



Public Information Centre #1 Summary – November 28, 2018

Wycroft Road Improvements Environmental Assessment

Prepared for the Town of Oakville
by IBI Group

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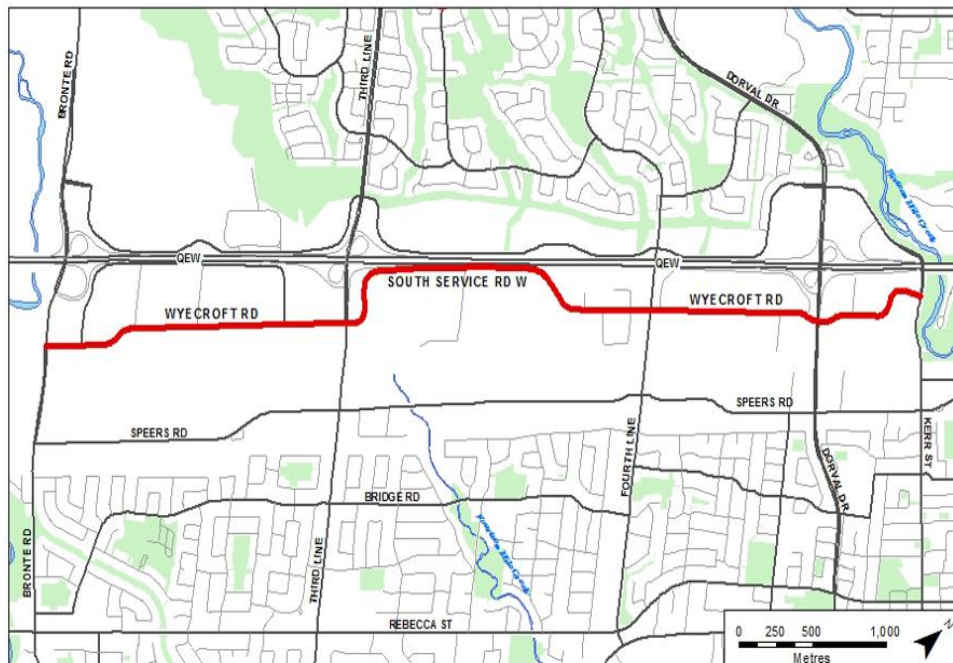
1 Introduction

The Town of Oakville initiated a Municipal Class Environmental Assessment (Class EA) Study for improvements to Wycroft Road that includes South Service Road West from Bronte Road to Kerr Street (**Exhibit 1-1**).

Improvements are required to meet the needs of the town to 2041. The study began when the Notice of Study Commencement was issued on May 3, 2018.

Public Information Centre (PIC) #1 was the first formal public consultation event held for the study. This document summarizes PIC #1, held on November 28, 2018. The purpose of the PIC was to inform the public of the study progress and to gather input on the needs and opportunities in the corridor. The project team presented the draft alternative planning solutions being considered and the preliminary technical studies conducted to date. The project team was on-hand to answer questions and collect feedback.

Exhibit 1-1: Study Area Map



2 Times and Location

The PIC was held on November 28, 2018, at the Holiday Inn Hotel and Suites Oakville, located at 2525 Wycroft Road. The PIC ran from 4:30 to 6:30 p.m., with a presentation that began at 5:00 p.m.

3 Notification

The PIC was advertised through a number of mediums, including newspapers, online notices, mail, email and billboards. Details are included below:

- A Notice of PIC was placed in the Oakville Beaver on November 15 and November 22, 2018 (**Appendix A**).
- The PIC was advertised on the Town of Oakville website (<https://www.oakville.ca/>) and the project website (<https://www.oakville.ca/residents/wyecroft-road-ea.html>).
- A Notice of PIC was delivered as registered mail to Indigenous communities on November 15, 2018.
- A Notice of PIC was delivered as addressed mail to property owners living within 300 metres of the study area on November 15, 2018.
- Stakeholders and members of the public who previously submitted comments to the project team received an email informing them of the PIC.
- Billboards were placed at four locations along Wyecroft Road to inform the public of the PIC. An image of the billboard at each of the four locations along the corridor is included in **Exhibit 3-1**.

Exhibit 3-1: Billboards



4 Participation

A total of 13 individuals signed-in at the PIC. Three elected officials attended the event, including: Ward 1 Regional Councillor O’Meara, Ward 2 Regional Councillor Duddeck, and Ward 2 Town Councillor Chisholm.

Attendees were invited to participate in the study by discussing the project with the team, asking questions after the presentation and completing comment sheets and submitting them in a comment box, or by mail or email. Completed comment sheets are in **Appendix B**.

5 Information Presented

At the PIC, attendees were able to learn about the study by listening to the presentation (**Appendix C**), asking questions, and by viewing the presentation board.

The presentation boards were organized in a manner which effectively presented project information. The presentation boards listed in **Exhibit 5-1** were on display at the PIC and can be viewed in full in **Appendix D** or on the project website (<https://www.oakville.ca/residents/wyecroft-road-ea.html>).

Exhibit 5-1: Presentation Boards

1. Introduction Board	13. Active Transportation
2. Welcome	14. Transit
3. Study Area	15. Safety
4. Class EA Process	16. Problem and Opportunity Statement
5. Planning Context	17. Segments
6. Land Use	18. Alternative Solutions
7. Natural Environment	19. Evaluation Criteria
8. Cultural Heritage and Archaeology	20. Short-list of Alternative Solutions
9. Drainage and Stormwater	21. West Evaluation
10. Existing Traffic (2018) Conditions	22. Middle Evaluation
11. Future Traffic (2031) Conditions	23. East Evaluation
12. Future Traffic (2041) Conditions	24. Next Steps

6 Public Comments

After the presentation, there was a brief question and answer period. Questions and comments received are summarized in **Exhibit 6-1**.

