

# Queen Street (Highway 50) from Queensgate Boulevard to Columbia Way, Bolton

Summary of Questions/Comments and Responses from Public Meeting #1 on November 29, 2023

## General

**Question:** What planning process is being followed? Is the Municipal Class Environmental Assessment (MCEA) required?

**Answer:** The works considered in the Queen Street Complete Corridor Study are exempt from the 2023 MCEA. Although this project is exempt from the MCEA, the project team is undertaking public consultation as an important step in the study process. Once a recommended design option is determined, the project team will review the MCEA to confirm if the project is still exempt.

**Question:** What technical investigations are being undertaken for this corridor study?

**Answer:** Several technical investigations are being completed in order to characterize the existing conditions of the study area as well as determine impacts and mitigation measures, if required. Focus areas include traffic, natural heritage (including trees), cultural heritage and archaeology, and utilities. Some of the findings will be used to inform environmental permitting needs in future phases of the project. Other investigations will be completed to inform design, such as stormwater management and geotechnical.

**Question:** Why is the corridor sectioned the way that it is? It may not be useful to understand the challenges in each section if the corridor is split up, so how will the corridor sections be assessed collectively? How are they justified in the evaluation criteria?

**Answer:** The three sections in the corridor have different land uses, right-of-way widths, needs for utilities, speed limits etc. The proposed options for the downtown area would be less appropriate in the south or north sections. Each segment needs the correct facility type and corridor features to suit the land use, desired speeds and overall vision for that section. While we have sectioned Queen Street into three sections, the study will still be designed and reviewed as a whole to ensure smooth transitions throughout the corridor for all modes of travel.

**Question:** In the study area profile and evaluation criteria, how are the needs of businesses and residents in the area being captured?

**Answer:** The study team is engaging with the public (including residents and businesses) through the Community Stakeholder Group meetings and through comments received from the public throughout the course of the study. We encourage anyone interested in this study to reach out to us to provide input and feedback so we understand what the concerns are for this corridor and further consider how to address the concerns in the study. The study area profile captures some of the key concerns in the study area and the evaluation criteria consider factors such as traffic demand, safety, environmental impacts, property, etc. To help us better refine the evaluation criteria and understanding of the concerns, we welcome your feedback and input into the study.



**Question:** Who can I contact with questions about the project and how can I submit comments? What ways can I be more involved in the study? How can I bring critical input to the study team's attention?

**Answer:** If you have comments and questions on the study, they should be submitted to the Peel and Consultant project managers (available on the study website). While comments can be submitted at any time during the study, we encourage comments related to this public meeting to be submitted by December 15, 2023.

**Question:** If there is no road widening nor speed change, what is the purpose of this study? What makes this study different than the ones that were completed previously?

**Answer:** This study builds on the recommendations and consultation input of previous studies to arrive at a preferred design option for the corridor, culminating in a preliminary design plan that is complete and implementable. One of the outstanding issues not fully addressed in previous studies is active transportation facilities in the corridor, so we will look at what type of active transportation facility should be implemented and where. We are also looking at safety and operational improvements, such as at intersections (areas where we identified need additional improvements, such as storage length capacity in the turning lanes, and traffic safety issues through the corridor where accesses are in close proximity). In addition, this study will look at accessibility improvements, including at the Humber River Pedestrian Bridge. Further, these improvements will be coordinated with routine work needed to maintain existing infrastructure in a good condition, such as storm sewers and pavement.

**Question:** Has the project team looked at how other "downtown" locations have planned the village as a destination and how they have managed traffic?

**Answer:** This is a great question and something that we will take into consideration. Peel Region completed an environmental assessment for similar corridor improvements on Airport Road through Caledon East.

**Question:** Have any studies been completed south of Queensgate Boulevard and how will this study tie into work south of the study area?

**Answer:** Several studies have been completed for Queen Street south of Queensgate Boulevard. An environmental assessment study and preliminary design were completed earlier this year for drainage and active transportation improvements on Regional Road 50 from Mayfield Road to Healey Road. The recommendations for active transportation included a multi-use path (MUP) on the west side and sidewalk on the east side, with the MUP transitioning to the east side at Healey Road to connect with future planned improvements to the north. This project is currently in the detailed design phase and information on the study recommendations and preliminary design can be found on the Region's website ([Regional Road Highway 50 Drainage Improvements from Mayfield Road to Healey Road](#)).

The second study is the replacement of the bridge structure on Queen Street over the Canadian Pacific Railway, which is currently in detailed design and will incorporate improvements to active transportation (MUP on the east side), between Healey Road and Queensgate Boulevard. More information on this project can also be found on Peel's website ([Capital Projects in Peel](#)).

This Queen Street Complete Corridor study will consider the design work being done to the south of Queensgate Boulevard and will tie into these future planned improvements.



