Region of Peel
Working for you

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

**November 20, 2013**

## PUBLIC INFORMATION CENTRE #2 FEEDBACK REPORT

This report was prepared by the Independent Facilitator and represents the feedback received at the Public Information Centre #2 held on November 20, 2013. It includes the comments noted through informal discussion, on the plans and input received through Feedback Forms, letter and email.

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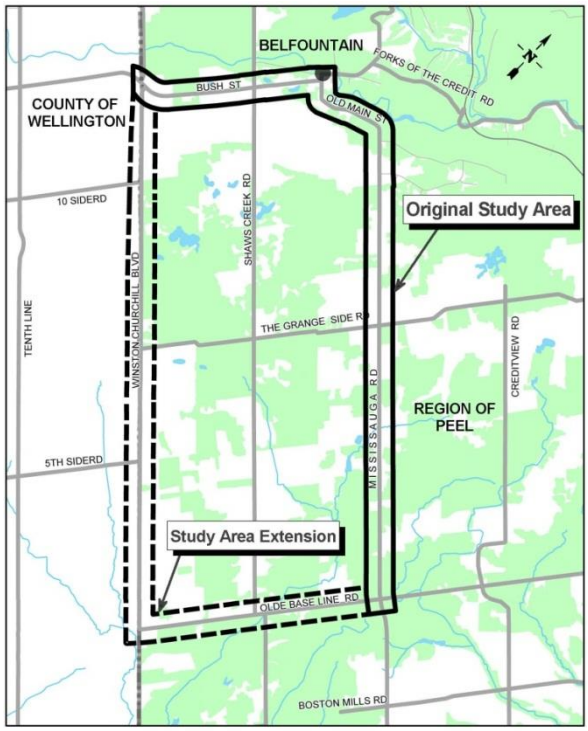
# PUBLIC INFORMATION CENTRE #2 FEEDBACK REPORT

## 1. ABOUT THE ENVIRONMENTAL ASSESSMENT STUDY AND CONTEXT FOR PUBLIC INFORMATION CENTRE #2

In June 2009, Region of Peel 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 expanded 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.




### What is this project about?

Existing problems on the study area road network consist of:

- Deficient pavement conditions and drainage
- Deficient sightlines
- Safety for all road users
- Safety of wildlife
- Motor vehicle accidents

The purpose of the project is:

- Rehabilitation of the roads
- Enhancing safety
- Supporting active transportation

As described at the Public Open House held on October 30, 2012 and Public Information Centres held on May 9, 2013 and November 20, 2013 this EA study will **not** be considering road widening or increasing the number of lanes. The Project Team will build on the previous study information to develop a plan for the study area roads that meets the needs of all road users and maintains the rural character of the community.

## The Process

The aim of the Environmental Assessment 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 the Community Working Group and public input, has:

- defined the problem statement (Winter/Spring 2013)
- developed and evaluated planning alternatives; (Summer 2013) and
- determined a preferred solution (Fall 2013/ Winter 2014)

The Region of Peel is undertaking this Environmental Assessment study through a Context Sensitive Planning and Design Approach which focuses on improvements to enhance the experience for all road users and reflects 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.

Opportunities have been provided for the public to be involved through planned public meetings at key milestones as the study progressed. A Community Working Group (CWG) was also established. The CWG is a broadly based group of interested community stakeholders who have participated in focused discussion on project issues through meetings held over the course of the study. Three meetings of the CWG were held on October 23, 2012, April 4, 2013 and October 16, 2013.

A Public Open House was held at the outset of the study, prior to the formal public meetings, 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. Over 100 attendees were at the October 30, 2012 Open House.

Public Information Centre #1 was held on May 9, 2013 at the Belfountain Public School and was attended by 70 people. The meeting was organized with a short drop-in open house from 6:30 to 7:00 followed by a presentation by Tyrone Gan, Project Manager, HDR Corporation, lead transportation planning consultant for the project on the following:

- Purpose of the EA Study,
- Overview of identified problems and results of needs assessment including traffic analysis and safety considerations,
- Draft problem statement and principles for generating alternative solutions,
- Proposed alternative operational and physical improvements that could be considered, and
- Proposed draft evaluation criteria.

Meeting notes from the CWG discussions and Facilitators Feedback Reports from the Open House and Public Information Centre #1 are available on the project study website (peelregion.ca/pw/transportation/environ-assess/mississauga-road-bush.html).

