



CORPORATION OF THE COUNTY OF ESSEX
**County Road 20 Environmental
Assessment and Preliminary Design**

Summary Report on Public Information Centre No. 1

REDACTED FOR PUBLIC RECORD

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The study area includes approximately 10 km of County Road 20, from Kratz Sideroad in the Town of Kingsville to Sherk Street in the Municipality of Leamington. Approximately two-thirds of the study area is located in Kingsville, with the remaining portion within Leamington. County Road 31 (Albuna Town Line) forms the boundary between Kingsville and Leamington.

This report documents the first Public Information Centre (PIC) scheduled for this EA, which allows the public opportunity to review and comment on project details. There are a total of two PICs planned for this project.

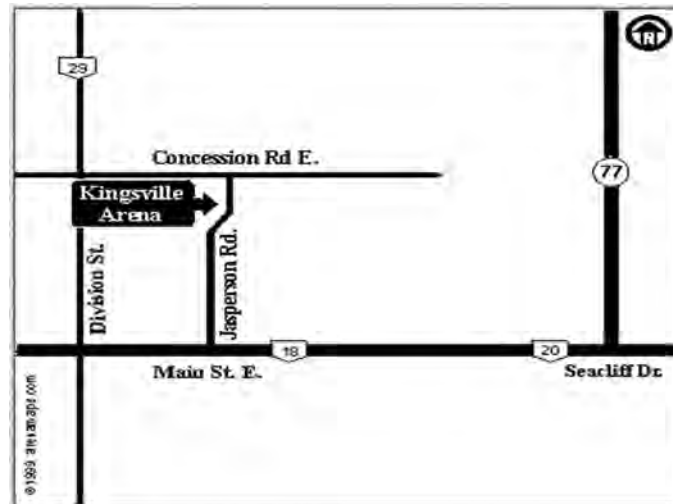
2.0 Purpose of Public Information Centre

A Public Information Centre (PIC) is an informal meeting where planning and design plans developed throughout the EA process are presented for review and comment by members of the public, key stakeholders, indigenous communities and agencies.

The purpose of this PIC was to review information on the study process, background information and studies that have identified the need for improvements and to obtain input from the public on the recommended alternative solutions to address the problems and opportunities identified in the study area.

3.0 Location, Date and Time

The PIC was held at the Kingsville Arena Complex located at 1741 Jasperson Road in Kingsville, Ontario, on Tuesday, November 15, 2016, from 3:00 p.m. to 8:00 p.m. (See map inset for the location of the PIC).



Public Notification

The PIC notice, provided in *Appendix A*, was distributed as follows:

- Uploaded to the project website under the URL www.CR20.ca on November 4, 2016;
- Mailed to agencies and indigenous communities on November 4, 2016;
- Mailed to property owners along County Road 20 from Kratz Sideroad in the Town of Kingsville to Sherk Street in the Municipality of Leamington; and
- E-mailed to residents who do not live along the Kratz SideRoad to Sherk Street corridor, but had requested through the project website to be kept apprised of the project, on November 7, 2016.

As a result of the public's high level of interest in the project, the project team's consultation efforts for PIC #1 went beyond the minimum requirements described in the Municipal Class Environmental Assessment, October 2000 as amended in 2007, 2011 and 2015 (MCEA). As such, PIC notices were published in consecutive issues of local newspapers to provide significant notice and reminder to all those that may be affected by the study. The publications were as follows:

- Kingsville Reporter on November 1 and November 8, 2016; and
- Leamington Southpoint Sun on November 2 and November 9, 2016.

A copy of the Project contact list is provided in *Appendix B*.

5.0

Staff Attendance

The following project team members were in attendance at the PIC to answer questions and discuss the study with attendees:

County of Essex

Jane Mustac, P.Eng. – Manager, Transportation Planning & Development

James Bryant – Environmental Assessment Coordinator

Dillon Consulting Limited

John Zangari, P.Eng. – Consultant Project Manager

Chris Patten, P.Eng. – Engineering Lead

Paula Neto, MCIP, RPP – EA and Consultation Lead, Environmental Planner

Meeting Format and Material Displayed

The PIC was an informal drop-in centre format with display boards set up around the room, along with two plots of the entire corridor in the centre of the room for open discussions. Individuals attending the PIC were asked to sign the Record of Attendance. In total, 69 people signed the Record of Attendance. Representatives from the County of Essex and Dillon Consulting Limited were available to explain the displays, record verbal comments and answer questions.

The following display panels were presented for public viewing, discussion, and comment:

1. Title Slide (text and graphic).
2. Welcome (text and photo).
3. Study Overview (text and key map).
4. Municipal Class EA Process (text and flow chart).
5. Policy Context for the Study (text and graphic):
 - a. Provincial Policy.
 - b. Municipal Policy.
6. County Wide Active Transportation System (text and graphic):
 - a. CWATS Master Plan.
 - b. County 20 Feasibility Design Studies.
 - c. Ontario Traffic Manuals.
7. Existing Conditions - Socio-Economic (text and maps).
8. Existing Conditions - Natural Environment (text and map).
9. Existing Conditions - Cultural Environment (text, map, and photos).
10. Existing Conditions – Drainage (text, map, and photos).
11. Existing Conditions – Utilities (text, map, and graphic).
12. Existing Conditions – Transportation (text, photos and graphic).
13. Collision History in the Study Area (text and graphs).
14. Existing Conditions – School Bus Stops (text and map).
15. Existing and Projected Traffic Conditions (text and graphic).
16. Intersection Treatments (text and photos).
17. Corridor Access Management (text).
18. Problems and Opportunities (text).
19. Description of Alternative Solutions (text).
20. Interim Active Transportation Facility (text, map, photo, and graphic).
21. How do the Solutions Address the Problem/Opportunity? (text).
22. Alternative 1 – Interim A/T Facility through CWATS – Status Quo (text and graphics).
23. Alternative 4 – Interim A/T + Intersection Operational Improvements (text and graphics).

24. Alternative 5A & B – Intersection Operational Improvements with Ultimate A/T Facility (text and graphics).
25. Alternative 6A & B – Roadway Widening for 2-Way Centre Turn Lane with Ultimate A/T Facility (text and graphics).
26. Alternative Design Evaluation Criteria (text).
27. Next Steps and Thank You (text and photo).

A copy of the display boards is provided in *Appendix C*.

Comment sheets were posted on the project website and were also available for use at the PIC for attendees. The comment sheets were designed to show alternative cross-sections and corresponding “pros and cons” for each. The format allowed attendees to view each alternative simultaneously to aid in their analysis and commenting. The comment form also included the proposed evaluation criteria and requested input regarding any additional evaluation criteria that may not have been considered by the project team, as well as the level of importance each major criterion was to them personally. Attendees were encouraged to complete a comment sheet and submit it to the study team by December 6, 2016.

7.0 Summary of Comments Received

The project comment form posed questions to respondents on the alternative solutions and the evaluation criteria. In addition, the comment form included an area for general comments regarding the study. In total, 24 comment forms were received (see *Appendix D*) by the December 6th, 2016 deadline.

There were various means for the public to provide input on the PIC. The following is a summary of the different methods for comment submissions, and the number of comments that were received are shown in brackets:

- Completing comment form and submitting to project team at the PIC (9) ;
- Completing the provided comment form and mailing to the project team (0);
- Completing online comment form on the project website (12); and
- Providing comments via email to the project team (3).

The comments received at the PIC indicated that respondents are in favour of active transportation improvements along the County Road 20 corridor. Safety of cyclists, pedestrians and motorists was a common theme in the responses. The following provides a brief summary of comments by alternatives presented:

- Three respondents indicated concern over the width of the proposed alternatives and resulting property, landscape and tree impacts along County Road 20.
- Four respondents requested more information about the project.
- One respondent recognized that school bus delays are lengthy but necessary.
- One respondent recognized that trucks that service businesses on County Road 20 do not cause delay, although noted that trucks travelling to Harrow should be encouraged to find another route.
- All respondents agree with the need for a cycling facility along the corridor.
- One respondent indicated that cycling and pedestrian facilities should be combined to mitigate impacts.
- Some concern was noted about the travel speed along the corridor and suggested the project team consider traffic calming measures.
- Three respondents provided feedback on the evaluation criteria presented: include criteria to evaluate/determine whether a multi-use pathway is a safe facility in corridor (e.g. number of driveways, number of intersections); transportation criteria should include "Influencing choice for drivers" (design should encourage through-traffic to use Talbot or Highway 3); recreation/health promotion should be considered as a criterion for evaluation.

- The area between Truax Lumber and Zehr's is a major safety concern (note - outside of study area). This is a dangerous section of road with too many access points. Any initiatives to reroute traffic to access County Road 20 at an existing stop light would be welcome.
- Two respondents preferred the Status Quo alternative (Alternative 1 – CWATS recommended AT facility only) which serves the purpose of providing space for active transportation with the least overall impact.

The following is a summary of alternative specific comments that were received:

Alternative 4 – Intersection Improvements and Interim CWATS Facility

Specific Comments Received:

- Traffic lights are missing.
- Install traffic lights at Graham Sideroad – there are many near miss collisions.
- Streetlights at Fraser and Seacliff would also improve safety.
- The addition of a paved cycling lane between Kingsville and Leamington is a worthwhile undertaking. The dedicated space for pedestrians is needed.

Alternative 5 – Two Alternatives identified that include a two Lane Road and Varying AT Facility Types

Alternative 5A - Dedicated Raised Cycle Tracks at back of curb (Interim CWATS Facility) and Separated Multi-Use Trail on south side of road.

Alternative 5B - Dedicated Raised Cycle Tracks at back of curb (Interim CWATS Facility) and Separated Sidewalks on both side of the road.

Specific Comments Received:

- Alternative 5A is preferred because it provides a wide enough area for walking/running and families. The south side of the road is appropriate for aligning with Seacliff Park and the majority of the subdivisions.
- Alternative 5B is excessive (little reason to have narrower sidewalks, especially on the north side of the road) and is slightly wider overall. Alternatives 6A and 6B are too wide and do not separate cars and bikes.
- Alternative 5B accommodates all users safely. The local character of the road is maintained and enhanced.
- Alternative 5B is ideal for the future redesign and accommodates all users safely. For the two or three specific locations requiring turning lanes, recommendation 6A is ideal.
- Alternative 5A and Alternative 6B should not be considered as safe since they include multi-use pathways which would create continuous conflict points for pathway users due to the high number of driveways and intersections crossing the path.

Alternative 6 – Two Alternatives Identified that Include Two Vehicle Travel Lanes, a Centre Turn Lane, and Varying AT Facility Types

Alternative 6A - Dedicated On-Road Cycle Tracks and Separated Sidewalks on both sides of the road.

Alternative 6B - Dedicated On-Road Cycle Tracks, Separated Sidewalk on north side of road, and Separated Multi-Use Trail on south side of the road.

Comment Summary:

- Nine respondents preferred an alternative that included a centre turning lane throughout the corridor.
- Three respondents suggested turning lanes are required in key locations only.
- Six respondents felt that widening the road with a centre turning lane was unwarranted and excessive, causing too many impacts.

Specific Comments Received:

- A single path on both sides of County Road 20 is needed, but as wide as possible without moving utilities. A centre turn lane all along the road would be a good idea.
- Alternative 5B and 6A should be what we strive for on all roads that connect greenways, trails and parks. I look forward to the extension of the path so that I can use the current path to get to other paths safely as a cyclist.
- Alternative 6A accommodates all users safely.
- Alternative 6B is the best option.
- Centre turning lane is needed to improve traffic flow at intersections. Pedestrian walkways are not needed – combine them with cycling path to narrow impact on landscape.
- Extra cost for Alternative 6 is a good investment for the future.

8.0

Next Steps

8.1

EA Process

Following the PIC comment period, the project team reviewed all comments received. The next steps for the project include the following:

1. Confirm Evaluation Criteria selected is appropriate or if additional categories should be applied;
2. Evaluate the planning alternatives using the Confirmed Evaluation Criteria and include input from all public and agency comments;
3. Choose the preferred planning alternative and develop preliminary designs for the solution;
4. Host workshop with key stakeholders representing residents, businesses, the agricultural community, and other commercial properties in the area to gather input on preferred alternative;
5. Present Preferred Preliminary Design Alternative to the public at PIC No. 2;
6. Review comments from PIC No. 2 and confirm Preferred Preliminary Design Alternative with refinement if necessary; and
7. Finalize the project in the form of an Environmental Study Report available for comment for a minimum of 30 days.

8.2

Evaluation Criteria

In the next phase of the Class EA, alternative design solutions will be assessed using a comprehensive set of criteria that reflect the following considerations:

1. Transportation Environment:
 - a. Traffic operations.
 - b. Road safety.
 - c. Emergency service access.
 - d. Accommodation of active transportation.
 - e. Accommodation of public transit and school buses.
 - f. Access Management.
2. Natural Environment:
 - a. Fisheries and aquatic resources.
 - b. Terrestrial features and wildlife.
 - c. Species at risk.
3. Engineering Considerations:
 - a. Services/utility impacts.

- b. Construction and maintenance costs.
 - c. Construction staging.
 - d. Drainage/stormwater management.
- 4. Cultural Environment:
 - a. Archaeological impacts.
 - b. Built heritage resource impacts.
 - c. Cultural heritage impacts.
- 5. Socio-Economic Environment:
 - a. Property impacts.
 - b. Business impacts.
 - c. Tourism impacts.
 - d. Future development/redevelopment potential.
 - e. Street character and aesthetics.
 - f. Improved accessibility.

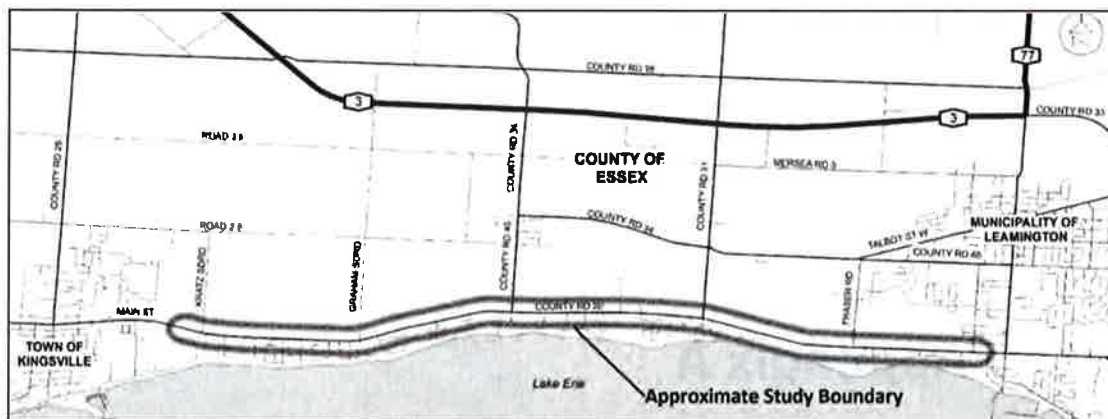
Appendix A

Public Information Centre Notice

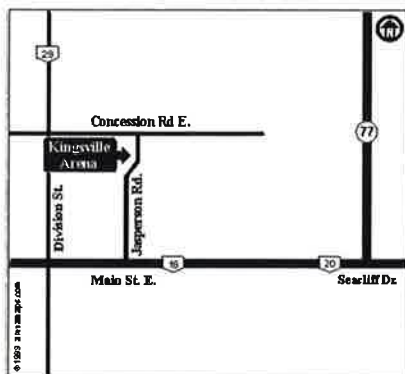
Notice of Public Meeting #1

County Road 20: Environmental Assessment and Preliminary Design

The County of Essex (County) is undertaking a Municipal Class Environmental Assessment (EA) study to assess corridor improvement alternatives for County Road 20, from Kratz Sideroad, in the Town of Kingsville, to Sherk Street, in the Municipality of Leamington. The map below shows the approximate study area. The study will be completed in accordance with the planning and design process outlined in the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011 & 2015), under the *Ontario Environmental Assessment Act*.



The County is making preliminary study material and plans available for public review at the upcoming Public Information Centre (PIC) on **Tuesday, November 15, 2016 at the Kingsville Arena Complex located at 1741 Jasperson Road in Kingsville from 3:00 p.m. to 8:00 p.m.** (see map inset for the location of the PIC).



The purpose of this PIC is to review information on the study process, background information and studies that have identified the need for improvements and to obtain input from the public on the recommended alternative solutions to address the problems and opportunities identified in the study area.

We are interested in hearing from you!

Dillon Consulting Limited has created a study website (www.CR20.ca) to share all study information. For further information on this project and/or to be added to the project mailing list, please visit the study website and send any inquiries to CR20@dillon.ca or contact the undersigned:

Jane Mustac, P.Eng., County of Essex, 519-776-6441 ext. 1397

John Zangari, P.Eng., Dillon Consulting Limited, 519-948-5000 ext. 3234

Under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Ontario Environmental Assessment Act*, with the exception of personal information, all comments will become part of the public record and will be released, to any person if requested. Comments and information received will be maintained on file for use during the project and may be included in project documentation.

Appendix B

Contact List (Redacted)

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Telephone	Fax	E-Mail
Federal Agencies											
Mr.	De Sando	Bruno	Canada Post		Delivery Planning	955 Highbury Avenue	London, ON	N5Y 1A3	519-494-1596	519-457-5412	bruno.desando@canadapost.ca
Mr.	de Laronde	Joe	Fisheries and Oceans Canada	Southern Ontario District	Fisheries Biologist	73 Meg Drive	London, ON	N6E 2V2			
Mr.	Cottingham	Rick	Agriculture and Agri-Food Canada	Corporate Management Branch	Engineering and Environmental Services	960 Carling Ave, Bldg 12, CEF, Flr 1	Ottawa, ON	K1A 0C6	613-759-6929		richard.cottingham@agr.gc.ca
Ms.	Berman	Allison	Indigenous and Northern Affairs Canada	Consultation and Accommodations Unit	Program Officer	300 Sparks Street	Ottawa, ON	K1A 0H4	613-943-5488		UCA-CAU@aandc-aandc.gc.ca
Provincial Ministries											
Mr.	Crinklaw	Drew	Ministry of Agriculture, Food and Rural Affairs	Environmental and Land Use Policy	Rural Planner, Southwestern Ontario	667 Exeter Road	London, ON	N6E 1L3	519-873-4085		drew.crinklaw@ontario.ca
Ms.	Armstrong	Peter	Ministry of Tourism, Culture and Sport	Programs & Services Branch	Director	401 Bay Street, Suite 1700	Toronto, ON	M7A 0A7	416-314-7342	416-212-1802	peter.armstrong@ontario.ca
Ms.	Prowse	Shari	Ministry of Tourism, Culture and Sport	Archaeology Program Unit	Archaeology Review Officer - London	900 Highbury Avenue	London, ON	N6A 1L3	519-675-6898	519-212-1802	shari.prowse@ontario.ca
Ms.	Bradshaw	Lee	Ministry of the Environment and Climate Change	Windsor Area Office	Senior Environmental Officer	4510 Rhodes Drive, Unit 620	Windsor, ON	N8W 5K5	519-948-3526	519-948-2396	lee.bradshaw@ontario.ca
Mr.	Moroney	Michael	Ministry of the Environment and Climate Change	Windsor Area Office	Supervisor (Acting)	4510 Rhodes Drive, Unit 620	Windsor, ON	N8W 5K5	519-383-3780	519-948-2396	michael.moroney@ontario.ca
Mr.	Newton	Craig	Ministry of the Environment and Climate Change	Southwest Region	Environmental Planner - Air, Pesticides and Environmental Planning	733 Exeter Road	London, ON	N6E 1L3	519-873-5014	519-873-5020	craig.newton@ontario.ca
Ms.	Lafrance	Crystal	Ministry of the Environment and Climate Change	Southwest Region	Supervisor - Air, Pesticides and Environmental Planning	733 Exeter Road	London, ON	N6E 1L3	519-873-5055		crystal.lafrance@ontario.ca
Ms.	Ryall	Tammie	Ministry of the Environment and Climate Change	Southwest Region		733 Exeter Road	London, ON	N6E 1L3	519-873-5115		tammie.Ryall@ontario.ca
Ms.	Levecque	Heather	Ministry of Aboriginal Affairs	Aboriginal Relations and Ministry Partnerships Division	Manager, Consultation Unit	160 Bloor Street East, 9th Floor	Toronto, ON	M7A 2E6	416-326-4740		
Mr.	Pickles	David	Ministry of Aboriginal Affairs	Aboriginal Relations and Partnerships	Team Lead	160 Bloor Street East, 9th Floor	Toronto, ON	M7A 2E6	416-326-4757		
Mr.	Oliver	Scott	Ministry of Municipal Affairs and Housing	Community Planning and Development	Manager (Acting)	659 Exeter Road, 2nd Floor	London, ON	N6E 1L3	519-873-4026	519-873-4018	scott.oliver@ontario.ca
Ms.	Jong	Catherine	Ministry of Natural Resources	Aylmer District	Management Biologist	615 John Street North	Aylmer, ON	N5H 2S8	519-773-4736		catherine.jong@ontario.ca
Ms.	Fleischhauer	Andrea	Ministry of Natural Resources	Aylmer District	District Planner	615 John Street North	Aylmer, ON	N5H 2S8	519-773-4750	519-773-9014	andrea.fleischhauer@ontario.ca
Mr.	D'Souza	Neil	Infrastructure Ontario	Asset Management	Portfolio Performance Manager	900 Bay Street, M1-34i	Toronto, ON	M7A 1N3	416-326-8956		
Mr.	Jubenville	Dave	Ontario Clean Water Agency	Essex Regional Hub Office	Regional Hub Manager	415 Front Road North	Amherstburg, ON	N9V 2V5	519-736-5447		
Municipal Contacts - Kingsville											
Ms.	Astrologo	Jennifer	Town of Kingsville	Corporate Services	Director Corporate Services/Clerk	2021 Division Road	Kingsville, ON	N9Y 2Y9	519-733-2305		astrologo@kingsville.ca
Ms.	Van Mierlo West	Peggy	Town of Kingsville		CAO	2021 Division Road	Kingsville, ON	N9Y 2Y9	519-733-2305		vwwest@kingsville.ca
Mr.	Plancke	Andrew	Town of Kingsville	Municipal Services	Director	2021 Division Road	Kingsville, ON	N9Y 2Y9	519-733-2305		aplancke@kingsville.ca
Municipal Contacts - Leamington											
	Hammond	John	Municipality of Leamington		Councillor	111 Erie Street North	Leamington, ON	N8H 2Z9			
Mr.	Sweet	Brian	Municipality of Leamington	Corporate Services	Director of Corporate Services & Clerk	111 Erie Street North	Leamington, ON	N8H 2Z9			
Mr.	Pilmer	John	Municipality of Leamington	Engineering Services	Engineering Technologist	111 Erie Street North	Leamington, ON	N8H 2Z9	519-326-5761 x1304		jpilmer@leamington.ca
Mr.	Botham	Allan	Municipality of Leamington	Engineering Services	Manager of Engineering Services	111 Erie Street North	Leamington, ON	N8H 2Z9	519-326-5761 x1302	519-326-2481	abotham@leamington.ca
Indigenous Communities											
											EAASIB@ontario.ca
			Caldwell First Nation								
			Walpole Island First Nation / Bkejwanong Territory								
			Walpole Island First Nation / Bkejwanong Territory								
			Métis Nation of Ontario								
			First Nations Secretariat for Southwestern Ontario								
Conservation Authority											
Mr.	Nelson	Mike	Essex Region Conservation Authority		Watershed Planner	360 Fairview Avenue West, Suite 311	Essex, ON	N8M 1Y6	519-776-5209 x347	519-776-8688	mnelson@erca.org
Mr.	Byrne	Tim	Essex Region Conservation Authority		Director, Watershed Management Services	360 Fairview Avenue West, Suite 311	Essex, ON	N8M 1Y6	519-776-5209 x350	519-776-8688	regs@erca.org
Emergency Services											
Chief	Parsons	Chuck	Leamington Fire Services		Fire Chief	5 Clark Street West	Leamington, ON	N8H 1E5	519-326-6291 x245	519-326-0332	
Chief	Dean	Jeff	Kingsville Fire & Emergency Services	Office Administration & South Station	Fire Chief	1720 Division Road North	Kingsville, ON	N9Y 3S2	519-733-2314	519-733-2399	bkissner@kingsville.ca
Ms.	Krauter	Beth	Central Ambulance Communications Centre			4510 Rhodes Dr., Unit 300, Suite 320	Windsor, ON	N8W 5K5	519-256-2373	519-256-4188	
Sgt.	Blanchard	Tracy	OPP	Kingsville Detachment	Detachment Commander	41 Division Street South	Kingsville, ON	N9Y 1P4	519-733-2345		
Sgt.	Rickeard	Darin	OPP	Leamington Detachment		7 Clark Street West	Leamington, ON	N8H 1E5	519-326-2544	519-326-5373	
Mr.	Lemay	Ryan	Essex-Windsor EMS Headquarters		Deputy Chief of Operations	920 Mercer Street	Windsor, ON	N9A 1N6	519-256-1315 x2209	519-256-2053	
Mr.	Grant	Chris	Essex-Windsor EMS Administration	Administration - Civic Centre	Deputy Chief, Planning & Physical Resources	360 Fairview Avenue West	Essex, ON	N8M 1Y6	519-776-6441 x2654	519-776-1254	

