

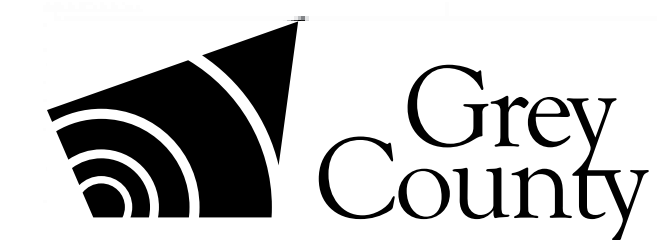


Appendix B

Display Boards



BURNSIDE

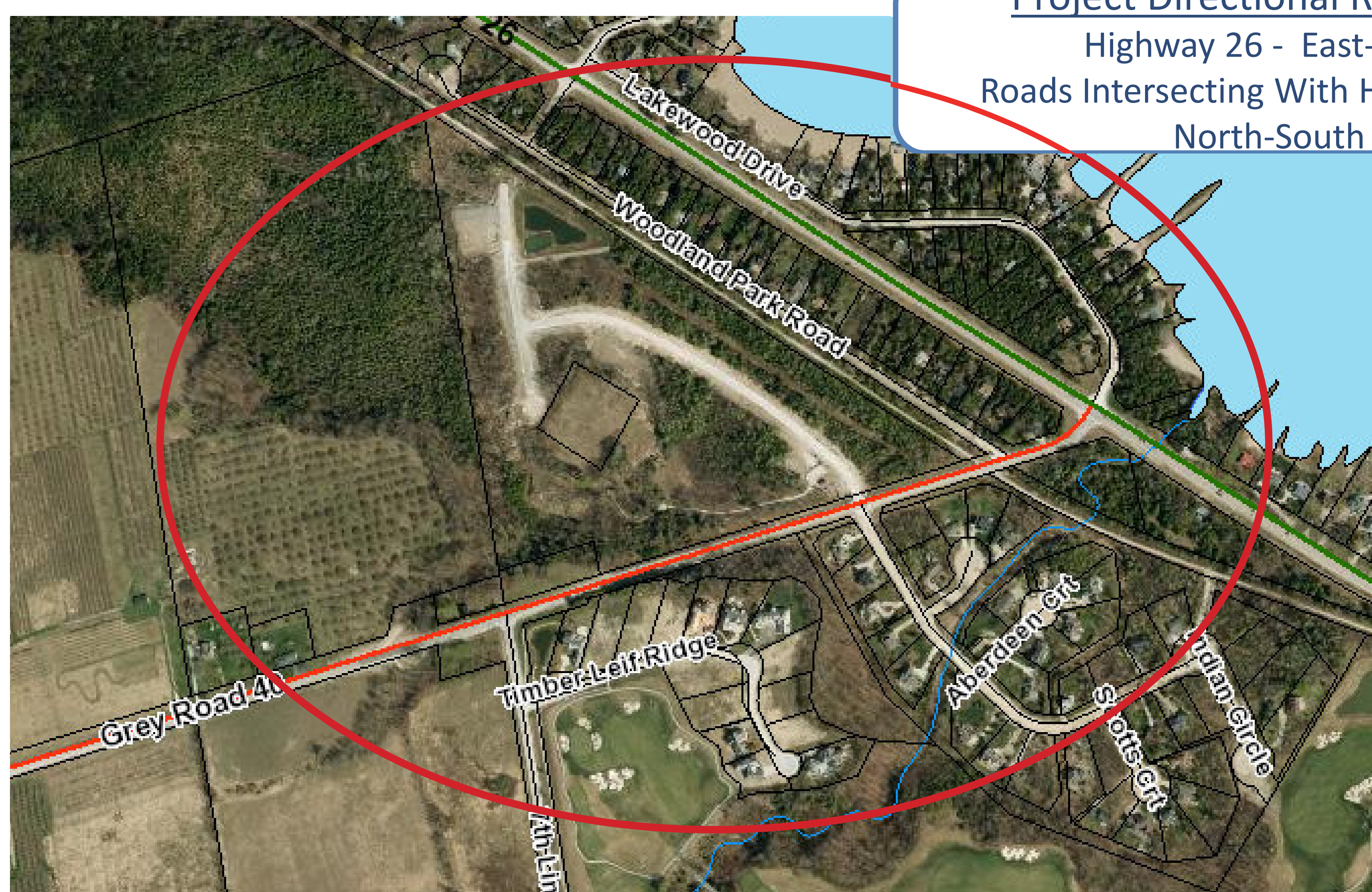


HIGHWAY 26 /GREY ROAD 40 INTERSECTION IMPROVEMENTS

The Town of The Blue Mountains

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Study Area



Project Directional Reference

Highway 26 - East-West
Roads Intersecting With Highway 26 -
North-South



BURNSIDE

Welcome

- Sign In
- Ask us any questions you may have about the project or the scope of study
- This Public Information Centre (PIC) is to consider the Environmental Assessment (EA) requirements for the Grey Road 40 and Highway 26 Intersection Improvements
- The primary purpose of this PIC is to:
 - a) provide a summary of the project
 - b) present an evaluation of the various alternative solutions based on technical, social/cultural, economic and natural environment
 - c) identify a preliminary preferred alternative solution

Please.....