### Public Information Centre #2 held November 20, 2013

Public Information Centre #2 was held on November 20, 2013 at the Caledon Country Club from 4:30 to 8:30 p.m. Over 105 people attended. Notice for the November 20, 2013 Public Information Centre was provided through the following:

- Mailing of notices to property owners fronting / backing along the study area corridors and all those who showed interest at previous consultation events
- Project Study Web site
- Local newspaper advertisement:
  - Erin Advocate on November 6 and November 13, 2013
  - Caledon Enterprise on November 7 and 14, 2013
  - George Town Independent on November 7 and 14, 2013
  - Wellington Advertiser on November 8 and 15, 2013

The purpose of the Public Information Centre was to present and receive public comments on the alternative design concepts and recommended designs. The input received is being reviewed to refine the designs and to determine the final recommendations. The PIC was organized as an open house with the opportunity for people to drop-in anytime from 4:30 p.m.to 8:30 p.m. to view plans and to discuss their input with the Project Team. The format of the PIC was designed to maximize the opportunity for each property owner and stakeholder to review the designs for each section of the road on large plan and profile drawings. These were displayed around the perimeter of the room on long tables at a large scale suitable for seeing how the designs would affect each property. A number of other information stations were set-up to provide information on study elements. In addition to the Project Team, other Region of Peel staff and staff representing the Ministry of Natural Resources (MNR) and Niagara Escarpment Commission were in attendance to provide information and participate. Information was shared at these stations through discussions with the Project Team, handouts and review of other related reports and studies.

The information stations included:

- Proposed Road Profile and Cross-section recommended designs for:
  - Mississauga Road/Old Main Street
  - Olde Base Line Road
  - Winston Churchill Boulevard
  - Bush Street
  - Belfountain Village
- Key Design Principles and Design Criteria
- Traffic and Road Safety (sight distances at driveways, collisions by road segment/intersection, roadway hazards, stopping sight distance deficiencies, existing and proposed posted speeds)
- Pavement/Assessment Management Approach and Specifications (Ride Condition Index)
- Peel Long Range Transportation Plan
- Goods Movement in Peel and Strategic Goods Movement Network Study
- Natural Environment Inventory
- Built and Cultural Heritage

The Public Information Centre material is available on the project website. A Feedback Form was provided to enable attendees to provide written responses.

This report, written by the Independent Facilitator, Sue Cumming, Cumming+Company public engagement lead for the project, is intended to provide a synthesis of the overall key messages heard and provide information on next steps. The Appendices contain the input from the Public Information Centre (Appendix A), responses in the Feedback Forms (Appendix B) and comments received through emails and letters (Appendix C). The comments received through the Public Information Centre will be considered by the Project Team and will help in informing the Project Team as the project moves forward.

This report will be posted on the project website and a letter will be forwarded to all residents in the area advising of the availability of the report.

Your participation is important and your comments are valued.

## 2. KEY MESSAGES HEARD

There is significant community interest in the Environmental Assessment study. The residents and stakeholders who attended the November 20, 2013 Public Information Centre were particularly interested in learning about the recommended designs for sections of the road that most affected them. They met with the Project Team to review the plan profile and cross-sections and to understand what was being recommended. People were encouraged to write comments on the aerial plans and many chose to do so identifying additional details and providing specific feedback.

A number of residents noted their concerns about the potential for any increase in truck usage of the study area roads. Some noted that they had been to meetings before the Public Information Centre set up by others in the community privately that had heightened concerns about goods movement through the area. After reviewing and learning of the recommendation to reduce the posted speeds on these roads and after discussion on the Strategic Goods Movement Study, some of these concerns were alleviated. There remains concern that the Region of Peel will make changes in the future that will increase the likelihood of these roads being used for more trucks. They believe that truck traffic through the area, particularly on Olde Base Line Road and Winston Churchill Boulevard, is an issue today. The majority of the residents oppose the designation of truck priority routes through the Regional Strategic Goods Movement Network and object to having Winston Churchill Boulevard and Olde Base Line Road identified as such. Concerns expressed included noise, safety, speeding and incompatibility of rural character of area.

The importance of ensuring that the study outcomes do not impact the historic and much valued countryside and scenic character of the roads through the community and Village of Belfountain was reiterated and confirmed. There remain a number of concerns pertaining to maintaining the rural character of the Village with mixed views on how to address connectivity, pedestrian and

cycling safety. Some expressed concern about the impacts to their properties of the proposed sidewalks on Bush Street, impact to hydro poles and front yards.

Given the detailed nature of the recommended designs, comments are notably specific to certain properties. The Project Team through their review of the input received will be refining the designs to address the input as part of the final recommendations. The detailed comments are noted on the plans and a summary is provided in Appendix A.

Through discussion and review of input received, there appears to be support for the approach undertaken and the recommended designs. Several commented that having reviewed the plan for Mississauga Road and Winston Churchill Boulevard that they like what is being put forward.

