APPENDIX E

Public Information Centre No. 2

PUBLIC INFORMATION CENTRE #2
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-2596A

Study

Halton Region has initiated 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 have been 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

The First Public Information Centre (PIC) was held on November 10th, 2009. Thereafter, the preferred alternative was determined taking into consideration the problem being addressed, alternate solutions, environmental effects and comments that were received from the Town of Milton, regulatory agencies and the public. The preferred alternative includes a number of structural, geometric and roadway cross-section improvements.

A second Public Information Centre has been arranged to review the preliminary preferred alternative and receive public comments. Following the PIC, the preliminary preferred alternative will be reviewed in consideration of comments received to determine whether the preferred alternative can be confirmed or should be modified.

This PIC will provide an opportunity for you to review the preliminary preferred alternative, provide comments and discuss concerns you may have with representatives from Halton Region and R and R Associates Inc. The second PIC is scheduled for Tuesday, April 20th, 2010.

Public Information Centre #2

Date: Tuesday, April 20, 2010
Time: 6:30pm – Drop-in
7:00pm – Formal Presentation

Place: Kilbride Public School
6611 Panton Street
Burlington, Ontario

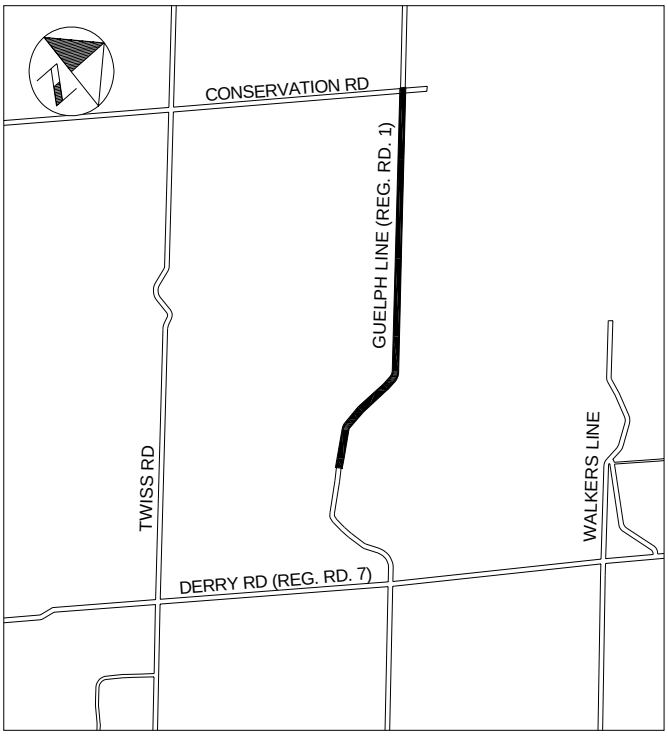
Comments

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
Phone: 905-825-6000 Ext. 7556
Fax: 905-825-8822
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, 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 April 8, 2010.

Guelph Line (Regional Road 1) Transportation Corridor Improvements

Class Environmental Assessment Study

1 Kilometre North of Derry Road (Regional Road 7) to
Conservation Road, Town of Milton

Public Information Centre No. 2

April 20, 2010

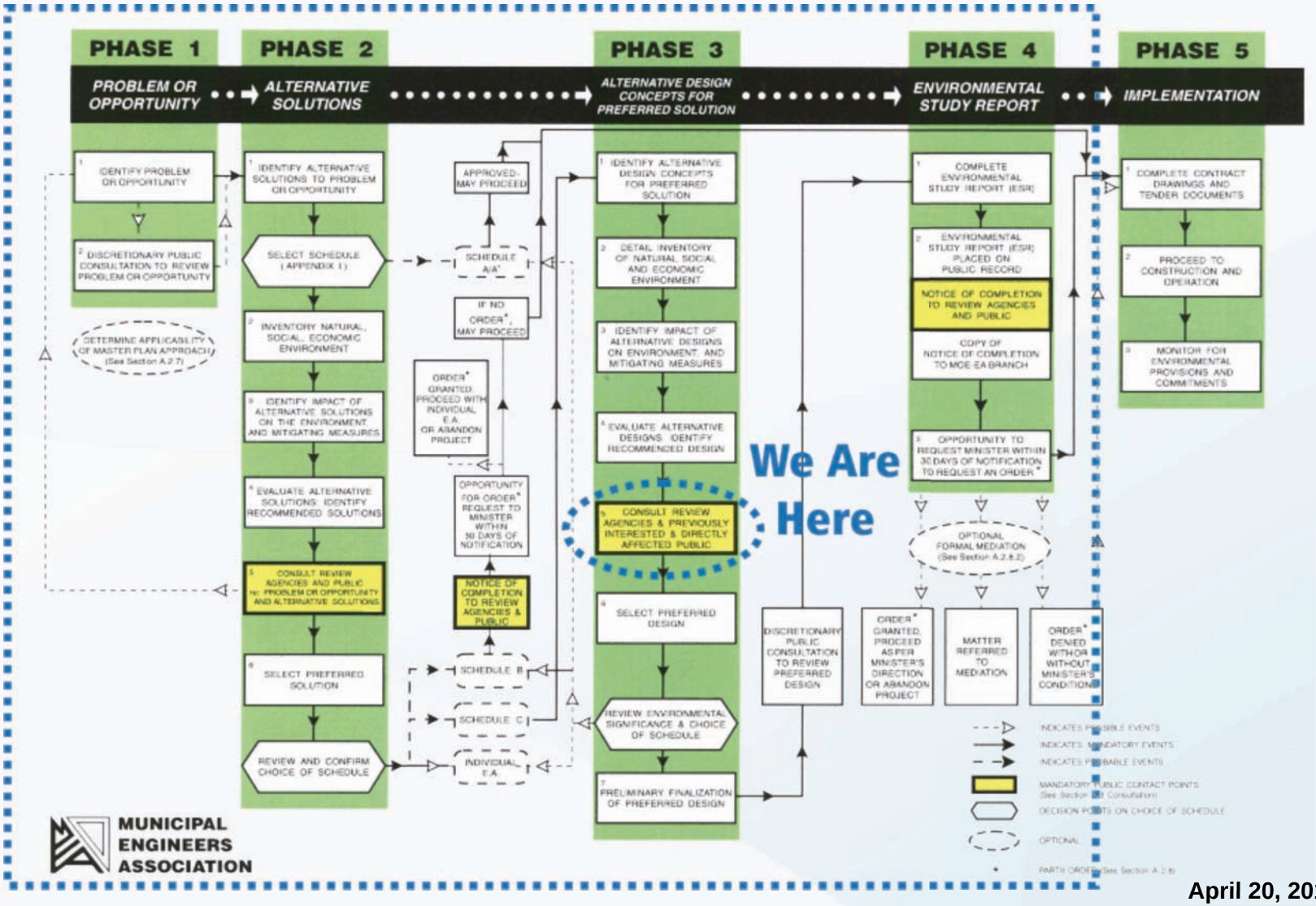
Purpose of Public Information Centre No. 2

- To provide the public with an overview of the study:
  - Process, Background and Timetable;
  - Problem/Opportunity being addressed;
  - Key Considerations and Issues;
  - Recommended Planning Solution;
  - Development and Evaluation of Alternative Design Concepts;
  - Preliminary Plan for the Preferred Alternative Design; and
  - Next Steps.
- Provide a forum and an opportunity for public input into the study

