



APPENDIX D

Public Information Centre No. 1

**NOTICE OF STUDY COMMENCEMENT/
PUBLIC INFORMATION CENTRE #1
CLASS ENVIRONMENTAL ASSESSMENT STUDY**

Guelph Line (Regional Road 1) Transportation Corridor Improvements
1 Kilometre North of Derry Road (Regional Road 7) to Conservation Road,
Town of Milton
PR-2596

Study

Halton Region is initiating a Class Environmental Assessment (Class EA) study to consider a wide range of options for road improvements along the Guelph Line corridor from 1 kilometre north of Derry Road to Conservation Road. In order to best address operational deficiencies along Guelph Line, a number of road improvement alternatives will be examined as part of the study including structural and drainage deficiencies, cross-sectional requirements, intersection improvements and over-all traffic operations, as well as the impact of such improvements on the social and natural environments.

Process

This notice signals the commencement of the Class EA, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Milton, regulatory agencies, and the public. The study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (October 2000, amended 2007), which is approved under the *Ontario Environmental Assessment Act*.

Public and review agency consultation is a key element of the Class EA process and input will be sought from parties throughout this study. At this time, it is anticipated that two (2) Public Information Centres (PIC's) will be conducted. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and tabled for public review and comment. The document will detail the planning process and the preferred alternative including how the public and agency input was received. A notice of completion will be issued at that stage.

The PIC's will provide an opportunity for you to review the alternative solutions, provide comment and discuss concerns you may have with representatives from Halton Region and R and R Associates Ltd. The first PIC is scheduled for Tuesday, November 10, 2009.

Public Information Centre #1

Date: Tuesday, November 10, 2009
Time: 6:30pm – Drop-in
7:00pm – Formal Presentation

Place: Kilbride Public School
6611 Panton Street
Burlington, Ontario

Comments

We are interested in hearing any questions or comments you may have concerning this project. You are encouraged to provide your comments so that they may be included in the study. Comments received through the course of the study will be considered prior to finalizing the preferred alternative. Please contact either of the following project team members if you wish to be added to the project mailing list, if you have any questions or comments, or wish to obtain more information about the project.

Information requests or questions may be directed to:

Ms. Alicia Jakaitis
Project Manager
Halton Region
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Mr. Rick Hein, P. Eng., PTOE, AVS
Project Manager
R and R Associates Ltd.
600 Ontario Street, P.O. Box 28058
St. Catharines, Ontario L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

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



This notice first issued Oct. 29, 2009.



Guelph Line (Regional Road 1) Transportation Corridor Improvements Class Environmental Assessment

1 Kilometre North of Derry Road (Regional Road 7) to
Conservation Road
Halton Region and Town of Milton

Public Information Centre No. 1

November 10, 2009

Purpose of Public Information Centre No. 1

- To provide TAC with an overview of the study:
 - Approach, Process and Organization
 - Need for Improvements, Study Area, and Background Information
 - Timetable
 - Key Considerations and Issues
 - Key Findings to date
 - Problem/Opportunity being addressed
 - Alternative Planning Solutions and Preferred Solution
 - Evaluation Factors
 - Next Steps
- Provide an opportunity for TAC input to the process

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Study Process

- **Municipal Class Environmental Assessment Planning and Design Process**
 - **Schedule 'C' Undertaking**
 - **Includes Phases 1 to 4 (Currently in Phase 2)**
 - **Phase 1 - Identify Problems and Opportunities**
 - **Phase 2 - Identify Alternative Solutions**
 - **Phase 3 - Identify Alternative Design Concepts**
 - **Phase 4 - Completion and filing of Environmental Study Report (ESR)**
 - **Opportunities for Agency, Stakeholder and Public input**

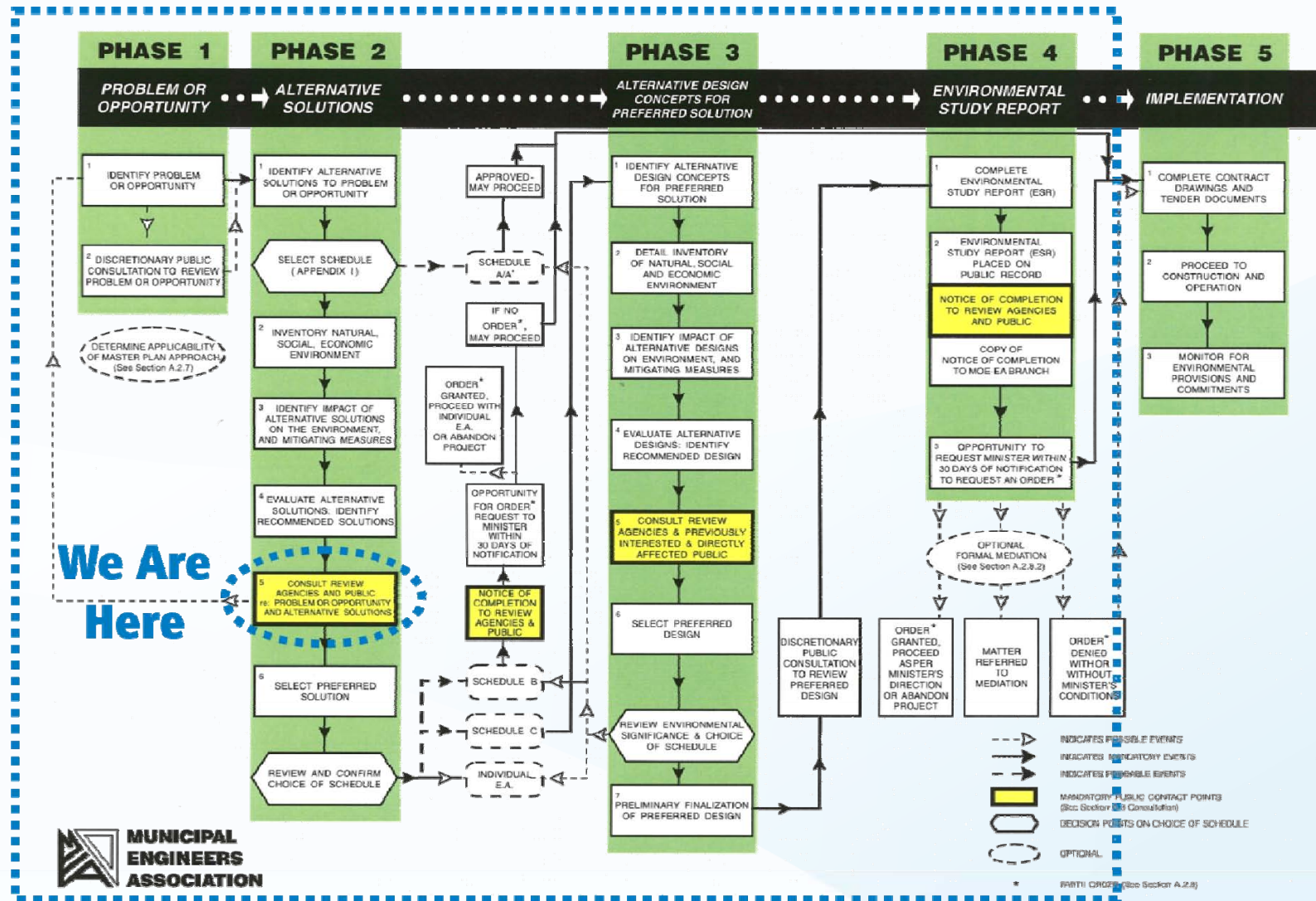
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Guelph Line (Regional Road 1) Transportation Corridor Improvements