The following is a synthesis of comments and input received.

a. **Reassess issue of truck usage on these roads relative to community impact. Residents continue to object to the designation of Truck Priority Routes on Winston Churchill Boulevard and Olde Base Line Road.**

   There is significant opposition to the designation of Truck Priority Routes along Winston Churchill Boulevard and Old Base Line Road. Many believe that the Region needs to rethink the approach of designating these roads for a truck route and for an increase in truck usage citing that such an outcome would destroy the community. While people who attended noted that they were pleased that Winston Churchill Boulevard and Olde Base Line Road will not be designated as priority truck haul routes as part of this study, there remains concern about future intent. This is a sensitive issue given the effort that the community has expended over a decade on addressing truck travel and other impacts relative to quarry proposals in the area with many feeling that their gains in this regard are being diminished by the Strategic Goods Movement Network Study. There are similar objections to any consideration of changed status for Mississauga Road and Bush Street.

   A few others, in written comments, support truck travel along these roads for goods movement through the area and would like to see the roads rehabilitated to accommodate trucks as part of this study.

b. **Reduce posted speeds and increase enforcement on roads to reduce safety concerns.**

   Residents support the reduced posted speeds being recommended and understand how the reduction of speeds affects the profile for each section of the road. In addition to the reduction of the posted speeds, the Region of Peel is encouraged to work with Police to increase enforcement.

c. **In the final design, minimize road profile changes.**

   There appears to be an understanding of why some road profile changes are necessary. Residents emphasized that this is a unique area with rural roads and that the hilly topography and natural environment are fundamental to the character of the area. As the Project Team refines the plans, they would like to see the final recommendation minimize road profile changes wherever possible to maintain this important character.

d. **In developing the final recommendations, priority should be placed on ensuring the protection of historic fences, mature trees, natural vegetation, cedar rail and other features that define the unique character of this area.**

   Residents provided comments on the plans for the recommended design identifying where mature trees, heritage fences, ponds, etc. should be carefully addressed in the final recommendations to ensure that these are protected.

e. **Reassess design for the Village of Belfountain to maintain a rural streetscape and minimize impact to heritage features, hydro poles and front yards from proposed sidewalks and road width.**

   Many who reside in the Village of Belfountain are concerned about the proposed urban streetscape with mountable curbs and object to sidewalks in front of their homes, citing concerns about removing hydro poles, historic fences, widening of the pavement width and impacts to front yards and the rural character of the Village. They feel that their input is being disregarded and ask that the Project Team reassess the recommended designs along Bush Street through the Village.

   Others note that there are solutions that should be addressed through the Village including the talked about multi-use trail or potentially a paved shoulder. A sidewalk akin to what exists in Brampton or Mississauga is not a solution that people feel is acceptable for Belfountain.

f. **Sidewalk consideration along roadways received mixed reviews**

   There remain mixed views throughout the study area about sidewalks. Some support the inclusion of pedestrian infrastructure while others feel that sidewalks are unnecessary and that the proposed designs are not in keeping with the rural character of the community. Some noted their support for cycling infrastructure as proposed while others feel that cyclists are being accommodated already and what may be needed is cyclist education and signs for cyclists reminding them to ride single file and not five abreast.

**g. Cycling on paved shoulders and cycling infrastructure received mixed reviews.**

   Some noted their support for cycling infrastructure as proposed while others feel that cyclists are being accommodated already and what may be needed is cyclist education and signs for cyclists reminding them to ride single file and not five abreast.

h. **Review potential property impacts affecting driveways, fences and vegetation in final design and work with homeowners to minimize impact and disruptions.**

Additional concerns noted how the recommended design would impact mature trees, mailboxes, recent tree plantings, culverts and heritage fences along the roadway. Those affected would like to be assured that the Region will involve them in discussions about how these features will be affected, to discuss any potential property takings and minimize impact during the final design and construction stages.

i. **Implement site specific improvements to address problem areas.**

There appears to be support for improving sightline deficiencies and addressing issues related to the curvature of the roadway in specific areas to improve safety particularly at intersections. The recommended designs are felt to be addressing these. Some would like a further review and possible refinement in the final recommendations for key intersections in the study area. In some areas, additional stop signs are suggested by residents. There is an understanding that new posted speed signage would be placed throughout the study area.

j. **Address condition of Winston Churchill Boulevard south of Olde Base Line Road.**

While outside the EA Study Area, several noted concerns with speeding and poor surface of Winston Churchill Boulevard south of Olde Base Line Road. There are mixed views as to whether the road should be reconstructed. This is being addressed as part of a separate study.

## 3. NEXT STEPS

The comments received through the Public Information Centre will be considered by the Project Team as the project moves forward. After considering public comments on the alternative design concepts and recommended designs that were presented at the Public Information Centre, the next steps will be to refine the designs and determine the final recommendations.

The development and evaluation of alternative design concepts, along with the final recommendations, will be documented in an Environmentally Study Report (ESR). The ESR will be filed for public and agency review in late spring/early summer of 2014. A notice of study completion containing information about where the ESR can be reviewed will be mailed to all those on the project mailing list.

