

Peel Street North Road Reconstruction

Public Information Centre #2 - October 5, 2023



Agenda

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- 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



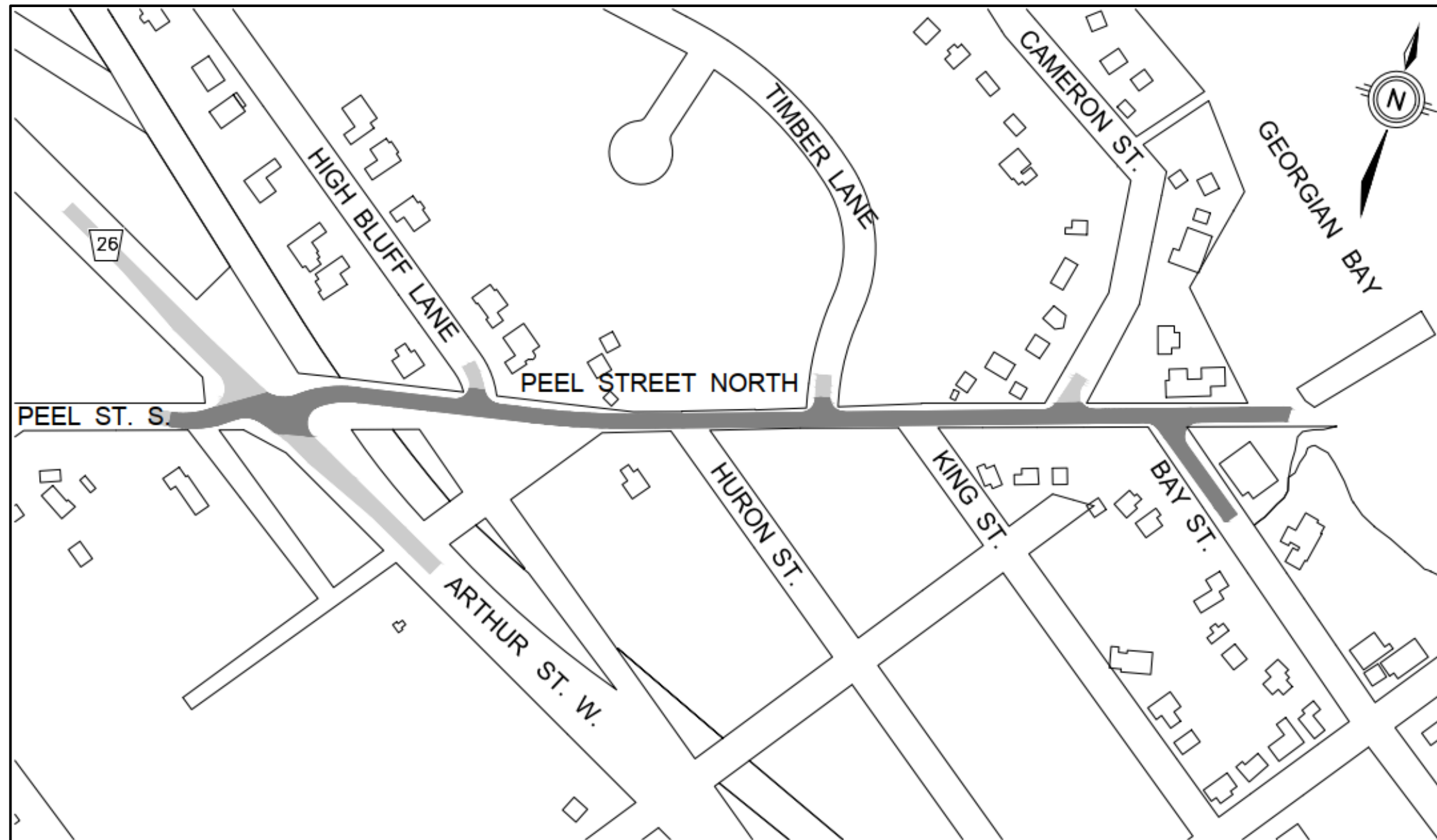
