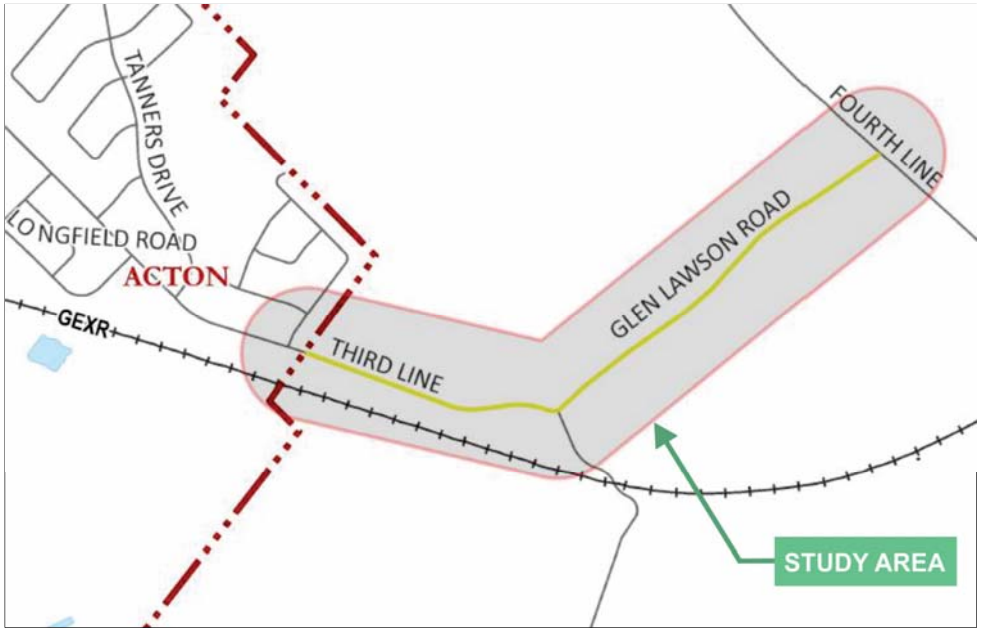
Municipal Class Environmental Assessment Study

Glen Lawson Road / Third Line from the Acton Urban Boundary to Fourth Line



Public Information Centre #2

Thursday, June 23rd, 2016
6:30 PM to 8:30 PM
Acton Arena– 415 Queen Street, Acton, ON

Problem and Opportunity

- Transportation Demand along the Glen Lawson Road / Third Line corridor has increased, raising safety concerns along the corridor for vehicles, pedestrians, and cyclists.

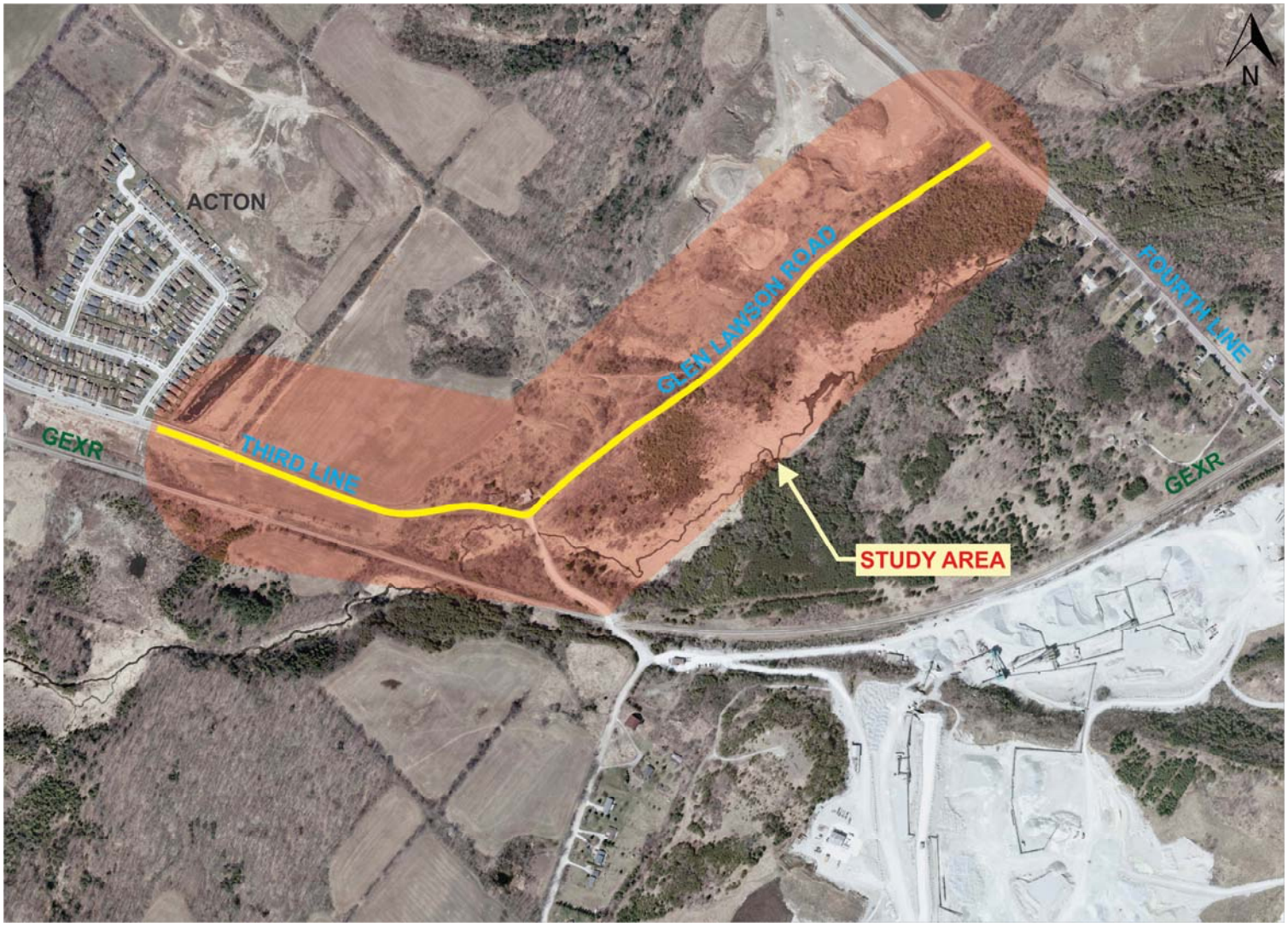
- Through reviewing the road design, geometry, traffic operations, and safety considerations, this study presents an opportunity to consider **alternative solutions to effectively and safely accommodate the increased transportation demands**, including potential intersection improvements, road improvements with minor re-alignments, and / or new alignments.

