

Engagement Summary

Guelph Level Rail Crossings Transportation Study

Summary of feedback

We are completing a full technical analysis to assess the existing and future level rail crossing operations from a traffic perspective and to identify changes that may be required to meet safety regulations, current design standards, traffic operations, and connectivity for all road users. This summary outlines how comments from the community engagement process were incorporated into the current study, and how the feedback we received will be used to influence study decisions. Study outcomes that have been requested, but are not feasible, will also be addressed, as well as next steps, including key dates and timelines.

What we did

The City initiated the Guelph Level Rail Crossing Transportation Study ("Rail Crossing Study") to analyze potential changes for five (5) road-level rail crossings in Guelph. We began the process with a Notice of Study, information on Guelph.ca and Haveyoursay.guelph.ca and an online survey.

Notice of Study

The Notice of Study informed the community, including interested people and groups (e.g. local residents, businesses, property owners, active transportation groups, schools, etc.) that the City was initiating this transportation study and their feedback was requested. The Notice outlined the need for the study, the road-level rail crossings that are being evaluated and the types of options considered for each crossing. The community was invited to provide their input by completing an online survey or submitting comments and questions at haveyoursay.guelph.ca/rail-crossing-study. The purpose of this initial phase of community engagement was to understand:

- Public perception of the rail crossings under review;
- How the public used and valued these rail crossings; and
- The public's main concerns about the rail crossings and the potential impacts to their neighbourhoods (e.g. travel, safety, connectivity).

The Notice of Study and the study information and survey were launched on October 28, 2021. The Notice was posted/circulated in the following ways:

- Published in the local paper, *Guelph Mercury*, on October 28 and November 4, 2021
- Posted online on the City of Guelph's website with link to the Have Your Say (HYS) page
- Posted on the City of Guelph's social media platforms (Twitter, Facebook)
- Distributed by mail through Canada Post to over 2000 property owners in a over 400m radius of the rail crossings

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- A shortened version of the Notice was posted as a physical sign at each crossing location.

Guelph.ca content

Information was posted on the City's website (<https://guelph.ca/living/getting-around/railways-and-trains-in-guelph/metrolinx-in-guelph/rail-crossing-study/>) to provide the public with background and up-to-date information.

We posted a description of the study, noting the five rail crossings that are included, options being explored for each crossing, and maps for visual reference. Links to relevant documents such as the City of Guelph's Strategic Plan and Transport Canada's *Railway Safety Act*, Frequently Asked Questions (FAQs), study timelines, and key study contacts are also included.

Have Your Say content

The City's Have Your Say (HYS) page (haveyoursay.guelph.ca/rail-crossing-study/) is the primary platform for the public to get involved and comment on the study.

On the HYS page, members of the public could complete a survey, post and read questions and comments, and subscribe to receive project updates. The survey opened on October 28, 2021, and while the initial deadline for the survey was November 30, 2021, the survey was extended to December 10, 2021, to allow the community more time to submit feedback.

The survey provided an opportunity for the Project Team to ask specific questions about the crossings, including the following topics:

- Type of road user (i.e. resident nearby, business, someone who uses the crossings but does not live nearby)
- Preferred modes of transportation
- Most important neighbourhood traffic considerations (e.g. accessibility, connectivity, etc.)
- General feedback or concerns regarding the study
- Targeted feedback with respect to each of the level rail crossings that are being considered, including use patterns and primary modes of transportation

When posting questions or comments, participants could select whether they preferred a public response, a direct response, or no response. Public responses were answered publicly by reposting the survey questions to the HYS page and addressing questions and comments there. Direct responses were delivered by email to the contact information provided by the respondent.

Other

In addition to the engagement and communication efforts detailed above, information about the study was also shared through other means, including:

- A Council-led Town Hall Meeting for Metrolinx projects held on November 30, 2021, with over 100 participants, City staff, Ward 5 councillors and Metrolinx staff. While the

purpose of the meeting was primarily a Q&A on Metrolinx initiatives in Guelph, a representative of the Rail Crossing Study was present to provide an overview of the study and to answer any questions.

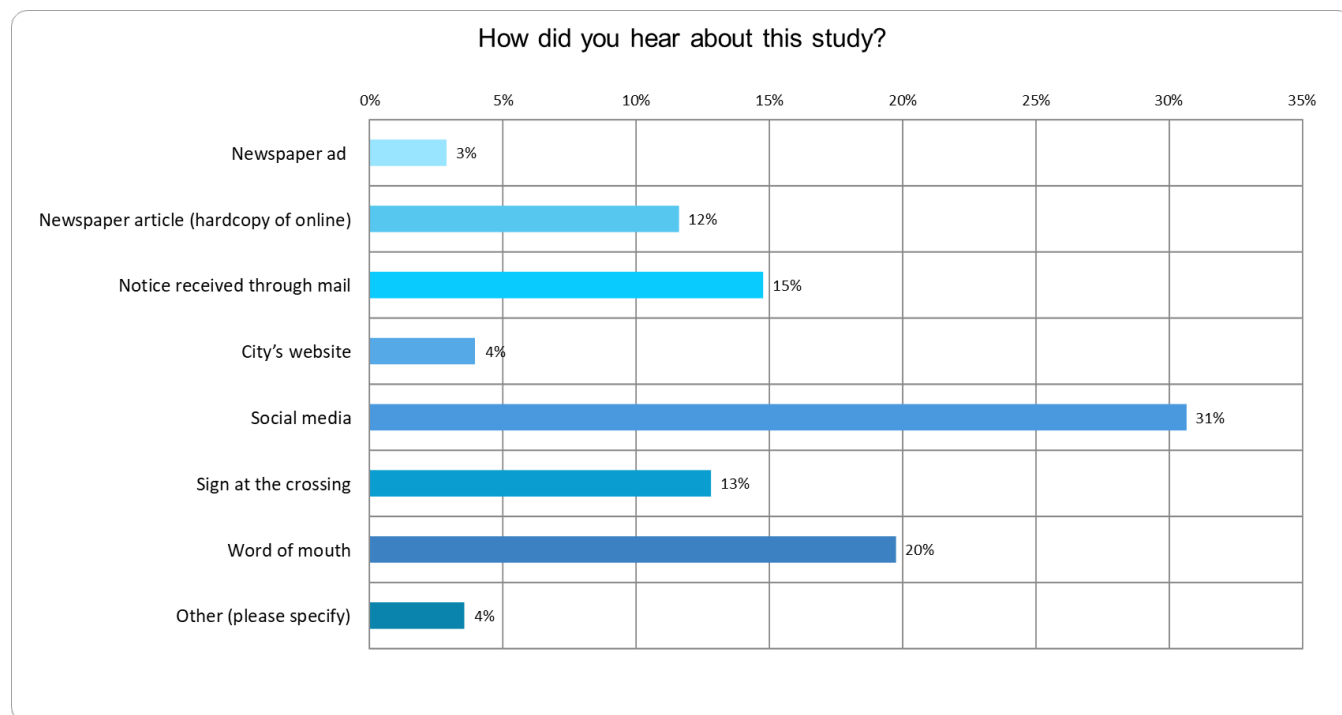
- [Interview](#) with Rogers TV on December 1, 2021. City spoke with an interviewer from Rogers TV answering general questions about the study and survey.

What we heard

Most of the feedback received in response to the Guelph Level Rail Crossings Transportation Study was through the online survey on the HYS page. Additional feedback was received directly through the question/comment box on the HYS page. Some feedback was also received through emails and phone calls directly to the Project Team key listed in the Notice and on the HYS and guelph.ca sites. Here are the results:

- 1,780 survey submissions were received through the online survey;
- 17 questions were submitted through the question box;
- 25 comments were posted in the comment box;
- 27 emails were sent to the City;
- 6 phone calls were made to the City; and
- Approximately 3,400 total visits to the study's HYS page, with the most occurring at the start of the study and on November 24, 2021.

We asked participants how they heard about the study (note that participants can select more than one method). Survey results showed that participants primarily heard about the study through social media (31%), word of mouth (20%), and the physical notice received through the mail (15%). See the graphic below for the overall statistics:



The following is a summary of the key trends identified from the feedback:

Many survey participants advocated that all or certain crossings should stay open:

- Generally, Edinburgh Road received the most comments stating it should be kept open for vehicular traffic.
- Frequent concerns cited the desire to maintain connectivity between neighbourhoods, noting that the rail crossings in this study are used daily to commute to and from destinations (such as workplaces, schools, appointments, parks and shops).
- Traffic can already be a problem in the vicinity of some of these rail crossings and closing them would create increased congestion on adjacent rail crossing roads and local neighbourhood roads.

