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Flu Shots

Even if you don't normally get a seasonal flu shot, health experts are advising that this year you definitely should not only consider it, but act on it as soon as it is available.

With doctors seeing fewer patients, consider getting your shot at your local drug store. Flu vaccines should be available by mid October both at drug stores and medical offices.

Stay Safe



Richard Schwarz, RHA Director/Membership (left) and Frank Medoro, RHA Treasurer(right), presented the \$50 gift card to Jose Shapiro, the winner of the membership draw from the May 26th AGM.

AGM WRAP-UP

On Wednesday, May 26, our virtual AGM was attended by residents eager to get details on the Rathburn Ponytrail Project, and to ask a variety of questions to Councillor Fonseca.

Rory O'Sullivan, Engineer, City of Mississauga, laid out the current plan and advised that the revised plan would be displayed on the website (www.mississauga.ca/rathburn-ponytrail) prior to the final Public Engagement on June 9th. Residents were invited to add their comments on the website. See Page 3 for more details.

Questions to Councillor Fonseca included a wide variety of topics; safety,

the splash pad and trail 11 as covered in this newsletter.

At this AGM, members were asked to ratify revisions to the RHA constitution. Many changes were necessary to comply with Provincial guidelines for our status as a Not-for-Profit Corporation. Others were made to ensure inclusive language and correct errors in grammar and spelling. A major change in the constitution includes extending the term of the Board from 1 year to 2 years, and sets a minimum of 2 years tenure on the Board to hold an executive position. You can review the revised constitution online at www.rockwoodvillage.ca/constitution.html. *RW*

Integrated Road Project Rathburn Road-Ponytail Drive UPDATE

The City of Mississauga initiated a study to review the existing and future transportation needs of the Rathburn Road East and Ponytrail drive corridors and facilitate planning and preliminary design for improvements to these areas. On January 22nd 2021, members of the City's Project Team presented the background of the study, the existing conditions on Rathburn

and Ponytrail, and a preliminary plan for various improvements. Members of the public, including the RHA, were invited to review, comment, and discuss. A follow-up online presentation by the City took place on June 9. Throughout the process, the RHA has been actively engaged, fielding the ideas and concerns of the Rockwood Community and

continued on page 3

**CONTACTS***The Rockwood**Homeowners' Association***Executive Officers***Dale Biason • President LM**Frank Medoro • Treasurer LM**Kimberly Lulham • Secretary***Directors***Rino Giudice • Safety and Roads**Iris Schweiger • Safety and Roads**Sumit Kapur • Miranet Representative**Richard Schwarz • Membership**Angela Loconte • Community Help**Kate Mason • Parks**Lisa Portolese • Parks**LM - (Life Member)*

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rha.helps@gmail.com

rha.safetyandroad@gmail.com

rha.parkscommitte@gmail.com

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submissions contact:

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E-mail: kathryn.huse@icloud.com

Proposed Bike Lanes...RW Resident Response

Hi

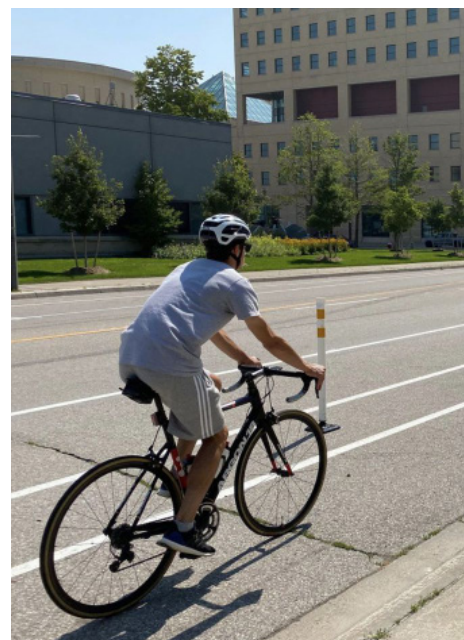
I've been meaning to email since the last newsletter came out. I was quite upset about the tone of the editorial, in regard to the bike lanes proposed for Rathburn Rd. I understand the concern about lack of consultation by the city with the community, but to say that adding bike lanes will make us "the Cycling Capital of Ontario" is a major overstatement. I for one am thrilled about the idea of the bike lanes, which will make cycling a lot safer. When I made a comment to that effect on the chat during the AGM, many others responded with the same sentiment. I'm not sure who writes the editorials, but from the AGM it was obvious that the new President was against the bike lanes. I hope that she does not go solely by her personal opinion in representing the wants of the community. I'm sure there are other people who don't like the idea, but there are many that do. We want to encourage physical activity, and the lanes will make it safer for cyclists.

