



**INFRASTRUCTURE & EMERGENCY MANAGEMENT
COMMITTEE HYBRID MEETING
MONDAY, MARCH 31ST, 2025 AT 9:30 A.M.
AGENDA**

Join Zoom Meeting

<https://us02web.zoom.us/j/87525026140?pwd=tXaGphwc12ZlVP7qIfGir42NfkTna1.1>

Meeting ID: 875 2502 6140

Passcode: 715944

One tap mobile

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1. Call to Order

Welcome to all in Attendance and note to the Public – this Committee meeting is being recorded and will be available on the Township website under the Boards and Committee (Infrastructure and Emergency Management Committee) section within 5 business days of the Committee meeting.

2. Land Acknowledgement

We would like to begin by acknowledging that Melancthon Township recognizes the ancestral lands and treaty territories of the Tionontati (Petun/Wyandot(te)), Haudenosaunee (Six Nations), and Anishinaabe Peoples. The Township of Melancthon resides within the lands named under the Haldimand Deed of 1784 and the Lake Simcoe-Nottawasaga Treaty (Treaty 18).

These territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways, and resources.

3. Additions/Deletions/Approval of Agenda

Moved by _____ Seconded by _____ be it resolved that the agenda be approved as _____.

4. Declaration of Pecuniary Interest or Conflict of Interest

5. Acceptance of Draft Minutes – January 15th, 2025

Moved by _____ Seconded by _____ be it resolved that the minutes of the Roads Sub-Committee meeting held on January 15th, 2025, be accepted.

6. Business Arising from Minutes

7. Correspondence Items

8. General Business

1. Update from Public Works Superintendent
2. Mennonite Town Hall – Next Steps
3. Update from Al Blundell
4. Resuming the Black Cat Radar Program
5. Discussion with Dufferin OPP regarding Enforcement of Parking on Township Roads
6. Email from Jack & Linda Polonsky Regarding Mennonite Road Safety (Deferred from Council)
7. Other/Additions

9. Recommendations to Council

10. Public Question Period

11. Confirmation Motion

Moved by _____ Seconded by _____ be it resolved that all actions of the Members and Officers of the Infrastructure and Emergency Management

Committee with respect to every matter addressed and/or adopted by the Board on the above date be hereby adopted, ratified, and confirmed; and each motion, resolution and other actions taken by the Board members and Officers at the meeting held on the above date are hereby adopted, ratified, and confirmed.

12. Adjournment and Date of Next Meeting

Moved by _____ Seconded by _____ be it resolved that we adjourn this Infrastructure and Emergency Management Committee meeting to meet again on _____, 2025 at _____ a.m. or at the call of the Chair.

Denise Holmes

From: Sarah Culshaw
Sent: Thursday, December 12, 2024 2:42 PM
To: Denise Holmes
Subject: FW: Mennonite Road Safety

From: Linda Polonsky [REDACTED]
Sent: Thursday, December 12, 2024 1:43 PM
To: Sarah Culshaw <sculshaw@melancthontownship.ca>
Subject: Mennonite Road Safety

Hi,
Please forward this to Mayor White and all councillors.

We would like to add a follow-up comment to the discussion at today's Council meeting about the mennonites' buggy markings and also road signage.

The buggy we approached on the 2nd Line SW was at night, and it had 1 red tail light, a slow moving vehicle sign and the reflective tape on the top outside corners. From about 1/2 km back you could see the red tail light, but could not determine if it was a stopped vehicle or ????. Being familiar with the horse and buggy traffic we guessed it was a mennonite. But it wasn't until we were up to about 200 ft (approx.) that we could see the slow moving vehicle sign and then the reflective tape. After seeing this and thinking about it our conclusion is that mennonite buggies should not fall under the MTO's slow moving vehicle guideline the same as farm equipment. First; farm equipment, in present day, travels almost at the same speed as other road traffic, so is not always slow. Whereas, horse and buggies are definitely slow. Second; farm equipment almost always moves during the day when it can be clearly seen. Whereas, Mennonites travel at all hours and are black, like the paved road surface and are difficult to identify, especially by out of area travellers who are not familiar with them being on the roads. Our suggestion would be that all horse drawn vehicles should have "Hazard Lights" on the back. These would be clearly visible from a distance and let drivers know there is something ahead that is either stopped or going very slow.

Our other comment is about the signage as Ruth mentioned. Our road is one that is quite heavily travelled by the Mennonites as it goes directly from 89 highway and C.R. 17 straight up to Dundalk and further up to Hwy 4 in Grey Highlands. There are a lot of mennonite farms on this 2nd Line SW/back line, but no signage at all (except maybe 1 on the Southgate portion). There is also a lot of vehicle traffic on this road as it can be used as an alternative to Hwy 10. There has also been at least 1 fatal mennonite accident on this road. There should definitely be signage on this road and on many others in the municipality.

We are very pleased that this council has taken the initiative to address this issue as thoroughly as they have and hope these comments will be taken into consideration if further discussions ensue.

Respectfully yours,

Jack and Linda Polonsky