

Halton Transportation Master Plan (2031)

The Road to Change

Public Workshop - June 5, 2010
Record of Meeting

1.0 Introduction

Halton Region commenced the Transportation Master Plan (TMP) – The Road to Change in accordance with the directions of ROPA 38 to develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (automobiles, transit, cycling, walking) to the year 2031.

The Transportation Master Plan will provide the strategies, policies and tools required to meet the Region’s transportation needs safely, effectively and cost efficiently. It will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system to the year 2031. A key outcome of the study will be a list of transportation projects that the Region can incorporate in its 20-year Roads Capital Program. To comply with the Environmental Assessment Act, the study is being conducted in accordance with the Municipal Class Environmental Assessment (Class EA) process (October 2000, as amended in 2007).

A key component of the study is consultation with interested stakeholders including the public, interest groups and regulatory agencies. The study work plan provides for two (2) rounds of Public Information Centres at four locations (one in each local municipality) and a Public Workshop.

The first round of Public Information Centres was held in March 2010 in each of the Region’s local municipalities. At these sessions, attendees were encouraged to sign up for the Public Workshop to be held on June 5, 2010.

Interest from Regional and Local Councillors, residents at-large, the development community and special interest groups was received by the study team in response to the Workshop invitation. This Record of Meeting summarizes feedback received at the Public Workshop.

2.0 Workshop Overview

- Date: June 5, 2010
- Location: Halton Region Centre– North/South Auditorium

2.1. Logistics and Attendance

The Public Workshop was set up to ensure participation was neutral and no one agenda dominated the discussion. The best means of managing such issues is to diversify participants based on their area of interest. Participants were pre-assigned a table from which they interacted throughout the Workshop.

The following table assignments were used in the Workshop.

<i>Table 1</i>	<p>Chris Walker – resident, Burlington Damian Burt – resident and Transit Advisory, Oakville Sonja Harrison – resident and Cycling Advisory Committee, Burlington</p>
<i>Table 2</i>	<p>Lisa Seiler – resident and GreenTrans, Oakville Jennifer Dockstator – Halton Inter-municipal Committee on Sustainability, Oakville Councillor John Taylor – City of Burlington Richard Bradley – Elder Service Advisory Committee</p>
<i>Table 3</i>	<p>Councillor Rick Goldering – City of Burlington Kevin Lee – resident, Burlington Margaret Briegmann – BA Consulting Group (transportation consultant), representing land owners</p>
<i>Table 4</i>	<p>Tom Rae – Sernas Transtech (traffic consultant) representing land owners Zeeshan Hamid – Milton Transit Advisory Committee, Halton Inter-municipal Committee on Sustainability Councillor Bryan Lewis- Town of Halton Hills Jim Bray – resident, Georgetown</p>
<i>Table 5</i>	<p>Mark Pavkovic- National Homes (developer), Halton Brian Coleman- Chair of Burlington Transit Advisory Committee, Member of Halton Region Transportation Advisory Committee, resident, Burlington Ken Lawday- Bruce Trail Conservancy, Iroquois Club, Hornby Councillor Jan Mowbray– Town of Milton</p>

<i>Table 6</i>	Ruth Victor - Mattamy Homes, Ruth Victor and Associates, Halton Developers Liaison Committee Representative Councillor Fred Oliver - Town of Oakville Alyssa Kuszczak - Burlington Sustainable Development Committee
<i>Table 7</i>	Kevin Rahmer - Burlington Transit Advisory Committee Member, resident, Burlington Aline Tso - resident, Burlington Bob Lackey - Maple Lodge Farms

Councillors

The following members of Regional and Local Council were in attendance:

Regional Chair Gary Carr
City of Burlington Councillor John Taylor
City of Burlington Councillor Rick Goldring
Town of Halton Hills Councillor Bryan Lewis
Town of Milton Councillor Jan Mowbray
Town of Oakville Councillor Fred Oliver

Staff and Consultants

Regional Staff

Tim Dennis, Director of Transportation Services
Maureen Van Ravens, Manager Transportation Planning, Operations and Maintenance
Melissa Green-Battiston, Transportation Engineer
Jeff Reid, Senior Transportation Planner
Matt Krusto, Transportation Coordinator
Alicia Jakaitis, Transportation Coordinator

Consultants

Alvaro Almuina, Project Manager
Mike Walters, Deputy Project Manager
Karla Kolli, Public Consultation Lead
Justine Giancola, Consultation Technical Support

In total, the public attendance for the Workshop was 22 exclusive of study team personnel.

