

Last Updated: December 23, 2024 by Meera Shakeel

Study Milestones
Notice of ESR Filing - Mailout to residents/property owners completed on August 12, 2024 - NOC emailed to Stakeholders including agencies, utilities, members of public and TAC members on August 14, 2024 - Notice advertised in Newspapers: - o Caledon Citizen: Print and online ads will run in both the August 8th and 15th issues. - o Caledon Enterprise: An online ad will run for up to two weeks, from August 8th to August 22nd. - ESR posted on website on August 15th, 2024 - Review Period started on August 15th, 2024, and ended on September 26th, 2024

The following table includes stakeholder and public comments. Comments have been formatted and spelling errors corrected, otherwise the content is “as submitted”.

ID	Contact	Correspondence Received	Region Response
Agencies and Utilities			
U-01	Emilio Labra Sr. Advisor Construction Project Management Emilio.Labra@enbridge.com	<i>Email on September 5th</i> Hello Tareq, I just received notice of EA completion. What’s the initial timelines for this project? Regards, Emilio Labra	<i>Email sent on Thu 2024-Sep-05</i> Hello Emilio, Thank you for your email. Regarding the Coleraine Grade Separation project timeline, the EA notice of completion has been issued, and the public review period for this phase closed on September 26, 2024. Following this, the project will move into the detailed design phase. As part of the Regional Capital Plan, construction is anticipated to potentially begin around 2030. Thanks, Tareq Mahmood
U-02	Hydro One Networks Inc SecondaryLandUse@HydroOne.com	<i>Letter received in an email on September 24th</i> Thank you for sending us notification regarding Coleraine Drive Grade Separation. In our preliminary assessment, we have confirmed that Hydro One has existing distribution assets within your study area. At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.	<i>Email sent on Dec 23, 2024</i> Hello, Thank you for your feedback regarding the Coleraine Drive Grade Separation Environmental Assessment Study. Throughout the course of this project, the Region actively engaged with Hydro One Networks. Previous communication indicated that there are no objections to the proposed plan. As we move into the detailed design phase, anticipated in early 2025, the Region will continue to collaborate and consult with Hydro One Networks Inc. to address any potential concerns that may arise.

ID	Contact	Correspondence Received	Region Response
		Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com	For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries. Thank you.
A-01	Dan Minkin Heritage Planner - Heritage Operations Branch - Ministry of Citizenship and Multiculturalism - Ontario Public Service 416-786-7553 dan.minkin@ontario.ca	<i>Email on September 26th</i> Good afternoon, Please find our comments attached.	<i>Email sent on Dec 23, 2024</i> Hi Dan, Thank you for your feedback regarding the Coleraine Drive Grade Separation Environmental Assessment Study. We acknowledge the receipt of your comments in a letter dated September 26, 2024 (attached in this email). There has been a recommendation for some areas to proceed with Stage 2 Archaeological Assessment. Moving forward, the assessment and its results will commence during the detailed design phase, anticipated to begin early 2025. A summary of the consultation from the Stage 2 Archaeological Assessment will be included as a part of the 30-day Public Notice Review period to reflect the feedback received. Comments or concerns that arise will be addressed during the detailed design phase. For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries Thank you.
A-02	Shirin Varzgani, MIP, MES (Pl.) (she, her, hers) Senior Planner Infrastructure Planning and Permits - Development and Engineering Services T: (437) 880-2429 E: shirin.varzgani@trca.ca	<i>Email on September 26th</i> Hi Tareq, Please see the attached letter. Please let me know if you have any questions. Thank you and regards,	<i>Email sent on December 23, 2024</i> Hi Shirin, Thank you for your feedback regarding the Coleraine Drive Grade Separation Environmental Assessment Study. We acknowledge the receipt of your comments in a letter dated September 26, 2024 (attached in this email). Throughout the course of this project, the Region actively engaged with Toronto and Region Conservation Authority (TRCA). Previous discussion from monthly internal meetings and extensive engagement and consultations throughout the project phases indicated that there are no obligations to the proposed plan.

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			As we move into the detailed design phase, anticipated in early 2025, the Region will continue to collaborate and consult with TRCA to address any additional feedback or concerns. We are committed to keeping you informed of all project-related updates and ensuring an open communication throughout the process of the project. For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries. Thank you.
Indigenous Communities			
		NO COMMENTS RECEIVED FROM IC	
Developer Groups / Landowners			
D-01	Richard Dowson Director, Land Development [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Cc: Rosemarie Humphries [REDACTED]	Good Morning Tareq, Stephen, I hope this email finds you both well. I am reaching out on behalf of the landowners (Camcos) of the parcel located on the northwest corner of Harvest Moon and Emil Kolb. Parkway. In reviewing the EA done South of Old Ellwood Drive, It is my understanding that the Region intends to proceed with road above rail option for the Colerain Drive grade separation, and that a roundabout is to be constructed at the intersection of Harvest Moon and Emil Kolb. Parkway. We have a rezoning application in for our parcel of land, and would like to better understand how the intersection improvements will effect access to our site. Would it be possible to share the latest design plans in CAD and PDF, so that I can circulate them to our consultant team and ensure the ultimate condition is reflected in our next submission? Please let me know. Thank you,	Email sent on Oct 24, 2024 Hi [REDACTED] Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. Please note that we had previously engaged with Humphries Planning Group Inc. in January 2022. On January 17, 2022, Rosemarie L. Humphries, from Humphries Planning Group Inc., acknowledged the receipt of PIC-2 materials and confirmed that the recommended alternative, which is an above-grade overpass of the rail line, will have similar property impacts on the Harvestone Centre Inc. lands regardless of the chosen option. They also requested confirmation that the preferred alternative would not impact the full-movement entrance to the Harvestone Centre Inc. from Harvest Moon Drive. Additionally, the Regional Project Manager, Tareq Mahmood, met with Humphries Planning on November 23, 2023, to provide a progress update on the grade separation project. Although the implementation of the roundabout will have some property impacts, the access on Harvest Moon Drive to the property will not be impacted by the proposed intersection improvements. I have attached the requested design plans (CAD and PDF) in this email for your reference. Feel free to reach out if you have any more questions. We look forward to your continued interest in this study. Thank you.

ID	Contact	Correspondence Received	Region Response
Public			
P-01	[REDACTED] [REDACTED]	<i>Email on August 15th</i> Hi Tareq, couple questions on the Coleraine road rail grade separation. 1. When do we expect for construction to begin 2. Is the train above or below the road. 3. Can we ensure in the budget that there are funds to put noise and visual barrier fencing so that the train is not visible from wakely Park. Thanks for your time [REDACTED]	Hello [REDACTED] Thank you for reaching out and bringing your concerns to our attention. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that the Environmental Study Report (ESR) is currently open for public review until September 26, 2024, as indicated in the public notice. During this period, we are collecting and reviewing all feedback from residents to ensure that every comment and concern is thoroughly considered. We understand the importance of your inquiries and want to assure you that we will address them as part of our review. While it may take some time to respond individually, we are committed to providing feedback in due course. Thank you for your patience.
			<i>Email sent on Oct 17</i> Hi [REDACTED] Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. Please see below for responses to your inquiries. When do we expect for construction to begin? Construction for the Coleraine Drive Grade Separation is expected to begin in 2029, according to the current funding schedule in the Region’s Capital Plan. Is the train above or below the road? A ‘road-over-rail’ grade separation of Coleraine Drive and the CP Railway has been identified, meaning Coleraine Drive will pass above the railway tracks. This preferred design was chosen based on several criteria, including the natural environment, stormwater management, community health, socio-economic impacts, and engineering feasibility. Can we ensure in the budget that there are funds to put noise and visual barrier fencing so that the train is not visible from Wakely Park? Anticipated impacts on the socio-economic environment were identified to support the implementation of the proposed improvements. The grade separation will require the closure of the existing Old Ellwood Drive and Coleraine Drive intersection. As a result, Old Ellwood Drive is proposed to be realigned and extended to connect with Ellwood Drive, at the existing Ellwood Drive and Wakely Boulevard intersection. The extension will bisect Wakely Memorial Park; however, the portion of Old Ellwood Drive’s right-of-way, approximately 180 meters from Coleraine Drive, that will become disused is expected to provide an opportunity for new parkland and/or community

