



Queen Street at King Street (Downtown Bolton)

Queen Street (Highway 50) from Queensgate Boulevard to Columbia Way, Bolton Complete Corridor Study and Preliminary Design

November 29, 2023, 6:30pm – 8:30pm

Public Meeting #1



Indigenous Land Acknowledgement

We would like to begin by acknowledging the land on which we gather, and which the Region of Peel operates, is part of the Treaty Lands and Territory of the **Mississaugas of the Credit**. For thousands of years, Indigenous peoples inhabited and cared for this land, and continue to do so today.

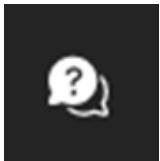
In particular we acknowledge the territory of the **Anishinabek, Huron-Wendat, Haudenosaunee** and **Ojibway/Chippewa** peoples; the land that is home to the **Metis**; and most recently, the territory of the **Mississaugas of the Credit First Nation** who are direct descendants of the Mississaugas of the Credit.

We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants.



Agenda

- Opening and Introductions
- Presentation
- Question & Answer (Q&A) Session



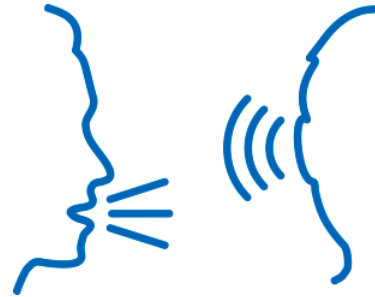
During the presentation, the Q&A chat will be open, and we welcome attendees to submit questions and/or comments, which will be responded to during the Q&A Session.



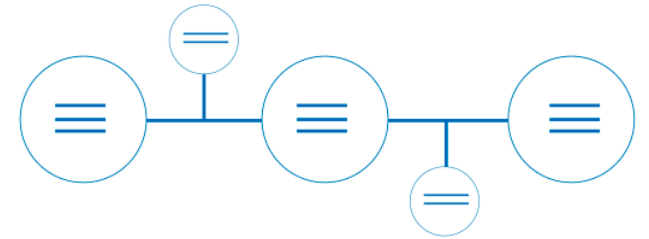
Purpose of Public Meeting #1



- Introduce and review the study purpose and existing conditions



- Hear your thoughts on potential opportunities for improvements for all road users



- Present the project timeline, next steps and how to stay engaged



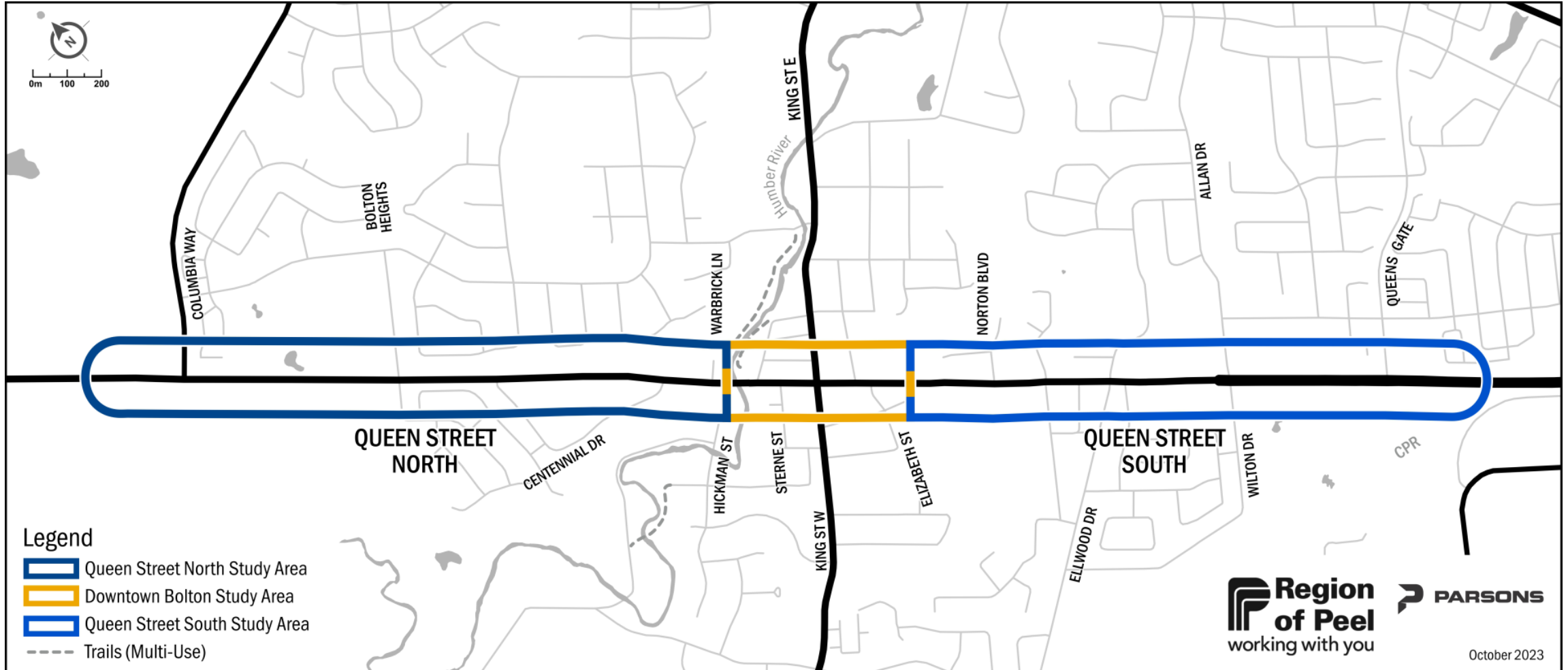
What is the purpose of a Complete Corridor project?