2.2. Workshop Format

The workshop consisted of a presentation, question and answer sessions and workshop discussion tasks.

2.3. Presentation

Alvaro Almuina gave a presentation which provided information on the following topics:

- The role of the Transportation Master Plan (TMP)
- The timeline for the TMP's development
- The vision and guiding principles of the TMP
- Study assumptions and context
- A definition of the problems and opportunities
- The transportation demand forecasting process
- Evaluation criteria for screenline analysis
- A summary of the transportation system needs to 2031
- Action steps for achieving the 20% transit mode split

2.4. Question and Answers

Following the presentation, Workshop participants were given the opportunity to ask questions regarding the TMP and its development.

The collected questions and responses are included in **Appendix A**.

2.5. Workshop Discussion Tasks

Workshop participants were given two tasks to discuss with their table.

Task 1 asked participants to identify gaps and opportunities in the transportation system through to 2031, such as, areas lacking infrastructure, missing linkages, land use conflicts, transportation technologies and policies.

Task 2 asked participants to specify what they would like to see included in the Region's transportation system, the constraints which impede the transportation strategy and key opportunities to promote active and public transit transportation choices.

Discussion highlights were then shared with the group.

Details on the collected responses are included in **Appendix B**.

3.0 Outcomes

3.1. Workbooks and Comment Forms

Each participant was provided with an individual workbook which was used to complete the collective workbook available at their table. The feedback provided pertaining to particular tasks has been incorporated into **Appendix B**. The questions asked through the workbooks have been included in **Appendix C**.

Participants were invited to submit a comment form at the workshop. The feedback provided through the comment forms has been incorporated into the appropriate appendices.

A total of 25 individual workbooks, group workbooks and comment forms were received.

3.2. Post-Workshop Submissions

Participants were invited to submit comments and questions electronically after the workshop. The feedback and responses have been incorporated into the appropriate appendices.

A total of 4 post-Workshop comments/submissions were received.

4.0 Main Comments

Workshop participants identified a number of needs and priorities that they hope to see addressed in the TMP. Specifically, the Workshop participants:

- identified needs beyond the current Halton transportation system. In terms of infrastructure, residents noted the need for additional north-south connections throughout the Region as well as additional east-west connections in the north end. They emphasized the importance of providing public transit access to local, as well as regional, hubs including schools, recreational facilities and shopping malls. Finally, they noted that community needs are likely to change as the population ages. The TMP must reflect these changes.
- identified the importance of integrating/coordinating inter- and intraregional transit systems. They saw integration of land use planning decisions and the creation of local employment opportunities as vital to the success of the Transportation Master Plan.
- identified a number of key priorities moving forward. These include:
 - active transportation - participants requested that a greater degree of modal choice be reflected in the TMP. They suggested that this could be improved through the provision of safe, accessible and well connected active transportation routes
 - transit infrastructure - participants placed priority on transit infrastructure rather than building new roads or widening existing roads. They expressed a preference for LRT technologies over BRT options.
 - sustainable financing - participants encouraged decision makers to seek sustainable financing opportunities including public-private partnerships and financial incentives to encourage individual sustainable transportation choices
 - long term planning horizons - participants urged the Region to look beyond the 2031 time horizon in planning Halton's future

A detailed description of workshop comments is provided in **Appendix B**.

5.0 Conclusion

The workshop was well attended and discussions yielded positive contributions which will aid in the development and implementation of the TMP. Participants were able to gather information on the study being undertaken and contribute to the concepts and discussion areas proposed, while the project team tested the validity of their findings and were able to improve understanding of the local transportation issues and concerns.

Participants were well informed and had good knowledge of transportation issues which permitted them to assess the transportation needs from 2021 to 2031 and understand the potential gaps and opportunities in Halton's transportation system in that timeframe. Many of the comments provided are being contemplated by the study team which highlights the importance of particular aspects of the study to resident, businesses and interest groups in Halton Region's communities. Equally useful were the participants thoughts on how to increase the use of alternative modes of transportation (active, carpooling and transit), including samples from other jurisdictions. As the study team moves into the evaluation and policy development phase of the study, workshop contributions will be reviewed and inform the study process to the benefit of all citizens in Halton.