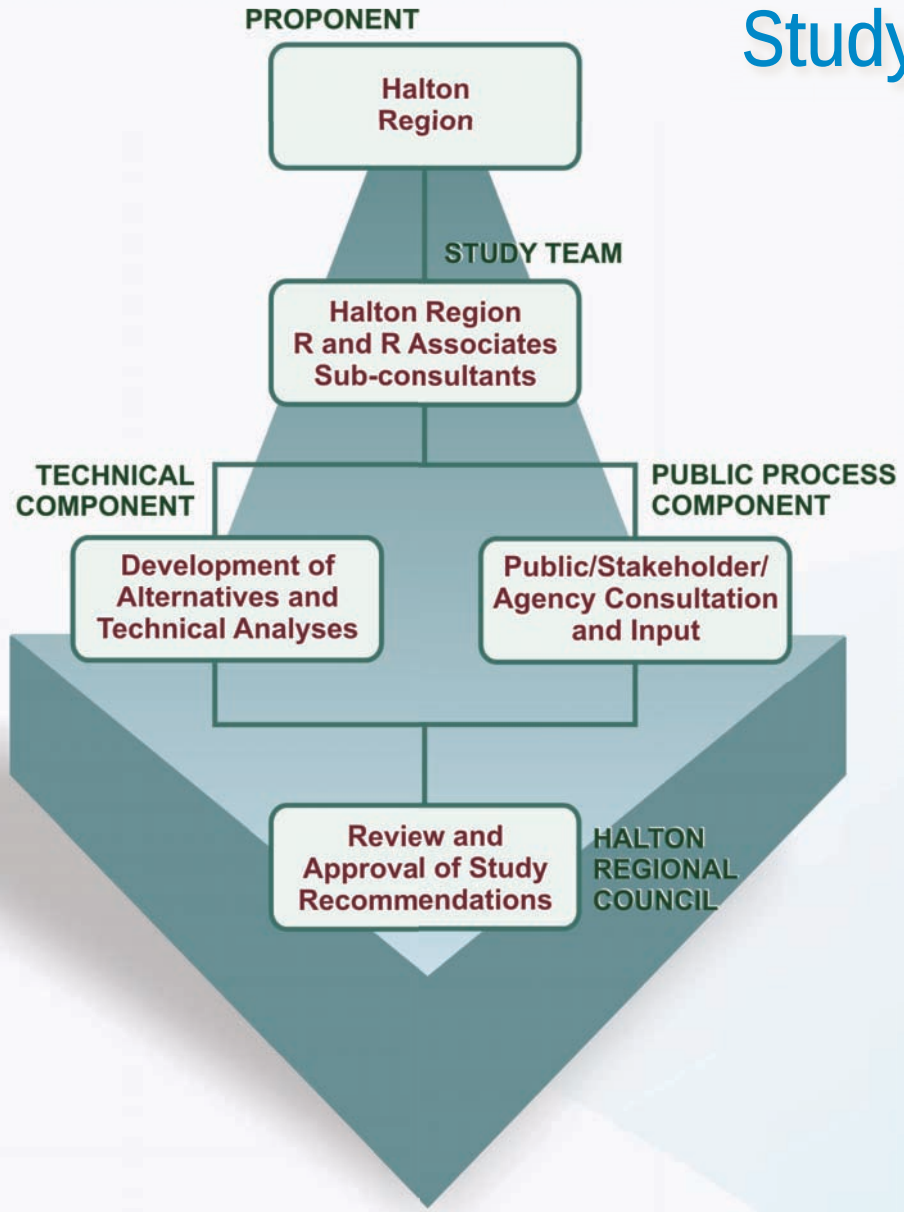
Study Process

- 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

Class EA Planning and Design Process



Study Organization



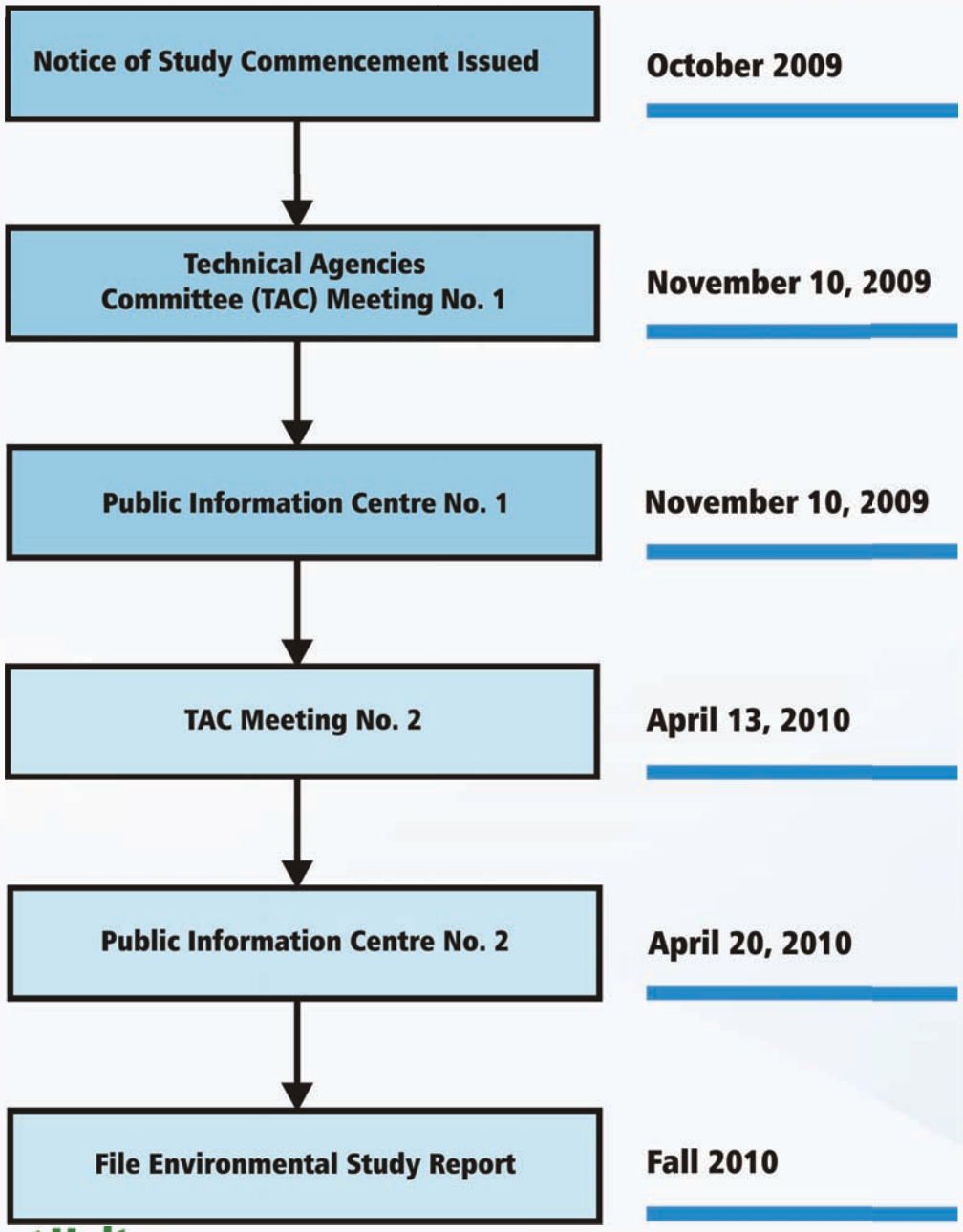
Study Background

- 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

Study Area


Conservation Road
Guelph Line (Regional Road 1)
STUDY AREA
Derry Road (Regional Road 7)

Study Timetable



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"

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

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**

Recommended Planning Solution

- The Recommended Planning Solution—**A Combination of Roadway Improvements and Other Supporting Measures**—includes the following:
  - Provide geometric roadway improvements, where feasible, including adjustments to the horizontal and vertical roadway alignment to meet prevailing standards;
  - Provide improvements to the roadway rural cross-section through adjustments to the travel lane widths, shoulder widths, and side slopes;
  - Improve the pavement structure of the roadway as required; and
  - Improve roadway and roadside drainage through enhancements to the road grades and profiles, replacement of drainage culverts, and provision of proper roadside ditches.

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

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

Development of Design Alternatives

- Roadway improvement alternative design concepts were developed on the basis of the following:
  - Traffic Operations and Safety Review (Collision Analysis)
  - Drainage and Stormwater Management Review
  - Natural Environment Assessment
  - Archaeological and Cultural Heritage Resource Assessment
  - Noise Impact Assessment
  - Geotechnical Investigation
  - Access and Right-of-Way considerations (existing and future)
  - Roadway Cross-section Elements
  - Impacts to Existing/Future Utilities
  - Impacts to Existing Residential/Commercial Properties
  - Coordination with the City of Burlington/Town of Milton
  - Construction Timing and Costs

Design Alternatives

- Roadway improvement design concepts included various alternatives for the widening of the existing two lane cross-section to meet Regional standards. Generally, the widening alternatives (maintaining a two lane cross-section) included the following:
  - **"Do Nothing"**
  - **Symmetrical widening about the existing roadway centreline**
  - **Symmetrical widening within the existing roadway right-of-way**
- After undertaking a complete and thorough review and evaluation of the various alternatives in light of the study findings listed above, a combination of alternatives were selected to provide the *Preliminary Preferred Design Alternative*.