- Create a complete street that **safely** supports all modes of transportation
- Maintain Peel infrastructure in State of Good Repair
- Produce one Preliminary Design for all corridor improvements



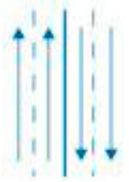


Study Area



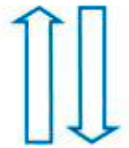


Existing Corridor Conditions



Queen St S:

- 4 travel lanes (2 lanes in each direction)
- Urban cross-section (curb and gutter)
- Right-of-Way (ROW) width approx. 36 m
- 60 km/h posted speed limit



Downtown Bolton:

- 2 travel lanes (1 lane in each direction)
- Urban cross-section (curb and gutter)
- ROW width approx. 20 m
- 40 km/h posted speed limit



Queen St N:

- 2 travel lanes (1 lane in each direction)
- Rural cross-section (drainage ditch)
- ROW width approx. 36 m
- 50 km/h posted speed limit



4.1 km of North-South Arterial Road



Voyago and GO Transit routes



No cycling facilities



Sidewalks

- Non-continuous on both sides



Street Lighting

- On both sides throughout most of study corridor

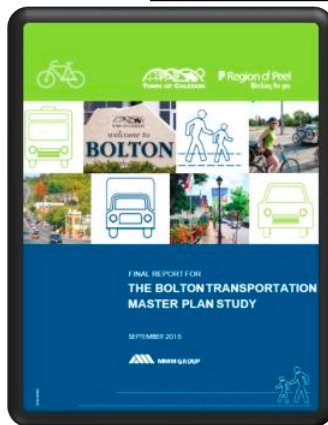


Mixed Land Use

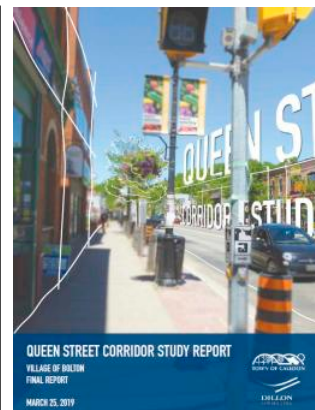
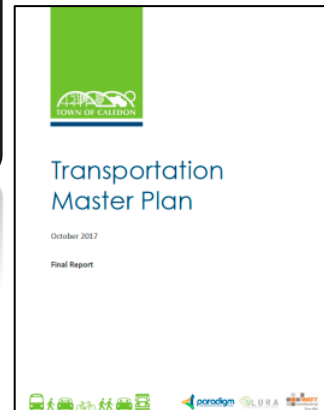
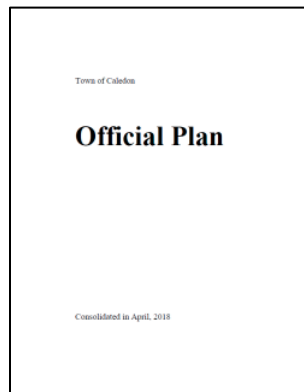
- Low-density residential & commercial



Planning & Policy Context



Town of Caledon & Peel Region, 2015

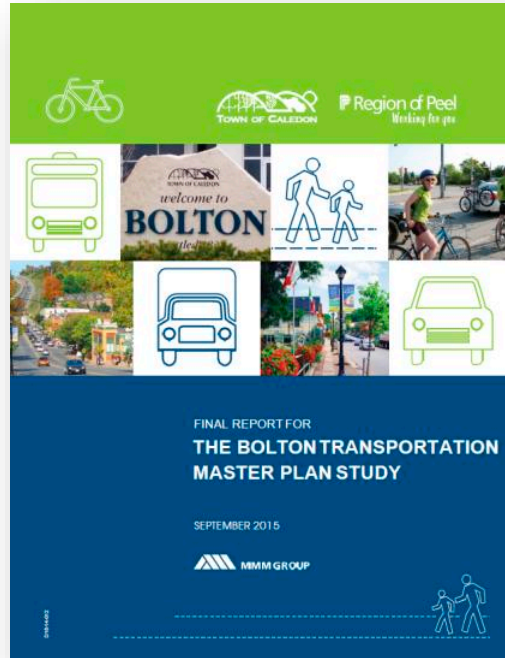




What we heard from the Public...

**Sense of place
in downtown**

**Signage and
traffic calming**



**Sidewalk
connectivity**

**Safe
(separated)
cycling facilities**

Prohibit trucks

**Expand Transit
Service**

**On-street
parking**

**Accessible to
other parts of
Greater Toronto
& Hamilton Area**

Public Engagement
Online Questionnaire
Public Information Centres
Stakeholder Workshops

**Transportation
needs for
seniors and
youth**

**Cycling
connections on
parallel routes**



Identified Opportunities

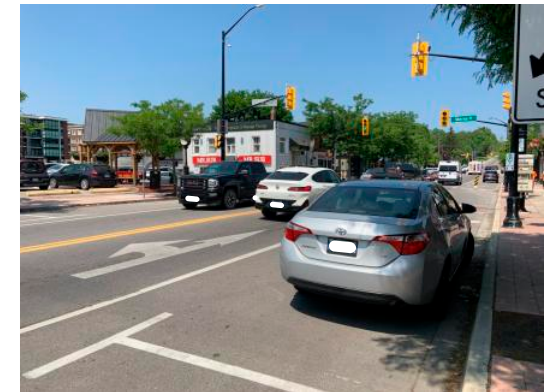
The **Bolton Transportation Master Plan** (Town of Caledon, Peel Region, 2015) identified opportunities to improve the safety and efficiency of active transportation, transit, automobile and truck traffic in Bolton.

Achievements:

- Emil Kolb Parkway (2015)
- Truck restriction on Queen St in downtown Bolton (2015)
- Humber Valley Bridge Rehabilitation (2017)
- Full traffic signal at Queen St / Sterne St (2021)
- Permanent all-day on-street parking on both sides of Queen St from King St to Mill St (2022)
- Community Safety Zone on Queen St from Ellwood Dr to Columbia Way (2022)
- 40km/h posted speed limit on Queen St from Downey Dr / William St to Centennial Dr (2022)

Opportunities:

- ❑ **Active transportation** options (including transit, walking and cycling) on Queen St to promote choice for the effective movement of people in and out of downtown Bolton



- ❑ **Geometric design** (e.g., curb bulb-outs) on Queen St to facilitate permanent all-day on-street parking and reduced speed limit in downtown Bolton



Identified Opportunities

The following will be considered for sections of the Queen Street corridor:

- Intersection improvements
- Active transportation infrastructure
- Storm sewer repair
- Road resurfacing
- Accessibility improvements
- Noise Wall Conversion (if applicable)