Study Background

The Glen Lawson Road / Third Line corridor currently serves as a connection between south Acton and Georgetown via Fourth Line. Increased traffic volumes along this corridor have raised **safety concerns** due to the road geometry and poor driver / pedestrian visibility, which reinforces the need to consider improvements.

This study will assess current and future transportation demand and develop and evaluate suitable alternative solutions to safely and efficiently accommodate traffic along this corridor.

Study Area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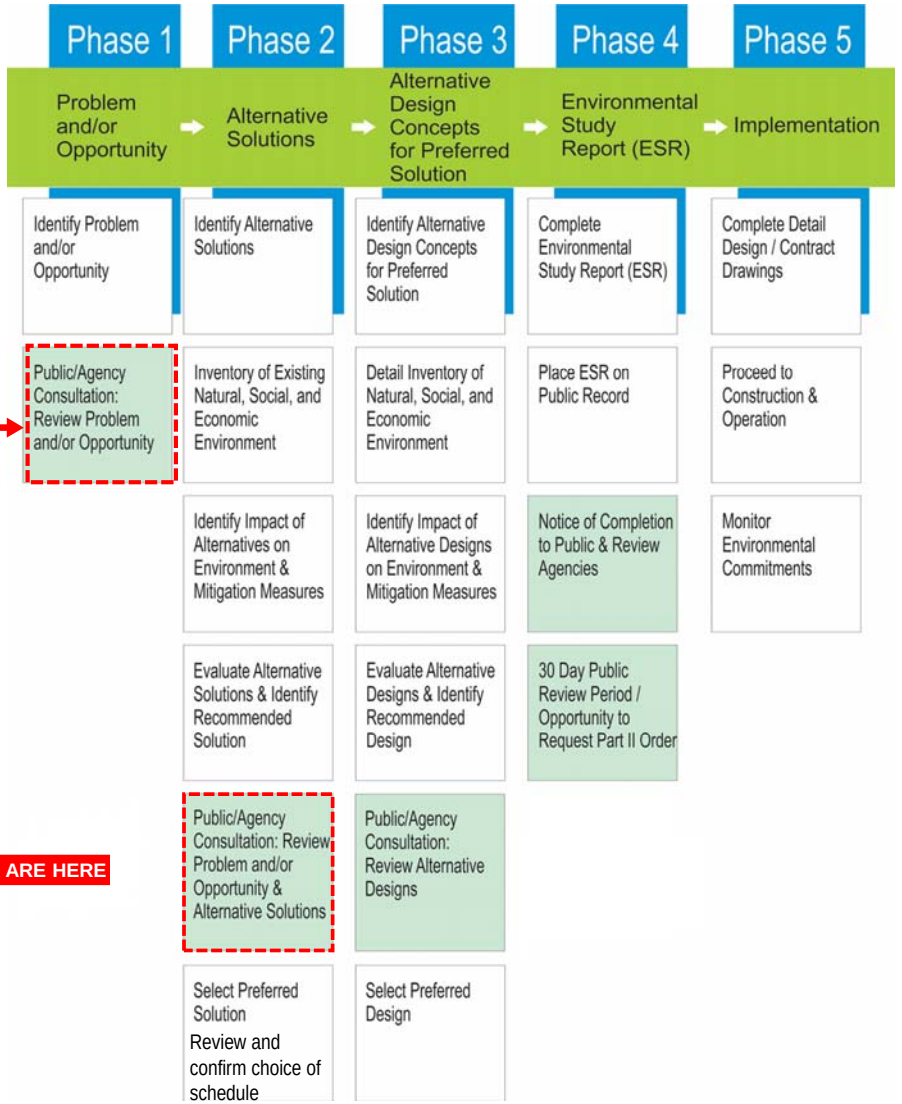
ACTON
GLEN LAWSON ROAD
FOURTH LINE
GEXR
THIRD LINE
GEXR
STUDY AREA

Study Process

This study is following the Municipal Class Environmental Assessment (MCEA) process for a Schedule "C" project, which generally includes the construction of new facilities and major expansions to existing facilities.