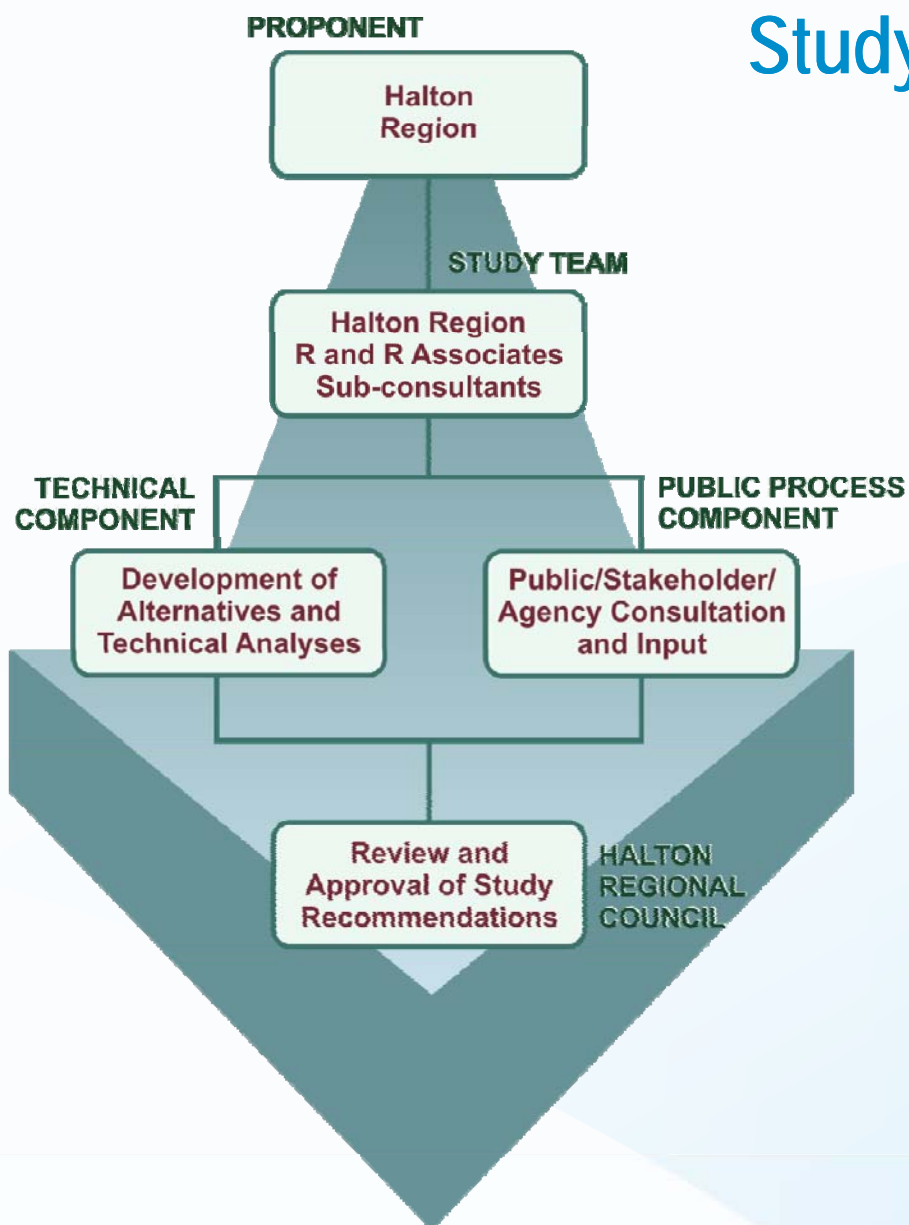


Class EA Planning and Design Process



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Study Organization



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Need for Roadway Improvements

- The Region's Comprehensive Road Safety Action Plan (CROSAP) has identified the section of Guelph Line between Derry Road and Conservation Road as a location with a Potential for Safety Improvement Index (PSI) of 25.74 which is ranked first among Regional roadway segments. A PSI index greater than zero, indicates an opportunity for safety improvements
- Meet the requirements under the Environmental Assessment Act for the anticipated road improvements in the study area
- A detailed operations and safety assessment was completed for Halton in June 2002, outlining a number of potential safety improvements for the Guelph Line corridor
- A review of the historical collision data and the Region PSI index for the corridor continues to indicate that there is still a need for safety and operational improvements such as cross-section and geometric roadway enhancements where feasible

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



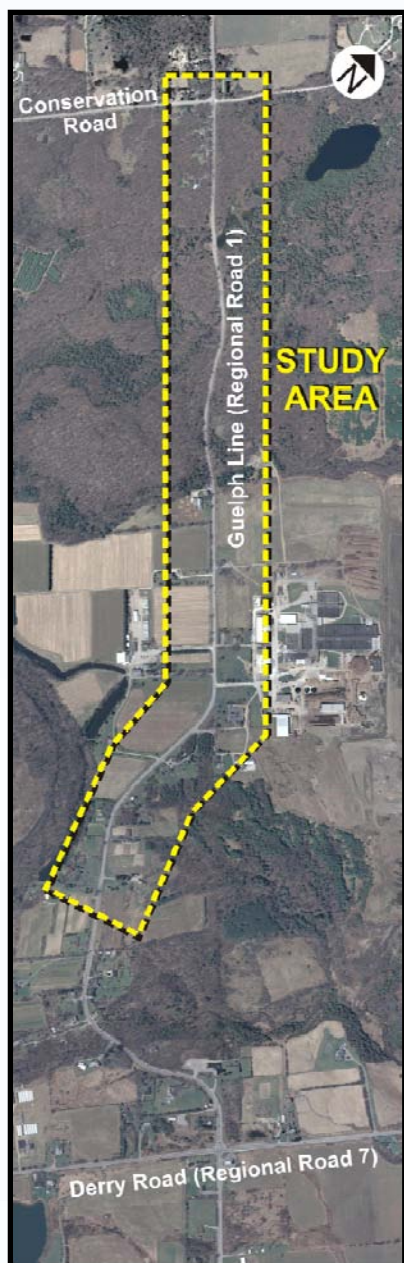
Study Background

- The Study Area, located within the Town of Milton, extends from Conservation Road to 1 km north of Derry Road, a distance of approximately 2 km in length
- The posted speed limit is 60 km/hr with a STOP controlled intersection at Conservation Road and a signalized intersection at Derry Road (Regional Road 7)
- The Guelph Line corridor within the study area limits is functionally designated as a Major Arterial roadway with a two-lane rural road cross-section
- The existing right-of-way limit varies from about 20 to 26 metres with the ultimate right-of-way designated at 35 metres in the Regional Official Plan
- In the summer of 2008, the resurfacing of Guelph Line was completed. The resurfacing addressed immediate concerns with respect to the current poor condition of the roadway until such time that the Class EA process could be initiated to review the entire Guelph Line corridor

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Study Area



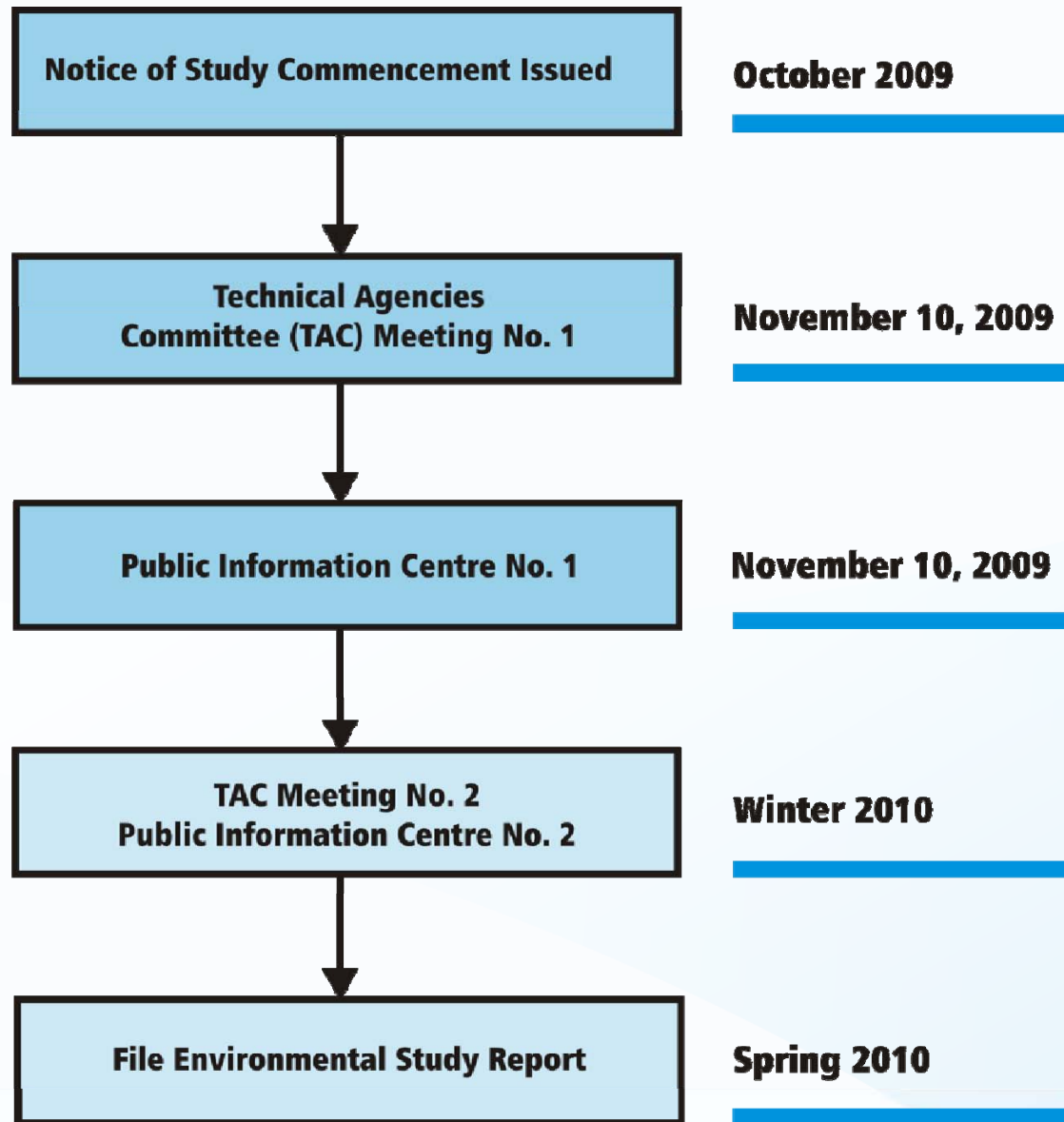
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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Study Timetable



