

**RECEIVED VIA EMAIL**

**From:** Bill Abbotts [REDACTED] >

**Sent:** Friday, May 29, 2020 10:09 AM

**To:** Corrina

**Cc:** Krista Royal , Shawn Carey, Mike Campbell; Shawn Everitt

**Subject:** Re: Staff Report CSOPS.20.030 Peel Street Reconstruction Cross Section Options Report

Good Day

I would like to comment on the Staff Report CSOPS.20.030, Peel Street Reconstruction Cross Section Options Report. This is a quick comment as time is limited to properly compose a complete response.

Firstly I would like to include my letter previously submitted that had to be pulled last fall. Most points in that letter are still valid today. See attached in *italics* below:

Basically the previous Option 5 is still the option I am supporting for a number of reasons.

1. Looking at Attachment 4, the Option Comparison Spreadsheet I respectfully disagree with the Option "Accommodates all road users". Pedestrians are being put at risk by including cyclists in the multi use trail, even at 2.7 metre width.
2. The road slopes down to the bay and even youngsters on their bikes will be going faster than usual and with road entrances and driveways there are many potential points of risk besides interactions with pedestrians, dog walkers, and people with baby carriages.
3. The multi use trail could be narrowed to a sidewalk width of 1.5 metres and the extra width be added to the pavement width. With a TBM standard of 8.5 metres, fog lines at 1.25 metres each side and 3 metre vehicle lanes for vehicles, the bikes (vehicles also under HTA) could go back on the road where they belong! Most experienced cyclists will stay on the road anyways.
4. The 3 metre vehicle lanes could aid with much needed traffic calming in this 60 kph zone once new pavement replaces potholed gravel.
5. This is not a rural road, this is an urban street and needs to be constructed as such.

Respectfully submitted

Bill Abbotts

Below is a copy of my previous pulled submission.

**Good morning**

**I would like to go on record as fully supporting the staff recommended Option 5 of report CSOPS.19.065 presented at the October 28th Committee of the Whole meeting.**

**I attended the Oct 28th meeting and was disappointed that this staff recommended Option 5 was not unanimously accepted!**

**Option 5 would be a benefit to the whole community.**

**Option 4.5 mentioned should include pavement with painted fog lines and painted centre line, curbs, and sidewalk on Peel Street from the Georgian Trail to Cameron Street.**

**Peel Street north of Cameron to Bay Street could be something different but needs to include a sidewalk connection to a footbridge included in this project over the Little Beaver River.**

**This would create an ideal Active Transportation loop to the swimming beach, harbour, and downtown shops for walking, cycling with grandchildren, etc.**

**A sidewalk is required on that street for many reasons, first and foremost for safety. Where else to walk – on a new road that will have increased traffic and increased speed? No!**

**I have friends living on Cameron Street close to Peel that often walk into “town” for exercise or mail or groceries. I have other friends farther down Peel that I cycle with that need a safe route.**

**I have included some relevant excerpts from reading the report that explain things better than I.**

**“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.**

**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.**

*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.*

*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.”*

*Thank you for your consideration in this matter*

*Cheers*

*Bill Abbotts*