Mavis Road
Class Environmental Assessment

Public Information Centre #1

Tuesday June 14, 2016 5:30 p.m. to 8:00 p.m.

Please sign in and fill in a comment sheet

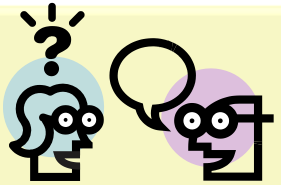
Review the displays on your own or join in a tour led by a Project Team member offered every 30 mins

PURPOSE OF PUBLIC INFORMATION CENTRE #1

- Introduce the study
- Provide study background and context
- Provide a summary of feedback received to date
- Present existing and future traffic conditions
- Identify the problems and opportunities that highlight the need for improvements to Mavis Road
- Present the transportation planning alternatives
- Present design concepts
- Obtain further community feedback
- Identify immediate next steps in the study and how you can stay involved

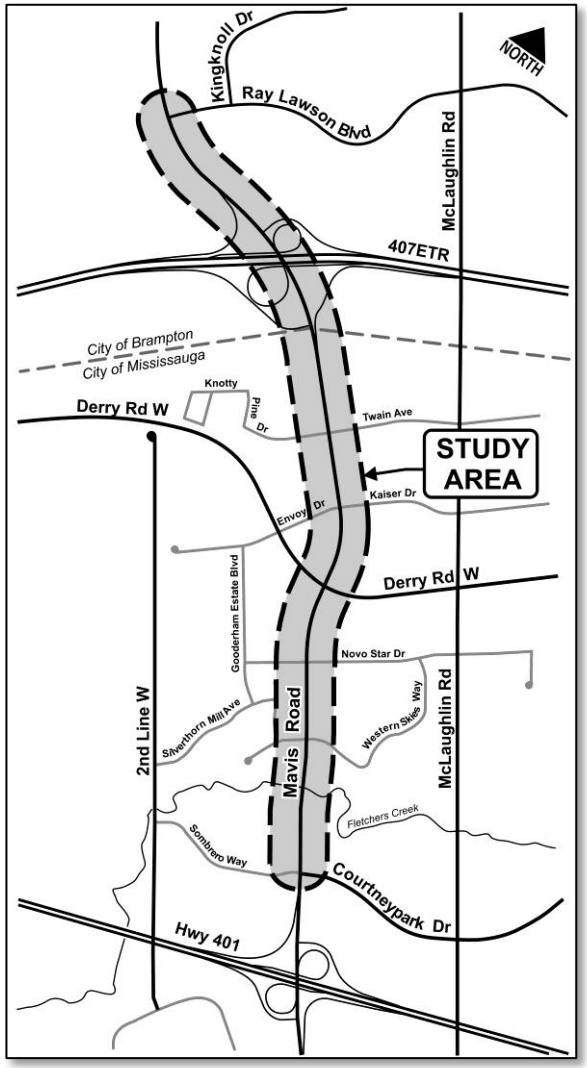
Please ask questions and make your opinions known to the Study Team.

Fill out a comment sheet before leaving



STUDY CONTEXT / OVERVIEW

- Mavis Road is a major north-south arterial road within the Cities Mississauga and Brampton, supporting both regional and local mobility and providing key transportation connections to Highways 407 and 401.
- Within Mississauga, Mavis Road consists of four travel lanes, raised median, sidewalks on both sides and some sections of multi-use trails.
- Within Brampton, Mavis Road (Regional Road 18) has recently been widened to six lanes from Steeles Avenue to south of Ray Lawson Boulevard, with a multi-use path on the west side and sidewalk on the east side.
- This Class EA Study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists.
- An inclusive approach to planning will take into account City, Region, agency, Aboriginal communities, stakeholder and community interests.



WHAT WE HAVE HEARD SO FAR – Comments Received

Traffic

- Heavy traffic along Mavis Road results in long delays.
- Significant traffic congestion at Derry Road intersection, improvements are needed.
- Possible improvements could be additional lanes and / or improved signal timings.
- Bottleneck occurs on bridge over Highway 407.
- Too much traffic coming from Brampton.
- Removal of Second Line West bridge will increase traffic on Mavis Road.
- Parents dropping off students along Courtneypark Drive create unsafe conditions and back-up traffic.
- Reduce speed limit.
- Delays on Mavis Road cause traffic to use local neighbourhood streets.
- Nothing to improve – this is one of the best roads in the City.

Pedestrian / Cyclists

- Improve pedestrian crossing signal timing at intersections (not enough time with turning traffic).
- Walk/bike trail is too close to the road - cars travel up and down Mavis at high speeds.
- Cycling down this road is unsafe because trail is not continuous.
- Support for existing sections of multi-use trail on Mavis Road.
- Better connections needed to trail network and across Highway 401 and 407 bridges.

Transit

- More frequent service required, including weekends.
- More bus shelters needed.
- Concerns regarding traffic affects on transit reliability.

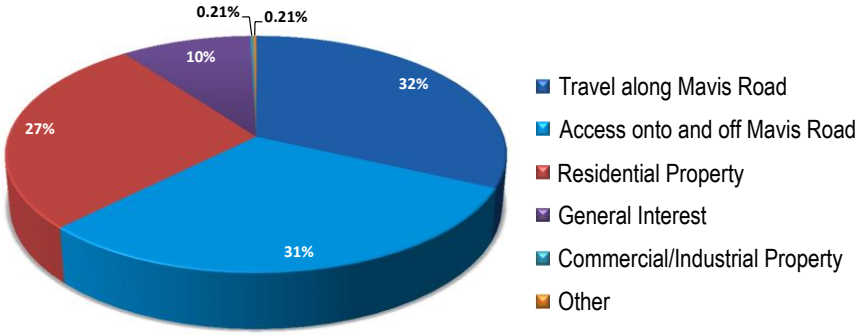
Other

- Landscaping and maintenance needs to be improved.
- Plant more coniferous trees for better noise and wind buffer.

