| **Question** | **Response** |
| --- | --- |
| **Old Church Road Intersection** | |
| Are the Landowners of the LCBO Building and the Vacant Land to the north of the LCBO involved in the Region of Peel proposal? Are they involved in cost sharing of the proposal? | At this time, the landowner has been consulted with and informed of the study and of the preliminary recommendations on the study. The landowner understands that this would imply that the building would be acquired by the Region. It is too early to discuss cost sharing in the planning stage. |
| Why not add a signal instead of affecting an entire neighbourhood? | The option of adding a signal was looked at closely through traffic safety and traffic engineering. The driveway is not directly aligned with Old Church Road on the other side of the street and that results in the signal requiring a split phase operation which would drastically change the capacity on Airport Road. More importantly, the signal option would not address the safety concern at the intersection because what would result is that traffic exiting the 16000 Airport Road parking lot would be facing a green signal and there would be no sightlines for traffic to see around the 16000 Airport Road corner. Traffic would be entering from a blind corner, which is not desirable from a safety perspective and would not address the safety needs for the intersection. |
| Is this layout in concern for the Tim’s bid? | It was understood that “Tim’s” referred to the Tim Hortons. No, this has not been a part of the evaluation |
| I am concerned about the added traffic on Ivan Ave. and the impact it would have on children and families in the area. | As part of the transportation study, the Project Team looked at the potential for additional traffic on Ivan Avenue. The road extension would provide an access to the vacant properties on Airport Road and that access would generate traffic that would use the extension of Old Church Road to access Airport Road, and potentially there could be some neighbourhood traffic that drive to those properties. The neighbourhood to the west of Airport Road would likely use this access. This has been considered as a positive in that the neighbourhood to the west would have a signalized access to Airport Road, including Emma and Parsons Avenue residents who can have difficulty in entering Airport Road, particularly with future traffic growth when left turns onto Airport Road can become busy. Having a signalized access would give a protected movement. This would be existing and not new traffic that would use this road extension.  Another concern by the public that has been heard and that has been looked at by the team is the potential for cut through traffic. The neighbourhood to the west of Ivan Avenue does not provide a through route. Walker Road provides more of a through route function access to Mountainview. Completed travel time analysis for the fastest travel route for traffic from Mountainview or from the new development along [Walker] Road towards Airport Road and south towards Brampton, determined that Walker Road and Airport Road would continue to be a shorter travel time or faster than traffic short cutting through Ivan Avenue. There are several stop signs along Ivan Avenue and the shown road extension is proposed as a T-intersection with a stop sign. The finding is that as it is going to be a longer travel time to use the proposed extension to connect to Ivan Avenue compared to staying on Walker Road, the potential for short cutting traffic is quite low. |
| Was an option considered to remove or relocate the building and simply end Old Church at Airport as a 3-way intersection? | This relates to the options of closing the access which were evaluated. Closing the access would make the development less desirable from a commercial perspective. It would bring traffic to the back from Ivan Avenue and has some economic impacts. Other factors included adjacent properties would no longer have access to the Old Church Road extension. The proposed new access could bring traffic from those developments to the Old Church Road extension instead of directly onto Airport Road and would have some economic benefits. The “Close Access” options were not preferred. |
| How are we to access Airport Rd from Parsons? It is hard enough as it is. | This was one of the criteria that was looked at. It is understood that accessing Airport Road from Parsons Avenue can be a challenge and with the Old Church Road extension, the traffic on Parsons Avenue would be able to access the Old Church Road extension and have a signal onto Airport Road. |
| Are you looking at moving the LCBO to another place within Caledon East? | LCBO is a tenant of the property and the Region of Peel has no control over what happens to the LCBO. If the LCBO feel there is a business need in the community they will likely stay and look for another location in/near town.  The Region of Peel would work with the property owner to notify the tenant and give them notice so they have an opportunity to look to relocate their business within Caledon East, if possible. |
| Is the land beside the LCBO still for sale and how will the changes effect the vendor options? | As part of the Old Church Road extension, we have identified a preferred access to the Old Church Road extension from the two properties that are to the north of the LCBO and the Region of Peel would have access jurisdiction over those properties. The opportunity is there for the properties to have access to Airport Road via the Old Church Road extension. There is no information available at present on the status of the land. |