APPENDIX A

Question and Answer Sessions

The following is a record of the Q and A session that took place following the presentation of the TMP process and objectives.

Q: With regards to the Problem Statement on Slide 18, the statement refers to the problem in relation to commuters only. What about others who are affected by traffic?

A: Much of the identified transportation problems affect commuters as they are the bulk of the road traffic. The analysis has been carried out for the afternoon peak hour time period, which represents the peak time for travel within the Region. Analysis also considers the movement of goods and services.

Q: Will all of the proposed BRT projects in Halton you mentioned in the presentation be in place by 2021?

A: Higher order transit projects as identified by Metrolinx were considered in the analysis.

Q: Will the improvements to Highway 401 be completed by the year 2021?

A: The MTO has plans to widen Highway 401 by one additional lane in each direction west to RR 25 by 2021.

Q: Have you included the regional planned projects that are already approved and in the budget? For example, Trafalgar Road and Steeles Ave?

A: The TMP assumes that current Capital Roads Projects (to 2021) as approved by Regional Council will be in place.

Q: Can you please clarify the Trafalgar Bus Rapid Transit?

A: The Region has just commenced an Environmental Assessment to look at rapid transit options for this corridor between Midtown Oakville and Highway 407.

Q: Do you look at transit and roads separately? Will there be a transit and roads recommendation?

A: Yes, the TMP will have a roads and a transit strategy as well as active transportation.

Q: What are the assumptions made for employment estimates?

A: We have used the Best Planning Estimates developed by the Local Municipalities and the Region.

Q: Do you assume an increase in employment?

A: Yes, employment projections are taken into account.

Q: Steeles Avenue has overflow traffic from Highway 401. Was that taken into

consideration in this scenario?

A: Yes the demand on Highway 401 is considered.

Q: Can you tell us the transit mode split between municipalities?

A: We are working towards 10-12% in Milton; 1% in Halton Hills, ~15% in Oakville, ~15% in Burlington internal transit mode split. There will be a significant increase.

Q: Are GO Transit trips on top of this?

A: Yes.

Q: How can the region state the transit targets for Oakville?

A: We are working with the local public transit authorities in the development of the Master Plan.

Q: With regards to Halton Hills, the Plan shows two additional lanes on Trafalgar Road, which is now in the capital budget to be developed before 2021. By 2021, won't we need additional lanes? If the four lanes are needed now, how will the four lanes accommodate the growth between now and 2031?

A: This is in addition to the two additional lanes already planned in the capital program. Therefore, there are a total of six lanes that may be required for the 2021-2031 period.

Q: As traffic trends may be high in one direction in the morning and the other in the evening, have you considered flexible lanes on roads to have more lanes in one direction in the morning and the other direction in the evening? Is it feasible to do this?

A: As the Region matures, there will be less of a peak direction dominance in the peak travel periods.

Q: On Slide 24, Burlington says two lanes, is that all of Burlington?

A: It is the total capacity need. It is not corridor specific.

Q: Are you looking at comparable communities when setting a modal split target to calibrate your assumptions?

A: Yes, we have reviewed what other large regions are proposing, such as York, Peel, Waterloo, etc. and the policies put in place by Metrolinx.



APPENDIX B

Workshop Discussion Tasks

Workshop participants were asked to respond to the following task.

The responses provided are summarised by category as follows. The bulleted points are recorded verbatim as per the participants' comments or their post-Workshop submissions.

TASK 1

Based on planned transportation improvements and growth, what do you believe to be the gaps and opportunities in the transportation system from 2021 to 2031? These may include but are not limited to the following:

- Areas that will be lacking in road, transit and/or active transportation infrastructure
- Missing transportation linkages
- Potential conflicts with planned land use
- Innovative transportation technologies and policies

Please identify what you view to be the top three problems and opportunities.