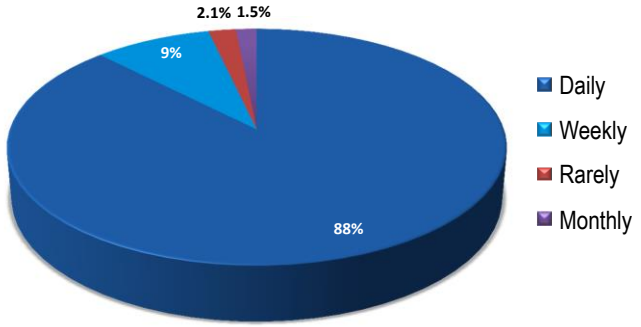
WHAT WE HAVE HEARD SO FAR – Survey Results

Since launching the online study commencement survey we have received **220** responses.

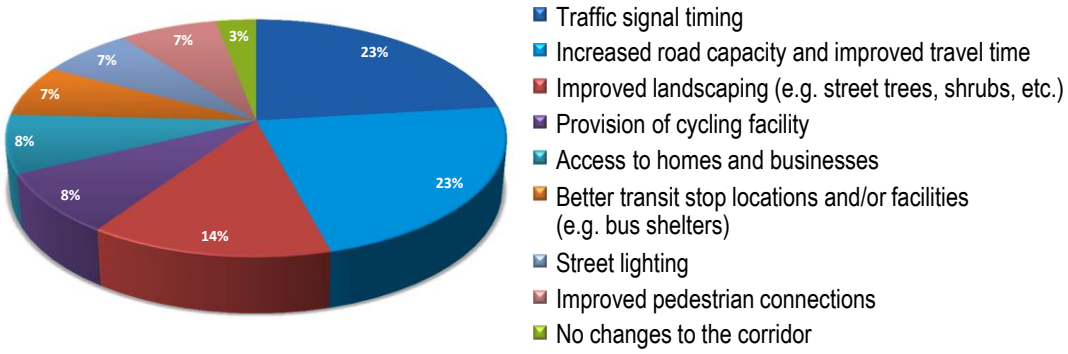
Area of Interest



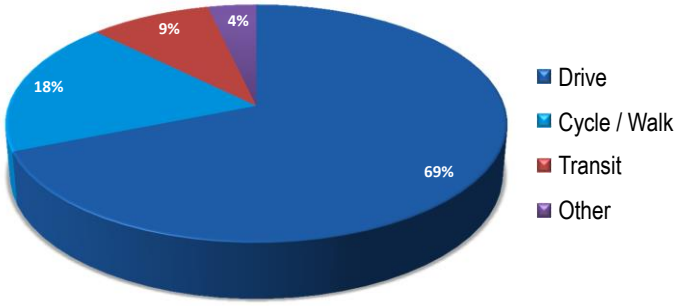
How often do you use Mavis Road between Courtneypark Drive West and Highway 407?



What elements / aspects are most important to you?

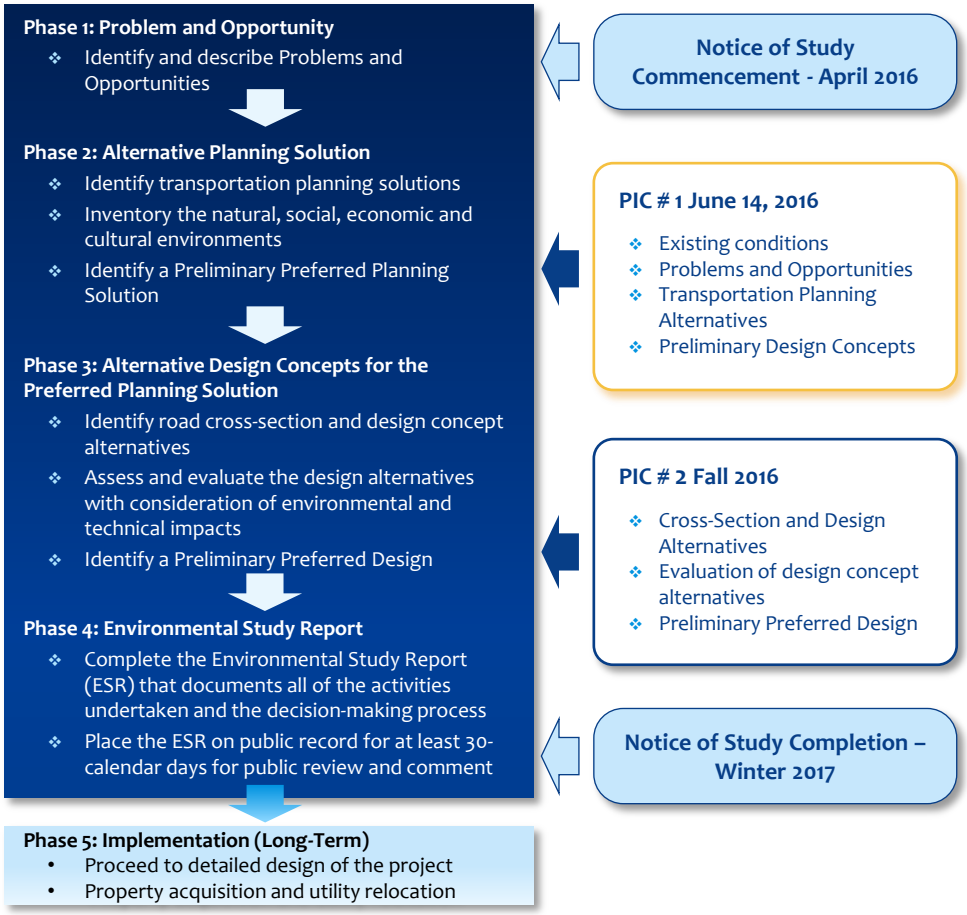


How do you use the corridor?



