

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

PUBLIC INFORMATION CENTRE

Monday, June 20, 2010

5:00 – 7:30 PM

WELCOME

Please Sign In and Take a Comment Sheet

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



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

Purpose of This Public Consultation Centre

- Introduce the public to the Class Environmental Assessment study that the County of Brant has initiated to identify ways to improve transportation capacity on Rest Acres Road between King Edward Street and Highway 403;
- Solicit public feedback on how to improve this road capacity, and any associated concerns; and
- **NOTE: No plans or proposals are presented at this initial Public Consultation Centre.**

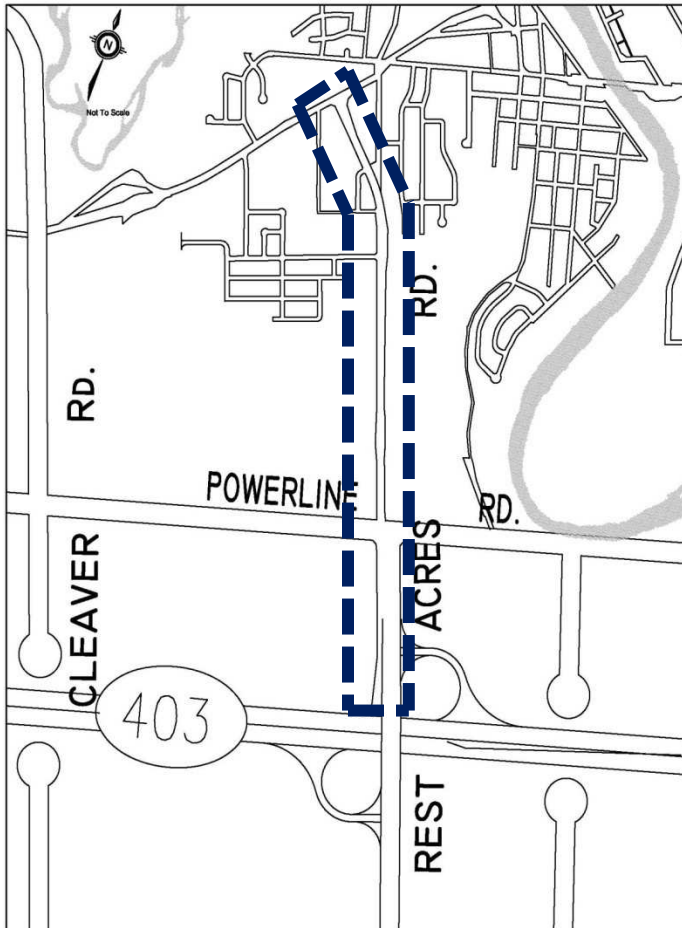
Why Conduct This Study?

- Most of the County's planned growth for the next 20 years is in the Southwest Paris Area;
- Growth plans are documented in the:
 - County of Brant Official Plan; and
 - Southwest Paris Secondary Plan (see Exhibit #4);
- The County Transportation Master Plan recommends improved Rest Acres Road capacity to serve future growth plans (see Exhibit #6); and
- The purpose of this new study is to determine the best way to improve this capacity.



