Southcote Road Improvements
Class Environmental Assessment Study
Public Information Centre #1 | May 24, 2018
Study Area
The Ancaster Transportation Master Plan (2011) outlined a long range plan to address transportation issues in Ancaster. The Plan identified the opportunity to widen Southcote Road to three lanes with a two-way left turn lane. This study is assessing the need for traffic operations and safety improvements, and active transportation design features on Southcote Road.

This project will:

- CONFIRM the need for improvements to Southcote Road
- SUMMARIZE existing/future engineering and environmental opportunities and constraints
- IDENTIFY options for the corridor improvements
- OBTAIN public/agency input
- CONFIRM the recommended design for improvements to Southcote Road.
The Study is following the requirements of the Municipal Class Environmental Assessment (EA) (as amended after 2015) for a Schedule ‘C’ (major) project. The Class EA process ensures:

- Relevant engineering and environmental factors are considered in the planning and design process
- Public and agency input is integrated into the decision-making process.

### Phase 1:
**Problem/Oppportunity**
- Identify problems/opportunities to be addressed in the planning and design process
- Confirm the need for improvements
- Prepare a “Problem Statement”

### Phase 2:
**Alternative Solutions**
- Develop alternative solutions for improving the roads
- Overview of existing and future conditions
- Consult with review agencies and the public

### Phase 3:
**Design Options for Preferred Solution**
- Identify design options for the preferred solution
- Detailed overview of existing/future conditions
- Evaluate design options and select a preferred option
- Consult with review agencies and the public
- Complete an impact assessment of the preferred design

### Phase 4:
**Environmental Study Report (ESR)**
- Document the decision-making process in an ESR for a Schedule C project
- Make the ESR available for public and agency review and input

### Phase 5:
**Implementation**
- Design and construction phase
- Project must be designed and constructed as outlined in the ESR

Included in the Transportation Master Plan

Public Information Centre #1 – May 2018

Public Information Centre #2 – Fall 2018

**Class Environmental Assessment Process**

We are here.
Relevant recommendations include:

• **Widen** Southcote Rd to three lanes, with a centre two-way left turn lane

• Traffic collisions are not high enough to require mitigation, however the corridor should be further reviewed to identify operational issues

• **Reduce speed limit to 50 km/h**

• Community members recommended sidewalks be included along both sides of the roadway and pedestrian crossings be considered

• Shifting Gears Cycling Master Plan (2009) recommended a dedicated bike lane on Southcote Rd, from Golf Links Rd to Garner Rd E
Existing Conditions

Roadway & Active Transportation

- Two-lane rural roadway has been posted at a speed of 50 km/h
- Designated Minor Arterial in the Official Plan
- Seven roadways access Southcote Rd along with several driveways
- Signalized intersections at Golf Links Rd and Garner Rd
- Overpass bridge at Highway 403
- Sidewalks not continuous throughout
- On-street shared cycling lanes (Sharrows) near Golf Links Rd. No other designated cycling facilities

- Collision data (2013-2017) indicates there were 19 reported collisions, and the majority occurred at intersections in clear weather conditions during daylight hours
Phase 3 – Design Options

Phase 3 of the Class EA process is currently underway and involves developing and evaluating design options to address the recommendations outlined in the Ancaster TMP.

What would you like to see on Southcote Road?

Place a dot on the examples below that are most important to you.

- On-road cycling lanes
- Off-road cycling lanes
- Multi-use path
- Sidewalks
- Transit

Are there other features we should consider?
Southcote Rd. will be rebuilt to an urban cross section (which includes curbs and gutters). We are reviewing the following design features:

- Sidewalks with on-road cycling lanes.
- Sidewalks with Low Impact Development (LID*) features and on-road cycling lanes.
- Sidewalks with a multi-use trail and off-road cycling lane.

*Low Impact Development or LID is an innovative approach to land development that mimics the natural movement of water in order to manage stormwater (rainwater and urban runoff) close to where the rain falls. LID uses small, simple design techniques and landscape features that filter, infiltrate, store, evaporate, and detain rainwater and runoffs at the lot level. Benefits could include: flood reduction, water quality protection and improvement, increased property values, and climate change adaptation.
Phase 3 – Design Options

The following are artistic renderings of the current conditions & potential design options.

Current Conditions

Concept 1
Phase 3 – Design Options

The following are **artist renditions** of the current conditions & potential design options

**Concept 2**
- On-road Bike Lane
- Sidewalk
- Low Impact Development Feature

**Concept 3**
- Off-road Bike Lane
- Sidewalk
- Low Impact Development Feature

Two-way Centre Turn Lane

Low Impact Development Feature

Sidewalk

On-road Bike Lane

Off-road Bike Lane
Phase 3 – Design Options

Input received today will be used to finalize and evaluate the design options.

The recommended design will be presented at Public Information Centre #2.
Next Steps

Public Information Centre #2 is anticipated to be scheduled in Fall 2018 and will:

• Present the recommended for input
• Outline the proposed construction staging and timing

Thank you for attending!

Your input is important to the outcome of this project. Please complete a comment form and return it by:

June 8, 2018

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