Welcome to
Public Information Centre No. 3
for the
County Road 2 Class Environmental Assessment (EA) from
Hamilton Road to William Street

Wednesday, June 10th, 2015
from 4:00 pm to 7:00 pm

Northumberland County Headquarters
Please sign in so we can keep you updated on this study
County Road 2 EA Study

The purpose of the County Road 2 EA Study is to improve the function of County Road 2 from Hamilton Road to Burnham Street/William Street.

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
- **Respects Culture**: Maintains the rural character of the communities
- **Promotes Sustainability**: Preserves the natural integrity of the County Road 2 corridor and promotes active transportation
- **Creates a Complete Street**: Creates an opportunity to escalate the status of County Road 2
Class Environmental Assessment Process

The EA process is a planning tool used to identify the possible adverse effects of proposed infrastructure projects on the environment.

As part of the EA process, recommendations about the preliminary designs and implementation strategies along the County Road 2 corridor will be developed.

<table>
<thead>
<tr>
<th>FALL 2010</th>
<th>MARCH 2011</th>
<th>OCTOBER 2011</th>
<th>2012 TO 2015</th>
<th>WINTER 2015 TO 20+ YEARS</th>
<th>UP TO 20+ YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice of Project Initiation</td>
<td>Public Information Centre No. 1</td>
<td>Public Information Centre No. 2</td>
<td>Public Information Centre No. 3</td>
<td>Detailed Design</td>
<td>Construction</td>
</tr>
<tr>
<td>• Letter</td>
<td>• Project Background</td>
<td>• Evaluation of Alternative Design Solutions</td>
<td>• Complete Waterfront Trail Feasibility Study</td>
<td>• Detailed Design - in Phases</td>
<td>• Construction - in Phases</td>
</tr>
<tr>
<td>• Newspaper</td>
<td>• Problem Identification</td>
<td>• Confirmation of Project Schedule</td>
<td>• Approvals</td>
<td>• Tender</td>
<td></td>
</tr>
<tr>
<td>• Formation of a Technical Advisory Committee</td>
<td>• Study Area</td>
<td>• Selection of Preliminary Route</td>
<td>• Further review of multi-use trail location</td>
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<td></td>
<td>• Identification of Alternative Solutions</td>
<td>• Selection of Preliminary Preferred Design Solution</td>
<td>• Refine Preferred Design Solution and Prepare Draft Environmental Study Report</td>
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<tr>
<td></td>
<td>• Opportunities and Constraints within the Study Area</td>
<td>• Evaluation of Alternative Solutions and Selection of Preliminary Preferred Alternative Solution</td>
<td>• PIC #3</td>
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<tr>
<td></td>
<td>• Identification of Evaluation Criteria</td>
<td></td>
<td>• Finalize Environmental Study Report and Preliminary Design</td>
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<td></td>
<td>• Evaluation of Alternative Solutions</td>
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<td>• Notice of Project Completion</td>
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<tr>
<td>Phase 1 &amp; 2</td>
<td>Phase 3</td>
<td>Phase 4</td>
<td>Phase 5</td>
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</tbody>
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Purpose of this Public Information Centre (PIC No. 3)

A key element of this project is an enhanced public participation process.

A proactive public consultation process will:

- Provide a variety of opportunities for the public, agencies, the Technical Advisory Committee (with representatives from the Municipality of Port Hope, Township of Hamilton, Town of Cobourg, GRCA, Bell Canada, LUSI, Hydro One, and CPR) and the project team (comprised of Northumberland County Staff and HDR engineering consulting Staff) to share information and insight about the transportation needs, alternatives, impacts and mitigation measures.
- Ensure appropriate dialogue between interested parties.