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Telephone	Fax	E-Mail
Utilities											
Mr.	LePage	Richard	Bell Canada			1149 Goyeau Street, PO Box 1601	Windsor, ON	N9A 6R8	519-973-6002		jim.goodchild@bell.ca
Mr.	Sorrell	Bill	Cogeco Cable Services			2525 Dougall Avenue	Windsor, ON	N8X 1T5	519-972-4013	519-972-6688	bill.sorrell@cogeco.com
Mr.	Weingust	Mike	Cogeco Cable Services	Chatham-Kent/Essex County	System Planner - Windsor	2525 Dougall Avenue	Windsor, ON	N8X 1T5	519-397-2959 or 519-331-4378 (cell)		larry.applewhaile@cogeco.com
Mr.	Martin	Jerry	Hydro One Networks		Supervisor Distribution Technician	125 Irwin Avenue	Essex, ON	N8M 2T3	519-776-4173 x3264		jerry.martin@hydroone.com
Mr.	Rice	Steve	Essex Power Corporation		District Design Technician	2370 Highway 3	Oldcastle, ON	N0R 1L0	519-737-9811 x127		srice@essexpowerlines.ca
			ELK Energy Inc.			172 Forest Avenue	Essex, ON	N8M 3E4			
Mr.	Farwell	Ed	Union Gas Limited			650 Division Road, PO Box 700	Windsor, ON	N9A 6N7			
Local Agencies & Interest Groups											
Ms.	Kelly	Erin	Greater Essex County District School Board		Director of Education	451 Park Street West, P.O. Box 210	Windsor, ON	N9A 6K1	519-255-3200 x10250		director@publicboard.ca
	Hinchliffe	Giuliana	Greater Essex County District School Board		Coordinator of Engineering	280 Eugenie Street E	Windsor, ON		519-966-0034 ext. 10558		Giuliana.Hinchliffe@publicboard.ca
Mr.	Picard	Paul	Windsor-Essex Catholic District School Board		Director of Education	1325 California Avenue	Windsor, ON	N9B 3Y6	519-253-2481 x1201	519-253-8397	director@wecdsb.on.ca
Ms.	McMillan	Gabrielle	Windsor-Essex Student Transportation Services		Manager of Student Transportation	360 Fairview Avenue West, Suite 318	Essex, ON	N8M 3G4	519-776-6431	519-776-4457	gabrielle@buskids.ca
Mr.	Gallant	Marty	Windsor-Essex Student Transportation Services		Assistant Manager of Student Transportation	360 Fairview Avenue West, Suite 318	Essex, ON	N8M 3G4	519-776-6431	519-776-4457	marty@buskids.ca
Ms.	Copot-Nepszy	Cathy	Windsor-Essex County Health Unit	Chronic Disease & Injury Prevention	Health Promotion Specialist- Physical	360 Fairview Avenue	Essex, ON	N8M 3G4	519-776-5933		cnepszy@wechealthunit.org
Ms.	Lukic	Karen	Windsor Essex-County Active Living Coalition		Health Promotion Specialist	1005 Ouellette Ave	Windsor, ON	N9A 4J8	519-258-2146 x3109	519-776-6102	klukic@wechealthunit.org
Ms.	Bellamy	Kathy	Windsor-Essex Economic Development Corporation		Office Management Coordinator	700 California Avenue, Suite 200	Windsor, ON	N9B 2Z2	519-255-9200 x2221	519-255-9987	kbellamy@choosewindsor.essex.com
			Essex Agricultural Workers Alliance - Leamington			14 Albert Street	Leamington, ON	N8H 3J6	519-326-8833	519-324-0888	leamington@awa-ata.ca
Mr.	DiPonio	Pete	Ciociaro Cycling Club	Board of Directors	President						info@ciociarocyclingclub.com
			East Side Riders Cycling Club								esrcycling@gmail.com
			Anna's Flowers			1911 Seaclyff Drive	Kingsville, ON	N9Y 2N3			
			Cindy's Home and Garden			585 Seaclyff Drive	Kingsville, ON	N9Y 2K6			
			Kiwanis Camp Leamington			1948 Seaclyff Drive, PO Box 102	Leamington, ON	N8H 3W1			
Ms.	Gibson	Lorraine	Migrant Worker Community Program								lorraine.mwcp@gmail.com
Mr.	Peacock	Bruce	Migrant Worker Community Program								bruce.mwcp@gmail.com
Ms.	Salazar	Lili	Migrant Worker Community Program								lili.mwcp@gmail.com
	DeThomasis, P.Eng.	Claudia Corro	St. Clair College		Professor, School of Engineering Technologies	2000 Talbot Road West	Windsor, ON	N9A 6S4	519-972-2727, ext 4296		
			Ontario Greenhouse Vegetable Growers (OGVG)			32 Seneca Road	Leamington, ON	N8H 5H7			
Property Owners Requested to be Added to Contact List											

[illegible]

[illegible]

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Telephone	Fax	E-Mail									
			Request to be Removed from Contact List																	
			Ms.	Allan	Sheila							Environment and Climate Change Canada	Ontario Region	Senior EA Officer	867 Lakeshore Road, PO Box 5050	Burlington, ON	L7R 4A6	905-336-4948		sheila.allan@ec.gc.ca

Appendix C

Display Boards



**County Road 20
COUNTY OF ESSEX**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
AND PRELIMINARY DESIGN**

**PUBLIC INFORMATION CENTRE #1
Tuesday, November 15, 2016**

**Kingsville Arena Complex
Second floor
Auditorium B & C**



WELCOME!



The County of Essex (County) retained Dillon Consulting Limited to complete the Municipal Class Environmental Assessment (EA) and Preliminary Design of the County Road 20 improvements from Kratz Sideroad, in the Town of Kingsville, to Sherk Street, in the Municipality of Leamington.

Today's Outline

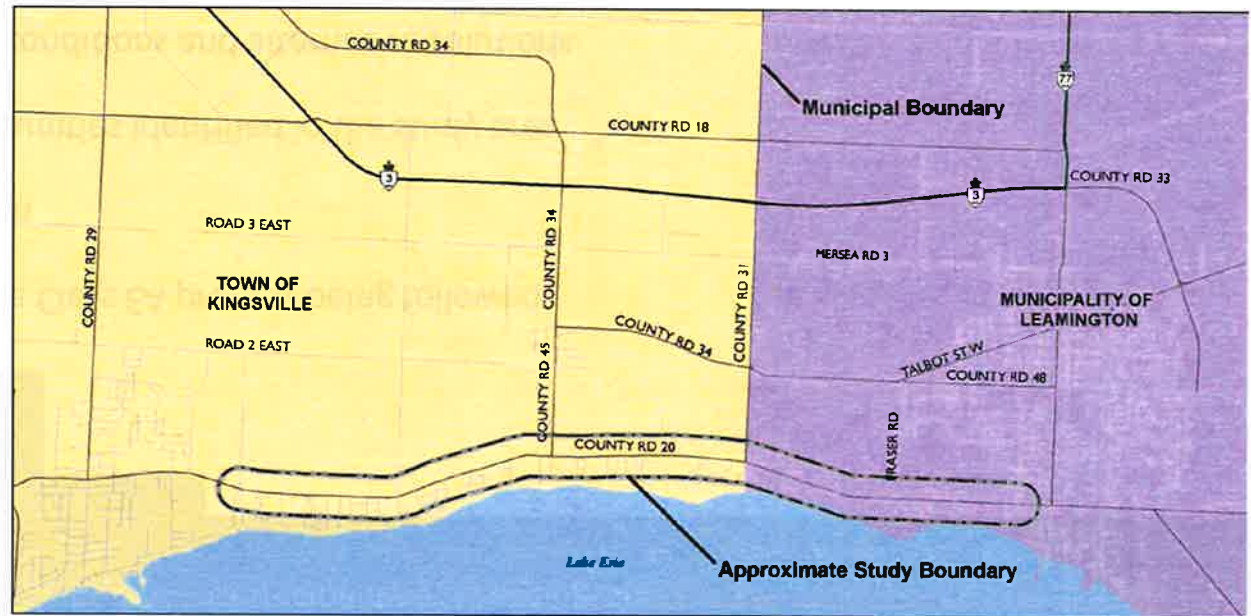
- ✓ **INTRODUCE** the project and outline the Class EA process being followed
- ✓ **PROVIDE** study background information
- ✓ **LEARN** about the problems and opportunities identified in the study area
- ✓ **DISCUSS** issues related to the existing conditions and alternative solutions
- ✓ **OBTAIN** public/agency input and comments
- ✓ **OUTLINE** the next steps in the planning and design process

STUDY OVERVIEW

This study focuses on 9.4 km of County Road 20 that connects the Town of Kingsville and the Municipality of Leamington in the County of Essex.

The purpose of this study is to:

- identify operational deficiencies
- examine roadway capacity and safety with particular consideration to vehicles, cyclists, and pedestrian movements
- Identify the long term vision to accommodate pedestrian/cycling facilities along the corridor
- Improve character and integrity of the corridor
- Support municipal land use planning and improve access management



The outcome of this study will define the roadway characteristics of County Road 20 that will serve the study area for the next 20 years.

This study includes public and agency consultation, an evaluation of road cross sections and design alternatives, identification of the preferred design and measures to mitigate potential environmental impacts.

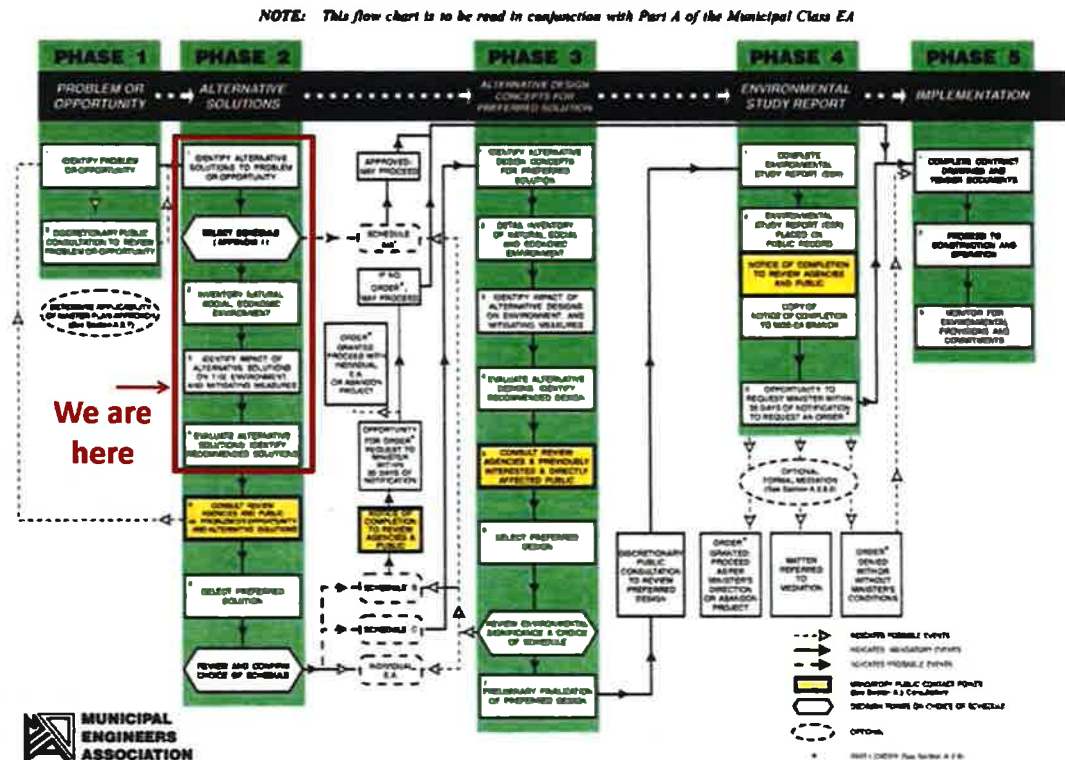
MUNICIPAL CLASS EA PROCESS

Municipalities in Ontario must follow the Municipal Class Environmental Assessment (Class EA) process under the *Ontario Environmental Assessment Act* to plan, design and construct most transportation, water and wastewater projects.

The document defines four schedules (i.e., Schedules A, A+, B and C) under which projects may be planned and describes the process required for each.

The Class EA is a phased planning approach that includes 5 main study phases and public/agency consultation.

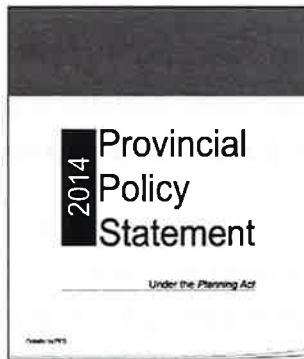
The complexity and extent of the environmental impacts of a project determines which schedule is followed and the number of phases to be completed.



Due to the potential for significant environmental impacts, this project is a Schedule C undertaking and requires a full planning and design process including all five phases of the EA process, which are shown above.

POLICY CONTEXT FOR THE STUDY

This study considers and assesses the impacts of relevant legislation, provincial and municipal areas of interest, local planning documents and planning approvals, and local transportation infrastructure and services in the study area.



Implementation of the 2014 Provincial Policy Statement (PPS) has increased awareness for the following key areas, which will be reflected in this study's final recommendations:

- Active Transportation and Transit
- Planning of infrastructure and infrastructure corridors, for efficiency of all modes of transportation
- Strengthening protection for natural areas and fostering complete communities
- Consideration of Climate Change when planning new infrastructure.

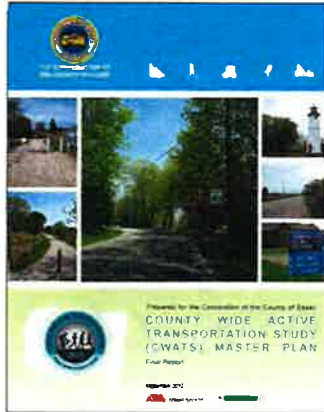
Municipal Policy

A number of policy documents and studies are reviewed during an EA study to understand the existing and planned conditions for the study area and surroundings, including:

- **Official Plans** (County, Leamington and Kingsville) – Guide future land use. The study area is primarily a mix of residential and agricultural land uses with greenhouse operations and farm markets. The study area has a rural character but must also support growth associated with adjacent urban environments.
- **Transportation Master Plans** – The Essex Windsor Regional Transportation Master Plan (EWRTMP) guides the development of the transportation network. A high volume of traffic is noted for County Road 20. One key objective is to increase the availability of viable transportation options by making public transit, cycling and walking more attractive for residents.
- **Transit plans** (County and Leamington) – Guide the development of transit systems. A relatively high inter-municipal travel demand is noted between Kingsville and Leamington.
- **Transportation Action Plans** (short and long term) – provides the rationale and priorities for infrastructure improvements in Leamington.
- **Active Transportation Plans** (Kingsville and Leamington) – provide guidance for connective active transportation facilities to the proposed CWATS active transportation network.

COUNTY WIDE ACTIVE TRANSPORTATION SYSTEM

Municipal Policy



The County Wide Active Transportation Study (CWATS) was adopted by County Council in 2012 approving the phased implementation of over 700 km of active transportation facilities.

- Currently, there are about 275 km of new bicycle lanes, paved shoulders, cycle tracks, multi-use trails, and signed routes constructed in the Region.
- An interim solution for the County Road 20 corridor was determined through Functional Design Studies (FDS) recently completed. Implementation began in 2015.



Development of the **ultimate active transportation facility** for this corridor to enhance the cycling facility and/or provide a dedicated space for pedestrians is being explored as a part of this study in consultation with the public, stakeholders and agencies but also with guidance from the **Ontario Traffic Manual (OTM)**.

The OTM is an important guidance document that promotes uniformity of treatment in the design, application and operation of traffic control devices and transportation systems across Ontario. The OTM incorporates current best practices in the Province of Ontario and is divided into a number of books. Two OTM books will be referred to specifically for this project:

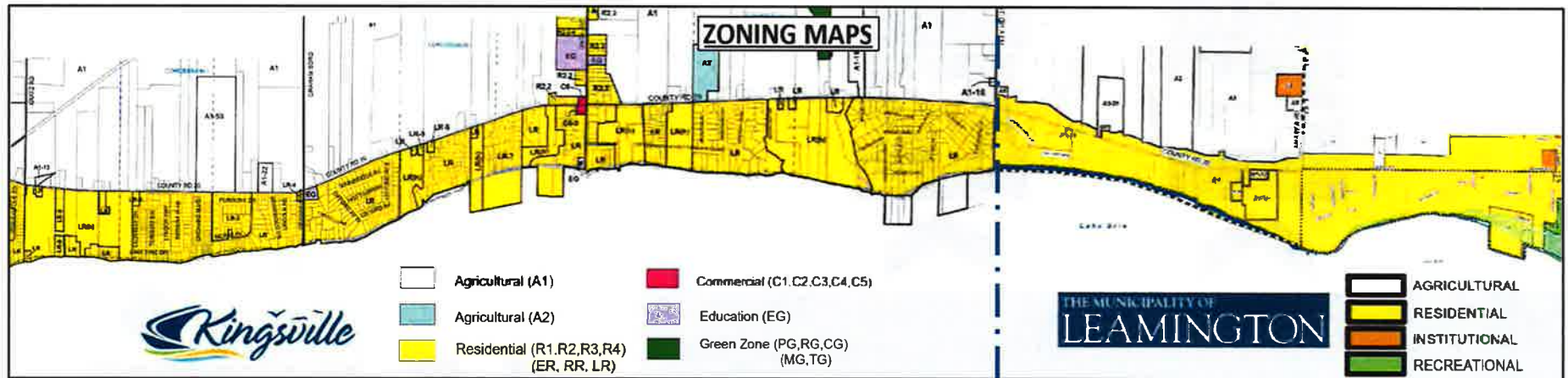
- **Ontario Traffic Manual Book 15** – provides guidance and application information on the planning, design, and operation of pedestrian roadway crossings.
- **Ontario Traffic Manual Book 18** – provides guidance on the planning, design and operation of on- and off-road cycling facilities within the road right-of-way.

