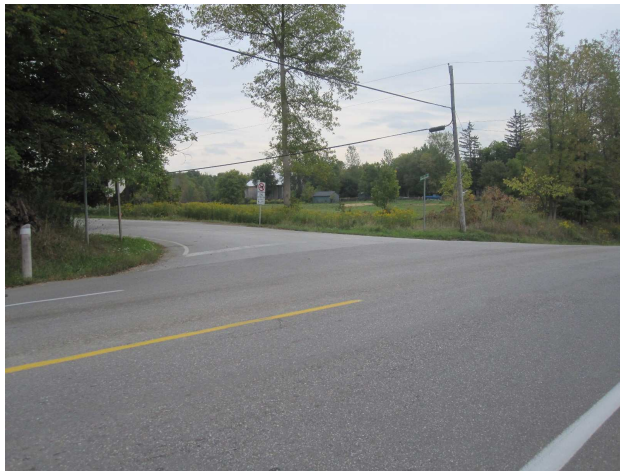


ENVIRONMENTAL ASSESSMENT STUDY

Mississauga Road, Olde Base Line
Road, Winston Churchill Boulevard,
Bush Street and Old Main Street



10/30/2012

PUBLIC OPEN HOUSE FEEDBACK REPORT

This report was prepared by the Independent Facilitator and represents the feedback received at the Public Open House held on October 30, 2012. It includes the verbatim comments from the wall stations, themes and questions noted through the discussion and input received through the completed and returned workbooks.

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ENVIRONMENTAL ASSESSMENT STUDY

Mississauga Road, Olde Base Line Road, Winston Churchill Boulevard, Bush Street and Old Main Street

PUBLIC OPEN HOUSE FEEDBACK REPORT

1. BACKGROUND

In June 2009 Peel Region began a Schedule “C” Municipal Class Environmental Assessment (EA) for improvements to Mississauga Road from Olde Base Line Road to Bush Street and Bush Street from Mississauga Road to Winston Churchill Boulevard. The Region of Peel is now expanding the limits of the EA to include Olde Base Line Road from Mississauga Road to Winston Churchill Boulevard, and Winston Churchill Boulevard from Olde Base Line Road to Bush Street (see map).

Why was the study area expanded?

Based on the feedback received for the Mississauga Road / Bush Street EA the Region of Peel expanded the study area to review road safety, sight lines, drainage, parking and pedestrian and cycling needs.

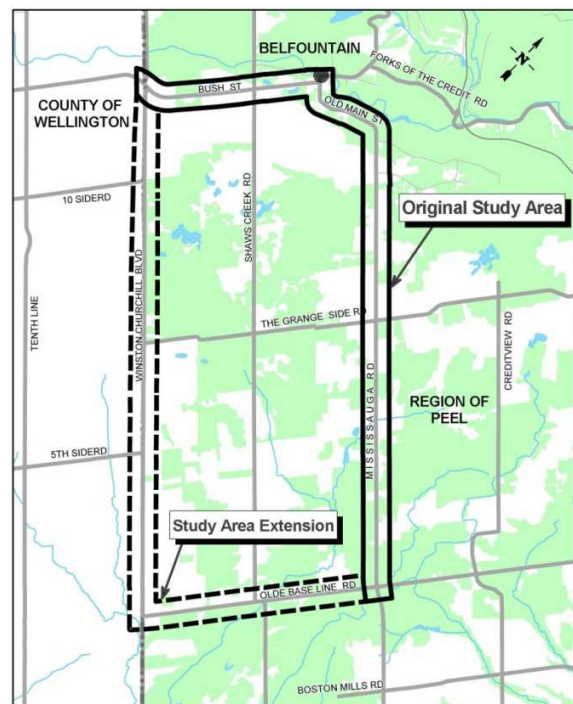
As described at the Public Open House held on October 30, 2012 this EA study will **not** consider increasing the numbers of lanes. The Project Team will build on the previous study information to develop a reconstruction plan for the study area roads that meets the needs of all road users and maintains the character of the community.

The Process

The aim of the Class EA process is to provide everyone who has an interest or stake in the study area with the opportunity to create the best solution. The Project Team, with your input, will:

- define the problem statement (Winter 2013)
- develop and evaluate planning alternatives; (Winter and Summer 2013) and
- determine a preferred solution (2014)

Opportunities will be provided for the public to be involved through planned public meetings at key milestones as the study progresses. A Community Working Group (CWG) has also been established. The CWG is a representative broadly based group of interested stakeholders who will participate in focused discussion on project issues through two workshops held over the course of the study. A CWG orientation meeting was held on October 23, 2012 and additional representation is being confirmed. The next CWG meeting will be held in February 2013. The meeting notes are available on the Region of Peel web site.



Your participation is important and your comments are valued. Two public meetings will be held in 2013 to discuss the problem statement, review alternatives and discuss potential solutions. The Region of Peel encourages you to provide input at future public meetings or by providing comments as the study develops. Contact information is found at page 7 of this report.

2. PURPOSE OF THE OCTOBER 30, 2012 OPEN HOUSE

The Region of Peel is undertaking this study through a Context Sensitive Planning and Design Approach for roads which will focus on improvements to enhance the experience for all users and reflect the character of the community. This is important as it will ensure that the solutions fit with the rural and scenic quality of the area and are sensitive to the needs of the community.

Enhanced consultation and public involvement is being undertaken through the establishment of the Community Working Group and the holding of a Public Open House at the outset of the study, prior to the formal public meetings. The Open House was held so the Project Team could meet with community residents and stakeholders to discuss the process, and to learn about transportation issues and valued community characteristics.

Notice for the Open House was provided through the following:

- Mailing of notices to property owners fronting / backing along the study area corridors
- Region of Peel web site
- Local newspaper advertisement:
 - Erin Advocate on October 17, 2012
 - Caledon Enterprise/Caledon Citizen on October 18, 2012
 - Georgetown Independent/Acton Free Press on October 18, 2012
 - Bolton Caledon on October 18, 2012
 - Wellington Advertiser on October 18, 2012
- Posting on the community board at the local Community Centre and copies of the notice made available at the Higher Ground Coffee Shop.

