

WEST HANLON NEIGHBOURHOOD GROUP

November 7, 2007

Mr. Brian A. Goudeseune,
Senior Project Manager,
Planning and Design Section Southwestern Region,
Ontario Ministry of Transportation,
659 Exeter Road, London, Ontario
N6E 1L3

**Re: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00
Hanlon Crossings: Stone Road, College Road and Kortright/Downey Road**

Dear Mr. Goudeseune:

Thank you for attending our West Hanlon Neighbourhood Working Committee at the October 29th meeting at the offices of the Guelph City's Engineering Services. The Working Committee represents the interests of 102 (and ever growing) residents living west of the Hanlon. This correspondence outlines a summary of issues discussed during our last meeting along with further clarification on the Committee's key areas of concern.

The Committee also wishes to advise you that we will accept your offer to meet again after the December 5th Public Information Centre (PIC#2) to review any outstanding items. You have indicated by email, Oct 30th, that the public process will close on this project around mid January 2008. You also stated that the preferred alternative will not be shared with the public until PIC#2. The committee's concerns raised during our last meeting may or may not be new information to you, however, it was clear from our discussion the preferred alternative was set prior to our meeting. Given the short time frame after Dec. 5th and the upcoming holiday season we request that we schedule our follow up meeting for one of the 3 evenings of Dec 11, 12 or 13th.

Our key areas of concerns fall into six categories as follows:

1.0 TRAFFIC VOLUME IMPACTS TO WEST RESIDENTIAL AREA

The three alternatives presented at PIC#1 indicated a reduction in expressway access at College Road and Downey Road. Based on the existing proposals, any reduction in Hanlon access will increase traffic volumes through the existing residential area. Local traffic stem from residential households, commercial designations (YMCA/YWCA) and may grow from future infilling as part of the City's mandate to accommodate an additional 80,000 residents over the next 25 years.

Our review of overall vehicle traffic numbers are based on the existing MTO traffic survey presented at the PIC#1. Our own computed traffic flow of the westerly **combined** traffic of College, Stone and Kortright roads (Appendix I, Tables A, B, C, and D) has been reviewed by Geoffrey Keyworth at the City of Guelph. The combined morning peak hour (8:00 - 9:00) traffic flow is about 1,800 vehicles and for the evening peak hour (17:00 - 18:00) about 2,600 vehicles (Table D). The large existing traffic numbers appear to support the findings of the Guelph-Wellington Transportation Study July 2005 final report that recommended a full interchange at Downey/Kortright given that crossing experiences the greatest traffic volumes.

In addition, the impact of indirect or reduced access to the YMCA would have serious consequences to our neighbourhood and to many residents in this part of Guelph. The YMCA offers community building, fitness and health outreach activities at no cost to the city, but it cannot be self-sustaining without fee paying client access (approximately 8,000 members). Clients of the YMCA would be channeled into residential streets with a resulting increase in traffic volumes.

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There is a strong potential for additional traffic emerging from the future end use of a portion of the Dolime property that may be converted to residential housing. Based on a feasible initial number of 1,000 residences, a potential traffic increase of about 60%, totaling about 2,900 vehicles in the morning peak time and about 4,000 in the evening peak time, is a reasonable estimate. This potential residential growth coupled with reduction of access and egress to and from the Hanlon would create greater intensity of residential traffic volumes.

1.1 COMMITTEE POSITION:

In view of the extensive peak traffic volume at Downey Road, four times the peak traffic at Stone Road, and much of the traffic accessing the Hanlon any reduction in direct expressway access will funnel that traffic into existing residential neighbourhoods. The existing traffic survey appears to support that a major intersection with direct north bound and south bound access be established at Kortright/Downey Road.

2.0 HIGHWAY DESIGN SPEED

You indicated at our meeting on October 29th that MTO will not consider a reduced design standard of 120 kph and a 100 kph posted speed for the future Hanlon Freeway. A 400 series highway design standard approach may have had a precedent when the Hanlon Expressway was designed in the 1970's at a time when automobile travel was the preferred means for residential transportation across Guelph. This approach does not consider the values of residents and their desire for connections to existing neighbourhoods outside of the expressway right of way.

In 2007, residential values have changed and, as outlined under "Places to Grow" as well as the City of Guelph's Official Plan, alternative means of transportation should be considered with conventional freeway design. As a comparison, we understand that the Highway 401 speed limit in the Toronto Area is 100/120 kph although the size of the 401 right of way and the size of communities that border both sides of that freeway do not compare with the relationships on the west side of the Hanlon. The north 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 can not be explored. The 8 kilometer travel distance from Stone Road to the 401 would only increase by slightly over 1 minute with the speed reduction from 100 to 80 kph.

