

# Focus Group

First Meeting

Belfountain Community Centre

Tuesday June 29, 2010

7:00 p.m. to 9:00 p.m.



Mississauga Road/Old Main Street and Bush Street, from Olde  
Base Line Road to Winston Churchill Boulevard  
Environmental Assessment Study

# Agenda

- 7:00 p.m. Welcome / Introductions
- 7:05 p.m. Guiding principles
- 7:15 p.m. Understanding the project
- 7:30 p.m. Technical Requirements
  - What is pavement rehabilitation/reconstruction
  - The function of the road shoulder and ditch
  - Road design options
- 7:45 p.m. Opportunities
  - Streetscape Enhancements
  - Traffic Calming / Safety Measures
- 8:05 p.m. Our experiences with similar projects in Caledon
- 8:20 p.m. Feedback / discussion
- 8:45 p.m. Next Steps / Wrap - up



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# Welcome / Introductions

## Peel Team

**Andrea Warren**

**Facilitator**

**Kathy Cater**

**Manager,  
Transportation Program  
Planning**

**Solmaz Zia**

**Project Manager**

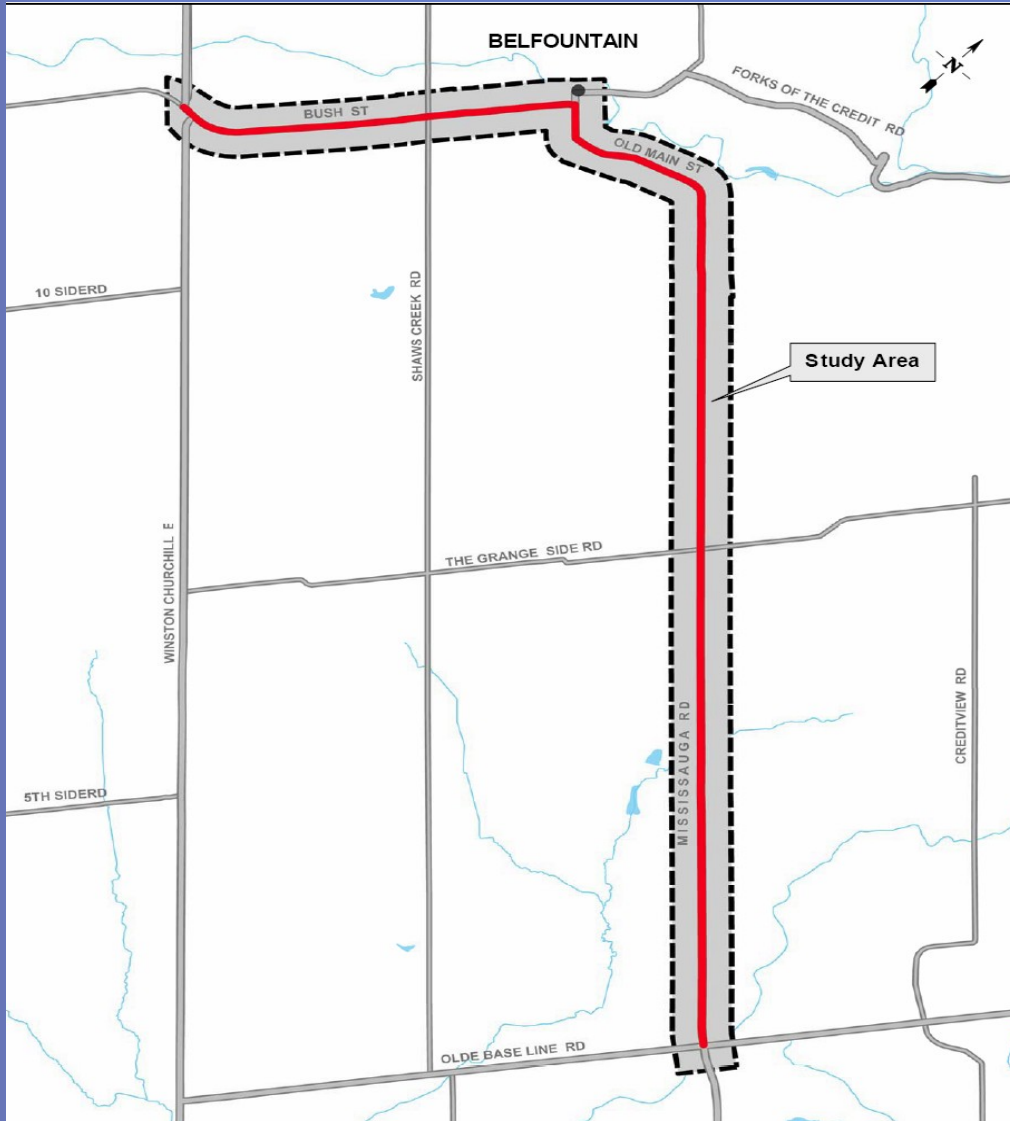
**Liz Brock**

**Technical Analyst**



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# The Study Area

# Guiding Principles

- Region's Official Plan/Long Range Transportation Plan
- The environmental assessment process reviews the road use and community needs to 2031.
- Caledon Transportation Needs Study, March 2009

It is the Region's commitment to:

- Work with the community to make the project a community-based collaborative endeavour
- Preserve the natural environment, heritage features and make improvements where possible in consultation with CVC, MOE, NEC and Town of Caledon while maintaining or upgrading the roadway to a safe and good condition.
- Maintain the character of the Hamlet of Belfountain



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# What we've heard....

