

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



May 9, 2013

**PUBLIC INFORMATION CENTRE #1
FEEDBACK REPORT**

This report was prepared by the Independent Facilitator and represents the feedback received at the Public Information Centre #1 held on May 9, 2013. It includes the themes and questions noted through the discussion and input received through the completed and returned Feedback Forms.

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

PUBLIC INFORMATION CENTRE #1 FEEDBACK REPORT

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

In June 2009 Peel Region 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, sightlines, drainage, parking and pedestrian and cycling needs.

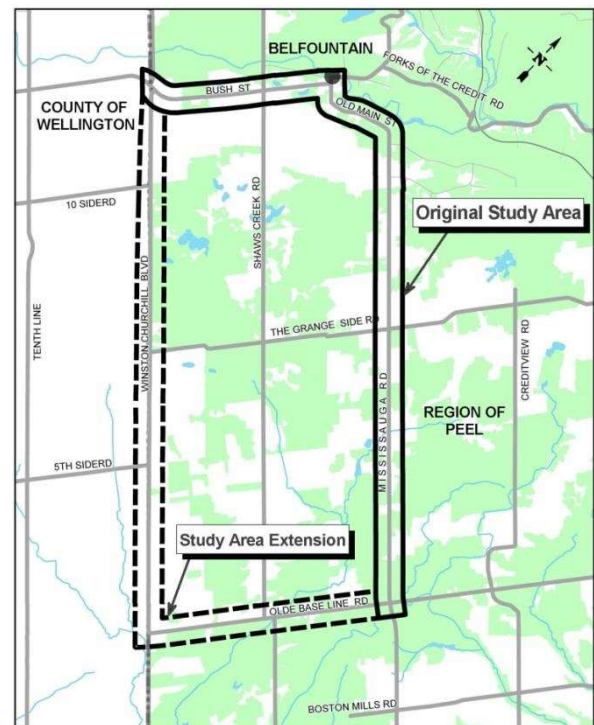
What is this project about?

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 bicycling and walking



As described at the Public Open House held on October 30, 2012 and the Public Information Centre #1 held on May 9, 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 your input, will:

- define the problem statement (Winter/Spring 2013)
- develop and evaluate planning alternatives; (Summer 2013) and
- determine a preferred solution (Fall 2013/ Winter 2014)

Opportunities will be provided for the public to be involved through planned public meetings at key milestones as the study progresses. A Community Working Group (CWG) has also been established. The CWG is a representative broadly based group of interested stakeholders who will participate in focused discussion on project issues through workshops held over the course of the study. Two meetings of the CWG have been held – on October 23, 2012 and April 4, 2013. Meeting notes from these discussions are available on the project study website (peelregion.ca/pw/transportation/envIRON-ASSess/mississauga-road-bush.html). The CWG will meet again in the Fall of 2013.

Enhanced consultation and public involvement is being undertaken through the establishment of the Community Working Group and the holding of a Public Open House at the outset of the study, prior to the formal public meetings. The Open House was held 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 Open House held from 6:30 p.m. to 9:00 p.m. at the Belfountain Public School. A workshop booklet was provided and tables were set up to allow people to provide their written responses contained in the booklet.

Your participation is important and your comments are valued. A second Public Information Centre will be held in the Fall 2013. The Region of Peel encourages you to provide input at future public meetings or by providing comment as the study develops. Contact information is found at page 8 of this report.

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.

Public Information Centre #1 held May 9, 2013

The first Public Information Centre was held on May 9, 2013 at the Belfountain Public School from 6:30 p.m. to 9:00 p.m. Over 70 people attended. Notice for the May 9, 2013 Public Information Centre was provided through the following:

- Mailing of notices to property owners fronting / backing along the study area corridors
- Project Study Web site
- Local newspaper advertisement:
 - Erin Advocate on April 24, May 1 and May 8, 2013
 - Caledon Enterprise/Caledon Citizen on April 25 and May 2, 2013
 - George Town Independent/Acton Free Press on April 25 and May 2, 2013
 - Wellington Advertiser on April 26 and May 3, 2013

The meeting was organized with a drop-in from 6:30 p.m. to 7:00 p.m. and the opportunity for viewing project background displays. This was followed with a presentation at 7:00 p.m. by Tyrone Gan, Project Manager, HDR Corporation lead transportation planning consultant for the project. The Project Team gave a presentation on the following:

- Information relative to Region of Peel Strategic Goods Movement Network Study and Regional Road Characterization Study approved at Regional Council on May 9, 2013.
- 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 the proposed draft evaluation criteria.

A public discussion followed. The meeting was facilitated by an independent facilitator, Sue Cumming, Cumming+Company public engagement lead for the project.

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

This report, written by the Facilitator, is intended to provide a synthesis of the overall key messages heard and provide information on next steps. The Appendices contain the detailed public comments noted through the discussion at the meeting (Appendix A), responses in the Feedback Forms (Appendix B) and comments received through emails and letters (Appendix C). The comments received through Public Information Centre #1 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 study website and a letter will be forwarded to all residents in the area advising of the availability of the report. Copies of the Feedback Report are also available for viewing at the Belfountain Public Library.

2. KEY MESSAGES HEARD

There is significant community interest in the environmental assessment study. The residents and stakeholders who attended the May 9, 2013 Public Information Centre had many comments about the study scope and process, transportation review findings, regional standards and types of solutions that would be considered. Many indicated that they had attended previous meetings.