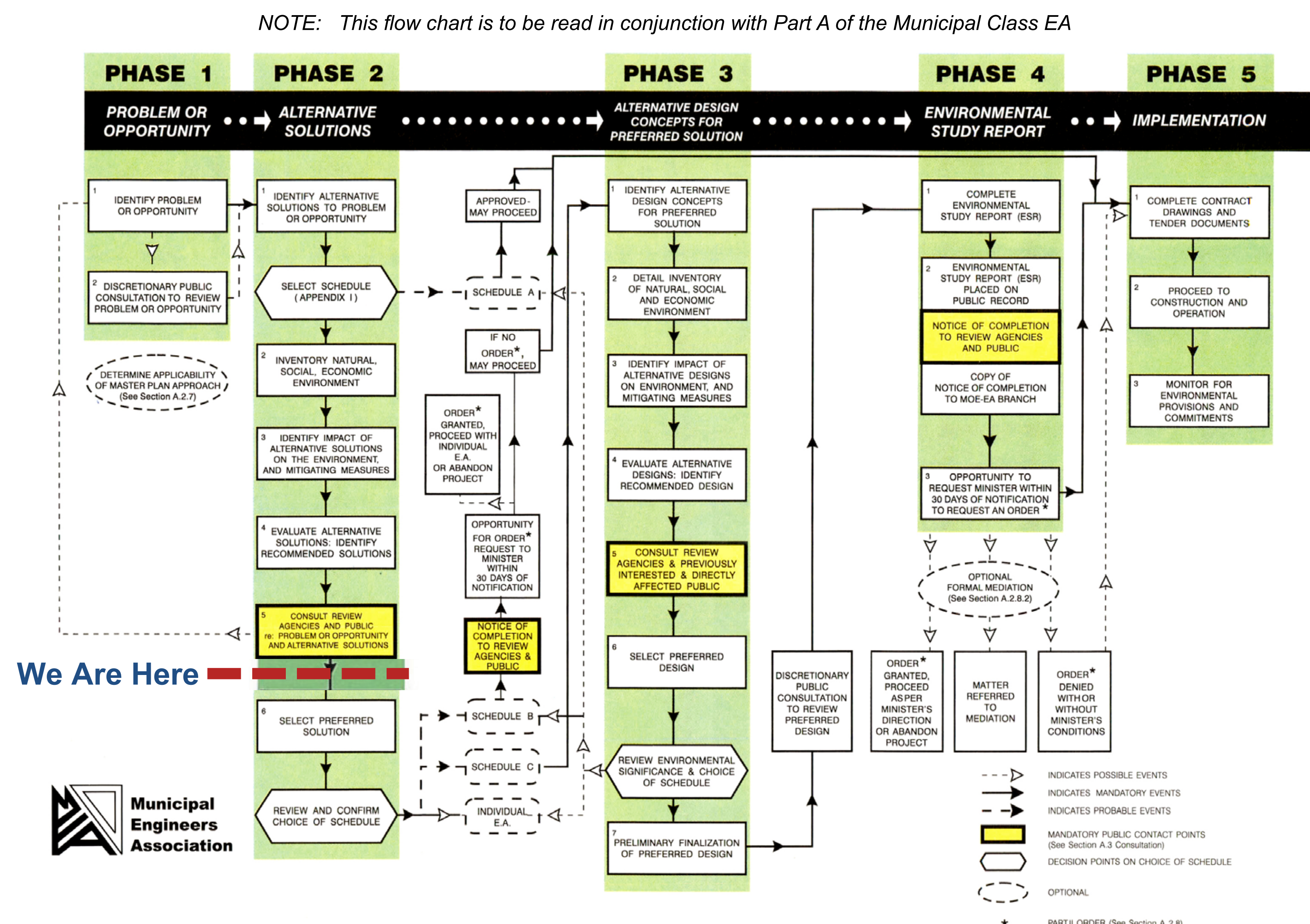
- Complete a comment sheet and place it in the box or mail back to the address shown on the form by May 26, 2014.

Privacy Policy

Your comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

Municipal Class EA Process

This project is being considered as a Schedule 'B' Project (Phases 1 to 2), as defined in the Municipal Engineering Association Municipal Class EA document (October 2000, as amended 2007 & 2011)



Existing Environment Conditions

Natural Environment

- GSCA Regulated area
- Wooded area,
- Niagara Escarpment Plan Area –Escarpment Recreational
- Rare species occurrences within the greater area
- Potential for species at risk birds

Social/Cultural Environment

- Georgian Trail to south of Highway 26, crossing Grey Road 40
- Possible future road crossing of trail between Woodland Park Road and Georgian Glen Subdivision
- Archaeological potential for the study area

Technical Environment

- STOP-sign controlled intersections
- Maintain through traffic mobility on Highway 26
- Left-turn lane and right-turn tapers on Highway 26 at GR40/Lakewood Dr.
- Right-turn tapers on Highway 26 at Woodland Park Rd./Lakewood Dr.

Issues

- Potential operational problems with projected increases in transportation demands
- Access management and safety issues for Highway 26
- Sight distance deficiency and turning movement safety issues at Woodland Park Road / GR40 intersection
- Historical collision rate is significantly higher than the Provincial average for King's Highways with majority of the collisions along this corridor occurring near public road intersections

Considerations

- Highway 26 is subject to Highway Access Management, which limits the number and spacing of accesses to the highway
- MTO's Rehabilitation Study for the Highway 26 corridor, currently being conducted to develop a preferred plan for Highway 26 between Thornbury and Collingwood
- MTO's Highway 26 Transportation Study, Georgian Triangle Area; reviewing longer term improvements to the broader Hwy 26 corridor, including potential by-pass opportunities for Collingwood and Thornbury
- Highway 26 is of strategic importance to the growth and prosperity of the Town of The Blue Mountains

MTO Rehabilitation of Highway 26 Study

- MTO is conducting a Class Environmental Assessment to examine short-term and future transportation problems and opportunities to the Year 2025 to plan for future infrastructure needs.
- Future improvements to Highway 26 are being reviewed given traffic conditions, pavement and drainage.
- The MTO study is following the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process for a Group 'B' project.



- Representatives of MTO are in attendance at this PIC.
- You are encouraged to contact the MTO project team if you have questions about the MTO study.