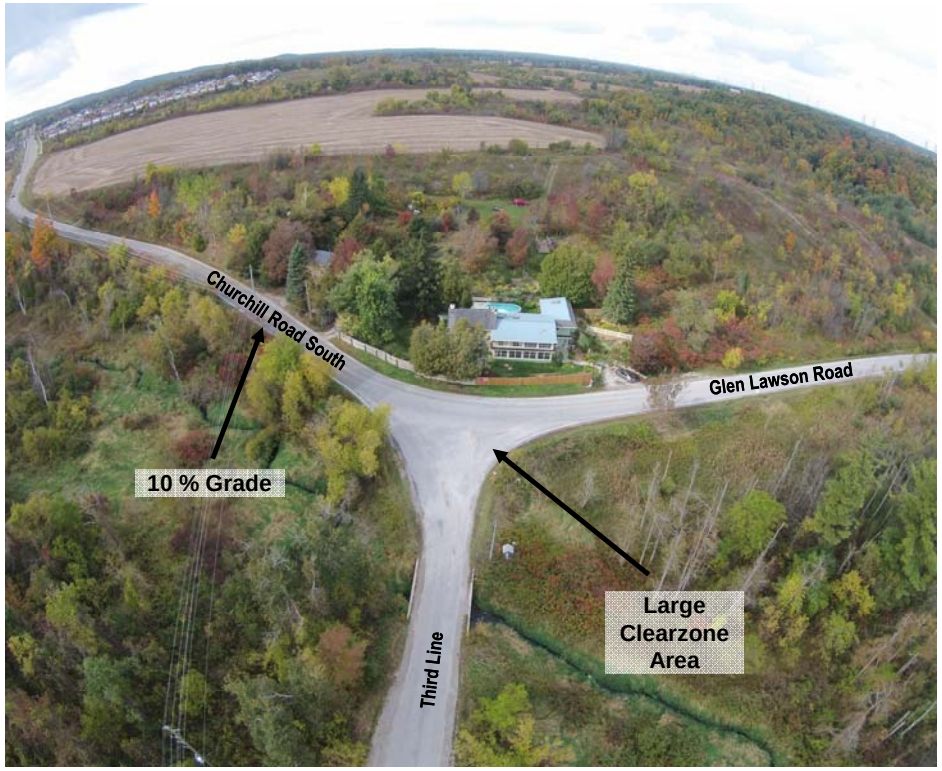
Schedule "C" projects require the completion of Phases 1 through 4 of the MCEA process.

Consultation plays an integral role throughout the study.



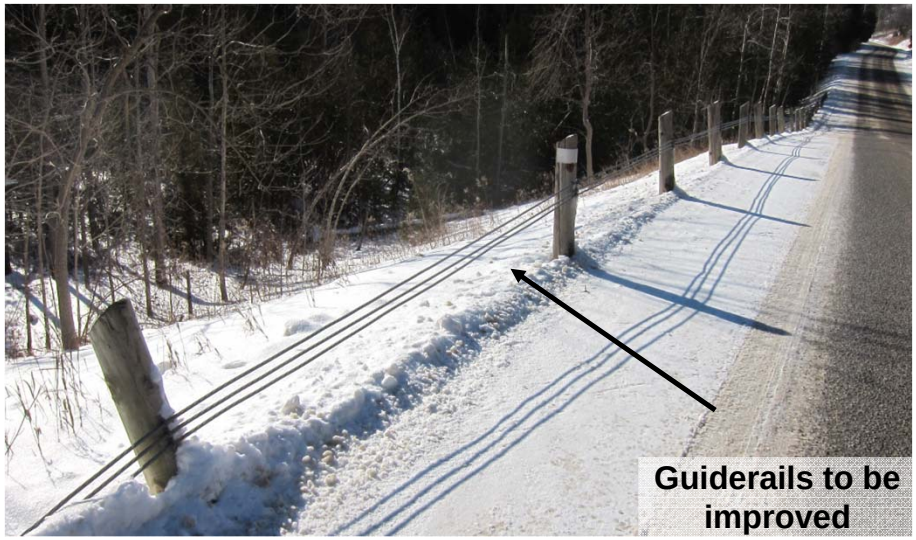
Existing Conditions – Road Design / Geometry

- Low visibility for drivers / cyclists / pedestrians on intersection approaches
- Profile and Sightline Issues



Existing Conditions - Safety

- Roadside safety measures to be improved



- Signage to be updated

- Traffic Speeds
  - Posted speed limit of 60 km/h through Glen Lawson and Churchill approaches
  - 30 km/h through the intersection
  - Speed studies conducted during AM and PM peak periods.
  - Concluded that majority of vehicles travel over posted speed limit (60 km/h) through study area.
    - Average Speed ranging from 61 km/h to 70 km/h
    - 85th Percentile Speed ranging from 68 km/h to 78 km/h

- Alignment (Horizontal / Vertical)

TOWN OF HALTON HILLS

COLE ENGINEERING

Existing Conditions – Traffic Operations

- Base year (2015) traffic operations analysis conducted for study area, including the following intersections:
  - Glen Lawson Road / Fourth Line
  - Glen Lawson Road / Third Line
- Analysis concluded that in terms of traffic, intersections currently operate well

Key Safety Concerns

- Curved sightline restrictions
- Large open intersection, managed by yield conditions
- Unclear shoulder definition
- Overgrown and hanging treeline further obscuring sightlines and in some cases advance warning signs
- Mixed use road traffic; active transportation and motorists
- Need for guiderail update