A number of residents question the Region of Peel's characterization of safety considerations expressing concern that the Region's safety standards could lead to dramatic changes in the profile of the roads which is not supported by the community. Residents indicated that the information shows that there has not been an increase in accidents in the area, that there have been no fatalities and that animal fatalities are part of living in a rural community. Many noted that they felt the pavement conditions could be addressed through patching and repaving in sections where needed and question the rationale for what they perceive to be unnecessary and costly reconstruction believing that there is no need to make changes to the roadway structure.

There is also concern that the Region of Peel will make changes 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 establishment 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 tranquil character of area. Some of the written comments expressed support for improving truck routes and that trucks could and should be accommodated to service industry.

The majority of those that attended provided comments (written and through the discussion) conveying 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. While many identified concerns about pavement conditions, excessive speeding, proliferation of signage, increasing traffic from areas to the north, truck traffic, cyclists on the road and pedestrians, most residents are concerned about how solutions would be implemented. Many sought clarification on the stated commitment that no lane widening be considered.

The road profile is of significant importance to those in the community who want to see it maintained. The low increase in traffic volumes over the last 15 years together with low accident statistics lead many to question the motivation for the study and re-emphasized the need for care in identifying solutions. A key concern noted by many is the view that if "you fix it they will come" noting that flattening out the curves, smoothing out the roadway structure and taking away vegetation would lead to increased traffic and increased speeds.

Many residents appear to support the status quo or strategic rehabilitation of the roads. Other residents support reconstruction at key intersections, in areas where sightlines are problematic and cite the importance of improving the safety of roads for all users – including trucks.

The following is a synthesis of key messages heard.

a. **In developing operational and physical improvements, priority should be on maintaining the profile of the roads in the area.**

There is much concern that operational and physical improvements could change the road profile, flatten out certain areas, and reconstruct the roads which would significantly alter the much loved character of the area. The rural character and countryside scenic quality of the area is described as mature trees, natural vegetation, cedar rail, heritage fences, and hilly nature of the topography, extensive natural areas and curvature of the existing roadways. The road profile is what defines the area and residents are opposed to changes to the road profile that they believe would be made if the Region of Peel were to implement standards for road safety and road condition that might apply elsewhere.

b. **Only resurface and rehabilitate – do not take out the curves or hills of the study area. Residents prefer to see rehabilitation instead of reconstruction.**

Several residents question the road standards and asset management of the Region of Peel preferring more patching to reconstruction. Others want to better understand the condition of the roads in the study area today versus the Region of Peel's service level for all roads within Peel. 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. Many stated that they are "okay" with having a road standard below that which may exist in other parts of Peel. Others want to see the road rehabilitated.

c. **Assess issue of truck usage on these roads relative to community impacts. Residents object to the creation of Truck Priority Routes along Winston Churchill Boulevard and Olde Base Line Road.**

There is opposition to the creation of Truck Priority Routes along Winston Churchill Boulevard and Old Base Line Road. Winston Churchill Boulevard is experiencing problems with trucks that travel too fast, are noisy, impact safety and the quality of life for the residents. Many are very concerned that there would be traffic accidents if this becomes a primary truck route.

Others, in written comments support truck travel along these roads for good movement through the area and would like to see the roads rehabilitated to accommodate trucks.

d. **Address speeding without making roads smoother and level which residents are concerned could make cars go faster and exacerbate existing speeding concerns.**

Many noted that making the road smoother and level will only make cars go faster. Residents are concerned that if the profile of the roads was flattened, this could lead to more speeding and collisions.

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

Residents support reduced posted speeds together with increased enforcement to address safety on the roads. Some would like to see the reduction of speeds for the whole area instead of having different speeds apply to different sections.

f. Assess the need for the Region of Peel to design and construct the roads to meet Regional safety standards.

Many residents could live with the roads as they are. They have seen the roads repaired over the years. They would like to see an approach that reflects the character of the area noting the relative stable nature of traffic over the past 15 years.

g. Review approaches for improvements to pavement condition.

The public would like to have more information at the next stage of the study on what good base/structure for the roadways would entail, and how this could be implemented without changes to the road profile. The Project Team will be addressing this through the provision of further information when the solutions are developed and reviewed with the public.

h. Improve sightlines by trimming back trees and overgrowth.

Residents do not support moving vegetation away from the road. There may be a small percentage of driveways where sightlines could be improved and this could be done by trimming back trees and growth in locations where it has overgrown.

i. Implement site specific improvements to address problem areas.

A number of residents support making improvements and feel that these roads need to be improved to address site specific concerns - for example, sightline deficiencies along Olde Base Line Road and the intersection of Olde Base Line Road and Mississauga Road.

j. Review potential property impacts affecting driveways, fences and vegetation.

Additional concerns have been noted about impacts to mature trees, cedar rail and heritage fences along the roadway.

k. Minimize impact from future growth north of the community.

Residents would like to see measures explored for minimizing the impact from future growth. Suggestions include improvement to Highway No. 124 to act as a by-pass. It was noted that good east/west truck routes already exist at King Street and Charleston Side Road (Highway No. 124) both leading to Highway No. 10.

l. Develop a realistic approach for accommodating pedestrians in the Village and for cyclists on major roads.

Residents would like to see a realistic focus on accommodation for pedestrians in the Village. They indicate that people do not walk on Mississauga Road or Winston Churchill Boulevard today. Some residents support paving the shoulder for cycling and pedestrian use.

m. Declutter signs.

Signage improvement is identified. Residents noted that there already are many signs today including animal crossing signs, watch for snow plough signs, different posted speed signs etc. A coordinated approach to signage would be appropriate.