EXISTING CONDITIONS – SOCIO-ECONOMIC

Three Official Plans apply to the corridor along County Road 20, including the County of Essex Official Plan, the Town of Kingsville Official Plan and the Municipality of Leamington Official Plan.

Generally, lands along County Road 20 consist of single detached residential homes and farmland with a mix of cash crop farms and year round greenhouse operations. Class 2 agricultural soils are found throughout the study area.

Commercial uses along the corridor include independently operated farm markets and garden centres. There are also a few churches, convenience stores and gas stations along County Road 20.



EXISTING CONDITIONS – NATURAL ENVIRONMENT

A desktop background review of the natural environment was completed to determine the existing characteristics of the study area

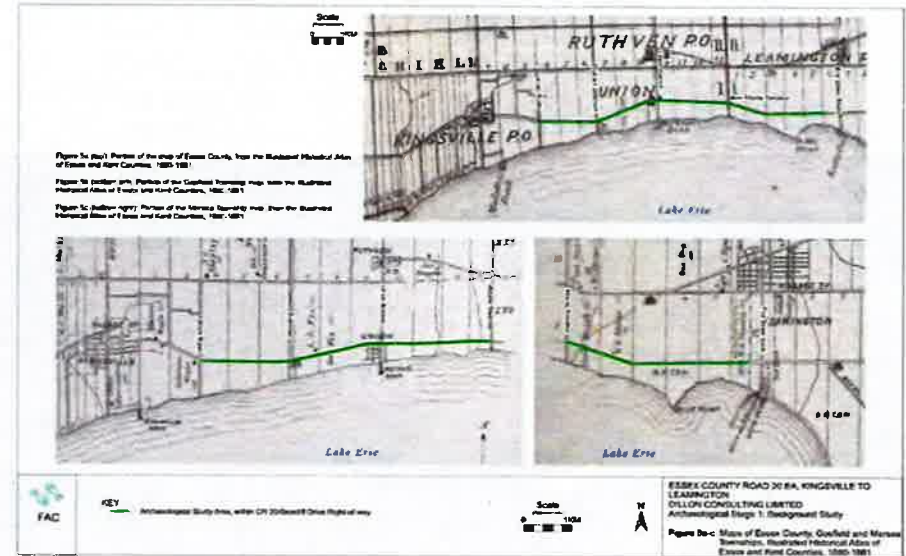
- The study area is located within the Mill Creek and Ruthven Area Drainage sub-watersheds with 9 watercourse features
- Limited, but fragmented areas of natural vegetation communities are present within the study area
- Confirmation of Species at Risk is ongoing including reptiles/amphibians and plant species



EXISTING CONDITIONS – CULTURAL ENVIRONMENT

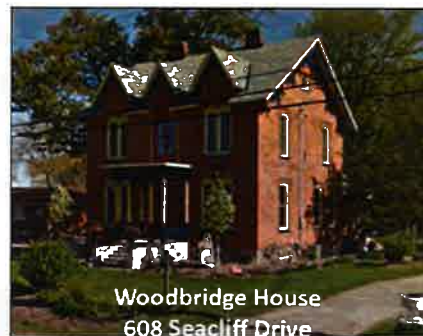
Stage 1 Archaeological Assessment

- A Stage 1 Archaeological Assessment, as required by the Ministry of Tourism, Culture and Sport, determines if there are areas of high potential for archaeological resources.
- Preliminary findings indicate there are 40 registered archaeological sites within 1.5 km of the study area. The ports on the Lake Erie shore (Kingsville, Leamington, Union and Albertville) were a major initial growth factor for the region.
- Settlement and land clearing began in the late 18th to early 19th centuries.
- A Stage 2 Archaeological Assessment will be completed, where required, which includes field work to uncover any archaeological resources.



Built Heritage Resources

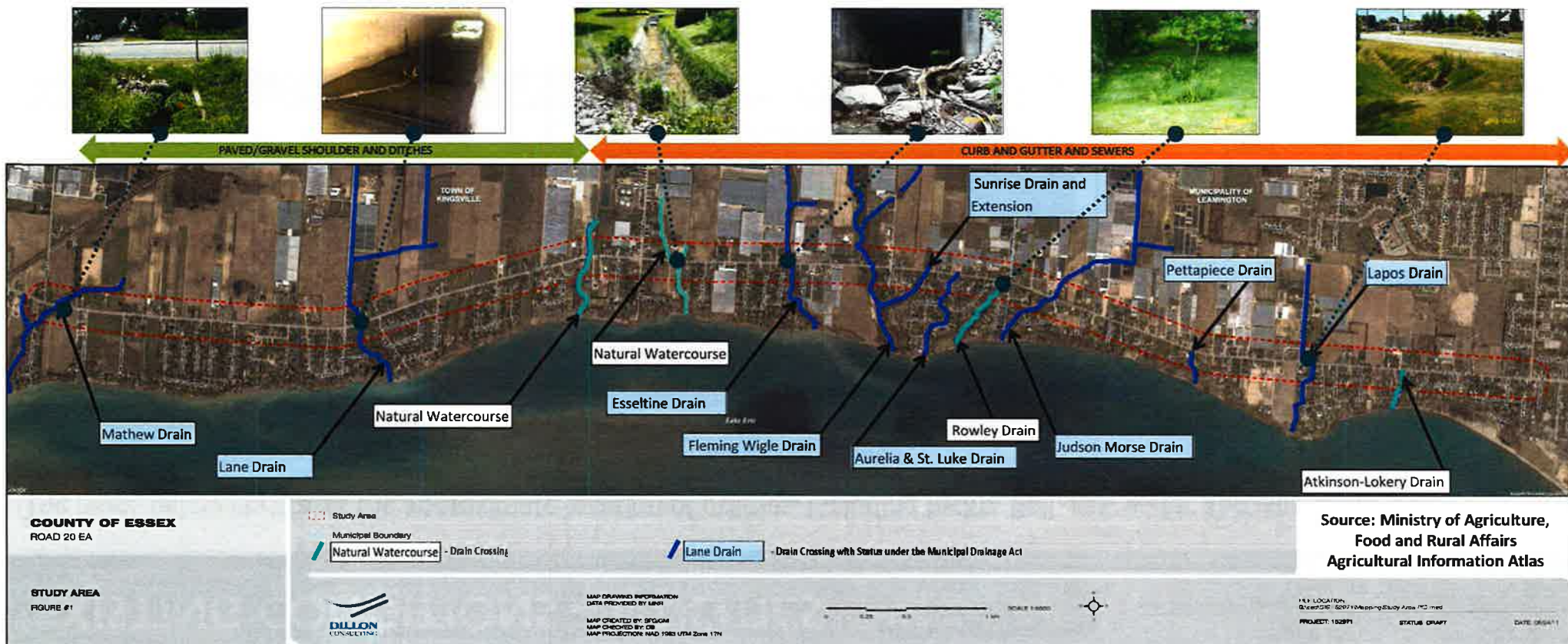
- There are 11 heritage properties along County Road 20 in the Town of Kingsville and 19 heritage properties along County Road 20 in the Municipality of Leamington (Appendix B Part 2 of the Town of Kingsville Official Plan), with examples shown below:



Images Courtesy of Google Earth, ©2016 Google

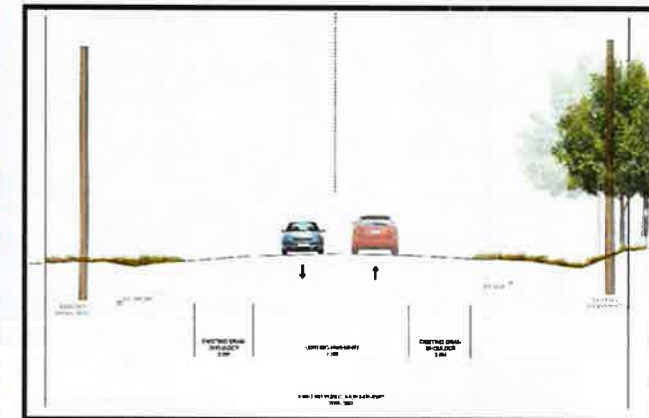
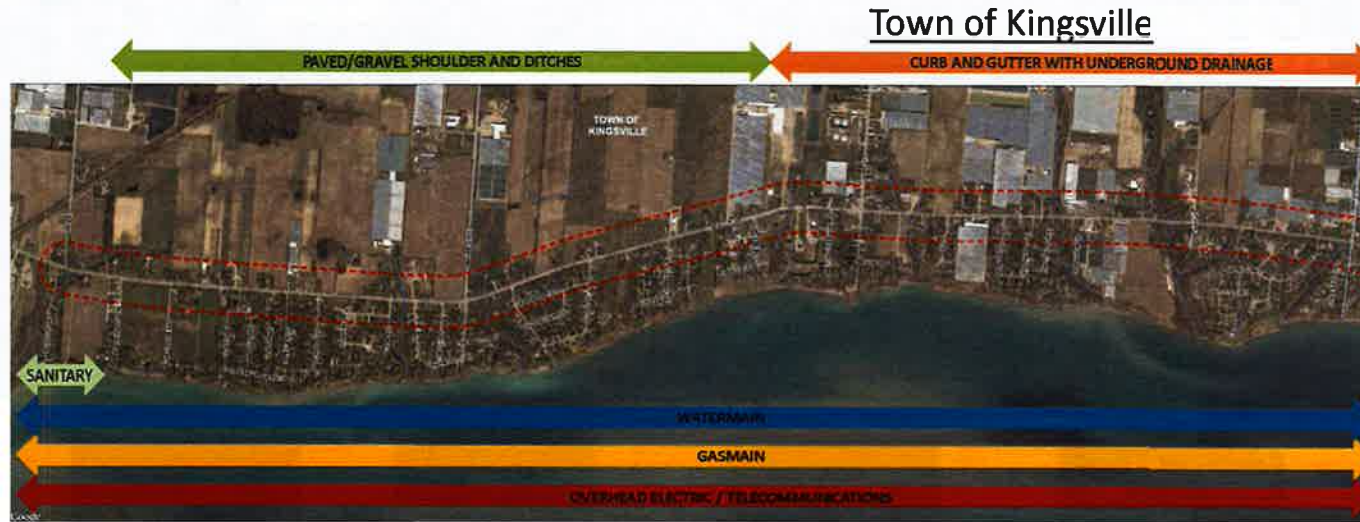
EXISTING CONDITIONS – DRAINAGE

- This study provides an opportunity to examine existing rural and urban drainage features and identify potential issues and impacts related to design alternatives.
- There are a minimum of fourteen (14) drainage structures that cross County Road 20 within the study area, varying from smaller diameter corrugated steel pipe culverts, to large reinforced concrete box culverts. The general location of drain crossings are shown below including the nine (9) municipal drains that cross County Road 20.
- In general, open road side ditches exist from Kratz Road to west of Union Ave, and Municipal storm sewers service the area from west of Union to Sherk Street. All areas drain to the existing Drain network and ultimately to Lake Erie.



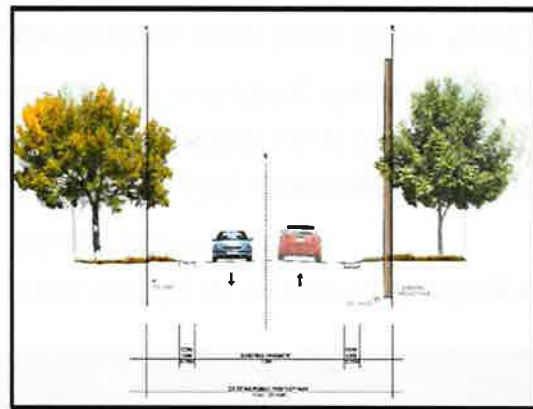
EXISTING CONDITIONS – UTILITIES

The maps below illustrate the approximate location of utilities, including hydro, Bell, gas, water and wastewater.



Typical Road Cross Section (Kingsville)

Municipality of Leamington

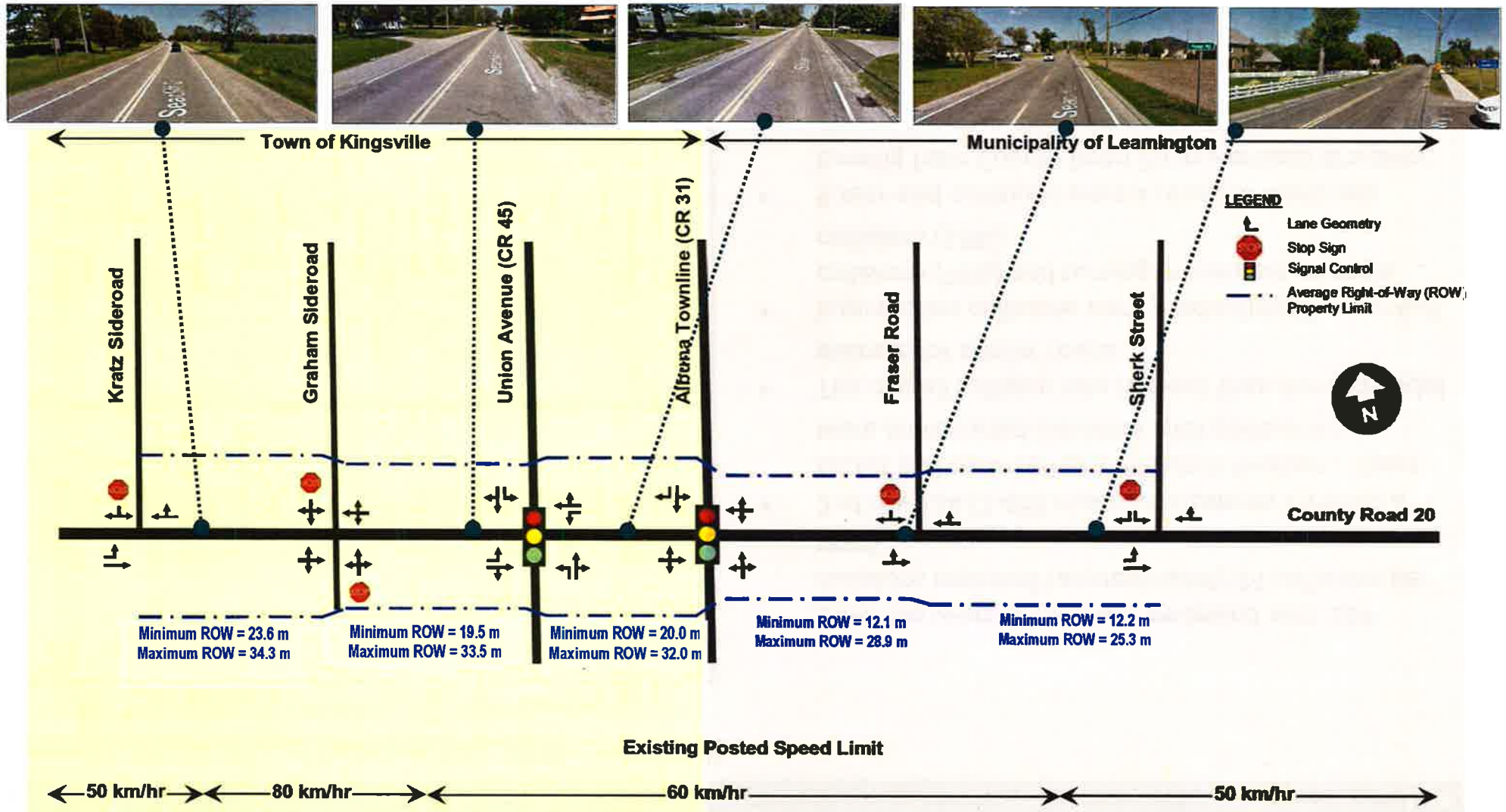


Typical Road Cross Section (Leamington)



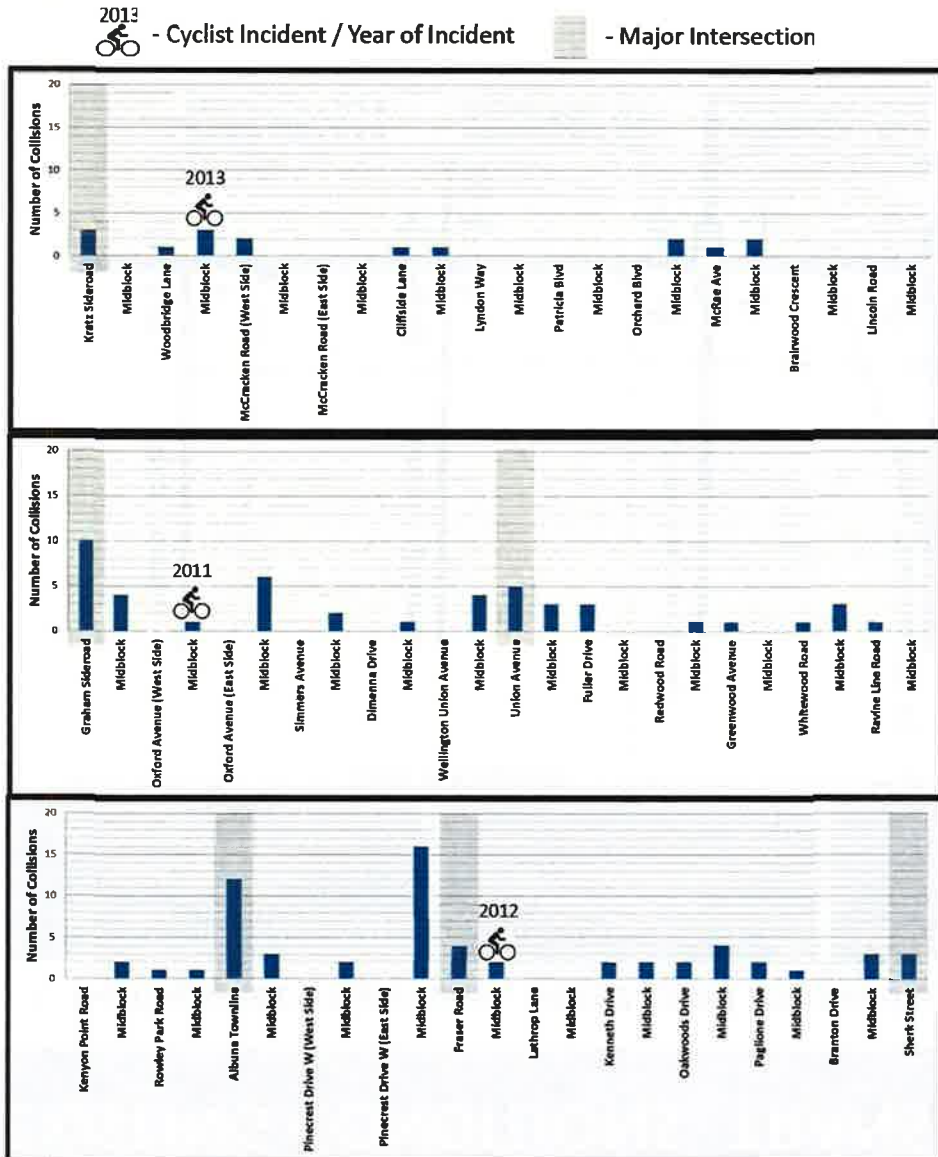
EXISTING CONDITIONS - TRANSPORTATION

- Existing lane configurations, posted speed limits and traffic control measures in the study area are shown below:



COLLISION HISTORY IN THE STUDY AREA

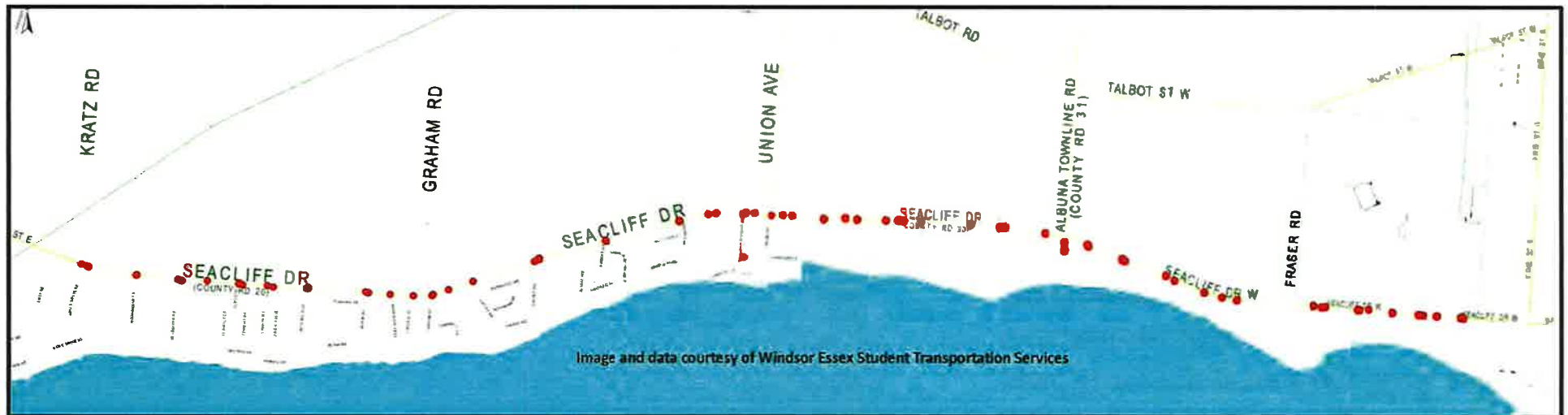
Geographic Distribution of Collisions (Jan. 2010 – Feb. 2015)



- Over five years of data was reviewed with 124 collisions reported (approximately 24 collisions per year).
- 3 of the 124 (2.4%) reported incidents involved a cyclist and occurred at a midblock location. There were no reported incidents with pedestrians.
- The overall collision rate is lower than the provincial average for similar roads.
- Intersection collisions were predominantly rear-end collisions (76%) and turning movement or angle collisions (18%).
- 9 rear-end collisions were a result of motorists turning from County Road 20 to a private driveway.
- The highest number of rear-end collisions (as a result of turning into a private driveway) occurred between Graham Sideroad and Union Avenue (2 collisions) and between Fraser Road and Sherk Street (2 collisions).