Problem Statement

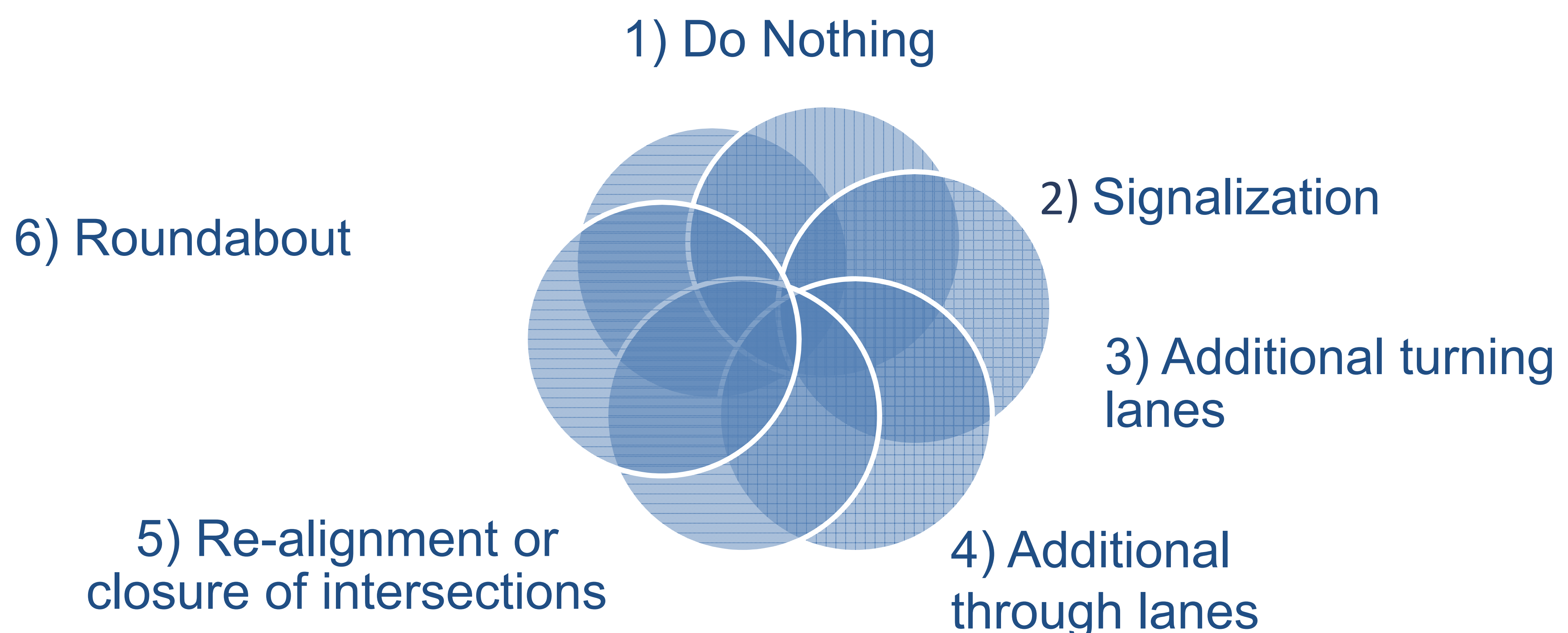
Following the Comprehensive Transportation Strategic Plan, March 2010 (Strategic Plan), The Town of The Blue Mountains in partnership with the Ministry of Transportation and Grey County (“road authorities”), has identified key areas where improvements to the transportation network may be required to address traffic congestion and safety concerns related to access to Highway 26 and to meet projected increases in transportation demands (pedestrian, cyclist, vehicle) as the Town continues to grow.

The area of Grey Road 40 and Highway 26 has been identified as an area for potential improvements. Included in this area are possible improvements to the intersections of Highway 26/Grey County Road 40/Lakewood Drive, Highway 26/Lakewood Drive/Woodland Park Road, Grey County Road 40/Woodland Park Road, as well as consideration of an interconnection between Woodland Park Road and the adjacent Georgian Glen development.

The Town of The Blue Mountains, in partnership with the Ministry of Transportation and Grey County (“road authorities”), has initiated a Municipal Class Environmental Assessment (EA) to consider solutions to the problem statement.

Options for Consideration

To address the transportation issues identified, the following alternative solutions have been considered:



Option 1: Do Nothing (Existing Conditions)



Option 1: Do Nothing (Existing Conditions)

- Stop sign controlled intersections
- Left-turn lanes and right-turn tapers on Highway 26 at GR40/Lakewood Dr.
- Right-turn tapers on Highway 26 at Woodland Park Rd./Lakewood Dr.
- Planned emergency access only between Woodland Park Road and Georgian Glen Development