Areas Lacking Infrastructure

- Dundas Street needs a LRT, instead of a BRT
- There is a need for more roads that run north-south.
- The extension of James Snow Parkway south to Highway 407 is needed
- There is a need for an east-west corridor in north Halton
- There is a need for a north-south corridor to the Milton education village
- There is a lack of active transportation options along/across the QEW
- There is a need for a crossing over Bronte Creek for Upper Middle Road,
- East-west corridor and rapid transit through Milton and Halton Hills
- North-south corridor out of Milton (James Snow, South of Britannia)
- Rapid transit along Tremaine Road
- Alternative transportation that goes around Milton
- Widening of 9th Line/Trafalgar in Halton Hills
- Grade separation on Derry Rd/CN Rail in West Milton is urgently needed
- Address the area bounded by James Snow Parkway to the west, Highway 401 to the north, Highway 403/407 to the east, and Dundas Street/Highway 5 to the south

Missing Linkages

- There is a need for links between big centres and transportation hubs
- Re-evaluate destination points for the existing transit system.
 - Currently, key movements are to/from GO stations. Consider other places

- people go, local hubs such as educational centres, recreation facilities, mosques, etc
 - People actually use smaller hubs more frequently, i.e. malls, Sheridan College. These need to be included in the plan.
- Need for a safe passage for pedestrians and cyclists who currently must travel over the QEW
- Need an integrated system for Transit in Halton
- Need to link municipal transit to a robust regional transit system
- Need an interregional transit system that makes use of public transit and GO stations
- Need a Trafalgar Road LRT Link (Lakeshore Line to GO Milton Line)
- There is a lack of interconnections between north-south and east-west

Land Use Planning

- Need to understand and improve the relationship between land use and transportation planning
 - Low density development increases need for more roads
 - The need for higher density around transit corridors
 - Ensure land use is transit oriented. For example, the new Wal-Mart: is it the best use of that land?
- Employment
 - Better employment opportunities within Halton would encourage people to commute less and create additional benefits for the region
 - Identification of HPBATS employment land, inclusion of other residential lands.
- Green space
 - For the Trafalgar corridor proposed BRT, the area looks quite green on the aerial map. Is this really the right place to put this transit? Shouldn't we put transit where development already exists?
 - Additional land that is needed for road improvements should not be taken from natural corridors
 - Unspoken damages to ANSI and other natural systems with road widening
 - Know which ecosystems are under Regional stewardship, understand the value they provide to the area, calculate the cost to replace those functions
- The proposal for major rail yard, if it is still on the table, has large implications for transportation.

Innovative Transportation Technology and Policies

- Review Process
 - Vancouver has extensive review process that the Region could consider implementing
- Financing

- A tax increase can help maintain existing and build new infrastructure
- Cost efficiencies can be achieved through integration with intra-regional transit operations
- BRT
 - BRT is not ambitious enough. It is not enough to attract people to get out of their cars and take transit.
 - BRT is a viable alternative if we had dedicated lanes, electric buses, affordable and frequent service
- Transit Design
 - Use other cities (i.e. Portland, Copenhagen, McKenzie Town) as benchmarks; copy what they've done
 - Roundabouts
 - Dedicated right turn lanes
 - Digital readouts of next bus arrival time
- Incentives
 - Fare-free Transit: Island County, WA - <http://www.islandtransit.org/>
 - Reduced Fares: Colltrans – Collingwood Public Transit
 - Reduced fares to \$1 and significantly increased ridership
 - Vanpool programs: King County, WA - <http://www.rideshareonline.com/>
 - No Driving Days/Campaigns
 - Seoul, South Korea
http://www.c40cities.org/bestpractices/transport/seoul_driving.jsp
 - Car Free Sundays <http://www.8-80cities.org/>
 - Microbuses: La Paz, Bolivia
<http://www.maclester.edu/courses/geog61/amartin/transportation.html>
 - HOV Lanes: Washington, DC Metropolitan Area
 - Complementary programs to support HOV use: extensive network of Park and Ride lots, efficient public transit system, ridesharing in the form of carpooling and vanpooling, slugging, Guaranteed Ride Home Program, promoting use of hybrid vehicles on HOV lanes
- Possible solutions exist at the convergence of physical and digital technologies; design a comprehensive 'system of systems' with interconnected and mutually supportive components;
<http://www.rdmag.com/News/Feeds/2010/06/information-tech-ibm-to-provide-technology-design-and-development-s/>

Governance Issues and Decision Making

- Dependence on Metrolinx: delays in funding will affect implementation
- The importance of peer review
- “If we want it in Halton, we need to plan it in Halton.”
- There should be plan reviews every five years