Peel Street North Road Reconstruction



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

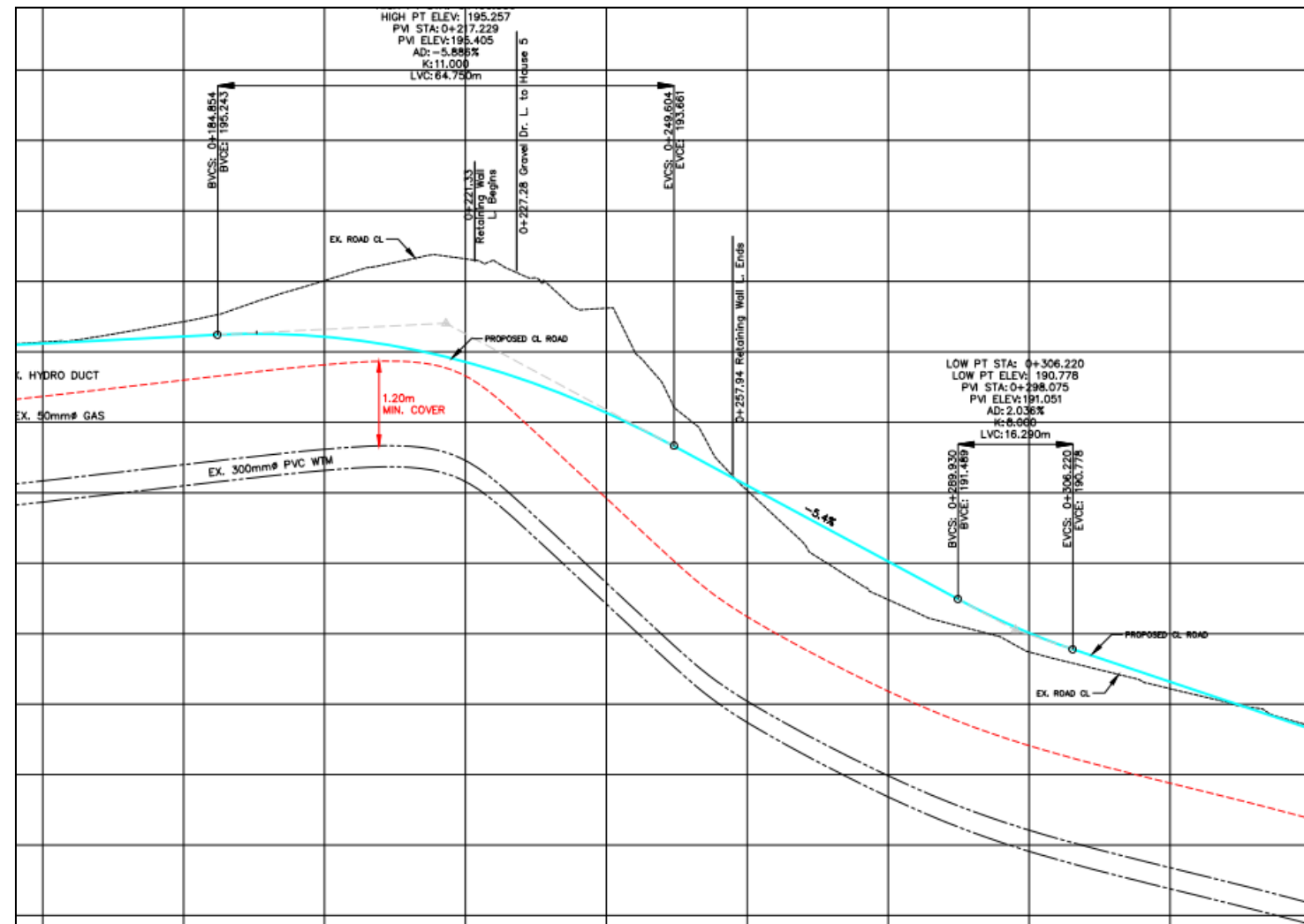


Peel Street North Road Reconstruction



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.

