

finalized but is not subject to discussion from the floor at this time, however, representations may be made at subsequent meetings on matters of interest.

Moved by: R.J. Gamble

Seconded by: John McGee

THAT the Consent Agenda of April 4, 2016 be adopted as circulated, less any items requested for separate review and discussion, being Agenda Item B.3.1 2015 Investment Report FAF.16.20, B.7.1 Curling Club Update, and B.11.1 Zoning By-law Project Update Town of The Blue Mountains, Carried.

B. Staff Reports, Deputations, Correspondence

Finance, Administration and Fire Reports To be chaired by Councillor Michael Seguin

B.1 Deputations, if any

B.1.1 George Matamoros, Chair Thornbury BIA Re: Thornbury Business Improvement Area – Draft 2016 Budget

George Matamoros spoke reviewing the draft 2016 Thornbury BIA budget. George noted that the BIA Board is recommending the attached budget for adoption by Council. George confirmed that the BIA Budget is being increased from \$80,000 to \$100,000, further noting that with the expanded BIA area the increase is not substantial for each member.

George noted that the reason for the 2015 BIA deficit was because of the cost of beautification with the flowers, banners and lights.

George noted that the BIA are planning an event around the fishladder next year. George noted that the eastern entrance to Thornbury will be improved as well

Moved by: Gail Ardiel

Seconded by: John McKean

THAT Council approve the Thornbury BIA 2016 Draft Budget as presented, Carried.

Director of Finance and IT Services Ruth Prince spoke noting the BIA by-law will come forward to Council in May 2016. Ruth noted that the BIA Budget is a good budget and that their events are well attended.

B.2 Staff Reports

B.2.1 Planning Division Studies and Plans Reserve, FAF.16.06

Moved by: John McGee

Seconded by: R.J. Gamble

THAT Council receive Staff Report FAF.16.06, entitled "Planning Division Studies and Plans Reserve";

AND THAT Council create a Planning Division Studies and Plans Reserve to be used as outlined in this report;

AND THAT Council transfer \$118,454.44 to the Planning Division Studies and Plans Reserve from the Year over Year Rollover Reserve;

AND THAT Council adopt the attached Policy entitled "Planning Division Studies and Plans Reserve", Carried.

growth with limited traffic disruption, and that the intersection would have a smaller footprint, with less property acquisition required, if any, with a protected and familiar type of pedestrian crossing for the Georgian Trail.

Ron spoke regarding the Four-Leg Roundabout option, noting that if funding should become available that the implementation would require an amendment to the environmental assessment with mitigation of the greater environmental impacts of this option.

Ron spoke regarding the next steps, noting that the project file report identifying the preferred alternative, including impacts and mitigation measures will be finalized, and then the Notice of Study Completion will be issued and the Project File Report will be available for public review and comment. Ron noted that the Grey Road 2 intersection is higher on the MTO list of priorities.

Councillor Seguin spoke questioning the statement that the collision rate on Highway 26 is above the provincial average, Ron replying yes, between Collingwood and Thornbury, further noting that the MTO receives the accident statistics. Ron noted that the accidents tend to be at intersections, though not all accidents are at intersections. Ron noted that safety is a consideration and that the traffic analyst looks at the cost and safety considerations between signals and roundabouts. Ron noted that the projected cost of accidents is similar for roundabouts and signalized intersections. Ron noted that the cost to complete signalization at the intersection would be approximately \$1M, and for a roundabout the cost would be approximately \$2.5M.

Councillor Seguin then spoke regarding the Georgian Trail, noting that there is a significant need for safety at the Georgian Trail crossing. Ron spoke in response noting that all comments will be included in the report, further noting that the safety of the Georgian Trail crossing is a factor.

Councillor Halos spoke noting that signalization has many advantages, one being the cost, further noting that a roundabout could be constructed at a later time, if desired. Councillor Halos concurred with Councillor Seguin that the Georgian Trail crossing is a concern. Councillor Halos noted that having a controlled crossing for the Georgian Trail would improve safety, further noting that including the Georgian Trail crossing in a roundabout is a concern to him.

Councillor Halos questioned what the cost would be to move the Georgian Trail to the south side of Highway 26, Ron replying that the MTO has suggested this, further noting that the MTO would consider a sidewalk that would be assumed by the municipality. Ron noted that realigning the highway is an option. Ron noted that the Georgian Trail is another topic for discussion.

Director of Infrastructure and Public Works Reg Russwurm spoke regarding the rollout of the works, further noting that he is in discussion with the MTO, and that the MTO does not want a trail on their land. Reg noted that he would like to realign the Georgian Trail sooner than later.

Councillor McGee spoke questioning if the lifespan of a signalized intersection versus a roundabout intersection are the same. Ron spoke in response noting that the intersection needs were considered for the years 2028 and 2053 and noted that at some point the intersection would have to be widened to four lanes in the next 5 – 10 years. Ron noted that a two lane configuration single roundabout would work for now.

Councillor McGee then questioned if there is any consideration for a by-pass, Ron spoke in response noting that the bypass referenced in the traffic study is not developed at this point, further noting that projections may change.

