
Regional Road No. 5 (Dundas Street) at Millwood Drive	Northbound	Millwood Drive
Regional Road No. 5 (Dundas Street) at Postville Street	Southbound	Postville Road
Regional Road No. 5 (Dundas Street) at Taunton Road	Northbound	Taunton Road
Regional Road No. 5 (Dundas Street) at Max Khan Boulevard	Southbound	Max Khan Boulevard
Regional Road No. 6 (Britannia Road) at Chretien Street	Southbound	Chretien Street
Regional Road No. 6 (Britannia Road) at Rose Way	Southbound	Rose Way
Regional Road No. 6 (Old Britannia Road)	All Directions	All Approaches
Regional Road No. 7 (Derry Road) at Regional Road No. 24 (Milborough Line)	Westbound	Regional Road No. 7 (Derry Road)
Regional Road No. 7 (Derry Road) at Twiss Road	All Directions	All Approaches
Regional Road No. 7 (Derry Road) at McNiven Road	All Directions	All Approaches
Regional Road No. 7 (Derry Road) at Fourth Line	Northbound	Fourth Line

Intersection	Direction of Travel	Stop At
Regional Road No. 7 (Derry Road) at Eighth Line	Northbound & Southbound	Eighth Line
Regional Road No. 7 (Derry Road) at Regional Road No. 24 (Milborough Line)	Westbound	Regional Road No. 7 (Derry Road)
Regional Road No. 8 (Steeles Avenue) at Peru Road	Southbound	Peru Road
Regional Road No. 8 (Steeles Avenue) at Morobel Drive	Southbound	Morobel Drive
Regional Road No. 8 (Steeles Avenue) at Chris Hadfield Way	Southbound	Chris Hadfield Way
Regional Road No. 8 (Steeles Avenue) at Glenn Crescent	Northbound	Glenn Crescent
Regional Road No. 8 (Steeles Avenue) at Wheelabrator Way	Southbound	Wheelabrator Way
Regional Road No. 8 (Steeles Avenue) at Cleve Court	Southbound	Cleve Court
Regional Road No. 8 (Steeles Avenue) at Eighth Line South	Northbound	Eighth Line South
Regional Road No. 8 (Steeles Avenue) at Tenth Line South	Northbound	Tenth Line South
Regional Road No. 9 (Campbellville Road) at Milborough Town Line	Northbound & Southbound	Milborough Town Line
Regional Road No. 9 (Campbellville Road) at First Line Nassagaweya	Northbound & Southbound	First Line Nassagaweya
Regional Road No. 9 (Campbellville Road) at Guelph Junction Road	Southbound	Guelph Junction Road

Intersection	Direction of Travel	Stop At
Regional Road No. 9 (Campbellville Road) at Twiss Road	Northbound & Southbound	Twiss Road
Regional Road No. 9 Campbell Avenue West) at Kingsbury Circle	Southbound	Kingsbury Circle
Regional Road No. 10 (10 Side Road) at Barber Drive	Southbound	Barber Drive
Regional Road No. 10 (10 Side Road) at Hartwell Drive	Southbound	Hartwell Drive
Regional Road No. 18 (Brant Street) at Churchill Avenue	Westbound	Churchill Avenue
Regional Road No. 18 (Brant Street) at Bluefields Drive	Westbound	Bluefields Drive
Regional Road No. 18 (Brant Street) at Faversham Road	Westbound	Faversham Avenue
Regional Road No. 18 (Brant Street) at Almonte Drive	Eastbound	Almonte Drive
Regional Road No. 18 (Brant Street) at Cottontree Drive / Barlow Crescent	Eastbound & Westbound	Cottontree Drive / Barlow Crescent
Regional Road No. 18 (Brant Street) at Hazelton Boulevard / Greenbank Trail	Eastbound & Westbound	Hazelton Boulevard / Greenbank Trail
Regional Road No. 18 (Brant Street) at Beaufort Drive / Cavendish Drive	Eastbound & Westbound	Beaufort Drive / Cavendish Drive
Regional Road No. 19 (Winston Churchill Boulevard) at Stockholm Road	Westbound	Stockholm Road

Intersection	Direction of Travel	Stop At
Regional Road No. 19 (Winston Churchill Boulevard) at Hornsgate Drive	Westbound	Hornsgate Drive
Regional Road No. 19 (Winston Churchill Boulevard) / Adamson Street at Green Street	Eastbound	Green Street
Regional Road No. 19 (Winston Churchill Boulevard) / Adamson Street at Noble Street	Westbound	Noble Street
Regional Road No. 19 (Winston Churchill Boulevard) at Old Pine Crest Road	Westbound	Old Pine Crest Road
Regional Road No. 19 (Winston Churchill Boulevard) at Wanless Drive	Westbound	Wanless Drive
Regional Road No. 19 (Winston Churchill Boulevard) at 22 Side Road / Old School Road	Eastbound & Westbound	22 Side Road / Old School Road
Regional Road No. 19 (Winston Churchill Boulevard) at 27 Side Road	Southbound	27 Side Road
Regional Road No. 19 (Winston Churchill Boulevard) at King Street	All Directions	All Approaches
Regional Road No. 19 (Winston Churchill Boulevard) at Isabella Street	Westbound	Isabella Street
Regional Road No. 19 (Winston Churchill Boulevard) at 32 Side Road / Ballinafad Road	All Directions	All Approaches
Regional Road No. 20 (Appleby Line) at No. 1 Side Road	Eastbound & Westbound	No. 1 Side Road
Regional Road No. 20 (Appleby Line) at Appleby Line	Eastbound	Appleby Line

Intersection	Direction of Travel	Stop At
Regional Road No. 20 (Appleby Line) at Appleby Line / No. 2 Side Road	Eastbound & Westbound	Appleby Line / No. 2 Side Road
Regional Road No. 20 (Appleby Line) at No. 2 Side Road	Eastbound	No. 2 Side Road
Regional Road No. 20 (Appleby Line) at No. 4 Side Road	Eastbound	No. 4 Side Road
Regional Road No. 22 (Tremaine Road) at No. 1 Side Road / Burnhamthorpe Road	Eastbound & Westbound	No. 1 Side Road / Burnhamthorpe Road
Regional Road No. 22 (Tremaine Road) at No. 2 Side Road	Eastbound	No. 2 Side Road
Regional Road No. 22 (Tremaine Road) at Lower Base Line	Westbound	Lower Base Line
Regional Road No. 22 (Tremaine Road) at Bergamot Avenue	Westbound	Bergamot Avenue
Regional Road No. 22 (Tremaine Road) at Gordon Krantz Avenue	Westbound	Gordon Krantz Avenue
Regional Road No. 22 (Tremaine Road) at No. 14 Side Road	Eastbound	No. 14 Side Road
Regional Road No. 22 (Tremaine Road) at Regional Road No. 22 (Old Tremaine Road)	Eastbound	Regional Road No. 22 (Old Tremaine Road)
Regional Road No. 22 (Tremaine Road) at Lorenation Avenue	All Directions	All Approaches
Regional Road No. 22 (Tremaine Road) at Kelso Road / No. 3 Side Road	Eastbound & Westbound	Kelso Road / No. 3 Side Road

Intersection	Direction of Travel	Stop At
Regional Road No. 22 (Tremaine Road) at Milton Heights Crescent	Westbound	Milton Heights Crescent
Regional Road No. 22 (Tremaine Road) at Campbellville Road	Northbound & Southbound	Regional Road No. 22 (Tremaine Road)
Regional Road No. 22 (Old Tremaine Road) at Regional Road No. 22 (Old Tremaine Road)	Westbound	Regional Road No. 22 (Old Tremaine Road)
Regional Road No. 25 (Bronte Road) at Owlsnest Way	Eastbound	Owlsnest Way
Regional Road No. 25 (Bronte Road) at Khalsa Gate	Westbound	Khalsa Gate
Regional Road No. 25 at Old Bronte Road	Westbound	Old Bronte Road
Regional Road No. 25 at Burnhamthorpe Road	Eastbound & Westbound	Burnhamthorpe Road
Regional Road No. 25 at Regional Road No. 25	Eastbound	Regional Road No. 25
Regional Road No. 25 at Henderson Road	Eastbound	Henderson Road
Regional Road No. 25 at Izumi Gate	Eastbound	Izumi Gate
Regional Road No. 25 at No. 10 Side Road	Eastbound & Westbound	No. 10 Side Road
Regional Road No. 25 at St. Helena Road	Eastbound	St. Helena Road
Regional Road No. 25 at No. 17 Side Road	Eastbound & Westbound	No. 17 Side Road
Regional Road No. 25 at No. 22 Side Road	Eastbound & Westbound	No. 22 Side Road
Regional Road No. 25 at No. 25 Side Road	Eastbound	No. 25 Side Road
Regional Road No. 25 at Davidson Drive	Westbound	Davidson Drive

Intersection	Direction of Travel	Stop At
Regional Road No. 25 at No. 32 Side Road	Eastbound & Westbound	No. 32 Side Road
Regional Road No. 27 (Burnhamthorpe Road) at Fourth Line	Northbound & Southbound	Fourth Line
Regional Road No. 32 (Eramosa Milton Townline) at Fourth Line Nassagaweya	Northbound	Fourth Line Nassagaweya
Regional Road No. 32 (Eramosa Milton Townline) at Highway 7	Eastbound	Regional Road No. 32 (Eramosa Milton Townline)
Regional Road No. 34 (No. 20 Side Road) at First Line Nassagaweya	Northbound & Southbound	First Line Nassagaweya
Regional Road No. 34 (No. 20 Side Road) at Second Line Nassagaweya	Northbound & Southbound	Second Line Nassagaweya
Regional Road No. 38 (Upper Middle Road) at Atkinson Drive	Southbound	Atkinson Drive
Regional Road No. 38 (Upper Middle Road) at Quinte Street	Southbound	Quinte Street
Regional Road No. 38 (Upper Middle Road) at Baker Drive	Southbound	Baker Drive
Regional Road No. 38 (Upper Middle Road) at Deer Place	Southbound	Deer Place
Regional Road No. 38 (Upper Middle Road) at Burloak Drive (Regional Road No. 21)	Westbound	Regional Road No 38 (Upper Middle Road)
Regional Road No. 38 (Upper Middle Road) at Blue Spruce Avenue	Southbound	Blue Spruce Avenue
Regional Road No. 38 (Upper Middle Road) at Old Burloak Drive	Southbound	Old Burloak Drive

Intersection	Direction of Travel	Stop At
Regional Road No. 38 (Upper Middle Road) at Owlsnest Way	Northbound	Owlsnest Way
Regional Road No. 38 (Upper Middle Road) at Deer Park Road	Southbound	Deer Park Road
Regional Road No. 38 (Upper Middle Road) at Pembroke Drive	Northbound	Pembroke Drive
Regional Road No. 38 (Upper Middle Road) at Canada Court	Northbound	Canada Court
Regional Road No. 38 (Upper Middle Road) at Golden Briar Trail	Northbound & Southbound	Golden Briar Trail
Regional Road No. 38 (Upper Middle Road) at Golden Meadow Trail	Northbound	Golden Meadow Trail
Regional Road No. 40 (William Halton Parkway) at Old Bronte Road	Northbound	Old Bronte Road
Regional Road No. 40 (William Halton Parkway) and Travertine Drive	All Directions	All Approaches
Regional Road No. 40 (William Halton Parkway) and Harasym Trail	All Directions	All Approaches
Regional Road No. 40 (William Halton Parkway) at Burnhamthorpe Road	Eastbound	Burnhamthorpe Road

Schedule 14 – Through Highways – Yield (Section 8.1)

Highway(s)	Location From	Location To
N/A		

Schedule 15 – Intersection – Yield Signs (Section 8.2)

Intersection	Direction of Travel	Yield On
Regional Road No. 1 (Guelph Line) at Fairview Street	Westbound	Fairview Street
Regional Road No. 1 (Guelph Line) at Harvester Road	Northbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line) at Mountainside Drive	Southbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line) at Mainway	Northbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line) at Regional Road No. 5 (Dundas Street)	Eastbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 3 (Trafalgar Road) at Cornwall Road	Eastbound	Cornwall Road
Regional Road No. 3 (Trafalgar Road) at Leighland Avenue / Iroquois Shore Road	Northbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 3 (Trafalgar Road) at Highway 7	Southbound	Regional Road No. 3 (Trafalgar Road) (Southbound Diverge)
Regional Road No. 3 (Trafalgar Road) at Highway 7	Northbound	Regional Road No. 3 (Trafalgar Road) (Northbound Diverge)
Regional Road No. 4 (James Snow Parkway) at Boston Church Road	Northbound & Southbound	Boston Church Road
Regional Road No. 4 (James Snow Parkway) at Esquesing Line	Northbound & Southbound	Esquesing Line
Regional Road No. 4 (James Snow Parkway) at Dublin Line	All Directions	All Roundabout Entrances

Intersection	Direction of Travel	Yield On
Regional Road No. 5 (Dundas Street) at Regional Road No. 19 (Winston Churchill Boulevard)	Northbound	Regional Road No. 19 (Winston Churchill Boulevard)
Regional Road No. 5 (Dundas Street) at Regional Road No. 19 (Winston Churchill Boulevard)	Eastbound & Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 6 (Britannia Road) at Regional Road No. 22 (Tremaine Road)	All Directions	All Roundabout Entrances
Regional Road No. 8 (Steeles Avenue) at Regional Road No. 22 (Tremaine Road)	All Directions	All Roundabout Entrances
Regional Road No. 8 (Steeles Avenue) at Regional Road No. 25 (Martin Street)	Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 8 (Steeles Avenue) at Regional Road No. 19 (Winston Churchill Boulevard)	All Directions	All Approaches
Regional Road No. 10 (10 Side Road) at Tenth Line	All Directions	All Roundabout Entrances
Regional Road No. 13 (Ninth Line) at Regional Road No. 40 (William Halton Parkway)	All Directions	All Roundabout Entrances
Regional Road No. 17 (Dorval Drive) at North Service Road	Northbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 18 (Brant Street) at Fairview Street	All Directions	All Approaches
Regional Road No. 18 (Brant Street) at Plains Road	All Directions	All Approaches
Regional Road No. 18 (Brant Street) at North Service Road	Northbound & Southbound	Regional Road No. 18 (Brant Street)
Regional Road No. 18 (Brant Street) at North Service Road	Eastbound & Westbound	North Service Road

Intersection	Direction of Travel	Yield On
Regional Road No. 18 (Brant Street) at Upper Middle Road	Northbound	Regional Road No. 18 (Brant Street)
Regional Road No. 19 (Winston Churchill Boulevard) at Lakeshore Road	Westbound	Lakeshore Road
Regional Road No. 19 (Winston Churchill Boulevard) at Royal Windsor Drive	Eastbound & Westbound	Royal Windsor Drive
Regional Road No. 20 (Appleby Line) at Britannia Road	All Directions	All Roundabout Entrances
Regional Road No. 20 (Appleby Line) at Regional Road No. 38 (Upper Middle Road)	All Directions	All Approaches
Regional Road No. 21 (Burloak Drive) at Harvester Road	Southbound	Regional Road No. 21 (Burloak Drive)
Regional Road No. 21 (Burloak Drive) at Harvester Road	Eastbound	Harvester Road
Regional Road No. 22 (Tremaine Road) at Louis St. Laurent Avenue	All Directions	All Roundabout Entrances
Regional Road No. 22 (Tremaine Road) at Main Street West	All Directions	All Roundabout Entrances
Regional Road No. 38 (Upper Middle Road) at Walkers Line	All Directions	All Approaches
Regional Road No. 38 (Upper Middle Road) at Regional Road No. 13 (Ford Drive)	Eastbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 40 (William Halton Parkway) and Sixth Line	All Directions	All Roundabout Entrances

Schedule 16 – No U-Turns – Signs on Display (Section 9.1(a))

Highway(s)	Direction of Travel
Regional Road No. 1 (Guelph Line) at 180m south of Mountain Grove Avenue / Pinemeadow Drive	Northbound
Regional Road No. 1 (Guelph Line) at Carncastle Gate	Northbound
Regional Road No. 3 (Trafalgar Road) at 90m north of Cross Avenue / South Service Road	Northbound
Regional Road No. 4 (Neyagawa Boulevard) at 60m south of Sixteen Mile Drive	Northbound & Southbound
Regional Road No. 4 (James Snow Parkway) at +/- 125m north of Waldie Avenue	Northbound & Southbound
Regional Road No. 5 (Dundas Street) at Millcroft Park Drive / Cornerstone Drive	Eastbound
Regional Road No. 5 (Dundas Street) at Regional Road No. 20 (Appleby Line)	Eastbound & Westbound
Regional Road No. 5 (Dundas Street) at Hospital Gate	Westbound
Regional Road No. 5 (Dundas Street) at Oak Park Boulevard / Ernest Applebe Boulevard	Westbound
Regional Road No. 5 (Dundas Street) at William Cutmore Boulevard	Westbound
Regional Road No. 7 (Derry Road) at 7030 Derry Road	Westbound
Regional Road No. 7 (Derry Road) at +/- 130m east of Farmstead Drive	Eastbound
Regional Road No. 8 (Steeles Avenue) at 75m west of Trafalgar Road	Eastbound
Regional Road No. 8 (Steeles Avenue) at 90m east of Trafalgar Road	Westbound
Regional Road No. 13 (Ford Drive) at 40m south of Kingsway Drive	Southbound
Regional Road No. 13 (Ford Drive) at Regional Road No. 38	Northbound
Regional Road No. 17 (Dorval Drive) at North Service Road	Southbound

Highway(s)	Direction of Travel
Regional Road No. 18 (Brant Street) at North Service Road	Northbound
Regional Road No. 19 (Winston Churchill Boulevard) at Hornsgate Drive	Southbound
Regional Road No. 21 (Burloak Drive) 90m south of QEW Eastbound Off-Ramp / Red Oak Boulevard	Southbound
Regional Road No. 21 (Burloak Drive) at QEW Eastbound Off-Ramp / Red Oak Boulevard	Southbound
Regional Road No. 21 (Burloak Drive) at 1278 Burloak Drive	Northbound & Southbound
Regional Road No. 21 (Burloak Drive) at 1491 Burloak Drive	Northbound & Southbound
Regional Road No. 25 (Bronte Road) at 3025 Pine Glen Road	Northbound & Southbound
Regional Road No. 25 (Regional Road 25) at 100m south of Etheridge Avenue	Northbound
Regional Road No. 25 (Regional Road 25) at 100m north of Etheridge Avenue	Northbound
Regional Road No. 25 (Regional Road 25) at 100m south of Whitlock Avenue	Northbound
Regional Road No. 25 (Regional Road 25) at 100m north of Whitlock Avenue	Northbound
Regional Road No. 38 (Upper Middle Road) at 3505 Upper Middle Road	Eastbound
Regional Road No. 38 (Upper Middle Road) at 4045 Upper Middle Road	Eastbound
Regional Road No. 38 (Upper Middle Road) at Broadleaf Crescent	Eastbound & Westbound
Regional Road No. 38 (Upper Middle Road) at Fourth Line / Nottinghill Gate	Eastbound
Regional Road No. 38 (Upper Middle Road) at Martindale Avenue/Oak Springs Road	Westbound
Regional Road No. 38 (Upper Middle Road) at Martindale Avenue / Oak Spring Boulevard	Westbound
Regional Road No. 38 (Upper Middle Road) at 403 Eastbound On-Ramp	Eastbound

Schedule 17 – Non-Connecting Link – Do Not Enter – Signs on Display (Section 9.1(b))

Intersection/Address	Direction of Travel	Time of Day
Regional Road No. 1 (Guelph Line) at QEW Eastbound Off-Ramp / South Service Road	Westbound	All Day
Regional Road No. 1 (Guelph Line) at QEW Westbound Off-Ramp / North Service Road	Eastbound	All Day
Regional Road No. 1 (Guelph Line) at 403 Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Westbound Off-Ramp / North Service Road	Eastbound	All Day
Regional Road No. 3 (Trafalgar Road) at 150m north of GO Carpool Lot	Westbound	All Day (Buses Excepted)
Regional Road No. 3 (Trafalgar Road) at 407 ETR Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 3 (Trafalgar Road) at 401 Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 3 (Trafalgar Road) at 401 Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 4 (James Snow Parkway) at +/- 350m north of Louis St. Laurent Avenue	Eastbound	All Day
Regional Road No. 4 (James Snow Parkway) at 401 Eastbound Off-Ramp	Westbound	All Day

Intersection/Address	Direction of Travel	Time of Day
Regional Road No. 4 (James Snow Parkway) at 401 Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 5 (Dundas Street) at 1326 Regional Road No. 5 (East Access)	Southbound	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Westbound Off-Ramp	Northbound	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Eastbound Off-Ramp	Southbound	All Day
Regional Road No. 5 (Dundas Street) at 403 Westbound Off-Ramp	Northbound	All Day
Regional Road No. 5 (Dundas Street) at 403 Eastbound Off-Ramp	Southbound	All Day
Regional Road No. 7 (Derry Road) at 407 ETR Southbound Off-Ramp	Northbound	All Day
Regional Road No. 13 (Ford Drive) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 13 (Ford Drive) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 17 (Dorval Drive) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 17 (Dorval Drive) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 18 (Brant Street) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 18 (Brant Street) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at 401 Westbound Off-Ramp	Eastbound	All Day

Intersection/Address	Direction of Travel	Time of Day
Regional Road No. 20 (Appleby Line) at 875 Appleby Line	Eastbound	All Day
Regional Road No. 20 (Appleby Line) at QEW Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 20 (Appleby Line) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 20 (Appleby Line) at 1201 Appleby Line (Appleby Arena)	Eastbound	All Day
Regional Road No. 20 (Appleby Line) at 407 ETR Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 20 (Appleby Line) at 407 ETR Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 21 (Burloak Drive) at QEW Eastbound Off-Ramp / Red Oak Boulevard	Westbound	All Day
Regional Road No. 21 (Burloak Drive) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 21 (Burloak Drive) at 1240 Burloak Drive	Westbound	All Day
Regional Road No. 25 (Bronte Road) at QEW Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 25 (Bronte Road) at 1179 Bronte Road	Eastbound & Westbound	All Day (Emergency Vehicles Excepted)
Regional Road No. 25 (Bronte Road) at 3025 Pine Glen Road	Eastbound	All Day
Regional Road No. 25 at 407 ETR Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 25 at 407 ETR Westbound Off-Ramp	Eastbound	All Day
Regional Road No. 25 (Martin Street) at 530 Martin Street	Westbound	All Day
Regional Road No. 25 (Martin Street) at 401 Eastbound Off-Ramp	Westbound	All Day
Regional Road No. 25 (Martin Street) at 401 Westbound Off-Ramp	Eastbound	All Day

Intersection/Address	Direction of Travel	Time of Day
Regional Road No. 38 (Upper Middle Road) at 403 Westbound Off-Ramp	Northbound	All Day

Schedule 18 – Non-Connecting Link – Prohibited Turns – Signs on Display (Section 9.1(c))

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 1 (Guelph Line) at QEW Eastbound Off-Ramp / South Service Road	Southbound	Left Turn & Right Turn	All Day
Regional Road No. 1 (Guelph Line) at QEW Eastbound Off-Ramp / South Service Road	Northbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at QEW Westbound Off-Ramp / North Service Road	Southbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at QEW Westbound Off-Ramp / North Service Road	Northbound	Right Turn	All Day
Regional Road No. 1 (Guelph Line) at QEW Westbound Off-Ramp / North Service Road	Eastbound	Straight Through	All Day
Regional Road No. 1 (Guelph Line) at 1505 Guelph Line	Westbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at 2005-2025 Guelph Line	Westbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at Carncastle Gate	Southbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at McLaren Road North	Northbound	Left Turn	All Day
Regional Road No. 1 (Guelph Line) at Limestone Road (north leg)	Northbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at +/- 90m north of Cornwall Road	Northbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 3 (Trafalgar Road) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Westbound Off-Ramp / North Service Road	Northbound	Left Turn & Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Westbound Off-Ramp / North Service Road	Eastbound	Straight Through	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Westbound Off-Ramp / North Service Road	Eastbound	Right Turn On Red	All Day
Regional Road No. 3 (Trafalgar Road) at QEW Westbound Off-Ramp / North Service Road	Southbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 407 ETR Westbound Off-Ramp	Eastbound	Straight Through	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 3 (Trafalgar Road) at 401 Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 401 Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 401 Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 3 (Trafalgar Road) at 401 Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 4 (Neyagawa Boulevard) at +/- 130m north of Regional Road No. 5 (Dundas Street)	Westbound	Left Turn	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 4 (Neyagawa Boulevard) at 407 ETR Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 4 (James Snow Parkway) at +/- 250m south of Louis St. Laurent Avenue	Westbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 4 (James Snow Parkway) at +/- 350m north of Louis St. Laurent Avenue	Southbound	Left Turn	All Day
Regional Road No. 4 (James Snow Parkway) at +/- 350m north of Louis St. Laurent Avenue	Westbound	Left Turn	All Day
Regional Road No. 4 (James Snow Parkway) at 401 Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 4 (James Snow Parkway) at 401 Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 4 (James Snow Parkway) at 401 Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 4 (James Snow Parkway) at 401 Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 1326 Regional Road No. 5	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Westbound Off-Ramp	Eastbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Westbound Off-Ramp	Westbound	Right Turn	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Eastbound Off-Ramp	Eastbound	Right Turn	All Day
Regional Road No. 5 (Dundas Street) at 407 ETR Eastbound Off-Ramp	Westbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 4515 Dundas Street	Southbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 5 (Dundas Street) at 2500 Appleby Line	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 4525 Dundas Street	Southbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at Valleyridge Drive	Eastbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2495-2525 Old Bronte Road	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2431 Dundas Street West	Southbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2130 Dundas Street West	Southbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at Palermo Way	Westbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2322 Dundas Street West	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2520-2540 Postmaster Drive	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 1500 Dundas Street West	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2501 Third Line	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at Lions Valley Park Road	Northbound	Left Turn	All Day (No Right Turn On Red)

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 5 (Dundas Street) at 201 Hays Boulevard	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at Taunton Road	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 338 Dundas Street East	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 2501 Prince Michael Drive	Northbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 403 Westbound Off-Ramp	Eastbound	Left Turn	All Day
Regional Road No. 5 (Dundas Street) at 403 Westbound Off-Ramp	Westbound	Right Turn	All Day
Regional Road No. 5 (Dundas Street) at 403 Eastbound Off-Ramp	Eastbound	Right Turn	All Day
Regional Road No. 5 (Dundas Street) at 403 Eastbound Off-Ramp	Westbound	Left Turn	All Day
Regional Road No. 7 (Derry Road) at 600-612 Santa Maria Boulevard	Northbound	Left Turn	All Day
Regional Road No. 7 (Derry Road) at 2100 Labrador Avenue	Eastbound	Left Turn	All Day
Regional Road No. 7 (Derry Road) at 407 ETR Southbound Off-Ramp	Eastbound	Left Turn	All Day
Regional Road No. 7 (Derry Road) at 407 ETR Southbound Off-Ramp	Westbound	Right Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 8 (Steeles Avenue) at 235 Steeles Avenue East	Eastbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 8000 Lawson Road	Southbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 13605 Steeles Avenue	Southbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 13584 Steeles Avenue	Northbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 14030 Steeles Avenue	Northbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 8013 Trafalgar Road	Southbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 7975 Trafalgar Road	Northbound	Left Turn	All Day
Regional Road No. 8 (Steeles Avenue) at 14030 Steeles Avenue	Northbound	Left Turn	All Day
Regional Road No. 13 (Ford Drive) at Kingsway Drive	Eastbound	Straight Through	All Day
Regional Road No. 13 (Ford Drive) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 13 (Ford Drive) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 13 (Ford Drive) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 13 (Ford Drive) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 13 (Ninth Line) at 5 Side Road	Eastbound & Westbound	Left Turn	Monday to Friday, 7:00am to 9:00am & 3:00pm to 6:00pm
Regional Road No. 17 (Dorval Drive) at 344-349 Speers Road	Eastbound	Left Turn	All Day
Regional Road No. 17 (Dorval Drive) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 17 (Dorval Drive) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 17 (Dorval Drive) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 17 (Dorval Drive) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 17 (Dorval Drive) at 1123 Dorval Drive	Westbound	Left Turn	All Day
Regional Road No. 18 (Brant Street) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 18 (Brant Street) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 18 (Brant Street) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 18 (Brant Street) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 18 (Brant Street) at 1250 Brant Street	Eastbound	Left Turn	All Day
Regional Road No. 18 (Brant Street) at 2201 Brant Street	Westbound	Left Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at 401 Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at 401 Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 19 (Winston Churchill Boulevard) at Green Street	Northbound	Left Turn	Monday to Friday, 3:00pm to 6:00pm
Regional Road No. 20 (Appleby Line) at QEW Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at QEW Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 20 (Appleby Line) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 20 (Appleby Line) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 2435 Appleby Line (South Access)	Westbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 2500 Appleby Line (North Access)	Eastbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 3011-3051 Appleby Line	Westbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 4515 Dundas Street (North Access)	Eastbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 3091 Appleby Line	Eastbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 407 ETR Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 407 ETR Eastbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 407 ETR Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 20 (Appleby Line) at 2 Side Road	Westbound	Left Turn	All Day
Regional Road No. 21 (Burloak Drive) at QEW Eastbound Off-Ramp / Red Oak Boulevard	Northbound	Left Turn	All Day
Regional Road No. 21 (Burloak Drive) at QEW Eastbound Off-Ramp / Red Oak Boulevard	Southbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 21 (Burloak Drive) at QEW Eastbound Off-Ramp / Red Oak Boulevard	Southbound	Right Turn	All Day
Regional Road No. 21 (Burloak Drive) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 21 (Burloak Drive) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 21 (Burloak Drive) at 1240 Burloak Drive	Northbound & Eastbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at 6116 Tremaine Road	Eastbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at Bergamot Avenue	Westbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at 460-490 Gordon Krantz Avenue	Westbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at Gordon Krantz Avenue	Westbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at 6270 Tremaine Road	Eastbound	Left Turn	All Day
Regional Road No. 22 (Tremaine Road) at 6554 Tremaine Road	Eastbound	Left Turn	All Day
Regional Road No. 25 (Bronte Road) at QEW Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 25 (Bronte Road) at QEW Westbound Off-Ramp	Southbound	Left Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 25 (Bronte Road) at 1151 Bronte Road	Westbound	Left Turn	All Day
Regional Road No. 25 (Bronte Road) at 1179 Bronte Road	Northbound	Left Turn & Right Turn	All Day (Emergency Vehicles Excepted)
Regional Road No. 25 (Bronte Road) at 1179 Bronte Road	Southbound	Left Turn	All Day (Emergency Vehicles Excepted)
Regional Road No. 25 (Bronte Road) at 3025 Pine Glen Road	Southbound	Left Turn	All Day
Regional Road No. 25 at 407 ETR Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 25 at 407 ETR Eastbound Off-Ramp	Southbound	Right Turn	All Day
Regional Road No. 25 at 407 ETR Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 25 at 407 ETR Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 25 at 4269 Regional Road No. 25	Westbound	Left Turn	All Day
Regional Road No. 25 (Bronte Road) at Lower Base Line	Southbound	Left Turn	All Day (On Red)
Regional Road No. 25 at Etheridge Avenue	Southbound	Left Turn	All Day
Regional Road No. 25 (Martin Street) at 401 Eastbound Off-Ramp	Northbound	Left Turn	All Day
Regional Road No. 25 (Martin Street) at 401 Eastbound Off-Ramp	Southbound	Right Turn	All Day

Intersection / Address	Direction of Travel	Prohibited Turn	Time(s) / Day(s)
Regional Road No. 25 (Martin Street) at 401 Westbound Off-Ramp	Northbound	Right Turn	All Day
Regional Road No. 25 (Martin Street) at 401 Westbound Off-Ramp	Southbound	Left Turn	All Day
Regional Road No. 25 (Martin Street) at 5 Side Road	Eastbound	Right Turn	All Day (No Right Turn On Red)
Regional Road No. 38 (Upper Middle Road) at Baker Drive	Southbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 5470 Upper Middle Road	Northbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 1510 Postmaster Drive	Northbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 1499 Upper Middle Road	Southbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 1500 Upper Middle Road (west access)	Northbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at Deer Park Road	Southbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 403 Westbound Off-Ramp	Eastbound	Left Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 403 Westbound Off-Ramp	Westbound	Right Turn	All Day
Regional Road No. 38 (Upper Middle Road) at 2007-2081 Winston Park Drive	Southbound	Left Turn	All Day

Schedule 19 – Multi-Lane Turns – Signs, etc. on Display (Section 9.2)

Highway(s)	Direction of Travel	Prohibited Turn	Onto Highway
Regional Road No. 1 (Guelph Line)	Southbound	Left Turn Eastbound	Fairview Street
Fairview Street	Eastbound	Left Turn Northbound	Regional Road No. 1 (Guelph Line)
Mainway	Westbound	Left Turn Southbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 3 (Trafalgar Road)	Southbound	Left Turn Eastbound	Cornwall Road
Cornwall Road	Westbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Cross Avenue	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Cross Avenue	Eastbound	Right Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Iroquois Shore Road	Westbound	Left Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No.3 (Trafalgar Road)	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 5 (Dundas Street)	Westbound	Left Turn Southbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 5 (Dundas Street)	Westbound	Left Turn Southbound	Third Line
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)

Highway(s)	Direction of Travel	Prohibited Turn	Onto Highway
Meadowridge Drive	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 19 (Winston Churchill Boulevard)
Regional Road No. 6 (Britannia Road)	Eastbound	Left Turn Northbound	Regional Road No. 25
Regional Road No. 6 (Britannia Road)	Westbound	Left Turn Southbound	Regional Road No. 25
Regional Road No. 7 (Derry Road)	Eastbound	Left Turn Northbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 8 (Steeles Avenue)	Eastbound	Left Turn Northbound	Regional Road No. 25 (Martin Street)
Regional Road No. 8 (Steeles Avenue)	Westbound	Left Turn Southbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 8 (Steeles Avenue)	Westbound	Left Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Toronto Premium Outlet Mall	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Eighth Line North	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 8 (Steeles Avenue)	Westbound	Left Turn Southbound	Regional Road No. 19 (Winston Churchill Boulevard)
Cornwall Road	Eastbound	Left Turn Northbound	Regional Road No. 13 (Ford Drive)
Kingsway Drive	Eastbound	Left Turn Northbound	Regional Road No. 13 (Ford Drive)

Highway(s)	Direction of Travel	Prohibited Turn	Onto Highway
Regional Road No. 13 (Ford Drive)	Northbound	Left Turn Westbound	Upper Middle Road (Regional Road No. 38)
Wycroft Road	Eastbound	Left Turn Northbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 17 (Dorval Drive)	Southbound	Left Turn Eastbound	Wycroft Road
Regional Road No. 17 (Dorval Drive)	Northbound	Left Turn Westbound	North Service Road
Regional Road No. 17 (Dorval Drive)	Southbound	Left Turn Eastbound	North Service Road
North Service Road	Eastbound	Left Turn Northbound	Regional Road No. 17 (Dorval Drive)
North Service Road	Westbound	Left Turn Southbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 18 (Brant Street)	Northbound	Left Turn Westbound	North Service Road
North Service Road	Eastbound	Left Turn Northbound	Regional Road No. 18 (Brant Street)
Regional Road No. 19 (Winston Churchill Boulevard)	Southbound	Left Turn Eastbound	Royal Windsor Drive
Regional Road No. 19 (Winston Churchill Boulevard)	Northbound	Left Turn Westbound	Regional Road No. 38 (Upper Middle Road) / North Sheridan Way
Regional Road No. 19 (Winston Churchill Boulevard)	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Fairview Street	Eastbound	Left Turn Northbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 20 (Appleby Line)	Northbound	Left Turn Westbound	Regional Road No. 38 (Upper Middle Road)

Highway(s)	Direction of Travel	Prohibited Turn	Onto Highway
Regional Road No. 20 (Appleby Line)	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 20 (Appleby Line)	Southbound	Left Turn Eastbound	Regional Road No. 5 (Dundas Street)
North Service Road	Southbound	Left Turn Southbound	Regional Road No. 25 (Bronte Road)
Regional Road No. 25 (Bronte Road)	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 25	Northbound	Left Turn Westbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25	Southbound	Left Turn Eastbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25 (Martin Street)	Southbound	Left Turn Eastbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 25 (Bronte Road)
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 40 (William Halton Parkway)	Westbound	Left Turn Southbound	Regional Road No. 25 (Bronte Road)

Schedule 20 – One-Way Streets – Signs on Display (Section 10)

Highway(s) or Public Place(s)	Direction Permitted
N/A	

Schedule 21 – Centre Lane Turns – Signs on Display (Section 11.1)

Highway(s)	Location From	Location To
Regional Road No. 1 (Guelph Line)	Mainway	Centennial Drive
Regional Road No. 1 (Guelph Line)	Mount Forest Drive	St. Francis Drive
Regional Road No. 1 (Guelph Line)	Campbellville Road	+/- 750m north of Campbellville Road
Regional Road No. 3 (Trafalgar Road)	+/- 140m south of Auburn Road	+/- 70m south of Auburn Road
Regional Road No. 3 (Trafalgar Road)	1760m north of Regional Road No. 6 (Britannia Road)	2200m north of Regional Road No. 6 (Britannia Road)
Regional Road No. 8 (Steeles Avenue)	+/- 90m east of Bronte Street	+/- 180m east of Bronte Street
Regional Road No. 8 (Steeles Avenue)	+/- 90m east of Morobel Drive	+/- 155m east of Morobel Drive
Regional Road No. 8 (Steeles Avenue)	+/- 90m west of Wheelabrator Way	+/- 60m west of Wheelabrator Way
Regional Road No. 8 (Steeles Avenue)	+/- 60m east of Wheelabrator Way	+/- 160m east of Wheelabrator Way
Regional Road No. 8 (Steeles Avenue)	+/- 220m east of Eighth Line South	+/- 455m east of Eighth Line South
Regional Road No. 18 (Brant Street)	+/- 50m north of Leighland Road	+/- 175m north of Leighland Road
Regional Road No. 18 (Brant Street)	Tyandaga Park Drive / Amherst Heights Drive	Almonte Drive
Regional Road No. 19 (Winston Churchill Boulevard)	+/- 250m north of Regional Road No. 8 (Steeles Avenue)	+/- 175m south of 8301 Winston Churchill Boulevard
Regional Road No. 20 (Appleby Line)	North Service Road	Mainway
Regional Road No. 25 (Martin Street)	+/- 240m north of Regional Road No. 4 (James Snow Parkway)	+/- 370m north of Regional Road No. 4 (James Snow Parkway)

Highway(s)	Location From	Location To
Regional Road No. 25 (Martin Street)	+/- 120m north of Peddie Road/ Escarpment Way	+/- 250m north of Peddie Road / Escarpment Way

Schedule 22 – Reversible Lanes – Signs on Display (Section 11.2)

Lane(s)	Highway(s)	Location From	Location To
N/A			

Schedule 22(a) – Connecting Link – Designated Turn Lane – Signs on Display (Section 11.3)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 1 (Guelph Line)	Northbound	Right Turn Eastbound	Fairview Street
Regional Road No. 1 (Guelph Line)	Northbound	Left Turn Westbound	Fairview Street
Fairview Street	Westbound	Right Turn Northbound	Regional Road No. 1 (Guelph Line)
Fairview Street	Westbound	Left Turn Southbound	Regional Road No. 1 (Guelph Line)
Fairview Street	Eastbound	Left Turn Northbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line)	Southbound	Left Turn Eastbound	Fairview Street
Regional Road No. 1 (Guelph Line)	Southbound	Right Turn Westbound	Fairview Street
Regional Road No. 1 (Guelph Line)	Northbound	Right Turn Eastbound	Harvester Road
Harvester Road	Westbound	Right Turn Northbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line)	Northbound	Left Turn Westbound	North Service Road
Regional Road No. 1 (Guelph Line)	Northbound	Right Turn Eastbound	3050 Davidson Court
Regional Road No. 1 (Guelph Line)	Northbound	Right Turn Eastbound	Mainway
Mainway	Westbound	Right Turn Northbound	Regional Road No. 1 (Guelph Line)
Mainway	Westbound	Left Turn Southbound	Regional Road No. 1 (Guelph Line)
Regional Road No. 1 (Guelph Line)	Northbound	Right Turn Eastbound	Regional Road No. 38 (Upper Middle Road)
Cornwall Road	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 3 (Trafalgar Road)	Southbound	Left Turn Eastbound	Cornwall Road
Regional Road No. 3 (Trafalgar Road)	Southbound	Right Turn Westbound	Cornwall Road
Cross Avenue	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Cross Avenue	Eastbound	Right Turn Southbound	Regional Road No. 3 (Trafalgar Road)
North Service Road	Eastbound	Right Turn Southbound	Regional Road No. 3 (Trafalgar Road)
North Service Road	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)
QEW Westbound Off Ramp	Eastbound	Left Turn Southbound	Regional Road No. 3 (Trafalgar Road)
QEW Westbound Off Ramp	Eastbound	Right Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Leighland Avenue / Iroquois Shore Road	Westbound	Right Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Leighland Avenue / Iroquois Shore Road	Westbound	Left Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 3 (Trafalgar Road)	Southbound	Right Turn Westbound	Leighland Avenue / Iroquois Shore Road
Regional Road No. 3 (Trafalgar Road)	Northbound	Right Turn Eastbound	McCraney Street / White Oaks Boulevard

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 3 (Trafalgar Road)	Northbound	Right Turn Eastbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 3 (Trafalgar Road)	Southbound	Right Turn Westbound (Buses Excepted)	Regional Road No. 38 (Upper Middle Road)
Glenashton Drive	Westbound	Right Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 3 (Trafalgar Road)	Southbound	Right Turn Westbound (Buses Excepted)	Glenashton Drive
Regional Road No. 3 (Trafalgar Road)	Southbound	Right Turn Westbound (Buses Excepted)	Regional Road No. 5 (Dundas Street)
Wheat Boom Drive	Westbound	Right Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Threshing Mill Boulevard	Westbound	Right Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 3 (Trafalgar Road)	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 4 (James Snow Parkway)	Southbound	Left Turn Eastbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 4 (James Snow Parkway)	Northbound	Right Turn Eastbound	Louis St. Laurent Avenue
Regional Road No. 4 (James Snow Parkway)	Northbound	Right Turn Eastbound	Clark Boulevard
Regional Road No. 4 (James Snow Parkway)	Southbound	Right Turn Westbound	Regional Road No. 7 (Derry Road)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Main Street	Eastbound	Left Turn Northbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 4 (James Snow Parkway)	Northbound	Left Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 4 (James Snow Parkway)	Southbound	Left Turn Eastbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 5 (Dundas Street)	Westbound	Left Turn Southbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 5 (Dundas Street)	Westbound	Left Turn Southbound	Third Line
Oak Park Boulevard	Northbound	Right Turn Eastbound	Regional Road No. 5 (Dundas Street)
Oak Park Boulevard	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Meadowridge Drive	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Meadowridge Drive	Northbound	Right Turn Eastbound	Regional Road No. 5 (Dundas Street)
Hampshire Gate	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Hampshire Gate	Northbound	Right Turn Eastbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 5 (Dundas Street)	Eastbound	Right Turn Southbound	Regional Road No. 19 (Winston Churchill Boulevard)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 5 (Dundas Street)	Eastbound	Left Turn Northbound	Regional Road No. 19 (Winston Churchill Boulevard)
Regional Road No. 6 (Britannia Road)	Eastbound	Right Turn Southbound	Bronte Street / First Line
Regional Road No. 6 (Britannia Road)	Westbound	Right Turn Northbound	Bronte Street / First Line
Regional Road No. 6 (Britannia Road)	Eastbound	Right Turn Southbound	Regional Road No. 25
Regional Road No. 6 (Britannia Road)	Eastbound	Left Turn Northbound	Regional Road No. 25
Regional Road No. 6 (Britannia Road)	Westbound	Right Turn Northbound	Regional Road No. 25
Regional Road No. 6 (Britannia Road)	Westbound	Left Turn Southbound	Regional Road No. 25
Regional Road No. 6 (Britannia Road)	Eastbound	Right Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 6 (Britannia Road)	Westbound	Right Turn Northbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 6 (Britannia Road)	Eastbound	Right Turn Southbound	Eighth Line
Regional Road No. 7 (Derry Road)	Eastbound	Right Turn Southbound	7030 Derry Road
Regional Road No. 7 (Derry Road)	Eastbound	Right Turn Southbound	Thompson Road
Regional Road No. 7 (Derry Road)	Westbound	Right Turn Northbound	Thompson Road

