

Meeting Notes

- Project:** Mississauga Road, Old Main Street, Bush Street, Winston Churchill Boulevard and Olde Base Line Road (MOBOW) EA
- Subject:** **Community Working Group (CWG) Meeting #2**
- Meeting Date & Time:** Thursday, April 4, 2013, 6:30 p.m.
- Location:** Belfountain Community Centre
17204 Main Street, Belfountain
- Prepared by:** Veronica Restrepo, HDR (Consultants)
Sue Cumming, Facilitator
- Attendees:** Steve Goyeche – CWG member
Rachel Ingram – CWG member
David Jobe – CWG member
Gord McArthur – CWG member
Glenn McMichael – CWG member
Neil Morris – CWG member
Sergio Panetta – CWG member
Ward Pitfield – CWG member
Penny Richardson – CWG member
Bryan Bibby Smith – CWG member
Greg Sweetnam – CWG member
Steve Ganesh – Region of Peel
Gino Dela Cruz – Region of Peel
Asha Saddi – Region of Peel
Sue Cumming – Facilitator, Cumming and Company
Tyrone Gan – HDR, Consultants
Veronica Restrepo – HDR, Consultants
Richard Paterak – Councillor, Town of Caledon Ward 1
Allan Thompson – Councillor, Town of Caledon Ward 2
Lori-Ann Thomsen – Region of Peel (Observer)
- Regrets:** Marion Miles – CWG member
Sarah Morgenstern – CWG member
Heather Wilkinson – CWG member
- Distribution:** All Attendees
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	Item
1.0	Welcome, Introductions and Purpose of Meeting
1.1	<p>Sue Cumming introduced the new Project Managers for the Region of Peel and the Consultant and explained the purpose of the meeting. Roundtable introductions were made.</p> <p>Sue Cumming welcomed the new members to the CWG and asked everyone to provide a short introduction about what was important to them about being part of the CWG. CWG members commented on why they wanted to be part of the CWG together with preliminary observations/comments about transportation and community issues. The following points were noted:</p> <ul style="list-style-type: none"> • To convey the importance of respecting and maintaining the unique community and rural character. Road character is important to local context. • To provide a voice for the children in the area. • To better understand how the study is being carried out. • To address the needs of all road users including farm vehicles, sanders, snow ploughs and tractors in a safe way while maintaining the character of the community. • A CWG member discussed issues concerning traffic and truck movements including sand and gravel business north of the area and safe goods movement along these roads. The member wanted to ensure that efficient goods movement and planned function of the roads are taken into account given the large urban area to the south while preserving the unique community feel. Several other CWG members disagreed, citing that there are not a lot of trucks and trucks should not be able to use these roads. • To protect the area with conservation of its history, ecology and character. The development in Erin was of concern. Some CWG members did not want to see the roads turned into transportation corridors. • To maintain the Belfountain community as is. Safety in the Village was noted to be a local issue. • To preserve the environment that exists. Sustainability should be an important focus of this study. A CWG member noted living in Inglewood and traveling to the area by car, bicycle and horseback.

2.0	Opening Remarks
2.1	Steve Ganesh provided a brief overview of the project. He explained the role of the CWG and thanked the members for their time and input throughout the process.
2.2	Steve Ganesh explained the role of the Consultant. Although the Region of Peel conducts some studies in-house, the Consultant's expertise in context sensitive solutions was an asset to the uniqueness of this project.
3.0	Roles, Responsibilities and Meeting Organization
3.1	<p>Sue Cumming reviewed roles and responsibilities of CWG members, Region of Peel and the Consultant team.</p> <p>Sue Cumming provided the Committee with Ground Rules for the facilitator's commitment to the CWG members:</p> <ul style="list-style-type: none"> • Treats everyone equally • Helps everyone feel comfortable participating • Ensures that everyone's voice is heard • Sets a tone of respect for different viewpoints • Stays neutral • Keeps the discussion on topic, organized and focused • Provides guidance and support for the CWG <p>She discussed expectations of the CWG members, seeking their commitment to the following:</p> <ul style="list-style-type: none"> • Everyone is equal • All members need to feel comfortable to participate • We don't have to agree, but will respect each other's viewpoints • If you don't understand, just ask what is meant • One speaker at a time, do not interrupt, be respectful of time
4.0	Project Update
4.1	<p>Tyrone Gan provided a project update, including what had been heard through public consultation.</p> <p>CWG members agreed that the rural character and scenic quality of the area needs to be maintained. The hilly nature of the road should be preserved including the existing vertical alignment and cross-section. CWG members added that this should be balanced with providing a safe road network.</p>
5.0	Summary of Technical Work
5.1	<p>The Consultant presented the technical work completed so far to the CWG members.</p> <p><i>Traffic Trends</i></p> <p>Although over the last 15 years, traffic has increased, the overall traffic has been relatively stable. CWG members noted that trends in traffic shifting from Mississauga</p>

Road to Winston Churchill Boulevard and from Bush Street to Olde Base Line Road in 2008-2009 coincide with road closures due to reconstruction. It was also noted that origins and destinations were not traced so cars may not have been counted on both graphs as many drivers use a combination of Mississauga Road and Bush Street, or, Winston Churchill Boulevard and Olde Base Line Road.