We emphasize that the residences in Hanlon Road - College Road and Flanders Road were constructed in the 1950's, well before the construction of the Hanlon Parkway in the 1970's. Our rights as property owners and taxpayers to a healthy quality of life must be respected.

2.2 COMMITTEE POSITION AND ACTION:

There has yet to be any indication of pedestrian/cycling design alternatives in the current options presented to this community. We look forward to reviewing revised alternatives at the PIC #2 that will include these criteria. This concern was also raised at the first PIC#1. As discussed, a clearer level of detail illustrating traffic direction arrows, locations of stop signs/traffic lights as well as graphic sections that illustrate the relationship of pedestrians to traffic are necessary for the general public to understand the preferred alternative.

The committee would also appreciate an information panel that itemizes how our existing rights to a healthy quality of life in our well established 100% residential neighbourhood be respected and supported by MTO preferred alternative.

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3.0 STONE ROAD 2 PARCLO B INTERCHANGE

Although the preferred alternative will be presented at the next meeting we provide comments on the original three options. The Stone Road Parclo B interchange alternative requires numerous home expropriations at the end of Wagoners Trail and Old Colony Court and leaving an approximately 30-35 feet high ramp viaduct overpowering the backyards of the remaining homes at the east end of Wagoners Trail. This alternative would also result in the expropriation and demolition of an active community worship space in Priory Park Baptist Church. This plan also does not respond to the residents' concerns about accommodating recreational cycling and pedestrian connections to the East Hanlon neighbourhoods.

3.1 COMMITTEE POSITION:

The 2 Parclo B Interchange Plan does not respond to our residential concerns and should not be considered.

4.0 STONE ROAD 2 PARCLO A INTERCHANGE

The Stone Road 2 Parclo A interchange alternative appears to require home expropriations on the Hanlon Road and sites two ramps in close proximity of the Stone Lodge Retirement Residence. The diesel fumes and excessive noise from tractor trailers would be detrimental to the quality of life for the elderly residents. The noise and fumes from two ramps could also be very harmful for the children of the Mary Phelan School during outside play in their adjoining school yard. The needs of our children and our elderly are important to us. This plan also does not address the residents' wishes to accommodate recreational cycling and pedestrian connection to the East Hanlon neighbourhoods.

4.1 COMMITTEE POSITION:

The Stone Road 2 Parclo A Interchange Plan does not respond to our residential concerns and should not be considered.

5.0 STONE ROAD DIAMOND CONFIGURATION

The Stone Road diamond configuration most closely represents the committee's preference for an alternative. In this option the North West service road is farther away from the Mary Phelan School and there is one less ramp near the playground to impact the children with noise and pollution. This alternative **most closely** represents the values of the West Hanlon Neighbourhood Group as it minimizes uncontrolled traffic flow and potential conflicts with pedestrians and cyclists crossing on and off ramps allowing pedestrians and cyclists to travel to the Stone Road retail area safely.

5.1 COMMITTEE POSITION:

Stone Road diamond configuration is our preferred alternative of those presented at this time.

6.0 QUALITY OF LIFE

Our 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 to the Stone Road retail and commercial area. These activities occur at each of the three crossing locations.

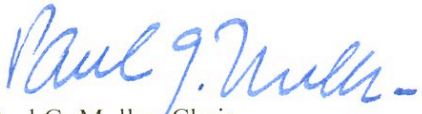
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6.1 COMMITTEE POSITION AND ACTION:

Please provide details of how you will maintain or improve these valued pedestrian and cycling connections along Stone Road, College Avenue and Downey/Korthright. We would also require clarification if these are existing community activities and represent our neighbourhood lifestyle, why is the burden to pay for the infrastructure to maintain these activities fall on the municipality. As mentioned above the community was established prior to construction of the Hanlon expressway.

The Working Committee looks forward to meeting with you after the December 5th PIC #2, to discuss questions or concerns generated from the up coming presentation to be held at the Holiday Inn. In closing, we thank you for your receiving the concerns raised by the West Hanlon Neighbourhood Group. Members of the committee will attend the next PIC and are hopeful that these issues will be addressed at the PIC #2 presentation. Please notify the undersigned when announcements of the next PIC are posted so that we may also share that information with our neighbours.

Respectfully submitted,



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