Residents are concerned about:

- an increase in commuter traffic if the road is rehabilitated
- pedestrian activities during weekends and special events
- protecting the natural environment and Species at Risk (SARs)
- parking on Old Main Street
- the addition of sidewalks which may be positive, but may affect existing properties
- accommodation of bicycles within the road
- Retention of existing elevation and foot print
- improvements to Shaw's Creek Road & Bush Street intersections
- drainage issues on Bush Street
- improving corner garden at Bush Street & Old Main Street
- adding drainage ditches and culverts on Mississauga Road
- address deer crossing on Mississauga Road
- speed limit reduction
- additional road signage
- 4 way stop sign at the intersection of Mississauga Road and Old Base Line
- need for traffic calming
- motorcycle noise
- street racing



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# Understanding the Project

The project is **not** about:

adding additional lanes

re-making the hamlet / changing its way of life

removing homes/buildings in the Region's right-of-way

motorcycle noise / street racing

The project **is** about:

road safety

road condition / drainage issues

reducing long-term road maintenance costs

opportunities for enhancements that meet the needs of the community



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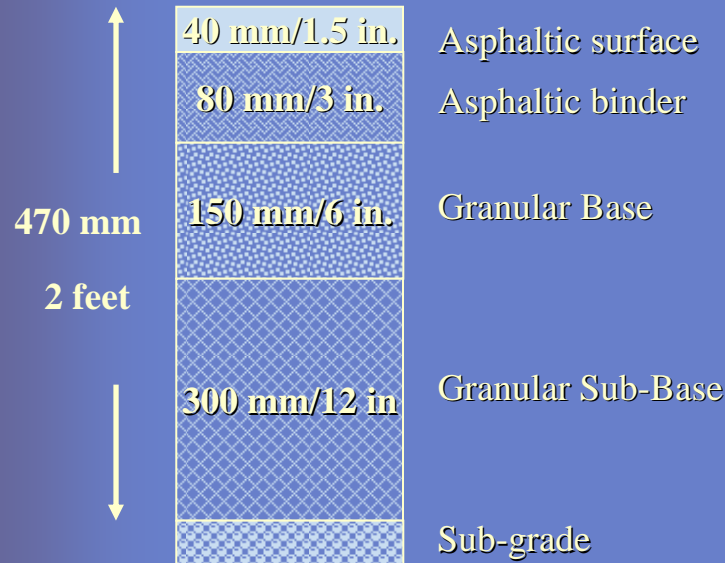


# Technical Project Requirements

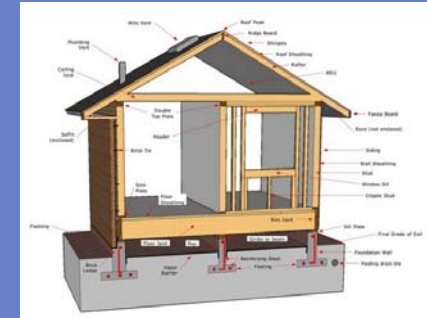


# What is Pavement Rehabilitation/Reconstruction

*When repairs are not enough.....*



Typical conventional pavement structure



Just like a house, a failing foundation can undermine the ultimate strength, durability and function even when surface repairs are carried out.