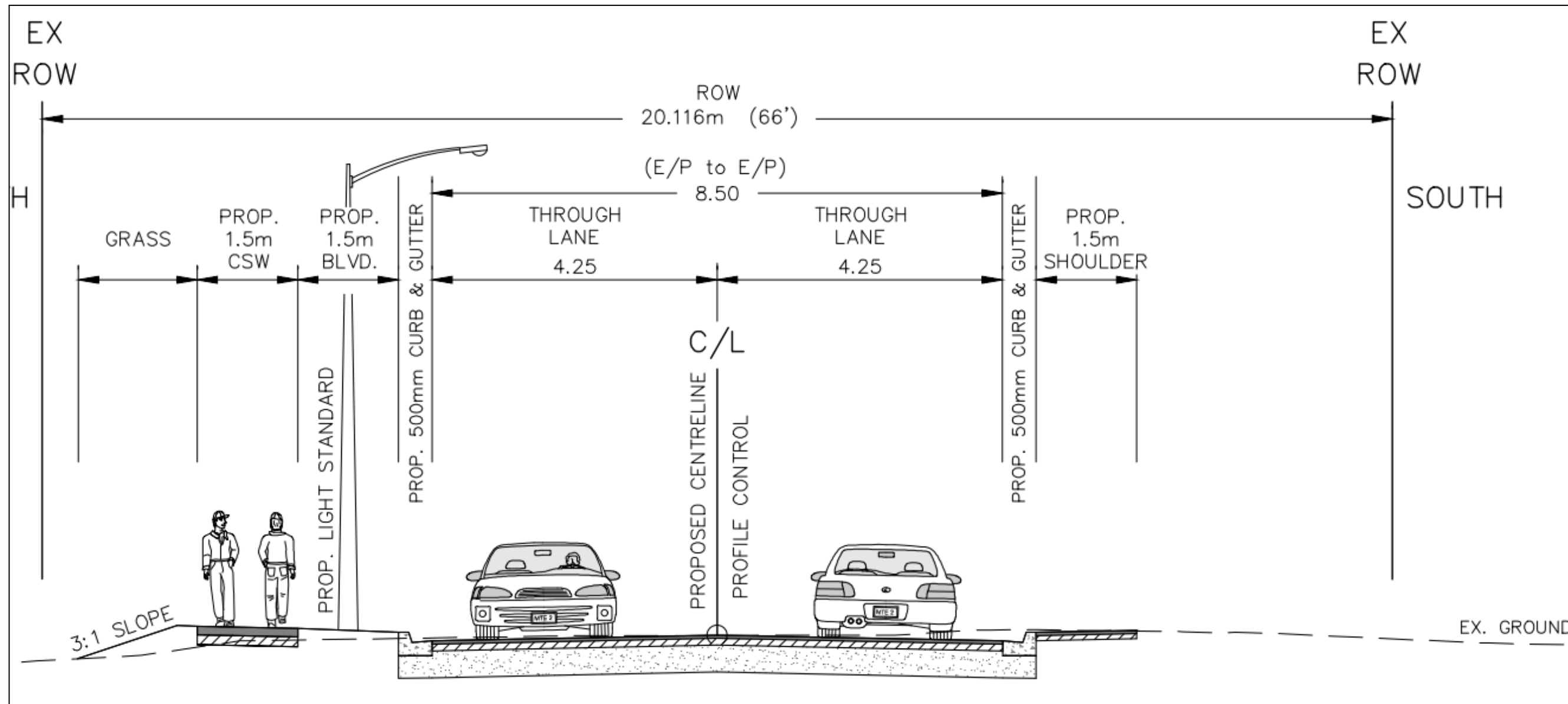


Peel Street North Road Reconstruction



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



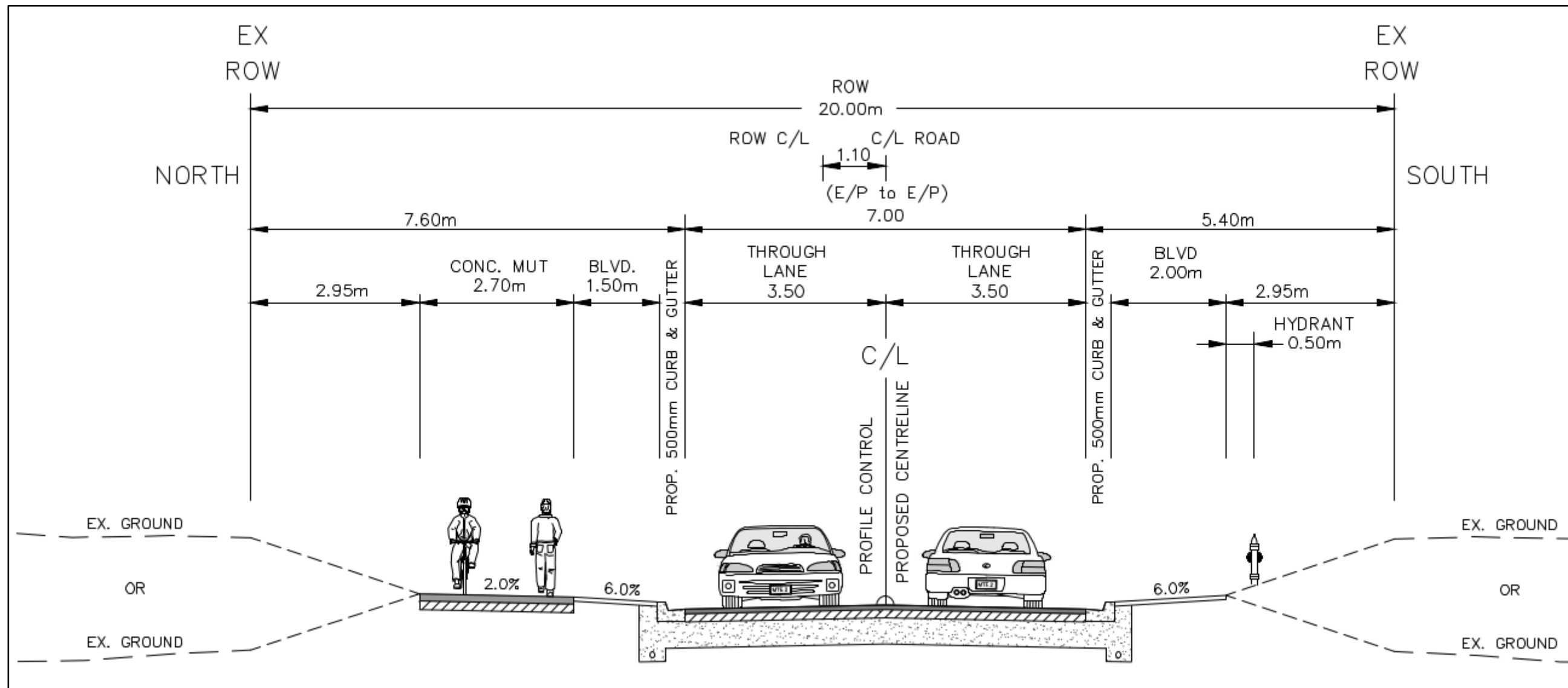
2019 Town Urban Road Standard Cross Section