*Thanks for your time.**Barb Kishimot**(resident in Rockwood for 40 years)*

Hi Barb

Thank you for taking the time to give us your thoughts. Since I wrote the editorial, I am happy that it evoked a reaction. That is the purpose of an editorial. Yes, the term Cycle Capital was an obvious overstatement of the issue, but it was also meant in a tongue in cheek sort of way. It was not meant literally. However, the article did reflect the opinion of the majority of our membership who replied to our survey in March. This survey captured probably 300% more people than those who had any input at the very first presentation in 2018. It is posted on our website and I hope you will take the time to read it. If you read it, you will see that the majority are against the bike lanes. The editorial spoke for the majority.

Yes, I know that there were, I believe, 3 people who were actively supporting the cycle lanes on the chat. (Lots of chat



from the same people.) However, there were 80 people in the meeting. One of those who supported your point of view has joined the Board and we are happy to have her. The Board feels that the primary issue with the bike lanes should be safety. A good percentage of those who did not want the bike lanes indicated they would not use them as they thought they would not be safe. Note that after our strong objection to the January plan, the focus changed to safety, and precautions have now been included to set the bike lanes away from traffic.

Our primary responsibility as citizens is to ensure that our elected officials (and city planners) do the right thing for their constituents. Sometimes this requires some give and take. I am sure that you will agree that the plan that will be put forward today will meet with your approval, and mine. There are still some things that we will continue to press for, but as far as the bike lanes go, everyone should be happy. Well, mostly everyone. If we had rolled over and said nothing, the bike lanes would be painted on the road separated by ballasts. Instead, we will have a family friendly raised path, separated by a curb. While you see criticism of the original plan as a bad thing, I see it as an instrument for change.

I do not take your comments personally. I take my responsibility to the Board and membership very personally. It is my job as President to put forward and push for what our residents want. Generally, we speak for the majority, but sometimes only one single voice is recognized as worthy of our attention. When there have been issues where my personal views may have interfered with my decisions or views, I have recused myself.

We would be happy to print your letter, with your permission. While you await the new bike lanes, I hope you will enjoy the many currently available bike trails currently in our community.

Regards

Dale Biason,

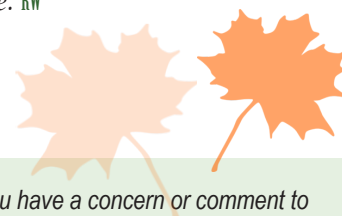
President, RHA

Barb's Response

Thanks for your informative reply, Dale. I do not recall that survey, but apparently, I was not receiving emails because there were two lists going? Anyhow, I did take a look at the survey results and agree with you that the majority of people who responded were against the bike lanes as they were originally proposed. I had also forgotten that the original plan had them as painted lines with bollards, and I agree the current proposal is much more safe. So thank you for "fighting" with the city over that one.

I must admit I am quite surprised at the number of people who did not want the bike lanes. As an avid cyclist (a triathlete, actually), I am riding the roads in our area quite frequently. But I have never ridden along

Rathburn because of the busy traffic. Now I will have that option open to me, so I am happy with the proposal. The two pathways we have are fine for recreational purposes, but for transportation the lanes along the road are more functional, I feel. Plus they cover a wider section of the Rockwood area than the pathway, which ends at Fieldgate. RW



If you have a concern or comment to bring forward to the community, please contact any one of your RHA Board of Directors through their designated emails or the editor at www.rockwoodvillage.ca/join-us

continued from cover page 1

working together with the City to improve the plan that best reflects the needs and safety of our neighbourhood. The current concept addresses many of the issues raised by residents, including ensuring that bicycle lanes are raised and separated from the road, and that additional pedestrian crossings are included.

At this time the City's Project Team is finalizing the preliminary design plan and report for the project. In early October an update will be posted on the project's website (see link below). This update will include the final preliminary plan along with an FAQ document summarising the City's responses to the feedback received from the public.

Highlighted in the yellow box are a few answers to questions that were recently submitted to the RHA by members of the community.

Your RHA Road and Safety Committee value your input, and we will ensure you stay informed about what is happening in our neighbourhood. Please feel free to reach out to us with questions, or visit the city website directly for more frequently updated information and images of the plan. RW.

www.mississauga.ca/projects-and-strategies/environmental-assessments/rathburn-road-and-ponytrail-drive-integrated-road/#heading-background

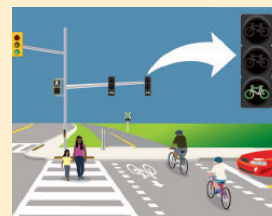
Iris Schweiger,
RHA Director, Safety and Roads

RATHBURN PROJECT Q&A

Q: A resident expressed concern that extra bike-specific traffic lights might cause confusion. Please provide clarity on the intended signals.