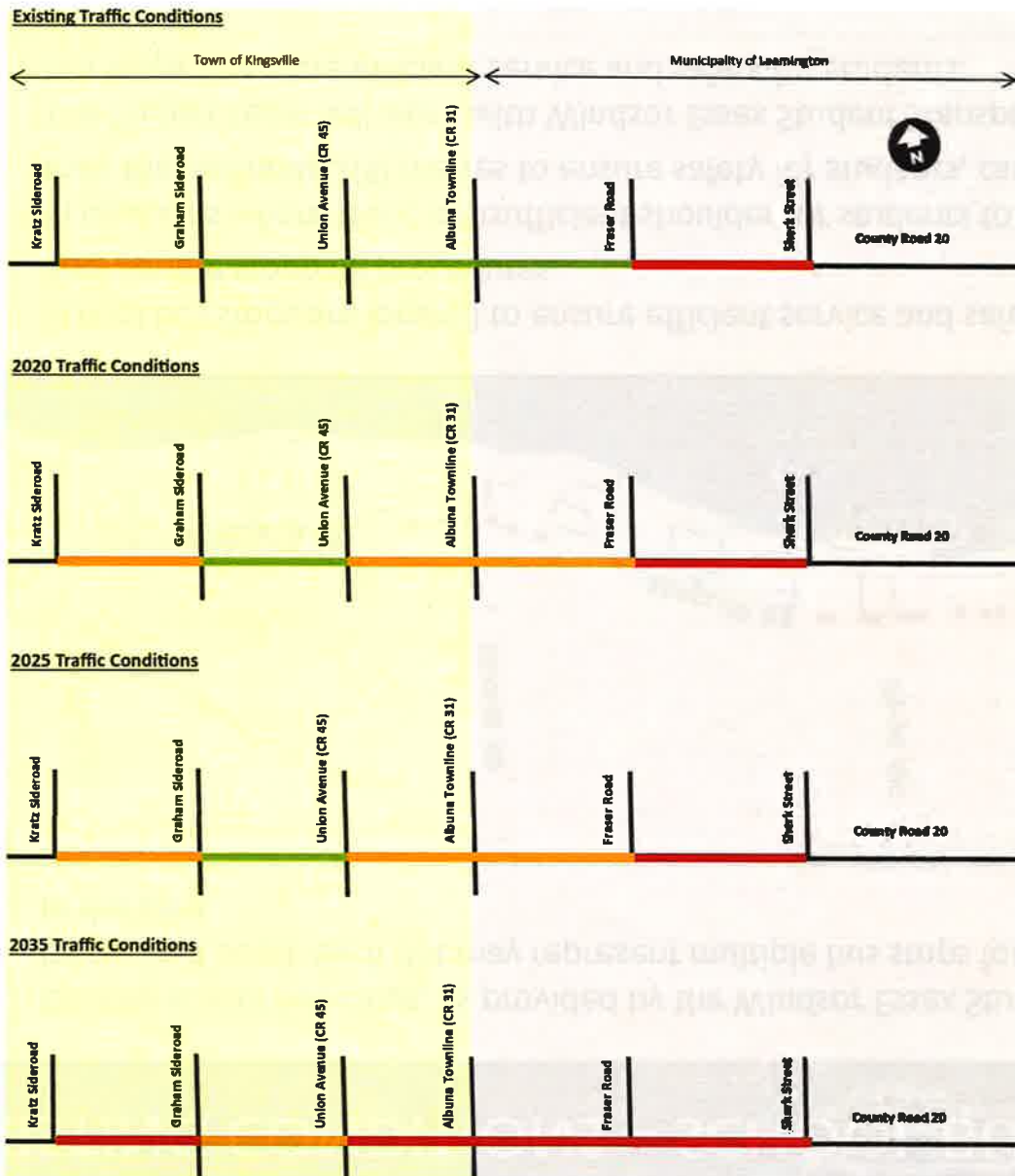
EXISTING CONDITIONS – SCHOOL BUS STOPS

- Existing school bus stops, as provided by the Windsor Essex Student Transportation Services, are shown on the map below (red dots). Each dot may represent multiple bus stops for both AM and PM since there are 9 schools serviced in the area.



- School bus stops are located to ensure efficient service and safety for students, ideally spaced 200m apart to allow appropriate stopping procedures.
- In locations where there is insufficient shoulder for students to walk, bus stops must be spaced at distances less than the desirable 200 metres to ensure safety for students, causing long traffic delays.
- The Project Team will work with Windsor Essex Student Transportation Services to review the placement of school bus stops to ensure efficient service and safety for students.

EXISTING & PROJECTED TRAFFIC CONDITIONS



- A corridor analysis was carried out to determine the existing operational constraints within the study area.
- The analysis is based on vehicular traffic only and does not account for cyclist and/or pedestrian movements.
- The analysis also determined the anticipated future operational constraints for County Road 20 for the years 2020, 2025, and 2035.
- County Road 20 between Fraser Road and Sherk Street is presently unstable. Expected delays and queuing increase in future years.
- Other sections of County Road 20 become unstable in future years.

Legend

- █ Adequate capacity is available and vehicles are not expected to experience significant delays or queues.
- █ Traffic flow may become unstable, delays and queuing conditions may occur.
- █ Traffic flow is unstable and excessive delays and queuing is expected.

NOTE: The depicted traffic conditions are pending finalization of the Transportation Report being completed as a part of this study.

INTERSECTION REVIEW

- Intersections in the study area are under various forms of control (unsignalized, STOP controlled and signalized).
- Further review of the intersections shown below will be completed in the next phase of this study, including:
 - Mobility (capacity) requirements – potential for additional turning lanes
 - Safety – high level of risk to vulnerable road users (cyclists/pedestrians)
 - Accessibility – does not provide appropriate facility treatments as required by the *Accessibility for Ontarians with Disabilities Act* (AODA)
- The Project Team will identify treatment options at each intersection, if required, and will be presented at the next PIC.



County Road 20 / Kratz Sideroad



County Road 20 / County Road 31



County Road 20 / Graham Sideroad



County Road 20 / Fraser Road



County Road 20 / County Road 45



County Road 20 / Sherk Street

CORRIDOR ACCESS MANAGEMENT

Access management is the process that controls the number and spacing of entrances and intersections onto municipal roads. It is an important tool for balancing the need for roadway safety and mobility while providing appropriate access for land development (coordinates transportation planning with land use planning).

- Principles of access management include:
 - Limit direct access to major roadways
 - Intersection signalization to favour “through-traffic”
 - Preservation of functional areas of intersections
 - Limit the number of conflict points
- Poor access management can result in an increase in the number of vehicle/pedestrian/cyclist collisions and a reduction in roadway efficiency (increase in commuter times).
- Access Management is critically important to the future economic viability and operational safety along the study area.

This Project will review access management along the corridor with attention to the following:

- Evaluation of the effectiveness of the current approach
- Review the legal and administrative basis for access management in the County of Essex
- Assessment of the applicability of “lessons learned” from other municipalities
- Development of an access classification system for the corridor
- Recommendations for access spacing and design criteria for the access classifications
- An implementation plan for the horizon years and/or as development occurs

PROBLEMS AND OPPORTUNITIES

Problems to Address in the Study Area

- Impacts on traffic flow and resulting conflicts between roadway users.
- Near term (2020) capacity issues on County Road 20 between Fraser and Sherk Street.
- Some intersections deficient in traffic safety and capacity and do not provide service to pedestrians and cyclists.
- Lack of corridor access management policies.
- Lack of dedicated pedestrian and cyclist facilities.

Opportunities Identified in the Study Area

- Improve character of the roadway.
- Attract all roadway users to support various local markets and tourism.
- Improve active transportation opportunities by providing dedicated space for all users.
- Improve safety, operational and capacity issues along the corridor.

Modifications to the County Road 20 corridor are needed to address traffic control issues and pedestrian and cyclist safety. The improved transportation corridors will serve the needs of the transportation system and area growth for a 20-year period to 2035. Key priorities of the project include inclusion of active transportation facilities, mitigation of operational deficiencies, and access management for the corridor.

DESCRIPTION OF ALTERNATIVE SOLUTIONS

Five alternative solutions were considered to address the problems and opportunities identified in the study area, including:

Alternative 1 - Status Quo/Do Nothing

Includes interim active transportation improvements - paved shoulder Kratz Road to west of Union Avenue, and raised cycle tracks from west of Union Avenue to Sherk Street. See the "Interim Active Transportation Facility" display board for more information on these existing/planned facilities.

Alternative 2 - Improve Other Roads within the Study Area

Upgrade adjacent and/or parallel roadways to reduce the travel demand on County Road 20. Includes interim active transportation improvements (see Status Quo).

Alternative 3 – Implement Transportation Demand Management (TDM) Measures

Integrate Transportation Demand Management with the interim active transportation facility (see Status Quo).

Alternative 4 - Intersection Operational Improvements and Interim Active Transportation Facilities

Includes interim active transportation improvements (see Status Quo) as well as intersection improvements. See the "Potential Intersection Operational Improvements" display board for a description.

Alternative 5 - Intersection Operational Improvements and Ultimate Active Transportation Facilities

Includes right-of-way widening to accommodate active transportation facilities with dedicated space for all users.

Alternative 6 - Widen County Road 20 for a Two Way Centre Turning Lane and Ultimate Active Transportation Facilities

Widening the County Road 20 right-of-way to provide a two-way centre turning lane and buffered paved shoulders and/or a separated multi-use facility between Kingsville and Leamington. This alternative also includes the intersection operational improvements noted in Alternative 4.

The following two display boards provide more detail on the interim active transportation facility and the potential intersection operational improvements.

ALTERNATIVE 1 – STATUS QUO

- CWATS identified County Road 20, between Leamington and Kingsville, as a highly desirable active transportation route.
- Functional Design Studies were completed by the County of Essex to further study the feasibility of implementing the 1-way raised cycle track.
- As a result of these studies, interim active transportation improvements along the County Road 20 corridor are being recommended for immediate implementation and include:
 - Paved shoulder pathways from Kratz Sideroad to west of County Road 45 (Union Avenue)
 - An active transportation facility from Ravine Line Road to Albuna Townline has been initiated with the construction of a 1.4 km long, 1.5 m – 1.8 m one-way raised cycle track in Kingsville. Further construction west of Ravine Line Road is planned for 2017.



Paved Shoulder Path



Existing 1.5 m One-Way Raised Cycle Track
Constructed in 2016

The CWATS recommendation to implement the planned interim facilities immediately is further supported by this study.

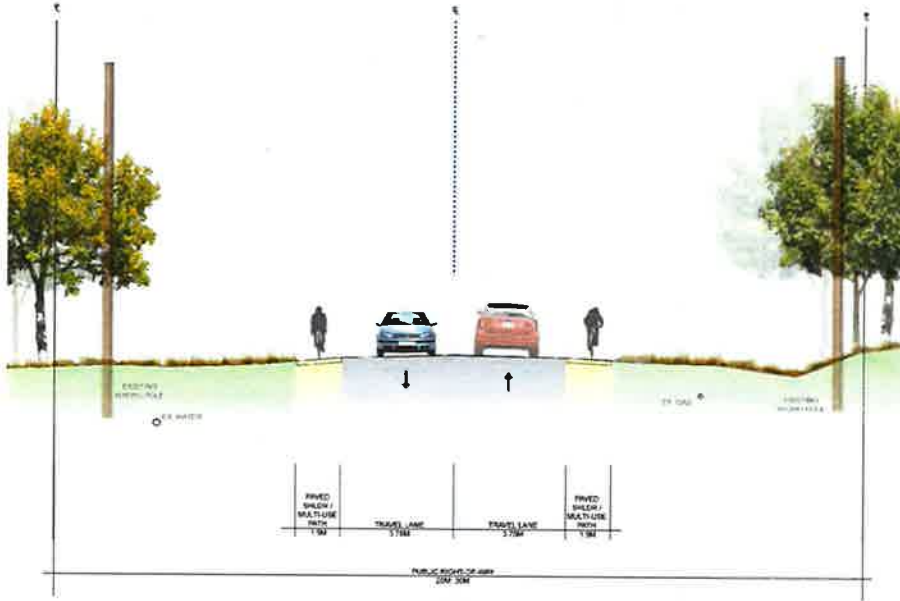
HOW DO THE SOLUTIONS ADDRESS THE PROBLEM/OPPORTUNITY?

ALTERNATIVE SOLUTION	HOW DOES THE ALTERNATIVE ADDRESS THE PROBLEM/OPPORTUNITY?	RECOMMENDATION
Alternative 1 Status Quo/Do Nothing	This alternative does not fully address the safety, operational, and capacity issues within the study area. The interim active transportation solution will accommodate the current pedestrians and cyclists. It does not provide a dedicated space for active transportation users.	RECOMMENDED FOR IMMEDIATE IMPLEMENTATION THROUGH PREVIOUS STUDIES
Alternative 2 Improve Other Roads within the Study Area	Does not fully address the transportation policies for the County/local municipalities, area development/growth, roadside stand issues, the need for improved multi-modal connectivity between Kingsville and Leamington. There is a significant distance (greater than 1km) between County Road 20 and the nearest east/west travel route and does not provide the role and function of County Road 20 within the study area.	DO NOT CARRY FORWARD FOR FURTHER CONSIDERATION
Alternative 3 Implement Transportation Demand Management Measures	Integrate Transportation Demand Management with the interim active transportation facility. This may include improving existing transit operations; however, this does not provide any additional capacity to support future population and employment growth. This alternative does not provide a dedicated space for active transportation users.	DO NOT CARRY FORWARD FOR CONSIDERATION ON ITS OWN
Alternative 4 Intersection Operational Improvements with the Interim Active Transportation Facilities	This alternative has minimal impacts to existing utilities along the corridor, the costs of construction and utility relocates are moderate and the drainage improvements are minimal. This solution does not fully address the safety, operational, and capacity issues, nor does it provide a dedicated space for active transportation users.	RECOMMENDED FOR FURTHER CONSIDERATION
Alternative 5 Intersection Operational Improvements with Ultimate Active Transportation Facilities	Similar to Alternative 4 with a wider Right-of-Way (ROW), resulting in property impacts and conflicts with existing utilities. This alternative includes the provision of sufficient ROW width to accommodate a dedicated space for active transportation users, including pedestrians and cyclists; however it does not fully address the safety, operational and capacity issues within the study area. Construction costs are higher than other previous alternatives.	RECOMMENDED FOR FURTHER CONSIDERATION
Alternative 6 Widen County Road 20 for a Two Way Centre Turning Lane with Ultimate Active Transportation Facilities	This alternative including Two-Way Left Turn Lane (TWLTL) has the potential to improve traffic operations and safety, provide for the long term goals of accommodating sufficient ROW width for ultimate active transportation facilities and the potential to improve emergency vehicle response times. This alternative would have the highest construction costs, with some potential throw away costs associated with the relocation of the interim active transportation facilities that are recommended for immediate implementation	RECOMMENDED FOR FURTHER CONSIDERATION

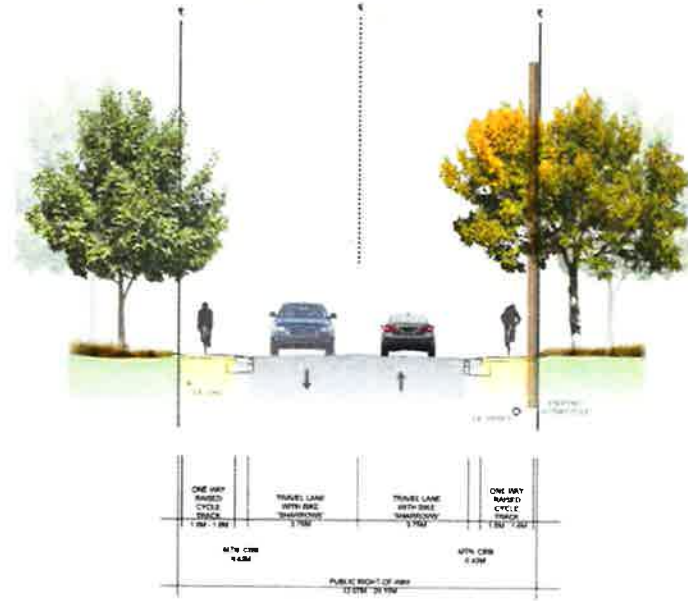
ALTERNATIVE 1

INTERIM ACTIVE TRANSPORTATION FACILITY TO BE IMPLEMENTED THROUGH CWATS (STATUS QUO)

Kratz Sideroad to Union Avenue



Union Avenue to Sherk Street



IMPROVEMENTS INCLUDE:

- CWATS Interim Active Transportation Facility (Do Nothing Option).

PROS:

- Accommodates cyclists only, not pedestrians.
- Minimal impacts to existing services and utilities along the corridor.
- No anticipated property acquisition requirements.
- Lower construction, property acquisition and utility relocations costs.
- Fewer drainage improvements would be required.

CONS:

- No dedicated space for pedestrians.
- No intersection or midblock roadway improvements to improve traffic capacity or operations.

ALTERNATIVE 4

SAMPLE INTERSECTION OPERATIONAL IMPROVEMENTS WITH INTERIM ACTIVE TRANSPORTATION FACILITIES



IMPROVEMENTS INCLUDE:

- Improvements as described in Alternatives 1 and 4, plus the addition of dedicated space for pedestrians.
 - One-way raised cycle tracks adjacent to the back to curb (Interim Active Transportation Facility/Do Nothing Option).
 - Intersection Improvements at key intersections to improve traffic operations, safety, and compliance with Accessibility for Ontarians with Disabilities Act (AODA).

PROS:

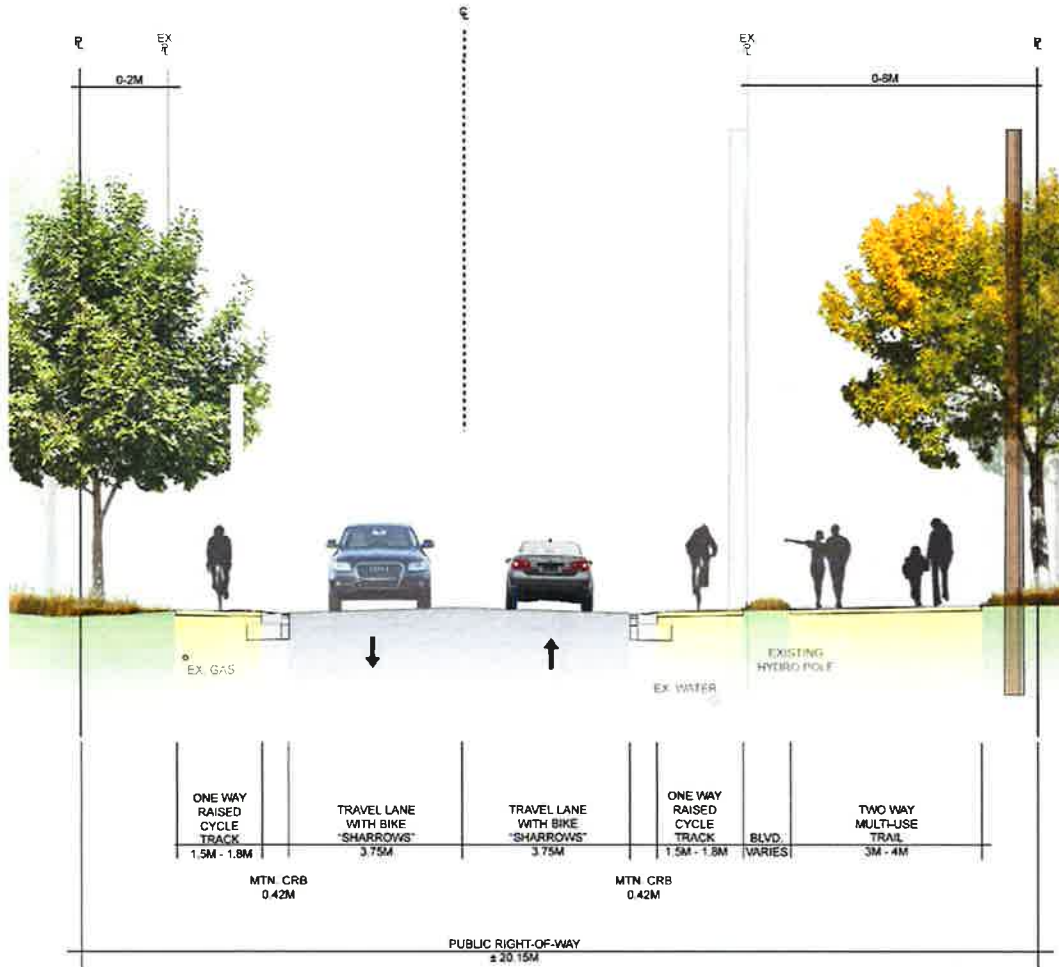
- Accommodates cyclists.
- Less impacts to existing services and utilities along the corridor.
- Minimal property acquisition requirements.
- Lower construction, property acquisition and utility relocations costs.
- Fewer drainage improvements would be required.
- Improves intersection operation for all modes of transportation.
- Opportunity to accommodate pedestrian/cycling crossing signals at intersections.

CONS:

- Intersection improvements may require additional property acquisition, and impact to utilities and services.
- Does not provide dedicated space for pedestrians.
- Does not address midblock traffic capacity/operational issues.

