

## Public Information Centre (PIC) 2

### Summary of Comments / Questions and Project Team Responses

The Project Team has reviewed all the comments and questions posted to the Let's Talk Halton Hills Website or provided by direct email in response to the information presented as part of the Online Public Information Centre 2. The following tables provide a summary of the comments and questions organized into general topics. For each comment or question, there is a corresponding Project Team Response. Note: Because the table is organized by topic, the order that the comments and questions appear in this table to not correspond to the order as posted on the Let's Talk Halton Hills Website.

ID	Comment / Question	Project Team Response
<b>A: Safety concerns between Maple Avenue to 15 Side Road</b>		
A1	Concerned that proposed increased driveway slopes and reduction in driveway length to accommodate a multi-use path (MUP) on the west side of Eighth Line (between Cinderbarke Terrace and Maple Avenue), may reduce ability to safely stop prior to exiting driveway and could increase risk of collisions with pedestrians or cyclists. This will be particularly an issue in the winter.	Through the process, the Project Team will be reviewing options to limit impacts on driveway grades and ensure they are kept within acceptable limits and provide for safe movements.
A2	Concerned that there will be less space for vehicles to turnaround in driveway. May need to reverse onto the road, which is a safety concern especially due to speed of vehicles on Eighth Line.	Through the process, the Project Team will be reviewing options to limit impacts on driveway and provide alternative solutions such as a turning area if required.
A3	Concerned about removal of safety barriers that are currently provided by existing trees.	The Project Team acknowledge that existing trees offer a 'buffer' between the road and adjacent properties. Some removal of existing trees will be required to accommodate improvements to Eighth Line. An Arborist Report will be undertaken during the detailed design phase of the project. As part of the Arborist Report, a tree inventory will be completed to determine the number of trees that would need to be removed and those that can be

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		preserved. The Arborist Report will include a plan for compensation (tree replacement) for trees that are to be removed and protection measures for those trees that can be preserved. A future commitment to undertake the Arborist Report will be included in the EA Report. The plan for tree compensation will take into consideration re-establishing a 'buffer' area with replacement trees were possible.
A4	Are the changes to driveway lengths and changes to sightlines proposed by the Town going to be in compliance with BY-LAW NO. 2018-0028?	The Parking Study, currently in a draft form will recommend increasing of driveway length from 5.5m to 6.0m. There will be no impact on the existing driveways.
A5	Who is liable for any incidences of vehicle / pedestrian / cyclist collisions resulting from the reduced driveway lengths / proximity to MUP? Concerned about the liability being imposed on property owner.	If the increase of the driveway length is approved, the issue should be addressed, as per response to Item A4.
A6	Concerned that cars will use centre turn lane as passing lane.	A bi-direction left turn lane would be marked as a bi-directional left turn lane, which is not supposed to allow for overtaking of vehicles. No passing signage can be considered during the design process.
<b>B: Visual obstructions</b>		
B1	Concerned that proposed retaining wall may create a visual obstruction for residents entering and exiting their driveways.	Impacts on driveway sightlines will be further reviewed and identified as a design consideration for when the project proceeds to the detail design phase.
B2	Concerns about ability to see safely in each direction when entering and exiting driveways.	The Project Team recognize that some of the changes to driveways proposed as part of this project may affect sightlines when entering and exiting driveways. Sight lines will be investigated as part of ongoing work of the EA study and noted as a

