



Staff Report

Operations Department

Report To: Committee of the Whole
Meeting Date: October 28, 2019
Report Number: CSOPS.19.065
Subject: Peel Street Reconstruction Public Information Centre Report
Prepared by: Michael Campbell, Construction Coordinator

A. Recommendations

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 directs Staff to advance the Preliminary Design with the level of service described in Option 5 of the Public Information Centre.

B. Overview

The purpose of this report is to present the Peel Street Reconstruction Public Information Centre (PIC) Report by MTE Consultants Inc. and receive direction from Council on the level of service to be provided by this project so that the preliminary design can advance. The project is referred to as Peel Street Reconstruction, but it includes Peel Street from Highway 26 to Georgian Bay and Bay Street West to the Little Beaver River.

There were some questions from the PIC participants as to whether the preferred option for Peel Street would foreshadow the reconstruction of Cameron Street. Currently, planning for the reconstruction of Cameron Street has not advanced. However, Cameron Street is a road within the Development Area of the Town that is serviced by private septic systems. A goal of the Official Plan is to extend municipal water and sewer systems into Development Areas.

C. Background

It is not known when Peel Street was developed or the history of how the road came to its current service level. Gravel roads of this nature are typically maintained with periodic additions of wear surface gravel, grading and applications of dust suppressant. The first section of Cameron Street was developed as a plan of subdivision off Peel Street in 1949. Possibly Peel Street was advanced north off King Street West at that time.

Peel Street has been included in the Development Charges Background Study (DCBS). The sections of Peel Street included in the DCBS are from Highway 26 to Cameron Street. In the DCBS Peel Street is foreseen to be reconstructed to an urban road section with an 8.5m road width, a single sidewalk, standard streetlights and street trees.

As a development charges road, the reconstruction is intended to provide appropriate level of service for the local development which includes the Trail Woods subdivision, the Lora Bay Heights condominium development and Cameron Street. While Cameron Street was developed years ago, the first easterly section is present on 1954 air photos, it is a development that will be serviced by the reconstruction and the improved level of service.

In addition to the Development Charges funded improvements, Peel Street north of Cameron and Bay Street to the Little Beaver River will be improved.

In addition to the road work, a duplicate trunk water main may be required pending the results of a water distribution study that is underway. The existing trunk water main was installed too shallow and will have to be lowered to regrade the hill.

The sanitary sewer on Peel Street is not continuous. The sewer that services High Bluff Lane and Lora Bay to the west comes to Peel Street and heads south to the highway. The sewer that services Timber Lane comes to Peel Street and heads north to Bay Street. This leaves Peel Street without a sewer from High Bluff Lane to almost Cameron Street. The Town has 2 properties that front on Peel Street in this section. There is also a private property which fronts on Peel Street in a unique situation that may only be serviced by a sewer in this section of the road. The addition of sewer work to the Peel Street scope of work must be considered.

D. Analysis

The reconstruction of Peel Street should meet several needs of the Town. When a development charges road is reconstructed the Town has, in essence, a one-time opportunity to draw against the DC funds to upgrade the level of service provided. Therefore, it would seem responsible to consider the level of service for a significant time horizon. While judging the level of service needs for a 50-year time horizon is obviously difficult we must do our best to consider these future needs.

Reconstruction with a paved surface to serve past and current development is a primary need. A paved road will need a new granular base and this base must be drained. In a rural road cross-section, the road side ditches provide the drainage. In this case the ditches required to fit the existing land will have back slopes that will extend onto private lands. An urban road cross-section with a storm sewer allows the drainage to be provided with sub-drain pipes and requires far less width of the road infrastructure.

The road must be regraded to make a safe vertical alignment and a significant cut will be required. The cut will result in a grade differential between the new road and abutting land which will create some significant slopes in the boulevard. The road and associated slopes need

to fit within the right of way and the preliminary engineering to date finds that only a modified urban cross section can accomplish this for all but a few sections of the road.

With the Georgian Trail at the south end of the road and sidewalks on High Bluff Lane and Timber Lane and a sidewalk on Bay Street east of the Little Beaver River a pedestrian linkage is a Town need. While a foot bridge across the Little Beaver will be required, a sidewalk to link the trail and sidewalks would seem to be a reasonable fit to fulfil a goal of the Official Plan. One of the guiding principles of the Town's Official Plan for example is "to establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking, cycling, automobiles and trucks". The sidewalk would address some of the active transportation aspirations of the Town.

Vegetation in the Town Right of Ways is an issue that sparks significant discussion. Tree lined streets are wonderful to drive through, however the ROWs contain municipal and private infrastructure that have recognized running lines spanning their entire width. The Town's rural cross-section precludes trees in the ROW as the ditch slopes extend beyond the limit of the ROW. In some instances, lot owners plant trees in the ROW and rely on trees that they planted or have grown in naturally to provide privacy screening of their property. Trees in the ROW can conflict with utilities, snow storage, vehicle sight lines and storm drainage. From a review of Town documents, the current policy on landscaping in Town R.O.W.s is as follows:

- Herbaceous vegetation (plants with non woody stems that die back in winter, grass being a member of this group), wood chips, and mulch may be placed: from property line to top of back slope of ditch; from property line to within 0.6m of sidewalk/ walkways/ trails with maximum depth of bed 0.3m and owner assumes all responsibility for damage
- Storm sumps shall not discharge directly to Town R.O.W. (assume all pipes in ditches)
- Municipal ditches shall be finished with top soil and sod ground cover.
- Mail boxes installed in ROW with provisions of permit issued for same.
- Garbage boxes (36"H x 48"W x 36"D) have a 1.0m clearance from entrance adjacent to property line.
- Headwall installed in accordance with provisions of permit issued.

The reconstruction of Peel Street, if the preferred Option 5 is adopted, will see trees lost in the right of way due to re-alignment/re-grading the road and the resulting cut and fill slopes as well as creation of ditches.

Street lighting of the reconstructed road would be expected to meet the Town's engineering standards. A discussion some years ago with a senior street lighting expert was interesting. He reported that street lighting is not required by municipalities, but if the street is illuminated it must meet industry standards. The updated draft engineering standards suggest all new roads be illuminated to current guidelines.

PIC Feedback

The PIC presented 5 options for the reconstruction of Peel Street from do nothing to reconstruction as described in the Development Charges Background Study. The preferred option presented was Option 5 which would see the road between Highway 26 and Cameron Street reconstructed to the Town's standard cross-section with street lighting, street trees, sidewalks, storm sewer and an 8.5m asphalt road with curb and gutter. Peel Street north of Cameron would be constructed to a modified rural road cross-section including a sidewalk.

The Town received 22 comments as summarized in Attachment #1. The individual comments are provided in the spreadsheet which is Attachment #2. MTE's response to the comments is provided in Attachment #3.

There is understandable support for paving the reconstructed road to reduce dust generation which is a major issue in drier months. Similarly, the grade correction to produce a safer sight-line was well supported. On this last point there were some comments expressed that the flatter road would encourage higher speeds.

There were quite a few negative comments regarding "urbanizing" the road inclusive of sidewalks and streetlights. The reluctance to a change seems to be centered on a retention of the rural feel of the roads.

