



CITY OF BRANTFORD  
**THREE GRAND  
RIVER CROSSINGS**  
MUNICIPAL CLASS EA

**May 27, 2020 & June 17, 2020 – Virtual Public Information Centre (PIC) 1  
Transcript of Question and Answer Video  
First Posted on June 17, 2020**

This document provides documentation of the verbal content of the Virtual PIC 1 Question and Answer Video first posted on June 17, 2020. Each section starts with an indication of a slide number followed by a time stamp. The time stamp may be used to advance the video to sections of greater interest.

**Slide 1 – Introduction - 00:0:00,00**

Welcome to the Question and Answer Video, part of the June Virtual Public Information Centre for the Three Grand River Crossings Municipal Class Environmental Assessment. I will be presenting on behalf of GM BluePlan Engineering Limited, the consulting firm selected by the City of Brantford to assist with this project.

The purpose of this video is to provide answers to the questions and comments that have been submitted in response to the Virtual Public Information Centre materials posted to the project website on May 27th.

**Slide 2 – Review of PIC #1 Process - 00:0:29,00**

The process for the first Public Information Centre, or PIC for short, is shown on this slide.

A PIC presentation video was posted to the project webpage on May 27th.

From May 27th to June 10th there was a Question and Comment period. The questions and comments submitted during this period were considered for inclusion in this Q&A video, which was first posted to the project webpage on June 17th.

Following this Q&A Video there will be a second question period from June 17th to July 8th. Following this period, a Question List and Frequently Asked Questions with answers will be posted to the project webpage on July 15th.

### **Slide 3 – Recap of PIC Presentation Video - 00:1:09,00**

The PIC presentation video can be viewed on the project webpage at [www.brantford.ca/threegrandrivercrossings](http://www.brantford.ca/threegrandrivercrossings).

If you have not reviewed the materials presented in the PIC presentation video, we kindly invite you to review that information prior to tuning in to this video.

As a recap, the PIC presentation video covered the following topics:

- Project Overview and Background;
- Alternative Solutions that will be considered;
- The Evaluation Framework and the sequence in which alternative solutions will be considered;
- Evaluation Criteria for how the alternative solutions will be evaluated;
- And, an overview of the process for PIC #1.

### **Slide 4 – Three Grand River Crossings Survey - 00:1:54,00**

In addition to the PIC video that was posted on May 27th, a survey regarding the Three Grand River Crossings was posted to the project webpage on Monday, June 15th.

Included in this video is some of the preliminary feedback that has been received from the survey. As of June 11<sup>th</sup> there were a total of 47 respondents. The survey will remain live up to July 15th at 4:30pm.

Public input is a key part of the Environmental Assessment process and helps to evaluate the alternatives. The Project team has not begun to evaluate the alternatives, other than identifying that Do Nothing options for the existing crossings are not expected to be evaluated as feasible options. The influence public input has on the final recommendation is partly driven by the amount of feedback that is received and the cohesiveness of the received comments. The importance of feedback in this project is why the City is encouraging the public to submit any questions or comments they have throughout this virtual Public Information Centre.

### **Slide 5 – How frequently do you use the Three Grand River Crossings? - 00:3:00,00**

One of the survey questions was how often are each of the three crossings used.

The blue bars represent responses for Lorne Bridge. 18 responses indicated they used the bridge daily, 11 responses for 3 to five times a week, 7 responses for 1 to 2 times a week and 11 responses for less than once a week.

The red bars represent responses for Brant's Crossing Bridge. 1 response indicated they used the bridge daily, 18 responses for 3 to five times a week, 11 responses for 1 to 2 times a week, 9 responses for less than once a week and 8 responses indicated they have never used the bridge.

The orange bars represent responses for TH&B Crossing Bridge. 2 responses indicated they used the bridge daily, 13 responses for 3 to five times a week, 11 responses for 1 to 2 times a week, 12 responses for less than once a week and 8 responses indicated they have never used the bridge.

#### **Slide 6 – What do you use the Brant and TH&B Crossing for? - 00:4:05,00**

Another survey question that we will note in this video is what respondents indicated they primarily use the Brant's Crossing Bridge and TH&B Crossing Bridge for. Respondents could provide multiple answers for uses of each bridge.

The red bars represent responses for Brant's Crossing Bridge. There were 37 responses for recreation or exercise, 5 responses for getting to work, 4 responses for getting to appointments, 8 responses for going shopping and 7 responses for never using the bridge.

The orange bars represent responses for TH&B Crossing Bridge. There were 37 responses for recreation or exercise, 8 responses for getting to work, 4 responses for getting to appointments, 8 responses for going shopping and 5 responses for never using the bridge.

It should be noted that the number of respondents that indicated that they never use Brant's Crossing Bridge or TH&B Crossing Bridge decreased from the previous slide. This could be due to respondents missing or skipping this question while they were taking the survey.