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

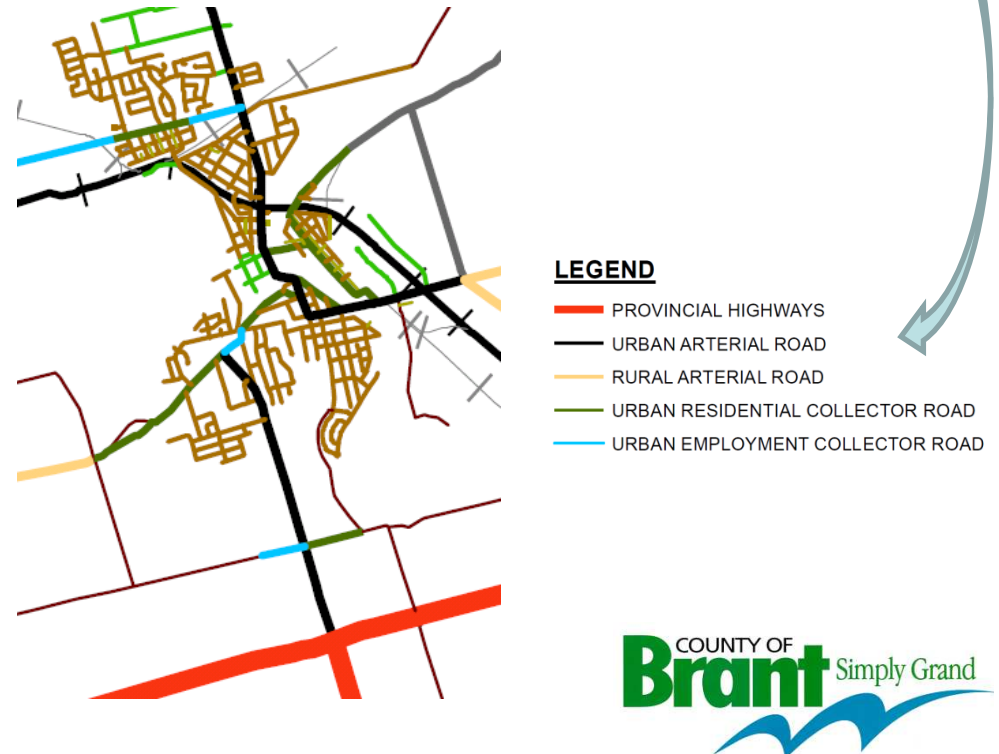
Study Area



Rest Acres Road Classification

“Urban Arterial Road designed to carry high volumes of traffic from Provincial Highways (Hwy 403) and other Urban Arterial Roads to collector roads, and visa-versa.”

Source: County of Brant Official Plan June 2010



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

Official Plan Land Use

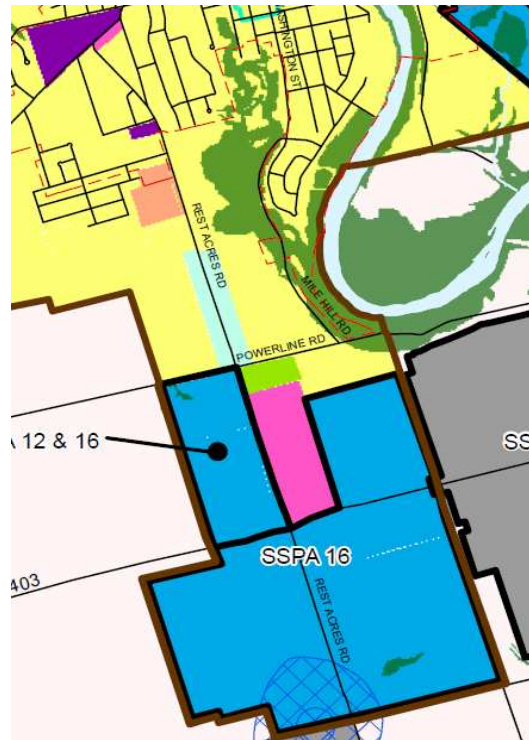
dated June 2010, adopted by County Council and awaiting Provincial approval

North of Powerline Road – Urban Residential, Mixed Use, Shopping Centre.

South of Powerline Road – Employment, General Commercial, Park.

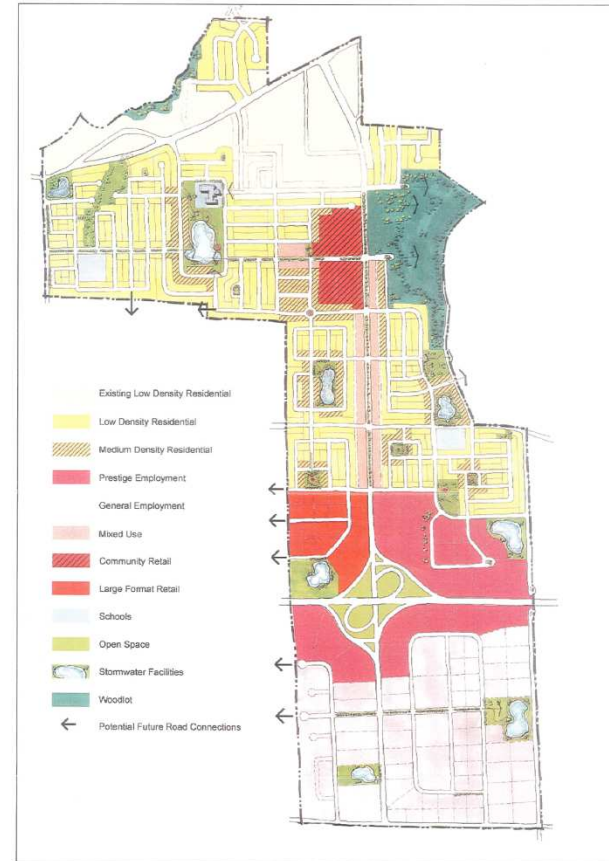
LAND USE DESIGNATIONS

- AGRICULTURE
- URBAN RESIDENTIAL
- SUBURBAN RESIDENTIAL
- HAMLETS AND VILLAGES
- RURAL RESIDENTIAL
- CORE AREA
- GENERAL COMMERCIAL
- SHOPPING CENTRE COMMERCIAL
- MIXED USE
- EMPLOYMENT
- RESOURCE DEVELOPMENT
- INSTITUTIONAL
- PARKS AND RECREATION
- NATURAL HERITAGE SYSTEM