The comments that suggest a sidewalk is not needed and pedestrians can walk on the side of the road are inconsistent with the goals of the Official Plan and any reasonable degree of safety. Staff understand that Council are generally of the mindset that sidewalks should be included in urban areas. A continuous sidewalk through the project limits and a footbridge across the Little Beaver River will enhance pedestrian connectivity through the Town. The street east of the Little Beaver River are under consideration for reconstruction which will include replacement of existing sidewalks as well as additional sidewalks to support active transportation.

Illumination of the road is a decision between a safer road or "light pollution" as some would categorize it.

Some of the comment are extensive and detailed suggesting alternative road cross sections that diverge from those in the Town's Engineering Standards. There are some issues with some of these suggestions, mostly to do with the width of the ROW. Assessing multiple alternatives would also be a significant undertaking and is likely beyond the scope of the current preliminary engineering assignment.

Council is also likely aware of 10-year-old road projects, such as Lake Drive, that were constructed as per the wishes of the residents at the time only to have current residents seeking the road be improved. The resident that have not been heard in the case of Peel Street

are the future residents of the developing subdivisions. If a prospective homeowner were reviewing the level of service for their subdivision and reviewed the Development Charges Background Study, they could reasonably conclude that Peel Street would be reconstructed with streetlights, sidewalks and curbs, consistent with the road in front of their new house.

Conclusion

Before Peel Street can be reconstructed the need for a trunk water main and sanitary sewer will have to be confirmed.

Staff believe an urban road section with a storm sewer, curb & gutter and a sidewalk, between Hwy 26 and Cameron Street is the only viable alternative that can fit in the existing ROW. This is also the section of the project that is funded by Development Charges.

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 against the water treatment plant as the storm water drains to the bay and the river.

During the preliminary engineering process, an individual asked about the EA process that was followed. The work proposed for the reconstruction of Peel Street falls under an A or A+ designation. This means that the work is pre-approved and can advance with notification to the public. The Public Information process that has been followed is not a Municipal Class Environmental Assessment requirement.

Staff is seeking direction from Council to advance the preliminary design with the level of service described in Option 5 of the Public Information Centre.

E. The Blue Mountains Strategic Plan

Goal #3: Support Healthy Lifestyles

Objective #4 Commit to Sustainability

Goal #4: Promote a Culture of Organizational & Operational Excellence

Objective #5 Constantly Identify Opportunities to Improve Efficiencies and Effectiveness

Goal #5: Ensure Our Infrastructure is Sustainable

Objective #3 Implement Best Practices in Sustainable Infrastructure

F. Environmental Impacts

The construction activities will release greenhouse gases.

G. Financial Impact

The preliminary engineering for Peel Street Reconstruction was approved in 2018 with the majority of the funding coming from Roads and Related Development Charges, and minor funding from the Water and Infrastructure and Public Works Asset Replacement Reserve Funds.

The Final Design and Construction was forecasted to start in 2020 in the 2019 Approved Budget. Through budget deliberations staff have pushed this project to 2021 which will allow for more time to solve the water main issue and whether sanitary sewer mains will be installed. If sanitary sewer mains are installed this will increase the overall budget.

H. In Consultation With

Shawn Everitt, CAO

Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Information Centre (PIC) which took place on July 11 and 13, 2019. Those who provided comments at the PIC, including anyone who has asked to receive notice regarding this matter, have been provided notice of this Staff Report.

J. Attached

1. Summary of Resident Feedback, MTE September 5, 2019 Site Plan (aerial image) Block 29 and 189 Peel
2. Comments received from PIC #1
3. Responses to Public Feedback

Respectfully submitted,

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Shawn Everitt
Chief Administrator Officer

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September 5, 2019
MTE File: 44383-100

Summary of Resident Feedback Preliminary Engineering for Peel Street Reconstruction

In July of 2019, MTE Consultants and the Town presented the preliminary design alternatives for the reconstruction of Peel Street to the public. Two public information centres (PIC) were held on July 11, 2019, and July 13, 2019, and were well attended by the public. The project team presented the 5 alternatives and indicated to the public which of the alternatives had been preliminarily selected as the preferred alternative.

A summary of the design alternative presented is as follows:

- Alternative No. 1 – Do Nothing
- Alternative No. 2 – Pave Existing Only
- Alternative No. 3 – Rural Cross Section
- Alternative No. 4 – Rural Cross Section (Paved Shoulders)
- Alternative No. 5 – Standard Cross-Section 8.5m Road

For further details regarding the options, please see the PIC presentation details attached. Comment sheets were distributed at the PIC and were available online for residents to fill out. Additionally, the project team received comments by email, all of which were collected up until August 9, 2019. The complete list of formal comments received is attached. The project team has provided responses to many of the comments which are also found attached.

This project received a great deal of feedback from residents of Peel Street and surrounding areas. In total, 22 comments were received. Each comment was reviewed, and while most very clearly indicated their preference, some were interpreted based on content of the comment.

There was almost no opposition to the improvements to the sight lines at the crest of the hill on Peel Street. The revisions to the profile of the road will be fairly substantial but will vastly improve the visibility and safety of Peel Street. Along with the re-grading of Peel Street was the recommendation for paving. Residents were very much in favour of paving Peel Street as dust has been an ongoing concern for local residents. While some residents were against any improvements to Peel Street, everyone appeared to understand that paving will reduce maintenance costs for the Town and reduce the amount of dust that is generated on Peel Street.

Figure 1 below provides a summary of the preferences indicated by the residents who submitted comments. The project team presented a detailed breakdown of the pros and cons of each option, with much of the discussion surrounding the benefits of options 3, 4, and 5. Options 3 and 4 are grouped together as they are similar options, the only difference being that option 3 has gravel shoulders while option 4 has paved shoulders.

Option 5 is an urbanized option which features curb and gutter, storm sewer system, and sidewalk. Options 3,4, and 5 all included streetlighting.

The Development Charge Background Study indicates that Peel Street is intended to be reconstructed with storm sewers, curb and gutter, sidewalk and street lights. The completion of much of the development on Timber Lane and High Bluff Lane is what has prompted the Town to move forward with reconstructing the road to the urban standard indicated.

In general, the majority of the feedback was surrounding the need for sidewalk and streetlighting, with many of the respondents against both sidewalk and streetlights.

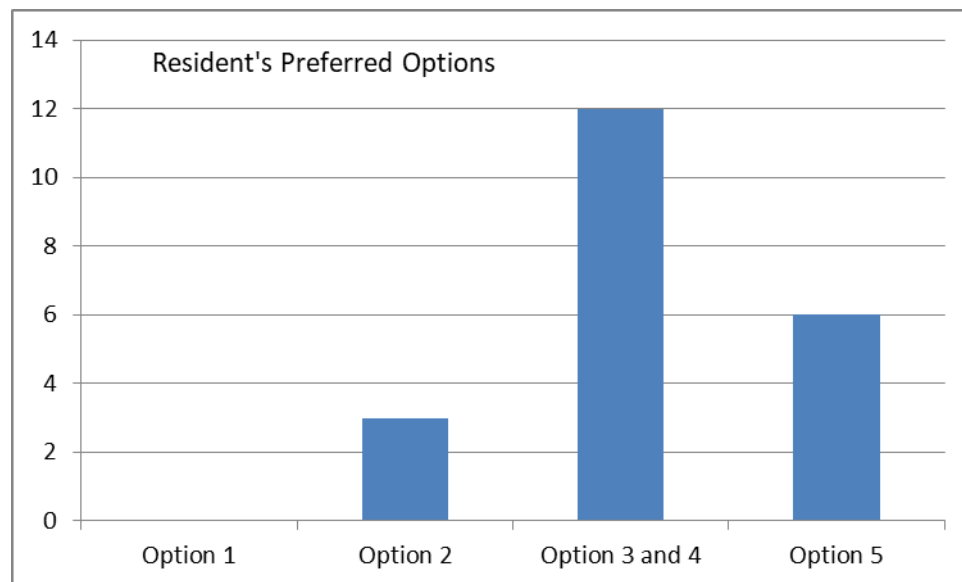


Figure 1 – Resident's Preferred Options Summary

Of the comments that were received, most were from residents of Cameron Street, while some were from Peel Street and Bay Street. Noticeably, there was no representation from residents who live, or will live, on High Bluff Lane and Timber Lane. This is perhaps understandable as the newer residents may have expected the reconstruction of Peel Street as it has been included in the Development Charge Background Study.