Progress on the study can be viewed on the website at:
http://peelregion.ca/pw/transportation/environ-assess/mississauga-road-bush.htm

If you would like to comment on the study, please contact either one of the following Project Team members:

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# Appendices

Appendix A Comments/ Questions noted at Public Information Centre #2

Appendix B Public Comments noted through the Feedback Forms

Appendix C Comments received through emails and letters

# Appendix A

## COMMENTS/ QUESTIONS NOTED AT PUBLIC INFORMATION CENTRE #2

The following questions/comments were noted at the PIC. Each number represents a different individual's comment.

1. Question about how to stop the designation of the area roads for truck haul routes. Concerns noted that the details being shown at the PIC are small and specific to individual properties and not addressing the much bigger issue of goods movements in Peel. Significant concern that the goods movement study when implemented or as it is implemented will impact the community in a harmful way. Strong objection to the possibility of an increase in trucks through the study area. Truck usage does not fit with the rural concept and would like to know how to stop this. No one seems to be listening and have heard that more trucks mean progress but what does this really mean? The development of the Goods Movement plan is top down and not bottom up. The Region of Peel needs to rethink the approach of designated these roads for a truck route and for an increase in truck usage. This would destroy the community and is not what the people want.

2. Very concerned about how the Project Team is picking and choosing how to address input particularly when voice of concern on specific properties is outweighed by overall general comment and feedback.

   We don't believe that there is a drainage issue along Bush Street and yet drainage is a major piece of why the change is being recommended. We are very upset about the changes to the drainage ditch, the footpath that would go in front of our house on our property and the mountable curbs which would impact us. At present the walkway is very narrow and people drift by. The change being recommended will impact our privacy and enjoyment of our front yard and property. The hydro poles and pond and culvert on our property will be destroyed. We don't see why the section of the road needs to be widened and flattened out.

   We don't want the urban streetscape. What is being shown is more of an urban look which doesn't fit with the rural character of the Village and area.

   There is enough room there today for cyclists. Our experience is that the cyclists travel in herds. They travel five or six abreast and they can do this on the road the way that it is today.

   The recommended changes are too close to our house.

   The new designs show too much clutter.

   If you want bike lanes then the regional road allowance is where this may be feasible but not along Bush Street in front of our homes.

For the section from Olde Base Line Road to King Street if it becomes wider, we will be seeing more asphalt. If paved over, we could see problems with floodwater. Instead of natural demarcation there will be six miles of paint.

Very upset that the recommendations if implemented will in our opinion destroy the heritage hamlet. It will look like any other roadway. We have provided our feedback citing concerns with the heritage fences and properties and this is being disregarded. Belfountain is a world biosphere area according to the Niagara Escarpment and needs to be maintained as a heritage village. Please back up and look at this again.

The following comments and questions were noted on the road plans and profiles displayed at the PIC. The station numbers correspond to the location identification on the plans. This is a summary of the comments. The Project Team is reviewing the detailed comments in the review of the input and finalization of the recommendations.

| | **Table 1 - Summary of Comments Noted on Recommended Drawings** |
|---|---|
| **Station** | **Comments noted** |
| **Mississauga Road** | |
| 20+300 | Review warrants for all-way stop at Mississauga Road/Olde Base Line Road intersection |
| 22+450 | There is an additional culvert at driveway on east side |
| 23+060 | Please grade from heritage stone wall to mountable curb. Very important that wall has good drainage and will help re: maintenance. Move culvert south in line with stone arch in wall. |
| 23+340 | Consider reducing the slope on The Grange Side Road approach to the intersection (school bus has slid onto Mississauga Road). |
| 23+500 | Lay some fiber optic cable for high speed internet service |
| 23+700 | Allow for natural gas |
| 24+520 | Existing rock cut or fill on both sides |
| 24+575 | Save tree |
| 24+600 to 25+000 | Will there be passing lanes on this uphill section? |
| 24+900 | Land for potential acquisition is valued. Concern over property – consider curb |
| 24+960 | Like shoulder for bike lanes |
| 25+680 | Please do not impact the fence |

| | Table 1 - Summary of Comments Noted on Recommended Drawings |
|---|---|
| **Station** | **Comments noted** |
| 25+800 | Please do not widen the road – no sidewalk |
| 26+100 | Speeding issue – add sign warning of pedestrians |
| 26+260 to 26+430 | Prefer to retain narrow shoulders and no sidewalks |
| 26+400 | Property boundaries not accurate to title – off by 7+ft |
| 26+430 | Sidewalks? Place to park if walkways? Emergency? |
| **Bush Street** | |
| 12+120 | Retain parking |
| 12+110 | Investigate for sidewalk passage |
| 12+010 | Culvert replaced 7-8 years ago |
| 11+360 to 12+100 | Some residents support sidewalks, others strongly oppose them |
| 11+300 | Speeding problem |
| 11+100 | Please don't damage all the new evergreen trees (planted fall 2013 along old fence line) |
| 11+100 | Like that the road is being shifted to the south where it used to be – lots of room! |
| 11+000 | Replace our mailbox if moved back to the south |
| 10+990 | Don't feel this (driveway) culvert is required |
| 10+240 | Trim vegetation |
| 10+100 | Remove dangerous cement curb (at south jog of WCB intersection) |
| 10+060 | Dangerous intersection (north jog of WCB) |
| **Winston Churchill Boulevard** | |
| 44+960 | Consider stop sign at 10th Side Road as speed control measure |
| 44+480 | Too close to pond |
| 44+300 | Protect trees; provide buffer |
| 43+740 | Beautiful trees |