ID	Comment / Question	Project Team Response
		design consideration for when the project proceeds to the detailed design phase.
<b>C: Safety Concerns in Rural Area (Steeles Avenue to 10 Side Road)</b>		
C1	In rural area, would like to see safety barriers installed, such as trees or safety rails between road and MUP / existing homes as traffic moves very fast.	A safety review will be completed along the corridor as part of the EA study and this will be further reviewed during the detailed design phase of the project.
C2	Suggest speed bumps be used to deter cars from using centre turn lane as a passing lane.	The Project Team appreciates this suggestion. Unfortunately, the installation of speed bumps, as suggested, is not a recommended practice for arterial roadways.
<b>D: Noise, air quality and vibration concerns</b>		
D1	Concerned that noise and vibration levels will increase if the road is moved closer to homes.	<p>A noise assessment will be prepared as part of the next phase of the EA study based on the development and refinement of the preferred design concept. The Project Team notes that reducing distance of sensitive receptors (including dwellings) to the roadway by half typically increases noise by 3 dBA. An assessment of the noise levels based on future traffic conditions will be compared to existing noise levels. The noise assessment study will recommend mitigation measures that would be implemented by the Town, if the predicted noise levels at sensitive receptors within the corridor are found to be beyond the provincial standards as a result of Eighth Line improvements.</p> <p>The FTA Noise and Vibration Manual suggests that vibration impacts do not need to be assessed where the source of vibration is rubber wheeled vehicles and the nearest foundation is farther than 50 ft away. The Project Team acknowledge that based on the preliminary preferred design concept, the separation distance between a few houses and the proposed roadway edge is close to this 50 ft offset. As the Project Team move forward with the</p>

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		<p>refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening including potential vibration impacts. Where necessary, a pre-construction survey of physical property may be conducted prior to construction to document pre-construction conditions of houses that are closer to the proposed roadway edge. Where necessary, vibration and settlement monitoring may be conducted during construction to assess potential impacts to houses. A future commitment to assess potential vibration impacts and implement mitigation measures will be included in the EA Report.</p>
D2	<p>Concerned that removal of sound barriers (trees) will increase noise levels to residences.</p>	<p>A noise assessment will be prepared as part of the next phase of the EA study based on the development and refinement of the preferred design concept. See response to Item D1. Ministry of the Environment, Conservation and Parks (MECP) noise guidance does not consider one row of trees to have any mitigating effect with respect to noise reduction.</p>
D3	<p>Concerned about vibration impacts (structural stability) to homes from increased traffic closer to residences.</p>	<p>As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening including potential vibration impacts. Where necessary, a pre-construction survey of physical property may be conducted prior to construction to document pre-construction conditions of houses that are closer to the proposed roadway edge. Where necessary, vibration and settlement monitoring may be conducted during construction to assess potential impacts to houses. A future commitment to assess potential vibration impacts and implement mitigation measures will be included in the EA Report.</p>

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D4	In rural area, noise barriers, for example trees, should be installed.	A noise assessment will be prepared as part of the next phase of the EA study based on the development and refinement of the preferred design concept. See response to Item D1. Ministry of the Environment, Conservation and Parks (MECP) noise guidance does not consider one row of trees to have any mitigating effect with respect to noise reduction.
D5	Concerned about impacts to air quality.	An air quality impact assessment will be prepared as part of the next phase of the EA study based on the development and refinement of the preferred design concept. The assessment will compare the existing air quality conditions within the study area (based on existing levels of traffic) to the future predicted air quality conditions based on future levels of traffic. Any recommendations for mitigation measures will be identified in the Air Quality Impact Assessment Report, which will be included as part of the EA Report.
D6	What is timeline for the noise assessment, and will any results or proposed solutions be presented?	A noise assessment will be prepared as part of the next phase of the EA study based on the development and refinement of the preferred design concept. The noise study will compare the existing, future no-build, and future build scenarios of preferred design. Findings of the noise assessment are expected to be presented at PIC#3 which is planned for late 2020 or early 2021.
<b>E: Utilization of proposed infrastructure</b>		
E1	The proposed centre turn lane (between Cinderbarke Terrace and Maple Avenue) will not be used by residents. Do not see the need for this centre turn lane given the level of impact to properties on the west side of Eighth Line.	The Project Team recognize that traffic volumes can make getting in and out of driveways challenging for some residents. The bi-directional centre lane is intended to allow easier entry to and exit from driveways. When turning into your driveway if coming from the south, the left turn lane will provide a place where you can wait for a gap in southbound traffic and northbound traffic will be also able to