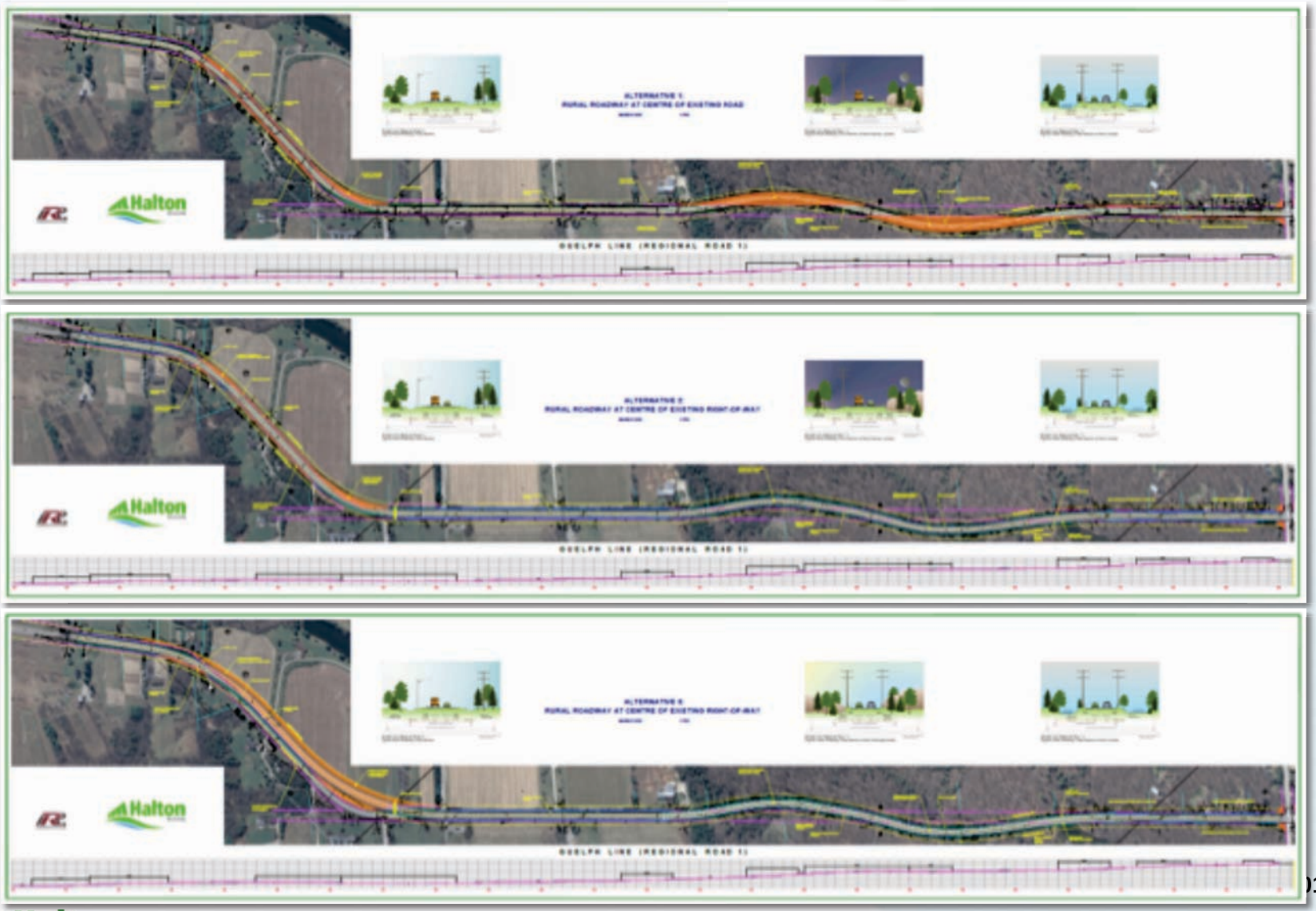
Design Alternatives – Guelph Line

- **"Do Nothing" Alternative** – No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state
- **Alternative 1** – Maintain current horizontal roadway alignment with a minimum horizontal curve radius of 250 metres including a 2-lane rural road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)
- **Alternative 2** – Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 250 metres including a 2-lane rural road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)
- **Alternative 3** – Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 400 metres (consistent with roadway corridor) including a 2-lane rural road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)

Design Alternatives
(South of Conservation Road)

- **Alternative 1-A** – Provide a 2-lane rural road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved) with guiderail protection where required
- **Alternative 1-B** – Provide an 2-lane urban road cross-section with 3.65 metre lanes and 1.0 metre paved shoulders with curb and gutter, guiderail protection, and retaining walls where required

Design Alternatives



Evaluation of Design Alternatives

- Each alternative design concept was evaluated against the Evaluation Criteria to determine potential environmental impacts for each alternative.
- Based on the results of the evaluation, a *Preliminary Preferred Design* for implementing the preferred solution was established including the identification of appropriate mitigating measures.

Net Effects Evaluations

1. The alternatives for Guelph Line as a whole within the study area were evaluated (i.e. Alternatives 1, 2 and 3 and the “Do Nothing” alternative)
2. The alternatives for Guelph Line south of Conservation Road (northern section) were evaluated (i.e. Alternatives 1-A and 1-B)

Evaluation Matrix - Mainline

Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (Guelph Line Mainline)			
		"Do Nothing" Alternative	Alternative 1	Alternative 2	Alternative 3
		No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state	Maintain current horizontal roadway alignment with a minimum horizontal curve radius of 250 metres and a rural road cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)	Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 250 metres while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)	Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 400 metres while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular
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				
SUMMARY COMMENTS		• **Does not meet the objectives of the Problem Statement:** o No improvements to the structural adequacy of the roadway; o No improvements to the roadway geometrics and roadway cross-section (i.e. the current horizontal/vertical alignments and narrow 3.3 metre cross-section without shoulders will remain); o No overall improvements to safety including provisions for active transportation modes; and o No drainage improvements (i.e. current lack of roadside ditches, and in some cases, undersized culverts will remain)	• **Meets the objectives of the Problem Statement:** o Improves the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger; o Minor impacts to utilities; o Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; and o Minor impacts anticipated for the Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** o Improves the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger culverts; o Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; o Greater impacts to existing utilities, residential properties, and higher construction cost; and o Greater impacts anticipated for the Natural, Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** o Improvements to the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves driver expectations near S-bend with larger 400 metre radius more in line with larger horizontal curves throughout the corridor; o Improves the overall safety performance of the roadway including provisions for active transportationmodes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger culverts; o Greater impacts to the natural environment near S-bend with no significant changes to the existing drainage pattern; and o Greatest impacts to existing utilities, residential properties, and higher construction cost; and o Greatest impacts anticipated for the Natural, Socio-economic and Cultural Environments
RECOMMENDATION		Not Recommended	**RECOMMENDED**	Not Recommended	Not Recommended

Evaluation Matrix - Northern Section

Evaluation Categories	Evaluation Criteria	ALTERNATIVE CROSS-SECTION DESIGN CONCEPTS (Northern Section of Guelph Line)	
		Alternative 1-A	**Alternative 1-B**
		Provide a **rural roadway** cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved) with guiderail protection where required through the northern section of the study area	Provide an **urban roadway** cross-section including 3.65 metre lanes, 1.0 metre paved shoulders with curb and gutter, guiderail protection, and retaining walls where required through the northern section of the study area
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		
SUMMARY COMMENTS		• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 2.5 metre partially paved shoulders with toe of slope tie-in to existing ground); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (i.e. wider shoulders); ○ Drainage improvements include defined drainage ditches and larger roadway cross culverts; ○ No significant changes to the existing drainage pattern; ○ Improves stormwater quality and quanity control; ○ Greater impacts to utilities; ○ Greater impacts to the Natural Environment (i.e. vegetation impacts due to wider road platform, particularly in the northern section of the study area) ○ Minor impacts anticipated for the Socio-economic Environment with additional property required; and ○ Some impact to Conservation Halton lands within north section of roadway.	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with curb and gutter and retaining wall adjacent to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (i.e. wider shoulders); ○ Drainage improvements include defined drainage ditches, storm sewer system and larger roadway cross culverts ○ No significant changes to the existing drainage pattern; ○ Improves stormwater quality and quanity control; ○ Minor impacts to utilities; ○ Some impacts to the Natural Environment (i.e. vegetation impacts); ○ Minor impacts anticipated for the Socio-economic Environment with some additional property required; and ○ Minor impact to Conservation Halton lands within north section of roadway.
RECOMMENDATION		Not Recommended	**RECOMMENDED**

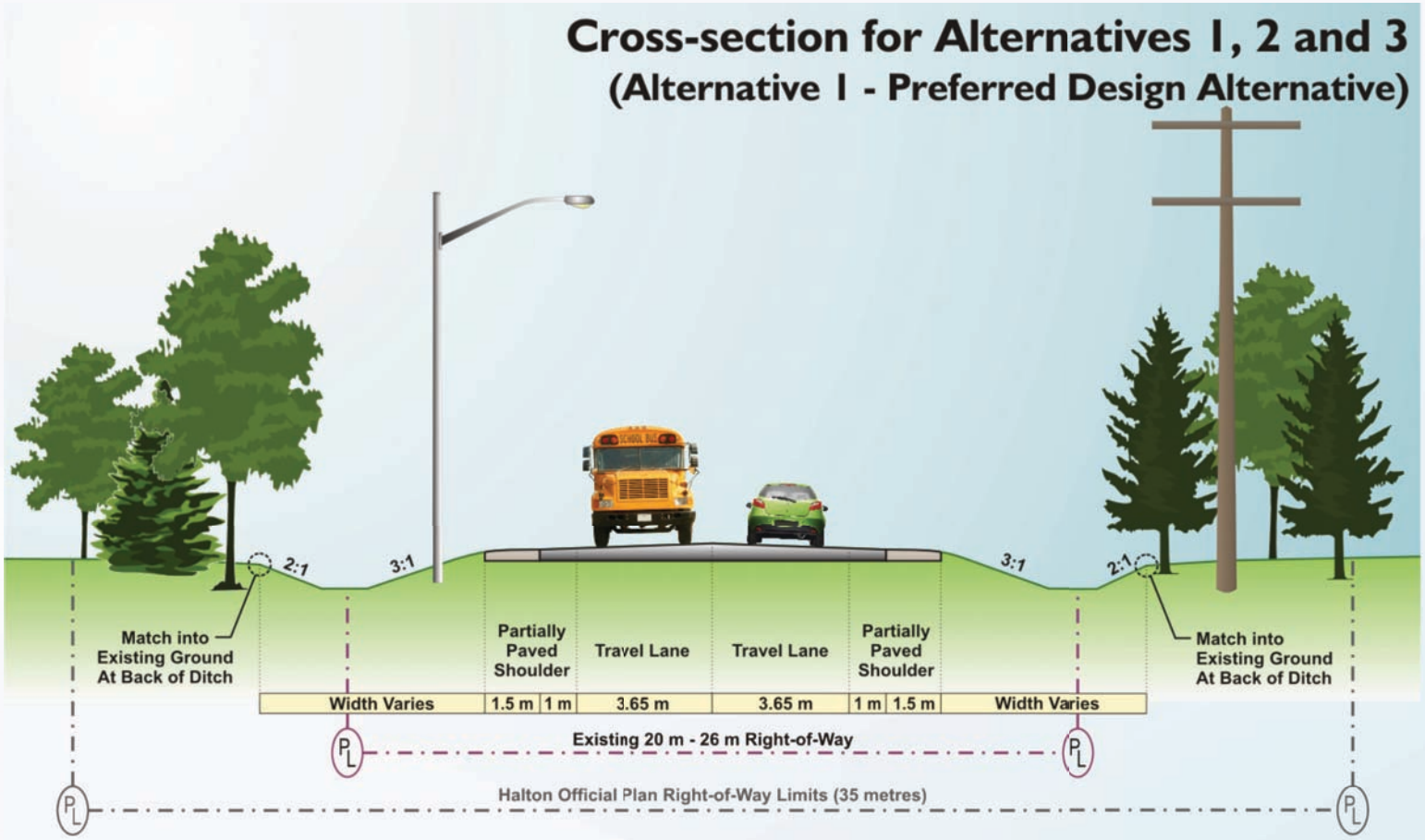
Preferred Design Alternative

- The cross-section of the Preliminary Preferred Design includes the following basic elements:
  - A 2-lane rural cross-section with 3.65 metre travel lanes and 2.5 metre partially paved shoulders (1.0 metre paved) and drainage ditches
  - Maintaining the existing horizontal roadway alignment along the existing roadway centreline, for the most part, with vertical alignment improvements where practical. Horizontal alignment improvements near the S-bends to meet 250 metre diameter radius geometric standards
  - Provision of 2-lane urban cross-section for the section of Guelph Line south of Conservation Road including 3.65 metre travel lanes, 1.0 metre paved shoulders with curb and gutter with guide rail, and retaining walls where required to increase safety and minimize potential impacts to the adjacent conservation lands, rock outcrops and pond areas