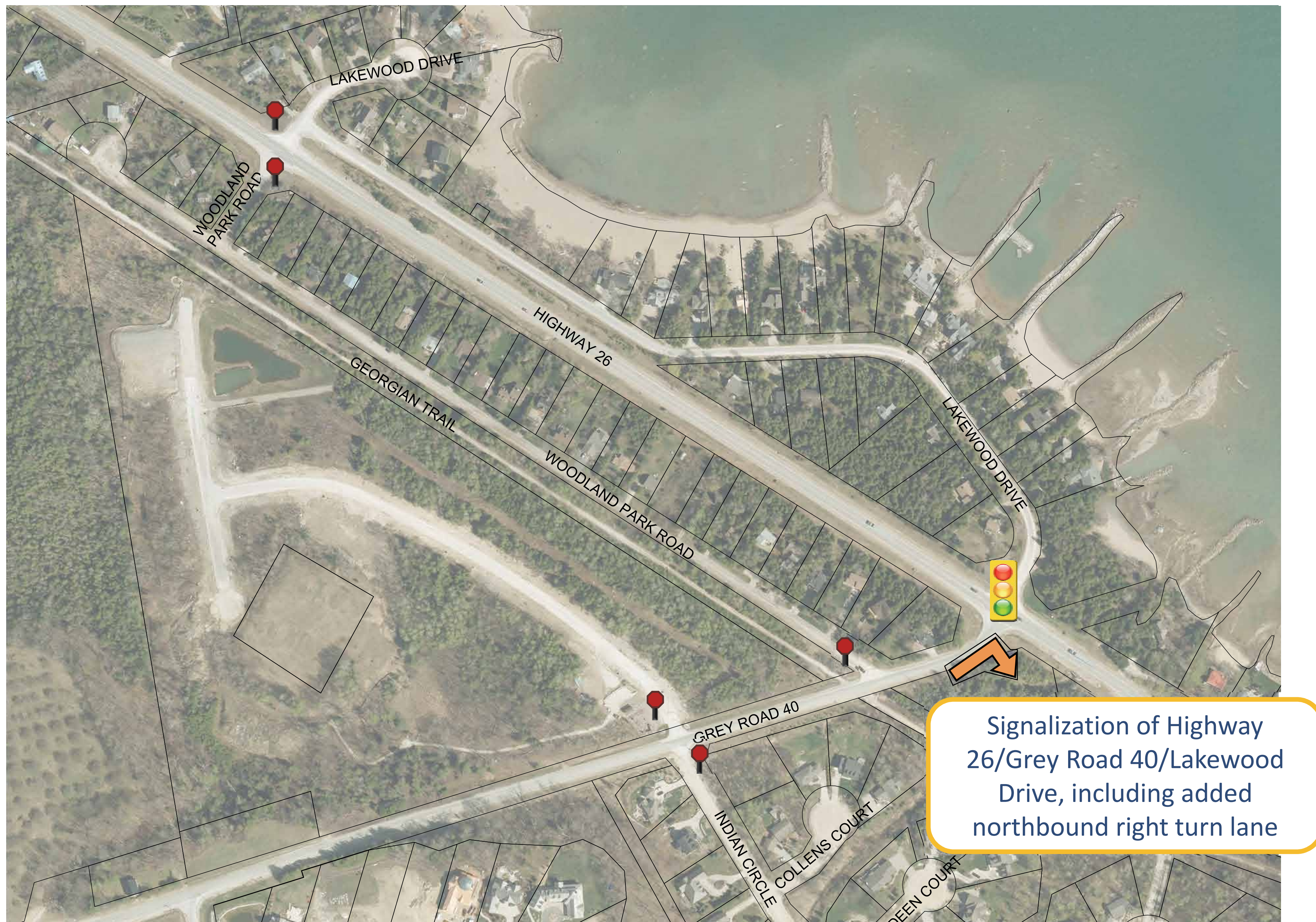
Advantages

- No construction required
- No additional costs
- No property acquisition
- No impact to natural environment above existing conditions
- No impact to heritage resources
- Consistent with other controls in the area
- Flexibility to accommodate options being considered in ongoing MTO studies of overall corridor

Disadvantages

- Does not address existing EB left turn lane warrant at Hwy 26 / Lakewood Drive
- Does not improve sight distances at Grey Road 40/Woodland Park Road intersection
- Intersection spacing and density issue
- Potential operational issues (capacity, delay) in the longer term at intersections on Highway 26

Option 2: Signalization



Option 2: Signalization

- Signalization of Highway 26/Grey Road 40/Lakewood Drive, including added northbound right turn lane

Advantages

- Low capital costs for construction and installation, operation and maintenance
- No land acquisition anticipated
- Consistent with other controls in the area
- No impact to natural environment above existing conditions
- Construction within existing ROW, outside of GSCA regulated limit
- Low potential to impact to heritage resources
- Moderately improved safety of turning movements
- Flexibility to accommodate options being considered in ongoing MTO studies of overall corridor

Disadvantages

- Does not improve sight distances at Grey Road 40/Woodland Park Road intersection
- Temporary noise and traffic disruption during construction
- Signals may not be warranted at Hwy 26/GR40/Lakewood Dr. intersection until beyond horizon year 2028, depending upon results of ongoing MTO corridor studies
- Intersection spacing and density issue
- Inefficient intersection operation in the short term

Option 3: Additional Turning Lanes



Option 3: Additional Turning Lanes

Potential Turning Lane Additions:

- Eastbound Left Turn lane on Highway 26 at Lakewood Dr./ Woodland Park Rd.
- Westbound Left Turn lane on Highway 26 at Lakewood Dr./Woodland Park Rd.

Advantages

- No capital cost for equipment
- Low to moderate capital costs for construction and installation
- Low cost for operation and maintenance
- No land acquisition anticipated
- Consistent with other controls in the area
- No impact to natural environment above existing conditions
- Construction within existing ROW, outside of GSCA regulated limit
- Low potential to impact to heritage resources
- Improved traffic operations
- Improved safety of turning movements

Disadvantages

- Does not improve sight distances at Grey Road 40/Woodland Park Road intersection
- Temporary noise and traffic disruption during construction
- Does not maximize utilization of existing EB/WB left turn lanes on Hwy 26
- Intersection spacing and density issue

Option 4: Additional Through Lanes



Option 4: Additional Through Lanes

Additional through lane in each direction on Highway 26 (i.e. total of two through lanes in each direction)

