



Welcome!

City of Belleville

Sidney Street/College Street West Intersection Improvements and Sidney Street Widening EA Study

Welcome to the second Public Information Centre (PIC) meeting for the Sidney Street/College Street West Intersection Improvements and Sidney Street Widening Environmental Assessment Study. **Please record your attendance and obtain a comment sheet at the registration desk.**

Several background reports are available at the Resource Table. Should you have any questions regarding the materials, background reports or any other aspect of the study, please speak to the City or Consultant team members in attendance.

We encourage your input/feedback on the material being presented on the display boards. Please deposit completed comment sheets in the comment box or mail/e-mail to the address at the bottom of the form by **May 17, 2019**.

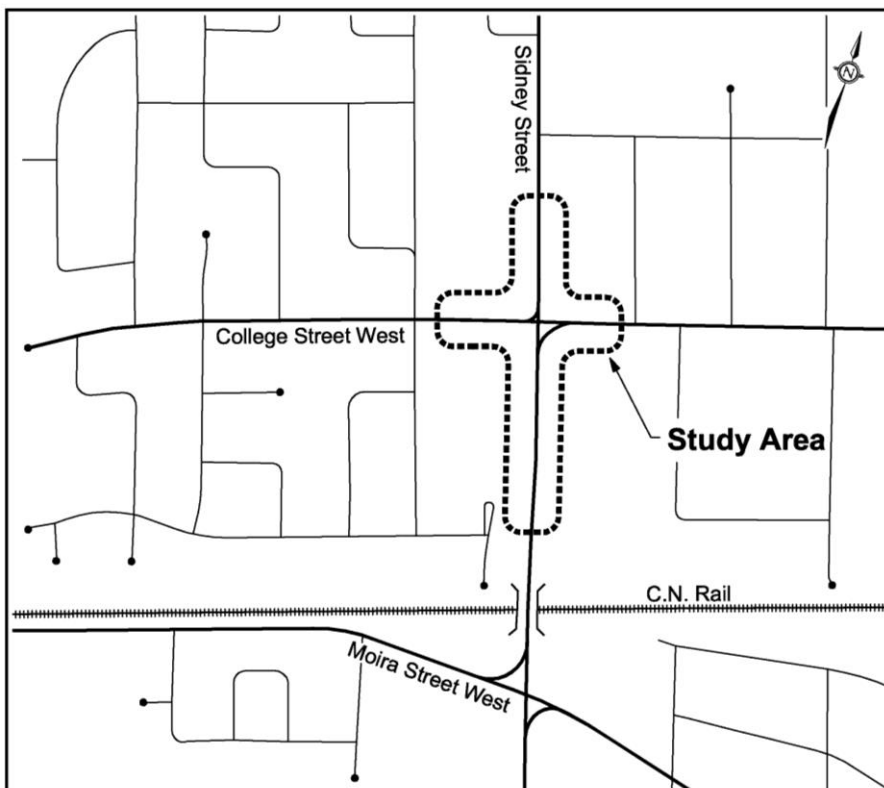
There is an opportunity at any time during the Class EA process for interested persons to provide written input. Any comments received will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.

Introduction

The City of Belleville has initiated an Environmental Assessment (EA) and Preliminary Design Study for the Sidney Street and College Street West intersection improvements and Sidney Street widening from College Street West southerly to the CN Rail Bridge. This Study has developed and evaluated alternatives for the roadway cross section, intersections, active transportation, drainage, and property requirements to implement the proposed project.

This Study will complete all phases of the Municipal Class EA by establishing the need and justification for the project, considering all alternatives and proactively involving the public and stakeholders in defining a recommended plan for improvements.

This Study is being completed as a Schedule 'B' undertaking, based on the range of anticipated effects. **The Study Design describing the study process has been finalized and is available at the Resource Table.**



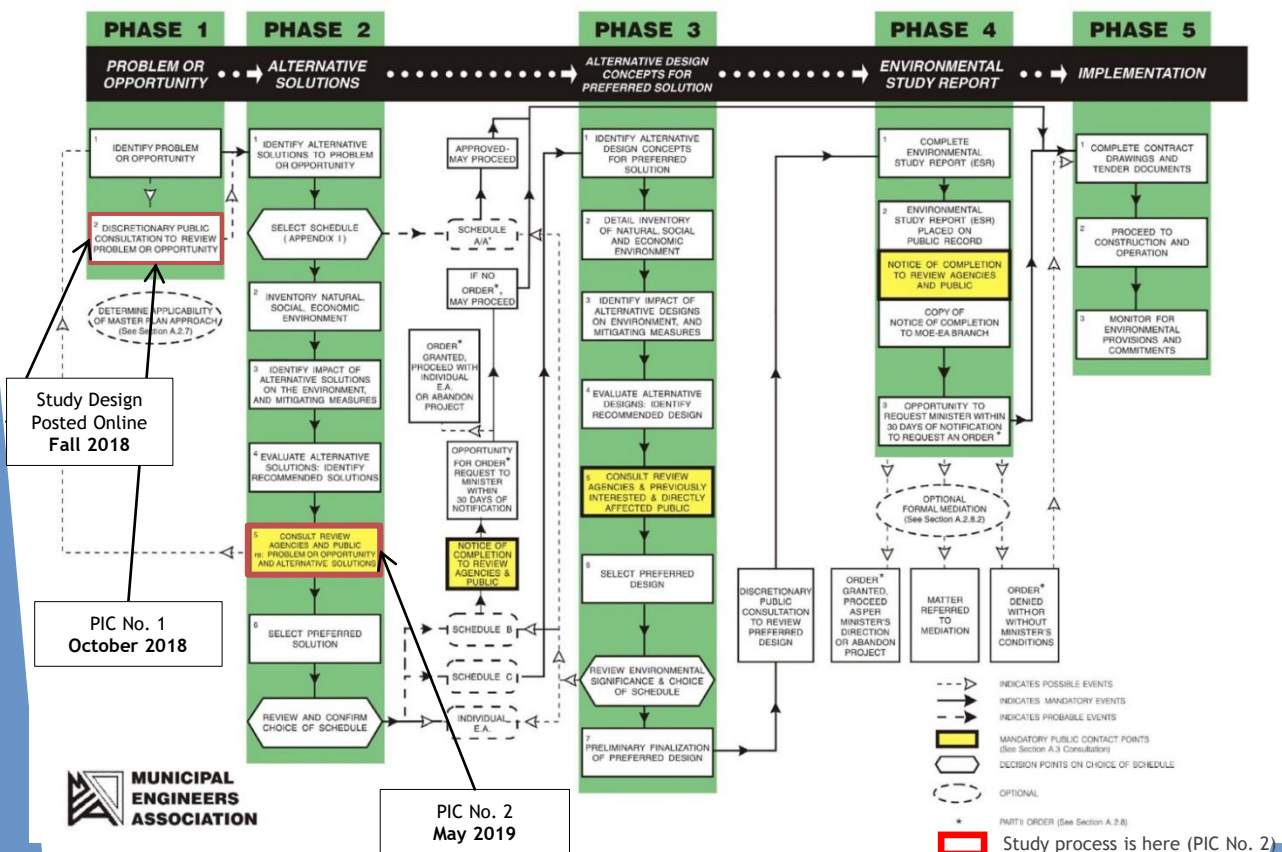
Municipal Class Environmental Assessment (Class EA) Process