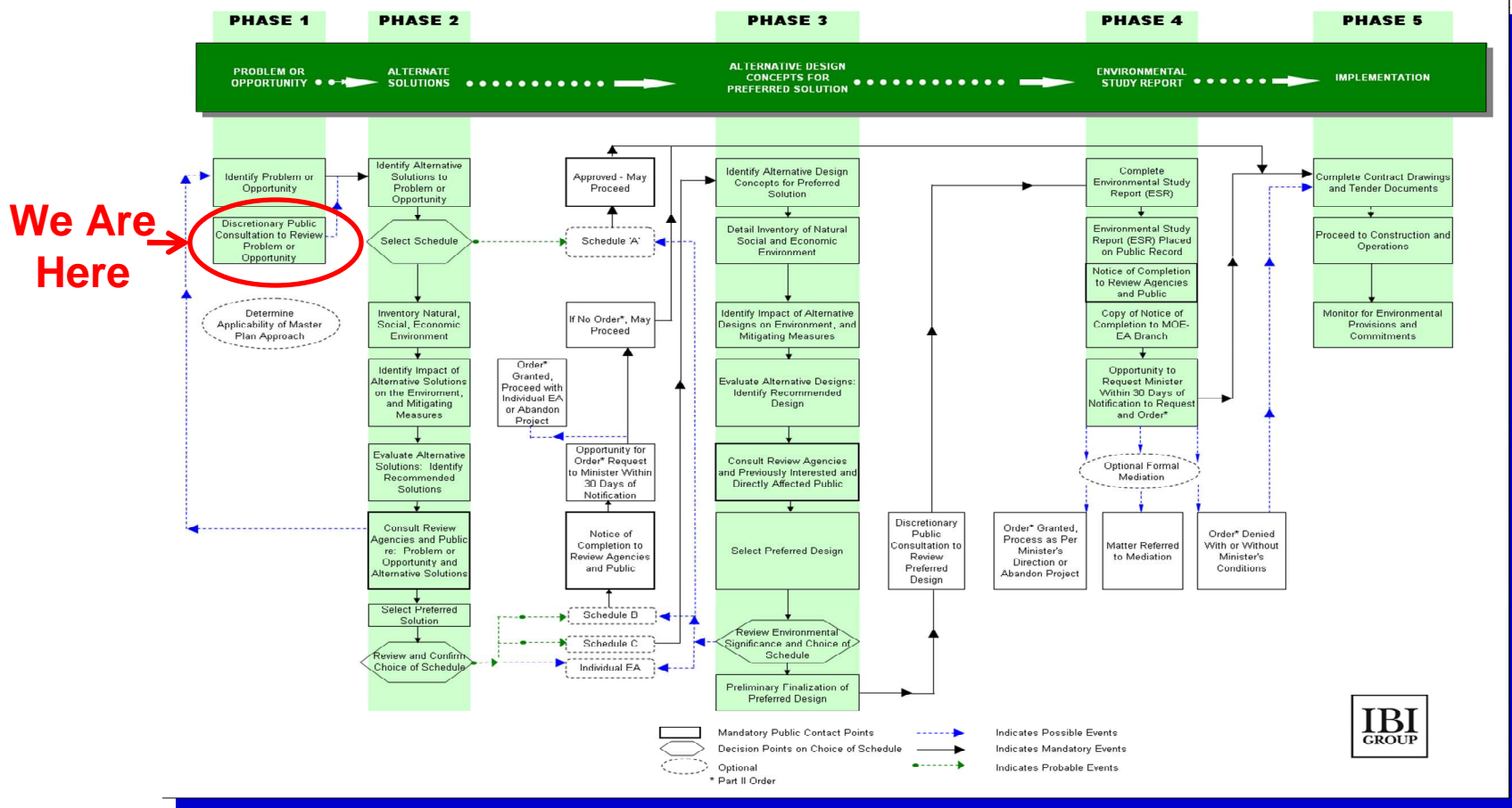
Southwest Paris Secondary Plan for the Future

approved 2004



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

The Class Environmental Assessment Process



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

Need for Capacity Improvements on Rest Acres Road

- Vehicle trips out of and into Southwest Paris will grow as the area develops as shown on this table;
- A main arterial road like Rest Acres Road can safely carry up to **800** → vehicles per lane per hour;
- **Above 800**, traffic congestion occurs, with increased travel delays and time, vehicle emissions and safety problems;
- Should also plan to accommodate pedestrians and cyclists along Rest Acres Road.