Some survey participants voiced that they were open to certain crossings being closed to vehicular traffic but should remain open for active transportation modes to avoid completely cutting off connectivity:

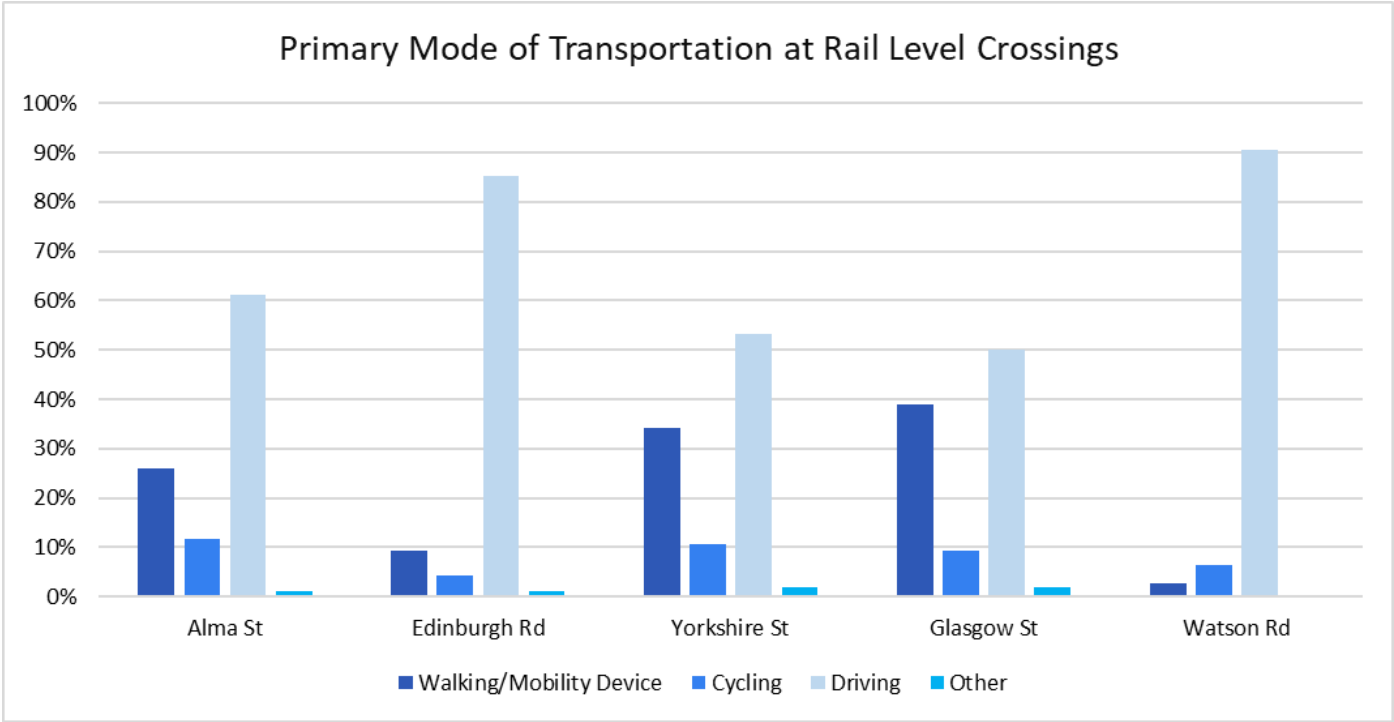
- The Dublin Street closure was mentioned in several survey responses and comments. These responses generally indicated disappointment over the lack of consultation prior to Metrolinx's decision to close the Dublin Street crossing. Participants responded that the Dublin Street closure has interrupted their commutes and travel routes, citing this as an example for why no more crossings should be closed. There were some requests to re-open and/or revisit the crossing.
- There are several schools in the vicinity of these crossings. Many students use these crossings as part of their walk to/from school or as part of their bus route. Participants were concerned that rail crossing closures would impact how students can get to school efficiently and safely.
- Residents in the neighbourhoods surrounding the crossings noted they valued their neighbourhood's walkability and would like to see it be preserved.

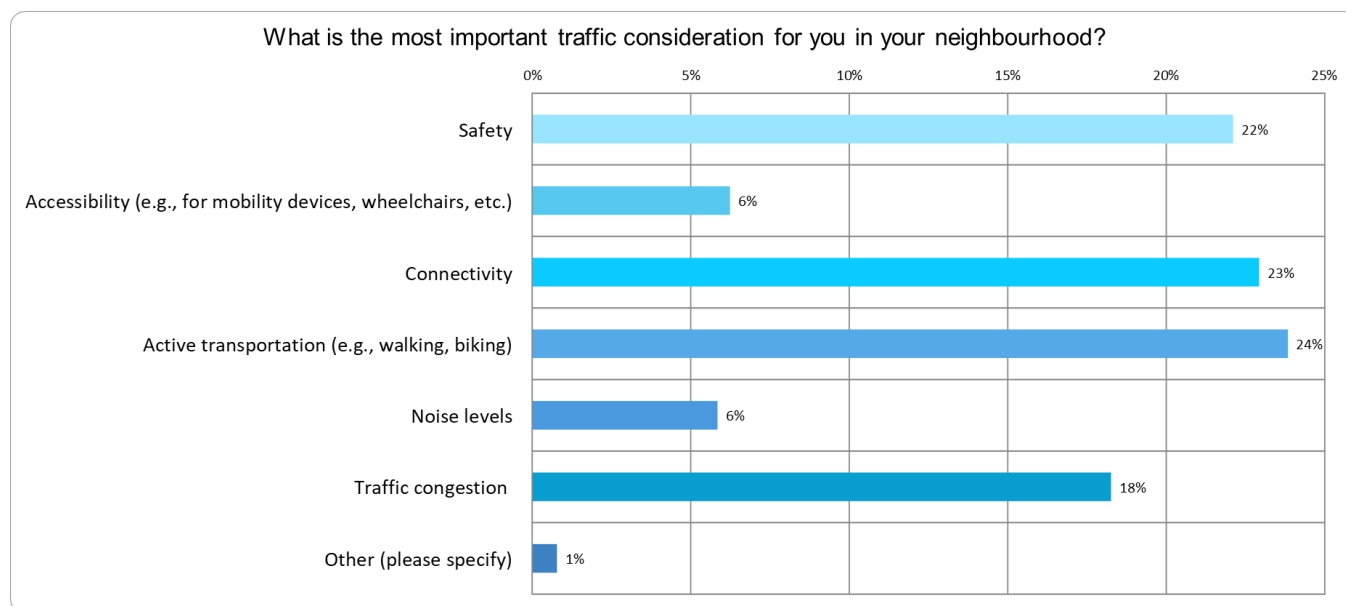
Other general matters discussed frequently included:

- Many survey participants cited concerns with issues beyond the City's jurisdiction or scope of this study. These include concerns about increased noise on the rail corridor, referencing excessive noise from shunting trains, increasing train speeds, and lack of consultation from Metrolinx. Participants were also concerned about the aesthetic appeal of the fencing used at the Dublin St crossing.
- Some participants indicated their support for improvements to commuter rail on the Guelph line but insisted that changes not be made at the expense of neighbourhood activity and accessibility.
- Participants want to see more opportunities for the public to be engaged and participate in the study prior to any final decisions being made.

The survey asked questions to understand the public’s use of the rail crossings within the study area, and what is important to them. The following are some highlights from those results:

- Driving was the most popular primary mode of transportation at all the level rail crossings;
- Walking or using a mobility device was the second most popular mode of transportation at the majority of the rail crossings, except at Watson Road, which was cycling;
- Yorkshire Street (34%) and Glasgow Street (39%) had the highest proportion of participants indicate they walk or use a mobility device at the crossing; and
- We asked participants to identify the most important traffic considerations for their neighbourhood. The top answers were safety, connectivity, and active transportation.





What we are doing

While determining traffic operations and safety will primarily be developed through technical analysis, the comments and feedback received from community members and stakeholders will advise the Project Team of what is important to the community. We are currently reviewing and responding to the responses received through the online survey and questions box and considering the information that community members have shared with us. Our responses also provide an opportunity to clarify any misinformation around the purpose and goals of this study.

The feedback has been taken into consideration and influenced study decisions. For example, the study has expanded its scope to include an active transportation crossing at the Dublin Street level rail crossing closure and Margaret Greene Park.

What we are not doing

Several comments were received that should be clarified in respect to what is not in the scope of this study:

- The City will not reassess the vehicular crossing at the Dublin Street level rail crossing. The closure of the Dublin Street rail crossing was directed by Transport Canada under the updated *Railway Safety Act*, a federal regulation, to address safety deficiencies. At this time, the City will not revisit the Dublin Street rail crossing for car traffic, however, the City is adding Dublin Street to the scope of this study to assess the potential of an active transportation crossing.
- Comments were received related to noise, environmental impacts, property, etc. It should be clarified this is a transportation feasibility study, meaning that the focus is to identify impacts on the level rail crossings and transportation network operations with the increased speed and frequency of trains. The study also assesses what types of crossings, are technically feasible. Multiple scenarios of the level rail crossings are being

analyzed, including combinations of closing and/or maintaining some rail crossings. Other impacts resulting from the crossing changes will be considered in future studies and Environmental Assessments, as needed.

Next Steps

We will continue the technical analysis and assess different options, including grade separation for all modes, active transportation crossings only (for pedestrians and cyclists), or closure. The Project Team will continue to work with key organizations (e.g. Metrolinx, local schools), as needed.

The Project Team will continue to engage with the community and is planning to hold Stakeholder Meetings and a Virtual Open House following the completion of technical analyses. Following these public meetings, the findings of the study will be finalized in a report and submitted to Council in 2023.

Engagement Summary



Guelph Level Rail Crossings Transportation Study

Summary of feedback

The Guelph Level Rail Crossing Transportation Study is a technical feasibility analysis to assess the existing and future Metrolinx level rail crossing operations and to identify changes that may be required to meet safety regulations, traffic operations, and connectivity for all road users. In October 2021, the community was invited to participate in a survey as advertised in the Notice of Commencement. The purpose of this initial phase of community engagement was to understand public perception of the rail crossings under review and gather information about concerns and impacts of the rail crossings to the community.

Results of the survey and preliminary findings for the feasibility study were presented to the community in June 2022. The following summary outlines how we communicated these findings to the public, how engagement opportunities were created, and how comments from the community engagement process were incorporated.

