

- Good Evening. I'm Gary Scobie and I have delegated frequently in the past; generally on issues of intensification and resource use in Burlington's downtown.
- Tonight I'm here to address a proposed development at 1396 Guelph Line; a development occurring in my own neighbourhood and the first high condo building in Ward 3 this century.
- I won't be speaking of building height or intended use or alignment to City strategic objectives around development – although these issues do exist and need to be recognized.
- I'm here to raise your awareness about a critical matter of public safety around the traffic solutions being proposed by the developer; issues that, without being overly dramatic or alarmist, are literally 'life and death'.
- I have conducted a great deal of research and my conclusions, which I will present in summary form tonight, are substantiated by facts, actual field trial and analysis.
- Quite simply and very bluntly – if Council allows the development to proceed with the traffic solutions proposed – then there will be major accidents and someone could die.
- Respectfully, I ask you to listen to my findings and conclusions, heed my warning and exercise your duty of care to citizens. You must understand that this is the most serious of public safety issues and that, in my opinion, if allowed to proceed as planned, this development at 1396 Guelph Line will be the direct reason for multiple accidents

at intersections on Guelph Line that would not have occurred without it.

- Let me show you a scene on Slide 1. It shows the Palmer & Guelph Line intersection along with the site of the proposed 11 storey condo on the left. Guelph Line north heads upward and to the left. I'M THE FUTURE RESIDENT IN THE GREEN CAR wanting to go north to Upper Middle Road, Dundas Street or Highway 407 to work during peak traffic hours on a weekday morning. I can only turn Right onto Guelph Line south (NO LEFT TURNS ALLOWED OUT), so I am told to quickly and skillfully accelerate across two live lanes and then decelerate into the left turn lane at Palmer, just 50 metres south. Step 2 is to wait for my chance to do a U-turn onto Guelph Line north safely during a green light. There better be a gap of at least 6 seconds for me to do this risky manoeuvre on a green light. And I better have a small enough vehicle to make the required turning circle. The fellow in the red car on Palmer has a red light and wants to turn north as well, into the same outer lane as me. We're not really aware of each other's plans – we're looking south for our gap to appear on Guelph Line. We see it and begin our turns. We are both trying for the same lane at the same time. AN ACCIDENT OCCURS! Even if there is no red car from Palmer, northbound traffic on Guelph Line may be startled by this U-turn ahead and may have to brake (OR POSSIBLY CRASH INTO MY CAR) if it isn't done quickly and efficiently. ANGER OR INJURY IS POSSIBLE. One third of the residents exiting the building during the busy morning traffic period will want to go north. The other two thirds will wait in the driveway queue and want to go south to the QEW,

Mainway east, the GO Station or other destinations in the south.

- U-turns are risky manoeuvres at any time, even more so at signalized intersections, yet the Traffic Impact Study acknowledges that there will be too many vehicles exiting the site on weekday mornings to go north to allow left turns on Guelph Line, so that will be prevented and RIGHT TURN ONLY and the U-TURN is the recommended way to go for them at Palmer, putting them in harm's way every morning.
- Let me show you a scene on Slide 2 of Guelph Line and Upper Middle Road. Guelph Line north heads upward and to the left. Remember the two thirds of vehicles exiting right in the morning simply going south? Well they come back to home from work at night northbound on Guelph Line during peak traffic hours. They will be disallowed by markers or a median to turn directly left into the building driveway. They are being instructed to drive half a kilometre north and do a U-turn at Upper Middle Road, similar to what their condo friends wanting to go north in the morning were told to do at Palmer. So you get to do at least one U-turn every working day of your life if you live in this building. Sounds risky if you've just got up from bed, had a quick breakfast and headed off north to work. Or put in a day at work in Toronto and fought traffic homeward to finally arrive at Guelph Line and be told to go up a further half kilometer beyond the driveway, do a U-turn at Upper Middle Road and come back south half a kilometre to your condo driveway. Slide 2 shows a similar U-turn with me in the green vehicle but with possible conflict from a right-turning red vehicle on the entrance curve from Upper Middle Road on the left. At

least there is an advance left turn green light there and a better delay in the red car's entrance, because there will be TWICE AS MANY RESIDENTS doing this U-turn every weekday afternoon than the Palmer U-turn in the morning.

- There will be 236 vehicles in this building, all at different times wanting to use Guelph Line to go somewhere. The signalized intersection so close at Palmer is really little help to them, backing up traffic occasionally in front of the driveway, making a quick but dangerous path difficult to a risky U-turn north if that's where they are heading. Not the lifestyle I'd dream of in my new condo.
- The NO LEFT TURNS means everyone waits to turn right on Guelph Line depending on the traffic flow and light changes.
- I did both these U-turns twice in off peak times and in daylight and even then I was apprehensive. My compact car made the turn with just enough extra room not to strike the curb two lanes over. A mid-size car or compact SUV would have to do it even more carefully because of their larger turning circles. That would not be the case though for large cars, SUVs or vans or pickup trucks. THEIR TURNING CIRCLES ARE TOO LARGE TO SAFELY MAKE THE TURN. If they try, they'll suddenly either bump or jump the curb or stop and try to back up. THAT THREE POINT TURN IS A RECIPE FOR A CRASH WITH THE EXISTING ONCOMING TRAFFIC. And it only gets more dangerous if done at night, if it is raining, if snowing, if icy or if roads are narrowed with snowbanks. I would not want to have to do this every day in winter. I would not want to have to be given a manual on how to use u-turns to enter and exit my condo in my vehicle

and to have to become a U-TURN EXPERT JUST TO LIVE THERE.

- This “solution” for too many vehicles in one building with a driveway too close to a signalized intersection on a busy arterial Regional Road only creates dangerous problems for all Burlington and Halton users of Guelph Line. The accidents will occur. You on City and Regional Council and your Transportation Staff must make a strong case at the Ontario Land Tribunal to turn this proposal down on public safety concerns. Approving it would set a dangerous precedent for Burlington and Halton Region.
- I invite you to pose questions to me so I may clarify any aspects of my presentation. Thank you for listening.