

Class Environmental Assessment for Rest Acres Road Capacity from
King Edward Street to Highway 403, Paris

PUBLIC INFORMATION CENTRE

Thursday, October 27, 2011

5:00 – 8:00 PM

WELCOME

Please Sign In and Take a Comment Sheet

County and Consultant Staff Are Here To
Answer Any Questions and Hear Your
Comments



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What is the Purpose of this Public Information Centre?

- Present information on the current and future transportation characteristics of Rest Acres Road;
- Explain why transportation capacity enhancements are required;
- Present potential options for capacity enhancements;
- Highlight any impacts capacity enhancements may have on the natural, built, and socio-economic environments; and
- Describe next steps in the Environmental Assessment process that the County will conduct to complete the plan for enhanced transportation capacity on Rest Acres Road.

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**Key Input From the First Public Information Centre
June 20, 2011**

- Traffic noise and dust concerns, including from trucks;
- Opportunities for noise mitigation (i.e. noise walls);
- Improvements are needed to the road pavement conditions;
- Are traffic signals at intersections approaching King Edward warranted?;
- Are roundabouts being considered?;
- High truck volumes;
- High traffic speeds; and
- Will capacity enhancements for Rest Acres Road involve additional property requirements?

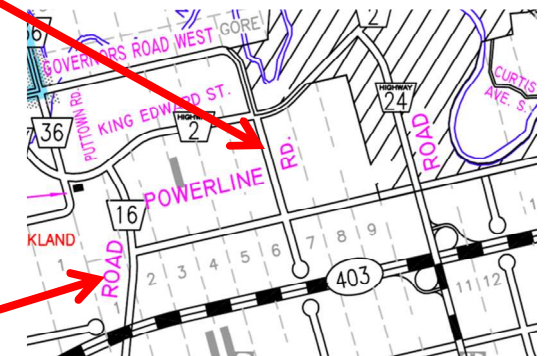
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Why Enhance Rest Acres Road Capacity

- Rest Acres Road is designated as an “Urban Arterial” in the County Official Plan, intended to carry high volumes of traffic;
- By 2021, Southwest Paris growth will begin to generate more trips on Rest Acres Road than the existing road can handle = need to increase capacity on Rest Acres Road.
- Other options considered in the County of Brant Transportation Master Plan completed December 2008:
 - Widen/improve Cleaver Road - Not recommended. Insufficient weaving distance on Hwy 403 between Rest Acres Rd. and a Cleaver Rd. interchange, and cost to County when Rest Acres Rd. interchange already exists.
 - Widen/improve Bishopsgate Road – Recommended only in long term beyond 2021 with full SW Paris buildout.

LEGEND

- PROVINCIAL HIGHWAYS
- URBAN ARTERIAL ROAD
- RURAL ARTERIAL ROAD
- URBAN RESIDENTIAL COLLECTOR ROAD
- URBAN EMPLOYMENT COLLECTOR ROAD



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Traffic Control Options

- **Option** – Install traffic signals (lights) on Rest Acres Road.

Response – Rest Acres Road intersections currently operate well, but by 2024 SW Paris growth is expected to generate traffic volumes that would warrant adding traffic signals at Powerline Road (requiring Ministry of Transportation approval).

Traffic signals are NOT warranted at any other intersections. Side street traffic onto Rest Acres Road may experience increased delays but adding signals is still not warranted. Roundabouts are an option.

- **Option** – Install modern roundabouts on Rest Acres Road.

Response – Considered a feasible option at Cobblestone Drive, future Arlington Parkway and Powerline Road to better serve side street traffic onto and off Rest Acres Road.



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Road Noise Condition, Forecast & Mitigation

Traffic noise has been forecast assuming a 4 lane Rest Acres Road with associated traffic growth to 2031. The results are:

- A noise wall may be required for homes backing onto Rest Acres Road on Hanlon Place and Laurie Ann Lane based on provincial noise mitigation criteria;
- A 2.0 m (6.5 foot) high noise wall would reduce traffic noise by about 5.8 decibels to acceptable levels at these two locations; and



- Improving the road grade and surface will also help to reduce some types of traffic noise.

LEGEND

- HOUSE OUTLINE
- ⊗ RECEIVER LOCATION
- ROAD CENTERLINE
- PROPOSED NOISE WALL

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Project Impacts

Socio/Cultural Impacts:

- Road capacity improvements will not impact any identified cultural heritage landscapes shown here.
- The noise assessment concludes that noise walls may be used to mitigate traffic noise at sensitive receivers.
- Any impact on land with archaeological potential will be confirmed at the detailed design stage.