What we did

The City held a virtual public open house on June 1, 2022 for the Guelph Level Rail Crossing Transportation Study ("Rail Crossing Study"). The project team presented the findings on potential changes for the five (5) existing road-level rail crossings and three (3) potential active transportation (AT) rail crossings in Guelph. A Notice of Open House was advertised through the City's social media channels, in the local newspapers, on the website, and the Notice was sent to all contacts that requested to be notified of the study from the initial survey. The Notice was also mailed to the occupants of addresses within 300 m of the study area crossings. The Open House event was hosted online at haveyoursay.guelph.ca/rail-crossing-study (HYS). Two follow-up information sessions were hosted on June 20 and 22 and the questions and answers from these unrecorded sessions were posted online.

Notice of Open House

The Open House is a public event held to provide study background, the technical findings and recommendations of the traffic study, and the next steps. The Notice of Open House informed the community, including local residents, businesses, property owners/occupants, active transportation groups, schools, of the City's plan to host an open house. The notice invited the community to participate and included details on how they could participate in the open house, including the date and time of the open house and how to join the meeting online through the Have Your Say (HYS) website.

The Notice of Open House was posted in the following ways:

- Published in the local paper, *Guelph Mercury Tribune*, on May 13, 2022
- Posted online on <http://www.guelph.ca/rail-crossing-study> with a link to the HYS page
- Posted on the City of Guelph's social media platforms (Twitter, Facebook)

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- Distributed by mail through Canada Post to over 2,000 property owners in a 300m radius of the rail crossings
 - Distributed by email to those who had indicated they wanted to receive project updates from the initial study survey
 - A shortened version of the notice was posted as a physical sign at each crossing location.

Virtual open house, presentation and display materials

The virtual open house was held on June 1, 2022 from 6 to 8 p.m. A Webex meeting was used to host the open house and a link to the meeting and presentation was posted on the HYS page. The presentation materials were made available on June 1st, 2022 for public engagement and are still available on the project website.

The City delivered a presentation that covered:

- The purpose of the study
- Defining a transportation feasibility study as a high-level, conceptual study to understand what alternatives are feasible
- The level rail crossings in the study areas that are being reviewed
 - Study Area A includes Alma Street, Edinburgh Road, Yorkshire Street, and Glasgow Street
 - Study Area B includes Watson Road
- Different rail crossing options: overpass, underpass, or at-grade crossings
- Results of analysis for existing and future traffic conditions, rail crossing scenarios and the preferred scenario
- Results of previous engagement for the study
- Options and recommendations for new active transportation crossings at Cityview Drive, Margaret Greene Park, and Dublin Street
- Next steps for this study
- Other plans and projects related to this study
- How to continue to participate and engage

The virtual display boards were posted on the HYS page in advance of the open house for anyone who wanted to review the materials. The recording of the presentation was posted after the open house for anyone who was not able to attend. After the open house, additional technical documents were posted.

Open House question and answer session

Following the presentation, the remaining time of the open house was used as a question and answer period. Attendees posted questions using the questions/chat function in Webex. Questions were facilitated by a City representative and a panel comprised of City and consulting staff answered questions live. The duration of the question and answer period was approximately 1.5 hours.

Online questions and comments

Following the open house, people were encouraged to use the comments page to post their feedback. The comments page was monitored by project team staff in order to respond to questions that were posted.

Community engagement survey

A community engagement survey was also posted on the HYS page to help the City evaluate the effectiveness of the engagement opportunities provided and the information communicated. See Attachment A for the survey questions.

Follow-up Information Sessions

There was significant interest and concern in the Edinburgh Road level rail crossing options expressed during the Open House, particularly related to property impacts of some of the options considered in the feasibility study. City staff offered two more information sessions on Webex on June 20, 2022 from 6:30 to 7:30 p.m. and on June 22, 2022 from 2:30 to 3:30 p.m. The sessions were held to clarify details about the study, hear from the community about their concerns and allow participants to ask their questions. These sessions were not recorded, but detailed notes were taken and summarized online.

What we heard

The following summarizes how we heard from community members during the engagement events described above:

- 68 people attended the virtual open house;
- 61 questions were submitted during the question and answer period;
- 35 questions were submitted through the question box;
- 65 comments were posted in the comment box;
- 15 emails were sent to the City;
- 8 phone calls were made to the City;
- On the day of the virtual open house (June 1, 2022), the HYS page had 253 hits and 137 visitors; and
- 88 and 38 people attended the follow-up information sessions on June 20 and 22, respectively.

Feedback from the public information sessions

Most concerns and questions related to the underpass recommended for Edinburgh Road

Property impacts of the potential Edinburgh Road underpass

- Concerns related to property that would be impacted by construction of the conceptual underpass.

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- The conceptual Edinburgh Road underpass plan was also posted online, which showed hypothetical property impacts for each alternative considered. Many felt that this information should have been shared individually with affected property owners. City staff assured that this was only for the purposes of determining feasibility and comparing the options for the study. No property impacts are implied or confirmed at this stage.
 - Concern with the detour shown on the conceptual underpass plans that would result in property impacts.
 - The City clarified this was just to show a worst case traffic staging option and likely would not be pursued.

Construction and operation impacts

- Questions related to construction impacts, timing of future studies and construction, duration and traffic considerations.
- Concern that an Edinburgh Road underpass could require closure of local streets, which would negatively impact local side streets which currently have access to Edinburgh Road and pedestrian connectivity across Edinburgh Road.
- Varying opinions on whether Edinburgh Road should remain two lanes or be widened to four lanes.
- Questions related to the next steps and if a Municipal Class Environmental Assessment (EA) study would consider other options and/or change the potential underpass option. The City clarified the EA will look at other crossing options to address the concerns at Edinburgh Road and include a review of other criteria, such as natural heritage, noise, social impacts, costs, etc. that could result in another crossing option being recommended.
- Increase in traffic downtown continues to be an issue; however, there were varying opinions about what was causing traffic and congestion.
- Whether Dublin Street can be reopened for active transportation, the rationale as to why it was closed, and if there would be landscape improvements or other beautification anticipated.

Other nearby rail crossings

- Several comments expressed concern with the Paisley Road rail crossing with shunting trains as one of the major contributors to traffic congestion at the Edinburgh Road rail crossing. The City noted that the Paisley Road crossing is outside of the scope of this study but the City has invested into improvements at this crossing to alleviate issues associated with it.
- Plans for the Silvercreek Parkway corridor and if a new crossing over the rail corridor was planned at this location.

General questions

- Concerns with businesses not receiving notification about the study and/or the virtual open house.
- Some participants wanted clarity on what the safety concerns are at each of the crossings.
- Ongoing concerns regarding noise from the trains (general travel, operations, bells, etc.).
- Several inquiries regarding Metrolinx initiatives including safety on tracks, future plans, excessive noise of bells/whistles, and electrification.
- Questions about the cost of this study and future studies, who would pay for them and who would complete them, such as future environmental assessments.

Engagement Survey responses

The community engagement survey received 10 responses. When asked if they felt they were provided an opportunity to participate in the project, 50 per cent of the respondents stated “no”, 20 per cent stated “somewhat”, 20 per cent stated “yes”, and 10 per cent did not respond. The following key comments were received from the survey:

- Respondents would have preferred an option for individual meetings with those whose properties could be impacted.
- Some people heard indirectly about the study and did not receive direct notification. (Staff investigated this concern and discovered that some notices were incorrectly mailed to the property owner’s address rather than the occupant of the address as instructed.)
- Requests for more opportunities for the public to be involved, such as more promotion and public meetings/workshops.
- More opportunity to be part of the process itself, such as developing alternatives.

In general, some of the comments reflected the public’s misunderstanding of the purpose, the findings, and the recommendations of the study. This contributed to the public’s frustration and the City tried to provide clarity and context through the responses. Some of these misinterpretations were known prior to the open house and the study team addressed them through the open house materials, however additional consideration and effort could be given to more plain and clear communication.

What we are doing

- The feasibility study provides preliminary recommendations based on traffic analysis and construction feasibility. We use this to determine where further study is needed. Based on the analysis, a Schedule C Municipal Class Environmental Assessment is recommended for the Edinburgh Road crossing to explore all feasible alternatives including the “Do Nothing” option in greater detail and determine the best crossing design.

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- The City will determine if any of the active transportation crossings are considered for further study and will forecast study and construction timing in the capital budget, as applicable.

What we are not doing

- The City is not considering acquiring property. This is only a feasibility study and no recommendation has been made yet as to a final design option and its potential impacts.
- The City will not provide recommendations on other rail-related issues such as CN shunting near Paisley Road, or what the Silvercreek Parkway crossing could be. The study is focused on the five (5) level road-rail crossings and the three (3) new active transportation crossings along the Metrolinx corridor only.
- This study does not make recommendations for traffic calming on streets within the study area. For information on traffic calming, visit <https://guelph.ca/how-can-we-help-you/neighbourhood-traffic-management/>

Next Steps

The results of all community engagement will be included along with the findings of the study in a report to be posted on the project website by March 2023.

In 2023, the City will initiate the preparation of a Municipal Class Environmental Assessment (MCEA) Study for exploring all possible design options of a rail crossing at Edinburgh Road. There will be opportunities for community input throughout the MCEA Study to inform and guide the decision making and ultimate recommended design option.

Attachment A - Community Engagement Activity Evaluation Survey

Thank you for participating in the Rail Crossing Virtual Open House on June 1 or Online through to June 22. Please help us improve our engagement activities by completing this evaluation form.