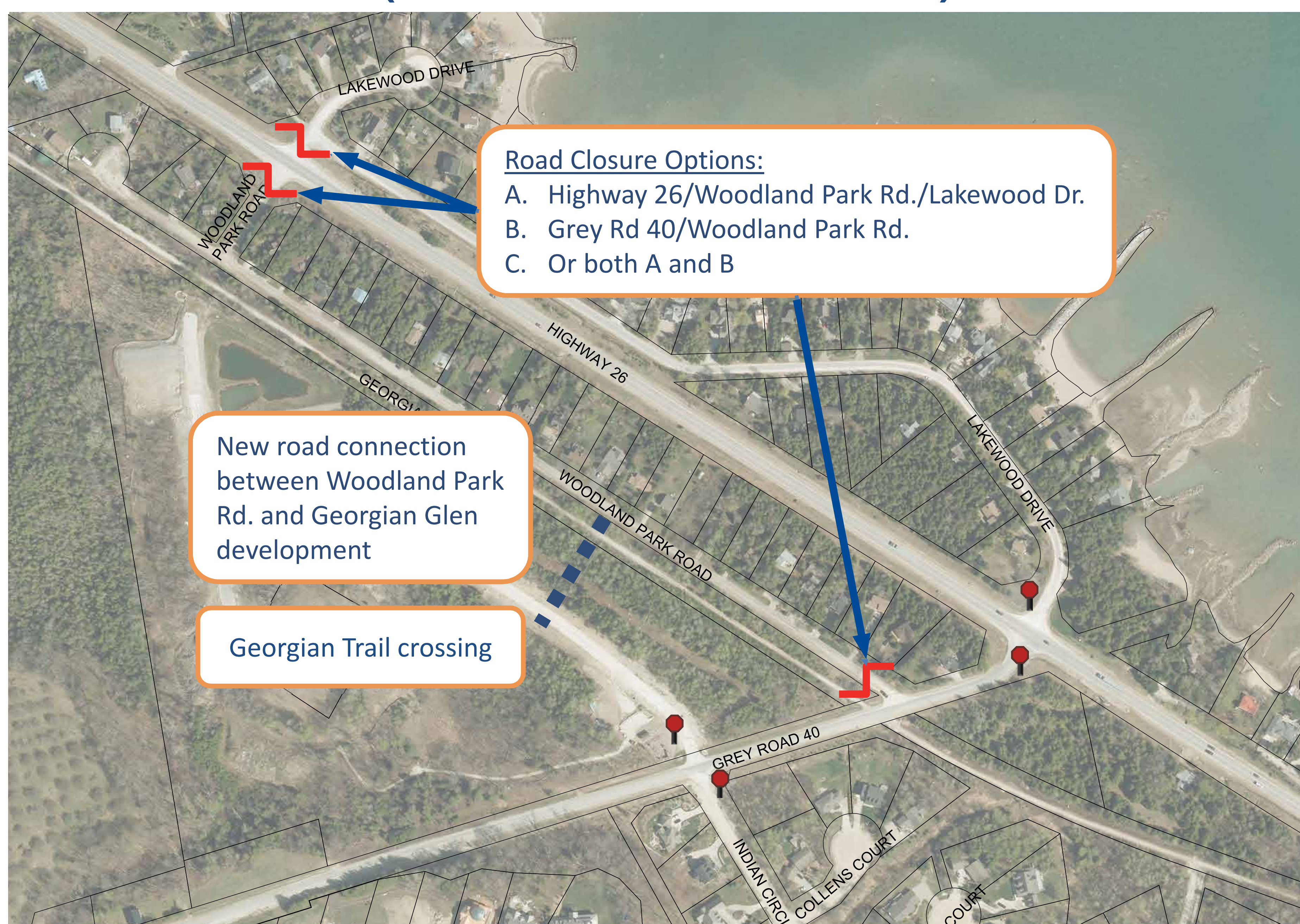
Advantages

- No capital cost for equipment
- Low cost for operation and maintenance
- Construction outside of GSCA regulated limit
- Provides improved operations along the corridor at intersections
- Provides improved link capacity

Disadvantages

- High capital cost for construction and installation
- Does not improve sight distances at Grey Road 40/Woodland Park Road intersection
- Temporary noise and traffic disruption during construction
- Intersection spacing and density issue
- Minimally improved safety of turning movements
- Does not provide significant improvement to traffic operations in the short term
- Not consistent with typical traffic operation in the area
- May not be consistent with results of longer term MTO studies
- High capital costs for construction and installation
- Construction within the GSCA regulated limit will require a permit
- Some impact to natural environment over existing conditions including mowed grass and woodland vegetation
- Potential to impact to heritage resources
- Some land acquisition anticipated

Option 5: Re-alignment or Closure of Intersection (Access Management)



Option 5: Re-alignment or Closure of Intersection (Access Management)

- Existing lane configuration and stop sign controlled intersection at Highway 26/Grey Road 40 and Lakewood Drive with closure of local intersections:
Closure Options
 - A. Highway 26/ Woodland Park Rd./Lakewood Dr.
 - B. Grey Rd 40/Woodland Park Rd
 - C. Or both A and B

Advantages

- Eliminating sight distance deficiency by closing the Grey Road 40/Woodland Park Road intersection
- Improved intersection spacing and density issue (Option C)
- Improved safety of turning movements (Option C)
- No capital cost for equipment
- Low cost for construction
- Low cost for operation and maintenance
- Construction outside of GSCA regulated limit

Disadvantages

- Temporary noise and traffic disruption during construction
- Potential impact to Georgian Trail with connecting road crossing
- New access will result in additional travel time for residents of Woodland Park Rd and Lakewood Dr. (2.5 minutes under the worst case scenario)
- Some impact to natural environment over existing conditions (woodland vegetation) associated with new connecting road
- Potential to impact to heritage resources
- Some land acquisition anticipated

Option 6: Roundabout



Option 6: Roundabout

- Single lane roundabout at intersection of Highway 26 / Grey Road 40 / Lakewood Drive
- Two-lane roundabout may be required in the longer term, or if implemented with additional through lanes on Highway 26