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Key Considerations and Issues

■ Transportation

- Integration with Overall Transportation Network
- Existing Operational Issues
- Future Corridor Travel Demands
- Access
- Roadway Cross-Section Elements
- Safety

■ Structural

- Watercourse Culverts

■ Natural Environment

- Provincially Significant Wetlands
- Woodlands
- Creek Crossings
- Drainage and Stormwater Management
- Provincial Greenbelt Plan
- ESAs

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Key Considerations and Issues (Con't.)

- **Adjacent Land Uses**
 - Residential, Commercial and Rural
 - Escarpment Rural Area
 - Greenlands Area
- **Cultural and Social Environment**
 - Built Heritage Features
 - Archaeological Features
 - Noise Impacts
- **Utilities**

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



KEY FINDINGS

Existing Conditions

■ Transportation – Operations

- Guelph Line carries approximately 6,400 vehicles per day
- Two-way vehicle volumes during the weekday AM and PM peak periods are in the range of 620 and 660 vehicles per hour, respectively
- Commercial and heavy vehicles represent about 6% of the total traffic on Guelph Line during a typical weekday and 5% to 6% of the total traffic during the AM and PM peak periods, respectively
- Currently, the unsignalized intersection at Guelph Line and Conservation Road operates at good levels of service (LOS 'B' to 'C', respectively) during the weekday AM and PM peak periods
- The signalized intersection at Guelph Line and Derry Road presently operates at LOS 'B' during both the AM and PM peak hours

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



KEY FINDINGS

Existing Conditions

■ Transportation – Safety

- A review of collision data for the period from January 2004 to November 2008 indicated that a total of 26 collisions occurred within the study area—2 (approximately 8%) occurred at the study area intersection (Conservation Road and Guelph Line) and 24 (approximately 92%) occurred at mid-block locations.
- The Region's Comprehensive Road Safety Action Plan (CROSAP) has identified the section of Guelph Line between Derry Road and Conservation Road as a road corridor with a high Potential for Safety Improvement (PSI) Index of 25.74 (ranked 1st)
- The most notable collision patterns found within the collision data includes single motor vehicle collisions occurring at mid-block locations during off peak hours and under rainy/snowy/icy conditions (winter season) during weekends

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Existing Conditions




■ Transportation – Collision Patterns

Legend

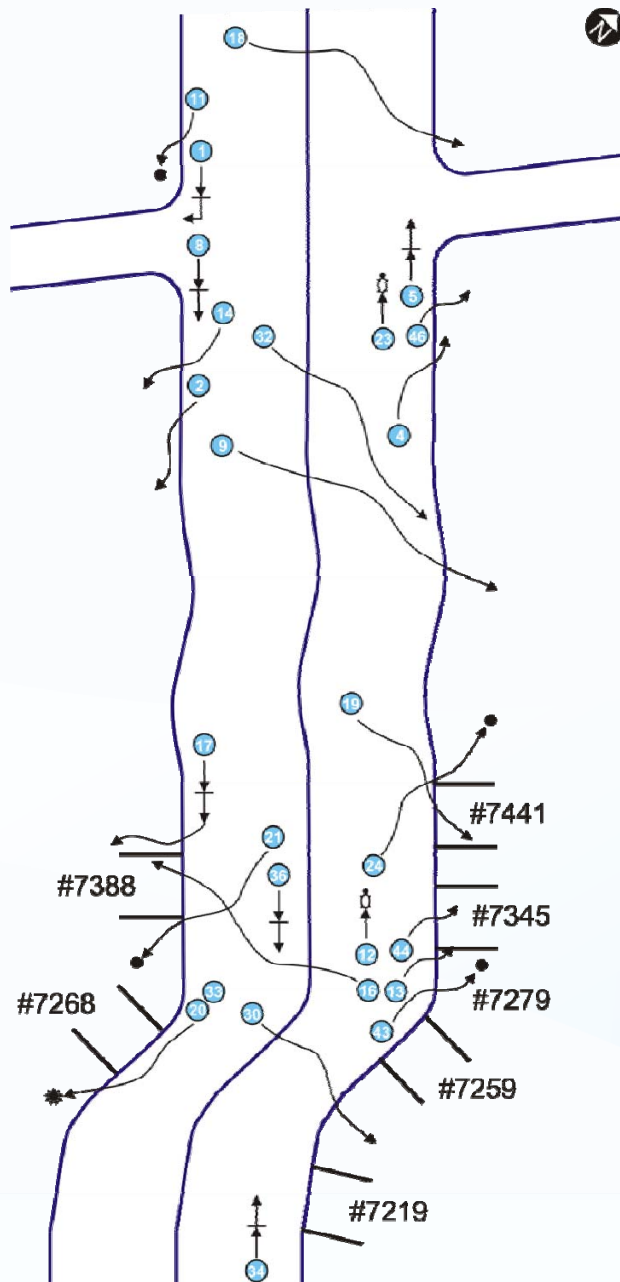
Collision Type

-  Single Motor Vehicle
-  Rear-end
-  Left/Right Rear-end
-  Involving an Animal

Other Information

-  Tree
-  Hydro Pole
-  Collision No.

26 collisions shown
within study area limits
(Jan. 04 - Nov. 08)



KEY FINDINGS

Existing Conditions

- **Socio-Economic Environment (Land Use)**
 - The areas surrounding the Guelph Line study area are Provincially designated as “Escarpment Protection Area” and “Escarpment Natural Area”
 - Halton land use designations adjacent to the Guelph Line study area include various natural heritage system features designations. Guelph Line also traverses through an identified “Prime Agricultural Area”
 - The study area, lies within the Town of Milton Nelson Rural District

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



KEY FINDINGS

Existing Conditions

■ Natural Environment

- The study area is surrounded by unique and significant natural heritage features, including large tracts of forest cover with interior habitat, native plant communities with high habitat diversity and diverse flora and fauna species
- The flora and fauna species present in the area include a high occurrence of nationally, provincially and locally rare species (e.g. Sugar Maple, Ash, Black Walnut and Willow)
- Groundwater discharge into the headwater tributaries of Bronte Creek support a coldwater fishery and provide for good overall water quality (e.g. Coho Salmon, Rainbow Trout, Brown Trout, Darter/Shiner/Sucker Species)

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



KEY FINDINGS

Existing Conditions

- Natural Environment – ESAs and ANSIs
 - East of Guelph Line (Crawford Lake–Rattlesnake Point Escarpment Woods)
 - West of Guelph Line (Calcium Pits)
 - Both areas are part of the Niagara Escarpment Plan Area containing provincially significant wetlands