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		<p>continue past you in the through lane. You will be able to make a two-stage left turn from your driveway to go north as the left turn lane will provide a refuge to wait for a gap in northbound traffic. For example, you would wait for a gap in the southbound direction and then pull into the left turn lane. You would then wait for a gap to merge into northbound traffic flow.</p> <p>Given the number of driveways in the section between Cinderbarke Terrace and Maple Avenue, the bi-directional turn lane is considered the best option to allow residents access to their properties safely and efficiently given project volumes. The alternative of a four or five lane cross-section for the road would have a larger impact as it would require a wider road platform.</p>
E2	Provide feedback about safety analysis of the MUP on the west side.	<p>Sidewalks are essentially considered as a minimum standard along arterial roads and more roads are being developed with MUP along the corridors. Operations would be similar to the MUP along the east side of Eighth Line. The design would need to conform to applicable standards and guidelines. Safety rails would need to be provided in areas of slopes. There would be a separation between travel lanes and the MUP where feasible.</p>
E3	Is it necessary to have another MUP on the west side of the road (between 15 Side Road and Maple Avenue)?	<p>The multi-use path on the west side is part of the preliminary preferred design concept as it helps to enhance active transportation in the community, which was identified as one of the key objectives of this study. The proposed multi-use path on the west side decreases to a 1.8 m sidewalk between Arborglen Drive and Cinderbarke Terrace to avoid the widening of the existing pedestrian crossing over Black Creek and minimize impacts to the Provincially Significant Wetland that is also present on the west side between Cinderbarke Terrace and the Black Creek bridge. As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary</p>

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		<p>widening and impact on property owners to accommodate the road widening. Based on the feedback received in response to PIC#2, the Project Team is re-evaluating the need for a MUP on the west side of the road between 15 Side Road and Maple Avenue. At a minimum, a sidewalk on the west side of Eighth Line needs to be provided in this segment to meet objectives of providing alternative travel modes and to accommodate future transit.</p>
E4	<p>The existing MUP on the east side does not seem to be at full capacity, is another MUP on the west side necessary?</p>	<p>There may be lower pedestrian volumes today, but we are providing facilities to encourage alternative modes of transportation other than the automobile. Provision of pedestrian facilities along both sides of arterial roads is good practice. One of the goals of this study is to look at how Eighth Line can accommodate transit in the future. Provision of a sidewalk or multi-use path will assist in making transit accessible.</p> <p>There is also currently no development south of 15 Sideroad and with development of those lands in the future, increased activity is expected along Eighth Line.</p>
<b>F: Natural environment impact of proposed changes</b>		
F1	<p>Provide a count of how many trees will be removed or impacted by the proposed changes.</p>	<p>An Arborist Report will be undertaken during the detailed design phase of the project. As part of the Arborist Report, a tree inventory will be completed to determine the number of trees that would need to be removed and those that can be preserved. The Arborist Report will include a plan for compensation (tree replacement) for trees that are to be removed and protection measures for those trees that can be preserved. A future commitment to undertake the Arborist Report will be included in the EA Report.</p>
F2	<p>Provide environmental impact of removing trees for the proposed changes vs. benefits.</p>	<p>The Project Team acknowledge that existing trees offer a 'buffer' between the road and adjacent properties and contribute to the overall aesthetic of</p>

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		<p>the existing roadway. Some removal of existing trees will be required to accommodate improvements to Eighth Line. As noted for Item F1, an Arborist Report will be undertaken during the detailed design phase of the project. As part of the Arborist Report, a plan for tree compensation (tree replacement) will be prepared. One of the goals of the tree compensation plan will be to reinstate, as best as possible, the tree canopy that was removed to accommodate the road widening.</p>
<b>G: Communication</b>		
G1	<p>How are comments from residents being formally addressed? Want to ensure that my comments are being addressed.</p>	<p>All comments on the PIC#2 presentation and engagement materials received from the public whether through direct emails or through the Let's Talk Halton Hills website have been reviewed by the Project Team. This Comment / Response Summary has been prepared with the intent to provide responses to the comments that have been received from PIC#2 and ensure that all commenters have equal access to the comments and responses provided by everyone. All comments received from this PIC and throughout the entire EA Study will be documented in the EA Report, which will be made available to the public for the 30-day review period at study completion.</p>
G2	<p>Some residents were not aware of the expansion project.</p>	<p>From the commencement of the EA Study in Spring 2019, all project notices have been posted in the Georgetown Independent, posted on the Town's website and mailed to all adjacent property owners within 50 m radius of the existing Eighth Line road right-of-way between Steeles Avenue and Maple Avenue. As the circulation list for adjacent property owners was assembled in Spring 2019, there is a chance that some properties where ownership has changed more recently would not have received the Notice of PIC#2. The Project Team has refreshed this circulation list and will ensure that all residents</p>