The purpose of PIC No. 3 is to:

- Engage with the public prior to filing of the Environmental Study Report
- 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 prior to project finalization
- Outline next steps for project finalization and filing of the Environmental Study Report
Public Information Centre No. 2 (PIC No. 2)

- The County held its second PIC for the County Road 2 EA on October 25th, 2011
- 40 local residents signed in at the PIC
- The table below summarizes the key comments received at this second Public Information Centre and responses from the project team

<table>
<thead>
<tr>
<th>COMMENTS RECEIVED FROM THE PUBLIC</th>
<th>PROJECT TEAM RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR #2 should be 4 lanes wide, 2 in each direction</td>
<td>As the forecast of the traffic on County Road 2 in 2031 (based on population growth and planned development in the area) does not show an increase in congestion, widening County Road 2 from 2 lanes to 4 lanes is not warranted for the next 20 years and will not be recommended as a part of this design.</td>
</tr>
<tr>
<td>Roundabouts should be big in size and able to handle truck traffic adequately</td>
<td>The roundabout at Theatre Road was designed to allow the largest truck licensed by MTO (22.7m long) to make a turning manoeuvre around the roundabout.</td>
</tr>
<tr>
<td>Support for the paved shoulders to make it easier for cyclists</td>
<td>The County seeks to provide facilities for both avid cyclists and recreational cyclists and pedestrians by providing the multi-use trail in addition to the paved shoulders/on-road cycling lanes.</td>
</tr>
<tr>
<td>Concern that cyclists won't be able to navigate roundabouts safely</td>
<td>A cyclist has a number of choices at a roundabout, such as merging into the travel lane before the bike lane or shoulder ends, riding in the middle of the lane or dismounting to walk the bicycle</td>
</tr>
<tr>
<td>Support for roundabouts because of the benefits of traffic calming in comparison to traffic signals</td>
<td>Roundabouts, which are less common in North America, are considered an effective means to slow down traffic. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up-front construction cost by reducing the frequency and severity of crashes and reducing the need for police enforcement</td>
</tr>
<tr>
<td>Concern that roundabouts will degrade existing rural character</td>
<td>One of the objectives of the project was to maintain the rural character of County Road 2. As such, there was an effort to keep as many of the improvements on the existing road platform as possible to minimize impacts to agricultural and natural lands. The proposed landscaping, plantings and gateway features will be respectful of the agricultural and natural vistas along the County Road 2 corridor.</td>
</tr>
</tbody>
</table>
Public Information Centre No. 2 (PIC No. 2)

<table>
<thead>
<tr>
<th>Comments Received from the Public</th>
<th>Project Team Response</th>
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</thead>
<tbody>
<tr>
<td>Roundabouts are not needed because speeding isn’t an issue and traffic volumes don’t warrant any changes</td>
<td>Spot speed surveys conducted along the County Road 2 corridor near the intersection of Theatre Road during the off-peak period showed an 85th percentile speed of 100 km/hr in the EB direction and 102 km/hr in the WB direction – well above the posted speed limit of 80 km/hr</td>
</tr>
<tr>
<td>Concerned about the price to construct 3 roundabouts</td>
<td>Only one roundabout at the intersection of Theatre Road is included as part of the preferred alternative.</td>
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</tbody>
</table>
| The roundabouts will increase accidents because of lack of knowledge and people speeding in between them to make up lost time | Roundabouts are becoming more common in Ontario, including in Northumberland County and surrounding municipalities. A traffic research study published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Slowing of traffic through traffic calming, in addition to public education and positive guidance, is an approach that communities can undertake in neighborhoods to:  
  • Reduce the frequency and severity of crashes  
  • Increase both the actual safety and the perception of safety for pedestrians and bicyclists  
  • Reduce the need for police enforcement  
  • Enhance the street environment  
  • Increase access for all modes of transportation |
| Concerns that the new drainage patterns will increase the salt content in the water wells | There is only a minor increase to the paved surface area and the road and the ditches are designed so that the road surface water will drain into the ditch. Mitigation measures are also proposed for the treatment of surface water runoff in addition to the design to mitigate impacts to well water quality. |
| Burnham Family Market - require lights or road widening to reduce traffic congestion | The Apple Orchard intersection next to Burnham Market does not warrant a signal at this time; however, the County is proposing the relocation of the Burnham Market access to Apple Orchard as well as the upgrading of Apple Orchard at the intersection to include a designated right turn lane. The County will continue to monitor this intersection after the proposed improvements to determine whether further improvements are required. |
Evaluation Criteria