| What about truck traffic on Ivan Ave? Moving on the way to Walker Road and then Mountainview? | The traffic on Airport Road that is accessing Walker Road and Mountainview does not have potential to short cutting from Airport Road to use the Olde Church Road extension to Ivan Avenue to Walker Road. Most traffic would find it faster to stay on Airport Road and use Walker Road to access Mountainview rather than going through the neighbourhood. |
| What are the economic impacts to making one way access to the LCBO? | The one-way access was looked at but was not preferred. Geometrically and operationally it is was not a good solution and it could also be an enforcement issue, looking forward. It is assumed that the economic impacts would be negative. Therefore, it was not carried forward as a solution. |
| Statements have been made that the land north of the LCBO is not stable enough to support future buildings which is why the current landowner is not building on this site. Is this true and if yes, is this a consideration in this planning? | The Region of Peel is not able to comment on the status of the lands and would have to refer to the Town of Caledon. The Town would be able to advise on the land use. |
| Could there be a All Way Stop where the proposed extension of Old Church meets Ivan? | The Region of Peel has looked at this as a two way stop with the Old Church Road extension. The Project Team can take this back to the study and look at an all way stop. |
| Will you place calming measures on Ivan to mitigate possible increase in traffic? | No traffic calming measure have been recommended on Ivan Avenue. The study looked at travel times and determined that using Ivan Avenue would be longer than using Walker Road. The potential design could help to ensure that traffic is calm and not encouraging speed through the area with the road curvature and the stop sign at Ivan Avenue. |
| Sounds like Walker Road traffic is acceptable to you. Even with the changes made (e.g. 40 km signage) the western part of Walker is busy and speeders are evident still. | The traffic on Walker Road and Ivan Avenue is a concern and consideration of this study, although potential speeding along Walker Road has not been looked at in the study. The Project Team can forward this comment to the Town. |
| Isn't the issue regarding the ability to develop the properties north of the LCBO important to understand? Your picture implies there is a turn into those properties. Why would the Town of Caledon not participate with your EA? | The Town of Caledon has been part of the EA consultation process and the Town is on the technical advisory committee. The team is cognisant that the proposed design and improvements should fit with the village and Caledon East feel. The Project Team can take the question regarding potential development of the properties to the north back to the Town to confirm understanding of the land use for those properties. |
| Why move more traffic through a highly residential street...Ivan Ave? | Since Ivan Avenue is expected to be a slower route for through traffic compared to Walker Road. Any significant cut through traffic is not foreseen using Ivan Avenue with the Old Church Road extension. However, current neighbourhood traffic would use it to access the Old Church Road extension and the new developments along the road. The traffic would be of the existing residents. |
| What is gained by routing this traffic through Ivan Ave? | The trade-offs and the benefits of the extension were presented and the Project Team are still taking comments on this. The main benefits are it addresses the safety concern of the existing access, provides opportunity for access to adjacent properties and provides an egress onto Airport Road from the community to the west that is protected. |
| Can you add another opportunity for Public Consultation with the Region & Town specifically on the proposal for the LCBO Building? | The Region has noted this comment for consideration. |
| Will you place limitation on truck traffic on Ivan Ave as there are many children playing/cycling in this area, and no sidewalks? This area has been nestled away from the traffic, and this would change the feel of the neighbourhood, and decrease property values. | Ivan Avenue would remain a Town of Caledon road and trucks are not allowed on Town roads unless they have a destination on the address, so there should be no increase in truck traffic on the road. |
| If the main concern for the Old Church/Airport Road is safety, why not relocate the LCBO from this area and close the road to create a T intersection? | This was considered as part of the close driveway alternative. It was determined the other benefits of the preferred alternatives helped push it forward. The alternative to close the access would limit the development potential and access safety of the property itself and the properties to the north. |
| It is extremely dangerous. I can elaborate. Ivan should not be the solution. | Noted. |
| How will the speed on Ivan Ave be controlled once it’s opened up as there is already a speeding issue that isn’t being addressed now. Is there possibility of speed bumps? | Speed bumps were not considered on Ivan Avenue due to the limits of the environmental assessment and Ivan Avenue is not a Regional Road. The potential curvature of the Old Church Road extension and stop sign at Ivan Avenue could help to encourage slower speed through the area. The possibility of implementing speed bump may be something for the Town of Caledon to consider especially if speeding issues currently exist along Ivan Avenue. |
| I don't agree with his response to Ivan Ave. Already being used as a cut through to Walker Road. | Noted. |