ALTERNATIVE 5A

INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES



IMPROVEMENTS INCLUDE:

- Improvements as described in Alternatives 1 and 4, plus the addition of dedicated space for pedestrians.
 - One-way raised cycle tracks adjacent to the back to curb (Interim Active Transportation Facility).
 - Separated multi-use trail for pedestrians.

PROS:

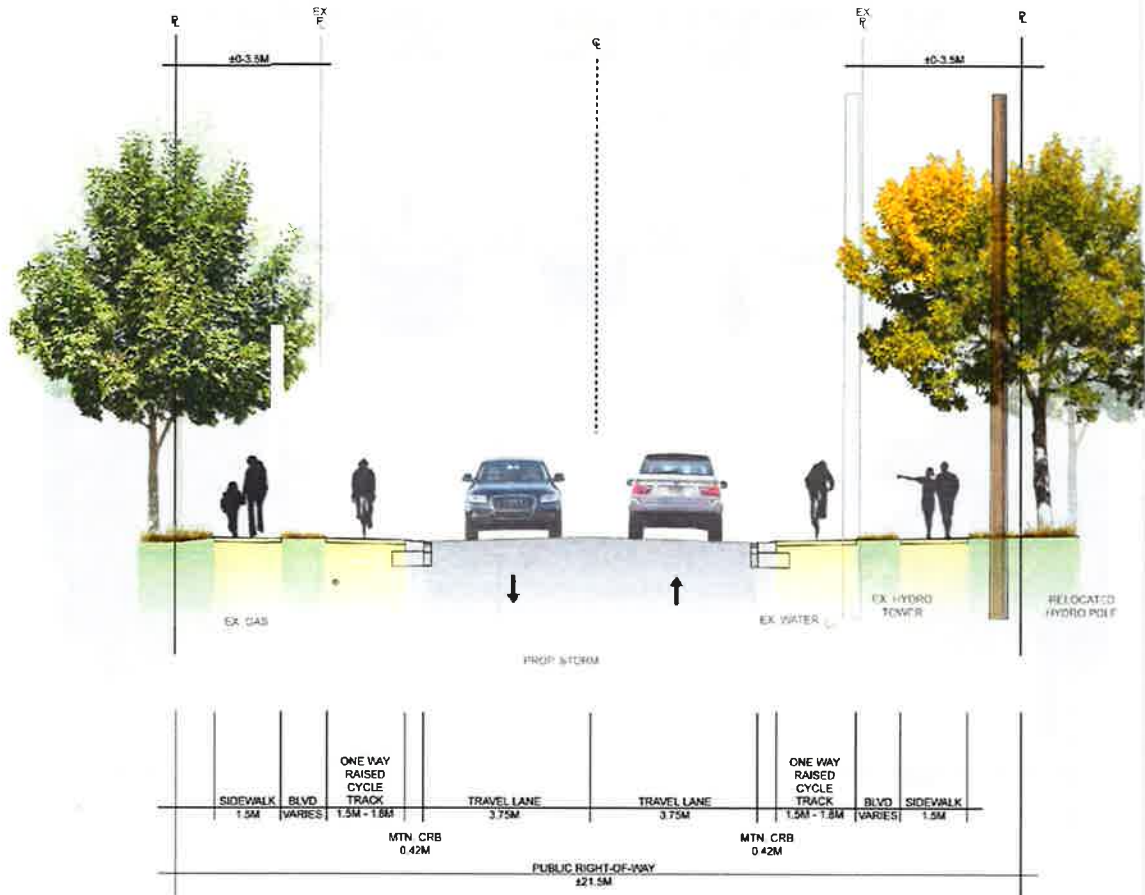
- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Learnington with dedicated spaces for all modes of transportation.
- Salvages the Interim active transportation facility currently being constructed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

ALTERNATIVE 5B

INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES



IMPROVEMENTS INCLUDE:

- Improvements as described in Alternatives 1 and 4, plus the addition of dedicated space for pedestrians.
 - One-way raised cycle tracks adjacent to the back to curb (Interim Active Transportation Facility).
 - Separated sidewalk for pedestrians.

PROS:

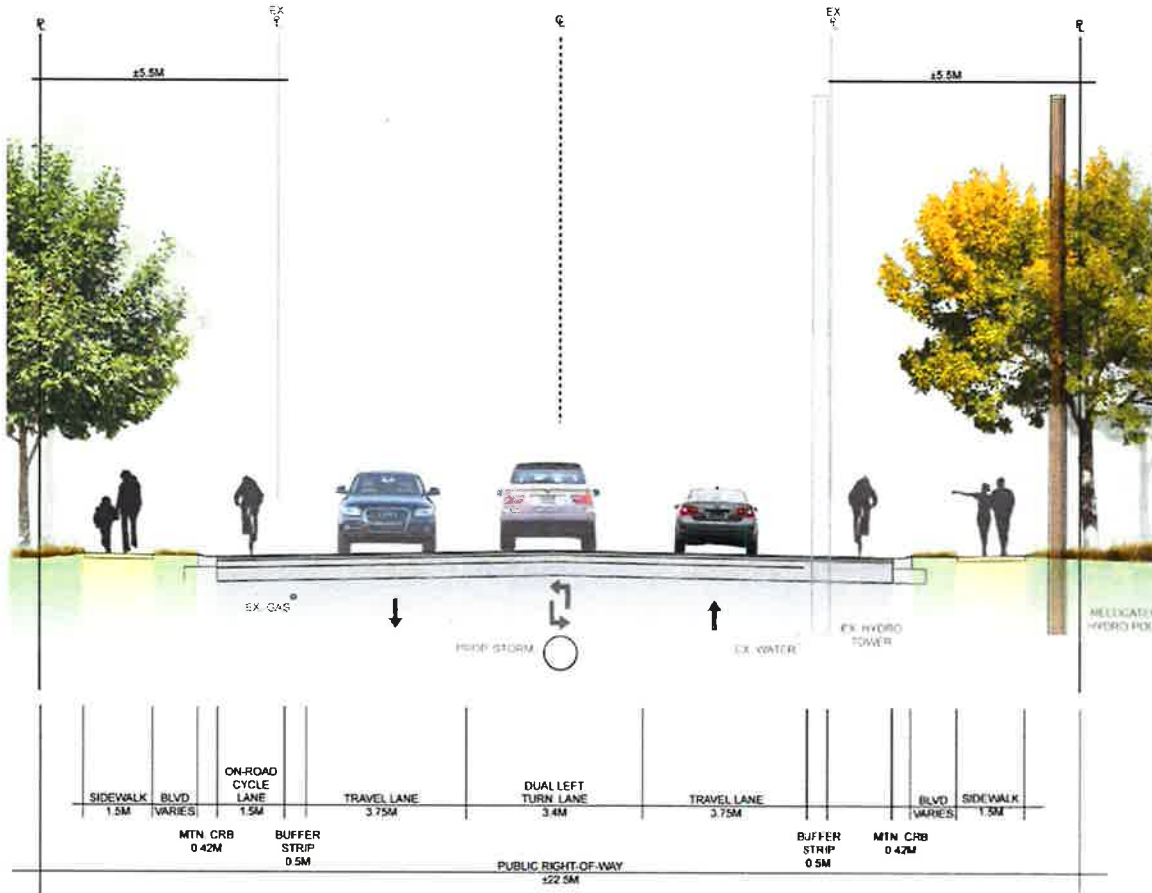
- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being constructed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

ALTERNATIVE 6A

WIDEN COUNTY ROAD 20 FOR TWO-WAY CENTRE TURN LANE WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES



IMPROVEMENTS INCLUDE:

- Improvements as described in Alternatives 1 and 4, plus the addition of dedicated space for pedestrians.
 - On road dedicated cycling lanes.
 - Separated sidewalks.
 - Two 3.75 m travel lanes, plus a 3.4m two way left turn lane.

PROS:

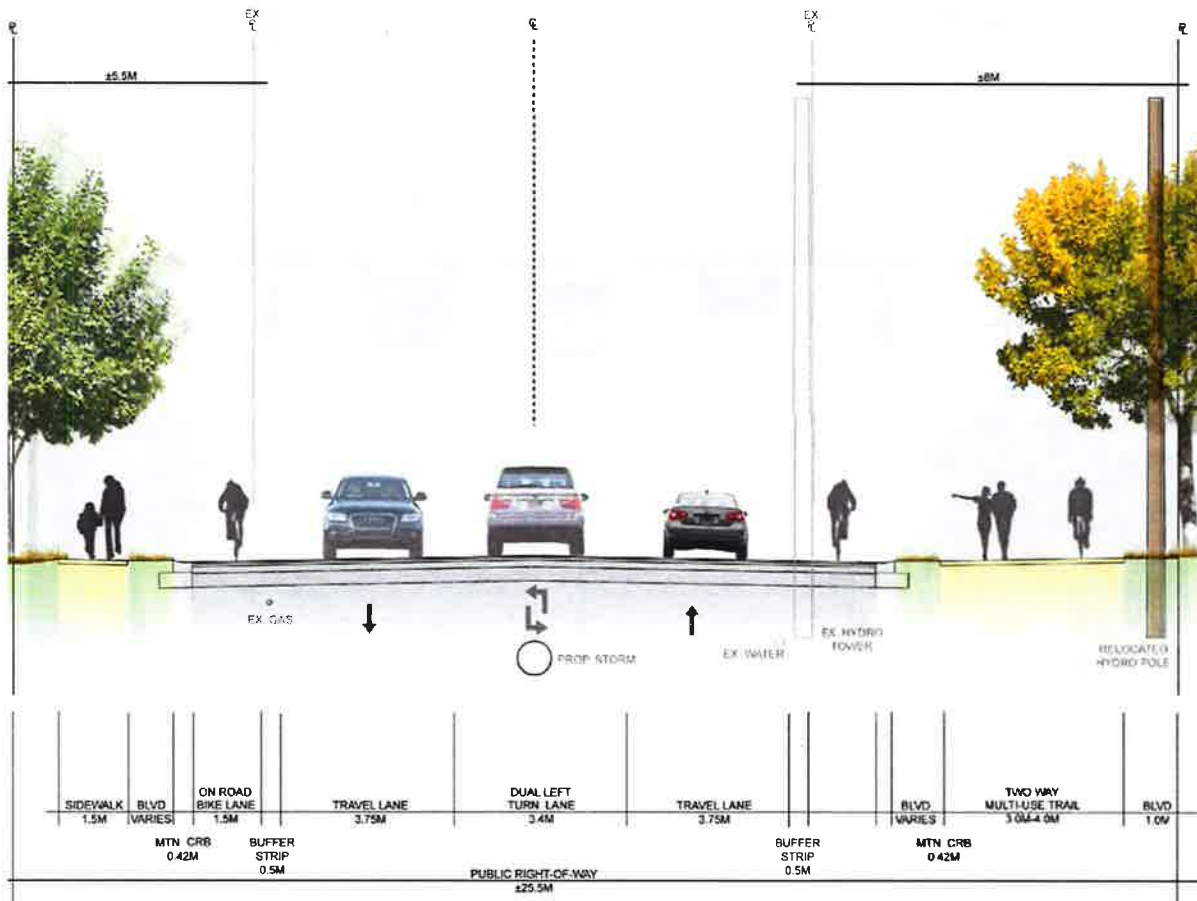
- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

ALTERNATIVE 6B

WIDEN COUNTY ROAD 20 FOR TWO-WAY CENTRE TURN LANE WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES



IMPROVEMENTS INCLUDE:

- Improvements as described in Alternatives 1 and 4, plus the addition of dedicated space for pedestrians.
 - On road dedicated cycling lanes.
 - Separated multi-use trail.
 - Two 3.75 m travel lanes, plus a 3.4m two way left turn lane.

PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

ALTERNATIVE DESIGN EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred solution will be assessed using a comprehensive set of criteria that reflect the following considerations:

Evaluation Criteria		
<u>Transportation Environment</u> <ul style="list-style-type: none">• Traffic operations• Road safety• Emergency service access• Accommodation of active transportation• Accommodation of public transit and school buses• Access management	<u>Engineering Considerations</u> <ul style="list-style-type: none">• Service/utility impacts• Construction and maintenance costs• Construction staging• Drainage/stormwater management	<u>Socio-Economic Environment</u> <ul style="list-style-type: none">• Property impacts• Business impacts• Tourism impacts• Future development/redevelopment potential• Street character and aesthetics• Improved Accessibility
<u>Natural Environment</u> <ul style="list-style-type: none">• Fisheries and aquatic resources• Terrestrial features and wildlife• Species at Risk	<u>Cultural Environment</u> <ul style="list-style-type: none">• Archaeological impacts• Built heritage resource impacts• Cultural heritage landscape	<div>Please provide your thoughts on the comment forms! Are we missing anything? What is your highest priority?</div>

Your input is important to the outcome of this project.
Please submit your comments by **December 6, 2016**.
Project details and updates will be available at **www.cr20.ca**

NEXT STEPS AND THANK YOU!

Following this PIC, the Project Team will review all public and agency comments and, in light of feedback received, will:

- Confirm the preferred alternative solution
- Further assess existing conditions
- Confirm evaluation criteria
- Develop and evaluate alternative designs

The alternative design concepts will be presented at PIC #2.

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



Your comments and questions may be submitted via:

- On-line at the project website www.cr20.ca --> "Contact Us"
- Handwritten on a comment form (available this evening)
- E-Mail: cr20@dillon.ca

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Dr., Suite 608
Windsor, ON N8W 5K8
Phone: 519-948-5000, Ext. 3234

Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Ave. W, Suite 201
Essex, ON N8M 1Y6
Phone: 519-776-6441, Ext. 1397

Appendix D

Comment Sheets (Redacted)



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Sun, Nov 13, 2016 at 9:38 AM

Reply-To: [REDACTED]
To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

Name [REDACTED]

Subject CR20

Message This would be a welcoming improvement to both traffic and safety issues we now have.

Sent on: 13 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

RE: Notice of Public Meeting #1, Coutny Road 20: Environmental Assessment and Preliminary Design

1 message

Planning <planning@erca.org>
To: "CR20@dillon.ca" <CR20@dillon.ca>
Cc: "Schmidt, Becky" <rschmidt@dillon.ca>

Thu, Nov 10, 2016 at 8:29 AM

Good morning,

Thank you for circulating ERCA on the Notice of Public Information Centre #1. We would note that we have previously provided comments on the request for information for this project back in April of this year (see attached email).

We would appreciate remaining on the distribution list for this project. We would also appreciate being advised of when preliminary reports and map schedules would be available for our review and comment.

Thank you,



MICHAEL NELSON

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 Essex, Ontario N8M 1Y6

Phone 519-776-5209 ext. 347

Email mnelson@erca.org www.essexregionconservation.ca

From: Schmidt, Becky [mailto:rschmidt@dillon.ca]

Sent: November 7, 2016 2:51 PM

Cc: 152971 <152971@dillon.ca>

Subject: Notice of Public Meeting #1, Couty Road 20: Environmental Assessment and Preliminary Design

Please see the attached notice regarding an upcoming Public Meeting for the County Road 20 Class Environmental Assessment. The meeting will be held on November 15, 2016, at the Kingsville Arena & Auditorium (1741 Jasperson Road, Kingsville, ON) and will be a drop-in format starting at 3:00 p.m. and ending at 8:00 p.m. A formal notice is also published in the Southpoint Sun and Kingsville Reporter prior to the event.



Rebecca Schmidt
Dillon Consulting Limited
130 Dufferin Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1243
F - 519.672.8209
RSchmidt@dillon.ca
www.dillon.ca

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----- Forwarded message -----

From: Mike Nelson <MNelson@erca.org>
To: "jharris2@dillon.ca" <jharris2@dillon.ca>
Cc: Tom Dufour <TDufour@erca.org>
Date: Fri, 8 Apr 2016 18:59:39 +0000
Subject: RE: Request for Additional Information - County Road 20

Good afternoon Jonathan,

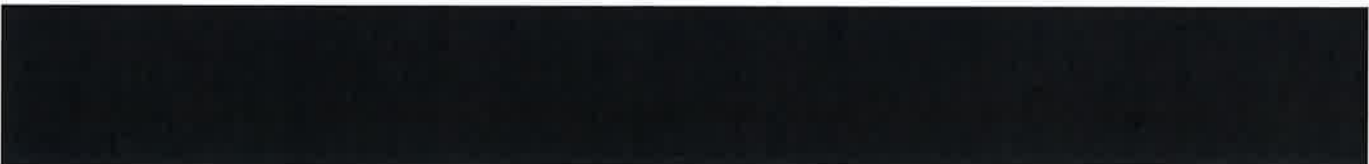
In response to the information request for the County Road 20 Class Environmental Assessment I can provide the following:

- A list of Species at Risk and provincially rare species with occurrences and/or potential habitat in the study area and the Kingsville/Leamington area or confirmation that the species listed in Table 2 of the memo are accurate;
 1. **ERCA cannot confirm this information directly. It would be more appropriate for this information to come directly from the MNRF.**
- Natural environment studies and natural areas inventories;
 1. **ERCA can advise that there are several natural environment studies in the vicinity of the study area. Please visit our website at <http://erca.org/resource-info/resources/> where you can find the Fish Habitat Management Plan, which may be of relevance.**
 2. **For future reference, the two Environmentally Significant Areas of the Essex Region (1983 and update report in 1994) may provide historical species lists and vegetation communities for other studies.**

- Detailed Evaluation Records for any wetlands in proximity to the Project;
 1. **ERCA is not aware of any wetlands in proximity to the Project. This information would best be determined through the Land Information Ontario dataset or by contacting the MNRF offices.**
- Groundwater recharge/discharge areas locations/mapping;
 1. **Please contact Tom Dufour (tdufour@erca.org) to request a copy of the Highly Vulnerable Aquifer (HVA) and Significant Groundwater Recharge Area (SGRA) mapping from within the study area. This mapping is available via our ERCA website: <http://erca.org/programs-services/gis-interactive-mapping/>**
- Fish/mussel collection records;
 1. **Please contact Tom Dufour (tdufour@erca.org) to request available fish and mussel records from within the study area.**
- Benthic macroinvertebrate sampling records;
 1. **ERCA is not aware of any specific available data from benthic invertebrate sampling records within the study area.**
- Subwatershed boundaries;
 1. **Please contact Tom Dufour (tdufour@erca.org) to request a copy of the subwatershed boundaries records from within the study area. Or, this information is available via our ERCA GIS website.**
- Thermal stream/drain classifications;
 1. **This information is best available by contacting the Land Information Ontario database or MNRF offices directly.**
- Location of known wildlife habitat(s);
 1. **ERCA is not aware of any additional wildlife habitat from available sources.**
- Regionally or locally significant/rare flora, fauna, vegetation communities; and,
 1. **ERCA is not aware of any additional regionally or locally significant/rare flora, fauna or vegetation communities from available sources.**
- Any additional natural environment data you may have for the indicated alternative site locations.
 1. **ERCA is aware of a number of watercourse/drains bisecting County Road 20. Some of these watercourses have observed issues with respect to erosion. As the study progresses, it may be appropriate to have the project speak with technical staff within the Town of Kingsville directly regarding any planned work in these areas – in particular for example, the Esseltine Drain. Please see attached Town of Kingsville Special Meeting Minutes from June 29, 2015: <http://weblink8.countyofessex.on.ca/weblink/DocView.aspx?id=149276&searchid=ab56e967-22f2-4e86-a8c5-21e7bf93b4ac&dbid=10>**

Please don't hesitate to contact me directly if you have any questions or require clarification. Our data request procedure also requires the completion of a data sharing agreement for GIS data. Tom Dufour will be able to help you out with this request directly.

Tom: internally, this information and the Dillon request memo is saved here:



Best regards,

Mike



MICHAEL NELSON

Watershed Planner

Essex Region Conservation Authority (ERCA)

360 Fairview Avenue West, Suite 311 • Essex, Ontario • N8M 1Y6

Ph. 519-776-5209 x 347 • mnelson@erca.org • www.erca.org

From: Harris, Jonathan [<mailto:jharris2@dillon.ca>]
Sent: March-31-16 2:09 PM
To: Corinne Chiasson; Dan Lebedyk
Cc: Daniel Bourassa; Paula Neto
Subject: Request for Additional Information - County Road 20

Corinne/Dan,

Dillon Consulting Limited has been retained by the County of Essex to prepare an Environmental Assessment and Preliminary Design for improvements to County Road 20. The Project is being completed as a Schedule 'C' Municipal Class EA.

At this time we are requesting confirmation of the following information:

- A list of Species at Risk and provincially rare species with occurrences and/or potential habitat in the study area and the Kingsville/Leamington area or confirmation that the species listed in Table 2 of the memo are accurate;
- Natural environment studies and natural areas inventories;
- Detailed Evaluation Records for any wetlands in proximity to the Project;
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- Thermal stream/drain classifications;
- Location of known wildlife habitat(s);
- Regionally or locally significant/rare flora, fauna, vegetation communities; and,
- Any additional natural environment data you may have for the indicated alternative site
- locations.

Dillon understands that the ERCA may not have additional information for all the above listed items so a memo has also been sent to MNRF Alymer District.