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			space. During public consultation (PIC #2), two options were presented: a natural berm (as a visual barrier) or park expansion. The final decision on how the disused right-of-way will be used will be made by the Town of Caledon, with further consultation between the Town and the Region during future design and construction phases. We look forward to your continued interest in the study. Thank you.
P-02		<i>Email on August 16th</i> Hello Tareq, I received a public notice in the mail regarding the environmental study or environmental assessment for a grade separation of the Canadian Pacific railway on Coleraine drive in the Town of Caledon. I'm trying to locate the report on the region's project website but apparently the page or file cannot be found which doesn't surprise me at the Region of Peel. So now that the region has completed its environmental assessment, will there be a study on the impact of those residents that actually live on Ellwood drive West with regards to the amount of traffic flowing through their subdivision. By closing off the final strip of Ellwood drive West which presently takes commuters directly onto Coleraine drive and now brings that influx of vehicles through a subdivision in which allows parking on both sides of the road. A subdivision that has a great number of younger families with children playing in their front yards along with a community park at the South end of where the cutoff will be allowing vehicles to proceed towards Coleraine drive. What is wrong with what the community has presently? Why a bridge? Is it that big business doesn't like the fact that their trucks have to stop at a traffic light at the railcrossing. If anything the light slows down the trucks that barrel down Coleraine drive presently. Having lived in the Town of Caledon – Bolton for the last 50 years I've seen a great majority of growth. I've also seen the incompetence within the last 5 years of municipal planning with routes entering and exiting Bolton. Our present mayor is no different with promising an extra 35,000 homes to be built in Caledon in the future. What she doesn't address is how the road infrastructure will accommodate these newcomers. Is a bridge really	<i>Email on August 16th</i> Hello Thank you for reaching out and bringing this to our attention. We've reviewed the website link both internally and externally, and it appears to be functioning correctly. In fact, we've received several comments from local residents this morning, which suggests the site is accessible. Please try accessing the report again using the following link: Coleraine Drive grade separation Environmental assessment - Region of Peel (peelregion.ca). If the issue persists, please let us know. Regarding your other comments, we will be reviewing all the feedback we receive and will provide a response in due course. We appreciate your patience during this process.

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		nessecessary when the Region should be concentrating on widening roads with proper turning lanes. Concentrating on rebuilding roads that are in need of proper repair – Glasgow road which will be the next major issue with traffic especially with the building of a subdivision at the top of Chickadee lane. This is just mentioning a few. Sad really.... Could you please make the enviornmental study available to read on your website. Regards, [REDACTED]	
		<i>Email on August 16th</i> Thank you Tareq for your immediate response. I will use the link to read the report. I look forward to the Region's response or feedback to my comments.	<i>Email sent on Dec 23, 2024</i> Hi [REDACTED] Thank you for your interest and feedback regarding the Coleraine Drive Grade Separation Environmental Assessment. We appreciate your patience. The scope of the project is approximately 1.0 kilometre in length, along Coleraine Drive and inclusive of the Harvest Moon Drive/King Street West intersection at the Northern limits and Holland Drive intersection at the Southern limits. A major focus of this Municipal Class EA is to implement grade separation to address existing and future transportation needs. We understand your traffic-related concerns following the potential closure of the existing Old Ellwood Drive and Ellwood Drive West access points to Coleraine Drive, and through the construction of the new connection between Ellwood Drive and Grapevine Road which might generate additional traffic travelling through the Ellwood Drive Subdivision. Please note that this connection was originally envisioned in a 1990 Class EA for the study area which recommended connecting Ellwood Drive to Grapevine Road to mitigate the loss of access for these two subdivisions. Furthermore, a comprehensive traffic analysis was conducted, and recent traffic data suggest that the increased volume along Coleraine Drive and the forecasted volumes show continuous growth through 2031. Additionally, the planned extension of the GO line will include an upgrade from a single gauge to a double-gauge track which will increase the frequency and intensity of train crossings. Traffic congestion and delay will be significantly exacerbated, especially at the grade crossings due to more frequent and increased queue waiting times. This emphasizes the need for a grade separation as a key component of this project to improve the overall traffic flow, reduce delays, and prevent future disruptions caused by increased rail activity and traffic volume.

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			Under existing conditions, Old Ellwood Drive accommodates between 100 to 200 vehicles per hour during the peak periods; most of this traffic heads to and from the north along Coleraine Drive. Once the connection to Coleraine Drive is disconnected by the grade separation, Ellwood Drive West is estimated to accommodate no more than around 25 to 30 vehicles during the peak hours as there will be no direct connection to Coleraine Drive which will simply be local traffic moving between the west and east sides of the major road. We anticipate that only local traffic will use this connection, with King Street remaining the primary route, with less volume at other times. Should diverted traffic turn out to be more significant, then traffic calming could be used to prevent this happening. During detailed design, we will review traffic-calming measures and signage to ensure this connection serves community safety effectively. In response to resident concerns about the new connection attracting a significant number of vehicles who might find this new route to be attractive, a detailed assessment was completed which is provided as Appendix K of the Environmental Study Report. The analysis found that the additional traffic generated would be minor and could be mitigated with traffic calming. It is important to note that Region is responsible for several key roadway corridors, including Highway 50, King Street, and Coleraine Drive and the ongoing efforts to maintain and improve infrastructure. For example, the intersection and road resurfacing plan for Queen Street (Regional Road 50) extends from 300-metre South of Queensgate Boulevard to 300-metre North of Columbia Way in Bolton. Link to the study can be found here: Queen Street Corridor Study. Regarding Glasgow Road and Chickadee Lane, these fall under the jurisdiction of the Town of Caledon; the Town has already initiated an Environmental Assessment (EA) for Glasgow Road. Link to the study can be found here: Glasgow Road EA. For further updates and information for this study, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries. Thank you.
P-03	██████████ ████████████████████	<i>Email on August 29</i> Hello Mr Mahmood, Below is the email I sent you on the 26th. I wanted to make sure you received it, any follow up or response to it? Thank you very much ██████████ Caledon Resident	<i>Email on August 29</i> Hello ██████████ Thank you for reaching out and bringing your concerns to our attention. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that the Environmental Study Report (ESR) is currently open for public review until September 26, 2024, as indicated in the public notice. During this period, we are collecting and reviewing all feedback from residents to ensure that every comment and concern is thoroughly considered.