3. PARTICIPATION

Over 100 attendees were at the Open House held from 6:30 p.m. to 9:00 p.m. at the Belfountain Public School. Eighty-four individuals provided their contact information at the welcome table. A workshop booklet was provided and tables were set up to allow people to provide their written responses. More than 40 booklets were returned, some at the meeting and others within the two weeks of the Open House.

4. FORMAT FOR THE OPEN HOUSE

The meeting was organized with a drop-in from 6:30 p.m. to 7:00 p.m. with the opportunity for viewing project background displays. During this time community residents and stakeholders provided written comments on paper posted on the walls around room. This was followed by a short presentation at 7:00 p.m. by Steve Keen, HDR Corporation, lead transportation planning consultant for the project. A public discussion followed. The meeting was facilitated by an independent facilitator, Sue Cumming, Cumming+Company, lead to the public engagement for the project.

This report, written by the Facilitator, is intended to provide a synthesis of the overall key messages heard and provides information on next steps. The Appendices contain the detailed public comments received through the wall stations (Appendix A), the public meeting discussion (Appendix B) and the responses in

the workbooks (Appendix C). The comments received through the Open House will be considered by the Project Team and will help in informing the project as it moves forward.

The public requested that the Open House Feedback Report be made available for viewing at the Belfountain Library. This report will be posted on the Region of Peel web site and a letter will be forwarded to all addresses on the Open House sign-in registrar advising of the availability of the report.

5. KEY MESSAGES HEARD

There is significant community interest in the Environmental Assessment Study for Mississauga Road, Olde Base Line Road, Winston Churchill Boulevard, Bush Street and Old Main Street. The 100 residents and stakeholders who attended the October 30, 2012 Public Open House had many comments about the study scope and process, transportation issues, condition of roads, natural environment and community characteristics. Many indicated that they had attended previous meetings. Some sought clarification on the stated commitment that no lane widenings were being considered. The majority of those that attended provided comments (written and through the discussion) conveying the importance of ensuring that the study outcomes do not impact the historic and much valued countryside and scenic character of the Village of Belfountain and the surrounding community. A number of residents stated that they prefer the status quo and questioned the need for the study. Many identified concerns about uneven pavements, excessive speeding, increasing traffic from areas to the north, sight line impairments, how trucks and cyclists use the roads and the need for improved pedestrian pathways. The following is a synthesis of key messages heard.

a. **Maintain the rural character and countryside scenic quality**

There is strong support for maintaining the rural character of the area described as mature trees, natural vegetation, cedar rail, heritage fences, hilly nature of the topography, extensive natural areas and curvature of the existing roadways.

b. **Preserve historic fences and features throughout the area**

The historic fences and features are highly valued. A number of individuals identified the need for repair and enhancement to these structures, some of which may be on or near Regional property and close to existing roads.

c. **Preserve / enhance natural environment**

The beauty and significance of the natural environment is enjoyed by the residents and is an attraction for visitors. The streams, trees, and forested areas were noted to be of significance. There are many ideas for how to preserve and enhance the natural environment contained in the workshop booklet responses. The Credit Valley Conservation Authority representatives are involved in the study and attended the Open House.

d. **Develop solutions that balance interests of all residents in the area**

Residents who live on Mississauga Road and Winston Churchill Boulevard each spoke of the increase in traffic along these roads. Residents do not want to see improvements made in one part of the study area that results in traffic being shifted to another part.

e. Address poor conditions of the roadway pavement

Residents would like to see improvements undertaken to address the rough and uneven pavement resulting from frost heaves and water in the road base. Much opposition was noted of flattening the roadways. Residents support creative solutions that would repair the roadways without changing the existing topography and character of the existing roadway.

f. Improve pedestrian safety

While there is an interest in improving pedestrian safety, there are mixed opinions on how that should be done. Off-road paths are preferred by some for certain areas, while others favour sidewalks in other areas. Better connections to and within the Belfountain Village were particularly noted, with some favouring sidewalks and others not.

g. Minimize impact of increase in traffic volumes

Many residents indicated that there has been a noticeable increase in traffic volume resulting from the growth to the north of Belfountain. Specific concerns were noted about the traffic impact from the new development in Erin (600 homes) and the potential Orb property development. Residents noted that future increases could impact the quality of life in the hamlet of Belfountain. Residents living on Winston Churchill noted that they have seen a spike in traffic including truck traffic with higher than permitted speeds, resulting in noise, conflicts and concern about safety. Both Mississauga Road and Winston Churchill are experiencing an increase in traffic volumes. Residents would like to see measures explored for slowing down traffic and for minimizing the impact from future growth.

h. Address excessive speeds being experienced along Mississauga, Winston Churchill Roads and Olde Base Line Road

It was noted that there is too much speed on Mississauga Road, on Winston Churchill Boulevard and Olde Base Line Road. Residents would like to see better, more appropriately placed signage or other measures to slow the traffic down.

i. Address issues arising from trucks that travel too fast, creating noise and unsafe conditions

Many noted that they see trucks on roads that are not designated for trucks. Winston Churchill Boulevard was noted to be experiencing high truck volumes and speeding which is impacting safety and the quality of life for residents.

j. Accommodate cyclists outside the travelling lane of traffic

Many concerns were noted about cyclists who “don’t share the road”, in some cases travelling more than two abreast thereby putting themselves and others at risk. This together with the lack of safe areas for bicycles makes it unsafe for cyclists and for motorists. Cycling on Mississauga Road was noted to be a challenge. Some residents would prefer to see bike lanes here, others prefer off road infrastructure. Some note that cycling on Winston Churchill Boulevard and Mississauga Road would be safer and easier if the shoulders were paved, especially when gravel trucks are going by. While there is a desire for improved cycling infrastructure, there are mixed opinions as to how best to accommodate cyclists with a preference for a rural solution as opposed to solutions that are more urban in nature. The underlying theme of maintaining the rural character and scenic quality of the area must be considered in determining future cycling infrastructure.

k. Address issues with motorcycle traffic and speeding

Belfountain is an attractive area for motorcycles. Concerns were noted about speeding (racing after midnight), passing on curves, safety and parking. There are mixed views with respect to motorcycle traffic with some preferring a prohibitive approach of restricting motorcycles in the area and others indicating that only a few are creating problems.

l. Improve poor sightlines in some locations

It was noted that there are a number of locations where poor sightlines are being experienced. Although Ballinafad Road is outside of the study area, poor sightlines along Winston Churchill Boulevard just south of Ballinafad Road, were noted to be a safety hazard resulting in unsafe condition. Similarly there are issues when entering southbound on Mississauga Road from Caledon Mountain Drive. A number of other locations are identified in the workbook responses for consideration.

m. Address parking congestion in Belfountain being experienced on weekends

Parking congestion was reported to be impacting the safety for those walking in the Village particularly on weekends during high tourist periods. Parking at the Badlands was noted for improvement. There are mixed views on whether to create more designated parking or to continue with what is currently available.