Thank you in advance for your time. If you have any questions or if there is anything we can do to expedite this request, please don't hesitate to contact the project planner, Paula Neto ([519-438-1288](tel:519-438-1288) ext. 1245 pneto@dillon.ca), or myself

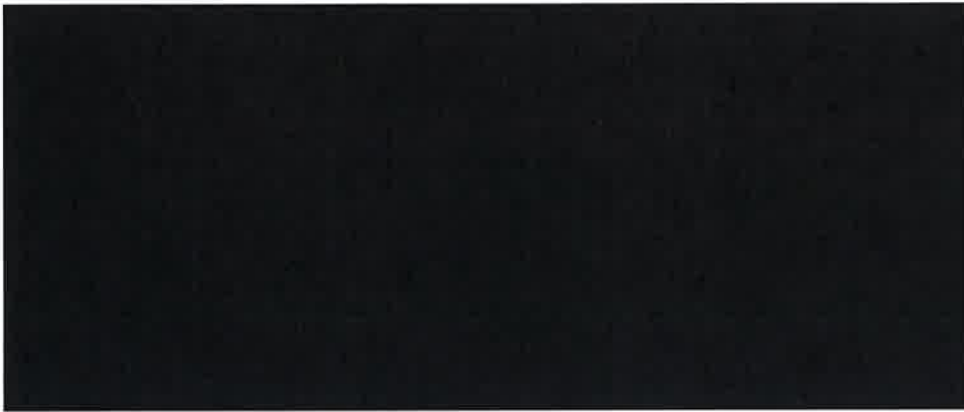
Due to the large size of the memo (mapping attachments), the file is available through our file exchange.

Filename: ERCA Information Request_County Road 20.pdf

Uploaded by: JONATHAN HARRIS

Description:

"Memo outlining information we have and request for additional records"



Regards,

Jonathan Harris



Jonathan Harris, Adv. Dip.

Biologist

Dillon Consulting Limited

235 Yorkland Boulevard Suite 800

Toronto, Ontario, M2J 4Y8

T - 416.229.4647 ext. 2389

F - 416.229.4692

C - 647.962.7401

JHarris2@dillon.ca

www.dillon.ca



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 **noname.eml**
63K



From: Mike Nelson <MNelson@erca.org>
Sent: Friday, April 08, 2016 3:00 PM
Subject: RE: Request for Additional Information - County Road 20

Good afternoon Jonathan,

In response to the information request for the County Road 20 Class Environmental Assessment I can provide the following:

- A list of Species at Risk and provincially rare species with occurrences and/or potential habitat in the study area and the Kingsville/Leamington area or confirmation that the species listed in Table 2 of the memo are accurate;
 1. **ERCA cannot confirm this information directly. It would be more appropriate for this information to come directly from the MNRF.**
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 1. **Please contact Tom Dufour (tdufour@erca.org) to request a copy of the Highly Vulnerable Aquifer (HVA) and Significant Groundwater Recharge Area (SGRA) mapping from within the study area. This mapping is available via our ERCA website: <http://erca.org/programs-services/gis-interactive-mapping/>**
- Fish/mussel collection records;
 1. **Please contact Tom Dufour (tdufour@erca.org) to request available fish and mussel records from within the study area.**
- Benthic macroinvertebrate sampling records;
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appropriate to have the project speak with technical staff within the Town of Kingsville directly regarding any planned work in these areas – in particular for example, the Esseltine Drain. Please see attached Town of Kingsville Special Meeting Minutes from June 29, 2015:

<http://weblink8.countyofessex.on.ca/weblink/DocView.aspx?id=149276&searchid=ab56e967-22f2-4e86-a8c5-21e7bf93b4ac&dbid=10>

Please don't hesitate to contact me directly if you have any questions or require clarification. Our data request procedure also requires the completion of a data sharing agreement for GIS data. Tom Dufour will be able to help you out with this request directly.

Best regards,
Mike



MICHAEL NELSON

Watershed Planner

Essex Region Conservation Authority (ERCA)

360 Fairview Avenue West, Suite 311 • Essex, Ontario • N8M 1Y6

Ph. 519-776-5209 x 347 • mnelson@erca.org • www.erca.org

From: Harris, Jonathan [<mailto:jharris2@dillon.ca>]
Sent: March-31-16 2:09 PM
To: Corinne Chiasson; Dan Lebedyk
Cc: Daniel Bourassa; Paula Neto
Subject: Request for Additional Information - County Road 20

Corinne/Dan,

Dillon Consulting Limited has been retained by the County of Essex to prepare an Environmental Assessment and Preliminary Design for improvements to County Road 20. The Project is being completed as a Schedule 'C' Municipal Class EA.

At this time we are requesting confirmation of the following information:

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- Benthic macroinvertebrate sampling records;
- Subwatershed boundaries;
- Thermal stream/drain classifications;
- Location of known wildlife habitat(s);
- Regionally or locally significant/rare flora, fauna, vegetation communities; and,
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Dillon understands that the ERCA may not have additional information for all the above listed items so a memo has also been sent to MNRF Alymer District.

Thank you in advance for your time. If you have any questions or if there is anything we can do to expedite this request, please don't hesitate to contact the project planner, Paula Neto ([519-438-1288 ext. 1245](tel:519-438-1288) pneto@dillon.ca), or myself

Due to the large size of the memo (mapping attachments), the file is available through our file exchange.

Filename: ERCA Information Request_County Road 20.pdf

Uploaded by: JONATHAN HARRIS

Description:

"Memo outlining information we have and request for additional records"

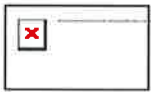


The document will remain available for download until: Thursday, April 28, 2016

Regards,
Dillon IT Help Desk
[519-438-6200](tel:519-438-6200)
1-877-DILLON-8
[1-877-345-5668](tel:1-877-345-5668)

Regards,

Jonathan Harris



Jonathan Harris, Adv. Dip.

Biologist

Dillon Consulting Limited

235 Yorkland Boulevard Suite 800

Toronto, Ontario, M2J 4Y8

T - 416.229.4647 ext. 2389

F - 416.229.4692

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Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Thu, Nov 10, 2016 at 9:20 AM

[REDACTED]
to: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

Name [REDACTED]

Subject turning lane & bike/walking path

Message Since there is a fair amount of off shore workers an local people that ride there bikes along Seacliff an all the trucks going to local greenhouses along Seacliff , turning lanes an a bike path would help safety wise.

Streetlights at Fraser an seacliff would help as well

[REDACTED]
Sent on: 10 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Thu, Nov 24, 2016 at 5:45 PM

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wiksite.com/countyroad20>

Message Details:

Name [REDACTED]

Subject Feedback on presentation boards - PIC #1

Message Following is the correspondence we sent to our Share the Road - Essex County supporters, summarizing our thoughts on the different alternative solutions: 1. We are very pleased that the consultants are recommending that a cycling facility should be built IMMEDIATELY on CR20 from Sherk St in Leamington to Kratz Sideroad in Kingsville. We support their recommendation of the type of facilities to be built, including extending the facility built by Kingsville and the County this past summer. This asphalt pathway behind the mountable curb type of facility has been an unqualified success in making 1.4 km of CR20, from Albuna Townline to Whitewood, safer for motorists, pedestrians and cyclists. If you want it extended (as we do), here's your chance to say so. 2. We are very pleased that they clarified that the cycling facility built as above will NOT all become obsolete if/when the road is ultimately re-engineered in some future year. In particular, the curbs (which are costly) will remain a part of the re-engineered design for most, if not all, of the corridor. 3. We are very pleased that they are recommending that the local character of the road should be retained/enhanced by the road design and that there should be very few centre turning lanes installed (only in 2 - 3 very busy locations) as part of the future re-design. 4. We think their Recommendation 5B for the future re-design is ideal, accommodating all users safely. For the 2-3 specific locations requiring centre turning lanes, we think their Recommendation 6A is ideal. We do not think 5A or 6B should be considered as safe since they include multi-use pathways which would create continuous conflict points for pathway users due to the high number of driveways and intersections crossing the path. ** You have additional questions on your Comment Sheet to which we would comment as follows: Re Evaluation Criteria: a) As you know there are recognized criteria which can/should be used to determine whether a multi-use pathway is a safe facility or not in a certain location, based on the number of driveways and intersections per km; these criteria are included in the CWATS Plan and the Kingsville Active Transportation Plan documents. We think those criteria should be included in the Evaluation Matrix and a multi-use pathway should be excluded as an alternative solution for any part of the route which does not meet the criteria (we think that would be most of the route being studied). b) Within the Transportation Environment, I would add a criterion for Influencing Route Choice for Drivers. I would prefer for CR20 to be designed to encourage "through" drivers (ie those who want to travel east/west as quickly as possible) would choose a different route (Talbot or Hwy 3). ** We appreciate that you have obviously taken the time to understand all aspects of this corridor and have customized your recommendations accordingly. [REDACTED]

[REDACTED]

Sent on: 24 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Fri, Nov 11, 2016 at 1:19 PM

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

[REDACTED]
Subject CR20

Message What are the perceived issues? ie Lack of road maintenance Dangerous sewer grates Lack of pedestrian/cycle space Truck traffic that should be diverted to other roadways.... or are you looking for potential issues and how best to resolve.

[REDACTED]
Sent on: 11 November, 2016

Thank you!



Sunstrum, Mary <msunstrum@dillon.ca>

Fwd: New message via your website, from [REDACTED]

bfox@dillon.ca <bfox@dillon.ca>
To: msunstrum@dillon.ca

Thu, Dec 8, 2016 at 9:57 AM

—Forwarded using [Multi-Forward Chrome Extension](#)—

[REDACTED]
To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wksite.com/countyroad20>

Message Details:

[REDACTED]
Subject Cty Rd 20 CEA

Message I attended the open house on Nov 15 and would like to provide my comments. I support option 4. I believe the addition of a paved cycling lane between Kville and Leamington is a very worthwhile undertaking. With respect to the other improvements suggested, I believe the option that includes turning lanes at key intersections will also be very useful. IN particular, the intersections with the Town Line, Graham Side Rd. and Fraser Rd. Other traffic problem areas include: Mucci shipping warehouse and Anna's flowers. I do not think the addition of dedicated space for pedestrians is needed. currently there is plenty of space for walking between Kville and Union, yet I see very few people walking. I would also point out that In my experience of driving this road, the major problem area is on the East end of Kville, between Truax Lumber and Zehrs. This is a dangerous section of road with too many busy access points. Any initiatives to reroute traffic to access Cty Rd. 20 at an existing stop light would be welcome.

[REDACTED]
Sent on: 7 December, 2016

Thank you!



Sunstrum, Mary <msunstrum@dillon.ca>

Fwd: New message via your website, from [REDACTED]

bfox@dillon.ca <bfox@dillon.ca>
To: msunstrum@dillon.ca

Thu, Dec 8, 2016 at 9:57 AM

---Forwarded using [Multi-Forward Chrome Extension](#)---[REDACTED]
To: cr20@dillon.ca**You have a new message:**Via: <http://bfox577.wiksite.com/countyroad20>**Message Details:****Subject** Road 20

Message combination bike and walkway is enough, separate unwarranted. 3 lane too dangerous with confusion and high speeds, those changes put the road so close to my house it is dangerous to live there as my frontage is so close now. Ms. Jane Mustachios, s attitude was rude, condescending and void of any caring about our concerns, might have well talked to a doorknob, more feeling, the Dillon people where very nice

[REDACTED]

Sent on: 3 December, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Tue, Nov 22, 2016 at 5:26 PM

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

[REDACTED]
Subject county road 20 study

Message We are extremely interested in your study as it relates, if it does, to the Esseltine Drain and Stabilization Project. Could you please give us some information on rather this study will affect the Stabilization Project.

[REDACTED]
Sent on: 22 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

Thu, Nov 17, 2016 at 7:59 PM

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

[REDACTED]
Subject Cty Rd 20 Project

Message I have viewed with interest your proposals at the Kingsville Arena. In the interests of safety I would suggest an immediate reduction of speed from Kratz Rd to Union Rd to 60 km/hr. As soon as financially possible reduce the lane width (a traffic calming technique) and pave the shoulders for both cycling and pedestrian use. Some barriers could be placed intermittently to separate the vehicle and pedestrian portions. The school bus situation does cause backups, and sometimes lengthy, but in the interest of safety for the children this must be borne. An additional lane and all of the ramifications it would entail are probably not worth the investment required. Trucks: other than the trucks servicing the greenhouse industry and various enterprises on Cty Rd 20 would have to continue but they do not really cause all that much delay . However, other trucks that use it to drive to Harrow (steel carriers) should be encouraged to find another route. A slower speed limit as well as speed bumps every so often might well do the trick. A dilemma to be sure but in spite of some opposition I heard from a couple of County fellows a lower speed limit and lane narrowing would be an excellent first step. Good luck with this venture

[REDACTED]

Sent on: 17 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

Re: New message via your website, from [REDACTED]

1 message

Neto, Paula <pneto@dillon.ca>

Tue, Nov 22, 2016 at 12:47 PM

Cc: cr20@dillon.ca
[REDACTED]

The EA is ongoing therefore there is no notice of completion to provide. The notice of commencement and notice of the first public meeting are attached. Also, please refer to the project website for other project information (cr20.ca).

Thank you

Paula



Paula Neto
Associate
Dillon Consulting Limited
130 Dufferin Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1245
F - 519.672.8209
M - 226.980.5714
PNeto@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

On Fri, Nov 18, 2016 at 5:14 PM, [REDACTED]

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

[REDACTED]

Subject CLass EA County ROad 20

Message Please provide us with Notices of consultation and Notices of Completion of this Class EA

[REDACTED]

Sent on: 18 November, 2016

Thank you!

2 attachments

2d217a_573e630487de47259c3bea05e99f73fb.pdf
101K

2d217a_4ec502d54e984c6a8dbb149b3dfec01f.pdf
224K



Sunstrum, Mary <msunstrum@dillon.ca>

Fwd: New message via your website, from [REDACTED]

bfox@dillon.ca <bfox@dillon.ca>
To: msunstrum@dillon.ca

Thu, Dec 8, 2016 at 9:57 AM

---Forwarded using **Multi-Forward Chrome Extension**---

From: no-reply@parastorage.com

Date: Wed Dec 07 2016 00:33:27 GMT+1100 (AEDT)

Subject: New message via your website [REDACTED]

To: cr20@dillon.ca

You have a new message:Via: <http://bfox577.wiksite.com/countyroad20>**Message Details:****Subject** Seacliff Drive Improvements**Message** Dear Sirs: Anything less than a four lane road with paved shoulders would be a waste of money and would have no regard to the future. For the sake of economic development, we simply have to get ourselves out of 1925. [REDACTED]**Sent on:** 6 December, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

no-reply@parastorage.com <no-reply@parastorage.com>

Mon, Nov 21, 2016 at 12:16 PM

Reply-To: [REDACTED]

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

Name [REDACTED]

Subject county road 20

Message i think just a single path on both sides of county rd 20 is needed, but as wide as possible without moving utilities. Centre turn lane i think would be a good idea all along the road. At Kratz intersection, left turn onto county rd. 20 is bad visibility because of the trees and the curve of the road.



Sent on: 21 November, 2016

Thank you!



Schmidt, Becky <rschmidt@dillon.ca>

New message via your website, from [REDACTED]

1 message

no-reply@parastorage.com <no-reply@parastorage.com>

Tue, Nov 15, 2016 at 10:07 AM

Reply-To: [REDACTED]

To: cr20@dillon.ca

You have a new message:

Via: <http://bfox577.wixsite.com/countyroad20>

Message Details:

Name [REDACTED]

Subject All ready sent

Message My wife and I have already sent in our views and request for this project. Get it done!!!!!!

Sent on: 15 November, 2016

Thank you!

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name:

Agency :

Address:

Email:

Would you like to be added to our study mailing list?

Yes ☒ No ☐ALREADY ON
LIST

Thank you for your input to this important study. Please deposit this form in the comment box or return by **December 6, 2016** to the following recipients, or visit www.cr20.ca to provide your comments.

Mr. John Zangari, P.Eng.
Project Manager
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Windsor, ON N8W 5K8
Phone: 519-948-5000, Ext. 3234

Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
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Essex, ON N8M 1Y6
Phone: 519-776-6441, Ext. 1397

The Project Team will review all public and agency comments and, in light of feedback received, will confirm the preferred alternative solution and confirm the evaluation criteria.

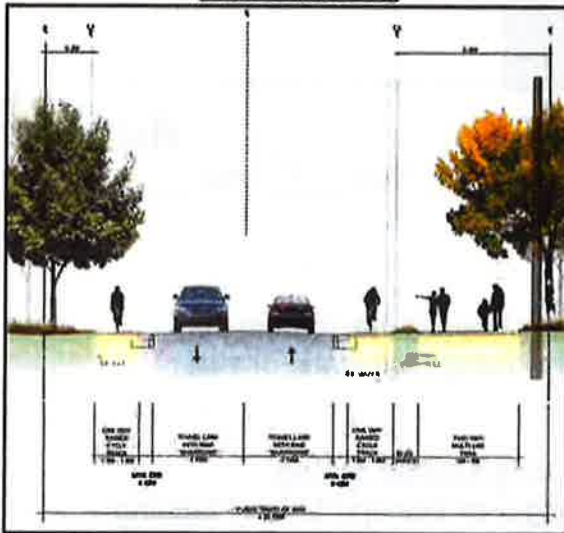
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PART 1 – ALTERNATIVE SOLUTIONS

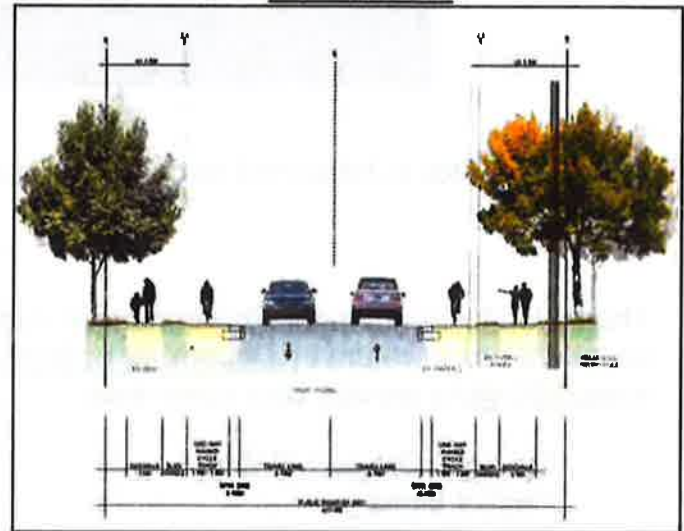
Please provide your comments on the alternative solutions recommended for further consideration. Larger versions of the cross sections are available on the display panels or project website (www.cr20.ca).

INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

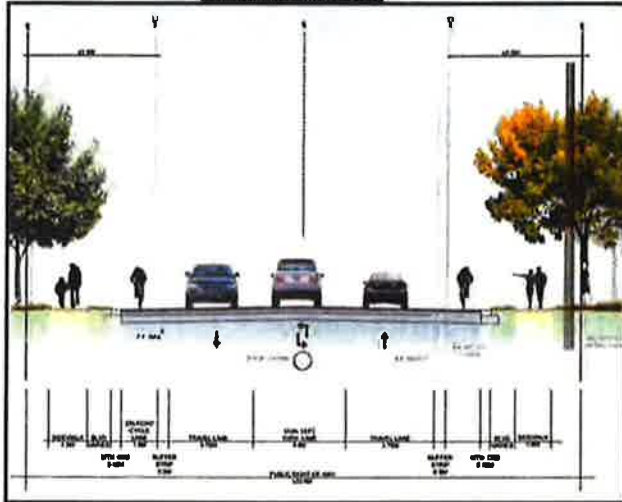
Good - 6B BETTER

What do you dislike about these alternative solutions?

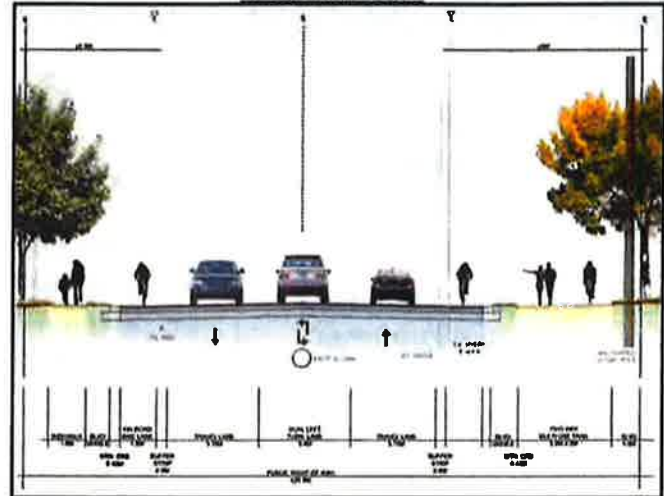
SPEND THE MONEY AND SETUP FOR THE FUTURE. ITS LESS EXPENSIVE NOW

WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)

Alternative 6B



Alternative 6B



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

BEST SOLUTION

What do you dislike about these alternative solutions?

NOTHING

PART 2- EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
Natural Environment	<ul style="list-style-type: none"> • Fisheries and aquatic resources • Terrestrial features and wildlife • Species at Risk
Engineering Considerations	<ul style="list-style-type: none"> • Service/utility impacts • Construction and maintenance costs • Construction staging • Drainage/stormwater management
Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

TRAFFIC LIGHTS AT GRAHAM SIDEROAD - VERY DANGEROUS
TO ACCESS RD WHEN TRAVELLING SOUTH. MANY NEAR
MISS COLLISIONS

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name: _____

Agency : _____

Address: _____

Email: _____

Would you like to be added to our study mailing list?