Time Frame and Decision Making Process

- Need to look beyond 2031
- Questioning the commuter assumption: Will work patterns be the same or will they change? Will people be working remotely?
- Look at transit network in the same way we look at water and sewer problems

Alternative Modes of Transportation

- We should consider an option for inner-city cycle lanes or segregated bike traffic
- The current cycling infrastructure is good for recreational purposes, but not for errands or work.
- Provide choice for people so that they do not need to drive their cars. There should be a balance between options and the priority should be on active transportation.
- Cycling opportunities should be developed on secondary or separate ways
- Ensure adequate pedestrian crossings
- Major gap: no plans for bike lanes on regional roads; dangerous as is and major tourism deficiency
- Must include bike lanes in road builds and they must connect

Traffic Light Synchronization

- Best Practices: Portland, OR – <http://www.myportlandneighborhood.org/transportation/index.cfm?a=93381&c=47287>
- Should strive for an overall sense of balance between the need to move vehicles efficiently and the sense of community and safety from slow moving traffic.
- Need to ensure that rush hour is considered differently than off-peak time periods. There should be movement but in a way that does not create congestion points.
- Need to review the traffic flow of roads right from day one. We can use optimized traffic flow and dedicated lanes to do this.
- Find balance between major roads and lights (e.g. Dundas)
- Unsafe to have unsynchronized roads for both auto drivers and cyclists/pedestrians
- Should use synchronized traffic lights on Derry Rd.

Targeted Populations

- People moving north-south
- The elderly and prospect of an aging population should be considered

Prioritization

- Must provide alternative transportation facilities first, not wait for transit ridership or active transportation levels to increase
- Focus more on transit rather than building/widening roads
- Allocate dedicated transit lanes on regional roads

Movement of Goods

- Develop service roads to return to primary purpose– to support freeway movement – help to separate the movement of goods
- Remove trucks during rush hour

Demand

- Transportation plan execution has fallen behind population explosion
- Must have today's employment and population numbers in order to plan properly; these plans show a deficit in Milton's population by about 54,000 people
- Transportation demand modelling projects outwards from today's levels; assumes we will continue current/past patterns of transportation choices

Other Modes

- Encourage rail/water movement of goods

Affordability

- Affordable transit - \$1 fares (e.g. Collingwood)
- Transit is not practical for families due to the cost

Smaller Towns

- Mapping does not identify smaller communities such as Ashgrove, Hornby, Stewarttown, Speyside

GO Network

- Develop GO station in west Milton prior to east
- GO Station on the east side of Milton will do nothing to get commuters off the 401

Other

- Too much Toronto-centrism; we need to build Halton as a destination
- Reduce construction delays
- Increasing carpooling – joint venture with employers

Workshop participants were asked to respond to the following task.

The responses provided are organized into categories by the three sub-questions included in the task. The bulleted points are recorded verbatim as per the participants' comments or their post-Workshop submissions.

TASK 2

1. What would you like to see included in the Transportation System?
2. Considering what you would like to see in the Transportation System and the gaps and opportunities you identified in Task 1, what do you believe to be the main constraints to achieving the Strategy?
3. What do you think it will take to get people to try other modes of transportation, such as active transportation (cycling, walking, in-line skating), carpooling and public transit?

1. Items for Inclusion

Priorities

- Active transportation
- Internal transit and commuting trips
- Make the car the lowest priority
- What is our ultimate vision for a sustainable transportation system in Halton Region? Need to look further ahead than 2031
- We need a greater vision for Halton, and Ontario.
- Improve public transit: the consensus is for a Region-wide transit system

Street Design

- A grid pattern
- More HOV lanes on major corridors

Accessibility

- Consider Accessibility for Ontarians with Disabilities Act – how is Halton Region addressing the mobility needs of our residents with disabilities?