Queen Street and King Street



Storm Sews on Corridor Slope



Pavement on Queen Street South



Humber River Pedestrian Bridge



Project Scope

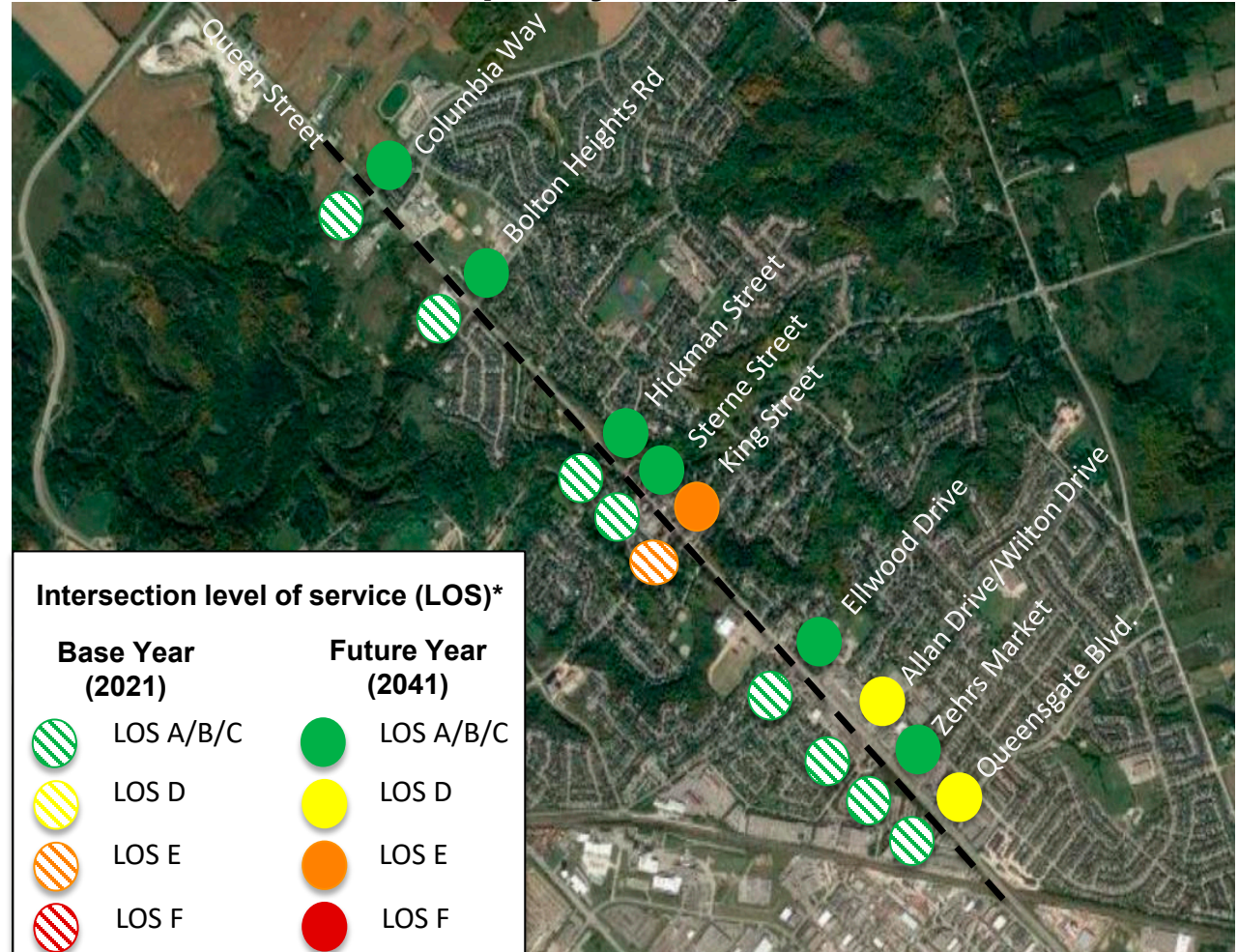




Existing and Future Traffic Operations

1. Existing Level of Service (LOS) is C or better for all intersections except King Street (LOS E).
2. Future (2041) LOS is D or better for all intersections except King Street (LOS E). Increased storage lengths are proposed at Columbia Way, King Street and Queensgate Boulevard.
3. A new southbound advanced left-turn phase is proposed at Allan Drive.
4. Active transportation and transit upgrades may reduce private car use, leading to lower future demand on this corridor than estimated for 2041.
5. A roundabout screening at Columbia Way and Bolton Heights Road showed no current need for roundabouts.

Base Year (2021), Future Year (2041) Intersection Capacity Analysis

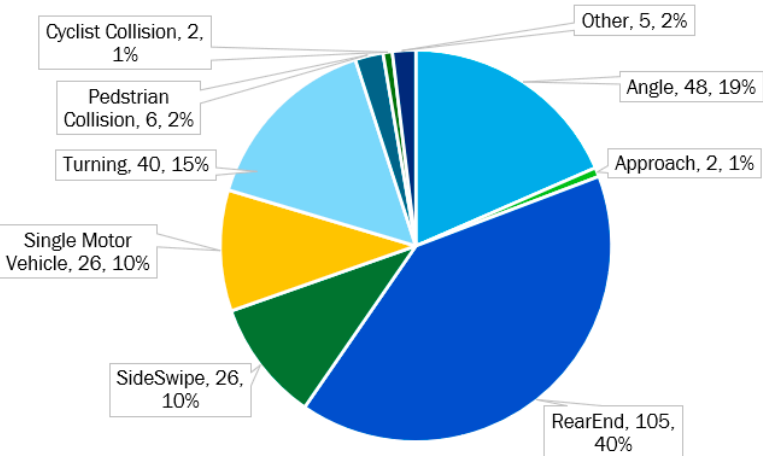


*LOS shows road conditions: A-C means smooth or steady traffic, D is nearing unstable traffic, E is unstable traffic, and F is heavily congested or stopped traffic.