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		who may have been missed because of a recent move will be circulated on future notices.
G3	Why weren't residents directly impacted by this change notified in person?	As noted in the response to Item G2, all adjacent property owners within 50 m radius of the existing Eighth Line road right-of-way between Steeles Avenue and Maple Avenue are on the Project Contact List and would have been circulated on all project notices to date. Direct mail of project notices to residents adjacent to the roadway is the most direct way for the Project Team to notify residents that may be directly impacted by the proposed improvements.
<b>H: Property Impacts</b>		
H1	Will the chain link fence on my property be repaired or replaced?	All property features such as fences, gates, light poles and tree screens that are currently on private property and would be impacted by the proposed widening of the roadway will be relocated or replaced by the Town at the Town's cost. The Town is not responsible for the relocation or replacement of property features that have been erected by the property owner within the existing Town owned right-of-way.
H2	What will happen with existing trees on private property that are impacted by the proposed widening?	Please see response to Item F1.
H3	During construction of the Eighth Line widening, will there be any restrictions to property use?	Conditions would be put in the construction contract that access to properties need to be maintained. However, there may be need for short term closures to accommodate the construction across a driveway where the contractor would need to restrict access. This would be communicated between the contractor and property owner along with Town input.

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H4	What are the costs to property owners if any changes are needed to our property?	Please see response to Item H1.
H5	Concerned about negative impact on the value of property.	Comment noted. The Project Team are not in a position to comment on property values adjacent to the right of way and potential impacts. There would be compensation to affected properties owners for the value of land being purchased except in the case of a development application, where the legislation permits the Town to acquire the property at no cost as part of the process.
H6	Concerned that proposed road widening conflicts with location of existing septic bed.	As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening. The Project Team will consider retaining walls or other mitigation measures to minimize property impacts and avoid impacts to existing septic beds.
H7	The proposed widening of Eighth Line will have a direct impact on existing wells and septic beds. Concerned about the cost and ability (due to property constraints) to property owners to relocate these services.	As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening. The Project Team will consider retaining walls or other mitigation measures to minimize property impacts and avoid impacts to existing wells and septic beds.
H8	Suggest that expropriation or property acquisition within the rural part of Study Area should be looked at on a case-by-case basis rather than equal on both sides as residential dwellings tend to be grouped.	As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening. The Project Team will be specifically considering the potential impacts to rural residences and will make all efforts to limit the need for property acquisitions from properties where there are existing residential dwellings if there is

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		flexibility to widen the roadway to the opposite side of Eighth Line.
H9	Will the Town pay for additional retaining walls for my house?	Any retaining wall that are required as part of the road widening would be installed within the proposed road right-of-way (future Town property) and paid for by the Town.
H10	Concerned that integrity of existing retaining walls on private property will be compromised. Who pays for the damage?	A future commitment will be added to the EA Report to ensure that the construction contract includes a requirement to undertake a precondition survey of adjacent properties. Should damage be found that is related to the project, the contractor would be responsible for repairing the damage.
H11	In rural areas, will the Town pay for light pillars, gates, etc. at driveway entrance to be rebuilt / relocated to new property line?	See response to Item H1.
H12	Will Town replace tree screening for privacy / noise mitigation recently installed on private property when property line changes?	See response to Item H1.
H13	Concerned about removal of natural bush that surrounds property (rural area).	The Project Team acknowledge that existing trees offer a 'buffer' between the road and adjacent properties. Some removal of existing trees will be required to accommodate improvements to Eighth Line. An Arborist Report will be undertaken during the detailed design phase of the project. As part of the Arborist Report, a tree inventory will be completed to determine the number of trees that would need to be removed and those that can be preserved. The Arborist Report will include a plan for compensation (tree replacement) for trees that are to be removed and protection measures for those trees that can be preserved. A future commitment to undertake the Arborist Report will be included in the EA Report. The plan for tree compensation will take into consideration re-

