This document can be made available in other accessible formats as soon as practicable and upon request

Staff Report

Operations – Capital Projects Division

Report To:	**COW-Operations, Planning and Development Services**
Meeting Date:	November 28, 2023
Report Number:	CSOPS.23.060
Title:	Peel Street North Reconstruction PIC Follow-up
Prepared by:	Michael Campbell, Senior Infrastructure Capital Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.23.060, entitled "Peel Street North Reconstruction PIC Follow-up";

AND THAT Council Direct Staff to advance the design to 100% stage using the approved road cross-section with a concrete surface for the multi-use trail.

B. Overview

A PIC was conducted on October 5, 2023, to present the Peel Street North Reconstruction 90% Design. Attachment 1 is the Notice of the PIC. This report provides the comments received at the PIC.

C. Background

The preliminary design was awarded to MTE in May of 2018.

The 30% Design PIC was conducted in the preliminary design phase on July 11, 2019, CSOPS.19.065 Peel Street Reconstruction Public Information Centre Report . This PIC presented cross-section options for the road based on the Town's Road Cross-sections approved by Council with the adoption of the Engineering Standards of 2009. Staff recommended use of the Town's Urban Road Cross-section because of its inclusion of a storm sewer, and it was suggested in the Development Charges Background Study. Use of a Rural Road Cross-section was not possible because the ditches required would have back slopes well onto private property. Feedback from the public against an Urban Road Cross-section prompted Council to direct Staff to bring options for the level of service on Peel Street. Attachment 2 is Council direction on CSOPS.19.065.

Staff took a "clean sheet of paper" approach to the Peel Street Cross-section and came up with 3 options of rural/urban hybrids. These were presented in CSOPS.20.030 Peel Street Reconstruction Cross Section Options Report on June 2, 2020. Council provided direction to

advance the preliminary design with Option 3, Attachment 3. At the time of this direction the surface of the multi-use trail was shown as gravel.

The Final Design and Contract Administration was awarded to MTE in June of 2022.

D. Analysis

Attachment 4 are the slides from the Peel Street Reconstruction 90% Design PIC.

Attachment 5 are the comments received associated with the PIC and the Town's response to categories of the questions.

The Public Information Centre recording can be viewed using this link.

The following is a more in-depth response to the categories of the resident comments.

Intersection Improvements at Peel Street and Highway 26

There were comments expressing an interest in improvements to the intersection of Peel Street and Highway 26. This intersection was improved by the Ontario Ministry of Transportation (MTO) in 2011 with the addition of a left turn lane for Peel Street north and south. Further improvements of interest are a right turn lane for a movement onto Peel Street north and signalizing of the intersection.

These types of intersection improvements require traffic studies that would demonstrate a need that would be meet the warrant requirements of MTO. Typically, there is some form of trigger such as a significant new development or a traffic study that identifies a need for improvements. The second part of the improvement of course is funding.

The last new traffic light installation in the Town on Highway 26 was at Delphi Lane/Peaks Road. In this case the traffic lights were installed by the developer of the Neighbourhoods of Delphi. With development of a community with obvious interest in the Peak Ski Hill it is little wonder that the developer needed to get the skiers safely across the highway.

Cameron Street was developed in mid-twentieth century and Trail Woods Subdivision many years ago likely without a traffic study that suggested the need for traffic lights. With development into the Secondary Plan Area, specifically the Campus of Care, there may be a push to have a look at the need for traffic lights.

A traffic study was not part of the scope of work for the Peel Street North Reconstruction Project.

Another option that might be worth considering would be to discuss changes to the Connecting Link boundary with MTO. Possibly the connecting link boundary with Highway 26 could be pushed out to the 11th Line and the speed limit lowered to 50KPH beyond Lora Bay Drive. These efforts might help with the intersections in this stretch of the road that will be experiencing growth in the foreseeable future. In 2024, Town staff will be bringing a

Comprehensive Speed Limit By-Law and Traffic Management Policy for Council consideration. This will be a good opportunity for residents to bring forward traffic related comments for Town owned or managed roads.

Peel Street Cross-Section Design

There were quite a few comments about the approved road cross-section, from slight changes to the width of elements within the design to changes to the elements. The road is challenged by the fact that we are trying to fit a new vertical alignment into existing topography. The approved road cross-section is inevitably a compromise that Staff took time to develop and believe to be a workable solution.

Road Width

Transportation engineers state that the minimum lane width on today's roads should be 3.5m. This came to light in the recent review of the Town's new 2023 Engineering Standards. Staff use this as one of the basic elements of the road cross-section.

Bike Lanes on the Road

The approved road cross-section does not include bike lanes however the 3.5m lane width can safely accommodate both users. Bike lanes are a modern element that are being introduced to the urban landscape, but are they needed? Bicycles are vehicles under the *Highway Traffic Act*, they have as much right to the vehicle lane as motorized vehicles. When a vehicle approaches a bicycle, the overtaking vehicle must be sure it is safe to pass. Both vehicles also need to follow the rules of the road. Cyclists can use the roadway if they choose and if they are concerned about auto interactions the multi-use trail is available.

Barrier Curbs

Residents expressed concern about the use of barrier curbs versus mountable curbs. Barrier curbs were selected for a few reasons. Barrier curbs keep motorized vehicles and plows on the road reducing boulevard damage and offering a level of safety to the multi-use trail users. The Barrier curbs also increase the depth of the overland flow route to keep storm water heading to the bay. The road goes through both cut and fill sections; the barrier curb will help prevent storm spills from the road in fill sections. Barrier curbs are also required as part of our new 2023 Engineering Standards.

Speed Tables at Multi-Use Trail Crossings

An element that has not been discussed before is the use of speed tables for the multi-use trail at road crossings. A speed table is relatively new traffic calming devise that has not been used in Thornbury. The asphalt road surface is raised through the intersection for the width of the multi-use trail. This devise is like a wide speed bump, while the vehicles turning onto Peel Street from Cameron Road, Timber Lane and High Bluff Lane have a stop sign it will slow traffic turning into these roads when trail users are crossing the roads. The use of speed tables could be implemented at any time if required.

Multi-Use Trail

The Town's 2023 Engineering Standards lists 2 types of multi-use trails. Non-Motorized, Low Impact Trails have a width of 2.0 to 2.7m with the wider width where walking and cycling are anticipated. Non-Motorized Multi-Use Trails have a width of 3.0 to 4.5m. The width of the multi-use trail was selected as 2.7m as a reflection of the Georgian Trail past the Town Hall which seems to accommodate all trail users. Pedestrians, cyclists, dog walkers etc. seem to be accommodated in this trail width. These trails might have limestone, asphalt or concrete surface. The trail grades recommended are 0% - 6% with maximum sustained grades of 6% to 10%. The trail grades will match the road grades there are a couple of short sections where the trail grades will be 8%. Staff have spoken with a local wheelchair user who reported 8% is not ideal but manageable.

The surface of the multi-use trail was originally thought to be gravel like the Georgian Trail. During the deliberation on elements to be incorporated into the Beaver Street Parkette the trail surface was discussed. This multi-use trail needed to be plowed along with the rest of the Town sidewalks, and a gravel trail would not be suitable. A few asphalt trails/sidewalks have been used within the Town but they do not perform well, grass comes up through the surface and they lose their smooth surface over time. Asphalt roads are constructed with curbs to restrain the surface and have a deep gravel structure that is drained with sub-drain system connected to the storm system. Concrete was selected as the surface for the Beaver Street Parkette and it is the surface selected for the multi-use trail on Peel Street.

Boulevard

The typical ground cover in the boulevard is either sod in an urban setting or hydro seed with an MTO mix in a rural setting. In an urban setting the property owners maintain the boulevards as they are an extension of the lawn. In a rural setting with a roadside ditch the Town might cut the near slope of the ditch once a year.

Peel Street abuts different properties through its length with most of it fairly wild and not maintained by the residents. The type of properties abutting the road have changed through recent development and some of the properties meet the boulevard with manicured lawns. Some residents were concerned that having to maintain the boulevard as a lawn was an undue burden. Staff will use a no mow ground cover for the boulevard unless residents that abut the boulevard want sod and will maintain the ground cover. The boulevards that have the no mow ground cover will become wild and will have an unmaintained appearance.

The Development Charges Background Study includes Peel Street from Highway 26 to Cameron Street as a Development Charges Road that will include street trees at 20m on center on both sides of the road. These trees will be planted behind the multi-use trail on the north side of the road and behind the level boulevard on the south side.

Tree Removal

The nature of this construction project is challenged by the requirement to fit a new vertical alignment into existing topography. On major road projects of this type, the initial design is

completed to identify lands that would need to be expropriated to complete the project. When Staff developed the approved road cross-section a keen focus was kept on keeping the road/multi-use trail footprint as narrow as possible. After a few versions of the centerline profile, MTE was able keep the cuts and fills mostly within the right-of-way. The only area where the cut extended onto private property was the condos on the south side of the road at the top of the hill. As it turned out the condo grading had to be cut in this area for walk out units so the grades for the road and the condo matched well.

Trees in the right-of-way should be limited to the Town street trees. Private landscape elements, trees, shrubs etc. should not encumber the right-of-way as it may conflict with Town or private utilities or may cause issues with sight lines. Trees that Property owners rely on for screening their property may be removed during construction. Screening trees should be on private property to assure they are not removed.

Trees will be removed in the right-of-way due to private utility relocation, renewal of the municipal infrastructure including lateral to the property line and regrading of the boulevards. A tree inventory was completed to assess current health and trees that will be or could by impacted by construction activities. The project team has made changes to the engineering design to avoid and mitigate tree impacts where possible. The current Tree Preservation Report is being updated to reflect these changes and provides details on where and why certain trees require removal. Tree protection measures will be used during construction to mitigate impacts to existing trees.

Streetlights

The Development Charges Background Study includes Peel Street from Highway 26 to Cameron Street as a DC Road that will include streetlights. The street will be illuminated, but we have few details at this time. The streetlights will be mounted to the existing utility poles and the heads will be dark sky compliant.

Inground Works

In addition to the surface works some inground works will take place.

Water and sanitary mains will be extended to the connecting link portion of Highway 26 for the future Campus of Care project. The Town met with MTO to discuss crossing Highway 26. It was determined that the termination of Highway 26 and in turn MTO's control is the old centerline of Peel Street. The water and sewer mains that cross the highway will be kept east of the boundary keeping the infrastructure on Town land. This will allow the mains to be installed by open cut rather than installed in casings as would be required if crossing an MTO controlled highway. This will save the project close to $1,000,000.

The water main on Peel Street will be enlarged between Cameron Street and Highway 26 to meet the needs of future development in the west end of Thornbury.

A sanitary sewer may be installed for a pending development on Peel Street.

The bulk of the inground works will be the storm sewer system.

Pedestrian Bridge

The original project was a Development Charges initiative to service the historic and recent development of the area. The reconstruction of Peel Street north (east) of Cameron Street and Bay Street to the Little Beaver River was added to the project, the Town is taking advantage of the mobilization for the DC project.

Early on in conceptualizing the project the addition of a pedestrian bridge was considered. This element was eventually presented to Council for consideration and added to the project.

Conclusion

In light of the numerous comments received regarding altering the approved cross-section Council may want to direct staff to further consider the cross-section. Additional cross-sections could be drawn and reviewed through a public process. This will of course add engineering costs delays in advancing the project to construction.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders.

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

None. A construction project will occur, and it will have its inevitable environment impacts however all attempts will be made to mitigate these impacts. Slight changes to the road cross-section will have negligible environmental impacts.

G. Financial Impacts

Depending on direction from Council additional engineering costs and delays in the project may occur.

H. In Consultation With

Jason Petznick, Communications Coordinator, Capital Projects

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on October 5, 2023. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report. Any comments regarding this report should be submitted to Michael Campbell, Senior Infrastructure Capital Project Coordinator, cc@thebluemountains.ca.

J. Attached

1. Notice of PIC
2. Council Resolution dated November 13, 2019
3. Council Resolution dated June 15, 2020
4. Peel Street Reconstruction 90% Design PIC Power Point
5. Comments received at the Peel Street Reconstruction 90% Design PIC

Respectfully submitted,

Michael Campbell
Construction Coordinator

Shawn Carey
Director Operations

For more information, please contact:
Michael Campbell, Senior Infrastructure Capital Project Coordinator
cc@thebluemountains.ca
519-599-3131 extension 275

Report Approval Details

Document Title:	CSOPS.23.060 Peel Street North Reconstruction PIC Follow-up.docx
Attachments:	- Attachment 1 Notice of PIC.pdf - Attachment 2 Council Resolution dated November 13 2019.pdf - Attachment 3 Council Resolution dated June 15 2020.pdf - Attachment 4 Presentation.pdf - Attachment 5 Comments.pdf
Final Approval Date:	Nov 16, 2023

This report and all of its attachments were approved and signed as outlined below:

Shawn Carey - Nov 16, 2023 - 3:09 PM

Notice of Public Information Centre

Peel Street North Reconstruction

The Town of The Blue Mountains identified Peel Street North for reconstruction through the Development Charges Background Study. Preliminary engineering was completed on behalf of the Town by MTE Consultants Inc. MTE has now moved on to finalizing the design before tendering for construction.