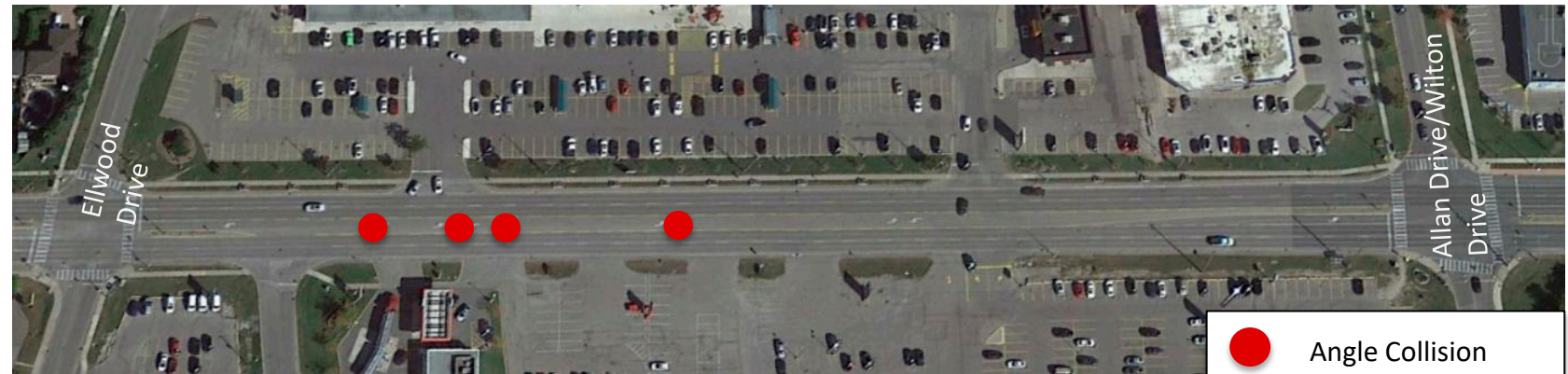


Traffic Safety and Access Review

- Number of collisions:** Total of 260 collisions occurred within the study area between 2017 and 2021.
- Type of collision (by frequency):** [1] Rear-End collisions (following too close), [2] Angle collisions (vehicles failing to yield right-of-way)
- Collision location (by frequency):**
 - King Street had most rear-end and turning collisions, likely due to tailgating and aggressive left turns. Solutions may include reducing congestion and enhancing road operations.
 - Angle collisions occurred mainly between Ellwood Drive and Allan/Wilton Drive, likely due to multiple Queen Street accesses and poor sightlines for left turns. Possible solutions include access consolidation, improved sightlines, or left-turn restrictions via a centre median.



Angle Collisions Between Ellwood Drive & Allan Drive/Wilton Drive



Note: turning collisions occur at intersections, as differentiated by angle collisions, which occur at unsignalized or midblock locations



Potential Road Safety Improvements



Improve safety at intersections



Support vulnerable users and update accessibility features



Fill sidewalk gaps and consider new cycling facilities separated from traffic



What are your thoughts on safety improvements?



Existing Environmental Conditions – Natural Heritage

Humber River

- Designated as Canadian Heritage River.
- Supports coldwater fish community including sensitive coldwater sportfish (e.g., Brook Trout, Brown Trout, Rainbow Trout).
- Redside Dace potentially present upstream of study area.
- Tributary of Humber River is an intermittent warmwater watercourse and supports warmwater bait/forage fish community.



Humber River,
downstream of Queen St Bridge

Terrestrial Habitat and Vegetation

- Open Grasslands, farm fields at northern extent of study area provide potential nesting and foraging opportunities for bird species.
- Riparian habitat around Humber River provides wildlife access to drinking water, feeding opportunities and nesting opportunities.
- Roadside habitat consists of manicured lawns, cultural meadow and natural forest stands of deciduous and coniferous trees.
- Vegetation species were documented primarily as a mix between native and non-native species.



Open Grassland Habitat,
northern extent of project limits



Dead Tree on Queen St South
(Parsons, 2023)

Breeding Birds:

- Farm fields at north end of study area have potential to attract Species at Risk (e.g., Meadowlark, Bobolink); None were observed.
- Mostly common birds were observed (e.g., Red-winged Blackbird, American Goldfinch, American Robin).
- Eastern Phoebe actively nesting on Humber River bridge.
- Chimney Swifts (Species at Risk) were observed flying overhead along the Humber River.

Trees:

- 269 trees and 40 species were inventoried within the study area.
- Most common: Honey Locust, Norway Maple, Black Locust, White Spruce, White Cedar, Russian Olive, Black Walnut, Hackberry.



Existing Environmental Conditions – Cultural Heritage

Areas of archaeological potential:

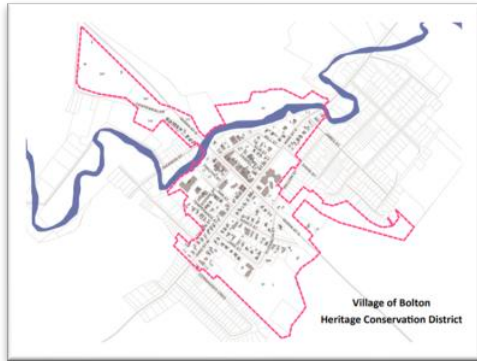
- Areas of high archaeological potential north of Bolton Heights Road and at the Humber River
- 32 registered archaeological sites can be found within 1km; 4 sites exhibit cultural heritage value within 50m
- The study area includes early historic settlements and transportation routes
- Laurel Hill Cemetery, Bolton Anglican Cemetery, Albion Congregational Church Burial Ground



Entrance driveway into
Laurel Hill Cemetery from
Centennial Drive (ASI, 2023)

Areas of cultural heritage potential:

- 9 Cultural Heritage Landscapes (CHLs) and 16 Built Heritage Resources (BHRs) are in the study area, including:
 - Properties listed on the Municipal Heritage Register
 - Properties designated under the *Ontario Heritage Act*
 - A Canadian Heritage River (Humber River)
- 90 “contributing properties” in the Heritage Conservation District are in the study area
- Identified CHLs and BHRs are historically, architecturally, and/or contextually associated with land use patterns in Bolton