**Comment:** The stakeholder consultation model shown is not sufficient and it would have been better if we can see the other questions submitted by attendees at the public meeting.

**Answer:** We will review the consultation model for improvements, and prepare a summary of questions and answers from this public meeting for the project website. We encourage anyone interested to submit input and feedback if there is more that you would like to see through the study.

## Transportation and Design

**Question:** How is Level of Service defined?

**Answer:** In the context of traffic analysis, Level of Service (LOS) assigns a letter value (from 'A' to 'F') to indicate delay to traffic: A-C means smooth or steady traffic, D is nearing unstable traffic, E is unstable traffic, and F is heavily congested or stopped traffic.

**Question:** How is Vision Zero reflected in this study? Peel's Vision Zero indicates that safety would set precedence for future planning.

**Answer:** Safety will be considered as part of the evaluation of the design options and in the preliminary design. This involves making the road safe for all users, drivers, pedestrians and cyclists. If you have any traffic or road safety concerns that you think we need to consider through this preliminary design study, we invite you to submit those concerns to the study team.

**Question:** We received several comments and questions regarding speed along Queen Street, notably at the section that is posted at 40km/h. It was noted that many drivers are still traveling at high speeds, regardless of the posted speed limit, while others travel at the speed limit, resulting in big speed differences. While the improvements discussed are nice, the root issue of vehicular speeds still remains. How will this concern and speed limit be addressed for safety? Will enforcement be considered? Are speed-related collisions considered in the collision study? Are there traffic calming measures?

**Answer:** We are aware of the speeding issue and the Region has implemented some measures to deter speeding, such as the addition of regulatory speed signage and dynamic (radar) speed signs and the implementation of community safety zones allowing for increased fines. Other measures could be considered and implemented such as Automated Speed Enforcement cameras. The Region is also collaborating with the Ontario Provincial Police to increase speed enforcement in the area. It should be noted that based on our review of collisions in this area, speed is not typically a major factor leading to reported collisions.

We acknowledge that a lot of comments were received noting that while safety measures, such as lower speed limits and signage, are ideal, they are not always effective at getting drivers to actually slow down. Through the preliminary design, we will look at ways to design the physical roadway to encourage slower speeds. This includes narrowing the travel lane to reduce speeds and the presence of other facilities in the roadway corridor, such as parking, active transportation facilities, and streetscaping features, to make drivers feel they are in a slower environment.

**Question:** Who sets the speed limits?

**Answer:** The Region of Peel has jurisdiction over Queen Street and therefore sets the speed limits.

**Question:** Is there any option for a [traffic signal] to be placed at the top of the hill at Downey Drive? If not, how will bicycle traffic be accommodated on the east side of Queen Street between King/Willow up to Ellwood?

**Answer:** At this point in the study, it has not been determined if a multi-use path (MUP) will be implemented on the east or west side of Queen Street near Downey Drive. If recommended, it will depend on which side the MUP will be placed (e.g., if it is on the east side, traffic signals may be warranted to facilitate pedestrian crossing to provide connectivity to facilities such as the Albion-Bolton Community Centre on the west side). Addition of street lighting will be considered as part of the study at intersections and other areas of potential conflict between vehicles and active transportation modes.

**Question:** What are the objectives related to how traffic should flow on Queen Street? How will traffic volumes come into play in this study?

**Answer:** The overall goal is not to add capacity for vehicles to this corridor but to accommodate other modes of transportation (i.e., active transportation) by making the corridor welcoming and safe to all users. The traffic analysis for this study looks at traffic demand, level of service, and operational needs for the corridor.

Previous studies looked at ways of making downtown Bolton more people-centered and more of a destination as opposed to a major through road for vehicles. From a broader transportation perspective, there are plans to encourage traffic, specifically truck traffic, to use other alternative routes, such as the Emil Kolb Parkway to bypass downtown Bolton. There is currently a truck restriction by-law on Queen Street through the downtown core. We are working on balancing traffic that passes through downtown and traffic destined for downtown. This supports the Town of Caledon's vision to have a Queen Street corridor for all users and the vision to revitalize and enhance the downtown area. Slowing traffic through the downtown area aligns with the broader plan for the transportation network in Bolton.

**Question:** I would support to not increase the capacity through widening; how will the study address the lack of alternatives around the corridor without widening?

**Answer:** Based on the findings of the traffic analysis, no road widening, that is no additional capacity, is required on Queen Street. There may be some operational road improvements at specific locations throughout the corridor. The goal is to stay within the road right-of-way as much as possible. If any aspect of the project could potentially impact property beyond the right-of-way, the study team will consult with the affected property owners.

**Question:** In the Town's master plans, there is a large residential subdivision slated to go in north of Columbia Way. With traffic already bumper to bumper during rush hour, how does this plan address the increase in vehicular traffic?