1. How did you learn about this activity? *Please check all that apply.*
 - City website (Guelph.ca)
 - Email invitation from City of Guelph staff
 - Mailed letter from the City of Guelph
 - Online engagement e-newsletter from City of Guelph
 - Word of mouth
 - Poster, postcard or flyer
 - Social media (Facebook, Twitter, etc.)
 - Guelph Mercury Tribune
 - Guelph Today
 - Radio
 - Other Media
2. What is the main reason you decided to provide your feedback about the Rail Crossing Study? *Choose an option.*
 - It is important to me
 - It affects me
 - It is important to someone I care about
 - I heard about it and was interested
 - I like surveys
 - Other (please specify)
3. Did City staff explain to you clearly how your feedback will be used?
 - Yes
 - No
 - Somewhat
4. Please rate how satisfied you are with the following:
 - How City of Guelph staff explained your role in this project
 - Completely satisfied
 - Somewhat satisfied
 - Somewhat unsatisfied
 - Completely unsatisfied
 - Not applicable/I don't know
 - How easy and accessible providing feedback was
 - Completely satisfied
 - Somewhat satisfied

- Somewhat unsatisfied
 - Completely unsatisfied
 - Not applicable/I don't know
 - Time given to learn and provide input to this project
 - Completely satisfied
 - Somewhat satisfied
 - Somewhat unsatisfied
 - Completely unsatisfied
 - Not applicable/I don't know
 - How accurate and reliable project information was
 - Completely satisfied
 - Somewhat satisfied
 - Somewhat unsatisfied
 - Completely unsatisfied
 - Not applicable/I don't know
5. Do you feel you were provided an opportunity to participate in the project?
- Yes
 - No
 - Somewhat
6. What about this engagement activity could be improved? *[text box]*
7. How likely are you to recommend engaging on this project by June 22 to family and/or friends?
- Definitely
 - Probably
 - I might
 - Probably not
 - Definitely not
8. Is there anything else you would like to tell us? *[text box]*
9. Did you represent a group or organization at this activity?
- No, I represented myself and/or my family as a community member only
 - Yes, I represented a non-profit group or charity
 - Yes, I represented a level of government
 - Yes, I represented a business
 - Yes, I represented an institution (school, hospital, etc.)
 - Yes, I represented an organized group of interested community members
 - Other (please specify)

Please tell us about yourself

This information will help us improve future engagement activities for all stakeholders in decisions made by the City of Guelph by understanding who we have talked to and who we may still need to reach out to. Providing demographic information is optional. You may leave some or all of this section blank.

10. How would you identify your gender?

11. What is your age range?

- 12 and under
- 13-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-75
- 75+

12. What are the ages of any dependents you have living in the home?

- ☐ I have no dependents living in my home
- ☐ 0-6
- ☐ 7-12
- ☐ 13-18
- ☐ 19+

13. What is your household income level (before taxes)?

- Less than \$25,000
- \$25,001-\$50,000
- \$50,0001-\$100,000
- \$100,001-\$150,000
- \$150,000+

14. What is the highest level of education that you have completed?

- Elementary school
- Secondary/high school
- Trade Skills/Training certification
- Some post secondary (College/university)
- Graduated university/college
- Graduate or professional degree

15. What language or languages do you speak in the home? *[text box]*

16. Did you require a disability related accommodation to participate in this engagement activity?

- Yes

- No

17. What did we do right? What could we do better next time? [*text box*]

Guelph Level Rail Crossings Transportation Feasibility Study

Public Open House
June 1, 2022



AGENDA

1. Welcome and introductions
2. Housekeeping
3. Overview of the study
4. Next steps
5. Q&A

HOUSE KEEPING

Help us to make this experience enjoyable for everyone!

- During presentations:
 - All attendees will be muted
 - Video will be off
- Ask lots of questions!
 - Ask questions at any time in the chat section, our host will ask the presenter on your behalf when there is a break in the presentation or afterward
 - Use reactions in the Participants section (too fast, too slow, raise a hand)

HOUSE KEEPING

Help us to make this experience enjoyable for everyone!

- Let us know if you need to participate in other ways
 - These workshops should be accessible to all. Let us know if you need to be accommodated in other ways
- Stay Connected
 - Virtual Open House materials will be posted on the City of Guelph website
 - Comments will be open on the have your say platform until June 22.

STUDY PURPOSE

- The City of Guelph's top priorities are public safety and maintaining connectivity in our communities.
- The City is looking to protect safety and connectivity at level rail crossings ("crossings") in Guelph by proactively considering options to mitigate the impacts of future changes at these crossings. Changes could include:
 - Metrolinx service expansion (more frequent or faster trains)
 - Transport Canada safety and design standards updates
 - Growing and changing travel patterns in the City.
- There are no closures required at any existing LRCs in the City of Guelph at this time.
- The City of Guelph has retained Parsons to complete a transportation feasibility study.

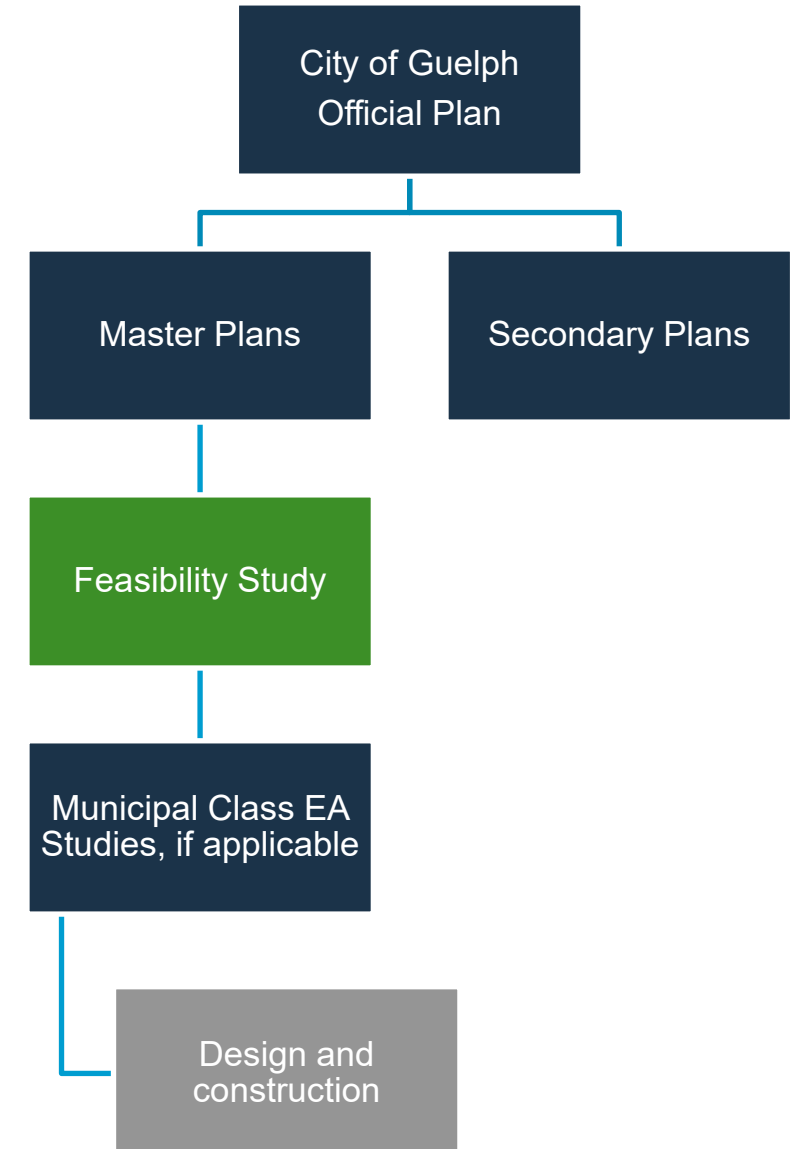
What are Level Rail Crossings (LRCs)?

A level rail crossing refers to the intersection of a road and a railway line at the same level or height. At a level rail crossing, the road and railway are at conflict with one another in that only one can be crossed safely at a given time.



TRANSPORTATION FEASIBILITY STUDY

- A **Transportation Feasibility Study** is a **high-level, conceptual study** to understand what alternatives are feasible.
- There are two parts to this study:
 - 1) An analysis of existing level rail crossings to help understand the impacts to the transportation network for all modes of travel under different scenarios at the existing road at-grade rail crossings;
 - 2) An assessment of three potential active transportation-only crossings
- This study involves collecting and analyzing the movements of people by different modes of travel on the local road and trail network, and testing possible changes to that network (for example, the impact of closing a road at the rail line or maintaining access).
- This study will **evaluate the feasibility of various crossing options** based on impacts to the whole transportation system.
- The focus is on assessing transportation impacts, such as traffic performance, operations, safety, and connectivity.