The reconstruction project will include:

- Reconstruction of Peel Street and Bay Street With a unique cross-section selected by Council from multiple options proposed including a 7.0m road width, barrier curb and gutter, 2.7m wide multi-use trail on Peel Street and 1.5m wide sidewalk on Bay Street.
- Pedestrian bridge on Bay Street to expand the Town's Active Transportation Network.
- Improve the road's vertical alignment deficiency by cutting down the blind hill.
- Replace the watermain on Peel Street.
- Construct a storm sewer system on Peel Street and Bay Street.
- Install streetlights on existing poles.
- Remove trees as required to accommodate the new infrastructure, storm outlet ditches, and the cut and fill slopes to match existing lot grades.
- Extend watermain and sanitary sewer across Highway 26 towards the future Campus of Care at 125 Peel Street South.

How Do I Get More Information?

A dedicated project page has been added to the Town's website at:
www.thebluemountains.ca/PeelStreetNorth

This notice was originally issued on September 7, 2023.

Contact Information

If you have any questions regarding the study, please contact one of the people listed below.

MTE Consultants Inc.
Vince Pugliese, P.Eng., MBA, PMP
(519) 743-6500 ext. 1347
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9

Town of The Blue Mountains
Michael Campbell, C.E.T.
Senior Infrastructure Capital Project Coordinator
(519) 599-3131 ext. 275
32 Mill Street, P.O. Box 310
Thornbury, ON N0H 2P0

Project Timeline

Design and Engineering
Completed Q4 2023 (est.)

Tree Removals
Beginning Q4 2023 (est.)

Construction
Beginning Q2 2024 (est.)

Completion
Q4 2024 (est.)

Public Consultation

A Virtual Public Information Centre (PIC) is being held to gather input from stakeholders and residents. All those interested in the project are invited to attend. The meeting will include a public comment and question period.

Date: October 5, 2023
Start Time: 5:00 p.m. to 7:00 p.m.
Platform: Microsoft Teams

Registration for the meeting is mandatory to receive a link to attend the virtual meeting. Please visit the project web page to register for the meeting and to sign up for notifications as project updates become available.

Town of The Blue Mountains
32 Mill Street, Box 310
Thornbury, ON N0H 2P0
Phone: 519-599-3131 Fax: 519-599-7723
https://www.thebluemountains.ca

November 13, 2019

Moved by: Odette Bartnicki Seconded by: Jim Uram

THAT Council receive Staff Report CSOPS.19.065, entitled "Peel Street Reconstruction Public Information Centre Report";

AND THAT Council receive the Peel Street Reconstruction Public Information Centre (PIC) Report by MTE Consultants Inc.;

AND THAT Council direct staff to bring a report to a future Committee of the Whole meeting with options on the level of service on Peel Street, **CARRIED**.

CERTIFIED TO BE A TRUE COPY

[redacted]

Krista Royal, Deputy Clerk

Town of The Blue Mountains
32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: (519) 599-3131 • Fax: (519) 599-7723
Toll Free: 1-888-BLU-MTNS (1-888-258-6867)
info@thebluemountains.ca • www.thebluemountains.ca

June 15, 2020

Moved by: Rob Sampson Seconded by: Paula Hope

THAT Council receive Staff Report CSOPS.20.030, entitled "Peel Street Reconstruction Cross Section Options Report";

AND THAT Council directs Staff to advance the Preliminary Design with Option #3 cross-section options presented below or direct staff to consider other options,

Councillor Bordignon	Yay
Councillor Hope	Yay
Councillor Matrosovs	Yay
Deputy Mayor Potter	Yay
Councillor Sampson	Yay
Councillor Uram	Absent
Mayor Soever	Yay

The motion is **CARRIED.**

CERTIFIED TO BE A TRUE COPY

[redacted]
Krista Royal, Deputy Clerk

Peel Street North Road Reconstruction

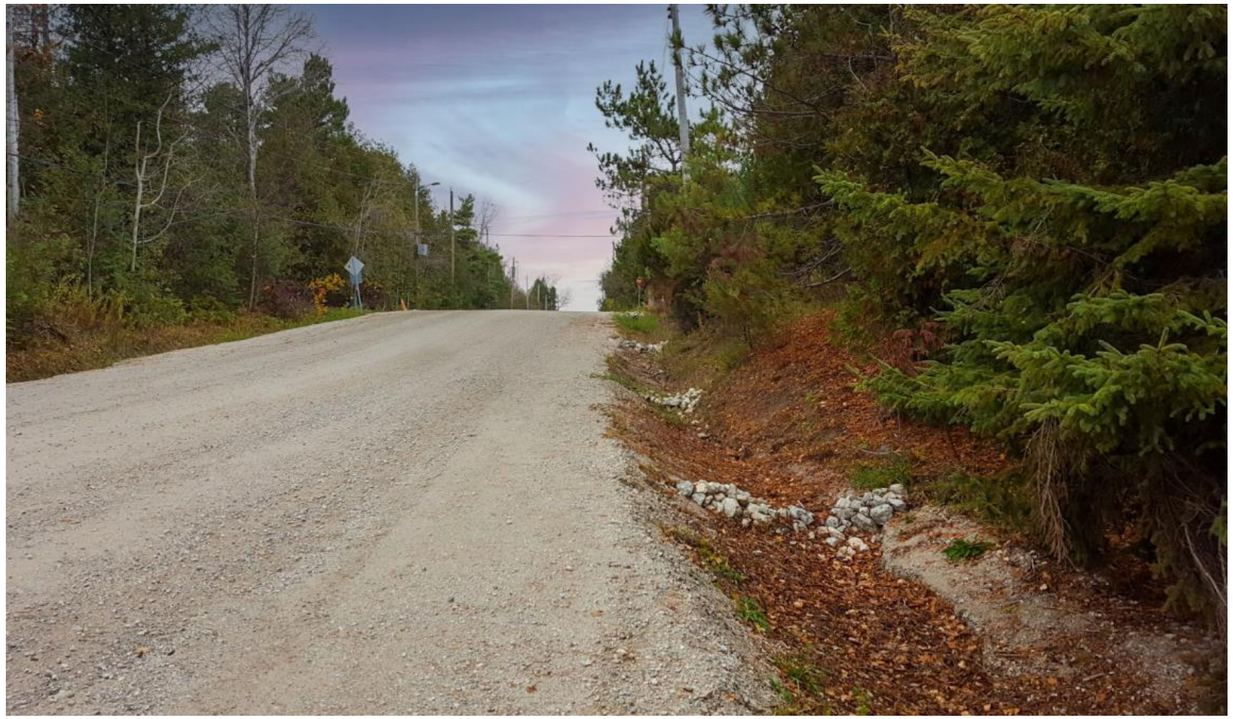
Public Information Centre #2 - October 5, 2023

MTE

TOWN OF THE BLUE MOUNTAINS

Agenda

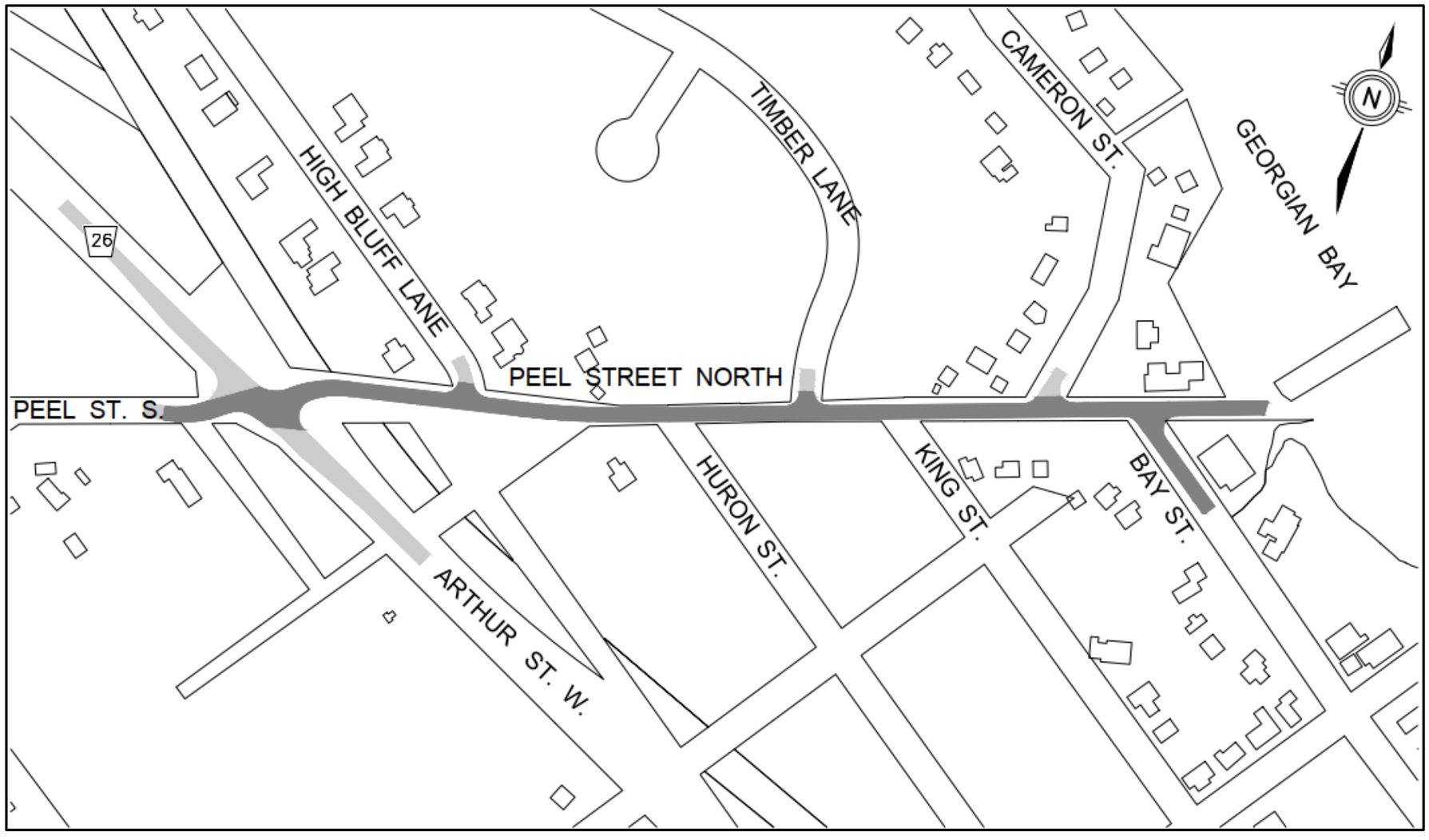
- Project introduction and scope
- Objectives of reconstruction
- Peel Street current conditions
- Project history
- Preferred cross section
- Utility relocations
- Tree impacts and removals
- Tree Protection Measures
- Pedestrian Bridge
- Peel St South Service Extension
- Construction timing and impacts
- Summary
- Next Steps



Study Area and Scope

Project area includes:

- Peel Street North (Highway 26 to Georgian Bay – Road Reconstruction and Urbanization
- Peel Street South (Approx 50m south of Highway 26) – Water and Sanitary service extension
- Bay Street (Peel Street to Little Beaver Creek) – Road reconstruction and urbanization
- Pedestrian Bridge across Little Beaver Creek)



Peel Street North Road Reconstruction

Objectives of Reconstruction

Vision and Objective

Support the existing and planned development as indicated in the Town's Official Plan, and Transportation Master Plan

Create connectivity for cyclists and pedestrians

Support the transportation needs of the Official Plan

Provide improved sanitary, storm and water servicing

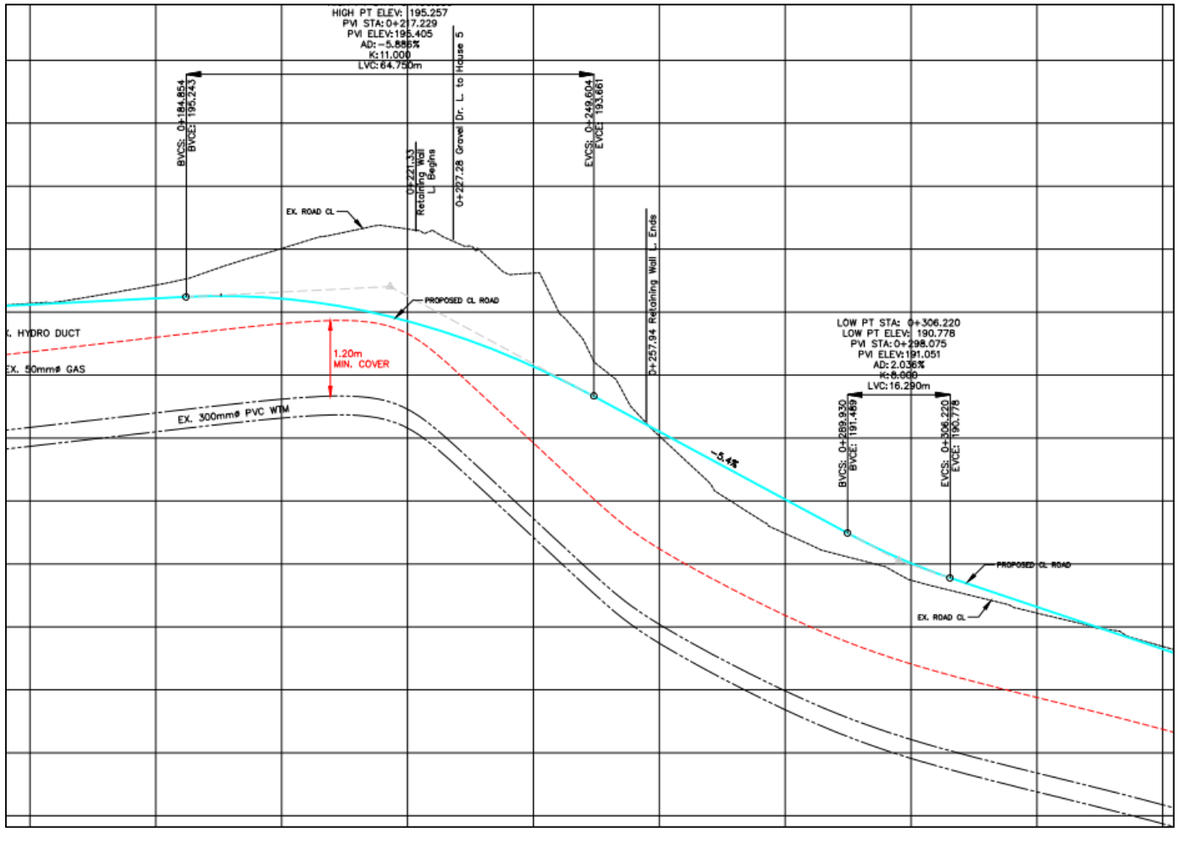
Improve overall safety on Peel Street – improving sightlines, lighting