**Answer:** The Region's and the Town's Transportation Master Plans (TMPs) look at land use and growth across Peel Region and Caledon. The traffic analysis being conducted as part of this Queen Street study builds on the findings of the TMPs and looks more closely at this specific corridor. It considers future developments and designated land uses that have been approved in the area, and the analysis reviews existing and future traffic conditions accordingly. If the developments are still in the process of being reviewed by the Town and Region, the results of our study can be provided to the Town and Region for their consideration in the review and approval process.



**Question:** The Queen Street and King Street intersection is unsafe, notably for left turning traffic. How will safety be considered at this intersection?

**Answer:** Due to past safety concerns, the Region has implemented improvements to the Queen Street/King Street intersection. This includes installing eastbound and westbound turning radius lines, installing no right turn LED signs in all directions that activate during the left turn phase so that vehicles making right turns have to yield to left turning vehicles, and setting back the northbound through lane stop bar to improve visibility of the northbound left turn lane. Through this study, the proposed design will consider these safety measures that have been implemented and will consider additional safety improvements as required.

**Question:** Could we adopt a no-left turn policy at Queen Street and King Street? This may alleviate congestion in the downtown core and encourage drivers to use alternate routes.

**Answer:** While a no-left turn policy was reviewed, it was not recommended as a short-term solution due to the limitations in providing alternative routes for left-turn movements within the current surrounding network. However, restricting left turns could be considered as a long-term solution, in conjunction with other network infrastructure improvements in the nearby area, to provide suitable alternatives. It should be noted that no left turn for trucks has been implemented at this intersection and the intention is to maintain this configuration with further enhancements to discourage trucks from turning by introducing geometric changes such as smaller corner radii at the intersection.

**Comment:** I don't think another light at the Albion-Bolton Community Centre is a good idea as it is too close to the Ellwood Drive signalized intersection and it would impede through traffic in both directions even more than now.

**Answer:** Improvements to the access at the Albion-Bolton Community Centre can include improvements to lane configuration, pavement marking, improved signage, etc. rather than a new traffic signal. The traffic study indicates a signalized intersection is not warranted based on traffic needs at the entrance to the community centre. However, a traffic signal may be considered to provide safe connectivity for the proposed active transportation facility to the Albion-Bolton Community Centre, if the facility is located on the east side of Queen Street. We will present the proposed improvements at the next public meeting.

**Question:** Emil Kolb Parkway is not being encouraged to be used as an alternative. What is the Region doing to encourage vehicles to use this alternative to alleviate traffic on Queen Street?

**Answer:** We anticipate that the transformation of downtown Bolton as a destination and implementation of measures on Queen Street to encourage traffic calming would discourage people looking to travel quickly through the corridor. These drivers would likely seek a different route that will help them bypass the downtown area. Projects to the south of the study area will also encourage people to use Emil Kolb Parkway for similar reasons. [Comments were received that the diversion of trucks has been effective and appreciated.]

**Comment:** I do not like roundabouts as they are confusing to navigate.

**Answer:** The intersections in the Queen Street corridor were reviewed through the traffic study, and no roundabouts are recommended.



**Question:** Since the Town of Caledon has partnered with Brampton Transit for the Bolton Line servicing, will this increase transit support in the study area?

**Answer:** Transit initiatives carried out by the Town of Caledon and Brampton Transit are outside the scope of this study, which focuses on completing a preliminary design for the Queen Street corridor. As part of this study, we will be collaborating with transit staff who will provide comments and input regarding transit needs (e.g., bus stops, bus bays, etc.) along the corridor. However, our study team is not actively involved in decisions regarding transit service in the corridor.

**Question:** Slide 22 shows 2 vehicles going north and 2 vehicles going south. What about lanes for left turns? How will we improve issues at the intersections?

**Answer:** In the downtown, there is an option to maintain the left turn lane in both the north and south bound directions along with the north bound right turn lane at King Street, so basically no changes in any of the through lanes or the turning lanes. This option would impact the parking as space to accommodate active transportation facilities would require removal of some parking spots on Queen Street, north of King Street. The other option is to maintain existing parking spots and remove the left turn lanes to provide space for the active transportation facility. Both options will be carefully evaluated to provide the best solution for this area.

**Question:** Are there plans to add right turn lanes at intersecting streets?

**Answer:** The traffic study identifies operational lane improvements with a focus on Queen Street. The study also reviews potential improvement needs on intersecting streets. The current study results indicate that no additional right turn lanes are needed on intersecting streets.

**Question:** What are some ways accessibility elements will be incorporated into the design?

**Answer:** There are existing accessible features, such as push buttons for traffic signals, throughout the corridor, however these features are not consistently present. The study will aim to implement these features along the corridor. The project team is also examining areas with steep grades and potential obstacles, as well as working to mitigate conflicts within the clearway, such as utility relocation. Further, the project team is reviewing the Humber River pedestrian bridge to implement improvements to bring the bridge/access points up to accessibility standards.