MUNICIPAL CLASS EA PROCESS AND STUDY SCHEDULE

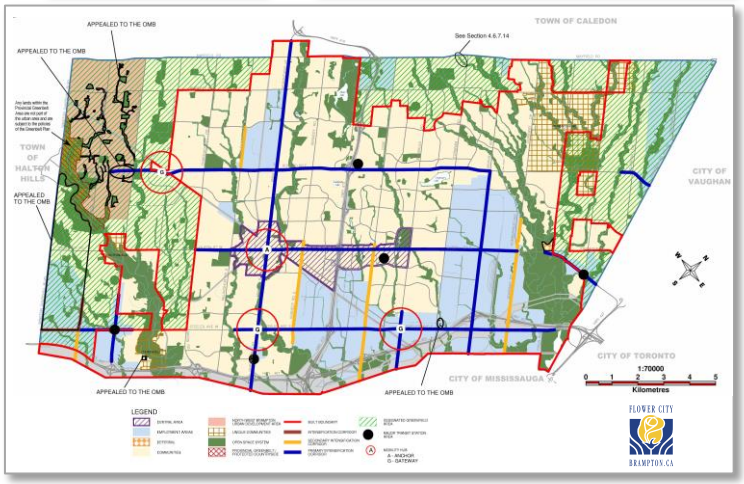
- This study is being conducted in accordance with the Ontario Environmental Assessment Act through the application of the ***Municipal Class Environmental Assessment***.
- The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, agency and local public interests and unique project requirements.



PLANNING AND POLICY CONTEXT – Growth and Transportation

Numerous Regional and City Plans and Policies are the basis of this Class EA study:

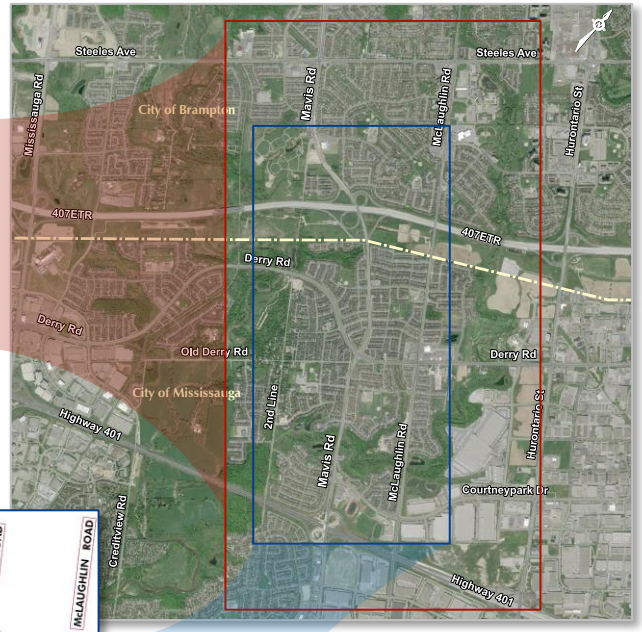
- **Peel Region Official Plan (as amended, February 2013)** Long-term plan to manage growth and development.
- **Peel Region Long Range Transportation Master Plan Update (2012)** The plan considers the following themes: population growth (highest among all GTA regions), traffic congestion, economic competitiveness and sustainability.
- **City of Mississauga Strategic Plan (2009, Update 2014)** Directs strategic decision-making based on 5 Strategic Pillars : Move, Belong, Connect, Prosper and Green.
- **Mississauga Official Plan (March 11, 2016)** Policies to create a multi-modal transportation system: transit, vehicular travel, active transportation, rail and air (passenger and freight). Arterial roads designed as principle transportation corridors for high volumes of people and goods. Identifies a basic right-of-way of 35 m for Mavis Road. Policies to protect Meadowvale Village Heritage Conservation District.
- **Moving Mississauga From Vision to Action (2011)** Interim Transportation Master Plan for the City that guides investment in transportation programs.
- **City of Brampton Official Plan (as consolidated, September 2015)** 'Road map' for city-building; guides the location and type of housing, industry, offices and shops, as well as the infrastructure needed to support a growing city.

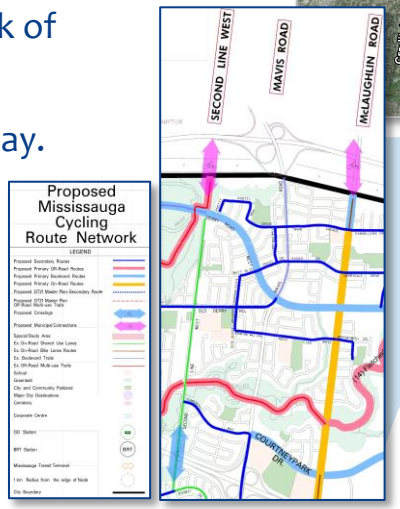


City of Brampton Official Plan – City Structure (Community Growth Areas)

PLANNING AND POLICY CONTEXT – Cycling

- Peel Region Active Transportation Plan (2011) includes:
  - Multi-Use Trail along Mavis Road, north of Highway 407 (recently constructed)
  - Linkage to a future east-west Multi-Use Trail on Steeles Avenue
  - Multi-Use Trail along Derry Road (some portions have been constructed)
- City of Mississauga Cycling Master Plan Cycling Network (2010) includes a recommended network of primary and secondary routes.
- A Cycling Master Plan Update is currently underway.
- Currently, the Multi-Use Trail along Mavis Road is discontinuous in the City of Mississauga.
- Cycling within the Mavis Road corridor will be reviewed as part of this study and recommendations will be made.