Preferred Design Alternative (Cont'd)

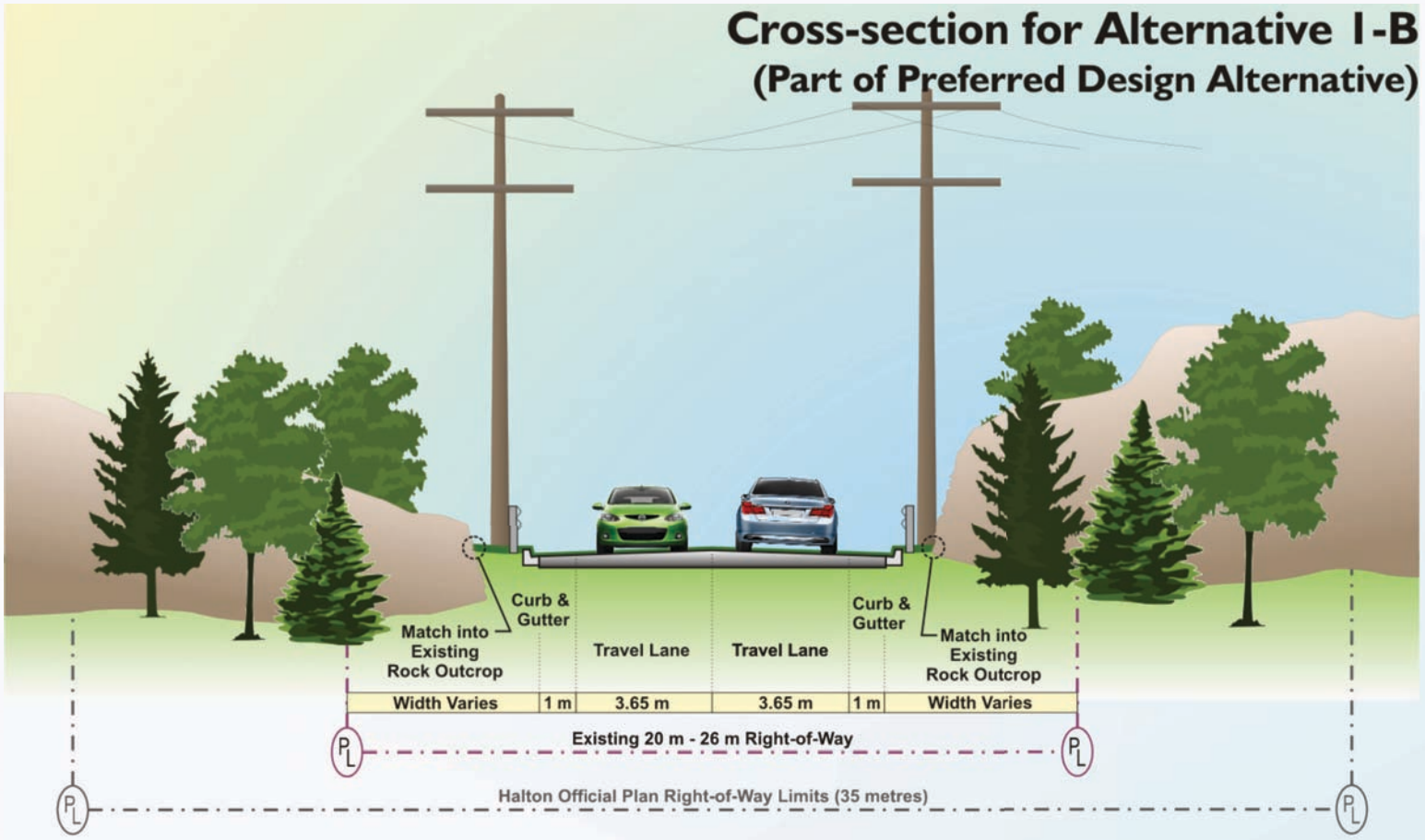
- Replacement of existing drainage culverts with new larger culvert crossings along Guelph Line to improve drainage conditions and to provide improved passage for native species
- Additional property required at S-bends to accommodate minimum 250 metre radii horizontal curves
- Minimizes potential impacts to sensitive lands south of Conservation Road and to overall Natural, Socio-Economic and Cultural Environments while meeting upgraded Regional standards

Preferred Design Alternative – Cross-Sections



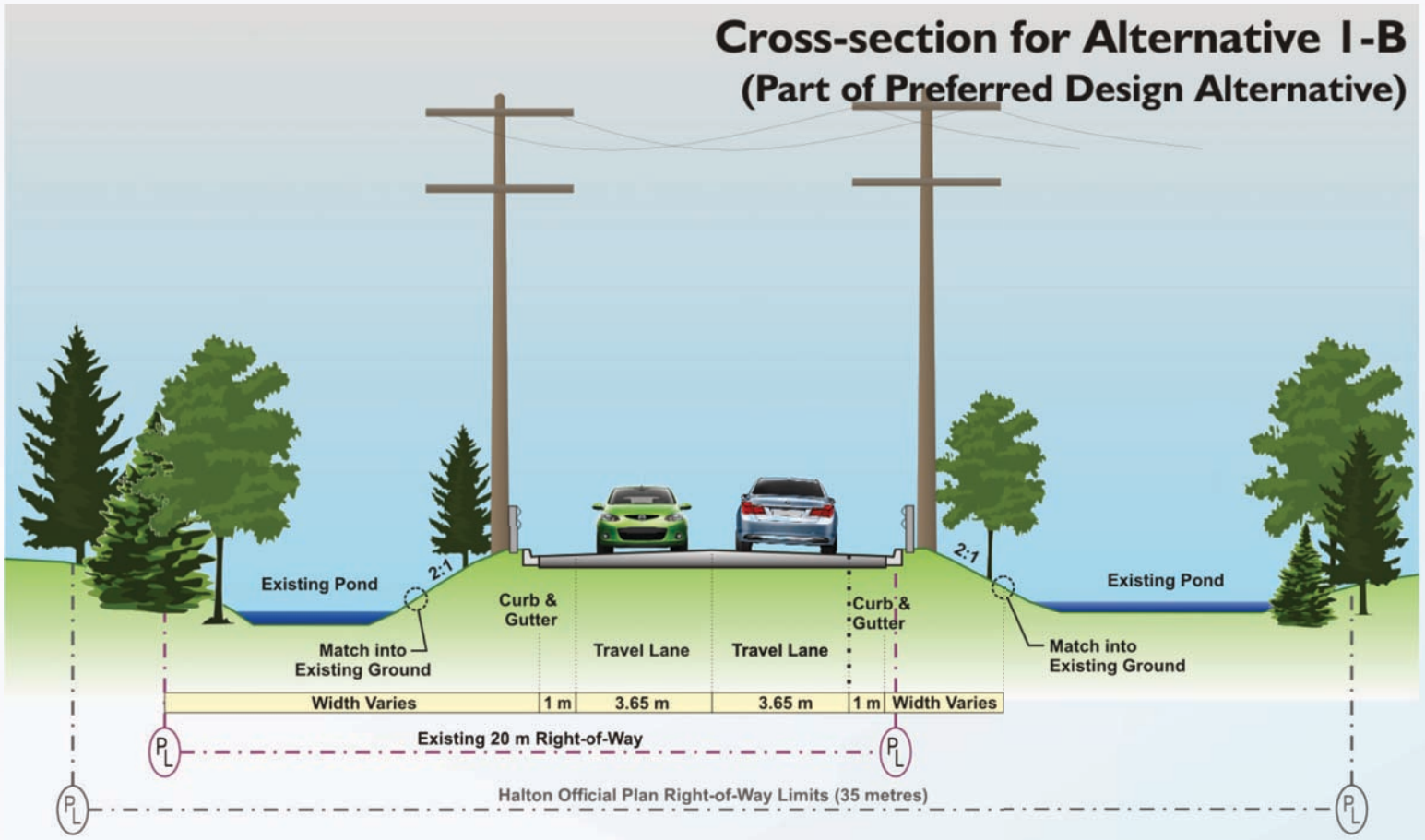
Guelph Line (Regional Road 1)
Typical Rural Roadway Cross-Section

Preferred Design Alternative – Cross-Sections



Guelph Line (Regional Road 1)
Typical Urban Roadway Cross-Section at Rock Outcrop Location

Preferred Design Alternative – Cross-Sections



Guelph Line (Regional Road 1)
Typical Urban Roadway Cross-Section at Pond Location

Next Steps

- Review study findings and the preliminary preferred design in light of comments received and revise/modify as required
- Prepare the Environmental Study Report (ESR)
- Advertise the Notice of Study Completion for the study and File the ESR for a 30-day public review period in fall 2010

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

Town of Milton

WELCOME

Public Information Centre No. 2

Tuesday, April 20, 2010
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, Town of Milton

Class Environmental Assessment Study

How You Can Get Involved

This is the second 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 **May 7, 2010**.