6. NEXT STEPS

The comments received through the Public Open House will be considered by the Project Team and will help in informing the Project Team as the project moves forward. A number of technical and traffic studies that are underway were referenced at the Open House and findings from these will also be incorporated into this Study. Next steps include:

Winter 2013

1. Completion of traffic operations and safety studies
2. Completion of Stage 1 Archeological and Cultural and Built Heritage Studies
3. Completion of a topographical survey of the road corridors
4. Commencement of geotechnical and hydrogeological surveys (completion depending on weather)
5. Preparation of a preliminary Problem and Opportunity Statement
6. Development of preliminary reconstruction concepts
7. Hold second Community Working Group Meeting

Spring 2013

1. Hold first Public Information Centre
2. Receive feedback on the Problem and Opportunity Statement and preliminary reconstruction concepts

Notices for future public meetings will be mailed to those on the project mailing list (including attendees who provided their address at the October 30, 2012 Open House) and to properties located on all roads within the study area.

Progress on the study can be viewed on the website at:

<http://www.peelregion.ca/pw/roads/environ-assess/mississauga-road-bush.htm>

If you would like to comment on the study or be notified about future public meetings, please contact either of the following Project Team members:

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Appendices

Appendix A Public Comments recorded at wall stations at Open House

Appendix B Comments/ Questions noted through the discussion after presentation

Appendix C Public Comments noted through Workbooks

Appendix A

VERBATIM COMMENTS NOTED BY PARTICIPANTS AT WALL STATIONS

The following are the detailed notes that people wrote on the paper at the wall stations during the first half hour and last part of the October 30, 2012 Public Open House. These are organized by the question/topic posted on the wall.

What transportation improvements would you like to see considered?

- a. Reduce speed on gravel section of Winston Churchill.
- b. Control speed on all of Winston Churchill – 100 km is not a good idea – need stop signs and speed bumps.
- c. More “share the road” signs on Mississauga Road et al.
- d. Bush Street (near 332) moves road sign on South side back to where it used to be. The centre of the road to the fence on each side is so different in distance.
- e. Site line on Winston Churchill south of Ballinafad Road needs improving safety a serious problem – many accidents.
- f. No speed bumps – dangerous to drivers and increase maintenance of car. Increase vehicle emissions.
- g. How much money has been spent on Olde Base Line between Mississauga Road and Winston Churchill in last 20 years and how many accidents in the same period?
- h. How many accidents have happened in the EA area in that period?
- i. How much money has been spent in the EA area in the last 20 years?
- j. There has been a huge increase in large truck traffic on Winston Churchill and Olde Base Line with very little enforcement. How is the Region going to prevent this?

What existing design features would you like to see maintained?

- a. Leave the hilly character of Mississauga Road (2) all of them.
- b. Yes, leave all of the hills (3).
- c. Maintain the countryside scenic quality otherwise it will just look like Brampton with hills (horrors).
- d. Leave fence lines untouched – trees, stones and rails.

() denotes number of time
same comment noted

What new design features could enhance the community character?

- a. The west side of Winston Churchill’s Wellington Township. They should be involved.
- b. Bike lanes (2)
- c. Move stop signs at rural intersections
- d. Speed control in 60 to 70 km sections
- e. No bike lane – this is the country. Our roads are too narrow.
- f. More “share the road signs”.
- g. No more signs.
- h. Use more speed slowing devices.

<p>Ideas for pedestrians</p> <ul style="list-style-type: none"> a. Winston Churchill is completely unsafe for pedestrians due to the extreme speed of cars. Trucks would make it worse. Instead link up more walking trails – not on the roads. (5) b. Enforce speed limits c. Four way stop sign Winston Churchill and Ballinafad and Halton 32 and Wellington 42. d. More off road walking trails. (3) 	<p>Ideas for parking</p> <ul style="list-style-type: none"> a. At the Badlands for safety reasons (2). b. At CVC area on Winston Churchill – off the road. c. Orb lands (south of Belfountain) combine with new development. <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>() denotes number of time same comment noted</p> </div>
<p>Ideas for cyclists</p> <ul style="list-style-type: none"> a. No widening of roads for designated bike lane. b. Enforce no trucks. (3) c. Temporary police presence to force cyclists to obey the rules of the road (actually stopping at all stop signs). d. Why ride side by side – at night with limited lighting? (2) Try single file e. Make a shoulder for bikes somewhere. (2) 	<p>For motorcyclists</p> <ul style="list-style-type: none"> a. No noise, they're too loud. b. So is a lawn mower for longer time. c. Enforcement or elimination. d. This is the best area for motorcycles. Most are excellent drivers. Reprimand those that are not. (2) Same as vehicles and bikers.

What other ideas do you have?

- a. We do not want straight wide roads with no hills or hills cut way down. We live in this beautiful area because of its scenic value, its cultural values and natural heritage. These roads should have as little impact on the aforementioned. If you widen and lower the hills people will just speed more. Totally agree (3).
- b. Make Old Base Line Road a scenic road designation. No, don't do that!
- c. Four way stop sign at Winston Churchill and Ballinafad Road.
- d. Designate these roads as scenic.

Questions

1. What is the Region going to do to protect the natural heritage and the Niagara Escarpment from the impacts of proposed changes?
2. Why is this project being undertaken?
3. What is the problem being addressed? This seems to be a solution in search of a problem – a laundry list.
4. Why are we always trying to improve (urbanize) and existing utopian? (2)
5. What are you planning for the tourists?

