



## AGENDA

### GUELPH CITY COUNCIL

**January 14, 2008 - 7:00 p.m.**

**Guelph Holiday Inn, 601 Scottsdale Drive**

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*Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.*

- Disclosure of Pecuniary Interest

Special Meeting of City Council to hear delegations on the Hanlon Expressway Environmental Assessment with respect to the proposed improvements.

#### **Presentation:**

- Introductory Remarks: - Rajan Philips, Transportation Planning & Development Engineer Manager
- Brian Goudeseune on behalf of Ministry of Transportation Ontario
- Gregg Cooke on behalf of Stantec

#### **DELEGATIONS**

Resolution (Councillor Wettstein)

***“THAT persons desiring to address Council be permitted to do so at this time.”***

Delegations are limited to a maximum of five (5) minutes.

- Ian Smith on behalf of the Guelph Chamber of Commerce
- Marshall and Katherine Rodgers
- Steve Barnhart on behalf of the West Hanlon Neighbourhood Group
- Paul Muller
- Joan Agosta
- Karl Poirier
- David McAuley
- Magee McGuire
- Doug Gruber
- Marva Wisdom on behalf of the Guelph YMCA
- Fran Bain
- Jennifer Bistolas
- Dirk Van Raalte
- Dave Penny
- John Szymanski
- Ken Hare
- Mark Mostoccie

- Mike Chapman
- Carol Lanfranchi
- Linda Little
- Paul Rice
- Bruce MacEachern
- Ben Bennett
- Laura Murr
- Dennis Murr
- Bev Wozniak
- Elizabeth Quintanar
- Bruce Baily
- Bill Mullin

**ADJOURNMENT**

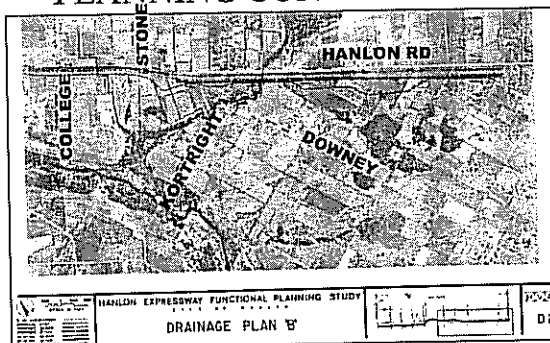
# HANLON EXPRESSWAY INTERSECTION CONVERSIONS KORTRIGHT STONE and COLLEGE

WEST HANLON  
NEIGHBOURHOOD GROUP  
(WHNG)

## KEY POINTS

- Reference for Community Design
- Key Values for West Hanlon Community
- Missing Link to Current Planning
- Options Presented By MPP Liz Sandals
- Recommendations for Consideration

## PLANNING CONTEXT 1969

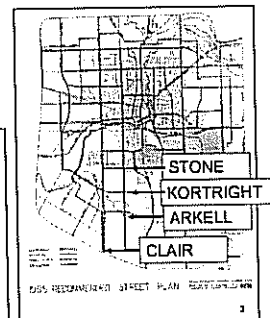


## COMMUNITY ROADS 1969

- 1969 Functional Plan  
Reference Page 3
- Joint design Province & City

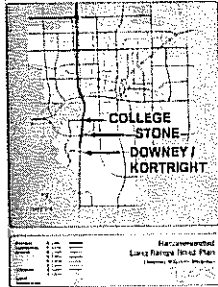
FUNCTIONAL PLANNING STUDY  
HANLON EXPRESSWAY  
AND  
CLAIR ROAD - WOODLAWN ROAD

PREPARED FOR THE  
CITY OF QUELPH  
DEPARTMENT OF HIGHWAYS, ONTARIO  
BY  
HEAD, VOORHEES & ASSOCIATES LIMITED 1969



## GUELPH COMMUNITY DESIGN

- 1974 Transportation plan
- 1975 Southview Planning District 8 Goals:
  - Hanlon to be a major urban arterial
  - Stone major arterial with access to Hanlon
  - Downey arterial access to Hanlon



## SOUTHVIEW PLANNING DISTRICT 8

- 1975 Planning Document:
  - Necessity for pedestrian access across the Hanlon be recognized.
  - Pedestrian access across Stone Road shall be resolved before it is extended to Hwy 24 and the necessity for pedestrian access across Stone Rd be recognized.

## ANALYSIS OF ALTERNATIVES

- Diamond interchange pedestrian friendly
- MTO Evaluation Criteria PIC#2 does not address community values for pedestrian access, weighting of social environment overshadowed by traffic evaluation criteria
- Unresolved community issues with the MTO -preferred concept plan
- 2005 Guelph Wellington Transportation Study planning disconnect – MTO indicated the spacing of intersections prevents a full interchange at both Kortright and Stone.

WHNG Concept



## Options for North – South Travel

PROVINCE - MPP Liz Sandals

- College Avenue Extension (not supported by WHNG)
- Service Road between Kortright and Stone Road (supported by WHNG)
- Collector Lanes south to Kortright to north of College (New information requires additional public consultation)
- All 3 options would have a financial impact on the City

## WHNG Recommendations

- Separate EA into 2 parts: (1) continue with South Section (Laird) (2) Extend the planning and consultation for North Section (College, Stone, Kortright)
- City and MTO joint design should be reflective of the original intent of collaboration during 1969 functional planning process
- Adhere to previous city planning principles (Southview Planning District 8 Concept Plan 1975) and values of the West Hanlon Community

## **WEST HANLON NEIGHBOURHOOD GROUP**

**Report to:** Chair and Members of the  
Community Development  
and Environmental  
Services Committee

**Submitted by:** Steve Barnhart Co-chair  
WHNG

**Date:** Dec 18, 2007

**SUBJECT:** Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)

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### **EXECUTIVE SUMMARY:**

The purpose of this report is to request the City of Guelph immediately begin discussions with the Ministry of Transportation (MTO) to modify the current environmental assessment (EA) study GWP 3002-05-00 process. A clearly demonstrated solution has yet to be presented that addresses future impacts to existing transportation access to and from the West Hanlon community to the upgraded Hanlon Freeway. Due to the short time frame left for public consultation the West Hanlon Neighbourhood Group recommends that the 3 intersections Kortright/Downey, Stone Road and College Avenue be excluded from the current MTO EA process and that the EA be completed for the intersections of Maltby, Clair and Laird Road. The West Hanlon Neighbourhood Group (WHNG) supports upgrading the Hanlon Expressway to remove the at-grade intersections and improve traffic safety and does not wish to delay the development of the Hanlon Creek Business Park or related upgrades at the Laird Road intersection. WHNG identifies several inconsistencies with former and existing planning policies that suggest the current EA approach is incomplete and falls short in addressing West Hanlon Residential community values.

Previous neighbourhood consultation arranged by WHNG identified a lack of community awareness of the EA. The short time frame between the December 5<sup>th</sup> public information centre and the pending January 2008 deadline for public comment is limiting the ability for the City of Guelph to engage its citizens in an inclusive community planning process. In response to MTO request for comment the WHNG requests that the scope of the current EA process be expanded beyond the immediate boundary of the Hanlon Expressway corridor and the current design program be reconsidered to include the analysis of all active and passive transportation impacts related to upgrading the Hanlon Expressway. The WHNG maintains that sound transportation planning should also include sound community planning and must not be completed in isolation from municipal community planning principles. The WHNG provides an alternative concept to the MTO preferred alternative #2 as a starting point for discussion and encourages municipal and provincial politicians to amend the current Hanlon EA process.

**BACKGROUND:**

The 1969 functional study of the Hanlon Expressway was authorized by Guelph City Council and the Minister of Highways on October 2<sup>nd</sup>, 1967. The study resulted from the Guelph Area Transportation Study of the day that was completed in 1967. The final preferred plan considered the location and design of all important intersections, with the goal of starting the project in 1971 and completing the entire expressway by 1975.

The City of Guelph Transportation Plan developed with guidance from the Ministry of Transportation and Communications, Ontario (1972-74) identified several goals that were to be compatible with and in support of the City's desired land use patterns. The spacing of arterial roads that intersect the Hanlon were established to form the foundation for future community planning and were not designed in isolation from the Province's long term vision. The long-range plan prepared in 1974 (Appendix A) indicated the locations of Kortright/Downey, Stone Road and College Avenue with the Freeway portion starting north of Kortright, access at Kortright remained as an intersection and Stone Road to be developed as an interchange.

The 1975 City document "Southview Planning District 8" laid out the road transportation system for the West Hanlon Community that was developed on the assumption the Hanlon Expressway would be the major north/south arterial route for the west area of the City. The arterial and collector system in this District would orient east to the Hanlon Expressway. The emphasis on an east orientation was to achieve the objective of overcoming the Southview District's physical separation from the rest of the city. The key designated routes in that 1975 concept were:

- The Hanlon Expressway as a major urban arterial linking Guelph to Highway 401 and providing primary access to the City for the residents of Southview District
- Stone Road as a major arterial providing access onto the Hanlon
- Downey Road as an arterial providing access to the Hanlon and replacing the suburban function of Kortright and Downey Roads.

The concept for the Southview Planning District 8 (1975) assumed an essentially residential area with a large amount of open space. The west Hanlon community was to be self-sufficient in terms of residential amenities and recreational and educational facilities, and would be dependent on the Central Business District and other areas of the City for employment and services. The 1975 policy statements for the planning district 8 included a high level of transportation accessibility and convenient neighbourhood shopping. The transportation policy statement (pg 20) identifies:

- 2. That the necessity for pedestrian access across the Hanlon Expressway shall be recognized.*
- 3. That Stone Road shall replace the crossing provided by (existing) Kortright Road, and that the pedestrian access across Stone Road shall be resolved before its extension to Highway 24 and that the necessity for pedestrian access across Stone Road be recognized.*

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 3 of 11**

The City's 2005 Guelph-Wellington Transportation Study (GWTS) that included consultations with the Ministry of Transportation staff identified the need to conduct a separate Environmental Assessment to re-align and widen the Laird Road intersection at the Hanlon as part of the development of the Hanlon Creek Business Park. The other intersections, Kortright/Downey, Stone Road and College were noted as requiring upgrading as interchanges or grade separations by 2013. The GWTS recommendation (Section 6) is for the undertaking of a comprehensive EA that will address all the required improvements south of the Speed River. This will include:

- the consideration of a full interchange at Kortright Road/Downey Road,
- a full interchange at Stone Road,
- and a partial interchange at College Avenue

The City of Guelph's current plan to establish the West Hanlon Creek Business park in 2008 has advanced the timeline for the upgrades to the Laird Road intersection. The MTO has chosen to include the other three intersections Kortright Road/Downey Road, Stone Road and College Avenue within the same EA process.