STUDY AREA LEVEL RAIL CROSSINGS

This study looks at the level rail crossings at:

Study Area A

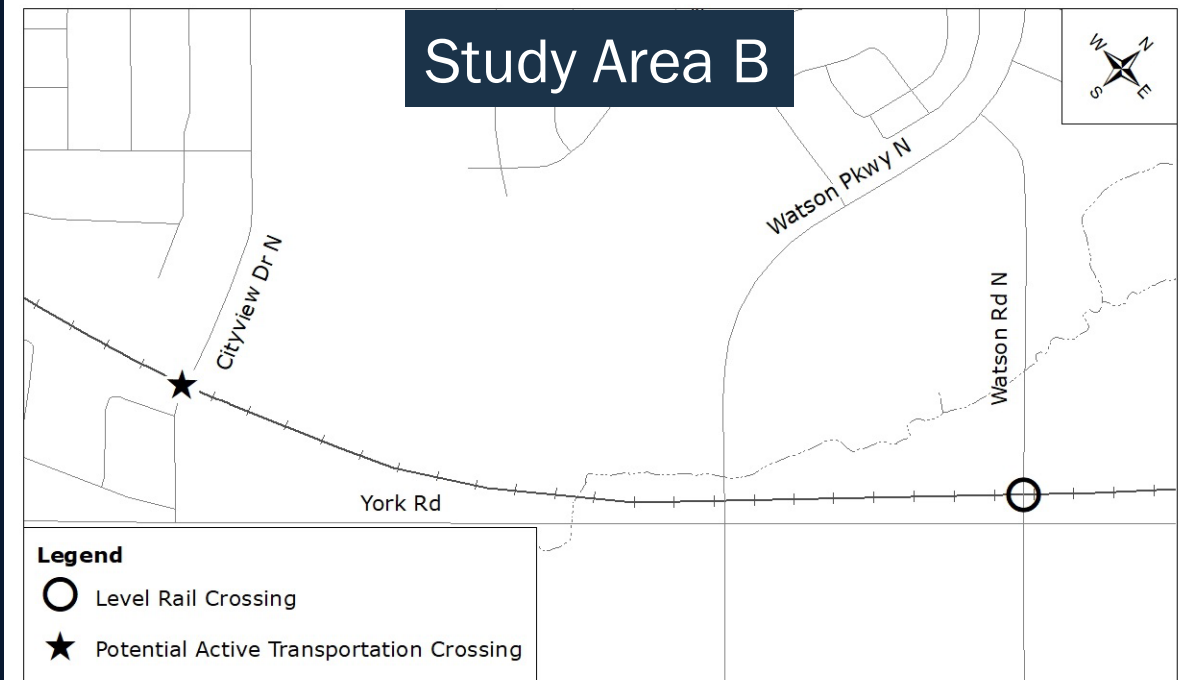
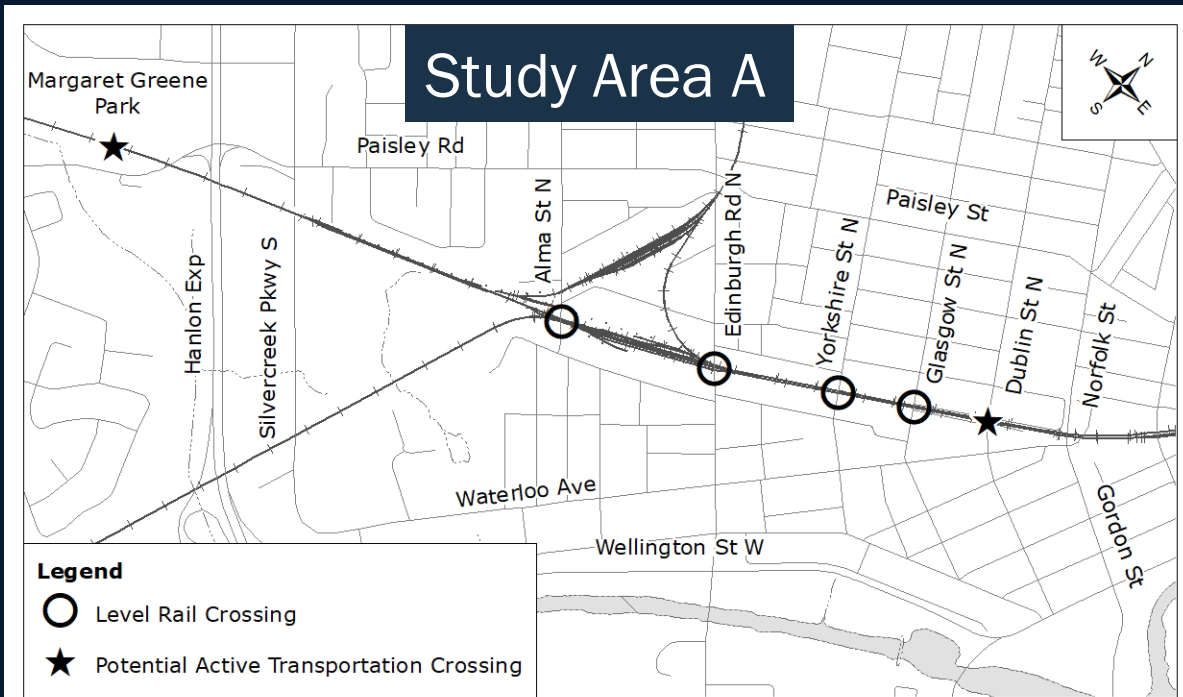
- Alma Street
- Edinburgh Road
- Yorkshire Street
- Glasgow Street

Study Area B

- Watson Road

Also looking at an active transportation crossing only at:

- Dublin Street
- Margaret Greene Park
- Cityview Drive



RAIL CROSSING OPTIONS



Level Rail Crossing

An at-grade, or level, rail crossing is maintained



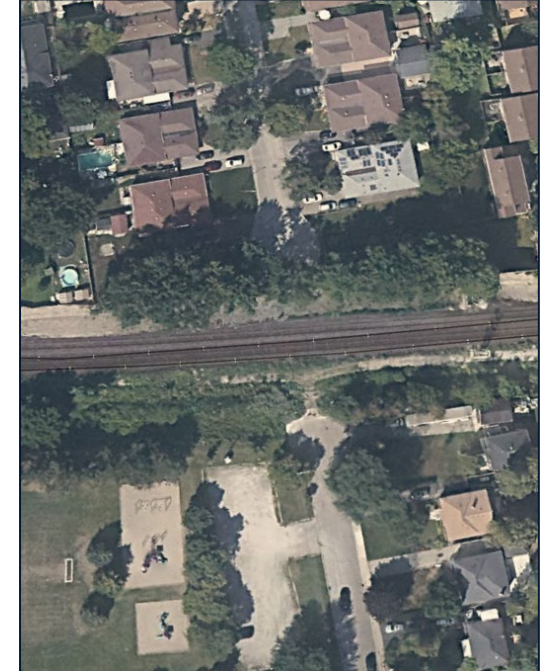
Overpass

The road passes over the railway tracks



Underpass

The road passes below the railway tracks



Road Closure

The road is closed at the railway crossing

All road crossing options would accommodate active transportation facilities.

PUBLIC AND STAKEHOLDER CONSULTATION

What

The City is undertaking this study proactively **before** any changes are required or requested at existing or potential crossings. This study provides an opportunity to identify connection improvements and to hear from the public and stakeholders.

How

This study was announced in Fall 2021. The City promotes opportunities to provide feedback on this study via newspaper and social media ads, physical mail to those adjacent to the crossings, the City's website, and signs at the crossings.

Who

In addition to the general public, the City is also consulting with specific stakeholders such as Metrolinx, Guelph Coalition for Active Transportation (GCAT), and school boards.

When

A survey was conducted at the start of the study to hear from members of the public. The study remains open for comments until June 22.

Why

This Public Open House is to share the draft results of the feasibility study.

WHAT WE HEARD FROM THE SURVEY

- There is a desire to maintain vehicular and active transportation connectivity between neighbourhoods on both sides of the railroad.
- Traffic can be an existing problem around these rail crossings and closing them would create increased congestion on local roads.
- Edinburgh Road should remain open to vehicular traffic.
- The Dublin Street closure has had a negative impact on the community. Requests were made to reopen the crossing either to vehicular traffic or only active transportation.
- There are many schools in the neighbourhood and many students use these crossings as part of their school or bus route.
- Residents valued the walkability of their neighbourhoods and want that maintained.
- Concerns voiced about the noise, speed, and interruptions from Metrolinx and CN operations on the railway tracks.