Peel Street North Road Reconstruction



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

Peel Street North Road Reconstruction

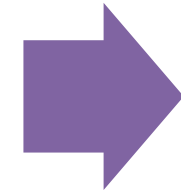


Project History

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



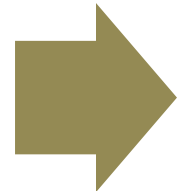
Committee of the Whole
June 2, 2020
Hybrid Option 3 Selected by
Council

Preliminary Design Completed April 2021

Detailed Design
Commence
August 2022



PIC #2
October 5, 2023



Construction
Commence
Spring 2024



Preferred Cross Section

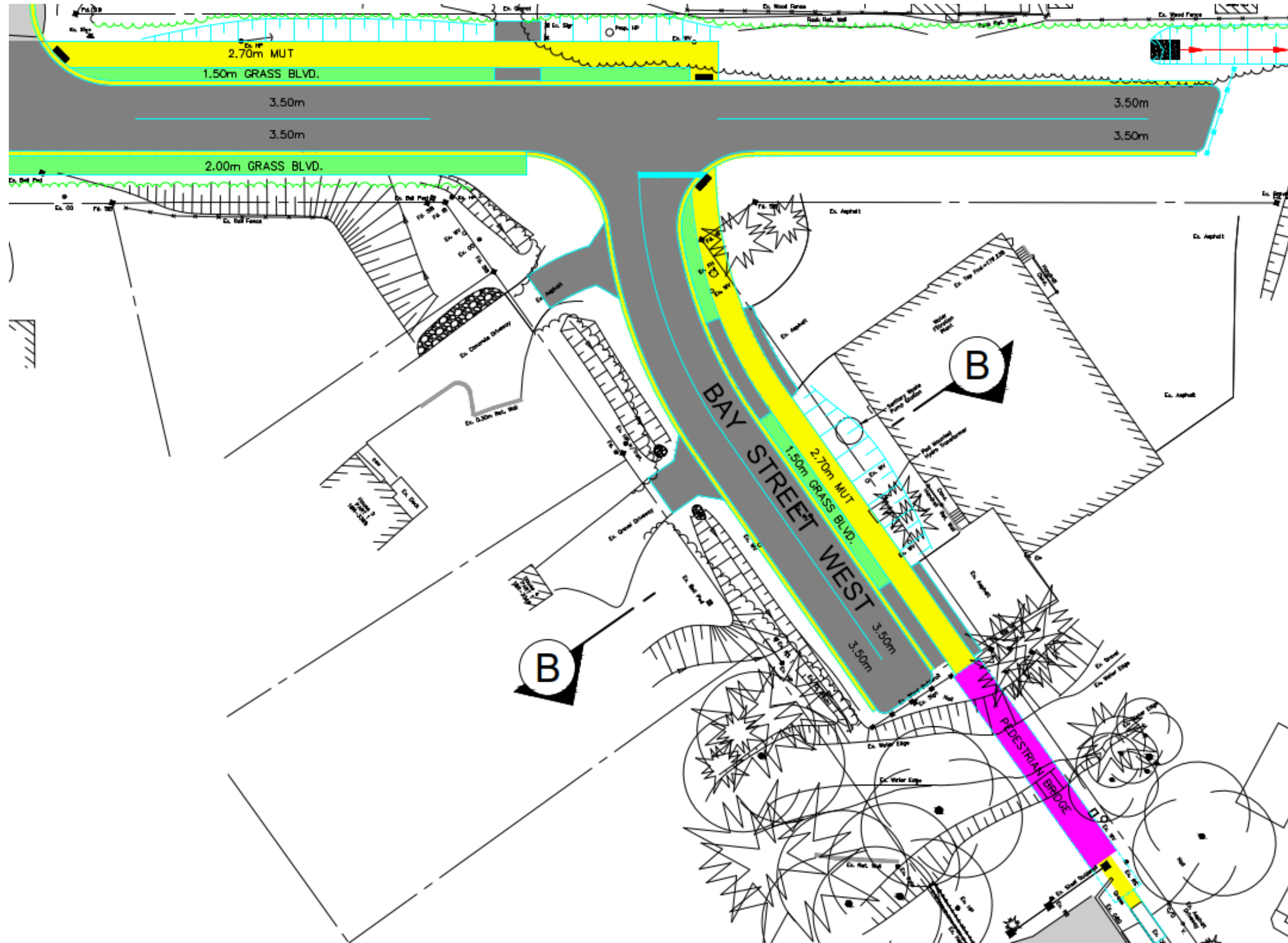
- Curb and gutter with storm sewers have reduced cross section width – avoid wide ditches
- Multi-use trail provides safe path for cyclists and pedestrians, keeps cyclists off roadway
- 2.0m boulevard on south side provides space for snow storage
- Grading impacts are mostly contained within the Town’s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



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Preferred Cross Section



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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