| **Airport Road – Huntsmill Drive to King Street** | |
| Have any studies been completed on how much bike traffic is utilizing Airport Road? | Cyclists are very important users of Airport Road. The number of cyclists is not a defining factor for the EA because cyclists may feel unsafe on Airport Road. It is not good to plan for cycling facilities only where there are a high numbers of cyclists because the objective is to make Airport Road safer for cyclists regardless. |
| Heavy truck traffic on Airport Road going through the village of Caledon East is out of control. This is our Town’s BIGGEST problem. Why doesn't the Region of Peel change designation of Airport Road going through the village of Caledon East to a "non" goods movement corridor and force transport truck traffic to the highways on either side of Airport Road (Hwy. 10 & Hwy. 50)? | Airport Road is an arterial Regional Road and part of the goods movement corridor. Goods movement is a key component for economic development through Caledon and Peel Region. One of the objectives of the EA is to slow traffic on Airport Road through traffic calming measures, which can discourage some trucks form using Airport Road. In conjunction with the EA, the Region is also examining the potential to upgrade Olde Base Line Road to accommodate trucks. |
| Is there any talk of a bypass for Caledon East with all the truck traffic going through the main downtown area? | This EA has not been looking at a potential by-pass around Caledon East. However, the Region of Peel undertook a separate study of a potential by-pass around Caledon East. The study found it would be an enormous high impact undertaking at high cost with significant property and environmental impacts. The separate study screened out the by-pass idea and recommended that the Region of Peel first look at slowing traffic on Airport Road through traffic calming measures and consider upgrading Olde Base Line Road to accommodate trucks, which is partly why this EA was initiated. Truck traffic through Caledon East and the concerns that the community has about trucks has been important for the EA. The EA has been looking at slow and calm traffic through Caledon East and Mono Road. Airport Road is a Regional Road and designated as a truck route to carry trucks. Truck restriction on Airport Road is not a consideration but the EA is considering the slowing of traffic and discouraging some trucks from using Airport Road. |
| Why can't the road designation be changed to disallow trucks? Trucks and a small community simply will not be able to safely co-live together. | Airport Road is a Regional Road that serves a Regional function. The reason why there are more trucks on Airport Road is because it is a Regional Road. The potential to download the road to make it a Town of Caledon road is unlikely to happen because there would be a gap in the Regional Road network. Airport Road will remain as a goods movement corridor. All uses in the corridor have to be balanced and traffic calming is being proposed to slow traffic and discourage trucks from using Airport Road that would otherwise have used King Street and Highway 10. A truck restriction on Airport Road is not possible as the economic impact has also to be considered. Goods movement is a key component for economic development through Caledon and Peel Region. |
| Why have you not looked at a bypass or force trucks to Olde Base Line to Hwy 10 or Hwy 50? | Forcing trucks means a restriction and a by-law has to be passed and that is not under consideration as Airport Road is an arterial Regional Road and part of the goods movement corridor. |
| Have there been studies in the amount of traffic? If yes, and the numbers are increasing what measures are being taken to reduce traffic on Airport Road? | Traffic numbers are increasing caused by background growth such as through traffic on Airport Road from the north and local developments within Caledon East and within Peel Region. The EA has determined that Airport Road does not warrant to be widened to four lanes through Caledon East or to the south. Modal shifts from vehicles to active transportation are also being considered. When planning for future traffic demands, ways to improve multi-modal uses through the corridor are also considered. |
| Just because it is now designated as a regional road from history does not mean it can't be re-thought and changed as it is no longer appropriate. Please comment. | Airport Road is also a goods movement corridor. The EA is considering measures to slow traffic on Airport Road and discourage some trucks from using Airport Road. |
| This truck restriction should be put into action immediately - no truck traffic on Airport Road from Olde Base Line to Hwy 24. The Region of Peel has lack of foresight in this issue and should be re-examined immediately. | As a goods movement corridor, Airport Road cannot restrict trucks. Through the EA, the Region is examining measures to slow traffic and encourage some trucks to use other truck routes. |
| Large truck parking on west side of Airport Road and Parsons creates a huge safety issue blocking visibility of oncoming traffic from north Airport Road and those making a left on Old Church Road. What's being done about this? | Layby parking has been looked at closely. The Study is accommodating for this. There is a bulb-out. Vehicles have an opportunity to come out further into the intersection when leaving Parsons Avenue to see clearly how the southbound traffic is coming before completing this turn. |