A: *Bike signals or cross rides are similar to crosswalks as they allow cyclists to remain on their bikes and safely cross through intersections.*

Going forward, the City will be providing cross-rides at intersections with dedicated cycling facilities such as cycle tracks. All of the cross rides will be designed in accordance with the Ontario Traffic Manual and this will ensure that the final signal layout will be consistent and safe for all road users.



Q: Many residents were in favour of low-maintenance greenery to replace or enhance the concrete boulevards in the centre of the roads.

A: *Due to maintenance considerations, the Project Team has recommended sodding the medians where space permits.*

Q: *There is a concern that there will not be enough parking for people visiting the ravine towards the East End of Rathburn.*

A: *Changes to the existing parking regime are outside the scope of the Integrated Road Project. Currently, there is parking on Rathburn Road between Garnetwood Chase and the cul-de-sac but no parking is permitted on the cul-de-sac. The final preliminary plan reflects these existing parking conditions.*

Trail 11 is Ready for YOU!

After a year in process, Trail 11 is completed. The trail runs along the Hydro corridor from Dundas St. to Audubon and will intersect with the Shaver Trail. The trail is a welcome new addition to those using walking and biking routes on the west side of Ponytrail.

While the plan was for the trail to open earlier this year, residents of Condo Corp 185, on Maple Ridge Drive, asked for the plan to be halted in order to move the trail further west. The original plan brought the trail within meters of unfenced residential properties. Councillor Fonseca responded by requesting a new layout, and sought the approval of Alectra and Hydro One. After a lengthy delay, the new plans were approved and the project has been completed. The original plan called for benches facing residential properties. Once the obvious privacy issues were discussed with Parks, the benches were removed. Benches and garbage facilities will now be located at the intersections of roadways. **RW**



Safety Concerns



Much of the discussions at the AGM focused on safety with one of the main concerns being speeding on Rathburn. At the direction of Councillor Fonseca, a police presence was initiated. Over the course of several evenings, however, it did not catch any speeders. This could be the result of drivers spotting the police and keeping the speed down on the return route. It is also possible that weather and reduced activity played a role in not catching any speeders. Or, on the designated nights, Murphy's Law applied - there were just no speeders.

The City will be rolling out a new program involving Automated Speed Enforcement (ASE). During the next year, Councillor Fonseca has promised to put that section of Rathburn, east of Ponytrail, on the ASE list for prime locations in Ward 3. The list will not be permanent as it will rotate throughout the ward.

VISIT www.mississauga.ca/services-and-programs/transportation-and-streets/road-safety/automated-speed-enforcement/

According to the plan for the Rathburn project, there will be a stop sign installed at Bough Beeches and Rathburn, which should also calm the speeding.

There were also requests for stop signs in other areas. The councillor advises that if you wish to petition for a stop sign, you will have to use the petition process to initiate one. www.mississauga.ca/services-and-programs/transportation-and-streets/traffic/traffic-monitoring-and-reporting/ If you are considering requesting a stop sign, please send us an email: RHA.safetyandroad@gmail.com

A question was raised as to who has the right of way on the Creek Bank Trail. The Councillor responded: "On off-road trails, users are expected to share the trail, where slower moving users (typically pedestrians) should stay to the right and faster moving users (typically people on bicycles) passing on the left. More "Share the Trail" educational campaign materials will be available this season.

VISIT www.mississaugabikes.ca/share-the-trail/

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New RHA Committee for Parks and Rec



A new committee of the RHA was formed to deal directly with the City on concerns from residents or from the Board, with regard to Parks and Recreation. Among the issues that the committee has pursued are parking at Garnetwood Park and delays to the splash pad.

An email was sent to the City informing them that the current parking lot on Rathburn was not sufficient to handle the additional parking that would arise once the splash pad opens next year. The response was clear that there is currently no plan to expand the parking lot.

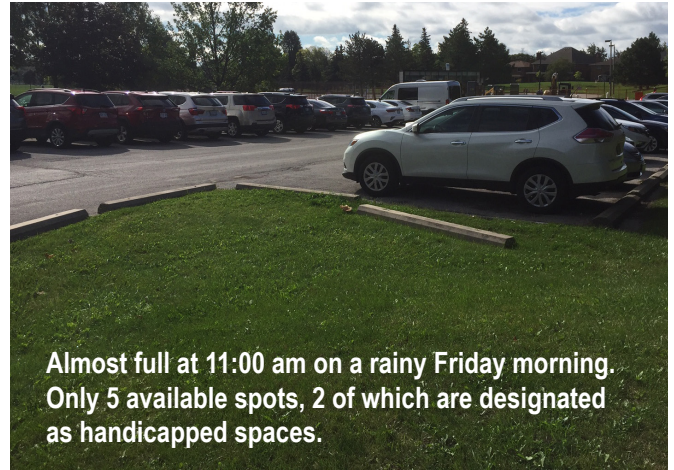
Playgrounds, splashpads and tennis courts are considered “walk-to” facilities and therefore there is not a prescriptive requirement for parking associated with these facilities. While the splash pad and playground facilities may be walk-to locations, the tennis court is not.