There were 2 significant areas of opposition; sidewalk and streetlights.

Sidewalk

Sidewalk was included in option 5 along with curb and gutter. With the increase in number of residents on streets adjoining Peel Street, the sidewalk was included to promote active transportation, and provide connectivity for the residents. The Georgian Bay Trail along Highway 26 crosses Peel Street south of High Bluff lane, and there has been discussion of a potential pedestrian linkage across the Little Beaver River. The Town's Official Plan lists the following as one of its objectives:

- Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including; walking and cycling, public transit and automobiles.

The project team believes that including a sidewalk on Peel Street meets the objectives of the long-term strategy for the Town.

Streetlights

Street lights are included in design options 3, 4 and 5, and are intended to improve the visibility and safety of the pedestrians, cyclist and drivers on Peel Street. The street lights that will be used will be LED, night sky friendly lights. The night sky friendly lights direct the light down to the roadway and limit the light that is emitted upward causing light pollution.


In general, the public feedback that was received tends to favour reconstruction of Peel Street, however is in opposition to sidewalk and streetlighting.


Respectfully,





MTE CONSULTANTS INC.



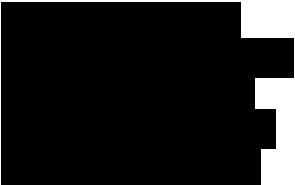

Vince Pugliese, P.Eng.
Project Manager

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	PEEL STREET RECONSTRUCTION PEEL STREET BETWEEN HIGHWAY 26 AND GEORGIAN BAY COMMENTS RECEIVED FROM PIC#1	
		MTE File No.44383-100
No.	COMMENTS	NAME AND ADDRESS OF RESIDENT/OWNER
1	I fully agree with the preferred option 5 with the addition of painted center line and fog lines that leave a 3 metre lane in each direction and 1.25 metre paved shoulder	Bill Abbotts 

2	<p>I would like to question the concept of urbanization. Most of the people I know who have moved here, in the distant and in the recent past, did so to escape their urban surroundings. They like the fields, forests and country roads. Let's not destroy what drew people here in the first place. I would like to refer to the towns own documents created by taxpayers in conjunction with council and town staff.</p> <p>The vision statement in Sustainable Path contains the goal that by 2060 TBM will be an international showcase for <u>rural</u> sustainability.</p> <p>Our official Plan has a goal to make planning decisions that emphasize and support the Towns unique character, and <u>rural</u> lifestyle.</p> <p>I quote "it is the intent of this plan to maintain the unique small town feel and character of Thornbury Clarksburg".</p> <p>And "existing residential neighbourhoods are intended to retain their existing character with limited change".</p> <p>In regard to installing lamp posts I would draw attention to the stated goals of promoting energy conservation, and the desire to become a dark sky community.</p> <p>I am guessing that the reconstruction would bring more people to the shoreline at the end of Peel Street. If so, they are likely to want to bring chairs and coolers, and are therefore likely to drive there, not walk, whether they be residents or tourists. Will there be parking available for them? Of not, the street parking may create more of a safety hazard than already exists.</p> <p>Lastly, the influx of tourists and residents is straining our infrastructure. For example, our landfill site is going to be full much sooner than expected. We need to create more water storage. With increased traffic, roads will require more maintenance. Development costs are intended to support infrastructure. Let's put those dollars to work where they are really needed.</p> <p>My preference would be to cover the road with chip and tar hardtop, similar to that on Cameron Street; and to construct any drainage features that are necessary to maintain the integrity of the road. No lights, sidewalks or curbs. Perhaps paved shoulders if that does not encroach on the property or current long-term residents.</p>	<p>Jacqui Morrison</p> 
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3	<p>Alternative 5 is the preferred option. However, the need for the lighting and sidewalks is ridiculous. The increase in traffic pedestrian and vehicular is presented way out of proportion. This way over the top for this area.</p>	<p>Patti and Peter Norris</p> 
4	<p>I Support:</p> <ul style="list-style-type: none"> - Improving the road alignment, safety issues - Use of DCs for this project - Meeting official plan objectives - Improving sight lines on the road - 3, 4 or 5 Design alternatives - #5 is first choice, #4 as second choice and #3 as third choice 	<p>David Pontarin and Kathryn Saunders</p> 
5	<p>My Preference:- paved Peel - adjust sightline - storm sewer - no curbs - no sidewalks - no lighting Consider burying hydro and Provide speed limit signs</p>	<p>John</p> 
6	<p>I am in favour of #4 with paved shoulders. We enjoy our recreational chalet however do not want full urbanization of Peel and Cameron Street. This would increase traffic and speed on our street. We don't want light pollution with lights to discourage wild life.</p>	<p>Lynn Mueller</p> 


7	<p>Thank you for the presentation and question and answer session regarding the 5 alternatives for Peel Street north. Very informative.</p> <p>Of the alternatives presented, we would prefer #4 Rural Cross Section. I would be surprised if most of my neighbours didn't also consider that as their favoured option as it achieves stated requirements and maintains the rural/urban character of the area. I'm thinking that a roadway similar to that at Tomahawk (paved with marked shoulders) should be sufficient for safety, dust control and visibility (Peel St hill would be regraded and lit).</p> <p>Should the Town move forward with the Urban Section (option #5) for Peel Street I would like to register my opposition to the continuation of that road type onto Cameron Street (if it is to be upgraded in the future?).</p>	<p>Tim Burkholder</p> 
8	<p>I am writing today to voice my concerns about the Peel Street Reconstruction. We all bought our cottages to get away from "city life" and have been very happy for many years (51 in my case). I object very strongly to sidewalks and street lights. I do believe that Peel Street should be paved and there should be paved shoulders but that is where it should end, If the Thornbury Engineer who was at the meeting on Thursday night files an honest report, he should be reporting that everyone there is totally opposed to more than I have mentioned above.</p>	<p>Anne Lewitt</p> 
9	<p>No sidewalks, No Street Lights Stop signs at Peel and Cameron Streets Reduce speed on Cameron Street</p>	<p>Ron and Lunda Mkuluc</p> 
10	<p>I attended the Saturday Consultation. I support modified option 5 -</p> <ul style="list-style-type: none"> - No sidewalks - unnecessary expense and too urban for community needs - No street lights - unnecessary <p>I support sewers, changes to gradient of hill. Peel Street is currently dangerous because of hill gradient, visibility and poor speed limits</p>	<p>C. Craddock</p> 


