



BURNSIDE

# ARMSTRONG AVENUE RECONSTRUCTION

## DEVELOPMENT OF DESIGN ALTERNATIVES

Open House

June 17, 2014  
3pm – 6pm



TOWN OF  
**HALTON HILLS**  
*Working Together Working for You!*

# Welcome

## Purpose of today's Open House:

- Describe the proposed project
- Present alternative design solutions and identify a preliminary preferred solution
- Encourage, gather and respond to public input and feedback
- Identify next steps

## Please.....

- Ask us any questions you may have about the project or the results / scope of study
- Fill out a comment sheet and leave it with us – or take it home and return it later (by Friday July 11, 2014) to the address provided

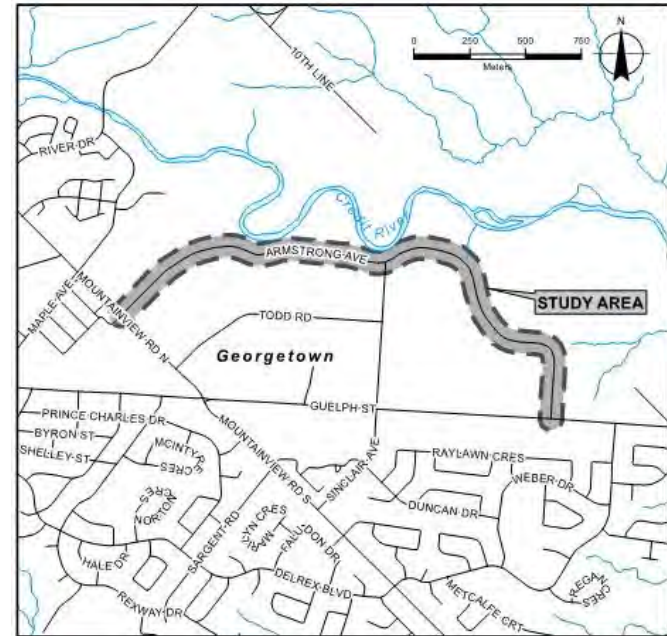


# Study Purpose

The Town of Halton Hills has initiated a study to determine the best design alternative to address the rehabilitation of Armstrong Avenue from Mountainview Road North to Guelph Street.

The purpose of this study is to:

- develop a consistent cross section for Armstrong Avenue;
- accommodate site traffic and access requirements; and
- provide for pedestrian and cycling amenities.