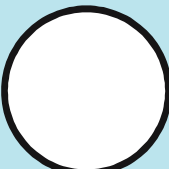
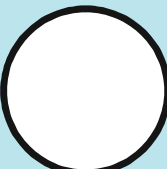
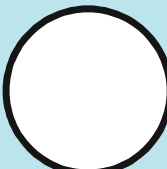
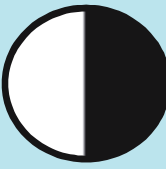
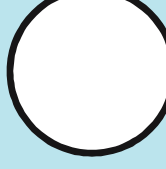
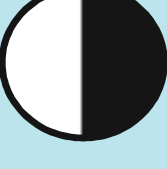
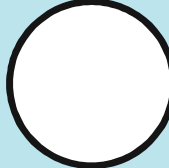
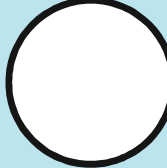
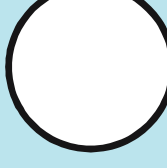
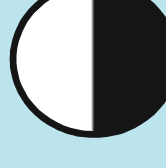
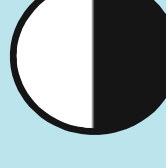
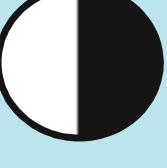
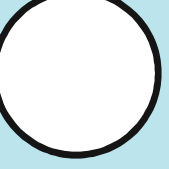
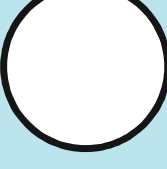
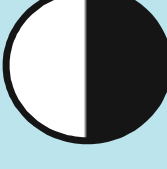
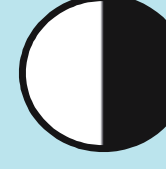
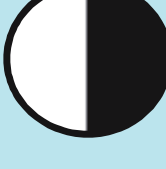
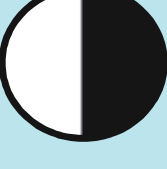
Advantages




- No capital cost for equipment
- Moderate cost for operation and maintenance
- Improved safety of turning movements
- Provides improved operations at the Highway 26/Grey Road 40 intersection in the longer term (20+ years)

Disadvantages

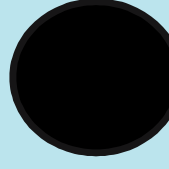
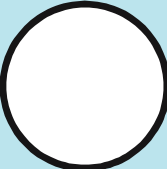
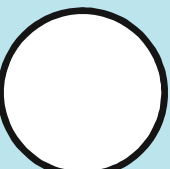
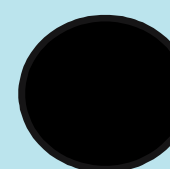
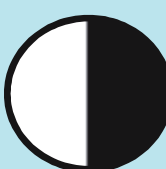
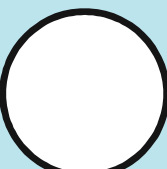
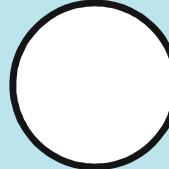
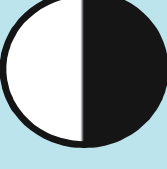
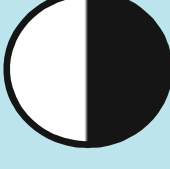
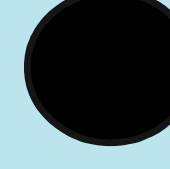
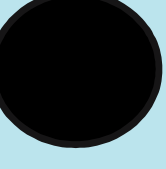
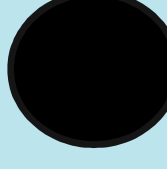
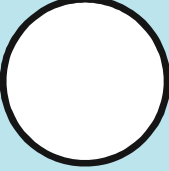
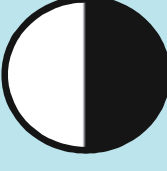
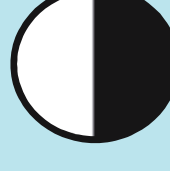
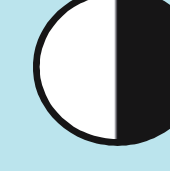
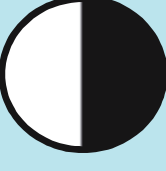
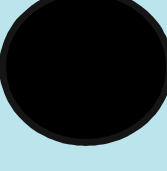
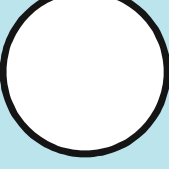
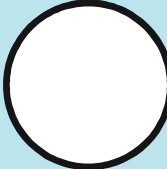
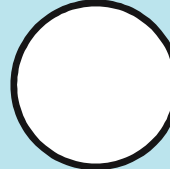
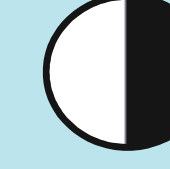
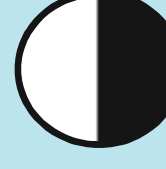
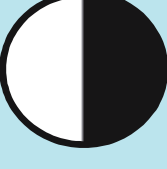
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- Not consistent with typical traffic operation in the area
- May not be consistent with results of longer term MTO studies
- High capital costs for construction and installation
- Construction within the GSCA regulated limit will require a permit
- Some impact to natural environment over existing conditions including mowed grass and woodland vegetation
- Potential to impact to heritage resources
- Moderate land acquisition anticipated
- Long queues forecast in longer term under one-lane roundabout scenario




Evaluation of Options- Natural Environment

Criteria for Evaluating Alternatives						
	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26/Woodland Park Rd./ Lakewood Dr. B. Grey Road 40/Woodland Park Rd. C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
A Natural Environment						
Flood Plain Lands						
Wildlife Habitat						
Surface Water and Aquatic Habitat						
SECTION RATING	Most preferred	Most preferred	Partially preferred	Least preferred	Partially preferred	Least preferred