<b>ANALYSIS OF MTO ALTERNATIVES:</b>
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MTO provided seven alternatives for consideration at the December 5<sup>th</sup> PIC and provided an evaluation of each alternative based on criterion and indicators (scores) for rational behind selecting the preferred alternative. Correspondence sent by WHNG to MTO after the May 10<sup>th</sup> public information centre requested that pedestrian and cycling connections be included in the evaluation criteria (Appendix B). This information was not identified on the revised criteria presented at the second PIC on December 5<sup>th</sup>, 2007. In addition, no scores were identified for each of the individual indicators and total scores were weighted based on values established by the design team without consultation with the public.

The preferred option presented by MTO (Alternative 2) on December 5 introduces a new alternative that does not support the recommendations of the GWTS planning study or address the community values raised by the WHNG through the EA process. The preferred MTO option provides only southbound access from Kortright/Downey Road. The MTO option does not include any access at College Avenue. To advance the existing MTO preferred concept without a thorough understanding of community planning impacts will cause future long-term negative impacts to the west Hanlon community. Pedestrian access across the Hanlon Expressway at Stone Road has yet to be resolved. By removing access at two of the three intersections within the West Hanlon residential area, transportation connections are removed that were originally supported under the Southview Planning District 8 document. The 1975 plan identified the Hanlon Expressway would perform a major north/south arterial route for the west area of the city. Further the MTO preferred alternative does not address the impact on local roads by routing additional traffic through neighbourhoods to Stone Road for access to the Hanlon. Traffic impacts to local roads remain an outstanding issue with



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the MTO design consultants as conveyed at the WHNG committee meeting held December 13<sup>th</sup>, 2007.

The Stone Road Partial cloverleaf alternative presented by MTO as the preferred option requires numerous home expropriations on Hanlon Road and sites four ramps in close proximity of the Stone Lodge Retirement Residence. The Stone Road grade separation will create an approximately 10 to 12 metre high ramp that will visually overpower the backyards of the remaining homes at the east end of Wagoners Trail. The preliminary noise study recommendations for this alternative include either a 3, 4 or 5 metre noise barrier to be located along backyard property boundaries. This alternative would also result in the expropriation of a portion of an active community worship space in Priory Park Baptist Church. Visual impacts have yet to be conveyed to the public as part of the EA process and should be included within the EA to allow lay persons a familiar reference for understanding of landscape issues and provide a reference for professionals in designing mitigative measures. An example of a visual analysis and simulation is provided in Appendix C and D.

A second alternative concept provided by the West Hanlon Neighbourhood Group (WHNG) illustrates the ability to provide access at each of the three cross-roads of Kortright/Downey, Stone Road and College Avenue. The WHNG design concept incorporates information provided by MTO at the first public information centre (Appendix E). The concept includes a diamond structure at Stone Road and a service road east of the Hanlon between Kortright and Stone. Both approaches were since screened out by MTO as being problematic due to the close proximity of three interchanges and traffic volumes on Stone Road that would lead to stacking on the north bound Stone Road off ramp. The WHNG option addresses the first issue of spacing of interchanges by reducing the 120 km design speed criteria and relying on an enforced speed limit that minimizes environmental and human impacts. This portion of the study area traverses close to a 100 % RESIDENTIAL community. By not considering a posted speed limit of 80 kph as the design standard, a wider range of options cannot be explored. The eight kilometre travel distance from Stone Road to highway 401 would only increase by slightly over 1 minute with the speed reduction from 100 to 80 kph. The inclusion of a service road east of the Hanlon in lieu of a Stone Road off ramp provides access to the Stone Road intensification area at Kortright and removes the possibility of increased traffic stacking onto the freeway due to the length of traffic signals on Stone Road.

To advance the WHNG concept further, a full detail design investigation will be required that also includes evaluating a reduction in the 100 kph posted speed limit on the future Hanlon Freeway as presented by MTO. To expedite the EA without delaying the Laird Road interchange, the City of Guelph would be required to negotiate with the Ministry of Transportation (MTO) to have the Kortright, Stone Road and College Avenue intersections withdrawn from the current Environmental Assessment (EA) study GWP 3002-05-00. These three (3) intersections would then be designed under a separate EA process with the City as a full partner and should include a full analysis of community planning issues within the residential area east and west of the Hanlon Expressway. As part of the negotiation the current EA GWP 3002-05-00 would include the review of Maltby Road and the interchange at Laird Road and proceed as originally scheduled.

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The WHNG identified to MTO at a November 2007 meeting that active transportation is an important community value that should be maintained. Neighbourhood children and adults are currently enjoying access by foot and bicycle to: elementary and high schools; the University of Guelph; the library; parks; The Priory Park Baptist Church; the YMCA/YWCA sports and fitness centre; the Y daycare facility; grocery stores as well as the Stone Road retail and commercial area. These activities occur at each of the three crossing locations and is supported in Guelph's official plan schedule 9C showing proposed on-road cycling for College, Stone and Kortright. Long, uncontrolled vehicle access ramps to the Hanlon at Stone Road do not provide pedestrian or cycling friendly access to shopping within the Stone Road intensification area. The MTO preferred option does not encourage pedestrian access along Stone Road and conform to community planning guidelines for a 5-10 minute walk to shopping.

If the City is successful in negotiating a continued EA process beyond the public comment cut off period of mid January 2008, the Community Development and Environmental Services Committee should direct staff to prepare computer visual simulations of the 3 interchange alternatives of Kortright, Stone Road and College Avenue for display at the next public information session.

**POLICIES AFFECTING PROPOSAL:**

Both the General Policy 8.2.1 in the City's official plan and Province of Ontario's 2006 Growth Plan state a priority for: community intensification & reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian friendly urban environments.

Province of Ontario's 2006 Growth Plan  
Council Guelph Wellington 2005 Transportation Study  
City of Guelph Official Plan 2001.

**COMMUNITY CONSULTATION:**

The community consultation organized by the WHNG includes seven meetings during the fall of 2007 along with feedback available through email and web site:

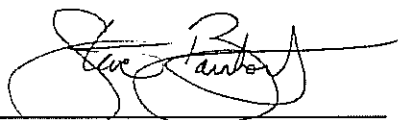
- September 9<sup>th</sup> Bishop Court Residents Meeting
- October 17<sup>th</sup> Town Hall Format Neighbourhood Meeting - Kortright Presbyterian Church
- October 29<sup>th</sup> WHNG Committee Meeting with MTO (Brian Goudeseune), City of Guelph staff, and Laura Muir of the KHCA
- November 5<sup>th</sup> WHNG Committee Meeting with Ian Smith (Chamber of Commerce) and Geoffrey Keyworth
- November 19<sup>th</sup> Bruce Bailey, Mike Chapman, the KHCA, and City of Guelph staff KHCA driven meeting
- December 3<sup>rd</sup> 48 Bishop Court WHNG committee meeting

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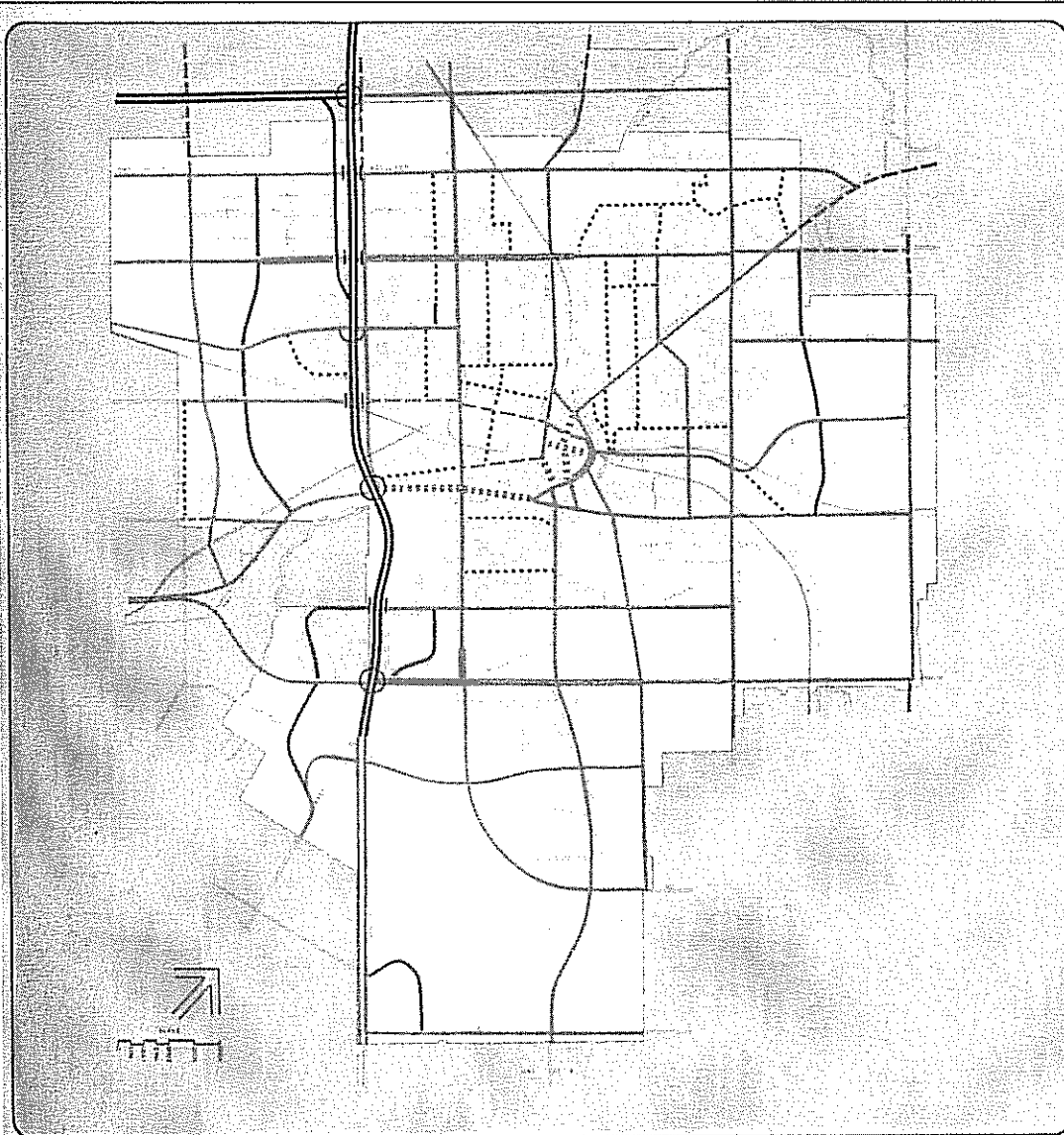
- December 13<sup>th</sup> WHNC committee, MTO (Brian Goudeseune John Small), Stantec (Gregg Cooke, Tim Belliveau) Guelph staff, Guelph Ward 5 and 6 councillors, Y representatives

**RECOMMENDATION TO COMMUNITY DEVELOPMENT AND  
ENVIRONMENTAL SERVICES COMMITTEE:**

- (a) That the City of Guelph negotiate with the Ministry of Transportation (MTO) to have the Kortright, Stone Road and College Avenue intersections withdrawn from the current Environmental Assessment (EA) study GWP 3002-05-00 and have these three (3) intersections designed under a separate EA process with the City as a full partner,
- (b) That the City negotiate with the Ministry to proceed under the current EA GWP 3002-05-00 to finalize the interchange at Laird Road as originally scheduled,
- (c) That the Community Development and Environmental Services Committee direct City Staff to jointly design with the Ministry of Transportation (MTO) a range of interchange alternatives for Kortright, Stone Road and College Avenue that maintain all existing access points to the Hanlon Expressway at each of the three road crossings,
- (d) That staff report back to the City with the required reduction in the posted speed limit for the Hanlon Freeway for safe operation of all exit and entrance points for each of the 3 intersections through the residential area,
- (e) That the Community Development and Environmental Services Committee direct staff to prepare computer visual simulations of the 3 interchange alternatives for display at the next public information session for the 3 intersections of Kortright, Stone Road and College Avenue.