Yes ☒No ☐

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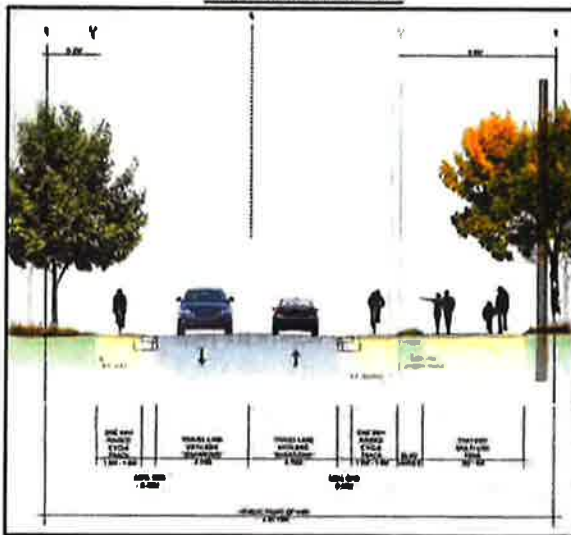
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PART 1 – ALTERNATIVE SOLUTIONS

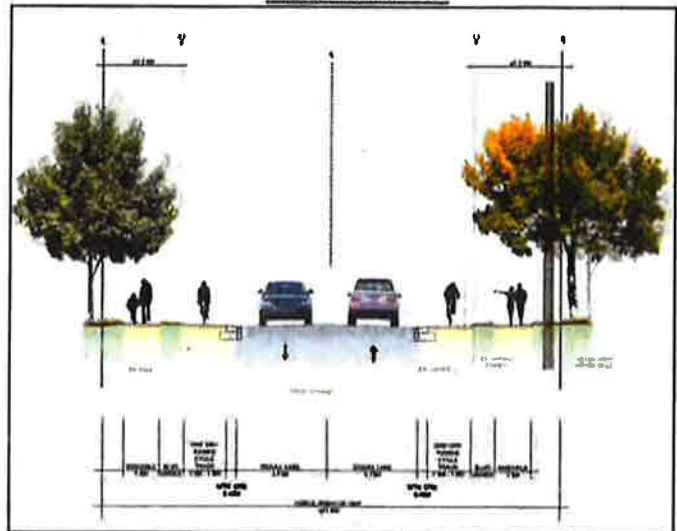
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a “complete street” solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

What do you dislike about these alternative solutions?

TOO MASSIVE.

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
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Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

I have a small forest beside Road. I would like the smallest (narrowest) bike lane possible - something that wouldn't disturb my trees or their roots. The asphalt wall is ugly I feel that you should think about a material more attractive -

How did you learn about today's Public Information Centre?

☒ Flyer in mail

☐ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

Adequate

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name: _____

Agency: _____

Address: _____

Email: _____

NOV 23 2016

Would you like to be added to our study mailing list?

Yes ☒No ☐

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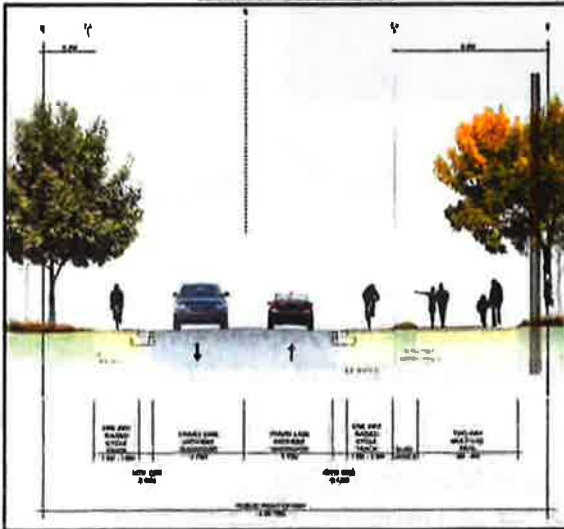
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PART 1 – ALTERNATIVE SOLUTIONS

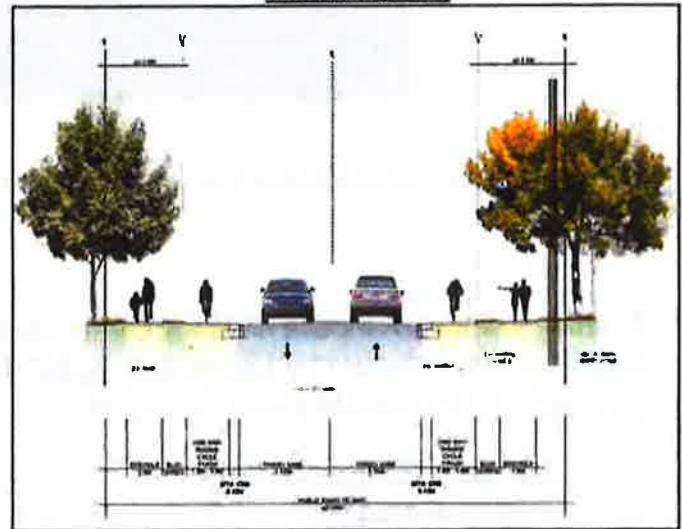
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

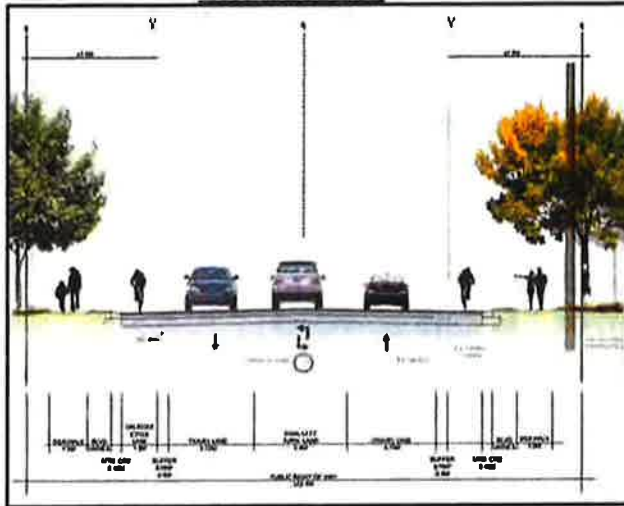
- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

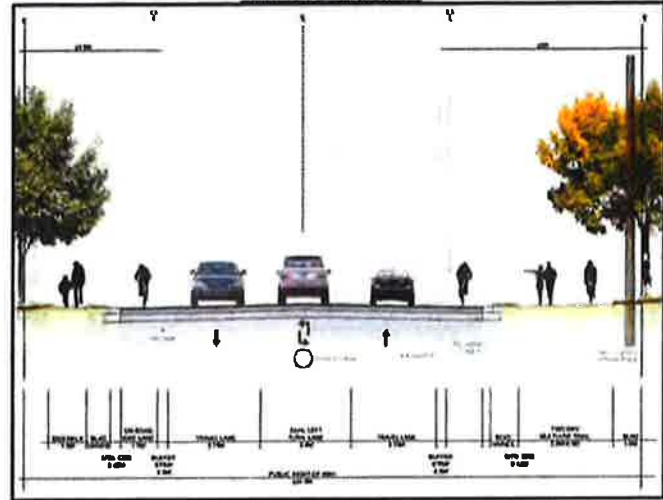
What do you dislike about these alternative solutions?

WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)

Alternative 6B



Alternative 6B



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

What do you dislike about these alternative solutions?

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
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Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

We are only supportive of the Status Quo OR Solution #1 as presented with the Public Information Centre on November 15, 2016. It would continue the work completed in the summer 2016 from our Road Whitewood Road to Albana Townline. The construction of the asphalt curbing with bike lanes/pedestrian walkways served to extend this narrow highway with safer routing for pedestrians, cyclists and drivers.

In our opinion, this option serves the purpose. The other options as indicated through 5A, 5B, 6B + Alternative necessitate expropriating our front lawn with trees, gardens and a buffer from the dangers/house of the highway. Furthermore, it significantly impacts our property value. Moreover, to add additional lanes on this scenic highway only encourages higher speeds and more dangerous behavior. We are already seeing evidence of this scenario.

How did you learn about today's Public Information Centre?

☐ Flyer in mail

☐ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☒ Other: Mailed Notice by Township

What did you think of today's Public Information Centre? What worked well and what could have been improved?

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name: _____

Agency : _____

Address: _____

Email: _____



Would you like to be added to our study mailing list? Yes ☒ No ☐

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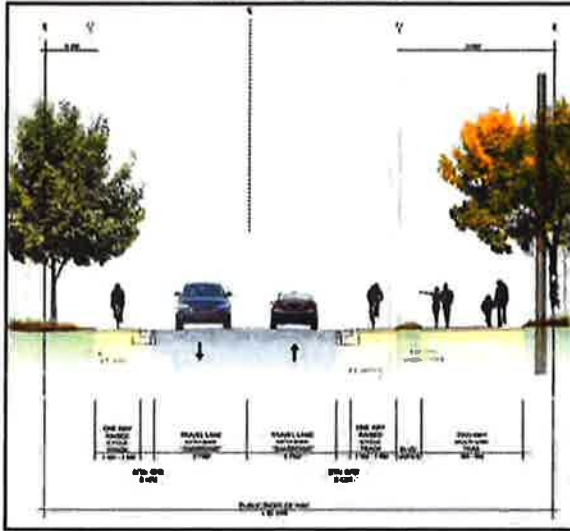
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PART 1 – ALTERNATIVE SOLUTIONS

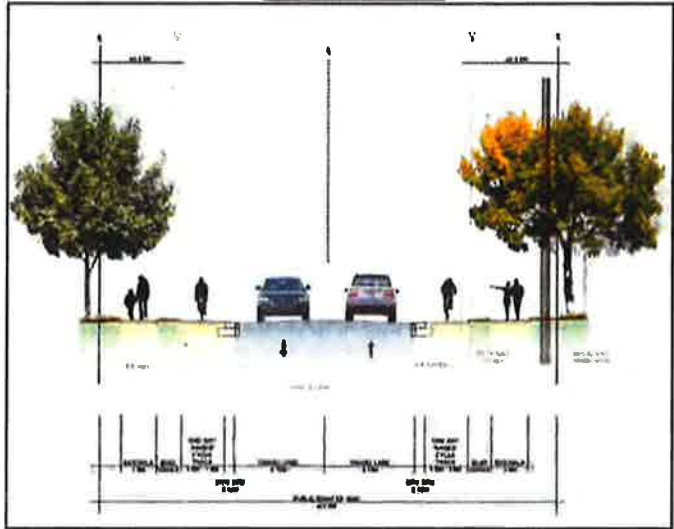
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

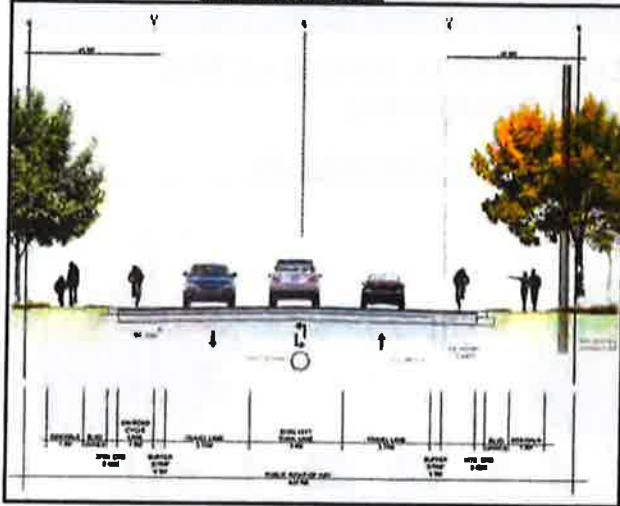
Nothing

What do you dislike about these alternative solutions?

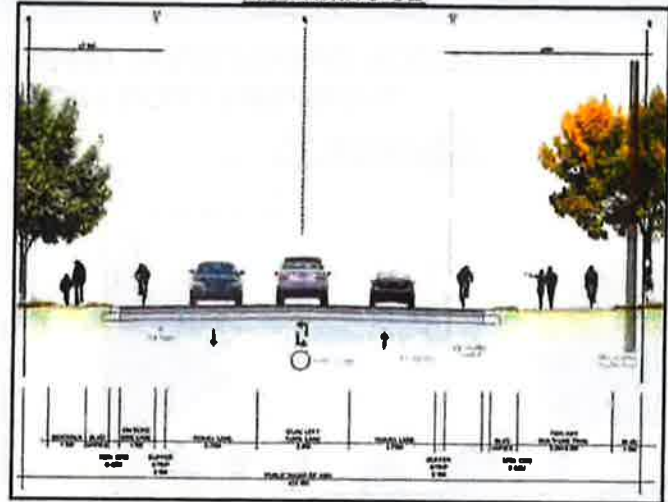
Too much loss of property for homes. Devalues the properties' worth. Loss of trees which provide natural beauty and climate control. Too costly.

**WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND
ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)**

Alternative 6B



Alternative 6B



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

Nothing

What do you dislike about these alternative solutions?

Very costly
Huge loss of property for homes. ~~the~~ Many homes will be very close to road - no privacy no environmental buffer
Loss of trees + personal landscaping would make it unattractive to live and drive here. Would create a "Super" road or "high speed highway" mentality
Hwy 3 Rvpass is meant for that.

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
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Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

My highest priority is to protect the environment. more cement & asphalt do not help. Safety for bicyclists is equal. One laneway/pathway for bicycles & pedestrians will cause the least environmental impact but will provide the necessary safety factor.

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

Current plan of dual purpose pathway for bikes and pedestrians is the ~~only~~ plan that I like. I feel this is adequate. No great loss of property by homeowners. Trees and landscaping are preserved which add beauty and privacy and shade. Tornado 6 years ago took many trees. The section that was hit, still appears barren.

Extension of Hwy 3 bypass to 4 lanes from Essex to Leamington would take care of drivers needing faster roadway.

How did you learn about today's Public Information Centre?

☒ Flyer in mail

☐ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

They gave the impression that this was already decided. Questions are just a formality. Not happy with that attitude.

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name: _____

Agency : _____

Address: _____

Email: _____

Would you like to be added to our study mailing list?

☒ Yes☐ No

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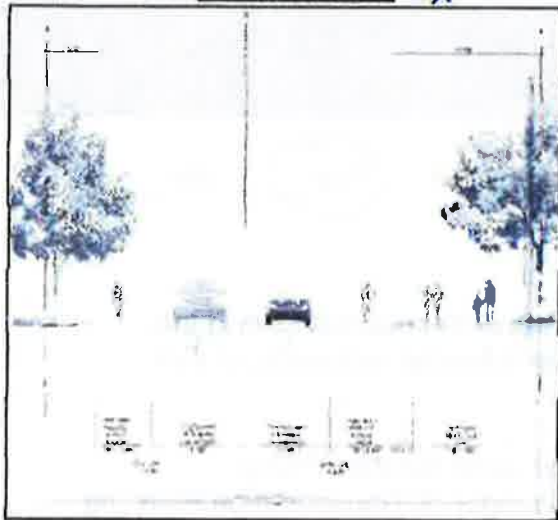
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PART 1 – ALTERNATIVE SOLUTIONS

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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A ✗



Alternative 5B ✓



PROS:

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- More drainage improvements required.
- Higher overall construction costs.

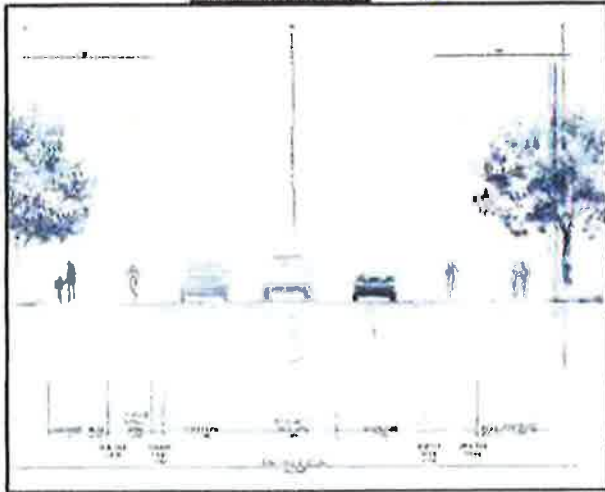
What do you **like** about these alternative solutions?

- accommodates all users safely
- like that the local character of the road is maintained & enhanced

What do you **dislike** about these alternative solutions?

**WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND
ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)**

Alternative 6A ✓



Alternative 6B X



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you **like** about these alternative solutions?

accommodates users safely

What do you **dislike** about these alternative solutions?

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

Strongly believe the towns should be linked by walking & bike paths to access safely our parks, lakes, businesses.

What is the point of having Seachiffe park on the Naumou Point Pelee National Park if the only safe way to get there is by vehicle.

Let's be proactive & encourage walking, biking year round by safe links for all to work & play. This is a basic necessity. It's about exercise, fresh air, enjoyment of the great outdoors with easy transportation modes & especially for our workers & recreational users year round!

Continue the asphalt pathway to Point Pelee National Park & keep it maintained summer & winter.

Work & exercise don't stop because of precipitation.

* Excellent job on asphalt pathway & mountain bikes from Kingsville.
Please extend all of Seachiff Drive to Point Pelee!

How did you learn about today's Public Information Centre?

☐ Flyer in mail

☐ Local paper

☐ Website

☐ Walk-by

☒ E-mail

☐ Other: _____

Thank you for the work completed so far!

Keep up the good work

What did you think of today's Public Information Centre? What worked well and what could have been improved?

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016

Name:

Agency :

Address:

Email:

Would you like to be added to our study mailing list?

Yes ☒ No ☐

Thank you for your input to this important study. Please deposit this form in the comment box or return by **December 6, 2016** to the following recipients, or visit www.cr20.ca to provide your comments.

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Project Manager
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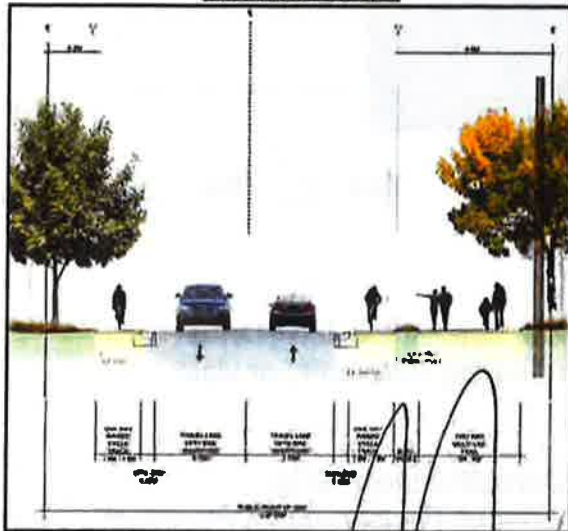
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PART 1 – ALTERNATIVE SOLUTIONS

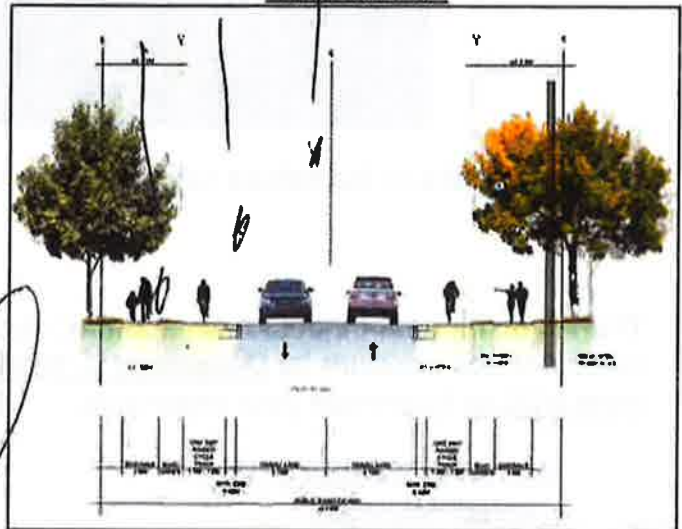
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

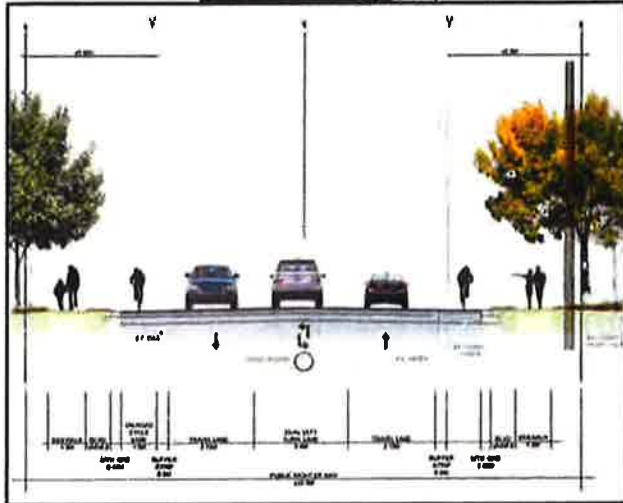
- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- ✗ Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

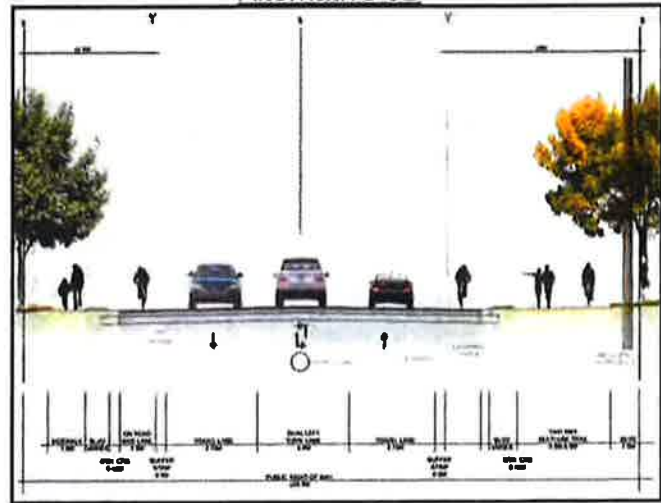
What do you dislike about these alternative solutions?

WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)

Alternative 6A



Alternative 6B



PROS:

- ✓ Long term vehicular demands along County Road 20 can be accommodated.
- ✓ Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

SA
Cycle/walk path are needed as one
center lane absolutely necessary for many homes, green
houses etc. GREAT SOLUTION MINUS WALKWAYS FOR PEDES-
TRIANS
Improves traffic flow at intersections!!!

What do you dislike about these alternative solutions?