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



KEY FINDINGS

Existing Conditions

■ Cultural Environment

- A Stage1 Archaeological Assessment is currently underway to identify any potential areas of archeological significance
- There are several buildings deemed to be cultural heritage resources within the study area located along Guelph Line

■ Other Features

- Stormwater drainage is primarily accommodated by roadside ditches or drains directly from the road surface to the adjacent lands and through smaller culverts to local tributaries
- There are a number of existing utilities within the study area including hydro, bell and gas

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Problem Statement

“Presently, Guelph Line (Regional Road 1) has a number of opportunities for improvement which will increase the overall safety of the corridor including the potential reduction in the number and severity of collisions”

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Alternative Planning Solutions

As part of Phase 2 of the Class EA process, a range of reasonable and feasible Planning Solutions were considered and screened as alternative ways to address the problem/opportunity statement and the associated deficiencies within the Guelph Line corridor

Planning Alternatives Being Considered	Initial Screening of Planning Alternatives
Do Nothing	Carried forward for comparison purposes only
Improve other roadways	Identified in the Halton Transportation Master Plan
Limit future development	Not carried forward
Use of travel demand management measures	Carried forward as part of the overall transportation strategy
Implement localized intersection and/or traffic control improvements	Carried forward as part of the solution
Implement geometric roadway improvements to improve safety (e.g., horizontal and vertical alignments and roadway-cross section elements)	Carried forward as part of the solution
Roadway reconstruction	Carried forward as part of the solution
Improvements to existing drainage culverts and ditches	Carried forward as part of the solution
Combination of roadway improvement alternatives and other supporting measures	Preferred Alternative Planning Solution

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KEY FINDINGS

Future Conditions

■ Transportation

- Traffic volumes are not expected to grow substantially within the Guelph Line corridor toward the 2021 horizon year; however, two-way traffic volumes between Conservation Road and Derry Road are anticipated to range from 730 to 780 vehicles per hour during the 2031 weekday AM and PM peak periods, respectively.

Intersection	AM Peak Hour	PM Peak Hour
Guelph Line at Conservation Road		
2021 Weekday	LOS B	LOS C
2031 Weekday	LOS C	LOS D
Guelph Line at Derry Road (Regional Road 7)		
2021 Weekday	LOS B	LOS B
2031 Weekday	LOS C	LOS B

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Proposed Evaluation Factors

■ Technical

- Capacity and Level of Service
- Safety
- Access
- Active Transportation
- Geometric Standards
- Structural
- Utility Relocations
- Construction and Property Costs
- Construction Staging

■ Socio-Economic Environment

- Land Use
- Effects on Official Plans and other Planning Initiatives
- Effects on Business Access and Operations
- Effects on Residential and Rural Land Uses
- Potential Property Requirements
- Noise and Vibration Effects
- Aesthetics
- Emergency Access

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Proposed Evaluation Factors (Con't).

- **Natural Environment**

- Effects on Vegetation
- Effects on Wildlife
- Effects on Aquatic Ecology
- Stormwater Management
- Effects on Groundwater Resources

- **Cultural Environment**

- Effects on Built Heritage Features
- Effects on Archaeological Resources

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Next Steps

- Review study findings in light of comments received
- Complete environmental inventories
- Develop Alternative design concepts based on the recommended Alternative Solution
- Hold second TAC meeting, meet with the stakeholders as required, and conduct PIC No. 2 in Winter 2010
- Review the preferred alternative design concepts in light of comments received and confirm/modify as required
- Document the study findings in the Environmental Study Report and file the public Notice of Completion for a 30-day Public Review Period in Spring 2010

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Guelph Line (Regional Road 1) Transportation Corridor Improvements



Thank You for Attending

Guelph Line (Regional Road 1) Transportation Corridor Improvements Class Environmental Assessment

1 Kilometre North of Derry Road (Regional Road 7) to Conservation Road
Halton Region and Town of Milton

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Guelph Line (Regional Road 1) Transportation Corridor Improvements





WELCOME

Public Information Centre No. 1

Tuesday, November 10, 2009

Kilbride Public School

6611 Panton Street

Burlington, Ontario

Drop-in Session - 6:30 p.m.

Formal Presentation - 7:00 p.m.

Question and answer period follows

Guelph Line (Regional Road 1) Transportation Corridor Improvements

**1 Kilometre North of Derry Road (Regional Road 7) to
Conservation Road**

Halton Region and Town of Milton

Class Environmental Assessment



How You Can Get Involved

This is the first Public Information Centre (PIC) of two currently planned for this Environmental Assessment (EA) Study. The PICs provide an opportunity for public comment and input on the study process.

- Please register your name on the sign-in sheet provided.
- Take time to review the displays and ask questions.
- Comment sheets are available if you wish to provide written comments. Please deposit your comment sheets in the Comment Box provided or forward them by mail or e-mail to either contact below by December 4, 2009.

Ms. Alicia Jakaitis
Project Manager

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1151 Bronte Road
Oakville, ON L6M 3L1
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Mr. Rick Hein, P.Eng., PTOE, AVS
Project Manager

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600 Ontario Street, P.O. Box 28058
St. Catharines, ON L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

- Halton Region's web site provides updates and current information related to the EA Study process:

<http://www.halton.ca/ppw/roads/>



Purpose of PIC No. 1

- I. The purpose of PIC No. I is to provide the public with an opportunity to review the following:
 - Study Process, Background and Timetable
 - Need for Corridor Improvements
 - Key Considerations and Issues
 - Collection of Background Information
 - Alternative Planning Solutions
 - Next Steps
2. PIC No. I also provides the public with an opportunity to:
 - Provide input relevant to the collection of background information for the study area
 - Identify and discuss any issues/concerns
 - Comment on alternative planning solutions and associated evaluation criteria

- Schedule 'C' undertaking.
- Includes Phases I to 4 (Currently in Phase 2)

MUNICIPAL ENGINEERS ASSOCIATION

We Are Here

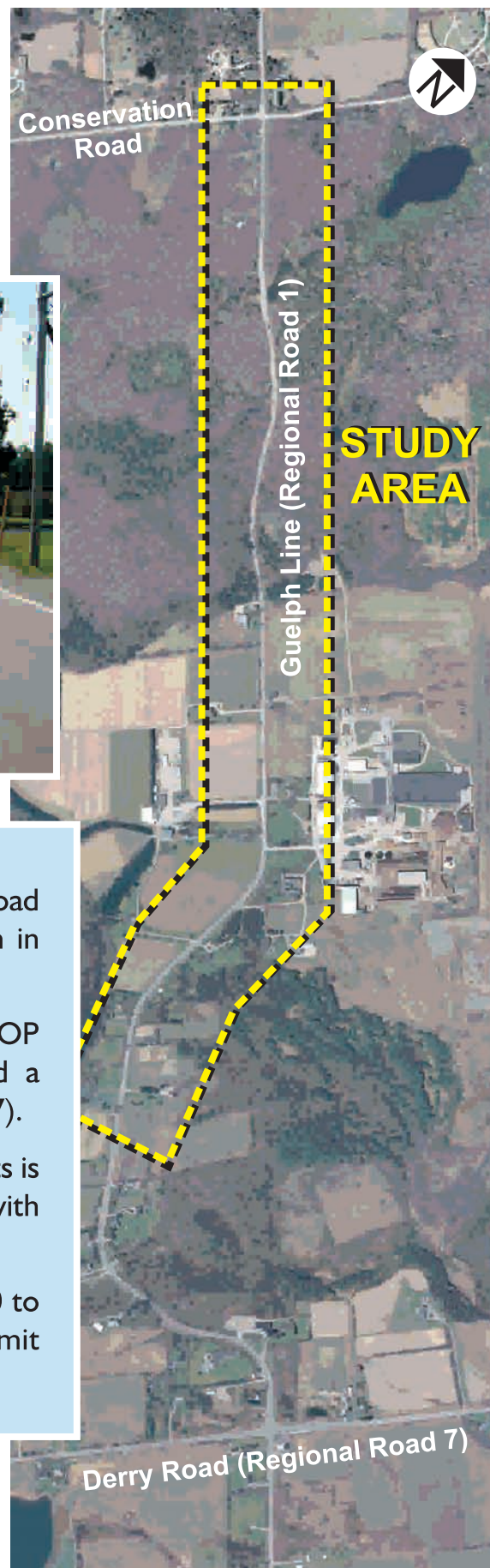
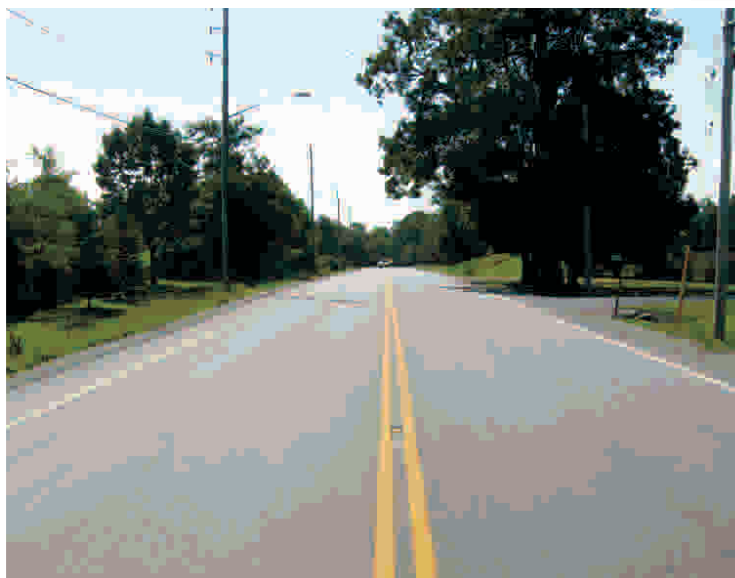