Alternative designs were developed for the preferred alternative solution for the three distinct sections of the corridor:

- The rural section (from Hamilton Road to Lovshin Road / New Amherst Boulevard)
- The urban section (from Lovshin Road / New Amherst Boulevard to William Street / Burnham Street)
- The Canadian Pacific Rail (CPR) Bridge

The following are the evaluation criteria that were used to assess the alternative designs:

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>CRITERIA</th>
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<tbody>
<tr>
<td>Traffic Safety</td>
<td>Safety (traffic calming opportunities to address speeding and dangerous passing)</td>
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<tr>
<td></td>
<td>Improvement to Pedestrian and Cycling Realms</td>
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<tr>
<td>Transportation and Servicing</td>
<td>Traffic Operations (delay and capacity)</td>
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<td>Maximizing the Use of Traffic Capacity</td>
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<td>Intersection Requirements</td>
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<td>Traffic Infiltration</td>
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<td>Stormwater Management (drainage and flooding)</td>
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<td>Well Water Impacts</td>
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<td>Structural Impacts / Requirements</td>
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<td>Utility Impacts / Servicing</td>
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<td></td>
<td>Construction Feasibility and Staging</td>
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<tr>
<td>Natural Environment</td>
<td>Terrestrial Ecosystems: removal of vegetation that provides habitat for local wildlife</td>
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<td></td>
<td>Aquatic Ecosystems</td>
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<td></td>
<td>Species at Risk</td>
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<td>Surface Water Quality and Quantity</td>
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<td>Groundwater</td>
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<td>Erosion and Sedimentation Control</td>
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<td>Socio-Economic Environment</td>
<td>Property Impacts</td>
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<td>Impacts to Land Use</td>
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<td>Emergency Access</td>
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<td></td>
<td>Noise</td>
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<td></td>
<td>Enhances Local Businesses along the Corridor</td>
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<td></td>
<td>Promotes Accessibility and Sustainability</td>
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<td></td>
<td>Archaeology</td>
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<tr>
<td>Planning and Urban Design Opportunities</td>
<td>Character of the Community</td>
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<td></td>
<td>Streetscaping and Gateway Features</td>
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<td></td>
<td>Sustainable Design Elements (e.g., swales)</td>
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<td></td>
<td>Supports Phasing / Localized Improvements</td>
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<td>Protection for Future Improvements along the Corridor</td>
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<tr>
<td>Costs</td>
<td>Capital Costs</td>
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<td></td>
<td>Utility Relocation</td>
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<td></td>
<td>Property</td>
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<tr>
<td></td>
<td>Operating and Maintenance Costs</td>
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</tbody>
</table>
Alternative Designs

Rural Section:
Hamilton Road to New Amherst Boulevard / Lovshin Road

- The following Alternative Designs were developed and evaluated for the rural section of the County Road 2 study corridor

Alternative Design 1
- Widen on both sides of County Road 2
- 3 m wide Multi-Use Trail on south boulevard
- 3.5 m continuous centre two-way left turn lane

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

Alternative Design 2
- Widen on south side of County Road 2
- 3 m wide Multi-Use Trail on north boulevard
- 3.5 m continuous centre two-way left turn lane

Alternative Design 3
Preferred Design

Rural Section

Key design features in the rural section include:

- A road widening along the north side of County Road 2 to accommodate a continuous centre left turn lane from Hamilton Road to Lovshin Road / New Amherst Boulevard. The turning lane will facilitate turning movements on and off of County Road 2.
- A 1.5 m wide paved shoulder on both sides of County Road 2 from Hamilton Road to Lovshin Road / New Amherst Boulevard. These will serve cyclists who prefer on-road cycling.
- A 3.0 m wide off-road multi-use trail on the south side of County Road 2 from Hamilton Road to Lovshin Road / New Amherst Boulevard. This will serve pedestrians and cyclists who prefer off-road cycling.
- Lowering the posted speed from 80 km/h to 70 km/h to further reduce vehicular speeding.