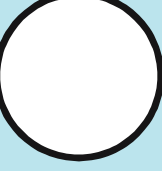
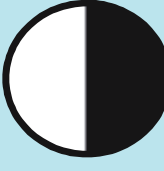
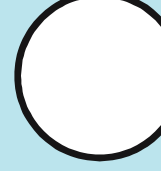
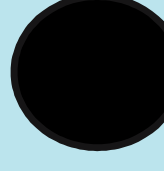
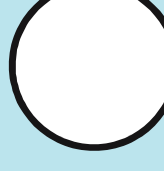

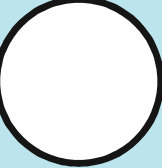
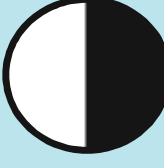
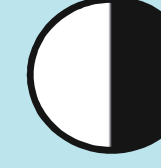
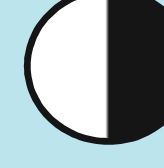
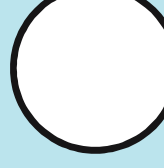
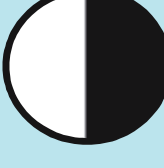
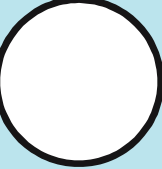
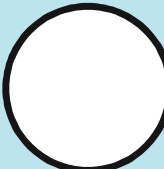
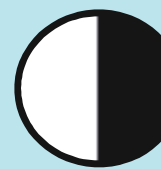
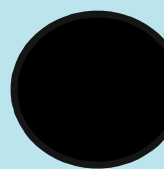
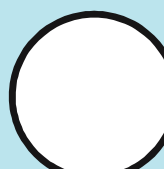




 Least Impact Some Impact Most Impact

Evaluation of Options- Social/Cultural Environment

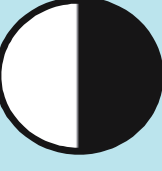
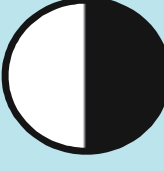
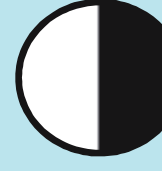
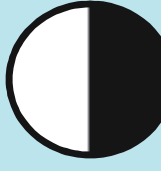
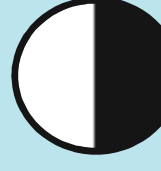

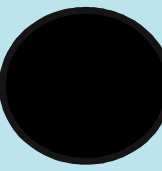
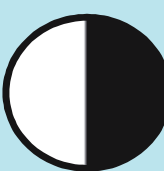
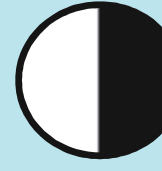
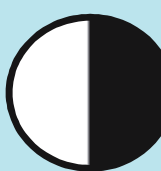
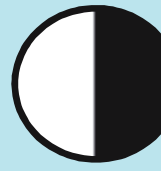
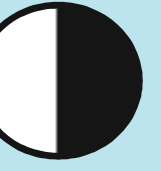
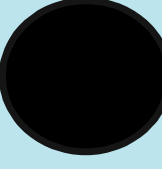
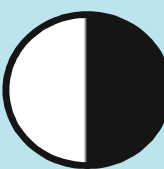
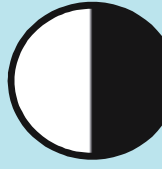
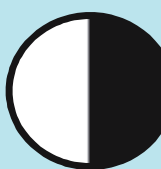
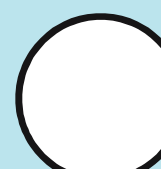
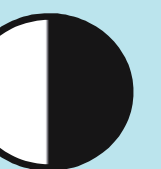
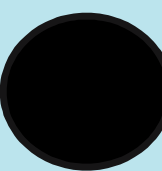

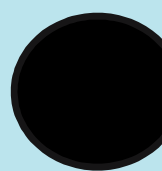
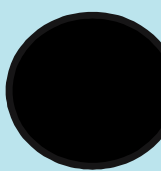
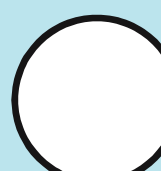

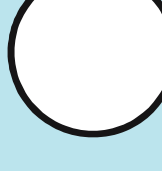
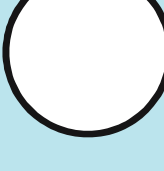
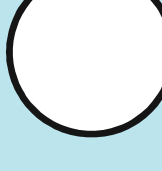


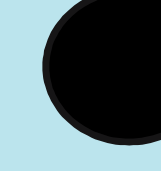



Criteria for Evaluating Alternatives	Alternative Solutions					
	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26/Woodland Park Rd./ Lakewood Dr. B. Grey Road 40/Woodland Park Rd. C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
B Social/Cultural Environment						
Conformity to Municipal Land Use, Policies and Planning						
Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)						
Nuisance Impacts (noise, traffic, aesthetics, altered travel pattern, disruption during construction)						
Land Acquisition Requirements						
SECTION RATING	Most preferred	Partially preferred	Partially preferred	Least preferred	Partially preferred	Partially preferred

 Least Impact Some Impact Most Impact

Evaluation of Options - Financial Environment

Criteria for Evaluating Alternatives	Alternative Solutions					
	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26/Woodland Park Rd./ Lakewood Dr. B. Grey Road 40/Woodland Park Rd. C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
C Financial Factors						
Estimated Capital Costs						
Estimated Operation and Maintenance Cost						
Property Acquisition Cost						
SECTION RATING	Most Preferred	Partially preferred	Partially preferred	Least preferred	Most preferred	Least preferred
<div> Least Impact</div> <div> Some Impact</div> <div> Most Impact</div>						