| | Table 1 - Summary of Comments Noted on Recommended Drawings |
|---|---|
| **Station** | **Comments noted** |
| 43+400 | Resident noted drainage low area |
| 43+140 | Stop sign would slow traffic down |
| 41+870 | Consider stop sign at 5th Side Road as a means to reduce speed |
| 41+320 | Ditch requirement through wetland? |
| 40+000 | What will happen to this area (OBL south of WCB)? – potholes, rough grading |
| Between 10th Side Road and The Grange Side Road | Likely turtle overwintering pond (comment provided to NRSI; not noted on plan) |
| **Olde Base Line Road** | |
| 30+600 | Driveway goes up. If profile lowered, driveway more leveled – who is responsible for grading? |
| 30+640 to 30+820 | Noise concern |
| 30+820 | Suggest a deeper rock cut to lower top of knob to avoid (reduce) filling the bottom |
| 31+000 to 31+160 | Stone wall under wooden fence |
| 32+280 | Can hear trucks |
| **General comments** | |
| WCB and OBL | Is it worth investment to have wide shoulders when there are few cyclists? |

# Appendix B

## COMMENTS FROM FEEDBACK FORMS

Feedback Forms were provided to obtain written responses. The following responses were received. These are verbatim comments transcribed from the individual forms.

**1. Recommended Designs for each of the roads**

*The study team presented the recommended designs for each of the roads and other alternatives that were considered. Do you agree with the recommended designs? What comments or suggestions do you have about the recommended designs for each of the roads that concern you?*

The following were noted on the Feedback Forms. Each number represents a different response:

**Table 2 – Comments on the Recommended Designs**

Overall

1. Please try to do something to slow traffic. I live in the south area of the study area (below the gravel portion) and the speed of vehicles is very high and if it is all paved it will exponentially increase the volume as well.
2. Recommended designs look acceptable. Would like to know which of the study area roads will have mountable curbs. Thank you for your hard work and patience.
3. Should place signs for cyclists reminding them to ride single file and not five abreast.
4. I agree that the roads system identified should be upgraded to the current E.A. design for pavement structure, lane widths and for posted speed. The new site line design should accommodate 90 km per hour. It does not make economic sense to build to 60 – 70 km per hour and then in a few years have to reconstruct. The present traffic flow between 6 a.m. and 9 a.m. and 3:30 p.m. and 6:30 p.m. demands that Olde Base Line to Winston Churchill and Winston Churchill accommodate high volumes of commuter traffic. A growing population in the Erin Area adds to the urgency of the maximum upgrade for commuter traffic.
5. Adding bike lanes would be great. We are supportive of lower speed limits and greater enforcement to improve safety. Smoothing out the hills may only encourage greater speeds and defeat the original purpose.
6. I support the design as put forward save for my comments about robust structure above. If you build these roads correctly the first time you may never have to do so again for many years. While the design put forward is structurally suitable to carry all traffic, one should consider the important role that these roads will play as hundreds of thousands of new residents and jobs are added to the area south of the Study Area.

Olde Base Line Road:

1. There is no need for Olde Base Line Road to be a heavy truck route. Gravel trucks from future James Dick Quarry located north of Bush Street on Winston Churchill Boulevard can use Wellington (#52) over to Trafalgar Road as there is an existing truck route from the Erin pit. Keep Olde Base Line as a rural road.

Mississauga Road:

1. We agree with the recommendations that you have proposed and wish that you could start as soon as possible.
2. Preserve heritage stone wall at 23+000 Mississauga Road. Relocate culvert in road to match natural drainage through stone wall (at the stone arch) from there it goes into an old concrete culvert for 300 feet. Grade away from stone wall and match grade with mountable curb.

Winston Churchill Road:

1. I reviewed the Winston Churchill Design and I like it – especially the recommended design – the paved shoulder is an important safety improvement.
2. Excessive speed on Winston Churchill south of Olde Base Line Road needs to be dealt with. Need to discuss increased coverage with Police. Concerned about heavy truck activity and gravel trucks.
3. Consider stop signs on Winston Churchill Boulevard at 5 sideroad and 10 sideroad as a way to enforce speed limit.