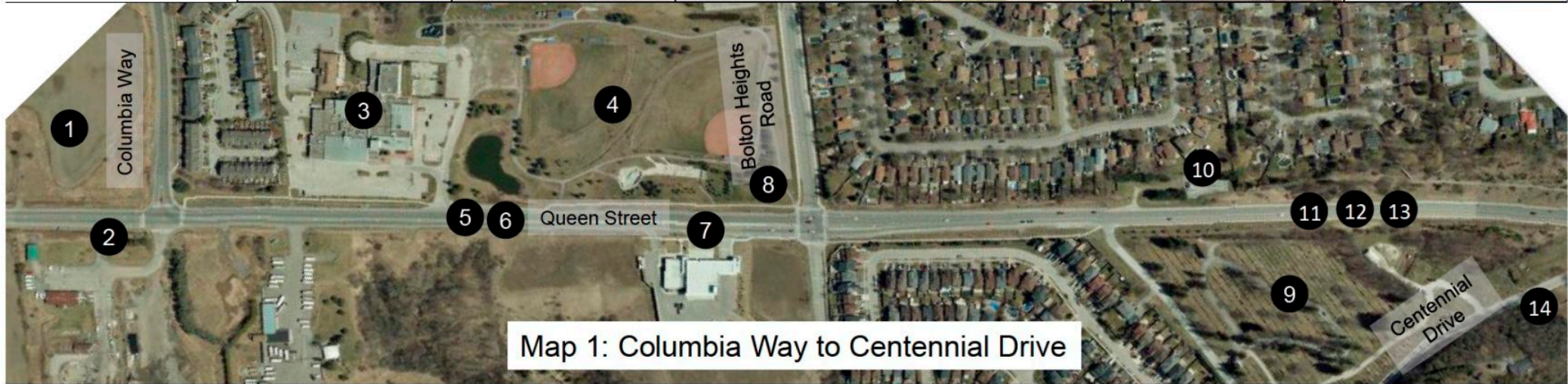


**Bolton Heritage
Conservation District**
Town of Caledon (2015)










Study Area Profile – Queen Street North

1. Proposed Development 14245 Hwy 50	2. Utilities near Columbia Way	3. Caledon Centre for Recreation and Wellness	4. Albion-Bolton District Park	5. Drainage through roadside ditches	6. Rural Cross Section	7. Roy B. Clarkson Fire Hall Hatched Marking
 Concept Plan from Town of Caledon Current Applications Website						



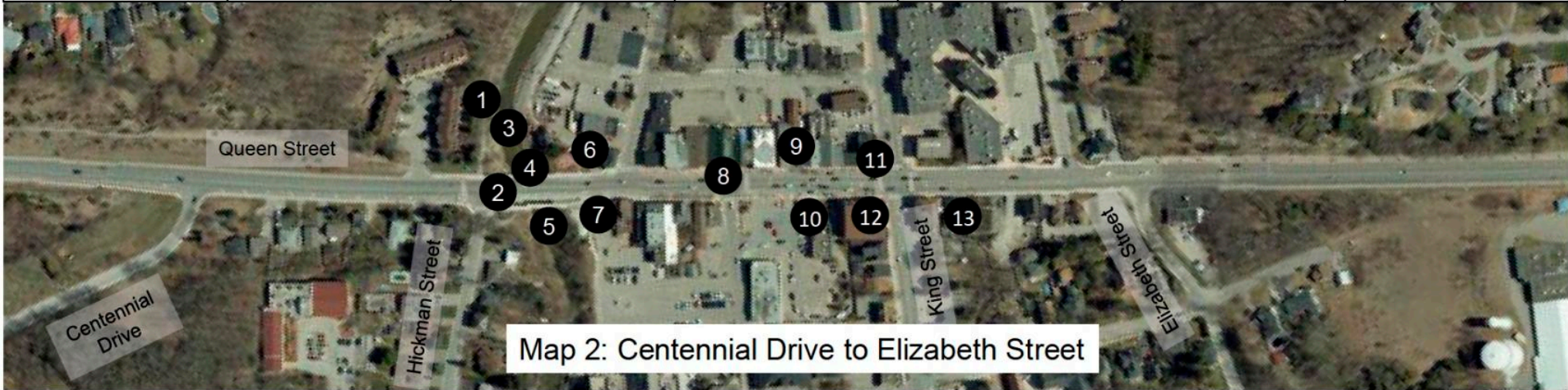
Map 1: Columbia Way to Centennial Drive

8. Bus stop with both local Transit and GO Bus	9. Laurel Hill Cemetery	10. Hydro Transformer Station	11. Steep Grade	12. Mixed Barrier Curb and Mountable Curb	13. Retaining Wall	14. Bolton Methodist and Anglican Cemeteries
						



Study Area Profile – Downtown Bolton

1. Humber Valley Heritage Trail	2. Humber River Bridge Mural	3. Humber River	4. Humber River Bridge	5. Humber River Pedestrian Bridge	6. Humber River Bridge Rest Area	7. Humber River Bridge Ramp and Rest Area
						



Map 2: Centennial Drive to Elizabeth Street

8. Downtown Bolton Intersection Crossing	9. On-Street Parking	10. Downtown Bolton Streetscaping	11. Downtown Bolton Intersection (King St)	12. Traffic Cabinet Wrap Art	13. Culvert Opening	
						



Study Area Profile – Queen Street South

1. Steep Grade	2. Retaining Wall	3. Albion-Bolton Community Centre	4. Residential Homes Direct Access	5. Two Way Centre Left Turn Lane	6. Commercial Plaza with Multiple Accesses	7. Commercial Plaza