This project is being undertaken as a Schedule B Class EA in accordance with the Municipal Class Environmental Assessment, 2011 and amended in 2015, a copy of which is available at the Resource Table.

The EA study will culminate in the delivery of a Project File, which is a detailed compilation of all public consultation, data and reports produced for the project.

If after viewing the PIC exhibits and making your concerns known to the project team, you still have concerns at the end of the process, you have the right to request the Minister of the Environment, Conservation and Parks to reclassify the project through a Part II order (or “bump-up”) to an Individual Environmental Assessment.

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



Preliminary Design Alternatives

Preliminary design alternatives are site specific design solutions, generated to implement the recommended planning solution.

The preliminary design alternatives (shown at PIC No. 1) include:

Alignment Alternatives

Four alignment alternatives are considered for the widening of Sidney Street including:

- ▶ Alternative 1: Widening to the east
- ▶ Alternative 2: Widening on the centre
- ▶ Alternative 3: Widening to the west
- ▶ Alternative 4: Combination widening to the east and west

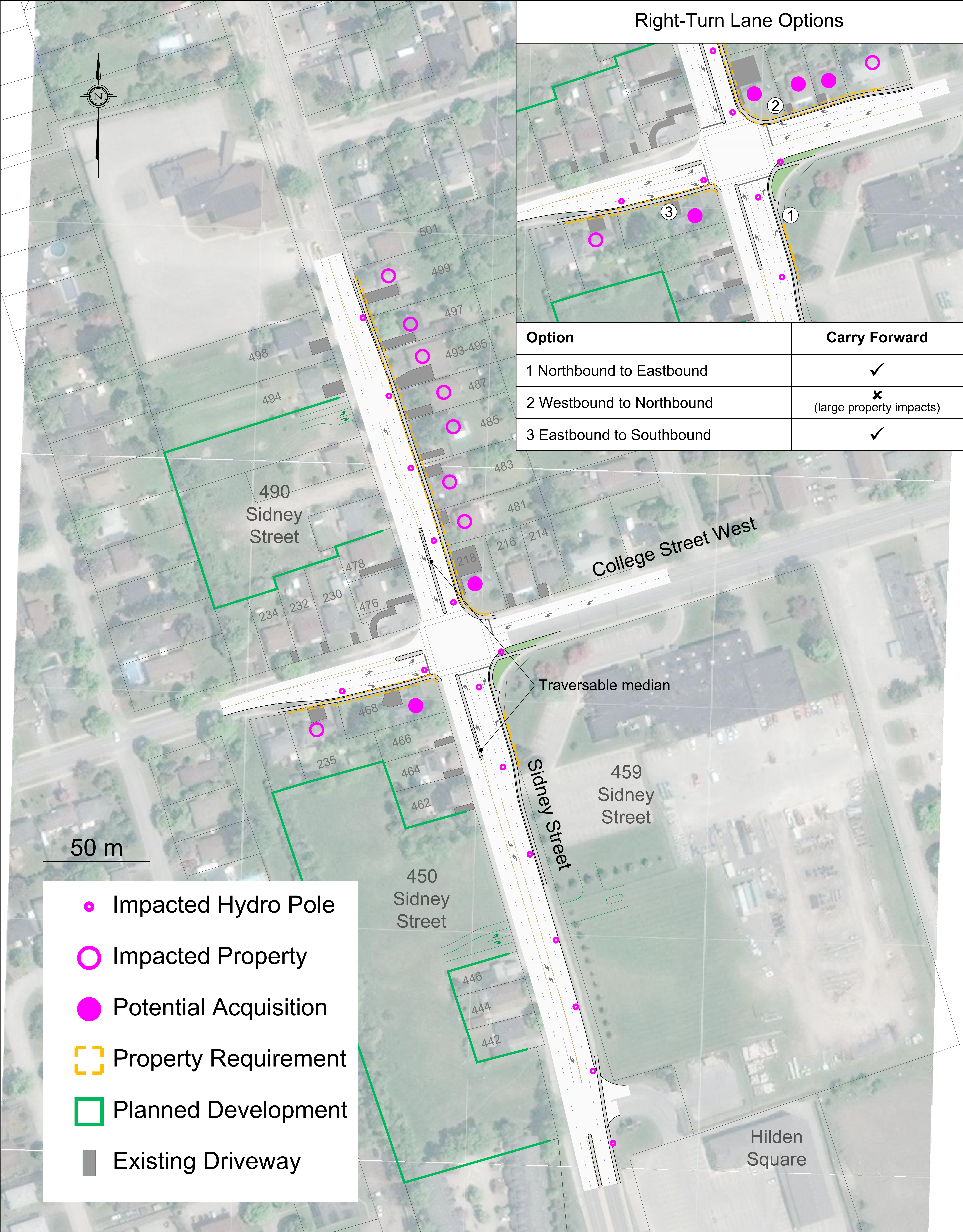
Intersection Alternatives

The Sidney Street/College Street West intersection is currently a 4-way signalized intersection. Intersection alternatives at Sidney Street/College Street West has considered:

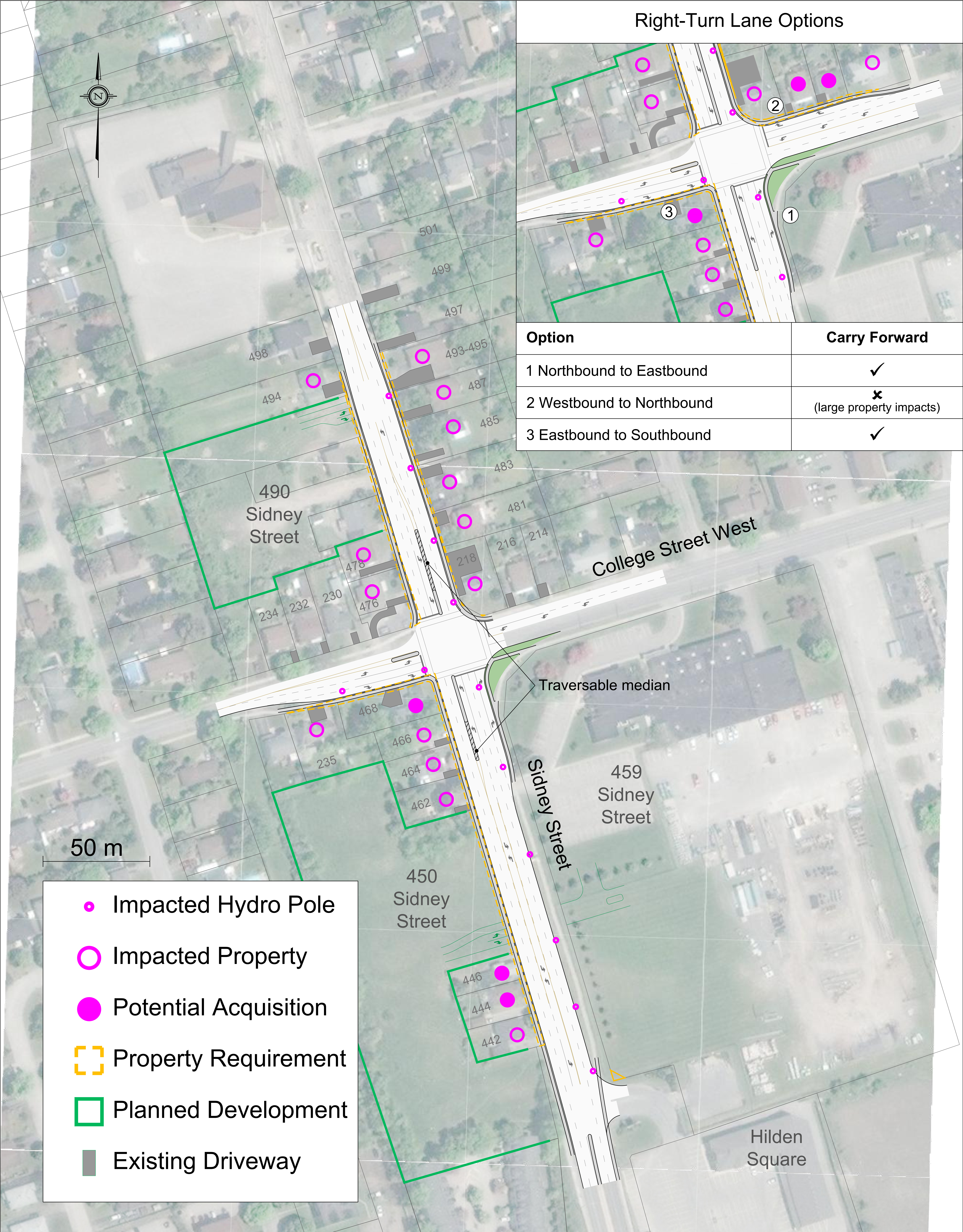
- ▶ Conventional signalized intersections with left turn lanes and/or right turn lanes;
- ▶ Roundabout intersection control as:
 - ▶ Alternative A: 2-Lane Roundabout
 - ▶ Alternative B: 2-Lane N-S / 1-Lane E-W Roundabout

These alternatives are illustrated on the following exhibits.