Steve Barnhart MLA, OALA  
Co-Chair  
West Hanlon Neighbourhood Group



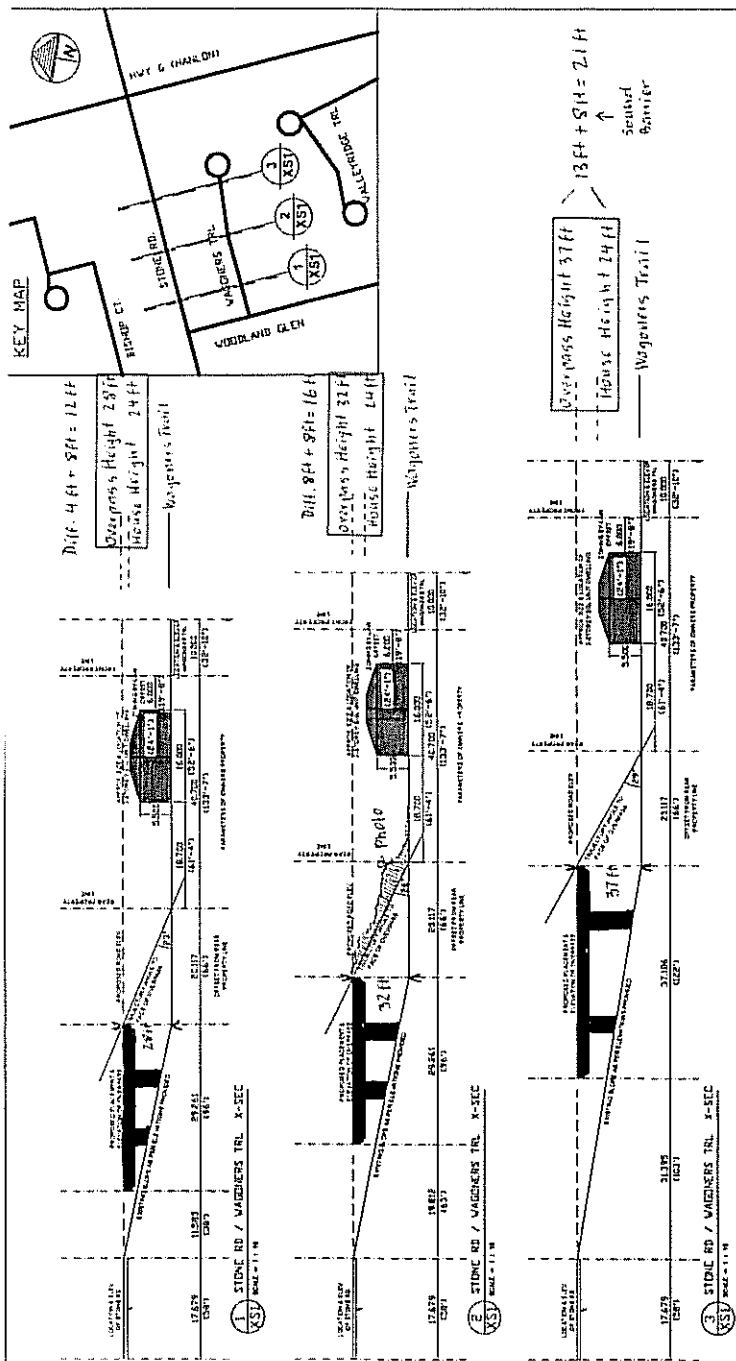
Freeway	4 Lane	=====
Expressway	4 Lane	=====
Arterial	6 Lane	=====
	5 Lane	=====
	4 Lane	=====
	2 Lane	=====
Collector	4 Lane	=====
	2 Lane	=====
Local		=====
Interchange		○

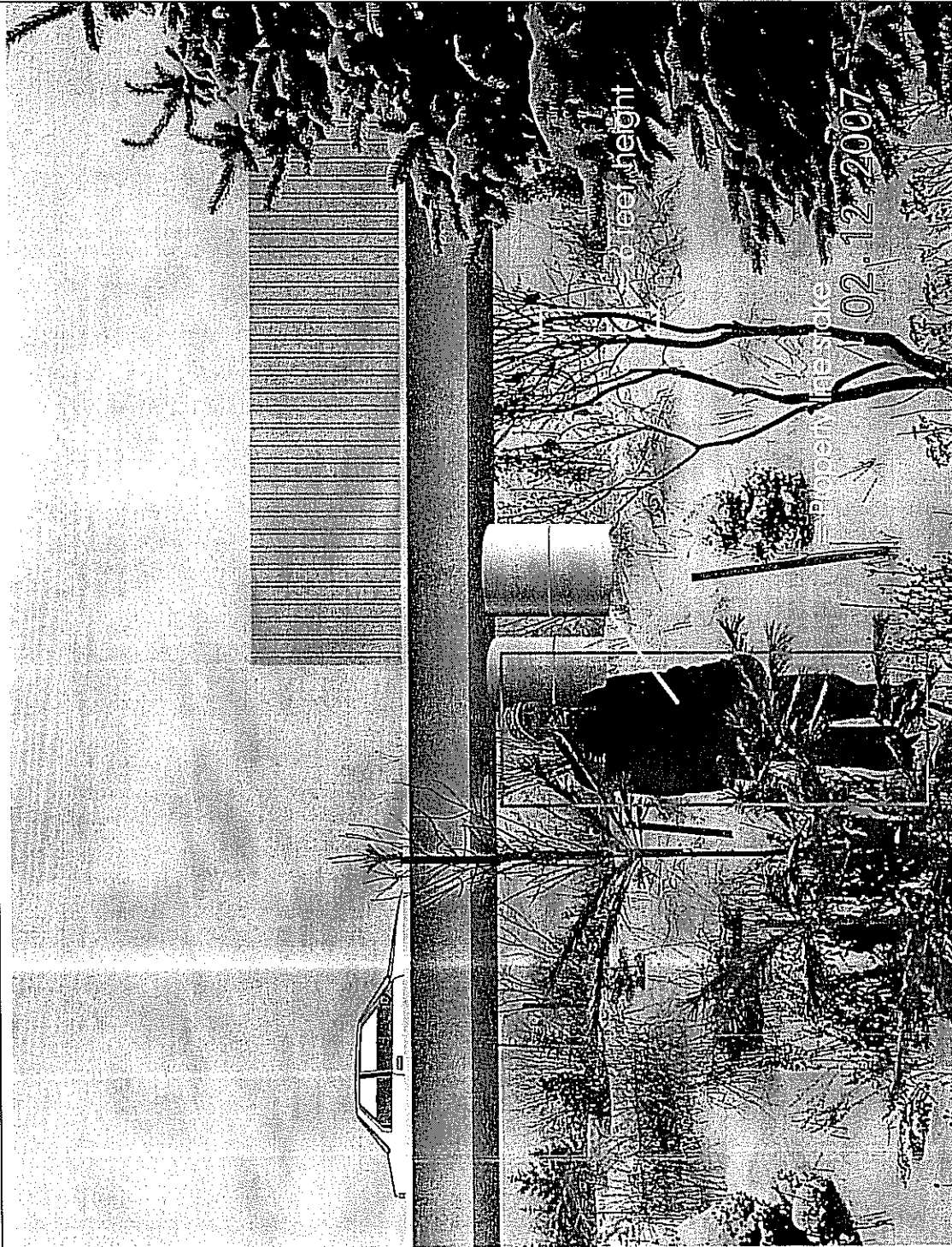
**Recommended  
Long Range Road Plan**  
 (Beyond 100,000 Persons)

**Fig.4-13**

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<b>Evaluation Criteria From PIC #1</b>	<b>Evaluation Criteria From PIC #2</b>
<b>Traffic Operations: SCORE 5</b>	
• Accommodates projected traffic demand	No Change
• Supports and enhances provincial highway function	No Change
• Reduces the number of collisions	No Change
• Overall design standard consistent with Geometric Standards for Ontario Highways, Interchanges and Connecting Roads	No Change
	• Traffic operations on municipal roads and intersections
<b>Access SCORE 5</b>	
• Supports existing and future growth and development	No Change
• Supports the municipal road network	No Change
• Complements future municipal road improvements	No Change
<b>Constructability SCORE 1</b>	
• Existing traffic flow and operations accommodated during construction	No Change
• Uses conventional construction techniques	No Change
<b>Natural Environment SCORE 3</b>	
• Ecological features, including wetlands, greenbelts, watercourses, wildlife habitat, surface water and groundwater	No Change
<b>Social Environment SCORE 4</b>	
• Residents and businesses displaced	No Change
• Property requirements	No Change
• Compatible with City of Guelph and Wellington County Official Plans	No Change
• Views of highway / landscape for adjacent residents	No Change
• Noise and air quality	No Change
• Community and recreational facilities, including trails	No Change
<b>Cultural Environment SCORE 2</b>	
• Registered and identified Built Heritage Features and Cultural Landscapes	No Change
• Archaeological resources	No Change
<b>Applied Environment SCORE 1</b>	
• Waste disposal sites or potentially contaminated sites	No Change
<b>Cost SCORE 2</b>	
• Cost, including construction, utility relocation and property	No Change
<div> <div> <b>MTO EVALUATION CRITERIA</b>  COMPARISON OF CRITERIA BETWEEN PIC 1 AND PIC 2 </div> <div> Appendix  <b>B</b> </div> </div>	