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 7 (Derry Road)	Eastbound	Left Turn Northbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 8 (Steeles Avenue)	Eastbound	Left Turn Northbound	Regional Road No. 25 (Martin Street)
Regional Road No. 8 (Steeles Avenue)	Eastbound	Right Turn Southbound	Thompson Road
Regional Road No. 8 (Steeles Avenue)	Eastbound	Right Turn Southbound	Esquesing Line
Regional Road No. 8 (Steeles Avenue)	Eastbound	Left Turn Northbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 8 (Steeles Avenue)	Westbound	Left Turn Southbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 8 (Steeles Avenue)	Westbound	Left Turn Southbound	Regional Road No. 3 (Trafalgar Road)
Regional Road No. 8 (Steeles Avenue)	Eastbound	Right Turn Southbound	13850 Steeles Avenue
Regional Road No. 10 (10 Side Road)	Eastbound	Left Turn Northbound	Barber Drive
Cornwall Road	Eastbound	Left Turn Northbound	Regional Road No. 13 (Ford Drive)
Regional Road No. 13 (Ford Drive)	Southbound	Right Turn Westbound	Cornwall Road
Regional Road No. 13 (Ford Drive)	Northbound	Right Turn Eastbound	Royal Windsor Drive
Regional Road No. 13 (Ford Drive)	Southbound	Right Turn Westbound	Royal Windsor Drive
Kingsway Drive	Eastbound	Left Turn Northbound	Regional Road No. 13 (Ford Drive)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 13 (Ford Drive)	Northbound	Right Turn Eastbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 13 (Ford Drive)	Northbound	Left Turn Westbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 13 (Ninth Line)	Southbound	Right Turn Westbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 17 (Dorval Drive)	Southbound	Right turn to Westbound	Speers Road
Wyecroft Road	Eastbound	Left Turn Northbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 17 (Dorval Drive)	Southbound	Left Turn Eastbound	Wyecroft Road
Regional Road No. 17 (Dorval Drive)	Northbound	Right Turn Eastbound	North Service Road
Regional Road No. 17 (Dorval Drive)	Northbound	Left Turn Westbound	North Service Road
Regional Road No. 17 (Dorval Drive)	Southbound	Left Turn Eastbound	North Service Road
North Service Road	Eastbound	Left Turn Northbound	Regional Road No. 17 (Dorval Drive)
North Service Road	Westbound	Left Turn Southbound	Regional Road No. 17 (Dorval Drive)
North Service Road	Eastbound	Right Turn Southbound	Regional Road No. 17 (Dorval Drive)
North Service Road	Westbound	Right Turn Northbound	Regional Road No. 17 (Dorval Drive)
Regional Road No. 17 (Dorval Drive)	Northbound	Right Turn Eastbound	Regional Road No. 38 (Upper Middle Road)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Plains Road	Eastbound	Left Turn Northbound	Regional Road No. 18 (Brant Street)
Regional Road No. 18 (Brant Street)	Northbound	Left Turn Westbound	QEW Westbound Off-Ramp
Regional Road No. 18 (Brant Street)	Northbound	Left Turn Westbound	North Service Road
Regional Road No. 18 (Brant Street)	Northbound	Right Turn Eastbound	North Service Road
North Service Road	Eastbound	Left Turn Northbound	Regional Road No. 18 (Brant Street)
Mount Forest Drive	Westbound	Left Turn Southbound	Regional Road No. 18 (Brant Street)
Regional Road No. 18 (Brant Street)	Northbound	Right Turn Eastbound	Upper Middle Road
Regional Road No. 18 (Brant Street)	Northbound	Right Turn Eastbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 19 (Winston Churchill Boulevard)	Southbound	Left Turn Eastbound	Royal Windsor Drive
Regional Road No. 19 (Winston Churchill Boulevard)	Northbound	Right Turn Eastbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 19 (Winston Churchill Boulevard)	Southbound	Right Turn Westbound	Regional Road No. 5 (Dundas Street)
Fairview Street	Eastbound	Left Turn Northbound	Regional Road No. 20 (Appleby Line)
Fairview Street	Eastbound	Right Turn Southbound (Buses Excepted)	Appleby Line
Fairview Street	Westbound	Left Turn Southbound	Appleby Line

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 20 (Appleby Line)	Northbound	Left Turn Westbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 20 (Appleby Line)	Southbound	Left Turn Eastbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 20 (Appleby Line)	Northbound	Right Turn Eastbound	407 ETR Eastbound On-Ramp
Regional Road No. 21 (Burloak Drive)	Northbound	Right Turn Eastbound	Regional Road No. 45 (Wyecroft Drive)
Regional Road No. 21 (Burloak Drive)	Southbound	Left Turn Eastbound	Regional Road No. 45 (Wyecroft Drive)
Harvester Road	Eastbound	Left Turn Northbound	Regional Road No. 21 (Burloak Drive)
Regional Road No. 22 (Tremaine Road)	Northbound	Right Turn Eastbound	Bergamot Avenue
Regional Road No. 22 (Tremaine Road)	Northbound	Right Turn Eastbound	Gordon Krantz Avenue
Regional Road No. 22 (Tremaine Road)	Northbound	Right Turn Eastbound	Regional Road No. 7 (Derry Road)
Regional Road No. 25 (Bronte Road)	Northbound	Right Turn Eastbound	QEW Eastbound On-Ramp
Regional Road No. 25 (Bronte Road)	Northbound	Right turn Eastbound (Buses Excepted)	North Service Road
North Service Road	Westbound	Left Turn Southbound	Regional Road No. 25 (Bronte Road)
North Service Road	Westbound	Right Turn Northbound	Regional Road No. 25 (Bronte Road)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 25 (Bronte Road)	Northbound	Right Turn Eastbound	Saw Whet Boulevard
Regional Road No. 25 (Bronte Road)	Northbound	Right Turn Eastbound (Buses Excepted)	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 25 (Bronte Road)	Northbound	Left Turn Westbound	Regional Road No. 5 (Dundas Street)
Regional Road No. 25	Northbound	Right Turn Eastbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25	Northbound	Left Turn Westbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25	Southbound	Right Turn Westbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25	Southbound	Left Turn Eastbound	Regional Road No. 6 (Britannia Road)
Regional Road No. 25 (Martin Street)	Southbound	Left Turn Eastbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 25 (Martin Street)	Southbound	Right Turn Westbound	Regional Road No. 8 (Steeles Avenue)
Regional Road No. 25 (Martin Street)	Southbound	Right Turn Westbound	Chisolm Drive
Regional Road No. 25 (Martin Street)	Northbound	Right Turn Eastbound	401 Carpool Lot / GO Transit
Regional Road No. 25 (Martin Street)	Northbound	Right Turn Eastbound	Regional Road No. 4 (James Snow Parkway)
Regional Road No. 25	Northbound	Right Turn Eastbound	9807 Regional Road No. 25
Regional Road No. 38 (Upper Middle Road)	Eastbound	Left Turn Northbound	Regional Road No. 20 (Appleby Line)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 20 (Appleby Line)
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 25 (Bronte Road)
Regional Road No. 38 (Upper Middle Road)	Westbound	Right Turn Northbound	Regional Road No. 25 (Bronte Road)
Regional Road No. 38 (Upper Middle Road)	Eastbound	Right Turn Southbound	Owlsnest Way
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 17 (Dorval Drive)
Eighth Line	Northbound	Right Turn Eastbound	Regional Road No. 38 (Upper Middle Road)
Regional Road No. 38 (Upper Middle Road)	Eastbound	Right Turn Southbound	Regional Road No. 13 (Ford Drive)
Regional Road No. 38 (Upper Middle Road)	Westbound	Left Turn Southbound	Regional Road No. 13 (Ford Drive)
Regional Road No. 38 (Upper Middle Road)	Westbound	Right Turn Northbound	Regional Road No. 13 (Ninth Line)
Regional Road No. 38 (Upper Middle Road)	Eastbound	Left Turn Northbound	403 Eastbound On-Ramp
Regional Road No. 38 (Upper Middle Road)	Eastbound	Right Turn Southbound	Regional Road No. 19 (Winston Churchill Boulevard)
Regional Road No. 40 (William Halton Parkway)	Westbound	Right Turn Northbound	Regional Road No. 25 (Bronte Road)

Highway(s)	Direction of Travel	Movement(s) Permitted	Onto Highway
Regional Road No. 40 (William Halton Parkway)	Eastbound	Right Turn Southbound	Third Line
Regional Road No. 45 (Wynecroft Road)	Westbound	Right Turn Northbound	Regional Road No. 21 (Burloak Drive)
Regional Road No. 45 (Wynecroft Road)	Westbound	Left Turn Southbound	Burloak Drive

Schedule 23 – Rates of Speed – Signs on Display (Section 12.1)

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 1 (Guelph Line)	Fairview Street	464m north of Regional Road No. 5 (Dundas Street)	60 km/h
Regional Road No. 1 (Guelph Line)	464m north of Regional Road No. 5 (Dundas Street)	200m north of Bluffs Way	80 km/h
Regional Road No. 1 (Guelph Line)	200m north of Bluffs Way	270m south of Britannia Road	60 km/h
Regional Road No. 1 (Guelph Line)	270m south of Britannia Road	400m south of 8 Side Road	50 km/h
Regional Road No. 1 (Guelph Line)	400m south of 8 Side Road	200m south of Regional Road No. 7 (Derry Road)	70 km/h
Regional Road No. 1 (Guelph Line)	200m south of Regional Road No. 7 (Derry Road)	74m north of McLaren Road South	60 km/h
Regional Road No. 1 (Guelph Line)	74m north of McLaren Road South	37m north of Campbellville Road	50 km/h
Regional Road No. 1 (Guelph Line)	37m north of Campbellville Road	900m north of Campbellville Road	60 km/h
Regional Road No. 1 (Guelph Line)	900m north of Campbellville Road	1,625 south of 15 Side Road	80 km/h
Regional Road No. 1 (Guelph Line)	1,625m south of 15 Side Road	570m north of Cameron Road	60 km/h
Regional Road No. 1 (Guelph Line)	570m north of Cameron Road	Regional Road No. 32 (Eramosa Milton Townline)	80 km/h
Regional Road No. 3 (Trafalgar Road)	446m south of 32 Side Road	Halton/Wellington Boundary	50 km/h
Regional Road No. 3 (Trafalgar Road)	Cornwall Road	QEW Eastbound Off-Ramp	50 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 3 (Trafalgar Road)	QEW Eastbound Off-Ramp	250m north of Regional Road No. 5 (Dundas Street)	60 km/h
Regional Road No. 3 (Trafalgar Road)	250m north of Regional Road No. 5 (Dundas Street)	206m south of Regional Road No. 6 (Britannia Road)	80 km/h
Regional Road No. 3 (Trafalgar Road)	206m south of Regional Road No. 6 (Britannia Road)	120m south of 401 Eastbound Off-Ramp	60 km/h
Regional Road No. 3 (Trafalgar Road)	120m south of 401 Eastbound Off-Ramp	100m north of Regional Road No. 8 (Steeles Avenue)	70 km/h
Regional Road No. 3 (Trafalgar Road)	100m north of Regional Road No. 8 (Steeles Avenue)	250m north of Regional Road No. 10 (10 Side Road)	60 km/h
Regional Road No. 3 (Trafalgar Road)	250m north of Regional Road No. 10 (10 Side Road)	144m south of 15 Side Road	80 km/h
Regional Road No. 3 (Trafalgar Road)	144m south of 15 Side Road	800m north of Maple Avenue	60 km/h
Regional Road No. 3 (Trafalgar Road)	800m north of Maple Avenue	Highway 7	70 km/h
Regional Road No. 3 (Trafalgar Road)	Highway 7	200m north of 27 Side Road	60 km/h
Regional Road No. 3 (Trafalgar Road)	200m north of 27 Side Road	446m south of 32 Side Road	70 km/h
Regional Road No. 3 (Trafalgar Road)	446m south of 32 Side Road	Halton/Wellington Boundary	50 km/h
Regional Road No. 4 (Neyagewa Boulevard)	Upper Middle Road (Regional Road No. 38)	186m north of Burnhamthorpe	60 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 4 (Neyagawa Blvd.)	186m north of Burnhamthorpe Road	Northerly Limits	80 km/h
Regional Road No. 4 (James Snow Parkway)	Regional Road No. 6 (Britannia Road)	Main Street	70 km/h
Regional Road No. 4 (James Snow Parkway)	Main Street	Regional Road No. 8 (Steeles Avenue)	60 km/h
Regional Road No. 4 (James Snow Parkway)	Regional Road No. 8 (Steeles Avenue)	Holgate Crescent	70 km/h
Regional Road No. 4 (James Snow Parkway)	Holgate Crescent	Dublin Line	60 km/h
Regional Road No. 5 (Dundas Street)	Kerns Road	300m west of Regional Road 1 (Guelph Line)	80m/h
Regional Road No. 5 (Dundas Street)	300m west of Regional Road 1 (Guelph Line)	250m east of Regional Road 1 (Guelph Line)	60 km/h
Regional Road No. 5 (Dundas Street)	250m east of Regional Road 1 (Guelph Line)	100m west of Northampton Road	80 km/h
Regional Road No. 5 (Dundas Street)	100m west of Northampton Road	280m west of Regional Road 22 (Tremaine Road)	60 km/h
Regional Road No. 5 (Dundas Street)	280m west of Regional Road 22 (Tremaine Road)	Regional Road No. 13 (Ninth Line)	70 km/h
Regional Road No. 5 (Dundas Street)	Regional Road 13 (Ninth Line)	Regional Road 19 (Winston Churchill Boulevard)	60 km/h
Regional Road No. 6 (Britannia Road)	Regional Road No. 22 (Tremaine Road)	Regional Road No. 25	70 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 6 (Britannia Road)	Regional Road No. 25	Halton/Peel Boundary	60 km/h
Regional Road No. 6 (Old Britannia Road)	Westerly limits	Easterly limits	60 km/h
Regional Road No. 7 (Derry Road)	Regional Road No. 24 (Milborough Line)	160m east of Twiss Road	60 km/h
Regional Road No. 7 (Derry Road)	160m east of Twiss Road	150m west of Regional Road No. 22 (Tremaine Road)	80 km/h
Regional Road No. 7 (Derry Road)	150m west of Regional Road No. 22 (Tremaine Road)	200m east of Regional Road No. 4 (James Snow Parkway)	60 km/h
Regional Road No. 7 (Derry Road)	200m east of Regional Road No. 4 (James Snow Parkway)	Halton/Peel Boundary	80 km/h
Regional Road No. 8 (Steeles Avenue)	Regional Road No. 22 (Tremaine Road)	37m west of Regional Road No. 25 (Martin Street)	60 km/h
Regional Road No. 8 (Steeles Avenue)	37m west of Regional Road No. 25 (Martin Street)	207m east of Ontario Street	50 km/h
Regional Road No. 8 (Steeles Avenue)	207m east of Ontario Street	Regional Road No. 4 (James Snow Parkway)	60 km/h
Regional Road No. 8 (Steeles Avenue)	Regional Road No. 4 (James Snow Parkway)	Regional Road No. 3 (Trafalgar Road)	70 km/h
Regional Road No. 8 (Steeles Avenue)	120m east of 8th Line South	Regional Road No. 19 (Winston Churchill Boulevard)	80 km/h
Regional Road No. 8 (Steeles Avenue)	Regional Road No. 3 (Trafalgar Road)	120m east of Eighth Line	60 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 8 (Steeles Avenue)	120m east of Eighth Line	Regional Road No. 19 (Winston Churchill Boulevard)	80 km/h
Regional Road No. 9 (Campbellville Road)	Milborough Line	150m west of First Line	70 km/h
Regional Road No. 9 (Campbellville Road)	150m west of First Line	200m west of CP Railway	60 km/h
Regional Road No. 9 (Campbellville Road)	200m west of CP Railway	180m west of Kingsbury Circle	50 km/h
Regional Road No. 9 (Campbell Avenue West)	180m west of Kingsbury Circle	Regional Road No. 1 (Guelph Line)	50km/hr
Regional Road No. 13 (Ford Drive)	Cornwall Road	90m south of Gate 3 Ford Entrance	60 km/h
Regional Road No. 13 (Ford Drive)	90m south of Gate 3 Ford Entrance	70m south of QEW Eastbound On-Ramp	70 km/h
Regional Road No. 13 (Ford Drive)	70m south of QEW Eastbound On-Ramp	Regional Road No. 38 (Upper Middle Road)	60 km/h
Regional Road No. 13 (Ninth Line)	Regional Road No. 38 (Upper Middle Road)	Halton/Peel Boundary	60 km/h
Regional Road No. 13 (Ninth Line)	Halton Hills / Milton boundary	Regional Road No. 8 (Steeles Avenue)	80 km/h
Regional Road No. 13 (Ninth Line)	Regional Road No. 8 (Steeles Avenue)	200m north of Regional Road No. 8 (Steeles Avenue)	60 km/h
Regional Road No. 13 (Ninth Line)	200m north of Regional Road No. 8 (Steeles Avenue)	350m south of Regional Road No. 10 (10 Side Road)	80 km/h
Regional Road No. 13 (Ninth Line)	350m south of Regional Road No. 10 (10 Side Road)	Regional Road No. 10 (10 Side Road)	60 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 17 (Dorval Drive)	Speers Road	Regional Road No. 38 Upper Middle Road	60 km/h
Regional Road No. 18 (Brant Street)	Fairview Street	Regional Road No 5 (Dundas Street)	60 km/h
Regional Road No. 19 (Winston Churchill Boulevard)	Lakeshore Road	Regional Road No. 5 (Dundas Street)	60 km/h
Regional Road 19 (Winston Churchill Boulevard)	Highway 401	1480m south of 5 Side Road	60 km/h
Regional Road 19 (Winston Churchill Boulevard)	1480m south of 5 Side Road	5 Side Road	80 km/h
Regional Road No. 19 (Winston Churchill Blvd)	5 Side Road	1240m south of Highway 7	60 km/h
Regional Road No. 19 (Winston Churchill Boulevard)	1240 m south of Highway 7	980m north of Highway 7	50 km/h
Regional Road No. 19 (Winston Churchill Blvd)	980m north of Highway 7	Wanless Drive (Peel Region)	60 km/h
Regional Road 19 (Winston Churchill Boulevard)	Wanless Drive	1,100m south of Peel Regional Road 9 (King Street)	80 km/h
Regional Road No. 19 (Winston Churchill Boulevard)	1,100 m south of Peel Regional Road 9 (King Street)	480m south of Peel Regional Road 9 (King Street)	50 km/h
Regional Road No. 19 (Winston Churchill Boulevard)	480m south of Peel Regional Road 9 (King Street)	Peel Regional Road 9 (King Street)	40 km/h
Regional Road No. 19 (Winston Churchill Boulevard)	Peel Regional Road No. 9 (King Street)	40m north of Isabella Street	40 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 19 (Winston Churchill Boulevard)	40m north of Isabella Street	930m south of 32 Side Road	50 km/h
Regional Road No. 19 (Winston Churchill Blvd)	930m south of 32 Side Road (Halton Hills)	32 Side Road (Halton Hills)	60 km/h
Regional Road No. 20 (Appleby Line)	Fairview Street	210m north of Palladium Way	60 km/h
Regional Road No. 20 (Appleby Line)	210m north of Palladium Way	280m north of 407 ETR westbound off-ramp	70 km/h
Regional Road No. 20 (Appleby Line)	280m north of 407 ETR Westbound Off-Ramp	200m north of Britannia Road	60 km/h
Regional Road No. 20 (Appleby Line)	200m north of Britannia Road	Regional Road 7 (Derry Road)	70 km/h
Regional Road No. 21 (Burloak Drive)	Regional Road No. 45 (Wycroft Road / Harvester Road)	Regional Road No. 38 (Upper Middle Road)	60 km/h
Regional Road No. 22 (Tremaine Road)	Regional Road No. 5 (Dundas Street)	250m south of Lower Base Line	80 km/h
Regional Road No. 22 (Tremaine Road)	350m South of Regional Road No. 6 (Britannia Road)	Lorenation Avenue	70 km/h
Regional Road No. 22 (Tremaine Road)	Lorenation Avenue	425m north of Kelso Road	50 km/h
Regional Road No. 22 (Tremaine Road)	425m north of Kelso Road	Campbellville Road	60 km/h
Regional Road No. 22 (Old Tremaine Road)	Southerly Terminus	Northerly Terminus	50 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 24 (Milborough Line)	Kilbride Street	Regional Road No. 7 (Derry Road)	60 km/h
Regional Road No. 25 (Bronte Road)	Speers Road	North Limit of Dundas Street (Regional Road No. 5)	60 km/h
Regional Road No. 25	Regional Road No. 5 (Dundas Street)	1100m north of Regional Road No. 5 (Dundas Street)	70 km/h
Regional Road No. 25	1100m north of Regional Road No. 5 (Dundas Street)	400m south of Regional Road No. 6 (Britannia Road)	80 km/h
Regional Road No. 25	400m south of Regional Road No. 6 (Britannia Road)	300m south of Regional Road 7 (Derry Road)	70 km/h
Regional Road No. 25	300m south of Regional Road No. 7 (Derry Road)	Regional Road No. 7 (Derry Road)	50 km/h
Regional Road No. 25 (Martin Street)	Regional Road No. 8 (Steeles Avenue)	401 Westbound Off-Ramp	50 km/h
Regional Road No. 25 (Martin Street)	401 Westbound Off-Ramp	200m north of 5 Side Road	70 km/h
Regional Road No. 25	200m north of 5 Side Road	930m south of Kingham Road	80 km/h
Regional Road No. 25	930m south of Kingham Road	330m south of Kingham Road	60 km/h
Regional Road No. 25	330m south of Kingham Road	230m south of Kingham Road	50 km/h
Regional Road No. 25	370m north of Wallace Street	670m north of Wallace St	50 km/h
Regional Road No. 25	670m north of Wallace Street	1270m north of Wallace Street	60 km/h
Regional Road No. 25	1270m north of Wallace Street	32 Side Road	80 km/h

Highway(s)	Location From	Location To	Speed Limit
Regional Road No. 27 (Burnhamthorpe Road)	Westerly Limit	650m west of Regional Road No. 4 (Neyagawa Boulevard)	60 km/h
Regional Road No. 32 (Eramosa Milton Townline)	Halton / Wellington Boundary	Regional Road No. 1 (Guelph Line)	60 km/h
Regional Road No. 32 (Eramosa Milton Townline)	Regional Road No. 1 (Guelph Line)	Highway 7	80 km/h
Regional Road No. 34 (20 Side Road)	Halton / Wellington boundary	Regional Road No. 1 (Guelph Line)	60 km/h
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 1 (Guelph Line)	Regional Road No. 21 (Burloak Drive)	60 km/h
Regional Road No. 38 (Upper Middle Road)	Regional Road No. 25 (Bronte Road)	Regional Road No. 19 (Winston Churchill Boulevard)	60 km/h
Regional Road No. 40 (William Halton Parkway)	Regional Road No. 25	Easterly Terminus of Regional Road No. 40 (William Halton Parkway)	60 km/h
Regional Road No. 40 (William Halton Parkway)	650m west of Regional Road No. 4 (Neyagawa Boulevard)	Regional Road No. 13 (Ninth Line)	60 km/h
Regional Road No. 45 (Wyecroft Road)	Regional Road No. 21 (Burloak Drive)	Easterly Limits	50 km/h

Schedule 24 – Reduced Loads on Highways – Signs on Display (Section 13)

Highway(s)	Location From	Location To	Time(s)	Authorized Vehicles
Regional Road No. 7 (Derry Road)	Regional Road No. 24 (Milborough Line)	Regional Road No. 1 (Guelph Line)	March and April	
Regional Road No. 10 (10 Side Road)	Regional Road No. 13 (Ninth Line)	Regional Road No. 19 (Winston Churchill Boulevard)	March and April	
Regional Road No. 13 (Ninth Line)	Regional Road No. 5 (Dundas Street)	Regional Road No. 40 (William Halton Parkway)	All Year	
Regional Road No. 19 (Winston Churchill Boulevard)	Regional Road No. 8 (Steeles Avenue)	Regional Road No. 10 (10 Side Road)	March and April	
Regional Road No. 19 (Winston Churchill Boulevard)	Regional Road No. 10 (10 Side Road)	32 Side Road	All Year	
Regional Road No. 22 (Tremaine Road)	Regional Road No. 8 (Steeles Avenue)	Campbellville Road	All Year	
Regional Road No. 22 (Tremaine Road)	Regional Road No. 6 (Britannia Road)	Regional Road No. 5 (Dundas Street)	All Year	
Regional Road No. 24 (Milborough Line)	Kilbride Street	Regional Road No. 7 (Derry Road)	March and April	
Regional Road No. 27 (Burnhamthorpe Road)	West Terminus of Regional Road No. 27 (Burnhamthorpe Road)	Regional Road No. 4 (Neyagawa Boulevard)	All Year	
Regional Road 32 (Eramosa Milton Townline)	800m west of Regional Road 1 (Guelph Line)	Highway 7	March and April	

Highway(s)	Location From	Location To	Time(s)	Authorized Vehicles
Regional Road No. 34 (20 Side Road)	Nassagaweya-Puslinch Townline	Regional Road No. 1 (Guelph Line)	March and April	

Schedule 25 – Truck Route (Section 14)

Highway(s)	Location From	Location To	Time(s)
N/A			

Schedule 26 – Heavy Traffic Prohibited – Signs on Display (Section 15)

Highway(s)	Location From	Location To	Time(s)
Regional Road No. 9 (Campbellville Road)	Regional Road No. 24 (Milborough Line)	Kingsbury Circle	All Year
Regional Road No. 9 (Campbell Ave West)	Kingsbury Circle	Regional Road No.1 (Guelph Line)	All Year
Regional Road No. 10 (10 Side Road)	Regional Road No. 13 (Ninth Line)	Regional Road No. 19 (Winston Churchill Boulevard)	All Year
Regional Road No. 19 (Winston Churchill Blvd.)	Lakeshore Road	Beryl Road	7 p.m. – 7 a.m. daily
Regional Road No. 19 (Winston Churchill Boulevard)	Royal Windsor Drive	Regional Road No. 5 (Dundas Street)	11 p.m. – 7 a.m.
Regional Road No. 19 (Winston Churchill Blvd.)	Regional Road No. 8 (Steeles Avenue)	17 Side Road	All Year
Regional Road 19 (Winston Churchill Boulevard)	240m north of Royal Windsor Drive	South Sheridan Way	11 p.m. – 7 a.m.
Regional Road 19 (Winston Churchill Boulevard)	North Sheridan Way	Regional Road 5 (Dundas Street)	11 p.m. – 7 a.m.

Schedule 27 – School Bus Loading Zones – Signs on Display (Section 16)

Highway(s)	Location From	Location To	Side(s)	Direction of Travel
N/A				

Schedule 28 – Hours or Days for Voluntary Payment of Penalties (Section 17)

N/A

Schedule 29 – Penalties – Amounts (Section 17.2(a)(b))

No.	Short Form Wording	Provision Creating or Defining Offence	Set Fine(s)
1	Parking Facing Wrong Way	Section 5.1 (a)	\$50.00
2	Parking With Right Wheels More Than 0.15m From Curb	Section 5.1 (a)	\$40.00
3	Stop Facing Wrong Way on Street	Section 5.1 (a)	\$50.00
4	Stop With Right Wheels More Than 0.15m From Curb	Section 5.1 (a)	\$40.00
5	Park Wrong Way on a One-Way Street	Section 5.1 (b)	\$50.00
6	Park More Than 0.15m From Curb- One-Way Street	Section 5.1 (b)	\$40.00
7	Park at Wrong Angle	Section 5.1 (c)	\$40.00
8	Park on Road Where Boulevard Parking Permitted by Sign	Section 5.1 (d)	\$40.00
9	Park Outside Designated Parking Space Markings	Section 5.1 (e)	\$40.00
10	Park on Sidewalk	Section 5.2 (a) (i)	\$40.00
11	Park on Boulevard	Section 5.2 (a) (ii)	\$50.00
12	Park on Median Strip	Section 5.2 (a) (iii)	\$50.00
13	Park on Island	Section 5.2 (a) (iv)	\$50.00
14	Park Within 1m of Driveway	Section 5.2 (a) (v)	\$40.00
15	Park Within 3m of Public Lane	Section 5.2 (a) (vi)	\$40.00
16	Park Within 3m of Fire Hydrant	Section 5.2 (a) (vii)	\$100.00

No.	Short Form Wording	Provision Creating or Defining Offence	Set Fine(s)
17	Park Preventing Removal of Another Vehicle	Section 5.2 (a) (viii)	\$40.00
18	Park Obstructing Emergency Entrance/Exit	Section 5.2 (a) (ix)	\$50.00
19	Park Obstructing Traffic	Section 5.2 (a) (x)	\$50.00
20	Park Obstructing Road Repair	Section 5.2 (a) (x)	\$50.00
21	Park Obstructing Snow Removal	Section 5.2 (a) (x)	\$50.00
22	Park Vehicle for Sale on Highway	Section 5.2 (a) (xi)	\$40.00
23	Park on Designated Bicycle Lane	Section 5.2 (a) (xii)	\$50.00
24	Park Contrary to Sign Posted	Section 5.3 (a)	\$40.00
25	Park Exceeding Restricted Time	Section 5.4 (a)	\$40.00
26	Park Exceeding Displayed Time	Section 5.4 (a)	\$40.00
27	Park in Prohibited Area During Prohibited Time	Section 5.4 (b)	\$40.00
28	Stop Within 6m of Crosswalk	Section 5.8 (a) (i)	\$50.00
29	Stop Within 25m of Signalized Intersection	Section 5.8 (a) (ii)	\$50.00
30	Stop Within 3m of Fire Hydrant	Section 5.8 (a) (iii)	\$100.00
31	Stop Obstructing Pedestrian Passageway	Section 5.8 (a) (iv)	\$50.00
32	Stop Adjacent to Median Strip	Section 5.8 (a) (v)	\$50.00
33	Stop Adjacent to Island	Section 5.8 (a) (v)	\$50.00
34	Stop on Divided Highway	Section 5.8 (a) (vi)	\$50.00

No.	Short Form Wording	Provision Creating or Defining Offence	Set Fine(s)
35	Stop Within 15m of Bus Stop	Section 5.8 (a) (vii)	\$50.00
36	Stop on or Within 100m of Bridge	Section 5.8 (a) (viii)	\$50.00
37	Stop in School Bus Loading Zone	Section 5.8 (a) (ix)	\$50.00
38	Stop Within 3m of Railway Crossing	Section 5.8 (a) (x)	\$50.00
39	Stop on Designated Bicycle Lane	Section 5.8 (a) (xi)	\$50.00
40	Stop Contrary to Sign Posted	Section 5.9 (a)	\$50.00
41	Stop During Restricted Times	Section 5.10	\$50.00
42	Stop in Loading Zone	Section 5.11	\$50.00
43	Stop in Taxicab Stand	Section 5.12	\$50.00
44	Park Overnight	Section 5.13	\$50.00
45	Park in Expired Parking Meter	Section 6.2 (c)	\$20.00
46	Park in Prohibited Parking Meter Space	Section 6.2 (f)	\$20.00
47	Block Intersection – Impede Flow of Traffic	Section 4.1 (l)	\$100.00

Schedule 30 – Community Safety Zones – Signs on Display (Section 4.1(j))

Highway(s)	Location From	Location To	Time(s) of Year
Regional Road No. 1 (Guelph Line)	200m south of Britannia Road	350m south of 8 Side Road	All Day. All Year
Regional Road No. 1 (Guelph Line)	122m south of 15 Side Road	385m north of Cameron Drive	All Day. All Year
Regional Road No. 5 (Dundas Street)	20m east of Berwick Drive	80m west of Millcroft Park Drive	All Day. All Year
Regional Road 1 (Guelph Line)	20m north of Centennial Drive	20m south of Pinemeadow Drive	All Day. All Year
Regional Road 3 (Trafalgar Road)	200m south of 15 Side Road	20m north of Stewarttown Road	All Day. All Year
Regional Road No. 3 (Trafalgar Road)	200m south of 15 Side Road	20m north of Stewarttown Road	All Day. All Year
Regional Road 3 (Trafalgar Road)	250m south of 5 Side Road	250m north of 5 Side Road	All Day. All Year
Regional Road 3 (Trafalgar Road)	50m south of McCraney Street	20m north of Sheridan College Drive)	All Day. All Year
Regional Road 4 (Neyagawa Boulevard)	20m south of Regional Road No. 5 (Dundas Street)	300m north of North Park Boulevard	All Day. All Year
Regional Road 4 (Neyagawa Boulevard)	100m south of Munns Avenue	20m north of River Heights Gate	All Day. All Year
Regional Road 5 (Dundas Street)	20m west of Postmaster Drive	20m east of Third Line	All Day. All Year
Regional Road 7 (Derry Road)	20m west of Bronte Street	70m west of Trudeau Drive	All Day. All Year
Regional Road 13 (Ninth Line)	Regional Road 38 (Upper Middle Road)	500m north of Regional Road 38 (Upper Middle Road)	All Day. All Year
Regional Road 13 (Ford Drive)	150m south of Sheridan Garden Drive	20m north of Ford Entrance	All Day. All Year
Regional Road 18 (Brant Street)	35m north of Ester Drive	20m south of Hazelton Boulevard	All Day. All Year

Highway(s)	Location From	Location To	Time(s) of Year
Regional Road 25 (Bronte Road)	20m south of Highvalley Drive	10m south of Regional Road 5 (Dundas Street)	All Day. All Year
Regional Road 38 (Upper Middle Road)	90m east of Deer Run Avenue	120m east of Itabashi Way/Country Club Road	All Day. All Year
Regional Road 38 (Upper Middle Road)	20m east of Broadleaf Crescent	20m east of Deer Place	All Day. All Year
Regional Road 38 (Upper Middle Road)	100m west of Sixth Line	20m east of Canada Court	All Day. All Year
Regional Road 38 (Upper Middle Road)	100m west of Deer Park	100m east of Fourth Line	All Day. All Year
Regional Road 38 (Upper Middle Road)	Q.E.W. Eastbound Off-Ramp	20m west of Regional Road No. 13 (Ford Drive)	All Day. All Year

Schedule 31 – No Passing Zones (Section 4.1(k))

Highway(s)	Location From	Location To
Regional Road No. 1 (Guelph Line)	195m south of 15 Side Road	1,320m south of 15 Side Road
Regional Road No. 7 (Derry Road)	Milborough Town Line	Twiss Road
Regional Road No. 19 (Winston Churchill Boulevard)	+/- 200m north of 5 Side Road / Embelton Road	9652 Winston Churchill Boulevard

VIA EMAIL

October 4, 2024

Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: CA-15-24 - Burloak Regional Waterfront Park Master Plan Revision

1. THAT the modifications to the Burloak Regional Waterfront Park Master Plan as requested by the City of Burlington, outlined in Report No. CA 15-24 and Attachment #2 to that report be approved, provided that all costs associated with the change be recovered from the City of Burlington.
2. THAT the Burloak Regional Waterfront Parks capital budget be increased by \$1 million to accommodate the updates to the Master Plan, funded by recoveries from the City of Burlington.
3. THAT the Regional Clerk forward a copy of Report No. CA-15-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Please find attached a copy of Report No. CS-15-24 for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Jane MacCaskill, Chief Administrative Officer
Date:	September 18, 2024
Report No.:	CA-15-2024
Re:	Burloak Regional Waterfront Park Master Plan Revision

Recommendation

1. THAT the modifications to the Burloak Regional Waterfront Park Master Plan as requested by the City of Burlington, outlined in Report No. CA 15-24 and Attachment #2 to that report be approved, provided that all costs associated with the change be recovered from the City of Burlington.
2. THAT the Burloak Regional Waterfront Parks capital budget be increased by \$1 million to accommodate the updates to the Master Plan, funded by recoveries from the City of Burlington.
3. THAT the Regional Clerk forward a copy of Report No. CA-15-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Report

Executive Summary

- The current Burloak Regional Waterfront Park Master Plan was approved by Council in 2014 and was based on significant public consultation confirming a longstanding vision of being a predominantly passive park.
- Phases 1 and 2 of the Burloak Regional Waterfront Park are complete. Following the current Phase 3, implementation of the Master Plan will conclude. The Region has invested \$4.87 million to date in Burloak Park.
- In September 2023 following a competitive bid process, the Region awarded the contract to design Phase 3 of the Burloak Regional Waterfront Park. Phase 3 includes the design and construction of a splash pad and accessible washroom facility, along with improvements to the western parking lot, and other features.

- In November 2023, City of Burlington staff requested that Regional staff pause the design work to allow for a change to the approved Master Plan to include on-site operational facilities of an office/staff building and a paved/fenced maintenance storage area.
- In May 2024, City of Burlington Council approved the recommendation to request that Regional Council update the Burloak Master Plan to add the on-site office/storage facility and maintenance space to Burloak Park. The City's report is provided as Attachment #1 to this report.
- This report requests Regional Council approval to update the Burloak Master Plan to accommodate the City-requested on-site office and maintenance space, and increase the budget for the project by \$1 million to be recovered from the City of Burlington.

Background

Halton Region has two Regional Waterfront Parks where Master Plans are still being implemented in partnership with the Local Municipalities: Burloak and Burlington Beach. The Regional Waterfront Parks Program is based on the following objectives:

- To maximize public accessibility to the Halton waterfront by increasing the amount of well distributed public open space.
- To provide a variety of recreational, cultural and tourism opportunities along the Halton waterfront.

Burloak Regional Waterfront Park's current Master Plan was approved by Council in April 2014 through Report No. LPS13-14 re: "Burloak Regional Waterfront Park Master Plan Update" which highlighted a longstanding community-confirmed vision of being a predominantly passive park.

Council has received regular updates on the phases of implementation and most recently in October 2023 received Report No. CS-10-23/CA-10-23 re: "Burloak Regional Waterfront Park 2023 Update" which identified the completed construction work of Phase 2A and 2B and shared with Council the commencement of the final Phase 3 works at the park. Key features of this phase include: an accessible, permanent washroom; water play/splash pad area; improvements to the western parking lot; pedestrian pathways; planting design and deferred work elements from 2019, such as interpretive signage and water bottle filling station design.

Discussion

The contract for detailed design of Phase 3 was awarded and the design work kicked off in September 2023, with construction anticipated to begin in 2024. In November 2023, City of Burlington staff requested that operational facilities including an office and storage building and maintenance yard be added to the design of Phase 3. Regional staff agreed to postpone the design work until such time that the City obtained support of the request from City Council and an amendment to the Master Plan could be considered by Regional Council.

In May 2024, City of Burlington Council approved [Report No. ES-03-24](#) (Attachment #1 to this report) which approved the following recommendation:

“Request for Regional staff to amend the approved Burloak Regional Waterfront Park Master Plan to expand the park washroom building to include a maintenance facility.”

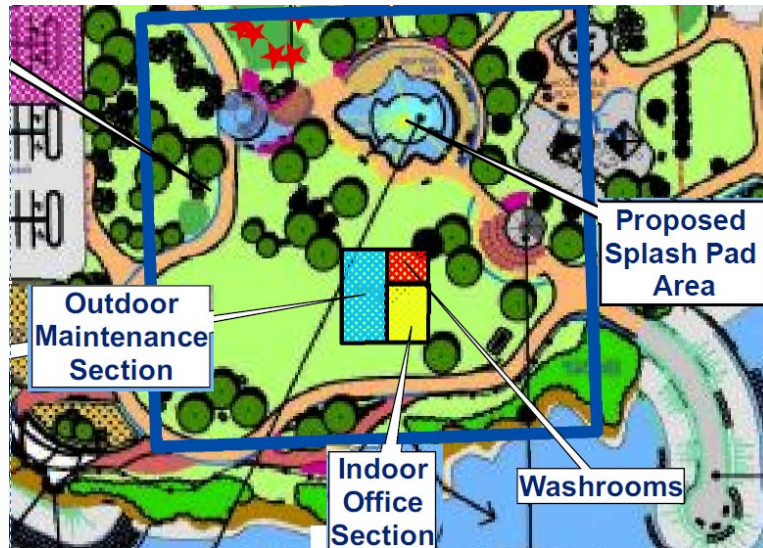
Through discussions with City staff, the additional space will include the following additional features as part of the expansion to the washroom building:

- Office space for three people, a common space and interior storage for vehicles and supplies
- An exterior paved and fenced storage compound

Attachment #2 to this report provides the updated Master Plan with the proposed amendments for Council’s consideration.

The graphic below provides a visual of the footprint required for the addition of office and maintenance space. In the image “Washrooms” depict the building that will be constructed as per the current approved Master Plan while the “Indoor Office Section” and “Outdoor Maintenance Section” depict the additional area that would be added to the park upon Council’s approval of this report and Attachment #2.

The location depicted in the mapping is approximate, although as this is the final phase of work for this park, there are limited alternatives available. The specific location of the washroom, additional office, storage space and maintenance yard area would be determined through the detailed design process, taking into consideration the existing park features, the requirement for close proximity to the splashpad and parking, and other influencing factors.



The washroom facility will need to be in close proximity to the splashpad to access water servicing and provide a change facility for families accessing the water feature. This limits the location of the facility to a more central location in the park.

The current Master Plan accounts for a 600-800 square foot washroom building. As per the City's report, an additional 3,900 square feet is being requested for a total of 4500-4700 square feet. Based on the location of the existing park features and the size required, this additional office and paved maintenance space is likely to be located in the open park and greenspace.

Next Steps

Following direction from Regional Council, should the Master Plan as outlined in Attachment #2 be approved, Regional staff will re-initiate the design of Phase 3 works with the secured vendor. A change order to update the scope of work will be required and the updated costs for the design of the office space and maintenance area will be provided to the City.

The design stage of work for Phase 3 was to be completed in early 2024 and was to include an updated construction cost based on the final design for inclusion in the 2025 budget process. The design is now expected to be completed by Fall 2025, with construction commencing in 2026. If cost estimates based on design exceed the budget for the project, staff will bring these updates to Council.

Financial/Program Implications

This report seeks direction from Regional Council to approve the modifications to the Burloak Regional Waterfront Park Master Plan outlined in Report No. CA 15-24 and Attachment #2 to this report to accommodate an on-site office and maintenance space for City of Burlington, with costs recovered from the City. As such, there would be no additional costs to the Region for the design and construction for office and maintenance space. The City has estimated in their local staff report a cost for the added office space and maintenance facility as \$1 million.

The costs for the original Phase 3 scope of work including the accessible washroom, splashpad, improved parking area, irrigation system and landscaping for the last phase of work will continue to be paid for by the Region. The current budget for design and construction of Phase 3 is \$1.63 million.

It is recommended that the budget for T5805G – “Burloak Waterfront Park – Implementation” be increased by \$1,000,000 from \$5,363,261 to \$6,363,261 to accommodate the abovementioned works and funded as a recovery from the city of Burlington as set out in Attachment #3. This increase is to accommodate payments to the vendor which will flow through the Region, however the City’s portion of the costs associated with this work will be fully recovered from the City of Burlington, with no impact to Halton Region.

Respectfully submitted by,

Kristen DeLong
Acting Director, Strategic Initiatives & Government Relations

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Kristen DeLong, Acting Director, Strategic Initiatives and Government Relations

Attachments:

Attachment #1: City of Burlington's ES-03-24 Burloak Regional Waterfront Park update

Attachment #2: 2024 Updated Burloak Park Master Plan

Attachment #3: Burloak Budget Adjustment T5805G

Additional Information:

None



SUBJECT: Burloak Regional Waterfront Park 2024 update

TO: Committee of the Whole

FROM: Engineering Services Department

Report Number: ES-03-24

Wards Affected: All

Date to Committee: May 13, 2024

Date to Council: May 21, 2024

Recommendation:

Receive and file report engineering services department report ES-03-24 related to the Burloak Regional Waterfront Park 2024 update; and

Request that Regional Council consider an amendment to the approved Burloak Regional Waterfront Park Master Plan to expand the park washroom building to include a maintenance facility.

PURPOSE:

The purpose of this report is to provide an update and proposed amendment to the final phase of the Burloak Regional Waterfront Park (BRWP) Master Plan. For the Region to adopt a change to the BRWP Master Plan on record, the Region has requested the City issue a report to City Council to request Regional Council to consider an amendment.

Vision to Focus Alignment:

- Designing and delivering complete communities
 - Providing the best services and experiences
 - Protecting and improving the natural environment and taking action on climate change
-

Background and Discussion:

The BRWP Master Plan was originally approved by Regional Council in May 2003. To ensure this Master Plan was in line with current uses and needs, it was later amended in April 2014. This 2014 Master Plan was further updated in 2019 to reflect minor design changes that occurred in the previous Phase 1 and 2 development, as well as identify remaining Phase 3 works.

Both Phase 1 and Phase 2 developments were completed in recent years. In October 2023, Regional Report CS-10-23/CA-101-23 presented an update of the overall implementation and funding approval for Phase 3 design work (refer to Appendix A – Phase 3 Works). In early 2024, a multi-disciplinary team was retained for the design work. Shortly after that, work was temporarily put on hold to pursue approval toward accommodating the City's request to expand the proposed washroom building to include an indoor maintenance area along with a small outdoor compound. With this change in scope, the overall delivery of the Phase 3 works has been pushed out to 2025 to allow time for both City and Regional Council(s) to approve an amendment to the approved master plan and associated funding.

The Regional Waterfront Parks Program is based on key objectives which include maximizing public access and providing a variety of recreational, cultural and tourism opportunities to the Halton Waterfront. This has not changed. The BRWP Master Plan is founded on the principle of balancing lands in the park to support an appropriate mix of naturalized areas and active recreational use. Given its prominent location on Lake Ontario and the unique natural features that this park offers, Burloak Waterfront Park is attracting a large number of visitors, not just from Burlington, but also surrounding communities. Burloak Waterfront Park is a major destination venue. Within Burlington's updated park classification system, this park designation is changing from a City Park to a Destination Park. With an increasing rate of park use, the level of maintenance and operations must keep pace to deliver on the expected outcomes of the Regional Waterfront Parks Program.

Strategy/process/risk

The City is requesting that Regional Council amend the current BRWP Master Plan to include an expansion of the park washroom building to include an indoor maintenance area and small outdoor compound in order to support a higher level of service required for a destination venue. The indoor component of the maintenance portion would be a maximum of 1,400 sq ft to support storage for vehicles, supplies and room for staff. The outdoor area is estimated to be a fenced in compound and approximately 2,500 sq ft in size. This requirement is similar to other destination parks throughout the city. Having

dedicated staff and resources in this location is a preventative measure to maintain expected service levels.

The incremental cost for the design and construction of this additional scope is estimated to be just under a million dollars. Although the Region has funded the entire development of Burloak Waterfront Park, the proposed cost for the expanded building will be at the City's expense as it is considered a departure from the original approved BRWP Master Plan. The Region's Waterfront Parks program is for capital expenses related to the design and delivery of park features and has historically not funded the operational requirements.

Options Considered

Since the Region does not support funding this contemplated change to the BRWP Master Plan, which is the addition of an indoor/outdoor maintenance area, there were three options considered; status-quo (construct a washroom-only building), expand the building for maintenance component addition in a future subsequent phase or request the Region to amend the Master Plan and the City to include in the 2025 budget funding for the additional scope.

Status-Quo - Construct a washroom-only building

In this option, the construction of a washroom only building will proceed without a maintenance component as per the 2019 BRWP Master Plan. With an influx of new residents expected in the coming years, this is the least preferred option.

Subsequent Phase – Defer the construction of maintenance facility

The project team has explored the option where the City could expand the building into a joint washroom/maintenance facility following the completion of Phase 3 once the ownership has been transferred to the City. The downside with this option is the overall cost of the building is estimated to be \$100,000 more and will require a section of the park to be closed for construction shortly after completing Phase 3 and essentially creating a Phase 4 to this project.

Master Plan Amendment – Construct washroom/maintenance building

Since the detailed design of Phase 3 has not started, it is most economical to amend the scope to include a joint washroom/maintenance facility now. This option provides the least disruption to the community by constructing one building under one contract and eliminating a potential Phase 4.