Study Background

- The Region's Comprehensive Road Safety Action Plan (CROSAP) has identified the section of Guelph Line between Derry Road and Conservation Road as a location with a Potential for Safety Improvement Index (PSI) of 25.74 which is ranked first among Regional roadway segments. A PSI index greater than zero, indicates an opportunity for safety improvements.
- In the summer of 2008, the resurfacing of Guelph Line was completed. The resurfacing addressed immediate concerns with respect to the current poor condition of the roadway until such time that the Class EA process could be initiated to review the entire Guelph Line corridor.
- Halton Region has initiated this Class EA study for Guelph Line (Regional Road 1) to meet the requirements under the Environmental Assessment Act for the anticipated road improvements in the study area.
- As part of the Class EA process, the public and agencies will be provided with the opportunity to comment on the study findings throughout the various study phases.



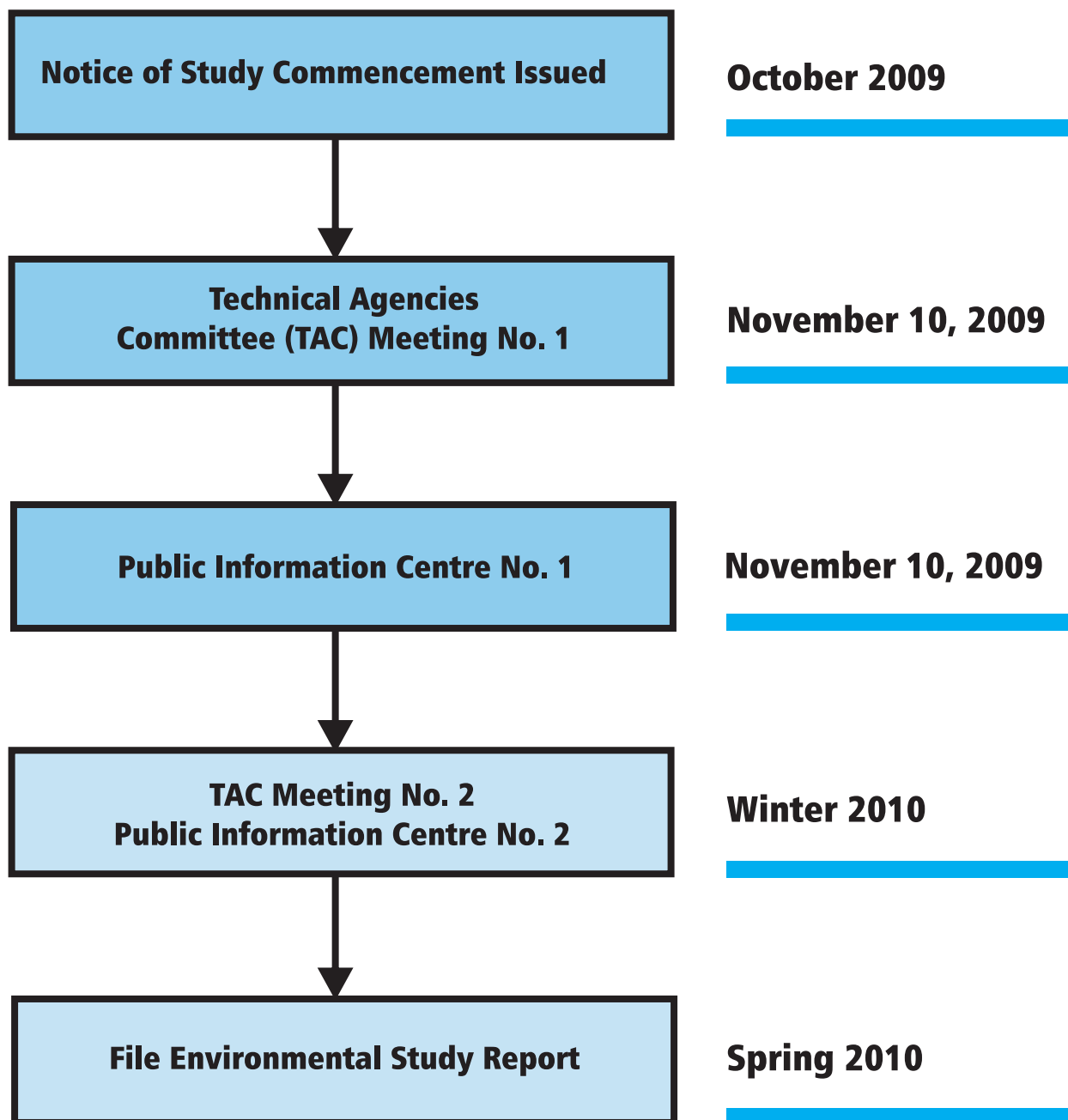
Study Area



- The Study Area extends from 1 km north of Derry Road to Conservation Road, a distance of about 2.0 km in length.
- The posted speed limit is 60 km/hr with a STOP controlled intersection at Conservation Road and a signalized intersection at Derry Road (Regional Road 7).
- The Guelph Line corridor within the study area limits is functionally designated as a Major Arterial roadway with a two-lane rural road cross-section.
- The existing right-of-way limit varies from about 20 to 26 metres with the ultimate right-of-way limit designated at 35 metres in the Regional Official Plan.



Study Timetable





The Need for Road Improvements

- A detailed operations and safety assessment was completed in June 2002, outlining a number of potential safety improvements for the Guelph Line corridor. A review of the historical collision data and the Region PSI index for the corridor continues to indicate that there is still a need for safety and operational improvements such as cross-section and geometric roadway enhancements where feasible.
- Guelph Line (Regional Road 1) is a major north-south arterial road beginning in the north at 32 Side Road (Regional Road 32) in the Town of Milton, traveling southerly to terminate at Lakeshore Road in the City of Burlington.
- Improving the roadway geometrics, along with other potential improvement opportunities, will increase the overall safety of the corridor and potentially reduce the number and severity of collisions.



Key Considerations and Issues

There are a range of key considerations and issues that will be addressed through the Class EA process for this study as follows:

■ **Transportation**

- Integration with Overall Transportation Network
- Existing Operational Issues
- Future Corridor Travel Demands
- Access Requirements
- Roadway Cross-section Considerations
- Alternate/Active Transportation Modes
- Safety

■ **Structural**

- Watercourse Culverts

■ **Natural Environment**

- Provincially Significant Wetlands
- Woodlands
- Creek Crossings
- Drainage and Stormwater Management
- Provincial Greenbelt Plan
- Environmental Sensitive Areas (ESAs)

Adjacent and Existing/Future Land Uses

- Residential, Commercial, and Rural
- Escarpment Rural Area
- Greenlands Area
- Future Land Use Considerations

■ **Cultural and Social Environment**

- Built Heritage Features
- Archaeology Features
- Noise Impacts

■ **Utilities**



Existing Conditions: Transportation

- Guelph Line carries approximately 6,400 vehicles per day.
- Two-way vehicle volumes during the weekday AM and PM peak periods are in the range of 620 and 660 vehicles per hour, respectively.
- Commercial and heavy vehicles represent about 6% of the total traffic on Guelph Line during a typical weekday and 5% to 6% of the total traffic during the AM and PM peak periods, respectively.
- Currently, the unsignalized intersection at Guelph Line and Conservation Road operates at good levels of service during the weekday AM and PM peak periods (LOS 'B' to 'C', respectively). The signalized intersection at Guelph Line and Derry Road presently operates at LOS 'B' during both the AM and PM peak hours.
- Opportunities exist to enhance safety within the Guelph Line corridor through the improvement of the roadway geometrics and cross-section.