| What is the general timing of these changes? How long from today until this EA is complete until final approval to actual work underway? How many years in the future is this? | Improvements to Airport Road between Castlederg / Boston Mills Side Road and Huntsmill Drive is currently scheduled in 2024 and the remainder of the corridor is scheduled in 2026, subject to completion of the EA in Winter 2020/2021 and annual approval of the Region’s Capital Program. |
| **Roundabouts - Airport Road at Cranston Drive** | |
| On the corner of Airport Road and Cranston Drive, is [the Region] planning on moving closer to the property line. If yes. then how close? | The roundabout will not be impacting the property on the west side of the Cranston Drive intersection. At this preliminary design stage, there is no impact to the property on the west side. |
| The transportation consultant for the subdivision developer is proposing a stop sign intersection at Cranston/Airport Road. Has the Region taken a position on what is to be installed? | This relates to the development plan on the east side. The developer is planning on the basis of existing conditions. |
| How many lanes are proposed there at the intersection? | The roundabout at the Cranston intersection is a two-lane flared intersection where single lanes split into two and merge back into one past the North and South end of the intersection to accommodate for greater through and turning volumes at the intersection while ensuring traffic calming. |
| I believe the roundabouts proposed are a good solution, however still concerned about trucks. I support the roundabouts. | Noted. |
| I believe it is more efficient to have a 4 way traffic light at Cranston and new subdivision, not a roundabout. | Peel Region policy is to select roundabouts where viable, as they have operational and safety benefits compared to signals. |
| And finally the traffic lights and environment issues related to it. | The change in character of the area will require urbanization of the road, including upgrading of lighting to meet Regional safety standards. |
| Why are lights important at the roundabout at Cranston? The roundabout at Olde Base Line and Dixie Road is not lit. | It is a standard for roundabouts to have street lighting. Heavy snow or fog could make it dangerous for drivers to know that there is a roundabout. |
| Is there any potential consideration for a pedestrian/bicycle tunnel under Airport Rd. [south] of Cranston at the natural drainage ditch that now exists? This would potentially create a safe connection of the future development on the east side of Airport to the School and bike/walking paths on the west side. | A tunnel was not studied as they are difficult to justify due to high cost. Part of the goals of the EA are to reduce speeds, improve safety, and provide pedestrian crossings. |
| Since you are proposing a roundabout at the new subdivision and one at Cranston, my question is, how will you control the traffic congestion that already builds up at Airport and Olde Base? | The proposed changes at Airport Road and Olde Base Line Road intersection include dedicated turning lanes. The turning would have a significant change in the capacity of the intersection. With the northbound left turning lane, the northbound traffic will not be delayed by left turning traffic. The traffic study determined that these changes will improve the operations at the intersection. In the area of Cranston Drive, there is only one roundabout and the other roundabout is at Boston Mills and Castlederg. |
| That is not true....relative to what he is saying. | Noted. |
| Have emergency services (fire/police/paramedic) services in Caledon East been consulted on the changes being proposed? | Emergency services are on the notification list for this Study and the Region of Peel will follow-up with them. The intersections allow for turning of large vehicles such as fire trucks. |
| Traffic lights instead of a roundabout will be a more better option with reduced speed signs along the roadway [to reduce impact on property at Cranston]. | The sidewalk and the multi-use-path is within the right-of-way. Property is not being impacted. Vegetation and trees may be impacted. This may change in detailed design. |
| Please don't underestimate the impact of too many roundabouts for the delay of emergency vehicles. Delays already experienced because of time for volunteer firefighters to get to stations and we don't have a resident ambulance will be worse. | Noted. |
| With new development in mind on east side of Airport Road in front of Cranston Drive ... builder is planning about 500 plus houses and keeping that in mind a roundabout is not a feasible option in rush hrs .. leads to more congestion and chaos .. as your study projects Airport Road as main feed line for the north and south bound traffic. | The EA included a traffic study that identified the roundabout as a viable option and would provide acceptable traffic operations. The study included consideration of the development on the east side of Airport Road. |
| **Airport Road - Hilltop Drive to Cranston Drive** | |
| Re: the idea of the bike path from the school exit to the east, how would bikers cross Airport Road? Would there be lights or a crosswalk? | Currently cyclists may dismount to utilize the pedestrian crossing north of the school exit to continue traveling on the multi use paths. If demand for significant cycling increases, the crossing could easily be upgraded to a separated crossride similar to the Caledon Trailway further north. This will be a signalled crossing for pedestrians and cyclists. |
| What solutions have you developed to get the kids in the new development (east of Airport Road) to Caledon East Public School? | There is a proposed pedestrian crossing north of Cranston Drive. This will be a signalled pedestrian overhead crossing and will allow pedestrians to cross east and west. There is also a multi-use trail. |