11	<p>Peel Street North is a short local road and the gateway to our well-established community. It runs north of Highway #26 with no connectivity to the Town with established trees and gardens from neighbouring properties. My property is located at 209 Peel Street North and has more than 200 feet frontage running along Peel Street with approximately 30 – 40 mature trees. These trees provide our property not only with privacy, dust screening, noise buffer but they protect from the winter winds. The loss of any trees or significant canopy along Peel Street boundary line will result in loss of value of our property. Peel Street connects to Cameron Street; Cameron Street connects to the Tenth and the Tenth connects to Highway#26. Therefore, residents are not travelling to the end of Peel Street or Cameron Street to get anywhere other than their existing homes. How is the traffic going to increase when the majority of the traffic is south of us? Maintaining the character of our community is important to all of us who have invested in order to live and play here.</p> <p>Maintaining the character of the community is an important goal of both the Town’s Official Plan and the Strategic Plan. “Providing services to all service areas within the designated urban areas”, only refers to water and sewers as essential services and does not speak to road standards including speed limits. The Town needs to honour their commitment to these goals. I attended both PIC’s on July 11th and July 13th, 2019 along with residents from Peel and Cameron Street. I felt that both meetings were one-sided and served as a process to promote the Town’s pre-determined option of choice, which was Option #5 - Local Urban Road. We were told that: the main objective of the reconstruction is to re-align the road; transportation needs as laid out in the Official Plan; the new developments will increase traffic, as well sidewalks and street lighting will improve overall public safety.</p>	Catherine A. Sholtz [REDACTED] [REDACTED]
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	<p>Official Plan - Section D2 Transportation of the Official Plan; D2.1 Objectives states that one of the objectives of this Plan to:</p> <ul style="list-style-type: none">• Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking and cycling, public transit and automobiles. <p>Comment: This means adopting safe speeds standards and better enforcement. Sidewalks and street lighting are not going to make it safer along Peel Street, the reduction of the speed limit and a stop sign at the corner of Peel Street before turning left onto Cameron Street will. I spoke (at the PIC) to the fact that during 27 years of owning our property, there has never been a speed limit sign posted on Peel Street to provide for a safe transportation system and this was a liability to the Town. Also there have been no recorded accidents on the road in our 27 years. A temporary 50 km/hour speed limit sign was placed on Peel Street days after the meeting. The speed limit should be reduced to 40 km/hour and permanent signage needs to be placed.</p> <p>Official Plan - Section D2.2 Roads in The Town - a local road (Peel Street) function is to connect individual properties to collectors and arterials and carry comparatively low volumes of traffic. The General Design Guidelines state: Right-of-way width up to 20 m and 23 m for rural cross-sections; 2 travel lanes; convenient linkages to collector roads; parking in rural areas is generally restricted; parking in urban areas may be allowed on both sides depending on pavement widths and access control not required. Comment: There are no sidewalks or street lighting mentioned in the Function or General Design Guidelines. As well, it does not speak to speed. There is no supporting evidence for increased traffic (vehicular, biking or pedestrian) as a result of the surrounding developments.</p>	Catherine A. Sholtz continued
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	<p>Official Plan - Section D2.5 Active Transportation a) – promote a connected, safe and well-designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town; l) – ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes; m) – ensure that all pedestrian and cycling routes are designed to be safe. Comment: I don't think anyone would argue for safe and well-designed road, however, it does not require that sidewalks are the exclusive answer, especially when they will not be used. There is also an obligation to maintain sidewalks, however, I do not believe this will be high on the priority list with snow removal. There is also an obligation to maintain sidewalks, however, I do not believe this will be high on the priority list with snow removal. Further Comments: • The Town is not tied to full urban standards: A good example of this is the last major road reconstruction to a rural urban standard is Wensley Drive at Georgian Peaks. The residents objected to the preferred design and they have an asphalt road with asphalt shoulders for walking and biking with no lighting and sidewalks. • Peel Street does not need more lighting. There is a light standard at the entrance of High Bluff Lane and Timber Lane as well as the current one at the corner of Peel and Cameron Streets. More lighting would be overkill and will take away from the night sky that we all invested in by purchasing our properties. • The 10th Line from Beaver Road/33rd side road to Tomahawk has a paved road with paved shoulders. No lighting and no sidewalks. It is heavily travelled and considered a pedestrian walkway to the park.</p>	Catherine A. Sholtz continued
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	<ul style="list-style-type: none">• Lora Bay (Sunset Boulevard Road) is a local road with no paved shoulders, no street lights, and sidewalks and is heavily travelled. There is new and existing development and two beaches (one public, one private).• Why is the 10th Line not being considered in the development charges (same developer)? The 10th Line is utilized by vehicular, pedestrian and cycling from residents of Lake Drive, Cameron Street and High Bluff Lane and soon from Pheasant Run.• It is obvious that sidewalks are costly to maintain versus paved shoulders. Option to Be Considered:• At the PIC, we were told that the design drawings are at 30% and therefore subject to change. A further option for Peel Street needs to be considered.• The reprofiling of the hilltop, extend the paved surface to the waterfront, include underground storm water drainage and minimal curbing is the desired design for Peel Street. Paul Richmond has provided an excellent document with regards to the Peel Street Reconstruction and I would concur with him.• No disturbance of existing trees, bushes or canopy of trees.• No Sidewalks, No additional lighting and No ditching.• No Urban Design. No Urbanization• Respect our desired design	Catherine A. Sholtz continued
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12	<p>(Fillable comment forms on line would be very helpful next time.)</p> <p>We found the presentations at the engagement session and particularly the responses provided by the Town engineer to be very helpful. We look forward to future opportunities to comment on the design for the street including detailed visualizations of the design options and recommendations, prior to a final decision being made. I am sure the residents would be happy to participate in a design workshop format. Regards, Ann Joyner, MES, FCIP, RPP</p> <p>Comments regarding this project:</p> <p>We are residents of Cameron St. and attended the engagement session on Saturday. My family has owned our cottage home for 49 years. (I am a Professional Planner working on numerous complete street projects in Ontario.) Please refer to my previous comments as well that were sent to the Town.</p> <p>As I mentioned in my previous comments, this is a cottage area and the residents chose the area for the natural character and the quiet nature of the streets and neighbourhood. Many' like my family' are long time cottage owners and we highly value the natural nature of the area and specifically the rural nature of Peel and Cameron Streets. We want this quiet and natural character to be preserved.</p> <p>I support the idea of having the services under the road to keep the width narrow and managed and with adding a safe separated path for walking and a separated pathway for biking. This street is connected to a highly used bike path on the old rail line and will become a specific separate connection to the town when the pedestrian bridge is built at the water treatment plant and so must be treated as part of the bike path system for the town.</p> <p>I would like to see more details were not provided about the visual character of the proposed street in specific terms and have an opportunity to comment on them. Specifically, I would like to see:</p> <ul style="list-style-type: none">· A narrow paved area – minimum pavement widths. We are working to 3.3 m per lane, pavement widths for vehicles in Toronto and 2.0 m elevated cycle paths, so I would assume that the widths can be at least this narrow in Thornbury. The painted or separated cycle path is beyond the 3.3m vehicle width of course.	<p>Ann Joyner</p> 
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	<p>· A separated sidewalk and continuous pathway (i.e. that would reflect a rural pathway rather than an urban sidewalk) for cycling and walking. Simply extend and provide a continuation of the existing bike trail along highway 26 southbound in form and function down Peel Street as a separated path (see Images below) to the new planned pedestrian bridge over the creek back to Thornbury.· Very low/no lighting to preserve the night sky and in keeping with the rural/cottage character of these streets and the bike path connection. I sent a number of photos in my first submission that I am happy to send again if helpful.· Natural and low impact materials. Consideration of rolled curbs and as much green space preservation as possible.· Use of only native species that are now common on Peel Street now in any plantings.Finally, I strongly feel that Cameron Street should not be made into an urban cross section at any time even if servicing is upgraded. It has very low use in any travel mode and is similar in character to many other rural streets in the urban and cottage areas outside in and around Thornbury. Decisions on Peel must not influence Cameron Street which is of drastically different character, use and destination than Peel Street.</p>	Ann Joyner.. continued
10		<p>Ann Joyner..continued</p> <p>Example of a rural separated bike path and sidewalk pathway</p>