Map 3: Elizabeth Street to Queensgate Boulevard

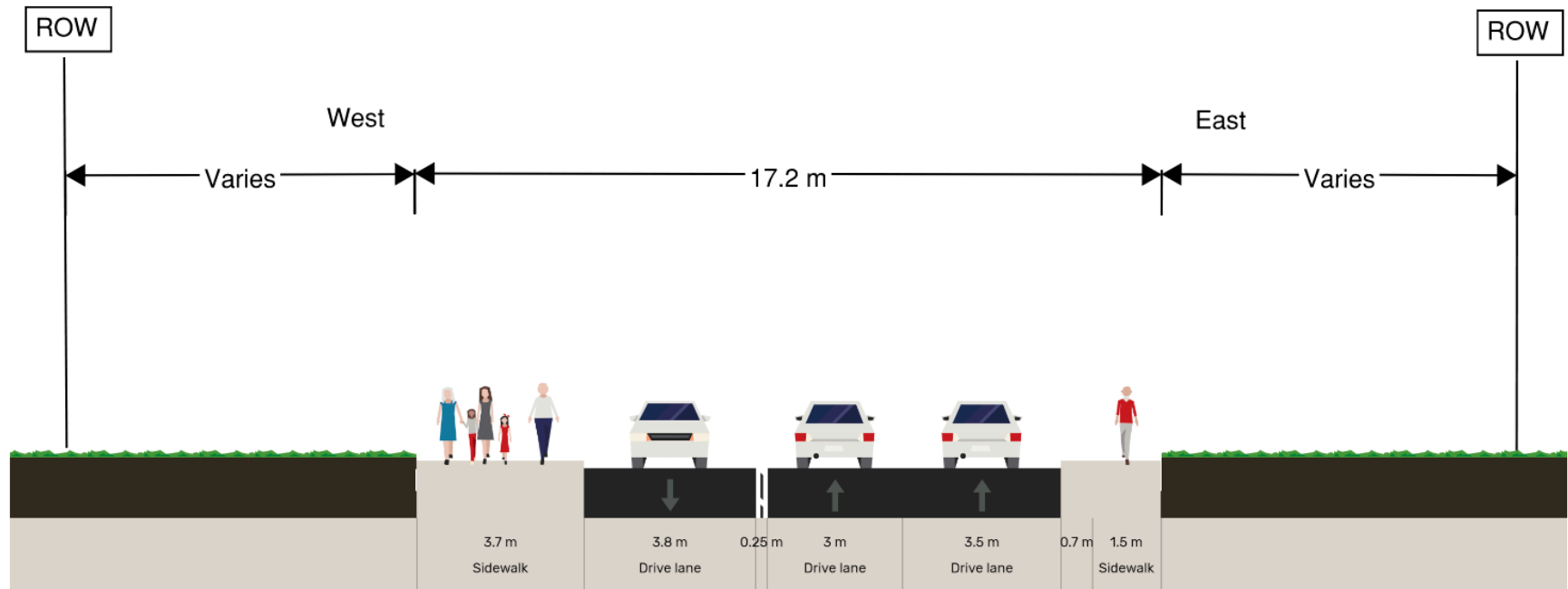
8. Utility Poles on both sides	9. Bolton Country Plaza with signalized entrance	10. Entrances Close to Intersections				



Existing Typical Cross-Section – Queen Street North

CROSS-SECTION CONSIDERATIONS:

- Northern section is rural cross-section
- Active Transportation
- Existing 900mm CSP
- Substandard Guiderails
- Caledon Centre for Recreation and Wellness / Albion-Bolton District Park
- Laurel Hill Cemetery
- Steep Grades and Retaining Walls

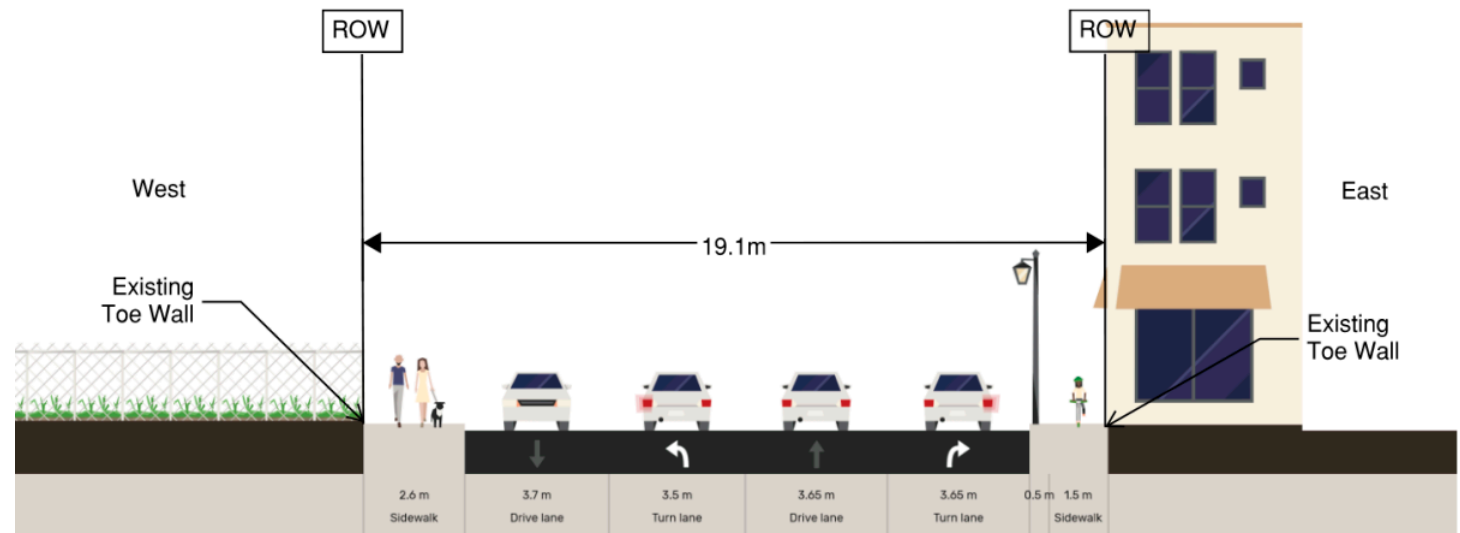
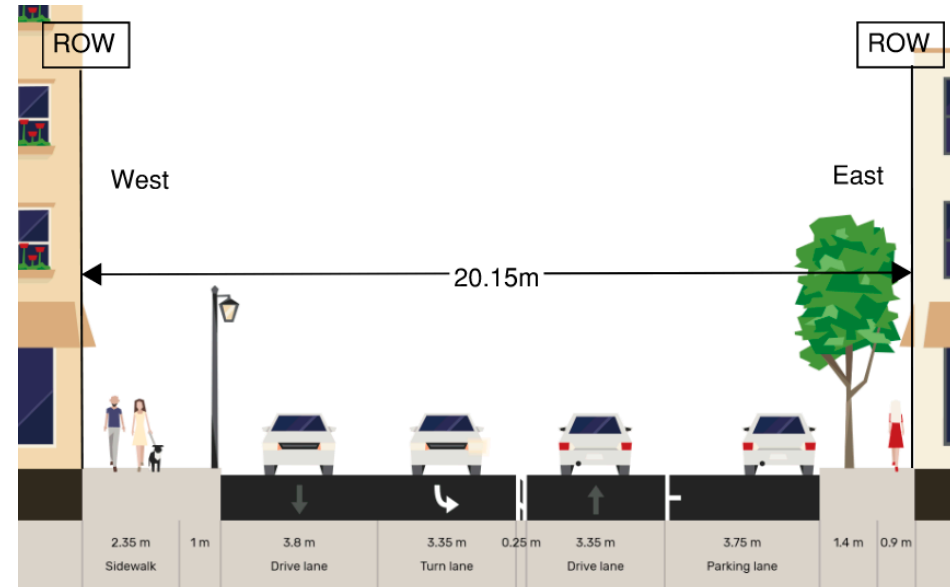