**Question:** What is access management and why is it required? Several comments were also received relating to the south section of Queen Street and the safety at these accesses (sightlines during turns, turns across multiple lanes of traffic, accesses that are too close resulting in near collisions).

**Answer:** When multiple accesses are in close proximity to each other, this can present safety concerns for all road users. For motorists, this means many left and right turning vehicles in a short distance, leading to many conflict points and reduced sight lines, potentially resulting in collisions. This is notable in the angle collisions observed at the section of Queen Street from Ellwood Drive to Allan/Wilton Drive, which has many plaza access points. This also poses a safety concern for pedestrians and cyclists, as there would be more conflict points where motorists and pedestrians/cyclists have to look out for each other. Access management considers options, such as access consolidation and/or restrictions, to maintain access to the plazas while improving safety. Access management also includes reviewing sightlines.

If you are a property or business owner in the area, feel free to reach out to the key project contacts to discuss access solutions.



**Question:** There needs to be signs between south of Queensgate Boulevard to Allan Drive, noting that the right hand turn lane is ending at Allan Drive.

**Answer:** We will consider including signage that notifies that vehicles in the north bound right lane must turn right at Allan Drive.

**Comment:** For the Queen Street South section, line of sight coming up the hill is also a factor for those residences at the crest of the hill.

**Answer:** Noted, existing sight lines from the residences at the crest of the hill will be evaluated and improvements such as keeping sight triangles on both sides of existing driveways will be proposed if sight lines are found to be deficient.

**Question:** There are portions of the study area with sidewalks that are just gravel or not existent. Are there plans to upgrade these areas? Continuous active transportation facilities would be appreciated.

**Answer:** Yes, one of the goals of this study is provide continuous active transportation facilities through the corridor. At this point, it has not been confirmed the exact type of facility and on which side of Queen Street, however current sections of sidewalk will be upgraded to the proposed facility type to be decided as part of this study and will also meet design and accessibility standards.

**Question:** Has there been consideration for increased rest or shaded areas on the North and South hills with barriers or gapping between the road and sidewalk for pedestrian safety where possible?

**Answer:** Rest areas with street furniture (e.g. benches) will be proposed where right-of-way space allows, especially in areas along the hill where anticipated usage of the rest areas are higher. Buffer space for active transportation facilities will be maximized to provide as much separation as possible between vehicles and pedestrians/cyclists. At this time, physical barriers such as guide rail, concrete barriers or other permanent safety barriers are not anticipated as they usually pose a hazard themselves if vehicles crash into them, however they will be considered if there are select areas where there is insufficient separation between the active transportation facility and the proposed vehicular lanes.

**Question:** Is there consideration for increased walkability downtown, such as increased traffic light times and other safety features to help residents cross safely?

**Answer:** Sufficient space will be provided to accommodate pedestrian traffic. The study will also consider landscaping features and street furniture to make walking more pleasant, accessibility features such as tactile warning plates at pedestrian crossings, intersection geometry improvements to minimize crossing distances as much as possible by reducing curb radii at intersections, and review of signal timing to ensure sufficient time is provided for pedestrians to cross safely.

**Question:** If bicycle lanes are going to be implemented in the downtown core, now that all day parking is in place on both sides of Queen Street, will the bikes be travelling in both the two northbound and southbound lanes? Has this been discussed with emergency service providers?

**Answer:** The project team is trying to implement a dedicated space for active transportation separate from traffic. At this time, it has not been decided if it will be an on-street facility or in the boulevard (grade separated from the road). The design will meet the Ontario Traffic Manual standards and Transportation Association of Canada standards, which complies with emergency services requirements,



though the design will still be shared with emergency service providers for comment. We note that there is a fire station in proximity to Columbia Way, so access to the fire station will be considered.

## Natural Environment

**Question:** There are a lot of invasive plants along Queen Street, such as Phragmites. Can we eliminate those and replace them with native plants?

**Answer:** This study includes a Streetscaping [Green Infrastructure] Plan which can address plantings and recommendation of native species. Through our technical studies, we are looking at the existing conditions of what is currently in the corridor and will consider replacement plantings, if required, that are more naturalized, hardy, salt tolerant and lower maintenance. There will be more details on vegetation impacts and replacement at the next public meeting.

**Question:** How will the study ensure the street lighting is friendly to insects?

**Answer:** Illumination and street lighting are required to follow different guidelines and standards to meet lighting requirements (e.g., light trespass, number of lumens), however, we will review if any lighting standards are more friendly to insects and can be implemented as part of the street lighting design.

**Question:** Ensure permeable surfaces to reduce flooding and consider installing rain gardens with native plants.

**Answer:** Drainage design and stormwater management is a component of this study, and we will consider permeable surfaces, where appropriate.