Financial Matters:

Total Financial Impact

As part of the Region's 2022 Budget and Business Plan, \$150,000 was approved in the 2022 capital budget for the design work of the final phase for the Burloak Waterfront Park. This approved final phase (or Phase 3) includes a new washroom building, parking lot, splash pad, west entrance feature and trails. There was \$1.5 million allocated in the Region's 2024 capital budget forecast for construction, but that funding will be updated later this year to align with the pre-tender estimates following detailed design.

Source of Funding

Status-Quo - Construct a washroom-only building

N/A

Subsequent Phase – Defer the construction of maintenance facility

If this option was endorsed, the cost for the building expansion will be presented to City Council through the upcoming 2025 capital budget process for construction in 2027 at the earliest.

Master Plan Amendment – Construct washroom/maintenance building

The estimated total cost of the washroom/maintenance facility at Burloak Waterfront Park is \$1.7 million, of which the Region is funding an estimated \$700,000. The remaining \$1.0 million will be funded by the City. The costs associated with design of the maintenance portion, which will proceed ahead of the 2025 budget approval, is approximately \$80,000. These costs will be funded from Park Buildings – Revitalization BD0098/FB-MB-1725 capital order.

The remaining \$920,000 will be requested through the 2025 budget approval process. The City is currently looking into a potential third-party donor to contribute funding to the washroom/maintenance facility at Burloak Waterfront Park with the condition that it be tendered in early 2025.

Other Resource Impacts

With the addition of washrooms, along with other park amenities at Burloak Waterfront Park, dedicated staffing will be required to deliver and maintain these services for park users. By aligning with other comparable park maintenance buildings servicing similar amenities, Burloak Waterfront Park will require both full-time and seasonal staffing, with an estimated annual operating cost of \$230,000.

An estimated \$146,000 is required for the purchase of equipment to support the maintenance of Burloak Waterfront Park. These additional costs will be requested through the 2026 budget process.

Climate Implications:

The contemplated change in scope includes a low-carbon washroom and maintenance facility.

Engagement Matters:

This project is being led by the Region, however, the City is an active partner in the development of Burloak Waterfront Park. On the City's webpage, there is a project page with regular updates to the BRWP Master Plan and can be found here: [Burloak Regional Waterfront Park Master Plan - City of Burlington](#).

Conclusion:

Staff will continue to work with Halton Region to develop the final phase of Burloak Waterfront Park which is not just an ordinary park, it's a significant landmark along our public waterfront. Adopting an amendment to the approved BRWP Master Plan is the preferred option by staff. Should City Council support a joint washroom/maintenance facility, the request will be made to Regional Council to consider the proposed amendment to the BRWP Master Plan.

Respectfully submitted,

Marion Rabeau
Manager Design & Construction, Parks
Engineering Services

Appendices:

A. Phase 3 Works

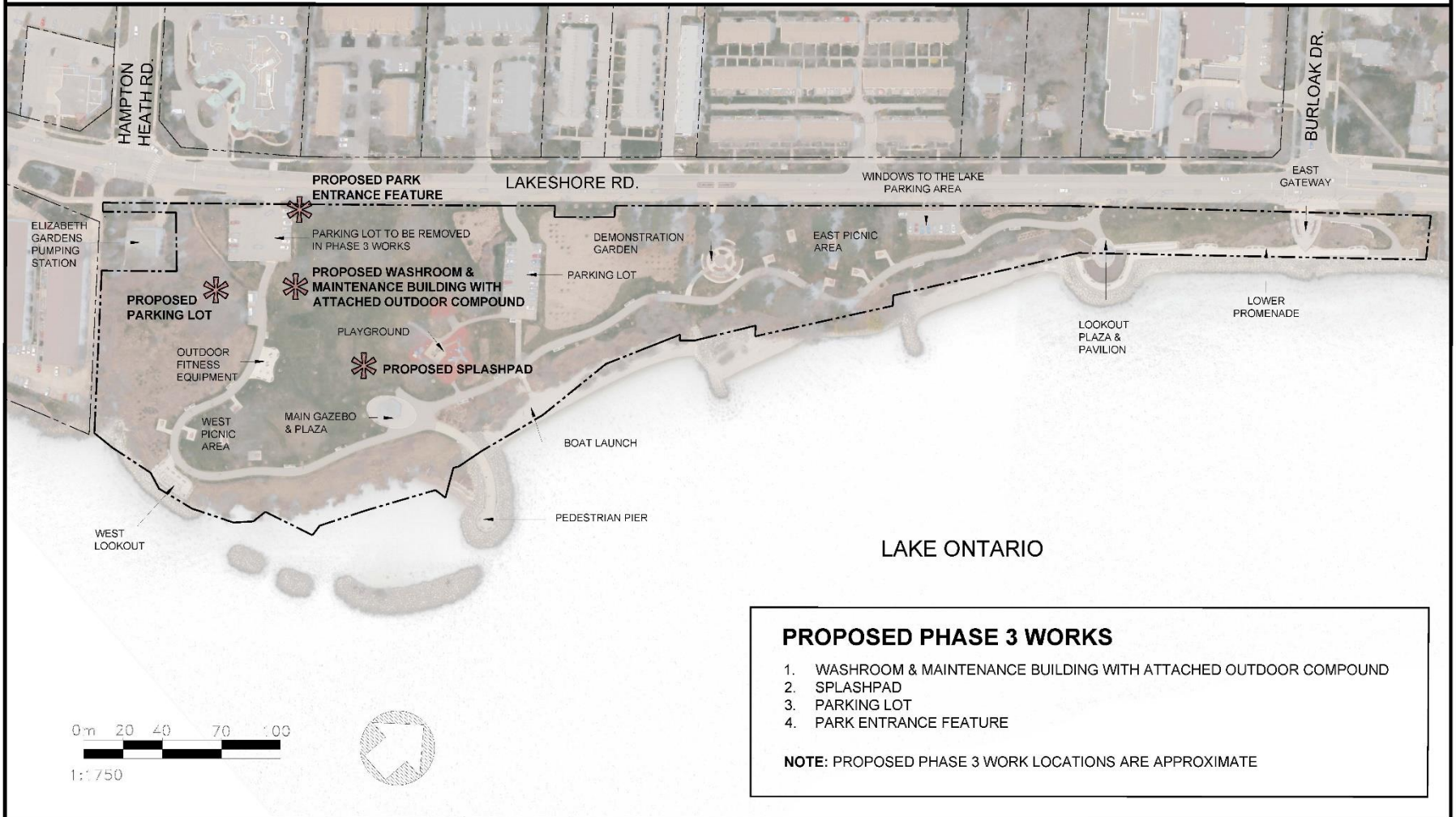
Notifications:

Kristen Delong
Manger Strategic Initiatives, Halton Region
Strategic Initiatives & Government Relations
Kristen.Delong@halton.ca

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.

APPENDIX A - BURLOAK REGIONAL WATERFRONT PARK - PHASE 3 WORKS

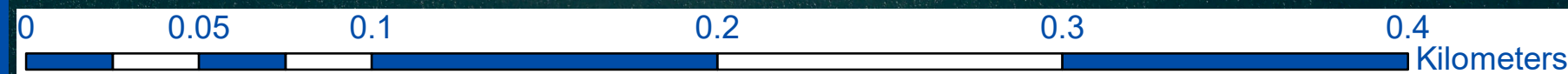
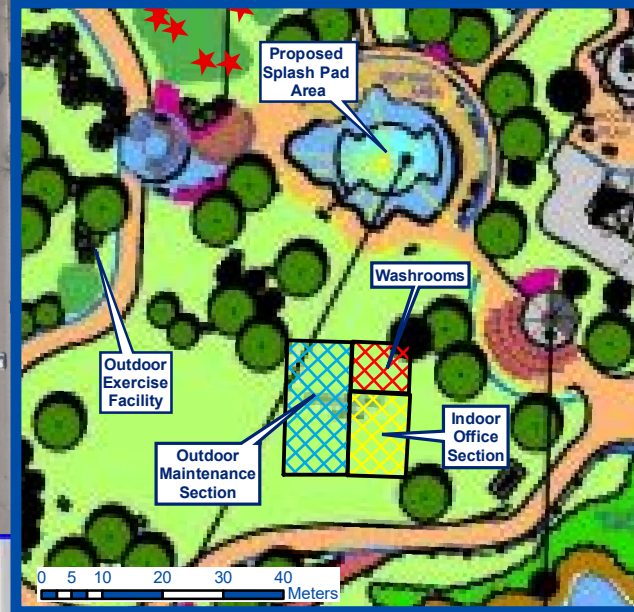




Burloak Waterfront Park

Map 1 (A) - Master Plan Overlay

Indoor Office Section - 1460.24 sq ft
Outdoor Maintenance Section - 2520.74 sq ft
Washroom Section - 843.77 sq ft



Attachment #2 to CA-15-24

Project No: T5805G
 Project IDs: N/A
 Project Description: Burloak Waterfront Park Implementation

Section "A" - Revised Budget					
Description	Gross Costs	External Recoveries	Res DC Reserve	Non-Res DC Reserve	Tax Capital General Reserve
Approved Budget & Financing:					
2017 Approved Budget (FN-28-16)	\$ 2,863,261	\$ 1,363,261	\$ 1,283,000	\$ 68,000	\$ 149,000
2019 Approved Budget (FN-06-19)	550,000	-	423,225	22,275	104,500
LPS108-19	300,000	-	230,850	12,150	57,000
FN-36-19	-	(868,261)	722,660	38,235	107,366
2019 Approved Budget (FN-06-19)	150,000	-	142,500	7,500	-
2019 Approved Budget (FN-06-19)	1,500,000	-	1,425,000	75,000	-
Total	\$ 5,363,261	\$ 495,000	\$ 4,227,235	\$ 223,160	\$ 417,866
Budget Increase/(Decrease) as per (CA-15-24)	1,000,000				
Total Revised Budget	\$ 6,363,261				
Section "B" - Financing Plan					
Revised Financing Plan	\$ 6,363,261	\$ 1,495,000	\$ 4,227,235	\$ 223,160	\$ 417,866
Funding Increase/(Redeployed)	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -
Reserve/Reserve Fund Account Number			516015	517015	505010

VIA EMAIL

October 4, 2024

Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-26-24 - Road Safety and Active Transportation Initiatives (R2314A) – Update

1. THAT Report No. PW-26-24, re: “Road Safety and Active Transportation Initiatives (R2314A) – Update” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-26-24, to the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville for their information.

Please find attached a copy of Report No. PW-26-24 for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Andrew Farr, Commissioner, Public Works
Date:	September 18, 2024
Report No.:	PW-26-24
Re:	Road Safety and Active Transportation Initiatives (R2314A) – Update

Recommendation

1. THAT Report No. PW-26-24, re: “Road Safety and Active Transportation Initiatives (R2314A) – Update” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-26-24, to the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville for their information.

Report

Executive Summary

- Through Report No. PW-20-23, re: “Road Safety and Active Transportation Initiatives (R2314A)”, staff were directed to undertake an Active Transportation Short-Term Infrastructure Improvements Project to identify potential active transportation projects to be implemented in the near-term. The purpose of this Report is to provide Regional Council with an update on this project.
- This assessment included a high-level review of network gaps, which were identified as near-term and long-term opportunities (to be further explored through the ongoing Integrated Master Plan for Water, Wastewater, and Transportation).
- Two types of near-term projects were identified:
 - Active Transportation Infill Projects which include multi-use path or sidewalk improvements to address gaps and/or missing connections to sidewalks. These projects can be implemented with minimal impact.
 - Active Transportation Operational Improvements which include pavement markings (i.e., conflict zones at channelized intersections, yield to pedestrian lines (i.e., shark teeth) at pedestrian crossovers), as well as

signage improvements (i.e., narrow structure signs, hazard marking for hydro pole, shared-use signs, etc.).

- Through the ongoing Integrated Master Plan, the long-term active transportation needs for Halton Region will be identified including any updates to the current program to 2031. The plan will provide the overall infrastructure strategy for active transportation improvements required to address future travel demand, which will be incorporated into a future Capital Budget and Forecast.

Background

The transportation system serving Halton Region is multi-modal, comprised of Provincial, Regional and Local Municipal infrastructure. All elements of the system are interconnected and play a role in the provision of healthy and safe communities, supporting active lifestyles and providing multi-modal transportation options. Safety is Halton Region's top priority for the transportation network and active transportation is a key element to providing an inclusive and multi-modal transportation system available to all users of all abilities.

In 2015, Halton Region completed an Active Transportation Master Plan which included a network of on-road and off-road facilities such as bike lanes, paved shoulders, multi-use paths, and sidewalks to be implemented through capital improvements such as a road widening, reconstruction or resurfacing project. Implementation of walking and cycling infrastructure is typically best considered holistically with overall corridor improvements.

Since the completion of the 2015 Active Transportation Master Plan, the active transportation network has continued to grow through the implementation of walking and cycling infrastructure through the Region's Transportation Capital Program.

Through Report No. PW-20-23, re: "Road Safety and Active Transportation Initiatives (R2314A)", staff were directed to undertake a project to further address opportunities and gaps related to road safety and active transportation that are not associated with a capital project or program. The purpose of the project was to advance designs for these active transportation initiatives and opportunities that are practical and achievable in the near term to promote user safety.

The purpose of this Report is to provide Regional Council with an update on this Project.

Discussion

In 2024, Halton Region undertook the Active Transportation Short-Term Infrastructure Improvements Project, as recommended through PW-20-23 re: “Active Transportation and Road Safety Initiatives” to identify opportunities to further advance active transportation and identify Active Transportation projects to be implemented in the near-term.

This assessment included a high-level review of network gaps, which were identified as near-term (one to three years) or long-term (five+ years) opportunities. Longer-term opportunities will be further explored through the ongoing Integrated Master Plan for Water, Wastewater, and Transportation.

For near-term opportunities and gaps to be implemented and addressed, two types of projects were identified, which included Active Transportation Infill Projects and Active Transportation Operational Improvements. The two projects are defined as follows:

1. **Active Transportation Infill Projects** include multi-use path or sidewalk improvements to address gaps and/or missing connections to sidewalks to be implemented in one to three years. These projects can be implemented with minimal impact and do not require other capital improvements (for example, structural improvements or property). Projects include, for example:
 - Guelph Line (east side, from Carncastle Gate northerly), City of Burlington – 200 m sidewalk gap
 - James Snow Parkway (west side, from Main Street to first commercial entrance north of Highway 401), Town of Milton – 1.1 km multi-use path / sidewalk
 - Dundas Street (north side from Neyagawa Boulevard to Lions Valley Park Road), Town of Oakville – 500 m multi-use path gap
 - Dundas Street (southeast quadrant of Dundas Street and Postridge Drive), Town of Oakville – widen a multi-use path at pole obstruction to improve accessibility
 - Upper Middle Road (north side from Buckingham Road easterly), Town of Oakville – new 200 m sidewalk
 - Interim asphalt pathway connections to existing sidewalk on the east side of Regional Road 25 for properties south of Saw Whet Boulevard, Town of Oakville.

Infill projects will require consultation/engagement with key stakeholders, including the Ministry of Transportation and Local Municipalities, through detailed design and construction. It is anticipated that implementation of the infill projects will be coordinated

where possible with existing programs. For example, the majority of Infill Projects will be designed in 2025 and implemented through the 2026 Road Resurfacing Project. Through the Integrated Master Plan and the development of the active transportation network, the long-term approach to Active Transportation Infill Projects will be identified. In addition, staff will continue to work with the Ministry of Transportation, Local Municipalities and adjacent municipalities (where required) to explore additional opportunities to address active transportation gaps across provincial infrastructure. It is anticipated that additional Active Transportation infill projects identified through the Integrated Master Plan will be implemented in the five+ year timeframe, depending on complexities of each project.

2. Active Transportation Operational Improvements include pavement markings (e.g., conflict zones at channelized intersections, yield to pedestrian lines (i.e., shark teeth) at pedestrian crossovers), as well as signage improvements (e.g., narrow structure signs, hazard marking for hydro pole, shared-use signs, etc.).

Through Report No. PW-20-23, it was noted that as part of the Road Safety and Active Transportation Initiatives, staff would be undertaking a pilot project for automatic pedestrian and cyclist detection/pre-emption including a technology assessment at Regional intersections. Currently, there are eight cameras collecting traffic data on pedestrians and cyclists in order to ensure that the cameras and their applications are operational and communicating. The locations include:

- Dundas Street and Third Line, Town of Oakville;
- Dundas Street and Towne Boulevard, Town of Oakville;
- Dundas Street and Post Road, Town of Oakville;
- Trafalgar Road and Ceremonial Road, Town of Oakville;
- Trafalgar Road and White Oaks Boulevard / Sheridan College, Town of Oakville;
- Dorval Drive and Old Abbey Lane, Town of Oakville;
- Dorval Drive and Monastery Drive, Town of Oakville; and,
- Bronte Road and Richview Boulevard/West oak Trails Boulevard, Town of Oakville.

The next phase of this pilot project involves programming the traffic controller to detect pedestrians and cyclists, starting with the Dundas Street and Third Line intersection in the Town of Oakville due to the availability of bike signal infrastructure for signal phase programming. The performance at Dundas Street and Third Line will be evaluated before deploying the programmed controllers to the other intersections for a thorough system assessment. Staff are working with vendors to test and pilot hardware at selected signalized intersections, and plan to complete the pilot by late fall 2024 or early spring 2025.

Upon successful completion of the pilot and as Halton Region implements network communication infrastructure improvements to establish remote connectivity with traffic signals as part of the Advanced Traffic Management System, it is anticipated that additional intersections in the Town of Halton Hills and the Town of Milton, where feasible, can be upgraded to take advantage of these automated controls.

Further opportunities for intersections requires a review by corridor in consideration of the most recent guidelines and best practices to create a clear and convenient environment for pedestrians and cyclists and meet user expectation, for example:

- Crossrides at intersections provide a designated space where cyclists are permitted to ride across an intersection or crossing, so that they are not required to dismount and cross as a pedestrian.
- Conflict/Mixing Zones pavement markings at intersections and crossings clearly communicate expected behaviour to all road users and draw additional attention to the cycling crossing.

Due to the varied nature of each corridor in the Regional road network, a holistic approach is required to ensure a consistent user experience along a corridor, which will be considered through the Integrated Master Plan on a corridor-by-corridor basis to identify active transportation infrastructure including intersection protection recommendations from an overall network perspective.

Through the ongoing Integrated Master Plan, the long-term active transportation needs for Halton Region will be identified including any updates to the current program to 2031. The plan will provide the overall infrastructure strategy including timing for active transportation improvements / projects required to address future travel demand, which will be incorporated into a future Capital Budget and Forecast.

Key considerations for developing the updated active transportation networks include, but are not limited to, the following:

- Prioritization of safety and user needs;
- Maximization of corridor space;
- Opportunities to remain dynamic;
- Connection to local municipal networks;
- Coordination with transit and network continuity; and,
- Active transportation crossings at Ministry of Transportation infrastructure (i.e., interchanges and structures).

Financial/Program Implications

The Active Transportation Infill Projects will be implemented and funded through R3500A which has sufficient budget available.

Active Transportation Operational Improvements (pavement markings and signage) will be included as a new project in the 2025 Transportation Capital Budget and Forecast.

Through the ongoing Integrated Master Plan, the long-term active transportation needs for Halton Region will be identified and will be incorporated into a future Capital Budget and Forecast.

Respectfully submitted by,

Lee Anne Jones
Director, Infrastructure Planning and Policy

Andrew Farr
Commissioner, Public Works

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Lee Anne Jones, Director, Infrastructure Planning and Policy

Attachments:
None.

Additional Information:

The sources listed below are for supplemental information and reference only. Halton Region is not responsible for the currency, accuracy, or legality of the content from any external links.

None.

VIA EMAIL

October 4, 2024

Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Corporate Services Department
Legal Services
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Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-25-24 - July 15 and 16, 2024 Flood Response Update

1. THAT Report No. PW-25-24, re “July 15 and 16, 2024 Flood Response Update”, be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-25-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville for their information.

Please find attached a copy of Report No. PW-25-24 for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Andrew Farr, Commissioner, Public Works
Date:	September 18, 2024
Report No.:	PW-25-24
Re:	July 15 and 16, 2024 Flood Response Update

Recommendation

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Report

Executive Summary

- Between July 10, and July 16, 2024, Halton Region experienced five consecutive intense rainfall events, in short succession, resulting in 100 to 220 mm of total rainfall in isolated areas throughout the region.
- As a result, Halton Region received 4,400 flood-related calls over six weeks following the July 15 and 16, 2024, storm events. During the first two days, approximately 700 flood-related calls were received, in addition to the average of 1,800 calls received daily.
- A total of 1,897 basement flooding incidents were reported, including 1,620 in the City of Burlington, 124 in the Town of Halton Hills (Georgetown), 49 in the Town of Milton and 104 in the Town of Oakville.
- Of the basements that reported flooding, roughly 54 per cent were related to some sort of stormwater-induced wastewater system surcharging, with the remainder being directly flooded by stormwater. Some areas of Halton were inundated by floodwaters and flooding likely occurred from a combination of storm sewer/wastewater system surcharging and overland flow.
- For basements flooded with some sort of wastewater system surcharging, the homeowner and/or tenant were provided a \$1,000 Ex-Gratia grant from Halton

Region to help with the cost of flood-related clean-up, repairs or insurance deductible. As of August 29, 2024, a total of 929 Halton Region Ex-Gratia grant applications were processed by the Region.

- On July 19, 2024, the City of Burlington's Council approved a \$1,000 Flood Relief grant, for homeowners and/or tenants who were ineligible for Halton Region's Ex-Gratia grant and whose basement was flooded with stormwater. Flood assessment data for 712 properties were sent to the City of Burlington to help process Flood Relief grants.
- Over the coming months staff will analyze a significant amount of wastewater system performance data and rainfall information collected since 2015 and during the July 2024 storm events. This analysis will inform future initiatives to further reduce the risk of basement flooding wastewater system surcharging throughout Halton.

Background

Between July 10 and July 14, 2024, Halton Region experienced five rainfall events in quick succession, impacting different isolated areas of the region.

On July 15 and 16, 2024, properties throughout Halton were impacted by stormwater flooding, and wastewater system surcharging, with the northwest and southeast areas in the City of Burlington most significantly impacted.

Halton Region has not experienced flooding of this extent since August 4, 2014. The 2014 rainfall event was considered a 1-in-200-year storm and resulted in over 6,000 flood-related calls of which 3,500 calls were reports of basement flooding.

Following the August 2014 storm event, Halton Region conducted a comprehensive review of the wastewater system. That review concluded the wastewater system was in good condition and operated well during dry weather and typical rain events. It also concluded that the basement flooding was a result of excessive amounts of stormwater entering the wastewater system, also called rain derived inflow and infiltration (I/I). That excessive I/I overloaded the wastewater system, causing diluted wastewater to backup into basements.

To reduce the risk of basement flooding due to stormwater-induced wastewater system surcharge, the Region-Wide Basement Flooding Mitigation Program (the Program) was established in 2015 through Report No. PW-22-15. The Program focused on reducing public and private sources of excessive inflow and infiltration (I/I) from entering the Region's wastewater collection system and to build resiliency in the wastewater collection system to more frequent and intense storms.

Halton Region has made significant investments in the wastewater system over the past decade to reduce the amount of stormwater that enters the wastewater system. Although

system analysis is still underway, these investments have reduced the extent, severity and duration of flooding that occurred during the July storms.

Discussion

July 2024 Storm Characterization and Impact

Between July 10, and July 16, 2024, Halton Region experienced five consecutive intense rainfall events in short succession, that resulted in between 100 and 220 mm of total rainfall in isolated areas throughout the region.

The first three rainfall events on July 10, July 12, and July 14 produced more than 100 mm total rainfall in some areas. As a result, soils were completely saturated and stormwater systems were flowing near or at capacity. Halton Region did not receive any reports of basement flooding during these events.

Based on preliminary analysis from Halton Region's flow monitoring network, in areas most impacted by these three storm events, the wastewater system flows were approximately two to five times higher than normal from all the stormwater inflow and infiltration that entered the system.

On July 15, the City of Burlington received up to 74 mm of rain, and the Town of Oakville received up to 60 mm. Then on July 16, the Town of Halton Hills received up to 79 mm of rain, the Town of Milton up to 70 mm and the Town of Oakville up to 52 mm of rain. See Attachments #1 and #2 (Maps) that illustrate the total volume of rainfall in a given area in relation to the July 15 and 16 storms.

Rainfall peak intensity for the July 15 storm (measured in mm per hour) at several rain gauge locations in the northwest area of the City of Burlington, was equal to or exceeded a 1-in-100-year storm event (over a 1-hour duration). The July 16 storm was equal to or exceeded 1-in-50-year storm (over a 1-hour duration) and was centered over a rural area of the Town of Halton Hills just west of Georgetown and north of the Town of Milton.

These two intense storms resulted in flash flooding in areas most impacted by rainfall, with stormwater systems, creeks, roads, ditches and swales overflowing.

In certain areas, the wastewater system already flowing high from previous storms, was overwhelmed with the additional I/I from the intense rainfall resulting in system surcharging, which caused wastewater to back up into basements.

As of August 29, 2024, Access Halton received over 4,400 flood-related inquiries. During the first two days, approximately 700 flood-related calls were received, in addition to the 1,800 calls received on an average day.

Flood related calls were categorized as follows: general flooding reports, including basement flooding reports (3,128); enhanced waste collection (363); grant eligibility and applications (327); and flood mitigation and subsidy (268).

A breakdown of the number of homes that reported basement flooding by municipality and ward is below.

	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Total
Burlington	144	212	641	374	220	29		1,620
Halton Hills		5	38	81				124
Milton	33	8	1	7				49
Oakville	33	22	11	6	10	17	5	104

See Attachments #3, #4 and #5 (Maps) that illustrate the density of reported basement flooding related to the July 15 and 16 storm events.

Of the basements that reported flooding, roughly 54 per cent involved some degree of stormwater-induced wastewater system surcharging. The rest flooded with stormwater from public and private sources.

Comparison to 2014 Storm

Compared to the August 2014 storm event, the peak intensity of the July 15 and 16 storm events were just as intense in a one-hour window but did not last as long. The July 2024 storms only lasted one hour as opposed to three hours in 2014.

In 2014, up to 200 mm total rain fell within eight hours in the City of Burlington, which was over twice as much rain over a longer duration when compared to the July 15 and 16, 2024 events.

On July 15, up to 74 mm of rain fell over five hours over the City of Burlington and the Town of Oakville, while on July 16 up to 79 mm was recorded in six hours in the Town of Milton, the Town of Halton Hills. Please refer to the table below for a major storm event comparison.

Extreme Rainfall Event	Max. One Hour Peak Intensity (mm/hr)	One Hour Peak Intensity Duration (hrs)	Total Rainfall (mm)	Total Rainfall Duration (hrs)
Aug 2014 'Burlington'	56	3	200	8
July 15, 2024 'Burlington'	55	1	74	5
July 16, 2024 'rural Milton and Halton Hills'	52	1	79	6

One significant factor that differentiated the 2014 from the 2024 storm related flooding is that in 2024 there were several intense rainfall events in short succession (July 10, 12 and 14, 2024) that preceded the larger events on July 15 and 16, 2024. This created ideal conditions for flash flooding and contributed to the extent of basement flooding in 2024.

Flood Response

This section outlines the Region's response during and after the July 15 and 16, 2024 storm events.

Access Halton/311 Call Response

On July 15, 2024, shortly after the heavy rain began, Access Halton/311 began receiving reports of overland and basement flooding from residents within the City of Burlington and the Town of Oakville. Then on July 16, 2024, after the second round of rainfall began, Access Halton/311 started receiving reports of basement flooding from residents in the Town of Milton and the Town of Halton Hills.

Access Halton staff, followed already established scripts and gathered key information from each caller to determine how to properly transfer calls as follows:

- Reports of overland flooding (e.g., roads, overflowing creeks) were transferred to the appropriate local municipality.
- Reports of basement flooding (e.g., water and/or sewage entering the home through the basement drain) were connected to Halton Region's Public Works staff for follow up.

As more information was available and as the flood event continued, Access Halton/311 scripts were adjusted to improve communication to the resident and between the Region and the Local Municipalities.

Field Response

In response to high flow notifications from wastewater pumping stations, operations crews were dispatched to ensure that each station was operating properly, flows were being managed, and that all regulatory sampling and reporting procedures were being followed.

Additional operations staff were called in as flows as the number of pump stations most impacted by storms increased. Up to 14 wastewater pumping stations were being closely monitored during and after the storm events. The Ministry of Environment, Conservation and Parks was kept informed as system flows increased and localized overflows were occurring at seven pumping stations.

Halton Region's pumping stations are designed to overflow when the station capacity is exceeded to protect properties from flooding. Treatment plant influent flows were also being carefully monitored. Staff monitored the regional road network to address any localized flooding or road damage due to the storm.

Public Works field staff responded immediately to basement flooding calls and continued to respond for more than six weeks after the July 15 and 16 storm events as follows:

- Staff completed a flood assessment for each individual property.
- As call volumes increased, a mixed approach of scheduled and unscheduled visits was used. Staff were assigned to highly impacted areas, to go door-to-door to complete flood assessments, rather than to schedule appointments.
 - Printed information on how to schedule an appointment was left at the home, if residents were unavailable.
- All non-essential work was suspended to focus on in-home flooding assessments.
- As the flood calls continued to come in, working hours were adjusted to include evenings and weekend to accommodate residents.

Flood Communications

The following outlines communications, during and after the flood, to help residents know what to do and who to call if they flooded.

- Information on the steps a resident should take when experiencing a basement flood was communicated on the Region's website, halton.ca/flood, all social media channels, and to Regional Council.
- Public Health staff provided accurate information on what to do after the flood (including clean-up) and how to mitigate potential health impacts related to mould, indoor air quality, and food safety to residents.
- The 311 temporary queue message was updated directing callers to Halton Region's website and to provide assurance of a call back.
- Access Halton leveraged the third-party answering service (AnswerPlus) to support overflow calls and after-hours intake.
- Access Halton call scripts were also updated with additional questions to gather more information from residents to better triage reports.
- Nine flood response updates were provided via email to Regional Council.
- Communications were geographically targeted (via Google and social media advertising) to the areas most impacted in the region.

Flood Recovery Supports

In addition to the direct in-the-field response described above, Halton Region provided the following flood recovery supports to Halton residents:

Halton Region's Ex-Gratia Grant

Halton Region's existing Ex-Gratia Grant Program provides \$1,000 to property owners or tenants, who experienced a basement flood due to wastewater surcharging. The grant is intended to help property owners/tenants offset the cost of an insurance deductible or

to help with flooding-related cleanup or repair costs. To be eligible for the grant, homeowners/tenants needed to call Access Halton/311 to report flooding and have an in-home flooding assessment completed to determine the source of flood.

As of August 29, 2024, Halton Region processed 929 Ex-Gratia grant applications for property owners and/or tenants.

Burlington Flood Relief Grant

On July 19, 2024, the City of Burlington approved a Flood Relief grant of \$1,000 to help homeowners and tenants, who were ineligible for the Region's Ex-Gratia grant as they experienced stormwater-related basement flooding.

To help streamline the application process and expedite residents receiving the grant funds, the Region carried out the initial in-home flood assessment and provided the applicable Halton or City of Burlington grant application, along with instructions on how to fill out and submit each type of application.

Halton also communicated with those homeowners who were originally told they were ineligible for Halton Region's Ex-Gratia grant, to let them know they may now be eligible for a City of Burlington Flood Relief grant.

The City of Burlington Flood Relief grant applications were distributed to property owners and/or tenants at 716 properties throughout Burlington that were flooded with stormwater.

Enhanced Curbside Waste Collection

To help residents manage any waste generated from flood clean up, Halton Region provided enhanced waste collection services between July 22 and August 2 for property owners who reported flooding to Access Halton. Limits on garbage and bulk items were temporarily waived.

Additional collection crews were dispatched to the most impacted areas, and regular curbside collection service was maintained for those not impacted by flooding. Approximately 1,300 residences received this service, and crews safely collected over 180 tonnes of material.

Residents were able to drop off household hazardous waste and building and demolition debris during regular hours at the Halton Waste Management Site. Metal and appliance/white goods collection was arranged by appointment.

Canadian Red Cross Supports

Halton Region identified several Burlington neighbourhoods that were significantly impacted by basement flooding that may also have required additional financial support

or may not have been connected to Halton Region's regular communications channels where information is typically accessed.

In partnership with Halton Region and the City of Burlington, between July 19 and August 11, Canadian Red Cross volunteers from across the Greater Toronto Area went door-to-door in these neighborhoods visiting 1,686 homes. Volunteers were able to complete wellness checks and provide information about flood recovery support and flood prevention materials (translated into Halton Region's top five spoken languages) to 1,367 households. The 81 per cent response rate for completing these wellness checks was unprecedented.

Regional staff also referred thirteen households that needed hotel accommodations (up to 72 hours) and/or financial assistance for food, laundry, and personal items to the Canadian Red Cross Enhanced Personal Disaster Assistance Program. Six households were then also referred to Halton's Housing Services for longer term housing supports.

Wellness checks conducted by the Canadian Red Cross did not lead to any additional referrals for 72-hour supports, as most impacted households sought information about available grant programs and support cleaning up from flood related damage.

Basement Flooding Mitigation Communications

As flood-related calls began to steadily decrease and recovery supports were in place, staff began an educational marketing campaign focused on flood mitigation.

Halton Region promoted its Enhanced Basement Flooding Prevention Subsidy Program which provides financial incentives to property owners who make home improvements to reduce the risk of flooding from sewer backup.

Other key flood prevention measures advertised include relatively easy and inexpensive fixes to reduce the risk of stormwater-related flooding, such as ensuring downspouts, eavestroughs (gutters), window wells and floor drains are clear of debris, ensuring yards slope away from the house, and installing weather protective sealant around basement windows and ground-level doors.

A combination of digital and community-based advertising methods was used, including advertising through The Weather Network, Village Media, Meta and Google. Information was also distributed through our Local Municipal partners and promoted through targeted road-side signs. In addition, seven educational videos were created and promoted featuring Halton Region staff with expertise in flood prevention. The campaign has resulted in over 1.8M impressions and the educational videos have a combined 86K views across all channels to date.

Region-Wide Basement Flooding Mitigation Program

In 2015, in response to the August 2014 storm event, Regional Council approved the implementation of the Region-Wide Basement Flooding Mitigation Program, through Report PW-22-15. This program was established to:

- Reduce public and private sources of inflow and infiltration (I/I) from entering Halton Region's wastewater collection system; and,
- Build resiliency in the wastewater collection system to reduce the risk of future basement flooding.

As noted in Report PW-08-22, which provided an update on the on-going Region-wide Basement Flooding Mitigation Program" Halton Region has invested over \$78 million to date in the following areas:

System Performance Monitoring Program

Since 2015, Halton Region has invested \$7.1 million in system performance monitoring to better assess system performance and detect areas of inflow and infiltration. A permanent wastewater flow monitoring system was implemented with over 140 flow and depth sensors strategically placed throughout the wastewater system.

Halton Region has also partnered with Conservation Halton to gain access to 30 additional rain gauges managed by the Local Municipalities and other partners.

This data is used to inform the hydraulic model that analyzes system performance to support operational decision-making and the identification of infrastructure improvements.

Sewer System Optimisation Program

Since 2015, Halton Region has invested over \$60.5 million in targeted spot repair, pipelining and replacements to specifically reduce I/I. In total 424 spot repairs, 328 pipe lining, and 27 open cut repairs have been completed across the region.

In addition, over the past ten years, through the State-of-Good-Repair Capital Replacement Program, Halton Region has invested approximately \$63.7 million for sanitary sewers replacement across the region. These Capital projects were prioritized based on risk, criticality, coordination with local municipalities, age, and condition of the asset according to Halton's Asset Management Program. These activities ensure the Region's wastewater system continues to meet service levels and performs properly.

Private Side Inflow and Infiltration Reduction

A total of \$10.4 million has been provided to residents through several programs to assist homeowners with disconnecting private sources of stormwater from the wastewater system, as well as protect their home through the installation of backwater valves. The table below provides a summary of the work completed under the various private side programs since 2015.

	Downspout Disconnect	Weeping Tile Disconnect	Lateral Repair	Backwater Valve	Total by Program	Total Investment
Full Coverage Program	14	123		115	252	\$ 1.1 M
Targeted Downspout Disconnection Program	3,385				3,385	\$ 5.4 M
Enhanced Subsidy Program	137	365	847	646	1,995	\$ 3.9 M
Totals	3,536	488	847	761	5,632	\$ 10.4 M

Wastewater System Response to July 2024 Storms

The July 15 and 16, 2024, intense storms resulted in 1,897 reports of flooded homes, throughout the region. Approximately 54 per cent (1,015) of those were due to stormwater-induced wastewater system surcharge and the remainder were flooded directly with stormwater from public and private sources.

Halton Region employs a network of pumping stations to convey wastewater to the Region's wastewater treatment plants. To protect up stream properties from flooding, stations are designed to overflow when flows have greatly exceeded the peak capacity of each station's pumping capacity so that excess flows are removed from the system by gravity without reliance on pumping.

Treatment plants are also designed to overflow to protect upstream areas and the treatment process during extremely high flow events. During the storm July 15th and 16th storms seven of the Region's wastewater pumping stations in areas most impacted by the storms were overflowing as designed with all incidents reported the Ministry of Environment, Conservation and Parks as required. Due to high influent flows, overflows were recorded at the Oakville Southeast and Georgetown Wastewater Treatment Plants as well as the Fourth Line overflow location by the Oakville Southwest Wastewater Treatment Plant.

As outlined in several reports to Regional Council since the August 2014 storm, Halton Region continues to invest in the Region-wide Basement Flooding Mitigation Program to reduce the amount of stormwater that enters the wastewater system from both public and private sources. Although the wastewater system is designed to accommodate a nominal

amount of stormwater and groundwater I/I, it is unable to accommodate excessive I/I amounts that can lead to system surcharges and basement flooding like those experienced during the August 2014 and July 2024 storms.

Although detailed analysis is still ongoing, excessive stormwater I/I entering wastewater systems is the suspected cause of localized system surcharging of wastewater backups into basements from the July storm events.

During extreme storms, such as those in August 2014 and July 2024, properties and basements can flood with stormwater due to the overflow of creeks, roads, ditches, and swales, as well as the surcharging of storm sewers.

One example that highlights how the stormwater system directly impacts the wastewater systems was seen in the Cavendish Drive area in the City of Burlington. This area was inundated by floodwaters, which filled basements with stormwater. The wastewater system was quickly overwhelmed in the area. The stormwater in these homes drained into the wastewater system and impacted downstream areas. Detailed analysis of this area is still ongoing to better understand system impacts. Other areas in the Region were similarly impacted by surface flooding.

Because of the direct relationship between stormwater flooding and wastewater system surcharging, any improvement to the public or private stormwater systems that reduces the risk of overland flooding, will also reduce the risk of wastewater system surcharges.

In the coming months, staff will perform more in-depth analysis to better understand how Halton Region's wastewater system responded to the July 2024 storm events in each affected area. This information, along with the findings collected from in-home inspections and any household drainage surveys completed, will provide valuable insight into the cause of wastewater system surcharge and will be crucial to determining the next steps to further mitigate the risk of basement flooding.

Close collaboration with the Local Municipalities and residents will be key to identifying and coordinating any stormwater system improvements to help reduce the risk of basement flooding and make the stormwater and wastewater systems more resilient to the effects of climate change.

Future Opportunities and Improvements

The following sections outline opportunities and improvements that will be explored to improve the Region's flood response or enhance the Region-Wide Basement Flooding Mitigation Program. This summary of initiatives is not an exhaustive list, as further opportunities may be identified as the Region continues analyze system performance in relation to the July 2024 storm events. Staff will also network with other municipalities and utilities to share best practices in flood response and mitigation.

Household Drainage Surveys

Household drainage surveys provide important information to Halton Region and the Local Municipalities about their systems. They are conducted on-site and review the home's connections to the wastewater and stormwater systems. Site drainage around the home is also inspected. The assessment is provided to homeowners to help them understand how to better mitigate flooding in their home and outlines next steps they can take.

Currently Halton conducts household drainage surveys in targeted areas that have experienced basement flooding during rain events, at no cost to the homeowner. In the future, Halton Region will consider expanding this service to the broader public in collaboration with the Local Municipalities.

Private Side Disconnection Program

Some areas in the Region, specifically those built before 1978, continue to experience excessive storm-related infiltration and inflow. Although these areas have been targeted by Halton Region with increased communication to encourage participation in the voluntary disconnection programs, participation has been limited.

A significant increase in participation would be required to achieve a notable decreased risk in surcharging due to excessive I/I in these older areas and increase the resiliency of the system to future extreme storm events.

Staff will review the existing subsidy programs to explore opportunities to increase participation in older areas and in areas known to have high inflow and infiltration. The implications, costs and implementation considerations will need to be identified and carefully reviewed. Staff anticipate that studies will be initiated over the next year.

Future Growth and Infill

Halton Region identifies and plans for required expansions and upgrades to the wastewater system through its Water and Wastewater Master Planning process. Currently, a Master Plan is being developed to service growth in Halton Region to 2051 and an essential first step is identifying the level of service that new infrastructure will be designed to and the criteria that will be used to determine whether intensification in existing communities can be accommodated without negatively impacting the existing wastewater system.

When reviewing development applications related to intensification, staff use the Region's hydraulic model and flow monitoring data to determine if existing wastewater infrastructure can accommodate increased flows from development.

New developments are constructed with up-to-date standards that prohibit any direct stormwater or groundwater connections to the wastewater system.

Inter-Agency Collaboration

In recognition of the direct relationship between stormwater from public and private sources and basement flooding related to wastewater system surcharges, Halton Region will continue to participate in the inter-jurisdictional working group (established in 2015) to discuss and develop collaborative strategies with the Local Municipalities and Conservation Authorities to strengthen inter-agency cooperation and reduce future flooding risks.

Areas to be discussed will continue to include the sharing of data and information, coordination of any infrastructure improvements to the Local Municipalities' stormwater system or the Region's wastewater system, alignment of mutually supportive policies and programs as well as enhanced flooding communications to the public to also.

Call Data and Council Notifications

Access Halton's data can help identify significant community events early, emphasizing the need for timely customer call data collection and collaboration with Emergency Management, Local Municipalities, and program areas for timely emergency responses.

Report No. ST-07-21 re: "Digital Strategy and Audit and Accountability Fund Update" recommended upgrading Halton Region's Customer Relationship Management system from Siebel to Salesforce. This recommendation forms part of the broader Customer Relationship Management System modernization review, which is currently underway and will enhance data collection, reporting, and alerting capabilities of Access Halton.

Reviving Access Halton's participation in the 311-community working group with the Local Municipalities provides an opportunity to renew and enhance important partnerships with the local municipalities, Emergency Management and the specific program areas within the Region to set up clear processes for identifying and flagging emerging issues through Standard Operating Procedures.

It will be key to improve and streamline the collection of home flood assessment data and improve reporting capabilities to share this information quickly between the Region and Local Municipalities.

Additionally, as Halton Region continues with its digital strategy, more services will become available, making it easier for customers to access information online and manage a surge in volumes, especially during emergencies.

Next Steps

Extreme storm events have been occurring with increasing frequency in communities across Ontario, Canada and worldwide.

Municipalities are struggling with the reality that it is not always feasible to design, construct and retrofit wastewater and stormwater systems to accommodate extreme storm events. This is especially true for existing systems that have been in place for decades. Although the risk of flooding cannot be eliminated, we can however reduce the risk of flooding through continued best practices in stormwater management and reducing sources of stormwater from entering the wastewater system.

In the coming months, Halton Region will continue to perform more in-depth analysis with information collected during the July 2024 storms to better understand how Halton Region's wastewater system responds to wet weather in each affected area.

In addition, as outlined in this report, Halton Region will continue to build on the work initiated after the August 2014 storm events to further enhance the Region-wide Basement Flooding Mitigation Program.

This work will require the participation of all stakeholders including residents, businesses, and close collaboration between the Region and Local Municipalities and Conservation Authorities.

Staff will provide Regional Council with updates as work progresses.

Financial/Program Implications

Claims from both homeowners and insurance companies have been received and are being addressed by Legal Services. Details can be found in Confidential Attachment #6.

The projected cost of the ex-gratia grants, basement flooding prevention subsidies, and other costs related the flooding in July 2024 will be reported to Council through the Operating Variance report in October 2024. The final overall financial impact of the flood will be reviewed as part the year-end analysis, and if required, a transfer from the Rate Stabilization reserve will be made to offset any overall unfavourable variance.