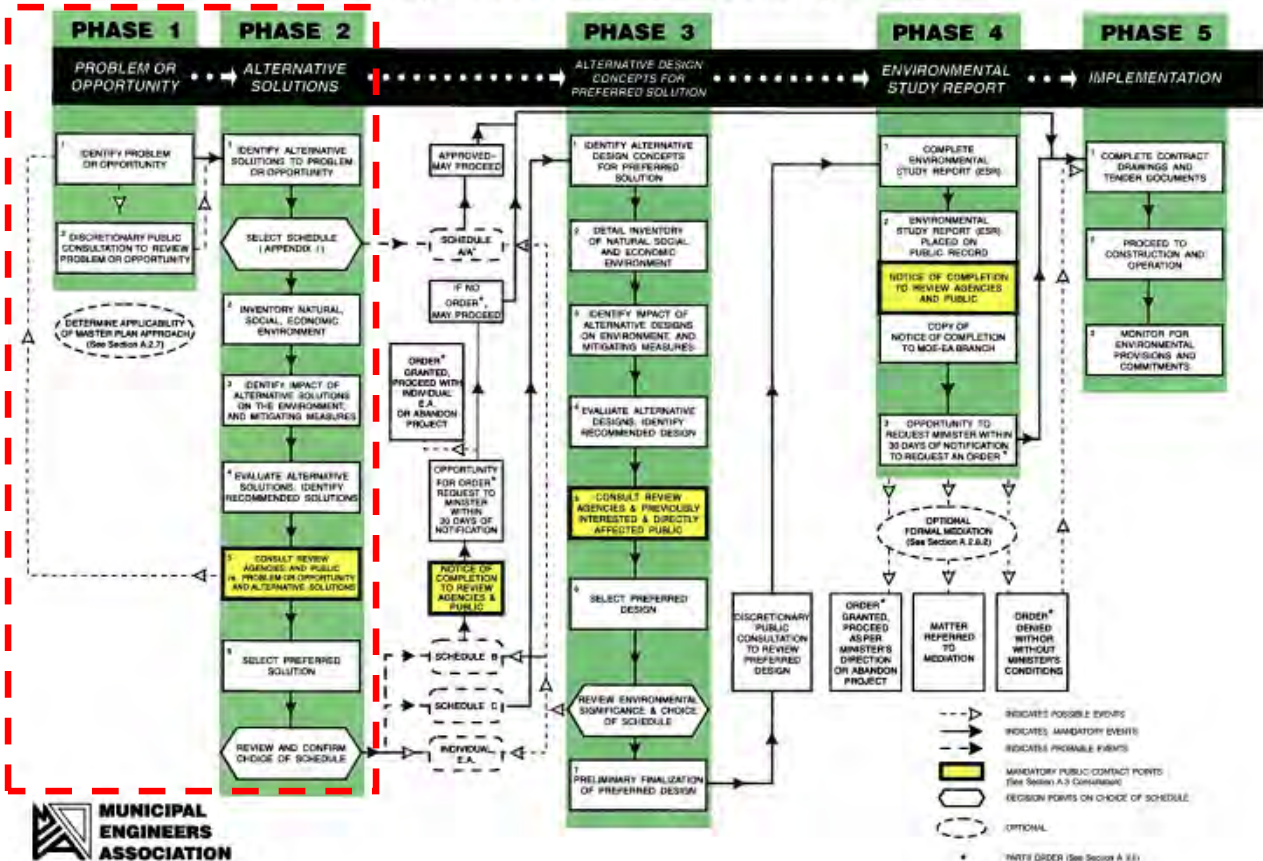


# Municipal Class EA Process

This project will be carried out in accordance with the requirements of a Schedule 'A+' undertaking as outlined in the Municipal Class EA (2000, as amended in 2007 and 2011).

Phases 1 and 2 of the EA process will be followed. →

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



# Problem Statement

Armstrong Avenue is a major industrial roadway which serves a significant number of local industries in providing direct access between Guelph Street (Highway No. 7) and Mountainview Road. It is estimated that the traffic demands on Armstrong Avenue over the next twenty years can be satisfied with a two lane roadway.

The Town has identified the need to reconstruct Armstrong Avenue starting in 2015. Based upon a review of local conditions, the following improvements are to be considered:

- A consistent road cross section throughout the Armstrong Avenue length;
- The provision of selective left turn lanes on Armstrong Avenue to improve safety;
- The provision of selective on street parking bays to accommodate local needs; and
- The provision of sidewalk and cyclist facilities to meet the objectives within the Town's Official Plan.

# Road Characteristics

- Two-lane urban industrial roadway;
- 26 meter right of way;
- Traffic signal control at Guelph Street (Highway No. 7) and at Mountainview Road;
- Sinclair Avenue at Armstrong Avenue controlled with a stop sign;
- Existing cross sections range from substandard rural to industrial urban;
- Includes a variety of curb and gutter types including, open ditch and storm-sewers; and,
- 50 km/h speed limit.

# Traffic Safety Data

## Motor Vehicle Collisions by Location and Impact Type 2008-2012

Location	Impact Type							Total
	Single Motor Vehicle	Sideswipe	Turning Movement	Rear End	Angle	Reversing	Approaching	
Armstrong Ave. Guelph St. to Sinclair	5	3	1	-	-	-	-	9
Armstrong Ave. Sinclair Ave. to Mountainview Rd.	6	2	2	1	-	1	1	13
Armstrong Ave./Sinclair Ave.	-	-	-	1	2	-	-	3
<b>Total</b>	11	5	3	2	2	1	1	25