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 evaluation criteria, guiding principles, and alternative solutions that were presented at the Public Information Centre, the next steps will be to evaluate the alternative solutions and determine preliminary recommendations.

The evaluation of the alternative solutions and preliminary recommendations will be undertaken during the Spring and Summer of 2013 and presented at the second Public Information Centre which will be held in the Fall of 2013. A notice for the second Public Information Centre will be mailed to all those on the project mailing list.

The next Community Working Group Meeting will be held in the Fall of 2013.

Progress on this study can be viewed on the project study website at:

peelregion.ca/pw/transportation/envIRON-assess/mississauga-road-bush.html

If you would like to comment on the study or be notified about future public meetings, please contact either one of the following Project Team members:

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Appendices

Appendix A Comments/ Questions noted through the discussion at PIC #1

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 #1

The following comments and questions were noted through the discussion:

Comments:

- a. This is a very special area. I fear that there would be more traffic accidents if this becomes a primary truck route. There are not many accidents right now!
- b. The presentation identified that many of the accidents were related to animal crossings. The natural environment, hilly terrain and topography are conducive to lots of wildlife. The issue is vehicle speeding along these roads. The more you flatten the profile of the roads, the more speeding will occur which could then lead to more collisions. It seems that this is counterproductive to what you are talking about. Making the road smoother and leveled will only make cars go faster.
- c. Any changes to the roads should not be about raising it to the top standards. This is a rural area which has a unique hilly topography. Very much opposed to changing this topography. Would like to see as little as possible when it comes to reconstruction.
- d. The Niagara Escarpment needs to be involved with this study and to protect the natural environment and uniqueness of the area.
- e. I read the newsletter and would like to hear from the Councillors why they think this study is necessary and to justify the comments made. Both Councillor Paterak and Councillor Thompson elaborated at the meeting on their comments underscoring their understanding of the character of the area and the need to balance any solution with level of service, connectivity of a Regional road network and having roads in good shape.
- f. I am not a resident of Belfountain and am here to ensure that the residents of this area are aware of issues that residents in our area have with Brampton Brick Yards with significant truck traffic – 5000 trucks, one per minute that are going through an area of the NEC. The natural environment and community character are being disregarded for industry and the site is being filled with 1.8 cubic metres of excess construction waste. The plan has already been endorsed by Council. This could happen here if you do not speak up now!
- g. Another individual spoke indicating that he resides on the Forks of the Credit and roads in that area were rebuilt five years ago. Every Friday and Saturday night there is racing along the roads. Speeding has become an even worse issue. If Mississauga Road is rebuilt and the hills taken out, you can expect to see more speeding here as well. Notwithstanding contact with the OPP there is no new enforcement coming. Our experience has shown that the OPP doesn't have the budget and manpower to enforce speeding on these rural roads.
- h. I appreciate that the Project Team is saying that they are trying to find the right balance of safety and not encouraging more speeding but there doesn't seem to be a safety

issue here. Do not take hills and valleys out of roadways within this study area as it will encourage more speeding.

- i. Would like to reinforce that part of the rural character is to not have increased traffic along these roads.
- j. Safety and traffic numbers don't support reconstruction in my view. Don't want to see the curves taken out. Without significant traffic increase it leaves us to wonder why a road reconstruction is being proposed. It is to service development from the Dufferin Aggregates Pit north in Erin off 10th Side Road. Have you looked at the proposed Solmar development? We fought the fight with the aggregates here and won. This study needs to respect that.
- k. Would like to understand why Winston Churchill Boulevard and Old Base Line Road and Bush Street are identified as a primary truck route. What types of trucks, how many, where are they coming from. People in this area do not want more trucks. I hear that you think there are a wide range of trucks that could use the roads, but this area is not compatible with larger trucks, with aggregate trucks and big loads. Highway No.124 should be used as a by-pass. Trucks are already on Highway No. 124, it is four lanes. Brampton Brick already uses it.
- l. There seems to be a focus in the presentation on hazards with poles and trees and poor sightlines. There may be a small percentage of driveways where sightlines could be improved and this could be done by trimming back trees and growth. If you move the vegetation away from the road, widen the roads and take out the hills you will effectively destroy the character of this area.
- m. There is a suggestion of signage as an improvement. We already have too many signs today. There are lots of animal crossing signs, watch for snow plough signs, different posted speed signs beyond which there is no benefit – we have a problem of visual pollution here. There is no net gain from putting up even more signs.
- n. I appreciate that you are saying that you want to take a fresh look at signage and would reduce sign clutter. You have also said that the prevailing speeds may be too high and that the posted speeds may not be appropriate. I don't want to see a different speed for each section of the road. This gets too confusing and people ignore the signs and go at a higher speed. If as you are saying you are going to determine the appropriate speed for each section of the road, could you not post it at the lower speed to provide consistency throughout the area? Why not post 50 or 60 kph on all roads?
- o. If you widen it, they will come. If you fix the roads, they will come. Fixing the roads could result in increased speeding along these roads.
- p. Need to accept that wildlife is going to be here and will be crossing roads. You should decide what speed is safe for night time for wildlife crossings (deer) and then compare that to what people are driving. The lower posted speed should become the regulated speed.