Appendix B

COMMENTS/ QUESTIONS RAISED THROUGH DISCUSSION AFTER PRESENTATION

The following comments and questions were noted through the discussion:

Comments:

- We like Mississauga Road the way that it is now and do not agree that it needs to change. The roads are fine. There is no room for sidewalks. Bikes are on Mississauga Road now. McLaughlin Road would be a better place for bikes to be.
- We don't want to see the roads smoothed/flattened out. If you took out the hills it would change the character of the area dramatically.
- Would like to see speed limits reduced and what is there now enforced. Have to listen to cling on the brakes as people particularly truckers navigate the curves.
- Don't agree with assessment that there are drainage problems. Drive these roads all the time and do not see pooling of water or water staying on roads.
- The area is very quaint and we want it to stay that way. People come here on weekends to enjoy the Village. There is lots of traffic then but this shouldn't warrant widening or it will take away the uniqueness of the area.
- Don't want to see more cycles on these roads if it means that the roads are widened.
- Concern that this study will change the scenic designations for the roads in the area.
- Many in the study area do not access to internet and mail is preferred as well as posting on the web site.
- We have concerns about what may be coming with the James Dick Property.
- Heritage of area is important.
- Infrared street lighting in Belfountain. Who put lights up – just done recently and it is very intrusive. Want these turned off.
- This is a special place and we like it the way that it is. This is not Brampton.
- Do not support urban looking roads.
- Do not support widening. Happy to learn that this is not going to occur here. Will there still need to be widening to accommodate land on either side for sidewalks or cycling.
- Growth is happening here and we need to ensure a balance on the roads so that all of the traffic doesn't end up on either one of Winston Churchill or Mississauga Road.
- Don't see the need for sidewalks. People can walk on the side of the road as they have been.

- We would like to see better pedestrian infrastructure – not an urban sidewalk but a better pathway for seniors and residents. Could have more walkability along the rail trail. Important to make it safe without changing the look of the area.

Questions:

- How will the entrance to the Orb property affect traffic patterns? Will this affect the commitment to not have lane widenings?
- Is the Niagara Escarpment involved?
- Has a problem statement been put together?
- Are the Community Working Groups closed meetings? Response: The public can observe the meetings.
- Is there a design standard that you are going to be looking at?
- Does the study include the town loads?
- On Winston Churchill on Peel side – are we looking at upgrading for trucks? Many large trucks on Winston Churchill today. North of Bush there is a shallow creek and Winston Churchill curves here. Some trees have been cleared on Winston Churchill.
- Will there be four lanes to accommodate truck traffic?
- Two years ago when there was a dig up the rubble was sold and dumped in areas that it shouldn't have been. Where will the rubble go? Concern noted that any rubble from roadworks must not be dumped in the natural and conservation areas and not within the Village.
- Does the Region of Peel own lands on both sides that are wider than the area that is paved today? Do you intend to collect more land? When anyone wants to do something, a strip of land is extracted from the owner. What do you intend to do with this land?
- Have traffic surveys been undertaken can we see the data? Response noted: Traffic surveys for all four roads will be available at the next public meeting next year.
- Many people are going southbound at peak times. Will the surveys take into account new homes being built in Erin and traffic from other parts going through this area? There are 600 more homes being built in Erin and 2/3 of the traffic goes along Winston Churchill with the other 1/3 through the Village of Belfountain.
- Will you have to widen if these other areas continue to grow and affect Belfountain? There is no desire to widen these roads.
- We have worked with the Credit Valley Conservation on our property. What is their role in this study?

Appendix C

FEEDBACK FROM WORKBOOKS

Participant workbooks were provided to obtain written responses about experiences in the study areas and ideas for what could be improved. The following responses were noted. These are verbatim comments transcribed from the individual booklets.

PART 1: EXPERIENCES WITHIN THE STUDY AREA

1. How do you travel within the Study Area?

Table 1 – Mode of transportation that people identified

Single Occupant Vehicle	Car pooling	Cycling	Motorcycle	Truck	Other (added on workbooks)
31	4	11		2	Walk – 4 Horseback – 1

2. What transportation issues are you experiencing in the study area?

The following responses were provided through the workbook. Each number represents a different individual's response. Not everyone responded to all questions.

Table 2 - Transportation issues identified in the study area

<ol style="list-style-type: none"> 1. As residents of Mississauga Road, our main concern is with excessive traffic noise and speeding (cars and motorcycles) on Mississauga Road. 2. Area that is paved on Winston Churchill Boulevard is very uneven because of frost heaves, excess water in base, poor base. 3. None, we can only comment on Olde Base Line Road, which we use every day. 4. I would like to be able to walk around more. 5. Very rough, uneven areas, poor sides of pavement along Mississauga Road and Winston Churchill Boulevard. Bush Street area when paved was spread by a grader – not paving machine. The distance from centerline to respective fences is so “disproportionate”. Take a measure! Soon the road and all the drivers will be in our yard or hung up on our fences. It has already happened many times. You built up the road and don't cut the grass (as we used to but can't now). Then you fill the ditches full of gravel from the road. The new road should be many feet to the south of the present location. 6. Excessive traffic and speed beyond limits. Most traffic heads down Winston Churchill Boulevard approximately 5 of every 7 heading on Bush Street turn south. 7. There are a lot of cyclists who don't “share the road”. It's a wonderful concept that doesn't actually work on these roads. You can't ride a bike five abreast on Mississauga Road, hold up traffic and be safe – for the cyclists or the drivers. 8. None. 9. Very busy – difficulty entering southbound on Mississauga Road from Caledon Mountain

Drive. More traffic (i.e. Orb Development and Erin growth) will seriously impact the quality of life in the hamlet in Belfountain.