Respectfully submitted by,

Kiyoshi Oka
Director, Water & Wastewater System Services

Andrew Farr
Commissioner, Public Works

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Kiyoshi Oka, Director, Water & Wastewater System Services

Attachments:

Attachment #1 – Map – Flooding Calls and Rainfall Amount (July 15, 2024)
Attachment #2 – Map – Flooding Calls and Rainfall Amount (July 16, 2024)
Attachment #3 – Map – July 2024 Number of Reported Flooded Basements
Attachment #4 – Map – July 2024 Number of Reported Flooded Basements
Attachment #5 – Map – July 2024 Number of Reported Flooded Basements
Attachment #6 – Confidential

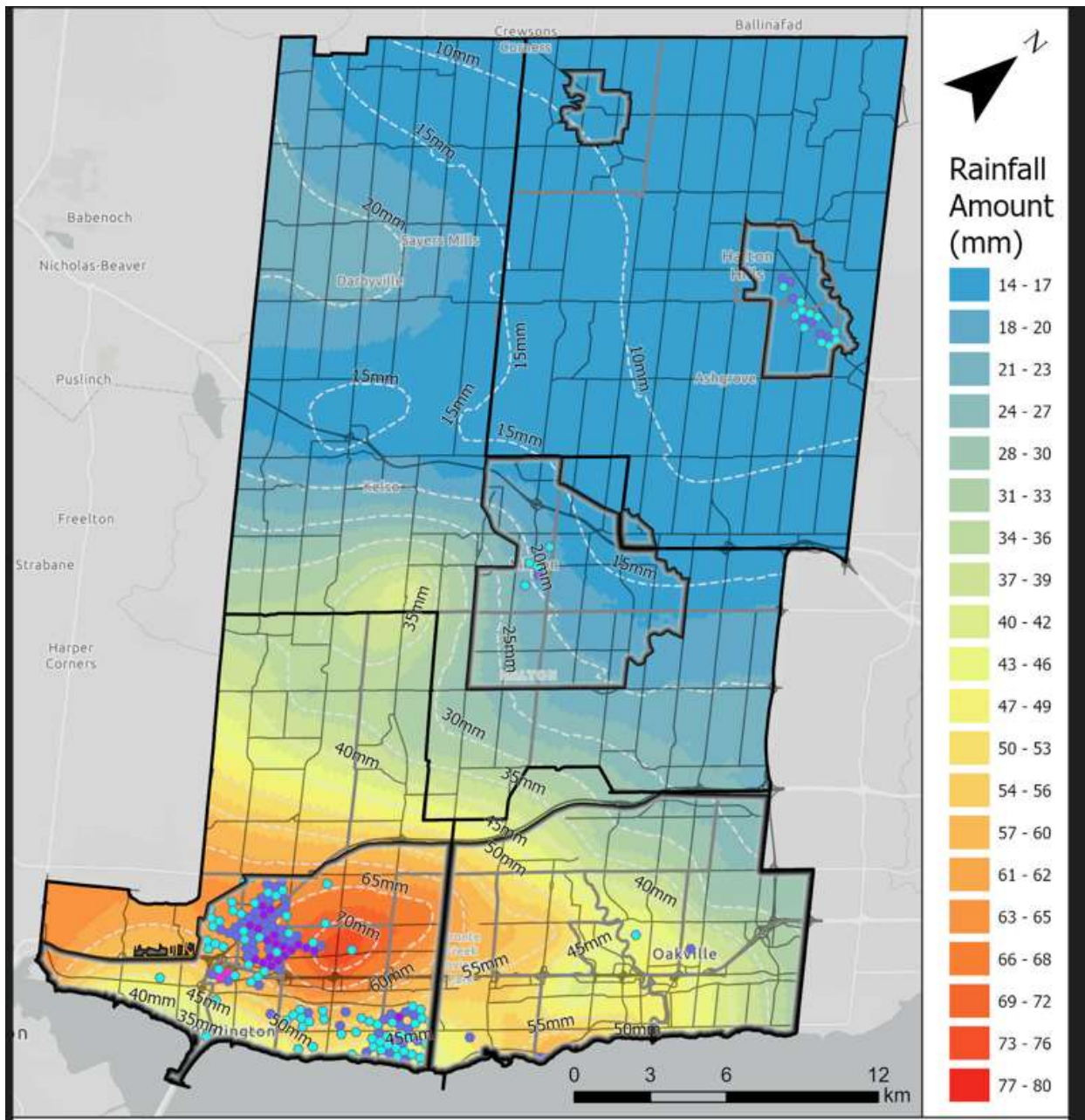
Additional Information:

The sources listed below are for supplemental information and reference only. Halton Region is not responsible for the currency, accuracy, or legality of the content from any external links.

[PW-22-15](#)

[ST-07-21](#)

[PW-08-22](#)

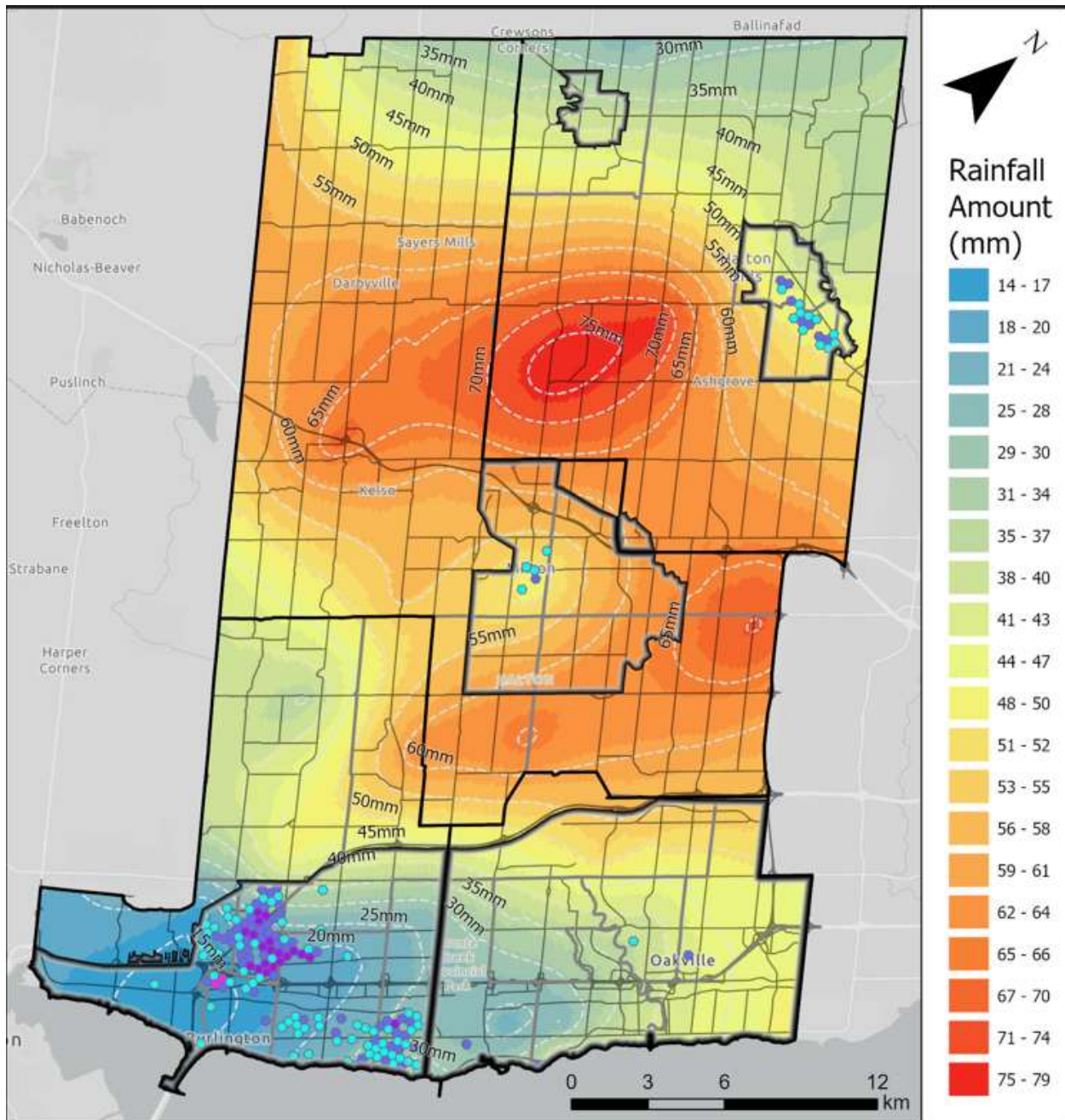


Flooding Calls And Rainfall Amount (July 15, 2024)



- Municipal Boundary
- Ward Boundary
- Major Roads
- Isohyet Line
- Urban Area

Halton Region, Conservation Halton, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, METI/ NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada



Flooding Calls And Rainfall Amount (July 16, 2024)

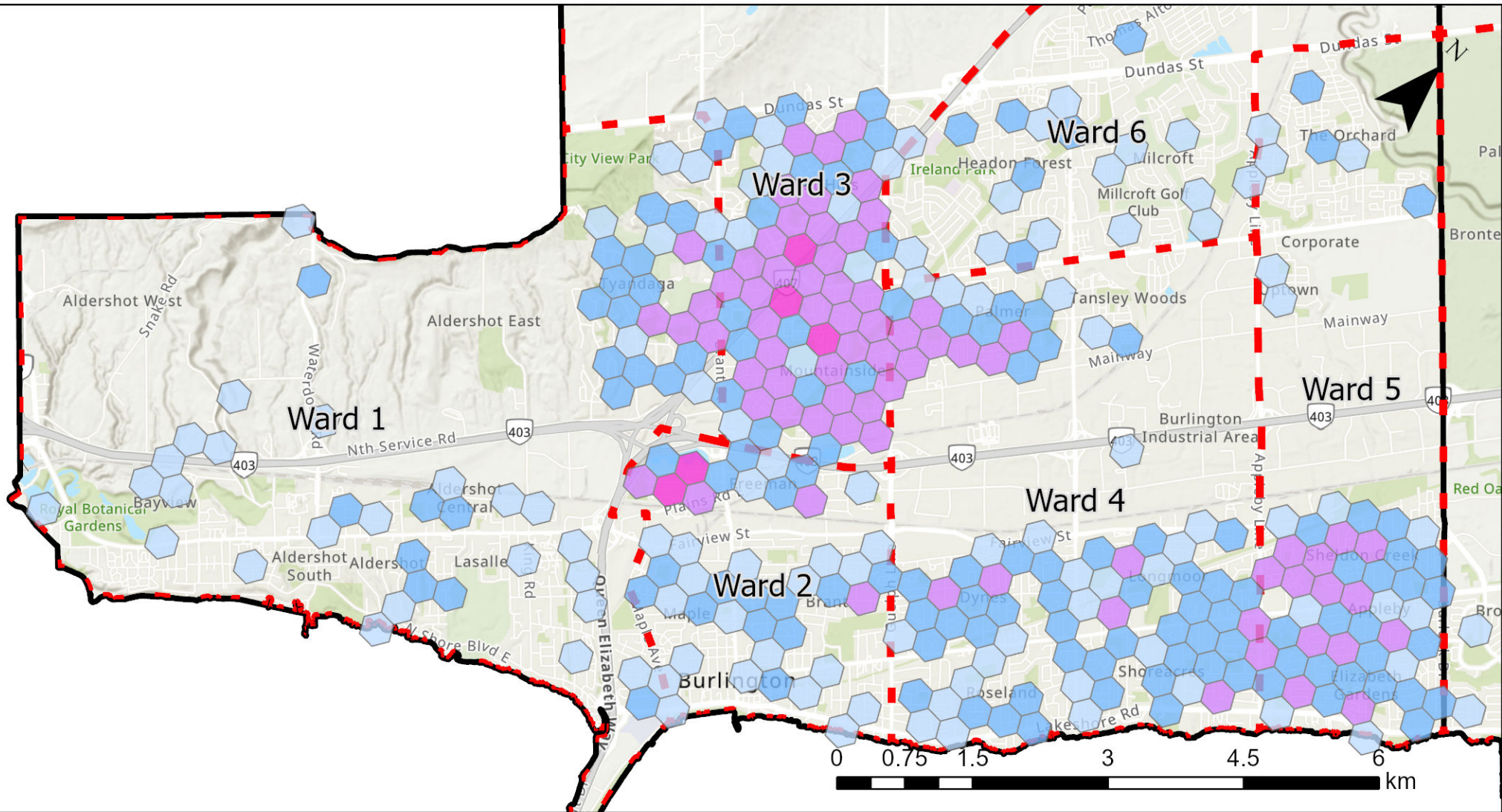


Flooding Calls

- 3 - 5
- 6 - 15
- 16 - 35
- 36 - 60

- Municipal Boundary
- Isohyet Line
- Ward Boundary
- Urban Area
- Major Roads

Halton Region, Conservation Halton, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, METI/ NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada



July 2024 Number of Reported Flooded Basements

Municipal Boundary

Ward Boundary

Number of Flooding Calls

0

1

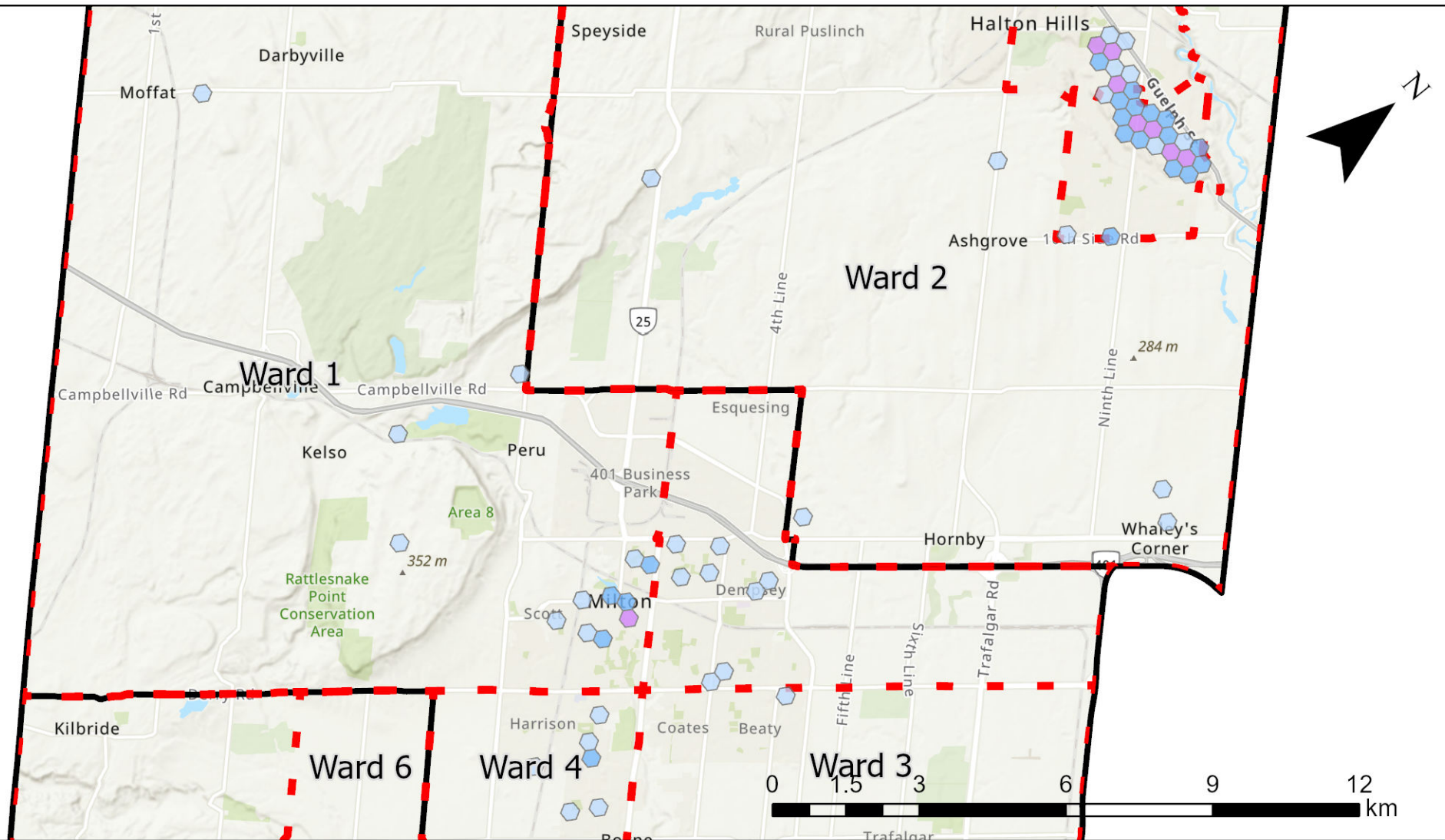
2 - 5

6 - 30

31 - 60

Data as-of 3:30pm August 29, 2024





July 2024 Number of Reported Flooded Basements

Municipal Boundary

Ward Boundary

Number of Flooding Calls

0

1

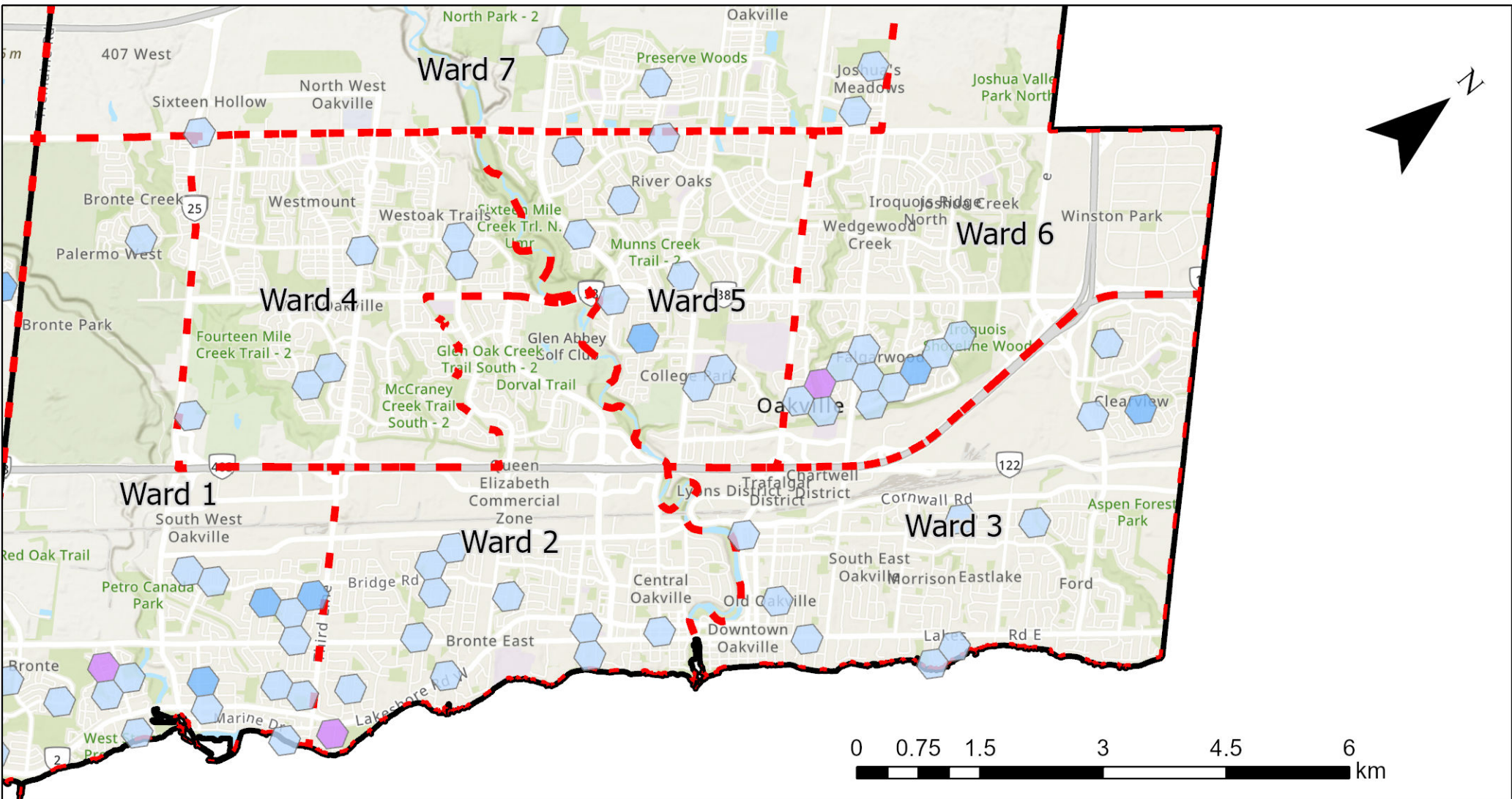
2 - 5

6 - 30

31 - 60

Data as-of 3:30pm August 29, 2024





July 2024 Number of Reported Flooded Basements



Municipal Boundary

Ward Boundary

Number of Flooding Calls

0

1

2 - 5

6 - 30

31 - 60

Data as-of 3:30pm August 29, 2024

VIA EMAIL

October 4, 2024

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Jeff Booker, 407 Electronic Toll Road
Eric Hakomaki, Ministry of Transportation
Chief Tanner, Halton Regional Police Service
Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Clerk, Town of Halton Hills
Meaghen Reid, Clerk, Town of Milton
Vicki Tytaneck, Clerk, Town of Oakville

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-18-24 - 2023 Transportation Progress Report

1. THAT Report No. PW-24-23 re: "2023 Transportation Progress Report" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-18-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Ministry of Transportation, and the 407 Electronic Toll Road for their information.

Please find attached a copy of Report No. PW-18-24 for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Andrew Farr, Commissioner, Public Works
Date:	September 18, 2024
Report No.:	PW-18-24
Re:	2023 Transportation Progress Report

Recommendation

1. THAT Report No. PW-24-23 re: “2023 Transportation Progress Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-18-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Ministry of Transportation, and the 407 Electronic Toll Road for their information.

Report

Executive Summary

- Annually staff reports to Regional Council on the overall performance of Halton Region’s transportation system.
- The 2023 Transportation Progress Report found in Attachment #1 summarizes Halton Region’s activities in the operation and maintenance of Halton Region’s transportation system.
- Increased traffic volumes and collisions in 2023 are comparable to pre-pandemic levels in 2019 indicating the reduction in the last three years was due to modified traffic patterns caused by COVID-19.
- Levels of Service and travel times on Regional Roads improved in 2023 compared to 2019, 2021, and 2022.
- Overall, the Regional transportation system continues to grow while long-term trends indicate serious collisions resulting in non-fatal and fatal injuries are decreasing.

Background

The transportation system serving Halton Region is a multi-modal system, comprised of Provincial, Regional and Local Municipal infrastructure. All elements of the system are

interconnected and play a role in the provision of healthy and safe communities, supporting active lifestyles and providing multi-modal transportation options.

A variety of programs are undertaken annually to ensure that the Regional transportation system is operating in the safest and most efficient way possible and that the service life of roadway infrastructure is optimized through maintenance and capital improvement programs. Consistent with these objectives, staff monitors the overall performance of Halton Region's transportation system and to report annually to Regional Council.

Discussion

Transportation Progress Report

The 2023 Transportation Progress Report (Attachment #1) summarizes Halton Region's activities in the areas of operation and maintenance of Halton Region's Regional transportation system.

Programs such as Halton Region's Comprehensive Road Safety Action Plan (CROSAP), Traffic Operations and Safety Study (TOSS), Red Light Camera Program, Speed Management Program, and Drive SAFE (Safety Awareness For Everyone) continue to support the safe and efficient operation of the Regional Road Network. While the number and variety of road users has been increasing over the years due to the pace of growth experienced, Halton Region has been able to steadily improve levels of safety over the course of 20 years of these programs' existence.

The monitoring and maintenance of the Regional Road Network is carried out in accordance with levels of service outlined in the Provincial Minimum Maintenance Standards for Municipal Highways as set out in Ontario Regulation 239/02, as amended, pursuant to the *Municipal Act, 2001*. Ongoing adherence to maintenance standards and pavement condition reviews ensure that all Regional Roads are maintained in a good state-of-repair.

To comply with Ontario Regulation 239/02, maintenance related road classifications are reviewed annually by staff to ensure they are current. The review is based on average annual daily traffic volumes and speed limits. Using these two values, road classifications are set to meet the Provincial standards. As a result of road classification adjustments, maintenance requirements may be amended accordingly.

Advanced Traffic Management System

Further to Council Report Nos. PW-10-18, PW-34-21 and PW-21-23, staff have made significant progress with the Advanced Traffic Management System with the commissioning of the traffic monitoring centre and establishing remote control and monitoring of signalized intersections within the Town of Oakville.

Halton Region is in process of implementing network communication infrastructure improvements to establish remote connectivity with traffic signals in the Town of Halton Hills (Phase 2) and Milton (Phase 3). Approximately 75 per cent Halton Region's traffic signals will be brought online and controlled/monitored remotely by the end of 2025.

Road Safety

The 2023 Transportation Progress Report includes a review of collisions that occurred on Regional Roads, a comparison of trends with the last five years, and a review of ongoing programs and initiatives.

The 2022 Transportation Progress Report inferred that 2020 and 2021 traffic patterns may not provide accurate long-term conclusions about the overall trends of the Regional Road Network as 2020 and 2021 traffic patterns were greatly affected by COVID-19.

The statistics for 2023 show that 2022 was also affected by COVID-19 and that the years from 2020 to 2022 are not indicative of overall trends. Last year's collision statistics are comparable to 2019 statistics which indicates a return to normal or expected traffic patterns.

In 2023, there were approximately 3,300 collisions on the Regional Road Network which is an increase compared to 2020, 2021, and 2022. Although this is an increase in overall collisions compared to the last three years, this is attributed to more traffic post pandemic. This is further supported by the fact that the number of total collisions for 2023 is nearly identical to what was reported in 2018 and 2019. Despite the increase in collisions, long-term collision statistics suggest serious collisions (i.e. collisions resulting in non-fatal or fatal injuries) continue to decrease while overall population and trips increase.

In 2023, 12 per cent of all collisions resulted in injuries or fatalities which is consistent with trends over the last two decades. Since 2004, the ratio of serious collisions has declined despite the growth of Halton Region and the Regional Road Network. At its peak in 2005, approximately one in four collisions, or 24 per cent, of total collisions resulted in non-fatal or fatal injuries; however, the rate of serious collisions has decreased to approximately one in 10, or 12 per cent. That is to say, despite overall growth in population and traffic exposure, the rate of serious collisions has reduced from an approximate one in four to one in ten occurrence.

This decrease is attributed to improvements in transportation infrastructure design, vehicle safety, and Regional efforts such as the Comprehensive Road Safety Action Plan, Transportation Operation and Safety Study, Red Light Camera Program, Annual Speed Review, and Drive SAFE (Safety Awareness For Everyone) campaigns. Routine maintenance, capital resurfacing and reconstruction projects also contribute to the safety of Regional Roads. Enforcement by the Halton Regional Police Service, along with promotion and education by Halton Region are also integral components to the safe management of the Regional Road Network.

Speed Management Countermeasures

Staff continue to manage speed through the use of traffic data collection which includes speed data, driver speed feedback signs and portable variable message signs trailers which assist with targeted police enforcement.

Through Report No. PW-28-23, Regional Council approved the implementation of a Community Safety Zone Program in July 2023 which resulted in 17 road segments designated as Community Safety Zones in the Region. Surrounding land-use was the primary factor of consideration for the new Community Safety Zones followed by historical collision and speed data. Land-use such as schools, senior centres, parks, and outdoor playgrounds correlate to a higher potential of severe collisions due to the likelihood of vulnerable road users being present.

The addition of new and changes to existing Community Safety Zones on Regional Roads will be included in the annual Uniform Traffic Control By-law report to Regional Council.

A new Community Safety Zone is being added on Regional Road No. 1 (Guelph Line) from 200 m south of Britannia Road to 350 m south of 8 Side Road. The proximity of Lowville Park increases the likelihood of pedestrians and cyclists travelling to and from the park.

An existing Community Safety Zone on Regional Road No. 4 (Neyagawa Boulevard) from 20 m south of Regional Road No. 5 (Dundas Street) to 20 m north of North Park Boulevard in the Town of Oakville is being extended to 300 m north of North Park Boulevard. This recommendation is supported by the proximity of the Oakville Public Library – Sixteen Mile Branch which opened in 2024.

Recent speed compliance studies were completed in April 2024 to determine if operating speeds are compliant with the posted speed limit within Community Safety Zones. The speed compliance study results showed an average speed variance of 17 km/h over the posted speed limit. Since traffic violation fines are doubled within Community Safety Zones, further enforcement would be a key element in supporting compliance of the speed limit.

Staff have identified a challenge in mitigating noncompliance of posted speed limits within Community Safety Zones and will investigate the feasibility of the entry into the provincial Automated Speed Enforcement program. Provincial legislation allows for Automated Speed Enforcement technologies to be utilized within Community Safety Zones. Following this investigation, staff will report back to Regional Council through a subsequent report with their findings.

Comprehensive Road Safety Action Plan

The Comprehensive Road Safety Action Plan is a three-phased plan to guide the management of an effective overall road safety program. The Comprehensive Road

Safety Action Plan provides a methodological framework for carrying out safety reviews and analysis with the intent to determine system causes and preventative measures to collision trends. The three phases of the Comprehensive Road Safety Action Plan are:

1. *Site selection via network screening.* Network screening uses the Empirical Bayes method to account for the randomness of collisions so that sites are prioritized based on their potential for safety improvement.
2. *Operational and safety assessment for each location.* A detailed operational and safety assessment is conducted to determine unique factors that are currently or have the potential to cause collisions and unsafe behaviour.
3. *Implementation and evaluation of improvements.* Install countermeasures to existing or potential risks and monitor.

As the Comprehensive Road Safety Action Plan target sites are prioritized based on their potential for safety improvement, the sites with low potential for safety improvement may not be included in Halton Region's program to complete detailed safety reviews.

To account for this, through the Transportation Operation and Safety Study a visual inspection of the Regional Road Network found over 350 deficiencies pertaining to missing or non-compliant traffic signs and pavement markings to be corrected within a five year period. Halton Region is in year three of five of rectifying these deficiencies which are being resolved through Regional maintenance providers and third party contractors. Halton Region is on schedule to have these deficiencies resolved within the five year period.

Furthermore, Halton Region is coordinating recommendations and improvements from a Transportation Operation and Safety Study with capital reconstruction and state-of-good-repair projects as well as commissioning capital projects for road segments and intersections where reconstruction and state-of-good-repair projects are not forecasted. Some examples of improvements include:

- Extending the northbound right-turn lane at Guelph Line (Regional Road No. 1) and Bluffs Way;
- Modifying existing right-turn directional islands to smart channels with pedestrian crossovers at Trafalgar Road (Regional Road No. 3) and Leighland Avenue / Iroquois Shore Road (northbound and eastbound), and at Guelph Line (Regional No. 1) and Fairview Street (all four directions); and,
- The removal of unprotected headwalls and retaining walls at various locations on Guelph Line (Regional Road No. 1), Appleby Line (Regional Road No. 20), Tremaine Road (Regional Road No. 22), and Regional Road No. 25.

The Traffic Operations and Safety Study also identified potential opportunities and gaps related to road safety and active transportation. Results from the Traffic Operations and

Safety Study informed the request from Regional Council that resulted in Report No. PW-20-23 (Road Safety and Active Transportation Initiatives). This report recommended that staff undertake a project to advance the active transportation initiatives and opportunities that are practical and achievable in the near term (two to three years) to promote user safety. Please refer to Report No. PW-26-24, also part of September, 18, 2024 Regional Council agenda for an update on these initiatives.

Red Light Camera Program

Annual programs and initiatives also contribute to the safety of the Regional Road Network such as the Red Light Camera Program. As per Report No. PW-12-22, re: “Red Light Camera Updates”, Halton Region expanded the number of Red Light Cameras to 23 with the activation of three new cameras with radar detection. Red Light Cameras are a tool to mitigate red light running and angle-type collisions. Screening for Red Light Cameras are completed on an annual basis to determine locations that have an overrepresented number of angle-type collisions. In 2023, three locations were determined to be most viable for Red Light Cameras based on recurring angle-type collisions.

Red Light Cameras were installed at:

- James Snow Parkway (Regional Road No. 4) and Main Street in the Town of Milton to monitor the northbound direction;
- Dundas Street (Regional Road No. 5) and Trafalgar Road (Regional Road No. 3) in the Town of Oakville to monitor the westbound direction; and,
- Guelph Line (Regional Road No. 1) and South Service Road in the City of Burlington to monitor the southbound direction.

Regional Road Speed Limit Reviews

On an annual basis, staff review speed limits to manage safe operating speeds on Regional Roads. To determine speed limits, Halton Region follows the Transportation Association of Canada Road Risk method, which considers roadway characteristics such as the number of access driveways, intersections with public roads, roadway geometry (i.e. vertical and horizontal alignment), pedestrian and cyclist exposure, pavement condition, roadside environment (i.e. rural or urban), and road function (i.e. arterial, collector, local).

In 2023 staff did not propose any speed limit reductions; however, two new speed feedback signs were installed on Trafalgar Road (Regional Road No. 3) between Glenashton Drive and Oak Park Boulevard in the Town of Oakville.

Additionally, two speed feedback signs were installed on Dorval Drive (Regional Road No. 17) in the Town of Oakville between Old Abbey Lane and Monastery Drive.

Speed feedback signs displays and records the speed motorists are travelling at. Data from the speed feedback signs are shared monthly with the Halton Regional Police Service to assist with effecting driver behaviour through enforcement.

Drive SAFE Campaigns

Drive SAFE campaigns are educational in nature and seek to make speeding and aggressive driving less acceptable and to remind drivers to be aware of their driving habits and surroundings.

Portable message trailers, promotion and education through various channels and partnerships with the Halton Regional Police Service are essential to communicating initiatives with the public. In 2023, two additional portable message trailers were procured for use as part of Halton Region's Regional Roads program.

In addition, the Regional Community Safety Zone webpage on halton.ca was updated to provide educational information to help drivers, pedestrians, and cyclists become familiar with Community Safety Zones and their locations.

Level of Service Monitoring

The 2023 Transportation Progress Report includes a Level of Service Monitoring section summarizing the results of travel time monitoring within Regional corridors.

Halton Region completes Travel Time Studies as part of its level of service monitoring. A Travel Time Study measures travel speeds and travel times which have become important indicators for traffic congestion. The results of the Travel Time Study provide data to monitor roadway performance and help identify critical road sections to be considered for future road improvement projects and traffic management strategies.

The 2023 results of the Travel Time Study confirm that Halton Region continues to maintain low congestion on Regional Roads even as traffic volumes re-adjust post COVID-19. Other than 2020 which was the height of the pandemic, the Level of Service on Regional Roads in 2023 is greater than what was reported for 2019, 2021, and 2022.

Overall Condition of the Regional Road System

The overall condition of the Regional Road System is monitored through the Pavement Management Application, Road Assessments, Storm System Inspections and Structure Inspections Biennially for Bridges, Culverts, Retaining Walls and Noise Walls.

These programs provide an inventory of assets, quantitative condition and performance measures, performance prediction, and engineering costs for resurfacing, rehabilitation, replacement and reconstruction.

Currently, Halton Region's transportation infrastructure is in a state of continued growth, expansion and transition with more urbanization and road widening taking place. Recent road infrastructure additions and increased demands on the Regional Road System, are attributable to growth-related development, drive the need for operational, maintenance and optimized capacity improvements on roads and structures. The majority of existing Regional Road infrastructure is in good condition.

Overall, the Regional Transportation System is operating well with Regional Roads offering a smooth, convenient, safe, and efficient mode of travel. Through on-going investment into capital expansion, state-of-good repair works, and operational improvement measures, the performance of the system will continue to meet or exceed current levels of service.

Financial/Program Implications

There are no financial implications associated with this report. All programs and improvements identified in the Transportation Progress Report are subject to Regional Council approval through the annual budget process.

Respectfully submitted by,

Marek Braczek
Director, Engineering and Construction

Andrew Farr
Commissioner, Public Works

Approved by,

Jane MacCaskill
Chief Administrative Officer

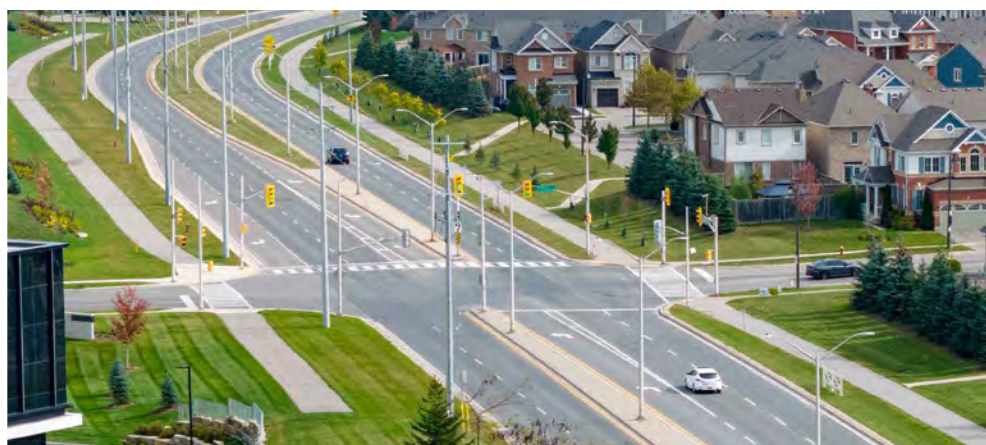
If you have any questions about the content of this report, please contact:
Andrew Farr, Commissioner, Public Works

Attachments:
Attachment #1 - 2023 Transportation Progress Report

Additional Information:

The sources listed below are for supplemental information and reference only. Halton Region is not responsible for the currency, accuracy, or legality of the content from any external links.

None.



2023

Halton Region Transportation Progress Report



Executive Summary

Halton Region is focused on making investments that optimize the Regional transportation network and maintain our infrastructure in a state-of-good repair. The 2023 Transportation Progress Report provides an overview of activities related to the operation and maintenance of the Regional Transportation System.

The Comprehensive Road Safety Action Plan (CROSAP), DriveSAFE (Safety Awareness For Everyone) and other safety programs and initiatives continue to provide improvements for all road users in Halton. In comparison to previous years, traffic volumes increased in 2023 but Regional road infrastructure growth and traffic signal optimization work helped us provide stable levels of service.

The COVID-19 pandemic continued into 2023 with fewer public health restrictions. As a result, we saw a stabilizing of post-pandemic traffic operations and a return to typical travel volumes and patterns in 2023. Reduced traffic volumes and collisions that happened over the last few years were statistical anomalies and 2023's performance is more comparable to results from 2017, 2018 and 2019. Continued analysis of 2023 traffic conditions will contribute to additional insights as we assess post-pandemic traffic operations.

Halton Region continues to follow maintenance standards, review pavement conditions and maintain roads in a state-of-good-repair to ensure residents and visitors can enjoy safe and efficient travel in our region. Overall, the Regional Road Transportation System is operating efficiently, offering a convenient and safe mode of travel to accommodate continued growth in Halton.



Table of Contents

1.0 Introduction	1
1.1 Purpose.....	1
1.2 Background	1
1.3 System profile.....	1
2.0 Halton Region statistics	2
3.0 Road Safety	3
3.1 Comprehensive Road Safety Action Plan Program (CROSAP)	3
3.2 2023 Collisions Overview	6
3.3 2023 Road Safety Initiatives	12
3.4 Intersection Traffic Control Improvements.....	13
3.5 Annual Speed Review	14
3.6 Red Light Camera Program.....	16
3.7 Drive SAFE Program.....	18
4.0 Operational Performance	19
4.1 Travel Speed and Delay Study.....	19
4.2 Traffic Signal Corridor Optimization	21
5.0 Transportation Operations and Maintenance	22
5.1 Minimum Maintenance Standards	22
5.2 Roadway Asset Management	22
5.3 Pavement Management.....	23
5.4 Road Needs.....	24
5.5 Bridges, Major Culverts, Retaining Walls and Noise Walls.....	25
6.0 Conclusion	26

List of appendices

Appendix A	27
Appendix B	28
Appendix C	29
Appendix D	30

List of figures

Figure 1: The 2023 Regional Road Network.....	1
Figure 2: CROSAP and other safety programs compared to Vision Zero	3
Figure 3: Total number of fatal collisions vs. average annual daily vehicle km travelled	5
Figure 4: Total number of fatal collisions vs. average annual daily vehicle km travelled	5

Figure 5: Comparison of collisions, 2018 to 2023	6
Figure 6: Comparison of collision severity by municipality, 2023	7
Figure 7: Collision impact types - intersections & midblocks, 2023	7
Figure 8: Collision impact types at intersections, 2023	7
Figure 9: Collision impact types at midblocks,2023	8
Figure 10: Collision impact types by municipality, 2023	8
Figure 11: Driver's action in collisions - intersections & midblocks, 2023.....	8
Figure 12: Monthly collision severity, 2023	9
Figure 13: Seasonal collision severity, 2023	9
Figure 14: Collisions by road surface conditions, 2023	9
Figure 15: Top 15 high frequency collision days, 2023	10
Figure 16: Collisions by day-of-week, 2023	10
Figure 17: Weekday collisions by time-of-day, 2023.....	11
Figure 18: Weekend collisions by time-of-day, 2023	11
Figure 19: Number of collisions involving pedestrians on Regional Roads, 2004 - 2023	12
Figure 20: Number of collisions involving cyclists on Regional Roads, 2004 - 2023	12
Figure 21: Annual speed review, 2023.....	14
Figure 22: Comparison of 85th percentile speeds, 2021-2023	15
Figure 23: Priority speed enforcement locations for 2024	15
Figure 24: Speed feedback sign locations	16
Figure 25: Red light camera collisions	17
Figure 26: Red light camera infraction rate, 2018 - 2023.....	17
Figure 27: Top five locations for red light infractions, 2018 - 2023	17
Figure 28: RLC Locations	18
Figure 29: 2023 a.m. and p.m. peak period levels of service.....	19
Figure 30: Percentage of network by level of service (a.m.), 2019 - 2023.....	20
Figure 31: Percentage of network by level of service (P.m.), 2019 - 2023	20

1.1 Purpose

The Region’s Road Operations team continues to review the performance of Halton’s Road network to:

- maintain a safe and efficient road system;
- identify existing and future capacity issues;
- identify opportunities for improvement to safety and service levels; and
- evaluate state-of-good repair requirements.

Halton completes annual programs to ensure Regional Roads are operating in the safest, most efficient manner possible, and that the service life of Halton’s infrastructure is optimized. Consistent with these objectives, staff continue to monitor the overall performance of the Region’s Transportation System and to report annually to Council.

The purpose of the annual Transportation Progress Report is to summarize the system’s performance and highlight some of the key accomplishments in the operations and maintenance of the system. Key system indicators provided in the report will enable the overall state of the Regional Road System to be tracked and measured over time.

Continued monitoring of our transportation system will help us determine what improvements to make and when they should be implemented.

1.2 Background

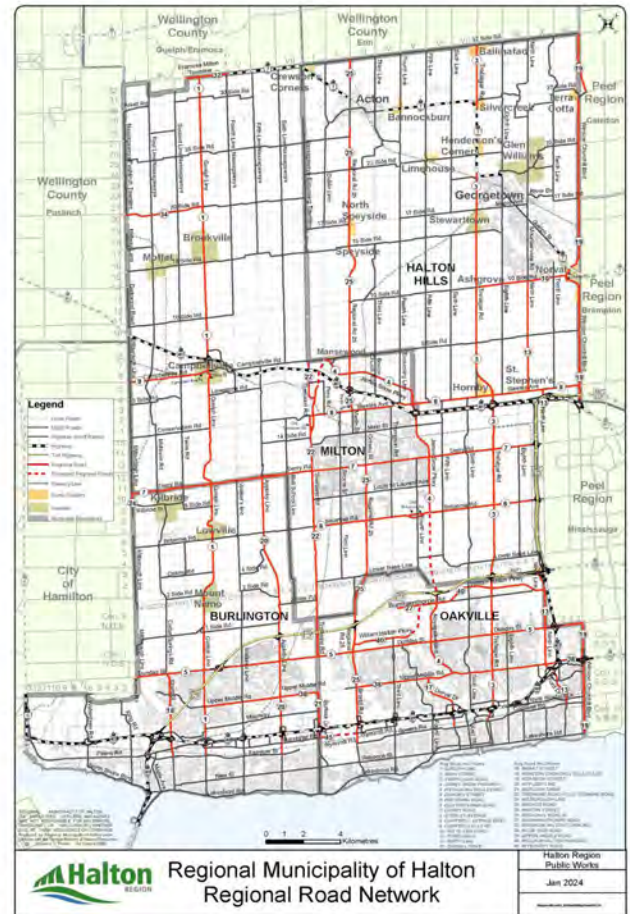
The 2023 Transportation Progress Report provides an update and summary of the activities completed to ensure the Regional Road System is operating safely and efficiently.



1.3 System Profile

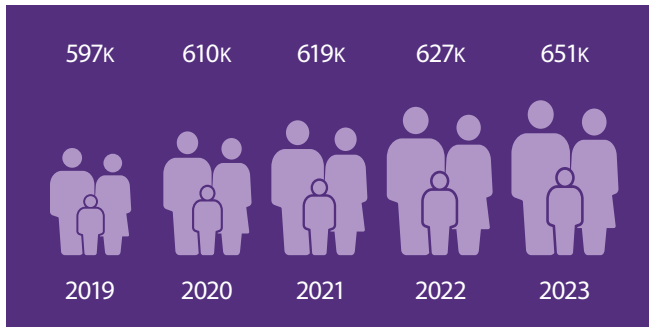
The Regional Road Network in Halton (2022) is shown in Figure 1 below.

Figure 1 - The 2023 Regional Road Network (See appendix A for more detail)

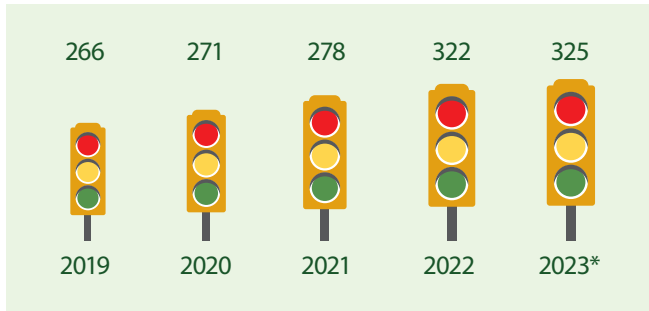


2.0 Halton Region 2023 statistics

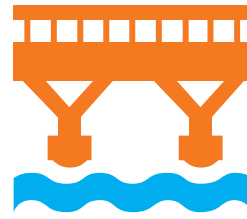
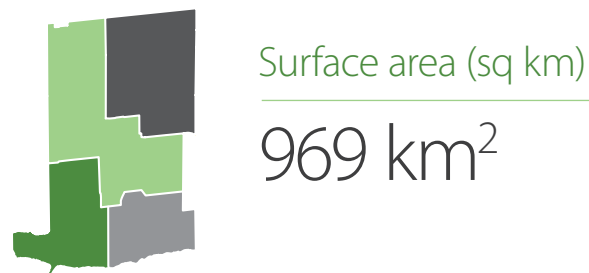
Population



Signalized Intersections on Regional Roads



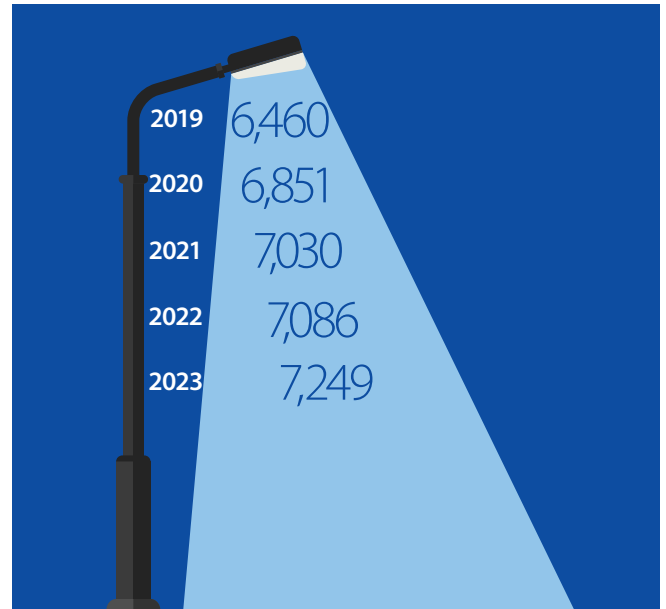
*282 Signalized intersections are Regionally owned



Bridges/Major Culvert Structures (greater than 3m)

186

Street lights



On road active transportation facilities (km)

76 Lane km of ON-ROAD DEDICATED BIKE LANES

130 Lane km of OFF-ROAD MULTI-USE TRAILS

209 Lane km of ON-ROAD PAVED SHOULDERS

146 Lane km of OFF-ROAD SIDEWALKS

3.0 Road Safety

The Regional Road Network includes major and minor arterial roads. Arterial roads support the movement of through-traffic and provide limited driveway access points. Arterial roads commonly have high traffic volumes and support all vehicle types including bicycles, passenger vehicles and heavy trucks. Traffic flow on arterial roads is designed to be uninterrupted except at signals and crosswalks. Managing the flow of traffic in a safe manner is a main goal of managing the road network. This section describes the Region's road safety programs, projects and initiatives. When monitoring the Regional Road Network, Halton's transportation staff focus on supporting the safe and efficient movement of people and goods, through ongoing maintenance and continuous improvement. We continually assess road performance and implement infrastructure improvements to maximize road safety and efficiency while minimizing traffic delays. For over two decades, Halton has implemented many initiatives to support the safe and efficient movement of people and goods across the region.

