COUNTY OF NORTHUMBERLAND

Environmental Assessment of the County Road 2 Corridor (Hamilton Road to Burnham Street / William Street)

Northumberland County Council Presentation
August 26th, 2015
PRESENTATION OVERVIEW

1. Introduction
2. Review of Recommended Design
3. Waterfront Trail Feasibility Study
4. Next Steps, Questions and Discussion
1. INTRODUCTION

- Overview of Study Area
- EA Phases
- Summary of PIC #3
This is an opportunity to implement a traffic improvement strategy that:

- **Improves Accessibility** – Provides safe, economic and efficient movement of people and goods and is supportive of all modes of transportation

- **Promotes Sustainability**: Preserves the natural integrity of the County Road 2 corridor and promotes active transportation

- **Respects Culture**: Maintains the rural character of the communities

- **Creates a Complete Street**: Creates an opportunity to escalate the status of County Road 2
# STUDY MILESTONES

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<td>Notice of Study Commencement</td>
<td>January 2011</td>
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<td>TAC Meeting #1</td>
<td>February 8, 2011</td>
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<td>Presentations to Council (Hamilton, Port Hope, Cobourg and Northumberland County)</td>
<td>March 2011</td>
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<td>PIC #1</td>
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<td>Developing the Preferred Design</td>
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<td>TAC Meeting #4</td>
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<td>Waterfront Trail Feasibility Study</td>
<td>2012 – 2014</td>
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<td>TAC Meeting #5</td>
<td>February 20, 2015</td>
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<td>File ESR and Notice of Study Completion</td>
<td>September 2015</td>
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SUMMARY OF PIC #3

- The County held an additional PIC for the County Road 2 EA on June 10th, 2015.
- Approximately 35 local residents signed in at the PIC
- Display boards available on project website:
- Purpose of PIC #3:
  - Engage with the public prior to filing of the Environmental Study Report (ESR)
  - Present refinements to the preferred alternative design since PIC #2
  - Present findings of the Waterfront Trail Feasibility Study
  - Obtain public feedback and input into the design
  - Outline next steps for project finalization
SUMMARY OF PIC #3

- The public concerns raised at the meeting included:
  - Support for reduction of speed limit, separated cycling facilities and introduction of continuous central left-turn lane
  - Sizing the roundabout to sufficiently accommodate large agricultural vehicles
  - Design considerations for the roundabout: signage, illumination, curvature, type of landscaping, reduction of speed limit
  - Drainage and flooding
  - Consider signals at Apple Orchard Road for Burnham Market traffic
2. REVIEW OF PREFERRED DESIGN

- Corridor divided into 5 segments, which correspond to implementation phasing.
- Review of preferred design for the Rural Section (Hamilton Road to Lovshin Road / New Amherst Boulevard).
- Review of preferred design for the Urban Section (Lovshin Road / New Amherst Boulevard to Burnham Street / William Street).
- Review of preferred design for Structures (CP Bridge).
Key design features in the rural section (Hamilton Road to Lovshin Road / New Amherst Boulevard) include:

- A road widening along the north side of County Road 2 to accommodate a centre two-way left turn lane
- A 1.5 m wide paved shoulder on both sides of County Road 2
- A 3.0 m wide off-road multi-use trail on the south side of County Road 2, or alternative alignment along the shoreline, as outlined in the Waterfront Trail Feasibility Study
- Lowering the posted speed from 80 km/h to 70 km/h

Preferred alternative design, based on lower cost, less impact to the natural environment and reduced property impacts:

- Widen on north side of County Road 2
- 3 m wide Multi-Use Trail on south boulevard
- 3.5 m continuous centre two-way left turn lane
Key changes since PIC #2 include:

- Re-location of the Burnham Market's access onto Apple Orchard Boulevard including a dedicated right-turn lane on Apple Orchard Boulevard
- One roundabout only (at Theatre Road intersection)
- Preparation of Waterfront Trail Feasibility Study
REVIEW OF PREFERRED DESIGN – ROUNDABOUT AT THEATRE ROAD

SEGMENT IV

One roundabout is proposed at the Theatre Road intersection. The roundabout will promote traffic calming, reduce vehicle speeding, improve traffic flow through the intersection and provide an opportunity for plantings, landscaping and gateway features.
There are multiple benefits to introducing a roundabout at Theatre Road:

- **Reduction in Speeding along County Road 2**
  - A speed survey completed near the Theatre Road intersection during the off-peak period found the following:
    - EB direction: 85th percentile speed was **100 km/h**
    - WB direction: 85th percentile speed was **102 km/h**

- **Intersection Safety**
  - Roundabouts generally result in fewer collisions than stop-controlled or signalized intersections
  - Collisions are generally less severe

- **Traffic Flow**
  - Compared to a signalized intersection, a roundabout allows traffic flow to continue moving which minimizes delays, emissions and noise

ESR notes that the need for this roundabout to accommodate high volumes of large, slow-moving agricultural vehicles must be considered during the Detail Design phase
REVIEW OF PREFERRED DESIGN – URBAN SECTION

SEGMENT II-A

Key design features in the urban section include:

Segment II-A – Rogers Road to Burnham Street / William Street

- A 3.0 m off-road multi-use trail on the north side of County Road 2 from Rogers Road to Strathy Road to provide a connection from an existing trail on the east side of Strathy Road to the Waterfront Trail that continues south along Rogers Road

- Provide multi-use trail on north side between Rogers Road and Strathy Road
Key design features in the urban section include:

**Segment II-B – Lovshin Road / New Amherst Boulevard to Rogers Road**

- A road widening along the north side of County Road 2 to accommodate a **4-lane cross section** from Lovshin Road / New Amherst Boulevard to Wilkins Gate
- **1.5 m on-road bike lanes** on both sides of County Road 2
- A **1.5 m concrete sidewalk** on the south boulevard

**Preferred alternative design, based on reduced impact to property and utilities (compared to Alternative Design #1)**

- Provide continuous cross-section with four through lanes between Lovshin Road / New Amherst Boulevard and Rogers Road
- Maintain existing sidewalks
- Provide on-road bike lanes
Key changes since PIC #2 include:

- Urban section has been broken down into two segments (II-A and II-B) to better reflect the particular needs of each segment
- **Segment II-A**: Multi-use Trail on north side between Rogers Road and Strathy Road
- **Segment II-B**: On-road bike lanes between Lovshin Road / New Amherst Boulevard and Rogers Road
REVIEW OF PREFERRED DESIGN – STRUCTURES

SEGMENT I

- The existing Canadian Pacific Railway (CPR) Bridge was in need of rehabilitation, which has been completed.
- Widening County Road 2 and implementing a multi-use trail will necessitate a separate pedestrian structure along or adjacent to the CPR bridge.
- Since PIC #2, further structural assessment of the bridge was completed; this assessment indicated that widening the bridge was not feasible, and therefore the preferred alternative is a separate structure.

Preferred alternative design, based on structural assessment of bridge and timing considerations for rehabilitation:
- Separate Pedestrian Structure with Bridge Rehabilitation.
3. WATERFRONT TRAIL FEASIBILITY STUDY

- Objectives of Study
- Advantages of Shoreline Alignment
- Technical Considerations
- Incorporation into the EA
- Implementation Approach
The County commissioned a Waterfront Trail Feasibility Study to assess opportunities to provide a trail along the shoreline of Lake Ontario.

Waterfront Trail Feasibility Study objectives:
- Provide an overview of the feasibility of a shoreline-oriented alignment that can be incorporated into the conclusion of the EA.
- Provide guidance relative to the studies and consultative process that will be required if this alternative is pursued further.

Advantages of a Shoreline Alignment:
- Better aligned with the overall objectives of the Waterfront Trail as outline by the Waterfront Regeneration Trust.
- More attractive to users of all skill levels.
- Offers a greater diversity of attractions for recreational users, both local residents and tourists.
- Easier to connect to existing waterfront trails, parks, etc. in the communities of Port Hope and Cobourg.
CONCEPTUAL TRAIL ALIGNMENT & KEY TECHNICAL CONSIDERATIONS

Technical challenges can likely be overcome:

- Estimated cost: $3.95 million (excl. land purchase & any north-south links)
- Schedule ‘B’ EA required to complete more detailed planning and develop mitigation measures
- Lack of available public land is the main challenge
- Ongoing dialogue with property owners will be required to identify mutually beneficial opportunities that may arise over the long-term

Approximate cost of including trail along County Road #2 is $3.4 million (excl. land purchase)
The County Road 2 EA will incorporate the Waterfront Trail Feasibility Study:

- Preferred design includes the Multi-Use Trail along the south side of County Road 2 as a potential location
- ESR will include language outlining the County’s implementation approach to the Multi-use Trail:
  - The County intends to continue its review of other trail options, such as a shoreline alignment for the Waterfront Trail, during detail design and construction of the rural section of the corridor
  - The County is committed to providing an off-road active transportation facility either along County Road 2 or along the shoreline, or potentially as a combination of the two
IMPLEMENTATION APPROACH

If the shoreline alignment is determined not to be feasible, the trail will be built in lock-step with the road works along County Road 2, such that no road works proceed without one of:

» A complete shoreline trail that is feasible
» A parallel multi-use trail on County Road 2
» A ‘hybrid’ solution that with sections along either the shoreline or County Road 2 that provides an overall continuous off-road trail
IMPLEMENTATION APPROACH
4. NEXT STEPS, QUESTIONS AND DISCUSSION

- Next Steps
- Upcoming Timeline
- Questions and Discussion
NEXT STEPS

The County is reviewing all comments and suggestions received from the public and agencies regarding the preferred design. Based on this input, the County is:

- Finalizing the preferred alternative design
- Obtaining agency approvals on preferred design concept
- Finalizing the ESR in preparation to file with the Ministry of the Environment and Climate Change (MOECC)

UPCOMING TIMELINE

- Finalize preferred design and ESR – July 2015
- Presentations to Council in Cobourg, Hamilton and Port Hope – July 2015
- Presentation to Northumberland County Council – August 2015
- File ESR – September 2015
QUESTIONS AND DISCUSSION