| What type of pedestrian crossing are you proposing for north of Cranston by the school? Will it be a crosswalk with lights or will it just be a crossing with no indicators, as this is a school zone and with the new subdivision will there not be a safety issue for children crossing Airport Road? | This is an area where we have received comments. We will be introducing accessibility features for Walker Road and will include a signal controlled crosswalk with tactile directional arrows to ensure drivers are aware of the pedestrians that are crossing. |
| With the pedestrian crossing at the top of the hill, are there concerns with regards to sightlines for vehicles heading south, up the hill? If people are speeding through the town, is there sufficient stopping space as drivers crest the hill, if pedestrians are crossing? | This location was looked at carefully. The pedestrian crossing is further south of Hilltop Drive. The high point of the alignment is closer to Hilltop Drive which is north of the Foodland exit. The concern is whether vehicles coming out of that steep hill can see the drivers of oncoming traffic. The team has looked at sightlines and they are appropriate at that location. |
| A signaled controlled crosswalk is not sufficient. The trucks will not stop in adequate time. I have witness this. You should have traffic lights for sure. | The crosswalk would include either signals or flashing lights to alert traffic to stop. |
| Pedestrian cross overs are not sufficient. | Noted. |
| He mentioned Walker Road and Caledon East Public School (CEPS). Walker Road is not at the School. Can you clarify the crossing by CEPS across Airport Road? | There will be 2 overhead pedestrian crossings: one at Walker Road and the other outside of the school exist. Both crossings will be Accessibility for Ontarians with Disabilities Act (AODA) compliant. |
| Has it been considered reducing the speed after the base of hill before Huntsmill, and speed bump on Airport Road? | Speed bumps are not considered for Airport Road. They are more effective for residential roads. By implementing raised medians, narrower lanes with rumble strips and paved shoulders on both sides, this makes vehicles more aware when coming into Airport Road. |
| Has the EA taken into consideration the proposed plan of subdivision southeast of the Foodland? | Yes. As part of the EA, the Project Team has been looking at the development plans for the area, south as well as behind the Foodland, on the east side of Airport Road. A large development is proposed there. |
| **Intersections - Airport Road at Olde Base Line Road** | |
| Was a Roundabout considered at Olde Base? | This was looked at extensively. The soil, utility and property impacts made this not feasible. |
| Have you considered the impact to the property owners at the intersection of Olde Base Line and Airport? | One of the Region of Peel’s main concerns is to minimize impacts to private property while accommodating for future traffic volumes. |
| Specifically the economic impact due to loss of property and increased truck traffic along Olde Base Line. | Any private land required by the Region of Peel will be compensated for at market value |
| Speaking to the designated turning lane on Old Base Line and Airport Rd. Going south, how safe will this be for traffic entering and leaving the repair shop on the corner especially with tow trucks dropping off vehicles? It’s already a blind spot! | The existing condition of the intersection does not accommodate for pedestrians and safe proper truck turning movement thus it would be dangerous for vehicles leaving the north entrance and large turning eastbound right at the Olde Baseline intersection. The proposed design shifts the edge of the pavement further north of the intersection away from the garage property in order to accommodate for proper truck right turning movement for the intersection. Shifting the Olde Baseline alignment further North would also benefit the garage entrance sightlines as vehicles exiting would have improved visibility of vehicles heading East.  In addition to that, the proposed design also accommodates for pedestrian crossing.  Since the proposed design shifts the edge of pavement is further north of the current intersection, the existing utility pole would not be affected and the intersection would have beveled curbs to ensure that vehicles maintain existing access into this property while providing a physical separation between motorists and the boulevard. There would be a formal paved shoulder walkway on the other side of the beveled curb to allow pedestrian walkway as opposed to existing conditions. The proposed plan introduces a formal eastbound left turn lane and eastbound right turn lane that would ensure that vehicles would no longer squeeze by and make their own right turn lane as it is currently experiencing today. |
| Has the economic impact due to loss of property and increased truck traffic along Olde Base Line been considered for the homeowners? | Truck traffic was considered on Old Base Line Road. That was considered as part of a feasibility study to feed into this EA. The feasibility study was to confirm if Old Base Line could accommodate trucks and there would be future assessment and consultation for that. There would then be a future EA for Olde Base Line Road. |
