

Meeting Minutes



ARCWG Sub-Meeting: Transportation

Location:	Caledon Town Hall, Mayfield-Palgrave Room 6311 Old Church Rd, Caledon East, ON
Date:	April 8, 2024
Time:	11:15am – 12:45pm

In Attendance

David Sylvester (DS), Joe Nethery (JN), Xavier Costa (XC), Ian Sinclair (IS), Jane Thompson (JT), Councillor Christina Early (CE), Neil Morris (NM), Councillor Lynn Kiernan (LK)

Guests from HDR and Peel Region: Suzette Shiu (SS), Marsha Paley (MP), Robbie Jay (RJ), Carl Wong (CW), Julian Perez (JP), Kyle Van Boxmeer (KV), Robert Gauthier (RG)

Regrets

Martin Bamford (MB), Mayor Annette Groves (AG), Steven Burke (SB), Cheryl Connors (CC), Jeff Hignett (JH)

Agenda Items

Meeting Commencement (11:15 a.m.)

Introductions

- RJ: Principal Planner, transportation planning
- KV: transportation planning, Traffic Operations, at Peel
- JP: Supervisor Road Operation Maintenance at Peel
- RG: Roads Foreperson
- JT: How does the April 2024 transportation master plan fit into this process and the Region's master plan work?
 - SS: end of march they released their master plan for public review (note: HDR is not the consultant for the Town study)
- JT: in terms of how one would move forward in terms of policy, how would that go?

- JN: recommendations could be coming from either side of those studies, ultimately it depends on overall timing

Suzette's Presentation (11:30 a.m.)

- SS: Transportation review: sources of data considered were:
 - Aggregate resources areas
 - Historical production trends
 - Caledon's haul routes and Peel's strategic goods movement network
 - Caledon community resource study
 - Traffic/truck data
 - Peel commercial vehicle travel profile (MTO)
 - Traffic counts (Peel)
 - Vehicle classification counts (Peel)
 - Collision data (Peel)
- Recommended actions:
 - Develop action plan to mitigate road safety design issues
 - Review regional road design standards—incorporate new design guidance
 - Region and Town work together in application process. To protect community interests and transportation system performance
 - Undertake feasibility study to explore alternative aggregate haul routes and options to manage truck impacts on settlement areas
 - Explore cost-benefits of upgrading Regional roads and truck routes for year-round use
 - Explore new data sources or collection options
 - Consider study to quantify air quality and noise impacts of transporting aggregates specifically
 - Develop stakeholder consultation program for on-going communications
- **Policy recommendations:**
 - **Review network of “high-capacity arterials” in OP for connectivity to updated potential aggregate resources areas**
 - **Update haul route map to use Emil Kolb Parkway**
 - **Explore use of haul route agreements to require aggregate operators to improve haul routes to appropriate design standards**
 - **Review regional strategic goods movement network**

Questions and Comments

- JT: whose roads are these going to be? If the region remains responsible for roads, don't we need to know that? This is a big uncertainty
 - KV: ultimately, roads are going to continue to function as goods continue to need to move.
 - JP: business as usual, as we learn what's going to happen with the political decision of what's going to happen, the operational and maintenance plans will continue
- JT: The goods movement is not coming from Caledon, it's moving through Caledon (it's Provincial traffic, not ours). Crazy to think that 80,000 people are going to support a road network that supports the province. As we move towards that cliff, how are we going to manage after that?
 - CE: agreeing with JT, we've been left in the dark—we don't know what's going on with the roads. There's a bunch of levels of government here, not just the region
- JT: Are you in touch with MPP Sylvia Jones? Is she trying to help us? Is she in the conversation?
 - CE: She is in the conversation.

- JT: How is it we're working so hard to help out the province but we're getting nothing in return?
- CE: we need to focus on getting these policies developed and created. We have so many distinct issues, but we really need to move forward with these policies
- JT: The town does have a control overflow of traffic. Ultimately, our only power may be directing the traffic onto the roads we want them to use
- CE: Region is here because of the Regional roads through the Town
- JT: We wouldn't want the region making a bunch of major roads that we then have to adopt and take care of
- JN: cliff or no cliff, it does not change the fact that the trucks remain and they need to go somewhere somehow. This feedback is an opportunity to contribute to both studies
- JT: let's do a transportation plan that addresses the Regional roads being dumped onto the Town. Come forward with a policy saying: this is all we can do; all we have jurisdiction over
- IS: I'm reviewing the recommendation for arterial road access to aggregate resource areas. Contemplating heavy haul routes to each resource area?
 - SS: these trucks are intended to only access high capacity arterials
 - IS: a land economist took the maps from the province and assessed the aggregates. 100-year supply in the areas identified—for the entirety of GTA
 - We wanted to oppose heavy haul routes through the countryside—we can't afford this
 - Residents are paying a higher tax rate than the aggregate companies
 - Third recommendation is not applicable. Section 12.1 and Section 66.1 *ARA* eliminate applicability of local by-laws and the *Planning Act* process.
 - Report doesn't make an attempt to characterize Caledon topography. Caledon becoming the neck of the funnel
 - One of the intersections that needs to be considered is Caledon Village
 - **We need a traffic study of Caledon Village and the 10/24 intersection**
 - Pits don't pay any money—excluded from development charges
 - Accident reports—there's been a change in trucking habits, but the accident reports are not forthcoming
 - JN: Peel Region staff, I think you've gotten some feedback for the transportation study
 - RJ: we're currently working with consultant on transportation master plan, update strategic routes, etc. We'll provide an update and circulate that when the route network final draft is ready to be shared
- DS: disappointed in some of the content read last fall, felt there was significant shortcomings in the content. This report didn't seem to look at the volume and design capacities of these roads. It's 12 years out of date. Only sensible to look at maximum capacity of a road, and to look and see if there. **Doesn't the municipality have an obligation to limit further exceedances and limit those excess traffic volumes**
- DS: Did you consult with members of the aggregate industry in creating this report?
 - SS: no, we did not. We did look at technical capacity of roadways. We were trying to show its role in the economy in Caledon, not just aggregates, but the other industries that generate trucks
 - SS: It was a joint study, town of Caledon was involved in that work, in the review
 - MP: Town has funded 50% of the discussion paper preparation, Region has paid for the rest
- **IS: Would like copies of the HDR report and Region's strategic goods movement network report/map**
- JT: Regional of Peel master plan going on as well?
 - RJ: yes, it is ongoing right now and SS is assisting with that. Timeline is TBD
 - RJ: echoing KV sentiment, business as usual and working on it until we get that direction
- IS: one of the citizen network committees—climate change and precipitation and how does that affect goods transportation
 - KV: can't say I'm familiar with that [Region to investigate]
 - IS: came out of audit risks, not public works

Policy Considerations

- **JT: what elements does the town have control over in terms of traffic?**
 - **What policy options does the Town have given the above?**
- **NM: What's within the Town's control?**
 - **Limits of licensing process using zoning process as best as possible**
- **JT: Town has control over the flow of traffic**
 - **What powers do we have?**
 - **What policy options exist given the above?**
 - **Also, a concern about a bunch of road building without funding**
- **JT: Proceed on basis of transition occurring, and can clarify how that works**
- **IS: Encourage new sites on haul routes. Don't want haul routes all over town**
- **IS: Supports haul routes investigation agreement**
 - **Suggests it's not applicable**
 - **Traffic study in Caledon Village**
- **Is there no obligation to limit further exceedances on traffic volumes?**