# Traffic Volume Analysis

## Peak Hour Traffic Volumes - Existing (2013) and Future (2033)

		Armstrong Avenue / Mountainview Road / Dominion Gardens Drive											
		Dominion Gardens Dr EB			Mountainview Rd SB			Armstrong WB			Mountainview RD NB		
		←	↑	→	←	↑	→	←	↑	→	←	↑	→
2013	AM (PM)	5 (0)	0 (2)	61 (56)	169 (103)	735 (640)	2 (5)	33 (53)	0 (3)	82 (399)	14 (83)	403 (794)	87 (66)
2033	AM (PM)	8 (0)	0 (3)	91 (84)	252 (154)	1093 (952)	3 (8)	50 (79)	0 (5)	122 (593)	21 (124)	599 (1180)	130 (99)

		Armstrong Avenue / Sinclair Avenue					
		Armstrong EB		Sinclair Avenue NB		Armstrong WB	
		↑	→	←	→	←	↑
2013	AM (PM)	122 (94)	40 (95)	69 (87)	55 (36)	32 (81)	42 (138)
2033	AM (PM)	182 (140)	60 (142)	103 (130)	82 (54)	48 (121)	63 (206)

		Armstrong Avenue / Guelph Street					
		Guelph Street EB		Armstrong Avenue SB		Guelph Street WB	
		←	↑	←	→	↑	→
2013	AM (PM)	65 (31)	661 (783)	55 (181)	23 (60)	516 (1000)	121 (89)
2033	AM (PM)	97 (47)	983 (1164)	82 (269)	35 (90)	767 (1486)	180 (133)



# Natural Environment

- **Valley Slope** – Armstrong Avenue is immediately adjacent to a valley slope.
- **Environmentally Significant Area (ESA)** – A portion of the Study Area falls within the Georgetown Credit River Valley ESA.
- **Area of Natural and Scientific Interest (ANSI)** – The Georgetown Credit Valley ANSI is also located in a portion of the Study Area.
- **Species At Risk (SAR)** – There are Ministry of Natural records for SAR in the vicinity of the Study Area. These records are not publicly available.
- **Aquatic Environments** – There are no aquatic environments within the Study Area.