Existing Conditions: Collision Experience

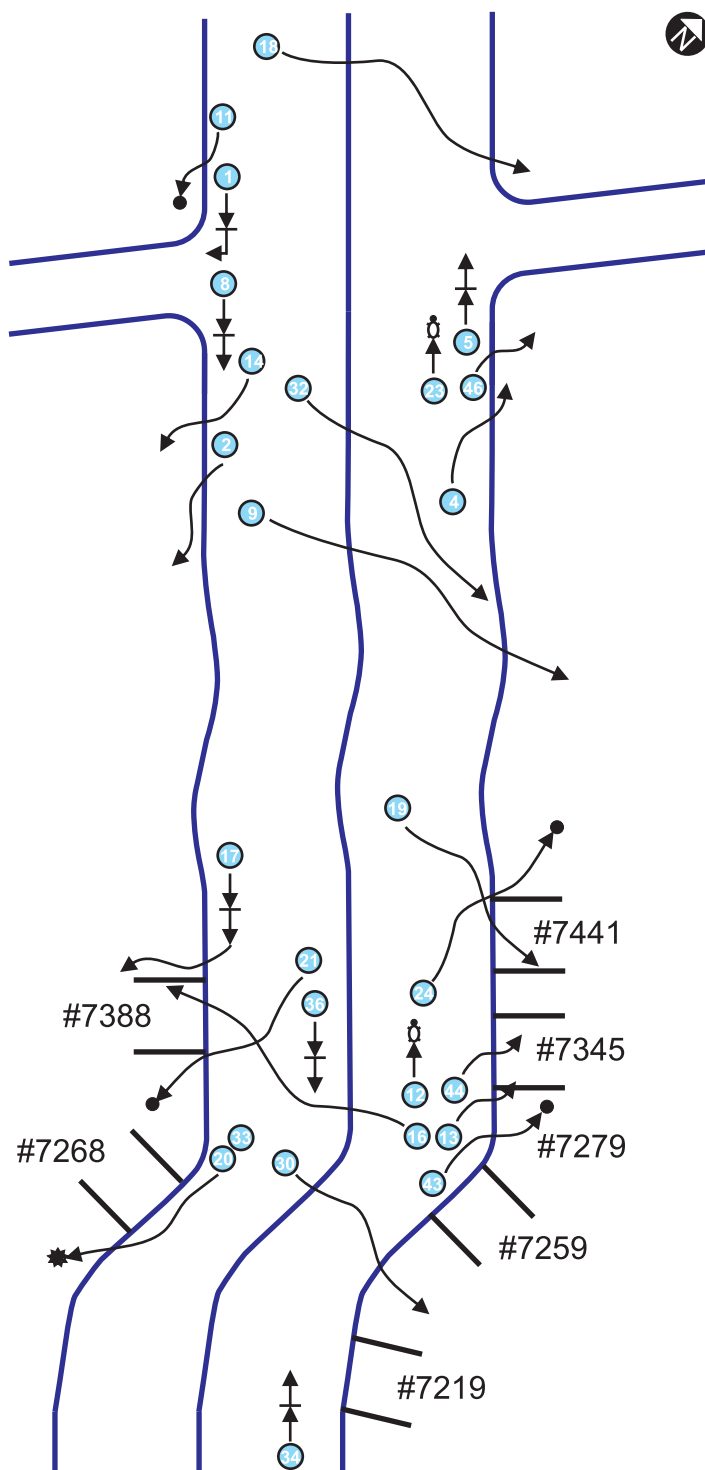
- A review of collision data for the period from January 2004 to November 2008 indicated that a total of 26 collisions occurred within the study area—2 (approximately 8%) occurred at the study area intersection (Conservation Road and Guelph Line) and 24 (approximately 92%) occurred at mid-block locations.
- The most notable collision patterns found included:

Collision Attribute	Description
Types:	Single Motor Vehicle and Approaching
Location:	Mid-block
Lighting Conditions:	Dark and Dawn/Dusk
Weather Conditions:	Rain or Snow/Drifting Snow
Road Surface Conditions:	Wet, Slush/Loose Snow, or Ice
Time of Day:	Off Peak/Overnight
Day of Week:	Saturday and Sunday
Month:	January, February and July
Season:	Winter





Existing Conditions: Collision Patterns



Legend

Collision Type

- Single Motor Vehicle
- Rear-end
- Left/Right Rear-end
- Involving an Animal

Other Information

- Tree
- Hydro Pole
- Collision No.

26 collisions shown
within study area limits
(Jan. 04 - Nov. 08)



Existing Conditions: Socio-Economic Environment

Official Plans

- The study area lies within the Halton Region and Town of Milton Official Plan Areas.

Land Use

■ Province of Ontario

For the most part, the areas surrounding the Guelph Line study area are designated by the Province of Ontario as “Escarpment Protection Area” and “Escarpment Natural Area”.

■ Halton Region

The areas adjacent to the Guelph Line study area include natural heritage system features designated as “Key Features within Natural Heritage System”, and “Remaining Natural Heritage System”. Guelph Line also traverses through an identified “Prime Agricultural Area”.

■ Town of Milton

The Guelph Line study area, lies within the Town of Milton (Nelson Rural District), with Steeles Avenue forming the northern boundary with the Nassagaweya Rural District.



Existing Conditions: Natural Environment

- The study area is surrounded by unique and significant natural heritage features, including large tracts of forest cover with interior habitat, native plant communities with high habitat diversity and diverse flora and fauna species.
- The flora and fauna species present in the area include a high occurrence of nationally, provincially and locally rare species. Groundwater discharge into the headwater tributaries of Bronte Creek support a coldwater fishery and provide for good overall water quality.

Terrestrial Vegetation and Wildlife

East of Guelph Line (Crawford Lake–Rattlesnake Point Escarpment Woods)

- Identified as an Environmentally Sensitive Area (ESA) and part of the Niagara Escarpment Plan Area.
- Two provincially significant wetland complexes: the Nassagaweya Canyon Wetland Complex, Crawford Lake and the Calcium Pits Wetland Complex.
- Identified as a Provincial Life Science Area of Natural and Scientific Interest (ANSI) – Crawford Lake – Milton Outlier Valley, a Provincial Earth Science ANSI and a Regional Earth Science ANSI.

West of Guelph Line (Calcium Pits)

- Identified as an Environmentally Sensitive Area (ESA) and part of the Niagara Escarpment Plan Area.
- Contains portions of the Provincially Significant Wetland – Crawford Lake and Calcium Pits Wetland Complexes.
- Identified as a Provincial Life Science Area of Natural and Scientific Interest (ANSI) – Crawford Lake – Milton Outlier Valley, a Provincial Earth Science ANSI (Lowville Re-Entrant Valley and a Regional Life Science ANSI - Kilbride Swamp).



Existing Conditions: Natural Environment

Terrestrial Vegetation and Wildlife

- At the northern limit of the study area, the dominant tree species are Sugar Maple and Ash with roadside vegetation including chicory, grass, goldenrod , burdock, fleabane and vetch.
- Southeast along Guelph Line, green frogs were observed, the dominant vegetation is cattails on the east and west sides of Guelph Line, and Eastern White Cedar are located on the west side.
- At the southern section of the study area, the dominant vegetation still remained Sugar Maple with Black Walnut and Willow.
- Raccoon, Turkey Vulture and Monarch Butterfly were observed.