10. Cyclists travelling 2 abreast on Mississauga Road.
11. The lack of bicycle lanes makes it unsafe for bicyclists and slows down for motorists.
12. Speeding.
13. Trucks on roads designated “no trucks”.
14. Poor sight lines on Winston Churchill Boulevard just south of Ballinafad Road prevents serious safety hazard – the site of numerous accidents.
15. Cycling on Mississauga Road a challenge, bike lanes could help. Speeding vehicles on Winston Church Boulevard a problem for pedestrians and cyclists.
16. Speeding by cars and motorcycles. Motorcycle racing after midnight. Passing on curves.
17. At the moment, in my case, just speeding vehicles and bicyclists.
18. There is too much speed and truck traffic on Winston Churchill Boulevard and Olde Base Line Road. This is a very special area of Ontario – very scenic, historical and importance of the Niagara Escarpment must be our highest priority. Low impact roads on green infrastructure.
19. Parking congestion in Belfountain on weekends during high tourist periods. Makes walking in the village very unsafe. Need protected walking areas. Need designated parking areas.
20. More trucks on Winston Churchill Boulevard which theoretically are not allowed.
21. Speeding on Winston Churchill Boulevard.
22. Cycling on Winston Churchill Boulevard and Mississauga Road would be safer and easier if the shoulders were paved, especially if gravel trucks are going by.
23. None.
24. Speed and noise of many vehicles (i.e. mostly motorcycles but many cars and trucks too).
25. Traffic load way too high. Speeds are wildly excessive.
26. Truck ban is not enforced. Too many speeders.
27. Generally traffic flows well on all relevant roads with only minor crowding during commute periods. Traffic safety is a concern, with frequent speeding and periodic aggressive driving (tailgating and unsafe passing). The intersection of Old Base Line Road and Mississauga Road presents significant risk due to poor sightlines and speeding.

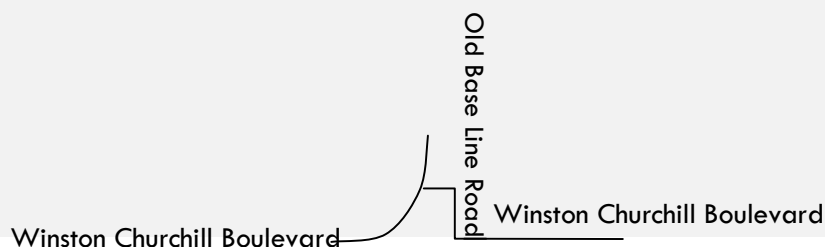
PART 2: HOW DO YOU ENVISION THESE ROADWAYS IN YOUR COMMUNITY?

Improvements through Context Sensitive Planning and Design will enhance experience for all users and reflect the character of the community

1. What transportation improvements would you like to see considered?

Table 3 - Transportation Improvements people would like to see considered

1. The road conditions seem generally fine – speed limits are too high for safe use though.
2. At Winston Churchill Boulevard and Olde Base Line Road, purchase a portion of the northeast corner and route traffic safely across Old Base Line Road.



3. Road shoulder should be improved.
4. Improve sight line at Ballinafad Sideroad (I know this is south of area). Wider area (bike lanes or extended pavement past white / yellow lines) to allow safety for non-motorised users. Purchase land for parking so visitors may not park on or half on the road (as if they are the only users). Our roads are used by many!
5. Police monitoring speed limits. Volume of traffic during rush hours requires patience to turn onto Mississauga Road – for this reason I would be concerned about the plan for 72 house subdivision which would add considerable to normal volume increase year to year of through traffic.
6. Bike “passing” lanes (i.e. extended shoulder) on blind hills so cyclists can move over and allow vehicles to pass. (There is an enforcement component to this issue as well to “encourage” cyclists to travel single file and to the right.)
7. Again an issue of quantity and speed.
8. Traffic calming entering Belfountain. Use the road grips like they have on Winston Churchill Boulevard approaching Mayfield – instead of speed bumps.
9. None or a reduction in vehicular traffic.
10. I fear that the “build it and they will come” – if you do too much to these roads then more people will use them which will destroy the character of the area.
11. Ban cyclists on Mississauga Road. Put a roundabout at Winston Churchill and Bush, at Mississauga Road and Olde Base Line Road and perhaps one at Olde Base Line Road and Winston Churchill Boulevard.
12. Improve base of road.
13. Bicycle lanes added.
14. Non – these are country roads and quite passable for local residents. Improving the roads will lead to more people wanting to move into the area. Sprawl is unacceptable and constant growth unsustainable.
15. Speed control. No trucks on all roads – enforce it.
16. No trucks! “Share the Road” signs. “Scenic” designation for this area.
17. Pave Winston Churchill Boulevard and remove hill just south of Ballinafad Road.
18. Reduce speed. Speed traps regularly on Winston Churchill Boulevard, not just Olde Base Line Road.
19. Improve roadway conditions.
20. Cyclist’s pathway. Scenic designation – sensitive design. No gravel truck traffic.

21. Need to slow traffic coming north on Mississauga Road around the bend into Belfountain – i.e. speed bumps. Path space between Caledon Mountain Road and town for pedestrian traffic (not a typical sidewalk but perhaps some more natural stone, etc. to preserve rural country setting). Kids could bike to school; walk to school, etc. – School to conservation area.
22. Less speeding. No expansion of streetlights.
23. Enforce speed limits. Enforce stop signs. Regular police presence on busy weekends. Speed bumps.
24. Double line to discourage passing on hills. “No passing” signs.
25. Roundabouts? They work very well in other areas and are so easy to navigate.
26. Paving of Winston Churchill Boulevard south of Olde Base Line Road to Terra Cotta, therefore less traffic on Olde Base Line Road. Increase police traffic presence. Lower speed limits. 50-60 kph on subject roads.
27. Increased police patrol.
28. Improve road storm runoff – keep it clean. Designated walking areas.
29. Slower speeds. No truck traffic.
30. Nothing wrong with the roads.
31. Add bike lanes.
32. Enforce speed limits and truck bans. Put more stop signs at intersections to control speeds. Put speed bumps in posted 60 km/h areas.
33. Make safe the extremely dangerous crossing of Ballinafad Road with continuation of Wellington-Halton 12 and Winston Churchill Boulevard due extremely short sight line south. Ideas 1) Remove hill south of the E/W roads on Winston Churchill Boulevard; 2) Four way stop sign.

2. What existing design features would you like to see maintained?

Table 4 – Existing design features that people would like to see maintained

1. Maintain rural / farm feel with fences, walls, trees, etc.
2. Existing rolling hills and trees naturally help to keep speed down.
3. Hills, bends and trees. These are what define the area and make the roads special, which in turn calms traffic.
4. Rural hilly character of a beautiful country road. Rural character and environmental and historical heritage in the corner community garden in Belfountain.
5. Street lights with “character” for safety and appeal. Large old trees, good fences – with character. Hills and curves – they have been here forever – this is why people come to and love our area.
6. When purchasing and building a home on Mississauga Road I was happy to comply with

all requests from CVC and Escarpment Commission to maintain and support the health of the environment i.e. forests, wetlands, and streams before building.