PEEL STREET NORTH TREE REMOVALS PLAN

Areas where design changes have been made to maintain trees

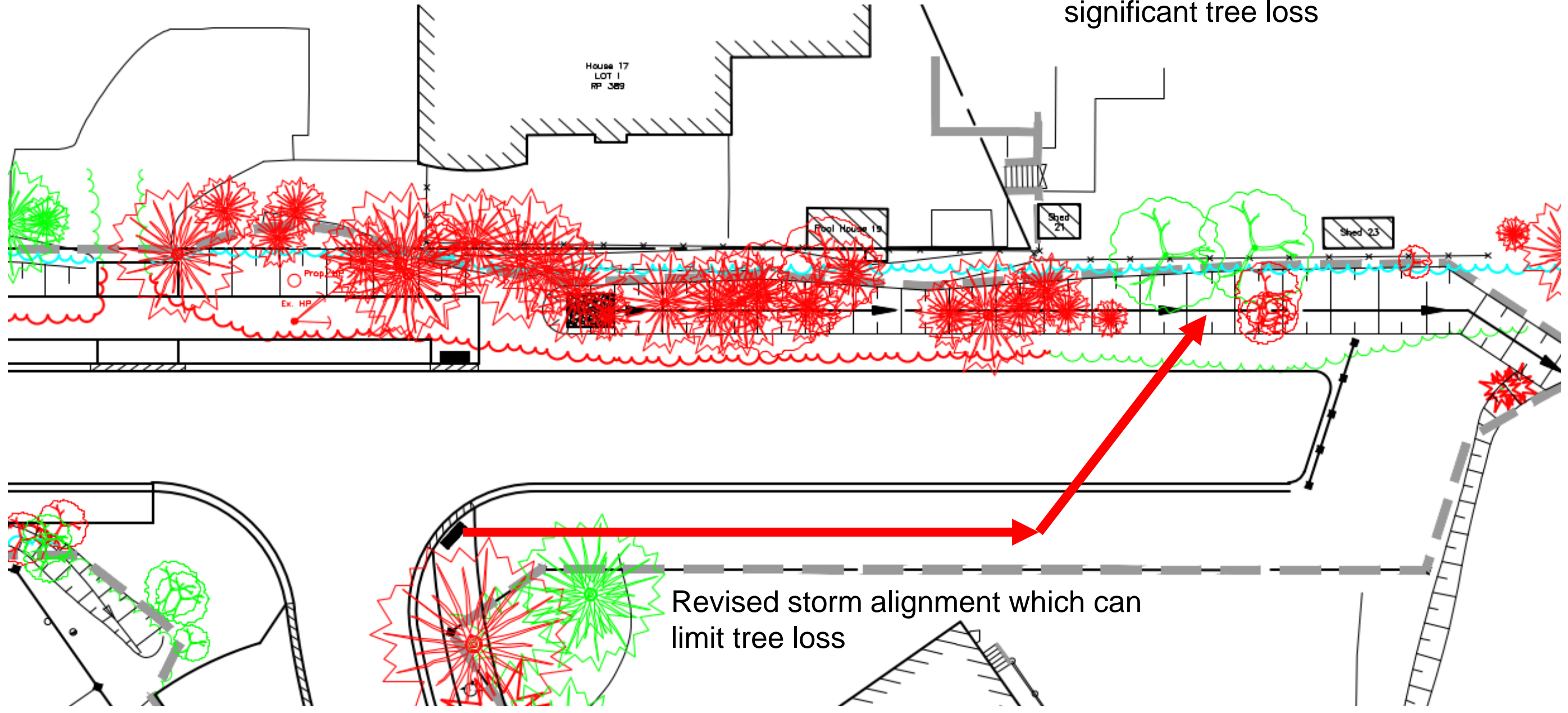


- Tree inventory was completed, trees in red are to be removed, green will remain
- Tree removal is a result of hydro relocation and grade changes associated with reconstruction
- Tree removals will occur ahead of construction (winter 2023/2024)
- Complete Tree Preservation Report is available on Town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



Tree Protection Measures

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



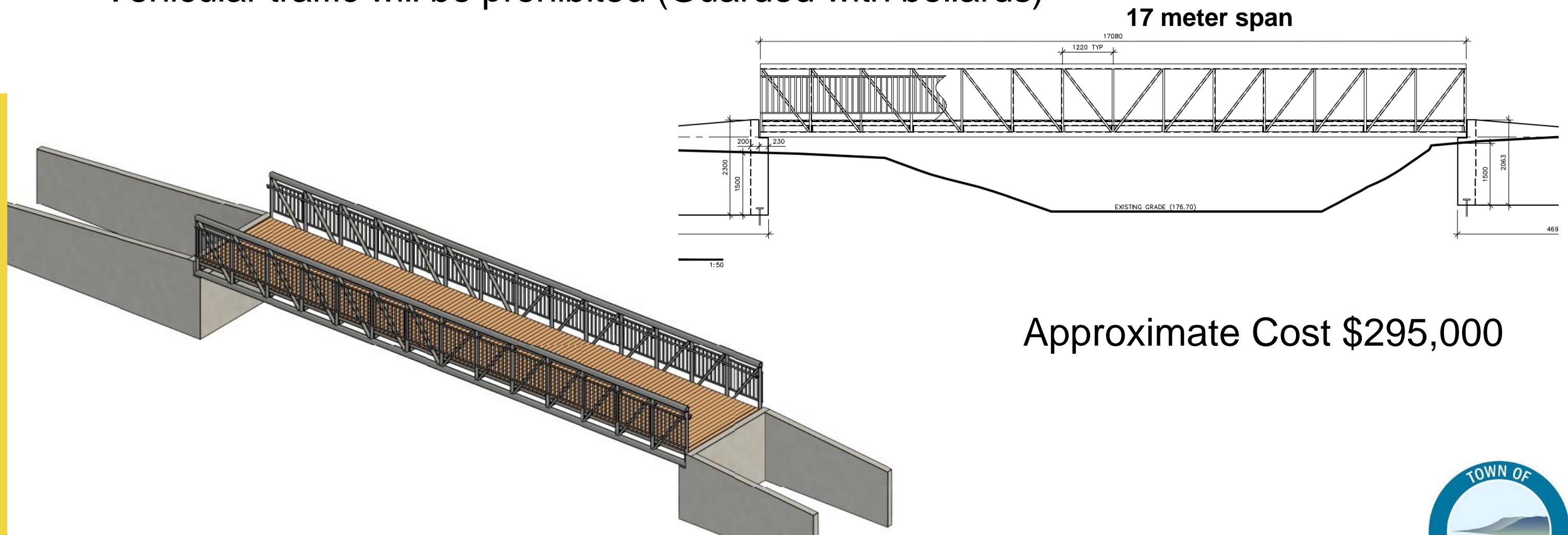
Revised storm alignment which can limit tree loss