3.1 Comprehensive Road Safety Action Plan Program (CROSAP)

Following the same principles as the Vision Zero road safety strategy, the Comprehensive Road Safety Action Plan (CROSAP) is an ongoing, continuous improvement program focused on facilitating a safe and efficient Regional Road Network. The Action Plan is proactive and managed by the Region which allows us to ensure road safety is given high priority. The program incorporates engineering, enforcement and educational components and is one piece of an overall road safety strategy to minimize the risk of collisions. Ultimately CROSAP strives to eliminate traffic-related injuries and fatalities by incorporating data-driven countermeasures to collision risks in the road network.

CROSAP and other safety programs vs Vision Zero

Figure 2 – CROSAP and other safety programs compared to Vision Zero

Old Style Thinking	Vision Zero	Halton Region Programs - CROSAP & Other Safety Programs
Responsibility to prevent crashes, injuries and deaths rests with individuals.	Responsibility to prevent crashes, injuries, and death rests with transportation system designers.	Halton Region seeks to prevent crashes, injuries, and death by addressing the root causes with the transportation system design and recommends changes to the existing design as needed. Road design incorporates features such as high friction pavement, guiderails, and left-turn offsets.
Focuses on what causes 'accidents'.	Focuses on what causes safety.	Through a combination of Education, Engineering, and Enforcement, Halton seeks to affect driver behaviour to encourage safe driving.
Allows individual errors to kill and harm.	It is unethical to allow individual failures to lead to death or serious injuries.	Fatal and serious injury collisions are investigated if individual failures in the road system contributed to the collision and to determine measures to eliminate failure.
Majority of the problem is people and not driver error.	A majority of solutions involve speeds, roads, and vehicles.	Halton seeks to prevent crashes, injuries and death by addressing root causes with transportation system design and recommends change to the existing design as needed. Speed limits are reviewed annually and monthly enforcement is coordinated with Halton Regional Police.
Studies the effects of single road safety interventions one at a time.	Understanding that road safety interventions work best together or in bundles.	As part of the Regional Traffic Operations and Safety Study, Halton undertook a Region-wide visual inspection of deficiencies that are programmed for upgrades as part of upcoming capital works. Halton undertook a Region-wide review of vulnerable land uses to designate over a dozen Community Safety Zones.
Can only justify making improvements based on a cost-benefit analysis.	Understanding the default is to make the motor vehicle and the road system safe.	Halton recognizes motor vehicles are being manufactured with increased safety features. Halton also recognizes and continues to make continued improvements to the road system.
Only works on problems with large number of collisions.	Makes the system safe everywhere.	Improvements to enhance safety are considered during routine operating maintenance and capital construction projects. Routine road patrol identifies and remove risks to the Regional road network as they emerge.
Believes in the need for further "study" - waits for crashes and coroner report to identify problems.	Recognizes that the evidence to act already exists. Proactively takes actions using data, crash testing, simulations, physics, etc.	The Region-wide visual inspection was a proactive review to identify and recommend corrective action to deficiencies.
Ignores exposure to the motor vehicle as an injury risk factor. Ignores the carbon and pollution by-products of transportation.	Embraces multi-modal transportation for better safety and environmental sustainability.	Halton Region considers and incorporates active transportation facilities in road construction projects. These improvements include multi-use paths/ trails, on-street cycling facilities, and enhanced separation between the sidewalk and road.

CROSAP includes three elements:

1. Road Network Screening and identification of locations with Potential For Safety Improvement (PSI)
2. Diagnostic review
3. Implementation of preferred solutions

Road Network Screening and identification of locations with Potential for Safety Improvement:

This task is achieved by comparing similar intersections and road segments within our road network and calculating their safety performance. The intersections and road segments are then ranked based on an index called the Potential for Safety Improvement (PSI).

The PSI index considers collision history based on statistically significant variables and traffic volume. In 2023, new safety performance functions (SPFs) were developed by a consultant for the Region and local municipalities. A safety performance function is an equation used to predict the average number of collisions per year at an intersection or midblock as a function of exposure (e.g., traffic volume) and intersection or roadway characteristics. The Empirical Bayes method is used to estimate the expected collision experience for a location, which is a weighted average of the observed collisions at a location and the predicted collisions from an SPF. The potential for safety improvement is equal to the difference between the expected and predicted collisions for a location. With new SPFs, the Region was able to conduct network screening with updated PSIs derived from the new SPFs.

Diagnostic review:

A diagnostic review includes:

- formal road safety assessments of the top-ranked locations from the network screening task;

- identification and selection of possible solutions; and
- a cost/benefit analysis to compare the potential societal benefits and cost of the potentially feasible solutions.

Implementation of preferred solutions:

This task consists of the implementation of feasible solutions, particularly considering societal benefits. Where possible, solutions are implemented in alignment with infrastructure improvements. This process encourages wise planning and spending and ensures proactive consideration of safety in design. Improvements are funded through the Regional capital budget.

CROSAP Program Performance

Since the inception of CROSAP in 2001, Halton Region has formally assessed over 140 locations (intersections and road segments) along the Regional Road Network. These locations were specifically identified to have safety improvement potential through a network screening process.

The Region has implemented a significant number of improvements related to roadway signage, positive guidance for road users, pavement markings, traffic signals and phasing, road geometry, and roadside safety; recently, the Region installed pedestrian crossovers, rumble strips and smart right-turn channels. These improvements have been implemented as part of the Region's capital construction projects. Over two decades, a significant downward trend has been observed in the safety improvement potential, indicating that Regional Roads are operating more safely and efficiently year-over-year, while traffic volumes continue to increase through population and business growth. Figures 3 and 4 below present the annual total number of injury- and fatal- related collisions on Regional Roads and the average annual vehicle kilometres travelled (exposure) between 2004 and 2023. Note the increase in exposure and decrease in collision trend lines.



Figure 3 - Total number of injury and fatal collisions vs. average annual daily vehicle km travelled

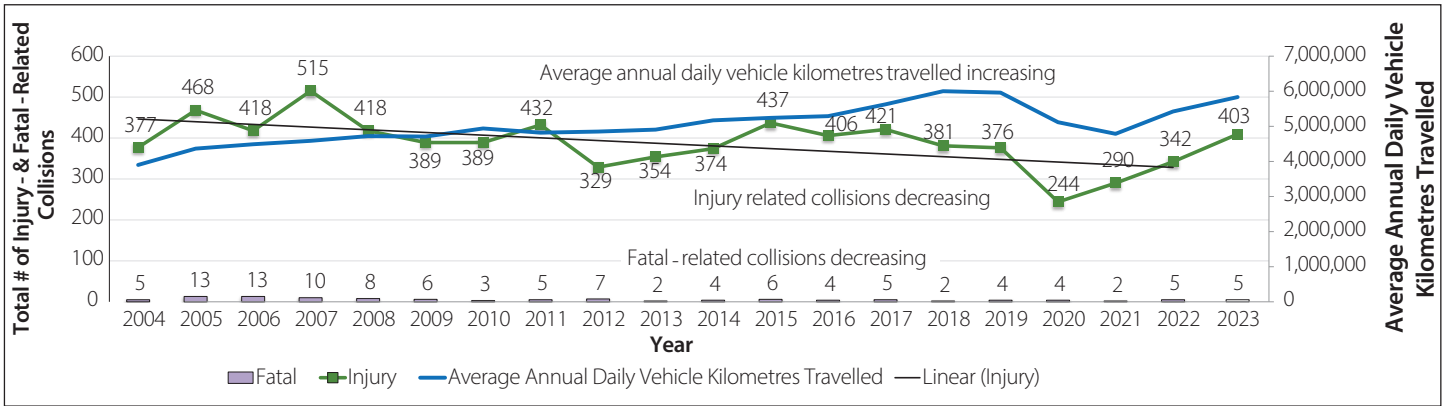
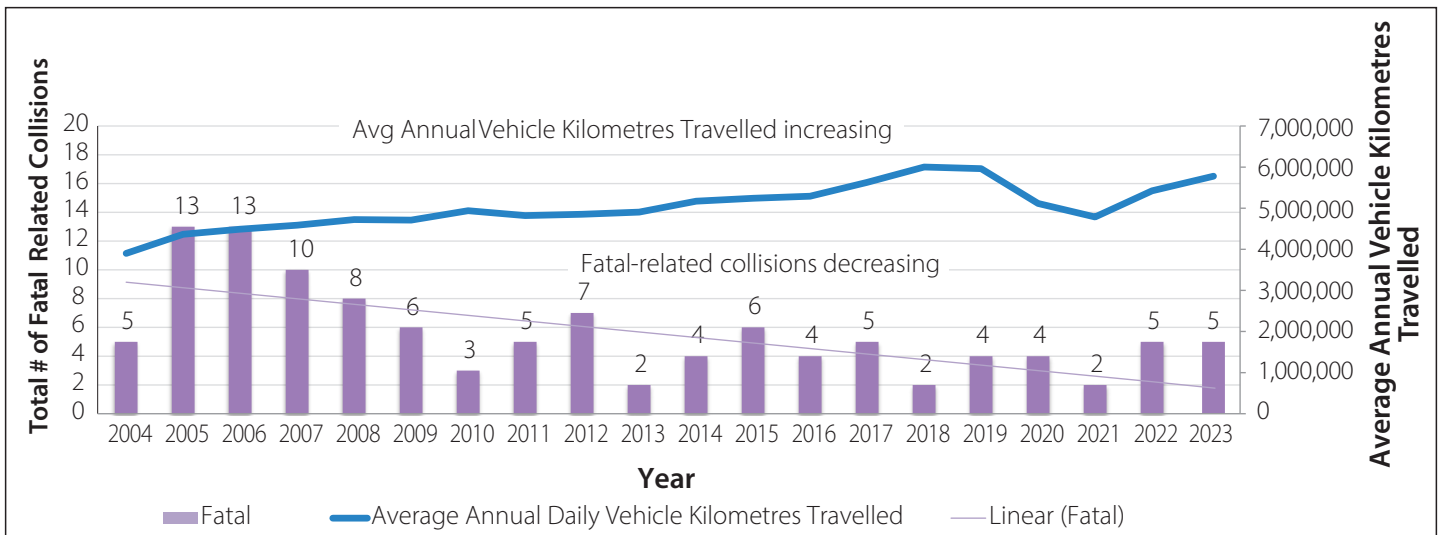


Figure 4 - Total number of fatal collisions vs. average annual daily vehicle km travelled



3.2 2023 Collisions Overview

The COVID-19 pandemic impacted traffic volumes and collisions from 2020 through 2023. In 2020 and 2021, Halton experienced reduced traffic volume and collisions while 2022 saw an increase relative to the lows experienced during the height of widespread public health measures. 2023 traffic volumes and collisions indicate COVID-19 is no longer affecting driving behaviours with overall volumes and collisions returning to pre-pandemic levels. In total, there was 3,267 collisions on Regional roads in 2023 which was an increase compared to 2022.

Figure 5 below compares different collision criteria from 2018 to 2023. As 2020 and 2021 were during the pandemic, these years are highlighted due to abnormal traffic patterns. Collision trends suggest that the COVID-19 pandemic still impacted 2022 collisions and volumes which explains the overall increase in collisions in 2023. Although there was an increase, the collision stats for 2023 are similar to the stats reported for 2018 and 2019 which suggests the reduced collisions in recent years can be attributed to COVID-19 and public health measures.

Figure 5 – Comparison of collisions, 2018 to 2023

Year	2018	2019	2020	2021	2022	2023	Change (2022 - 2023)
Number of Collisions	3238	3272	1998	2057	2787	3267	17%
Number of Fatal Collisions	2	4	4	2	5	5	0%
Number of Injury Collisions	381	376	244	290	342	403	18%
Number of Property Damage Only or Non Reportable Collisions	2855	2892	1750	1765	2440	2859	17%
Number of Collisions Involving Pedestrians	24	26	19	14	13	25	92%
Percentage of Collisions Involving Pedestrians Injuries or Fatalities	83%	77%	89%	79%	85%	92%	7%
Number of Collisions Involving Cyclists	25	29	36	23	25	32	28%
Percentage of Collisions Involving Cyclists Injuries or Fatalities	88%	66%	67%	70%	56%	59%	3%
Collision Rate Per 100,000 Population	570	566	340	345	456	502	10%
Fatal Collision Rate Per 100,000 Population	0.352	0.692	0.68	0.335	0.797	0.768	-4%
Day With Highest Number of Collisions	Tuesday	Friday	Friday	Friday	Friday	Wednesday	-
Month With Highest Number of Collisions	November	January	February	November	November	November	-
Hour With Highest Number of Collisions	5 to 6 pm	4 to 5 pm	5 to 6 pm	4 to 5 pm	3 to 4 pm	5 to 6 pm	-
Most Common Collision Type	Rear End	Rear End	Rear End	Rear End	Rear End	Rear End	-
Most Frequently Recorded Improper Driving Action	Following Too Close	Following Too Close	Following Too Close	Following Too Close	Following Too Close	Following Too Close	-
Intersection with the Highest Number of Collisions	Dundas Steet and Trafalgar Road	Brant Street and North Service Road	Guelph Line and Fairview Street	Dundas Street and Appleby Line	Guelph Line and Fairview Street	Upper Middle Road and Appleby Line	-
Midblock with the Highest Number of Collisions	Trafalgar Road between Lower Base Line and Britannia Road	Britannia Road between Fifth Line and Sixth Line	Regional Road 25 between Britannia Road and Etheridge Avenue	Steeles Avenue between Wilson Drive and Thompson Road	Trafalgar Road between Britannia Road and Derry Road	Trafalgar Road between Leighland Avenue/Iroquois Shore Road and White Oaks Boulevard, and Trafalgar Road between 5 Side Road and 10 Side Road	-
Percentage of Collisions Occurring at Intersections	78%	76%	79%	78%	75%	73%	-2%
Percentage of Collisions Occurring at Midblocks	22%	24%	21%	22%	25%	27%	2%
Percentage of Collisions Occurring During Winter Driving (Snow/ Ice Road Surface) Conditions	9%	11%	8%	4%	7%	5%	-22%
Population	583,000	597,000	610,000	619,000	627,000	651,000	7%

Severity

Collisions are divided into three categories based on severity:

- **Property damage only (PDO) and non-reportable (NR)** collisions are the least severe and are grouped together because neither one involve bodily injuries; however, they differ in that NR collisions are self-reported at a collision reporting centre.
- **Non-fatal collisions** are the second most severe and involve bodily injuries.
- **Fatal collisions** are the third category and most severe.

In 2023, the majority of collisions on Regional roads were PDO/NR collisions with 2,859 followed by 403 non-fatal injury collisions, and 5 fatal collisions. Proportionally, PDO/NR collisions made up 87.5% of all collisions in 2023 while non-fatal and fatal collisions made up 12.3% and 0.2%, respectively. Even with the reduced number of collisions in the last three years, this proportion of collision severity has been consistent with previous years.

The Town of Oakville experienced the most collisions on Regional roads. In total, there were 1107 collisions resulting in four fatalities and 120 non-fatal injuries in Oakville. The City of Burlington experienced 919 collisions with one fatality and 110 non-fatal injuries. The Town of Milton experienced 903 collisions with zero fatalities and 124 non-fatal injuries. Finally, the Town of Halton Hills experienced 338 collisions with zero fatalities and 49 non-fatal injuries. Figure 6 below shows the total number of collisions and severity for each local municipality.

Figure 6 – Comparison of collision severity by municipality, 2023

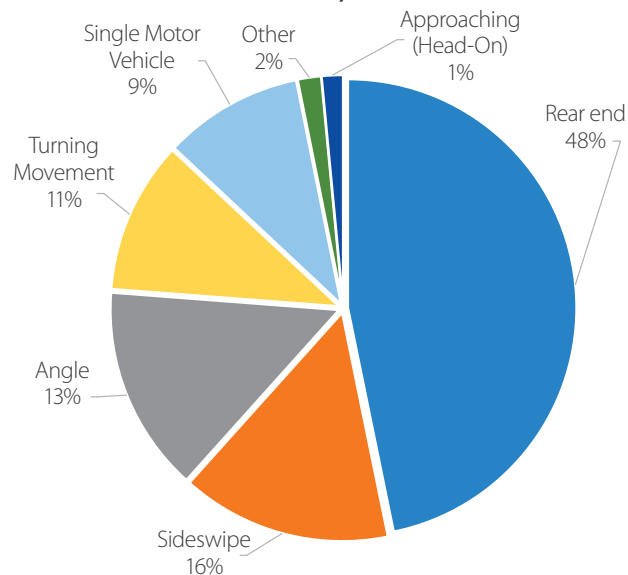
Municipality	Fatal	Non-Fatal Injury	Property Damage Only & Non-Reportable	Total
Oakville	4	120	983	1107
Burlington	1	110	808	919
Milton	0	124	779	903
Halton Hills	0	49	289	338

Collision Impact Types and Driver Action

Collisions are classified based on their impact type. Typical collision impact types on Regional roads are rear end, angle (e.g., t-bone), sideswipe, turning movement (e.g., collisions involving opposing turning movements), approaching (e.g., head-on), single motor vehicle, and other.

Rear end collisions have been the most frequent collision type in the last five years and accounted for 48% of all collisions in 2023. Following rear end collisions, both angle and sideswipe collision types each accounted for 15% and 13% of all collisions, respectively. The overall proportion of collision impact type is consistent with 2022. Figure 7 shows the proportion of collision impact types.

Figure 7 – Collision impact types - intersections & midblocks, 2023



Figures 8 and 9 show the proportion of collision impact types experienced at intersections and midblocks (road segments between intersections). At intersections, rear end collisions account for 51% of all collisions followed by angle and turning movement collisions with 15% and 14%, respectively. At midblocks, rear end collisions account for 39% of all collisions followed by sideswipe and single motor vehicle collisions with 26% and 22%, respectively. Generally, intersections see a greater proportion of angle and turning movement collisions compared to midblocks due to perpendicular movements and turning maneuvers performed at intersections and turning movement collisions compared to midblocks due to perpendicular movements and turning maneuvers performed at intersections.

Figure 8 – Collision impact types at intersections, 2023

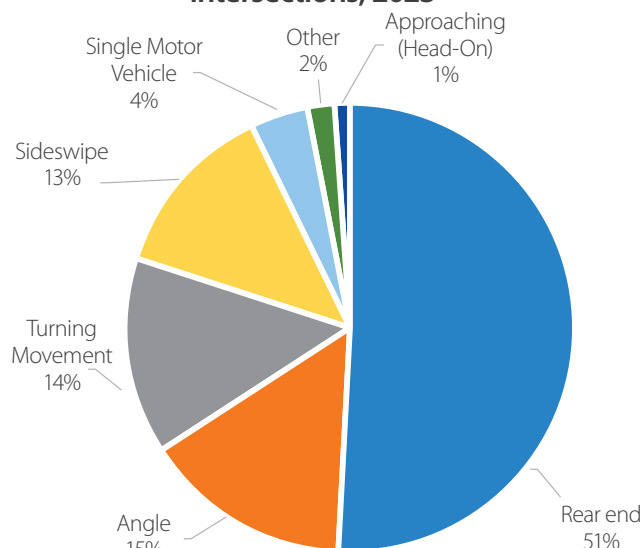
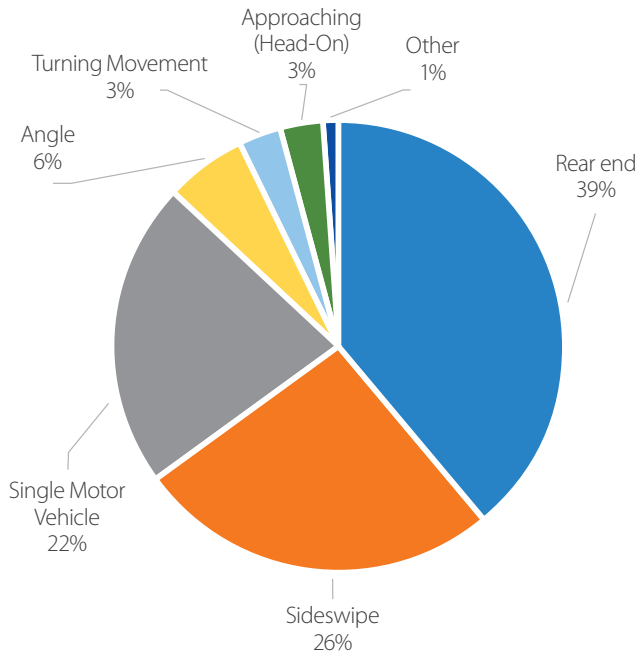


Figure 9 – Collision impact types at midblocks, 2023

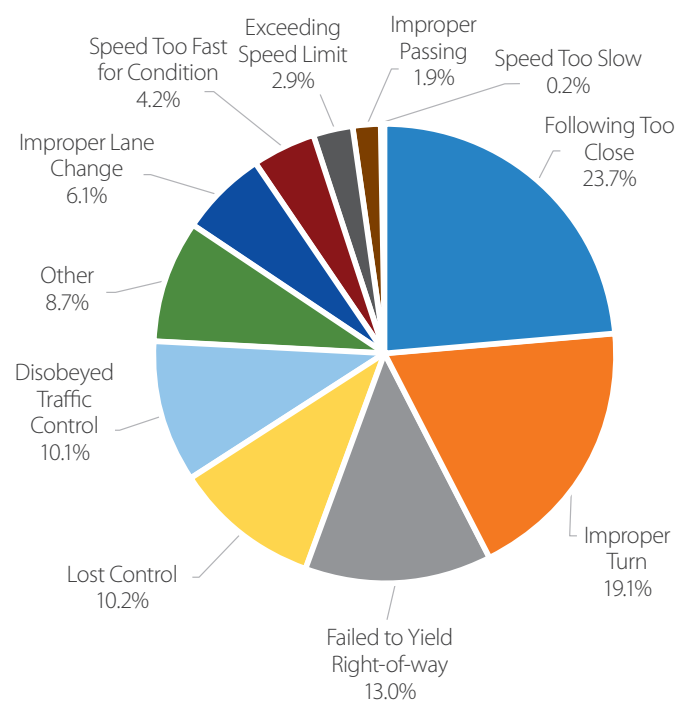


Midblocks do experience angle and turning movement collisions; however, these occur at low volume driveways and private accesses points.

Figure 10 below compares collision impact types by local municipality. The Town of Oakville experienced the most rear end, sideswipe and turning movement collisions while the Town of Milton experienced the most approaching, angle and single motor vehicle collisions.

Driver action directly relates to collision impact type. For example, rear end collisions are primarily caused by a vehicle following another too close or tailgating and is unable to react to sudden stops while angle collisions are typically preceded by a vehicle disobeying traffic control before the collision occurs. With rear end collisions being the most common collision type in 2023, the most common at-fault action of collisions was following too close. Figure 11 shows the proportion of at-fault actions in collisions. Rear end collisions and following too close have been the most

Figure 11 – Driver's action in collisions - intersections & midblocks, 2023



common collision type and at-fault action for the last five years. These findings stress the importance of targeting drivers that aggressively follow too closely to other vehicles with education and enforcement.

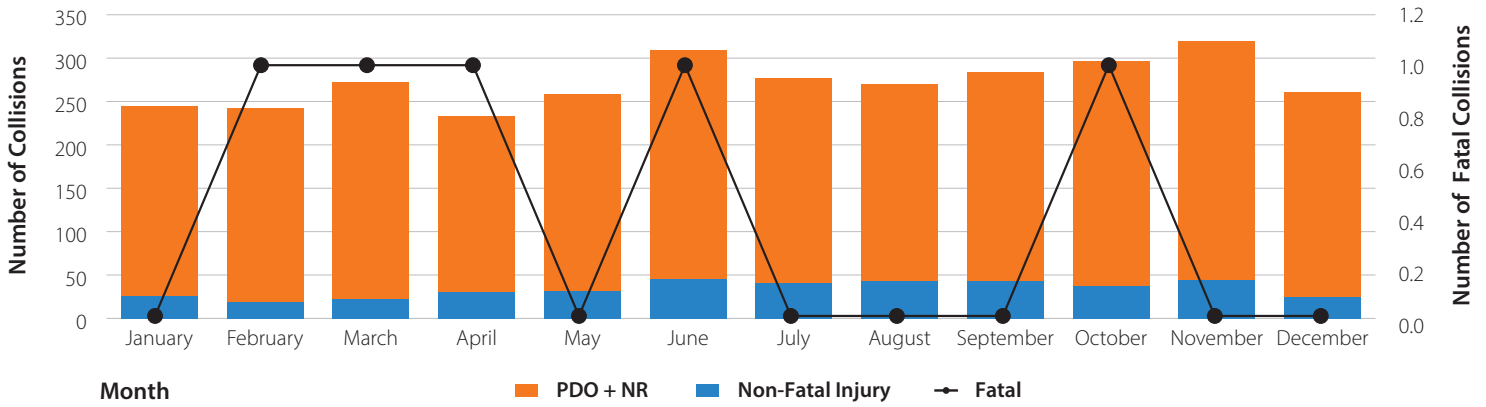
Collisions by Month, Day, Time

In terms of overall collisions, the three months with the most collisions in 2023 were November, June, and October. The three months with the lowest collisions were April, January, and February. In terms of collision severity, June and November have highest incidents of injury and fatal collisions while August and September were equal for the third highest month. February, March, and December have the lowest amount of injury collisions. Figure 12 shows a breakdown of monthly collisions comparing severity.

Figure 10 – Collision impact types by municipality, 2023

Municipality	Approaching	Angle	Rear end	Sideswipe	Single motor vehicle	Turning movement	Other
Oakville	6	126	548	210	76	119	22
Burlington	9	107	466	139	76	109	13
Milton	13	137	393	143	95	97	25
Halton Hills	9	39	157	44	48	37	4

Figure 12 - Monthly collision severity, 2023



Seasonally, this translates to most collisions occurring during autumn followed by summer, spring, and then winter. In terms of severity, summer experienced the highest number of non-fatal injury collisions while winter experienced the lowest. Winter saw the most fatal collisions with two while spring, summer, and autumn each had one fatal collision. Figure 13 shows a breakdown of seasonal collisions.

Although 81% of collisions on Regional roads occurred with dry road surface conditions, there is a correlation between snow and rain events and daily collision frequency. The three highest days for collision occurrences occurred during snowfall while just only four of the top 15 days occurred during clear conditions. Figures 14 and 15 show the difference in road surface conditions as well as the top 15 days that experienced the most collisions with weather events noted.

Figure 13 - Seasonal collision severity, 2023

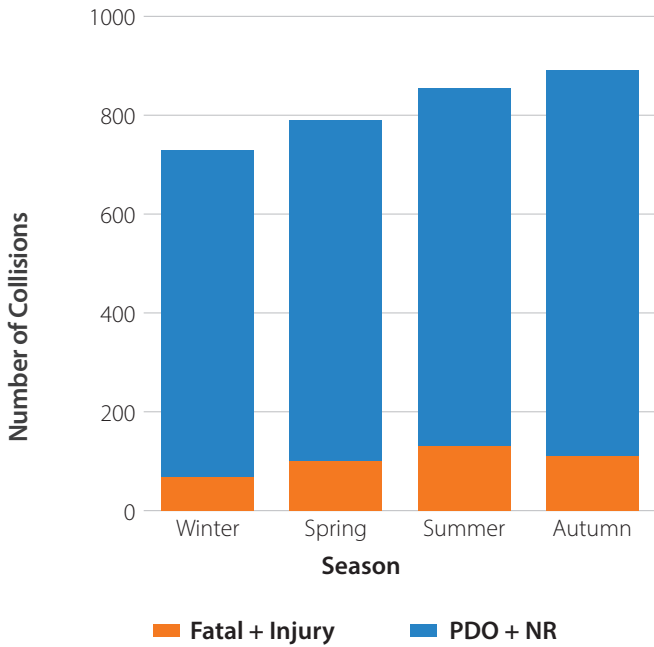


Figure 14 - Collisions by road surface conditions, 2023

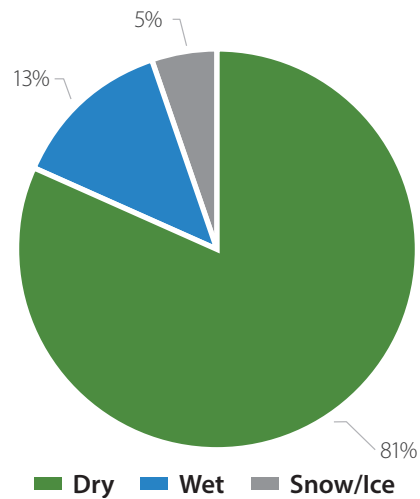


Figure 15 - Top 15 high frequency collision days, 2023

Date	Number of Collisions	Snow	Rain	Clear
Friday, March 10, 2023	43	✓		
Wednesday, February 22, 2023	29	✓		
Wednesday, January 25, 2023	28	✓		
Monday, February 27, 2023	22	✓		
Wednesday, September 20, 2023	22			✓
Tuesday, December 12, 2023	22			✓
Friday, April 28, 2023	21		✓	
Wednesday, November 22, 2023	20		✓	
Thursday, June 1, 2023	19			✓
Friday, June 2, 2023	19			✓
Tuesday, June 13, 2023	19		✓	
Thursday, July 20, 2023	19		✓	
Thursday, August 31, 2023	19			✓
Wednesday, November 15, 2023	19			✓
Wednesday, January 4, 2023	18		✓	
Friday, October 20, 2023	18		✓	

There is also a correlation between the time-of-day trend with typical daily traffic volume patterns. Figure 17 shows collisions on weekdays concentrated around typical morning and afternoon commute hours with the most collisions occurring between 3 p.m. and 6 p.m. and 32% of all weekday collisions occurring during this three- hour period. In the morning hours, 8 a.m. to 9 a.m. had the highest numbers of collisions which coincides with school drop-offs and morning commutes. Compared to weekdays, Figure 18 shows collisions on weekends mostly occurred between 12 and 5 p.m. with 52% of all weekend collisions occurring within this time frame. Weekends also experienced a greater proportion of collisions between midnight and 6 a.m. compared to weekdays. During the weekends, 6% of weekend collisions occurred between midnight and 6 a.m. while 3% occurred on weekdays.

The day of collision occurrences shows that Sundays have the least collisions while Wednesdays have the most, as shown in Figure 16. Sundays have consistently experienced the least number of collision occurrences while Fridays have had the highest number of collision occurrences the last four years. 2023 is the first year since 2018 where Friday did not have the highest number of collision occurrences. Although Saturdays and Sundays have the lowest daily collisions, one fatal collision occurred on each of these weekdays and one occurred on a Wednesday, a Thursday, and a Friday.

Figure 16 - Collisions by day-of-week, 2023

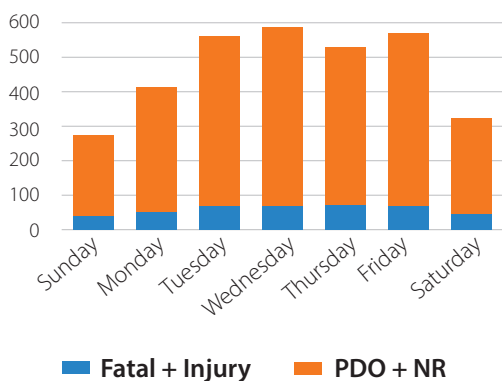


Figure 17 - Weekday collisions by time-of-day, 2023

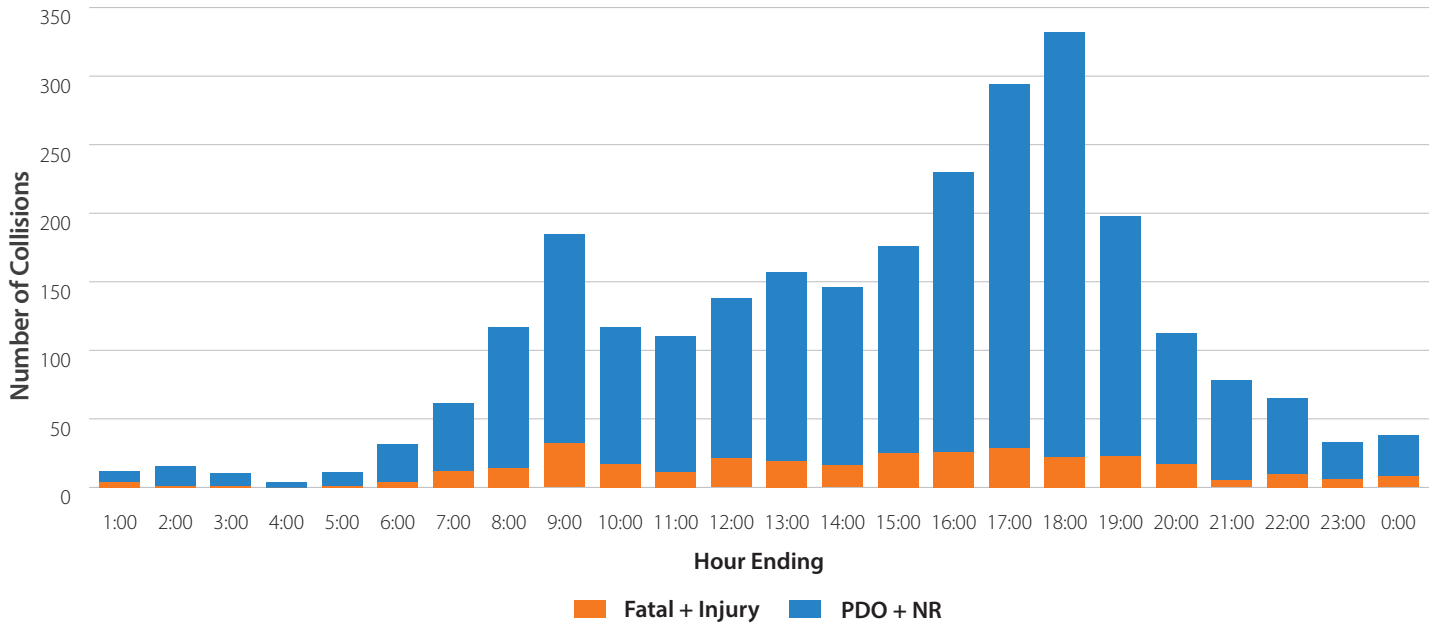
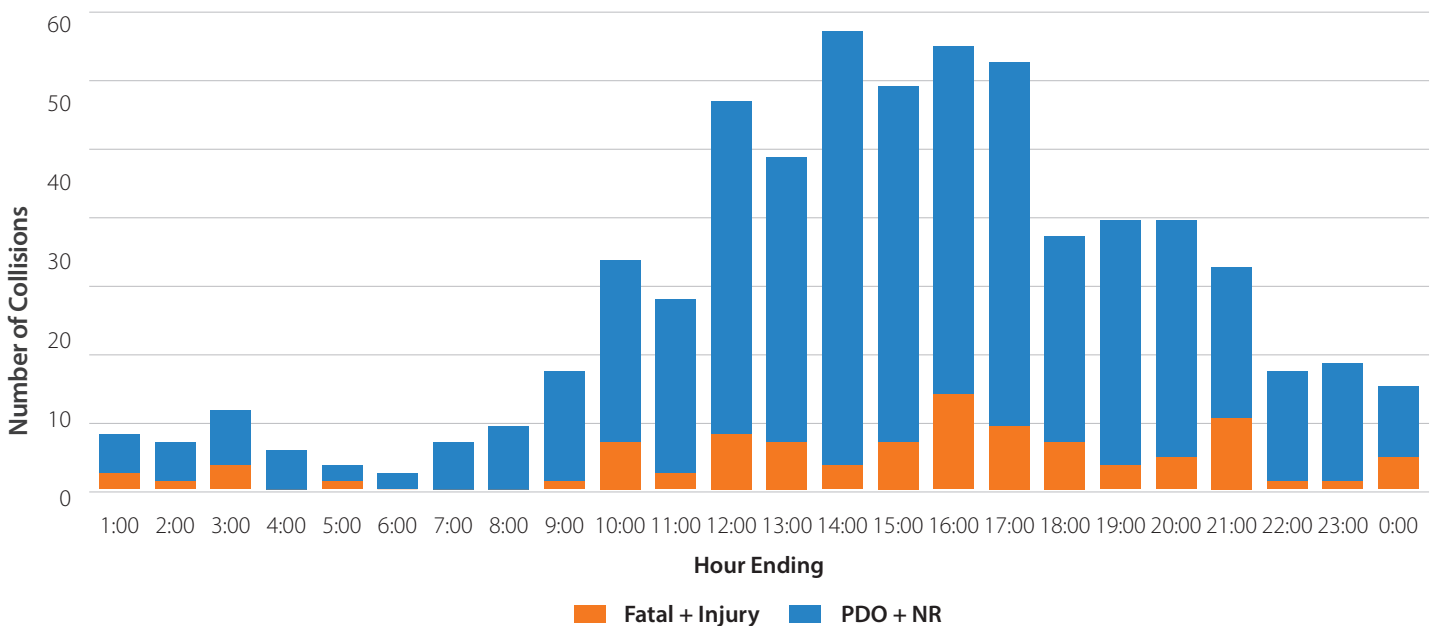


Figure 18 - Weekend collisions by time-of-day, 2023



Pedestrian and Cyclist Collisions

Halton has expanded active transportation facilities to encourage walking and cycling. In 2023, pedestrian collisions remained at the same level as 2021 and were less than the average number of pedestrian collisions between 2017 and 2019. Cyclist collisions increased compared to 2021 but were less than the average for 2017 – 2019.

Although collisions involving pedestrians and cyclists have declined, it is important to remember that the majority of these collisions result in injuries. Figures 19 and 20 compare annual collisions involving pedestrians and cyclists based on severity. While there has been a steady reduction in pedestrian-related collisions with some fluctuations, during the mid- 2010s there was an increase in cyclist-related collisions. This is likely attributed to the growth and urbanization of Regional roads. This also

underscores the need to continue to improve and expand active transportation facilities.

3.3 2023 Road Safety Initiatives

The Region continues to complete road safety and operational reviews of locations identified with significant improvement potential from the network screening report. Where feasible improvements are identified, we will program them for implementation to the road network. Halton Region completes road safety reviews with the recommendations to update and expand roadway information signs including advanced street name signs, street name signs on signal mast arms, and advanced and turnoff trailblazer signs for MTO, 407, and GO Transit facilities.

Figure 19 - Number of collisions involving pedestrians on Regional Roads, 2004 - 2023

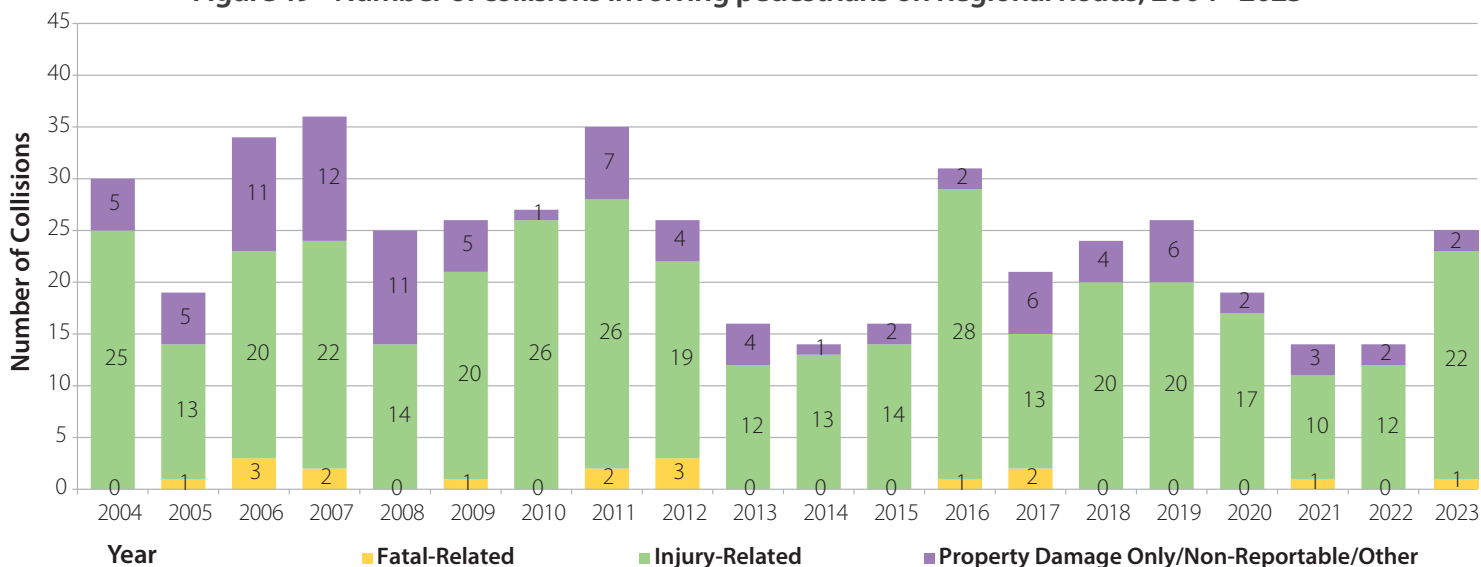
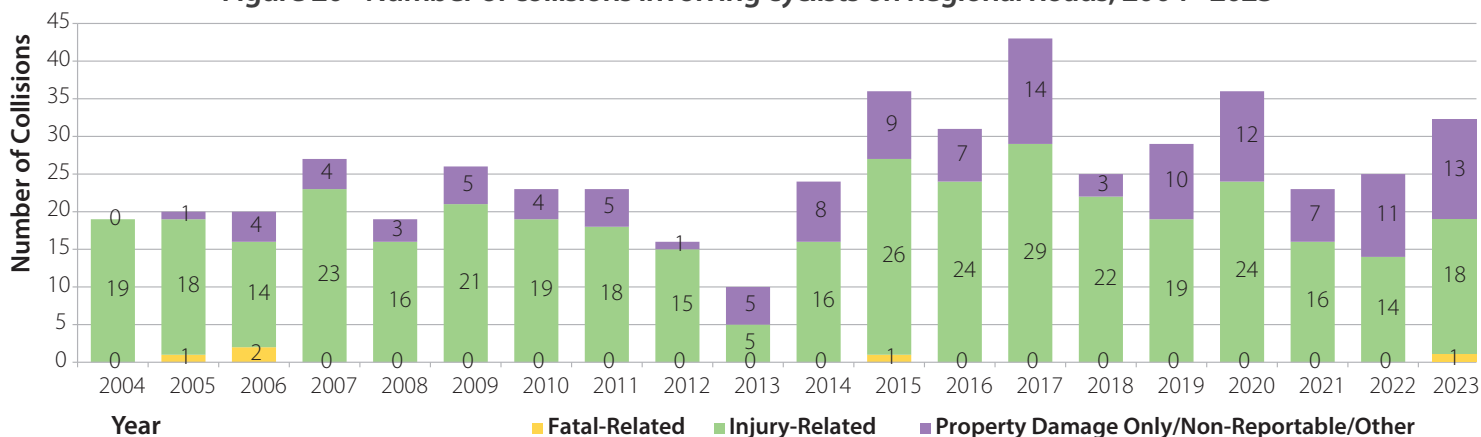


Figure 20 - Number of collisions involving cyclists on Regional Roads, 2004 - 2023



Upgrades from right-turn channels to smart channels are recommended and are being implemented for upcoming capital projects.

Traffic Operations Safety Study (TOSS) – Visual Inspection

In 2023, staff prioritized improvements and recommendations from the Region-wide Traffic Operations Safety Study (TOSS). As part of TOSS, a five-year implementation plan was developed to replace and update existing traffic control devices such as signs and pavement markings. Within the City of Burlington, Town of Oakville, and Town of Halton Hills, the Region is ahead of schedule to have these work orders completed within the five year period. Improvements are being carried out by the local municipalities or third party contractors.

As part of the 2024 budgeting process in 2023, funding was secured to carry out capital improvements at locations without capital reconstruction or resurfacing projects on the horizon.

The capital improvements include:

- modifications to driveway headwalls and centre-island medians; and installation of turning lanes, smart right-turn channels, and protective barriers around retaining walls.

3.4 Intersection Traffic Control Improvements

Traffic control improvements (e.g., traffic signals or roundabouts) improve the safety of intersections. Traffic signals provide orderly phasing for conflicting movements by assigning right-of-way to different traffic movements. Generally, signals reduce the number of severe right-angle collisions compared to an all-way/two-way stop controlled intersection. Roundabouts improve intersection safety by:

- requiring a slow entry speed;
- reducing vehicle-to-vehicle and vehicle-to-pedestrian conflict points; and
- having traffic flow in a single direction.