Vehicle Trips Generated by SW Paris per Lane per Hour

Southbound Out Peak Hour Vehicles			
	<u>2011</u>	<u>2021</u>	<u>2031</u>
Morning	110	685	1240
Afternoon	240	800	1755
Northbound In Peak Hour Vehicles			
Morning	240	765	1687
Afternoon	140	895	1540

Source: County of Brant Transportation Master Plan, Dec. 2008

Conclusion: By 2021, Southwest Paris growth will begin to generate more trips on Rest Acres Road than the existing road can handle = need to improve capacity on Rest Acres Road.



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

Alternative Ways of Improving Rest Acres Road Capacity

1. Intersection Improvements - add dedicated turn lanes and adjust signal timing.
2. Install Traffic Signals – for traffic management through intersection.
3. Modern Roundabout - to continuously move traffic, reduce injury collisions and reduce unnecessary idling and air pollution at intersections.
4. Widen Road – to add travel lanes, cycling lanes and sidewalks.
5. Change Travel Demand - to reduce traffic volumes (i.e. more walking, cycling, transit, ride-sharing, work-at-home).

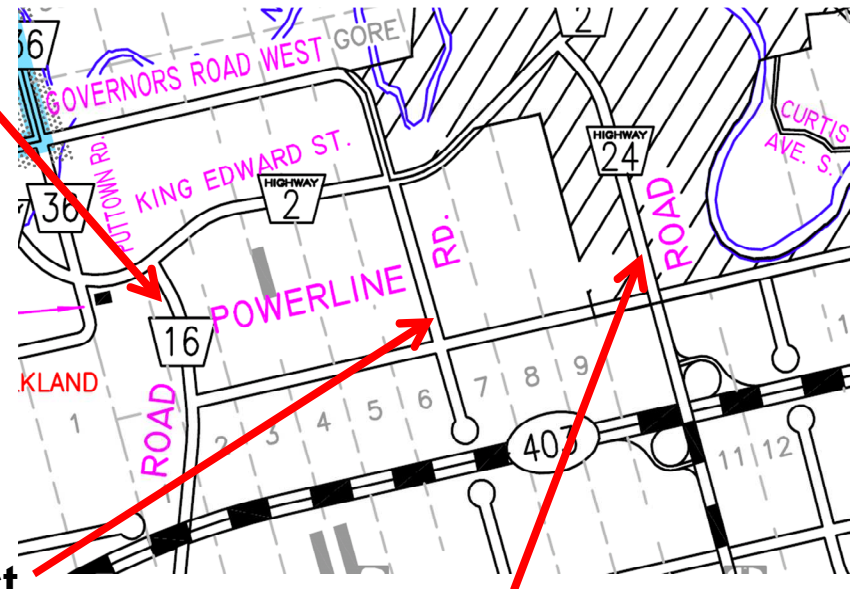


Class Environmental Assessment for Rest Acres Road Capacity
from King Edward Street to Highway 403, Paris

Long Term Alternatives to Serve Southwest Paris Beyond 2021

as reviewed in the **County of Brant Transportation Master Plan (2008)**

Widen/Connect Bishopsgate Rd. to 4 Lanes with Hwy 403 Interchange – Recommended to serve long term traffic growth beyond 2021 with full SW Paris buildout. This long term alternative will not be reviewed as part of the Rest Acres Road project, and will require its own Environmental Assessment to construct.



Widen Cleaver Rd. to 4 Lanes & Connect with Hwy 403 Interchange – Not recommended owing to 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 Rest Acres Rd to 6 lanes – Not recommended because it is not compatible with the “Avenue” character planned in the SW Paris Secondary Plan.

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

How are Alternatives Evaluated?

Alternative ways of improving Rest Acres Road capacity will be evaluated using the following criteria:

1. Traffic Operations – How well does the alternative manage motor vehicle, cycling and pedestrian traffic?

2. Natural Heritage Impact – What impact does the alternative have on natural environment features such as vegetation, drainage, wildlife, etc.?

- 3. Socio-Cultural Impact** – What impact does the alternative have on traffic noise levels at sensitive receivers (i.e. homes), air quality, private property, archaeological features and heritage buildings or landscapes?
- 4. Economic Impact** – What is the estimated capital cost to construction the alternative?

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

Next Steps

1. Review comments provided by the public and involved agencies;
2. Inventory existing natural heritage and socio-cultural conditions within the study area;
3. Finalize the capacity improvement alternatives and evaluation methodology for Rest Acres Road;
4. Screen out those alternatives that do not address the transportation needs of Southwest Paris; and
5. Hold a second Public Information Centre in mid-September to present the short list of Rest Acre Road capacity improvement alternatives.

Thanks You For Your Interest In This Project