Current Conditions of Peel Street

- Peel Street is a 2 lane gravel road (rural cross-section)
- Stormwater is controlled with roadside ditches
- Significant development on Timber Lane, with further development planned
- Abundance of dust – significant dust control and road maintenance costs
- Development has led to increased vehicular, pedestrian and cycling volumes

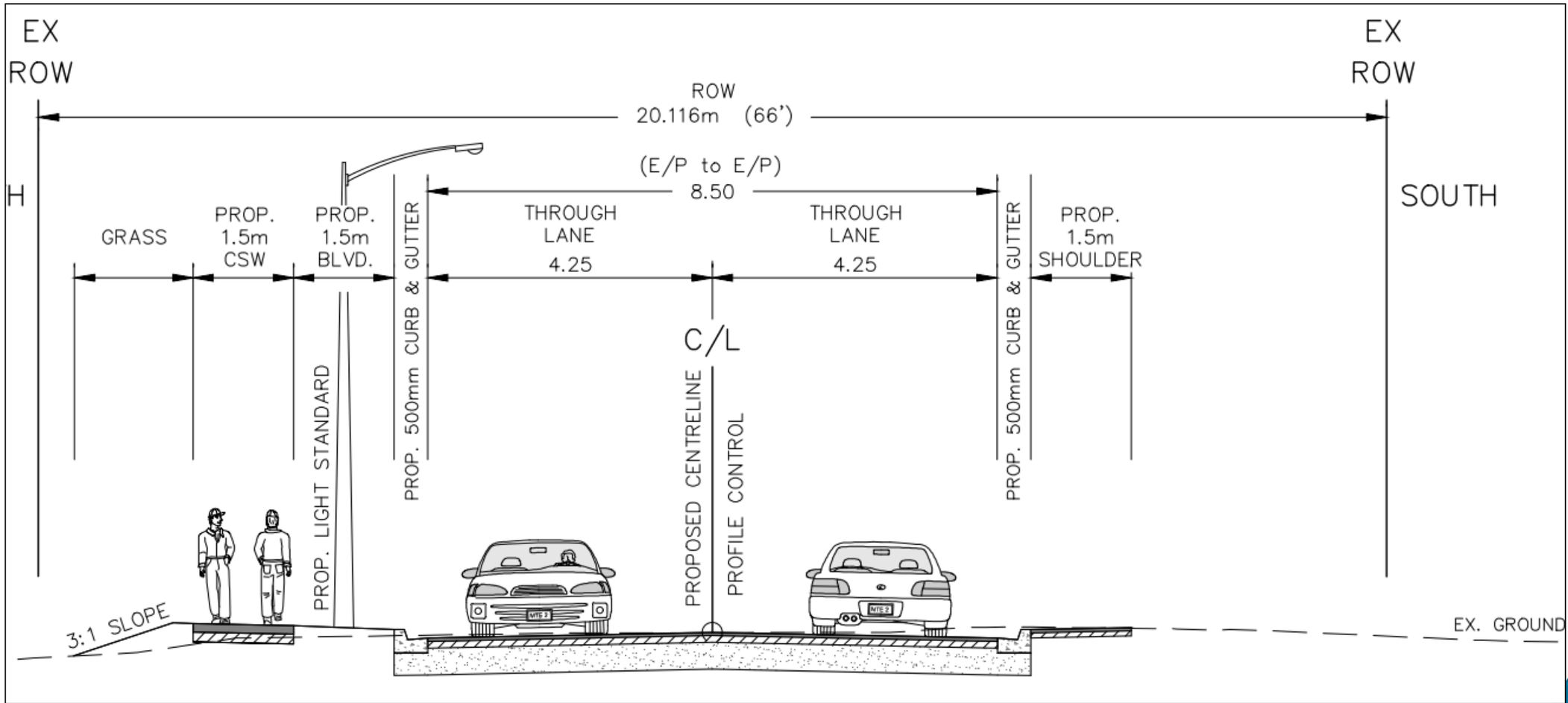
Current Conditions of Peel Street

- Centre line of current roadway is not centered within the Town's Right of Way (ROW)
- Sub-standard profile creates poor sight lines
- Drivers approaching crest of hill can't see what is on other side
- Existing Ditches are deficient – They are not able drain the water that collects on and within the road structure, and the road deteriorates.
- Road Gravel is contaminated by winter sanding
- The existing road does not meet the needs of the Town over the 50 year planning window.



Project History

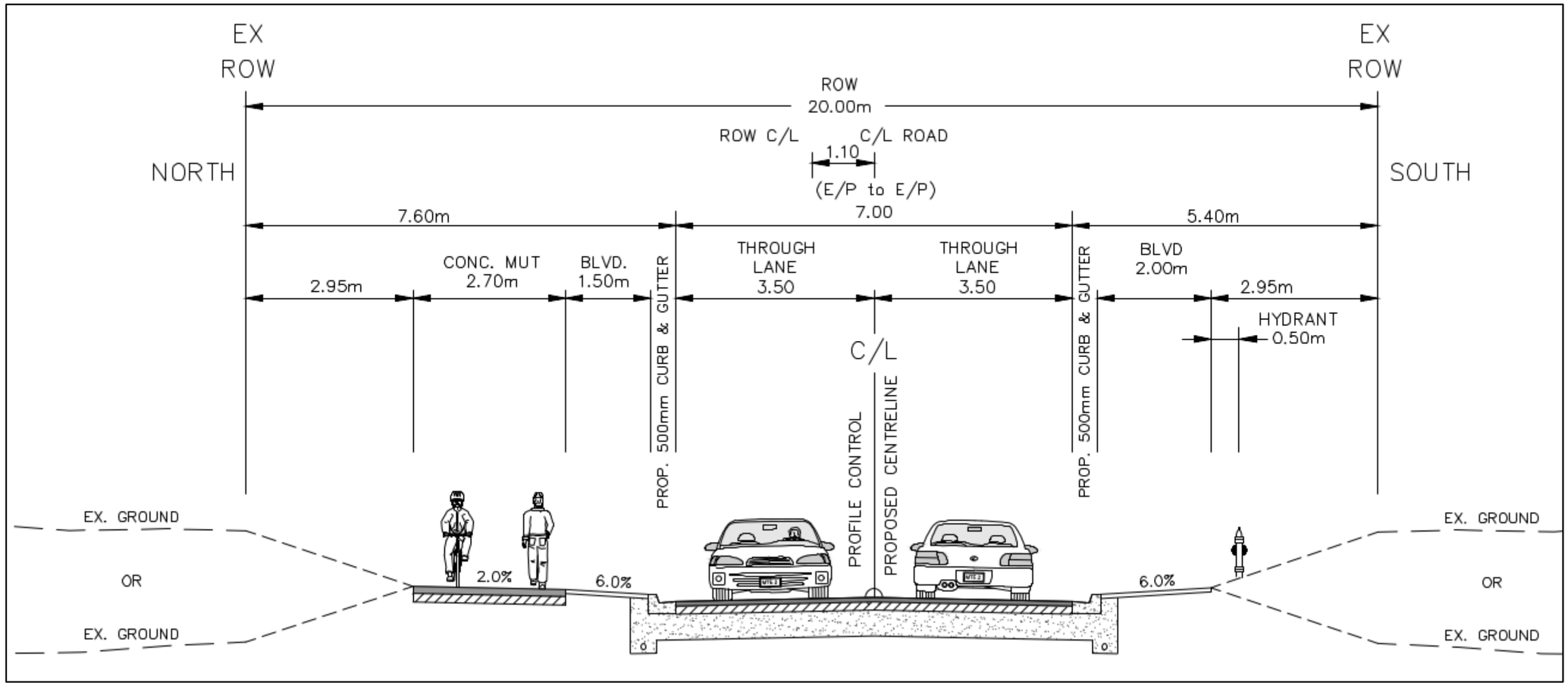
- Using Town standard cross sections, MTE and Town prepared several alternatives, and presented them to the public for feedback (May 2019).
- Standard Urban Road Standard cross section was preferred.
- All rural standard options resulted in ditching that extended into private property
- Council requested that additional alternatives (non standard) be considered



2019 Town Urban Road Standard Cross Section

Project History

- Cross section including 3.5m lanes, 2.7m multi-use trail (MUT), curb and gutter was presented
- Narrower cross section to provide natural traffic calming
- Town council approved cross section
- Preliminary design was completed April 2021
- Detailed Design commenced August 2022



Non-Standard Urban Cross Section - 2019

Project History

PIC#1 - July 11th
& July 13, 2019
Design alternatives presented

Committee of the Whole
October 28, , 2019
Public Feedback from PIC
Direction from Council to Explore Hybrid Alternative

Committee of the Whole
June 2, 2020
Hybrid Option 3 Selected by Council

Preliminary Design Completed April 2021

Detailed Design Commence
August 2022

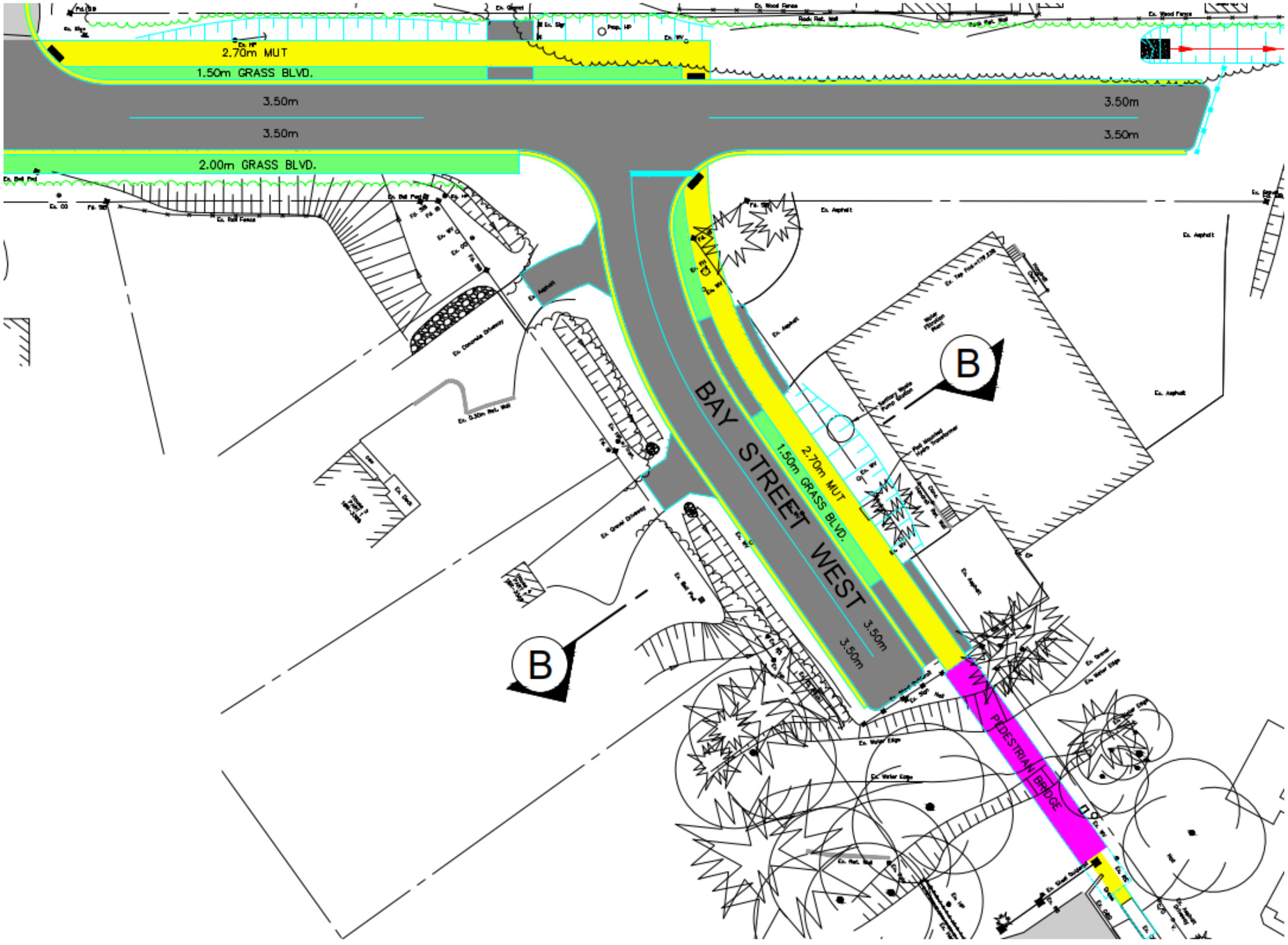
PIC #2
October 5, 2023

Construction Commence
Spring 2024

Preferred Cross Section

- Curb and gutter with storm sewers have reduced cross section width – avoid wide ditches
- Multi-use trail provides safe path for cyclists and pedestrians, keeps cyclists off roadway
- 2.0m boulevard on south side provides space for snow storage
- Grading impacts are mostly contained within the Town's right of way