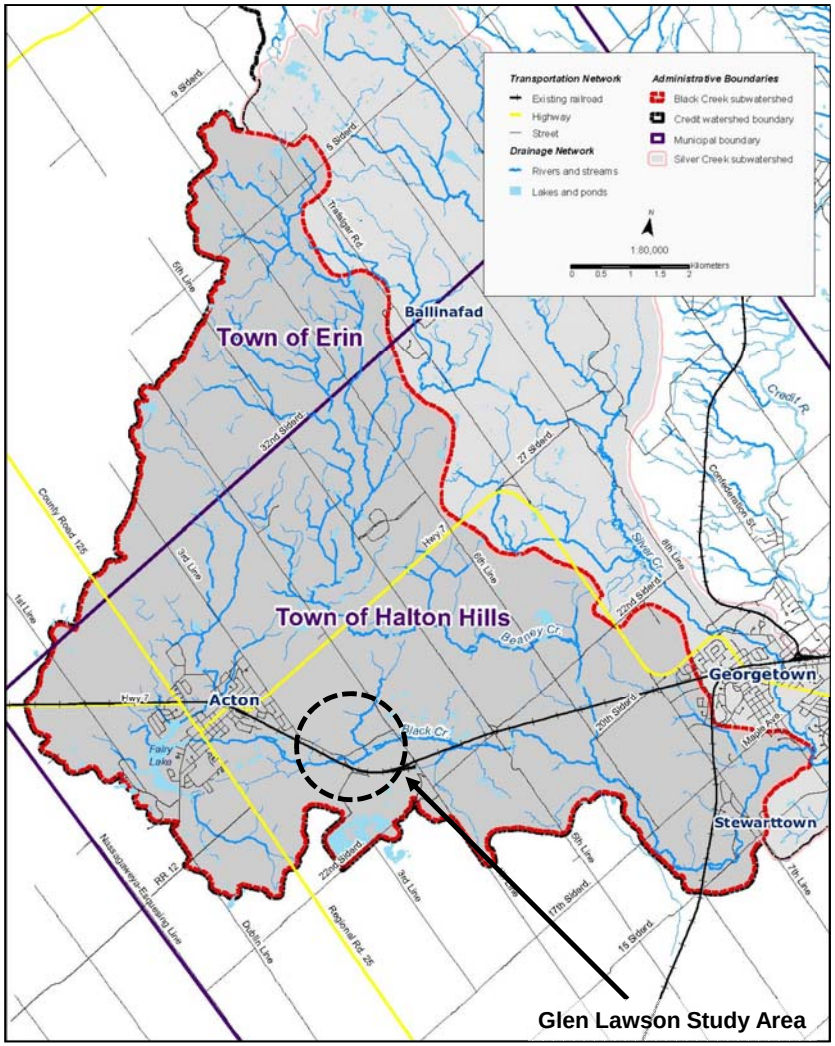
Existing Conditions - Socio-Economic Environment

- Rural residential homes within the Glen Lawson Road / Third Line corridor

- The Acton quarry located south on the Third Line on the 22nd Side road
- Route restrictions applied to heavy truck traffic through Glen Lawson and Third Line

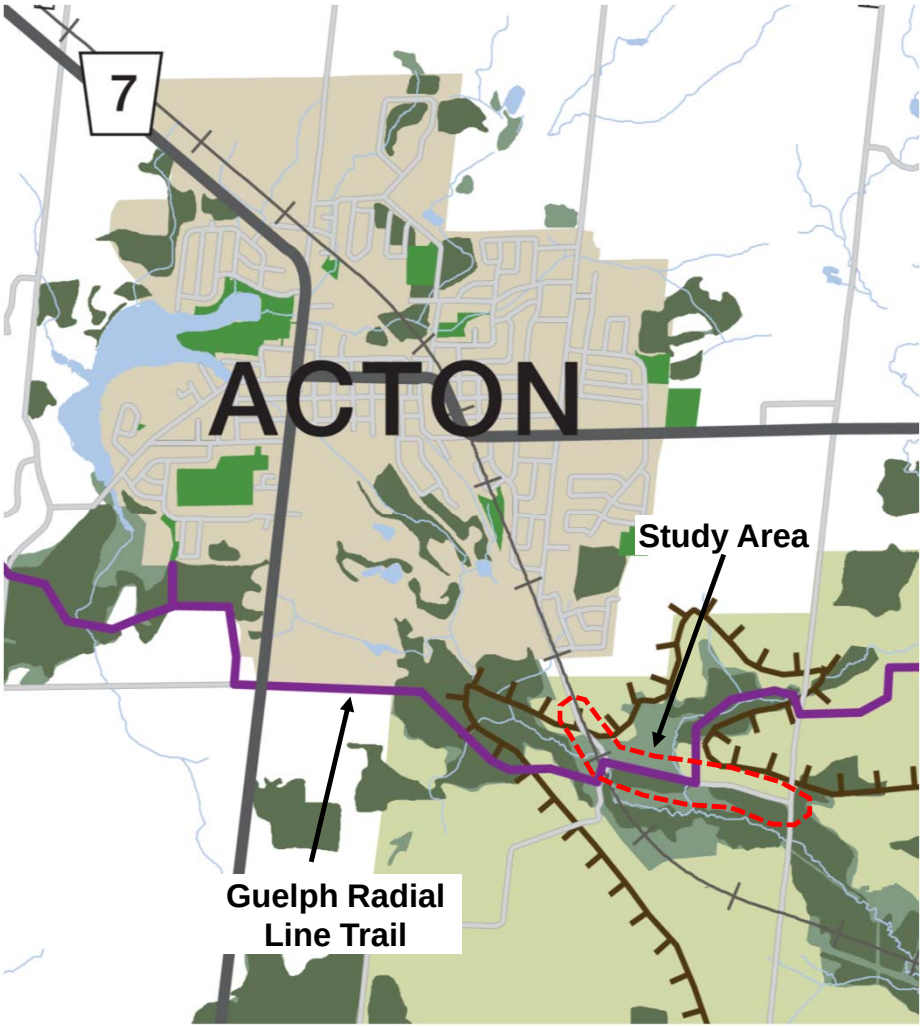
Existing Conditions - Natural Environment