WHNG SAMPLE VISUAL SIMULATION  
STONE ROAD INTERCHANGE MTO CONCEPT ALTERNATIVE 2

Appendix  
D





# **Analysis of the MTO proposed PARCLO A Interchange at Stone Road and Hanlon Expressway and the overall impact on the Wagoners Trail homeowners**

***THIS IS A WAGONERS TRAIL RESIDENT'S ANALYSIS OF THE PROPOSED  
INTERCHANGE DESIGN FOR STONE  
ROAD AND HANLON EXPRESSWAY.***

***WHILE THE OVERALL HANLON IMPROVEMENTS PLAN HAS MANY FACETS AND  
FACTORS, THIS REPORT ADDRESSES PRIMARILY THE IMPACT OF THE STONE  
INTERCHANGE ON THE WAGONERS TRAIL DEVELOPMENT, WHICH WAS  
IMPLEMENTED IN THE EARLY 1980's, 6 YEARS AFTER THE 1974 CITY OF GUELPH  
LONG RANGE TRANSPORTATION PLAN.***

***THIS ANALYSIS AND CONTENTS ARE PURELY THE RESPONSIBILITY OF THE AUTHOR,  
AND CONTENTS MAY BE FREELY EMPLOYED BY OTHERS AS ADJUNCT TO OTHER  
ACTIVITIES WITH REGARD THE OVERALL HANLON IMPROVEMENT PROJECT.  
WORD version available (12mB) on request***

**Karl Poirier**

**Guelph, Ontario**

## PRIMARY GOAL OF THE HANLON IMPROVEMENT PLAN

The intention of the Hanlon Improvement plan is to eliminate at-grade signaled intersections, which are unsafe and cause unnecessary delays. No one objects to this intent; only to the proposed implementation.

## PART 1: THE 400 SERIES HIGHWAY MENTALITY AND MYTH

### The Mentality:

The MTO appears to have predecided that converting Hanlon to controlled access also means automatic conversion to a full 400 Series highway. For this reason, they appear to be applying the 400 Series philosophy literally and blindly. This philosophy is stated in the MTO 400 Series guidelines:

"Unless there are land space constraints, 4-way junctions should be a PARCLO interchange when it meets with a surface road."

There is no mention of concern for Traffic Loading, Environmental Damage and Quality of Life considerations.

### The Myth: Making the Hanlon into a 400 Series Highway.

The 400 Series guidelines call for a design speed of 130km/h, and allow a posted speed of 100km/h. In order to meet these specifications, the design must meet Decision Sightline and Horizontal Curve requirements. The double curve on the Hanlon at newly built Wellington Interchange has radii of <500m and sightlines falling below 300m in several locations. As can be seen in Fig 1 and 2, neither of these limitations allow the Hanlon to meet 400 Series standards.

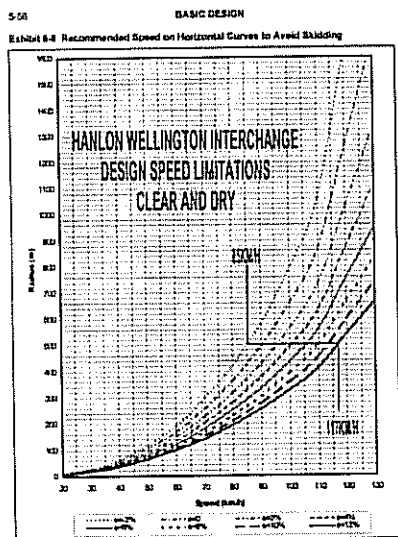


FIG. 1

### SECTION VII DESIGN VALUES FOR DECISION SIGHT DISTANCE

DECISION SIGHT DISTANCE						FIG. 2	
LENGTHS IN METERS							
DESIGN SPEED (km/h)	AVOIDANCE MANEUVER						DESIGN SPEED (km/h)
	A	B	C	D	E		
50	70	155	145	HANLON WELLINGTON	195	50	
60	85	195	170		235	60	
70	115	235	200		275	70	
80	140	280	230	400 SERIES HIGHWAY	315	80	
90	170	325	270		360	90	
100	200	370	310		400	100	
110	235	420	350		430	110	
120	265	470	360	415	470	120	
130	305	525	390	450	510	130	

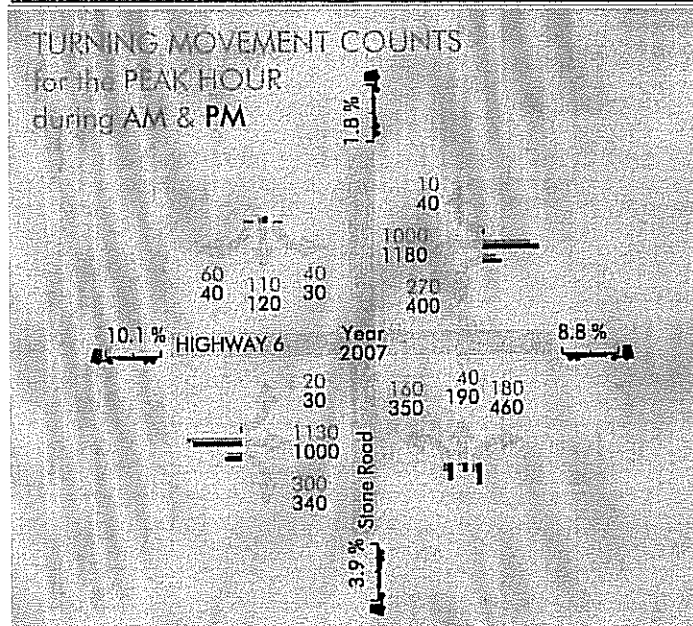
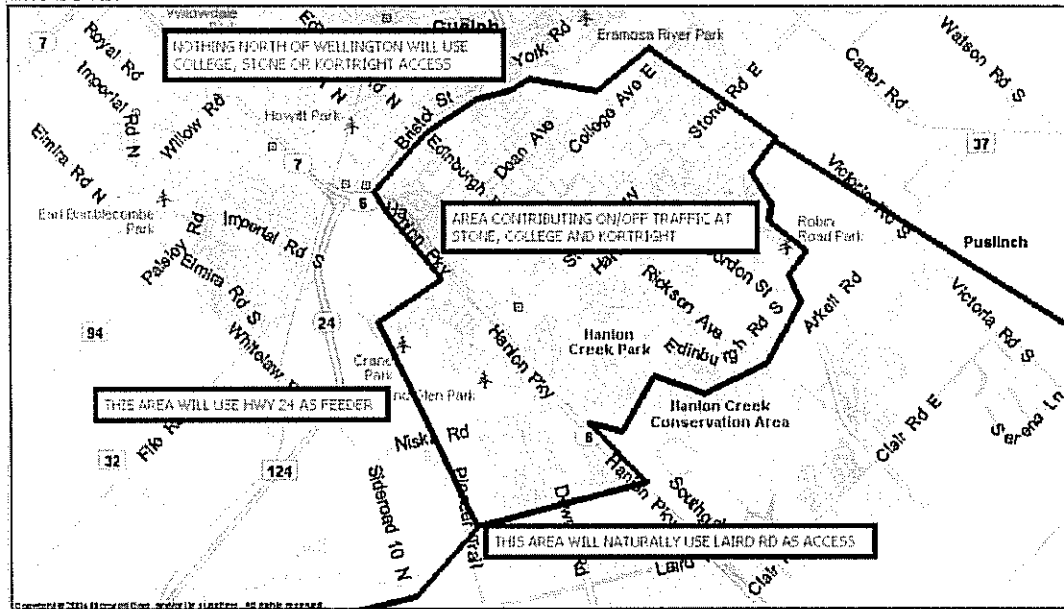
THE HANLON CAN NEVER BE MADE INTO A 400 SERIES 100km POSTED HIGHWAY WITHOUT TEARING DOWN AND REBUILDING THE NEW WELLINGTON INTERCHANGE.

## PART 2: PARCLO MYTHS

The MTO appears to have considered various interchange configuration and decided that the PARCLO A is the most efficient. This may be the case when the interchanges in question are more equally traffic loaded. In the case of Stone/Hanlon, there is a very great difference between Stone and Hanlon volumes. It is also unlikely that there will be any significant growth in Stone East/West traffic in future (Fig. 3).

LOGICAL ACCESS AREA FOR COLLEGE, STONE AND KORTRIGHT INTERSECTIONS  
NOTE THAT GROWTH AND ACCESS TRAFFIC HAS PLATEAUED, WITH NO SIGNIFICANT GROWTH POSSIBLE. ONLY HANLON THROUGH NORTH/SOUTH TRAFFIC GROWTH EXPECTED

Fig. 3



The MTO traffic turn survey (Fig. 4) shows that while an interchange is required for through volume and safety reasons, the arterial traffic load does not require a high capacity interchange such as proposed.

The huge loop in the SouthEast quadrant will handle 40 vehicles per hour. If this volume were to increase tenfold to 400 vehicles, it would be equivalent to the Southbound Hanlon/Eastbound Stone Left Turn signal proposed as part of the PARCLO A design.

A PARCLO design with a loop for the lowest turning volume, and a signal for the highest turning volume has obviously not been thoroughly thought out.

Fig. 4

A PARCLO A, (a Partial Cloverleaf Interchange between a Freeway and an Arterial road) is the preferred MTO interchange for all 400 Series highways: (Not the best, just the MTO preferred, because it has been the easiest to implement, with no thinking workload getting in the way of just rubber stamping designs).

Every interchange has 8 points of turning: In the PARCLO A, two of the turns will always be signaled Left turns on to the arterial crossroad.

The MTO information provided at PIC2 suggested that alternative Interchanges such as the Diamond were not suitable, (with no background or statistical information presented). Apparently the rejection criteria was that they were not PARCLO MTO Preferred designs. In the rejection of the Diamond design, it is stated:

"Given the high volumes of traffic anticipated using the interchange at Stone....long queues that could potentially back onto Highway 6"

This statement is misleading. As can be seen from page 1, there is no potential for significant traffic volumes to increase at Stone Road.