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		I am emailing about the study that was completed about a potential grade separation for CP railway on Coleraine Drive and the proposed roundabout at the Coleraine Drive and King Street West/ Harvest Moon Drive Intersection. My main concern is with the roundabout. Living in the Harvest Moon subdivision I often make a left at the light to enter the subdivision when travelling North on Coleraine. It is easy, there are good sight lines, and the light does provide an element of safety on a street like Coleraine that has long stretches of being unlit. Talking to other homeowners in the subdivison, there is worry that turning a 3 lane intersection (including the designated left turn lane) into a large roundabout will not be the safest option not to mention the inconvenience and cost of construction. Especially since even more townhouses are to be built on the corner in the near future. I do believe roundabouts are great and wish to see them used 10 times more often in both new and old subdivisions, in this instance it can make this intersection more dangerous. There really aren't many issues there and seems like a waste of taxpayer money. Though I realize it has nothing to do with this study your I hope your department will please consider and look into adding another exist from this subdivision onto Regional Rd 9/King St from either Flintwood Ave or Trailview Lane in the near future. Thank you very much, Caledon Resident	We understand the importance of your inquiries and want to assure you that we will address them as part of our review. While it may take some time to respond individually, we are committed to providing feedback in due course. Thank you for your patience. Best regards,
			<i>Email sent on Dec 26, 2024</i> Hello [REDACTED], Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. We note your comfort level with the existing intersection and would like to assure you that the implementation of a roundabout would also provide you with a comfortable left turn. Currently, there is a five-lane cross section at this intersection which will be reduced to four lanes with the roundabout, with only two lanes (and not three as under existing conditions) in the northbound direction. The left turn will be made by taking the left-hand lane and making only one left-turn available to left-turning traffic. A roundabout provides notably more safety benefits when compared to a signalized intersection by encouraging slower speeds, reducing the severity of collisions and provides a safer passage for pedestrians and vehicular traffic with less delays. Roundabouts also offer shorter crossing distances for pedestrians (crossing one or two lanes at a time rather than the current five lanes configuration) and pedestrians only must look for traffic from one direction at a time. Also note that there are currently two roundabouts used along Emil Kolb Parkway (north of Harvest Moon Drive and King Street West) and so drivers in the area are generally familiar with this intersection type.

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			For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries Thank you.
P-04	██████████ ██████████	<i>Email on September 24th</i> Hello I am writing as a concerned Caledon citizen. I don't pretend to have the answers, but I am completely opposed to this overpass. It seems to me that we should all be concerned that this will cause more danger especially during construction to all of those who live and drive through this area. I am disappointed in the entire process that the region and town take in making these decisions. Why do we spend years making these decisions and are not able to come up with something better. We build warehouses and homes before we are road ready. Then we try and come up with a band aid to help traffic along. We need this to stop. The roads and safety of the citizens comes 1st! We have become a trucking town with most drivers who have no consideration for the law. Now we are going to build a bridge. How are these trucks going to get around construction?! I live north of town and a 10 min commute has turned into 20 because the roads around Caledon are not planned out. Now you want to take away one of the arteries traveling into town and allow the trucks to go through Bolton? Or down King Road? Let's get real. Enough is enough! Plus, we will add homes north of town and bring more people and cars to our roads. Someone please let's take a step back and take a good look at what can be done to truly solve this problem. The roads need to be figured out before anymore warehouses and homes are allowed to be built! And someone else gets hurt or killed in an accident. Regards ██████████	<i>Email sent on Dec 23, 2024</i> Hello ██████████ Thank you for your interest and feedback regarding the Coleraine Drive Grade Separation Environmental Assessment. Thank you for your patience as we worked through the public comments. We acknowledge your concerns regarding traffic safety within the community. This project focuses specifically on the stretch between Holland Drive and King Street, but the regional staff is actively collaborating with the Town of Caledon staff to engage in broader discussions about comprehensive road safety initiatives. To address these concerns and provide updates, the Town is hosting Community Traffic Safety meetings. The first meeting took place on October 23rd, and the next took place on November 14th. For more information, please visit the official announcement on the Town's website. In addition, the safety of residents of Bolton was a key consideration of this MCEA study and "Traffic Safety" was identified as a key criterion to evaluate the planning and design alternatives of this project. Please note that the proposed grade separation of Coleraine Drive and CP Railway was originally envisioned in a 1990 MCEA for the study area and has been on the Region's books for many years. This MCEA Study has further investigated design options and has arrived at the current recommendations to build a 'road-over-rail' grade separation of Coleraine Drive along with associated intersection improvements at Harvest Moon Drive / King Street West and Coleraine Drive intersection. The implementation of a grade separation will separate the vehicular traffic from train traffic. As such, no queues will be generated at the rail crossing which will eliminate the potential for queues backing up to the Harvest Moon Drive / King Street West and Coleraine Drive intersection. Also note that the timing of the road improvements and general development is not always synchronized. Construction for the Coleraine Drive Grade Separation is expected to begin in 2029, according to the current funding schedule in the Region's Capital Plan. For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries Thank you.

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P-05	[REDACTED] [REDACTED]	<i>Email on September 24th</i> Good evening, I have recently reviewed the assessment of Coleraine Drive. As a resident in the subdivision on the west side of Coleraine for 20 years and being employed on Coleraine Drive for more almost 30 years, this assessment is frightening. If I read correct, an overpass is planned for the rail road tracks and the intersection of Harvest Moon and Coleraine would turn into a roundabout. I travel Coleraine Drive multiple times per day and there is a large volume of truck traffic and general traffic that use this road and the residential intersection daily. The intersection is poorly designed and in need of an overhaul, but the idea that a roundabout would take its place, such a short distance from where 18 wheelers would be coming down off an incline is unimaginable. Please reassess this area as it appears your study is outdated and actual traffic volumes have changed. I think planning has forgotten that people live off Coleraine and it is not just for a home for warehouses and trucking companies. Please pay special attention to all of the residential area this would impact. Thank you for your time. [REDACTED]	<i>Email on September 25th</i> Good afternoon [REDACTED] Thank you for reaching out and sharing your concerns. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that we are in the process of gathering and reviewing all feedback to ensure every concern is thoroughly considered. We understand the importance of your inquiries and will address them as part of the review. Thank you for your patience as we work through this process. Best regards, Tareq Mahmood
			<i>Email sent on Dec 23, 2024</i> Hi [REDACTED] Thank you for reaching out and sharing your concerns. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that we have reviewed the 2017 traffic counts used in the Traffic Study and compared them against recent 2024 traffic counts for Coleraine Drive and found that the peak hour traffic volumes have increased between 3-6% over a 7-year time period (roughly half a percent per year). We have based the planning of this project on future traffic volumes forecast for a 2041 horizon-year. For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries

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			Thank you.
P-06	[REDACTED] [REDACTED]	<i>Email on September 24th</i> The following “ The Region of Peel has completed a Municipal Class Environmental Assessment (EA) Study for a grade separation of the Canadian Pacific Railway (CP) on Coleraine Drive in the Town of Caledon (see map). The purpose of the study was to consider grade separation improvements of the CP Rail line on Coleraine Drive, south of Old Ellwood Drive. The Study was conducted in compliance with Schedule ‘C’ of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the Ontario Environmental Assessment Act. The recommended improvements include a ‘road-over-rail’ grade separation of Coleraine Drive and the CP Rail Line, and a roundabout at the Coleraine Drive and King Street West / Harvest Moon Drive intersection. “ Is a complete and utter disaster of recommendations that you believe will improve the separation of CP railway. Have any of you been here to physically observe/ drive/ be a part of the traffic and congestion of trucks in this exact area? Are you aware of the multiple accidents and tragic death that has occurred at this very intersection? Your recommendations are far from a solution to this area and your plan is going to unfortunately create more disastrous traffic of trucks ; causing more deaths. I am a resident of the area for 20 years and I have watched the quiet area turn into streets filled with volume of speeding trucks and cars . How can the Ontario Environmental Assessment Act be so careless in their assessments ? These are people that live here, it’s not a deserted area. People with children, sons, daughters, mothers, fathers etc driving and walking those streets. We cannot continue to share the roads with transport trucks that have many careless drivers who are speeding, texting, eating, and assuming they’re bigger so they can go the speed they want. At what unfortunate expense can they do this? At OUR expense!!!! I’m so tired of watching this quiet neighborhood be driven into the ground by our municipal and provincial government. Is it only money that drives the politicians decisions? Is it only your paycheque that drives your decisions? What is happening to our beautiful town and province?	<i>Email on September 25th</i> Good afternoon [REDACTED] Thank you for reaching out and sharing your concerns. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that we are in the process of gathering and reviewing all feedback to ensure every concern is thoroughly considered. We understand the importance of your inquiries and will address them as part of the review. Thank you for your patience as we work through this process. Best regards, Tareq Mahmood

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		I am one of multiple voices with this same concern. I'm an educated person with 2 degrees. I may not have a degree in urban planning but my education and common sense tell me that harvest moon and king does not have space for a roundabout. Nor is it a safe solution considering the multiple accidents that happen at the roundabout 100 feet away. I am writing in the hopes that you will reconsider your plan and go back to the drawing boards. I understand your intimate goal is have truck traffic flow north and south but no other consideration has been documented/ planned/ observed or seen as a vital component. I would like to hear you are going back to the drawing boards to find better solutions, all while keeping in mind peoples lives are in the balance. Not driven by money but that your department cares about the lives of people in this municipality. If anyone of you was a Bolton resident, you would not have been so matter of fact in determining this was the best solution. Please contact me for further information Sent from my iPhone [REDACTED]	
			<i>Email sent on Oct 18</i> Hello [REDACTED], Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. We acknowledge your safety and traffic related concerns due to increased vehicular traffic, in particular truck traffic, resulting from general development growth in the area. Please note that 'safety' of the residents of Bolton was a key consideration of this MCEA Study and 'traffic safety' was identified as a key criterion for the evaluation of the planning and design alternatives for this project. To your point about space issues related to a roundabout, we do understand that although a roundabout will result in slightly more property impact at the intersection, it will result in less environmental impact and will provide notably more safety benefits when compared to a signalized intersection by encouraging slower speeds and reducing the severity of collisions. Roundabouts also offer shorter crossing distances for pedestrians (crossing one or two lanes at a time rather than the current five lanes configuration) and pedestrians only have to look for traffic from one direction at a

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			time. Also note that there are currently two roundabouts used along Emil Kolb Parkway (north of Harvest Moon Drive and King Street West) and so drivers in the area are generally familiar with this intersection type. To further enhance the safety of pedestrians and cyclists in the area, the project recommends the provision of active transportation improvements which include new Multi-Use Paths (MUPs) on each side of Coleraine Drive, from Holland Drive to King Street West / Harvest Moon Drive. North of the King Street West / Harvest Moon Drive, the improvements include a new MUP on the east side which will match the existing MUP at the northern study limits. The MUPs on both sides of the road will provide the following benefits: • Better convenience for pedestrians and commuter cyclists; • Better service and access to industries that are on both sides of the road; and, • Greater access to all surrounding areas, without a requirement of additional crossings. Additionally, the project recommendations include the potential connection between Ellwood Drive West and Grapevine Road, as was originally envisaged in a 1990 Class EA for the study area. A full connection supporting all modes (vehicular and active transportation) is recommended which will further enhance safety and provide direct access to the study area. We anticipate that only local traffic will use this connection, with King Street remaining the primary route. Traffic estimates suggest about one vehicle per minute during peak hours, with less volume at other times. During detailed design, we will review traffic-calming measures and signage to ensure this connection serves local needs effectively. Consultation with emergency services also highlighted the value of multiple access points for safety. Caledon Fire supports the connection, and paramedics emphasized the importance of maximizing access options for emergency responses. The proposed connection between Ellwood Drive West and Grapevine Road is designed to offer flexibility for future adjustments. If vehicle access needs to be restricted, options such as knockdown gates or bollards can be implemented to prioritize active transportation, all without requiring major structural changes. Our goal is to design with future adaptability in mind while minimizing the need for disruptive retrofits. This adaptable approach ensures the community's needs can continue to be met efficiently over time. We look forward to your continued interest in this MCEA Study. Thank you.
P-07	██████████ ████████████████████	<i>Email on September 24th</i> I am sending these Comments regarding the proposal for a bridge over the train tracks at Coleraine near King St in Bolton. There are three key issues with the proposal: 1. Safety - Safety of residents and those who pass thru Bolton are already impacted by the volume of trucks. A truck would need to increase their speed on approach of the overpass. This would further increase the amount of	<i>Email on September 25th</i> Good afternoon ██████████ Thank you for reaching out and sharing your concerns. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project.

ID	Contact	Correspondence Received	Region Response
		aggressive driving we are seeing in Bolton Now imagine the impact of a speeding truck descending that same bridge onto a roundabout. Another tragedy in the making. It's difficult to imagine that speeding and aggressive driving will not be an issue when the bridge is built. There has been NO SIGNIFICANT demonstration to remedy the issue to date even though tools exist to do so. This community has seen far too many deaths and critical injuries resulting from aggressive drivers, illegal trucking and a lack of proper decision making and enforcement. 2. Financial - it's incumbent on our elected officials to support and make decisions for those initiatives that increase the living and financial value of where we live. This decision to build a bridge supports businesses driving thru; not the existing community. Businesses who chose to invest and build here did so knowing what the infrastructure was. To now remediate a problem they have at the expense of the families in Bolton is callous and financially irresponsible. There are other alternatives that drive benefits to those businesses without impacting families - your voters. 3. Health and wellness - To split a community by a bridge is illogical. What will the impact be to those who live closest to the bridge not to mention the construction. I'm not suggesting that there shouldn't be a solution. I'm suggesting that there should be an alternative that improves the lives of those who live AND work here - legally. For your consideration. ██████████ ██████████	Please note that we are in the process of gathering and reviewing all feedback to ensure every concern is thoroughly considered. We understand the importance of your inquiries and will address them as part of the review. Thank you for your patience as we work through this process. Best regards, Tareq Mahmood
			<i>Email sent on Dec 23, 2024</i> Hi ██████████ Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. We acknowledge your safety and traffic related concerns due to increased vehicular traffic, in particular truck traffic, resulting from general development growth in the area. Please note that 'safety' of the residents of Bolton was a key consideration of this MCEA Study and 'traffic safety' was identified as a key criterion for the evaluation of the planning and design alternatives for this project. To address your safety concerns, please note that a grade separation and a roundabout will offer notably more safety benefits compared to existing conditions along the corridor. The implementation of a grade separation will separate the vehicular traffic from train traffic. As such,