		<p>Ann Joyner..continued</p> <p>Example of local road with a continuous bike path (that could also be a separated sidewalk) that could be upgraded to a continuous pavement or chalk finish like the existing Cameron St. surface. Also shows discrete /low/lighting. Could be designed to be continuous with the old rail line bike and walking path in form and function.</p>
13	<p>As a resident on Cameron Street for over 40 years I have the following comments in regard to the Peel Street Reconstruction; Preferred Alternative No.4 Paved shoulders Pedestrian traffic minimal Street lights at intersections with High Bluff Lane, Timber Lane and Cameron Street only build bridge for pedestrians and cyclists over Little Beaver River.</p>	<p>Anthony Bauer [REDACTED]</p>
14	<p>1. I do not like dirt road, - cat brakes rust before proper time and mileage.2. We moved up here to be "rural". We came from Oakville - do notFirst Choice - Alternative 2Second Choice - Modify NO. 5 = ok pave, center road, curbs, No lights, No sidewalkI would like alternative No. 4 but it takes down too many cedars.Bought up here for ambiance - not a city.- With the development of the homes behind us, all the cedars/pine trees were taken down - damage of this clear cutting cannot be reversed. Need to preserve existing trees. Option 4 does not do that.</p>	<p>Patricia Kornyk [REDACTED]</p>