Watercourses, Fisheries and Aquatic Habitat

- The Study area encompasses a portion of the Bronte Creek Watershed headwaters.
- The tributary that traverses beneath Guelph Line is part of the Limestone Creek subwatershed area, originating from within the Crawford Lake – Rattlesnake Point Escarpment Woods and extending through the Calcium Pits Natural Area west of the Guelph Line.
- The watercourse supports a coldwater fishery due to the significant groundwater discharge and support species such as migrant Coho Salmon, rainbow trout, brown trout and brook trout, as well as, an array of warmwater/coolwater species, such as darter species, shiner species and sucker species.
- Historical records indicate that watercourses in the study area have good general water quality and high aquatic ecosystem health (upstream of Derry Road).



Existing Conditions: Other Environmental Features

Cultural Environment

- A Stage I Archaeological Assessment is currently underway to identify the potential areas of archeological significance.
- There are five cultural heritage resources located in the subject study area at 7219, 7372, 7388, 7449, and 7518 Guelph Line.

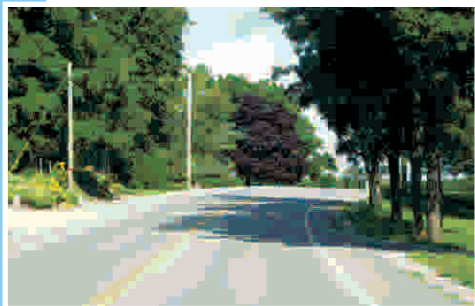
Other Features

Stormwater Drainage

- Stormwater drainage is primarily accommodated by roadside ditches or drains directly from the road surface to the adjacent lands and through smaller culverts to local tributaries.

Existing Utilities

- There are a number of utilities within the study area including hydro, bell and gas.





Problem Statement and Alternative Planning Solutions

“Presently, Guelph Line (Regional Road 1) has a number of opportunities for improvement which will increase the overall safety of the corridor including the potential reduction in the number and severity of collisions”

A number of alternative planning solutions have been developed to address the problem as follows:

Planning Alternatives Being Considered	Initial Screening of Planning Alternatives
Do Nothing	➡ Carried forward for comparison purposes only
Improve other roadways	➡ Identified in the Halton Transportation Master Plan
Limit future development	➡ Not carried forward
Use of travel demand management measures	➡ Carried forward as part of the overall transportation strategy
Implement localized intersection and/or traffic control improvements	➡ Carried forward as part of the solution
Implement geometric roadway improvements to improve safety (e.g., horizontal and vertical alignments and roadway-cross section elements)	➡ Carried forward as part of the solution
Roadway reconstruction	➡ Carried forward as part of the solution
Improvements to existing drainage culverts and ditches	➡ Carried forward as part of the solution
Combination of roadway improvement alternatives and other supporting measures	➡ Preferred Alternative Planning Solution



Future Conditions: Transportation

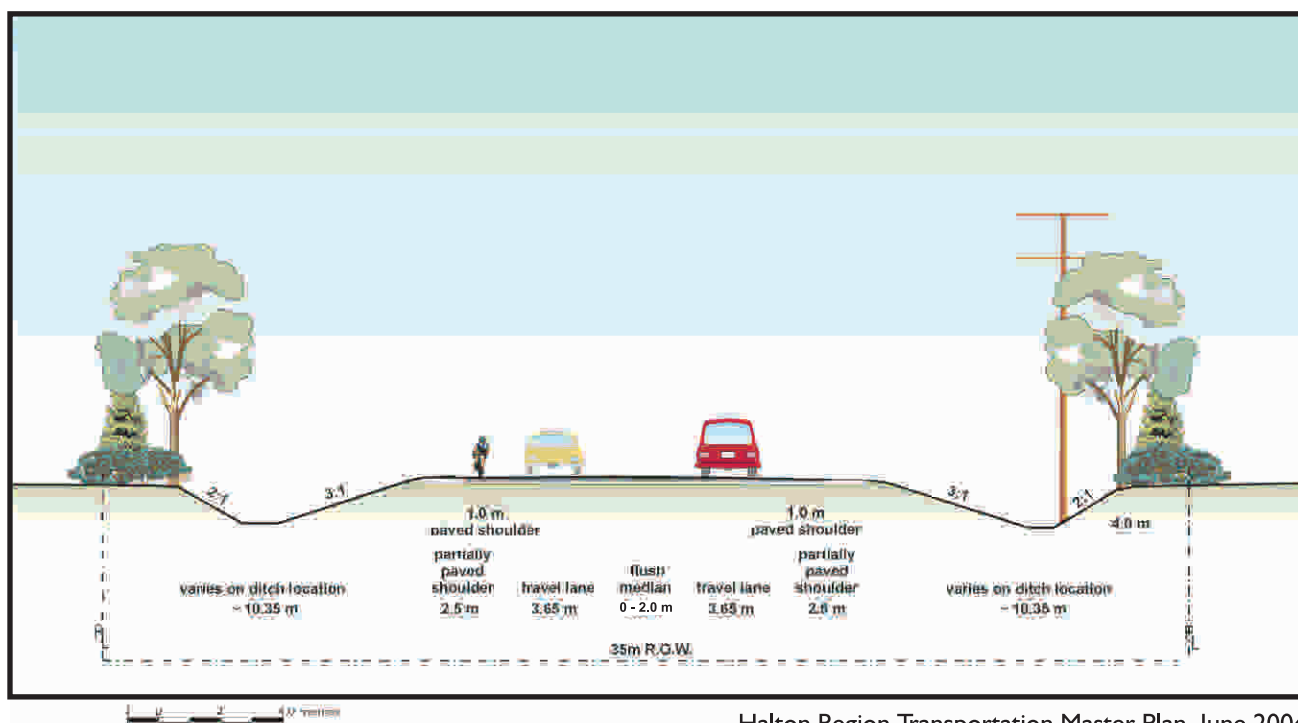
- Two-way traffic volumes between Conservation Road and Derry Road are anticipated to range from 730 to 780 vehicles per hour during the 2031 weekday AM and PM peak periods, respectively.
- Traffic operations at the Guelph Line/Conservation Road intersection are expected to operate at LOS 'B' and LOS 'C' during the 2021 weekday AM and PM peak periods, respectively. Similarly, during the 2031 weekday AM and PM peak periods, levels of service are anticipated to be LOS 'C' and 'D', respectively.
- Traffic operations at the Guelph Line/Derry Road intersection are expected to operate at LOS 'B' during the 2021 weekday AM and PM peak periods. Similarly, during the 2031 weekday AM and PM peak periods, levels of service are anticipated to be LOS 'C' and 'B', respectively.
- Signal timing adjustments will be required at the Guelph Line/Derry Road intersection to accommodate the increased volumes of traffic in the future. During the 2031 PM peak period, the minor approaches at the Guelph Line/Derry Road intersection will begin to experience longer delays and reduced levels of service.





Future Conditions: Roadway Right-of-Way

2-Lane Rural Road



Halton Region Transportation Master Plan, June 2004



Existing Guelph Line Cross-section



Proposed Evaluation Factors

■ Technical:

- Capacity and Level of Service
- Safety
- Access
- Active Transportation
(e.g., Pedestrians and Cyclists)
- Geometric Standards
- Structural (i.e. Pavement)
- Utility Relocations
- Construction and Property Costs
- Construction Staging

■ Natural Environment:

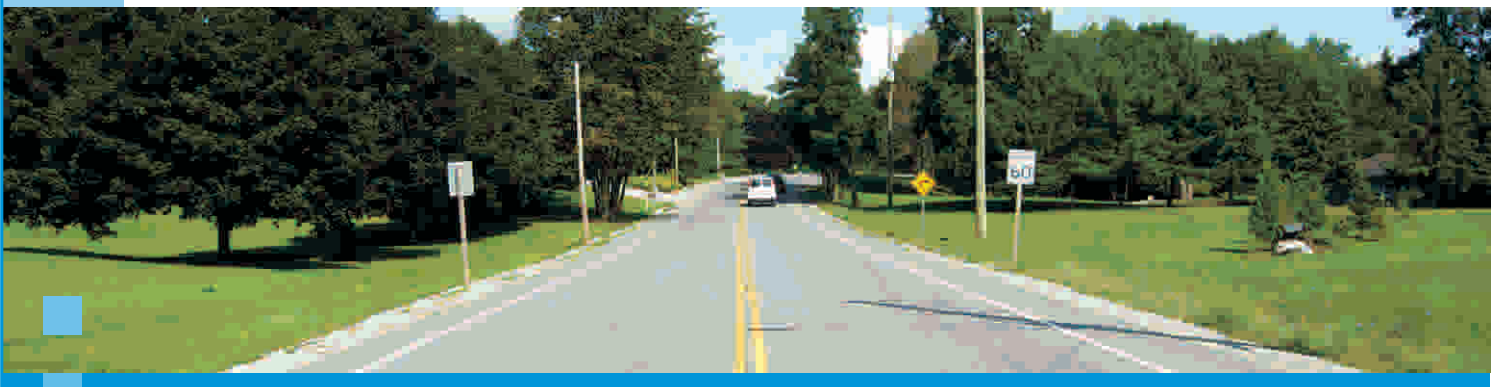
- Effects on Vegetation
- Effects on Wildlife
- Effects on Aquatic Ecology
- Stormwater Management
- Effects on Groundwater Resources