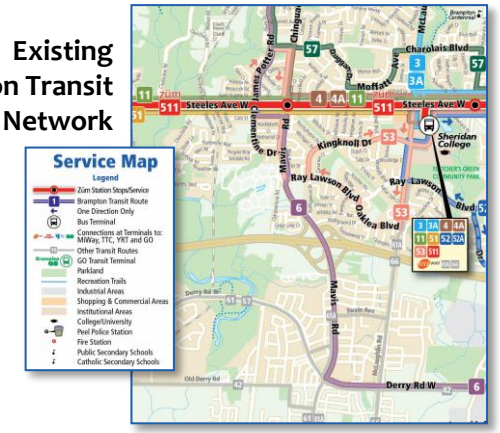


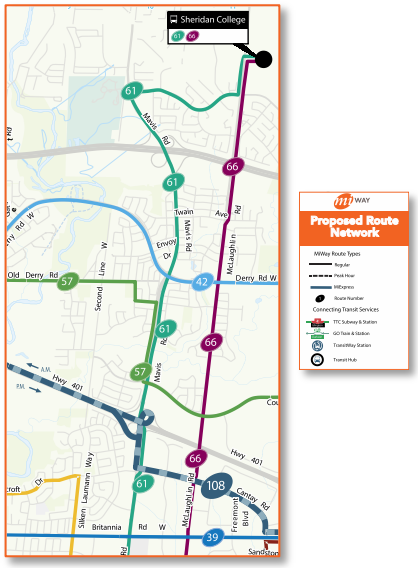
PLANNING AND POLICY CONTEXT – Transit

- Mavis Road is currently serviced by:
  - MiWay Routes 42, 61, 61a and 57
  - Brampton Transit Routes 6 and 53 which provide connection to Brampton Zum at Steeles Avenue.
- The City of Mississauga's goal is to double the a.m. peak period transit mode split from 11% of total transportation trips to 22% by 2049.
- Recommended changes of the **MiWay 5 Service Plan (2016-2020)** include:
  - extending Route 61 north along Mavis Road, into the City of Brampton
  - elimination of Route 61 A
  - changes to Routes 57 and 42 on Derry Road and Old Derry Road around Meadowvale Village

Existing Mississauga Transit Network

Existing Brampton Transit Network





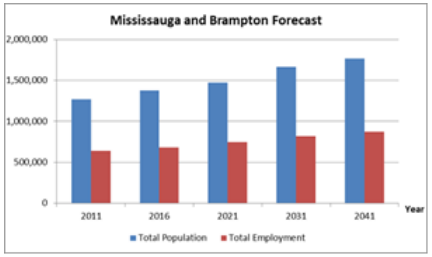
Recommended 2020 Mississauga Transit Network

GROWTH AND MOBILITY IN PEEL REGION

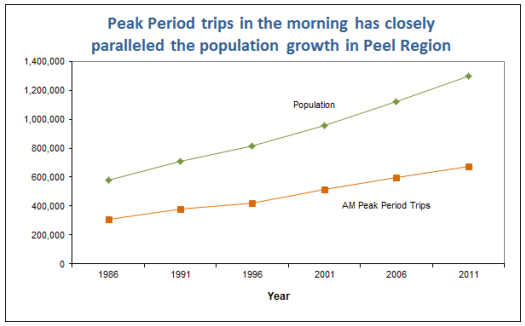
By 2041 Peel Region is expected to grow to:

- **1,970,000 residents**
- **970,000 jobs**

Mississauga and Brampton will see much of this growth.



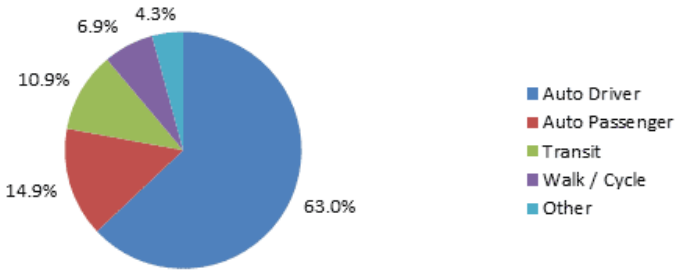
The % of transit trips increased between 2006 and 2011 in Peel Region. Although the % during this time decreased, the total number of trips made by walking or cycling has increased. With the growing population and employment, the number of auto trips continues to increase.

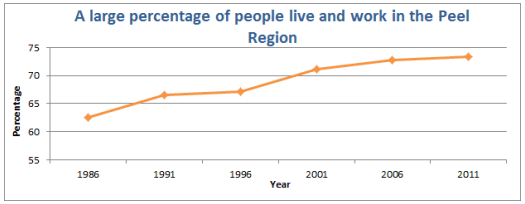


The growth in the number of trips in the morning peak period has closely paralleled the growth in population.

BUT

Auto Driver trips continue to be the dominant mode of travel in Peel Region





Approximately 73 per cent of Peel residents are choosing to travel locally (trips start and end in Peel) for work, school, shopping, etc.