- q. Lots of taxpayers money goes to enforcement throughout the Region of Peel. We know that this is not a high priority area. If full time radar was used, five days a week that would slow people down. Set the limit and enforce it.
- r. The standards for the study area need to be compared to other roadways to further explain the meaning of the analysis/findings. The accidents noted do not show a high trend.
- s. No need for sidewalks, as pedestrian volumes are low. No one walks on Winston Churchill Boulevard or Mississauga Road. Can understand pedestrians may walk in the Village of Belfountain but not along the roads.
- t. By the way, there are no boulders in the roads.
- u. The Project Team should review the OMB decision on the quarry to better understand how significant the issue of trucks is to the people in the community.
- v. Would like to know more about what is happening at the Badlands. We see lots of people walking on the road and even a wedding party taking pictures. Parking is a big issue and there are safety concerns. How do I find out more? (Contact information was noted and Region of Peel staff involved with the Badlands will provide information to person who requested it).
- w. While overall traffic is low, there has been an increase in traffic on Winston Churchill Boulevard which needs to be addressed. Development in Wellington County will use these roads.
- x. Sightlines are an issue in some locations. We have many family members who live in the area. Sightlines on Olde Base Line Road are problematic. We see lots of cars come over the hill going too fast and going into ditches. There have been accidents. Someone did die here. We need to look at how to make the roads safer. I support road improvements for safety while maintaining the rural character. There are lots of things that could be considered – at Olde Base Line Road and Mississauga Road a traffic circle/ roundabout could be considered.
- y. I would like to see you consider holding an interim meeting before you come back with a solution at the next Public Information Centre. This would allow us to see what direction you are going in and to provide further input.

Questions:

- a. If safety is not a problem, why improve roads?
- b. The safety index is low but what can we compare to? Which standards are you trying to address.
- c. Collision impact by type shows animal type is the largest. Why would this be a reason to rebuild road?
- d. Why is this study being done and why now? Would like more clarification in light of low increase in traffic and low accident rate. Understand that you are referencing pavement conditions and safety concerns, but couldn't these be addressed by patching and other operational improvements?
- e. How does this area compare to safety in other areas? Is it in the bottom or top of areas identified for safety improvements?
- f. The Regional traffic forecast for all roads is 2% a year. What is driving the increase in traffic?
- g. If there is no vehicle traffic increase why is safety an issue? If the number of accidents is low, why do we need to fix roads?
- h. There are minimum design standards. These are rural roads and many roads in the Region of Peel fall below the standards. Are there liability issues for the Region of Peel? Is that what is driving this study? Why design to standard if there are no problems?
- i. Will you widen the roads?
- j. Data in traffic trend graphs in presentation (AADT) shows an increase in traffic; however, PIC in 2010 showed different data. Why the difference in data? Seems like there is an island of information without anything to compare it to.
- k. Will there be a need for the Region of Peel to acquire land?
- l. Will you be undertaking a cost /benefit analysis relative to safety? Will you be looking at asset management and how much it would cost to just patch vs. repaving or reconstructing.
- m. Would like to better understand road standards and requirements. When will the information on road standards requested at the Community Working Group Meeting be available?

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. Draft Problem Statement

The Project Team developed the following draft problem statement:

Work to date has confirmed similar issues identified in the 2010 study. Existing problems on the study area roads (Mississauga Road/Old Main Street, Bush Street, Winston Churchill Boulevard and Olde Base Line Road) consist of: Poor pavement conditions and drainage, deficient sightlines, safety for all road users, including safety of wildlife, motor vehicle accidents involving wildlife.

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

Table 1 – Comments on Draft Problem Statement

1. No road is perfect. Since these roads are not among (PSI ranking) the top 150 riskiest road, then we should do the bare minimum, such as rehabilitation of these roads not reconstruction. Safety issues mostly can be addressed through lower speeds and enforcement of speeds and enforcement of truck traffic. Preserving the environment is most important in this special area. Leave the hills alone!
2. First, with respect to drainage – 35 years of travelling these roads have never presented drainage issues. Second, with respect to deficient sightlines – flat roads will not reduce accidents, only increase speed and therefore accidents. Third, wildlife is an integral part of our environment. It is driver awareness, not road conditions, (except weather) which is important.
3. Mississauga Road Portion at Olde Base Line Road should have a large sign arrow pointing to Winston Churchill Boulevard. If people wished to by-pass going through Belfountain, turn left, west to Winston Churchill Boulevard. Slow down, look out for wildlife. A certain percentage is heading to Brisbane, Erin and Hillsburgh.
4. Draft problem statement does not state that Winston Churchill Boulevard and Olde Base Line Road will be a truck haul route – only mentioned tonight.
5. The draft problem statement is relative only in comparison to other roads in the area and are better than some; worse than others. With respect to drainage, I have not experienced road flooding in the study area. Deficient sightlines only occur at a few spots on the study and individual property owners are aware of the limitations in living on a somewhat hilly road. However, as a draft problem statement, it covers all possible issues.
6. Of primary concern to me is Olde Base Line Road – all above deficiencies should be corrected/improved. As a proposed truck route, school bus and cyclist safety is critical.
7. I agree with all of the above. I would like the accommodation of all road users, cars, trucks, school buses, farm machinery and motorcycles.
8. One person's problem is another person's feature. Most accidents in our area result from excessive speed. Just sit on Olde Base Line Road between Winston Churchill Boulevard

and Mississauga Road during morning or evenings and check the speeds – they are excessive! We don't want changes that make people feel like going faster is OK.