5.2 *Road and Intersection Characteristics*

A summary of road and intersection characteristics was presented, including the existing features and geometry in the study area.

Visibility issues and sightline deficiencies were identified throughout the study area, based on Transportation Association of Canada (TAC) standards. CWG members asked if residents had been asked if this is a concern to them as the deficiencies did not seem to be a problem to some CWG members. It was noted that many of these were historical driveways. The team reiterated that although preserving the rural character of the area is one of the guiding principles for any solution that is developed, public safety will also be a priority and standards will need to be followed.

It was noted that better sightlines along Winston Churchill Boulevard were due to the reconstruction that took place between Bush Street and The Grange in 1969.

It was suggested to consider alternative options to address sightline issues, including roundabouts, rumble strips, etc. to reduce speeds, rather than changing the road profile. The Project Team is considering all these options, which were discussed later in the presentation.

The detailed design will start for Winston Churchill from Terra Cotta to Olde Base Line, including the intersection of Winston Churchill and Olde Base Line.

Construction for this project is expected to start in 2015-2016 and some property acquisition might be required. There are no parallel studies identified in the Region of Peel's Long Range Transportation Plan nor was there a future plan for a corridor in the area.

The Project Team explained that although the roads serve residents in the study area, they also provide connections to major destinations outside the study area, connecting to workplaces that support the Region of Peel's economy. Some CWG members understood that these are arterial roads for commuter traffic, but did not want to see the roads used by trucks.

A CWG member noted that there were gaps in north-south infrastructure and asked why the segment of Mississauga Road between Olde Base Line and King Street was not considered as part of this study. The Project Team reiterated there was no need for a change in the number of travel lanes and explained the difference between widening the road for more lanes (which is not being considered) versus increasing the shoulders to allow for safe movement.

5.3 *Collisions*

A summary of collisions in the study area between 2006 and 2010 was presented. The

	<p>data was provided by the OPP.</p> <p>Discussion ensued about whether driver error was considered in the collision analysis and if the collisions occurred on weekends when there were tourists and unfamiliar drivers.</p> <p>Trends showed that wildlife fatalities seemed to be increasing and it was noted that if the wildlife fatalities were removed then the collision data would be similar to that of any subdivision in Brampton.</p> <p>There was speeding on Olde Base Line Road notwithstanding the topography of the road.</p> <p>It was also noted that a cyclist fatality occurred on Mississauga Road south of The Grange in July 2012.</p> <p>The Performance Safety Index (PSI) ranks for the study area were discussed. Lower numbers represent road segments or intersections requiring the most improvements. None of the segments or intersections in the study area rank in the top 100.</p>
5.4	<p><i>Driveways</i></p> <p>A driveway analysis was presented, summarizing the number of driveways that meet the minimum TAC standards. It was suggested to consider lowering (and enforcing) posted speeds as a means of improving sightlines at driveways and vegetation could also be trimmed to improve sightlines.</p>
5.5	<p><i>Standards</i></p> <p>The process to identify design solutions (the needs assessment process) is driven by the Region of Peel's mandate for standards on arterial roads. The Region of Peel follows, among other guidelines, the national TAC standards. Some CWG members asked to review the standards that were being followed in the development of options for this study. Steve Ganesh explained that the Project Team was not at that stage yet and this might lead to pre-determining an outcome to the problem statement before the public has had a chance to comment. He suggested HDR continue to follow the EA process and develop preliminary cross-sections, at which point the rationale for standards and the cross-section development process can be discussed.</p>
6.0	Draft Problem Statement
6.1	<p>The team presented the draft problem statement, which includes:</p> <ul style="list-style-type: none"> • Improving pavement conditions and drainage • Improving sightlines • Meeting the needs of all users • Enhancing safety for all road users • Reducing motor vehicle accidents involving wildlife and improving safety of wildlife

6.2	<p>The Community Working Group suggested that the problem statement be presented before the needs assessment and technical work summary at PIC #1 on May 9.</p> <p>Other suggestions include:</p> <ul style="list-style-type: none"> • Define the rural character • Revise the wording to state the problems clearly • Meeting the needs of all users should be listed under the guiding principles • Drainage to be discussed in the summary of technical work. A CWG member noted that having driven the roads he did not see any ponding of water or frost heaves. Another member advised that drainage had been covered in the first CWG meeting and should be added here to provide context for discussion and input.
<p>7.0 Guiding Principle for Solutions</p>	
7.1	<p>The draft guiding principles were presented. These included:</p> <ul style="list-style-type: none"> • Maintain the rural character and countryside scenic quality • Preserve historic fences and heritage / cultural / archaeological features • Preserve / enhance the natural environment • Balance interests of all road users • Provide a context sensitive design • Enhance local tourism and economic development of the area
7.2	<p>Suggestions from CWG members include:</p> <ul style="list-style-type: none"> • Add “protecting the Niagara Escarpment” • Remove wildlife (specifically deer) from road users category • Add a statement about these roads being treated differently from other Regional roads • Add specifics about the character of the area • Maintain the function of the road as existing • Provide solutions that can safely and efficiently move vehicles, including trucks
<p>8.0 Preliminary Alternative Solutions</p>	
8.1	<p>The preliminary alternative solutions were presented. These include operational and physical improvements.</p> <p>Operational improvement options for consideration included:</p> <ul style="list-style-type: none"> • Pavement markings –adding or repainting such as edge of travel lane and