■ Socio-Economic Environment:

- Land Use
- Effects on Official Plans and other planning initiatives (e.g., Greenbelt Plan and Niagara Escarpment Plan)
- Effects on business access/operations
- Effects on residential and rural land uses
- Potential property requirements
- Noise and vibration effects
- Aesthetics
- Emergency access

■ Cultural Environment:

- Effects on Built Heritage Features
- Effects on Archaeological Resources





Next Steps

After PIC No. 1, the Study Team will take into account the information provided by the public and agencies and continue to:

- Review study findings in light of comments received
- Complete environmental inventories
- Develop alternative design concepts based on the recommended alternative solution
- Hold second TAC meeting, meet with stakeholders as required, and conduct PIC No. 2 in Winter 2010
- Review the preferred alternative design concept in light of comments received and confirm/modify as required
- Document the study findings in the Environmental Study Report (ESR) and file the public Notice of Completion for a 30-day Public Review Period in Spring 2010

Thank you for attending!

<http://www.halton.ca/ppw/roads/>



**1 Kilometre North of Derry Road (Regional Road 7) to
Conservation Road
Halton Region and Town of Milton
Class Environmental Assessment**

The Project Team would appreciate any comments that you might wish to provide related to the materials presented at the first PIC for Guelph Line (Regional Road 1) Transportation Corridor Improvements, or in regards to any other issues which you feel are relevant to this study.

Please either deposit your comment sheet(s) in the Comment Box provided, or mail/fax/e-mail your comment sheet to either of the following addresses by **December 4, 2009**.

Ms. Alicia Jakaitis
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 Ext. 7556
Fax: 905-8285-8822
Email: alicia.jakaitis@halton.ca

Mr. Rick Hein, P.Eng., PTOE, AVS
Project Manager
R and R Associates Inc.
600 Ontario Street, P.O. Box 28058
St. Catharines, ON L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

Please check here if a response is not required: ☐

COMMENTS:

[illegible]

Halton Region and R and R Associates thank you for your involvement in this Class Environmental Assessment. Comments and information regarding this study are being collected to assist the Region in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

Preferred method of correspondence:

Regular Mail: ☐

E-mail:

NAME: _____

ADDRESS:

POSTAL CODE:

E-MAIL:

PIC Attendance Record

Guelph Line (Regional Road 1) Transportation Corridor Improvements
1 Kilometre North of Derry Road (Regional Road 7) to
Conservation Road, Town of Milton

Public Information Centre No. 1

November 10, 2009 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

PIC Attendance Record

Guelph Line (Regional Road 1) Transportation Corridor Improvements
1 Kilometre North of Derry Road (Regional Road 7) to Conservation Road
Town of Milton

Public Information Centre No. 1

November 10, 2009 at 6:30 p.m.

Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
KIM MARGARET	17774 Guelph Line Campbellville ON L0P1B0	905) 864-1607
JOANNE & PAUL MERRITT	7311 GUELPH LINE CAMPBELLVILLE	(905) 878-2001
JAN MOWBRAY	12475-5 th LINE, RR2 Rockwood	519 853-4492

Rick Hein

From: Jakaitis, Alicia [Alicia.Jakaitis@halton.ca]
Sent: Thursday, November 19, 2009 10:03 AM
To: pmerritt@ridleywindows.com
Cc: Reid, Jeffrey; Rick Hein; Stervoski, John; Zervos, Nick
Subject: Guelph Line EA - study area and snow fence
Attachments: Revised Study Area Limits (Nov 17 2009).pdf

Hi Paul,

Thank you very much for attending the first Public Information Centre on November 10, 2009 for the Class Environmental Assessment Study for transportation corridor improvements on Guelph Line (Regional Road 1) from 1 Kilometre North of Derry Road (Regional Road 7) to Conservation Road.

The Study Team really appreciated talking with both you and your wife and we were able to take away good information for our next steps. Some of your immediate concerns that can be addressed today were correcting the study area outline and request for snow fencing on Guelph Line.

As was discussed at our meeting, there was a slight discrepancy between the display board presentation of the yellow outline of the study area and the long aerial photograph of the study area. Please see the attached modified .pdf of the correct study area.

There was also a concern with drifting snow onto Guelph Line near #7172 Guelph Line. Please be advised that the Region annually installs snow fence at strategic locations throughout Halton and we will forward this request to our Road Operations Section for consideration for the upcoming winter season.

In addition to the above, we expect that our Project website will be updated early next week.

<http://www.halton.ca/ppw/roads/eas/Current-Guelph.htm>

Please let me know if you have any further questions or concerns,

Alicia Jakaitis

<<Revised Study Area Limits (Nov 17 2009).pdf>>

Alicia Jakaitis

Transportation Coordinator

Transportation Services

Public Works

Halton Region

(905) 825-6000 ext. 7556

alicia.jakaitis@halton.ca

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Thank you



TITLE:	Guelph Line Transportation Corridor Improvements Class Environmental Assessment
FILE:	RR-09-024
TIME/DATE:	November 10, 2009 at 6:30 p.m.
LOCATION:	Kilbride Public School, 6611 Pantan Street, Burlington, Ontario
PURPOSE:	Public Information Centre No. 1
ATTENDEES:	Jeffrey Reid (JR) – Halton Region AJ – Halton Region RH – R and R Associates DS – R and R Associates RG – R and R Associates

No.	Description
1.	<p>The first of two scheduled Public Information Centres for Guelph Line Transportation Corridor Improvements Class Environmental Assessment Study was held on November 10, 2009 with a Drop-in Session beginning at 6:30p.m. A formal discussion of the project with the PIC attendees was conducted in lieu of a planned presentation. Halton staff and R and R Associates were available to discuss the project with the PIC attendees. The following summarizes the concerns relayed by the PIC attendees:</p> <p>Concern: Drifting snow along the tangent section of Guelph Line, adjacent to open field areas (near #7172 Guelph Line; west side of Guelph Line), is a winter hazard. The Region annually installs snow fence at strategic locations throughout the Region. We will forward this request to our Operations Section for consideration.</p> <p>Concern: Water collects at low spots on Guelph Line (in the vicinity of #7720 Guelph Line; east side of Guelph Line). In the summer, the water can surprise drivers; in the winter, cars end up in the ditch due to the creation of black ice on the roadway.</p> <p>Concern: Guelph Line is a "nice, country road", but due to speeding vehicles, property owners do not feel safe and therefore avoid walking or biking on Guelph Line.</p> <p>Concern: Many accidents have occurred at the curves on Guelph Line. A PIC attendee indicated that he previously wrote a letter to the Region suggesting that a "flashing beacon" be installed at the curve (at the entrance to the old road allowance). The beacon was installed at this location, facing north, and the PIC attendee indicated that there has since been a noticeable decrease in accidents at this location.</p> <p>Concern: The Region repaved Guelph Line not to long ago and relocated the driveway at #7279. The resultant driveway grade now makes it very difficult for the homeowner to exit/enter their property.</p>



No.	Description
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Concern: There is a hydro pole located very close to the roadway edge near #7279 Guelph Line which should be examined for safety issues. It was felt that the hydro pole was located too close to the edge and could cause accidents.

The meeting was adjourned at 8:00 PM

These meeting notes were prepared by Rick Goertz and are based on an interpretation of the business discussed during the meeting. If there are any errors or omissions, please contact Rick Goertz at RGoertz@RandR-Associates.com to clarify.

Rick Goertz, P. Eng.
R and R Associates Inc.