Belfountain Village:

1. Absolutely no sidewalk or road widening inside the Belfountain Hamlet as the lanes are too close to the road already. Do not dump project rubble on Belfountain as you did with the thousand plus truckloads from the Forks of the Credit Road project. Please do nothing. In widening Mississauga Road entering Belfountain you will prevent flying squirrels from crossing the road.

**2. Alternative Design Concepts and the Evaluation Process**

*The study team evaluated alternative design concepts based on evaluation criteria developed with public input. The preferred designs aim to accommodate the existing mix of traffic while maintaining the rolling terrain, retaining the rural character of the area, and minimizing impact to adjacent properties and landscapes. What comments do you have about how the alternative design concepts were evaluated?*

The following were noted on the Feedback Forms. Each number represents a different response:

**Table 3 – Comments on Alternative Design Concepts and Evaluation**

1. Two comment forms indicated that they responded this in question one.
2. I would support the use of rock cuts along Olde Base Line Road to eliminate the requirement to place extensive fill in the low spots. Pending geotechnical confirmation, I think you will find that the hills are constituted of Bedrock Outcroppings that can easily be handled with vertical rock cuts. I would also support the use of traffic circles in this area.
3. A further individual re-emphasized their view that the speed limits should not be reduced.

### 3. Other Comments noted on the Feedback Forms

The following are additional comments noted on the Feedback Forms. Each number represents a different individual's comment.

1. We are strongly opposed to any proposed changes to the weight restrictions on any of these roads. We cannot have gravel trucks going through these roads due to safety, heritage and quality of life reasons. We spent eleven years fighting against the proposed James Dick quarry and do not want a repeat fight!
2. Pleased to hear that Winston Churchill Boulevard and Olde Base Line Road will not be designated as priority truck haul routes.
3. We wish you could expedite the addition of paved shoulders to improve safety for walking and biking on Mississauga Road.
4. The speed limit on Bush Street at Winston Churchill is 80 km per hour. Crossing it is a risk! The curve before and after limits vision. Heading north on Winston Churchill at Charleston Sideroad, the signs in the ditch block vision.
5. I like the pavement/asset management approach. Pavement shaving seems to be a fiscally responsible method of maintenance.
6. This study has a serious flaw in that it does not indicate a major upgrade in Winston Churchill from Olde Base Line south to Balinfad Road. This would best accommodate westbound traffic from the study area and west to the Guelph area and south to Highway No. 401 via Trafalgar Road.
7. It is important to balance the use of these roads as major roads with the desire of some residents to keep these roads exclusively as a private driveway to country estates. These roads can serve both functions as illustrated by extensive study by the Region. Improving these roads to accommodate all road users, cars, busses, trucks, farm machinery, bicycles and motorcycles is not only in the public interest, but also fulfills the Regional Official Plan policy to achieve a safe and efficient network for the movement of people and goods.

# Appendix C

## COMMENTS RECEIVED BY LETTER AND EMAIL

The following responses were received. These are verbatim comments transcribed from the individual letters and emails. Each number represents a different individual's letter or email.

1. Thanks for setting up the PIC #2. Please see my comments below. As you know I live and work in the Study Area residing at the major intersection of Mississauga Road and Olde Base Line. I support the use of these roads for all road users, including goods movement and truck uses. There was a handout that made the following statement: "This area is not designated for significant future growth, therefore the volumes will remain relatively constant. There is no need to construct the pavement to handle significant volumes of truck traffic." Unfortunately this statement is not accurate for the following reasons:
   - The area immediately south of this area is designated for some of the highest growth of any area in North America.
   - The materials (aggregates) needed to construct this high growth area come from immediately north of the Study Area.
   - The only reason that there is not more truck traffic on these roads today is the poor condition of the roads and the fact that they are posted as No Truck Routes.
   - The current lack of availability of these roads for truck traffic leads to congestion on other longer routes rather than promoting a safe and efficient Road Network as stated in the Peel Official Plan.
   - My company would save at least a million kilometers per year of travel if these roads were permitted to carry truck traffic today. These savings would increase over time as the land between Mississauga Road and WCB north of Bovaird Drive begins to develop as is currently being planned.
   - These roads are designated Major Roads in the Peel Official Plan.
   - These roads are designated Medium Capacity Arterial Roads in the Caledon Official Plan.
   - These roads are identified as a Primary Truck Route in the recent Peel Goods Movement Network Study.
   - Now is the appropriate time to construct this route with a robust Pavement Design to accommodate both the current users of this road, but also future traffic as is planned for this road network.

2. Comments received by email from individual representing Norval pit-STOP Community Organization
   - Impacts on the broader area should be considered, with a special consideration given to potential aggregate haul routes (gravel trucks). Even though not part of the study area, these road reconstructions could lead the way to paving a truck route through all of Winston Churchill, south of the study area.
   - Winston Churchill Blvd south of the study area, between Hwy #7 & Wanless Rd will never be a suitable gravel haul route, even with proposed "improvements". The natural

heritage, fish habitat, steep topography, structural deficiencies, hidden drive ways, residential and educational institutional uses on WCB north of Norval make it unsuitable for hauling aggregate.

