



# Main Street and Beach Area 1&2 Improvements

## Municipal Class Environmental Assessment Study

Online Public Engagement – Sept 23 to Oct 7, 2020



### COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

resident
                         
  business owner
                         
  agency or authority
                         
  other

**MAIN STREET**

2. There is a need to widen the Main Street road allowance from 20m to 30m between Beck Street and the Nottawasaga River to accommodate the proposed travel lanes, parking, sidewalks and bicycle facilities. Do you agree with this widening and how it will be implemented (widen 5m on both sides)?

yes  
 no

3. A number of configurations have been developed to accommodate the travel lanes, on-street parking, sidewalks and bicycle facilities on Main Street. Which configuration option do you feel is the most appropriate?

Option 1
                         
  Option 2
                         
  Option 3
                         
  Other (specify below)

Comments

**MOSLEY STREET**

4. There is a need to widen the Mosley Street road allowance from 13/15m to 23m between the Nottawasaga River and 2<sup>nd</sup> Street to accommodate the proposed travel lanes, sidewalks and boulevards. Which widening option do you feel is the most appropriate?

Option 1: widen on the north side
         
  Option 2: widen on the south side
         
  Option 3: widen on both sides
         
  Option 4: realign the road allowance
         
  Other (specify below)

Comments

5. There is a need to widen the Main Street road allowance from 20m to 23m between 2<sup>nd</sup> Street and 6<sup>th</sup> Street to accommodate the proposed travel lanes, sidewalks and boulevards. Do you agree with this widening and how it will be implemented (maintain a straight alignment and balance the widenings on both sides)?

yes  
 no

6. A number of configurations have been developed to accommodate the travel lanes, sidewalks and boulevards on Mosley Street. Which configuration option do you feel is the most appropriate?

Option 1
                         
  Option 2
                         
  Option 3
                         
  Other (specify below)

Comments

**BEACH DRIVE**

7. There is a need to widen the Beach Drive road allowance to 20m and a desire to realign/relocate it in response to the recent high water levels, to ensure an adequate public beach area and to help reduce/prevent impacts to adjacent buildings from storm events. Which alignment option do you feel is the most appropriate?

Option 1: maintain existing location
         
  Option 2: shift 7.5m to recover minimum beach area
         
  Option 3: shift 22m to 100-year flood line
         
  Option 4: shift 44m to no structure flood hazard limit
         
  Other (specify below)

Comments

8. A number of configurations have been developed to accommodate the commercial, pedestrian, cyclist and event needs of Beach Drive. Which configuration do you feel is the most appropriate?

Option 1
                         
  Option 2
                         
  Option 3
                         
  Other (specify below)

Comments

**ROUNDABOUTS**

Roundabout control at key intersections is proven to provide a number of benefits including increased traffic capacity and safety levels, and reduced travel delays and environmental impacts. In addition, they afford the opportunity to create a landmark or gateway feature.

9. Do you support the implementation of future roundabouts (traffic signals would be the alternative) at the following locations:

Main Street & River Road W?

- yes
- no

Main Street & Stonebridge Blvd?

- yes
- no

Main Street & Beck Street?

- yes
- no

Mosley Street & Spruce Street?

- yes
- no

Mosley Street & 1<sup>st</sup> Street?

- yes
- no

Mosley Street & 3<sup>rd</sup> Street?

- yes
- no

**RIVER AVENUE CRESCENT & GLENWOOD DRIVE**

The current configuration of River Avenue Crescent and Glenwood Drive is restricted to one-way operations (southbound on River Avenue Crescent and northbound on Glenwood Drive). Given the horizontal alignment of Main Street at River Avenue Crescent, there are restricted sightlines which are of concern from a safety perspective. There are also concerns relating to future traffic operations given the proposed development levels in the area (traffic signals would be required). In this regard, a number of improvement options have been established for both River Avenue Crescent and Glenwood Drive.

10. Which configuration option do you feel is the most appropriate?

- Option 1: maintain the existing configuration
- Option 2: maintain the existing configuration + restrict left turns at River Avenue Crescent/River Road East
- Option 3: convert River Avenue Crescent to 2-way operations + traffic signals at Main Street
- Option 4: convert River Avenue Crescent to 2-way operations + centre median at Main Street + reverse Glenwood Drive to southbound
- Option 5: convert River Avenue Crescent to 2-way operations + centre median at Main Street + convert Glenwood Drive to 2-way
- Other (specify below)

Comments

11. Please provide any additional comments as appropriate to assist the Town and Project Team.

Name

Address

Email

Thank you for your input. Please mail or email your comments by **October 15, 2020** to:

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The information on this comment sheet is collected under the authority of the Environmental Assessment Act and will become public information. All comments will be included in the Class Environmental Assessment documentation to be made public at the conclusion of this project.

Please check the space below if you wish your comments to be made anonymously.

- Please withhold my name and address from publication