Typical high-speed right-angle or head-on collisions do not occur in a roundabout.

To determine if traffic signals are required at an intersection, a signal warrant analysis is undertaken annually for all un-signalized intersections. The signal warrant is a provincially accepted standard developed by the Ministry of Transportation and outlined in the Ontario Traffic Manual. The methodology behind the warrant utilizes the most up-to-date traffic volume (vehicular and pedestrian) and road user collision experience, and locations are

individually analyzed to determine if standards or warrants, related minimum traffic and/or delay to cross traffic, are met.

The signal warrant also considers the number of “preventable” collisions that occurred within the previous consecutive three-year period at the intersection. Preventable collisions are those involving traffic which, under signalized conditions, would move on separate phases (for example, left turns).

Although the warrant analysis considers the benefits of signalizing an intersection, the Region also considers other forms of intersection control, such as roundabouts. Consideration of these types of intersection traffic control measure also involves planning-level programs and future plans. Therefore, the analysis results of the traffic signal justification warrant are reviewed with Asset Management to support budgeting.

In 2023, the Region constructed three traffic signals at Derry Road and Bell School Line, Guelph Line and 20 Side Road, and Eramosa Milton Townline and Guelph Line. As part of the Britannia Road Widening (PR-2670B), the intersection of Britannia Road and Fourth Line was realigned south of its original location. New signals were required for the newly realigned intersection.

In 2023, construction began for a Pedestrian Crossover (PXO) at the intersection of Main Street and Crawford Crescent in Campbellville. The Region acquired land to satisfy AODA requirements so that the PXO poles would not obstruct people with mobility issues. The PXO was completed in May 2024. Other than PXOs at right-turn channels and roundabouts, this is the second PXO at an unsignalized intersection to be installed on a Regional road. The Region strictly follows the warrant process and guidelines for PXOs as defined in the Ontario Traffic Manual (OTM) Book 15 and the *Highway Traffic Act* (HTA).

Along with intersection traffic control improvements, the Region annually resurfaces road segments and intersections. Newly paved road has greater friction compared to older road surfaces which affords greater contact between the vehicle and roadway.

3.5 Annual Speed Review

Speeding is a major factor in collisions and overall road safety. Although the frequency of collisions due to speeding on Regional roads is low, it is well documented that higher speeds leads to higher injury severity in a collision. In June 2000, Regional Council approved Report PPW46-00, which outlined a speed control policy for Regional Roads. The policy recommends the undertaking of an annual review of posted speed limits throughout the Regional Road System. The annual speed review provides a proactive, systematic approach to ensuring that speed limits within the Regional Road Network are set and maintained at appropriate levels. Figure 21 illustrates the results of the 2023 Annual Speed Review.

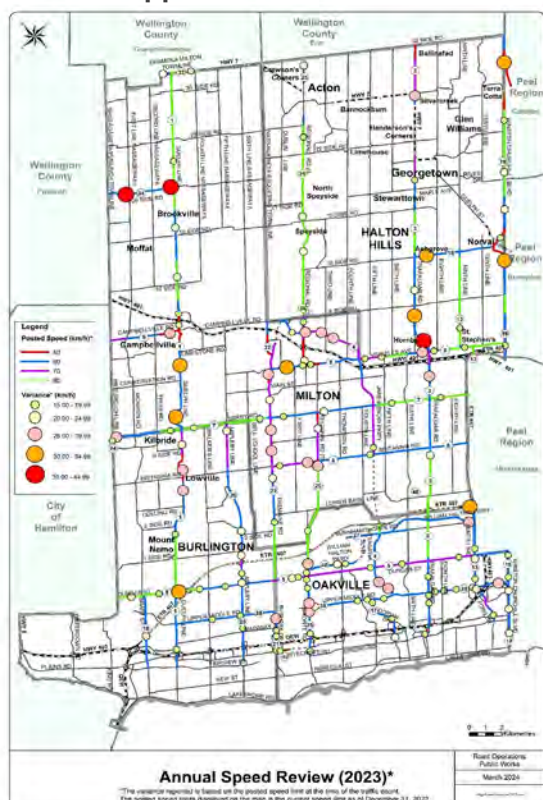
The annual speed review involves the measurement of actual speeds at selected locations and compares the 85th percentile of the measured (operating) speeds to the posted speed limits. The 85th percentile speed is a commonly used threshold in transportation engineering. The definition of 85th percentile speed is “The speed at or below which 85 percent of all vehicles are observed to travel under free flowing conditions”. Where there are significant variances between these two speed values, a review of the posted speed limit will be conducted.

The review of individual locations may or may not result in a recommendation to increase or decrease the posted speed limit. Recommendations may also be made to undertake specific actions, such as increased enforcement, education programs, installation of countermeasures such as driver speed feedback signs, and physical changes to the roadway

Figure 22 illustrates a comparison of the measured speeds in different speed zones between 2021 and 2023. Overall, there has been a slight reduction in operating speeds in 2023 compared to 2022.

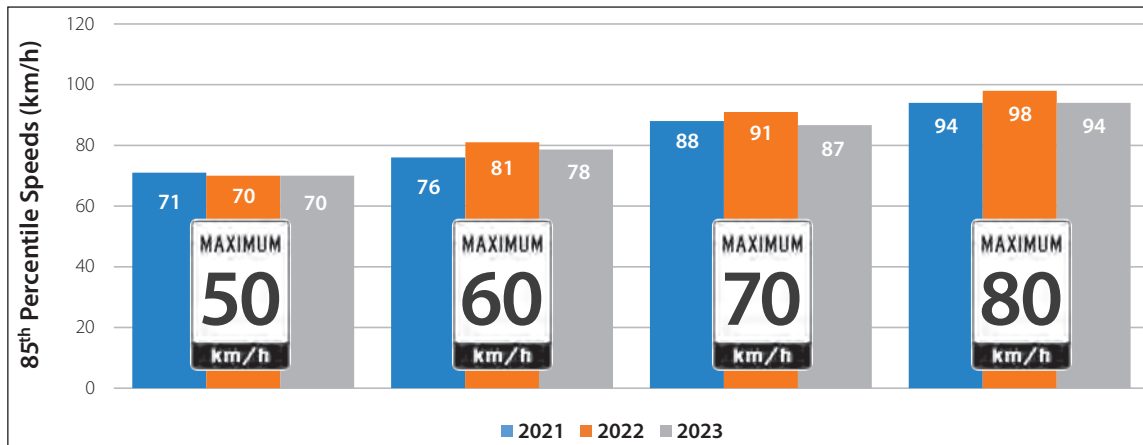
Figure 23 and the list below document the top 20 roadway segments that were identified as having the highest variances between posted speed limit and 85th percentile operating speeds.

**Figure 21 - Annual speed review, 2023
(See appendix B for more detail)**



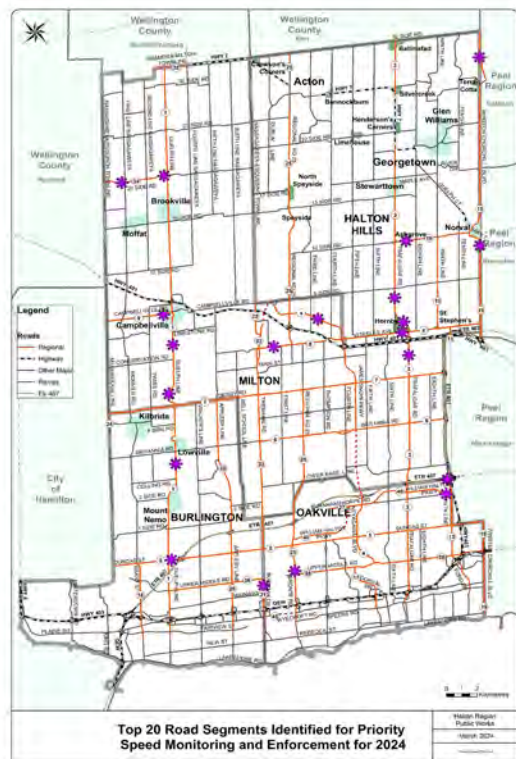
1. Trafalgar Road - between Steeles Avenue and Hornby Road
2. 20 Side Road - 200 m west of First Line
3. 20 Side Road - 200 m west of Guelph Line
4. Steeles Avenue - between Peru Road and Industrial Drive
5. Dundas Street - between Guelph Line and Highway 407 Westbound Off-Ramp
6. Winston Churchill Boulevard - between King Street and 32 Side Road/Ballinafad Road
7. 10 Side Road - between Trafalgar Road and Eighth Line
8. Trafalgar Road - between Hornby Road and 5 Side Road
9. Ninth Line - between William Halton Parkway and Lower Base Line
10. Winston Churchill Boulevard - between 5 Side Road and 10 Side Road
11. Guelph Line - between Derry Road and Conservation Road
12. Guelph Line - between Conservation Road and Limestone Road
13. James Snow Parkway - between Boston Church Road and Esquesing Line
14. Campbellville Road - between Twiss Road and Kingsbury Circle
15. William Halton Parkway - between Burnhamthorpe Road and Ninth Line
16. Burloak Drive - between Mainway and Upper Middle Road
17. Trafalgar Road - between CP Rail and Auburn Road
18. Steeles Avenue - between Hornby Road and Trafalgar Road
19. Bronte Road - between Upper Middle Road and Richview Boulevard/West Oak Trails Boulevard
20. Guelph Line - between Colling Road and Britannia Road

Figure 22 - Comparison of 85th percentile speeds, 2021 - 2023



The information gathered in Halton’s annual speed review provides Regional staff with locations on Halton Region’s road network which require detailed review and possibly the implementation of countermeasures to assist in the reduction of road user speeds. Although there has been increased instances of speeding on Regional roads, collisions attributed to excessive speeding have seen a minor reduction in the last five years.

Figure 23 – Priority speed enforcement locations for 2024 (See appendix C for more detail)



Annual Requests for Posted Speed Limit Review

To encourage compliance with the posted speed limit, both a consistent message and reasonable speed limit must be posted. The ideal speed limit is impacted by factors including roadside environment, prevailing operating speeds, horizontal or vertical alignment, traffic volume, density of driveways, presence of pedestrians/cyclists, and adjacent land use. When a posted speed is too low or too high for a particular road segment, motorists’ compliance with the posted speed limit is low. Visual cues from the road and adjacent environment, such as pavement width, shoulder width, and pavement quality, can contribute to operating speeds deviating from the posted speed limit. A large speed discrepancy between vehicles in the traffic flow is undesirable from a traffic operations perspective.

The Region’s policy on posting speed limits aligns with the *Highway Traffic Act* and Ontario Traffic Manual, which are recognized industry wide. Halton’s policy recommends defining speed zones based on a number of criteria including those noted above. To determine compliance with the posted speed, the Region conducts an annual assessment of road user operating speeds. Staff then determines the 85th percentile operating speed and assess the requirement to adjust posted speeds. This is a proactive approach to ensuring speed limits are appropriately and reasonably set on Regional Roads.

In 2023, Halton Region did not modify any speed limits.

Speed Management Countermeasures

The Region implements the following initiatives to promote the reduction of road user speeds on Regional Roads where identified speeding problems exist. Countermeasures include:

- NC300 traffic counters
- Driver speed feedback signs
- Police enforcement
- Portable Variable Message Sign (PVMS) Trailers

In 2023 Halton Region purchased two additional PVMS trailers. These trailers are to be used for communicating traffic safety related messages, operating speeds, and to record data for analysis and enforcement. These two units allow for remote access through a cloud server where staff can remotely change messages and download data. An additional benefit of these trailers is that they are smaller, allowing staff to park them where shoulder and boulevard space are limited.

The Region owns a fleet of driver speed feedback signs. This program aims to:

- alert motorists of their approaching speeds;
- identify speeding trends; and
- identify when enforcement is required on Regional roadways.

This speed detection/feedback sign project was initiated as an effective cost measure to obtain speeding information on various Regional road segments and assist to in reducing the approaching and operating speeds of vehicles, which in turn saves both lives and money.

The signs are configured to detect the travel speeds of approaching traffic and provide feedback to the road users on their speeds relative to the posted limit. The Region conducts compliance assessments to determine the effectiveness of the signs and justify the continuation of the program. The assessments continue to show that the signs help to reduce speeds, and therefore, are a benefit to the Region's road network. The signs continue to remain a significant part of Halton's speed management toolbox. With these signs, Halton is able to connect remotely, retrieve real time data using cloud-based software to create reports. The combined data and reports help to identify speeding trends and the 50th and 85th percentiles, average and median speeds at these locations. Staff are then able to identify and share the ideal times for enforcement with the Halton Regional Police Service.

There are now 62 signs in Halton Region's fleet at locations identified for priority speed monitoring and enforcement as shown in Figure 24. Two additional speed detection/feedback sign units were installed on Trafalgar Road between Upper Middle Road and Rosegate Way in the Town of Oakville.

**Figure 24 - Speed feedback sign locations
(See appendix D for more detail)**



Police Enforcement

Results from the annual speed review, speed feedback signs and spot speed studies are shared regularly with the Halton Regional Police Service for consideration of targeted speed enforcement through the local District Response Units (DRU's). On a monthly basis, staff collaborates with police by sharing data reports so that enforcement can be coordinated at locations where speeding is most prevalent.

3.6 Red Light Camera Program

Halton continues to participate in the Provincial Red Light Camera (RLC) program. The goal of the RLC program is to reduce the frequency of red light running and high-severity angle-type collisions at signalized intersections. The program utilizes an enforcement technique targeted at reducing red light running associated with specific movements known to result in angle collisions to improve both driver and pedestrian safety.

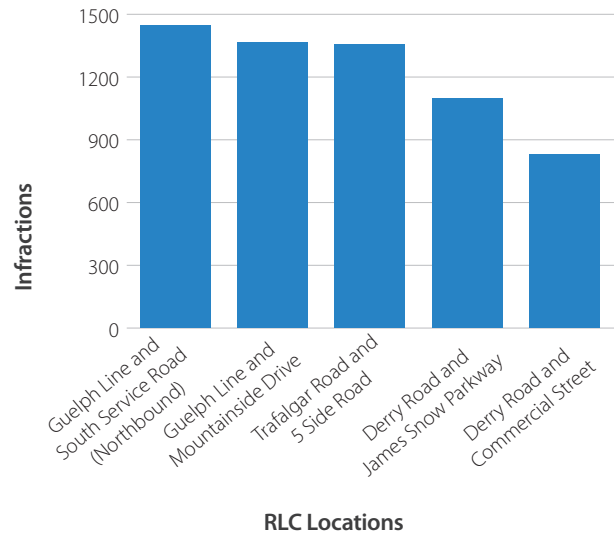
Halton Region has participated in the Provincial-wide RLC program since 2012 installing 23 RLCs within the Regions jurisdiction at signalized intersections. In previous years the program has proven to show progress in reducing the frequency of collisions due to red light running. There has been an approximate 21% reduction of angle type collisions at intersections with a RLC since 2017. This can be seen in Figure 25 which compares the frequency of angle-type collisions caused by a vehicle disobeying the traffic control or failing to yield to the right-of-way before and after RLC was activated.

In 2023, there was an average of 2 infractions per day which is a slight reduction from 2022. Figure 26 shows the total annual infractions and average daily infraction rates from 2018 to 2023. The data shows COVID-19 impacted overall infractions during 2020 and 2021; this is consistent with overall Regional collisions. Figure 27 shows the five highest locations for infractions. The RLC monitoring the northbound direction at Guelph Line and South Service Road recorded the most infractions with 1,447 followed by Guelph Line and Mountainside with 1,367 infractions. Trafalgar Road and 5 Side Road was third highest with 1,357 infractions. The fourth and fifth highest infractions occurred at Derry Road and James Snow Parkway, and Derry Road and Commercial Street with 1,098 and 829 infractions, respectively.

Figure 26 – Red light camera infraction rate, 2018 - 2023

	2017	2018	2019	2020	2021	2022	2023
Number of Active Cameras	17	17	20	18	18	18	23
Total Infractions	11,568	14,715	12,880	9,593	11,207	13,010	14,558
Total Active Days	4,457	5,532	6,080	6,406	6,552	6,336	7,290
Average Daily Infraction Rate	2.6	2.66	2.12	1.5	1.71	2.05	2.00

Figure 27 - Top five locations for red light infractions, 2018 - 2023



RLC Locations

In July 2023, the Region installed and activated five new RLCs. These new RLCs use radar detection rather than inductive loops which allows the camera to be operational in construction zones. The use of radar detection will help the longevity of the asphalt and improve construction zone safety. RLCs were installed at the following locations:

- Dundas Street and Trafalgar Road (monitoring westbound traffic)
- Guelph Line and South Service Road (monitoring southbound traffic)
- James Snow Parkway and Main Street (monitoring northbound traffic)

Figure 25 – Red light camera collisions

Location	Activation Date	Angle Collisions Before RLC Deployment	Angle Collisions After RLC Deployment	Difference	Percentage Change
Derry Road and Commercial Street	July 21, 2017	6	3	-3	-50%
10 Side Road and Eighth Line	August 3, 2017	4	1	-3	-75%
Guelph Line and South Service Road	October 6, 2017	15	22	7	47%
Derry Road and Savoline Boulevard		5	2	-3	-60%
Upper Middle Road and Sixth Line		7	5	-2	-29%
<i>Comparison above shows 6 years before and after activation date</i>					
Upper Middle Road and Third Line	August 27, 2019	5	3	-2	-40%
Steeles Avenue and Ninth Line North		4	4	0	0%
Ford Drive and Royal Windsor Drive	September 19, 2019	7	2	-5	-71%
<i>Comparison above shows 4 years before and after activation date</i>					
Total		53	42	-11	-21%

- Trafalgar Road and Upper Middle Road (monitoring northbound traffic)
- Trafalgar Road and Leighland Avenue (monitoring southbound traffic)

For a map of all RLC locations, please refer to Appendix D.

Overall, the RLC Program shows positive results in reducing severe angle-type collisions. Subject to budget availability, Halton intends to expand the program to further improve safety at signalized intersections.

**Figure 28 - RLC Locations
(See appendix D for more detail)**



3.7 Drive SAFE Program

The Drive SAFE (Safety Awareness For Everyone) public awareness program is an initiative targeting speeding, aggressive driving, and generally unsafe behaviour on Halton roads. To promote safe driving to the public, the Region has completed several initiatives in previous years, such as:

- Poster campaigns
- Safety brochures
- Cyclist safety commercials
- Emergency Medical Services (EMS) safety commercials

- Winter driving tips on the Weather Network
- 911 call program
- Driver speed feedback roadway signs

A major component of the Drive SAFE program is the Region's targeted speed monitoring and enforcement program noted herein. The Drive SAFE program also assists other Regional departments and divisions to promote safe roads in Halton. In 2023, the Region purchased two new portable speed trailers to compliment the Drive SAFE program.

The Drive SAFE program requires collaboration with the Region's Communications division so that safety initiatives can be promoted through digital channels such as social media and halton.ca.

Portable Speed Message Sign Boards

Similar to the driver speed feedback signs, five portable variable message display signs are used as a speed compliance tool to display vehicle traveling speeds to motorists. The signs are strategically placed on the Regional Road Network at known areas of concern based on high-speed locations and requests from the public.

In 2023, the signs were deployed to the following locations:

1. Dorval Drive between Monastery Drive and Old Abbey Lane
2. Brant Street between Cavendish Drive/Beaufort Drive and Greenbank Trail/Hazleton Boulevard
3. Steeles Avenue, between Sixth Line North and Sixth Line South
4. James Snow Parkway, between Trudeau Drive and Main Street
5. Tremaine Road, between Dymott Avenue and Derry Road
6. Tremaine Road, between the 401 Overpass and Campbellville Road
7. Tremaine Road, between Derry Road and Landsborough Avenue
8. Guelph Line, between 15 Side Road and 20 Side Road
9. Derry Road, between Miller Way/Armstrong Boulevard and Sauve Street
10. Guelph Line, between Upper Middle Road and Mountain Grove Avenue/Pinemeadow Drive
11. Dundas Street, between Tim Dobbie/Weslock Common and Millcroft Park Drive
12. Upper Middle Road, between Deer Park Road and Fourth Line/Nottingham Gate

4.0 Operational Performance

- 13. Neyagawa Boulevard, between River Oaks Boulevard and Munn's Avenue
- 14. Campbell Avenue, between Kingsbury Circle and Main Street
- 15. Guelph Line, between Limestone Road and McLaren Road

Staff also deployed portable message trailers adjacent to schools on Guelph Line, Derry Road, Neyagawa Boulevard, Dundas Street, and Upper Middle Road as part of the Project Safe Start program in conjunction with the Halton Regional Police Service at the beginning of September to remind motorists to watch for students and stop for school buses when required.

Portable message trailers were also deployed at the same locations the week before and after Daylight Savings Time ended to remind motorists to stay alert and slow down as it gets dark early. Following the end of Daylight Savings Time, messages were provided to alert motorists to prepare for winter conditions, use snow tires, and to keep a safe distance between vehicles.

4.1 Travel Speed and Delay Study

This section provides a snapshot of the operational performance of the Regional Road network in 2023. Halton Region conducts annual travel speed and delay studies along its roadway corridors to determine the travel time and overall level of service (LOS). Travel time is measured by comparing (a.) the average time



to travel between two points on a roadway corridor during periods of peak traffic volumes, with (b.) the time required to travel the corridor at the posted speed limit, free of delay. Figure 29 summarizes the a.m. and p.m. peak LOS for selected study corridors for 2023.

The Transportation Research Board's Highway Capacity Manual defines Level of service (LOS) as a qualitative measure describing operational conditions within a traffic stream, generally described in terms of service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

Figure 29 – 2023 a.m. and p.m. peak period levels of service

Level of Service	A.M. Peak Period	P.M. Peak Period
A/B	57%	44%
C	42%	49%
D	1%	7%
E	0%	0%
F	0%	0%

Note: Measured (observed) speeds associated with Levels of Service A - F are indicated in the table below. For example, where the observed travel speed is 70 percent or greater of the posted speed, the level of service is "A/B".

Average Travel Speed (% of posted speed)	Level of Service
90%	A
70%	B
50%	C
40%	D
32%	E
Less than 32%	F

In 2022, 57% of corridors had a LOS of A/B during a.m. peak periods and 44% had a LOS of A/B during p.m. peak periods. See Figure 29 for details. Other than the height of the pandemic in 2020, the 2023 level of service has improved compared to previous years. Figures 30 and 31 show the percentage of the road network by LOS for the a.m. and p.m. peak periods. The 2023 results for both peak periods show a greater proportion of the Regional road network with an LOS of A or B. Also, there has been a clear reduction in road segments with an LOS of D, E and F. Most notably, the 2023 LOS results show 0% of the Regional road network with an LOS of E or F. The results suggest continued efforts to optimize corridors and intersections along with capital reconstruction projects are having a positive impact on improving travel times and reducing gridlock.

Figure 30 - Percentage of network by level of service (a.m.), 2019 - 2023

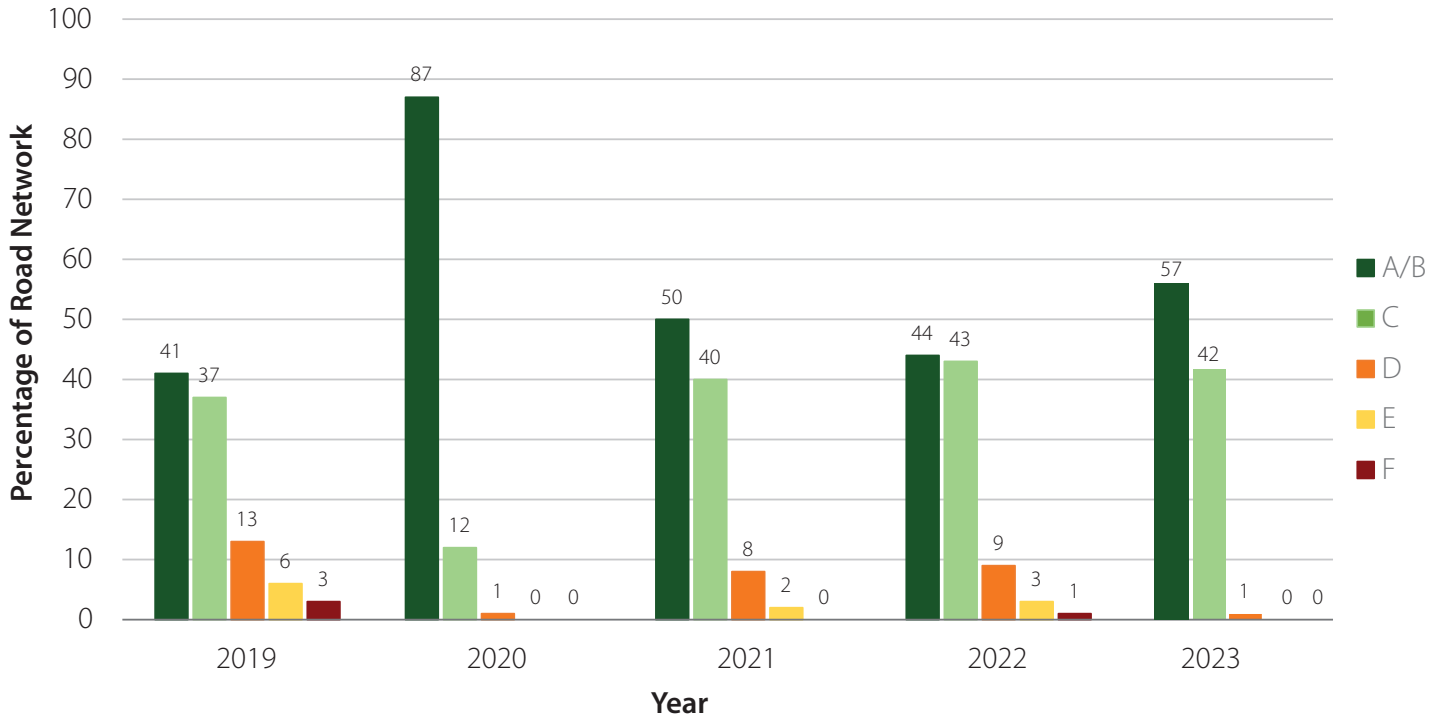
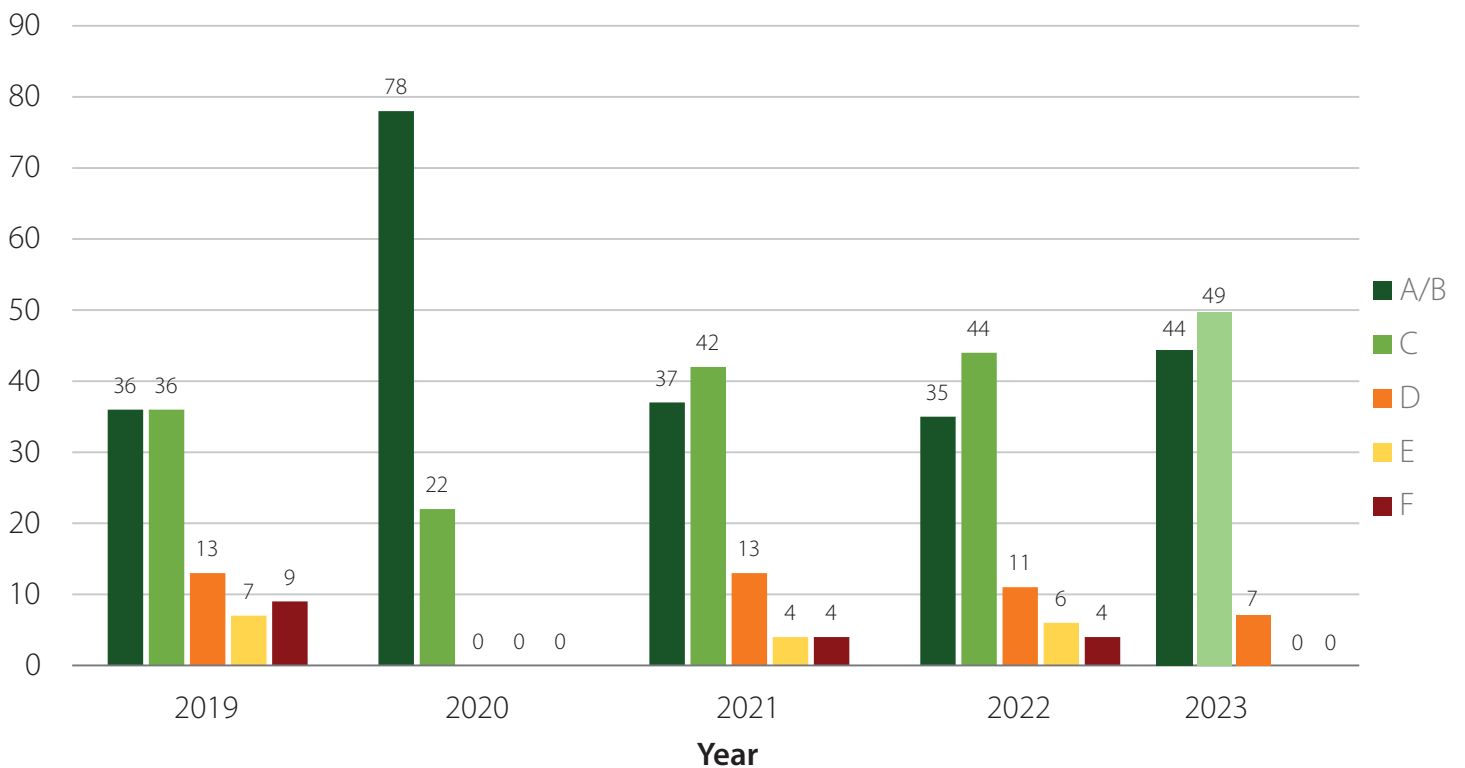


Figure 31 - Percentage of network by level of service (p.m.), 2019 - 2023



4.2 Traffic Signal Corridor Optimization

A key component to maintaining a safe and efficient road network is the effective management of traffic through major road corridors. To achieve this, traffic signal timings are coordinated to minimize vehicular delay. To ensure Halton's signals are coordinated in the most efficient manner, the Region commissions studies aimed at optimizing the signal network along major Regional corridors. To ensure the best possible service on Halton's roads, the Region has completed these studies on an annual basis since 2011 and optimized a number of corridors.

Due to the provincial lockdowns and sporadic traffic patterns caused by COVID-19, optimization studies were put on hold until traffic patterns returned to normal. In 2023, the program resumed and the following corridors were optimized:

- Dundas Street, from Neyagawa Boulevard to William Cutmore Boulevard
- Neyagawa Boulevard, from Munn's Avenue to Burnhamthorpe Road
- Steeles Avenue, from Industrial Drive to James Snow Parkway
- Martin Street / Regional Road 25, from Steeles Avenue to 5 Side Road

Through the optimization studies, the Region reviews the existing traffic conditions and optimizes the traffic signals for flow during the directional peak hours. In Halton, this is typically the eastbound and southbound direction in the a.m. peak period, and westbound and northbound during the p.m. peak period. These studies review each intersection within a corridor and the corridor

Traffic signal timing adjustments developed from the optimization studies aim to reduce road user delay along the study corridors. This is important along corridors where:

- Congestion is problematic;
- Progression is difficult to achieve due to traffic volumes; or
- Major traffic generators and freeway systems are nearby.

As capital improvements are completed along Halton's major corridors, state-of-the-art traffic signal interconnect infrastructure is being provided to ensure we achieve the long-term goal of an efficient traffic signal network.



5.0 Transportation Operations and Maintenance

5.0 Transportation Operations and Maintenance

5.1 Minimum Maintenance Standards

To ensure that monitoring and maintenance of the Regional Road Network is undertaken in accordance with established Provincial standards, Halton adopted the road classification system used by the Ministry of Municipal Affairs and Housing in O.Reg. 239/02 called the Minimum Maintenance Standards for Municipal Highways (MMSMH), made under the *Municipal Act, 2001*. The regulation was amended and updated on May 3, 2018 under O.Reg. 366/18. The MMSMH establishes six road classifications based on the Average Annual Daily Traffic (AADT) and the posted speed limit.

The frequency of road patrols is based on the road classification, with higher road classes having more frequent patrols. Annual traffic counts are used to re-evaluate the Road Classifications to ensure compliance with the Regulation.

To comply with the Provincial standards, road patrol activities must be conducted.

The objectives of road patrolling are:

- That road surface conditions are monitored, recorded, and reported without delay if adverse conditions or problems exist;
- That all roads are inspected on a regular basis;
- That all roads are in a safe condition;
- That all road deficiencies are recorded for subsequent actions and compliance monitoring;
- That road deficiencies exceeding limits specified in the Regulation are addressed timely in accordance to the Regulation;
- That citizens' needs are respected; and,
- Compliance with the MMSMH requirements.

5.2 Roadway Asset Management

Halton Region is responsible for the management of the Regional Road System and related roadway system infrastructure assets including bridges, culverts, storm, retaining walls, noise walls, streetlight system, safety devices and traffic control devices, but excluding sidewalks and multi-use paths which are owned and maintained by the Local Municipalities.

The overall condition of the Regional Road System is monitored through the Pavement Management Application, Road Assessments and Structure Inspections Biennially for Bridges, Culverts, Retaining Walls and Noise Walls. Each of these tools/assessments provide an inventory of assets, quantitative condition and performance measures, performance prediction, and engineering and economic analysis tools to provide costs for needs such as resurfacing, rehabilitation, replacement and reconstruction.

The Pavement Management Application is a tool to manage and predict pavement conditions. The Road Needs Study and Structure inspections are completed through field investigations to determine work required to ensure Regional assets are preserved in a state-of-good repair in coordination with ongoing growth and non-growth projects. Road Operations oversees the operation and maintenance of all roadway infrastructure assets daily as part of asset management.

As identified in the Capital Plan, the Region's transportation infrastructure is in a state of growth, expansion and transition with more urbanization and road widening taking place. Recent road infrastructure additions and increased demands on the Regional Road System caused by growth-related development, are driving the need for operational, maintenance and capacity improvements on roads and structures. In 2021 as part of the Asset Management Lifecycle Management Study, it was noted that 73% of all existing road infrastructure is in good to very good condition. Infrastructure that is categorized as being in poor to critical condition is being addressed through current and future planned capital improvement projects. Work within the capital program replaces and rehabilitates a portion of the overall road infrastructure annually to minimize deterioration and maximize its remaining service life.

5.3 Pavement Management

Halton Region utilizes a Pavement Management Application (Road Matrix) to evaluate, analyze and help develop a proposed list of roads for the road resurfacing program for the Regional Road Network.

This computer-based pavement management system utilizes pavement information collected and assembled from the road network such as pavement distress, ride quality and pavement condition. The pavement data and subsequent data analysis help to prioritize the maintenance and rehabilitation work for the network based on observed pavement conditions. The result is a list of road sections requiring rehabilitation and/or resurfacing that is used in the development of coordinated capital programs. Road Operations also reviews current and future planned Public Works programs from internal and external agencies as part of asset planning and life cycle management to prioritize projects.

Using Road Matrix as a part of asset management enables staff to make long-term decisions to manage the life of the roadway surface and base. The system ensures that informed decisions are being made by keeping up-to-date information and tracking changes to the roads that occur on a regular basis. This is the optimum way of measuring how well road pavements are performing over time.

The data gathered for each road section is given a Pavement Quality Index (PQI) rating which provides an overall indication of pavement condition based on surface distresses and rider comfort. This rating uses a scale of one to ten, with ten being an optimum or the highest performance rating.

Every three years, pavement condition data is collected by an automatic road analyzer vehicle that measures pavement roughness, ruts, pavement distresses and cracks. Road Matrix uses these measurements to calculate a PQI. The average PQI was 78.2 out of 100 in 2023 compared to 78.6 in 2022. PQI has not increased significantly with current works due to the backlog of resurfacing and growth projects that are ongoing. The last major pavement condition data collection update occurred in November 2022. The next major updates are scheduled for fall 2025. A three-year survey cycle was adopted to enable comparison with historical data collected in previous surveys to update the pavement management

system and continue asset management planning for the entire Regional Road Network. Annually, all major changes made to the road network through road reconstruction, widening, additions, resurfacing, major spot repairs and other capital works projects are captured within the system.

In 2023, only \$1.375M of works were completed from the total \$10.46M worth of pavement resurfacing was completed due to a late tender. In 2023, the remainder of the 2022 resurfacing program completed the remaining \$6.849M worth of pavement resurfacing in 2023. As part of the forthcoming budget for 2024, additional resurfacing candidate roads were budgeted and planned from 2024 to 2034. The investment in resurfacing extends the life of the pavement and assists in the deferral of more expensive reconstruction works. The Region will continue to invest in resurfacing, spot repair and crack sealing to ensure that state-of-good-repair objectives continue to be met. From 2010 to 2023, the Regional Road Network expanded approximately 23%, from 934 to 1,171 lane kilometres.

Staff will continue to monitor the quality of Halton's road pavements and provide recommendations to Council regarding required resurfacing investment through the annual transportation capital budget submissions.



5.4 Road Needs

A Road Needs Study is performed annually through a visual examination of inventory and an assessment of improvement needs within each road section (independent of future projects). The study provides an overall rating of the road system by section, including factors such as surface type, surface width, capacity, structural adequacy, drainage and geometry. The study reports on the deficiencies, needs and conditions captured through the Road System Inventory and Road Appraisal Sheets.

The study also identifies recommended timing and proposed construction and/or rehabilitation improvements. The recommendations guide the scheduling of improvements to ensure that preservation, upgrading, and timely replacement of roadway assets are undertaken through cost effective management and programming in conjunction with the annual capital works in progress.

In 2022, the Road Needs Study inventory was updated internally by staff. As part of the internal update, staff focused on the state-of-good-repair and reviewed the metrics previously updated with changes that occurred with current capital works in progress in the current road network.

The overall Regional Road System adequacy in 2023 was 75.9% compared to 68.8% in 2022 based on lane kilometres.

The percentage of lane kilometres of roads rated good to very good increased from 65.8% in 2022 to 70.1% in 2023.

Based on the forthcoming resurfacing and roads capital program proposed as part of the 2024 capital budget, the carryover of some 2023 resurfacing being done in spring, and extensive growth projects under construction, it is expected that the overall network system adequacy and percentage of assets rated good or very good will continue to increase and stabilize in the coming years.



5.5 Bridges, Major Culverts, Retaining Walls and Noise Walls

Halton Region's bridges, major culverts, retaining walls and noise walls are inspected as per the Ontario Structural Inspection Manual (OSIM) inspections. Provincial Legislation O.Reg. 104/97 'Standard For Bridges' requires that inspections be undertaken on a biennial basis for all bridge and culvert structures that have a span greater than three metres under the direction of a professional engineer.

An engineering consulting firm (or firms) is retained to update and keep an inventory of the bridges, culverts, retaining walls and noise walls through a close-up visual inspection and appraisal of each structure. An OSIM inspection report is completed for each structure including material and performance ratings, functional data and recommendations for engineering investigations, rehabilitations, repairs and/or replacements. The overall inventory and report summarizes the results of the inspections, weight limit assessment, structure priorities, recommendations and estimated cost for rehabilitation or replacement of each asset by its time of need. The recommendations ensure that preservation, upgrading, and timely replacement of bridges, major culverts, retaining

walls and noise wall assets are performed through cost-effective management and programming. The last OSIM inspections were performed in 2022.

The year-end 2023 Average Bridge Condition Index for 89 bridges and 97 major culverts with a span of three metres and greater along Regional Roads in Halton was 80.26 out of 100 in 2023 compared to 78.3 out of 100 in 2022.

The year-end 2023 Average Condition Index for retaining walls along Regional Roads in Halton was 75.1 out of 100 in 2023, compared to 74.8 out of 100 in 2022.

The year-end 2023 Average Condition Index for noise walls along Regional Roads in Halton was 79.21 out of 100 compared to 78.94 out of 100 in 2022.

In 2023, all condition indexes for structures increased due to replacements and new structures from current capital works programs. It is anticipated with the current capital works in progress that all indexes will increase in the coming years.

In 2024, Halton Region will re-inspect all bridges, major culverts, retaining walls and noise walls through an OSIM inspection as previously done in 2022.



6.0 Conclusion

The Region will continue to invest in bridges, major culverts, retaining walls, and noise walls as the Regional Road Network expands and existing assets decline due to age to ensure we continue to meet state-of-good-repair objectives. Staff will continue to monitor the rehabilitation and replacement requirements with the current and future planned Public Works improvement projects and provide recommendations with respect to required rehabilitation and replacement investment through the annual transportation capital budget submissions.

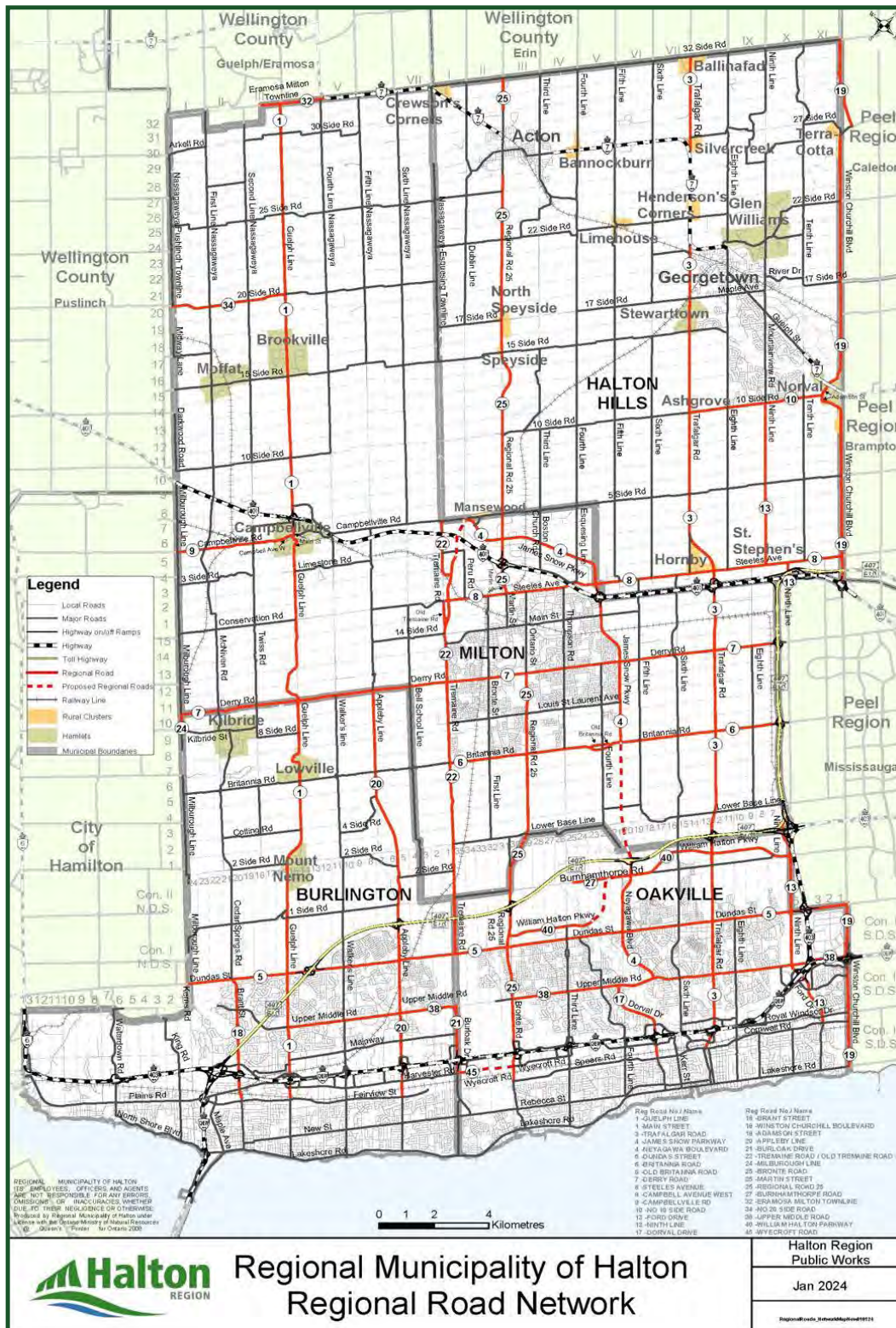
6.0 Conclusion

The 2023 Transportation Progress Report provides an overview of the performance of the Regional Road Network, and some of the current projects and initiatives in progress.