Existing Typical Cross-Section Downtown Bolton

CROSS-SECTION CONSIDERATIONS:

- Limited ROW
- Active Transportation
- Steep Grades and Retaining Walls
- Humber River Bridge and Pedestrian Bridge
- Village of Bolton Heritage Conservation District and Humber Valley Heritage Trail
- Existing 1800mm Concrete Crossing Culvert
- Toronto and Region Conservation Authority (TRCA) Regulated Area
- Bolton Business Improvement Area and business impacts
- Parking Impacts

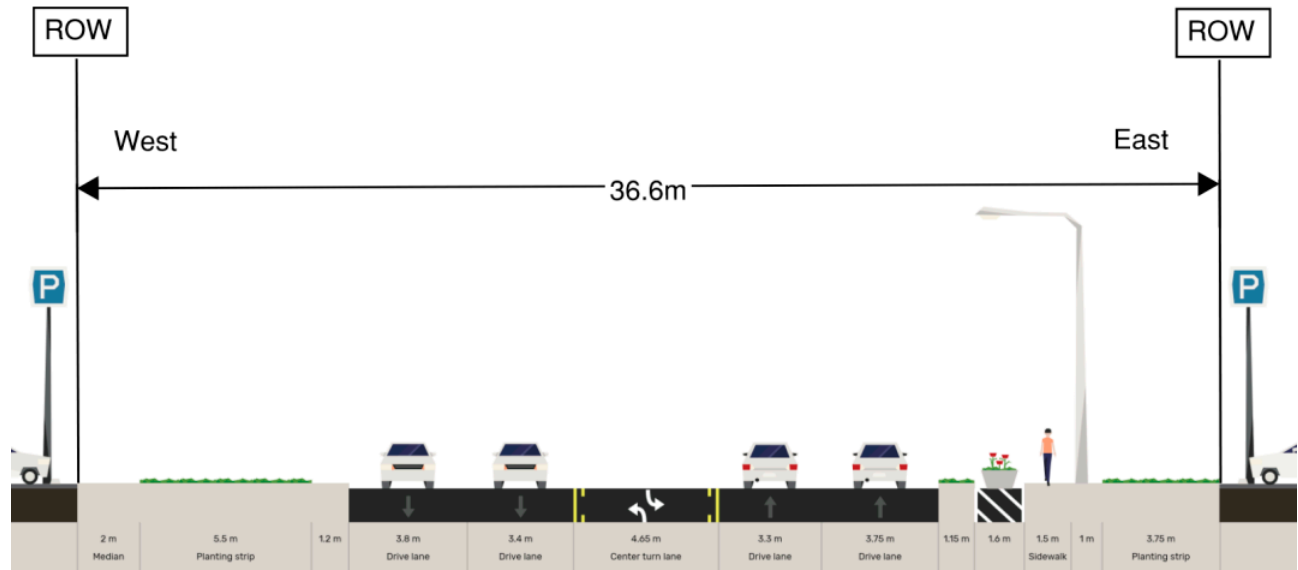
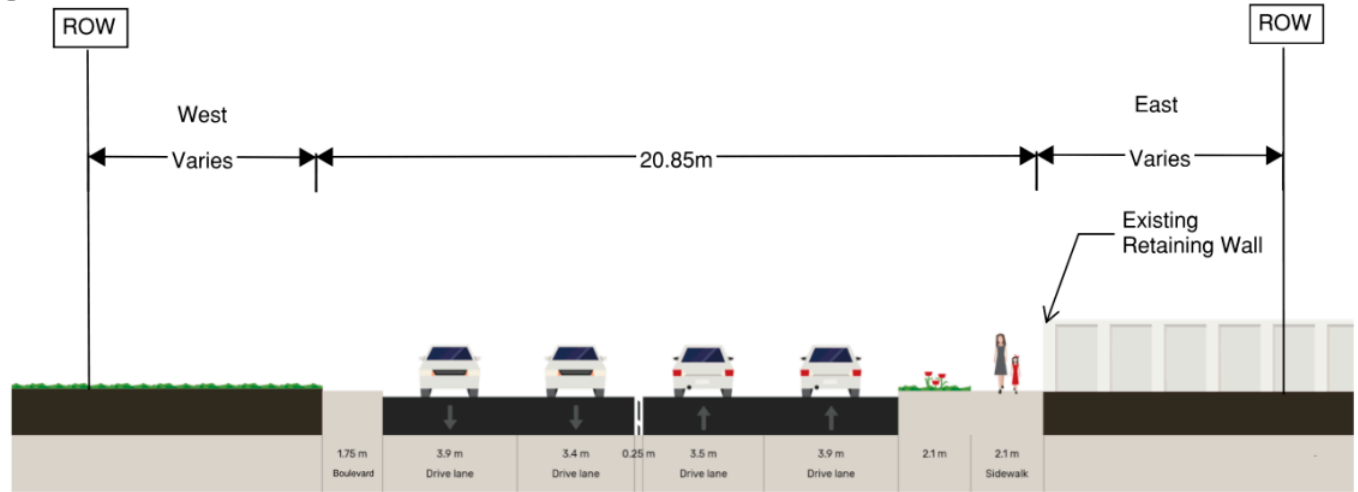




Existing Typical Cross-Section Queen Street South

CROSS-SECTION CONSIDERATIONS:

- Limited ROW
- Active Transportation
- Deficient pavement markings and access to Albion Bolton Community Centre, Library, and Fairgrounds
- Multiple commercial plaza entrances in close proximity
- Presence of existing utilities
- Access to Petro Canada Gas Station





Design Options for Active Transportation

1. **Multi-Use Path** on east or west side of Queen Street (**entire study area**)
2. **Multi-Use Path** on east or west side of Queen Street (**King Street to Hickman Street**)
 - Higher pedestrian and cyclist volumes leading to more conflicts are a concern
3. On-street and grade separated **two-way bike lane** on east side (**King Street to Hickman Street**)
 - ROW space constraints are a concern; including space to accommodate parking, left turn lanes, street furniture.
4. On-street **one-way bike lanes** in **both** directions (**King Street to Hickman Street**)
 - ROW space constraints are a concern; including space to accommodate parking, left turn lanes, street furniture.