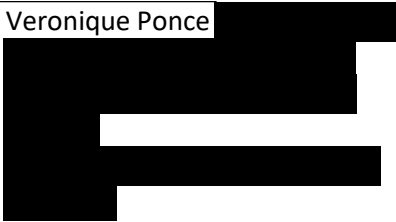
15	<p>MTE Option 5, profiles the hilltop and extends the paved surface to the waterfront. It also included underground stormwater drainage which reduces re-grading onto private property and preserves the forest. That's all OK.</p> <p>What should be re-considered, is the inclusion of sidewalks, boulevards, and lighting, in the established community which extends from Timber Lane, to Georgian Bay.</p> <p>Between Cameron Street and Georgian Bay</p> <p>Sidewalks may be neither required nor appropriate north of Cameron for the following reasons.</p> <p>1) They will seldom be walked on. There is simply 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.</p> <p>2) By mid-summer, the flow rate of the Little Beaver River usually drops to the point where it's easy to cross on foot, with or without a bicycle. Anyone crossing the river will continue to walk right down the center of Bay Street and up the roadway to Cameron, as they always have, because it is perfectly safe to do so.</p> <p>3) It is unlikely there will be any significant change in the volume of vehicular traffic north of Cameron as residential development continues. About 90% of today's traffic is occasioned by the residences on Bay Street and the operations of the TBM water treatment plant. There may be a few more sightseers driving to the north end of Peel Street, but most of those transits are at very slow speeds and many of those are in the evening or on weekends, when water treatment plant operations and related vehicle movements are at a minimum.</p> <p>4) Sidewalks should have only the most of grades. A sidewalk between Cameron and Bay streets would be quite steep. Ice accumulation from freezing rain is more of an issue in this area close to Georgian bay than in other parts of Thornbury. This sidewalk, especially when covered with a fine dusting of snow, could deliver serious injuries to unsuspecting pedestrians. Regular sanding and/or salting cannot be expected to adequately reduce this risk. In short, this stretch of sidewalk would be a perpetual liability, and in all probability, deliver a negative contribution to personal safety. The construction of this sidewalk would require grading back onto private property and would require tall trees on the west side of Peel Street to be cut down.</p>	<p>Paul Richmond and Paige Richmond</p> 
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<p>5) The sidewalk along Bay Street may be viewed as part of the Town's Official Plan (with or without a pedestrian bridge over the river), but it may not be required to serve the plan's objectives. An 8.5m roadway with mountable curbs provides lots of room for the safe passage of pedestrians. This is especially true in this stretch of roadway, as it serves only two private driveways and the entrance to the water treatment plant. Even during business hours, it seldom carried a traffic volume not more than 2 vehicles per hour, and vehicles into this area travel at speeds of less than 15 km/h. As mentioned above, there is no perception of risk and no reason to walk in any direction but the direction that serves the objective of travel. The pavement width along Bay Street has been increased in the plan, from that proposed for Peel Street, from 8.5m to 10m. The additional width does not appear to be required. Seldom are there more than 2 vehicles onsite, both of which park on the plant's driveway, and heavy truck deliveries, of which are few, have no problem backing into the loading area over the existing roadway. Staying with the 8.5m standard roadway would increase green space and improve the plant appearance. Two light standards are proposed for the section of Peel Street closest to the Bay. There are almost no pedestrians or cyclists in this area at night and those that are, are here to view the sky. We can repeat our neighbours' comments not to have lights. They are unwelcome, unnecessary and inconsiderate. They may also increase this as discussed below. Between Timber Lane and Cameron Street. A risk the overall project may not reduce the northbound vehicles failing to make the turn at the 45° intersection of Peel and Cameron Streets. Minor accidents have been occurring there for years and increased speeds, enabled by improved sightlines and roadway redesign, may exacerbate the situation. Lighting, north of the intersection, if visible from south of the intersection and perceived to indicate the principal roadway continues north, may exacerbate the situation further. Vehicular traffic is light into this section of Peel Street, partially because many Cameron Street residences find it faster to drive to Thornbury via 10th Line and Highway 26, than to navigate Cameron Street with its many turns and posted 10km/hr. and 15km/h speed warnings. Within the section of Cameron Street that uses Peel Street, only a few properties remain to be built on. As Cameron Street serves only limited local traffic, and as Bay and this section of Peel Street are fully developed, vehicular traffic many years from now, is unlikely to be more than 10% above today's volumes.</p>	<p>Paul Richmond and Paige Richmond.. cont'd</p>
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	<p>We are accustomed to meeting our neighbours, as we walk along Bay and Peel Streets, and stopping to talk with them sometimes at length, without a care in the world that a car might come along. Visibility excellent and it can be half an hour between vehicles. It strains credulity that a 10% increase in today's traffic volumes could be used to justify the environmental costs of the boulevard and sidewalk that the current proposal portends.</p> <p>General Comments This project was undertaken because of serious deficiencies into the current road that became impossible to ignore with the development of Timber Lane. It is important to note, the total number of lots on Timber Lane is only about one half of the number of lots already fully developed to the north. Since the water treatment plant accounts for about 60% of the traffic on Bay Street, the maximum future increase in total traffic between High Bluff Lane and Timber Lane is probably about 30%. Even if it was 50%, the necessity for a sidewalk between High Bluff Lane and Timber Lane would be arguable. A sidewalk between Georgian Trail and High Bluff Lane, may be required because of the Trail's proximity to the Highway 26 intersection, but its design should be based on projected usage. It will not be used by persons walking downtown because it is shorter, faster and safer to cross Peel Street at High Bluff Lane. Once across the road, the gravel lot connects to the trail, 44m closer to Thornbury than the proposed sidewalk at the Trail. If this sidewalk is constructed, it will be for persons wishing to access the trail westbound. It should be designed like the trail, with a granular A base and a crushed limestone topcoat. That would encourage its use, and be appreciated by all joggers, for both their knees and their shared interest in the environment. Concrete construction has an awful carbon footprint. If safety considerations indicate a sidewalk is advisable at the hilltop, the jogging path could be continued as a gravel shoulder, outside the paved shoulder and curb, to Timber Lane. This would permit the boulevard to be omitted which would reduce the width of "proposed works", reduce expropriation, reduce construction and subsequent maintenance costs, and provide a nicer transition to the rural standards of the existing community.</p>	<p>Paul Richmond and Paige Richmond.. cont'd</p>
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	<p>North of Timber Lane there is no need for a sidewalk. It is safe to transition to walking on a paved shoulder because all opposing traffic has come from a virtual full stop less than 150m ahead. We describe a stop as "virtual" because there is so little traffic southbound from Bay Street, that Cameron Street residents occasionally forget to look to their lefts as they roll through the Peel Street intersection. As any employee of the water treatment plant can verify, we never approach that intersection without being prepared to stop. The attendees at the PIC were invited to submit a hybrid solution (i.e. a plan of their own). Here is our shot at option 4.5. We think it's a solution that would be acceptable to all. It uses speed control to render sidewalks and boulevards unnecessary.</p> <ol style="list-style-type: none">1. Post a reduced speed limit of 40 km/h approaching the hilltop from High Bluff Lane.2. Use vehicular lane markings to further control speed. They could be narrowed at High Bluff Lane and narrowed further at Timber Lane. This may yield even better results than the 40 km/h signage. It is human behavior to drive at a speed that matches one's perception of risk and a narrowing roadway does that beautifully. Its subliminal of course, but speed is seldom adjusted consciously.3. The current Plan (option 5) has an 8.5m asphalt surface (4.25m per lane) surrounded by 500mm traditional curbs. If traditional curbs are changed to mountable curbs (which can be walked on without twisting one's ankle), defining the width of each lane to be 3.0m (the standard Rural Costs Section Width), with solid white lane markings, would deliver a 1.75m paved shoulder on both sides of the street, measured from the outside of each traffic lane to the outside of each curb. This is especially desirable in an area where low traffic volumes make crossing the street to walk on a sidewalk, more trouble than its worth.4. Except for the above lane markings, this is the current roadway design of Timber Lane (8.5m roadway, 500mm mountable curbs, and no sidewalks) Simply run the Timber Lane profile all the way to the waterfront and forget the sidewalks and boulevard.	<p>Paul Richmond and Paige Richmond.. cont'd</p>
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	<p>5. At Timber Lane, if vehicular lane markings further reduced each lane to 2.75m, the paved shoulders portion of the roadway would increase to 2m, wider than the 1.5m proposed sidewalk, and more suitable for persons in groups, who would not stick to the sidewalk in any event. Peel Street between Timber Lane and Cameron Street runs through a pine and cedar forest corridor that has a traffic calming effect. MTE has positioned the roadway within this corridor, but in conjunction with the above changes, the roadway should be re-positioned to ensure no trees are cut anywhere from Timber Lane to Georgian Bay. There is no jurisdiction for centering the road in the ROW, at the cost of the loss of even a single tree. The forest corridor may not look all that impressive to a visitor, but it is the gateway to the community and a very important part of it. Within the area bounded by Georgian Bay, the Little Beaver River, High Bluff Lane, 10th Line, and Lake Drive, there do not appear to be any streets that will ever require a sidewalk for safety. We would appreciate the investment being re-directed to planning additional trees and building a small pedestrian bridge over the Little Beaver River. The PICs have not served to provide the community with plans that enables intelligent debate over the trade-offs between safety and the environment. Another PIC is essential if the community is to unite behind the best possible solution and accept the level of muralism that must be lost. Town council should not be put in the position of having to adjudicate between the professionals they depend on and the society they are sworn to serve.</p>	<p>Paul Richmond and Paige Richmond.. cont'd</p>
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16	<p>Peel Street N is a very small residential street that round north of Highway 26 a few hundred meters downhill before it ends at the lake in a cul-de-sac. It is not a thoroughfare. It serves two different kind of communities: 1. In the upper part, the new developments where land has been clear cut, wide roads are paved to urban standard, there are yet no trees/bushes along the road/sidewalks and there is no water access; 2. In the lower part, the old community with established gardens, thick bushes and tall trees, multiuse roads, where old and new cottages disappear behind greenery. These cottages have water access (direct or deeded water access if they are across the road on Cameron, or water access through membership if they are on Peel or Bay). The lower part has a rural feel that is very much prized by residents and visitors alike. For this reconstruction project, it is very important to keep in mind that Peel Street N (including the loop along Cameron Street and 10th Line) does not lead to any public access to the lake, and does not lead to any public access to the lake, and does not contain any more land of any significant size to be developed. <u>Therefore there is no reason why car traffic below the new development would ever increase greatly.</u> Another important point to keep in mind is that with Cameron Street, the Georgian trail and 10th Line, Peel Street N creates a very quiet loop for joggers, walkers and dog walkers, all of which appreciate the fact that, for the most part, they don't have to walk or run on concrete. For the most part the road component of the plan MTE option 5 makes sense, modify the hilltop for better visibility, extends the paved surface to the waterfront and underground storm water drainage, which will minimize the footprint of re-construction, and street trees to recreate a green corridor, slow traffic and shade the road for all summer users.</p>	<p>Veronique Ponce</p> 