9. Poor pavement conditions and drainage are simply maintenance issues. Deficient sightlines are what give these roads character. Removing crests and curves will spoil their appeal and increase traffic speed. How will that help residents or wildlife?
10. I only see the poor pavement conditions and drainage problems as problem. Travelling at posted speed limits minimizes all other.
11. On pavement conditions and drainage – I am no expert but to my eye they are fine. If you are going the posted speed the sightlines are fine for rural living. Might be a few driveways that need to be improved. The speed and quantity of vehicles have increased therefore wildlife and road users are at higher risk and accident involving both will be difficult to control.
12. Problem is only poor pavement conditions and drainage.

2. Principles for guiding solutions to address the problem statement

The following principles have been developed to provide guidance to the study team when generating alternative solutions to address the problem statement. It is recognized that different users may have competing interests.

- *Preserve historic fences and heritage / cultural / archaeological features*
- *Preserve / enhance the natural environment*
- *Protect the Niagara Escarpment*
- *Balance interests and meet needs of all road users – motorists, pedestrians, cyclists, farm vehicles, horses, trucks, wildlife*
- *Maintain the rural character and countryside scenic quality*
- *Provide a context sensitive design*
- *Enhance local tourism and economic development of the area*

Do these principles reflect your views? Yes ____ No ____ Don't Know ____ Tell us why you feel this way

Table 2 – Comments on Principles for generating alternative solutions

The following responses indicated “Yes” and included the following comments:

1. Yes, in part. First four reflect my views. Lowering speeds will also help with balancing interests of all road users. But the other part is you can't do the first four issues well, if you make Winston Churchill and Olde Base Line Road primary trucking routes. Then these first four principles will be negatively impacted. This special area is more important to preserve than for the flow of traffic, which has remained relatively stable for the past 15 years.
2. Yes, to first six. No to enhance local tourism. Local economic development is not the focus of our NEC area. We love to have others enjoy and respect our trails etc.
3. Yes, I head down to my brother in-laws farm in Cheltenham, McLaughlin Road and Old School Road. I live in Erin. I always go down Winston Churchill Boulevard to Olde

Base Line Road, east on Olde Base Line Road to Mississauga Road then Mississauga Road to King Street. I myself and my wife and soon always go this route and have done so since 1984. Preserve, protect rural community and heritage. Post more signs to warn of wildlife/deer to protect wildlife.

4. Yes, these are rural roads in a rural area, whilst they are regional roads they are not highways. People choose to live in these areas and along these roads because of what they are, not what commuters or engineers think they should be.
5. Yes, we moved here 30 years ago just for these reasons.
6. The principles somewhat reflect my views. Mississauga and Main Street will remain a two lane road with only minor resurfacing of road. There should be increased emphasis on road quality on Winston Churchill and Olde Base Line Road with a light at Mississauga and Olde Base Line Road. Although there is emotional appeal to restrict trucks and economic development, the aggregate industry has been operational for over 150 years and has provided tax revenues for generations. What is the rate of accident relating specific to truck traffic in the area?

The following responses indicated “No” and included the following comments:

1. No, seven points above are impossible if area to become a truck route. Should prioritize road users as follows: motorists (no trucks), horse trailers, cyclists, farm vehicles, trucks, pedestrian and wildlife.
2. No, the EA team should be guided by the regional plan primarily.
3. No, trucks should not be using Olde Base Line Road. We strongly oppose any suggestion to permit truck usage or to increase usage. Already they try to use this route to gain time on their trips. No, to economic development as this could be interpreted to mean quarry proposals. The other principles are fine.
4. No, I would modify trucks to read “trucks for local delivery only”. Enhance local tourism and economic development of the area should not be our concern. Tourism as always looked after itself. We don’t want any economic development in our area as above. Principles would not be able to continue. There are other roads (i.e. Highway No. 124 and Highway No. 10 that could be used for any outside users. I would add another principle – do not make these roads a haul route for commercial vehicles.
5. Remove “enhance” natural environment, balancing interests and providing context sensitive design.

The following responses indicated “Don’t Know” and included the following comments:

1. Don’t know, I believe that you can have your cake and eat it too. Balancing the interests of all road users can be accomplished while still achieving all of the above. I do not agree with those who wish to preserve the area as it is today by maintaining a road network that is clearly deficient, unsafe, and is not fulfilling its planned function. A nice, safe, full service regional road will be attractive, pleasant to drive on and will boost property values. All the while providing a safe and efficient route for people and goods.
2. Don’t know. If feel most of the above do reflect my views except for any potential increase in usage of Winston Churchill Boulevard, in particular for truck traffic. I also feel strongly that the economic development of the area is likely to affect most of the principles above mentioned.

3. Preliminary Alternative Solutions and Evaluation Criteria

The Project Team presented preliminary operational improvements and physical improvements together with preliminary evaluation criteria that would be used to evaluate potential solutions.

