Municipal Class Environmental Assessment Study
Glen Lawson Road / Third Line from the Acton Urban Boundary to Fourth Line

Public Information Centre #2

Thursday, June 23rd, 2016
6:30 PM to 8:30 PM
Acton Arena– 415 Queen Street, Acton, ON
Problem and Opportunity

• Transportation Demand along the Glen Lawson Road / Third Line corridor has increased, raising safety concerns along the corridor for vehicles, pedestrians, and cyclists.

• Through reviewing the road design, geometry, traffic operations, and safety considerations, this study presents an opportunity to consider **alternative solutions to effectively and safely accommodate the increased transportation demands**, including potential intersection improvements, road improvements with minor re-alignments, and / or new alignments.
The Glen Lawson Road / Third Line corridor currently serves as a connection between south Acton and Georgetown via Fourth Line. Increased traffic volumes along this corridor have raised safety concerns due to the road geometry and poor driver / pedestrian visibility, which reinforces the need to consider improvements.

This study will assess current and future transportation demand and develop and evaluate suitable alternative solutions to safely and efficiently accommodate traffic along this corridor.
Study Area
This study is following the Municipal Class Environmental Assessment (MCEA) process for a Schedule “C” project, which generally includes the construction of new facilities and major expansions to existing facilities.

Schedule “C” projects require the completion of Phases 1 through 4 of the MCEA process.

Consultation plays an integral role throughout the study.
 Existing Conditions – Road Design / Geometry

• Low visibility for drivers / cyclists / pedestrians on intersection approaches
• Profile and Sightline Issues

[Images showing road design and geometry with labels such as 'Third Line (Southbound)', 'Limited Visibility', 'Large Clearzone Area']
Existing Conditions - Safety

- Roadside safety measures to be improved
- Traffic Speeds
  - Posted speed limit of 60 km/h through Glen Lawson and Churchill approaches
  - 30 km/h through the intersection
  - Speed studies conducted during AM and PM peak periods.
  - Concluded that majority of vehicles travel over posted speed limit (60 km/h) through study area.
    - Average Speed ranging from 61 km/h to 70 km/h
    - 85th Percentile Speed ranging from 68 km/h to 78 km/h
- Signage to be updated
- Alignment (Horizontal / Vertical)

Guiderails to be improved

Churchill Road North view from intersection
Base year (2015) traffic operations analysis conducted for study area, including the following intersections:

- Glen Lawson Road / Fourth Line
- Glen Lawson Road / Third Line

Analysis concluded that in terms of traffic, intersections currently operate well.

**Key Safety Concerns**

- Curved sightline restrictions
- Large open intersection, managed by yield conditions
- Unclear shoulder definition
- Overgrown and hanging treeline further obscuring sightlines and in some cases advance warning signs
- Mixed use road traffic; active transportation and motorists
- Need for guiderail update
Existing Conditions - Socio-Economic Environment

- Rural residential homes within the Glen Lawson Road / Third Line corridor

- The Acton quarry located south on the Third Line on the 22nd Side road
- Route restrictions applied to heavy truck traffic through Glen Lawson and Third Line
• Study area within the Black Creek Sub-Watershed
• Area under jurisdiction of Credit Valley Conservation
• Study within Niagara Escarpment Plan (NEP) area
• Study within Regional Natural Heritage System
• Environment Canada monitoring Station
• **Guelph Radial Line Trail**
  - 33 km trail from Guelph to Bruce Trail at Limehouse
  - Trail runs approximately 400 metres through study area along Glen Lawson Road and Third Line south of Glen Lawson Road
  - Marked by ‘blazes’ on key points (trees and road signs) along Glen Lawson Road
Existing Conditions - Cultural Environment

- **Study Area within The Historical Hamlet of Glen Lawson**
  - Named after Graham Lawson (1780-1861)
  - Located approx. 2.5 km southeast of Acton

- **Stone House** on North / East corner of Glen Lawson Road / Third Line intersection
  - Built by Graham Lawson around 1855
  - Last remnant of industrial buildings formerly clustered around Black Creek in Glen Lawson
  - House currently under council approval for Heritage Register

- **Archeological Assessment (Stage 1)** has been completed as part of EA study
  - The study area outlines the heritage home and possible historical sites located around the property
  - No significant findings were found within the study area.
Existing Conditions Summary
Cycling

• **Town of Halton Hills Cycling Master Plan (HHCP)** - December 2010
  
  • Comprehensive Cycling Master Plan developed to guide implementation of Town-wide cycling network and cycling supportive programs over next 10+ years

  • HHCP identifies Churchill Road / Glen Lawson Road as **Proposed On Road Cycling Route** throughout study area
    
    • On Road cycling is a clearly marked designated shared roadway, incorporating cycling and automobile traffic
Based on existing conditions and knowledge of potential improvements, this study considered four (4) Planning Alternatives to potentially mitigate the identified issues.