Preferred Cross Section



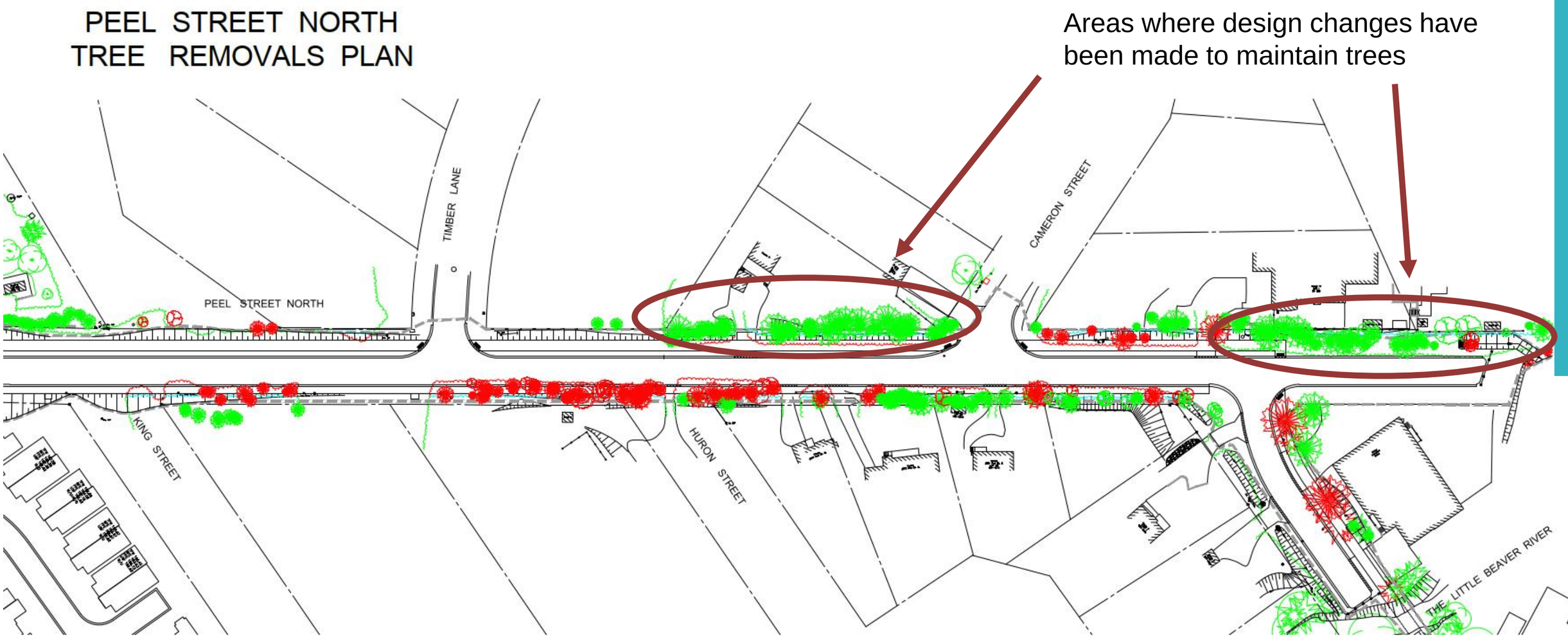
Peel Street North Road Reconstruction

Utility Relocations

- Accommodating the road reconstruction requires relocating hydro (EPCOR/Hydro One)
- Lowering of infrastructure (Bell, Enbridge)
- Hydro relocations will take place ahead of construction (fall/winter 2023)
- Utility relocations will affect some existing trees

Peel Street North Road Reconstruction

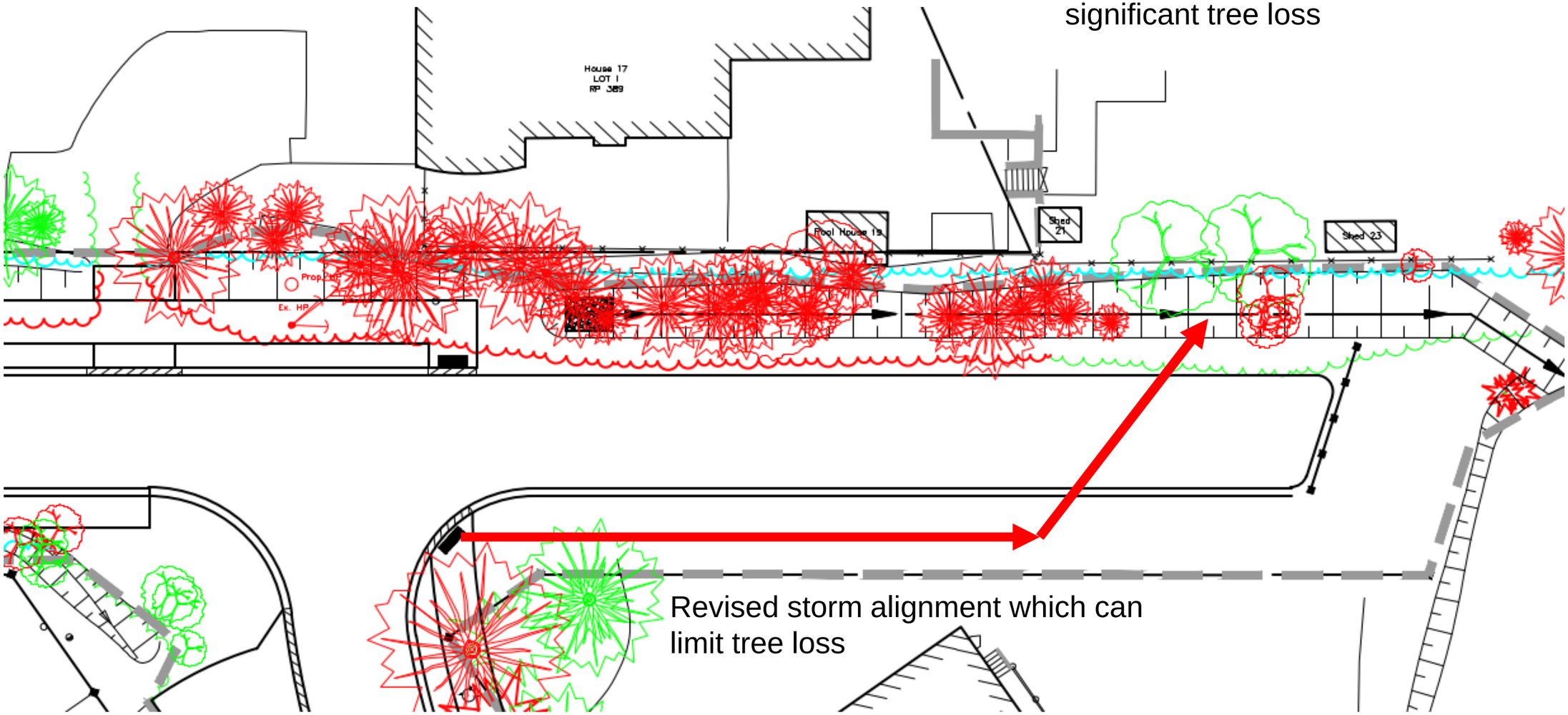
Tree Impacts and Removals



- Tree inventory was completed, trees in red are to be removed, green will remain
- Tree removal is a result of hydro relocation and grade changes associated with reconstruction
- Tree removals will occur ahead of construction (winter 2023/2024)
- Complete Tree Preservation Report is available on Town website

Tree Protection Measures

Previous drawing showing ditch on north side of Peel Street, causing significant tree loss

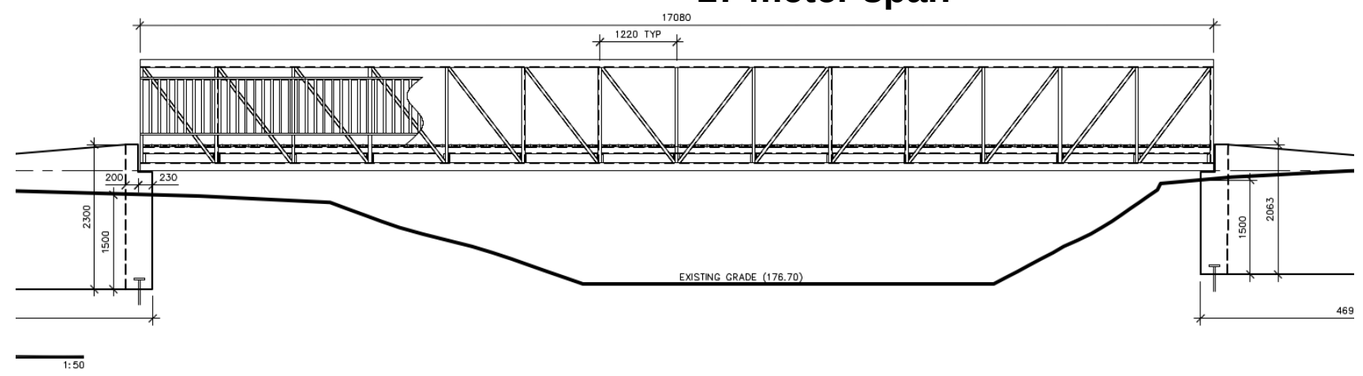


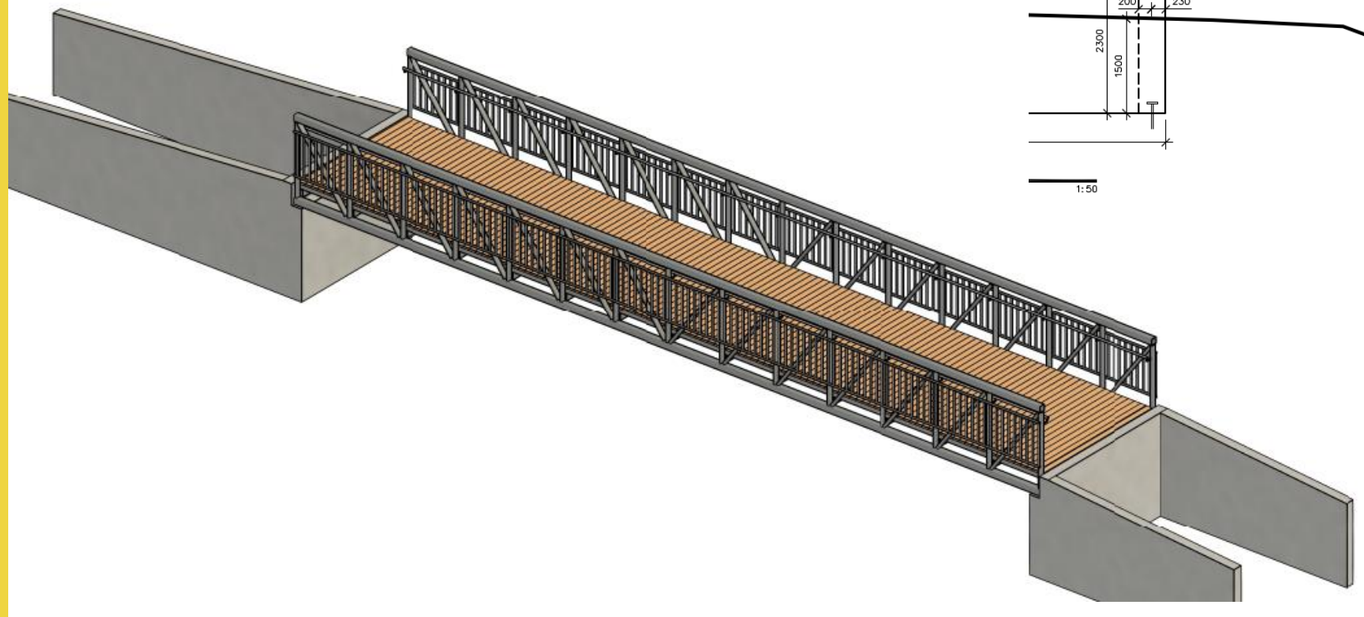
Orange vinyl fence will be installed to delineate the Tree Protection Zone
Tree protection fence shall remain in place until all construction work is complete
No equipment shall be stored within tree protection zones