- Study area within the Black Creek Sub-Watershed
- Area under jurisdiction of Credit Valley Conservation
- Study within Niagara Escarpment Plan (NEP) area
- Study within Regional Natural Heritage System
- Environment Canada monitoring Station



Existing Conditions – Cultural Environment

- **Guelph Radial Line Trail**
  - 33 km trail from Guelph to Bruce Trail at Limehouse
  - Trail runs approximately 400 metres through study area along Glen Lawson Road and Third Line south of Glen Lawson Road
  - Marked by ‘blazes’ on key points (trees and road signs) along Glen Lawson Road

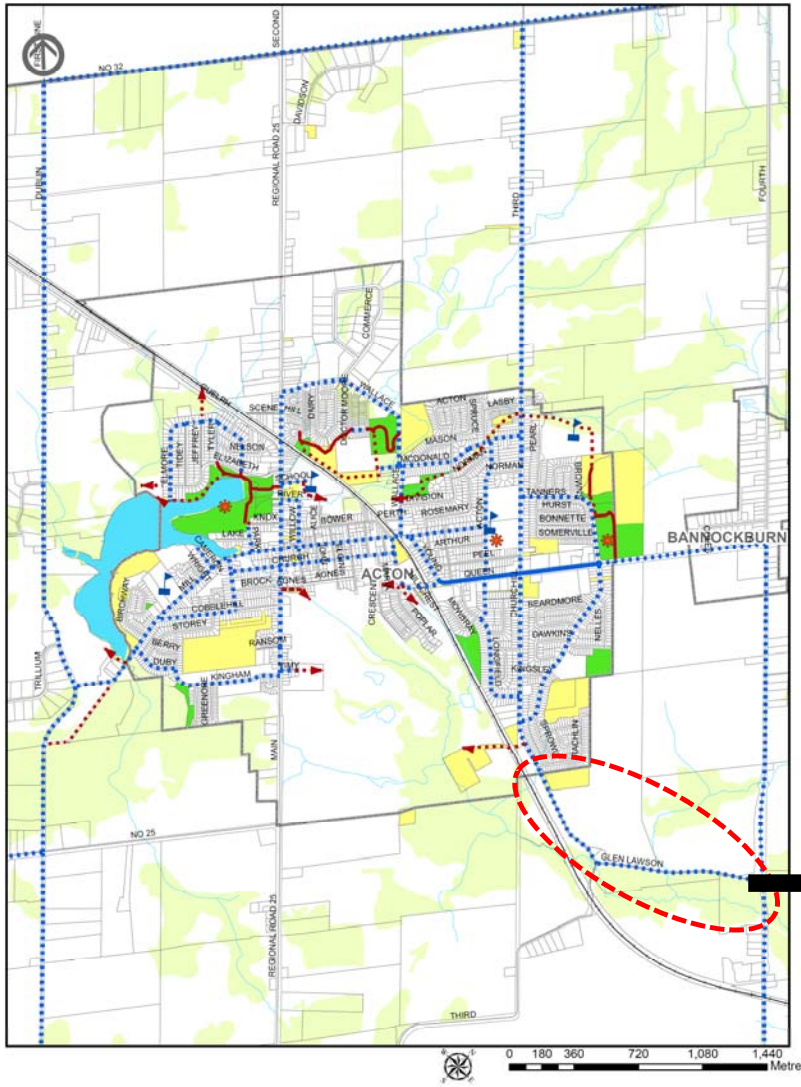


Existing Conditions - Cultural Environment

- Study Area within **The Historical Hamlet of Glen Lawson**
  - Named after Graham Lawson (1780-1861)
  - Located approx. 2.5 km southeast of Acton
- **Stone House** on North / East corner of Glen Lawson Road / Third Line intersection
  - Built by Graham Lawson around 1855
  - Last remnant of industrial buildings formerly clustered around Black Creek in Glen Lawson
  - House currently under council approval for Heritage Register
- Archeological Assessment (Stage 1) has been completed as part of EA study
  - The study area outlines the heritage home and possible historical sites located around the property
  - No significant findings were found within the study area.

Existing Conditions Summary

Cycling



- **Town of Halton Hills Cycling Master Plan (HHCP) - December 2010**
  - Comprehensive Cycling Master Plan developed to guide implementation of Town-wide cycling network and cycling supportive programs over next 10+ years
  - HHCP identifies Churchill Road / Glen Lawson Road as **Proposed On Road Cycling Route** throughout study area
    - On Road cycling is a clearly marked designated shared roadway, incorporating cycling and automobile traffic

Alternatives / Preliminary Evaluation Criteria

- Based on existing conditions and knowledge of potential improvements, this study considered four (4) **Planning Alternatives** to potentially mitigate the identified issues.