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		establishing a 'buffer' area with replacement trees were possible.
<b>I: Project Schedule</b>		
I1	What is the timeline for construction of the Eighth Line widening?	<p>The Town does not have a specific target date set for construction of the road widening for Eighth Line as the EA study is still underway. However, on the basis that the project can proceed to implementation (i.e. detailed design, then tendering, then construction) after the completion of the EA study, the Town needs to coordinate with Halton Region such that the timing of the construction on Trafalgar Road, Eighth Line and Ninth Line does not all occur at the same time. On this basis, the Town is currently estimating construction on Eighth Line in 2024 at the earliest.</p>
I2	When will Town be acquiring or expropriating land? (Year) How far in advance will Town approach the property owner?	<p>The project is currently in Phase 3 of the Municipal Class Environmental Assessment (Class EA) process. A preferred design concept will be selected as part of Phase 3. The project will then proceed to Phase 4 of the Class EA process.</p> <p>Following completion of Phase 4, a separate project will be initiated to complete the detailed engineering design of the preferred design concept. Initiation of the detailed engineering design is anticipated in 2021 or 2022. Property acquisition needs will be reviewed, updated, and finalized during the detailed engineering design. The Town will then confirm impacted properties and initiate a separate process to notify affected residents and complete the property acquisition process.</p>

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<b>J: Speed Concerns</b>		
J1	Concerned about speeds on Main Street South approaching Maple Avenue. Has the Town concerned reducing the posted speed limit from 50 km/hr to 40 km/hr or adding speed humps and adding speed traps in this area?	Main Street South is an arterial road. Speed humps would not be recommended along this section, nor would posting the speed limit to 40 km/hr. Reducing the speed limit does not necessarily have the desired effect. There needs to be a change in condition that makes drivers want to adjust speeds. The Town will review speeds and enforcement in this area separately.
J2	In the rural area, will Town consider reducing speed limit to 50km/hr to mitigate noise impacts to residents and encourage safe use of roadway for active transportation?	The speed limit south of 10 Sideroad is posted at 70 km/h. The Town will review the speed limit at the appropriate time; however, artificially lower the speed limit will not necessarily result in a reduction in the speed. A wider and paved shoulder is proposed, which will improve the safe use of the roadway compared to existing conditions where there are no shoulders.
J3	Suggest use of roundabout at intersection of Eighth Line and 5 Side Road to reduce speeds and drivers trying to 'beat the traffic lights'.	<p>The preliminary preferred design concept provides for a roundabout at the intersection of Eighth Line and Danby Road / Proposed Collector Road C (west side). Consideration is also being made for the potential roundabout locations at the following additional intersections with Eighth Line within the Study Area.</p> <ul style="list-style-type: none"> <li>• Main Street South @ Arborglen Drive</li> <li>• Eighth Line @ Proposed Collector Road B (between Miller Drive and Argyll Road)</li> <li>• Eighth Line @ 5 Side Road</li> <li>• Eighth Line @ Proposed Collector Road D</li> </ul> <p>These potential roundabout locations will be revisited during the next stage of the project.</p>