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# Function of shoulder and ditch

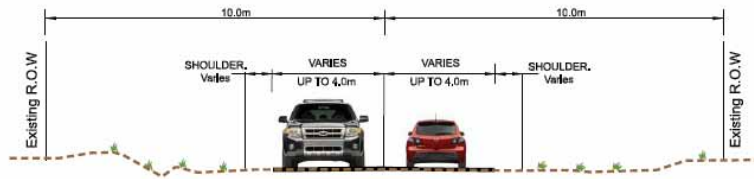
- All roads are paved or graded with a crown to move water away from the surface. In a rural setting, water is conveyed by a ditch (rural profile). In an urban setting, storm sewers remove the road water (urban profile).
- The ditch conveys water by gravity to local water ways. Some of the water in a ditch infiltrates naturally in to the ground.
- Where constraints occur along a road because of property conditions, a semi-rural profile may be used on the road. In other words, storm sewers are installed for short distances which discharge in to a ditch.
- The purpose of the shoulder is to:
  - support the road structure
  - provide an area for safe stopping
  - provide drainage



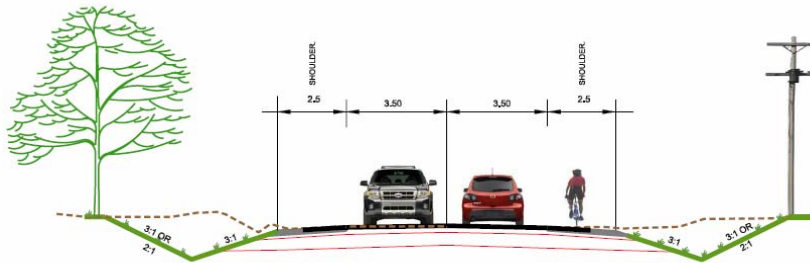
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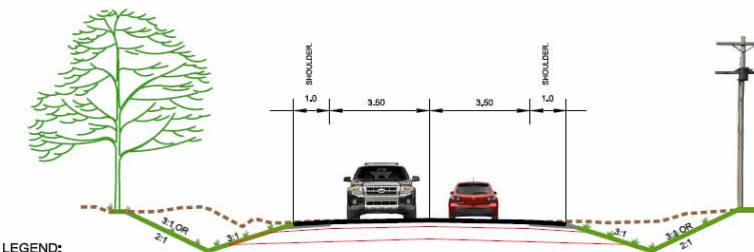
# Existing Road Profile & Other Configurations



EXISTING ROAD CROSS SECTION



STANDARD RURAL CROSS-SECTION-A1



LEGEND:

- EXISTING GROUND
- PROPOSED GROUND
- PAVEMENT

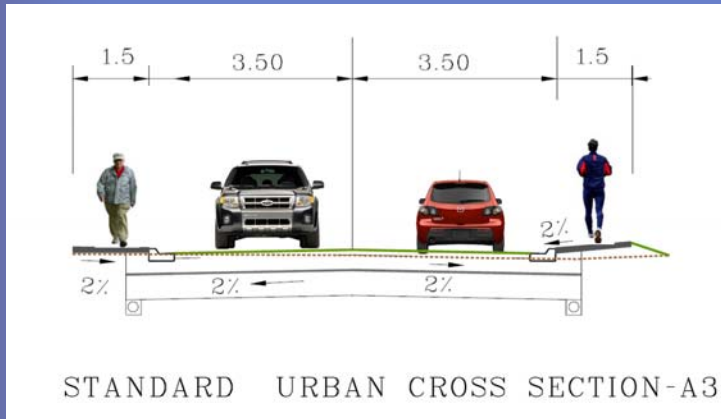
MODIFIED RURAL CROSS-SECTION-A2



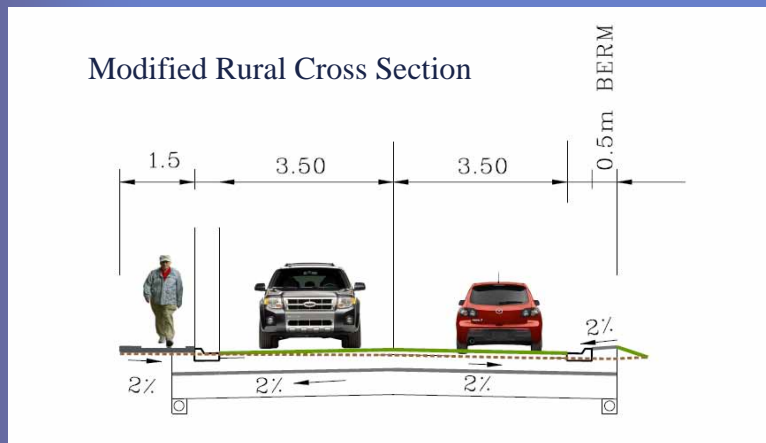
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# Urban and modified rural road cross sections