- a) Are there other operational and/or physical improvement options that you would like to see considered? Yes___ No___ Don't Know___ Please describe these

Table 3 – Comments on Preliminary Alternative Solutions presented at PIC #1

1. Only resurface and rehabilitate – do not take out the curves or hills of the study area.
2. Yes, we are not looking for pristine road conditions – roads in adequate condition will force reduced speed. Strict enforcement of using Highway No. 124 for truck traffic.
3. Yes, widen Highway No. 124 to four lanes to accommodate aggregate trucks and commuter traffic. This will maintain this area to what people want.
4. Yes, school buses, garbage trucks, farmers, bikers.
5. Yes, consider intersection improvements i.e. roundabouts. Special attention to make all driveway entrances/exits safe.
6. Yes, I think the improvement of sightlines lines and the reconstruction of the paved surfaces are the most important improvements. A traffic circle could be implemented at Mississauga Road and Olde Base Line Road. Also a sweep corner with an intersection could be considered at Old Base Line road and Winston Churchill Boulevard. I strongly also believe that these roads should be improved to a full load Primary Truck Route as described in the Peel Road Network Study that designated Old Base Line Road and Winston Churchill Boulevard as Primary Truck Routes.
7. Yes, would want all “improvement” options that would be made for trucks to be eliminated. Another route should be provided for trucks. If Winston Churchill and Olde Base Line Road had never been paved, trucks would not be using this route. “Improvements” will bring increased speeds and more traffic from trucks. In our view, these are not improvements.
8. Improve Highway No. 124 to double lane both ways between Erin and Highway No. 10. Consider all of the way to Airport Road. This provides good alternatives to trucks and commuters. You will have to do this in the long term anyway.
9. Yes - resurface Winston Churchill and Olde Baseline for efficient truck/motor vehicle/bus traffic. It should be noted that the property on the northwest corner of Olde Base Line and Mississauga will be doubly impacted by having the increased mixed traffic corridor and stop light within its property vicinity. Our future development will see the access/egress from the driveway turning onto an upgraded, busy, mixed traffic corridor. It is anticipated that at certain times of day vehicles will sit idle passed the driveway while waiting for the light to change. Having elucidated the cons of upgrading Winston Churchill and Olde Base Line, it is still my belief that a secure, well managed truck/motor vehicle/bus route AND traffic light are necessary.
10. Correct current deficiencies – do not raise speed limits. More signage and OPP enforcement. Improve safety conditions for roadway.

- b) Are there additional evaluation criteria that you would like to see considered?
Yes ____ No ____ Don't Know ____ Please describe these

Table 4 – Comments on draft Evaluation Criteria presented at the PIC

1. I would like Winston Churchill Boulevard and Olde Base Line Road to be designated Scenic Roads.
2. Yes, recognize and respect the need to preserve the uniqueness and recognized value of this world biosphere. The NEC needs to play a very important role in this process, as well as CVC.
3. Yes, Mississauga Road requires a great deal of road work – old base of Corduroy Road needs work and improving to improve safety at Residents driveways. Do not raise the speed limit.
4. Other than addressing needs of users of roads, should also study the impact of the uses on local residents along these routes and their quality of life.
5. Yes, do anything that will prevent loss of life. Everyone needs to use these roads.
6. Yes, important to evaluate long term solutions not just short term.
7. Yes, the overall savings in kilometers driven through Peel by trucks should be considered. Every round trip truck haul would save 28 km using this network. While it is important to get local input into your study, at some point we need a regional network that some locals who are protecting their back yard may not agree with. I live on one of the major intersections in this study and support the truck use of these roads.
8. It would benefit all parties if the Region would do a cost benefit analysis of continuing repairing these roads vs. reconstruction.

4. 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. The problem is speeding, not that the roads need to be rebuilt.
2. Much of what is being suggested can be construed as "fear-mongering". Statistics apparently support very few, if any serious accidents during a specified timeframe. So, where are these safety concerns coming from? Are roads that are flat going to reduce already low accident rates? Our community would like transparency and openness. If you have a lot of money to spend consider what the residents feel is significant.
3. Enhance bike safety use, NEC use of bikes, less vehicular traffic = no large trucks and residents traffic safety. if Brampton Brick wishes to use roads King Street to Mississauga Road to old Brick Yard charge them a toll usage of \$200 in and \$200 out per truck (for each truck, each load). Have them pay \$5 million dollars upfront to pay for improvements to King Street, Mississauga Road – \$5 million upfront a year – every year. Allow roads for night speed for wildlife safety. Post appropriate speed per section of road.

4. I note with interest the comments of the CWG. All believe that it was transparent. If it was transparent then why did they didn't know about the truck routes coming to Winston Churchill Boulevard and Olde Base Line Road until tonight.
5. Resurface Winston Churchill Boulevard and Olde Base Line Road for efficient truck/motor vehicle/bus traffic. It should be noted that the property on the northwest corner of Olde Base Line Road and Mississauga Road will be doubly impacted by having the increased mixed traffic corridor and stop light within its property vicinity. Our future development will see the access/egress from the driveway turning onto an upgraded, busy, mixed traffic corridor. It is anticipated that at certain times of day vehicles will sit idle passed the driveway while waiting for the light to change.
6. Having elucidated the cons of upgrading Winston Churchill Boulevard and Olde Base Line Road, it is still my belief that a secure, well managed truck/motor vehicle/bus route AND traffic light are necessary.
7. Don't be railroaded by vocal minority who make it uncomfortable to comment or discuss pertinent safety and logistical traffic movement essential to the study. Thank you from concerned resident.
8. Do not delay.
9. The time is now to make these improvements and establish a Major Road Network in this area that is more than just a line on the map. Industry has been suffering over the decades that they have been denied an efficient route through this area. As a result millions of kilometers of unnecessary travel have taken place. With the big build to the south on our doorstep we must establish a full service road through this area to link Brampton with Caledon and Wellington County. In future Mississauga Road will have a key intersection on the GTA West Corridor and this link in the network will be ever more critical.
10. We have observed the increased traffic and speeds since Olde Base Line Road was paved. Straightening Olde Base Line Road brought increased speeds. We don't want drivers to have a sense that driving faster is now safer. The OPP has no resources to regulate speeds on Olde Base Line Road even now. Please look at ways to reduce speeds on Olde Base Line Road and to reduce its usage as a commuter road. That status did not exist until Winston Churchill Boulevard and Olde Base Line Road were paved.
11. The scale of this study and the possible impacts of some of the proposals seem to be completely out of proportion to the reality of the situation. First, traffic has been more or less stable over the last 15 years, with a projected increase of only 2% into the future. Second, accident statistics hardly indicate a major problem. Yes, there are some sightline challenges, wildlife will cross roads but perhaps it is these challenges along with the scenery that would help slow traffic down.
12. We have lived here since 1973 (40 years) and my family has seen these four roads change and be repaired over this time. These changes have been done as a result of