7. Rural character: mature trees, ditch profile, natural vegetation, cedar rail, heritage fences.
8. Road is generally designed and maintained for area.
9. All of them – if we need safe walkways for pedestrians – build walking trails from the village to the school. No bike lanes. Keep the heritage walls, split rail fences, etc. We live in a heritage village in a turn of the 20th century home for a reason.
10. All of them, narrow hilly winding roads with steep ditches. No changes at all. No sidewalks, no street lamps.
11. Rural quality – 2 lanes and perhaps designated bike lane. No sidewalks or urban type infrastructure.
12. Keep all hills and grades – do not straighten or widen or make any cuts into the sides of the right-of-way for Mississauga Road. Same topography.
13. Parkette at Bush Street and Mississauga Road.
14. Leave the wonderful hills on Mississauga Road. No street lights.
15. Heritage fences, old trees, hills, curves
16. Hills, valleys and two lanes – nature’s corridor. No sidewalks – low lighting
17. Roadside fences (split rail, rock, etc.). Large old trees that line roadway. Hills and curves.
18. The hilly nature of the road – very scenic. Ditches – no underground sewers or curbs.
19. Re-build of stone fences for a reasonable distance from property entrances.
20. Hills
21. Rural Road cross section – no curbs and gutters. Maintain rolling hills and stone fences.
22. We like the hilly scenic character of the roads. Don’t cut down the hills or widen roads.
23. Parkette. Maintain rural nature of road (no curbs, sidewalks). Preserve wetlands, water courses and other ecologically sensitive areas.
24. Road condition is not a concern. Any design features to reduce likelihood of speeding would be beneficial.

3. What existing design features would you like to see maintained?

Table 5 - Design features that people think would enhance the community character?

1. More fences, walls, trees, etc.
2. A lookout on the bend / corner on the south end of Belfountain on Mississauga Road.
3. Saving the original fence lines stone and cedar rail that exist and replacing the row of beautiful maples along the road that I had to remove as they had deteriorated over more than a hundred years – I am concerned that enhancing the road would take precedence over the environmental concerns that are very important to everyone!
4. Could you continue funding heritage stone fences as part of project?
5. Leave it for community to enjoy with no more to increase traffic. Time to share with other arteries north and south!
6. Leave it alone.
7. It’s hard to think of what changes could be made that would not degrade the unique and scenic nature of this heritage hamlet.
8. No additional “adornment” to encourage more traffic / tourism. Less is definitely more.
9. “Quaint” street lighting in the village.
10. Bicycle lanes.
11. Bicycle lanes. (is an important tourist component in village of Belfountain).
12. I don’t think any needed features are required to enhance the community. The area has

changed drastically over the years and I would like it to stay the same.

13. 3-way stop sign at Winston Churchill Boulevard and Olde Base Line Road. 4-way stop sign at Winston Churchill Boulevard and Ballinafad Road.
14. Different walkway options
15. Road which don't do seasonal buckling. Proper repairing (no bumps) when resurfacing.
16. No sidewalks.
17. Do not add sidewalks. Improve lighting at intersections.
18. Re-build of stone fences for a reasonable distance from property entrances.
19. The roads are just fine!
20. Keep it simple – model design based on current character – vistas, aesthetics.
21. I think the whole EA rectangle should be made a scenic area for roads so the character is maintained.
22. Leave it alone – keep it quaint.
23. Maintain rural nature of road (no curbs, sidewalks). Preserve wetlands, water courses and other ecologically sensitive areas.

4. What would you like to see within the corridors?

Table 6 – What people would like to see within the corridors

1. A focus on anything that can enhance the rural charm of the area – stone wall restoration, farm fence restoration, tree plantings, reducing speed limits, etc., etc.
2. Intersection Control. Ballinafad Side Road and Winston Churchill Boulevard, 2-way stop control East-West is very dangerous. If not changed to 4-way stop, it should be at least 3-way, East-West and North.
3. Information for local owners should be sent by snail mail, not just email as many don't use email.
4. Heritage fence lines – Winston Churchill Boulevard. Both sides of Winston Churchill Boulevard have the same stone fences yet two years ago only the east side was called heritage and plans were to take road allowance from the West side (Wellington). This has since been changed, but are both sides now called Heritage fence lines? If not, why not, both were built at the same time.
5. The roadway corridors should remain pretty much as they are. These are country roads with character, popular with cyclists and weekend drivers because they offer a difference from most other roads in that they are hilly. It is wonderful to crest a hill and get an unexpected view.
6. Wildlife underpasses for salamanders and turtles. Mature trees. Split rail fences.
7. Maintain the beautiful stone fences, many well-kept, wood, wire, and huge old trees.
8. Rural character – mature trees, ditch profile, natural vegetation, cedar rail and heritage fences.
9. Preservation
10. Take a look around you – then leave it alone.
11. Plant new maples along Mississauga Road to replace dying and dead maple trees.
12. Maintain the current form and topography. Do not shave off hill tops.
13. Native plantings where plantings are used.
14. Please don't change these corridors, especially as they reflect the local environment / character of the community. Don't add street lights, sidewalks. No sidewalks or street lights.
15. Ditches, no curbs, single lane in each direction, one bicycle lane (not two) for bi-directional bicycle travel
16. no need to widen existing roads, pave any dirt road sections
17. Just as they are now, rolling, curving, rural!
18. Maintain the status quo.
19. More trees. Keep out invasive species – roadside ditches.
20. Lots of hills and tree lined roads – historical fences – rural scenic countryside is very important. Not wide
21. Lovely streams and springs. Historical markings.
22. Maintain existing rural character and nature.
23. Abrupt curbing should be avoided. Subtle transition to vegetated roadside areas is preferred. Natural and low maintenance vegetation would be best. To the extent possible, do not obstruct existing fences, hedgerows, etc. of bordering properties (most are well designed and maintained and reflect community preferences). Maintain roadside trees as much as possible.