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

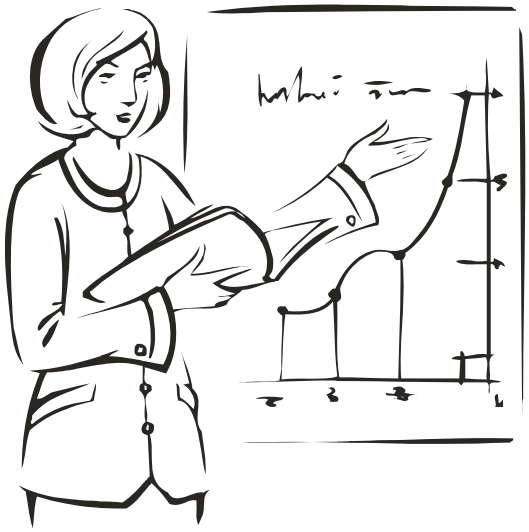
- Halton Region's web site provides updates and current information related to the EA Study process:

http://www.halton.ca/eaprojects

Purpose of PIC No. 2

The purpose of PIC No. 2 is to provide the public with an opportunity to review the following:

- Study Process, Background and Timetable
- Key Considerations and Issues
- Recommended Planning Solution
- Development and Evaluation of Alternative Design Concepts
- Preliminary Plan for the Preferred Alternative Design including mitigating measures
- Next Steps

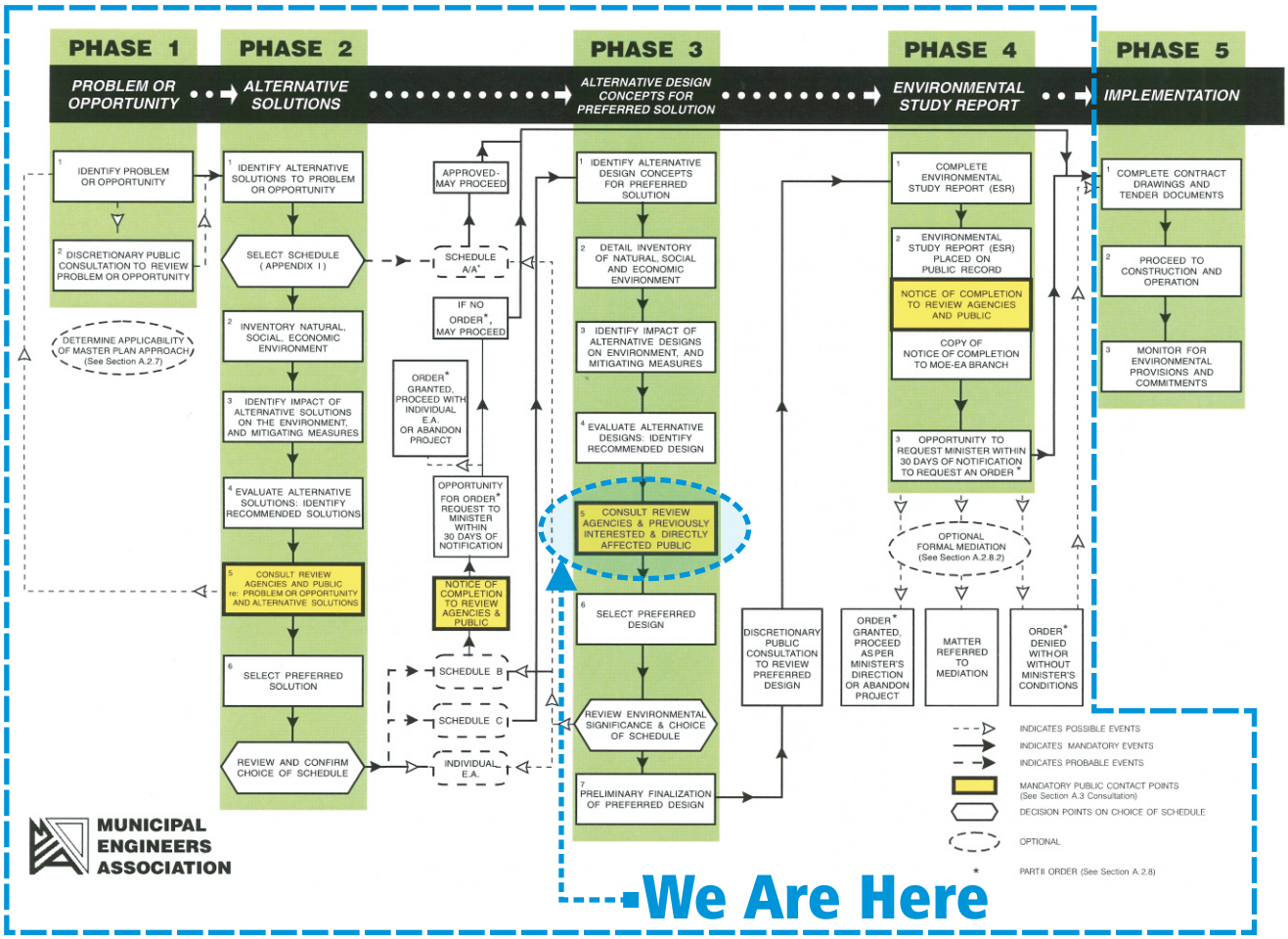


Municipal Class Environmental Assessment

Planning and Design Process

- Schedule 'C' undertaking.
- Includes Phases 1 to 4 (Currently in Phase 3)

Municipal Class EA Planning and Design Process



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.

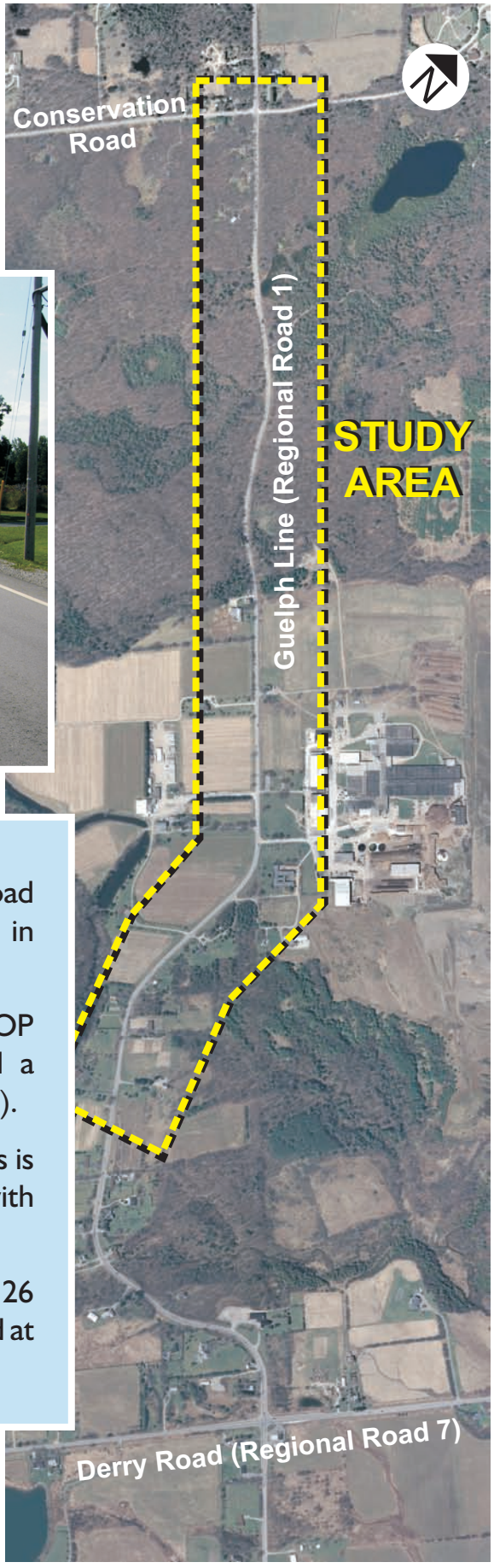
- In the summer of 2008, the resurfacing of Guelph Line was completed. The resurfacing addressed immediate concerns with respect to the current poor condition of the roadway until such time that the Class EA process could be initiated to review the entire Guelph Line corridor.

- 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 are provided with the opportunity to comment on the study findings throughout the various study phases.

Class Environmental Assessment Study

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 20 to 26 metres with the ultimate right-of-way limit designated at 35 metres in the Regional Official Plan.

Study Timetable

Notice of Study Commencement Issued	October 2009
Technical Agencies Committee (TAC) Meeting No. 1	November 10, 2009
Public Information Centre No. 1	November 10, 2009
TAC Meeting No. 2	April 13, 2010
Public Information Centre No. 2	April 20, 2010
File Environmental Study Report	Fall 2010

Key Considerations and Issues

There are a range of key considerations and issues that are being 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

Problem Statement

The study is being undertaken in response to the problem and deficiencies identified within the Guelph Line (Regional Road 1) Transportation Corridor from 1 kilometre north of Derry Road (Regional Road 7) to Conservation Road. These deficiencies translate into the Problem Statement as follows:

"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"

Recommended Planing Solution

In order to address the Problem and the deficiencies that were identified within the study area, a range of reasonable and feasible "planning solutions" were identified as alternative ways to solve the Problem.

The Recommended Planning Solution—**A Combination of Roadway Improvements and Other Supporting Measures**—includes the following:

- Provide geometric roadway improvements, where feasible, including adjustments to the horizontal and vertical roadway alignment to meet prevailing standards;
- Provide improvements to the roadway rural cross-section through adjustments to the travel lane widths, shoulder widths, and side slopes;
- Improve the pavement structure of the roadway as required;
- Improve roadway and roadside drainage through enhancements to the road grades and profiles, replacement and/or addition of drainage culverts, and provision of proper roadside ditches; and
- Provide improvements or modifications to intersection traffic control where necessary to meet future traffic operational demands.