Pedestrian Bridge

- One objective of Town's Transportation Master Plan is to create connectivity for Active Transportation Network
- Pedestrian bridge connects pedestrians and cyclists across Bay Street W.
- 3.0m wide, 17m long across Little Beaver Creek
- Bridge to be AODA compliant (Meet all accessibility requirements)
- Suited for winter maintenance
- Vehicular traffic will be prohibited (Guarded with bollards)

17 meter span

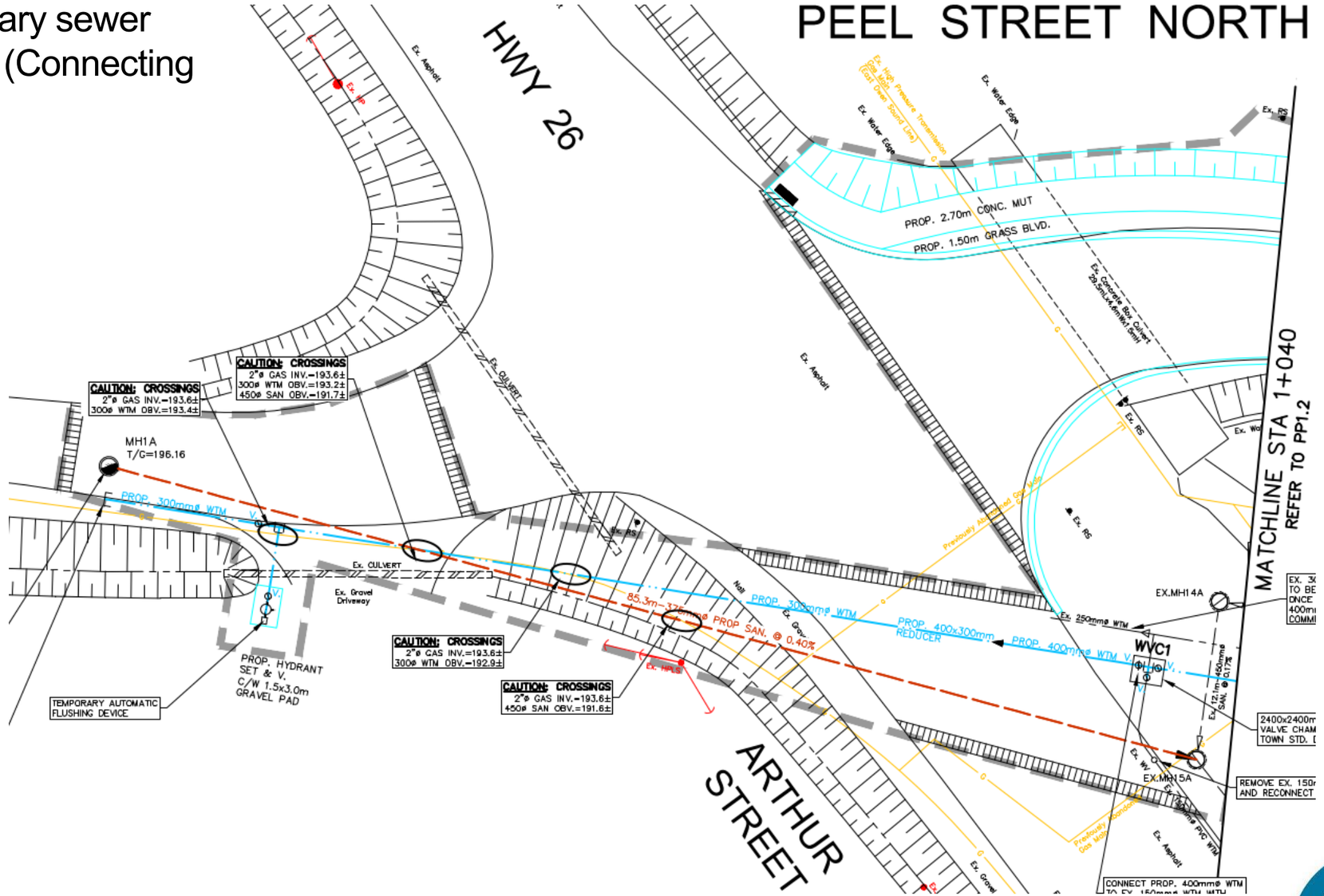




Approximate Cost $295,000

Peel Street South Service Extension

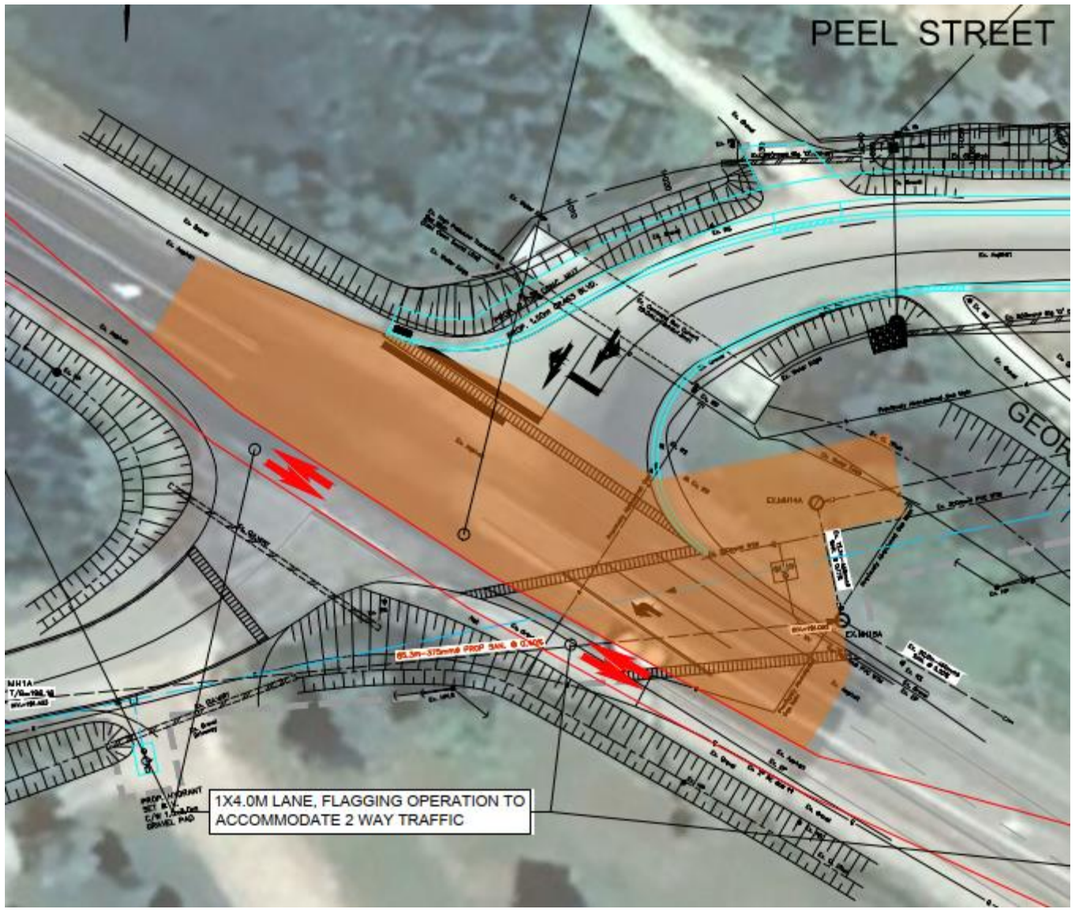
- Included in the reconstruction of Peel Street is extending watermain and sanitary sewer across Arthur Street (Connecting Link to Highway 26)

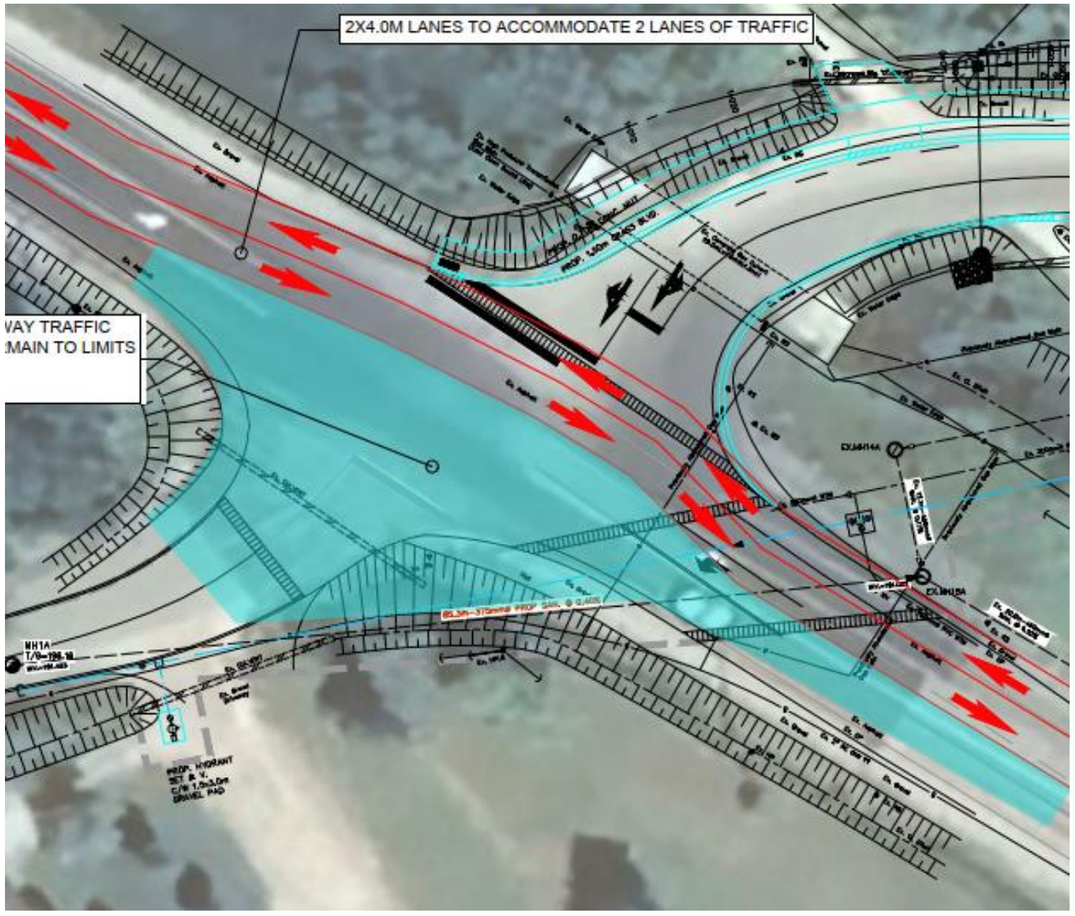


Peel Street North Road Reconstruction

Construction Timing and Impact

- Construction is expected to begin in spring 2024, and will run through to fall of 2024
- Peel St. will be fully closed during construction, with local access only.
- Access to Timber Lane, Peel St. and Bay St. will be maintained with detours.



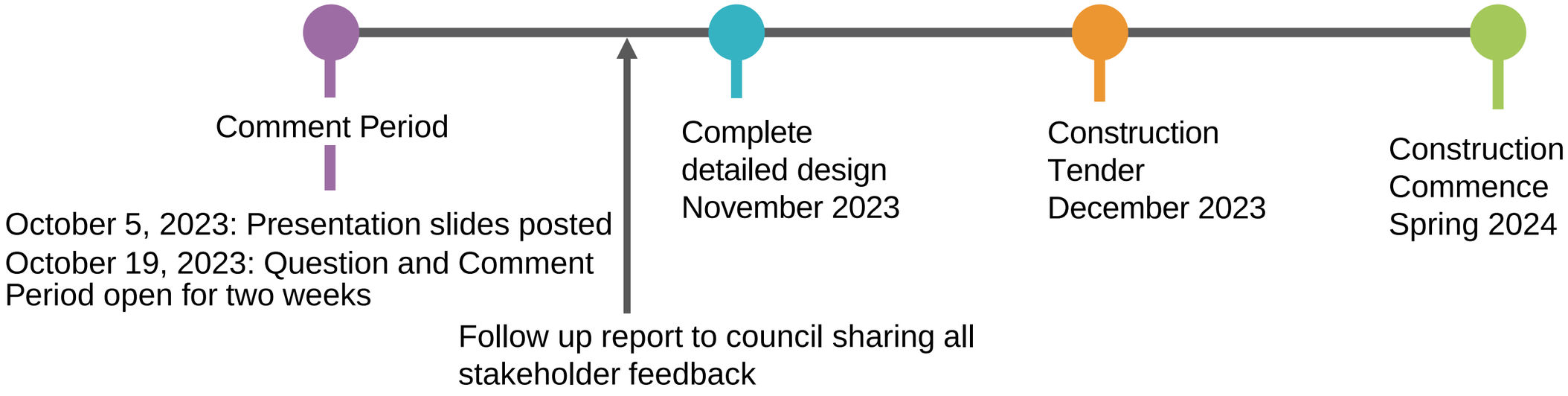


Service crossing will impact traffic on Highway 26. Crossing will be open cut and in 2 stages

Summary

Criteria	User Benefits	Other Benefits
Vision	Facility for pedestrians and cyclists. Enhanced connectivity	Meets overall objectives of Town for greater connectivity and encouraging active transportation
Social Environment	Reconstruction will eliminate dust from existing gravel road	Enhances the active transportation network Reduced impact of dust on local residents
Safety	Reduced lane widths will limit driver speeds, and act as natural traffic calming Additional of lighting will improve safety for all users at night.	New road with curb and gutter, as well as a newly paved roadway will lead to a safer experience for all users.
Traffic Operations	Narrower lanes will lead to lower overall speeds.	Road improvements will allow Peel St. to carry increased traffic due to development
Costs	Capital costs are Development Charge driven	Reduced long term maintenance costs of urbanized road versus existing gravel road.