(Source: Transportation Tomorrow Survey 2011)

MULTI-MODAL TRANSPORTATION

Local Roads

Transit and Rapid Transit

Regional and City Arterial Roads

Planning for improvements on arterial roads such as Mavis Road is important in supporting the overall transportation network for all users

GO Transit

Provincial Highways

Goods Movement

Active Transportation

EXISTING CONDITIONS – LAND USE AND NATURAL HERITAGE

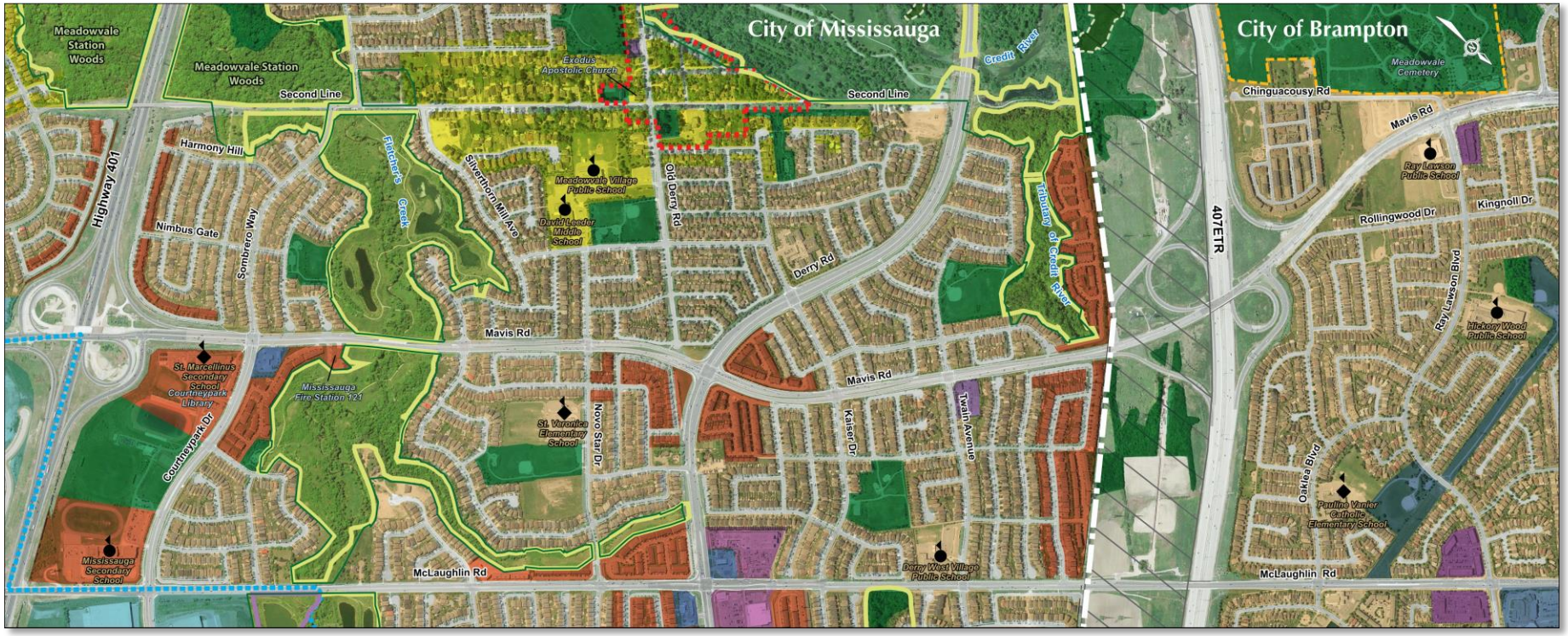
Land Use and Natural Heritage

- Land Use and Natural Heritage Features are shown on the next PIC display. Key aspects are summarized below:
  - Existing land use is comprised of low density residential communities with pockets of high density residential and small convenience / commercial developments.
  - The primary natural feature is Fletchers Creek valley, confirmed habitat for Species at Risk.
  - There are no Provincially Significant Wetlands (PSW) within or adjacent to the study area. PSWs located to the west are associated with the Credit River floodplain.
  - A natural heritage review is being undertaken as part of the Class EA study and will consider the significance / sensitivity of features, the potential impacts of any recommended improvements and will recommend appropriate mitigation measures.

Cultural Heritage

- A Stage 1 Archaeological Assessment is underway to confirm any registered archaeological sites within the study area and to identify areas of high archaeological potential for further review.
- A Cultural Heritage Assessment Report has been completed to confirm the presence of built heritage features and cultural heritage landscapes.
- Based on the Heritage Report, there are no built heritage features or cultural heritage landscapes present within the study area.