#### **Slide 7 – What kind of transportation do you use on Lorne Bridge? - 00:5:09,00**

The last survey question that we will note in this video asked what methods of transportation were used over Lorne Bridge. Similar to the previous question, respondents could provide multiple methods of transportation for this question.

There were 40 responses for crossing the bridge in a vehicle, 14 responses for walking or running, 13 responses for bicycling and 1 response for other, which was indicated as a mobile scooter.

#### **Slide 8 – Questions and Answers Introduction - 00:5:37,00**

After the PIC Presentation video was posted on May 27th, several questions and comments have been submitted to the Project Team.

The remainder of this video will be dedicated to addressing the questions and comments that were submitted during the PIC process, up to June 10th, 2020.

**Slide 9 to 15 – Questions Regarding the Active Transportation Network - 00:5:55,00**

The first question we will address is how can the active transportation network be maintained and / or improved in the Study Area?

As part of this Environmental Assessment, only the active transportation network over each structure, as well as the trail networks connectivity at the approaches of each structure, will be evaluated. Improvements to signage or pavement markings on existing trails are not included within the scope of this project.

The next question is how would each of the crossings be modified to improve the active transportation network?

As previously noted, only the active transportation network over each of the bridges and the connectivity to the trail network at the approaches of each structure, will be evaluated.

Several comments noted concerns with the cycling facilities on Lorne Bridge. The evaluation of Lorne Bridge will consider whether improvements can be made to the active transportation network over the structure. Improvements that will be evaluated during this Environmental Assessment could include providing expanded or delineated active transportation facilities over Lorne Bridge.

Several comments also noted concerns with the existing shared-use trail under Lorne Bridge, on the east river bank, as shown in this photo.

The City is in the process of formalizing an additional shared-use trail along the rail trail corridor. The existing shared-use trail under Lorne Bridge would be decommissioned for use by cyclists and would function for pedestrian use only. This shift in trail functions is anticipated to improve safety and accessibility of the trails for both cyclists and pedestrians. This work is being completed by the City Parks Department and is independent of this Environmental Assessment.

For Brant's Crossing Bridge, the ability to improve cyclist access will be evaluated.

Additionally, several comments noted concerns with the existing condition of the deck over the TH&B Crossing Bridge. The evaluation could determine that improvements to the deck over the TH&B Crossing Bridge are warranted to improve overall safety.

**Slide 16 to 18 – Questions Regarding Flooding Events - 00:7:56,00**

The next set of questions and comments that will be addressed regards the impacts of flooding events in the Study Area. Specifically, what are the impacts of flooding events on each of the crossings?

As part of the Environmental Assessment, a Hydraulic Impact Study is being completed to review the flood behaviour of the Grand River in the vicinity of the three bridges. The study will analyze whether the existing bridges are at risk to future flooding events and whether preventative action should be considered. Preventative action could involve raising the bridges to accommodate a flooding event.

The study is not yet complete, the results will be included in the evaluation of the alternative solutions and will be discussed at the Fall Public Information Centre.

**Slide 19 to 23 – Questions Regarding Cultural / Heritage Resources - 00:8:40,00**

There were also questions regarding archaeological potential in the Study Area. Specifically, does the Study Area contain resources that have archaeological potential, and if so, how will the resource be considered in this Environmental Assessment?

As part of the Environmental Assessment, an Archaeological Assessment study is being completed to identify areas within the Study Area that exhibit archaeological potential.

The purpose of the report is to identify the areas with archeological potential and make recommendations on whether further investigations would be required if these areas are disturbed.

The study is not yet complete, the results and recommendations of the study will be included in the evaluation of the alternative solutions and will be discussed at the Fall Public Information Centre.

There were questions submitted regarding the heritage and cultural significance of the Study Area. Specifically, does the Study Area contain resources that have cultural or heritage significance, and if so, how will the resource be considered in this Environmental Assessment?

As part of the Environmental Assessment, a Built Heritage Resources and Cultural Heritage Landscape Resources study is being completed to formally identify the cultural or heritage resources.

The study will identify the significance of the resource as well as provide recommendations for mitigation measures if any of the alternative solutions will impact that resource. Mitigation measures could include, but are not limited to, reconstruction

that is sympathetic to the original design, installation of plaques and documentation of the resource.

The study is not yet complete, and the results of the study, including appropriate mitigation measures, will be included in the evaluation of the alternative solutions and will be discussed at the Fall Public Information Centre.

**Slide 24 to 26 – Questions Regarding the Natural Environment - 00:10:28,00**

There were questions submitted regarding the Natural Environment. Specifically, will the alternative solutions impact the existing natural environment, and if so, how will it be considered in this Environmental Assessment? Additionally, will safe wildlife passage be included in the evaluation?

As part of the Environmental Assessment, a Natural Environment Assessment Report is being completed to formally characterize the existing natural environment conditions.

Regarding the safe passage of wildlife, the Grand River itself is an existing natural barrier. Typically, construction of wildlife crossings is considered for artificial impediments such as roadways through wildlife habitats. The Project Team does not anticipate wildlife crossing as a criteria for evaluation.