- 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

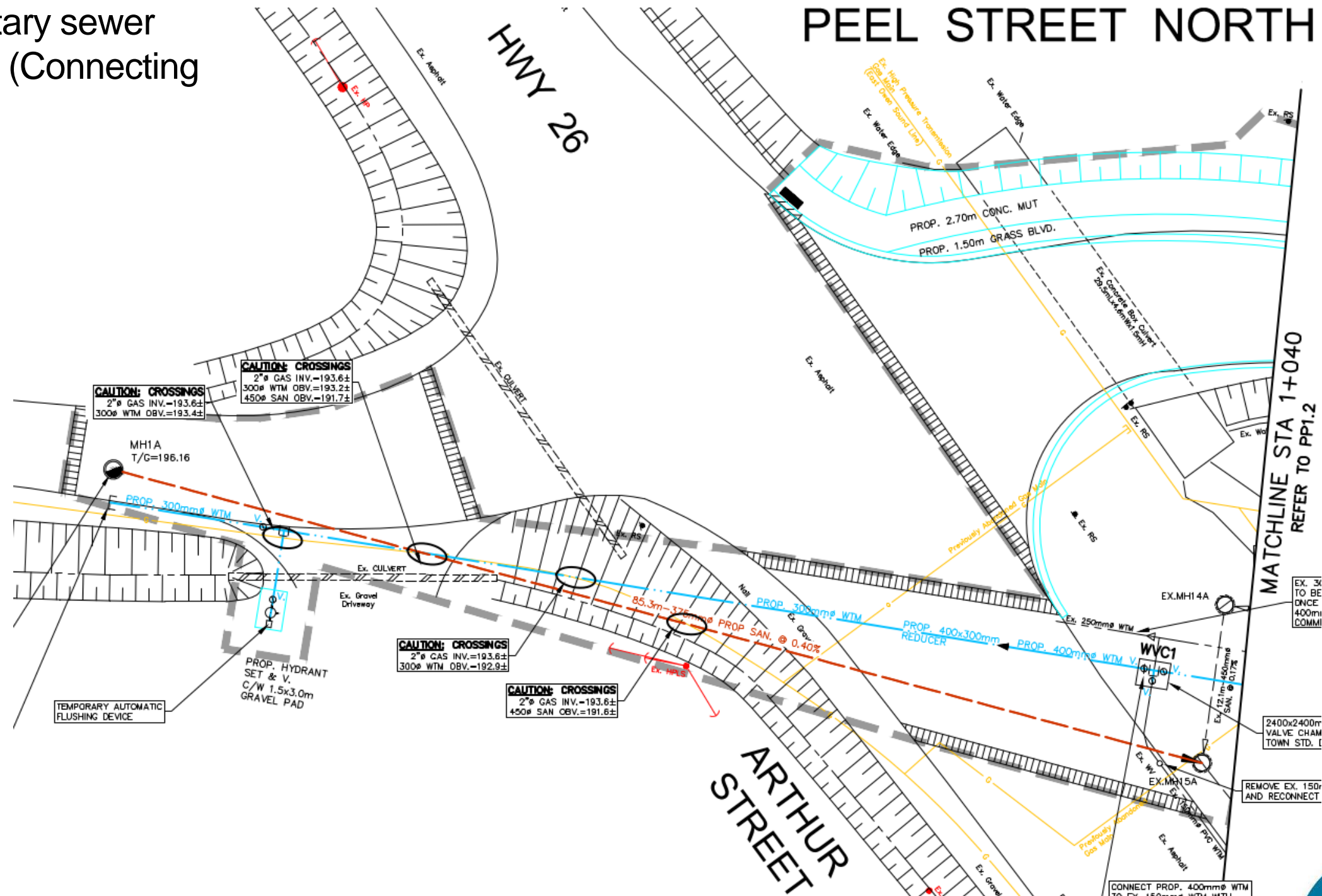
- One objective of Town's Transportation Master Plan is to create connectivity for Active Transportation Network
- Pedestrian bridge connects pedestrians and cyclists across Bay Street W.
- 3.0m wide, 17m long across Little Beaver Creek
- Bridge to be AODA compliant (Meet all accessibility requirements)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