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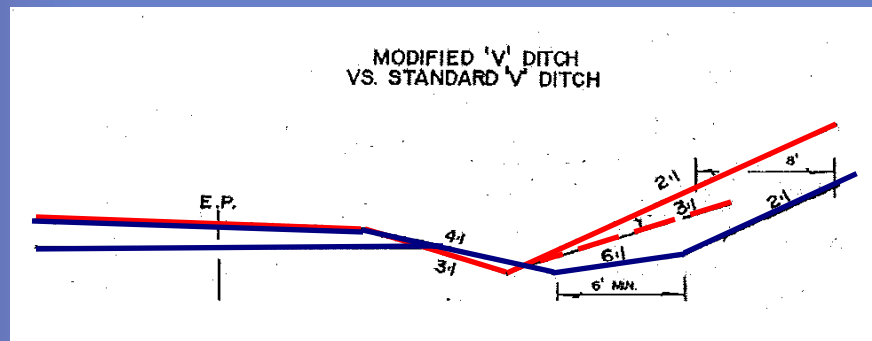
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# Ditch and Shoulder Configurations



- Modified ditch
- Standard ditch configurations



Ditches and shoulders may be modified where there are constraints on the roadway.

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# Opportunities

# Streetscape Enhancements



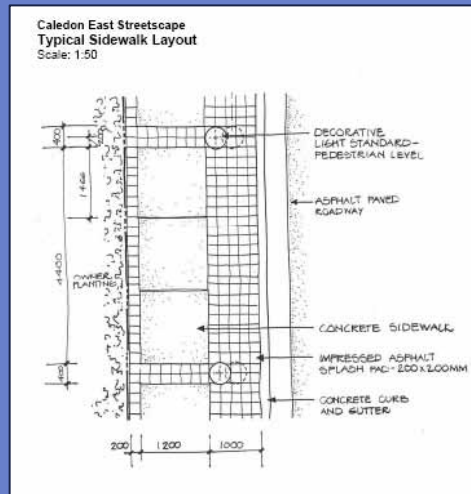
The downtown core of Bolton has been enhanced with a gazebo, landscaping and planters. Construction funds were provided by business partners, and maintenance is the responsibility of the local horticultural society.



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# Streetscape Enhancements



Gateway treatments

Decorative lighting and paving  
/ banners / flags

Heritage Identification Signage  
- plaques relate the history of  
former heritage sites or events  
in text and photographs.



Public art



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# Traffic Calming / Safety Measures



Pavement markings  
and signage



Speed bumps / speed humps / raised speed table all work to control speeds, however can impede emergency vehicle response time.



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# Lessons learned from Recent Projects in the Town of Caledon

1. Winston Churchill Boulevard from South of Ballinafad Sideroad to Olde Base Line Road
2. Dixie Road north of King Street
3. Old Base Line Road from Airport Road to McLaughlin
4. The Gore Road from King Street to Patterson Sideroad



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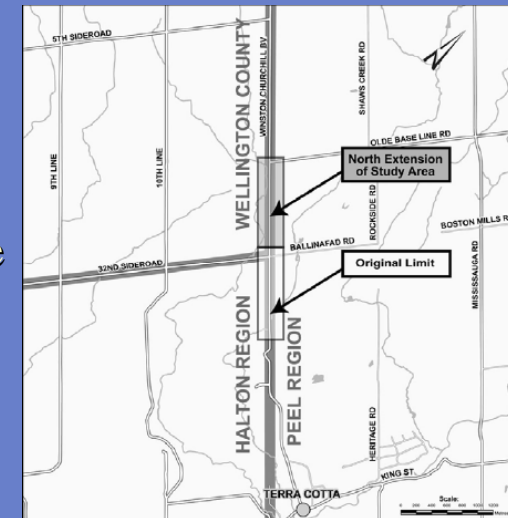
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# Project 1

## Winston Churchill Boulevard Rehabilitation/Reconstruction

The environmental assessment for reconstruction/rehabilitation of Winston Churchill Boulevard was completed in May, 2010, and included the following recommendations:

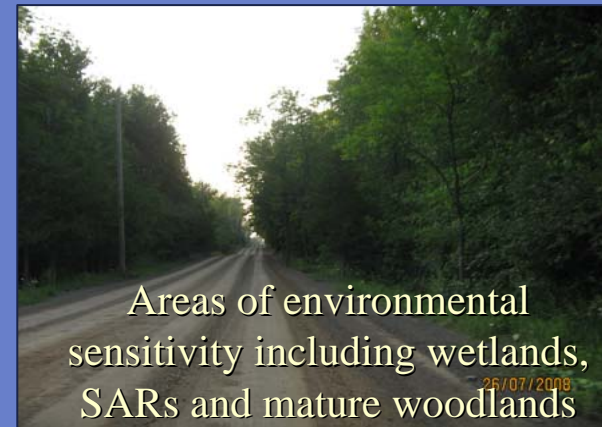
- Pave Winston Churchill Boulevard
- Improve surface drainage
- Improve the geometric and sight lines
- Mitigate vegetation impacts and preserve heritage stone fences
- Protect habitat
- Install all way stop sign at Ballinafad Road and Olde Base Line Road intersections



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# Similarities along WCB corridor



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# Sensitive solutions along the WCB Corridor

- Residents were consulted extensively (3 public information centres) and individual property concerns were addressed in the final design
- Sight lines have been improved
- Heritage stone fences were not touched in ROW
- Worked with MNR on mapping of Species at Risk including Jefferson Salamander
- Worked extensively with MOE, NEC and CVC to develop environmentally sensitive solutions, e.g. deer crossing
- Ensured endangered Butternut tree will not be impacted by road reconstruction.



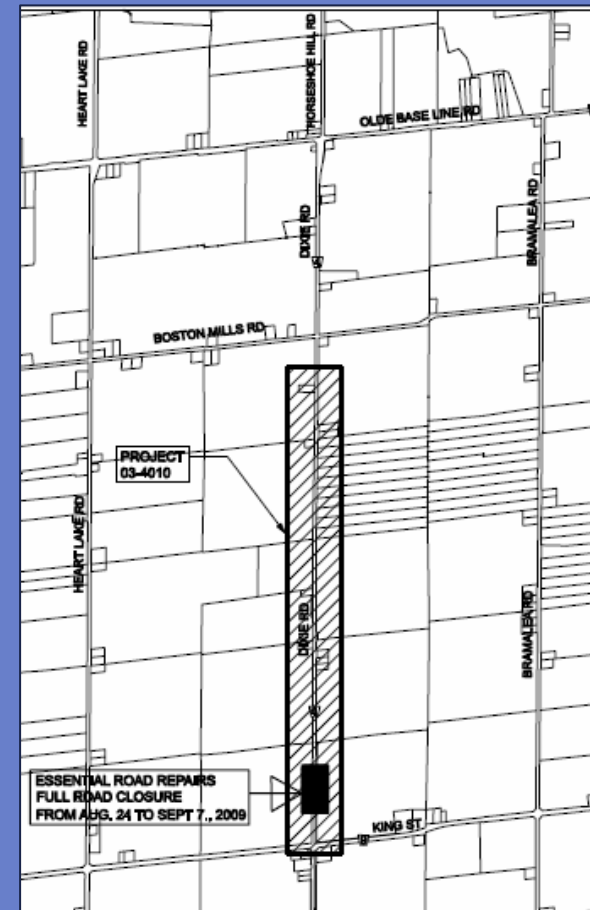
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# Project 2

## Dixie Road Reconstruction - Two Phase Project

- Phase 1: King Street to south of Boston Mills was completed in November 2009.
- Phase 2: South of Boston Mills to Olde Base Line Road - the reconstruction is anticipated to take place from August to November 2010.



Solmaz

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# Dixie Road Reconstruction Phase 1



Wide shoulder for  
safe stopping



ditches



New trees



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# Project 3

- Olde Base Line Road Resurfacing

The rehabilitation was carried out using a combination of cold-in-place asphalt recycling and the conventional milling/resurfacing method for various sections of the roadway. Miscellaneous works were carried out including improvements to ditching, guiderails, culverts and curbs.