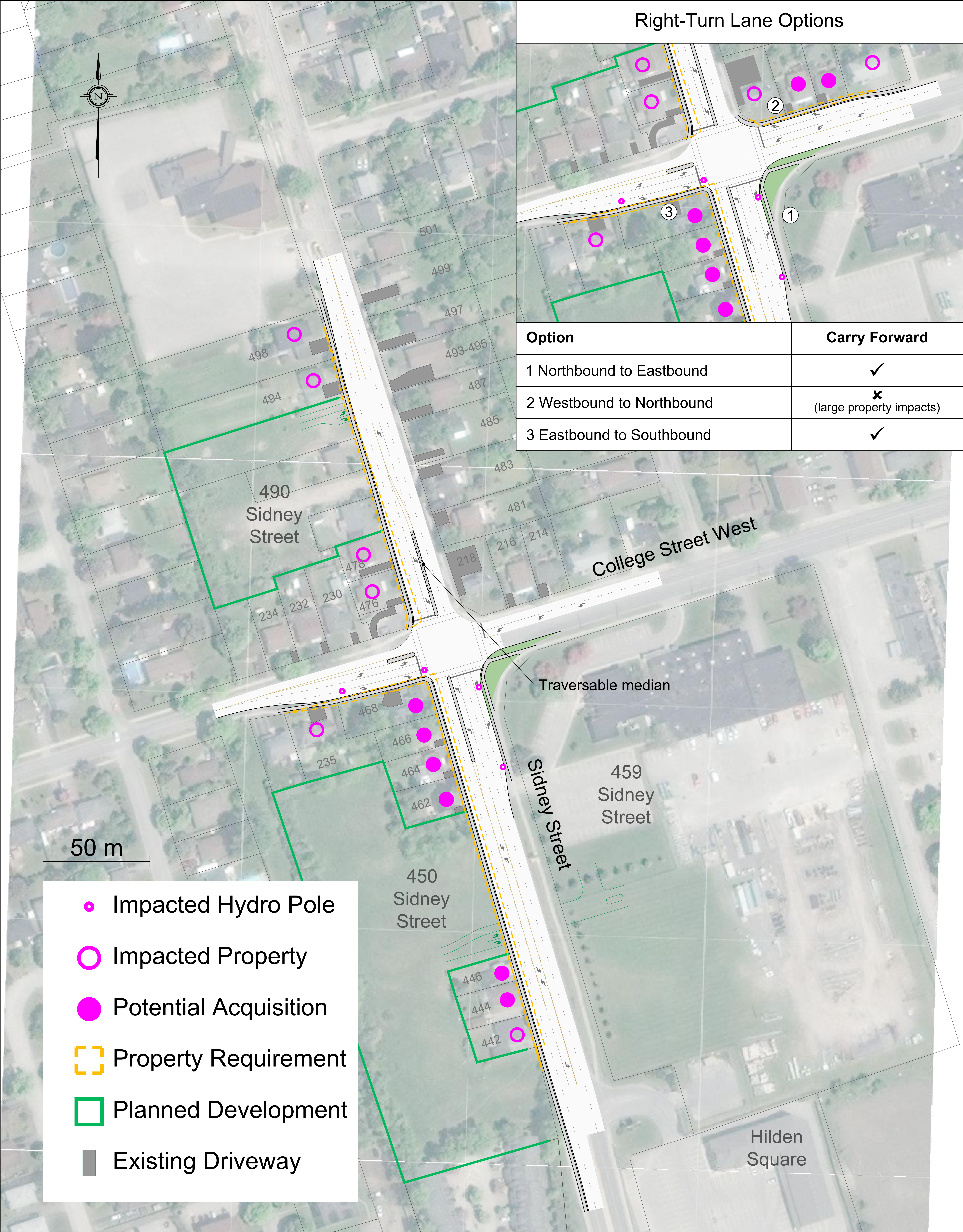
Alternative 1d: Conventional Signalization with Widening to the East



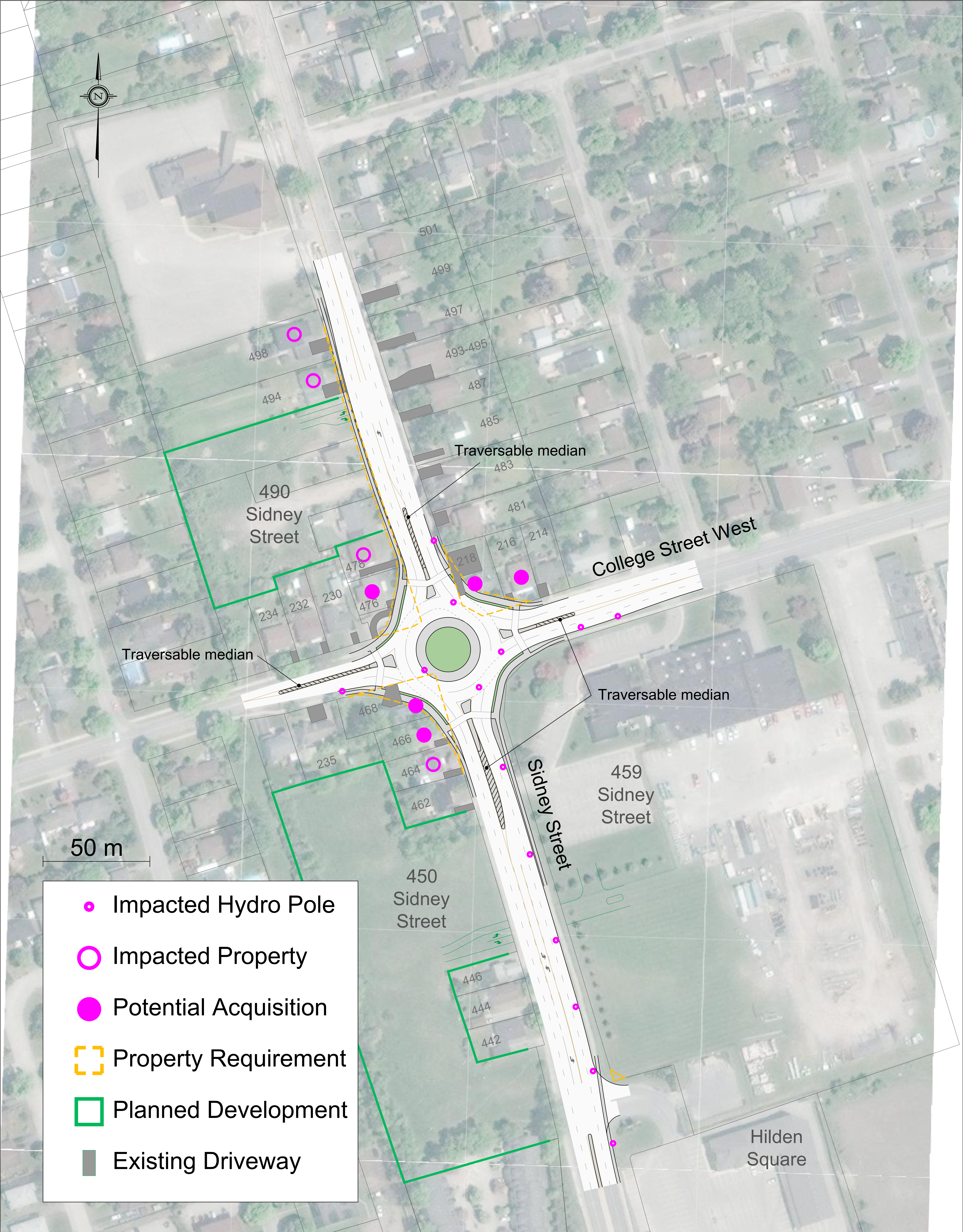
Alternative 2d: Conventional Signalization with Widening from the Centre