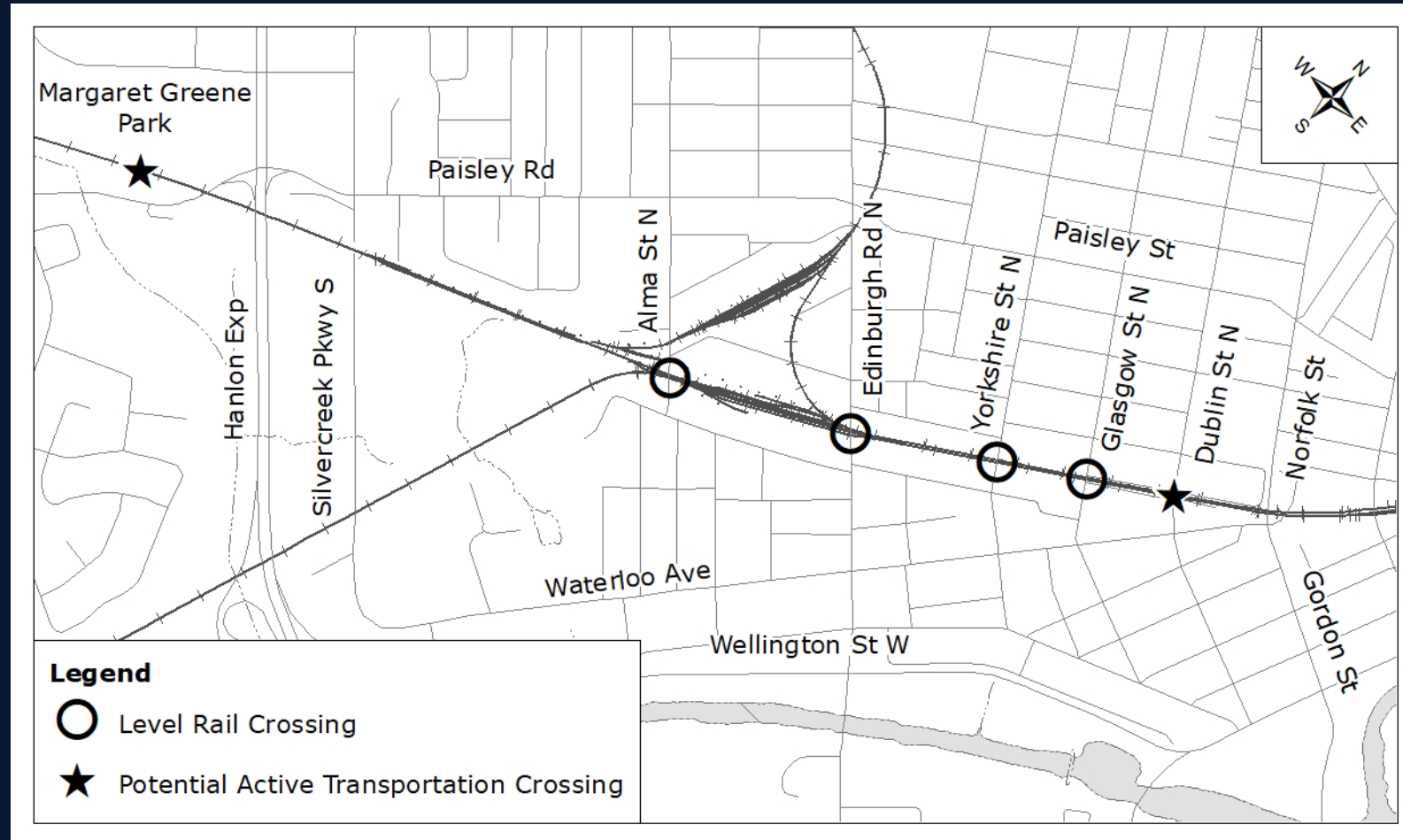


PART 1: EXISTING LEVEL RAIL CROSSING ANALYSIS

STUDY AREA A

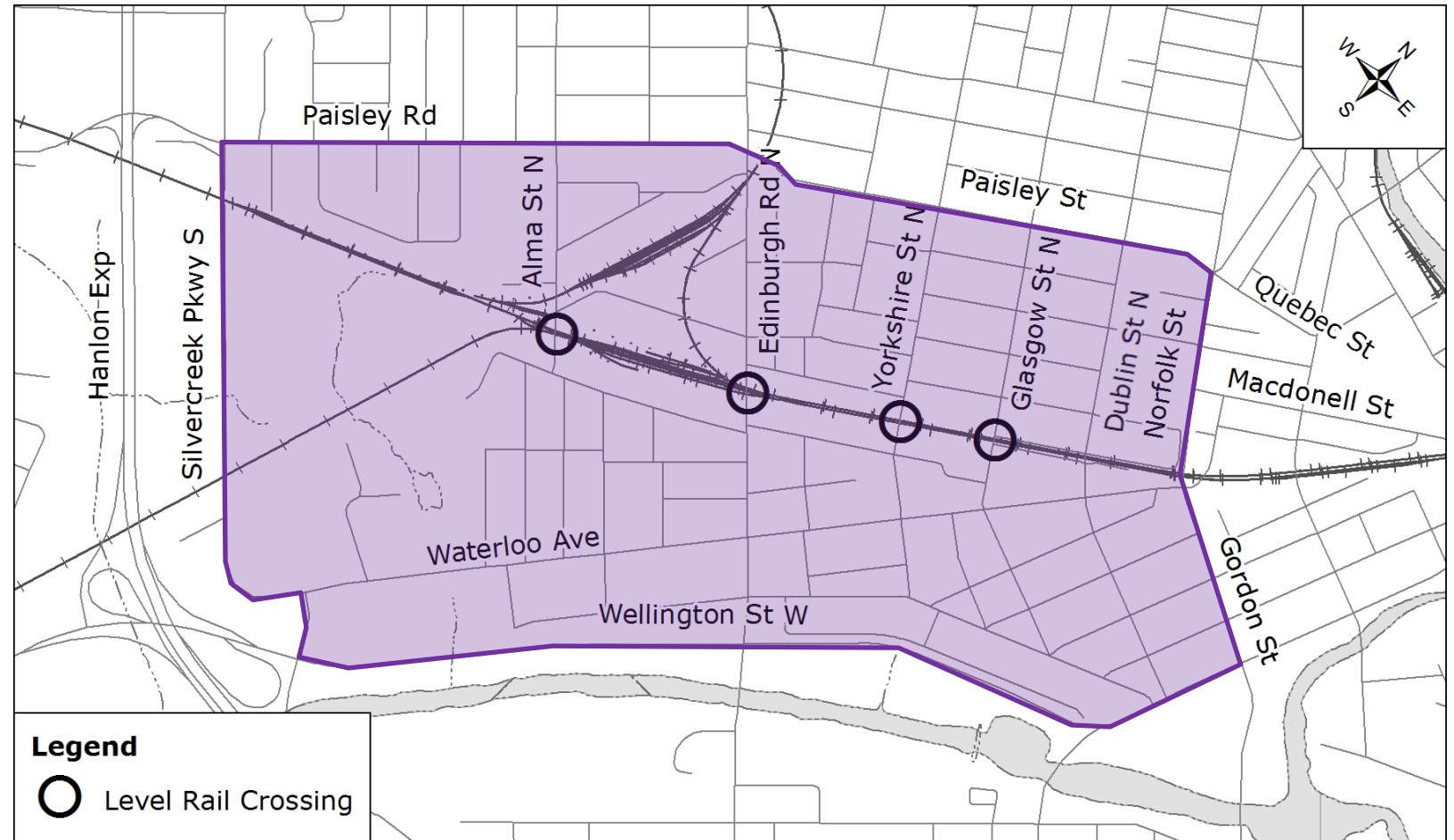
Includes reviewing existing LRCs at:

- Alma Street
- Edinburgh Road
- Yorkshire Street
- Glasgow Street



EXISTING CONDITIONS OF STUDY AREA A

- Edinburgh Road crossing serves significantly more traffic during the peak hours than the other three crossings.
- Dublin Street crossing traffic has diverted to Glasgow and Yorkshire Streets.
- Pedestrian and cyclist volumes were typically higher during the weekends and in the PM periods.
- Silvercreek Parkway does not currently connect across the Metrolinx rail line.



Traffic Analysis Area for Study Area A

LRC ANALYSIS SCENARIO DEVELOPMENT CRITERIA

- There are many combinations of rail crossings, including underpass, overpass, closure or at-grade crossing, for each of the locations in the study area.
- “*Fatal flaw*” analysis to determine feasible grade separation (underpass or overpass) alternatives based on design requirements (clearance, grading, accessibility, AT) and extent of impacts on local roads and property.
- Edinburgh Road cannot be closed so only the ‘Do Nothing’ and ‘Underpass’ alternatives were considered.
- Grade separation options at all crossings were considered under scenario A2. However, grade separations were not carried forward into other scenarios for Alma, Yorkshire, and Glasgow due to significant impacts to properties and local roads.
- Seven (7) best scenarios that minimized significant property and construction cost impacts, were identified as potentially feasible and subject to further analysis.

STUDY AREA A: LRC ANALYSIS SCENARIOS

- The following seven scenarios were further assessed to determine study area traffic operational impacts by 2041 for each analysis scenario.
- The 'Do Nothing' scenario means that the crossing will remain as a level rail crossing.
- Where crossings are to be closed, an active transportation only crossing is to be considered.

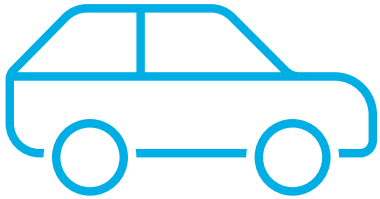
Scenario	Alma Street	Edinburgh Road	Yorkshire Street	Glasgow Street
A1	Do Nothing	Do Nothing	Do Nothing	Do Nothing
A2	Overpass	Underpass	Underpass	Underpass
A3	Closed	Do Nothing	Closed	Closed
A4	Closed	Underpass	Closed	Closed
A5	Closed	Do Nothing	Do Nothing	Closed
A6	Closed	Underpass	Do Nothing	Closed
A7	Do Nothing	Underpass	Do Nothing	Do Nothing

FUTURE (2041) TRAFFIC ANALYSIS

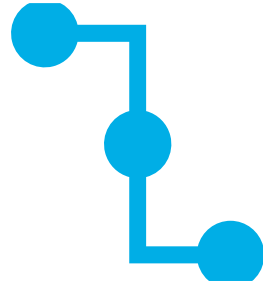
- Silvercreek Parkway does not yet connect to Paisley Road, generating two scenarios for forecasting traffic impacts in the area:
 - 1) Silvercreek Parkway connected, and
 - 2) Silvercreek Parkways closed.
- At Alma, Yorkshire and Glasgow, one criterion (queue length) meets the warrant for grade separation, according to the Transport Canada Grade Separation Assessment Guidelines. Grade separation is not required based on the queuing criteria alone due to being local roads.
- **Short Term (10-15 Years)** - Existing level rail crossings can be maintained with the exception of the Edinburgh Road crossing where grade separation should be considered based on significant queuing, vehicle delays, and rail/traffic volume analysis.
- **Long Term (15-25 Years)** – Traffic operation and safety at the other level rail crossings, particularly at Alma Street, are to be monitored.