Evaluation Criteria

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

Public Information Centre No. 1

Summary of Issues and Comments

The first Public Information Centre was held on Tuesday, November 10, 2009. Noted issues based on the comments received both at the PIC and from subsequent correspondence included the following:

- Potential snow drift hazards along the tangent section of Guelph Line, adjacent to the open field areas north of the S-bend, approximately two kilometres south of Conservation Road

- The collection of water at low spots along the east side of Guelph Line (approximately 350 metres south of Conservation Road) surprising drivers during the summer months as unexpected ponding and as black ice during the winter months

- Safety issues related to run-off-the road collisions and potential roadside hazards

Development and Consideration of Design Alternatives

Subsequent to the selection of the *Recommended Planning Solution*, roadway improvement alternative design concepts were developed on the basis of the following:

- Traffic Operations and Safety Review (Collision Analysis)
- Drainage and Stormwater Management Review
- Natural Environment Assessment
- Archaeological and Cultural Heritage Resource Assessment
- Noise Impact Assessment
- Geotechnical Investigation
- Access and Right-of-Way considerations (existing and future)
- Roadway Cross-section Elements
- Impacts to Existing/Future Utilities
- Impacts to Existing Residential/Commercial Properties
- Coordination with the City of Burlington/Town of Milton
- Construction Timing and Costs

Design Alternatives

Roadway improvement design concepts included various alternatives for the improvement of the existing two lane cross-section to meet Regional standards. Generally, the alternatives (maintaining a two lane cross-section) included the following:

- "**Do Nothing**" Alternative
- **Alternative 1** — Symmetrical widening about the existing roadway centreline
- **Alternative 2 and 3** — Symmetrical widening within the existing roadway right-of-way

"Do Nothing" Alternative

No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state

Alternative 1

- Maintain current horizontal roadway alignment
- Horizontal curve radius of 250 metres
- A rural 2-lane road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)

Alternative 2

- Centre roadway alignment within the existing right-of-way limit
- Horizontal curve radius of 250 metres
- A rural 2-lane road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)

Alternative 3

- Centre roadway alignment within the existing right-of-way limits
- Horizontal curve radius of 400 metres (larger radius is consistent with existing horizontal curves within the Guelph Line corridor study area)
- A rural 2-lane road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)

Design Alternatives
Guelph Line at Conservation Road

Roadway improvement design concepts were also considered within the northern section of Guelph Line (south of Conservation Road) to improve of the existing two lane cross-section to meet Regional Road standards while minimizing impacts to existing conservation lands, rock outcrops and pond areas. The following three alternatives were considered and evaluated as follows:

Alternative 1-A

- A rural 2-lane road cross-section with 3.65 metre lanes and 2.5 metre partially paved shoulders (1.0 metre paved)
- Guiderail protection where required

Alternative 1-B

- An urban 2-lane road cross-section with 3.65 metre lanes and 1.0 metre paved shoulders with curb and gutter
- Guiderail protection and retaining walls where required

The various design alternatives are shown on the following display panels.

Areas south of Conservation Road
(northern section of Guelph Line)

Evaluation of Design Alternatives

Each alternative design concept was evaluated against the Evaluation Criteria to determine potential environmental impacts for each alternative. Based on the results of the evaluation, a preliminary preferred design for implementing the preferred solution was established including the identification of appropriate mitigating measures.

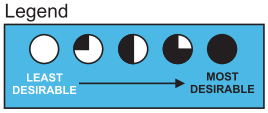
Basic Elements of the Preliminary Preferred Design

The cross-section of the *Preliminary Preferred Design* includes the following attributes:

- A rural 2-lane road cross-section with 3.65 metre travel lanes and 2.5 metre partially paved shoulders (1.0 metre paved)
- Maintaining the existing horizontal roadway alignment along the existing roadway centreline, for the most part, with vertical alignment improvements where practical. Horizontal alignment improvements near the S-bends have been incorporated to meet the 250 metre diameter radius geometric standards
- Provision of an urban 2-lane road cross-section for the section of Guelph Line south of Conservation Road including 3.65 metre travel lanes, 1.0 metre paved shoulders with curb and gutter guide rail, and retaining walls to increase safety and minimize impacts the adjacent conservation lands, rock outcrops and pond areas
- Provision of new larger culvert crossings along Guelph Line to accommodate the 25-year storm rainfall event and to provide improved passage for native species

Evaluation of Design Alternatives

Overall Roadway Improvement Design Alternatives

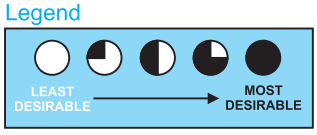
Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (Guelph Line Mainline)			
		"Do Nothing" Alternative	**Alternative 1**	**Alternative 2**	**Alternative 3**
		No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state	Maintain current horizontal roadway alignment with a minimum horizontal curve radius of 250 metres and a rural road cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)	Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 250 metres while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular)	Centre roadway alignment within the existing right-of-way limits and provide a minimum curve radius of 400 metres while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved; 1.5 metres granular
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				
SUMMARY COMMENTS Legend  		• **Does not meet the objectives of the Problem Statement:** ○ No improvements to the structural adequacy of the roadway; ○ No improvements to the roadway geometrics and roadway cross-section (i.e. the current horizontal/vertical alignments and narrow 3.3 metre cross-section without shoulders will remain); ○ No overall improvements to safety including provisions for active transportation modes; and ○ No drainage improvements (i.e. current lack of roadside ditches, and in some cases, undersized culverts will remain)	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger; ○ Minor impacts to utilities; ○ Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger culverts; ○ Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; ○ Greater impacts to existing utilities, residential properties, and higher construction cost; and ○ Greater impacts anticipated for the Natural, Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** ○ Improvements to the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves driver expectations near S-bend with larger 400 metre radius more in line with larger horizontal curves throughout the corridor; ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger culverts; ○ Greater impacts to the natural environment near S-bend with no significant changes to the existing drainage pattern; and ○ Greatest impacts to existing utilities, residential properties, and higher construction cost; and ○ Greatest impacts anticipated for the Natural, Socio-economic and Cultural Environments
RECOMMENDATION		Not Recommended	**RECOMMENDED**	Not Recommended	Not Recommended

Evaluation of Design Alternatives

Improvement Design Alternatives - North Section of Guelph Line

Evaluation Categories	Evaluation Criteria	ALTERNATIVE CROSS-SECTION DESIGN CONCEPTS (Northern Section of Guelph Line)	
		Alternative 1-A	**Alternative 1-B**
		Provide a **rural roadway** cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre paved) with guiderail protection where required through the northern section of the study area	Provide an **urban roadway** cross-section including 3.65 metre lanes, 1.0 metre paved shoulders with curb and gutter, guiderail protection, and retaining walls where required through the northern section of the study area
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		
SUMMARY COMMENTS		• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 2.5 metre partially paved shoulders with toe of slope tie-in to existing ground); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (i.e. wider shoulders); ○ Drainage improvements include defined drainage ditches and larger roadway cross culverts; ○ No significant changes to the existing drainage pattern; ○ Improves stormwater quality and quanity control; ○ Greater impacts to utilities; ○ Greater impacts to the Natural Environment (i.e. vegetation impacts due to wider road platform, particularly in the northern section of the study area) ○ Minor impacts anticipated for the Socio-economic Environment with additional property required; and ○ Some impact to Conservation Halton lands within north section of roadway.	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with curb and gutter and retaining wall adjacent to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (i.e. wider shoulders); ○ Drainage improvements include defined drainage ditches, storm sewer system and larger roadway cross culverts ○ No significant changes to the existing drainage pattern; ○ Improves stormwater quality and quanity control; ○ Minor impacts to utilities; ○ Some impacts to the Natural Environment (i.e. vegetation impacts); ○ Minor impacts anticipated for the Socio-economic Environment with some additional property required; and ○ Minor impact to Conservation Halton lands within north section of roadway.
RECOMMENDATION		Not Recommended	**RECOMMENDED**

Legend

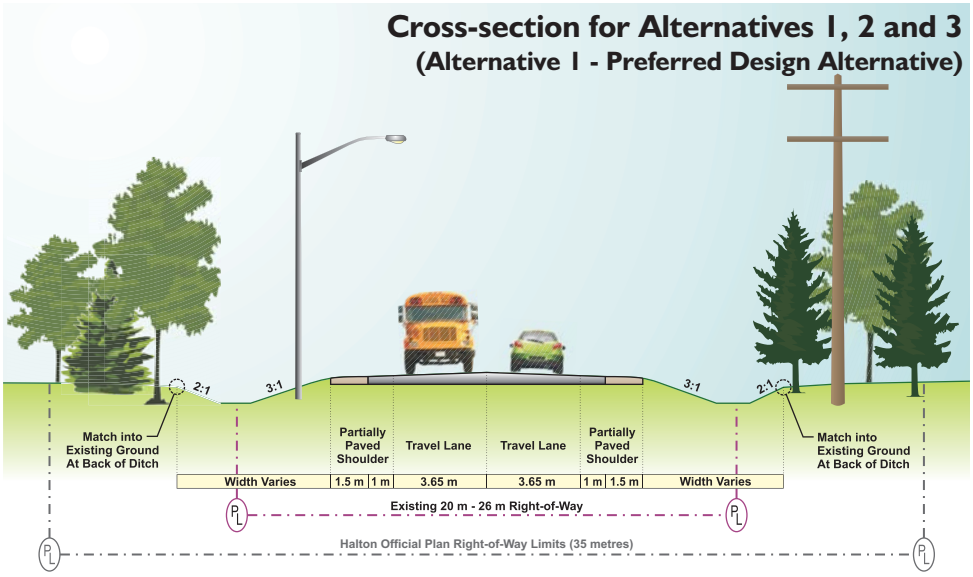


Preferred Design Alternative
Roadway Improvements

The Preferred Design Alternative includes a combination of Alternatives 1 and 1-B as determined through the evaluation process. Key features of the *Preferred Design Alternative* includes the following:

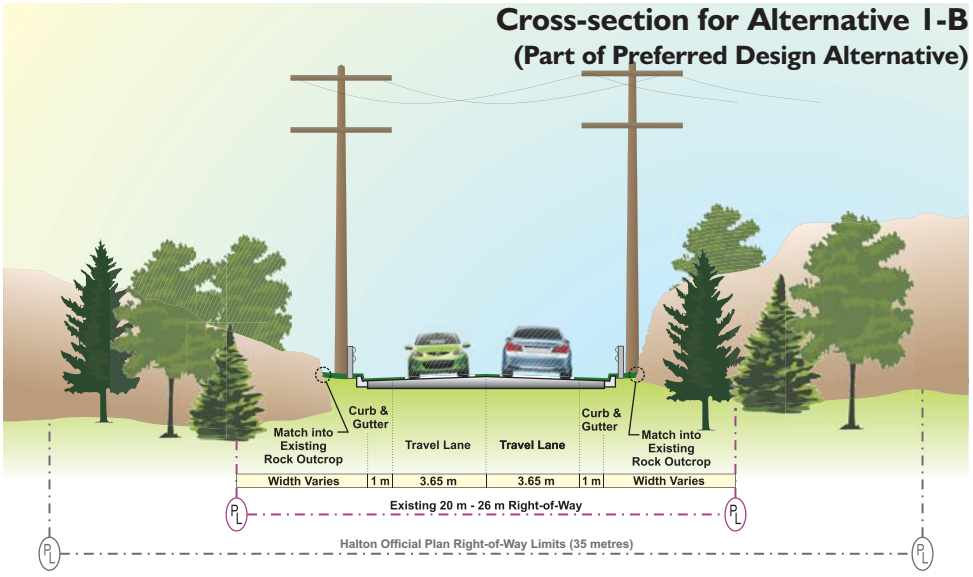
- A combination of 2-lane rural and urban (north section of Guelph Line) cross-sections with 3.65 metre travel lanes throughout the length of the study area (slight widening on horizontal curves)
- 2.5 metre partially paved shoulders (1.0 metre paved) with formalized drainage ditches for the southern section of the study area and 1.0 metre paved shoulders with curb and gutter in the area south of Conservation Road
- The future horizontal roadway alignment is maintained along the current centreline roadway alignment with vertical alignment improvements to prevailing standards to improve overall sight distance. Improvements to the horizontal alignment near the existing S-bends to improve the radii to 250 metres to meet current geometric standards
- Replacement of three existing drainage culverts along Guelph Line with three larger culverts to improve drainage conditions and to provide improved passage for native species
- Minimal impacts to the overall Natural, Socio-Economic and Cultural Environments while meeting upgraded Regional standards
- Additional property is required near the S-bends to accommodate larger horizontal radius curves

Preferred Design Alternative
Typical Roadway Cross-sections



Guelph Line (Regional Road 1)
Typical Rural Roadway Cross-Section

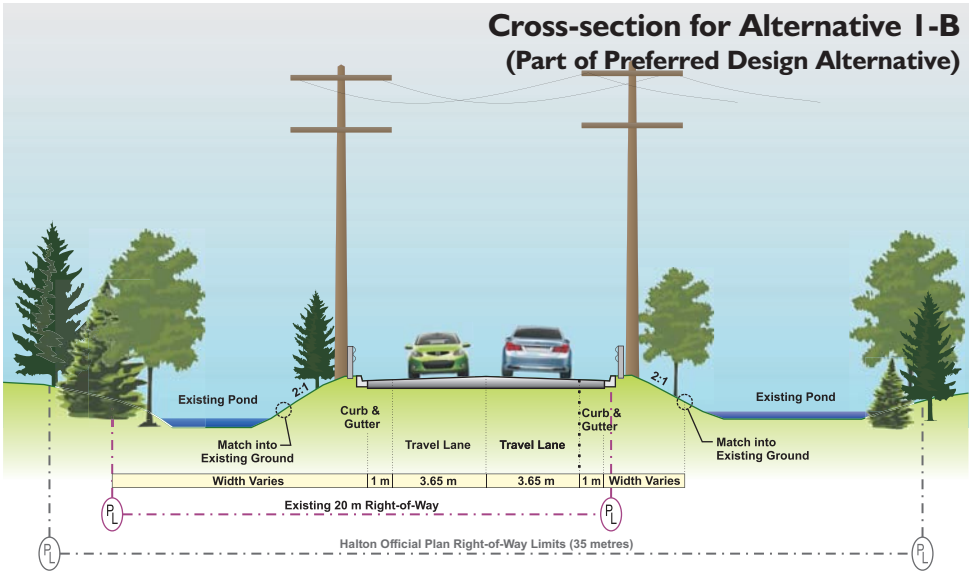
1 0 2 4.0 metres



Guelph Line (Regional Road 1)
Typical Urban Roadway Cross-Section at Rock Outcrop Location

1 0 2 4.0 metres

Preferred Design Alternative
Typical Roadway Cross-sections



Guelph Line (Regional Road 1)
Typical Urban Roadway Cross-Section at Pond Location

Next Steps

After PIC No. 2, the Study Team will take into account the information provided by the public and agencies and continue to:

- Review study findings and the preliminary preferred design in light of comments received and revise/modify as required
- Prepare the Environmental Study Report (ESR)
- Advertise the Notice of Study Completion for the study and File the ESR for a 30-day public review period

Thank you for attending!

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

COMMENT SHEET
Public Information Centre No. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 7, 2010**.

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:

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. 2

Tuesday, April 20, 2010 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. 2
Tuesday, April 20, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
KEN LAWDAY	12099 STEELES AVE HORNBY, ON. L0P 1E0 RE: BRUCE TRAIL CONSERVANCY	905.876.2527 klawday@interhop.net
JEFF POLLARD	7518 GUELPH LINE. CAMPBELLVILLE ONT. L0P 1B0	9/875-3650 Jeff.Pollard@xplornet.com
COLIN BEST	COUNCILLOR REGION OF HALTON	905-878-3622 COLIN.BEST@MILTON.CA
Merritt, Paul & Joanne	7311 Guelph line, RR#3 Campbellville, Ont L0P 1B0	905-878-2001 jmerritt@ridleywindows.com
W.H MAY	Box 42 CAMPBELLVILLE ONT	905 854 2660

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the Derry Road (Regional Road 7) Transportation Corridor Improvements. Questions about the collection of your information should be addressed to Ms. Alicia Jakaitis, Project Manager, Halton Region, 1151 Bronte Road, Oakville, ON L6M 3L1.

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. 2
Tuesday, April 20, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
B. Walton	254 Main St S. Campbellville	905.854.2241
Lou Coulson	7268 Guelph Line Campbellville	905 878-4731
ALPHONSE CARNICELLI	7219 GUELPH LINE Campbellville	416-936-5723
MANUEL SOBRINHO	7158 GUELPH LINE.	905-878 1952
R Solda	211 McLaren Rd	905 854 0390

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the Derry Road (Regional Road 7) Transportation Corridor Improvements. Questions about the collection of your information should be addressed to Ms. Alicia Jakaitis, Project Manager, Halton Region, 1151 Bronte Road, Oakville, ON L6M 3L1.

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. 2
Tuesday, April 20, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
H. YATES	150 McLAREN RD CAMPBELLVILLE L0P 1B0	905.854.2108
ERIN DAWSON and MARION HEWICK	7220 Guelph line Campbellville L0P 1B0	(905) 876 1841
JAN MOWBRAY	ON RECORD	
BILL TRENWITH	7340 GUELPH LINE	905-878-6835
Bob Trenwith	~~7340~~ 7340 Guelph Line	905 878-6835

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the Derry Road (Regional Road 7) Transportation Corridor Improvements. Questions about the collection of your information should be addressed to Ms. Alicia Jakaitis, Project Manager, Halton Region, 1151 Bronte Road, Oakville, ON L6M 3L1.

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

COMMENT SHEET
Public Information Centre No. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 7, 2010**.

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:

My concerns are specifically related to the area around the road crossing used by the Bruce Trail (approx. 560m South of Conservation Road).
Any changes to the roadway should include:
- Very good sight lines in both directions to allow safe pedestrian crossing.
- Adequate area on both sides of the road for pedestrians (hikers) to safely stand while waiting to cross.
- "Pedestrian Crossing" signage north and south of Bruce Trail crossing.
- If possible, add road markings to designate the pedestrian crossing. Orange flashing lights would be great!

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: KEN LAWDAY
ADDRESS: 12099 STEELES AVE, HORNBY, ON.
POSTAL CODE: L0P 1E0
E-MAIL: klawday@interhop.net

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

COMMENT SHEET
Public Information Centre No. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 7, 2010**.

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: PEOPLE HAVE TO TAKE RESPONSIBILITY FOR THEIR OWN ACTIONS. IF YOU SPEED OR DRINK YOU PROBABLY WILL GO OFF THE ROAD NO MATTER HOW GOOD IT IS
LEAVE AS IS !!

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: W H. MAY

ADDRESS: BOX 42 CAMPBELLVILLE ON

POSTAL CODE: L0P 1B0

E-MAIL:

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

COMMENT SHEET
Public Information Centre No. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 7, 2010**.