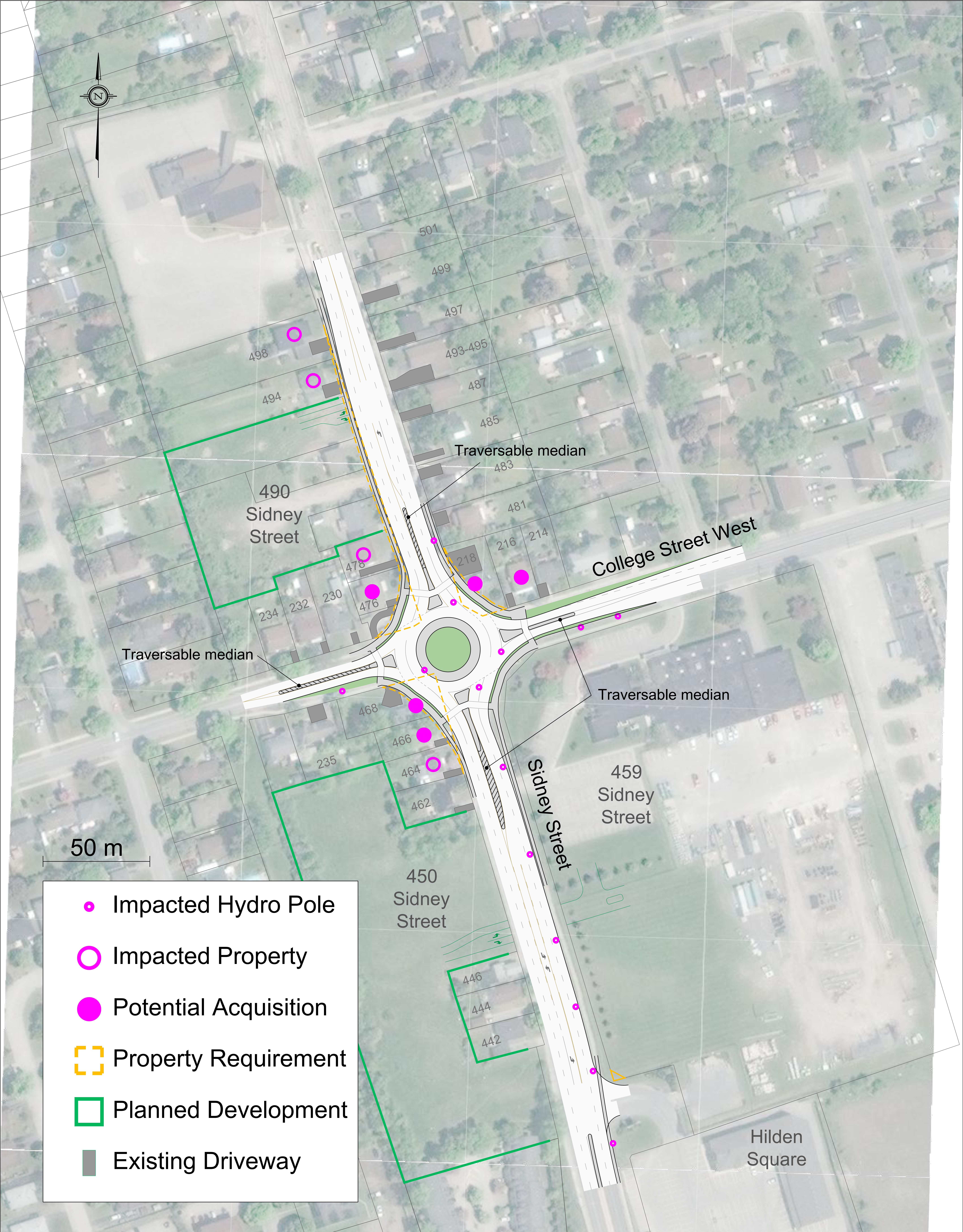
Alternative 3d: Conventional Signalization with Widening to the West




