- WCB and Hwy#7 in Norval is a permanent bottle neck for truck traffic. As N.W. Brampton builds out and connects with Norval, walk-able and bike-able urban transit must be taken seriously. Bikes and pedestrians are not compatible with gravel trucks. There are better locations for a truck route in Brampton (for example; Mississauga Rd., and the planned N-S Parkway between Heritage & Mississauga Roads as found in the Halton Peel Boundary Area Study. There is also the future extension of the 410, connecting to the future Parkway in NW Brampton, should be considered in how future truck routes should flow.
- If the roads in this EA are to be used as a gravel haul route, the aggregate producer should pay for all of the road reconstruction. Stop passing costs down to the taxpayer.

3. Email comments from a member of the CWG. While I appreciate you have may have met your obligations regarding public consultations under the confines of your EA scope, I believe you are missing an golden opportunity to participate with the local community in a little more depth, while there is still the opportunity before your design becomes more rigid and has less chance of being modified. Talking to my neighbours, there is clearly community concern over the design. And I do not mean detail design, but rather broad stroke design. For instance, your design for Bush Street shows rollover curbs with grated drainage, which may not be in keeping with community wishes, and without alternatives ever presented during the consultation process. While you note that "To accommodate sidewalks through this constrained area and beyond would mean significant property and environmental impacts", I for one believe it would not hurt to give this further exploration.

   We care very much about the rural look and feel of our community, and the impact that a potential 'cookie-cutter' Regional standard design configuration may impose. There is a wonderful opportunity for the Region to take advantage of an engaged local community in the Region's provision to the community with a design that the community is proud of and that does not potentially change our rural character, perhaps drastically. Once you have upgraded the roads, they will be permanently changed; there will be no opportunity for a 'do-over' here. The Region's principle drivers for the upgraded roads are safety and low long-term maintenance costs. As community stakeholders, we must add the equally important drivers of functionality and aesthetics. It would be sad and disheartening to our community if we missed the opportunity to have them incorporated at this, the pre-design stage.

   I for one would like you and your team (or a subset as appropriate) to meet with us again, even if it is under the auspices of good public relations with the ratepayers (rather than the 'official' EA process). As I mentioned, this is an opportunity for further local input of

Belfountain Hamlet people on what is not just a Regional road (Old Main Street and Bush Street), but what is more appropriately framed as 'our local town' road.

4. There is nothing new here in what you are putting forward; I know about the pinch point, I also thought we talked about using the term multi-use trail or even paved shoulder, not a Brampton Mississauga type sidewalk. Please listen - I thought you heard; very frustrating. Heed comments and try again. Documenting questions and concerns is not good enough. What I have been talking about has been on the table since the beginning of this process. Based on the quality of this iteration, the design for the Hamlet must be approved by the BCO; 'consultation' is not yet over folks. Let's get this right, or at least better.

5. It's a relief that the EA has concerns that Base Line not be reconstructed as a heavy truck route. I think it took a lot of "wind out of the sails" for many residents. It's a beautiful country road...what Caledon is all about. I don't mind the "weekend Caledon wannabees"...it's the noisy tri-axle gravel trucks with pup trailers that concern me, the horses and cyclists.

   When James Dick gets his ducks in order and develops his gravel pit off Winston Churchill, north of Belfountain, the haul route can be established along Wellington roads #52/124 , Trafalgar Rd. south to Highways #7/ 401/ 407, and the future truck bi-pass. This route is already in use from many pits, including the Erin pit at the 10th line. The Belfountain pit would exit onto the section of Winston Churchill that is at Wellington road; so why not have the entire route in Wellington / Halton? This is a shrewd approach; Peel gets the gravel taxes...fewer trucks on our roads, and Wellington/ Halton has to maintain their haul route!

6. The CCC has said it one way…..although that applies to Belfountain too, what I will add is more specific to Belfountain…the design and look of the road is still yet to be determined as well as the much desired community connectivity and pedestrian and cyclist safety concerns addressed. Intersection configuration at Mississauga Road and Olde Baseline and at Bush Street and Winston Churchill Boulevard, governing safety and traffic volume allocation, is also still in question.

7. Very many thanks for your prompt reply. Obviously the objectives of your Department have merit in theory. As a retired geologist who likes walking I appreciate what you are trying to do here. However, with respect to our little property and hereabouts I believe that there is no immediate need for any more road work for several reasons based on the dominant importance of road side ditches and relatively porous overburden, our climate, and width of roadways. The most important aspects of drainage and safety were dealt with satisfactorily about 10 years ago by ditch deepening and installment of traffic lights at our intersection. Regrettably walking hereabouts is necessarily on the hard top roads everywhere except in the village where curbs occur. In fact no one walks on our side of the

roads north and east of our fences because there is no need to as we are located outside the "paths" required to access school, playground, library and post box, for example.