increase of traffic, public safety issues and Region of Peel's standards. We would like this area to continue its rural character for generations to come. By doing a major overhaul of these roads you will risk public safety as the volume of traffic will increase and speed at which it travels will increase as well. We have watched this occur over the last 40 years.

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. I would like to congratulate all of you for an excellent meeting on May 9th, 2013. I believe there was good discussion and a lot of points were cleared up. I did not have an opportunity to complete my statements so I thought I would share them with you now. I would personally like to thank Mr. Gan for the answers to some of my questions regarding the data for the traffic studies. I was concerned that 1 study indicated that the AADT was close to 726 vehicles and the other indicated 3450 vehicles. It was pointed out that I was incorrect in interpreting these numbers. Thank you again for showing me that the 726 vehicles was peak AM and PM only and not daily traffic.

By your confirmation that both of these studies are in fact correct, it brings up more questions and concerns. If we assume that peak AM and PM traffic is 6-9 AM and 4-7 PM respectively, that is 6 hours in total. This means that there is an average of $726/6$ or 121 vehicles/hr. This seems reasonable. This leaves ~2700 vehicles for the rest of the day. Now those of us that live in the area will recognize that there is virtually no traffic overnight, but for the benefit of doubt let's assume that the rest of the traffic is distributed throughout the rest of the day. This would mean that there are 2750 vehicles in 18 hours or 151 vehicles/hour. Is it plausible that this humble area is the only area in the entire world that has a higher hourly traffic rate during non-peak hours than peak hours?

Mr. Gan mentioned that you have an obligation to hold public safety paramount. I can certainly sympathize with you. You are in a difficult position as you are getting the numbers from Region of Peel, but as a traffic engineer you surely cannot believe these numbers to be accurate. As a traffic engineer, you certainly cannot believe that turning Winston Churchill Boulevard and Olde Base Line Road into truck routes will improve the safety of the road. I felt you were sincere when you spoke about how you would feel if you did nothing and someone in the future was hurt or killed in an accident in this area. The reciprocal is also true, what if you completed your task here and there are more accidents?

I have made a few assumptions in my calculations. I apologize if they are incorrect. If my numbers are flawed, I would welcome any input that can rectify them. It seems the Region of Peel is transparent in this Assessment, as none of my questions are being answered.

It is apparent that the facts and figures provided by Region of Peel are flawed, incomplete, and misleading. It is also apparent that these facts and figures are endorsed by HDR with little to no validation or verification. One can only conclude that there is a hidden agenda that we are not aware of yet. I for one would appreciate a direct and honest approach. Region of Peel has to stop being transparent and state what they want and why they want it and stop pretending they are not influencing the process.

2. I attended the meeting May 9th, and was stunned to learn, that council that very day, had endorsed the "good movement Initiative". Has the Region of Peel now aligned themselves with the aggregate companies? If so, shame, shame, shame! Really, was there ever any consideration for the residents, at any time during the processes, prior to the meeting on May 9th? As the meeting progressed it was apparent the Region of Peel's representatives that night, could only continue to reiterate what was on the slides in the presentation, often not being able to fully answer questions posed by the public. The serenity, the green space shared by man, and wildlife, is what enticed me to relocate from a fast paced life in Halton Hills 21 years ago. Neighbors in this area, being here well before me, were of the impression from the Region then (80's/early 90's) that, WCB would not become a truck route. As with the application for the proposed pit (WCB/OBL), was valiantly fought against and won, by the residents. So to, this new agenda of "good movement initiative" will not go away quickly or quietly...it is strongly opposed by the residents.
3. I live in the area being studied. I am glad that the road network is finally being upgraded to proper standards. I have several suggestions that I would appreciate being taken into account as you plan these road upgrades. Please fix the hilly areas where sightlines are cut down to an unsafe distance, and thrill seekers are more likely to drive above the set speed limits. Please upgrade Olde Base Line Road, Winston Churchill Boulevard and Mississauga Road south of Belfountain, so they are safe, smooth, and wide enough to be used as the designated Primary Truck Route. Please consider intersection improvements to The Grange Side road and Mississauga Road where a hill on The Grange Side road slopes steeply toward Mississauga Road. Attempting to stop before sliding onto Mississauga Road during winter driving conditions is rather treacherous.
4. I am a resident who lives in the area being studied. I use these roads on a daily basis. I have the following comments on the Environmental Assessment for the above roads: There are serious safety concerns regarding sightlines in the study area. Some of the hills should be smoothed out so that appropriate sight distances can be achieved. I am supportive of the utilization of Winston Churchill Boulevard and Olde Base Line Road as truck routes. This will keep trucks out of Belfountain and provide a suitable route through this area. Provisions should be made to keep cyclists off the traveled portions of the road perhaps by paving the shoulders.
5. I am a new driver who uses these roads on a daily basis. My grandparents also live in the area. There are some hills in the area that are too steep to see over. I sometimes ride my bike on these roads and it is dangerous to ride on those sections. I think that it would be a good idea to make a truck route on roads that are away from Belfountain Village. Winston Churchill Boulevard and Olde Base Line Road make sense to me for this purpose.
6. Thank you for your presentation the other night. My message is simple, do the responsible thing and fix the roads. Having an efficient route for all road users pays dividends for our society. The true environmental costs come when commuters and local goods are diverted