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)

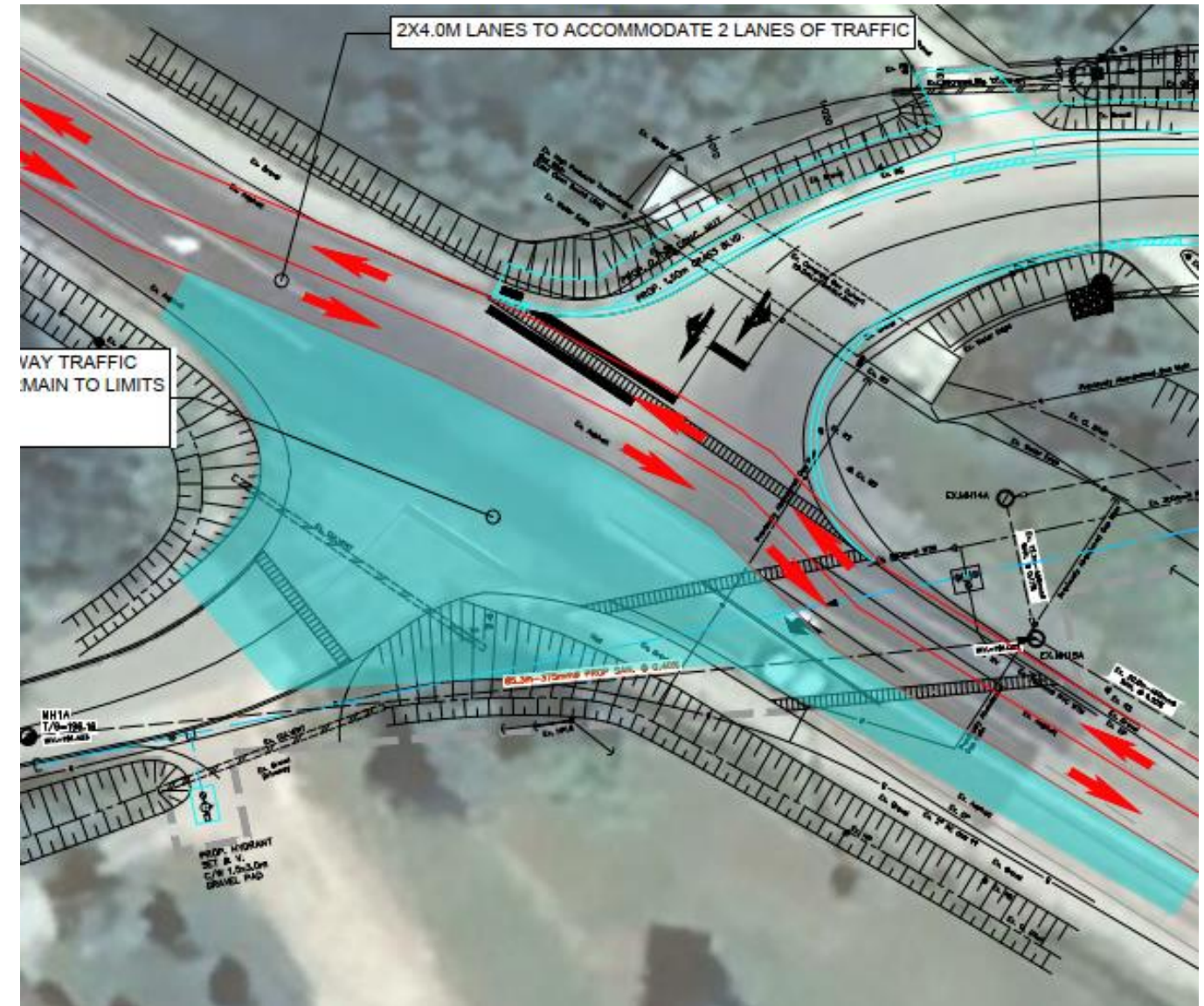
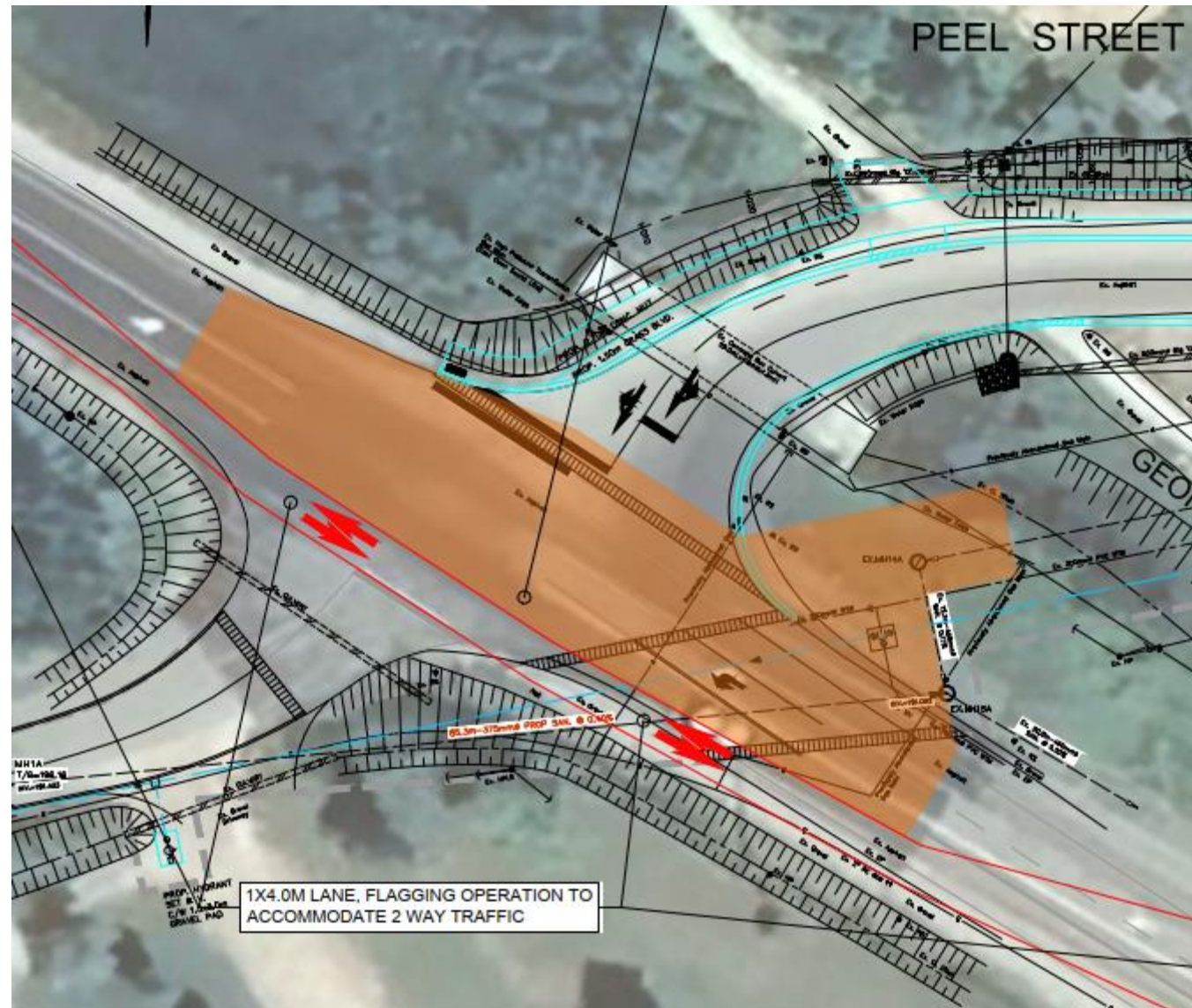