Questions, Comments & Next Steps



Michael Campbell
Town Project Manager
Town of the Blue Mountains
32 Mill Street
Thornbury, ON N0H 2P0
Box 310
519-599-3131 x275

Vince Pugliese, P.Eng., MBA, PMP
Consultant Project Manager
MTE Consultants Inc.
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9
519-743-6500 x1347

[Peel Street North Reconstruction | Town of The Blue Mountains, ON]

Website will contain frequent updates on construction

Town of The Blue Mountains
32 Mill Street, Box 310
Thornbury, ON N0H 2P0
Phone: 519-599-3131 Fax: 519-599-7723
www.thebluemountains.ca

Date: November 3, 2023

Re: Peel Street North Reconstruction Project - Public Information Centre #2

This memo is intended to provide a summary of the questions, comments and answers that were received prior to, or asked during, the Public Information Centre (PIC) held on October 5, 2023. The PIC was held virtually on Microsoft Teams from 5:00 p.m. to 7:00 p.m. A total of 43 individuals attended the meeting.

Included below is a summary of the primary themes heard throughout the PIC, as well as a table with the verbatim written questions and comments that were submitted before and after the meeting. To see all of the questions and comments that were brought forward during the PIC, please view the full recording of the meeting.

1. **Traffic control at intersection of Highway 26 and Peel Street**
   Attendees were seeking more information regarding the potential for there to be a right-hand turn lane added on Highway 26 to access Peel Street North, as well as a traffic light added at the intersection of Highway 26 and Peel Street.

   Town Response: Traffic light or intersection upgrades have not been included in the scope of this work. As a portion of that intersection is the provincial Highway 26, the Ministry of Transportation has a set of specific parameters that would need to be met to warrant the installation of any intersection upgrades. Residents interested in having traffic control measures installed could fund a traffic study to determine whether or not a set of lights is warranted. However, this process would take some time, and would not be completed along with the reconstruction project. The Town could also consider extending the Connecting Link out to the 11th Line and lowering the speed limit to 50 km/hr. With the increased traffic associated with the planned Campus of Care, this could help with traffic management throughout this area.

2. **Cross section layout and traffic calming**
   Attendees had comments regarding multiple aspects of the cross section. These included comments on the width of the vehicle lanes, shoulders, boulevards, lighting and the multi-use trail (MUT). There were also inquiries about other traffic-calming measures such as islands, trees, speed bumps and speed limit reductions.

   Town Response: The cross section has been designed to balance the needs of traffic calming and pedestrian safety within a narrow corridor. Vehicle lanes of 3.5m is the minimum width recommended by traffic engineers, the 1.5m boulevard between the roadway and MUT is required for snow storage and pedestrian separation, and the 2.7m MUT has been chosen to allow for multi-directional traffic on the trail. Lighting is being added to aid in pedestrian safety along the MUT, and will be dark-sky compliant to minimize spillage and light pollution. The primary methods of achieving traffic calming on a roadway are through geometrics. That is why the vehicle lanes have been set at 3.5m and one of the reasons why a barrier curb has been specified. A traffic island would not fit in the right-of-way, trees have not been proven as an effective traffic calming measure, speed bumps present issues during winter maintenance and the geometric elements recommended are considered to be more effective than just lowering speeds limits.

3. **Multi-use trail (MUT) design**
   Attendees had comments regarding multiple aspects of the MUT. These included comments on the surface material, the width, the location within the road allowance and the extents of the trail.

Town Response: The MUT is planned to be concrete to increase durability and service life. The width of 2.7m was chosen as it is the minimum width which would allow two-way traffic that could include cyclists. The trail has been incorporated on the west side of the road so that it picks up the existing sidewalks on Timber Lane and High Bluff Lane. The trail will be installed from Highway 26 all the way through to the new pedestrian bridge that will cross the Little Beaver River at Bay Street West.

4. **Barrier vs. mountable curbs**
Attendees had multiple comments regarding the use of barrier curbs versus mountable curbs. Concerns with barrier curbs included cyclist safety and the "urban" look.

Town Response: Barrier curbs have been selected to provide additional traffic calming by making the roadway feel narrower, as well as to enhance pedestrian safety on the MUT by creating a physical barrier between the roadway and the trail. Barrier curbs also stand up better to winter maintenance activities, assist with stormwater management by creating a defined overland flow route in the case of severe weather events and reduce boulevard damage caused by plows and vehicles parking off the road.

5. **Boulevard maintenance**
Attendees questioned who would be responsible for maintaining the new boulevard that would be created between the MUT and the road surface.

Town Response: Although boulevards throughout the Town are located within the municipality's right-of-way, it's understood that maintenance of the boulevard is the responsibility of the private property owner that fronts the boulevard. In this case – given the size of the boulevards being created and the fact that this is a significant change to existing conditions – the Town can investigate low-growing surface coverage solutions that will require less maintenance from property owners. Depending on the surface cover selected.

6. **Tree removals and tree replacement plan**
Attendees had questions regarding the replanting plan and what measures would be in place to protect trees during construction.

Town Response: Peel Street is a Development Charges road which calls for deciduous trees planted every 16-20 metres on centre. A planting plan will not be finalized in advance of the construction tendering, but the Town will be working with its consulting engineer to find some areas where replanting could be possible within the right of way. Once construction is nearing completion, the Town will engage an arborist to assess conditions and select trees that could work within the constraints of the area. The Town and its consultant will have an inspector on site to make sure that only the necessary trees are being removed. All remaining trees will have tree protection zones put in place as outlined in the tree preservation report.

7. **Stormwater management capacity and design considerations**
Attendees were looking for more information regarding the design capacity of the storm sewer system, as well as overland flow routes.

Town Response: The stormwater system has been designed in line with the Town's standards. In the case of a significant weather event, the overland flow route would be maintained within the road surface by the barrier curbs. A speed table is also being investigated for the trail crossing at Cameron Street to keep overland stormwater flowing towards the Bay.

8. **Design capacity of pedestrian bridge, and winter maintenance and snow removal on MUT**
Attendees questioned whether the pedestrian bridge would be engineered to withstand the weight of snow removal equipment, and whether that meant sidewalks on Timber Lane and High Bluff Lane would

begin to be plowed in the winter.

Town Response: The expectation is to treat the MUT trail and the bridge in the same way as a sidewalk for winter snow removal. Staff are in the process of bringing forward a proposal through the 2024 Budget that would extend the level of service for snow clearing out to the construction area and connecting streets.

Written Comments Received

Rick Greene Emailed 9/14/23	Unfortunately, I will be out of the country and the time change may not make it possible for me to participate in the meeting by Zoom. I have a couple of questions regarding storm water management. What is the design capacity the management of storm water within the proposed underground storm sewer system (1 in 5 year storm, 1 in 100 year storm, other ?) If storm water for 1 in 100 year storm exceeds the design capacity of the proposed underground storm sewers, will the "excess" storm water be contained by curbs on the street and run down to Georgian Bay (and not flow overland)? If flow overland is expected, please clarify where this to happen.
Jonquil Foster Emailed 9/15/23	I have looked at the attached drawings and trying to see if there is a right turn lane off Highway 26 onto Peel Street North. At this time there is no right turn lane but I think it would be a good idea to put one in. There are many times that we are making a right turn giving drivers behind us plenty of warning but they decide to pass us in the left turn lane that is on Highway 26 which is very unsafe.
Mia Klein Emailed 10/2/23	Hopefully, we will have a traffic light at Peel Street soon. I've witnessed families with baby carriages and toddlers struggling to cross the busy highway. It's dangerous right now for pedestrians with the speed and the number of vehicles on Hwy #26 around Peel Street. The traffic has increased considerably over the last few years and at certain times of the day it is very difficult to make a left turn. The Georgian Trail attracts pedestrians and bicyclists who need to get across to the opposite side of the highway. I'm also concerned about the safety of seniors and disabled people on scooters trying to cross Highway #26.
Veronique Ponce Emailed 10/4/23	At the last meeting I attended in 2019, I was told that : ''the pedestrian trail will be separated from the road by a row of trees''. That is the answer I got when I worried about the lack of shade when walking to town in the scorching heat of summer. It was also going to make the street visually narrower and much more appealing for all users. Now the trail is a concrete sidewalk, and the row of trees is a strip of grass!! What happened? Since when grass provides shades to slow users? For people who live on or close to Peel St North, all amenities are within 10 to 15 minutes walk : pharmacy, grocery store, market, coffee shops, fitness class and yoga, clothing stores, Home Hardware, BVO, community center, etc. The goal would be to encourage people to walk or cycle and leave their car at home to get the newspaper, not discourage them. The current design that is being offered looks like a suburban road, all concrete and grass, devoid of any interest, with cyclists and pedestrians an afterthought. If we truly want to link the Georgian Trail to a pedestrian bridge further down on Peel, then we have to expect double or triple foot and cycle traffic from Spring to Fall. Let's plan for it intelligently. We've got only one chance here! The edge of the 'trail/sidewalk' proposed is particularly dangerous for cyclists. I have hit one of those a few years back and went flying over the handlebar! Another time, a friend of mine was not so lucky : her helmet broke in two pieces under the shock and she suffered a bad concussion. This design is very dangerous and is not being used any longer in Toronto because of the number of accidents. You need a smoother transition between trail and road. And we do need trees, real trees, especially if you are going to remove so many on either side to realign the road. Collingwood is waking up and wants to force developers to plant bigger trees for a larger canopy. But Thornbury is ok with grass…? Road 'improvement' does not have to be an ugly soulless thing. Increasing density does not have to be all in concrete either. We are building for a future, which is most likely going to get hotter and will need to rely less on cars. Let's have a vision. Could we please make Peel St N an example of what the roads of the future could be for all users equally, keeping in mind the changing climate?
Paul and Paige Richmond	A set of plans for the Reconstruction of Peel Street was completed and presented at a PIC in 2019. I will refer to those plans as the 2019 plans throughout this document. Because of negative feedback from the PIC, rather than approving those plans, council voted to have the plans revised to better address

Delivered 10/4/2023	community concerns. The result of that work was released for review in 2020 as CSOPS.20.023. It presented 3 options for moving forward. Option 3 was the unanimous choice of the community because: • It reduced the width of works sufficiently to minimize its impact on the surrounding forest corridor. • It replaced the white concrete sidewalk with a multi-use trail (MUT) that everyone assumed would not be white concrete. Nevertheless, it was immediately obvious the MUT solution as configured, would deliver an unacceptable level of risk to cyclists. • The MUT would exceed Toronto's maximum slope for safety of 5%. (The current plans indicate 5.5%) • The reduced roadway lane widths and barrier curbs threatened the safety of cyclists using the road. Although the Option 3, Option Comparison Sheet reads 'Cyclists should use the trail rather than the narrow road', no one thought that other than an occasional cyclist would ever do so. Everyone thought an MUT would never be the preferred choice of a cyclist through multiple residential blocks, adjacent to a lightly travelled, continuous, paved roadway. The question to be resolved was how to best redistribute the width of works between the MUT and the vehicle lanes so as to provide the highest level of safety and convenience to both pedestrians and cyclists. Subsequent discussions indicated increasing the lane widths to 3.8 m and reducing the width of the MUT to 2.1 m was acceptable to all, as long as mountable curbs were installed. The increased roadway width was confirmed to provide an acceptable level of safety by cycling on High Bluff Lane which has a virtually identical profile, 3.75 m lanes with 450 mm mountable curbs. The reduced trail width in asphalt remained wide enough to support the trail concept without looking like a sidewalk. • Although a white crushed limestone surface, similar to other trails in Thornbury was everyone's preference, it was recognized the steep slopes would make erosion an ongoing maintenance cost. Asphalt was OK. • The width of 2.1m matched the width of some sections of the white limestone trails in Thornbury and like those trails, grass on both sides of the travelled area would provide lots of room to get out of the way of reckless and out of control cyclists. Except for the surface and slope, the resultant MUT was recognized to be very similar to the heavily travelled section of the Georgian Trail that connects the Bud Powell Pedestrian Bridge to Highway 26, behind Canadian Tire in Collingwood. That section has a 2.1m wide white limestone surface surrounded by grass. The principal objectives of the community dating back to 2019 had been met. • The forest corridor was protected. • The cement sidewalk was gone. • Ruralism would be preserved.

Unfortunately recommendations related to the above did not make it into the current plans which I will refer to as the 2023 plans throughout this document. The 2023 plans still have 3.5m roadway lanes and a 2.7m MUT.