Key changes since PIC #2 include:

- Relocation 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
Preferred Design

Rural Section
One roundabout is proposed at the Theatre Road intersection.

The roundabout has the following advantages:

- Promotes traffic calming
- Reduces vehicular speeding
- Improves traffic flow through the intersection
- Opportunity for plantings, landscaping and gateway features

A roundabout design concept at Theatre Road is shown below:
Alternative Designs

Urban Section: Lovshin Road / New Amherst Boulevard to Burnham Street / William Street

- The following Alternative Designs were developed and evaluated for the urban section of the County Road 2 study corridor
- County Road 2 will transition to a proposed four-lane urban section at Lovshin Road / New Amherst Boulevard

Alternative Design 1
Identified as the preferred alternative at PIC #2 based on preliminary evaluation
- Maintain existing cross-section with four through lanes
- Maintain existing sidewalk on north boulevard
- Replace the existing south sidewalk with a 3 m wide multi-use trail on south boulevard
- Maintain the left turn lane at Burnham Street / William Street

Alternative Design 2A
Lovshin Road / New Amherst Boulevard to Rogers Road

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

Alternative Design 2B
Rogers Road to Burnham Street / William Street

- Provide multi-use trail on north side between Rogers Road and Strathy Road
Preferred Design

Urban Section

Key design features in the urban section include:

**Segment 2A - 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 that will match the existing 4-lane cross section between Wilkins Gate and William Street / Burnham Street.
- 1.5 m on-road bike lanes on both sides of County Road 2 between Lovshin Road / New Amherst Boulevard and Rogers Road.
- A 1.5 m concrete sidewalk on the south boulevard of County Road 2 from Lovshin Road / New Amherst Boulevard to Rogers Road.

**Segment 2B - 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.

Key changes since PIC #2 include:

- Urban section has been broken down into two segments - 2A and 2B - to better reflect the particular needs of each segment
- **Segment 2A**: On-road bike lanes between Lovshin Road / New Amherst Boulevard and Rogers Road
- **Segment 2B**: Multi-use trail on north side between Rogers Road and Strathy Road
Alternative Designs

CPR Bridge Structure

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 improvements to the Canadian Pacific Railway Bridge.

The three design options are:

- **Alternative Design 1**
  - Total Bridge Replacement complete with multi-use trail

- **Alternative Design 2**
  - Separate Pedestrian Structure with Bridge Rehabilitation

- **Alternative Design 3**
  - Widen Existing Structure to Accommodate Trail with Bridge Rehabilitation.
  - At PIC #2, Alternative Design 3 was identified as the preferred alternative; however, further structural analysis indicated widening of the bridge was not feasible.
  - Subsequently, necessary rehabilitation works were undertaken on the CPR Bridge in 2014.
  - As a result, the new preferred alternative is Design 2 - Separate Pedestrian Structure with Bridge Rehabilitation.
Waterfront Trail Feasibility Study

The County commissioned a Waterfront Trail Feasibility Study to assess opportunities to provide a trail along the shoreline of Lake Ontario. The EA will incorporate the findings of the Waterfront Trail Feasibility Study.

Waterfront Trail Feasibility Study Objectives

- Examine the opportunities and constraints associated with the alternative shoreline alignment to provide:
  - An overview of the feasibility of a shoreline-oriented alignment
  - Guidance relative to the studies and consultative process that will be required if this alternative is pursued further

Why a Shoreline Alignment for the Waterfront Trail?