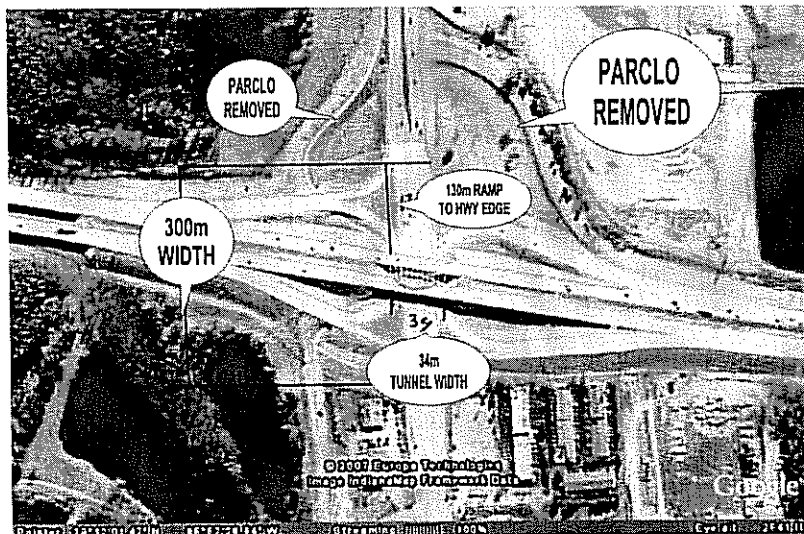
More importantly, the access from Hanlon to Stone in both North and Southbound directions is exactly the same in a PARCLO A or a Diamond.

Northbound and Southbound Hanlon to Stone are both uncontrolled Right and a Signaled Left in both the Parco and the Diamond designs, so any suggestion that the Diamond was rejected due to capacity is simply a position statement to support the MTO preference for a PARCLO.

It should also be noted that the WHNG Preferred design of a Stone Diamond and half diamonds at College and Kortright will have 35-45% less traffic from Hanlon South to Stone East than a PARCLO A.

I65/IN46 SINGLE POINT URBAN INTERCHANGE  
NOTE PARCLO REMOVED IN FAVOR OF THIS TYPE

FIG. 5



In fact, on US Interstate 65, PARCLO interchanges are being torn down and replaced with SPUI (Single Point Urban Interchanges also called Single Point Diamond)

This interchange is similar to a conventional Diamond, but with a single set of lights controlling all arterial traffic. This interchange is more efficient and half the footprint of a PARCLO.

Fig. 5 shows a SPUI at I65 and Indiana Hwy#46.

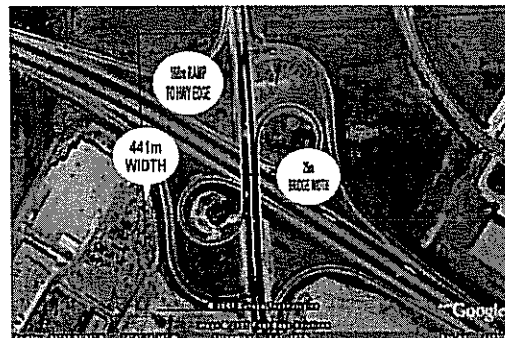
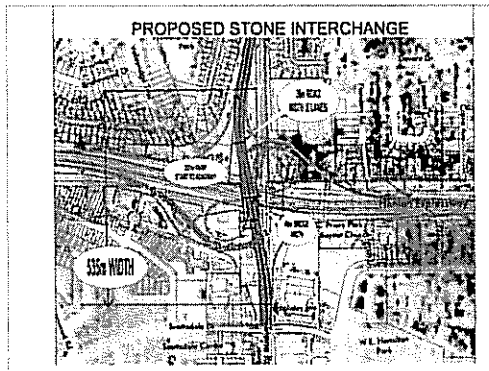
## PART 3: SCALE

The proposed PARCLO Stone interchange is completely out of scale with the available space or requirements.

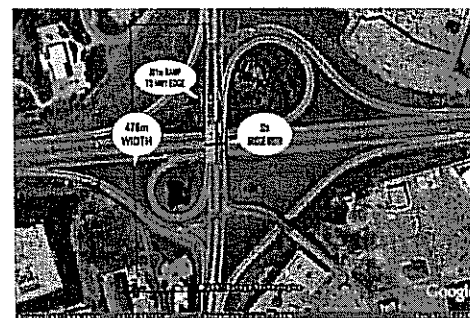
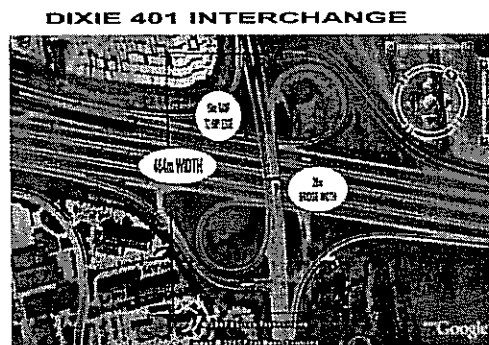
INTERCHANGE SIZE COMPARISONS				metres
INTERCHANGE	ARTERIAL WIDTH	RAMP TO ROAD EDGE	ROAD WIDTH	BRIDGE WIDTH
STONE PIC 2 PARCLO A	535	227	26	40
WINSTON CHURCHILL/401	441	168	21	25
DIXIE/401	464	154	24	28
Hwy 24/401	476	201	24	32
I65 SPUI	300	130	28	34
PIC 1 DIAMOND	200	75	20	26

ARTERIAL WIDTH IS FROM FIRST LANE DIVERGE/CONVERGE EITHER SIDE OF EXPRESSWAY.

20% WIDER THAN WINSTON  
15% WIDER THAN DIXIE RD  
12% WIDER THAN 24/401  
78% WIDER THAN I65/IN46  
167% WIDER THAN DIAMOND  
SHOWN IN PIC 1.



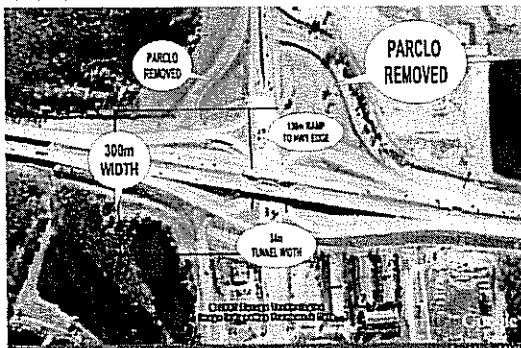
WINSTON CHURCHILL 401 INTERCHANGE



401 HWY24 INTERCHANGE

I65/IN46 SINGLE POINT URBAN INTERCHANGE  
NOTE PARCLO REMOVED IN FAVOR OF THIS TYPE

FIG. 5



STONE DOUBLE DIAMOND INTERCHANGE



NOTE THAT DIMENSIONS ARE ESTIMATES. AS DRAWINGS OF THIS OPTION PRESENTED TO THE PUBLIC CONTAIN NO FOOTAGES OR REFERENCE DIMENSIONS

MTO 400 Series guidelines call for Acceleration/Deceleration ramps to be at least 150m long. The proposed Stone PARCLO has ramps in excess of 400m.

Why such overscale at this interchange?

## PART 4: DESIGN AND DECEPTION?

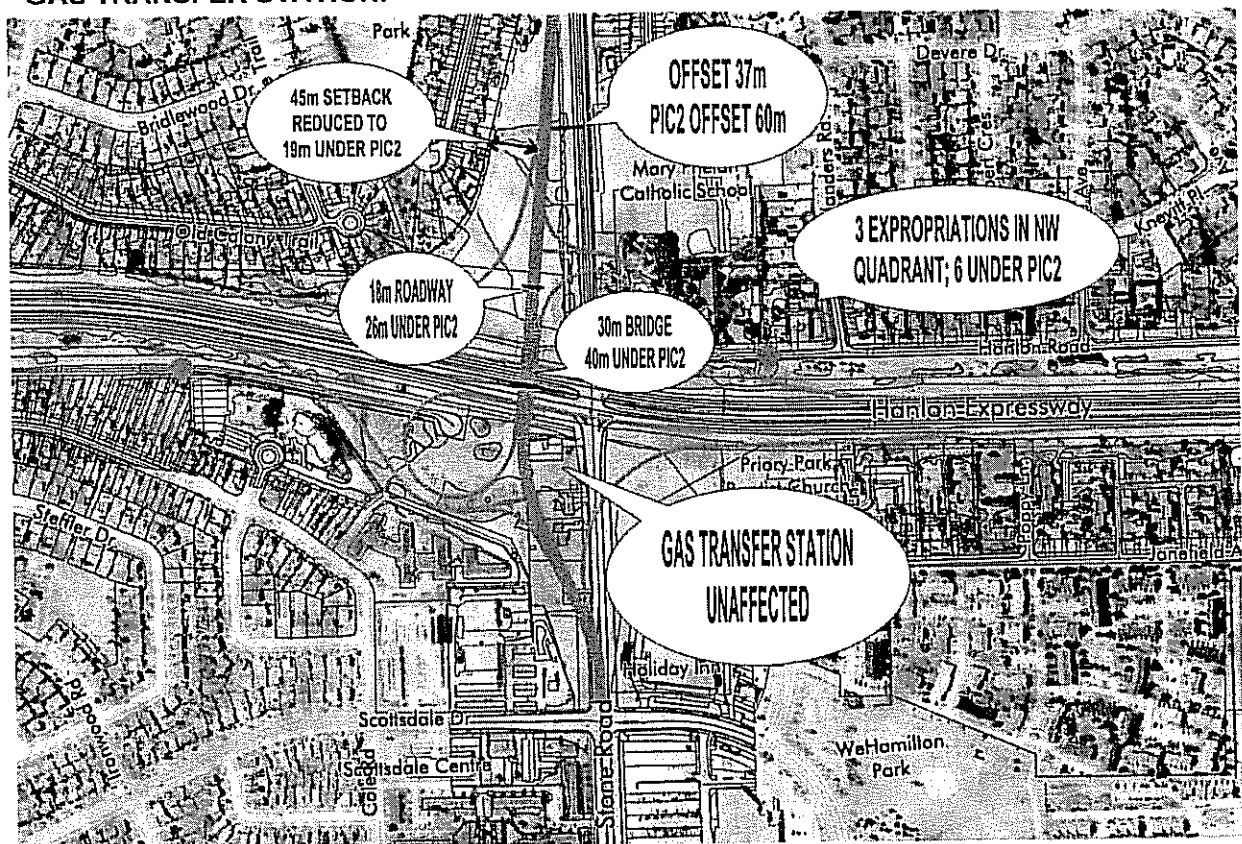
When examining the design of the proposed PARCLO, an interesting discovery was made:

**The PARCLO A in the PIC#2 Preferred design is NOT THE PARCLO A OPTION PRESENTED IN THE PIC#1 DOCUMENTS.**

PARCLO A PIC #1 was a 4 lane Arterial with an 18m wide roadbed offset 37m South from the current roadway, and a 30m wide bridge over the Hanlon. This design avoided the Gas Transfer station and was set back 45m from the Wagoners Trail property lines.