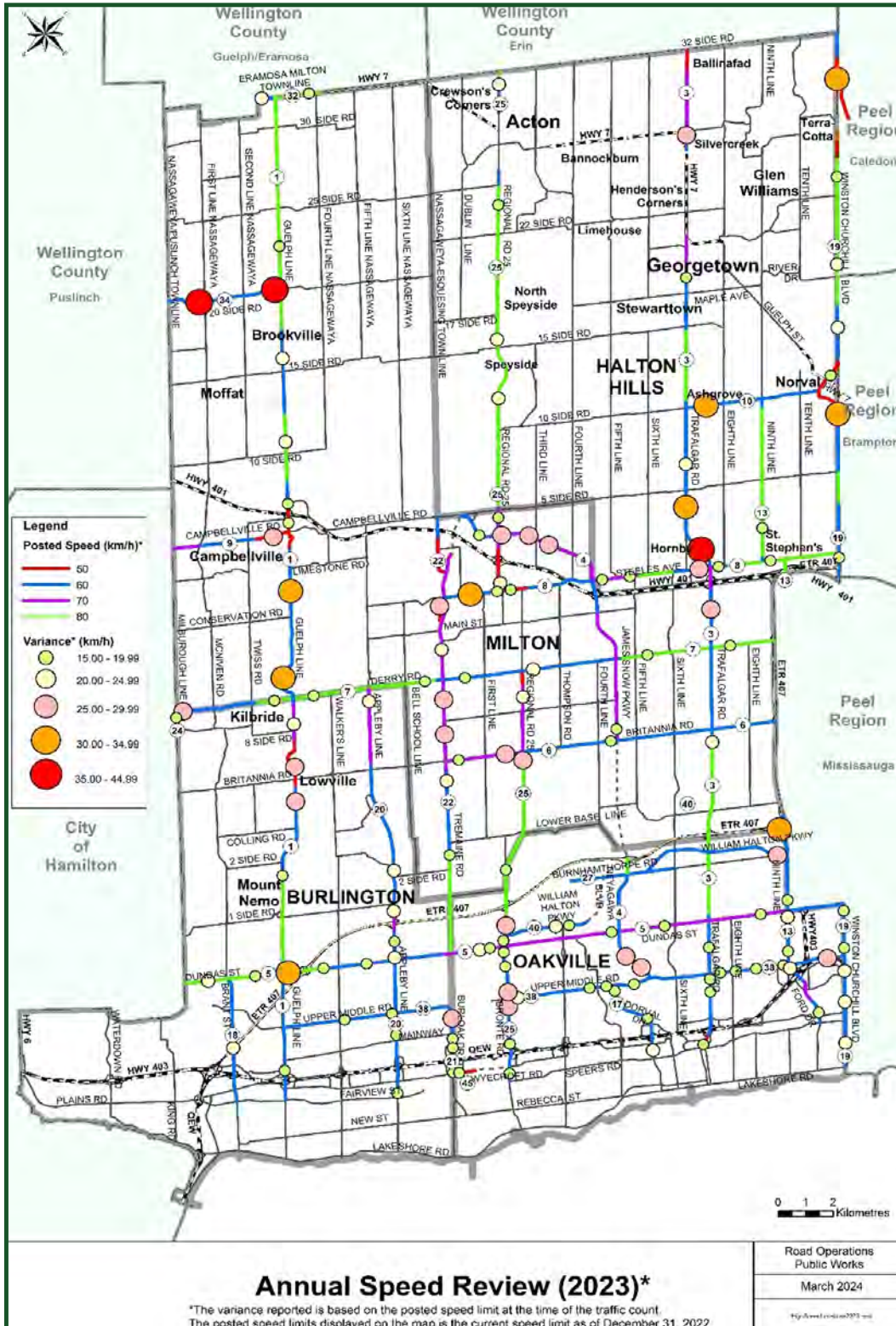
- 2023 traffic volumes and collisions indicate COVID-19 is no longer affecting driving behaviours with overall volumes and collisions returning to pre-pandemic levels.
- The TOSS Visual inspection that identified over 500 deficiencies to be addressed over a five year implementation plan has been programmed for completion and is anticipated to be finished ahead of schedule.
- The procurement of additional portable variable message trailers to assist with Drive SAFE campaigns.
- The installation and activation of five red light cameras.
- The resumption of annual corridor optimization program.
- An average level of service of C or higher on Regional corridors.



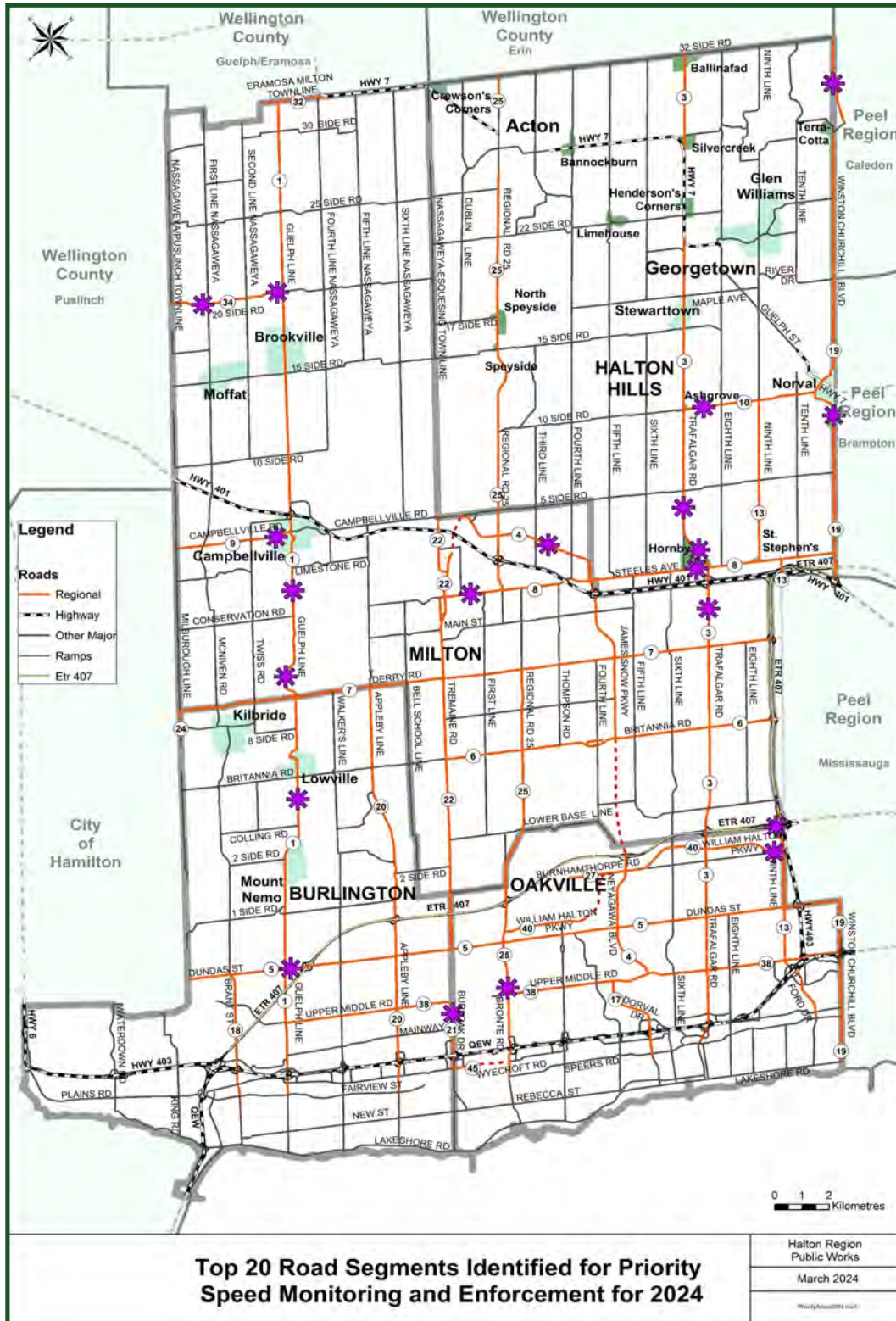
Appendix A



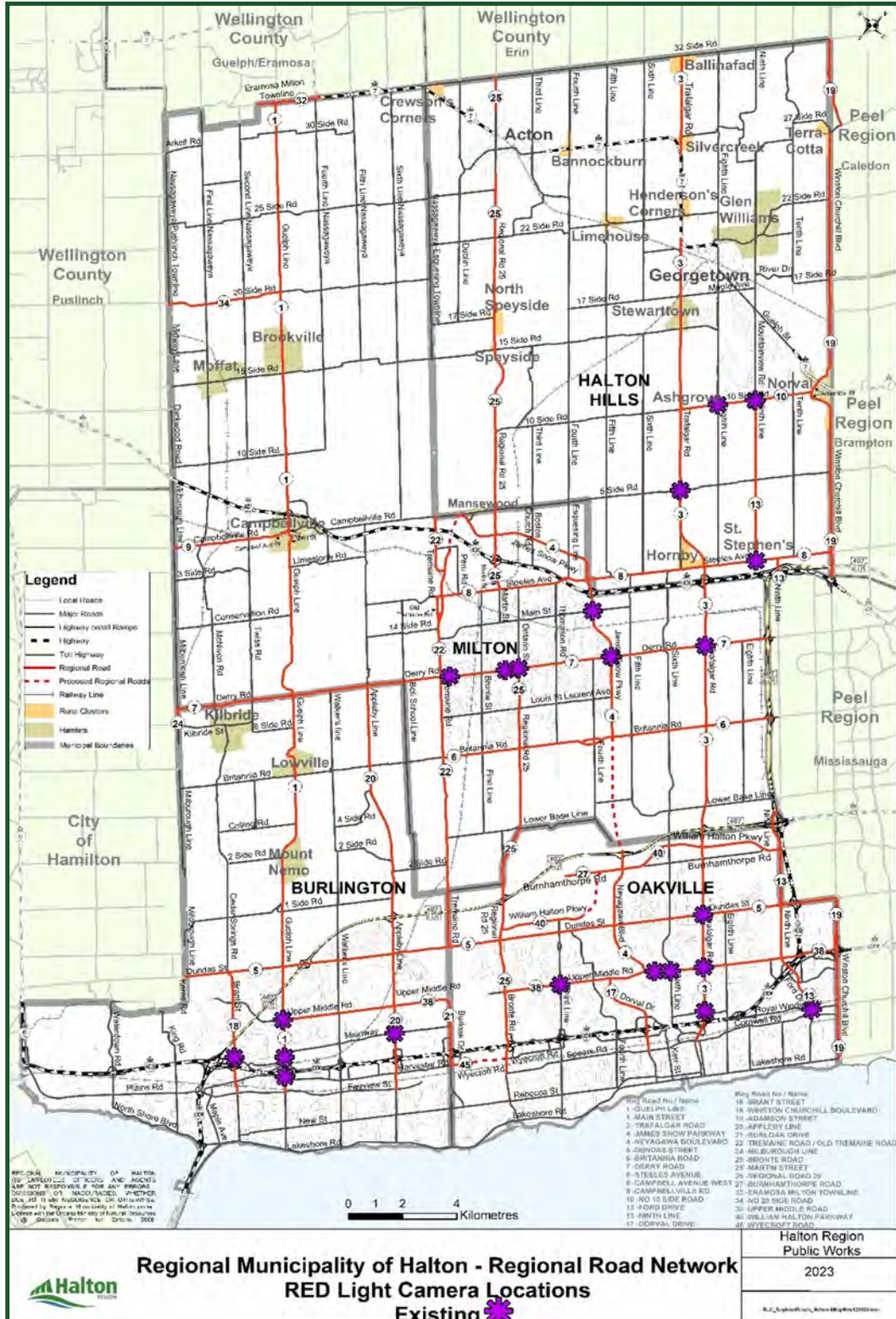
Appendix B



Appendix C



Appendix D





PW-2430109

GENERAL INFORMATION PACKAGE

halton.ca 

OCTOBER 28, 2024



269

VIA EMAIL

October 4, 2024

Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: CA-23-24 - Halton Region's Role in Community Climate Action

1. THAT the Region support the Community Climate Change plans and targets as established by the Local Municipalities instead of advancing its own separate Community Climate Action Plan and community-wide greenhouse gas emission (GHG) target for Halton Region.
2. THAT the Regional Clerk forward a copy of Report No. CA-23-24 to the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville for their information.

Please find attached a copy of Report No. CA-23-24 for your information. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Jane MacCaskill, Chief Administrative Officer
Date:	September 18, 2024
Report No.:	CA-23-24
Re:	Halton Region's Role in Community Climate Action

Recommendation

1. THAT the Region support the Community Climate Change plans and targets as established by the Local Municipalities instead of advancing its own separate Community Climate Action Plan and community-wide greenhouse gas emission (GHG) target for Halton Region.
2. THAT the Regional Clerk forward a copy of Report No. CA-23-24 to the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville for their information.

Report

Executive Summary

- Regional Council has taken a leadership role in addressing climate change through actions such as:
 - declaring a Climate Emergency in 2019;
 - applying a climate change lens to growth management decision-making through the Integrated Growth Management Strategy and Regional Official Plan Amendment No. 49 in 2022;
 - approving the Region's 2023-2026 Strategic Business Plan and its principles, goals, actions, and measures to address climate change from both corporate- and community-based perspectives; and,
 - approving the Halton Region Corporate Climate Action Plan in 2023, designed to achieve a greenhouse gas (GHG) emissions reduction target of net-zero by 2045.
- The Strategic Business Plan anticipates that the Region will work with the Local Municipalities to prepare a Community Climate Action Plan and establish a community-wide greenhouse gas (GHG) emissions target for Halton Region.

- The Region has been working closely with the Local Municipalities to coordinate efforts on addressing climate change and to understand how to advance this work in a way that minimizes any confusion in the community.
- Each Local Municipality in Halton has established greenhouse gas (GHG) reduction targets and has plans and initiatives in place to support achieving the target in a manner tailored to their community context.
- As of July 1, 2024, the Region no longer has a role in land use planning, which is a key lever for influencing community-based greenhouse gas (GHG) emissions and in achieving community climate change goals. The Local Municipalities now have full land use planning responsibilities.
- In response to feedback from the Local Municipalities and in the context of advancing changes to leverage local initiatives and avoid confusion in service delivery, it is recommended that the Region not pursue establishing a Community Climate Action Plan or community-wide greenhouse gas (GHG) emissions target as was originally anticipated, but remain committed to advancing the climate change goals articulated in the Strategic Business Plan by:
 - implementing the Halton Region Corporate Climate Action Plan;
 - supporting the Local Municipalities, as requested and where appropriate, in their efforts to advance their community climate actions and targets;
 - maximizing residential waste diversion and partnering with the Local Municipalities and Conservation Authorities to protect the environment; and,
 - providing transparent and responsive reporting to keep Regional Council, the community, and Local Municipal partners updated on climate action.

Background

In September 2019, Regional Council unanimously approved a notice of motion to join municipalities across Canada in declaring a climate emergency. The motion included direction for Regional staff to identify short- and long-term climate goals for the organization, to outline how the Region will work to achieve the milestones in the Partners for Climate Protection (PCP) program, and to partner with the Local Municipalities and community organizations to support community action on climate change.

With this direction, a climate change lens was incorporated into the Regional Official Plan Review process in 2020. This resulted in a climate change discussion paper, draft climate changes policies, and informed growth management decision-making through the Integrated Growth Management Strategy and Regional Official Plan Amendment No. 49.

Regional Council reinforced its commitment through the 2023-2026 Strategic Business Plan, which includes specific goals, actions, and measures that support addressing

climate change. An overview of the goals for the Climate Change and the Environment theme in the Strategic Business Plan, and their related actions and measures, is provided below.

- **Goal 1: Take action to achieve a corporate target of net-zero greenhouse gas (GHG) emissions prior to 2050.**

The key actions identified as necessary to achieve this goal include establishing a corporate greenhouse gas (GHG) emission target and developing a Corporate Climate Action Plan. Advancing these actions would result in achieving Milestone Two (set a corporate greenhouse gas (GHG) emission target) and Milestone Three (develop a corporate climate action plan) of the Partners for Climate Protection (PCP) program.

On November 22, 2023, through Report No. CA-16-23 re: “Corporate Climate Action Plan and Greenhouse Gas (GHG) Emissions Reduction Target”, Regional Council endorsed the Halton Region Corporate Climate Action Plan and an associated corporate greenhouse gas (GHG) reduction target of net zero by 2045, signifying a strong commitment to accelerate the Region’s climate response.

The Halton Region Corporate Climate Action Plan provides the foundation that guides the Region’s work and acts as a framework for climate action. It is structured to allow the Region to adapt to the changing climate, establish a pathway for greenhouse gas (GHG) emission reduction, and support partnerships with the community and Local Municipalities.

The Region has been actively implementing the Halton Region Corporate Climate Action Plan and will provide an update to Regional Council in Q4 2024.

- **Goal 2: Partner with the Local Municipalities and other Halton stakeholders to advance a collective community climate change response.**

The key actions identified to achieve this goal include supporting the work of the Local Municipalities and community partners in establishing a community greenhouse gas (GHG) emission target for Halton, supporting the work of the Local Municipalities and community partners to develop a Community Climate Action Plan, educating and engaging the community on climate adaptation initiatives, and, investigating partnerships to support a coordinated region-wide Community Climate Action Plan program, including the potential for a home energy retro-fit program.

Advancing these actions would result in achieving, from a community perspective, Milestone Two (set a community greenhouse gas (GHG) emission target) and

Milestone Three (develop a community climate action plan) of the Partners for Climate Protection (PCP) program.

- **Goal 3: Maximize residential waste diversion in Halton.**

The key actions identified as necessary to achieve this goal include reducing the amount of garbage produced in Halton, extending the life of the landfill, lowering carbon emissions by implementing the Solid Waste Management Strategy, implementing changes to the Blue Box program in accordance with Provincial requirements, and establishing services levels and requirements for waste collection.

- **Goal 4: Partner with Conservation Authorities, the Local Municipalities and other stakeholders to protect the environment.**

The key actions identified as necessary to achieve this goal include supporting the Local Municipalities as they take on responsibility for land use planning decisions related to the environment, natural heritage, water resources, and agriculture. Participation in the Cootes to Escarpment Eco-Park Initiative and the Greck Lakes and St. Lawrence Initiative will also help to advance this goal.

The remainder of this report discusses how the Region can continue to advance these goals in the context of efforts to reduce duplication and/or overlap with initiatives being advanced by the Local Municipalities as well as changes to the Region's land use planning responsibilities.

Discussion

As noted above, Goal 2 of the Climate Change and Environment theme in the Strategic Business Plan anticipates that the Region will work with the Local Municipalities to prepare a Community Climate Action Plan and establish a community-wide greenhouse gas (GHG) emissions target for the Region to achieve Milestones 2 and 3 of the Partners for Climate Protection (PCP) program. The Region has been working closely with the Local Municipalities to coordinate efforts on addressing climate change. This includes discussion on how to leverage the initiatives being undertaken in each Local Municipality and avoid confusion in the community that could result from multiple plans and targets.

Each Local Municipality in Halton has established greenhouse gas (GHG) reduction targets and has plans and initiatives in place to support achieving the target. The Local Municipalities play a central role in community-based climate change responses and are advancing a range of initiatives tailored to their specific community contexts.

Halton's Local Municipalities recognize the impact that climate change is having in our community, and all are working to respond to the climate emergencies declared by their respective Councils. The Local Municipalities are using both strategic and operational tools to address the key drivers of climate change (mitigation) and to help manage the effects (adaptation). They are advancing climate action in a variety of ways to address their corporate and community needs.

In addition, on July 1, 2024, Halton Region became an "upper-tier municipality without planning responsibilities" as set out in the *Planning Act*. As a result of this change, the Local Municipalities in Halton are now responsible for land use planning decisions. This includes development and growth management decisions, which are a significant lever for influencing community-based greenhouse gas (GHG) emissions.

Most of the greenhouse gas (GHG) emissions in Halton are associated with buildings and transportation – both of which are influenced by land use planning decisions. This can include large-scale decisions about where and how to grow as well as smaller-scale decisions such as the requirements applied to the development of individual buildings. Municipal official plans can provide a vehicle for advancing these decisions in a coordinated and integrated way, alongside other strategies and initiatives.

Advancing the Climate Change Goals in the Region's Strategic Business Plan

In response to feedback from the Local Municipalities and in the context of advancing changes to address duplication or confusion in service delivery, it is recommended that the Region not pursue establishing a Community Climate Action Plan or community-wide greenhouse gas (GHG) emissions target as was originally anticipated in the Strategic Business Plan. The Region would remain committed to advancing the climate change goals articulated in the Strategic Business Plan by:

- implementing the Halton Region Corporate Climate Action Plan to ensure the Region's assets, services, and operations are responsive to a changing climate;
- supporting the Local Municipalities, as requested and where appropriate, in their efforts to advance community climate actions and targets;
- maximizing residential waste diversion and partnering with the Local Municipalities and Conservation Authorities to protect the environment; and,
- providing transparent and responsive reporting to keep Regional Council, the community, and Local Municipal partners updated on climate action.

Focusing on implementing the Region's corporate actions and supporting the Local Municipalities in advancing their community-based climate responses, where appropriate and when requested, will leverage local initiatives and avoid confusion in the community

as this work advances. Some examples of ways the Region can support and bring value to the climate change responses advanced by the Local Municipalities include:

- bringing a public health lens to climate change responses;
- advancing initiatives that reduce the amount of waste generated and increase the amount of waste diverted from landfill;
- exploring opportunities for the use of renewable energy for Regional infrastructure;
- engaging in a range of adaptation activities; and,
- advancing public education and awareness and amplifying local initiatives.

The Region and the Local Municipalities will continue to work to address climate change in a coordinated and collaborative manner.

Financial/Program Implications

There are no financial implications associated with this report.

Respectfully submitted by,

Kristen Delong
Acting Director of Strategic Initiatives
and Government Relations

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Kristen Delong, Acting Director of Strategic Initiatives and Government Relations

Attachments:
None

Additional Information:
None



VIA EMAIL

October 4, 2024

Samantha Yew, Clerk, City of Burlington
Valerie Petryniak, Town Clerk, Town of Halton Hills
Meaghen Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, September 18, 2024, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: CA-22-24 - Updates on Service Delivery Post-Bill 23

1. THAT the Director of Legal Services prepare a by-law to address transitional and housekeeping amendments to Regional by-laws to be consistent with Bill 23 and Bill 185;
2. THAT the Regional Clerk forward a copy of Report No. CA-22-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Halton Conservation Authorities for their information.
3. THAT the Director of Legal Services prepare a by-law to address transitional and housekeeping amendments to Regional by-laws to be consistent with Bill 23 and Bill 185;
4. THAT the Regional Clerk forward a copy of Report No. CA-22-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Halton Conservation Authorities for their information.
5. THAT the Region of Halton continue participation in the Greater Golden Horseshoe Food and Farming Alliance and provide the necessary support until the end of the 2022-2026 term of Regional Council.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

Please find attached a copy of Report No. CA-22-24 for your information. Please note the resolution adopted by council differs from the staff recommendation in the report. If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Report To:	Regional Chair and Members of Regional Council
From:	Jane MacCaskill, Chief Administrative Officer
Date:	September 18, 2024
Report No.:	CA-22-24
Re:	Updates on Service Delivery Post-Bill 23

Recommendation

1. THAT Report No. CA-22-24 re: “Updates on Service Delivery Post-Bill 23” be received for information;
2. THAT the Director of Legal Services prepare a by-law to amend the Regional Municipality of Halton By-law 6-16, a By-law to Assign Roles and Responsibilities and to Delegate Certain Powers and Duties to the Chief Administrative Officer, Commissioners, Corporate Counsel and Chief Planning Official of the Regional Municipality of Halton (the “Region’s Delegated Authority By-law”), as amended, to remove certain delegations to the Chief Planning Official that are no longer applicable consistent with recent changes to the *Planning Act*;
3. THAT the Director of Legal Services prepare a by-law to address transitional and housekeeping amendments to Regional by-laws to be consistent with Bill 23 and Bill 185;
4. THAT the Regional Clerk forward a copy of Report No. CA-22-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Halton Conservation Authorities for their information.

Report

Executive Summary

- As a result of Bill 185, on July 1, 2024, Halton Region became an “upper-tier municipality without planning responsibilities” as set out in the *Planning Act*, RSO 1990, c P. 13 (the “*Planning Act*”).
- In partnership with the Local Municipalities and Conservation Authorities, the Region prepared for this change through a Transition Plan (May 2023) and a new Memorandum of Understanding (MOU) for an Integrated Halton Area Planning

System (May 2024). Regional staff are continuing to work with the Local Municipalities to support an effective transition of planning responsibilities.

- There are other programs and services provided by Halton Region with a connection to land use planning, many of which were advanced to inform and support implementation of the Regional Official Plan. As they are not part of the core responsibilities the Region previously had under the *Planning Act*, the delivery of these programs and services was not directly addressed through the Transition Plan or MOU.
- Recognizing the impacts of the change to the Region's role in land use planning, and consistent with the Region's longstanding commitment to core services, continuous improvement, and effective service delivery, the delivery of these programs and services was assessed by Regional staff, in many cases in collaboration with the Local Municipalities.
- Recommendations resulting from this assessment were provided to Regional Council in July 2024 through Confidential Report No. CA-20-24 re: "Service Delivery Post-Bill 23". Through this report, Regional Council directed staff to implement several program and service delivery changes, or, to report back with additional information by Q1 2025. These directions are summarized in Attachment #1 to this report.
- Information was initially presented to Regional Council on a confidential basis in accordance with the *Municipal Act, 2001* and in recognition of the content related to identifiable Regional employees. All directly impacted Regional staff have now been made aware of these service delivery changes and service reviews.
- The purpose of this report is to:
 - provide information on the program and service delivery changes that have come into effect or that will come into effect as of January 1, 2025, as well as the next steps in their implementation.
 - provide information on areas that will be subject to further review, with updates to be provided to Regional Council by Q1 2025.
 - provide information about changes to certain authorities previously delegated to staff under the *Planning Act* and to outline the need for a by-law to amend the Region's Delegated Authority By-law to remove powers and duties that no longer exist under the Chief Planning Official role.
- Provide preliminary information about transition and housekeeping provisions related to Regional by-laws and to outline the need for a general by-law to address

the high-level impact of Bill 23 and Bill 185 on certain Regional Municipality of Halton By-laws. Regional staff will continue to work with the Local Municipalities and Conservation Authorities to improve the delivery of programs and services that support Halton's residents and businesses. Updates on the implementation of these changes will continue to be provided to Regional Council as required.

Background

In November 2022, the Province announced changes to Ontario's land use planning system through Bill 23, *More Homes Built Faster Act, 2022*. That Bill was supplemented by Bill 185 which set a July 1, 2024 date for the most significant change to planning for Halton Region wherein Halton Region was identified as an "upper-tier municipality without planning responsibilities". Bill 185 also removed the Region's responsibility for the Regional Official Plan, its role as a planning approval authority, and its ability to file appeals of planning decisions and seek party status, among other things.

Halton Region, the Local Municipalities, and the Conservation Authorities have worked collaboratively to prepare for and address this change, including through:

- **A Transition Plan** – In May 2023, Regional Council received information on a Transition Plan through Report No. LPS34-23 re: "Regional Planning in a Post-Bill 23 Environment" that outlined steps to advance changes to roles and responsibilities and recommended development of a new Memorandum of Understanding (MOU).
- **A New MOU** – In May 2024, through Report No. CA-14-24 re: "2024 Integrated Halton Planning System MOU: A New Model That Recognizes Changing Roles for Halton Municipalities" Regional Council endorsed a new MOU that clarifies how land use planning services are to be delivered in Halton following July 1, 2024. As of August 13, 2024 the MOU has been signed by the Region, the Local Municipalities and the Conservation Authorities, confirming the new model for planning in Halton.
- **Transition Implementation** – Following the July 1, 2024 effective date, Regional staff have been collaborating with Local Municipal staff to support and ensure an effective transition of planning responsibilities in accordance with the MOU. In line with these changes, Regional staff are now reviewing Regional by-laws and documents to remove references to the previous role of 'Chief Planning Official' for Halton Region.

The proactive response to this change was enabled by the longstanding partnership approach between the Region and the Local Municipalities and the shared commitment to continuously improving the programs and services delivered to Halton's residents and businesses.

There are other programs and services provided by Halton Region with a connection to land use planning, many of which were created to inform and support implementation of the Regional Official Plan. As these programs and services are not part of the core responsibilities the Region previously had under the *Planning Act*, their delivery was not directly addressed through the Transition Plan or MOU.

Consistent with the commitment to core services, continuous improvement, and effective service delivery, and, recognizing the changes to the Region's role in land use planning, a review of these related programs and services was initiated by the Region, in collaboration with the Local Municipalities.

Recommendations resulting from this assessment were provided to Regional Council in July 2024 through Confidential Report No. CA-20-24 re: "Service Delivery Post-Bill 23". This information was initially presented to Regional Council on a confidential basis in accordance with the *Municipal Act, 2001* and in recognition of the content related to identifiable Regional employees. All Regional staff directly impacted by the recommendations in the report have been notified of these changes.

The purpose of this report is to provide information on the program and service delivery changes that Regional Council directed staff to implement. It also outlines the next steps required to implement these changes and/or to undertake further review in partnership with the Local Municipalities and Conservation Authorities.

Finally, this report outlines the need to address the Region's delegation of authority to staff with regard to land use planning matters and it also outlines the need for by-laws to address some transitional and housekeeping measures while Regional staff continue to work through the practical implications of all the changes and the impact on Regional by-laws.

Discussion

Summary of Service Delivery Changes

This section identifies the programs and services where a change or a further review has been directed by Regional Council. The programs and services are discussed below and grouped as follows:

- Changes Effective Immediately
- Changes Effective January 1, 2025
- Changes Subject to Further Review with Updates by Q1 2025
- Continue Current Approach

The changes are also summarized in Attachment #1 to this report.

Changes Effective Immediately

- ***Planning Advisory Committees***

To support implementing the Regional Official Plan and provide Regional Council with information and advice, the Region established Planning Advisory Committees with citizen membership in accordance with the *Planning Act*.

Among other things, the Natural Heritage Advisory Committee (NHAC) provided advice on the Regional Natural Heritage System in the Regional Official Plan, while the Halton Agricultural Advisory Committee (HAAC) provided advice to support the agricultural sector and planning for agriculture in the Regional Official Plan.

The Region is now an “upper-tier municipality without planning responsibilities” under the *Planning Act*, and as such, Regional Council no longer has a role in making land use decisions related to natural heritage and agriculture. The mandates of NHAC and HAAC now pertain to areas where Regional Council no longer has responsibility.

Based on this context and direction from Regional Council, NHAC and HAAC have been sunset, effective as of July 2024.

No further action is required to implement these changes, as these committees are not currently active, nor do they have appointed memberships.

Changes Effective January 1, 2025

- ***Securement & Stewardship Programs***

The Natural Heritage System was identified as an integral part of the Regional Official Plan and over the years, Regional Council advanced many programs and services to support implementing natural heritage policies and objectives. Two such programs are described below:

- The “Greenlands Securement Program” was introduced by Regional Council in 2009 to support the permanent protection and enhancement of the Natural Heritage System in Halton by contributing to the purchase of environmentally sensitive lands. While the Program has supported land securement in Halton, there has been no implementation activity since 2017, and no funding is currently assigned to the Program in the Region’s budget.

- The “Woodlands Stewardship Program” was introduced by Regional Council in 2007 to promote the management of forest resources on private lands in Halton and to provide funding to landowners to support tree planting and the preparation of forest management plans. Over the last 10 years, an average of approximately \$10,000 was disbursed on an annual basis through the Program to support these efforts.

As of July 1, 2024, Regional Council no longer has responsibility for natural heritage planning in Halton. Each of the Local Municipalities will assume this responsibility in accordance with Provincial direction as well as the new MOU for an Integrated Halton Area Planning System.

The Conservation Authorities in Halton also provide land securement and forestry programs that include support for tree planting and the development of forest management plans on private lands within their watersheds.

Based on this context and direction from Regional Council, the delivery of the Region’s Greenlands Securement Program and the Woodlands Stewardship Program will cease as of January 1, 2025.

To implement these changes, Regional staff will:

- address any applications in progress, where applicable; and,
- work with the Local Municipalities and Conservation Authorities in Halton to identify opportunities to inform and/or support the delivery of their land securement programs and woodland stewardship initiatives, as appropriate.

- ***Economic Development Services***

Employment Areas form a part of the Regional Urban Structure identified in the Regional Official Plan and provide important locations for employment and economic activity. Many of the Region’s economic development services support the development of these employment lands and the businesses located within them.

The Region has provided a range of economic development programs and services that support economic activity and growth in Halton, including through, among other things: investment attraction (e.g., Invest Halton and the partnership with Toronto Global), business retention and expansion (e.g., the employment land concierge), data and research (e.g., Halton Data Insights and the Business Conditions Survey), and reports and outreach (e.g., the Annual Economic Review, monthly newsletters).

While the Region has developed a suite of economic development services that support economic growth and development in Halton, each of the Local Municipalities provide similar economic development services. Based on a review of economic development programs and services undertaken with the Local Municipalities, it was determined that economic development services would more effectively serve the interests of the business community if delivered through one organization in each Local Municipality. In recognition of the change to the Region's role in planning and consistent with the commitment to core services, continuous improvement, and effective service delivery, the review identified an opportunity to streamline how these services are delivered in Halton.

Based on this context and direction from Regional Council, the economic development services delivered by Halton Region, except for the Halton Small Business Centre, will cease as of January 1, 2025.

To implement this change, Regional staff will:

- manage the dissolution and/or transition of economic development programs and services, including advising stakeholders of the changes;
- make changes to memberships in external organizations – for example, the Region will no longer be a member of or make contributions to Toronto Global;
- manage changes to grants or funding provided to third parties – this may include continuing to provide funding in 2025 to enable an appropriate transition and minimize disruption in the implementation of these changes;
- address the reduction of 5.0 FTE and the estimated \$900,000 budget impact through the 2025 Budget process; and,
- work with the Local Municipalities to provide support, including through a transition plan if required, as they identify their approaches to delivering programs and services appropriate for their community.

- ***Agricultural Sector Support Services***

The Agricultural System was established as a central piece of the Regional Structure identified in the Regional Official Plan. Several policies in the Regional Official Plan directed the development and implementation of programs to support agriculture and contribute to the goal of a permanent rural countryside and a secure, economically viable agricultural industry. This includes the direction to develop a strategy for agriculture in Halton and to have an agricultural facilitator that acts as an ongoing liaison between the agricultural community and the Region.

In accordance with the Regional Official Plan, an Agricultural Liaison Officer position was created in 2012 and a Rural Agricultural Strategy was endorsed by Regional Council in 2016. These initiatives, and other related programs and services, have supported the rural and agricultural communities in Halton.

As of July 1, 2024, Regional Council no longer has responsibility for agricultural and rural planning in Halton. Land use decisions pertaining to agriculture will now be made by each of the Local Municipalities as they assume responsibility for the Regional Official Plan and make decisions on how best to support agriculture in their communities.

In recognition of the changes to the Region's role in planning and economic development, and consistent with the commitment to core services, continuous improvement, and effective service delivery, the review identified an opportunity to streamline how services that support agriculture are delivered in Halton.

Based on this context and direction from Regional Council, the Region's services related to the agricultural sector will cease as of January 1, 2025.

To implement these changes, Regional staff will:

- manage the dissolution and/or transition of agricultural programs and services, including advising stakeholders of the changes;
 - make changes to memberships in agricultural working groups and organizations, such as the Golden Horseshoe Food and Farming Alliance (GHFFA);
 - manage changes to grants or funding provided to third parties – this may include continuing to provide funding in 2025 to enable an appropriate transition and minimize disruption in the implementation of these changes;
 - identify opportunities to continue supporting agriculture and rural communities where appropriate and in the context of the delivery of other Regional services;
 - address the reduction of 1.0 FTE and the estimated \$200,000 budget impact through the 2025 Budget process; and,
 - work with the Local Municipalities to provide support, including through a transition plan if required, as they identify their approaches to delivering programs and services appropriate for their community.
- ***Regional Program for Community Improvement Plans***

Community Improvement Plans (CIPs) are a tool under the *Planning Act* that allow municipalities to provide grants and loans to support implementing their official plans.

To advance a CIP or provide grants and loans in support of a CIP, a municipality must have enabling policies in its official plan.

In June 2016, Regional Council approved the Regional Program for CIPs based on policies in the Regional Official Plan. The Program allows the Region to provide grants in support of applications to Local Municipal CIPs, provided those applications support key policies set out in the Regional Official Plan. An annual operating budget of \$75,000 was approved to support implementing the Program.

As the Region no longer has enabling official plan policies and the purpose of the Program was to advance Regional Official Plan objectives, the Program no longer has a clear legislative basis. In addition, since its inception in 2016, there Program has had a relatively low take-up, with only \$68,300 in funding being disbursed.

Based on this context and direction from Regional Council, the Regional Program for CIPs will cease as of January 1, 2025.

To implement this change, Regional staff will:

- determine an approach to support applications that remain in process and/or any potential applications to access 2024 Program Year funding;
- address the \$75,000 budget impact through the 2025 Budget process; and,
- continue to explore other opportunities for the Region to contribute to programs, on a case-by-case basis, including initiatives that further Regional interests related to supportive and assisted housing or the delivery of infrastructure.

Changes Subject to Further Review with Updates by Q1 2025

- ***Halton Small Business Centre***

In addition to the economic development services discussed earlier in this report, the Region delivers several services that support small businesses in Halton. This includes a partnership with the Provincial Government for the delivery of a Small Business Enterprise Centre funded through the Ministry of Economic Development, Job Creation and Trade. These services are provided through the Halton Small Business Centre. Unlike the other economic development services discussed earlier in this report, a review with the Local Municipalities indicated minimal overlap and/or duplication in the delivery of these small business support services in Halton.

However, an opportunity was identified to consider a new model for the delivery of these services given the future state where Local Municipalities will assume full

responsibility for the delivery of all other economic development services. Potential alternate models could include the delivery of these services by each of the Local Municipalities as they deem appropriate, a shared service approach coordinated by the Local Municipalities, service delivery by a third-party, or a hybrid approach.

Based on this context and direction from Regional Council, Regional staff will work with the Local Municipalities to develop a new model for delivering services that support small businesses in Halton and report back to Regional Council by Q1 2025.

- ***Regional Forests***

The Region owns and manages 14 forest tracts across Halton. These forest tracts represent 703 hectares of land and include wooded areas, wetlands, and meadows. There are associated programs and strategies that support the Regional Forests, such as the Biodiversity Strategy for Halton Regional Forests, a Forest Management Plan, and an associated Operating Plan.

The current Forest Management Plan was adopted by Regional Council in 2005 and provides a 20-year plan to 2024. The Region is currently undertaking an update to the Forest Management Plan for the next 20-year period. The latest Regional Forest Five-Year Operating Plan was created in 2019 for the 2020-2024 period.

Conservation Halton also plays an important role in managing forests in Halton, including through the management of woodlands on Conservation Halton owned lands, many of which are adjacent to the Regional Forests. Conservation Halton has also provided security services for the Regional Forests through an agreement with the Region.

In the context of continuous improvement and the potential for increased collaboration with the Conservation Authorities, there is an opportunity to review the approach to managing and supporting the Regional Forests.

Based on this context and direction from Regional Council, Regional staff will explore opportunities for efficiencies and enhanced collaboration with the Conservation Authorities regarding management plans, operation, maintenance, and program supports for the Regional Forests and report back to Regional Council by Q1 2025.

- ***The Regional Tree By-law***

The Region maintains and enforces a Tree By-law, which promotes tree conservation, protects forest ecosystems, and supports environmental protection objectives for woodlands larger than 0.5 hectares. Administration of the Tree By-law includes

investigating potential infractions (such as the removal of woodlands and/or tree injury and destruction) as well as reviewing permit applications in instances where tree removal can occur in accordance with good forestry practices.

Certain Local Municipalities in Halton currently maintain their own Tree By-laws. The Regional and Local Municipal by-laws differ in terms of the scale and specific nature of their regulatory focus. The Region's Tree By-law focuses on protecting woodlands, whereas Local Municipal by-laws focus on protecting individual trees.

In the context of continuous improvement and the involvement of the Halton Municipalities and Conservation Authorities, to differing degrees, in tree and forest protection, there is an opportunity to explore opportunities for improving and streamlining the delivery of these services.

Based on this context and direction from Regional Council, Regional staff will work with the Local Municipalities and Conservation Authorities to review options for the approach to tree conservation and forest protection through by-laws and/or other regulatory approaches and report back to Regional Council by Q1 2025.

- ***Heritage Services and the Halton Region Museum Collection***

Policies in the Regional Official Plan recognize the importance of cultural heritage resources to ensure they are protected. The Regional Official Plan directed the Region to preserve, share knowledge, and encourage appreciation of Halton's heritage. The only remaining role the Region has following the planning transition relates to administering the museum collection of archives and artifacts from the former Halton County.

The Region's approach to administering the museum collection has evolved over time. In 2016, the Halton Region Museum was closed and a new service delivery model was introduced. In 2020, a review of the Region's collection was undertaken which resulted in recommendations for deaccession. Most recently, in 2021, a five-year operational plan was adopted that supports raising awareness of Halton's heritage through sharing, networking, advising, and preserving.

There are other organizations in the Halton community, including some of the Local Municipalities, that have more comprehensive museum and cultural heritage services. In this context, there is an opportunity to explore alternate approaches to administering the museum collection.

Based on this context and the direction from Regional Council, Regional staff will review and assess the Region's role in administering the museum collection, explore potential alternatives, and report back to Regional Council by Q1 2025.

Continue Current Approach

Two areas were identified in Regional staff's review where no change to the current delivery approach was recommended. These are discussed briefly below.

- ***Cootes to Escarpment Eco-Park***

The Cootes to Escarpment Eco-Park initiative is a collaboration among nine government and not-for-profit agencies established in 2007 to collectively protect, restore, and connect more than 3,900 hectares of natural lands in Burlington and Hamilton. The Region owns lands within the Cootes to Escarpment Area and participates on this basis in accordance with the *MOU for the Cootes to Escarpment EcoPark System (2022-2026)* endorsed by Regional Council in 2021.

The Region's participation in this initiative will continue, with an opportunity to review this approach through the next update to the MOU for the initiative.

- ***Waterfront Parks***

The Region does not play a role in parks and recreation, except for the support provided in association with the Regional Waterfront Parks. The Waterfront Parks were identified in the Regional Official Plan in the 1980s. Over time, responsibility for the Waterfront Parks has been transferred to the Local Municipalities.

The Region will continue to advance the approach whereby once development in accordance with applicable master plans is complete, ongoing operation of Waterfront Parks becomes the responsibility of the applicable Local Municipality.

Regional By-laws: Delegation of Authority and Transitional/Housekeeping Matters

Summary of By-law Changes

The Region's Delegated Authority By-law 6-16, as amended, delegates certain roles and responsibilities to the "Chief Planning Official". Many of those roles and responsibilities are no longer relevant due to the changes in the *Planning Act*, therefore, the proposed amending by-law repeals most of the delegated authority under section 19. The remaining roles and responsibilities will eventually be delegated to other Regional staff.

There are other Regional By-laws that reference the “Regional Official Plan” or other planning authorities that have been changed due to Bill 23 as supplemented by Bill 185. Many of these by-laws contain substantive provisions that rely on Official plan policies. The *Planning Act* contains transition provisions but for clarity and certainty, a transitional by-law is recommended to ensure that all Regional By-laws referring to the Official Plan are properly identified as now relying on such provisions as are contained in the local Official Plans. Staff are reviewing all of the Region’s By-laws to determine which substantive changes need to be made, however, in the interim, the proposed transitional by-law will help provide clarity regarding the interpretation of existing planning references that have been amended by the *Planning Act*.

Next Steps

Regional staff will implement the program and service delivery changes outlined in this report, including through collaboration with the Local Municipalities and Conservation Authorities where applicable. Updates on the implementation of these changes will be provided to Regional Council as needed, including through additional information by Q1 2025 on those areas identified in this report as requiring further review. Regional staff will also continue to work with the Local Municipalities to identify further opportunities to advance initiatives that support continuous improvement and effective service delivery in Halton.

Financial/Program Implications

The program and service delivery changes outlined in this report effective as of January 1, 2025 will result in a reduction of 6.0 FTE and have an estimated budget impact of \$1,175,000. These changes will be addressed in the Region's 2025 Budget process.

Respectfully submitted by,

Kristen Delong
Acting Director of Strategic Initiatives and Government Relations

Approved by,

Jane MacCaskill
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Kristen Delong, Acting Director of Strategic Initiatives and Government Relations

Attachments:
Attachment #1 – Summary of Program and Service Delivery Changes

Additional Information:

The sources listed below are for supplemental information and reference only. Halton Region is not responsible for the currency, accuracy, or legality of the content from any external links.

None

Attachment #1 to Report No. CA-22-24

This attachment summarizes the changes to programs and services with a relationship to the Region's previous role in land use planning as directed by Regional Council and as described in Report No. CA-22-24.

Summary of Program and Service Delivery Changes

Change Type / Timing	Program or Service Area	Summary Description of Change
Changes Effective Immediately	<u>Planning Advisory Committees</u>	The Natural Heritage Advisory Committee and the Halton Agricultural Advisory Committee have been sunset, effective as of July 2024.
Changes Effective January 1, 2025	<u>Greenlands Securement & Woodlands Stewardship Programs</u>	The delivery of the Region's Greenlands Securement Program and the Woodlands Stewardship Program will cease as of January 1, 2025.
	<u>Economic Development Services</u>	The economic development services delivered by Halton Region, except for the Halton Small Business Centre, will cease as of January 1, 2025.
	<u>Agricultural Sector Support Services</u>	The Region's services related to the agricultural sector will cease as of January 1, 2025.
	<u>Regional Program for CIPs</u>	The Regional Program for Community Improvement Plans will cease as of January 1, 2025.
Changes Subject to Further Review with Updates by Q1 2025	<u>Halton Small Business Centre</u>	Regional staff will work with the Local Municipalities to develop a new model for delivering services that support small businesses in Halton and report back to Regional Council by Q1 2025.
	<u>Regional Forests</u>	Regional staff will explore opportunities for efficiencies and enhanced collaboration with the Conservation Authorities regarding management plans, operation, maintenance, and program supports for the Regional Forests and report back to Regional Council by Q1 2025.
	<u>Regional Tree By-Law</u>	Regional staff will work with the Local Municipalities and Conservation Authorities to review options for the approach to tree conservation and forest protection through by-laws and/or other regulatory approaches and report back to Regional Council by Q1 2025.
	<u>Heritage Services & the Halton Region Museum Collection</u>	Regional staff will review and assess the Region's role in administering the museum collection, explore potential alternatives, and report back to Regional Council by Q1 2025.

Change Type / Timing	Program or Service Area	Summary Description of Change
Continue Current Approach	<u>Cootes to Escarpment Eco-Park Initiative</u>	The Region's participation in this initiative will continue, with an opportunity to review this approach through the next update to the MOU for the initiative.
	<u>Waterfront Parks</u>	The Region will continue to advance the approach whereby once development in accordance with applicable master plans is complete, ongoing operation of Waterfront Parks becomes the responsibility of the applicable Local Municipality.



52 Seguin Street, Parry Sound, Ontario P2A 1B4
Tel: (705) 746-2101 • Fax: (705) 746-7461 • www.parrysound.ca

October 2, 2024

Minister Paul Calandra
Municipal Affairs and Housing
777 Bay Street
College Park 17th Floor,
Toronto, ON M7A 2J3
Via e-mail: minister.mah@ontario.ca

Dear Minister Calandra,

I am writing to you as the Municipal Clerk at the Town of Parry Sound and as the municipal officer responsible for the administration of the *Municipal Elections Act, 1996* in support of [AMCTO's recommendations](#) calling for the comprehensive changes to *MEA*.