EVALUATION CRITERIA

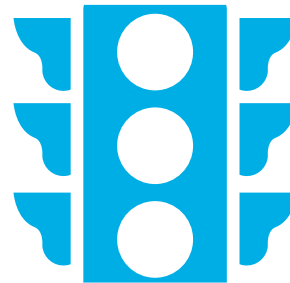
- Scenarios A1 to A7 were evaluated based on the results of the traffic study while also giving high level consideration to other factors such as constructability and costs. The following evaluation criteria were used:



Local Traffic Circulation: minimizes traffic impacts to surrounding local neighbourhoods



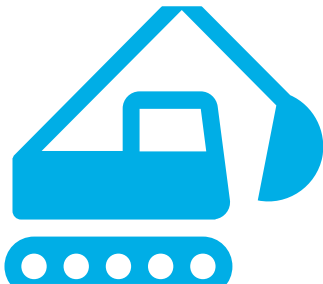
Connectivity: maintains connections across the railroad



Traffic Operations: better traffic performance based on the traffic analysis



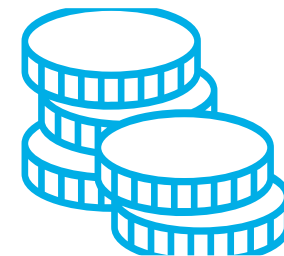
City Planning and Operations Guidelines: best aligns with City Transportation Master Plan (TMP) and warrant analysis recommendations



Constructability: construction is easier to implement and less complex



Property Impacts: fewer properties are encroached on or required



Costs: lower capital costs to implement

EVALUATION OF SCENARIOS



Criteria	A1 Do Nothing	A2 All Grade Separated (GS)	A3 All closed, Edinburgh LRC	A4 All closed, Edinburgh GS	A5 All closed, Edinburgh LRC and Yorkshire LRC	A6 All closed, Edinburgh GS and Yorkshire LRC	A7 Do Nothing, Edinburgh GS
Local Traffic Circulation	C Traffic patterns similar to existing, though long queues at Edinburgh impacting local neighbourhoods	C Grade separation cuts off many local roads, channeling traffic to major arterials	E Significantly channels traffic to major arterials through local neighbourhoods	E Significantly channels traffic to major arterials through local neighbourhoods	C Channels some traffic from closed crossings the open crossings	C Channels some traffic from closed crossings the open crossings	A Traffic pattern similar to existing, with some changes around Edinburgh
Connectivity	A Maintains existing connectivity	C Maintains existing connectivity but results in local road closures at overpass / underpass	E Significantly reduced connectivity	E Significantly reduced connectivity	D Reduced connectivity, though some crossings remain open	D Reduced connectivity, though some crossings remain open	B Maintains existing connectivity
Traffic Operations	E Worsening queueing issues at all crossings, but particularly Edinburgh	E Grade separation cuts off many local roads, forcing traffic to a few major arterials	E Closures force traffic to a few major arterials	E Closures force traffic to a few major arterials	C Some closures force traffic to major streets, but performs better than A1 to A4	A Performs better than A1 to A5 as grade separation reduces queueing at Edinburgh	A Performs best compared to other scenarios, grade separation reduces queueing at Edinburgh

EVALUATION OF SCENARIOS

<div><div>A</div><div>E</div><div>X</div></div> <div>Most PreferredLeast PreferredDoes not meet minimum criteria</div>							
Criteria	A1 Do Nothing	A2 All Grade Separated (GS)	A3 All closed, Edinburgh LRC	A4 All closed, Edinburgh GS	A5 All closed, Edinburgh LRC and Yorkshire LRC	A6 All closed, Edinburgh GS and Yorkshire LRC	A7 Do Nothing, Edinburgh GS
City Planning and Operation Guidelines	E	C	E	C	C	B	A
	Does not align with TMP and Operation Guidelines	Partially aligns with TMP and Operation Guidelines	Does not align with TMP and Operation Guidelines	Partially aligns with TMP and Operation Guidelines	Partially aligns with TMP and Operation Guidelines	Generally aligns with TMP and Operation Guidelines	Best aligns with TMP and Operation Guidelines
Constructability	A	X	A	C	A	C	C
	No additional work required	Significant impacts and complex construction	Minimal additional work required	Major construction work at Edinburgh	Minimal additional work required	Major construction work at Edinburgh	Major construction work at Edinburgh
Property Impacts	A	X	A	C	A	C	C
	No additional property	Significant impacts to property and buildings	No additional property	Significant property at Edinburgh only	No additional property	Significant property at Edinburgh only	Significant property at Edinburgh only
Costs	A	X	A	C	A	C	B
	No additional costs	Significant capital costs	Minimal additional costs	Significant capital costs for Edinburgh	Minimal additional costs	Significant capital costs for Edinburgh	Significant capital costs for Edinburgh
Ranking	4th	7th	5th	6th	2nd/3rd	2nd/3rd	1st

STUDY AREA A: PREFERRED SCENARIO

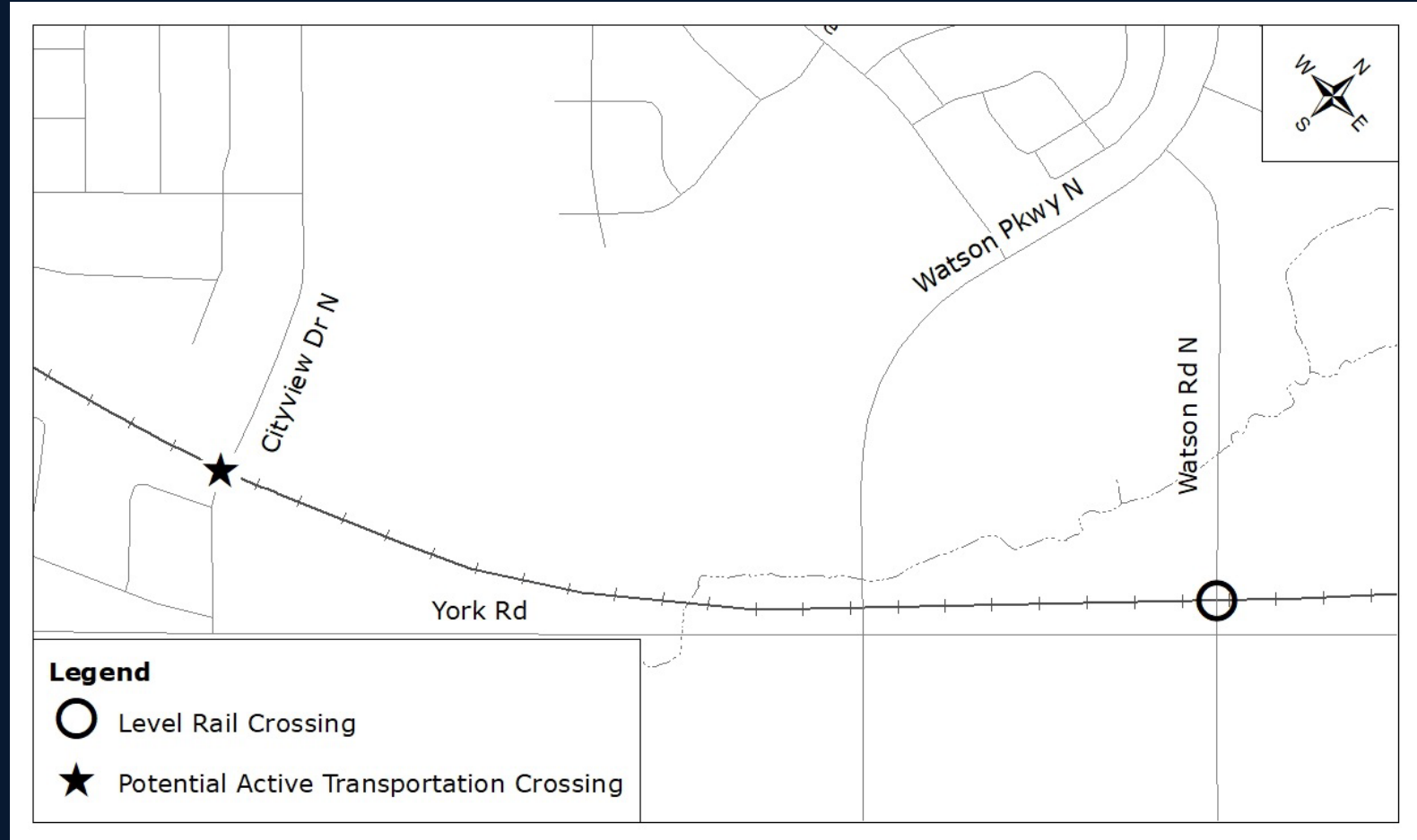
The preferred scenario is A7, which includes:

- Grade separation (underpass) of Edinburgh Road will be required in 10-15 years.
- Doing Nothing (i.e. remain a level crossing) at Alma Street, Yorkshire Street, and Glasgow Street. Traffic operations and safety should be monitored in the long term (15-25 years) at the level crossings.
- Grade separation at Edinburgh Road is to be confirmed through a future Schedule C Municipal Class Environmental Assessment prior to implementation.