Evaluation of Options - Technical Environment

Criteria for Evaluating Alternatives	Alternative Solutions					
	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26/Woodland Park Rd./ Lakewood Dr. B. Grey Road 40/Woodland Park Rd. C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
D Technical Factors						
Traffic Operation (Level of service, delay, queues)						
Traffic Capacity						
Addresses technical safety concerns associated improved sight lines and turning movements, access management						
Addresses technical safety concerns associated with access to adjacent lands and high collision rates						
Uniformity of Traffic control Devices or Traffic Operations						
Category Evaluation	Partially preferred	Partially preferred	Partially preferred	Partially preferred	Most preferred	Least preferred
<div> Most Improvement</div> <div> Some Improvement</div> <div> Least Improvement</div>						

Overall Evaluation

Criteria for Evaluating Alternatives	Alternative Solutions					
	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26/Woodland Park Rd./ Lakewood Dr. B. Grey Road 40/Woodland Park Rd. C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
Addresses Problem Statement	No	Partially	Partially	Partially	Partially	Partially
OVERALL RATING	Not preferred	Partially preferred	Partially preferred	Least preferred	Most preferred	Least preferred

Preliminary Preferred Alternative

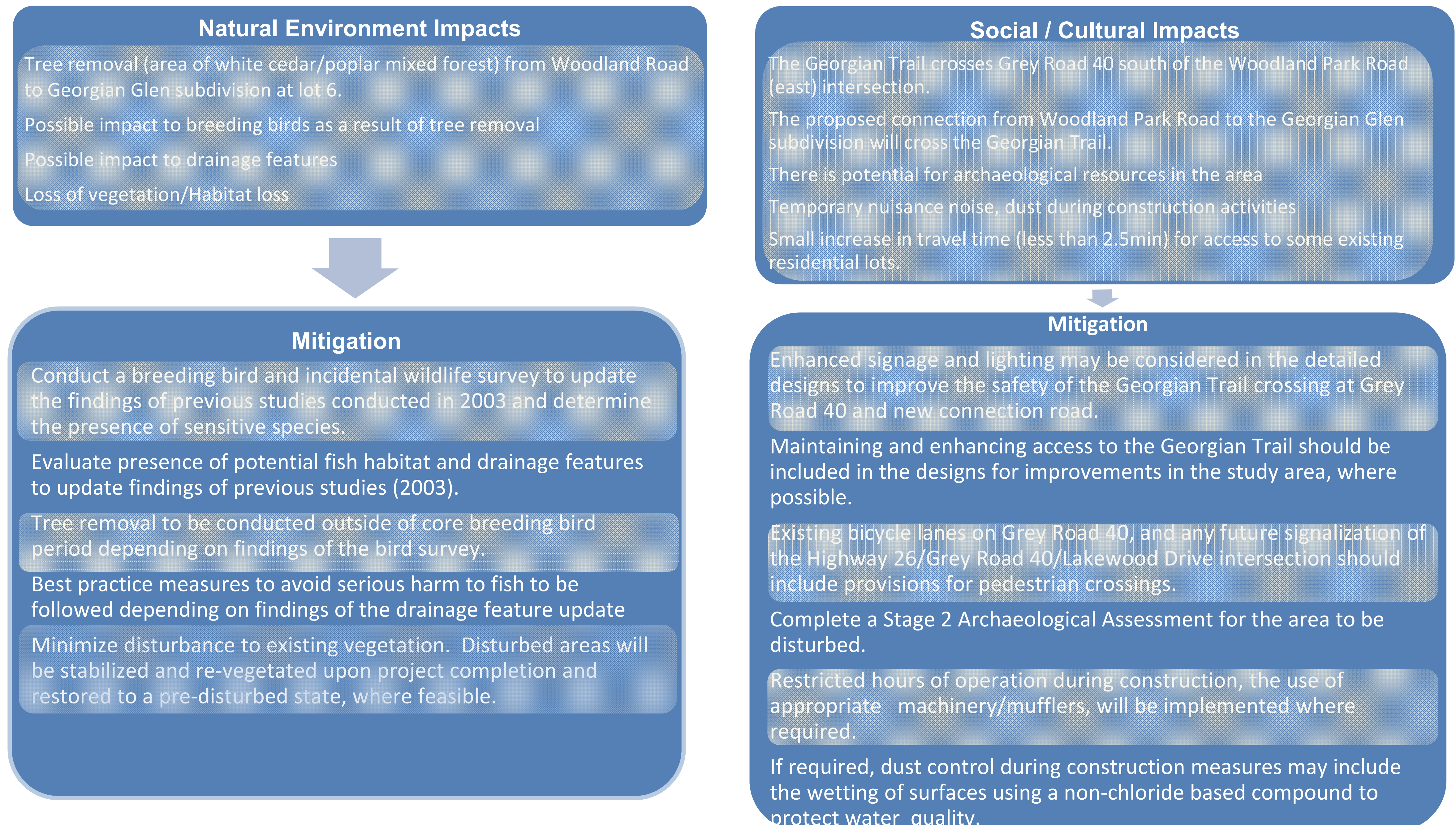
Option 5C: Realignment or Closure of the Following Intersections:

- Highway 26/Woodland Park Rd./ Lakewood Dr.
- Grey Road 40/Woodland Park Rd.
- New road connection between Georgian Glen and Woodland Park Rd.

Preliminary Preferred Alternative- Option 5c



Potential Impacts and Mitigation



Next Steps

- Input from public and agencies.....**Spring, 2014**
- Selection of preferred design option...**Spring, 2014**
- Issue Notice of Study Completion and provide Project File Report for public review and comment (30 day review period).....**Summer, 2014**
- Preliminary Design **Fall, 2014**

Your Involvement is Important

- There is an opportunity at any time during the EA process for interested persons to provide comment. Our team welcomes any comments that you may have about this project, either at the Information Centre or through correspondence, so that your input can be incorporated into the study process.
- Comment sheets are available and should be submitted to the address provided by May 26, 2014.
- If you have any questions or concerns regarding the proposed project, Please feel free to contact:

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