



Traffic

The **Environmental Impact Statement (EIS)** provides comprehensive documentation of the extensive technical work undertaken by CN to assess the potential environmental and socio-economic effects of the Milton Logistics Hub, consistent with the EIS Guidelines issued by the Canadian Environmental Assessment Agency (CEAA). The full EIS (submitted December 7, 2015) is available on the public registry at ceaa.gc.ca, Reference Number: 80100 (Doc. #57).

About the assessment

Our goal is that future road users (motor vehicle operators, cyclists and pedestrians) will be able to move efficiently and safely near the facility.

- Studies have been conducted to estimate the potential change in truck traffic volumes associated with the Project.
- Safety assessments related to road traffic have been conducted in relation to the roads and new intersections that will provide vehicular access to the facility.

Assessment findings

Current conditions

- Milton and Halton have experienced, and are expected to continue to experience, high population and economic growth, which has resulted in additional demands on community services and infrastructure; in particular, on provincial, regional and local road networks.
- The Ontario Ministry of Transportation, Halton Region and the Town of Milton have developed, and are progressively implementing, coordinated transportation plans that promote active transportation, increased use of public transportation, and expansion and improvement of the road system.

- By the time the Project commences operation, it is anticipated that improvements to the road network will include: widening, extension and improvement of Tremaine Road, with a new interchange at Highway 401; widening and improvement of Britannia Road; widening and improvement of the RR25/Highway 401 interchange.

Project-related effects

- The Project is anticipated to generate up to 800 truck trips in and out of the facility on weekdays. In the vicinity of the Project, routing of Project-related trucks would be confined to Halton Region roads.
- The Project would result in higher truck volumes near the proposed truck entrance on Britannia Road. Truck traffic is anticipated to be less noticeable further from the truck entrance, as it would be dispersed along the number of available arterial routes in Halton.
- On the majority of Halton and Milton roads, the increase in truck traffic from the Project is not expected to be noticeable.
- The Project access road intersections on Tremaine Road (for employees) and on Britannia Road (for trucks) are designed to mitigate traffic impacts and to promote the safety of cyclists and pedestrians.
- The proposed grade separation on Lower Base Line will eliminate conflict between road traffic and train operation, enhancing efficiency and safety in that location.
- Temporary effects to road infrastructure and road users may include the implementation of lane closures or detours during Project construction.



Proposed traffic management

CN is committed to working with Halton Region and the Town of Milton to mitigate the potential effects of construction and operation of the Milton Logistics Hub, including potential impacts to traffic operations and road safety. Proposed measures to manage adverse effects on traffic include:

- Notifying the public, working with municipalities, and coordinating with local authorities regarding the location and scheduling of construction activities, including temporary lane closures or detours.
- Working with the Town of Milton and Halton Region to build an underpass at Lower Base Line, to maintain traffic flow and facilitate an east-west passage for emergency vehicles.
- Working with Halton Region to install a signalized intersection on Britannia Road at the truck entrance with separate eastbound right-turn and westbound left-turn lanes.
- Building a 1.7-kilometre two-lane private roadway south from the proposed truck entrance on Britannia Road, with sufficient queuing capacity on CN property to keep waiting trucks off local roads.
- Working with Halton Region to create an employee entrance off Tremaine Road, including a southbound left-turn lane and the appropriate signage.
- In consultation with Halton Region and the Town of Milton, managing changes to roadway operating conditions resulting from truck traffic could include: adjustment to traffic signal control timing and phasing, provision of advisory/regulatory signage, adjustments to the length of left-turn lanes, addition of right- or left-turn lanes, and provisions for pedestrian and cyclist safety.

With the application of these mitigation measures, residual effects of the proposed Project on traffic operations and road safety are expected to not exceed applicable standards.

Follow-up

CN will liaise with local and regional service providers throughout the life of the Project to identify and address issues pertaining to the Project's effects on demand for community services and infrastructure, if any, as they arise. The CN Police Service will deliver education and promote public safety by monitoring truck traffic and enforcing traffic rules (including on-site speed limits and a no-idling policy), on and within 500 metres of property owned, operated or managed by CN.

About CN's Milton Logistics Hub

CN is proposing to build and operate a new intermodal hub on CN-owned land, east of Tremaine Road and south of Britannia Road in Milton, Ontario. The Project is proposed to accommodate the growing demand for infrastructure to handle the increasing flow of goods in and out of the Greater Toronto and Hamilton Area (GTHA), Canada's largest population area and the fastest-growing region in the country. The Project is currently undergoing an environmental assessment by an independent joint review panel, under the *Canadian Environmental Assessment Act, 2012*. CN is committed to ongoing engagement with Aboriginal communities, local governments and local communities to continue to find ways to mitigate potential effects and to enhance potential benefits locally. More information is available at cnmilton.ca.

For more information about truck traffic, refer to the EIS, including Appendix E.17.

For more information

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