EXISTING CONDITIONS – LAND USE AND NATURAL HERITAGE



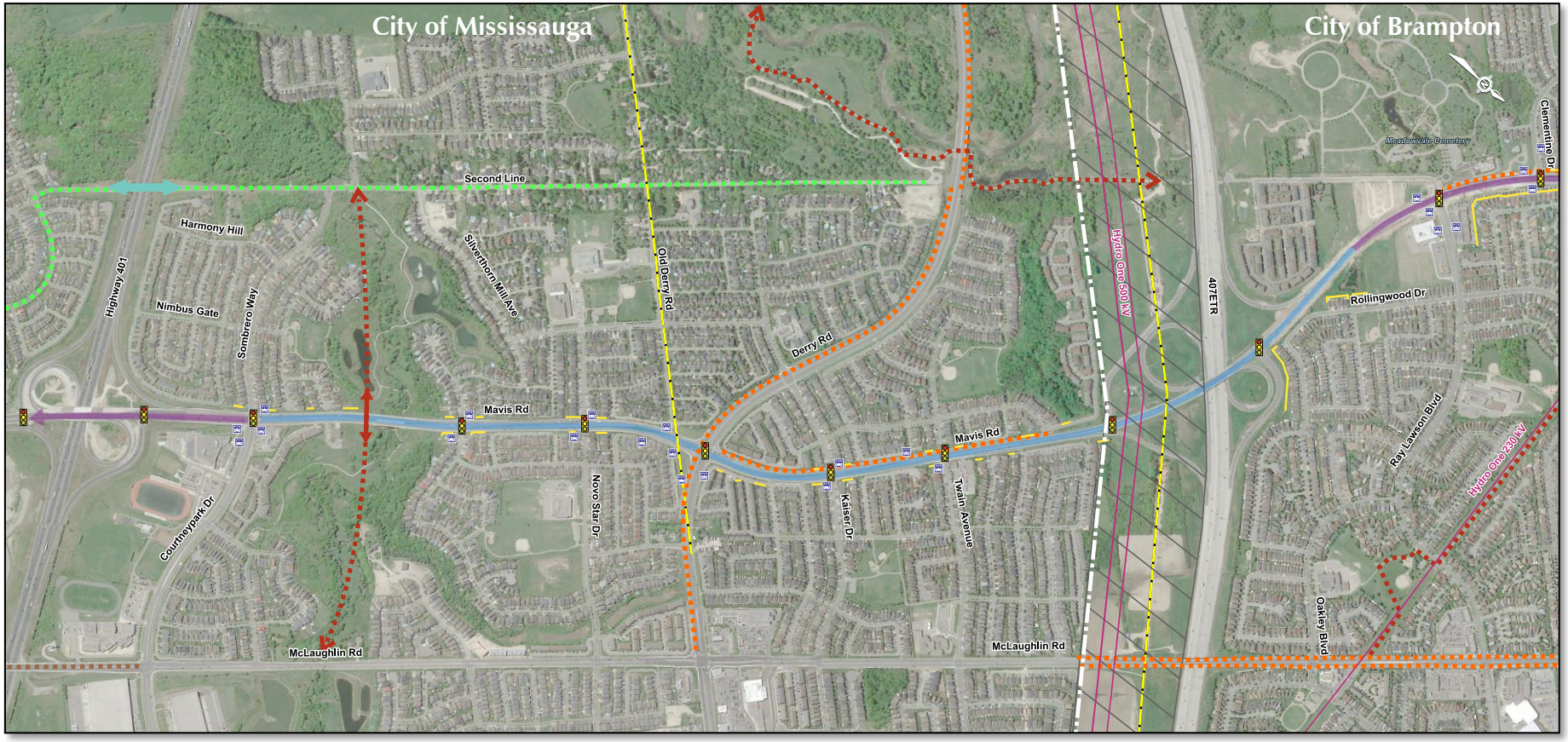
Mississauga Official Plan Land Use Designations

Natural System Areas
- Natural Areas
- Special Management Areas
- Natural Hazards

Land Use Designations
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Greenbelt
- Parkway Belt West
- Employment Area
- Meadowvale Village Heritage District
- Public School
- Catholic School

Brampton Official Plan Land Use Designations
- RESIDENTIAL
- COMMUNITY PARK
- CONVENIENCE RETAIL
- PARKWAY BELT WEST
- OPEN SPACE
- CEMETERY
- PROVINCIALLY SIGNIFICANT WETLAND (PSW)

EXISTING CONDITIONS – INFRASTRUCTURE



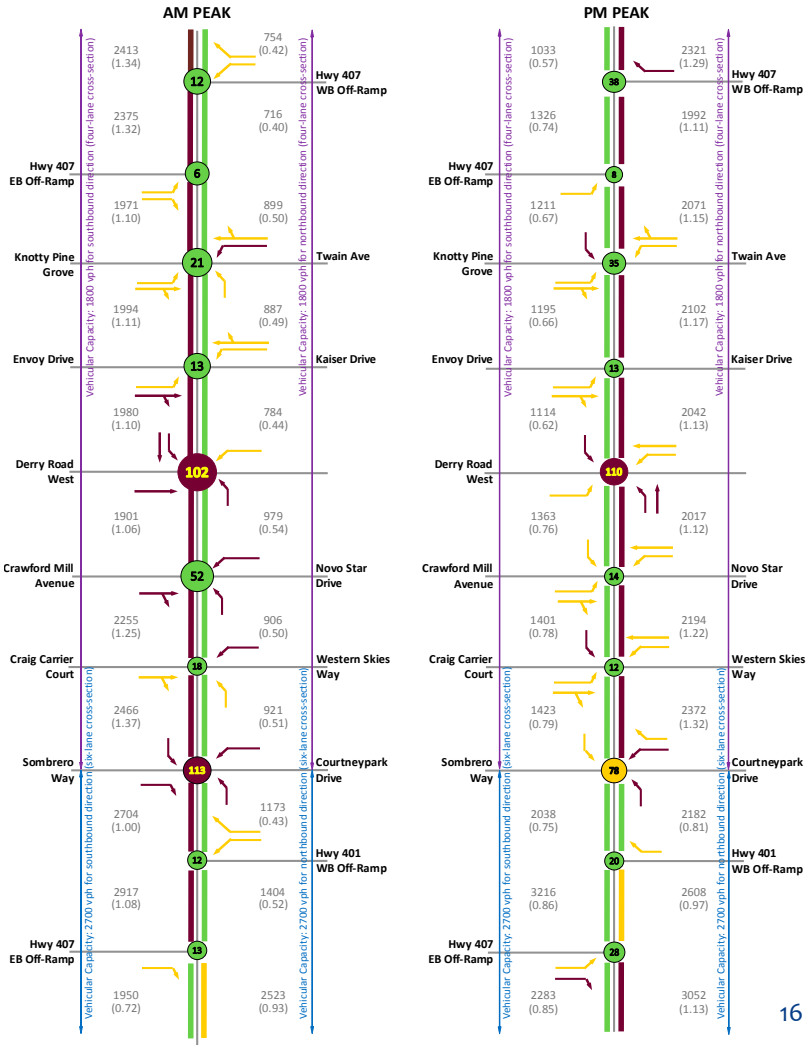
EXISTING CONDITIONS – TREE INVENTORY & STREETSCAPE