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<b>K: Heavy Truck Traffic</b>		
K1	Would like to see truck redirected to Trafalgar Road, concerned about truck noise.	Eighth Line (Main Street South) is a minor arterial road, which function is to provide access to both passenger car vehicles and trucks. There are no plans to restrict heavy trucks on Eighth Line after the reconstruction of the road.
K2	When building commences for Vision Georgetown, request that Town does not allow construction vehicles to use Eighth Line to remove earth and bring building material to site.	Depending upon timing and what areas develop first, this may not be practical. If development occurs along Eighth Line first, access may be via Eighth Line if there is no other option. The Town will review development applications as they are filed and provide the necessary conditions.
<b>L: Snow removal</b>		
L1	Concerns about the effect of driveway reduction on ability to shovel driveways and store snow. Driveways are already steep and there is little space to store removed snow.	As the Project Team move forward with the refinement of the design concept, specific areas will be reviewed to limit the necessary widening and impact on property owners to accommodate the road widening. The Project Team acknowledge that snow removal is already challenging for those homeowners with steep grades / driveways. The Project Team will be reassessing the road design concept in these areas to try to limit impacts as much as possible.
L2	Is the Town going to be paying for the removal of snow from affected properties? Cost of snow removal service to homeowners is prohibitive.	The Project Team understands that the cost of snow removal service is prohibitive to homeowners. The Project Team will be reassessing the road design concept in the areas where there are steep grades / driveways to try to limit impacts as much as possible.

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<b>M: Consideration of Alternatives</b>		
M1	Why are the four houses south of Maple Avenue not impacted by changes?	There is already a northbound left turn lane in that area; therefore, there is not a need to widen the roadway. The one property in the southwest corner of the Maple Avenue / Eighth Line intersection will be impacted due the need to accommodate intersection improvements.
M2	What benefit is this project bringing to the community compared to the risk factors and safety concerns raised?	<p>The problem / opportunity that this EA Study is meant to address is the necessary transportation improvements that are required to meet travel demands from growth in the Town to the year 2031. As presently configured, Eighth Line will not be able to accommodate the projected traffic demand by 2031. If the Town did nothing to address the future traffic volumes within the Study Area, the level of risk to public safety would increase significantly. Access to and from existing properties that front onto Eighth Line would be difficult to access and could result in collisions, especially in areas with poor sightlines. The proposed road widening is meant to balance the need for future road capacity with the need for safe access to existing properties and accommodation of active transportation. The Project Team have heard from many residents who are concerned about their ability to safely enter and exit their driveways presently. The Project Team also acknowledge the concerns that residents have about the possible MUP on the west side of the corridor between 15 Side Road and Maple Avenue and will be reassessing the need for this feature in this area. Overall, the Project Team feel that the proposed widening will greatly benefit the community compared to doing nothing to address the increased traffic.</p>
M3	To what extent does the east MUP fulfill requirements/needs/projections?	The problem statement identifies the need to provide integration of transportation facilities. The east side MUP provides an area that people can walk or cycle in a safe environment. It will be

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		maintained as part of the future plans along the corridor.
M4	Are the proposed changes really needed between 15 Sideroad and Maple Avenue?	<p>A ‘do nothing’ option is not viable between 15 Sideroad and Maple Avenue as there would be challenges and safety concerns turning on and off the side streets and the driveways. The bi-directional center left turn lane is the minimum improvement that can be undertaken to improve access to driveways and streets along that section. Other alternatives such as a four or five lane cross-section would have greater widening requirements and increased impacts.</p>
M5	Why are alternatives not being considered?	<p>As part of an earlier phase of the EA Study, the following alternative solutions were considered:</p> <ul style="list-style-type: none"> <li>• Do Nothing</li> <li>• Road Improvements (e.g. additional turn lanes, signal timing adjustments, signals at stop-controlled intersections, roundabouts, improved alignments, improved structures)</li> <li>• Road Widening</li> <li>• Transportation Demand Management</li> <li>• Active Transportation</li> </ul> <p>These alternative solutions were presented to the public at PIC#1. The conclusion of the evaluation of these alternative solutions was to carry forward the “Road Widening” alternative in combination with “Road Improvements” and “Active Transportation” alternatives. In other words, move forward with the widening of Eighth Line but ensure that road improvements and opportunities for active transportation are optimized where possible.</p>
M6	Has the Project Team explored to option of widening on the east side of Eighth Line between Cinderbarke Terrace and Maple Avenue where there are no existing houses?	<p>Based on review of the input from the public, the Project Team will be re-evaluating the option of just having a sidewalk on the west side of the road as well as potentially shifting the road east in some areas to reduce impacts on the existing houses.</p>