Alternative 4a: 2-Lane Roundabout with Combination Widening











































Alternative 4b: 2-Lane N-S / 1-Lane E-W Roundabout with Combination Widening







































Evaluation of Alternatives

Evaluation Criteria	Description	Importance	Alternative 1d ¹ Conventional Signalization with Widening to the East	Alternative 2d ¹ Conventional Signalization with Widening on Centre	Alternative 3d ¹ Conventional Signalization with Widening to the West	Alternative 4a 2-lane Roundabout with Combination Widening	Alternative 4b 2-lane N/S / 1-lane E/W Roundabout with Combination Widening
Transportation	Traffic Operations	High	 <p>Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)</p>	 <p>Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)</p>	 <p>Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)</p>	 <p>High level of service, low delays to vehicular traffic (6/4 second AM/PM delay per vehicle)</p>	 <p>High level of service, low delays to vehicular traffic (10/10 second AM/PM delay per vehicle)</p>
	Active Transportation -Pedestrians	Medium	 <p>Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal</p>	 <p>Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal</p>	 <p>Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal</p>	 <p>Provides lowest delays for pedestrians. For safety, pedestrians make a two-stage crossing and have right-of-way over traffic. Roundabouts record 1/3 fewer accidents compared to signalization.</p>	 <p>Provides lowest delays for pedestrians. For safety, pedestrians make a two-stage crossing and have right-of-way over traffic. Roundabouts record 1/3 fewer accidents compared to signalization.</p>
Active Transportation - cyclists	Accommodate cyclists on Sidney Street corridor	Medium	 <p>Minor delays to cyclists</p>	 <p>Minor delays to cyclists</p>	 <p>Minor delays to cyclists</p>	 <p>Provides lowest delays for cyclists. Cyclists can travel within the roundabout or can dismount and walk through the roundabout by making a two-stage crossing and have right-of-way over traffic. Considered equal to traffic signals.</p>	 <p>Provides lowest delays for cyclists. Cyclists can travel within the roundabout or can dismount and walk through the roundabout by making a two-stage crossing and have right-of-way over traffic. Considered equal to traffic signals.</p>
	Ease of access for Emergency Service Vehicles to all present and future residents	High	 <p>Greater conflicts with vehicular traffic within intersection</p>	 <p>Greater conflicts with vehicular traffic within intersection</p>	 <p>Greater conflicts with vehicular traffic within intersection</p>	 <p>Reduced conflicts with vehicular traffic within intersection</p>	 <p>Reduced conflicts with vehicular traffic within intersection</p>
Vehicular safety – collision severity	Measure severity of collision	High	 <p>Potential for high speed collisions (injury or fatal type collisions)</p>	 <p>Potential for high speed collisions (injury or fatal type collisions)</p>	 <p>Potential for high speed collisions (injury or fatal type collisions)</p>	 <p>Low speed collisions have lowest type of severity general property damage only</p>	 <p>Low speed collisions have lowest type of severity general property damage only</p>











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Vehicular Safety – collision potential	Measure potential for collisions	High	 Higher potential for collisions when compared to roundabout control 32 conflict points	 Higher potential for collisions when compared to roundabout control 32 conflict points	 Higher potential for collisions when compared to roundabout control 32 conflict points	 Lower potential for collisions when compared to signal intersection control 8 conflict points	 Lower potential for collisions when compared to signal intersection control 8 conflict points
Accessibility	Measures the AODA compliance	High	 Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross).	 Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross).	 Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross).	 Roundabouts do not provide visual and audible cues.	 Roundabouts do not provide visual and audible cues.
Driver Familiarity	There is only one roundabout under construction in the City of Belleville. Conventional signalized intersections are familiar to drivers.	Medium	 Drivers are familiar with signalized intersections in the City of Belleville.	 Drivers are familiar with signalized intersections in the City of Belleville.	 Drivers are familiar with signalized intersections in the City of Belleville.	 Drivers are unfamiliar with roundabouts in the City of Belleville.	 Drivers are unfamiliar with roundabouts in the City of Belleville.
Natural Environment							
Loss of Green Space	Acquisition of surrounding agricultural and parkland	Low	 All equal	 All equal	 All equal	 All equal	 All equal
Species at Risk (SAR)	No SAR identified	Low	 All equal	 All equal	 All equal	 All equal	 All equal
Specimen trees removed	Specimen trees along Sidney Street	Low	 All equal	 All equal	 All equal	 All equal	 All equal
Fisheries	No fisheries impacts (no watercourses)	Low	 All equal	 All equal	 All equal	 All equal	 All equal
Land Use and Property							
Property Impacts	Property buyouts are preferred by some residents compared to “sliver widening” which would shorten driveways and front yards.	High	 8 property impacts (sliver required) + 2 property buyouts	 14 property impacts (sliver required) + 3 property buyouts	 6 property requirements (sliver required) + 6 property buyouts	 4 property impacts (sliver required) + 5 property buyouts	 4 property impacts (sliver required) + 4 property buyouts