Councillor Gamble then spoke questioning if the realignment of Clark Street would be at the municipality's expense, Ron spoke in response noting that the MTO would look at turning lanes and the queueing of lanes, and noted that the MTO may suggest that if the queues are backing up to Clark Street that the MTO may be involved, or it could be a Town/Grey County/developer expense.

Councillor Gamble questioned the queueing of vehicles on Clark Street, Ron spoke in response noting there is a site-line deficiency in the stacking of vehicles on Grey Road 2.

Councillor Gamble then questioned if a roundabout moves traffic faster and if signalization slows traffic down. Ron spoke in response noting that by the time traffic moves to the next intersection, that the speed will balance itself. Ron noted that some have trouble getting into a roundabout in heavy traffic. Ron noted that signalization creates a gap making it difficult for pedestrians and cyclists to cross on the Georgian Trail.

Councillor Halos spoke noting that Grey Road 2 and Highway 26 have water and flow issues in this area and questioned if this will require extra engineering. Ron spoke in response noting that there are watercourses in this area that need to be addressed when the MTO designs the intersection. Ron noted that the Town could bring water flow concerns to the attention of the MTO, Reg spoke noting there are works being done in the area to address flooding concerns.

Councillor McGee spoke noting the amount of asphalt in a roundabout is concerning to him, and the Georgian Trail crossing in a roundabout is also a safety concern for him. Ron spoke in response noting the pedestrians would cross to a median in a single lane roundabout.

Deputy Mayor Ardiel spoke referencing the estimated cost of \$1M for a signalized intersection and \$2.5M for a one lane roundabout, and questioned what the cost sharing will be, Ron spoke in response noting that this has not been considered yet. Reg spoke noting the Town has not received a response on the cost sharing yet.

Highway 26 and Grey Road 40

Ron spoke noting that the study area includes Lakewood Drive, Woodland Park Road, Grey Road 40 and Highway 26.

Ron spoke regarding the considerations of this intersection, noting there are six alternative solutions.

Ron noted that there are similar concerns with this intersection as identified in the Highway 26 and Grey Road 2 intersection. Ron noted that signalization is the preferred option, further noting there are a number of pedestrian issues at this intersection.

Ron noted the preferred alternative is closing two of the westerly accesses from Woodland Park Road and Lakewood Park Road to Highway 26, permit connection between the Georgian Glen and Woodland development, and include a right turn lane from County Road 40 onto Highway 26. Ron noted that this alternative is hinging on the Georgian Glen development proceeding.

Ron reviewed the advantages of the preferred alternative, noting that it reduces the potential traffic conflict by eliminating turning movements at Woodland Park Road and Lakewood Drive onto Highway 26, eliminates site distance deficiency at Grey Road 40 and Woodland Park Road, improves traffic operations associated with spacing and density of intersections, uniformity of traffic control devices and operation along Highway 26 and low property acquisition costs.

Ron reviewed the next steps, being finalize the project file report identifying the preferred alternative, including impacts and mitigation measures, and then the Notice of Study Completion will be issued and the Project File Report will be available for public review and comment.

Councillor Seguin spoke noting that the preferred alternative includes crossing the Georgian Trail through the Georgian Glen development which is a safety concern to him. Ron spoke in response noting that this was recognized, further noting if Woodland Park Road is not closed at the west end, there would be a short-cutting to avoid the intersection of County Road 40 and Highway 26, further noting that there will be more vehicles crossing and it will be signed.

Mayor McKean spoke noting most of the options involves the development of Georgian Glen, further noting that option 3 or 4 is more possible at this time. Mayor McKean noted that the intersection improvement should not be hinged on the development of Georgian Glen. Ron spoke in response noting that this is very complicated, noting the turning lanes at the west end is an approved project and could be implemented as an interim solution if Georgian Glen was not going to be developed at this time. Reg spoke noting he has been in discussions with MTO for seven to eight years, further noting the MTO wants to close Woodland Park Road and Lakewood Drive. Reg noted that the Georgian Glen development was considered in the discussions, further noting there will be a Georgian Trail road crossing at some point.

Councillor Seguin spoke questioning if there is a service road along Woodland Park Road to Georgian Glen, Ron spoke in response noting that this would create a complicated intersection.

Councillor Halos spoke regarding the Georgian Trail crossing, and questioned if the MTO and experts consider the crossing to be an issue, Ron spoke regarding the next steps, noting that the project file report identifying the preferred alternative, including impacts and mitigation measures will be finalized, and then the Notice of Study Completion will be issued and the Project File Report will be available for public review and comment. Ron noted that the Grey Road 2 intersection is higher on the MTO list of priorities. Ron spoke in response noting that there is always a concern where there is a pedestrian crossing.

Deputy Mayor Ardiel spoke questioning if Lakewood Drive should have another access, Reg spoke in response noting that emergency access would be permitted.

Mayor McKean thanked Ron for his presentation.

F. Adjournment

Moved by: Gail Ardiel

Seconded by: R.J. Gamble

THAT this Committee of the Whole does now adjourn at 4:51 p.m. to meet again April 25, 2016, Town Hall, Council Chambers, or at the call of the Chair, Carried.

John McKean, Mayor

Corrina Giles, Town Clerk