Transit

- Strive for first class transit facilities
- Regional transit system -currently nothing Halton wide
- Accessibility
 - o A bus in each direction
 - o A maximum of 250m walk to transit
- Financing
 - o Subsidized transit
- Infrastructure

- Provide more infrastructure for transit
- Build a comprehensive transit grid
- Strive for first class transit facilities
- Integration
 - Better integration of transit to recreational destinations, such as shopping malls
 - A regional transit system
- Technology
 - Prefer LRT to BRT because of the nature of people in Halton
 - Run LRT on major roads and run BRT to meet the LRT
 - People think that BRT is a juxtaposition but dedicated lanes work well in Toronto
 - If the LRT is too much money, then maybe BRT could move people quickly

Growth

- Anticipate huge growth in Milton

Convenience

- Make public transit as convenient as the private automobile

Financial Incentives/Disincentives

- Make it expensive to park
- Tax incentive for transit use
- Toll roads

Land Use

- Development of the area between Halton Hills and Oakville

Connectivity

- Shuttle bus between municipal office buildings; Sheridan campuses
- Connection to GTA's subway/LRT System

Movement of Goods

- Separate goods movement/commuter movement/local movement

2. Constraints

Geographic Barriers

- Long distances between regional destinations
- Winter weather
- River valleys and natural areas
- Major highways

Personal Barriers

- Time constraints
- Changing peoples habits, resistance to change

Political Barriers

- Short term focus: need to look forward 50 years or envision an “end goal” for the region
- Priorities set differently in other countries
- Coordinating with local municipalities
- Federal/provincial involvement in rail/water way development for goods movement

Integrated Planning

- Lack of holistic integrated urban planning

Opportunities

- Increase jobs and introduce mixed zoning

3. Encouraging Alternative Modal Choices

Street Design

- Move parking behind stores to leave street side accessible to walking and cycling
- Street furniture
- More HOV lanes
 - o Higher speed limit on HOV lanes
- Roundabouts
 - o Benefits include less traffic delays, safety improvements, reduction in pollution and fuel usage, low maintenance, aesthetics.
- Bike paths/Bike lanes
 - o Protect, enable and supply clearly marked bike lanes
 - o Need to be well connected and have logical endpoints

Connectivity

- More connections between municipalities, Halton and Peel Region

Off-Road Paths

- Walking and cycling routes should be shorter than road paths.

Cycling

- Safety
- Places to park bikes

Transit

- More transit stops
- More express routes



- Provide workspaces for commuters on buses
- Presto card – more machines to add money at more locations
- Presto card for families
- Need to be able to get a bus home at different times of the day– consider people who work in the evenings
- Scale the size of the vehicle appropriately so that service can be more frequent
- Minimum headway of 5 min during rush hour and 15 minutes off peak
- Changing perceptions of transit
 - o Make people aware that transit is not as bad as they think, that it is more convenient to use public transit than to use the car.
 - o Lessons learned in Oakville and Milton: what can transit systems offer

Financial Incentives/Disincentives

- Parking fees at GO stations should pay for transit
- Reduce GO ticket price if you take transit to the station.
- Free and convenient transit
 - o Reduce fares
- Charging for parking and road use
- Think creatively and work with local employers to create partnerships – sponsoring, free advertising, etc
- Shuttle services sponsored by companies, employers

Early Implementation

- Transit and biking infrastructure must be available from the very beginning and not delayed for years

Access to Natural Features

- Transportation improvements should allow and promote pedestrian use of the Bruce Trail system; e.g. problematic crossing of 6 lanes at Dundas Rd.

Carpooling

- Enhance carpool infrastructure and programs
- Education campaigns, websites

Public-Private Partnership

- Private group opportunities – i.e. relationship between taxi and municipalities

Education/Awareness

- Education initiatives for public transit and carpooling

Overall Comments

- We say these things are good but none of us take transit here. We need a viable system to get around our community.

APPENDIX C

Workbook Questions

The following questions were submitted in the workbooks and have been responded to in this record of consultation.

C: When does it stop? What do we do when we are looking to 2041? 2051? At some point, the widening of roads has to stop.

A: Comment noted.

Q: How was transit user percentage determined?

A: Transit usage is determined as the total number of transit trips divided by the total number of trips (transit, auto, walking, cycling) undertaken in the peak hour

Q: How do you increase transit users if roads are almost all in planning?

A: Transit usage can be increased by ensuring the appropriate service is in place as well as supporting land uses and policies (such as parking policies around supply and pricing)

Q: How was the TMP created? What assumptions are you using?

A: The TMP is currently under development and will be finalized by the Spring of 2011. The assumptions being used have been presented as part of the PIC No.1 and the introductory slides of the Workshop.