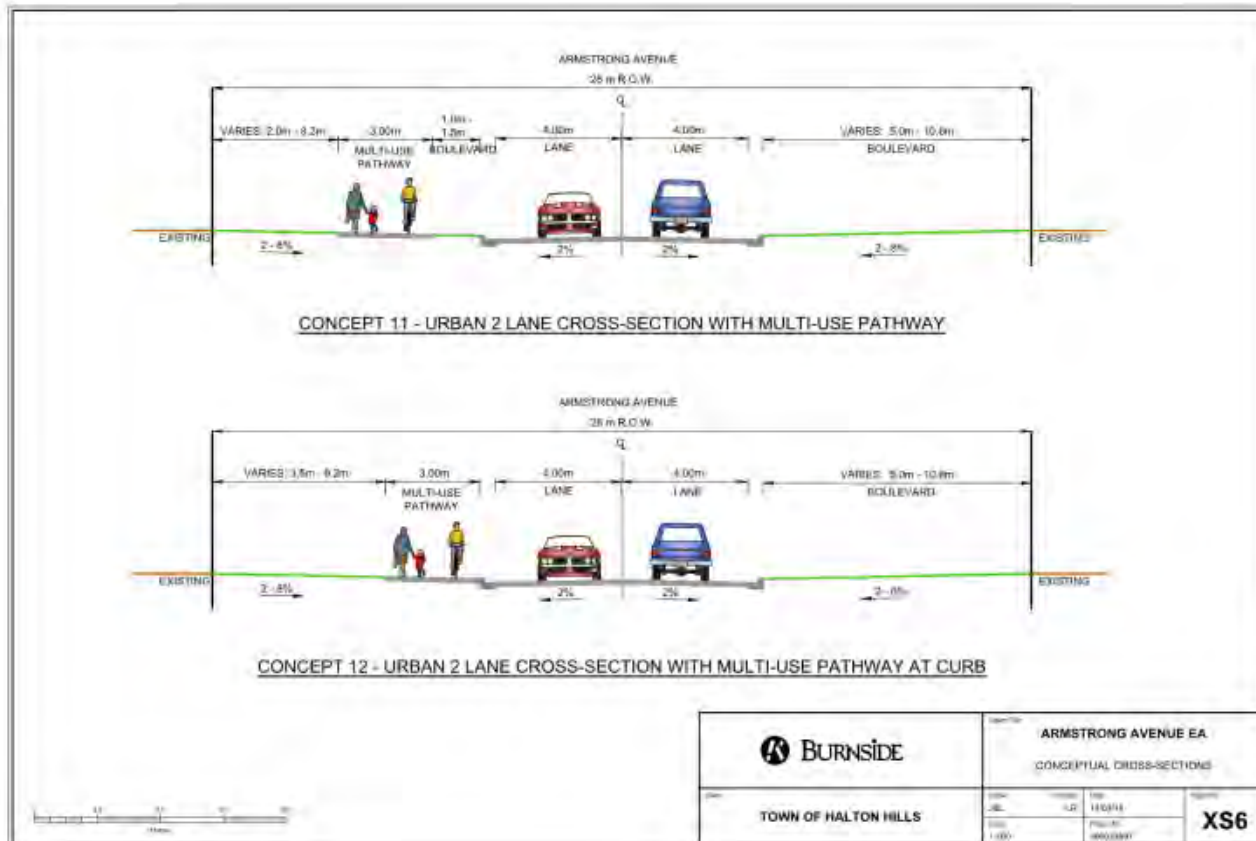
# Evaluation of Alternatives

A number of alternative solutions were investigated to address the identified problems and needs along Armstrong Avenue. The alternative solutions that were considered included:

- Do Nothing: This alternative does not meet the issues in the problem statement.
- Improvements to Armstrong Avenue:
  - Operational improvements: This alternative would better define the travel lanes and driveway entrances with overall improved safety and traffic operations.
  - Provide a Two-Way Centre Left Turn Lane: This alternative would provide safe refuge for turning vehicles along Armstrong Avenue and provide the highest benefit to motorist safety and traffic operations.
- Manage Transportation Demand:
  - Spread the Peak Period: This alternative attempts to encourage road users to spread their travel demands outside the traditional peak hour periods in order to avoid designing the road facilities to meet the “peak” need.
  - Promote Alternative Travel Choices: This alternative attempts to provide alternatives that potentially reduce the reliance on vehicle travel and thereby reduce traffic on Armstrong Avenue.

In addition, 12 cross-section alternatives were reviewed and assessed on their ability to improve conditions along Armstrong Avenue.

# Recommended Cross-Section Design



# Proposed Preliminary Design

- INSERT ROLL DRAWING HERE

# Potential Impacts/Mitigation Measures

## Terrestrial Environment

- *Impact:* Loss of vegetation/Habitat loss. However the project is primarily proposed in previously disturbed areas
- *Mitigation:* Minimize disturbance to existing vegetation. Disturbed areas should be stabilized and revegetated upon project completion and restored to a pre-disturbed state.



## Health & Safety (H&S)

- *Impact:* Potential safety hazard from construction activities, heavy equipment and increased traffic.
- *Mitigation:* The contractor will be required to implement a Health and Safety Plan (OHS 1990).



## Traffic Management

- If required, a traffic management plan will be prepared for the project.



# Next Steps

- Finalize preferred design alternative in light of comments received.
- Initiate detailed design.
- Obtain any permits/approvals.
- Construction to be completed in two phases.
- Phase 1 (Mountainview Road North to Sinclair Avenue) is anticipated to begin in 2015, while Phase 2 (Sinclair Avenue to Guelph Street) is anticipated in 2017.



# Your On-going Involvement is Important to Us

- Our team welcomes any comments that you may have about this project. Your input is important to us.
- Comment sheets are available and can be left with us today. Alternatively they can be submitted to the addresses provided by Friday July 11, 2014.