5. What ideas do you have for improving conditions for pedestrians?

Table 7 - Ideas for improving conditions for pedestrians

1. Don't typically travel these roads on foot but wider shoulders and reduced speed limits should help here.
2. More police control on Winston Churchill Boulevard below Olde Base Line Road. Gravel road and they pass our house doing 80 to 100 km/h. The police are welcome to use our land as a sitting spot for speed control.
3. Make more parks and walking trails. Could use Orb Lands.
4. Make area a bit away from actual road – whether dirt, gravel or sidewalk. Reasonable speed limits – enforced. Sides are wide enough for our runners and walkers. Walking trails. At most – an improved narrow walkway – no curbs, etc.
5. Provide parking in the village of Belfountain so there is room for the pedestrians to use existing wide shoulders.
6. No sidewalks. It's not safe to walk on country roads –should walk in parks/within villages.
7. No cement sidewalk but more like trail walkway for students to go from school to park.
8. Please know that there are only a few times when there are enough pedestrians to pose a problem. Those pedestrians need to know that they must walk on the shoulders – they're in the country now.
9. Reduce speed. Look both ways.
10. Path space between Caledon Mountain Road and town for pedestrian traffic (not a typical sidewalk but perhaps some more natural stone, etc. to preserve rural country setting). Kids could bike to school; walk to school, etc. – School to conservation area. Separation of vehicles from pedestrians. Speed bump into Belfountain.
11. In Belfountain, the concrete wall should have sidewalk for pedestrians.
12. Enforce 40 kph speed limit. Enforce stop signs.
13. Sorry, I cannot comment because I don't live in this town.
14. Designated vehicle parking. Traffic calming. Increased traffic police presence on weekends. One side of road for pedestrians, one side for parking.
15. Encourage pedestrians to use Bruce Trail.
16. They only walk in the immediate village – put sidewalks around the stores.
17. The roads in question are not really suited to pedestrian use (except within the Village). Wide shoulders with some delineation of the edge of auto travel would probably help.

6. What ideas do you have for accommodating parking?

Table 8 – Ideas for accommodating parking

1. We feel there is sufficient parking already in the area to accommodate visitors. This is really only a concern 2 to 3 weekends a year in the autumn when people come to view the leaves.
2. Parking at south end of Belfountain on Orb Lands.
3. Buy the farm with old silo (or a portion of) for parking for sight-seeing folk, bikers, walkers, hikers, etc. (not in study area – parking for Badland viewing)
4. There is parking at the conservation that is adequate.
5. Not an issue.
6. As is. Policing of violation and excessive speed and noise.
7. Buy property from Orb at south end of Belfountain to make a public parking lot for tourists.
8. Vacant lot at corner of Mississauga Road and River (kitty corner to River Rd) i.e. beside the shops.
9. Weekend – invite tourists to park at the school and walk into the village.
10. Definite problem at the “Bad Lands” – buy property on north side for proper parking lot?
11. It’s okay now.
12. How can you stop people going to the park from parking in town for 6 to 8 hours?
13. Town to buy property within walking distance of Belfountain to provide parking for day trippers.
14. Create pay parking area outside of village.
15. At the Badlands.
16. Allow on both sides of the road. Direct them to park in the school.
17. Wide shoulders. The fall is a short season; do we really have to block all the shoulders?

7. What ideas do you have for improving conditions for cyclists?

Table 9 - Ideas for improving conditions for cyclists

1. Significant reduction in allowable speed for cars will improve conditions for cyclists and reduce traffic noise too. Win-win situation.
2. Cycle clubs from GTA use our roads with little respect for others on the road yet our local taxes pay for these roads, not theirs. Why improve on cycle conditions, at my cost?
3. Improve road shoulders.
4. Shoulders.
5. No cyclists after dark – especially when wearing dark clothing, no lights, etc. Reasonable speed limits – enforced.
6. Bike “passing” lanes (i.e. extended shoulder) on blind hills so cyclists can move over and allow vehicles to pass. (There is an enforcement component to this issue as well to “encourage” cyclists to travel single file and to the right.)
7. It is not particularly safe for cyclists and motorists to share the roads around Belfountain.
8. Not an issue. Cycle on a safe roadway and don’t hog the road.
9. Do not have “add ons” to make this more of a tourist mecca. We are on the sup of mega development all around and we need to preserve something!
10. Ban them from Mississauga Road. Create new route elsewhere for them. Mississauga Road cannot be made safe for cyclists without changing the width / topography which most Belfountain residents do not want.
11. Bicycle paths.
12. Bike lanes.
13. No bike lanes. Before accommodating cyclists, we should ensure that they obey the rules

of the road – many do not pay any attention to stop signs.

14. Signage stating “Ride behind the other rider” as they usually ride in two’s or three’s beside each other.
15. “Share the Road” signs.
16. Bicycling lanes on Mississauga Road as it is well used by cyclists.
17. Most of the group cycling is bike clubs from outside the area.
18. Cycle path.
19. Small bike lane (prefer to see it on one side of the road only into Village of Belfountain and out.
20. More share the road signage.
21. Stop cyclists from traveling 2 to 3 and 4 abreast. Enforce stop signs.
22. I understand that cyclists navigate to this area because of the hills and curves in our environment. However, each year I find that they tend to overtake the roads, having difficulties maintaining the rules of the roadway. There have been near hits when they cut cars off. I especially do not care for having to go out of my way to get home because they have a function or a ride. I’m not mean. Just concerned.
23. Charge user fees or license cyclists.
24. Creating a bike path but NOT widening the road
25. Designated bike route through village.
26. Already have bike paths along the train tracks. And we have a bike lane that was built about 6 years ago.
27. Add bike lanes.
28. Bike lanes only if these do not necessitate a road widening.
29. Educate cyclists about the rules of the road.
30. The cycling lanes that exist on Old Base Line Road (east of Hwy. 10) and King Road are quite effective. Similar cycling lanes would be beneficial on all of the relevant roads, all of which are well used by cyclists.

8. What ideas do you have for accommodating motorcyclists?

Table 10 – Ideas for accommodating motorcyclists

1. We do not wish to accommodate motorcyclists. The loud noise they create for our Mississauga Road property is very unpleasant. We have added water features and noise berms to try to reduce the impact and it is still too loud and takes away from our enjoyment of our property.
2. Accept them – they spend \$ the stores would not see without their support. Motorcycles have been here and on these roads for more years than most Belfountainites. As with vehicles – reprimand those not obeying rules of road. They make a shorter time of “noise” going past than lawn mowers or chain saws, etc.
3. Weekends they enjoy the area.
4. Fewer and less noisy.
5. Enforce noise bylaw so locals will feel welcoming to motorcyclists.
6. They seem to be fine.
7. No problem.
8. Designated parking. Low noise.
9. It’s okay now. But need speed enforcement, need nighttime racing reduction.
10. Don’t encourage more bikers.
11. Treated as vehicle traffic.