miles out of their way resulting in millions of tons of unnecessary gas emissions. More important to me is the cost in lives. Every extraneous mile travelled will statistically translate into loss of life. It is also a fact that unsafe road conditions inevitably result in loss of life. As such I whole heartedly support the improvements you are making to the road network. These roads are not the private driveways for a few select residents. They are part of a network that serves, really, all of Ontario. Having a strong economy allows us to enjoy the lives we do. With the coming population to the south it is important to put in place a safe and efficient road network that serves everyone. Thank you for your efforts in this important issue.

7. Overall, I was not at all happy with the responses provided by the presenters to the comments and questions from the public. It appeared that no matter what issues were raised; many of the responses were justifications as to why the so called “experts” were right and the public view point was flawed. I got the feeling that, although the public was heard, no one was listening to the point of understanding or caring about what the public opinion was. Is this just an exercise in placating the residents with an “opportunity” to speak and some small gestures of minor amendments to what the so called ‘experts” will decide anyway?

Specifically, the presenters indicated that traffic volume had remained steady however, some of the volume had transferred from Mississauga Road to Winston Churchill Boulevard; this is true, I live on Winston Churchill Boulevard and I have witnessed this. The reason for the shift is because Winston Churchill Boulevard was paved over the gravel. I understand the need to upgrade the road; it’s in poor condition and will get worse.

I am in favour of paving the shoulder for cycle and pedestrian use. This was the first time I recall any mention of Winston Churchill Boulevard and Olde Base Line Road being developed as a truck route; this answers a lot of questions about why there is all the fuss about sight lines and flattening parts of the road! I have no objection to increased commuter traffic, but object strongly to creating a truck route.

An Old Base Line Road/Winston Churchill Boulevard truck route makes absolutely no sense at all when you consider the “Principles for Guiding Solutions” outlined in the presentations including:

- Maintain the rural character and countryside scenic quality
- Preserve historic fences and heritage/culture/archaeological features
- Preserve /enhance the natural environment
- Protect the Niagara Escarpment
- Balance interests and meet the needs of all road users
- Provide a context sensitive design
- Enhance local tourism and economic development

Good East/West truck routes already exist at King Street and Charleston Side Road (Highway No. 124) both leading to Highway No.10. I saw no evidence of the need to create additional truck routes through this supposedly protected area and, I thought we

had been through all the reasons this area needs protecting from trucks during the James Dick quarry battle. There are already too many trucks using Winston Churchill illegally, creating noise, vibration and air pollution. In truth we were better off when the road was gravel and quiet! Please do all in your power to avoid an unnecessary truck route.

8. I live on Winston Churchill Boulevard within the study area. I would like to see the improvement of these roads. I firmly believe that the hummocky terrain along the area roads should be graded to allow for safe sight distances. I know of at least two major accidents that have occurred due to the sight distance issues along Olde Base Line Road. One involved an off duty police officer coming over one of the hills and having to ditch his car due to children crossing the road to a school bus. This occurred at [REDACTED] Road. Clearly this could have been a tragedy and can easily be avoided in the future by properly reconstructing the road. I believe that the area needs a higher level of service route, one that accommodates all vehicles including trucks. This should be Olde Base Line Road and Winston Churchill Boulevard. Thank you for considering my input.
9. I was out of the country last week and missed the public meeting, but suffice it to say, I was so very disappointed to hear that the Region of Peel's new "good movement initiative" involves turning Winston Churchill Boulevard and Olde Base Line Road into truck haul routes. If the Region of Peel has been working on this "initiative" for some time, why were we not told about this at the Community Working Group meetings? You will recall that I and others repeatedly stated that we did not want Winston Churchill Boulevard and Olde Base Line Road to become haul routes – but yet no one from the Region of Peel mentioned this "good movement initiative". I know that you have heard from others on the same issue, and can expect this to be something that will be loudly and actively opposed by the residents.
10. I was unable to attend the May 9 session (due to a previous professional commitment). I am too extremely disappointed that the Region of Peel's new "good movement initiative" involves turning Winston Churchill Boulevard and Olde Base Line Road into truck haul routes. I cannot be more emphatic in raising objection to this.
11. I travel Mississauga Road to Olde Base Line Road every day. I would like to see a report on the collisions at this intersection as I have never seen one in the 16 years I have travelled it. I feel that installing any more roundabouts would be a waste of money, and I do not feel they are safe. I would like to know the cost of the one that went in at Dixie & Olde Base Line Road. You could reduce the speed on Mississauga Road, but drivers do not observe the current one. Many cars pass me doing highway speeds. This is a country road so I do not want to see paved shoulders or curbs, or guard rails where they are not warranted. I also don't support putting sidewalks in Belfountain.
12. At our recent Accessibility Advisory meeting here in Caledon, I brought this project to the committee's attention and found that our town's co-ordinator and chairperson were not completely aware of the current developments. There may be accessibility issues with the road enhancements proposed. Would you be able to include these people on your mailing lists and/or email updates concerning this project?