



## LPAT Day 18 – June 19, 2019

Day 18 is done. The day began in a very relaxed manner. Greg Sweetnam had been sent out to get some photocopying done and didn't arrive until 10 am, so we cooled our heels while the clock ticked. Traffic testimony and cross examination took up the whole day, so planning and hydrogeology experts for all parties sat waiting for a call that never came. We non-traffickers all became quite chummy!

### IMPORTANT HOUSEKEEPING UPDATES:

1. \*\*\*\*\***Thursday, June 20 start time – 10 am.**
2. **Hearing times are 9:30 to 4:45** unless otherwise advised.
3. There will be **no Hearing on Friday, June 28.**
4. The **agenda for Monday** is at the end of this report.
5. [Sign in on our roster here.](#) **Note: This is a new link for the week of June 17 and 24.**

**Session Content** (This is not a detailed report – just a very simplistic record of activity because of the complexity of the issues, technical analyses and regulatory requirements. Any inaccuracies or opinions are Linda Sword's, not CRC's!! These daily journals are all on the CRC website [www.hiddenquarry.ca/OMB](http://www.hiddenquarry.ca/OMB))

David White launched his cross examination of Halton Hills' expert **Traffic Engineer, John McGill**. Mr. White began by disagreeing with Mr. McGill's average load per truck, citing data from other quarries. Mr. McGill held firm to his understanding that any analysis of potential impacts on haul routes should be looking at a full range of possibilities of load/truck size– not just an average. Mr. White wondered why choosing the 30<sup>th</sup> highest load on a peak day would not be a correct approach. Mr. McGill stated that in designing roads, it is logical to model with less than a peak number, or the road will be over-designed for its normal use. In looking at haul route impacts, it was important to assess a range from peak to lowest, because each of these situations would in fact happen...and it would be important to know what that impact would be, on, for example, Acton's Mill Street.

Mr. White also organized questioning around the CanWel development in North Acton, north of the tracks on Regional Road 25. Clearly JDCL studies had not taken this new truck-traffic-maker into account. (By the way, did Mr. McGill know that JDCL had supplied the aggregate for the CanWel project? Did he know that Halton Hills had contracts with JDCL?) This was leading to the question, why should JDCL bear the burden of haul route impacts in Halton Hills when there were so many aggregate deliveries and new distribution businesses adding more trucks to the roads? And, was MTO looking into the issues inherent in the Y intersection at the north end of Main Street (Hwy 7) at the tracks in Acton because of CanWel or because of Hidden Quarry? As more documents were produced, Mr. McGill was able to quickly absorb them and was able to clarify that in fact, MTO was studying the Y intersection because of potential future development beyond CanWel. (As we already know, Halton Hills has been actively pursuing the development of a bypass...but this would take a very long time.) The purpose of John McGill's work was not so broad; he had been retained to review the JDCL haul route study, still found it lacking in analysis and was not side-tracked by the questions.

Mr. White brought the Halton Hills Master Plan into the conversation – showing that there were effectively no alternate routes for trucks...and that Hwy. 7, a provincial highway, was clearly the best and only route for truck traffic. But, in a final short summary, Mr. McGill stated that the corner of Main and Mills is clearly an unsatisfactory intersection, worthy of an "F" grade. It is clear that it cannot be modified because there are too many buildings at the corner. This corner and the Y intersection cannot be overlooked when considering an increase in truck traffic.

Halton Region proceeded to call **Russell Brownlee , Transportation Engineer and Road Safety expert for Halton Hills**. He was retained to review safety issues as addressed by JDCL. He observed that the Main/Mill corner was very dangerous for cars and pedestrians...he saw trucks mount the curb and sidewalk and saw westbound cars dangerously caught in the right turn lane beside a truck making a wide turn. Then he reviewed the haul route and traffic impact studies by JDCL consultants and found them fraught with errors in calculations and assumptions, including their study of collision history. In a revised study undertaken for JDCL, there were some improvements but there was still no study of impacts on Hwy7 north of the lights and at the Y intersection. JDCL should not have relied on MTO to study Y intersection, but should have made their own analysis. He referred to the Highway Safety Manual which is the "bible" for traffic engineers. The manual includes a formula for the increased level of risk at a 'skewed' intersection like the Y intersection at the north end of Acton. For every 5 degrees more than the safest 90 degree turn angle, the higher the risk of collision. Added to this, the railway crossing which brings its own dangers if vehicles are queuing. According to Mr. Brownless, JDCL should have done full analysis simply because of the higher volume of trucks they would be adding. JDCL had also failed to look at future time horizons to assess potential changes.

David White's questions sometimes verged on criticism of Halton Hills Council decisions...but Halton Region lawyers made it clear this was not an issue for Mr. Brownlee to address.

### What's on the agenda for Thursday?

**10 AM Start.** Daryl Cowell, karst hydrogeologist will begin his testimony. If there is time after cross-examination Halton Region's planning expert Nick Macdonald will follow. It looks like CRC experts will begin on Monday! Watch also for the time/date of Participant Tony Russell who couldn't attend on Monday, but will be called soon.