ID	Contact	Correspondence Received	Region Response
			no queues will be generated at the rail crossing which will eliminate the potential for queues backing up to the Harvest Moon Drive / King Street West and Coleraine Drive intersection. The implementation of a roundabout will provide a safer passage for pedestrians and vehicular traffic by encouraging slower speeds and reducing the severity of collisions. Roundabouts also offer shorter crossing distances for pedestrians (crossing one or two lanes at a time rather than the current five lanes configuration) and pedestrians only must look for traffic from one direction at a time. Also note that there are currently two roundabouts used along Emil Kolb Parkway (north of Harvest Moon Drive and King Street West) and so drivers in the area are generally familiar with this intersection type. To further enhance the safety of pedestrians and cyclists in the area, the project recommendations include provision of active transportation improvements which include new Multi-Use Paths (MUPs) on each side of Coleraine Drive, from Holland Drive to King Street West / Harvest Moon Drive. North of the King Street West / Harvest Moon Drive, the improvements include a new MUP on the east side which will match the existing MUP at the northern study limits. The MUPs on both sides of the road will provide the following benefits: • Better convenience for pedestrians and commuter cyclists; • Better service and access to industries that are on both sides of the road; and, • Greater access to all surrounding areas, without a requirement of additional crossings. To your point about splitting the community through a bridge, please note that the project recommendations include the potential connection between Ellwood Drive West and Grapevine Road, as was originally envisaged in a 1990 Class EA for the study area. A full connection supporting all modes (vehicular and active transportation) is recommended which will further enhance safety and provide direct access to the study area. We anticipate that only local traffic will use this connection, with King Street remaining the primary route. Traffic estimates suggest about one vehicle per minute during peak hours, with less volume at other times. During detailed design, we will review traffic-calming measures and signage to ensure this connection serves local needs effectively. Consultation with emergency services also highlighted the value of multiple access points for safety. Caledon Fire supports the connection, and paramedics emphasized the importance of maximizing access options for emergency responses. The proposed connection between Ellwood Drive West and Grapevine Road is designed to offer flexibility for future adjustments. If vehicle access needs to be restricted, options such as knockdown gates or bollards can be implemented to prioritize active transportation, all without requiring major structural changes. Our goal is to design with future adaptability in mind while minimizing the need for disruptive retrofits. This adaptable approach ensures the community's needs can continue to be met efficiently over time. Thank you for your engagement and detailed feedback.

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			For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries.
P-08	[REDACTED] [REDACTED]	<i>Email on September 24th</i> Hello Tareq, I am not sure who envisioned the plan on Coleraine. How outdated the traffic study numbers must be! How do you plan to divert the truck traffic with this plan? Have you thought about the impact on the residents in the area during the years and years of construction? You could save so much money just by changing the operation of the traffic lights at the railway crossing. A bridge is not necessary. We already have a bridge over the tracks on 50. And what happens when trucks are going downwards your proposed ramp towards king? They could put the money for this project toward policing! If we're trying to make truck traffic safer, why build a giant ramp on one of the most dangerous sections of town? Is there any consideration given to the fact that the tracks also cross King, so the new overpass will just have north-to-west traffic waiting on King rather than on Coleraine, possibly backing up into the existing roundabout? Unless the Region and the Town get serious about blocking trucks during construction, I'd say this will put trucks on King, Station and Ellwood for years while construction is underway. These are just a few of my thoughts on how ridiculous this plan is and how big of a waste of money it is. There are other solutions. Talks to the residents and the community. Thanks [REDACTED]	<i>Email on September 25th</i> Hello [REDACTED] Thank you for reaching out and sharing your concerns. We sincerely appreciate your engagement in the Coleraine Road Rail Grade Separation project. Please note that we are in the process of gathering and reviewing all feedback to ensure every concern is thoroughly considered. We understand the importance of your inquiries and will address them as part of the review. Thank you for your patience as we work through this process. Best regards, Tareq Mahmood
			<i>Email sent on Dec 23, 2204</i> Hi [REDACTED]

ID	Contact	Correspondence Received	Region Response
			Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. To address your comments about managing traffic during construction, construction staging options were explored as part of this project. It is anticipated that the improvements will require a multi-year timeframe and so it is recommended Coleraine Drive remain open to the extent possible throughout the duration of construction. The final construction staging strategy and plans will be confirmed in Detailed Design, however it is anticipated that the construction will occur using one or a combination of the two strategies: closure of Coleraine Drive with detours or Construction in Halves. The strategies are identified with the aim of minimizing impacts to traffic and adjacent residents, to the extent possible. Also note that Ellwood Drive will be closed during construction to prevent additional vehicular traffic using the sub-division roads. During the Detailed Design phase (the subsequent phase), the aspects of limiting truck traffic on local streets during construction will be reviewed to ensure minimal disruption to residents. While signal optimization is a helpful short-term measure, it alone cannot address the long-term traffic growth expected in the area. As development increases, the volume of traffic, particularly trucks, will exceed what optimized signals can handle. The proposed grade separation, including the ramp and overpass, is designed to improve traffic flow by bypassing the rail crossing, reducing congestion, and preventing long delays that can create unsafe conditions. Additionally, the ramp and roundabout will allow vehicles, including trucks, to bypass the rail crossing completely, reducing traffic backups and preventing spillover into surrounding streets. The roundabout will help manage traffic flow as vehicles merge into the existing network, improving both efficiency and safety. We also recommended the installation of safety measures such as clear signage, guide rails to prevent vehicles from veering off the road and maintaining safe pedestrian and cyclist crossings. Thank you for your engagement and detailed feedback. For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries Thank you.
P-09	██████████ ██████████	<i>Email on September 26th</i> Good Evening Tareq, Please see my comments below for the above noted subject line: - Page viii: Will Detailed Design actually take 4+ years from 2024 to 2029 (construction start)? Can the property acquisition and utility relocates occur simultaneously during detailed design to expedite the construction start date? How long will construction take?	<i>Email sent on Dec 23, 2024</i> Hi ██████████ Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. According to the 2021 Transportation Capital Budget, the construction of the project is scheduled to begin in 2029. Efforts will be made to streamline property acquisition and utility relocation during