PARCLO A PIC #2 is a 6 lane Arterial with a 26m wide roadbed offset 60m South from the current roadway, and a 40m wide bridge over the Hanlon. This design requires relocation of the Gas Transfer station, and encroaches to within 19m from Wagoners Trail properties.

**THE PARCLO A INTERCHANGE PRESENTED AT PIC1 IS DRAMATICALLY DIFFERENT FROM THE DESIGN PRESENTED AT PIC2. THE ROADBED IS WIDENED TO 3 LANES AND OFFSET AN ADDITIONAL 23m SOUTH, IMPACTING WAGONERS TRAIL AND THE GAS TRANSFER STATION.**



**PARCLO A AS PRESENTED AT PIC 1**

**HOW CAN MTO CHANGE THE DESIGN IN THE MIDDLE OF THE PUBLIC CONSULTATION PROCESS? IS THIS SIMPLY A METHOD TO BACK-DOOR THE MTO PREFERRED OVERSIZED DESIGN?**

## PART 5: DESIGN FLAWS AND MISCONCEPTIONS

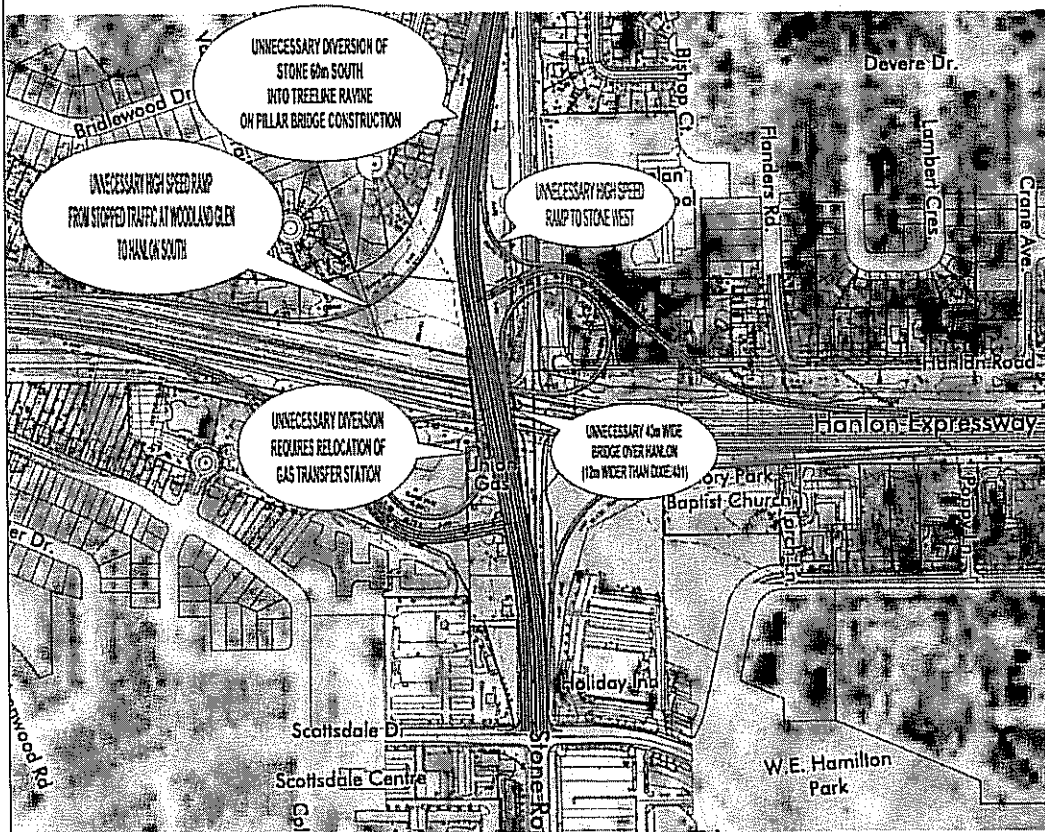
The proposed PARCLO A at Stone Road is a series of errors and misconceptions, compounding one upon the other.

The original design, and current alignment, both horizontal and vertical, are consistent with an on-ground roadway and bridge with a Diamond interchange.

Stone is fully built up, and posted at 60km/h. There is an intersection at Woodland Glen and again at College Ave. There is no future potential for high-speed traffic on Stone.

**Why does the MTO Preferred PARCLO have a high-speed ramp from Hanlon South to Stone West?**

### IMPACT OF UNNECESSARY PARCLO INTERCHANGE AT STONE ROAD

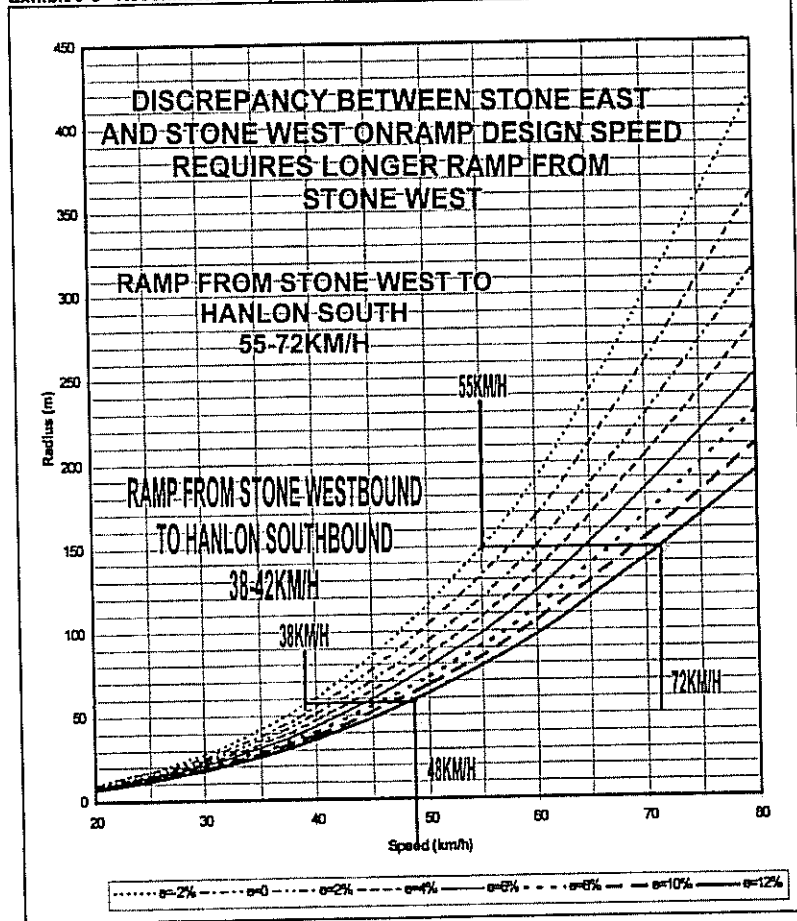


**JUST BECAUSE MTO INSISTS ON PARCLO INTERCHANGES REGARDLESS OF TRAFFIC NEED OR FLOW**

One needs only to look at the Wellington/HANLON interchange to see what happens when a PARCLO design is insisted regardless of space availability.



Exhibit 5-8 Recommended Speed on Horizontal Curves to Avoid Skidding (Low Speed)



The unnecessary high speed Stone West ramp forces the main roadway 60m south of the existing roadbed, and into a Multi Million dollar construction of pillar and concrete spans.

The unnecessary radius increase of the Stone to Hanlon South ramp forces the entire roadway to within 19m of the Wagoners Trail properties.

If Stone East to Hanlon South is a 42km/h ramp, why does Stone West to Hanlon have to be a 72km/h design into Wagoners Trail?

The Southward diversion forces the roadway through the Union Gas Transfer Station, taking out a few more Million dollars of our tax money.

**ALL OF WHICH IS TOTALLY UNNECESSARY, AND ONLY DICTATED BY MTO PARCLO MINDSET**

## PART 6: IMPACTS

### Property Value Impact:

It is probably obvious the residents of Wagoner's Trail would not have purchased these properties, with the knowledge that they could expect elevated ramps 19m from their back yard.

It is also quite improbable that the City would have allowed development in the area with this type of Interchange in the plans. This Interchange is obviously something that was not in the original development plan.

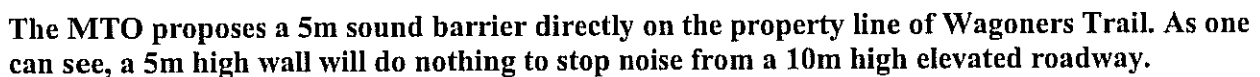
This is a change in rules from MTO, for their own reasons. We can bet that these reasons have no consideration on the current residential quality of life or environmental aspects, but are purely commercial.

The impact on the Wagoners Trail property resale values will depend entirely on the Interchange design selected.



**The primary offence is the Southward 60m diversion of Stone from the on-ground roadbed to a Pillar and Bridge construction in the treeline ravine at an unnecessary cost of how many Millions of our taxes?**

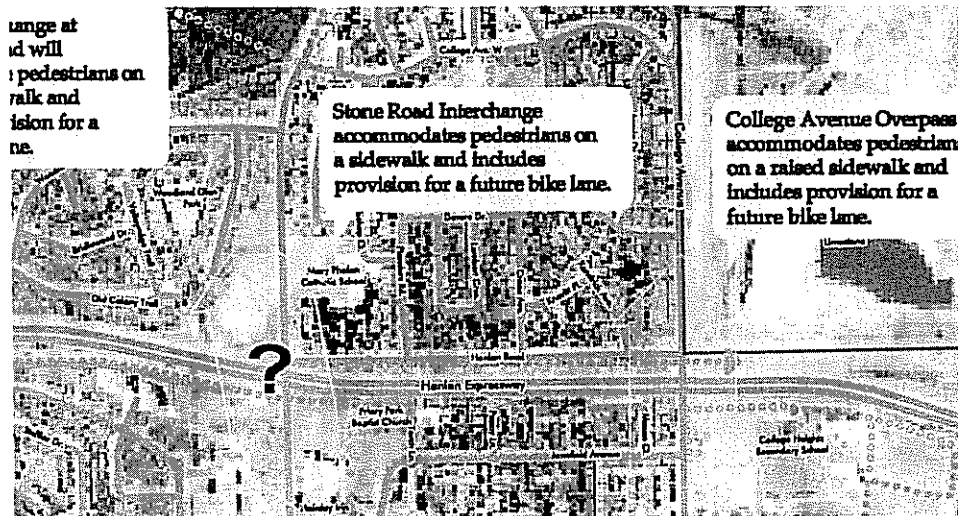
**A full PARCLO A would require Noise Barriers to be installed. The idea of installing a noise barrier high enough to block an elevated ramp 19m from the property line boggles the imagination.**