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	<p>However, the older community or lower part I, it is clear that the inclusion of sidewalks and lighting, at the very least between Cameron Street and Georgian bay should be reconsidered. Sidewalk north of Cameron into Peel Street N cul-de-sac Building a sidewalk in the Peel Street N cul-de-sac (north of Cameron) is overkill. This part of Peel serves all of 3 cottages and the water treatment plant. There is---and there always will be--- very little car traffic. On weekend, people ignoring the "No Exit" sign are mostly cyclists who want to have a quick view of the lake as there is nowhere to sit. Even when a pedestrian bridge is built across the river (which would be great), Peel St. N will never be a tourist destination. Such a sidewalk would have a down-slope of 6 degrees facing Georgian Bay and would be a perpetual liability in the winter with ice accumulation, freezing rain and north winds off the Bay. This sidewalk would replace established trees/bushes/greenery and would compromise the beauty of the approach to Georgian Bay, the very reason why people are tempted to walk to the waterfront at this very spot. Street lights north of Cameron into Peel Street N cul-de-sac The two light standards proposed for this section of Peel St N are a nuisance. There are rarely any pedestrians or cyclist in this area at night. If they happen to come here, its for dark-skies and star viewing. The water treatment building already has light. Any additional permanent lights are unwelcome, unnecessary and inconsiderable. It is hard to evaluate the value of being able to see a night sky and the ability to see the stars is hard to assess, but its nevertheless important for wellbeing. Keep in mind that most people who come to Thornbury to visit or to live are escaping bigger cities where the sky is constantly lit up. Being able to enjoy a real darkness is amazing and it would be a great loss if the bottom of Peel (where it opens to Georgian Bay) was to be lined with road lights.</p>	<p>Veronique Ponce and Tim Urbshas..cont'd</p>
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	<p>Overall Road Design With the new developments, car speed had become a problem on the upper part of Peel Street. The fact that large chunk of land has been clear-cut along the road increases visibility and gives drivers a false sense of safety. It is human nature to want to speed up. As we all know, intelligent road design -- not speed limit sign ---- is what makes drivers unconsciously slow down. Therefore there are many solutions such as: make some part of the street visibly narrower, plant a green corridor again, etc. A green corridor would also provide a home for many small animals and would be much enjoyed by humans, it is much better to walk and cycle on a calm road. Properties on Peel St N, 214 part 1 and 2 Lastly, I would like to attract your attention to the lot at the very end of Peel St (Corner of Peel St N and Bay), which is currently empty (214 Peel St Part 2). This is a very small serviced lot surrounded by trees and thick bushes, high on the ground with steep slopes on either side. All the options currently proposed that involve building ditches also involve expropriating 25% of this lot. Not only this would make this lot very unattractive to live on, but also it would be impossible to build a property as we had hoped. This is not acceptable. A new design with underground storm water drainage located under the road is easily feasible without destroying this corner lot and making it unlivable. Along with 214 Peel part 1, we bought these properties because the trees create a nice buffer from the road and from the noise. In the Fall and Summer, we see loads of bunnies, wild turkey and foxes among other wildlife. Removing this entire green buffer to build a useless sidewalk that leads to nowhere is not only illogical, but it feels us with anxiety. In conclusion, people who bought a property in the lower community did it for the trees, for the green, for the dark sky at night, for the feeling of being in nature although close to services. Although the willingness of the City to improve the road is welcome, the lower part of Peel St N should not be designed like the upper part, the feel and the need are quite different, and it should be respected. As with many people, we left Toronto to buy properties in a rural community. An urban road standard is not what we bargained for and I would guess many people would say the same. There must be a way to pave a road and bury underground storm water drainage without destroying everything else. Furthermore, removing greenery and trees to make more space for cars and concrete do not make any sense at the age of global warming.</p>	<p>Veronique Ponce and Tim Urbshas..cont'd</p>
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	<p>As with many people, we left Toronto to buy properties in a rural community. An urban road standard is not what we bargained for and I would guess many people would say the same. There must be a way to pave a road and bury underground storm water drainage without destroying everything else. Furthermore, removing greenery and trees to make more space for cars and concrete do not make any sense at the age of global warming.</p>	<p>Veronique Ponce and Tim Urbshas..cont'd</p>
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	<p>Comments regarding this project:This letter is in response to the proposed reconstruction of Peel St.: I have worked in Thornbury for the past 25 years. I moved to the town of Thornbury about 10 years ago and for the last 4 years have lived at 164 Bay St. West. After attending the public meeting and talking with other residents in the area would like to submit several points against having streetlights and sidewalks: The issue of safety came up several times at the public meeting. I do not see a safety concern in having no sidewalks. Traffic moves slowly and there is very little traffic to justify having sidewalks. I walk up and down this street all four seasons regularly and rarely encounter a vehicle or other pedestrians. The sidewalk would lead to nowhere. The argument to put a sidewalk up to the river because there is a “thought” to construct a bridge across the creek beside the water plane is a red herring. There is no timetable to have this done. It is a thought. This would be a total waste of taxpayer dollars given that there is hardly any pedestrian traffic. As far as streetlights, there are few pedestrians that frequent the end of Peel St. as it connects with Bay St. W. There is a light at Cameron and lights from the water plane. This is all that is required! There is a spectacular view of the stars at night with very little light “pollution” from the existing lighting and more lights would ruin this benefit to the public in this regard. The lights are unwelcome, unnecessary and inconsiderate. Lastly, the greenspace corridor looking from north down Peel St. has already diminished given the development already occurring in the area. Once you clear the hill past High Bluff Lane there are trees on either side of the road leading to the Bay. It provides a beautiful view and is in keeping with the small-town bayside atmosphere. Sidewalks and streetlights would eliminate the trees, ruin this view and urbanize the area like a city street. No one wants this! Every person I have talked to in the area is OK with paving Peel Street but I have not talked to one person who is for sidewalks and streetlights. If anything, a paved shoulder would suffice and would warrant less maintenance costs. The town has asked for comments from the public regarding the proposed Peel St. reconstruction. Please listen to the residents in the area and keep the small town bayside rural feel.</p>	<p>Brad Forest [REDACTED] [REDACTED] [REDACTED]</p>
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17	<p>I was present at the PIC for Peel Street last Thursday evening. Thank you all for your presentation and time in this matter. My formal comments below. Our preference regarding Peel Street (and Cameron) is to preserve the rural flavor of these streets and this neighborhood. None of us wants to live in the 'city' and that's why we are all here and have invested personal and financial capital for this privilege. While we agree that fixing Peel – sight lines, the hill, drainage ,etc. are all absolutely necessary - we are not in favor of urban standard and do not feel that lights, gutters, sidewalks and curbs are necessary/required. With that in mind, we would like to see a HYBRID of versions 3,4, and 5 as presented last week (and on the weekend) which would be a properly paved road with proper sewage, and paved shoulders with a properly marked bike/walking lane at least 2 meters wide on one side (or both). No additional lights. No curbs. No gutters. No sidewalks. We would like this email to be presented to council accordingly. Thank you for your consideration and kindly acknowledge receipt of our comments.</p>	<p>Mitchel and Marlene Freedman [REDACTED]</p>
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18	<p>I was forwarded your contact from one of my neighbours. I live at 266 Cameron St and wanted to formally submit my comments and stance on the peel St Project to be presented to the decision makers and council.</p> <p>First off thanks for your help. As a local boy born and raised here I can only assume that this street is quite active and vocal on feedback regarding the peel street improvements); I live right on the corner of Peel and Cameron and here are the comments and proffered actions from my partner and myself. We fully enjoy the street and are one of only a few households that live here full time. It's a busy spot on the weekend and we share the same opinion as most that I believe have given the following feedback.</p> <p>Below is a message from Mitchel that mirrors out thoughts and wants exactly: "Our preference regarding Peel Street (and Cameron) is to preserve the rural flavor of these streets and this neighborhood. None of us wants to live in the 'city' and that's why we are all here and have invested personal and financial capital for this privilege.</p> <p>While we agree that fixing Peel – sight lines, the hill, drainage ,etc. are all absolutely necessary - we are not in favor of urban standard and do not feel that lights, gutters, sidewalks and curbs are necessary/required.</p> <p>With that in mind, we would like to see a HYBRID of versions 3,4,and 5 as presented last week (and on the weekend) which would be a properly paved road with proper sewage, and paved shoulders with a properly marked bike/walking lane at least 2 meters wide on one side (or both).</p> <p>No additional lights. No curbs. No gutters. No sidewalks. We would like this email to be presented to council accordingly. Thank you for your consideration and kindly acknowledge receipt of our comments."</p>	<p>Jesse Fulton President and Founder</p> 
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19	<p>In addition, there is one issue I would like to address and that is a STOP sign at the bottom of Peel. I am pretty concerned with the speeds that people take that blind corner at. It's as if they feel the need to accelerate around the corner. Both people who live on the street and a number of contractors and landscapers take it way too fast sometimes trying to even burn out around it. I have a 6 and an 8 year old that play at the end of my driveway and we have had 2 close calls. In addition, have seen walkers and bikers being close to getting hit. This is not an "if" situation it is a "when" situation. I assess risk for a living and sooner or later a human or a pet will be hit on this corner. Many times, I have chased people down and asked them to please slow down. I highly recommend that you consider a stop sign at this intersection. That corner is constantly busy as people round it to walk up to the trail. If we are looking to regrade the hill for safety, I suggest a stop sign or speed bump be placed there as well to ensure a completely safe journey from Cameron to the top of the hill on Peel St. Thanks for letting us voice our opinions in this matter. I am always available to discussHappy project managing!</p>	Jesse Fulton... cont'd
20	<p>After attending the Thursday July 11th meeting and going over the report from MTE, I would like to express my opposition to Alternative #5 and the building of an urban road on Peel Street. Specifically, I am against the sidewalks and street lights as they are out of character for this area. IMO, there is a better hybrid option available to address the needs and concerns of this street</p> <p>Thank you for your time and consideration.</p>	John Lewitt 
21	<p>The public Information session was very quiet detailed and useful. For the most part, Peel Street North acts as an extension of Cameron Street. Almost all the traffic comes from or continues on to Cameron Street. Obviously, this will change somewhat once the Timber Lane houses are complete. For this reason, we think it make sense to upgrade Peel Street to about the same standard that Cameron Street currently has. Thus, we are in favour of Alternative 4 Rural Costs Section (Paved Shoulders). ...but without street lighting. Street lighting does not seem appropriate for a street that is mostly 'recreations' and would inconvenience people who live close to the road on Peel Street.</p>	Steve Parfitt & Barbara Williams 