- The alternatives will be assessed based on the following **Preliminary Evaluation Criteria**, summarized here.

Transportation

- Planning Policies
- Levels of Service
- Goods Movement
- Emergency Services Response
- Active Transportation
- Safety

Socio-Economic Environment

- Built/Cultural Heritage
- Archaeological Resources
- Existing Properties/Residences
- Air Quality
- Noise/Vibration

Natural Environment

- Terrestrial Habitat
- Aquatic Habitat
- Watercourse / Valleylands
- Credit Valley Conservation Lands
- Halton Region Conservation Policy
- Floodplain mapping

Financial/Engineering

- Design Standards
- Permits
- Utility Relocation
- Property Acquisition
- Capital Cost
- Operations and Maintenance Cost
- Implementation

Planning Alternatives

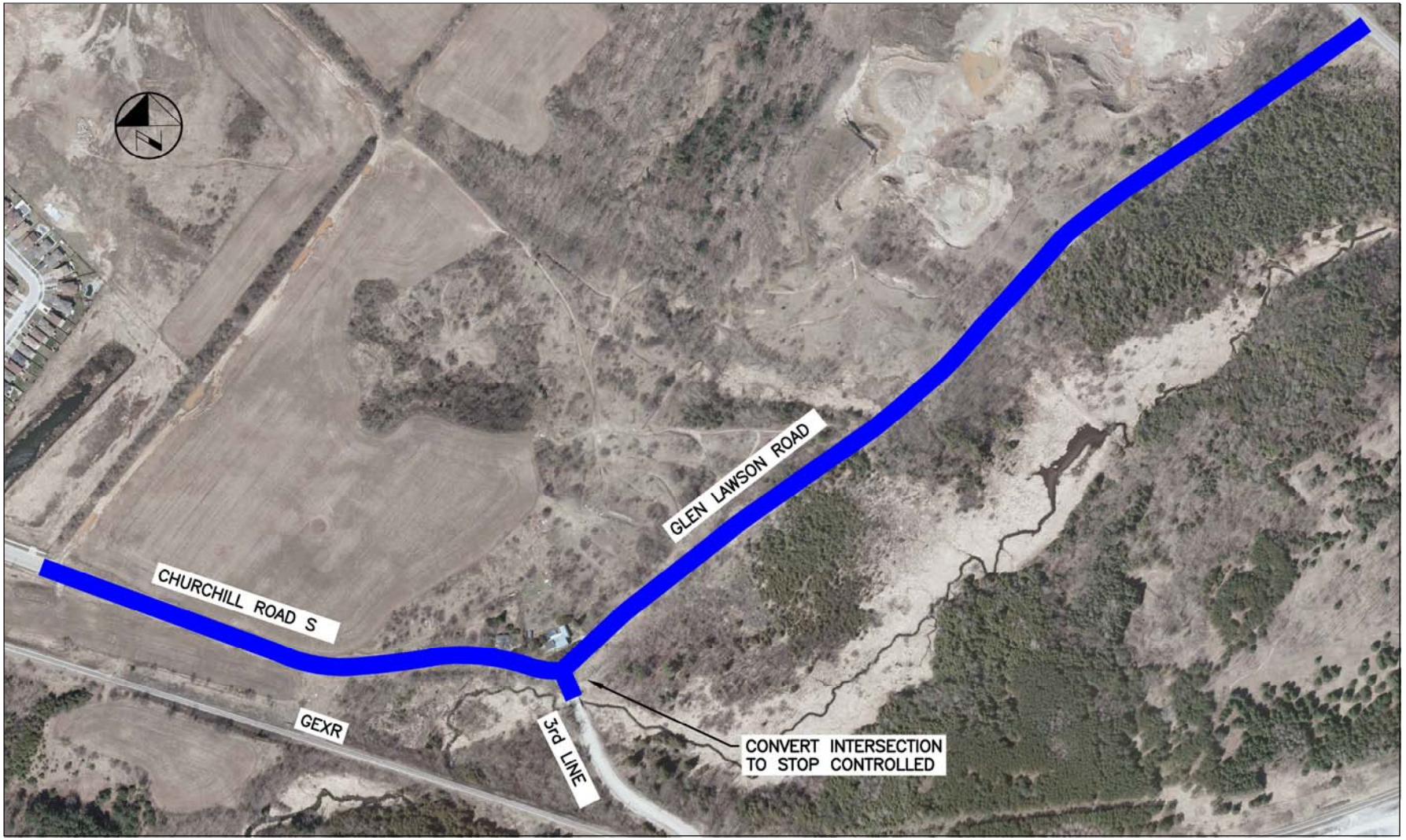
Alternative 1: Do Nothing

Alternative 2: Retain alignment with minor modifications and intersection improvements

