

What Did We Hear at PIC #2

	Comments	Action by SMC:
Baseline Information:		
1.	Outdated traffic statistics	Additional traffic counts have since been collected.
2.	Missing information on the number of school buses	This data has been collected and incorporated into our analysis
Alternatives:		
3.	Alternative 3 seems most logical-keeps trucks off Hwy 6 and provides shortest distance to 401.	This comment is considered in the evaluation.
4.	Given 75% of trucks will be heading towards the GTA Alternative 3 is the best option because it will reduce travel time and avoid the current bottle neck in Morriston.	This comment is considered in the evaluation.
5.	Alternative 1 is the only route that makes sense, all others involve the 401 emergency route.	This comment is considered in the evaluation.
6.	Alternative 1 is the best choice but need to compensate residences for loss in property value and need to upgrade Hwy 6.	This comment is considered in the evaluation.
7.	Alternative 5 is too dangerous	All of the alternatives were assessed for traffic safety
8.	Consider new 401 interchange at Milborough	This alternative was reconsidered. It was not carried forward due to its potential area-wide traffic impacts as well as impacts on conservation lands.
9.	Alternative 1 and 2 are unacceptable and go through the village of Morriston	We recognize the potential impacts of Alternatives 1 and 2 on Morriston; these impacts are incorporated into the analysis.
10.	Alternative 3 has 2 sets of railroad tracks	For the railway crossings, mitigating measures for Alternatives 3, 4, and 5 include the installation of gates at the Campbellville crossing and the installation of traffic signals at Campbellville and Twiss that are coordinated with the rail crossing on Twiss. Also the construction of an exclusive left-turn lane for storing vehicles turning left and heading north on Twiss.
11.	Corner at Conc 11 and Centre has poor visibility	Improvements to this intersection are part of Alternatives 1, 2, 4, and 5.
12.	Traffic lights at Hwy 6 for Alternative 1 will benefit residents west of Hwy 6 trying to turn north	New traffic signals are recommended at the intersection of Concession 11 and Highway 6, for Alternative 1.
13.	All routes would impact residential, recreational, farms, natural areas, and wetlands and should not be used for truck routes.	All of these sensitive land uses were carefully considered in the evaluation including the identification of treatments designed to minimize the impacts.
14.	All routes will change the daily use of the roads and will have significant impact on the quality of life for the residents of this community.	The impacts of the alternative routes on local residents have been incorporated in the analysis.
Impacts of Truck Traffic:		
15.	Trucks take any route they want	To control haul routes, St. Marys has had success with their strict trucking policy at their other locations. Similar controls on truck routes would be implemented here.
16.	Policing by public won't work, too hard to read license plates	For enforcement of haul routes, St. Marys will coordinate efforts with local police and will conduct its own enforcement.
17.	Trucker's receive bonuses so will always try for 1 extra run, speeding will be an issue.	This comment is considered in the evaluation.
18.	St.Marys only interested in money and not concerned about our homes	The potential impact on homes and residents is an important consideration, and is included in the analysis of alternative haul routes. In addition, the study includes recommendations on measures to mitigate potential impacts on local residents.
19.	Don't change our picturesque roads	We recognize the picturesque nature of existing roads in the area, and this is considered in the analysis of the alternative haul routes.
20.	Hamilton taxes are already high and don't think they should increase to pay for road improvements	St. Marys will enter into a development agreement and be responsible for development costs associated with the accommodation of quarry trucks. All community improvements would be discussed with the municipalities.
21.	School bus traffic on Campbellville is a concern	The issue of school buses is included in the analysis of the alternative haul routes.
22.	Bad T-junction at Mountsberg and Milborough, concern for conflicts between school buses and trucks	If sight line distances are deemed insufficient the roads will be upgraded.
23.	Area is in the Green Belt	Conformity with the provincial Greenbelt Plan was evaluated for each alternative.
24.	Don't use Milborough Line if it needs straightening or widening (Pollution and road widening will negatively impact the forest; deforestation is a major contributor to global warming)	The alternative haul routes involving Milborough Line include recommendations to improve the existing design. Impacts on adjacent forests and natural areas are considered in the analysis.
25.	Guelph Line/401 interchange improvements are not being upgraded to a standard necessary for the proposed truck traffic.	The impact of proposed quarry traffic on the interchange is included in the analysis of the alternative haul routes.
26.	Traffic congestion is very important	This has been reflected in the evaluation.
27.	Campbellville is already losing business with excessive traffic	All of the alternative haul routes avoid the commercial core of the Campbellville community.
28.	Campbellville/1 st Line has very poor sight lines	Where intersection sight line distances are deemed insufficient it is recommended that mitigating measures such as improving the vertical profile or installing traffic signals be implemented.
29.	Bus routes, cyclists, and peoples enjoyment of roads must have a very high priority	This has been reflected in the evaluation.
30.	Way of life is very important	This has been reflected in the evaluation.
Public Consultation Process:		
31.	Location of PIC #2 was good but the venue was too small and did not have enough seating.	The venue location has been changed to the Carlisle Arena for PIC#4.
32.	Format was good <ul style="list-style-type: none"> ▪ excellent questions and comments ▪ typist did not capture emotions of the public ▪ answers were insufficient ▪ longer Q&A period 	We acknowledge these comments.
33.	Why are we discussing haul routes when we are more concerned with the impact on our water?	St. Marys is addressing water issues in a separate study. Tonight's focus is on haul routes.
34.	Internet site needs improvement	The site has been updated and can be viewed at www.flamboroughquarry.ca