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# Project 3

## Olde Base Line Road Resurfacing



Wider paved shoulder for use by farm vehicles and bicycles



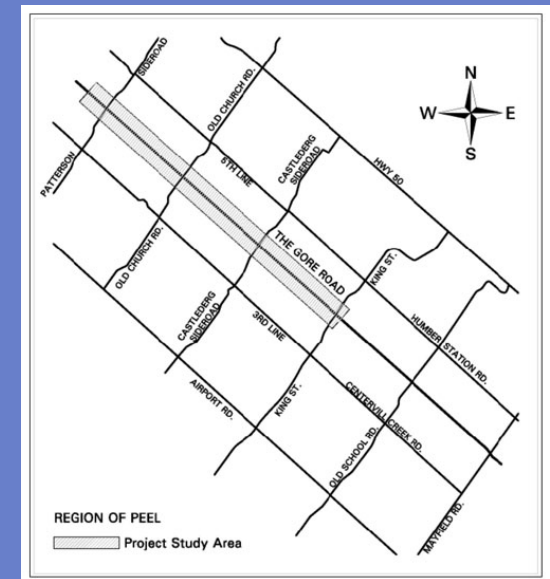
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# Project 4

## The Gore Road Rehabilitation /Reconstruction

- Rehabilitation of the gabion basket retaining wall north of Old Church Road;
- Adjust vertical profiles at five locations north of King Street to improve stopping sight distances;
- Add auxiliary left turn lanes at the intersection of Gore Road and King Street;
- Rehabilitate the existing roadway by pulverizing and overlaying with asphalt;
- Replace guide rails and culverts, where required; and,
- Address identified slope stability issues, through re-grading of slopes (where feasible) or alternate slope stabilization techniques



# The Gore Road Rehabilitation



Guardrails, improved pavement, semi-urban profile on one side of road to address drainage constraints

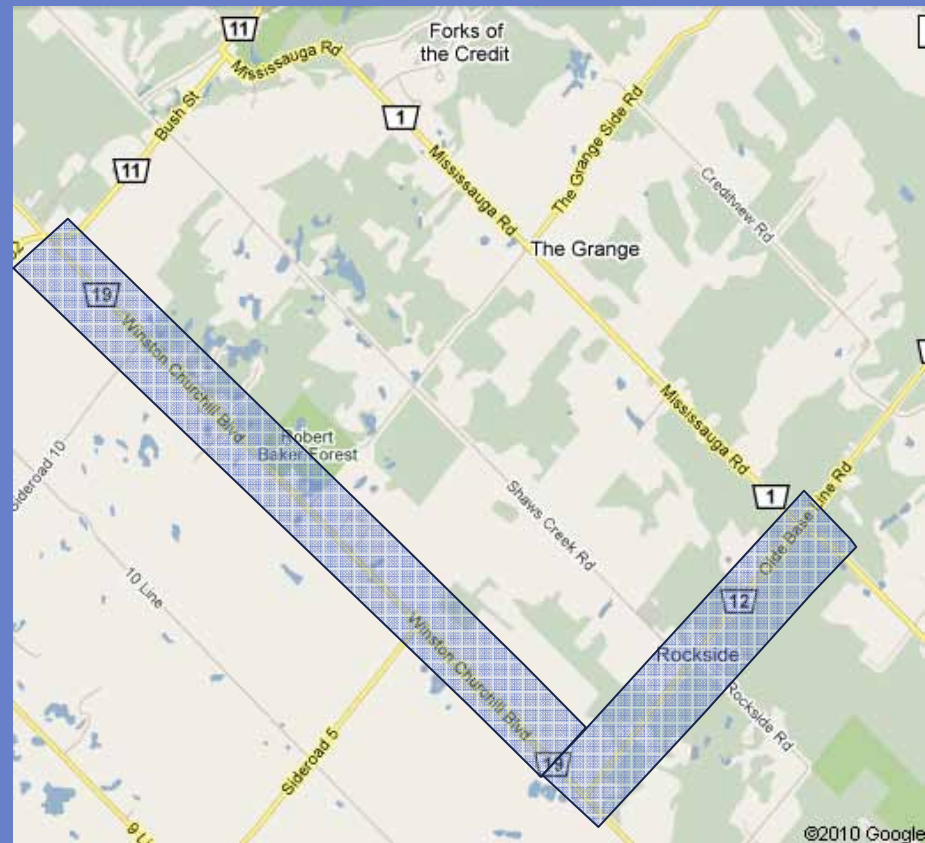


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# Future Plans for Road Improvements in Area

- Olde Base Line Road Reconstruction
- Winston Churchill Boulevard Rehabilitation/Reconstruction



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Feedback / discussion

# Next Steps

## Public Information Centre #2

- present final problem and opportunity statement
- alternative solutions examined and preferred alternative solution identified
- reports on existing natural environment features, archaeological and built heritage studies, geotechnical pavement report and drainage reports

## 2<sup>nd</sup> meeting with focus group to be held after PIC#2

- evaluation of design alternatives and the recommended preliminary design concept

## Public Information Centre #3



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thank you for participating

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**Project Manager**

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