- A shoreline alignment would have the following potential benefits:
  - Better aligned with the overall objectives of the Waterfront Trail as outlined 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 and other public open spaces in the communities of Port Hope, Hamilton Township and Cobourg
Waterfront Trail Feasibility Study

Waterfront Trail
Overall Feasibility

- 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
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 for the Waterfront Trail.
- Environmental Study Report will include a section to describe the Waterfront Trail Feasibility Study
- Waterfront Trail Feasibility Study will be included as an appendix to the ESR
- Environmental Study Report (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.
  - 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.
  - If the shoreline alignment is determined not to be feasible through the steps outlined in the Waterfront Trail Feasibility Study, 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
Waterfront Trail Feasibility Study

- The Feasibility Study has included an assessment of phasing and timing considerations for implementation of the trail
- Proposed decision-making process is included
## Impacts and Mitigation

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>ANTICIPATED IMPACT</th>
<th>PROPOSED MITIGATION</th>
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<tbody>
<tr>
<td><strong>TRANSPORTATION AND SERVICING</strong></td>
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<tr>
<td>Stormwater Management</td>
<td>Minor impacts to surface drainage and flooding elevations</td>
<td>Water quantity, quality, erosion impacts can be mitigated by the use of wide bottomed grassed swales</td>
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<tr>
<td>Utility Impacts / Servicing</td>
<td>Relocation of utilities</td>
<td>Some utilities will need to be relocated</td>
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<td>Formal definition of impact on utilities, including Bell poles and hydro poles, will be confirmed during detailed design</td>
</tr>
<tr>
<td>Construction Feasibility and Staging</td>
<td>Impact to traffic during construction of road, bridge for the multi-use trail and roundabout</td>
<td>Road detours, advance notice and signage can help re-direct traffic and inform residents about potential impacts</td>
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<tr>
<td><strong>NATURAL ENVIRONMENT</strong></td>
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<tr>
<td>Surface Water Quality</td>
<td>Increase in stormwater quantity as a result of increased paved surface (widened roadway and multi-use trail)</td>
<td>Ditches, grass swales, culvert cleaning, re-ditching and Oil Grit Separators (OGS) will be considered to mitigate this impact</td>
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<tr>
<td><strong>SOCIO-ECONOMIC ENVIRONMENT</strong></td>
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<tr>
<td>Property Impacts</td>
<td>Requirement for additional property</td>
<td>Some grading may be required at properties and a thin strip of land adjacent to the right-of-way may be required for the multi-use trail</td>
</tr>
<tr>
<td>Noise</td>
<td>Moderate impacts during the construction period</td>
<td>Consultation with surrounding community can determine least disruptive timing for construction activities</td>
</tr>
<tr>
<td>Archaeology and Built Heritage Resources</td>
<td>The County Road 2 ROW itself does not retain archaeological site potential due to previous road and residential disturbances</td>
<td>If activities extend beyond the existing ROW, a Stage 2 Archaeological Assessment will be conducted for any lands having archaeological potential</td>
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<td>Impacts to heritage resources within the corridor can be mitigated through optimization of the design</td>
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<tr>
<td><strong>COSTS</strong></td>
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<tr>
<td>Operating and Maintenance Costs</td>
<td>Moderate increase in operating costs with additional roadway width to maintain</td>
<td>Additional operating costs are a result of providing enhanced infrastructure and services for local residents and businesses</td>
</tr>
</tbody>
</table>
Next Steps

The County will review all comments and suggestions received from the public and agencies regarding the preferred design.

Based on stakeholders’ input, the County will:

- Finalize the preferred alternative design
- Obtain agency approvals on preferred design concept
- Finalize the Environmental Study Report (ESR) and file with the Ministry of the Environment and Climate Change (MOECC)

When the ESR is complete, the public and review agencies will be notified of the Study Completion. The ESR will be placed on the public record for a minimum 30-day public review period. Your comments are important, and will be reviewed as part of the Study.

Please indicate your interest in remaining involved with the Study by submitting your completed Comment Form or by contacting either of the following Project Team Members by Friday, July 3rd, 2015

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