STUDY AREA B

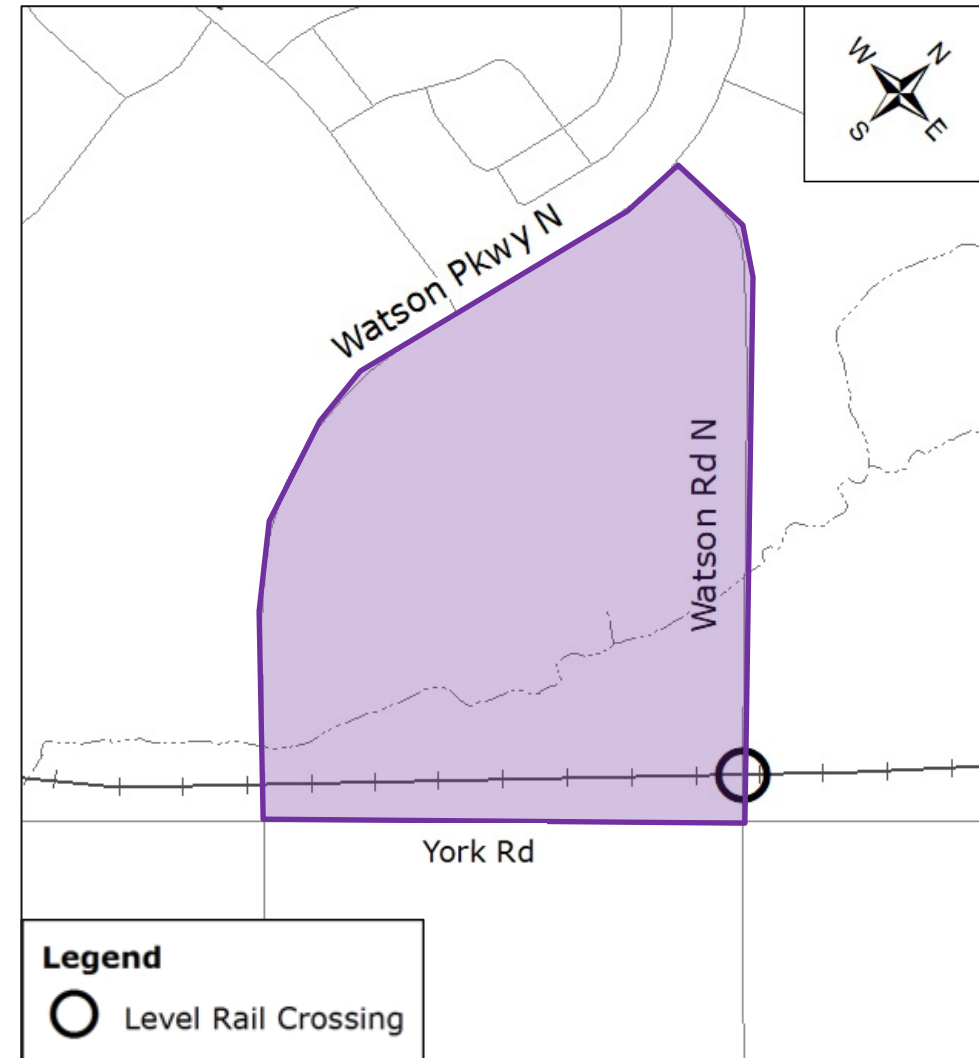
Includes reviewing
existing LRC at:

- Watson Road



EXISTING CONDITIONS OF STUDY AREA B

- The southbound queue at Watson Road and York Road exceeds the available 20 meters of space between the intersection and the rail crossing.
- The forecasted northbound queue at the level rail crossing during the PM peak hour is longer than the 20 meters of available space between the crossing and the Watson Road and York Road intersection.
- The intersection and the rail crossing are equipped with a train pre-emption which helps reduce queuing concerns.



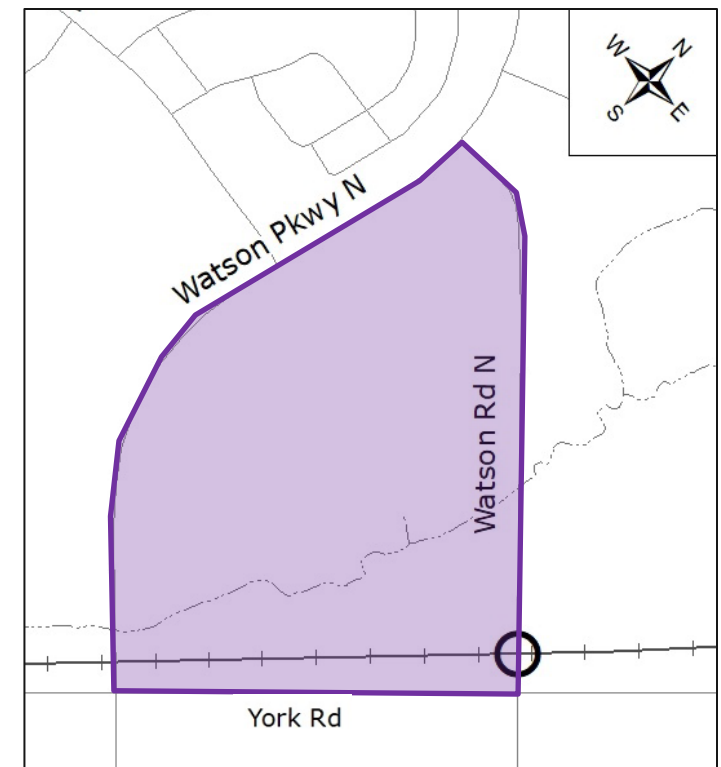
Traffic Analysis Area for Study Area B

FUTURE (2041) TRAFFIC ANALYSIS

- Grade separation was warranted for the Watson Road rail crossing under “Do Nothing” scenario based on the traffic queues.
 - It is recommended that safety and operation of the Watson Road rail crossing be monitored, and that an active transportation crossing should remain.
- Scenarios B2 and B3 both divert traffic to Watson Parkway and result in worse operations.
- Scenario B3 – “grade separation” will significantly impact accesses of the property along Watson Road specifically south of York Road.



Scenario	Watson Road
B1	Do Nothing
B2	Closed Crossing
B3	Grade Separation



PREFERRED SCENARIO

The preferred scenario is B1, which includes:

- Doing Nothing (i.e. remain a level crossing) at Watson Road. Traffic operations and safety should be monitored in the long term (15-25 years) at the level crossings.



PART 2: POTENTIAL ACTIVE TRANSPORTATION CROSSINGS

ACTIVE TRANSPORTATION CROSSINGS

Includes reviewing
active transportation
only crossings at:

- Cityview Drive
- Margaret Greene Park
- Dublin Street



Cityview Drive



Margaret Greene Park



Dublin Street

ACTIVE TRANSPORTATION CROSSINGS

- Active transportation (AT) crossings at all the locations were reviewed to maintain and/or improve connectivity.
- The three options for an AT crossing are:
 - Overpass
 - Underpass/tunnel
 - At-grade (level) crossing with enhanced safety measures
- Pedestrian bridges have minimal impacts to the railway at the crossing but have considerable property impacts associated with the ramps.
- An AT tunnel would be an optimal choice where there are grading differences.
- An at-grade transportation crossing is least impactful but needs to be designed with safety requirements in mind.



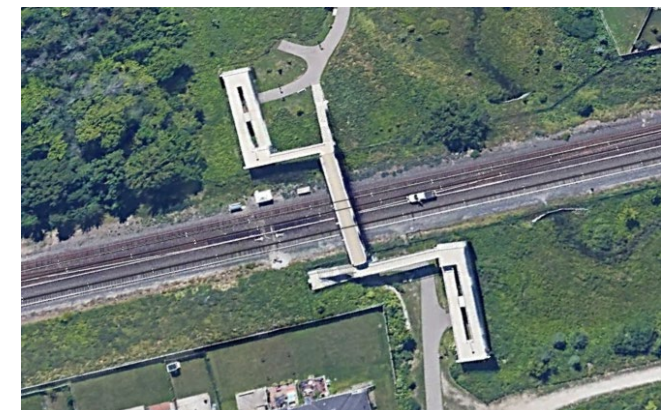
Active Transportation Tunnel



Pedestrian Overpass Bridge



At-grade Active Transportation Crossing



Pedestrian Overpass Bridge

ACTIVE TRANSPORTATION CROSSINGS

- Based on the context of each of the crossings, the following are recommended:

Crossing Location	Preferred AT Crossing Type	Rationale
Cityview Drive	AT tunnel or bridge	Current approaches are steep so tunnel or bridge can be considered. Further design work to confirm type of crossing at Cityview Drive
Margaret Greene Park	Tunnel	The railway tracks are significantly higher than the surrounding area; a tunnel under the tracks would have the least impacts
Dublin Street	At-grade	At-grade is preferred as existing crossing exists and would have least impacts



NEXT STEPS

Review Input and Comments from the Public (Q3 2022)

The City will review input received from this Public Open House and determine if changes are required to this study or its recommendations

Final Report (Q1 2023)

Once the study findings are finalized, they will be posted to the project page.

Recommendations carried forward to EA and design (TBD)

To move forward in implementing these findings, a Municipal Class Environmental Assessment (EA) will need to be completed. As part of the EA, the public will have another opportunity to provide input

OTHER PLANS AND PROJECTS

- The City is coordinating and consulting with Metrolinx on this transportation feasibility study.
- The current work along the Metrolinx rail line at Norfolk and Waterloo and at the Guelph Central Station is to prepare for a second continuous track and station platform expansion. This work has no impact on the City's findings.
- For updates about Metrolinx work in Guelph, visit [Guelph.ca/Metrolinx](https://guelph.ca/Metrolinx)

STAY CONNECTED



Submit Questions and Comments Online

Visit
www.haveyoursay.Guelph.ca/rail-crossing-study to submit questions and comments



Contact the study team through email

Email one of the key study team members directly via email



Get added to the study contact list

Request to be added to the study contact list so you can be kept updated

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