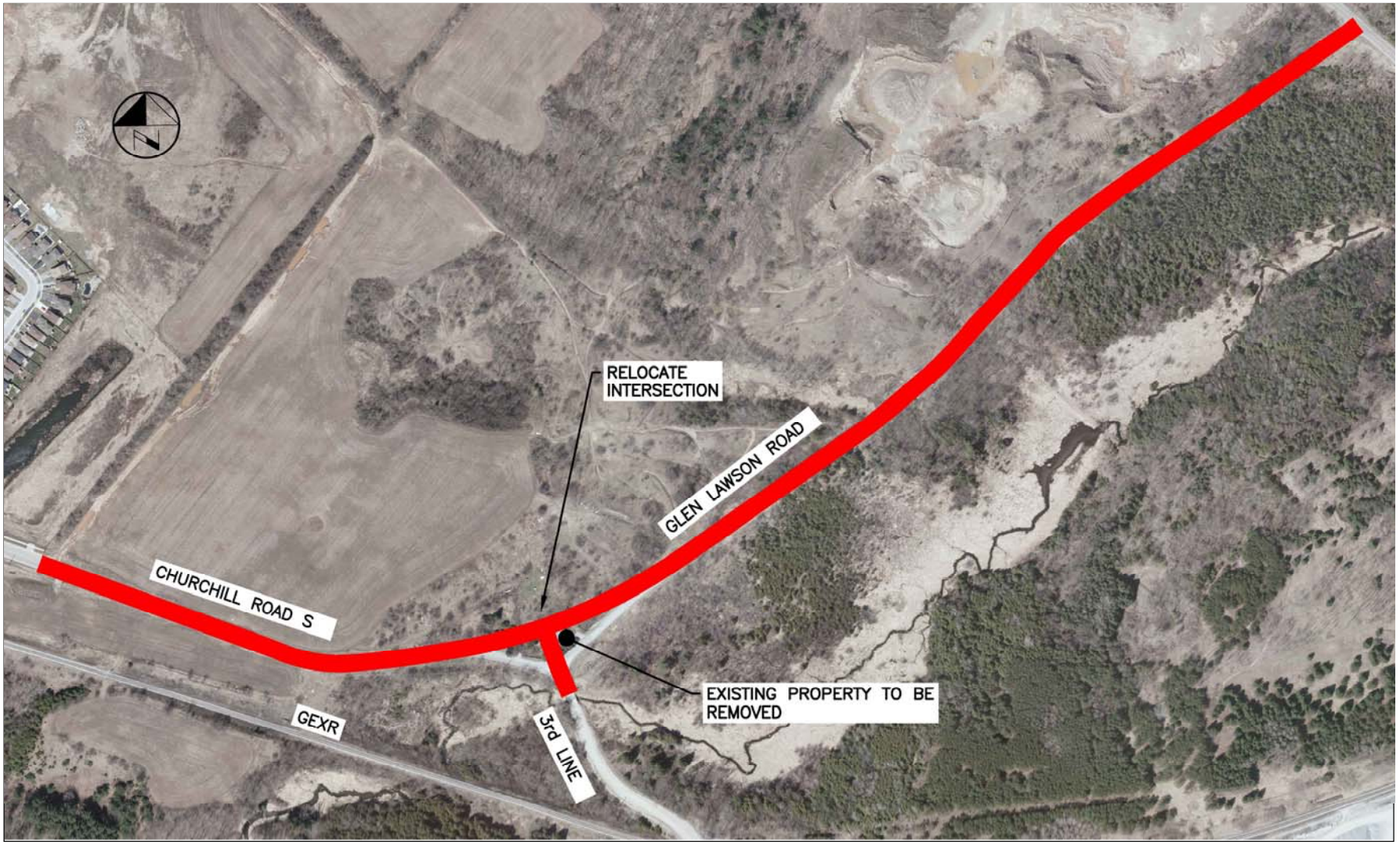
Alternative 3: Re-alignment of intersection