8. We have owned our property on Olde Baseline Road for 40 years. We realize many of those involved in this study were not born or were not in the regional government 40 years ago. Let us briefly share what we have seen in that time, related only to roads – 40 years ago, Olde Baseline Road was unpaved and had a natural curve around a large rock outcropping just west of Mississauga Road. That curve had the effect of slowing traffic. The gravel road at that time had been constructed by local government presumably meeting the required road-building standards. The gravel had the effect of keeping traffic low because outsiders, especially weekend visitors, did not like getting dust on their cars.

   The local government decided to 'improve the road', make it safer, by removing the rock outcropping to reduce accidents. I recall my father saying, "This will increase traffic, increase speed, and increase accidents." He was right. People could drive faster, so they did drive faster, never mind the speed limit.

   The local government then, without our support, decided it should 'improve' the road, make it safer, by paving it. Presumably they paved it in conformity with their road-building standards. Again my father said, "This will increase traffic, increase speed, and increase accidents." He was right. The local government turned Olde Baseline Road into a shortcut for out of area commuters, and they are hell-bent to get to work as fast as they can.

   We have the same number of homes on this section of Olde Baseline Road as we did 40 years ago. Our needs have not changed.

   Now, local government has decided that 'improving sight lines', a euphemism for removing the rolling hills natural to the area's roads, will make the road safer. I echo my late father's words and say that it will increase traffic, increase speed and increase accidents. All of the 'improvements' made so far have had that effect. Each time an 'improvement' has been made in the name of safety; traffic, speed and accidents have increased. With drivers being able to 'see farther ahead', they will feel comfortable stepping up their speed even more.

   The local government changed its road standards and now find Olde Baseline Road does not meet its standards – not surprising in light of the fact they changed the standard. The local government staff has decided to widen the road, pave the shoulders and exercise its 30 meter right of way, in the name of safety. Thousands of mature trees, including some 50-100 year old maples, will be cut. Fences, wood and stone, that have been in place for decades will need to be moved at the owner's expense. Already traffic consistently exceeds the speed limit. We invite anyone to stand with us at our road between 6:30 and 8:30am, and again in the evening, to observe traffic. Instead of 60 kph, it averages in excess of 80 kph. An unobtrusive speed camera (not one with the large sign showing the speed in lights) left in the area for a month would tell the story clearly. We even have

crazy drivers passing on that stretch to gain and extra 30 to 45 seconds in their commute. Widening the road, and paving the shoulders will lead to higher speeds and ever more serious accidents.

Consider how we feel. Noise, visual, and diesel/gasoline pollution have increased with these 'improvements'. The quiet enjoyment of our property has been taken from us, and will worsen with these 'improvements'. The safety of ourselves, our children and grandchildren has deteriorated. These 'improvements' have consistently shown that they increase danger, not safety, as measured by the very statistics that staff uses to propose yet further improvements. No-one seriously thinks that making the roads more amenable to higher speeds and more traffic will make them safer. The value of our properties will decrease. This is essentially a 'taking' of our property without any compensation. Even a 30 meter right of way was imposed on the land-owners, never purchased.

We live in an area where we need three different approvals just to expand a deck on our house – the escarpment, green belt and regional government interests must be met. We are hesitant to clear a tree on our property for fear of disturbing the well-studied salamander. We have had government employees studying wetlands on our property. Yet, along comes the local government to excavate the natural rolling hills, to cut down thousands of trees, to move or blast natural rock of the escarpment, to force us to move our rock and wood fences, all in the name of 'improvements' that we do not want, have never asked for and with which we do not concur.

We fought for a decade to defeat the plans of our recently-moved-in neighbor to the west, Mr. Dick, to tear a massive hole in the escarpment. Now, with the support of him and his lobbyists, the roads coming past his recently acquired 'farm' are being classified as a 'heavy truck haul route'. When he revives his application for his gravel pit in the next 5-10 years, all the arguments against the traffic issues will be moot.

Outside users of our section of Olde Baseline Road have never observed the speed limits or even the signage. When trucks were prohibited, they still used the road. When they were limited by time of day, they did not adhere to the limits. Cars and trucks do not observe the speed limits. Local government has never enforced the limits. We do not think the government even has the resources to enforce the limits. Perhaps installing speed bumps similar to those used by the 'red hills' every quarter mile would regulate speed. We suspect that drivers would petition the government to remove them because it impedes their commute.

In any event, while we expect that our government has carefully used the regulations and laws that it proscribes itself, and is following this process to simply attain what it has, from the outset, designed to have, we desire to have our objection together with the rationale behind it, put on record.