Over the past 3 years, much has changed.

- Cycling has become extremely popular, and e-bikes now make cycling an option almost everyone can enjoy.
- MUTs which promised to be a recreational delight in 2020 are now less favourably viewed because of the increasing risk of collisions they pose, between cyclists and pedestrians.
- Timber Lane is now almost fully built-out. The project has many more stakeholders.

Over the past 2 weeks the current 2023 plans have been the subject of discussions between those that made the earlier 3.8m proposal and those that have subsequently become members of the community.

On September 30th (last Saturday) at 4 PM about 20 members of the current community got together on Peel Street at 4 PM, to re-assess the 2020 recommendations and to discuss what would be ideal today. Measuring rods were fabricated in advance, in 1x2 spruce, in the lengths required to represent potential widths of the components of the project cross-section, grass, trail, boulevard, road lanes and curbs and gutters. These were painted grey for asphalt, green for grass and white for concrete. Community members were able to visualize the road and rearrange the components to explore options.

This exercise confirmed community recommendations in 2020 are still optimal and the current 2023 plan width is the maximum advisable.

It was agreed 3.8m should be wide enough for the safety of cyclists given the fact the area the road serves is almost fully built-out and any future increase in the volume of vehicular traffic will be minimal. It was agreed the 3.5m narrow lanes still posed a risk to cyclists in excess of their contribution to speed control.

If cyclists indicate 3.8 lanes are still too narrow, it was agreed the asphalt trail could be reduced to 2.0m and still serve the community's interest in keeping it looking like a trail and not a sidewalk.

The boulevard was discussed at length. It was agreed the boulevard could be reduced to 1.0m in width and still serve to adequately separate the trail from the roadway and provide sufficient room to accommodate snow from a road plow. Timber Lane residents also wanted assurances that the boulevard will be properly maintained by the town, either directly, or by funding a portion of their lawn maintenance costs.

On a technical note, the position of the west curb and gutter of the northbound lane can stay as is, which should minimize changes to the drainage layers.

North of Cameron Street

The document approved by Council for the development of the current 2023 plans (CSOPS.20.030} contained only the following single paragraph regarding this area.

> *North of Cameron Street a modified rural road section with a sidewalk is proposed for the remainder of Peel and Bay Street West up to the Little Beaver River. This section of the project is not funded by Development Charges. The ditches in this section will convey the storm water collected on Peel to Georgian Bay and the Little Beaver River. The sidewalk is possible because a ditch can be eliminated across the frontage of the WTP, the storm water drains to the bay and the river from the site.*

The current 2023 plans are a far cry from that statement. It continues the MUT concept north of Cameron which delivers significant risk and environmental cost.

- On Peel Street the maximum pathway slope is 7.5% which exceeds by 50% the maximum recommended slope for an MUT, for safety, before factoring in the crossing of a blind driveway.
- On Bay Street it results in having to destroy two 40 year-old white pines that have the potential to absorb carbon and beautify this area and this section of the trail for the next 100 years.

Bay Street currently meets Peel Street at an angle. Because visibility approaching the merge is unobstructed, and as traffic from the back parking lot of the Water Treatment Plant is almost never encountered, driving through the intersection without stopping is both safe and efficient.

The 2023 plan continues barrier curbs to the waterfront and curves Bay Street towards Georgian Bay in order to meet Peel Street at right angles. The street markings indicate a full stop. This would be inconvenient to say the least and especially inconvenient for:

- transport trucks maneuvering to back up Bay Street to deliver to the plant.
- garbage trucks who use the circular access to Peel Street to turn around.
- fire trucks who back up, sometimes side by side, to take on water from the river, then use the circular access to the north end of Peel Street to accelerate before reaching the maximum 8% roadway slope up to Cameron Street.

The circular access to and from Peel Street around the island of trees should be retained.

The 2019 plan made none of the above changes. In addition:

- It terminated curbs and gutters on Peel Street at the bottom of the hill, before reaching Bay Street on the Bay Street side.
- It did not include curbs and gutters on Bay Street.
- The historic rainfall event of April 5, 2023 confirmed the current slope and drainage profile of Bay Street can handle any storm.

The sections of the 2019 plan that covered this area, were challenged in 2020 only because they included sidewalks that were deemed unnecessary.

The current proposal would likely suit every stakeholder if the sidewalks were removed and the Bay Street roadway was returned to its position in the 2019 plan, without curbs and gutters. The sidewalk along Bay Street in the 2019 plan also served to direct stormwater runoff in the direction of the Little Beaver River. A curb along the north side of Bay Street could be installed to provide the same function. To match the current road, the width of the planned road would need to be increased from 7.0m to 8.0m and its centreline located 15m in front of the Water Treatment Plant.

The west side of Peel Street north of Cameron could be widened and a fog line used to indicate the portion that is roadway and the portion that is trail, but even that provision may be hard to cost justify. Peel and Bay streets are dead-ends. They serve only 3 private residences and the Water Treatment Plant. There are seldom more than 15 vehicle movements per day and vehicles on Bay Street seldom travel more than 10 km/h. It is perfectly safe to walk along the road for the 138 meters from the proposed pedestrian bridge to the trail continuing offroad at Cameron.

The west end of the bridge is proposed to end within a meter or two of the Water Treatment Plant driveway which is 11m wide and would serve to smoothly transition trail traffic from the bridge to roadway.

South of High Bluff Lane

The 2023 plan has reduced the lane widths in the 2019 plan from 4.5m to 3.5m to accommodate the MUT and the boulevard. This has forced Peel Street to intersect with Highway 26 closer to Thornbury.

	Because the stop lines in the 2023 plans do not align the traffic lanes across Peel Street at Highway 26, the intersection is one of the elements of the plan still under design. The 2019 plan works because it has only a 1.5m sidewalk and a 1.5m boulevard along Peel Street between High Bluff Lane and the Georgian Trail and eliminates both between the Georgian Trail and Hwy 26. Peel Street north is able to swing far enough west and Peel Street south is able to swing far enough east to align the lanes at right angles to Hwy 26. The 2019 plan intersection design can be applied to the 2023 plan if the MUT is reduced to 2.1m and the boulevard is reduced to 900mm between High Bluff Lane and Georgian trail. Between the Georgian Trail and Hwy 26 a boulevard is not required and the width of the MUT may be constrained by the intersection design. Lane alignment is a design priority which the design of connected roads and their related passageways must respect. At no time has the community requested a reduction of the width of Peel Street south of High Bluff Lane. It was assumed the road would be tapered from 4.5m to 3.8m north of High Bluff Lane. The intersection at Hwy 26 has to be as wide as possible for safety until a turning lane is installed. The current proposal does not include the turning lane that has been requested by the community for years. Turning from Hwy 26 westbound to Peel Street northbound can be hair-raising. To make the turn successfully while obeying the law by not crossing the white line that defines the boundary of the high-speed lane, requires decelerating to at most 25 km/h. This creates a speed differential with accelerating following traffic of 50 km/h or more. In order to permit escape from following traffic, the shoulder has been paved close to the intersection which has been a life-saver. Nevertheless, a paved shoulder is not a substitute for a proper turning lane. A proper turning lane should be included in the project. The paved shoulder is 2.5 m wide. It needs to be widened only 1.0 m to define a proper lane boundary. Additional shoulder would have to be provided and the post and cable barrier would need to be repositioned accordingly. **To Wrap Up** The issues involved are too complex to properly address at a virtual PIC. At least one additional in-person PIC is required to permit community members to freely interact. Community concerns related to the bridge and intersection design are unlikely to be resolved via Teams.
Ann Joyner Emailed 10/5/23	Good evening Jason and the Peel Street Reconstruction Team. We attended the meeting tonight and found the presentation well organized and informative. We live on Cameron Street and submitted a number of comments after PIC 1 and are pleased with the number of changes you made and particularly the hybrid option, night sky lighting, minimizing environmental damage, accommodating multi-use, improving safety. We have a few comments on the proposed design below: • We strongly recommend the use of native/pollinator species in the boulevard strip in the multi-use trail and in replacing any trees. A low growing perennial grass, clover or pollinator flower mix would be great and reduce maintenance requirements for the boulevard. My husband and I work with Pollinate the Blue Mountains and are enjoying the collaboration with the Town on a number of new pollinator spaces in town. Advancing the pollinator species to streetscapes would be a great next step. The Pollinate the Blue Mountains group and the local Master Gardeners would be happy to volunteer ideas and examples from other municipalities if this would be helpful. (I am a Master Gardener too). We have personally had good success with a microclover for grass replacement and also white clover over our septic on Cameron St. • We would like you to consider speed bumps for traffic calming as an option on Peel St. to address the obvious concern about safety we heard tonight. It will be more efficient to build them into the design now than to add them later.

	• We agree that careful marking and monitoring the tree cutting process with be essential • We would support expanding the 50k limit west past Foodland to Peel St. • We have some safety concerns with diverting so much traffic to the 10th line and then across the Highway during construction as this intersection is dangerous due to speeds and so much traffic turning into Goldsmiths. Extra signage, lower speed limit might help during construction on Highway 26. Maybe there are other options? • We think we heard you say that construction on the utilities on Peel will start this fall. Is this correct? Please confirm that you have received this email and sent it to the Peel St. team for consideration.
Arnis Pukitis Emailed 10/14/23	I watched the virtual public information session on the Peel Street Reconstruction project last week. I feel it provided good information and offered opportunities for public input. I was part of the first session back in 2019 when most of the respondents were disappointed as the Town chose their own urban street option, rather than the rural street option that public input vote preferred. The current proposal is a combination of the two and I think will accomplish what we residents of the area want to see (I live on Cameron St.). I have two suggestions that might help address two issues that came up in your public meeting: 1. There will be a lot of disruption of traffic flow for residents of the area during the construction phase. I suggest building the pedestrian bridge across Little Beaver Creek right away in the project so that Cameron St. and Timber Lane residents have an option for getting into town. We often walk or bike, so do not have to take cars. Building it at the beginning, even if the road is mot done will give people an option. 2. Traffic calming/speed was a big topic of conversation. Your choice of hard curbs, rather than gentle ones is to create a feeling of constraint that will force drivers to slow down. Speed bumps were suggested, but another option is to have a texture feature like pavers that draws attention to speed. Below is a picture of a city street with that in place. A small section, say at the intersections would draw driver attention to their speed.
Catherine Sholtz Emailed 10/15/23	As you are aware I pointed out at the PIC that MTE's Tree Impacts and Removal slide contradicted the Tree Preservation Report (TPR), which identified 11 mature trees on our private property to be removed. It is our understanding from the presentation and your discussion that the TPR was only a draft and that the Operations Department, together with its Consultants, will now be revisiting this report to minimize or remove reference to all the identified mature trees (over 50 years old) on our private property. We will also note that that there are a number of trees on our property that have large branches and root systems that may encroach on the existing road allowance. Any potential cutting/removal to these trees must be identified and also considered in the revised TPR. When will this revised TPR be completed and available to us? We assume that any changes being made will be brought to our attention before being submitted to Council for their approval. If any WORK is still required on or near our property line after the revised report is completed, then we would expect that a survey will be completed to confirm the right-of-way, as recommended in the TRP. Further to Michael's correspondence to you on September 13th, 2023, it appears that there are still several uncertainties that need to be resolved before any WORK is allowed on or near our property line. At this stage, we are still going to insist on a "Permission to Enter" Agreement that will allow you to carry out the WORK as determined by your final designs and will also protect us against any loss or damages to our property i.e. trimming of large overhanging branches from our trees that may encroach in the Town's ROW, back filling and impact on the root systems, removal/relocation of large boulders, and any other matters that may result in damages and/or loss in value to our property. The Agreement will include a

	clause specifying the type and method of compensation should there be any removals and/or damages caused by the WORK.
Catherine Sholtz Emailed 10/15/23	Michael and I are writing to you as a follow-up to the PIC re: Peel Street North Reconstruction Project held on October 5th, 2023 and ask that our comments be included in the PIC Summary of Comments Report to Council. I pointed out at the meeting that the maintenance of the 1.5m wide grass medium being proposed along our entire 73.26m road frontage and approximately 5.66m south (or 18.56 feet) or beyond our property line is considered unworkable for us to maintain, especially considering our age and the lawn equipment that we own. The total area of this medium would be over 1,100 sq. ft (109.89 m2) and this area would be considered unreasonable for any property owner to maintain, especially without a written contract outlining the liabilities associated with this Work i.e. crossing the MUT and hitting someone with the lawn mower or a pebble, etc. It was suggested at the meeting by a neighbour that drought resistant planting would be a better choice and should be considered. I'm sure there are also other options. The MUT, the width of the road at 7.0m (3.5m per side) and the barrier curbs are considered questionable and of concern to a number of us who have lived on Peel and Cameron Streets over the past 30 years or more. **With regards to the MUT:** Some cyclists and most likely most, which you even admitted in the PIC discussion, would continue to use the road instead of the MUT. We believe this to be true because sharing a trail that includes pedestrians can become dangerous based on the number of bikers that ride together, the type of bikes being used including electric ones, and the speed which they travel at, especially going downhill on Peel Street. Also, Michael walks the Georgian Trail quite often and has experienced first hand the number of near misses between cyclists and pedestrians that could have resulted in serious injury. Michael has also had many discussions on the trial with single walkers and families about how dangerous it has become for pedestrians over the past few years. We note that the MUT is now being proposed as 2.7m wide white concrete sidewalk (2.7m vs 1.5m). After, numerous objections by the many members of the community, the previous Council agreed to remove the urban concrete sidewalk from the design plans and replace it with a more rural MUT. The community and Council, at the time, were never told that the 1.5 m concrete sidewalk would be just replaced by a wider 2.7m concrete sidewalk and called a MUT. Other than maybe longevity, there are no other reasons why the MUT cannot be asphalt or similar to the construction of the road. An asphalt road has durability and is snow cleared in the winter on a regular basis by massive trucks compared to a sidewalk which is cleared by smaller snow removal equipment. An asphalt MUT would also blend in better with the rural community rather than display a larger urban concrete sidewalk that does not provide any rural charm. A greater issue is whether maintenance of a concrete MUT in this area would be justified considering the additional construction costs to the taxpayers and lack of winter usage by the residents in newer surrounding subdivision roads constructed west of the Little Beaver River. **With regards to the width of the road at 7.0m (3.5m per side)** You advise us that the narrow width of the road being proposed is to create "traffic calming". Your arguments are based on the hope (without providing any factual data) that cars and trucks will reduce their speed (below 50-60 km/hr) because of the narrow width of the road at 3.5m. We have lived on this gravelled road for over 30 years, and I can assure you that most drivers and especially trades' people who travel on Peel Street are not bothered by the existing dust-ridden gravelled potted road and will continue to speed beyond the posted 50 km/hr on a newly paved downhill road. More than likely, most will just drive down the middle of the road until another car or a cyclist comes in the opposite direction. The narrow width of the road without any shoulders and/or mountable curbs provides a trap for cyclists if confronted by speeding cars and therefore provides for an unsafe road.