- In June 2016 a tree inventory was conducted along Mavis Road to record the Species, Size and Condition of trees:
  - 840 trees inventoried along the corridor (374 east side and 466 west side)
  - 21 different species were observed (Approximately 30% native to Ontario). Most dominant species was Colorado Spruce
  - Trees are in fair condition
  - No rare or at risk trees are present.
  - The inventory will be used to assess potential impacts of the road design concepts

- Mavis Road and its ***streetscape*** should be designed as an urban space that recognizes the community setting and the various activities that occur within the corridor (vehicle trips, access to transit, walking and cycling)
- A streetscaping plan will be developed as part of this study that considers:
  - Mitigation for any tree removals resulting from the recommended improvements
  - The surrounding community and enhancing pedestrian and cycling linkages within the corridor and to schools, parks and other public spaces
  - Integrating public transit infrastructure into the overall streetscape environment

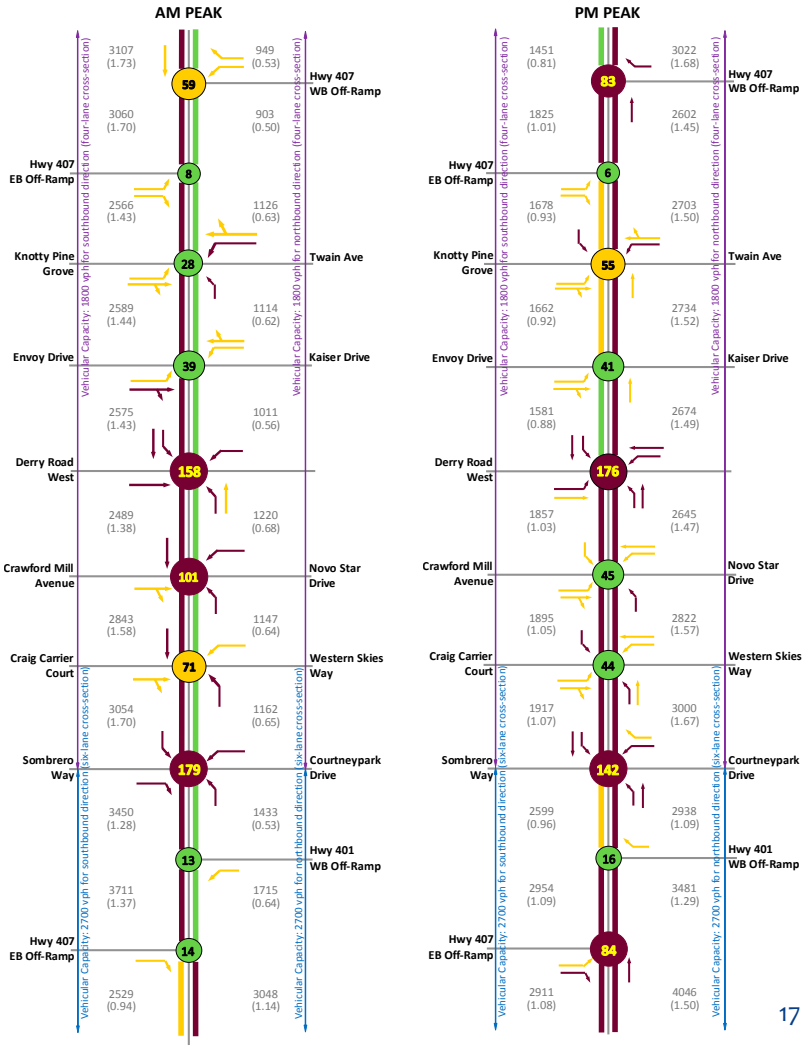
EXISTING TRANSPORTATION CONDITIONS

- Average daily traffic volume is approximately 35,000 vehicles per day. Currently, traffic is operating at capacity, in particular during the morning and afternoon rush hours.
- Significant delays are being experienced at both the Derry Road and Courtneypark Drive West intersections during morning and afternoon rush hours.
- Due to traffic congestion on Mavis Road, intersecting local streets experience higher delays during rush hours.
- Delays at major intersections are causing drivers to divert through the surrounding residential communities.
- Relatively high number of collision incidents observed at Derry Road intersection.
- Second Line West vehicle bridge over Highway 401 will be removed and replaced with an active transportation bridge.
- Mavis Road is six lanes, north and south of the study area. The four-lane roadway through the study area reduces efficiency of the overall road network.



FUTURE TRANSPORTATION CONDITIONS (2031)

- Traffic analysis was completed for the future conditions (2021 and 2031). Based on the analysis, traffic volumes will exceed road capacity by 2021.
- If additional traffic capacity is not provided by 2031:
  - Higher traffic volumes will result in more congestion during morning and afternoon rush hours, which will increase travel time.
  - Excessive queuing will block intersecting local roads through the study area.
  - Higher delays on Mavis Road could further increase traffic diversion through the surrounding residential communities.
  - Higher traffics delays will increase idling time and emissions loadings.
- Even if more people choose transit or active transportation (walking and cycling), other north-south roads such as Mississauga Road, McLaughlin Road and Hurontario Street will not able to accommodate the future transportation demand.
- The adjacent figures illustrate the traffic conditions if additional capacity is not provided by 2031.



PROBLEM AND OPPORTUNITY STATEMENT

Mavis Road is an arterial road intended to carry higher traffic volumes, supporting both local and regional mobility. Existing traffic volumes are at capacity during the morning and afternoon rush hours. Projected traffic growth will worsen these conditions.