**Draft for Discussion
(work-in-progress)**





Evaluation Criteria



Transportation

- Traffic Operations & Safety
- Multi-modal Opportunities
- Connectivity & Access



Engineering

- Structural Impacts
- Stormwater Impacts
- Construction staging Impacts



Natural Environment

- Terrestrial
- Aquatic
- Species at Risk
- Indigenous Considerations



Cultural Environment

- Archaeology
- Cultural and Built Heritage
- Indigenous Considerations



Social

- Land Uses
- Property



Economics & Costs

- Capital Costs
- Maintenance Costs
- Business Impacts



Healthy Communities

- Opportunities for Active Travel
- Age Friendly and Accessible Living Supportive Design



Stakeholder Consultation

Technical Advisory Committee

11 Agencies

Fisheries and Oceans Canada
Ministry of Citizenship & Multiculturalism
Ministry of Natural Resources & Forestry
Peel Region
Toronto & Region Conservation Authority
Town of Caledon
Utilities

Virtual Meeting #1

March 29, 2023

- Introduction
- Background

Virtual Meeting #2

August 29, 2023

- Existing Conditions
- Public Meeting #1 Material

Environmental Site Meeting

August 14, 2023

- Toronto and Region Conservation Authority

Community Stakeholder Group

9 Participants

Accessibility
Active Transportation
Age-Friendly Design
Business Improvement Area
Cultural Heritage
Downtown Revitalization
Landowner/Resident Association
Natural Heritage & Sustainability

Virtual Meeting #1

June 26, 2023

- Introduction
- Background

Walking Audit (Meeting #2)

July 12, 2023



Virtual Meeting #3

November 8, 2023

- Existing Conditions
- Public Meeting #1 Material



What we heard from the community...



Queen St S: Consider extending sidewalk south of Petro Canada



Queen St S: Consider raised median to limit left turns and avoid passing vehicles



Queen St S: Consider signaled intersection at Albion-Bolton Community Centre



Queen St S: Consider pedestrian lighting and more sidewalks to create sense of safety



Consider protected cycling lanes, cycling detours on local roads, and bike parking



Downtown: Lack of streetscape downtown (west side); Private parking lot blends into public realm



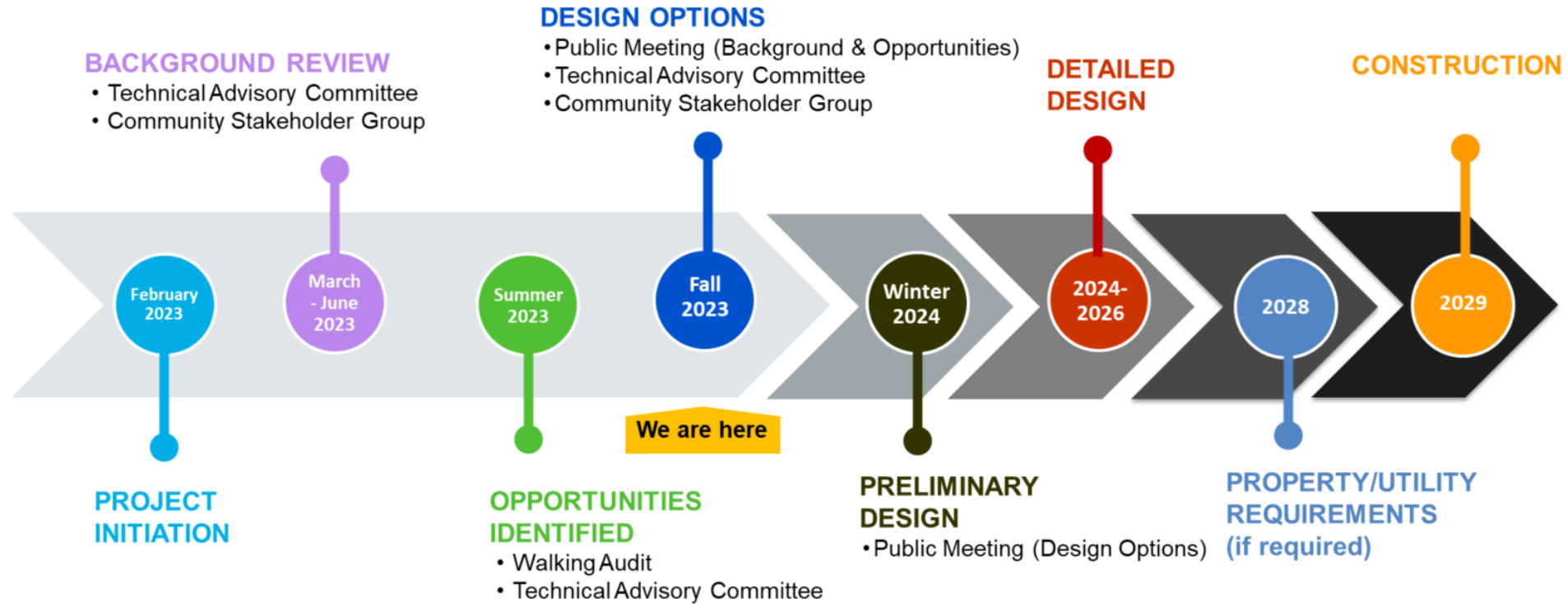
Downtown: Consider curb bump-outs to prevent driving in parking lanes






Downtown: Consider access and lighting underneath the Humber River Bridge






Project Timeline



Next Steps

-  Review and incorporate public comments
-  Complete investigations
-  Develop and evaluate design options

-  Meet with Technical Advisory Committee
-  Meet with Community Stakeholder Group
-  Host Public Meeting #2

We welcome your feedback!

Submit your comments to one of the following project managers:

Sonya Bubas, MCIP, RPP
Peel Project Manager

Region of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801 Email:
sonya.bubas@peelregion.ca

Luis Orantes, EP
Consultant Project Manager

Parsons Inc.
1393 North Service Road East
Oakville, ON L6S 6E5
Tel: 416-845-5646
Email: luis.orantes@parsons.com

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Question and Answer (Q&A) Session

The Q&A Session will be led by a third-party facilitator, Glenn Pothier.

Submit your questions and/or comments directly to the Project Team using the Q&A chat.

If you'd like to submit a question or comment after the Public Meeting tonight, you can still send your feedback to the project team at sonya.bubas@peelregion.ca and luis.orantes@parsons.com.