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		- Page 15: Is a grade separation of CP rail and King Street planned as well? - Page 20: Traffic counts were done in 2017, 7 years ago. Should new traffic counts be completed now to be more reflective of current conditions? - Page 50: Road over Rail - I agree with this alternative as it is less costly and less environmental impacts. - Page 51: Roundabout - I agree it is a safer option for motorists. However, my concern with a roundabout at the intersection of Harvest Moon/King/Coleraine is the ability for pedestrians to cross. Cars/trucks fly through roundabouts in general without yielding/stopping, so how are pedestrians supposed to cross safely from west to east, north to south, and vice versa safely? Plus, will this intersection be closed during construction? There are only two access points to the Harvest Moon suburb and closing one of them will create huge traffic impacts. - Page 65: I prefer not connecting Grapevine and Ellwood. I suggest making Ellwood a cup-de-sac. - Page 81: Are two structures being proposed for the proposed cross-section at the CP rail crossing? Why not just build one structure with a concrete median curb? There is a MUP on the east side of the NB structure - will the MUP continue northerly and southerly on Coleraine? - Page 89: I suggest not fully closing Coleraine to minimize traffic impacts. Humber Station and/or Hwy 50 would not have the capacity. Reducing Coleraine to one lane per direction would be preferred. - Page 97: Does the construction cost include Contract Administration (CA) services? Will the Region hire a CA to oversee the construction? Thank you for your time and consideration. Regards, [REDACTED]	the detailed design phase to avoid unnecessary delays. Decisions related to property and utilities will be further evaluated and finalized during this stage. Based on similar projects, construction is expected to take approximately two construction seasons—around two years. The exact timeline will be refined during the detailed design stage. We have reviewed the 2017 traffic counts used in the Traffic Study and compared them against recent 2024 traffic counts for Coleraine Drive and found that the peak hour traffic volumes have increased between 3-6% over a 7-year period (roughly half a percent per year). We have based the planning of this project on future traffic volumes forecast for a 2041 horizon-year. The updated traffic counts validate the assumptions made in the study, ensuring that current conditions have been accounted for. To address your safety concerns for pedestrians using the roundabout, it's important to highlight that the roundabout will offer significantly more safety benefits compared to the existing conditions along the corridor. It will reduce the severity of collisions, providing a safer environment for both pedestrians and vehicles by encouraging slower speeds. Pedestrians will benefit from shorter crossing distances, as they will only need to cross one or two lanes at a time, compared to the current five-lane configuration. Additionally, the roundabout design allows pedestrians to focus on traffic coming from one direction at a time, further enhancing safety. The implementation of a roundabout will also result in reduced environmental impact due to lower vehicle emissions from reduced idling times and more efficient traffic flow. It will create opportunities for streetscaping and landscaping, enhancing the visual appeal of the area. Moreover, the roundabout will minimize off-peak delays, offering smoother traffic movement, while also reducing utility impacts compared to traditional intersection designs. To further enhance the safety of pedestrians and cyclists in the area, the project recommendations include provision of active transportation improvements which include new Multi-Use Paths (MUPs) on each side of Coleraine Drive, from Holland Drive to King Street West / Harvest Moon Drive. North of the King Street West / Harvest Moon Drive, the improvements include a new MUP on the east side which will match the existing MUP at the northern study limits. Please note that the connection between Grapevine Road and Ellwood Drive was originally envisioned in a 1990 Class EA for the study area which recommended connecting Ellwood Drive to Grapevine Road to mitigate the loss of access for these two subdivisions. A full connection supporting all modes (vehicular and active transportation) is recommended which will further enhance safety and provide direct access to the study area. We anticipate that only local traffic will use this connection, with King Street remaining the primary route. Traffic estimates suggest about one vehicle per minute during peak hours, with less volume at other times. During detailed design, we will review traffic-calming measures and signage to ensure this connection serves local needs effectively.

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			Consultation with emergency services also highlighted the value of multiple access points for safety. Caledon Fire supports the connection, and paramedics emphasized the importance of maximizing access options for emergency responses. The proposed connection between Ellwood Drive West and Grapevine Road is designed to offer flexibility for future adjustments. If vehicle access needs to be restricted, options such as knockdown gates or bollards can be implemented to prioritize active transportation, all without requiring major structural changes. Our goal is to design with future adaptability in mind while minimizing the need for disruptive retrofits. This adaptable approach ensures the community's needs can continue to be met efficiently over time. Please note that the design will be re-visited at the detailed design stage and refinements will be made as deemed appropriate and required. The intersection at Harvest Moon/King/Coleraine will remain open, or detour plans will be provided to minimize impacts on subdivision access during construction. Construction staging will be revisited during the detailed design phase, with a particular focus on minimizing utility and traffic-related impacts. The Region will hire a Contract Administrator (CA) to oversee the construction, addressing a key concern raised by the resident. Thank you for your engagement and detailed feedback. For further updates and information, please visit the project website (https://peelregion.ca/construction/environmental-assessments/coleraine-drive-grade-separation), where you can find the latest details and contact information for ongoing inquiries Thank you.
P-10	██████████ ██████████	<i>Email on September 26th</i> Good afternoon Tareq, I'm reaching out regarding a recent post on a Bolton community Facebook page recently created for our community to discuss issues that we, as residents, have been facing. I do have some concerns regarding the suggested round about and overpass being built and I'm hoping you can provide some insight. What do you believe the benefits will be? Why does the region feel this is necessary?	<i>Email sent on Dec 23, 2024</i> Hi ██████████ Thank you for your interest in the Coleraine Drive Grade Separation MCEA Study. We appreciate your patience as we worked through the public comments. We acknowledge your safety concerns due to the increased vehicular traffic in the area. Please note that the project recommendations were developed in consideration of the 'safety' of the residents of Bolton. A grade separation and a roundabout will offer notably more safety benefits compared to existing conditions along the corridor. The implementation of a grade separation will separate the vehicular traffic from train traffic. As such, no queues will be generated at the rail crossing which will eliminate the potential for queues backing up to the Harvest Moon Drive / King Street West and Coleraine Drive intersection. The implementation of a roundabout will provide a safer passage for pedestrians and vehicular traffic by encouraging slower speeds and reducing the severity of

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		How will this impact local traffic? How long will this project take to commence and complete? Has there been consideration for the residents that this will increase noise level, especially if the trucks will likely need to use engine breaks on an overpasses decline? Please note that the residents of Bolton are not happy with these proposed changes and we are working with media outlets to spotlight these concerns given the amount of fatal collisions within Bolton involving trucks. A quick Google search with the words fatal collision in Bolton will shine some light on why we are so hesitant to welcome your project. I look forward to hearing back from you. Regards, [REDACTED]	collisions. Roundabouts also offer shorter crossing distances for pedestrians (crossing one or two lanes at a time rather than the current five lanes configuration) and pedestrians only have to look for traffic from one direction at a time. The response highlights the safety benefits effectively, but it could be strengthened by incorporating Phil Weber’s presentation materials. Consider referencing relevant content from Phil Weber’s roundabout slides for additional context and support. The project offers notable safety benefits to the pedestrians and cyclists in the area through the provision of active transportation improvements which include new Multi-Use Paths (MUPs) on each side of Coleraine Drive, from Holland Drive to King Street West / Harvest Moon Drive. North of the King Street West / Harvest Moon Drive, the improvements include a new MUP on the east side which will match the existing MUP at the northern study limits. The MUPs on both sides of the road will provide the following benefits: • Better convenience for pedestrians and commuter cyclists; • Better service and access to industries that are on both sides of the road; and, • Greater access to all surrounding areas, without a requirement of additional crossings. Regarding your noise-related concerns, please note that a Noise Impact Study (included as Appendix R) was completed as part of this project to assess the noise impacts on neighbouring sensitive receptors and noise arising from construction activities. The results of the Noise Impact Study indicates that the noise levels of the grade separation, with these mitigations in place, are expected to be acoustically like the existing traffic noise. Mitigation measures include the installation of tall walls and a further review of the existing fence height during the detailed design phase. Improvements to existing acoustic fencing are not expected to be required. Specific risks with potential “tunneling effect” of the rail traffic noise will be considered during the detailed design stage. Construction for the Coleraine Drive Grade Separation is expected to begin in 2029, according to the current funding schedule in the Region’s Capital Plan. Based on similar projects, construction is anticipated to take approximately two construction seasons, or about two years. The exact timeline will be finalized during the detailed design phase. Thank you for your engagement and detailed feedback. For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries Thank you.
P-11	[REDACTED] [REDACTED]	Email on September 25th Hello, I am writing with my comments about the Coleraine overpass environmental assessment.	Email Response from the Councillor to the Resident on September 25th Hi [REDACTED]