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Construction Timing and Impact

- 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

Peel Street North Road Reconstruction

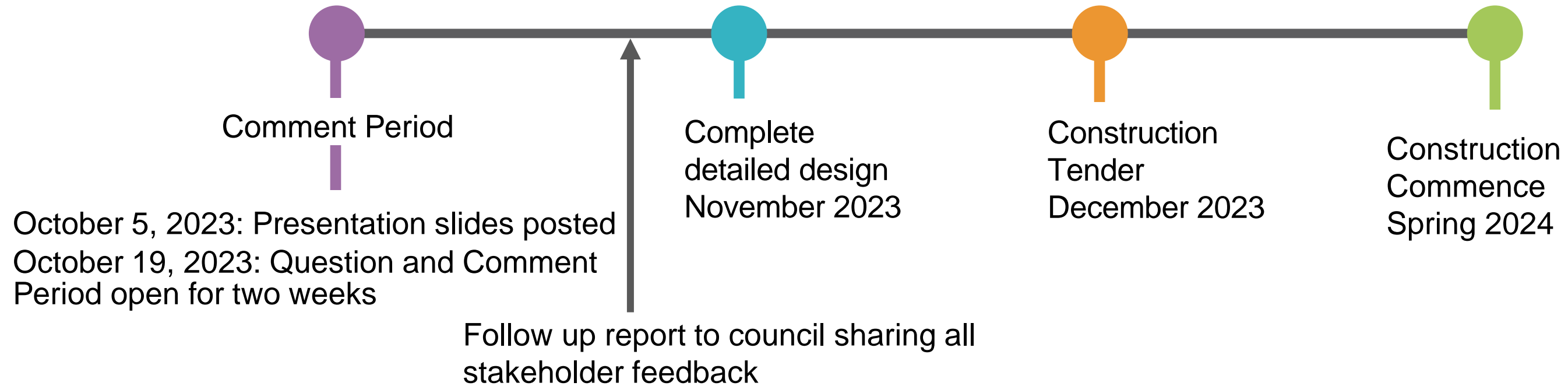


Summary

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



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

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Website will contain frequent updates on construction

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