The public were encouraged to submit comments by completing comment sheets that were provided at the sign-in table. Those who selected to receive project updates by email and provided contact information were added to the project mailing list to receive future notifications relating to the study. In total, four comment sheets were submitted to the project team during the PIC.

Exhibit 6-2 summarizes all of the written comments and concerns that were received. All comment sheets are available in **Appendix B**.

Exhibit 6-1: Questions and Comments

QUESTIONS AND COMMENTS

It is important to integrate transit and active transportation with road improvements

Preference for separated cycling lanes

Preference for boulevard with trees between road and cycle track

Need to maintain multi-use trail in the winter

Concern regarding curve located east of Third Line due to vehicle speed and visibility

Suggestion to consider accommodating Uber and Lyft

Suggestion to complete business survey of employees travel habits

Concern that the bridge extension will add traffic to Wynecroft Road

Concern that encouraging GO Transit use will add traffic to Wynecroft Road

Questions regarding intensification in the Bronte GO MTSA

Questions regarding signal timing for pedestrian crossings and clearance

Emergency closures of the QEW add traffic to Wynecroft Road

Suggestion to retime signals at Wynecroft Road and Dorval Drive intersection

Suggestion to add on-ramp to QEW at Fourth Line

Suggestion to add traffic circles and/or roundabouts

Suggestion to add bike lanes like Speers Road

Exhibit 6-2: Public Comments

WHAT ARE YOUR THOUGHTS ON THE RECOMMENDED ALTERNATIVE SOLUTION?
<ul style="list-style-type: none"> • Add buffered bike lanes along the whole length of the rebuilt Wyecroft Road and/or in-boulevard bike paths. Signed bike routes are meaningless and do nothing to add to the safety of cyclists • Consider roundabouts/traffic circles at some intersections • Everything seemed fine – looking to further communications
WHY DO YOU USE WYECROFT ROAD?
<ul style="list-style-type: none"> • To access businesses on the corridor (4 comments)
HOW DO YOU NORMALLY TRAVEL ON WYECROFT ROAD?
<ul style="list-style-type: none"> • Vehicle (4 comments) • Cycling • Carpool • Bus
IN ADDITION TO THE ISSUES PRESENTED TODAY, ARE THERE ANY OTHER ISSUES YOU WANT THE PROJECT TEAM TO CONSIDER?
<ul style="list-style-type: none"> • Do not plant oak trees because they shed leaves too late for leaf pick up by the Town • Pedestrian walkway geared for disabled seniors • Uber stops (1/3 as many as bus stops) • Electrified stations available along Wyecroft Road • Make road pretty like Dorval Drive (Speers to Rebecca) • Buffered cycling way like Finland • Just per previous email
ARE THERE INTERSECTIONS IN THE STUDY AREA THAT REQUIRE IMPROVEMENT? IF YES, PLEASE IDENTIFY THE INTERSECTION AND THE CONCERN.
<ul style="list-style-type: none"> • Wyecroft Road and Dorval Drive (eastbound) (3 comments) • Wyecroft Road and Dorval Drive - improve traffic flow by changing lights from a separate advanced light to a flashing advanced then left on green • Wyecroft Road and Third Line (eastbound)
DO YOU HAVE ANY OTHER QUESTIONS OR CONCERNS?
<ul style="list-style-type: none"> • No comments received

7 Public Emails

A total of four emails were received over the PIC #1 comment period, which began on November 15, 2018, and ended December 12, 2018. A summary of the main themes of the emails received is provided in **Exhibit 7-1**. All emails can be found in **Appendix E**.

Exhibit 7-1: Emails Received

SUMMARY OF EMAILS RECEIVED

- Due to non-continuous sidewalks, pedestrians have to cross Wycroft Road near Westgate. Consider including a pedestrian cross-walk.
- It is difficult to turn onto Wycroft Road from side streets during peak periods. Adding a traffic light may help turning vehicles and produce gaps in traffic.
- It would be beneficial to add an advance green for vehicles exiting the South Service Road at the Bronte GO station.
- The Burloak to Bronte segment of Wycroft will have a significant change on traffic in west Oakville and will also be influenced by the Metrolinx plans for Burlington and Bronte stations.
- There has been a significant increase in congestion in the area, which sometimes impacts employees' commute times.
- The right lane on Bronte, north of Speers, south of Wycroft, should be strictly a right turn lane only during high traffic times. Those heading towards the highway access use the right lane, creating a backlog for those making a right hand turn onto Wycroft, many heading to Bronte GO station.
- Requests to be added to the mailing list.

8 Key Findings

Overall, the feedback received at the PIC and during the comment period following the PIC showed the following:

- Individuals that use the corridor have seen an increase in congestion in recent years
- There is support for improvements that would enhance the flow of traffic throughout the corridor
- The intersection of Wycroft Road and Dorval Drive was identified as an intersection that is in need of improvement
- There is support for the inclusion of active transportation facilities to make the corridor safer for all road users

Questions were received on the following topics:

- Future development around the Bronte GO station
- Timing of other infrastructure projects (i.e. Wyecroft Road extension over Bronte Creek)
- Accommodation of active transportation facilities

9 Summary

Valuable feedback was received through the question and answer period at the PIC, the comments sheets that were submitted, and through emails sent to the project team members. All feedback will be considered and will help inform the subsequent phases of the study. Further input will be sought in Phase 3 of the Environmental Assessment.