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## Pedestrian and Cycle Access:

### THE MYTHICAL MAGICAL PEDESTRIAN AND BIKE LANE ACROSS A PARCLO A4 INTERCHANGE. TOTALLY IMPOSSIBLE AS THE DETAILED DRAWING SHOWS

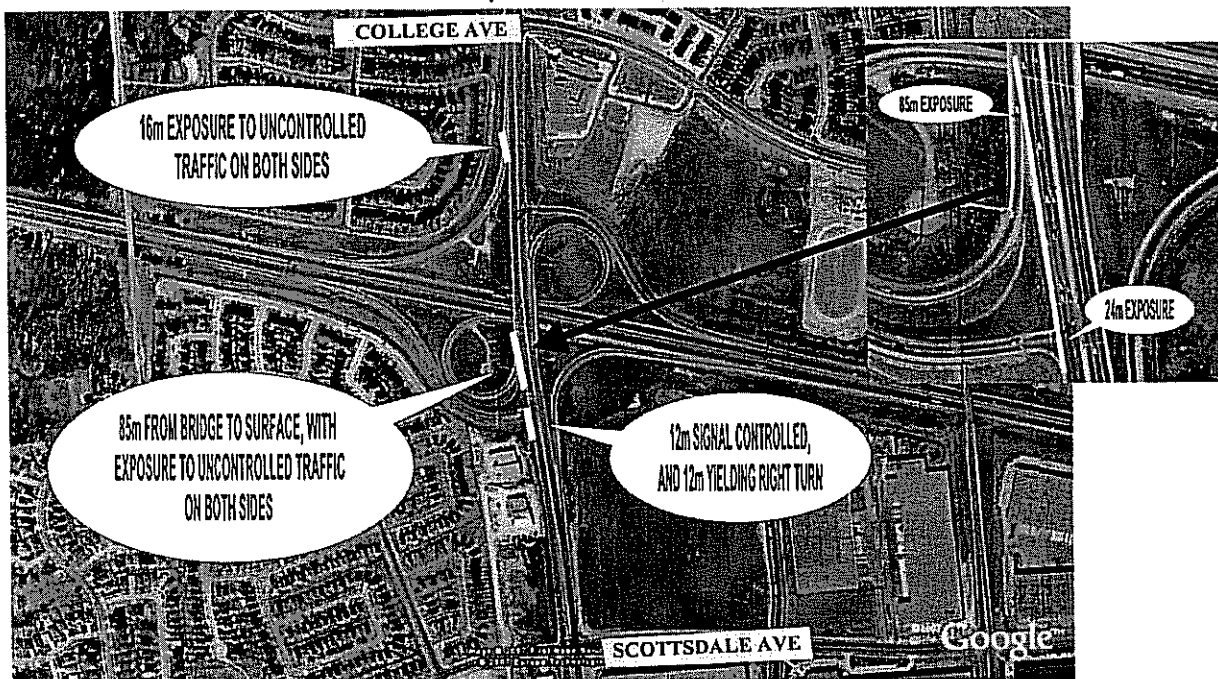


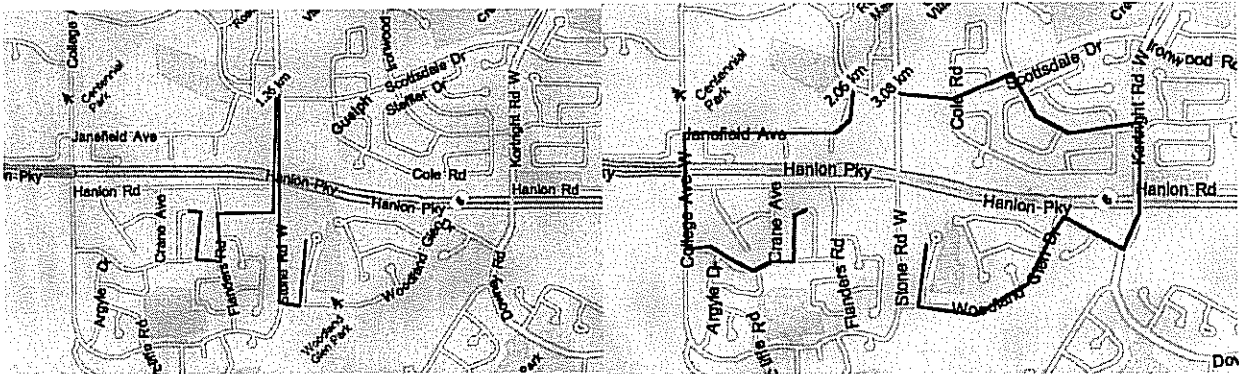
Residents of the Woodland Glen and College subdivisions regularly walk or cycle to Stone East. The information presented at PIC#2 shows a nebulous pedestrian and cycle crossing of the preferred PARCLO A Interchange. As a pedestrian crossing of a

PARCLO uncontrolled on or off ramp takes 3 times as long as an intersection crossing, there is no safe pedestrian or cycle crossing of a PARCLO A. This is probably why the MTO has shown it in such detail.

Any pedestrian or cycle crossing of a PARCLO requires long exposure to uncontrolled on both sides. (Imagine walking or cycling this line when some idiot on a cell phone decides he has missed his ramp)

### PED OR CYCLE CROSSING OF A PARCLO A (ALMOST IDENTICAL 401/MAVIS USED AS EXAMPLE)



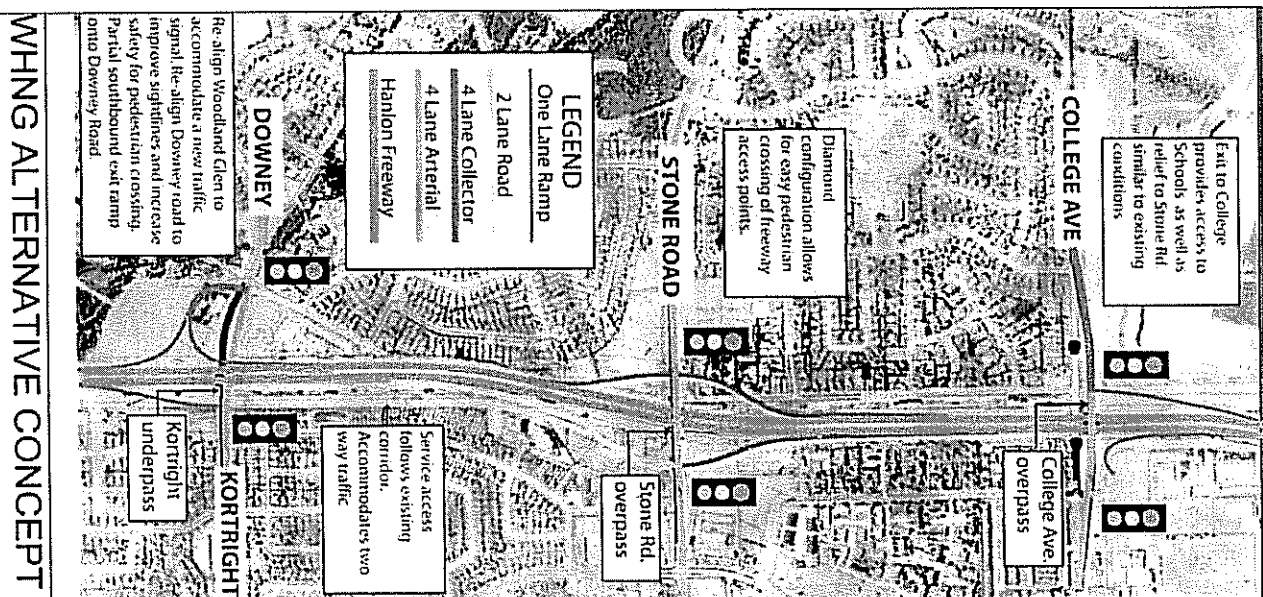


## WALKING DISTANCES TO STONE ROAD MALL BEFORE AND AFTER PARCLO A

Residents of Northwest area will be required to walk North or West to College Ave, across the HANLON and up Janefield to access the mall. Residents of the Southwest area will have to walk South to Kortright, across the HANLON and up Ironwood to Scottsdale. What was a nice 2.5km round trip walk to the mall becomes 5-6km.

## THE PREFERRED SOLUTION

The Diamond Interchange at Stone, supplemented with Half Diamonds at Kortright and College, alleviates all of the forgoing problems. This is best exemplified in the WHNG Preferred Design.



- 1: Free flow of traffic on HANLON North and South
- 2: No Impact on the Union Gas transfer station
- 3: Less exiting traffic at Stone compared to PARCLO A
- 4: Pedestrian and Cycle crossings at all three roads
- 5: No significant Environmental impact
- 6: No Woodland Glen traffic impact
- 7: Fewer Expropriations
- 8: No Impact on Wagoners Trail or Bishop's Court properties
- 9: Millions of dollars less of our Taxes

**SUMMARY: We are faced with an**

**Unnecessary  
Oversized  
Poorly Planned  
Environmentally Destructive  
Pedestrian Unfriendly  
Quality of Life Impacting  
Property Value Reducing  
Multi Million Dollar Cost  
Oversized PARCLO Interchange**

**where none is required**

**This process is being driven too fast, and with little apparent guiding philosophy other than "Speed and Growth at any cost".**

**Where are the..  
Environmental  
Watershed and Drainage  
Road Salt Impact  
Well Water Contamination  
Air Pollution  
Light Pollution**

**and other studies and consultations, which should accompany a project of this magnitude?**

**Karl Poirier**

**Guelph N1G 3M9**

# Pedestrian and Cycling Access

## Woodland Glen Neighbourhood Community Values

- Residents of this neighbourhood currently enjoy a wonderful balance between accessibility to urban amenities and natural green spaces.
- Maintaining those green spaces and preserving our accessibility to the commercial area of Stone Road without being forced into cars is of paramount importance.