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		My bullet points are below: -what is the advantage of this overpass, when there is another train crossing less than 2 kms away? Are you not just moving the waiting traffic to another location? -what is the traffic management plan for the duration of the project? Trucks in particular will look for secondary roads, which means King, Station and Ellwood will be very busy with passenger traffic. Add detoured trucks into the mix and you are creating an incredibly unsafe situation to residential areas for a long project timeframe. -the overpass will provide new downhills on an existing dangerous stretch of road where speeding and unsafe truck operations are a known problem -can the existing traffic lights not be timed and managed more effectively to avoid construction of the overpass? I know traffic lights do not replace an overpass, but the money and disruption that this project will cost and create does not seem to outweigh the final advantages. -the traffic numbers that are quoted seem dramatically low and unrealistic -connecting a newly routed Old Ellwood, adjacent to an established park, with Ellwood and onward to Grapevine is asking for speeding traffic through a residential area. People WILL use that new route as a shortcut from 50 to Harvest Moon and vice versa -the impact to local residents in terms of traffic, construction dust and noise and overall disruption does not make sense. The train tracks can be avoided by other routes, or drivers can simply wait, as is the case at thousands of rail crossing across Ontario My biggest concern, assuming this is a rubber stamp situation and the decision has been made, is safety. Building the overpass will cause more vehicles to speed on Coleraine and necessitate high power acceleration by trucks to get up the overpass. Truck and passenger traffic during construction does not seem to have been factored in at all. What are the Region and the Town going to do to ensure that traffic along adjacent secondary roads remains safe and reasonable for residents? These concerns cannot be sorted out as construction unfolds, they need to be addressed and mitigated in planning. As an example, trucks will need to be detoured down The Gore and Humber Station, NOT down King, Havest Moon, Station and Ellwood. Happy to meet and discuss these concerns and issues with anyone from the Region or the Town. With thanks [REDACTED]	Fair questions and I'm happy to meet with you and staff to discuss the matter. I've included my council coordinator Davinder on the thread to help set up a time and place. Mario Russo Regional Councillor, Ward 4, 5 & 6 Office: 905.584.2272 x. 5130 Cell: 437.427.5753 Email: mario.russo@caledon.ca

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			Email Response from the Region to the Resident on September 26th Hi ██████ Thank you for sharing your detailed feedback regarding the Coleraine Drive Grade Separation project. We greatly appreciate your engagement and the time you've taken to raise your concerns, particularly around traffic management, safety, and the potential impacts on the surrounding community. Please be assured that many of the points you've highlighted have already been thoroughly evaluated throughout the project's development and review phases. At this stage, we are in the process of gathering and reviewing all public comments. Once this review is complete, we will work with Councillor Russo's office to coordinate a meeting with you to discuss these matters. Thank you for your understanding, and we look forward to the opportunity to continue the conversation. Best regards, Tareq Mahmood
			Email sent on Dec 23, 2024 Hi ██████ Thank you for your email and for sharing your feedback on the Coleraine Drive Grade Separation MCEA Study. We appreciate your engagement and the time you've taken to outline your concerns. Advantages of the Overpass: The overpass is intended to improve safety and traffic flow along Coleraine Drive by separating vehicular and train traffic. While another train crossing exists within 2 kilometers, by eliminating train-related delays at this location, the overpass reduces the risk of queues backing up to critical intersections such as Harvest Moon Drive and King Street West, addressing existing safety concerns. Traffic Management During Construction: We understand your concerns about potential disruptions during construction, particularly the impact on nearby residential streets. Traffic management plans will be finalized during the detailed design phase and will include: • Clear detour routes to minimize congestion and ensure safety, and • Measures to monitor traffic impacts and address issues promptly.

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			Safety Concerns on Coleraine Post-Construction: We recognize your concerns about potential safety risks, including speeding and truck operations on the overpass. The project design includes several measures to address these concerns: • <u>Gradual Slopes</u>: The overpass will feature gradual grades to minimize the need for high-power acceleration or heavy braking by trucks. • <u>Traffic Calming</u>: Measures such as appropriate signage and enforcement will help manage speeds and enhance safety. Alternatives to the Overpass: Traffic light optimization was considered during the planning phase; however, it was determined that this alone would not sufficiently address the safety and operational challenges posed by train-related delays. The overpass provides a long-term solution that balances safety, efficiency, and future growth in the area. Traffic Data and Projections: The traffic data used in the study includes both recent counts and long-term projections. Between 2017 and 2024, peak-hour traffic volumes increased by 3-6%, a modest growth aligned with planning assumptions. The project’s future traffic modeling accounts for expected growth through to 2041, ensuring that the design will meet long-term needs. Connection to Grapevine Road and Ellwood Drive: We understand your concern that the proposed connection could lead to shortcutting through residential areas. To address this, traffic calming measures such as speed humps and additional signage will be considered during the detailed design phase. Traffic patterns will also be monitored post-construction to ensure appropriate mitigation if needed. The connection between Ellwood Drive West and Grapevine Road was initially envisioned in the 1990 Class EA to maintain access for these subdivisions. The project recommends a full connection supporting all modes of transportation (vehicular and active transportation) while prioritizing safety. Traffic estimates suggest that local traffic will primarily use this connection, with King Street remaining the main route. During peak hours, this connection is expected to see approximately one vehicle per minute, with lower volumes at other times. During the detailed design phase, traffic-calming measures and signage will be reviewed to ensure this connection serves local needs effectively. Additionally, consultation with emergency services highlighted the value of having multiple access points for safety. Caledon Fire supports the connection, and paramedics emphasized the importance of maximizing access for emergency responses. Flexibility has been built into the design, allowing for options such as knockdown gates or bollards to prioritize active transportation if vehicle access needs to be restricted in the future.

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			Noise, Dust, and Construction Disruption: We acknowledge the challenges construction can bring to nearby residents and will implement measures to minimize disruption, including: • Dust Control: Regular watering and suppression techniques; • Noise Management: Adherence to noise by-laws and use of well-maintained equipment to minimize emissions; and, • Clear Communication: Timely updates on construction schedules and progress to keep residents informed. The Noise Impact Study determined that post-construction noise levels are expected to be acoustically like the current conditions, with mitigation measures such as tall noise walls reviewed during the detailed design phase. Safety on Adjacent Roads: Traffic impacts on Town roads like Ellwood, and Harvest Moon will be carefully managed. During detailed design, staging plans will prioritize keeping residential streets safe and minimizing unnecessary detours through these areas. Thank you again for your engagement. For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries Thank you.
P-12	[REDACTED]	<i>Email on September 30th</i> Hello I'm writing this email to provide my inputs on the proposal to connect Grapevine Rd to Ellwood Drive West in Bolton. As a resident who lives on the corner of Grapevine road and Jack Kenny Court I do not want this much traffic driving on Grapevine road. We already have an issue with speeding, and a lot of cars who park on the side of the road which makes it very dangerous for pedestrians. There are also a lot of young children who play outside making this an extremely dangerous proposal. Residents should be consulted and have the opportunity to vote. There has been little communication on this plan. I think that the pedestrian bridge going over Coleraine would be the safer option. Please let me know if there is anything further that residents can do to ensure that the safety of our community is at the forefront of this project.	<i>Email Response from the Councillor to the Resident on October 1st</i> Hi [REDACTED] I will ensure that you and the surrounding residents are kept in the loop as this process proceeds. Happy to discuss any specific concerns you may have and see what can and cannot be implemented. Reach out anytime. Mario Russo Regional Councillor, Ward 4, 5 & 6 Office: 905.584.2272 x. 5130 Cell: 437.427.5753 Email: mario.russo@caledon.ca