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<b>N: Environmental Study Methodology</b>		
N1	When was the traffic study completed? Is it up to date? The numbers seem to indicate very little increase in vehicular traffic (15 Side Road to Maple Avenue)	The traffic study has been completed as part of this EA and is based upon current traffic counts. General background traffic was added as well as the Vision Georgetown and Premier Gateway Employment Area traffic. Between now and 2031, traffic volumes between 15 Side Road and Maple Avenue are expected to increase in the order of 50%.
N2	Concerned that study is not addressing some evaluation criteria including: "Provision of safe access to private properties and businesses , Nuisance impacts to local residents , Property requirements , Transportation safety , Roadside geometry and sightlines , Stormwater management and more"	For each of the four road segments within the Study Area (Steeles Avenue to 5 Side Road; 5 Side Road to 10 Side Road; 10 Side Road to 15 Side Road; and 15 Side Road to Maple Avenue), the Project Team completed a qualitative comparison of each alternative design concept based on each of the evaluation criteria. A preliminary preferred design concept was selected for each of the four road segments and the preliminary preferred design concept plans presented at part of PIC#2 are a compilation of these four preliminary preferred design concepts. While each of the alternative design concepts would address the evaluation criteria to varying degrees, the preliminary preferred design concept will be further refined during the next phase of the EA Study to address criteria such as provision of safe access to private properties and businesses, nuisance impacts to local residents, property requirements, transportation safety, roadside geometry and sightlines, and stormwater management. Property requirements will be identified for the preferred design concept. A stormwater management assessment will be completed for the preferred design concept to identify appropriate stormwater management features for the road widening. Improved roadside geometry and sightlines will also be accommodated in the preferred design concept.

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N3	Would like to see an independent study done to assess the risk factor of proposed road widening.	The Town has commissioned the services of third-party engineering experts to complete the Eighth Line Environmental Assessment in accordance with the Municipal Class Environmental Assessment (Class EA) process and all applicable regulations. Risks are being assessed during the Class EA process. If additional or focused risk analyses are warranted, they will be identified during the Class EA and completed during the detailed engineering design phase.
N4	Does the Study comply with TAC-ATC and OPS?	The study does apply with industry guidelines such as the Transportation Association of Canada ("TAC-ATC") publication Geometric Design Guide for Canadian Roads and other guidelines published by TAC and the equivalent Ministry of Transportation of Ontario ("MTO") guidelines. The Ontario Provincial Standard (OPS) that is referred to would reflect the OPSS (Ontario Provincial Standard Specifications) and OPSD (Ontario Provincial Standard Drawings). There is consideration made at this point; however, the OPS references would be utilized during the detailed design phase of the project.
<b>O: Additional Consultation</b>		
O1	Requesting opportunity to meet in person with Town to discuss concerns.	If you wish to speak to staff in-person regarding the Eighth Line Environmental Assessment Study, please contact Ivan Drownitski at 905-873-2600 extension 2368 to schedule an appointment. Town Hall is open to the public between Tuesday to Thursday, 10:00 a.m. to 2:00 p.m., for scheduled appointments only. Please be advised the Town has implemented mandatory on-line screening for COVID-19 and residents should visit the Town's COVID-19 web page to complete the screening on the day of their appointment; on-site screening will also be available. As per Halton Region's By-law 47-20 passed on July 15, 2020, masks/face

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		coverings are required to be worn in enclosed public places.
O2	Will there be another Public Information Centre held for this Study?	A third PIC is anticipated to take place either late 2020 or early 2021. The purpose of PIC 3 will be to present the preferred design concept to the public and obtain their input / ideas on the design plans.
O3	Would like to see a platform for Ward Councillor involvement in Study.	Ward Councillors are notified similarly to the public relating to the upcoming public meetings. Residents are welcomed to speak to their Councillor if they have any specific concerns relating to the project. However, all project related inquiries should be dealt with through the Town's Project Manager or Consultant Project Manager.
O4	Is the Commissioner of Transportation and Public Works currently involved and consulted for this Study?	The Project Team, which includes the Director of Transportation is in direct communication with the Commissioner of Transportation and Public Works and provides briefing of the status of the project to the Commissioner on a regular basis.