The alternatives will be assessed based on the following Preliminary Evaluation Criteria, summarized here.
Planning Alternatives

**Alternative 1:** Do Nothing

**Alternative 2:** Retain alignment with minor modifications and intersection improvements

**Alternative 3:** Re-alignment of intersection

**Alternative 4:** Re-alignment of Third Line
Alternative #2 – Minor Modifications

- Convert intersection to stop controlled.

Locations:
- CHURCHILL ROAD S
- GLEN LAVEN ROAD
- 3rd LINE
- OEXR
Alternative #3 – Intersection Realignment
Alternative #4 – Third Line Relocation
<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Alternative 1 (Do Nothing)</th>
<th>Alternative 2 (Retain alignment with minor modifications and intersection improvements)</th>
<th>Alternative 3 (Re-alignment of Intersection)</th>
<th>Alternative 4 (Realignment of Third Line)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Socio-Economic Environment</td>
<td>• Minimal impacts • Poor service / safety • Not in line with planning policy, HCCMP or Halton design guidelines</td>
<td>• Minor impacts • Noise / vibration during construction • Heritage property to be relocated • Noise / vibration during construction</td>
<td>• Major impacts • Not in line with planning policy, HCCMP or Halton design guidelines</td>
<td>• Minor impacts • Will require construction through Credit Valley / Black Creek sub-watershed • Noise / vibration during constriction</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>• No impacts on Credit Valley • Minor impacts on Credit Valley</td>
<td>• Moderate impacts on Credit Valley • Minor impacts on Credit Valley</td>
<td>• Major impacts on Credit Valley • Minor impacts on Credit Valley</td>
<td>• Major impacts on Credit Valley</td>
</tr>
<tr>
<td>Transportation</td>
<td>• Continued speeding issues • Continued safety concerns • No impacts on cycling infrastructure</td>
<td>• Improved safety at intersections • Speed reduction • Cycling facility on paved shoulders • Improved Level of Service (LOS) • Speed reduction • Cycling facility on paved shoulders</td>
<td>• Improved safety at intersections • Improved Level of Service (LOS) • Speed reduction • Cycling facility on paved shoulders</td>
<td>• Improved safety at intersections • Improved Level of Service (LOS) • Speed reduction • Cycling facility on paved shoulders</td>
</tr>
<tr>
<td>Financial / Engineering</td>
<td>• No capital cost • No property required • No construction</td>
<td>• Minor capital cost • No property requirement • Less construction time</td>
<td>• Moderate capital cost • Property requirement • Major capital cost</td>
<td>• Moderate capital cost • Property requirement • Major capital cost</td>
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Primary Preferred Alternative

**Alternative 2**

Retain alignment with minor modifications and intersection improvements

<table>
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<th>Evaluation Criteria</th>
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</thead>
</table>
| Socio-Economic Environment | • Minor impacts  
                                  • Noise / vibration during construction                               |
| Natural Environment       | • Minor impacts on Credit Valley                                         |
| Transportation            | • Improved safety at intersections  
                                  • Speed reduction  
                                  • Cycling facility on paved shoulders                                   |
| Financial / Engineering   | • Minor capital cost  
                                  • No property requirement  
                                  • Less construction time                                                |
Churchill South to Third Line

Recommendations

• Improved existing signage
• Update guiderail system (W-beam)
• Resurface asphalt to 8 metres (currently 7 metres plus soft shoulder)
• Provide advance warning signage
• Smooth grading where possible
Recommended Intersection improvements:

• Installation of stop control on Glen Lawson approach
• Secondary stop signs on Glen Lawson approach
• Investigating adjustment edge of pavement to formalize intersection operations
Recommendations

• Improved existing signage
• Update guiderail system (W-beam)
• Resurface asphalt to 9 metres (currently 7.5 metres plus soft shoulder)
• Introduce on road cycling facilities
• Provide Stop advance warning signage
Next Steps

- Receive / process feedback from PIC #2
- Selection of Preferred Alternative Solution
- Identify Design of Preferred Solution
- Conclude EA analysis
- Complete Environmental Study Report and file for 30 – day public review
- Implement recommended improvements
Thank you for your interest in this study. Please sign in if you wish to be added to the study mailing list and notified of future project milestones and opportunities to provide input.

Throughout the study, please contact the following members of the project team if you have any comments or questions:

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Third Line Intersection Approach

Current Conditions

Potential Improvements
Glen Lawson Intersection

Current Conditions

Potential Improvements
Churchill Road South Intersection Approach

Current Conditions

Potential Improvements
Churchill Road

Current Conditions

Potential Improvements
Glen Lawson Road Intersection Approach

Current Conditions

Potential Improvements
Churchill Road South

Current Conditions

Potential Improvements