AMCTO members, as municipal leaders, support the interests and well-being of 235,000 municipal employees across all municipalities in this Province.

Local election administrators care about running fair and accessible elections. We care about ensuring that candidates, voters, and third-party advertisers understand their responsibilities. We care that those that may knowingly break the rules are held to account. We care that the *MEA* and the accompanying *Education Act* and *Assessment Act* are complicated pieces of legislation on their own, and more so read together.

That is why AMCTO reviews the *Act* after every local election and why the Province should be making the necessary changes to make election administration easier and the *Act* clearer to follow for candidates and voters within the timelines AMCTO has set out.

Never has there been a more important moment to ensure the *Act* is working well, closes gaps and provides the right enforcement tools and mechanisms to safeguard our local electoral processes from threats of foreign interference, misinformation and bad actors. Local clerks need support and guidance on how to manage these threats and deal with potential events especially considering the federal government's recent legislation on foreign interference (Bill C-70).

AMCTO convened a group of municipal staff with experience and expertise in administering local elections to present you with several recommendations for making improvements to *MEA* and calling for an overhaul of the *Act* in the long-term.

...2

I support AMCTO's recommendations and call on you to update the *MEA* with priority and secondary recommendations by mid 2025 ahead of the 2026 election so that I can make the necessary adjustments for planning and implementation well ahead of statutory timelines imposed upon me to administer an election.

There is a provincial interest in ensuring the health of local democracy and the time to act is now – proactively instead of reactively. Election administrators face several uncertainties as we look ahead to 2026. We observe that in other jurisdictions with elections there is an increasing use of artificial intelligence (AI) and other technology to spread misinformation. There are increased levels of electoral interference. Even in Canada, we are seeing reports of more candidates and elected officials stepping back from public life because of concerns for their safety and reputations.

There also is a provincial interest for reducing administrative and operational burdens to help free up staff time to focus on other critical statutory and operational tasks such as those related to planning and development processes, municipal governance, as well as service innovation, in support of provincial priorities.

I look forward to seeing legislation introduced to update the *MEA* in the coming months to address current challenges, streamline processes, and make legislation easier to understand and administer.

Sincerely,



Rebecca Johnson
Clerk

/rj
Encl.

cc: Paul Shipway, President, AMCTO president@amcto.com
Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing martha.greenberg@ontario.ca
Jill Dunlop, Minister of Education minister.edu@ontario.ca
Todd McCarthy, Minister of Public & Business Service Delivery & Procurement todd.mccarthy@ontario.ca
Peter Bethlenfalvy, Minister of Finance Minister.fin@ontario.ca
Doug Ford, Premier of Ontario premier@ontario.ca
Graydon Smith, MPP Parry Sound-Muskoka Graydon.Smith@pc.ola.org
Ontario Municipal Clerks

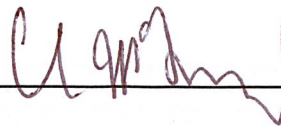
WHEREAS to keep public trust and improve safeguards the Act should be reviewed considering the ever-changing landscape which impacts elections administration including privacy, the threats of foreign interference, increased spread of mis/disinformation and the increased use of technologies like artificial intelligence and use of digital identities.

WHEREAS the Association of Municipal Managers, Clerks, and Treasurers of Ontario (AMCTO) reviewed the Act and has provided several recommendations including modernizing the legislation, harmonizing rules, and streamlining and simplifying administration.

AND WHEREAS AMCTO put forward recommendations for amendments ahead of the 2026 elections and longer-term recommendations for amendments ahead of the 2030 elections.

THEREFORE BE IT RESOLVED THAT the Town of Parry Sound calls for the Province to update the MEA with priority amendments as outlined by AMCTO before Summer 2025 and commence work to review and re-write the MEA with longer-term recommendations ahead of the 2030 elections.

AND BE IT FURTHER RESOLVED that this resolution will be forwarded to all municipalities in Ontario for support and that each endorsement be then forwarded to the Minister of Municipal Affairs and Housing (minister.mah@ontario.ca), the Minister of Education (minister.edu@ontario.ca), the Minister of Public and Business Service Delivery (todd.mccarthy@ontario.ca), Minister of Finance (Minister.fin@ontario.ca) the Premier of Ontario (premier@ontario.ca), Parry Sound Muskoka MPP Graydon Smith and AMCTO (advocacy@amcto.com).



Deputy Mayor Chris McDonald



October 8, 2024

Resolution No. 310/2024

**THE CORPORATION OF THE TOWNSHIP OF MCGARRY
P.O. BOX 99,
VIRGINIATOWN, ON. P0K 1X0**

MOVED BY *Alcino Tiu*

SECONDED BY *Francine Plante*

WHEREAS elections rules need to be clear, supporting candidates and voters in their electoral participation and election administrators in running elections.

WHEREAS legislation needs to strike the right balance between providing clear rules and frameworks to ensure the integrity of the electoral process,

WHEREAS the legislation must also reduce administrative and operational burden for municipal staff ensuring that local election administrators can run elections in a way that responds to the unique circumstances of their local communities.

WHEREAS the Municipal Elections Act, 1996 (MEA) will be 30 years old by the next municipal and school board elections in 2026.

WHEREAS the MEA sets out the rules for local elections, the Assessment Act, 1990 and the Education Act, 1990 also contain provisions impacting local elections adding more places for voters, candidates, and administrators to look for the rules that bind the local democratic process in Ontario.

WHEREAS with rules across three pieces of legislation, and the MEA containing a patchwork of clauses, there are interpretation challenges, inconsistencies, and gaps to fill.

WHEREAS the Act can pose difficulties for voters, candidates, contributors and third-party advertisers to read, to interpret, to comply with and for election administrators to enforce.

WHEREAS while local elections are run as efficiently and effectively as can be within the current legislative framework, modernization and continuous improvement is needed to ensure the Act is responsive to today's needs and tomorrow's challenges.

WHEREAS to keep public trust and improve safeguards the Act should be reviewed considering the ever-changing landscape which impacts elections administration including privacy, the threats of foreign interference, increased spread of mis/disinformation and the increased use of technologies like artificial intelligence and use of digital identities.

WHEREAS the Association of Municipal Managers, Clerks, and Treasurers of Ontario (AMCTO) reviewed the Act and has provided several recommendations including modernizing the legislation, harmonizing rules and streamlining and simplifying administration.

AND WHERAS AMCTO put forward recommendations for amendments ahead of the 2026 elections and longer-term recommendations for amendments ahead of the 2030 elections.

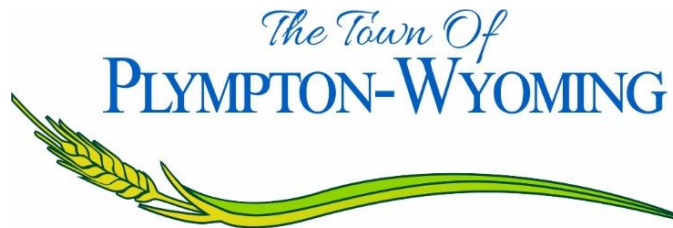
BE IT RESOLVED THAT The Township of McGarry calls for the Province to update the MEA with priority amendments as outlined by AMCTO before Summer 2025 and commence work to review and re-write the MEA with longer- term recommendations ahead of the 2030 elections.

AND BE IT FURTHER RESOLVED that this resolution will be forwarded to all municipalities in Ontario for support and that each endorsement be then forwarded to the Minister of Municipal Affairs and Housing (minister.mah@ontario.ca), the Minister of Education (minister.edu@ontario.ca) the Minister of Public and Business Service Delivery (todd.mccarthy@ontario.ca), Minister of Finance (Minister.fin@ontario.ca) the Premier of Ontario (premier@ontario.ca) , Sylvia Jones MPP (sylvia.jones@ontario.ca) and AMCTO (advocacy@amcto.com)

Defeated _____ / Carried Bonita Culhane
 Mayor Mayor

Recorded Vote Requested by _____

	YES	NO
Mayor Bonita Culhane	_____	_____
Councillor Louanne Caza	_____	_____
Councillor Elaine Fic	_____	_____
Councillor Annie Keft	_____	_____
Councillor Francine Plante	_____	_____



The Honourable Lisa Thompson
Ministry of Agriculture, Food and Rural Affairs
11th Floor
77 Grenville St
Toronto, ON
M5S 1B3

(sent via e-mail)

April 12th, 2024

Re: Request to Increase Tile Drain Loan Limit

Please be advised that the Council of the Town of Plympton-Wyoming, at its meeting on April 10th, 2024, passed the following motion supporting the resolution from the Township of Adelaide Metcalfe regarding a Request to Increase Tile Drain Loan Limit.

Motion #14

Moved by Councillor Kristen Rodrigues

Seconded by Councillor John van Klaveren

That Council support correspondence item 'I' from the Township of Adelaide Metcalfe regarding a Request to Increase Tile Drain Loan Limit.

Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at eflynn@plympton-wyoming.ca.

Sincerely,

Ella Flynn
Executive Assistant – Deputy Clerk
Town of Plympton-Wyoming

Cc: Association of Municipalities Ontario resolutions@amo.on.ca
Rural Ontario Municipal Association roma@roma.on.ca
All regional Municipalities



March 22nd, 2024

The Honourable Lisa Thompson
Ministry of Agriculture, Food and Rural Affairs
11th Floor
77 Grenville St.
Toronto, ON M5S 1B3

RE: Township of Adelaide Metcalfe – Request to Increase Tile Drain Loan Limit

Dear Minister Thompson,

On March 18, 2024, the Township of Adelaide Metcalfe Council approved the following resolution:

WHEREAS farm drainage is of paramount importance in Ontario due to its significant impact on agricultural productivity and sustainability. Effective drainage systems help mitigate waterlogging, control soil moisture levels, and enhance soil structure, thereby optimizing growing conditions for crops;

WHEREAS improved drainage also facilitates timely field operations, reduces erosion, and minimizes nutrient runoff, contributing to environmental conservation efforts;

WHEREAS Ontario's diverse agricultural landscape, where weather variability is common, well-maintained drainage systems play a crucial role in ensuring stable yields, economic viability, and long-term resilience for farmers across the Province;

WHEREAS the Tile Loan Drainage Act, R.S.O 1990, c. T.8 allows for the borrowing of money for the purpose of constructing drainage works;

WHEREAS the maximum annual limit for these loans, unchanged since 2004, is currently set at \$50,000.

WHEREAS costs for Tile Drainage has increased markedly since 2004;

NOW THEREFORE the Council of the Township of Adelaide Metcalfe requests that the Province through the Ministry of Agriculture, Food and Rural Affairs (OMAFRA) consider increasing the maximum annual Tile Loan limit to a minimum of \$100,000.

AND THAT this resolution be circulated the Honourable Lisa Thompson – Ministry of Agriculture, Food and Rural Affairs (OMAFRA), the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA), and all Ontario municipalities.

Your consideration of Council's request is appreciated.

Kind regards,

A handwritten signature in black ink, appearing to read 'MB', with a long horizontal line extending to the right.

Michael Barnier
Clerk & Manager of Legislative Services
Township of Adelaide Metcalfe
mbarnier@adelaidemetcalfe.on.ca

Cc: Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)
All Ontario Municipalities

April 17, 2024

Honourable Doug Ford, Premier of Ontario
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Delivered via email

doug.fordco@pc.ola.org

premier@ontario.ca

RE: Hastings County Motion regarding sustainable infrastructure funding for small rural municipalities

Please be advised that Hastings County Council, at its meeting held on March 28, 2024, passed the following resolution:

WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries;

WHEREAS in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget;

WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

WHEREAS the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario's large urban centres, resulting in a 0.2% investment in rural Ontario;

WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

WHEREAS small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

WHEREAS it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;

NOW THEREFORE BE IT RESOLVED THAT Hastings County call on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

AND THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND THAT both the Federal and Ontario Governments immediately commission a Working Group that includes a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma;

AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Shelby Kramp-Neuman, Hastings-Lennox Addington; MPP Ric Bresee Hastings-Lennox Addington, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities in Ontario.

If you have any questions regarding the above motion, please do not hesitate to contact me directly.

Sincerely,



Cathy Bradley
Director of Legislative Services

Honourable Premier Doug Ford
Doug.Fordco@pc.ola.org

Sent via electronic mail

October 4, 2024

Dear Honourable Premier Doug Ford

At its Regular meeting on October 2, 2024, the Township of Springwater's Council passed resolution C506-2024 endorsing the AMO and OMA Joint Health Resolution Campaign.

Resolution C506-2024

Moved by: Garwood
Seconded by: Fisher

Whereas the state of health care in Ontario is in crisis, with 2.5 million Ontarians lacking access to a family doctor, emergency room closures across the province, patients being derostered and 40% of family doctors considering retirement over the next five years; and

Whereas it has becoming increasingly challenging to attract and retain an adequate healthcare workforce throughout the health sector across Ontario; and,

Whereas Ontario municipal governments play an integral role in the health care system through responsibilities in public health, long-term care, and paramedicine; and,

Whereas the percentage of family physicians practicing comprehensive family medicine has declined from 77% in 2008 to 65% in 2022; and,

Whereas per capita health-care spending in Ontario is the lowest of all provinces in Canada; and,

Whereas a robust workforce developed through a provincial, sector-wide health human resources strategy would significantly improve access to health services across the Province; and,

Whereas these cracks in Ontario's health care system are impacting economic development, health, and well-being at the local level; and,

Whereas in response, the Ontario Medical Association (OMA) and the Association of Municipalities of Ontario (AMO) are working collaboratively to advocate for a better healthcare system for Ontario residents and communities.

Now Therefore Be It Resolved That, Council of The Corporation of the Township of Springwater urge the Province of Ontario to recognize the physician shortage in Springwater and Ontario, to fund health care appropriately and ensure every Ontarian has access to physician care; and

Be It Further Resolved That a copy of this resolution be circulated to the Premier of Ontario, Hon. Doug Ford; Barrie-Springwater-Oro Medonte Member of Provincial Parliament, Hon. Doug Downey, the Minister of Health, Hon. Sylvia Jones, the Ontario Medical Association (OMA), the Association of Municipalities of Ontario (AMO) and all Ontario municipalities.

Carried

I can be reached via email at jennifer.coughlin@springwater.ca or by phone at 705-728-4784, Ext. 2020.

Regards,



Jennifer Coughlin
Mayor, Township of Springwater

cc: Hon. Minister of Health Sylvia Jones
Hon. MPP Doug Shipley
Ontario Medical Association
Association of Municipalities of Ontario
All Ontario Municipalities



The Corporation of the City of Temiskaming Shores
Regular Council Meeting
Tuesday, September 17, 2024

Resolution

Provincial decision regarding alcohol sales in convenience stores and locations that sell fuel to drivers, and the development of a comprehensive provincial alcohol strategy

Resolution No. 2024-332

Moved by: Councillor Whalen
Seconded by: Councillor Wilson

Whereas excessive consumption of alcohol has a negative impact on many communities because of detrimental health effects, road safety, and other harms; and

Whereas the number of cases of individuals driving under the influence are increasing in Ontario, and the Timiskaming District has recently seen its highest rate ever for impaired driving infractions with 10 in April of 2024; and

Whereas jurisdictions with broader access to alcohol have higher rates of driving under the influence and crashes associated with alcohol; and

Whereas alcohol causes at least seven types of cancer and is a risk factor for, disease, disability and premature death, and is a direct cause of 4,300 deaths and 195,000 emergency department visits per year in Ontario; and

Whereas alcohol related emergency department visits increased 18 percent after the introduction of alcohol sales in grocery stores in Ontario; and

Whereas 35 percent of youth in grades 10 and 11 in the Timiskaming District have indicated that they consumed alcohol at 13 years or younger; and

Whereas 49 percent of youth in grades 10 and 11 in the Timiskaming District have been drunk at least once in their life; and

Whereas alcohol related harms cost the Ontario economy 7 billion dollars a year; and

Whereas alcohol is a factor in many domestic, sexual and physical assaults in Ontario; and

Whereas most tax revenue generated by the sale of alcohol goes to the province yet the costs and harms that are alcohol related are borne by the municipalities in the form of policing and social services and public health costs.

Therefore be it resolved that Council for the City of Temiskaming Shores requests the Government of Ontario reverse their decision to allow alcohol to be sold in more locations and implement the following recommendations:

1. Permit municipalities to opt out of retail alcohol expansion;
2. Grant municipalities the powers to use zoning to determine where new alcohol retail locations are acceptable;
3. Not permit alcohol sales within 150 m of schools, daycares, or substance use facilities;
4. Prohibit the sale of Alcohol at gas stations;
5. Require health warning labels on all alcohol containers;
6. Dedicate a portion of provincial alcohol revenue to addressing alcohol related harms; and
7. Develop and implement a comprehensive provincial alcohol strategy, in partnership with municipalities, that prioritizes health and safety and considers the costs associated with alcohol consumption.

Further that a copy of this resolution be provided to the Honourable Doug Ford, Premier of Ontario; the Honourable Sylvia Jones, Deputy Premier and Minister of Health; the Honourable Doug Downey, Attorney General; the Honourable Prabmeet Sarkaria, Minister of Transportation; John Vanthof, MPP Timiskaming Cochrane; AMO; FONOM; ROMA; Temiskaming Municipal Association (TMA); Timiskaming Health Unit (Planet Youth Timiskaming); Temiskaming Shores OPP Detachment Board; and all Ontario Municipalities.

Carried

Certified True Copy
City of Temiskaming Shores



Logan Belanger
Municipal Clerk

September 27, 2024

Honourable Geoffrey Morawetz
Chief Justice of Ontario

Sent via email: SCJ.clerkship@ontario.ca

Dear Honourable Geoffrey Morawetz:

Please be advised that Brantford City Council at its meeting held September 24, 2024 adopted the following:

12.1.5 Request to the Chief Justice of the Superior Court

WHEREAS the trial of the 1995 lawsuit between Six Nations of the Grand River Band of Indians and the Attorney General of Canada, His Majesty the King in Right of Ontario, Court File No. CV-18-594281-0000 offers an opportunity to resolve centuries old grievances and injustices; and

WHEREAS the resolution of these claims is critical to resolving the tensions that exist throughout the watershed between Six Nations of the Grand River First Nation and area municipalities; and

WHEREAS the lawsuit has taken three decades to get to trial as a result of innumerable and unconscionable delaying tactics of the Crown as represented by the Federal Government; and

WHEREAS resolution of the lawsuit would support and strengthen the provincial land title system in the Grand River watershed.

NOW THEREFORE The Council for the Corporation of the City of Brantford hereby resolves;

- A. THAT with respect council requests that the Honourable Geoffrey Morawetz, Chief Justice of the Superior Court of Justice, Ontario, assign a judge as soon as possible to hear the trial of Toronto Court File No. CV-18-594281-0000 and that the Court proceed as expeditiously as possible to conclude the trial of that matter; and
- B. THAT the Clerk BE DIRECTED to forward a copy of this resolution to the Honourable Doug Ford, Premier of Ontario, the Honourable Doug Downey, Attorney General of Ontario, the Honourable Geoffrey Morawetz, Chief Justice of Ontario, the Honourable Greg Rickford, Minister of Indigenous Affairs of Ontario, The Right Honourable Justin Trudeau, Prime Minister, the Honourable Arif Virani, Minister of Justice and Attorney General of Canada, the Honourable Gary Anandasangaree, the Minister of Crown-Indigenous Relations Canada and to the

Clerks of all municipalities in the Grand River Watershed, asking that their Councils pass this resolution posthaste.

I trust this information is of assistance.

Yours truly,



Chris Gauthier
City Clerk, cgauthier@brantford.ca

cc Honourable Doug Downey, Attorney General of Ontario
 Honourable Doug Ford, Premier of Ontario
 Honourable Greg Rickford, Minister of Indigenous Affairs of Ontario
 The Right Honourable Justin Trudeau, Prime Minister
 Honourable Arif Virani, Minister of Justice and Attorney General of Canada
 Honourable Gary Anandasangaree, the Minister of Crown-Indigenous Relations Canada
 Clerks of all municipalities in the Grand River Watershed

October 1, 2024

The Honourable Doug Ford
Premier of Ontario

Sent via email: premier@ontario.ca

Re: Rideshare Services

Please be advised that Council adopted the following resolution at their Council meeting held on September 23, 2024:

C-2024-226

“Whereas, the Township of Brock faces challenges related to limited access to transportation, and there exists a pressing need for a ride-sharing service to address transportation gaps within our community; and

Whereas Rideshare services are increasingly relied upon by seniors, students, visitors and tourists, and residents looking for safe, affordable, convenient, and reliable ways to travel; and

Whereas, the standardization and consistency of regulations across municipalities, particularly in Ontario, can improve the efficiency and effectiveness of the regulatory framework; and

Whereas, transferring the responsibility of ride-share regulations and licensing to the provincial level would contribute to a more streamlined and uniform governance structure, while eliminating associated red tape and unnecessary administrative costs;

Therefore, Be It Resolved that the Township of Brock Council hereby expresses its support for the migration of ride-share regulations and licensing from the municipal level to the provincial level;

Be It Further Resolved that the Township of Brock Council formally requests the Government of Ontario to initiate the transfer of responsibilities in the interest of creating a more coherent and standardized regulatory framework for ride-sharing services across the province;

Be It Further Resolved that copies of this motion be distributed to the Honourable Doug Ford, Premier of Ontario; the Honourable Prabmeet Sarkaria, Minister of Transportation; the Honourable Paul Calandra, Minister of Municipal Affairs and Housing; the Honourable Laurie Scott, Member of Provincial Parliament for Haliburton-Kawartha Lakes-Brock; the

Association of Municipalities of Ontario (AMO); the Region of Durham; all Durham Region lower-tier municipalities, and all Ontario municipalities.”

Should you have any questions or concerns please do not hesitate to contact Clerks@Brock.ca.

Yours truly,

THE TOWNSHIP OF BROCK



Maralee Drake
Deputy Clerk

MD:dh

cc. Hon. Prabmeet Sarkaria, Minister of Transportation – minister.mto@ontario.ca
Hon. Paul Calandra, Minister of Municipal Affairs & Housing – minister.mah@ontario.ca
Laurie Scott, MPP Haliburton-Kawartha Lakes-Brock - laurie.scott@pc.ola.org
Robin Jones, President, AMO - amopresident@amo.on.ca
Durham Region municipalities
All Ontario municipalities

The Corporation of the Municipality of St. Charles
RESOLUTION PAGE



Regular Meeting of Council

Agenda Number: 7.2.
Resolution Number 2024-301
Title: Resolution - AMO / OMA Joint Resolution Campaign on Physician Shortage
Date: July 17, 2024

Moved by: Councillor Loftus
Seconded by: Councillor Lachance

WHEREAS the state of health care in Ontario is in crisis, with 2.3 million Ontarians lacking access to a family doctor, emergency room closures across the province, patients being de-rostered and 40% of family doctors considering retirement over the next five (5) years;
AND WHEREAS it has become increasingly challenging to attract and retain an adequate healthcare workforce throughout the health sector across Ontario;
AND WHEREAS the Northern Ontario School of Medicine University says communities in Northern Ontario are short more than 350 physicians, including more than 200 family doctors; and half of the physicians working in Northern Ontario are expected to retire in the next five (5) years;
AND WHEREAS Ontario municipal governments play an integral role in the health care system through responsibilities in public health, long-term care, paramedicine, and other investments;
AND WHEREAS the percentage of family physicians practicing comprehensive family medicine has declined from 77 in 2008 to 65 percent in 2022;
AND WHEREAS per capita health-care spending in Ontario is the lowest of all provinces in Canada;
AND WHEREAS a robust workforce developed through a provincial, sector-wide health human resources strategy would significantly improve access to health services across the province;
BE IT THEREFORE RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles urges the Province of Ontario to recognize the physician shortage in the Municipality of St.-Charles and Ontario, to fund health care appropriately and ensure every Ontarian has access to physician care;
AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to Premier Doug Ford; Deputy Premier and Minister of Health Sylvia Jones; the Association of Municipalities of Ontario (AMO); our local Member of Provincial Parliament (MPP); and, all Ontario Municipalities.

CARRIED


MAYOR

The Corporation of the Municipality of St. Charles
RESOLUTION PAGE



Regular Meeting of Council

Agenda Number: 7.2.
Resolution Number 2024-323
Title: Resolution stemming from May 15, 2024 Regular Meeting of Council - Item 10.1 - Correspondence #5
Date: August 14, 2024

Moved by: Councillor Loftus
Seconded by: Councillor Lachance

BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports Motion #14 passed by the Town of Plympton-Wyoming supporting the Resolution dated March 18, 2024 passed by the Township of Adelaide Metcalfe, regarding a request to increase the tile drain loan limit;

AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to the Minister of Agriculture, Food and Rural Affairs (OMAFRA), Lisa Thompson; the Association of Municipalities of Ontario (AMO); the Rural Ontario Municipal Association (ROMA); and all Ontario Municipalities.

CARRIED


MAYOR

The Corporation of the Municipality of St. Charles
RESOLUTION PAGE



Regular Meeting of Council

Agenda Number: 7.3.
Resolution Number 2024-324
Title: Resolution stemming from May 15, 2024 Regular Meeting of Council - Item 10.1 - Correspondence #8
Date: August 14, 2024

Moved by: Councillor Laframboise
Seconded by: Councillor Lachance

BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports the Resolution dated March 28, 2024 passed by the County of Hastings, regarding sustainable infrastructure funding for small rural municipalities;

AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to the Prime Minister of Canada, Justin Trudeau; the Minister of Housing, Infrastructure and Communities of Canada, Sean Fraser; the Premier of Ontario, Doug Ford; the Minister of Infrastructure, Kinga Surma; the Minister of Municipal Affairs and Housing, Paul Calandra; our local Member of Parliament (MP); our local member of Provincial Parliament (MPP); the Association of Municipalities of Ontario (AMO); the Rural Ontario Municipal Association (ROMA); the Federation of Canadian Municipalities (FCM); and all Ontario Municipalities.

CARRIED


MAYOR

The Corporation of the Municipality of St. Charles
RESOLUTION PAGE



Regular Meeting of Council

Agenda Number: 7.4.

Resolution Number 2024-325

Title: Resolution stemming from May 15, 2024 Regular Meeting of Council - Item 10.1 - Correspondence #12

Date: August 14, 2024

Moved by: Councillor Loftus

Seconded by: Councillor Laframboise

BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports Resolution #26-24 passed by Public Health Sudbury and Districts, regarding recommendations for Government Regulations of nicotine pouches;

AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to the Premier of Ontario, Doug Ford; the Deputy Premier and Minister of Health, Sylvia Jones; our local member of Provincial Parliament (MPP); the Association of Municipalities of Ontario (AMO); the Public Health Sudbury & Districts; and all Ontario Municipalities.

CARRIED


MAYOR

April 22, 2024

VIA ELECTRONIC MAIL

The Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Dear Premier Ford:

Re: Recommendations for Government Regulation of Nicotine Pouches

In July 2023, Health Canada gave approval to Imperial Tobacco Canada to sell Zonnica under the [Natural Health Product Regulations](#) as a Nicotine Replacement Therapy (NRT) product. Consequently, Zonnica is sold under the Health Canada approval without adhering to the restrictions of the Federal [Tobacco and Vaping Products Act, 1997](#) and the [Smoke-Free Ontario Act, 2017](#).

Since this time, nicotine pouches have become widely available to youth. These flavoured pouches can be legally purchased by those under 18 years of age in Ontario. The unrestricted sale, display, and promotion of nicotine pouches contribute to accessibility, normalization, and potential health hazards. Nicotine is highly addictive and its use, in any form, is unsafe for children¹ and youth². Exposure to nicotine can have adverse effects on the developing brains of children and youth and increases the likelihood of initiation and long-term use of tobacco².

In March 2024, Public Health Sudbury & Districts released an advisory alert to local health system partners sharing concerns related to nicotine pouches. Additionally, letters were sent to education directors, educators, and parents to increase awareness of the availability and risks of nicotine pouches to children and youth.

At its meeting on April 18, 2024, the Board of Health for Public Health Sudbury & Districts took further action and carried the following resolution #26-24:

WHEREAS Health Canada approved nicotine pouches for sale under the Natural Health Product regulations providing no restrictions on advertising or sale to children and youth; and

WHEREAS the unrestricted sale, display, and promotion of nicotine pouches contribute to their accessibility, the normalization of nicotine use, and potential health hazards; and

WHEREAS nicotine is highly addictive and its use, in any form, is unsafe for children and youth; and

WHEREAS exposure to nicotine can have adverse effects on the developing brains of adolescents and young adults and increases the likelihood of initiation and long-term use of tobacco products; and

WHEREAS the emergence of nicotine pouch products occurred rapidly without requiring adherence to the restrictions of the federal [Tobacco and Vaping Products Act, 1997](#), and the [Smoke-Free Ontario Act, 2017](#); and

THEREFORE BE IT RESOLVED THAT the Board of Health for Public Health Sudbury & Districts strongly encourage Health Canada to take immediate action to close the regulatory gap that permits the sale of nicotine pouches to youth under 18 years of age; and

FURTHER THAT the Board of Health urge Health Canada to strengthen regulations to restrict the sale of new and emerging tobacco and nicotine products, ensuring that nicotine availability to children and youth never occur again; and

FURTHER THAT the Board of Health for Public Health Sudbury & Districts strongly encourage the Government of Ontario to exclusively sell nicotine pouches from behind pharmacy counters, limit their display in retail settings, and restrict their promotion, especially to youth; and

FURTHER THAT the Government of Ontario expand the Smoke-Free Ontario Strategy to create a comprehensive, coherent public health-oriented framework for the regulation of vaping and all nicotine-containing products.

We strongly encourage the Government of Ontario to follow immediately the Government of British Columbia and the Government of Québec to exclusively sell nicotine pouches in pharmacies, specifically behind the counter. This decision reduces product availability, restricts their promotion, and limits their display in retail settings.

Until tighter restrictions of nicotine pouches are implemented, the widely available and accessible product will continue to expose children and youth to nicotine. The Board of Health for Public Health Sudbury & Districts strongly encourages the Government of Ontario to expand the Smoke-Free Ontario Strategy to create a comprehensive, coherent public health-oriented framework for the regulation of vaping and all nicotine-containing products.

We thank you for your speedy attention to this important issue, and we continue to look forward to opportunities to work together to promote and protect the health of Ontarians.

Sincerely,



René Lapierre
Chair, Board of Health



M. Mustafa Hirji, MD, MPH, FRCPC
Acting Medical Officer of Health and Chief Executive Officer

cc: Honourable Mark Holland, Minister of Health of Canada
Honourable Sylvia Jones, Deputy Premier and Minister of Health
Honourable Ya'ara Saks, Canada's Minister of Mental Health and Addictions and Associate Minister of Health
Honourable Michael Parsa, Minister of Children, Community and Social Services
Yasir Naqvi, Parliamentary Secretary to the Minister of Health, Honorable Mark Holland
Dr. Kieran Moore, Chief Medical Officer of Health of Ontario
France Gélinas, Member of Provincial Parliament, Nickel Belt
Jamie West, Member of Provincial Parliament, Sudbury
Michael Mantha, Member of Provincial Parliament, Algoma-Manitoulin
Viviane Lapointe, Member of Parliament, Sudbury
All Ontario Boards of Health
Association of Local Public Health Agencies

¹ U.S. Department of Health and Human Services. (2014). "The Health Consequences of Smoking-50 Years of Progress: A Report of the Surgeon General."

<https://www.ncbi.nlm.nih.gov/books/NBK294308/#ch5.s2>

² National Center for Chronic Disease Prevention and Health Promotion (US) Office on Smoking and Health. (2016). "E-cigarette Use Among Youth and Young Adults: A Report of the Surgeon General." Retrieved on January 30, 2024 from

www.cdc.gov/tobacco/sgr/ecigarettes/pdfs/2016_sgr_entire_report_508.pdf.

April 22, 2024

VIA ELECTRONIC MAIL

The Honourable Mark Holland
Minister of Health of Canada
House of Commons
Ottawa, Ontario K1A 0A6

Dear Minister Holland:

Re: Recommendations for Government Regulation of Nicotine Pouches

In July 2023, Health Canada gave approval to Imperial Tobacco Canada to sell Zonnica under the [Natural Health Product Regulations](#) as a Nicotine Replacement Therapy (NRT) product. Consequently, Zonnica is sold under the Health Canada approval without adhering to the restrictions of the Federal [Tobacco and Vaping Products Act, 1997](#) and the [Smoke-Free Ontario Act, 2017](#).

Since this time, nicotine pouches have become widely available to youth. These flavoured pouches can be legally purchased by those under 18 years of age in Ontario. The unrestricted sale, display, and promotion of nicotine pouches contribute to accessibility, normalization, and potential health hazards. Nicotine is highly addictive and its use, in any form, is unsafe for children¹ and youth². Exposure to nicotine can have adverse effects on the developing brains of children and youth and increases the likelihood of initiation and long-term use of tobacco products².

In March 2024, Public Health Sudbury & Districts released an advisory alert to local health system partners sharing concerns related to nicotine pouches. Additionally, letters were sent to education directors, educators, and parents to increase awareness of the availability and risks of nicotine pouches to children and youth.

At its meeting on April 18, 2024, the Board of Health for Public Health Sudbury & Districts took further action and carried the following resolution #26-24:

WHEREAS Health Canada approved nicotine pouches for sale under

the Natural Health Product regulations providing no restrictions on advertising or sale to children and youth; and

WHEREAS the unrestricted sale, display, and promotion of nicotine pouches contribute to their accessibility, the normalization of nicotine use, and potential health hazards; and

WHEREAS nicotine is highly addictive and its use, in any form, is unsafe for children and youth; and

WHEREAS exposure to nicotine can have adverse effects on the developing brains of adolescents and young adults and increases the likelihood of initiation and long-term use of tobacco products; and

WHEREAS the emergence of nicotine pouch products occurred rapidly without requiring adherence to the restrictions of the federal [Tobacco and Vaping Products Act, 1997](#), and the [Smoke-Free Ontario Act, 2017](#); and

THEREFORE BE IT RESOLVED THAT the Board of Health for Public Health Sudbury & Districts strongly encourage Health Canada to take immediate action to close the regulatory gap that permits the sale of nicotine pouches to youth under 18 years of age; and

FURTHER THAT the Board of Health urge Health Canada to strengthen regulations to restrict the sale of new and emerging tobacco and nicotine products, ensuring that nicotine availability to children and youth never occur again; and

FURTHER THAT the Board of Health for Public Health Sudbury & Districts strongly encourage the Government of Ontario to exclusively sell nicotine pouches from behind pharmacy counters, limit their display in retail settings, and restrict their promotion, especially to youth; and

FURTHER THAT the Government of Ontario expand the Smoke-Free Ontario Strategy to create a comprehensive, coherent public health-oriented framework for the regulation of vaping and all nicotine-containing products.

We applaud your pledge to take action to review the approval process for flavoured nicotine sales and advertising. We acknowledge the advisory Health Canada issued in March stating nicotine pouches should be used for nicotine replacement therapy in adults and the emphasis on keeping them out of reach of children and youth.

However, only until tighter restrictions of nicotine pouches are implemented, the widely available and accessible product will continue to expose children and youth to nicotine. The Board of Health for Public Health Sudbury & Districts strongly encourages the federal government to take immediate action to close the regulatory gap by restricting the sale of nicotine pouches to those under 18 years of age. We also support Health Canada in their assertion to halt the legal purchasing loophole and ensure that nicotine availability to children and youth never occurs with new and emerging products.

We thank you for your attention to this important issue, and we continue to look forward to opportunities to work together to promote and protect the health of Canadians.

Sincerely,



René Lapierre
Chair, Board of Health



M. Mustafa Hirji, MD, MPH, FRCPC
Acting Medical Officer of Health and Chief Executive Officer

cc: Honourable Doug Ford, Premier of Ontario
Honourable Sylvia Jones, Deputy Premier and Minister of Health
Honourable Ya'ara Saks, Canada's Minister of Mental Health and Addictions and Associate Minister of Health
Honourable Michael Parsa, Minister of Children, Community and Social Services
Yasir Naqvi, Parliamentary Secretary to the Minister of Health, Honorable Mark Holland
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France Gélinas, Member of Provincial Parliament, Nickel Belt
Jamie West, Member of Provincial Parliament, Sudbury
Michael Mantha, Member of Provincial Parliament, Algoma-Manitoulin
Viviane Lapointe, Member of Parliament, Sudbury
All Ontario Boards of Health
Association of Local Public Health Agencies

¹ U.S. Department of Health and Human Services. (2014). "The Health Consequences of Smoking-50 Years of Progress: A Report of the Surgeon General."

<https://www.ncbi.nlm.nih.gov/books/NBK294308/#ch5.s2>

² National Center for Chronic Disease Prevention and Health Promotion (US) Office on Smoking and Health. (2016). "E-cigarette Use Among Youth and Young Adults: A Report of the Surgeon General."

Retrieved on January 30, 2024 from
www.cdc.gov/tobacco/sgr/ecigarettes/pdfs/2016_sgr_entire_report_508.pdf.

Honourable Doug Ford, Premier of Ontario
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Town of Cobourg
55 King Street West,
Cobourg, ON, K9A 2M2
clerk@cobourg.ca

Delivered via email

Doug.fordco@pc.ola.org
premier@ontario.ca

October 4, 2024

RE: Motion from Mayor Lucas Cleveland regarding Support of Involuntary Care for Individuals with Severe Mental Health and Addictions Issues

Please be advised that the Town of Cobourg Council, at its meeting held on September 25, 2024, passed the following resolution:

WHEREAS the Province of British Columbia has announced the creation of highly secure facilities to provide involuntary care for individuals with severe mental health and addictions issues under the Mental Health Act, including dedicated mental health units in correctional centres and regional secure care facilities; and

WHEREAS the Town of Cobourg, along with municipalities across Ontario, are facing growing challenges in addressing the complex needs of individuals with severe mental health and addictions issues, which place a significant strain on local emergency services, healthcare systems, community resources, and public safety; and

WHEREAS individuals experiencing severe mental health and addictions issues often cannot voluntarily seek the care they need, and involuntary care, provided with compassion and appropriate safeguards, can ensure they receive the necessary treatment to help stabilize their condition and improve community safety.

NOW THEREFORE BE IT RESOLVED THAT the Town of Cobourg supports the BC government's approach to providing secure, involuntary care for individuals with severe mental health and addictions challenges, as a compassionate and necessary intervention for those unable to seek help on their own; and

FURTHER THAT the Town of Cobourg urges the Province of Ontario to implement similar measures to ensure that individuals with severe mental health and addictions issues in Ontario have access to secure, involuntary care when necessary; and

FURTHER THAT this motion be forwarded to the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), The Premier, Honourable David Piccini, MPP, all other Members of Provincial Parliament and all Ontario municipalities to seek their endorsement and support.

Sincerely,

A handwritten signature in black ink that reads "Kristina Lepik". The signature is written in a cursive style with a long, sweeping underline.

Kristina Lepik
Deputy Clerk/Manager, Legislative Services

cc. Association of Municipalities of Ontario (AMO);
the Federation of Canadian Municipalities (FCM);
Honourable, David Piccini, Minister of Labour, Immigration, Training and Skills
Development and Northumberland – Peterborough South MPP;,
All other Members of Provincial Parliament; and
All Ontario Municipalities

Attendees: Derek Smith, Cheryl Discenza, Rob Chlebowski, Sandy Mackenzie, Councillor Ron Norris, Drew Pullman

Regrets: Ansub Shafique, Erin Burke

Staff: Maureen Turner, Sara Boyd

Guests:

1. Call to Order at 5:07pm by Derek Smith
2. Declaration of Quorum – Yes there was quorum
3. Approval of Agenda – Approved the Agenda

Motion: To approve the agenda as presented

Moved by: Drew Pullman

Seconded by: Cheryl Discenza

Carried

4. Declaration of Interest – There was none

5. Approval of Previous Meeting Minutes for June 2024

Motion to accept minutes of June 2024, as presented.

Moved by: Rob Chlebowski

Seconded by: Derek Smith

Carried

6. Correspondence

- Back and forth with the Town regarding bike locker in Church Street parking lot being used as a home. Bike locker was removed. We are happy with this result. Would like other lockers removed from BIA.

-

7. Financial Report – Ansub Shafique

- a) Treasurer's Report - No Report

8. Manager's Report: Maureen

- We are moving ahead with the holiday décor from Classic Displays
- We are also looking at replacing benches and garbage bins. Maureen to reach out to Public Works regarding having them installed next year
- Bike locker was removed from parking lot, and new concrete applied. Could we move a large flower planter to this spot instead?
- Legion is putting up Remembrance Day banners on Main Street. We will put up nicer banners when those come down. Could we have banners made to go along Mill Street and Guelph Street? Maureen to send out RFP
- Car show was a success and under budget. Things to improve: Should end earlier, sound system is not sufficient, awards for each decade

- Mike Farrugia will be stepping back next year, but others have stepped forward to help with Car Show
- Downtown Restaurants are interested in having street patios. Maureen to introduce Owners to Erin Kaiser at the town to talk about next steps
- Maureen met with Zack from Visit Stratford to discuss their AI Fresco program where food/drink can be purchased to go and alcohol can be consumed in designated areas. The program is very successful. Board is interested, Maureen to look into costs
- Jake's summer student term is over, he continued to help put with events

9. Business Arising

- a) We continue to get complaints regarding Amico workers parking in areas they have been asked not to park in. We agree Amico is trying their hardest and the employees are the ones who are not listening
- b) We have chosen not to collaborate with Bell as they have chosen not to sponsor our events

10. Council Update – Councillor Ron Norris

- Ron commended Drew for his presentation to Council regarding our MOU. Said he would be meeting with Damian the following Thursday

11. Committee updates

- a) Marketing and Events N/A
- b) Farmers Market N/A
- c) Beautification – Maureen and Drew to meet with Public works to discuss garbage cans and benches

12. New Business

- a) Car Show budget – Under budget, board was pleased.
- b) Masquerade – New Time. We will move forward with a later time and different format to see how well it goes. Need to figure out if this event is something we continue to do. Send out survey to businesses to get their thoughts
- c) Date Your Downtown. Sara presented an idea for social media where people share their favourite businesses downtown as thought it is a dating app. Board approved.
- d) New Treasurer: Jillan Croft – Move to bring Jillian Croft on as treasurer: Rob Chlebowski
- e) Seconded by Derek Smith - Ron to take to council for approval
- f) Homelessness/Guelph Bylaw – Do we need a bylaw like Guelph's before we have the same issue? Board agrees we do. Ron to take to Council
- g) 2025 Event Dates. All Dates approved. Maureen to add to calendar. Add security cameras and sound system to next years priorities

13. Next Meeting: Tuesday October 22, 2024

14. Adjournment

- Motion to adjourn meeting.
- Moved by: Councillor Ron Norris
- Seconded by: Rob Cheblowski
-

Attendees: Derek Smith, Erin Burke, Rob Chlebowski, Sandy Mackenzie, Councillor Ron Norris, Drew Pullman

Regrets: Ansub Shafique, Cheryl Discenza

Staff: Maureen Turner, Sara Boyd, Jake Zanth, Gregory Snow, Janice Welfare

Guests:

1. Call to Order at 9:05 by Derek Smith
2. Introduction of Employees – The board got to meet our new hires – Sara (Marketing Assistant), Jake (Special Events Coordinator/Summer Student), Gregory Snow (Grounds Manager), Janice Welfare (Book Keeper)
3. Declaration of Quorum – Yes there was quorum
4. Approval of Agenda – Approved the Agenda

Motion: To approve the agenda as presented

Moved by: Drew Pullman

Seconded by: Rob Chlebowski

Carried

5. Declaration of Interest – There was none
6. Approval of Previous Meeting Minutes for April 16, 2024

Motion to accept minutes of February 20, as presented.

Moved by: Rob Chlebowski

Seconded by: Erin Burke

Carried

7. Correspondence
 - I went and spoke to Marcia from Foodstuffs regarding our very late payment of rent, to let her know we are working on a solution and apologize in person.
Derek to speak to Ansub about attendance and commitment, Maureen to begin the search for a new treasurer
 - Lot's of correspondence regarding parking and how to improve the parking situation for customers on Main Street and Mill Street – Maureen to continue working with Amico to resolve
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8. Financial Report – Ansub Shafique
 - a) Treasurer's Report - No Report
9. Manager's Report: Maureen
 - Drew, Greg and I met with the town to do the annual walk about.

- Flower shed is finished planting – Maureen to reach out to Bill Van Rynn for weeding, and ask Flower Shed to please tidy up the area around the Downtown Georgetown sign at Main and Maple
- Greg Brought up parking lot lines and Erin agreed it’s hazardous when people cannot see the lines properly (going the wrong way)
- We discussed speed bumps to slow traffic in some areas downtown. Drew mentioned fire lanes can be an issue. Councillor Norris said the town is inundated with requests
- It was mentioned that Market and Mill could use a stop sign, and police enforcement would help slow drivers. Councillor Norris mentioned the challenge is there are only so many officers in Halton
- The Wesleyan garbage dumpster was discussed. It is often overflowing and people that are not from the BIA are dumping there. Derek has a (non-functioning) camera and sign to install to help deter. Greg to install
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10. Business Arising

- a) Who to Contact document – Drew to provide a document to help business owners in times of crisis
- b) Closing Main Street in Summer – Restaurants are interested in having the street closed on weekends to create a better ambiance and allow them to have tables outside. Maureen to facilitate a meeting with the board and restaurant owners to discuss. Need to consider insurance for restaurants, maybe form a committee to help with details and managing road closure

11. Council Update – Councillor Ron Norris

12. Committee updates

- a) Marketing and Events N/A
- b) Farmers Market N/A
- c) Beautification – walk about completed. Lots to work on. Drew will be addressing council regarding MOU to clear up some wording and make things more clear

13. New Business

- a) Parking (Main/Mill – During Market – Permits – Back Lot) – The 2hr limit is not enforced. Maureen to talk to parking enforcement.
- b) Bell Collaboration Agreement – The Board determined that if Bell was interested in supporting our BIA through sponsorship of our events, we would consider switching to Bell.
- c) More Hours For Sara – 4 additional hours per week can be added for Sara with the idea that hours will taper when we are not as busy.

14. Next Meeting: Tuesday August 20, 2024

15. Adjournment

- Motion to adjourn meeting.
- Moved by: Derek Smith
- Seconded by: Councillor Ron Norris
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