SLOW markings

- Improving traffic signage e.g. larger street name signs, clearing sign clutter
- Adding animal crossing warning signs where needed
- Lowering speed limits in some locations
- Removing overgrown vegetation at Winston Churchill / Old Base Line intersection to improve visibility
- Bike racks at local businesses
- Landscaping to shelter pedestrians from vehicular traffic
- Seasonal communications and education regarding deer activity
- Enforcement

Physical improvement options for consideration included:

- Road rehabilitation or reconstruction where pavement condition is poor
- Widening shoulders in some locations
- Partially paving shoulders in some locations
- Sidewalks in parts of the Village of Belfountain
- Countermeasures for roadside hazards – removing hazards, installing guiderails
- Roundabouts at Mississauga Road / Olde Base Line Road and Winston Churchill Boulevard at Bush and Olde Base Line Road
- Potential changes in road profile to address sightline deficiencies
- Designated wildlife crossing areas

8.2 CWG members agreed that a good range of options is being considered.

Suggestions include:

- Removing overgrown vegetation – this should be considered at intersections and along the road side, where required and feasible (not just at the Winston Churchill Boulevard / Old Base Line Road intersection)
- Only consider options that respect the rural character and countryside scenic quality of the area – no cement walls
- Remove “potential changes to road profile”
- Consider adding “narrowing lanes” under physical improvements, as a traffic calming measure
- Consider internet installation through re-pavement – there isn’t a sufficient population to warrant this, and it is also part of living in the country
- Roundabouts should be designed with school buses, agricultural vehicles and trucks in mind
- Consider adding bike lanes with signage
- Consider treating Winston Churchill Boulevard/Olde Base Line Road different from Mississauga Road / Bush Street
- Consider signals (flashing lights when vehicles are entering the road) as mitigation measures for deficient sightlines
- Consider the addition of maple trees, for example, which would enhance the rural character of the area

There was concern that road rehabilitation/reconstruction, and widening shoulders and partially paving shoulders will result in increased traffic speeds.

One CWG member asked about historical records for road maintenance and improvements for the study area as well as the cost to reconstruct versus re-paving a road.

It was suggested that since cyclists like to bike in tandem, providing a paved shoulder would not work. Cyclists should be consulted on this issue, to see if they would use a paved shoulder. Steve Ganesh mentioned that the Caledon cycling group had been in contact with the Region of Peel.

Most CWG members expressed concerns about physical improvements and believed that these could drastically change the road profile and compromise the rural character of the area. Steve Ganesh suggested conducting a tour of nearby areas where road improvements have not taken away from the rural character of the area. This tour could take place after PIC #1. But before cross-sections are developed. Alternatively, pictures of before/after conditions can be provided for the CWG to review and discuss.

9.0	Preliminary Evaluation Criteria
9.1	<p>The preliminary Evaluation Criteria was presented. It included:</p> <p>Natural Environment</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat • Aquatic habitat • Terrestrial habitat • Species at Risk • Wildlife safety • Natural hazards <p>Socio-Economic Environment</p> <ul style="list-style-type: none"> • Residential Properties • Businesses • Archaeological Resources • Built and Cultural Heritage Resources • Air, noise, vibration impacts <p>Transportation</p> <ul style="list-style-type: none"> • Geometric Alignment • Traffic Operations • Driveway Operations • Accommodation of all road users • Safety • Stormwater quality and quantity <p>Capital Costs</p> <ul style="list-style-type: none"> • Property Acquisition
9.2	<p>CWG members asked where property acquisition would be required. Utility relocation, culverts and slopes could potentially result in property acquisition.</p> <p>It was explained that alternatives to property acquisition include easements. Details in the design could address/minimize potential property acquisition and expropriation would only be a worst-case scenario.</p>
10.0	Public Information Centre #1
10.1	<p>The PIC #1 is scheduled for Thursday, May 9 at the Belfountain Public School.</p> <p>The format will be similar to the October 30 Open House, with arrival and Open</p>

House from 6:30 p.m. – 7:00 p.m. and a presentation and discussion from 7:00 p.m. – 9:00 p.m. Workbooks will be provided for comments.

CWG members noted that having stations around the room to provide comments, as at the October Open House was good and this could be done again at the PIC.

11.0 Next Steps

11.1 Public Information Centre #1 – May 9, 2013

Completion of Technical Studies

Development of Alternative Designs

Community Working Group Meeting – Fall 2013/Winter 2013-2014

Public Information Centre #2 – Fall 2013/Winter 2013-2014

12.0 Closing Remarks

12.1 Steve Ganesh reiterated that the Region of Peel would like to actively engage the community and once again thanked the CWG members for their participation and encouraged them to attend the upcoming PIC.