Alternative 4: Re-alignment of Third Line

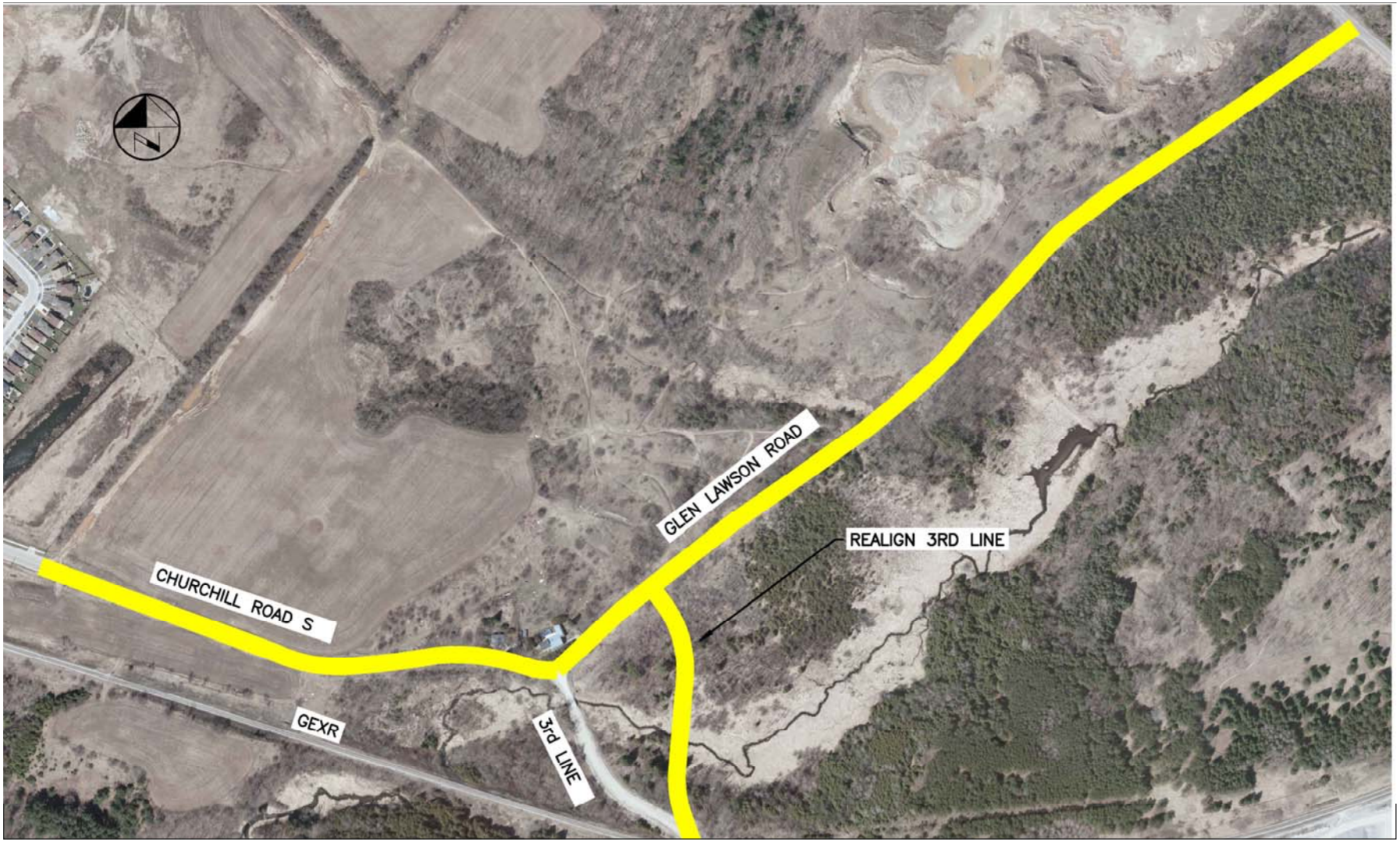
Alternative #2 – Minor Modifications



Alternative #3 – Intersection Realignment



Alternative #4 – Third Line Relocation



Alternatives Evaluation

Evaluation Criteria \ Alternatives	Alternative 1 Do Nothing	Alternative 2 Retain alignment with minor modifications and intersection improvements	Alternative 3 Re-alignment of Intersection	Alternative 4 Realignment of Third Line
Socio-Economic Environment	• Minimal impacts • Poor service / safety • Not in line with planning policy, HCCMP or Halton design guidelines	• Minor impacts • Noise / vibration during construction	• Major impacts • Heritage property to be relocated • Noise / vibration during construction	• Minor impacts • Will require construction through Credit Valley / Black Creek sub-watershed • Noise / vibration during constriction
				
Natural Environment	• No impacts on Credit Valley	• Minor impacts on Credit Valley	• Moderate impacts on Credit Valley	• Major impacts on Credit Valley
				
Transportation	• Continued speeding issues • Continued safety concerns • No impacts on cycling infrastructure	• Improved safety at intersections • Speed reduction • Cycling facility on paved shoulders	• Improved safety at intersections • Improved Level of Service (LOS) • Speed reduction • Cycling facility on paved shoulders	• Improved safety at intersections • Improved Level of Service (LOS) • Speed reduction • Cycling facility on paved shoulders
				
Financial / Engineering	• No capital cost • No property required • No construction	• Minor capital cost • No property requirement • Less construction time	• Moderate capital cost • Property requirement	• Major capital cost • Property requirement
				

Primary Preferred Alternative

Alternative 2

Retain alignment with minor modifications and intersection improvements

Evaluation Criteria	Retain alignment with minor modifications and intersection improvements
Socio-Economic Environment	• Minor impacts • Noise / vibration during construction
Natural Environment	• Minor impacts on Credit Valley
Transportation	• Improved safety at intersections • Speed reduction • Cycling facility on paved shoulders
Financial / Engineering	• Minor capital cost • No property requirement • Less construction time

Churchill South to Third Line

Recommendations

- Improved existing signage
- Update guiderail system (W-beam)
- Resurface asphalt to 8 metres (currently 7 metres plus soft shoulder)
- Provide advance warning signage
- Smooth grading where possible

Recommendations

Recommended Intersection improvements:

- Installation of stop control on Glen Lawson approach
- Secondary stop signs on Glen Lawson approach
- Investigating adjustment edge of pavement to formalize intersection operations

Third Line; north approach

Churchill Road; south approach

Glen Lawson Road; west approach

Glen Lawson Road

Recommendations

- Improved existing signage
- Update guiderail system (W-beam)
- Resurface asphalt to 9 metres (currently 7.5 metres plus soft shoulder)
- Introduce on road cycling facilities
- Provide Stop advance warning signage

Next Steps

- Receive / process feedback from PIC #2
- Selection of Preferred Alternative Solution
- Identify Design of Preferred Solution
- Conclude EA analysis
- Complete Environmental Study Report and file for 30 – day public review
- Implement recommended improvements

Thank You

Thank you for your interest in this study. Please sign in if you wish to be added to the study mailing list and notified of future project milestones and opportunities to provide input.

Throughout the study, please contact the following members of the project team if you have any comments or questions:

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Third Line Intersection Approach

Current Conditions

Potential Improvements

Glen Lawson Intersection

Current Conditions

Potential Improvements

Churchill Road South Intersection Approach

Current Conditions

Potential Improvements

Churchill Road

Current Conditions

Potential Improvements

Glen Lawson Road Intersection Approach

Current Conditions

Potential Improvements

Churchill Road South

Current Conditions

Potential Improvements