Natural Impacts:

- No designated natural areas are located within or adjacent to the road.

- Existing drainage collects in Rest Acres Road ditches and culverts and directed overland to the Grand River, Nith River and Whitemans Creeks tributary.
- Rest Acres Road is not located in floodlines of the Grand River or any other watercourse.
- Stormwater management options are:
 - Ponds within the road right-of-way or in adjacent proposed developments;
 - Bio-swales in road boulevards; and/or
 - Underground storage facilities.

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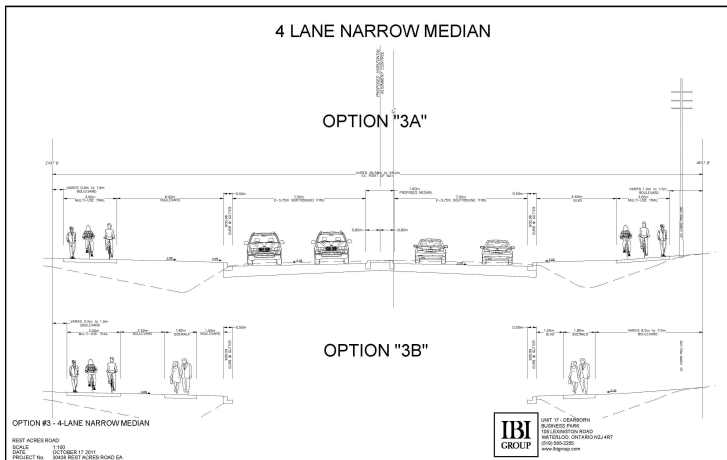
Pedestrian & Cycling Options

- The Draft County of Brant Trail Master Plan proposes a multi-use trail along Rest Acres Road adjacent to the road surface.
- It would be used by walkers, hikers and cyclists.
- Two trail location options on Rest Acres Road:
 1. On both sides of road with no sidewalks;
 2. On east side plus sidewalks both sides.
- At Highway 403 this multi-use trail is proposed to connect with paved shoulders for cycling along Bethel Road, Pottruff Road and Robinson Road.



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Road Capacity Options



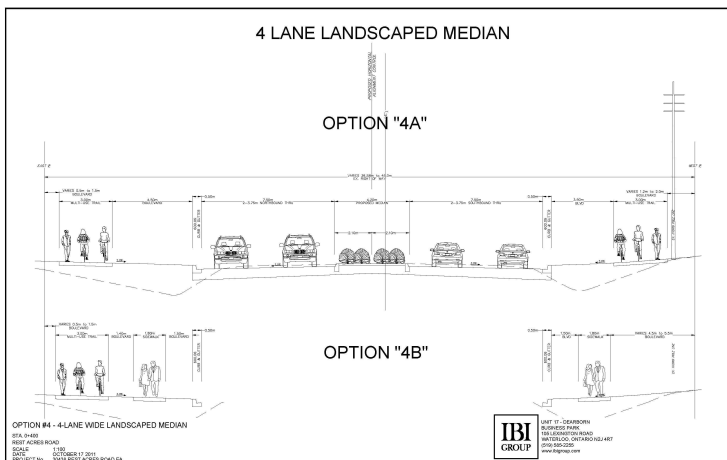
Option 3: 4 lane Narrow Median

Pros:

- Concrete centre median visually and physically narrows the driving surface to help slow vehicle speeds.
- Provides stormwater management options within the road right-of-way.

Cons:

- Added capital cost for median.
- Median width not sufficient to act as a pedestrian crossing refuge.



Option 4: 4 Lane Wide Median

Pros:

- Provides median space for landscaping as a “gateway” road into the Paris area.
- Provides pedestrian crossing refuge.
- Improves roadway stormwater management.
- Provides channelization of left turn lanes at side streets.
- Narrowed driving surfaces help slow vehicle speeds..

Cons:

- Highest capital and maintenance cost option.

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Next Steps

1. Review comments provided by the public and involved agencies;
2. Develop preferred design concepts and evaluate any impacts on the natural, social and economic environments;
3. Hold a third Public Information Centre this winter to present the preferred design concept and recommended mitigation measures; and
4. Prepare a draft Environmental Study Report (ESR) documenting study findings, conclusions and recommendations for presentation to County Council and public review.

Thanks You For Your Interest In This Project