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:

USE SNOW FENCING WHERE SNOW DRIFTING IS A CONCERN
ARE COLLISIONS OF RECORD ~~ARE~~ CAUSED BY POOR ROAD, OR POOR DRIVING?
IF THE LATTER, WIDENING THE TURN RADIUS WILL ONLY
INCREASE THE POOR DRIVING IE. SPEEDING.
SLIDES MENTION NO SHOULDERS - THAT DESCRIBES JUST ABOUT
EVERY ROAD IN NASSAGAWEYA - INCLUDING GUELPH L NORTH
OF BROOKVILLE.
USE SIGNAGE IN AREAS OF CONSISTENT COLLISIONS - FLASHING
LIGHTS, BEACONS, ETC.
SAVE MONEY - GIVE THE SAVINGS TO THE POLICE SO THAT
THEY CAN BECOME MORE OF A PRESENCE
REBUILD 20 SR, JUST WEST OF GUELPH LINE - IT'S FALLING
INTO THE DITCH AND THIS IS RECENT CONSTRUCTION!
~~THANKS~~
GET ~~THE~~ DEAD TREES REPLANTED ON GUELPH L. N^th OF
BROOKVILLE

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.

THANKS FOR THE PRESENTATION
YOU ARE DAMNED IF YOU DO, AND IF YOU DONT

Preferred method of correspondence: **Regular Mail:** ☐ **E-mail:** ☒

NAME: IAN MOWBRAY

ADDRESS: 2475 - 5th LINE, RR2

POSTAL CODE: ROCKWOOD ON N0B 2K0

E-MAIL: jan@janmowbray.ca

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

COMMENT SHEET
Public Information Centre No. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 7, 2010**.

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: HELLO, MY COMMENTS ARE SAFETY RELATED. WE KNOW THAT SPEED KILLS, WELL I LIVE AT 7219 GUELPH LINE, AND THE MAJORITY OF THE VEHICLES DRIVING PAST OUR PROPERTY ARE ALL SPEEDING. WHEN THEY APPROACH THE "S" BEND HEADING NORTH THEY ARE GOING TOO FAST, THIS IS WHY THEY CAN'T MAKE THE BEND, HENCE THE CASUALTIES.

AFTER THE ROAD WAS WIDENED A FEW YEARS AGO, WE NOTICED THAT WHEN WE WERE TURNING INTO OUR DRIVEWAY, THE VEHICLES WERE NOT PATIENT ENOUGH TO WAIT, SO THEY NOW PASS US ON THE SHOULDER AT HIGH SPEEDS, ON SEVERAL OCCATIONS ALMOST CAUSING SERIOUS ACCIDENTS.

NOW, IF THE ROAD BECOMES WIDER, I THINK THIS ISSUE WILL BECOME AN EVEN GREATER PROBLEM. THANK YOU FOR YOUR TIME!

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: ALPHONSE CARNICELLI

ADDRESS: P.O. BOX 428 CAMPBELLVILLE ONTARIO

POSTAL CODE: L0P 1B0

E-MAIL:

Jakaitis, Alicia

From: Jakaitis, Alicia
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...

Alicia Jakaitis
Transportation Coordinator
Transportation Services
Public Works
Halton Region
(905) 825-6000 ext. 7556
alicia.jakaitis@halton.ca

TITLE:	Guelph Line Transportation Corridor Improvements Class Environmental Assessment 1 Kilometre North of Derry Road (Regional Road 7) to Conservation Road Town of Milton, PR-2596
FILE:	RR-09-024
TIME/DATE:	April 20, 2010 at 6:30 p.m.
LOCATION:	Kilbride Public School, 6611 Panton Street, Burlington, Ontario
PURPOSE:	Public Information Centre No. 2
ATTENDEES:	Alicia Jakaitis (AJ) – Halton Region Melissa Green-Battiston (MGB) – Halton Region Maureen Van Ravens (MVR) – Halton Region Rick Hein (RH) – R and R Associates Darrell Smith (DS) – R and R Associates Rick Goertz (RG) – R and R Associates

No.	Description
1.	The second scheduled Public Information Centre (PIC) for the Guelph Line Transportation Corridor Improvements Class Environmental Assessment Study was held on April 20, 2010. The PIC was held as a drop-in style format beginning at 6:30 p.m. A formal presentation with a question and answer period began at 7:00 p.m. with Halton staff and R and R Associates staff available to answer questions. The following summarizes the concerns conveyed by the PIC attendees and the follow up comment responses provided by the Project Team staff:
2a.	**Concern:** *Is this project approved?* **Follow-up Comments:** This project is not approved, but this meeting is to solicit public input to the design in order to obtain approval.
b.	**Concern:** *Why show a 35 metre right-of-way?* **Follow-up Comments:** The plan shows the Halton Official Plan 35 metre road allowance. The Region will only acquire the minimum necessary property to complete any construction works for the *Preferred Alternative*.
c.	**Concern:** *What is the problem with Guelph Line? What initiated this study? There is a concern over the need to proceed with this project.* **Follow-up Comments:** The road as it is now, does not meet the current Halton Region standards. This section of Guelph Line was identified as part of the future Halton Region capital road improvements.
d.	**Concern:** *What are the future corridor travel demands for this roadway?* **Follow-up Comments:** Based on the current Regional Transportation Master

No.	Description

Plan, it is anticipated that traffic will grow by approximately three percent per year.

e. **Concern:** *The Preferred Alternative shows the southern portion of the roadway designed with ditches, while the northern section is designed with curb and gutter and storm sewers. A concern was raised over the curb and gutter section from a safety perspective.*

Follow-up Comments: There was discussion on the benefits of extending the ditches through the entire project area even though it would require additional property from Conservation Halton. The benefit of this would be a larger buffer zone along each side of the roadway. This would require the need to remove larger areas of rock outcrops and additional impacts to Conservation Halton lands. The intent of the urban cross section was to reduce the road platform width, thereby reducing the potential impacts to Conservation Halton lands, controlling stormwater drainage (i.e. containing stormwater within the roadway and not allowing it to flow directly onto the adjacent lands), and reducing the need to remove additional rock. In addition, the urban cross-section would minimize impacts to existing utilities (e.g., gas main and hydro facilities) while still providing a 1.0 metre shoulder for cyclists and pedestrians (an improvement over current existing conditions).

f. **Concern:** *Will widening the curves at the S-bend require additional land?*

Follow-up Comments: Widening the existing 140 metre radius curve to a proposed 250 metre radius curve will require approximately 0.10 hectare of property. Exact property requirements will be determined at the detail design stage.

g. **Concern:** *Where does the storm drainage go now?*

Follow-up Comments: Currently, the stormwater runoff from the road drains directly onto the adjacent lands.

h. **Concern:** *Will streetlights be installed as shown on the cross section?*

Follow-up Comments: No new streetlights will be installed, but there are existing streetlights located a various locations along Guelph Line within the study area.

i. **Concern:** *What are the costs of the three alternatives?*

Follow-up Comments: the costs of the various alternatives are not significantly different from one another. Where there is proposed curb and gutter with storm sewer, this is offset by the savings gained in reducing the need to remove additional rock areas to accommodate wider rural cross-sections. Preliminary estimates indicate that the cost of the alternative range from approximately $2.5 million to $3.5 million; however, these estimates will be further refined as the study progresses into the next phase.

No.	Description
j.	**Concern:** *Why are we spending money to make is safer for bikes?* **Follow-up Comments:** The need to allow for cyclists and pedestrians was discussed. The Region's Transportation Master Plan provides for all modes of transportation, therefore cycling and other types of transportation must be considered as part of the project.
k.	**Concern:** *What about vehicular safety?* **Follow-up Comments:** The future traffic volumes are predicted to be just over 6,000 vehicles per day by the year 2031. An individual objected to the future traffic volume amount and suggested that through her independent investigation, she determined the volumes were much higher.
l.	**Concern:** *Wouldn't snow fence help during winter conditions?* **Follow-up Comments:** This was brought up at the previous PIC held in November and the concern was forwarded to the Regional Operations Department.
m.	**Concern:** *It was noted that several utility poles are adjacent to the travel portion and they should be moved as part of this project.* **Follow-up Comments:** This item will be forwarded to the detail design team as the project moves forward.
n.	**Concern:** *Why not give the $3.5 Million to the police to step up enforcement throughout the Region? This roadway appears to have a substantial number of speeding vehicles and concern was raised with the level of enforcement in this area.*
o.	**Concern:** *A comment was received about the level of signage and would enhanced signage address many of the safety issues.* **Follow-up Comments:** A review of the signage will be completed and enhancements will be considered where applicable. These enhancements may be an interim measure until the roadway is reconstructed.
p.	**Concern:** *Why is Guelph Line being reconstructed so soon after the repaving completed in 2008?* **Follow-up Comments:** The repaving in 2008 was an interim solution to the poor asphalt conditions within the corridor. Currently, the section of Guelph Line within the study area is planned to be reconstructed in 2015. At that time, the pavement will be nearing the end of its design life.
q.	**Concern:** *What about the southerly S-bend since this is the most dangerous curve?* **Follow-up Comments:** The entire section of Guelph Line will be improved to

No.	Description
	meet current standards.
r.	**Concern:** *What about the driveways? There were concerns that every time the Region does work on Guelph Line the driveways are adversely impacted.* **Follow-up Comments:** The interface between the proposed road and the existing driveways will be further detailed during the detail design stage. The Region will work with the property owners to ensure that the driveways are acceptable to the residents. During the detail design phase, a public meeting will be scheduled with residence to review the proposed design plans within the corridor.

The formal presentation was completed at 8:15pm. The PIC was adjourned at 9:00 PM.

These meeting notes were prepared by Rick Goertz and are based on an interpretation of the information 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.