Pedestrian walkways NOT needed - eliminate! Save cost.
Combine with cycle path. Narrows impact on landscape.

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
Natural Environment	<ul style="list-style-type: none"> • Fisheries and aquatic resources • Terrestrial features and wildlife • Species at Risk
Engineering Considerations	<ul style="list-style-type: none"> • Service/utility impacts • Construction and maintenance costs • Construction staging • Drainage/stormwater management
Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

See p. 3 for our comments

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

Impact on properties. Expect many "fights" and arguments

Negative impact on landscape, especially closer to Leamington. Loss of statoly old trees.

Did not see plans on landscape restoration, (Planting new trees, fairly large ones and provision for adequate watering for first two or three years)

Centre turn lane ~~seems~~ seems the only solution, it has so many advantages, especially access to the many private homes and commercial/industrial properties and simplifying traffic flow at intersections. Minimize traffic lights

How did you learn about today's Public Information Centre?

☐ Flyer in mail

☒ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

Rather overpowering, concentrate on charts showing actual proposals

Paula Neto gave us a good explanatory tour

COMMENT FORM
County Road 20 Class Environmental Assessment
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Agency : _____

Address: 

Email: _____

Would you like to be added to our study mailing list? Yes X No _____

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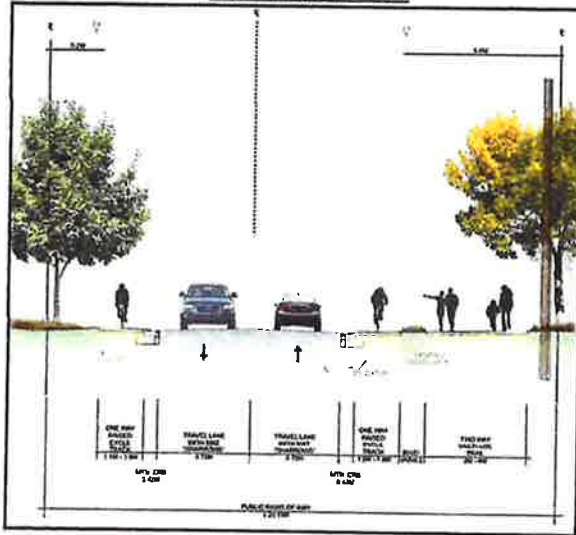
cr20@dillon.ca

PART 1 – ALTERNATIVE SOLUTIONS

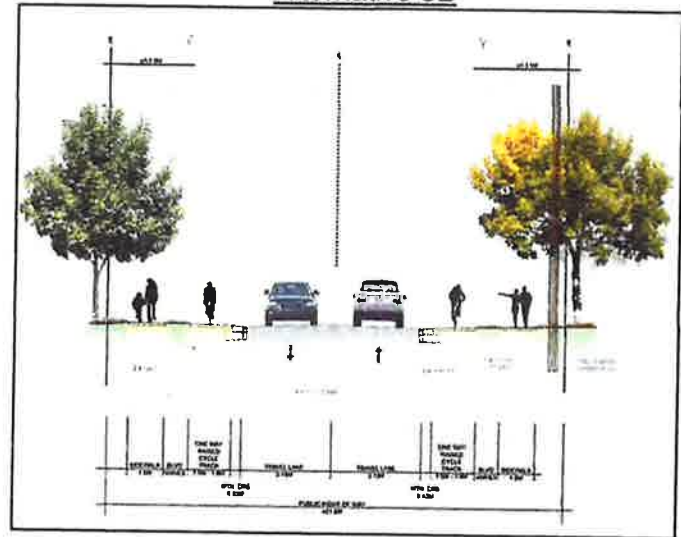
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

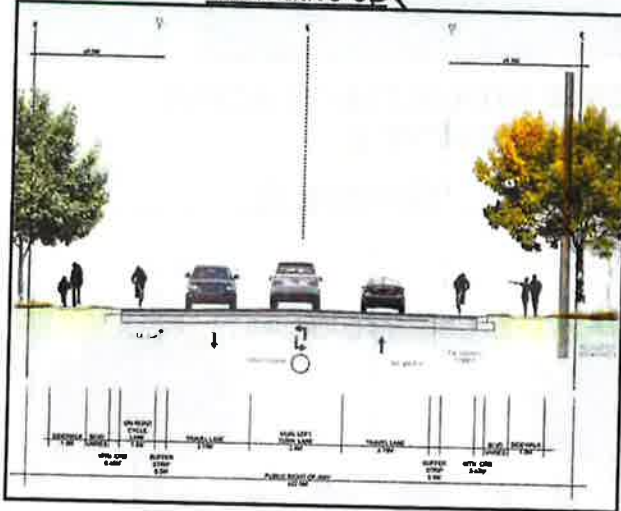
5A is my preference.
provides an area for walking/running and families that is wide enough and is on south side of road which aligns with Seacrest Park and the majority of the subdivisions

What do you dislike about these alternative solutions?

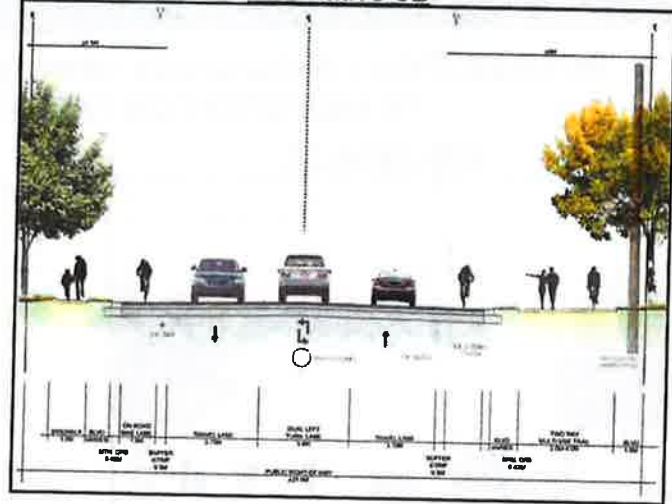
5B seems excessive (the reason to have narrow sidewalks, especially on north side of road) and is slightly wider overall.

WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND
ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)

Alternative 6A



Alternative 6B



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

DO NOT LIKE either of these options.

What do you dislike about these alternative solutions?

excessively wide
no separation between cars & bikes
I don't believe there is a need for sidewalks on both sides,
in addition to bike lanes on both sides.
might be asking for too much, which might delay the
entire project.

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
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Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

EXTREMELY COMPREHENSIVE CRITERIA, however
RECREATION is missing
(Health Promotion)

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

How did you learn about today's Public Information Centre?

☒ Flyer in mail

☒ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

possibly conduct in KINGSVILLE one day and LEAMINGTON
another → KINGSVILLE is out of the way
for LEAMINGTON residents and may
impact participation.



Schmidt, Becky <rschmidt@dillon.ca>

County Road 20

1 message

Thu, Nov 17, 2016 at 8:35 AM

[REDACTED]
To: CR20@dillon.ca

Ms. Mustac and Mr. Zangari,

I have lived on [REDACTED] since 1997 and can vouch for the need for improvements. Making a left turn into my driveway is dangerous for two reasons; one, the disrepair of the curb and two, the speed of drivers heading west. The condition of the curb demands a slow entry so the tie rods on my new car don't break and the eggs in the grocery bag remain whole. This aggravates drivers lined up behind me. One taxi almost t-boned me as he wanted to pass during my left turn. Others come screeching to a halt or blast their horn behind me. Sometimes I come from downtown via Fraser Road to make a right turn into my lane.

Lower speed limit might help. Flattening the curbing is mandatory. I'm certain engineers could come up with a much better design.

It will be great to have sidewalks. I have walked along Seacliff only a few times. People's lawns are rough and some have their sprinkler system installed on town property—a danger to ankles of walkers.

Speeding and racing are problems on Seacliff but that's under police jurisdiction.

Thank you for your attention.

[REDACTED]



Schmidt, Becky <rschmidt@dillon.ca>

County rd 20 class environment assessment public information comment

1 message

Thu, Nov 24, 2016 at 9:01 AM

To: "cr20@dillon.ca" <cr20@dillon.ca>

Alternative 5B and 6A should be what we strive for on county rd 20 and all other roads that connect greenways, trails and parks. Every road in the county that has worked schedule to be done should be reviewed prior to its start, example union ave from county rd 20 to county rd 34 under 2 kms was just repaved and no shoulder, bike path walkway was added at time of construction, yet it would have connected the new path on county road 20 to both Ruthven and the greenway path in Ruthven, this path on union ave will need to be now added at great expense or discourage the use of both paths already in place as there is no safe way to get from one to the other without tripling your distance and for most people that will be enough to discourage the use of the path or for them to just take their car.

I have been using the new path on county road 20 on a weekly basis and it could not be better, safer or do more to encourage everyone to use it. I look forward to the coming extension of the path so that I can safely use the current path to get to other paths safely as a cyclist.

Thank you



COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 – November 15th, 2016



Name: _____

Agency: _____

Address: _____

Email: _____

Would you like to be added to our study mailing list? Yes ☒ No ☐

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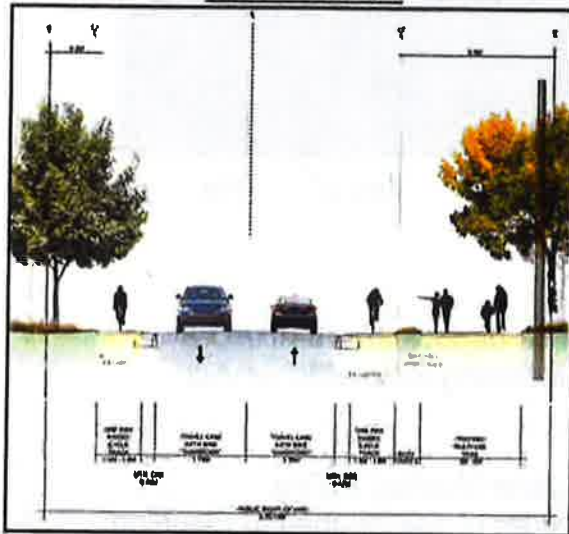
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PART 1 – ALTERNATIVE SOLUTIONS

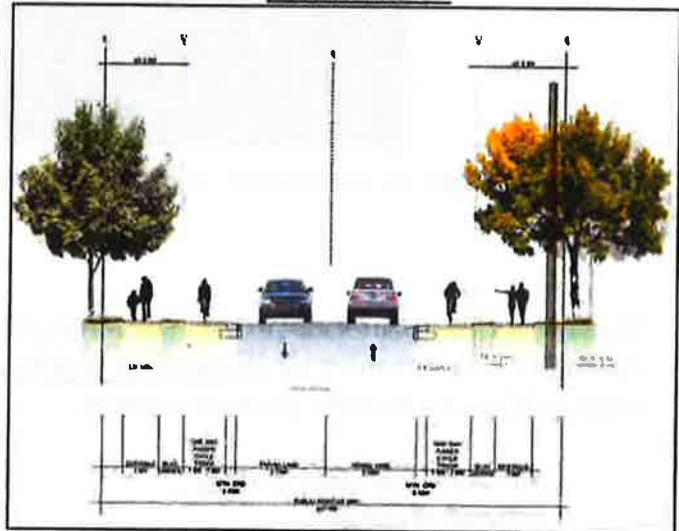
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.
- Salvages the interim active transportation facility currently being installed.

CONS:

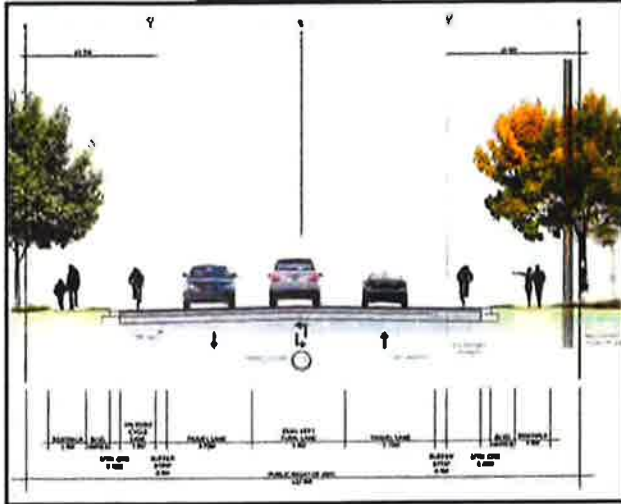
- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

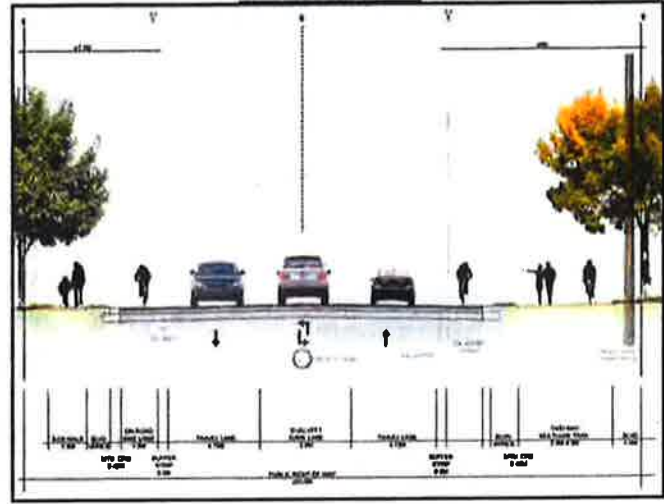
What do you dislike about these alternative solutions?

**WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND
ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)**

Alternative 6B



Alternative 6B



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

6B The whole middle needs to be a turning lane. 100 many cars waiting to make a left turn.

What do you dislike about these alternative solutions?

Takes up personal property. But it has to come from somewhere

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

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Engineering Considerations	<ul style="list-style-type: none"> • Service/utility impacts • Construction and maintenance costs • Construction staging • Drainage/stormwater management
Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

1st the speed limit needs to
change to 60 Km.

We have been home this summer
when 3 accidents happened close
by.

How did you learn about today's Public Information Centre?

☒ Flyer in mail

☒ Local paper

☐ Website

☐ Walk-by

☐ E-mail

☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

Thank you for including the public!

COMMENT FORM
County Road 20 Class Environmental Assessment
Public Information Centre #1 November 15th 2016



Name: _____

Agency : _____

Address: _____

Email: _____

Would you like to be added to our study mailing list? Yes ☒ No ☐

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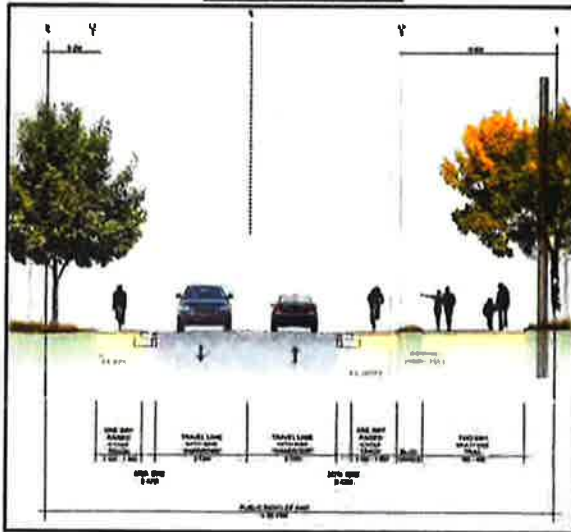
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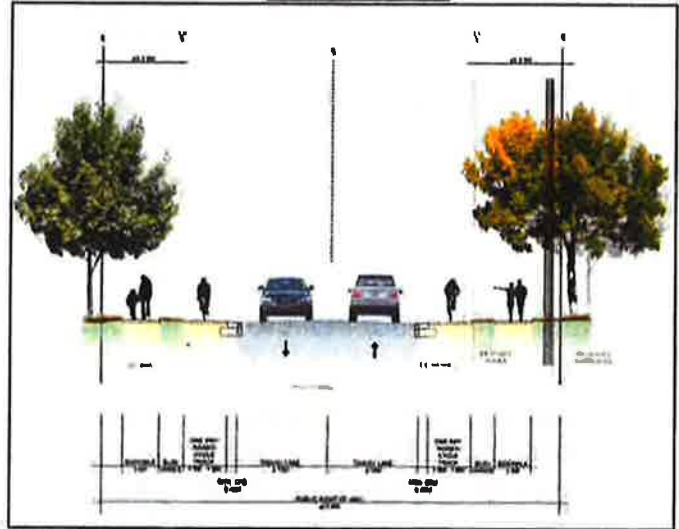
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INTERSECTION OPERATIONAL IMPROVEMENTS WITH ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 5)

Alternative 5A



Alternative 5B



PROS:

- Provides a dedicated space for pedestrians.
- Improves traffic safety.
- Improves intersection operation for all modes of transportation.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
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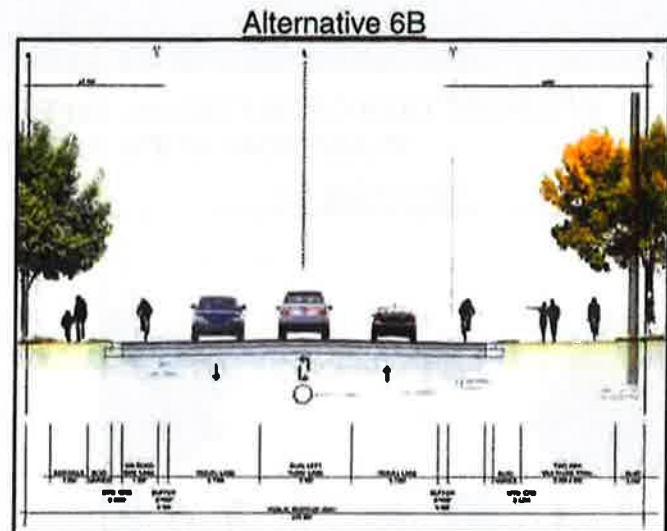
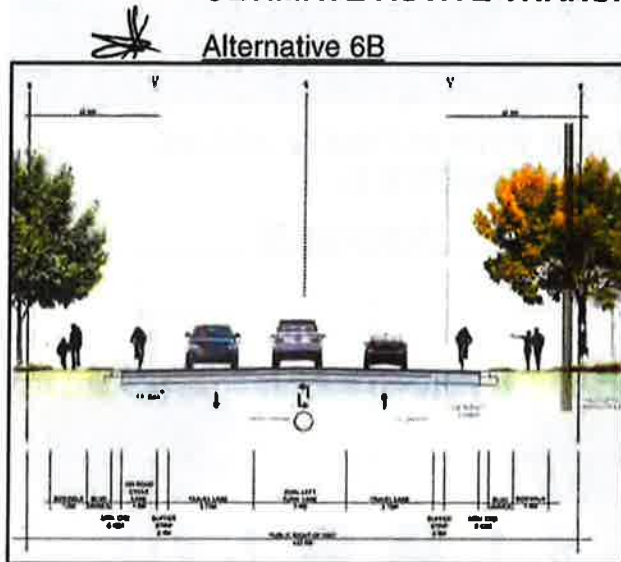
CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Does not address midblock traffic capacity/operational issues.
- More drainage improvements required.
- Higher overall construction costs.

What do you like about these alternative solutions?

What do you dislike about these alternative solutions?

WIDEN COUNTY ROAD 20 FOR A TWO WAY CENTRE TURNING LANE AND ULTIMATE ACTIVE TRANSPORTATION FACILITIES (ALTERNATIVE 6)



PROS:

- Long term vehicular demands along County Road 20 can be accommodated.
- Improves traffic safety, left hand turn movements and emergency vehicle response times.
- Provides sufficient ROW width to accommodate the ultimate active transportation facility in the study area.
- Provides opportunity to improve character/vision of the roadway with a "complete street" solution and better connects Kingsville and Leamington with dedicated spaces for all modes of transportation.

CONS:

- Wider ROW results in greater impact to utilities, services and the natural and cultural environments.
- Wider roadway and ROW may encourage higher vehicular travel speeds.
- More drainage improvements required.
- Highest overall construction costs.
- Potential for throw away costs with implementation/timing of interim solution.
- Longer pedestrian crossings at intersections.

What do you like about these alternative solutions?

6 B ~~*~~ Turning Lane all the way!
Too many sitting cars waiting
to make a left turn

What do you **dislike** about these alternative solutions?

PART 2 - EVALUATION CRITERIA

In the next phase of the Class EA, alternative designs for the preferred alternative solution will be assessed using a comprehensive set of criteria. Please provide your thoughts below. Are we missing anything? What is your highest priority?

EVALUATION CRITERIA	DESCRIPTION
Transportation Environment	<ul style="list-style-type: none"> • Traffic operations • Road safety • Emergency service access • Accommodation of active transportation • Accommodation of public transit and school buses • Access management
Natural Environment	<ul style="list-style-type: none"> • Fisheries and aquatic resources • Terrestrial features and wildlife • Species at Risk
Engineering Considerations	<ul style="list-style-type: none"> • Service/utility impacts • Construction and maintenance costs • Construction staging • Drainage/stormwater management
Cultural Environment	<ul style="list-style-type: none"> • Archaeological impacts • Built heritage resource impacts • Cultural heritage landscape
Socio-Economic Environment	<ul style="list-style-type: none"> • Property impacts • Business impacts • Tourism impacts • Future development/redevelopment potential • Street character and aesthetics • Improved accessibility

Have we missed anything? Please provide your comments on the evaluation criteria.

Good Job!

PART 3 – GENERAL

Please use this space to provide further comments you may have about this study.

Job Well Done!
Thankyou for including us in
your study.
Speed limit needs to change to 60 Km.

How did you learn about today's Public Information Centre?

☒ Flyer in mail ☒ Local paper ☐ Website
☐ Walk-by ☐ E-mail ☐ Other: _____

What did you think of today's Public Information Centre? What worked well and what could have been improved?

Good Job!