12. Maintain current character of roads.
13. Same as cars.
14. No specific considerations.

9. Others comments about the study

The following are additional comments noted in the workbooks. Each number represents a different individual's comment.

1. Our family has owned this property since the 1960s when I was a child we used to run back and forth the road to visit our neighbours since there was very little traffic to be concerned with. Now the traffic is so heavy we have had to put in a gate to ensure our children do not go near the road. The properties on Mississauga Road tend to be close to the road and the road should be treated more as a residential road than a highway. If the speed limit was reduced to 50 km/h, most safety concerns regarding sightlines and cyclist safety would be eliminated.
2. Below Olde Base Line Road on Winston Churchill (gravel) – It is my understanding that they re-ditched this area to allow water to be pulled from the road, eliminating potholes, etc. When? Why ditch? I was told the ditches were always there and they were just re-doing them. **WRONG.** I've lived here since 1952 and there were never ditches there. My property now gets excessive water in front paddock. I can't cut the grass along the road (as I have for years) because the ditch blocks the area and the banks are now too steep. Cars continually are being pulled out of the ditches yet we never had this problem before. Old saying, "if it isn't broke, don't fix it".
3. Our property is fronted at Olde Base Line Road with large majestic oak trees which we would like protected.
4. What are you planning for all the tourists? Use dark sky lighting. Spray for invasive species phragmites in newly constructed road ditches. Clean construction equipment to stop spread of invasive species phragmites (see invasive species at CVC). Put signage in Belfountain for the environment. How are you going to collaborate with the new housing development on the south end of Belfountain? Are they putting in a road between Mississauga Road and Shaws Creek Road?
5. Thankfully people travel from everywhere to see our beautiful, unique area and spend \$ here. Our roads must be maintained, upgraded but while trying to keep with community spirit and heritage.
6. Are there opportunities to help facilitate internet service providers (Bell, Rogers, etc.) to extend high speed internet service as part of this project? This could be a significant community benefit.
7. This seems to be a way to spend lots of money trying to "fix" what should be left alone. We live in a home built before the 20th century – with trees that are very old and very beautiful. We moved here to live in a small village and raise our daughter in a beautiful part of Ontario. If we wanted our tax money put towards developments that support quarries or Brampton overflow of traffic, we would have stayed in Toronto.
8. An attempt to pursue an agenda of change where none is required through and "inclusive" search for a non-existent problem. Why do I feel that we are being conned. The 30m easement right of way is very telling?
9. There will be many pressures – housing, gravel, tourism. Progress does not mean growth; presumable we have become more enlightened about the fragile nature of this environment.

10. When the Forks of Credit reno happened, a thousand truckloads of rubble were dumped (and a property owner was paid a fee) at the west end of Belfountain, burying a valley. Please do not repeat this atrocity.
11. Although part of the study, natural heritage is not mentioned in this booklet with specific questions. I would like to know what if anything is going to be done with the current road drainage that is funneled into the creeks and wetlands in Belfountain without any treatment (quantity or quality). In some cases asphalt spillways into the creeks exist which contributes to the degradation of the West Credit and its tributaries in the study area. I also would like to see wildlife passage built into the roads as I often see road kill (outside of the village).
12. Does the traffic study of these roads really reflect the “need” for replacing / redesigning them? (Especially in times of fiscal restraint) Make stats on above available, easily! There is NO need for sidewalks or street lights. Much greater publicity needed to give opportunity for more participation in the process. These meetings have not been widely publicized.
13. Since previous study’s recommendations, not improvements, what is the probability that recommendations from this study will be implemented? i.e. lots of studies, no action – no money.
14. Also left out part of Winston Churchill Boulevard that is not paved and is a safety risk when it rains, snows as it is well used by fast moving through traffic. I like walking and recently have avoided Winston Churchill Boulevard and Olde Base Line Road because of the significant increase in fast traffic – trails or designated pedestrian walkways (trails) would be appreciated in some areas. I am in favour of bicycle lanes on Mississauga Road – it is already used by cyclists and should be made safer.
15. Winston Churchill Boulevard is a series of other roads loosely commented. The southern end is actually 6 Line Caledon / 11 Line Erin. It dead ends in Terra Cotta and basically ends at Bush Street. It went from a back road to a major road.
16. Pave the south portion of Winston Churchill Boulevard to King Street.
17. Designate the entire study area as scenic. The end result is that I do not want these roads to be Bramptonized! There is no character to Brampton roads. These roads help define the character of Belfountain and area.
18. This is the country, not the city – leave it that way!
19. At a time when budgets are strained, think of who is going to pay for unwanted changes. We are!
20. Why do meetings have such a delayed planning? If it was a business, things wouldn’t take so long. I can understand why it is important to cover all issues but years seem ridiculous if needs are not met in good time. Bicycle lanes seem to be an important safety issue also drains and ditches.
21. Will the phone companies be involved in any of the planning? They are constantly doing work along Winston Churchill Boulevard. Are any of the above ground cables going underground? A shame doing all this planning when technology is advancing so quickly and may need to disrupt the countryside that has limits to the world web.
22. Don’t change what we have! My family lives here because of the way our neighbourhood is!!!!
23. Property boundary of 17263 Old Main is incorrectly surveyed – title boundary is larger than what the iron bars currently depict. Please re-survey based on title / deed (in land registry office).
24. XX is applying for a new gravel pit north of Bush Street on Winston Churchill Boulevard. How will you ensure the trucks do not head south down Winston Churchill Boulevard and enter this EA area?

25. It's very important to protect the heritage fences and very old maple trees along the roadside within the Region's right-of-way – do not destroy these!
26. Keep heritage fences and trees, keep hills, and keep single streetlights marking intersections at night.
27. You are doing this for outsiders and we don't need the higher taxes this will bring. Leave us be; Do not change the topography.
28. Please no more speed bumps like Forks of Credit.