ID	Contact	Correspondence Received	Region Response
		Thank you [REDACTED]	
			<i>Email sent on Dec 23, 2024</i> H [REDACTED] Thank you for your email and for sharing your feedback on the Coleraine Drive Grade Separation MCEA Study. We appreciate your engagement and the time you’ve taken to outline your concerns. Traffic Concerns on Grapevine Road: We understand your concerns about increased traffic on Grapevine Road due to the proposed connection with Ellwood Drive West. This connection was originally envisioned in the 1990 Class EA study to mitigate the loss of access for these two subdivisions. A detailed assessment was completed which is provided as Appendix K of the Environmental Study Report. The analysis found that the additional traffic generated would be minor and could be mitigated with traffic calming. Should diverted traffic turn out to be more significant, then traffic calming could be used to prevent this happening. During the detailed design phase of this project, specific traffic calming measures such as speed humps, additional signage, and enforcement will be reviewed to address concerns about speeding and pedestrian safety. Given that Grapevine Road is under the Town's jurisdiction, these measures will be discussed and coordinated closely with the Town’s management to ensure appropriate solutions are implemented. Pedestrian and Child Safety: Safety remains a top priority for this project. In response to concerns about children playing and pedestrians navigating the area, we will consider measures such as enhanced sidewalks, pedestrian crossings, and reduced speed zones during the detailed design phase. These improvements will be explored in conjunction with the Town to ensure the safety of all residents. Resident Communication and Engagement: We recognize your feedback regarding communication and consultation with residents. Please note that residents were engaged throughout the study process, including: • Public Information Centre (PIC) 1 on October 8, 2019 • Public Information Centre (PIC) 2 from December 16, 2021, to January 21, 2022 At these events, interactive slides were used to allow residents to vote on connection options, ensuring their input was included in the planning process. Your feedback and insights remain valuable as we move into the next phases of the project. Pedestrian Bridge Suggestion: Your suggestion to consider a pedestrian bridge is appreciated. While this option was evaluated, it was determined that a road-over-rail grade separation would be the preferred alternative due to its ability to improve both vehicular and pedestrian safety while

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			balancing cost and practicality. Pedestrian crossings will continue to follow existing infrastructure, including crossovers at roundabout with traffic and pedestrian signals. Active Transportation and Multi-Use Paths (MUPs): To further enhance pedestrian and cyclist safety, the project includes Multi-Use Paths (MUPs) on both sides of Coleraine Drive, extending from Holland Drive to King Street West / Harvest Moon Drive. These paths provide: • Improved convenience for pedestrians and cyclists. • Better connectivity to industries and surrounding areas. • Safe, continuous routes without requiring additional crossings. Roundabout and Grade Separation Benefits: The implementation of a grade separation and roundabout offers notable safety benefits compared to existing conditions: • <u>Grade Separation:</u> Eliminates vehicular and train traffic conflicts, preventing queues at the rail crossing which will eliminate the potential for queues backing up to the Harvest Moon Drive / King Street West and Coleraine Drive intersection and reducing delays and risks. • <u>Roundabout:</u> The implementation of a roundabout will provide a safer passage for pedestrians and vehicular traffic by encouraging slower speeds and reducing the severity of collisions. Roundabouts also offer shorter crossing distances for pedestrians (crossing one or two lanes at a time rather than the current five lanes configuration) and pedestrians only have to look for traffic from one direction at a time. Thank you again for your engagement. For further updates and information, please visit the project website (Coleraine Drive grade separation - peelregion.ca), where you can find the latest details and contact information for ongoing inquiries.
Other Stakeholders			
OS-01	██████████ ██████████ ██████████████████ ██████████████ ██████████████ ██████████████████	<i>Email on August 20, 2024</i> Hi Stephen, I am reaching out as I have read the Environmental Study Report for the Coleraine Drive Grade Separation and want to get a better understanding of the status of the EA and impacts to the Canadian Tire property and especially our driveway onto Coleraine both during construction and in the final design. Are you available for a call to walk is through your report, and next steps let me know some dates and times for a call. Thanks	<i>Email on August 20, 2024</i> Hi ██████████ I can confirm the entrance to Canadian Tire will not change because of the proposed Coleraine/CP Grade Separation. Construction of the grade separation ends just north of the Coleraine Dr./Holland Dr./Canadian Tire intersection; all turning movements will remain operational. During construction, there will be lane reductions on Coleraine Drive north of your entrance which may inflict delay and longer travel times for travel to and from the north. While construction dates are not certain, the earliest construction date anticipated at this time is 2029. Let me know fi you require further information. Steve Keen

ID	Contact	Correspondence Received	Region Response
		<i>Email on August 20, 2024</i> Thanks Stephen this is helpful information, however one of the Construction Strategies was to construct a new road west to Humber Station Road from the Holland Drive intersection, I would like to understand this option better as it could impact our site operation. What are the next steps in terms of the EA, capital allocation for the work etc. Thanks	<i>Email on August 20, 2024</i> ██████████ Let me know when you are available for a Teams meeting with Tareq and myself. I am available from 1pm to 3pm today and 3:30 pm to 4 pm; otherwise tomorrow morning (not 10 to 10:30) Steve Keen
		-	<i>Email on August 20, 2024</i> Hi, Just to confirm, I won't be available between 2:30 and 3:30 pm today. However, I'm available from 3:30 to 4:00 pm today, as well as tomorrow morning. Tareq Mahmood
		<i>Email on August 20, 2024</i> Thanks, let's do 11AM tomorrow, I will send out a meeting invite. ██████████	<i>Email on August 20, 2024</i> Sorry, I can't make it now as I have another meeting. Thanks, Tareq Mahmood
			<i>Email on August 23, 2024</i> ██████████ Further to our Team's meeting on Wednesday, I wish to confirm the following issues around the Candain Tire entrance: 1. There are no direct impacts on the Canadian Tire entrance at Holland Drive/Coleraine because of the proposed grade separation. There may be some traffic delay immediately north of your entrance during construction but ultimately improved operations when the grade separation is in place; 2. While the construction staging section of the Environmental Study Report (ESR) mused about the possible extension of Holland Drive westerly, there is no plan to undertake this initiative and it is not recommended in the ESR; and 3. The comments concerning the Shore-Wakely Stone House from the Heritage Consultant mistakenly believes that Canadian Tire may have to change the way they operate during construction and staff need to be instructed to avoid accidental impacted using the Stone

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			House site. As we have confirmed, construction does not Canadian Tire operations and thereby this warning can be considered over-cautious. I trust this clarifies your concerns over the proposed grade separation project. Steve Keen