	With regards to barrier curbs vs. mountable curbs As stated above, without asphalt shoulders and/or asphalt bike lanes on the road, barrier curbs will not easily allow cyclists to escape the danger of speeding and/or out-of-controlled vehicles on a narrow road. Also, barrier curbs will not easily allow cyclists to escape a group of pedestrians or out-of-controlled cyclists on the MUT. Mountable curbs are the norm throughout the Towns infrastructure rehabilitation project along Victoria, Alma, Louisia and Alice Streets. Most of these streets are not even considered cycle routes but it's very clear that this type of curb was the desired standard based on the Community's demands. I can also state based on extensive professional experience in the field of Disabilities and the AODA (25 years of providing training and consultation), that mountable curbs are considered much more accessible to powerchairs, scooters and walkers, etc. Cyclists prefer the mountable curbs vs barrier curbs. The City of Toronto is no longer recommending building MUT's as they present the above concerns and problems that have resulted in injuries and legal action. Further regards to the MUT and the barrier curbs, a lot of emphasis has been put on the fact that a concrete surface on the MUT and the barrier curbs will provide easier access and maintenance for winter snow removal. There may be some truth to your arguments but making changes for snow removal is not an excuse for overlooking the safety and cost benefits that alternative options provide. A concrete sidewalk may provide a longer life than asphalt, but where is the evidence that states that it is easier to plow a concrete sidewalk than an asphalt sidewalk. The road will be asphalt and will take a greater beating in the winter than the sidewalk. These are just some of our comments and concerns which should supplement the many others expressed by our immediate neighbours along Peel and Cameron Streets. We appreciate including the above comments in the PIC Summary of Comments Report.
Paul Richmond Emailed 10/18/23	I have viewed the Peel Street North Reconstruction PIC #2 video and would like the following comments to be considered as you debate changes to the plans currently on the table. At the PIC, 3.5m lanes were promoted by the Town for their contribution to speed control but there was no discussion regarding their major downside, the increased risk of a head-on collision. Ice on a gravel road seldom causes a loss of control but ice on a paved surface on a north-facing slope of up to -5.5 degrees in the path of moisture laden prevailing winds from the north-west over the relatively warm waters of Georgian Bay will exacerbate icing and occasionally cause a vehicle to lose control. Residents of Timber Lane will be turning right from their 4.25m road to a narrower 3.5m road. The tighter turning radius may not be an issue in summer, but in winter, when street markings are obscured and the road is covered with ice or snow, turning in front of a downbound vehicle may cause that vehicle to apply breaking. Should that occur, even in conditions considerably less slippery than ice, that vehicle may lose control. The turning vehicle upbound on Peel will have very little velocity, limited traction with which to increase velocity, and limited opportunity to avoid a collision. Barrier curbs may increase that risk by funneling the vehicles towards each other. The community's recommendation that lanes not be reduced to less than 3.8m did not consider icing because the risk to cyclists alone was deemed reason enough to not reduce lane widths further. As 3.5m lanes are now proposed, the above risks should be re-assessed by the town and residents should be made aware of the results of that re-assessment. Increasing the roadway lanes to 3.8m also provides a safer pedestrian route in winter when the MUT is not cleared of snow and ice. More than one participant at the PIC inquired of the town's commitment to providing that service. Staff pointed out that the town currently provides sidewalk plowing to only a small portion of the municipality and currently has no program for extending that service. If current

analysis indicates further funding is justified and a program is brought forward to council for approving its inclusion in the 2024 budget, that may result in services being extended where pedestrian volumes warrant. Given the few persons who actually walk Peel Street in winter, Peel Street is an unlikely candidate to qualify for that service, even after current volumes are increased by the largest reasonable estimate of pedestrians crossing the bridge. I would predict it to be a political challenge to further enhance those numbers by offering that service to private properties west of the Little Beaver River, without offering the same service to every ratepayer in the Town of the Blue Mountains.

Barrier Curbs vs Mountable Curbs

At the PIC, barrier curbs were promoted by the Town for their contribution to:

- Enhancing the perception of risk delivered by narrow lanes for control of speed.
- Protecting pedestrians from cars leaving the road.
- Directing surface stormwater runoff.
- Helping snowplough operators avoid damaging boulevards and lawns.

While all of the above are true, all of the above taken together may not deliver a level of risk reduction equivalent to that provided by 3.8m lanes bounded by mountable curbs for the following reasons:

- Speed control is a continued concern of residents largely because for many years, any vehicle travelling over 40 k/hr would raise clouds of dust. A wider paved surface with less obvious curbs will somewhat reduce the effect of traffic calming but it will still remain an effective deterrent as 3.8m lanes are still quite narrow.
- Speed control through signage remains a viable if not more effective option.
- The MUT is adjacent to the uphill, southbound lane of Peel Street (relative to the street's definition, not the compass). Vehicles travelling this lane travel at modest speeds because they have come from a full or rolling stop at either Cameron Street or Timber Lane and are approaching a hillcrest which in itself provides a traffic calming effect. The risk to pedestrians of a vehicle leaving the roadway and crossing the boulevard is significantly less than the risk to cyclists in summer and south-bound motorists in winter of being trapped by a barrier curb.
- Mountable curbs in fill areas can provide a satisfactory level of stormwater management even on a greater than ideal slope but the number of catch basins and associated laterals may need to be increased. There may also be a need to flange out the curb from its normal roadway position for a few meters at some catch basins in order to provide an appropriate direction of flow and capture capacity.
- Snowplows will occasion more damage to boulevards and lawns than would likely be caused if barrier curbs were installed. The question is, how does the cost of repairing such damage compare with the risks of staying with barrier curbs? Damage is generally reduced as lane widths are increased. At 3.5m the trade-off might be arguable. At 3.8m safety would appear to win hands-down.

The Width of the MUT

At the PIC it was explained the width of 2.7m is proposed because it enables two-way cyclist and pedestrian passing and is the width of the Georgian Trail close to town hall.

In 2020 the MUT concept was accepted by the community because it promised to restrict the width of works sufficiently to protect the forest corridor. That width was considered to be the absolute maximum however so their recommended increase in the lane widths to 3.8m for the safety of cyclists, required the MUT be reduced by the equivalent amount to 2.1m to stay within the above width of works. As mentioned in my earlier submission, the width of 2.1m was considered adequate to serve as a trail given the projected number of cyclists and pedestrians likely to use it.

The addition of the pedestrian bridge will increase those numbers somewhat but the majority of users will still be local residents and they have not been polled regarding their preferences. Some may prefer the current plan width of 2.7m (8' 9"), but most will concur with the community's earlier

recommendation that a width of 2.1m (6' 10", 40% wider than a standard sidewalk), surrounded by grass, is sufficiently wide to serve as a trail.

The Surface of the MUT

At the PIC it was explained concrete was the proposed surface because it can stand up better to the abuse of winter plowing. It may also have been pointed out that concrete has an average service life of 30 years compared with only 20 years for asphalt. What was not discussed was the reason asphalt has been chosen over concrete as the hard surface installed on almost all of Ontario's MUTs.

- Asphalt can be prepared and compacted to provide a surface suitable for plowing similar to a road surface.
- Asphalt can be installed at a cost of only 50% to 60% of the cost of concrete.
- Asphalt remains somewhat flexible which inhibits cracking.
- Asphalt can be repaired and resealed at a fraction of the cost of repairing cracked concrete.
- Asphalt reflects less light than concrete which makes it less obvious in daylight and preserves dark skies at night.
- Asphalt arguably makes a trail a better recreational experience.

I have advised a number of persons to check out the new 1.9-million-dollar Awen Waterplay Splash Park behind McDonald's in Collingwood, to discover how function and beauty can be delivered by a design that ties a network of trails and recreational resources to an urban core with asphalt.

North of Cameron Street

At the PIC, the Peel Street intersection with Bay Street was referred to as a "bad" intersection at which the roads meet at an angle of 45 degrees. Actually, the roads meet at an angle of 55 degrees which is one of the reasons I would qualify the intersection as an excellent intersection, measured against the fundamental design criteria of 'form follows function'.

This intersection was designed in the late 1970s, in conjunction with the design and orientation of the Water Treatment Plant, the front face of which Bay Street parallels. It has been in service with close to current traffic volumes for at least 45 years and I am not aware there has ever been an accident, notwithstanding the fact the intersection has never had any traffic control signage. The 55-degree angle allows westbound Bay Street traffic to turn onto southbound Peel Street, across the northbound lane of Peel Street, safely and efficiently without stopping.

Vehicles approaching the intersection from Bay Street, have travelled only 28m from a dead stop and are seldom at a velocity of even 10 km/h before approaching traffic from the right is visible over a full 90-degree angle, around and beneath the canopy of the Austrian Pines. As the only source of that traffic is the back parking lot and as the back parking lot seldom hosts more than one or two vehicles per day, meeting a vehicle approaching from the right at that intersection is a rare event. In that event, the remaining 28m to the intersection provides lots of room to let the Peel Street vehicle pass ahead.

The 55-degree angle clearly indicates an intersection at which traffic may cross ahead and positions drivers to see that traffic in lots of time to react accordingly. There is no need to change the angle of this intersection although a stop sign and stop line could be proposed for Bay Street in an abundance of caution.

The geometry of every aspect of the roads and parking lots north of Cameron was designed to serve the operations of the Water Treatment Plant. Proposed changes from the 2019 plans, especially curbs and gutters on the east side of Peel Street north of Bay Street, could impact plant operations, the provision of municipal services, and recreational access to Georgian Bay.

The design of the MUT north of Cameron should be totally re-considered.

	• An MUT separated by a boulevard from Peel Street, between Cameron and Bay Streets would have a slope of -7.5 degrees (downslope), facing Georgian Bay. Ice accumulation, under conditions described above, could deliver serious injuries to unsuspecting pedestrians. It would be a perpetual liability whose construction would require large trees to be harvested and compromise the natural beauty of the approach to Georgian Bay. • There will not be any significant increase in the volume of vehicular traffic north of Cameron as residential areas south of Cameron are almost fully built-out. Well over 90% of today's traffic is occasioned by the sole residence on Peel Street, the 2 residences on Bay Street, and the operations of the TBM water treatment plant. There may be a few more kayakers and paddleboarders driving to the north end of Peel Street, but it is highly unlikely to ever be a tourist destination. • An MUT on Bay Street is not required. Until record-high Georgian Bay water-levels occurred in 2019, by mid-summer the flow rate of the Little Beaver River routinely dropped to the point where it was easy to cross on foot, with or without a bicycle. The behaviour of persons crossing the river is known. Most will continue to walk down Bay Street and up the roadway to Cameron, as they have for many years, because it is perfectly safe to do so. There is too little vehicular traffic, moving at too slow a velocity, over too short a distance to deliver any frequency of encounter or perception of risk, and no reason to walk in any direction but the direction that serves the objective of travel. • Completion of the Pedestrian Bridge over the Little Beaver River will restore river crossings, but walking along Bay Street which carries less than 1/100th of the traffic of the Foodland parking lot, does not justify harvesting any of the Austrian Pines. Austrian Pines are hearty trees that take the brunt of winds coming off Georgian Bay and drop snow like a snow fence, which reduces snow and ice build-up on Bay Street and on the hill up to Cameron Street. Properly protected, they have a potential life-span, over which to protect transit and beautify the area, for the next 100 years. **To sum up:** • there is no justification for installing an MUT on Peel Street north of Cameron other than as an extension to the paved surface, separated by a fog line. • there is no justification for installing an MUT on Bay Street under any circumstances.