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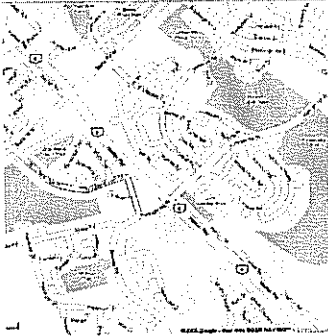
## MTO "preferred plan" conflicts with community values

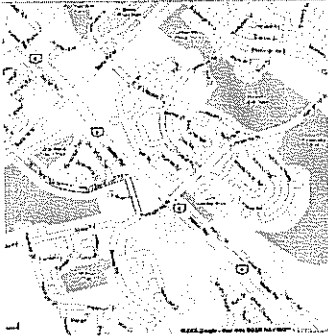
1. Plan creates traffic problem on Woodland Glen Drive that restricts access across Green Spaces and endangers wildlife in the Conservation area and Woodland Glen Park.
2. Plan forces residents into cars to access amenities by making the Stone Road interchange dangerous for pedestrians and cyclists.

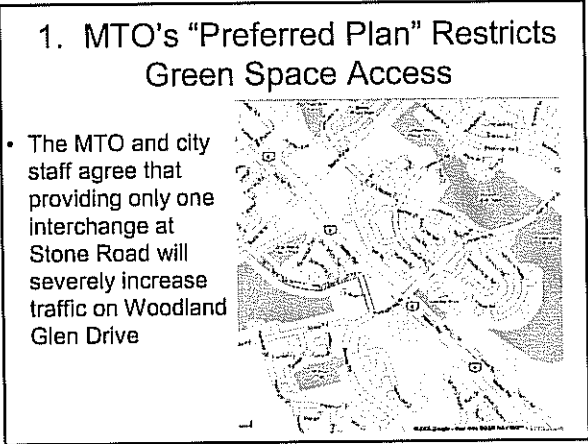
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# 1. MTO's "Preferred Plan" Restricts Green Space Access

- The MTO and city staff agree that providing only one interchange at Stone Road will severely increase traffic on Woodland Glen Drive



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- The MTO and city staff agree that providing only one interchange at Stone Road will severely increase traffic on Woodland Glen Drive
- 



## walking/conservation

- To get to the park from the conservation area, pedestrians must cross Woodland Glen Drive.
- Woodland Glen Drive, a residential road, is not designed for the increase in traffic that will result from the limited number of interchanges on the Hanlon.
- The street will become increasingly dangerous for children crossing from one green space to the other.
- Precious wildlife in the conservation area will be further endangered.

## "Preferred Plan" creates unsustainable traffic problem on Woodland Glen Drive.

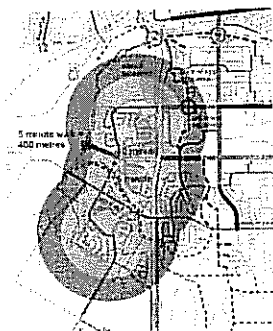
- The city needs to protect residential streets and conservation areas from such substantial increases in traffic.
- Increasing the number of interchanges and/or providing a service road or collector lanes is essential to maintaining and protecting conservation areas and wildlife along Woodland Glen Park.
- College Ave. extension to Ptarmigan not a preferable option as it will further endanger the ecosystem along the river and in the park.

## 2. MTO's Preferred Plan fails to provide essential access for pedestrians and cyclists across the Hanlon at Stone Road.

- MTO's failure to provide safe pedestrian and cycling access across Stone Road directly contradicts the Province's and the City's policy to encourage environmentally sustainable (non-vehicular) travel from residential areas to amenities

## Guelph's commitment to pedestrian and cycling routes

- Both the General Policy 8.2.1 in the City of Guelph Official Plan and the Province of Ontario's 2006 Growth Plan state a priority for: community intensification and reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.
- The city of Guelph is committed to guidelines of a five to ten minute walk to shopping and amenities.

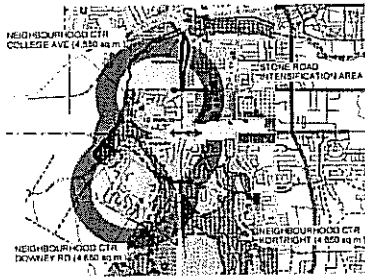


## Need for Pedestrian Access Across Stone Rd.

• MTO has considered trail routes crossing the Hanlon at Kortright/Downey and College, but has not considered transportation routes

• Commercial areas and amenities only accessible across Stone Road; limiting access means people will drive rather than walk to the commercial area along Stone Road.

• Kids and teens will resort to unsafe walking routes rather than walk the extra distance to access schools and shopping.



## MTO response to Concerns about Pedestrian/Cycling Access

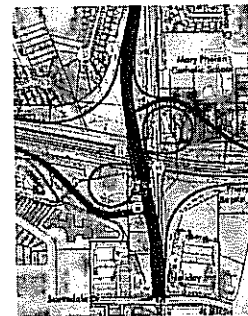
- MTO did not address pedestrian and cycling access in its weighting criteria.
- In a meeting with WHNG, representatives for STANTEC and MTO admitted that the criteria weighting presented at the PIC #2 was not accurate
- The MTO stated, in contrast to the provincial and city policy, that they would consider pedestrian and cycling access "where possible."
- The results of this "where possible" consideration: pedestrian access is lumped in with "trail connections" in the PIC2 documents, and the diamond configuration that facilitates pedestrian and cycling access was dropped

## MTO's Misleading Statements

- At the second PIC, the MTO stated that the preferred plan "improves pedestrian and cycling access across the Hanlon Expressway by providing grade separated crossings at Laird Rd, Kortright Rd/Downey Rd, Stone Rd. and College Ave"
- At Stone Road, the preferred plan in fact "accommodates pedestrians on a sidewalk and includes provision for a future bike lane" according to MTO
- The sidewalk will in fact be exceedingly difficult to navigate, and there is no mention of the likelihood of ever seeing this "future" bike lane or how that lane will safely provide access across such an oversized interchange.

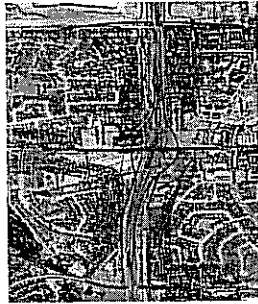
## PARCLO problems for cyclists and pedestrians

- Contrary to MTO's statement at PIC2 the number of on/off ramps necessitated by the PARCLO design will render it virtually impossible to navigate safely.
- The Wellington Road Interchange should serve as an example; few if any cyclists or pedestrians attempt to navigate on the narrow sidewalk



### Diamond Interchange more accessible for pedestrians & cyclists

- Diamond interchange allows fewer dangerous ramps for pedestrians and cyclists to negotiate.



### City loses from so-called "improvements"

- Reducing cycling and pedestrian accessibility across the Hanlon not in keeping with city values.
- In a world where cities are trying to reduce their carbon footprint, residents West of the Hanlon will be forced to drive to go virtually anywhere in the city.
- Families living West of the Hanlon deserve pedestrian and cycling access across Hanlon as a way to preserve the environment and to promote good health in their children and families.

### Solutions

- Diamond interchange at Stone
- Full interchange at Kortright Rd/Downey Rd,
- Provide a service road or collector lanes
- Partial interchange at College
- Let's scale this thing back so it makes sense for our city.





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(519) 824-5150 Fax: (519) 824-4729 www.guelph.org

**Hanlon Expressway Environmental Assessment**

Presentation for Guelph City Council Public Meeting, January 14, 2008

1) Introduction:

We understand the importance of the Hanlon Expressway improvements to our City and support this expansion. However, we are concerned with the safety, accessibility and long-term viability of the current recommendation and its impact on the neighbourhood surrounding the YMCA-YWCA on the corner of Woodland Glen and Kortright. Our recommendation is based partly on our view that the City and MTO need to work more collaboratively to find a solution that works for the province, the city and the affected neighbourhoods, including the one in which the Y resides. Solutions need to compliment Guelph's community design and values, including pedestrian and cycling access.

2) Backgrounder:

The YMCA-YWCA is a non-profit, registered charity that has been serving this community for over 120 years. We have a broad range of recreation, social and family support services reaching close to 14,000 individuals annually, including 2,000 who are subsidized by the Y at an annual revenue loss of \$388,000.

Our facility at 130 Woodland Glen Drive opened in July 1996 and underwent a four million dollar expansion in 2001/2002. Activities at this location draw an average of 2,000 vehicles per day (4,000 exits and entrances), 75% of which travel to and from destinations north of the Kortright intersection. These recreation and community services accessed by people all over Guelph do not require any City of Guelph operating resources. We are an important stakeholder in achieving the city's strategic goal of "A healthy and safe community where life can be lived to the fullest" (Guelph Strategic Plan 07 and Beyond).

3) Issues:

- a) The proposed Hanlon improvements will increase traffic volumes on local roads not designed for increased volumes. The safety and access for those who live in our area and travel to and from the Hanlon will be adversely affected.
- b) With reduced access to the YMCA-YWCA at 130 Woodland Glen from the Hanlon/Kortright interchange those traveling to and from the Y will be doing so on local roads not safely designed for increased volumes. Of particular concern are Woodland Glen Drive, Scottsdale Drive, Janefield Avenue, Cole Road, Ironwood Road, Ptarmigan Drive and Niska Road. I remind you again that there are 2,000 cars a day that come to use the Y. As part of our commitment to support the City; we anticipate that these numbers will only increase as the city grows.
- c) We contend that the current process has not allowed sufficient time for various stakeholders to thoroughly review options and participate in the decision making process.
- d) Reduced accessibility could result in reduced usage which can be particularly troubling for those receiving assistance that may not be able to afford to go elsewhere. Overall reduced usage will have a negative economic impact on the YMCA-YWCA.

4) Recommendations:

- a) Allow sufficient time for a full public process and collaborative development between the city and province by severing the north section from the existing EA, to meet the scheduled construction (2009) of the interchange at Laird and the Hanlon, for the Hanlon Creek Business Park.
- b) The City of Guelph and Ministry of Transportation conduct a joint EA for the north section (Kortright to College) and develop options that address local and provincial issues.
- c) The City of Guelph develops a plan that retains the arterial access in the north study area, currently provided by the Hanlon. Solutions could involve the construction of north ramps and/or service roads.
- d) That the City forms an ad hoc citizens group of stakeholders as part of the process.

5) Summary:

We applaud the City for recognizing the importance of public input, consistent with its community design and strategic plan.

The Y cares about the safety, accessibility (financial, travel ...) and overall wellness services to our community, consistent with the City's value statement reference: "we value integrity, excellence and wellness." ([www.guelph.ca](http://www.guelph.ca))

We accept that the Hanlon requires improvements, however with the current daily entrance and exits to our facility at 4,000; and with no viable solutions to address increased neighbourhood vehicular traffic, cycle and pedestrian paths, we ask for your due diligence and careful consideration of all of the above recommendations.

Respectfully submitted on behalf of the YMCA-YWCA of Guelph,

Marva Wisdom,  
Board Member, YMCA-YWCA of Guelph.