22	<ul style="list-style-type: none">- support a modified #5- underground storm sewers (longevity & stability)--minimal grading impacts private property vegetation <p>- Suggest not adding curbs and sidewalks but rather painted designated lane for bikes and walkers - better use of full width of road + lesser maintenance cost for plowing sidewalk. The residents of Cameron and Peel are used to sharing the road and have been doing so safely for decades. The Town has not allocated funds for plowing of a sidewalk. There are likely more cyclists than walkers who use the road.</p> <p>Winter plowing of the road is easier without curbs and plows can often damage these while plowing (i.e. more maintenance costs).</p> <p>If a sidewalk is required than between Timberline & Highway 26 only.</p>	S. D. Los 

**Peel Street Reconstruction
Responses to Public Feedback - PIC held July 11& 13th 2019**

No.	Preference	Response
1	5	This will be reviewed in more detail during the detailed design phase, however, given the asphalt width will be 8.5m, the fog lines will help with traffic calming.
2	2	The Town is responsible for ensuring that when reconstruction project such as this one are completed, that sustainable engineering practices are used. Using techniques like chip and tar are merely band-aids which can slightly extend the life of the road. In this case, the Town would be faced with making the same decisions about urbanization in the near future should a band-aid solution be prescribed. Peel Street has been included in the Development Charge Background Study because of the ongoing development along Timber Lane, High Bluff Lane, along with other planned development. The usage of the street is being significantly changed by the development, and so the infrastructure should be improved to meet the growing demands of the street.
3	5	Lighting and sidewalk are being included for long term sustainable safety of the residents who will walk along Peel Street. The sidewalk is a critical element to creating connectivity, and support the trend toward active transportation.
4	5	No Response.
5	4	As part of introducing a storm sewer system to Peel Street, the addition of curbs to collect the storm water runoff are recommended. The drainage ditches along Peel Street are insufficient, and so they would require replacement if curbs were removed.
6	4	Street lights are a safety related item that help improve visibility along Peel Street. The lights that are being proposed are Led dark sky friendly lighting.
7	4	The reconstruction of Peel Street and the level of service that will be determined and implemented through this project will not have any bearing on future works on Cameron Street.
8	2	The objection to streetlighting and sidewalks will be acknowledged and included in the report to council.
9		The addition of stop signs and speed reductions is outside the scope of the works for this stage of the project. The concern will be included in the report and re-evaluated during detailed design.
10	5	The objection to streetlighting and sidewalks will be acknowledged and included in the report to council.

No.	Preference	Response
11	4	The intention of this reconstruction is to construct a road that is safe, sustainable, and meets the objectives of the Town's Official Plan. Creating a safe, well designed, active transportation network is one of the objectives of the Town, and should be considered for all reconstruction projects.
12	4	The intention of this reconstruction is to construct a road that is safe, sustainable, and meets the objectives of the Town's Official Plan. Creating a safe, well designed, active transportation network is one of the objectives of the Town, and should be considered for all reconstruction projects.
13	4	
14	2	Along with developing an option that preserves the roadside vegetation, the Town must look at long term solutions for Peel Street that meet the demands of today, and the future. Option 2 does not address any of the safety concerns that exist with the current profile of the road, and does not improve the sight lines.
15	5	Sidewalks are a key element to providing connectivity for pedestrians, and the need for sidewalks will be discussed further through this process. Speed limit changes will be addressed outside of this project.
16	4	Sidewalks and streetlights are elements that provide connectivity and safety for pedestrians. Providing safe and connective infrastructure is outlined in the Town's Official Plan, and should be considered for reconstruction projects such as this one.
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18	4	Sidewalks and streetlights are elements that provide connectivity and safety for pedestrians. Providing safe and connective infrastructure is outlined in the Town's Official Plan, and should be considered for reconstruction projects such as this one.
19	4	Sidewalks and streetlights are elements that provide connectivity and safety for pedestrians. Providing safe and connective infrastructure is outlined in the Town's Official Plan, and should be considered for reconstruction projects such as this one. The need for a stop sign will be evaluated, as no formal traffic study has been completed to identify a need at this time.
20	4	Sidewalks and streetlights are elements that provide connectivity and safety for pedestrians. Providing safe and connective infrastructure is outlined in the Town's Official Plan, and should be considered for reconstruction projects such as this one.

No.	Preference	Response
21	4	Sidewalks and streetlights are elements that provide connectivity and safety for pedestrians. Providing safe and connective infrastructure is outlined in the Town's Official Plan, and should be considered for reconstruction projects such as this one.
22	5	The introduction of a storm sewer system is better implemented with curb and gutter. If the curbs are not included, then proper ditching would be recommended. The increased impact of grading will affect the vegetation and grading onto private property.