| What plans are in place to slow Traffic down going southbound on Airport Road from Olde Base Line? Exiting those businesses along Airport Road and Olde Base is already tricky with the blind spot. | The proposed plans include roundabouts north and south of the nearest intersections along Airport Road which will significantly reduce the travel speeds of drivers passing the intersection into Olde Baseline Road. Other additional traffic calming strategies such as transverse pavement marking and speed radars are considered for the locations closer to the intersection of Olde Baseline Road on Airport Road. |
| Re: Olde Base Line economic impact, based on your diagram there is a significant amount of property loss on both the house on Airport Road and the first house on Olde Base Line which would devalue the property dramatically. How is that being considered? | The goal of the Region of Peel is to limit private property impacts while meeting the needs of the vehicular and pedestrian users of this intersection. The design process, which will take place over the next few years, will strive to limit impacts to private properties. If land is required to meet the needs of the intersection the Region will meet with the owners and discuss options based on their specific situations. |
| **Intersections - Airport Road at Walker Road** | |
| Is there any chance of traffic lights at Walker Road and Airport as this is a very busy intersection? | This is will be a pedestrian cross over which may have a flashing beacon. |
| Shouldn't there be a roundabout at Airport Road and Walker Road to calm truck traffic which will hopefully encourage trucks to take another route? | This was another location considered for a roundabout. The church property on the south-west corner would be impacted as well as the ice cream store. |
| Is the right turn lane from Airport approved to go through or is it still in the consultation phase? | We are still in the consultation process and no final decisions have been made so all comments will be considered. The right-turn lane from Olde Base Line was determined to be appropriate through the transportation study. |
| New subdivision for Walker Road and Borland area. Why not a stop light at Walker and Airport because of this increase in traffic? | The increase in traffic due to developments was part of the study and the increase in background traffic was considered and fed into the recommendations. |
| **Intersections - Airport Road at Huntsmill Drive** | |
| At Huntsmill Drive, placing a raised medium is a concern limiting access during winter months. Rumble strips are also a concern as they would generate ongoing noise. Has a noise study been done with rumble strips? I already hear constant air brakes from trucks. | Rumble strips do create some sound. This is a deterrent for drivers who do not drive consistently. The Project Team can note this for the noise report. |
| **Airport Road - Noise** | |
| If noise levels in future exceeds more than 60dba, what is your plan to curb on that? | A noise study was conducted and the Region of Peel is upgrading existing noise walls to Regional noise walls. There are also significantly damaged noise walls that the Region of Peel would like to replace as part of this EA. |
| Just north of Walker Road, will there be a noise buffer at the north end of town to quieten truck brake traffic coming into Caledon East? | Yes, noise walls are recommended on the east side of Airport Road, north of Walker Road. |
| The noise from truck brakes and clunky old trucks coming from the north into Caledon East is really LOUD and it goes on all day and all night, Does the Region have a plan to install noise walls in front of the community of Leamster Trail/McKinley? | There will be a section on the southeast corner of Leamster Trail that will have a noise wall replacement. Specific noise wall replacements will be detailed in the final report for the EA. |
| Will the noise walls that are being proposed, particularly within the village, be aesthetically pleasing or will they be what we see on the 400 series highways? | They will not be of the Highway 400 series. The Project Team can provide a specification sheet on the height and materials of the noise wall. |
| Don't we need dramatic noise walls in Caledon East if truck traffic remains to travel through Caledon East? Coming from the north Airport Road you can hear the trucks coming down the hills all day and from the north through Caledon East. | This was looked into as part of the noise study. The Region will be upgrading some private noise walls. There are two locations north of Walker Road on both sides of Airport Road where the Region of Peel will be upgrading existing private noise walls into Regional noise walls, and the Region will be maintaining them going forward. |
| What about the community north of Walkers Road on Airport Road, there is no existing fences/walls? Will the Region be installing on west side north of Walkers Road? | Noise walls are recommended on the west side of Airport Road, about 100 to 200 metres north of Walker Road. |
| **Airport Road - Online Session** | |
| Is there anyone from the Town of Caledon on this call? | Town of Caledon staff are not presenting today but there may be some Town staff attending as part of the audience. |
| Great wrap up and summary commentary. Thank you. | Noted. |
| This session is excellent. It would be great if the Town of Caledon would attend these sort of meetings so that citizens can get all the answers at one time. | Noted. |
| An excellent session. I personally believe a web session such as this is much better than in person. Much more accessible for citizens. Another learning benefit from the pandemic! I like the Q&A process as well. Very professional work. Thanks to the presenters ... well done. | Noted. |
| Thanks for addressing all the concerns. | Noted. |