Based on the results of field surveys and background investigations, potential permits, monitoring requirements and mitigation measures will be identified for each alternative. The results of the Natural Environment Report, including appropriate mitigation measures, will be used to evaluate the alternative solutions, which will be discussed at the Fall Public Information Centre.

**Slide 27 to 31 – Questions Regarding the Technical Environment - 00:11:38,00**

There were questions submitted asking whether Lorne Bridge can accommodate expanded cycling lanes without reducing vehicle capacity.

As part of the Environmental Assessment, a Structural Evaluation study and a Traffic Impact, Safety and Active Transportation study are being completed to evaluate the existing structural conditions and traffic movements over the bridge. The studies will determine if expansion of the deck is realistic and if the existing deck top can be modified to maintain the same vehicle capacity while providing additional active transportation opportunities.

There were questions submitted regarding what measures will be introduced to extend the service life of the structures?

A review of the maintenance program for each bridge will occur, and if applicable, changes to these programs will be recommended. Recommendations could include de-

icing that does not involve salt, as salt will accelerate the deterioration of steel structures.

Additionally, measures such as galvanic cathodic protection, which utilizes sacrificial additional elements added to structures to slow down corrosion of the main structural load carrying members, may be explored.

Another question submitted was are there any issues with non-municipal owned properties within the Study Area?

A review of property ownership within the Study Area will be completed as part of the Environmental Assessment. Additionally, construction works in and around the Grand River will require permitting from the Grand River Conservation Authority, Department of Fisheries and Oceans and other regulatory authorities. The Project Team has been in contact with regulatory authorities and will consult them throughout the study process. The required permitting and any required property acquisitions will be incorporated into the evaluation of alternatives which will be presented at the Fall Public Information Centre.

### **Slide 32 – Questions Regarding Timing - 00:13:28,00**

Next, what is the timeline for implementing the selected Recommended Crossing Strategy and what would be the duration of construction?

This Environmental Assessment is scheduled to be completed in spring 2021. Implementation of the Recommended Crossing Strategy would be subject to City budgets and council approval and are unknown at this time.

The construction duration will be considered during the evaluation of each alternative solution and will be discussed at the Fall Public Information Centre.

### **Slide 33 – Questions Regarding Costing and Life Expectancy - 00:13:57,00**

Several questions asked what the total cost and life expectancy was for the alternative solutions.

As part of the Environmental Assessment, preliminary costing of the recommended alternative solutions will be calculated, including lifecycle costing.

A higher-level cost of the other alternatives will be completed to permit evaluation of the economic criteria.

These calculations have not yet been completed but will be discussed at the Fall Public Information Centre.

**Slide 34 – Questions Regarding Alternative Solutions - 00:14:24,00**

Another question submitted was will closing Lorne Bridge be one of the alternative solutions that is considered?

A “Closure” alternative is being considered for completeness of the Environmental Assessment; however, it is not expected to be the recommended option for Lorne Bridge when evaluated against the social, natural, technical and economic criteria.

We note that Colborne Street West, the roadway over Lorne Bridge, is identified as an arterial road and a critical transportation link in the City.

**Slide 35 – Comments Submitted on Preferred Solutions - 00:14:53,00**

To conclude, several comments received, including input using the survey, identified preferred solutions for the various crossings.

We thank everyone for their input and thoughts on the preferred solution for each of the crossings. Currently, we are completing background studies to support the evaluation of each alternative. The preferences that were supplied through the various public engagement platforms will be considered during the evaluation process leading up to the recommended preferred solution that will be presented at the Fall 2020 Public Information Centre.

**Slide 36 – Conclusion and Contact Information - 00:15:25,00**

Thank you for tuning in to this Question and Answer video.

If you wish to submit comments or would like to be added to the project’s stakeholder list please contact either: Sharon Anderson, the Interim Project Manager at the City of Brantford, or Jack Turner, the project manager for GM BluePlan Engineering.

Sharon’s email address is: [andersonsh@brantford.ca](mailto:andersonsh@brantford.ca); Jack’s email address is: [jack.turner@gmblueplan.ca](mailto:jack.turner@gmblueplan.ca)

PIC Materials, including Comment Sheets and the Survey, are available at the project website: [www.brantford.ca/ThreeGrandRiverCrossings](http://www.brantford.ca/ThreeGrandRiverCrossings)

Comments submitted by July 8th will be considered for the Frequently Asked Questions list which will be posted on July 15th.

It is preferred that requests to be added to the stakeholder list be sent by email, if possible, and any questions and comments on the PIC materials be submitted electronically via the project webpage or by phone, or mail.



City of Brantford  
Three Grand River Crossings – PIC 1 Question and Answer Video June 17, 2020  
Video Transcript

Once again thank you for tuning in to this Question and Answer Video. We appreciate your interest in the study and we hope to hear from you.