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Ability to mitigate property impacts	A combined widening to the east/south provides the opportunity to mitigate property requirements. Property is more readily available from the west (north of College Street West) and to the east (south of College Street West).	Medium		14 properties with residual effects to land owners.			
			8 properties with residual effects to land owners.		6 properties with residual effects to land owners.	4 properties with residual effects to land owners.	4 properties with residual effects to land owners.
Provision of Access to Police Station/ Apartments	Access to police station/ apartments from Sidney Street	Medium					
Utility Relocations	Hydro pole relocations	Medium			12 pole relocations	13 pole relocations	10 pole relocations
Social Environment							
Noise	Noise impacts from intersection type (idling cars stopped at an intersection increase noise levels)	Low					
Air Quality	Air quality impacts from intersection type (idling cars stopped at an intersection have higher air quality effects)	Low					
Gateway and Opportunity for Landscaping	Does the design create green space for community/ green space and amenities?	Low					
Cost							
Preliminary Construction Cost	Total cost to construct proposed roadway	Medium					
Preliminary Property Cost	Estimate to purchase property	Medium					
			\$800,000	\$800,000	\$800,000	\$1,100,000	\$900,000
			Low	Low	Medium	High	Medium
			Existing conditions in the City of Belleville.	Existing conditions in the City of Belleville.	Existing conditions in the City of Belleville.	High opportunity for green space and gateway to community	High opportunity for green space and gateway to community
			A conventional signalized intersection causes idling and stop/go traffic.	A conventional signalized intersection causes idling and stop/go traffic.	A conventional signalized intersection causes idling and stop/go traffic.	A roundabout allows continuous traffic movements through the intersection.	A roundabout allows continuous traffic movements through the intersection.
			A conventional signalized intersection causes idling and stop/go traffic.	A conventional signalized intersection causes idling and stop/go traffic.	A conventional signalized intersection causes idling and stop/go traffic.	A roundabout allows continuous traffic movements through the intersection.	A roundabout allows continuous traffic movements through the intersection.

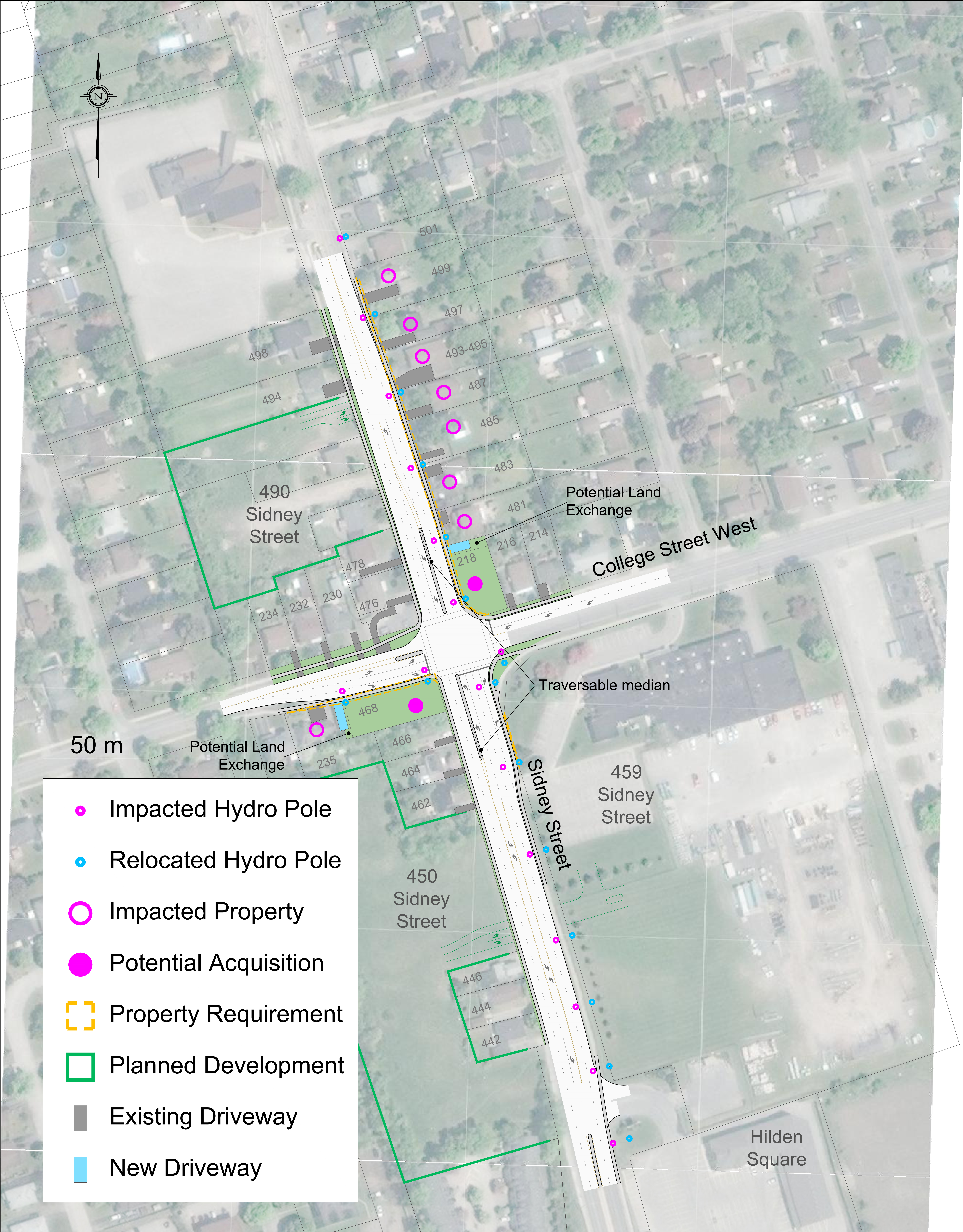
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Preliminary Utilities Cost	Estimate to relocate utilities (hydro poles)	Medium	 High	 Medium	 Low	 High	 Medium
Maintenance and Operation	Future cost to maintain and operate proposed roadway	Medium	 Conventional operational costs for electrical equipment and power	 Conventional operational costs for electrical equipment and power	 Conventional operational costs for electrical equipment and power	 Lower equipment and electricity costs but added maintenance costs	 Lower equipment and electricity costs but added maintenance costs
Preliminary Recommendation			<p>The recommended alternative minimizes property impacts by widening to the east (city owned property south of College Street). The benefits of the Alternative 1d are: driver familiarity; lowest cost; AODA compliance; and minor delays to pedestrians and cyclists.</p> <p>The recommended design only includes right turn lanes from south to east, and from west to south movements. This recommendation will be subject to community input at PIC No. 2.</p>				<p>This alternative is considered the second highest prioritized alternative. Because it requires a larger number of property acquisitions (buyouts) and would reflect the City's first multi-lane roundabout, it was not carried forward as the technically preferred alternative. This recommendation will be subject to community input at PIC No. 2.</p>