At a meeting to discuss the delay for the splash pad, the city revealed that there is a formula to calculate the number of parking spaces. Tennis court spaces, baseball diamond spaces, pickle ball spaces, soccer spaces, are all part of the allotted spaces and according to the City we have reached the limit. However, the City did say they would monitor usage to see if extra parking or expansion is warranted.

While the splash pad and playground are walk-to locations, bicycles should also be considered as a means of transportation to the park, particularly with the emphasis now being placed on bike lanes to this location. While there are currently some bike hooks, residents are already asking for more. The RHA Parks and Rec committee will continue to pursue the need for more bicycle parking. *RW*

Kate Mason,

RHA Director, Parks and Rec Committee.



Almost full at 11:00 am on a rainy Friday morning.
Only 5 available spots, 2 of which are designated as handicapped spaces.

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let us all work
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yours, enjoy a
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Don't you wish that rats and mice were cute little characters from Disney that cooked ratatouille or helped Cinderella mend her gown or gave advice like Charlotte as she spun wonderful messages of inspiration into her web....

Unfortunately, those are fairy tales. Rats are a reality and they are becoming a big issue in Rockwood Village. The construction in our area has led to rat infestation. We might not be able to do anything about the construction but the City has a program to help with paying for 50 percent (up to \$200) for an approved pest control company.

The Residential Rat Control Subsidy Pilot Program aims to assist Peel

residents with improving rat issues from the exterior of their residential properties.

Peel Regional Council approved this program in response to increased rat populations across Peel. It will run until March 31, 2022

Controlling rats and other rodent problems depends on three factors: food, water, and shelter. Eliminating these three necessities will have the greatest effect getting rid of rats and preventing future infestations. Instead of letting pet food and water dishes sit out all the time, put out only enough for one serving at a time. Make sure to clean up promptly after cooking and eating, and use a garbage can with a tight lid.

Reduce hiding spots for rodents. Rodents like to hide in tight, narrow spaces, so pay special attention if you have a couch pressed up against a wall or rows of boxes in storage. Shrubs and brush near the exterior of your home, woodpiles and compost heaps also create rodent-friendly habitat.

To ensure rats don't get inside your home, check for potential ingress opportunities around phone, internet, TV cables, gas lines and air conditioners.

Rat control is a team effort.

Working together as a community can make all the difference when it comes to rodent infestations. Discuss sanitation habits with neighbours. Make sure neighbourhood trash receptacles all have fitted lids. Encourage neighbours to only put trash out as near to pick up time as possible and to refrain from feeding wild or stray animals. **RW**

Lisa Portolese

RHA Director, Safety and Roads



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Audubon Benefit - \$60,000.00

The RHA has been advised that the Community Benefit from the developer will be \$60,000. Several years ago, the membership voted to approve community signage. When the Audubon project was approved, a portion of the benefit was earmarked for Rockwood Village signage. However, there is a sizeable portion which is still available to spend for community use.

A ZOOM meeting will be planned this fall to discuss ideas from residents for designating the balance of funds for community projects. If you have a project in mind, or want to be a part of the process, we will be sending an invitation to our email list once a date is confirmed. It will also be posted on our website: Rockwoodvillage.ca.

To receive notice, you will need to be on our email list. www.rockwoodvillage.ca/join-us.html

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Splash Pad Delayed

When, in late July, there was no sign of construction on the site of the splash pad, it was apparent that it was not going to be a reality this year. The good news is that it will be completed this year and will be open for fun in the sun in May of 2022.

The RHA met with Parks in late July to explore the reasons for the delay, and most importantly, why we were not advised. Parks did make a good case for the delay - Covid 19. Both materials and contractors are in short supply. Anyone looking for either of these commodities knows this to be a fact.

The meeting revealed another fact. The only communication with Parks is via 3-1-1 or the project website. In this case, the splash pad website was not updated, for which Parks was extremely apologetic. That being said, there was no response from 3-1-1 calls.



SUE LAWTON

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@SueLawton2010 Sue Lawton

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• City of Mississauga Budget
Meeting for Ward 3 & 4

Tuesday, Oct. 12/21 6:30PM

• Planning 101 for Ward 3

Tuesday, Nov. 2/21 6:30PM

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Mississauga planning process

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Chris Fonseca Ward 3
Councillor



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