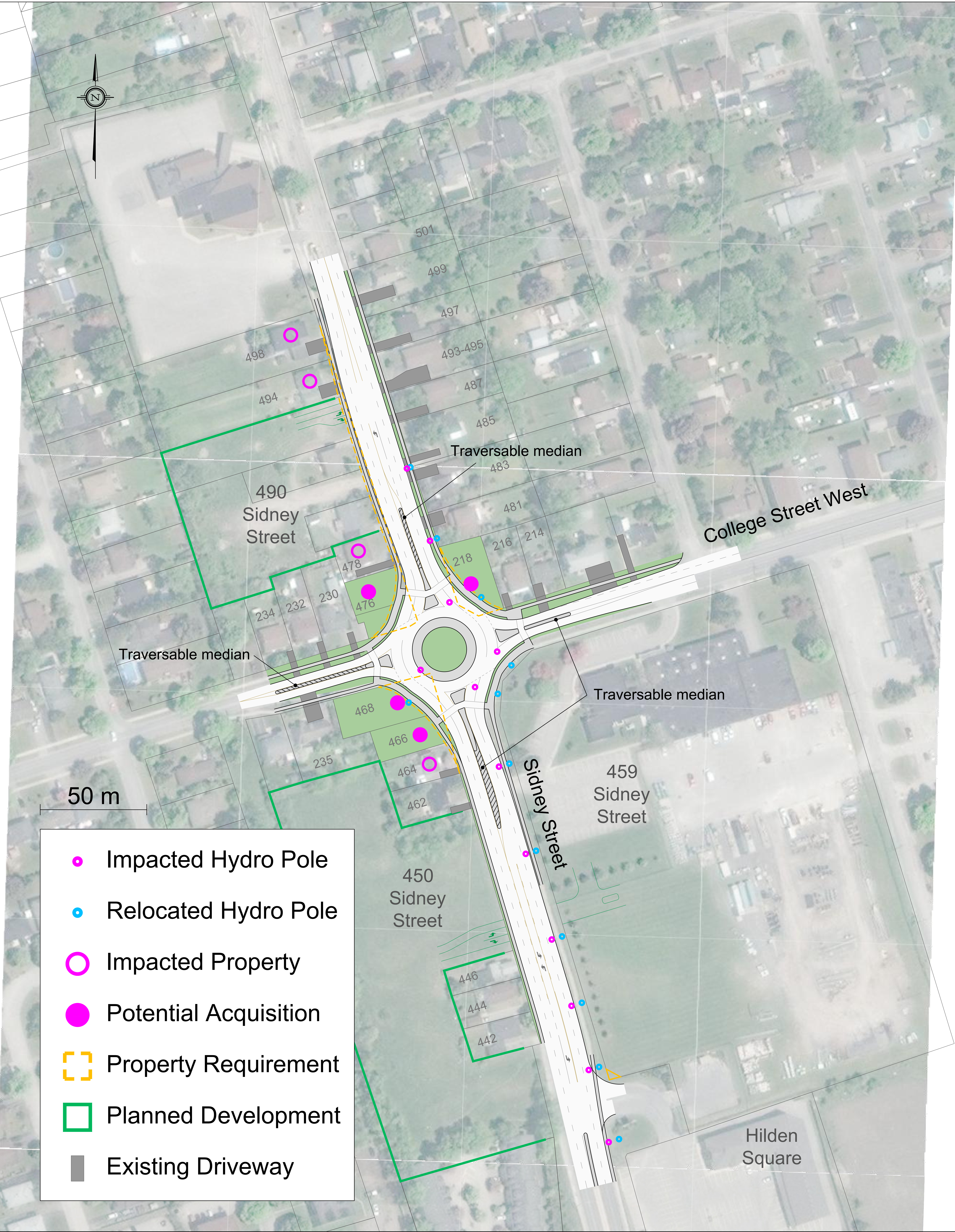


¹ All alternatives have been compared carrying forward right turn movements from the west to the south and from the south to the east.

Sidney Street / College Street West Intersection: Refined Preferred Alternative



Sidney Street / College Street West Intersection: Second Preferred Alternative



Next Steps

Following this meeting we will:

- ▶ Review all PIC No. 2 comments and prepare a Summary Report
- ▶ Finalize the Recommended Plans
- ▶ File the Project File – Summer 2019
- ▶ Preliminary Design – Complete Summer 2019

How can you remain involved in the Study?

- ▶ Request that your name/e-mail be added to the mailing list
- ▶ Provide a completed comment sheet
- ▶ Contact the City's representative or the consultant at any time

Any of our representatives that are present can assist you with the above activities.

Thank you for your participation in tonight's meeting.

Your input into this study is valuable and appreciated.

Please provide your completed comment form on or before **May 17, 2019**.

All information is collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.