There is an opportunity to improve Mavis Road to accommodate the existing and future traffic demands and provide better connectivity for all modes within the overall Region / City road network. This includes the implementation of Region / City strategic objectives which promote sustainable and safe multi-modal transportation options that provide residents with opportunity to walk, cycle or use public transit as well as an opportunity to improve community amenities / aesthetics for this corridor.

ALTERNATIVE SOLUTIONS

Alternative Solution	Description
Do Nothing	Maintain existing conditions on Mavis Road - no new infrastructure. Includes operations / maintenance work for example resurfacing or other improvements, within the existing footprint.
Transportation Demand Management	Reduce traffic demand on Mavis Road by: - Diverting traffic onto adjacent corridors by redesigning the local road network to limit and/or restrict access onto Mavis Road. Examples of design changes include provision of alternative routes and reconfigured intersections. - Implementing Travel Demand Management (TDM) strategies : shifting demands to time periods outside of rush hours (encouraging flex time work schedules); encourage behavioural shift to alternative modes of transportation (transit, cycling, walking) or rideshare; providing traveler information tools including intelligent transportation systems, mobile and social applications and other methods for promoting more efficient use of the transportation network.
Upgrade Parallel Roads Instead of Mavis Road	Improve or widen other south-north arterial road corridors (Mississauga Road, Hurontario Street), beyond planned improvements, to address the need for increased north-south traffic capacity.
Intersection and Signal Improvements	Undertake intersection improvements such as dedicated turning lanes, installation of new traffic signals, improvement of traffic signal timing (synchronization) in order to improve traffic operations.
Alternative Modes of Transportation	Provision of or improvements to pedestrian and cycling facilities. Improvements to transit system through increased service / frequency, improved efficiency (queue jump lanes) and improved transit amenities.
Improve Mavis Road	Widen Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard to provide increased north-south traffic capacity, accommodate projected future travel demand and address consistent capacity throughout the broader Mavis Road corridor.

HOW ARE ALTERNATIVE SOLUTIONS EVALUATED

Category	Considerations
Transportation Planning	➢ Addresses existing and future capacity concerns on Mavis Road ➢ Consistency with planning and policy documents ➢ Improves network connectivity (road, transit, pedestrians, cyclists)
Transportation Engineering	➢ Improves traffic operations ➢ Accommodates multi-modal demands ➢ Improves road safety ➢ Minimizes construction constraints and complexity
Socio-Economic	➢ Amount and type of property required ➢ Supports future growth and employment and economic sustainability (movement of people and goods) ➢ Potential impact to residences and businesses (disruption and nuisance) ➢ Ability to enhance streetscape
Natural Environment	➢ Potential impacts to environmentally sensitive areas ➢ Potential impacts to terrestrial and aquatic species and habitats ➢ Potential impacts to Species at risk and their habitat ➢ Potential changes to drainage
Heritage	➢ Effects on archaeological resources ➢ Effect on cultural heritage resources
Cost	➢ Comparative cost including utility relocation, capital, property and operations/maintenance

EVALUATION OF ALTERNATIVE SOLUTIONS

Category	Do Nothing	TDM	Upgrade Parallel Roads	Intersection Improvements	Alternative Modes of Transportation	Improve Mavis Road
	- Not consistent with City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity	- Currently being implemented through City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity	- Consistent with City / Region planning policies - Would provide additional north-south capacity in other corridors - Does not improve network connectivity	- Consistent with City / Region planning policies - Does not address anticipated transportation needs - Only minor contribution to network connectivity	- Consistent with City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity for all users	- Consistent with City / Region planning policies - Addresses anticipated transportation needs - Improves network connectivity for all users
	- Does not improve road operations or safety - Does not support improvements to transit, pedestrian and cycling - No construction constraints	- May result in some shift in travel demand which improves operations but overall does not improve road operations or safety - Does not improve transit, pedestrian and cycling facilities	- Would not improve operations or safety on Mavis Road - Does not improve transit, pedestrian and cycling facilities along Mavis Road	- Improves operations and safety at intersections but not for the entire Mavis Road corridor - Supports transit, cycling and pedestrian facilities	- Does not improve road operations or safety - Supports transit, cycling and pedestrian facilities	- Improves road operations and safety - Supports transit, cycling and pedestrian facilities
	- No property required - Congestion will worsen impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape	- No property required - Congestion will worsen impacting local and regional trips - Although supportive of transit, cycling and pedestrian activities, this does not provide the infrastructure to support or enhance these forms of transportation - No opportunity to enhance streetscape	- Potentially significant property impacts along other corridors - Congestion will worsen along Mavis Road, impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape	- Some property may be required - Congestion will worsen impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape	- Some property may be required but likely minimal - Congestion will worsen impacting local and regional trips - Some opportunity to enhance streetscape	- May result in property impacts - Supports mobility for all modes within local community and across Region - Provides opportunity to enhance streetscape
	- Avoids potential impacts to natural environment, however features are located away from the roadway	- Avoids potential impacts to natural environment, however features are located away from the roadway	- Avoids potential impact to natural environment along Mavis Road but potential for impacts to natural features along other corridors	- Very low potential for impacts to natural environment, since features are located away from intersections	- Very low potential for impacts to natural environment, since pedestrian and cycling opportunities can likely be kept within the existing right-of-way	- Low potential for impacts to natural environment, since pedestrian and cycling opportunities can likely be kept within the existing right-of-way
HERITAGE	- No potential archaeological impacts - No Built Heritage features identified	- No potential archaeological impacts - No Built Heritage features identified	- Some potential for impacts to archaeological and Built Heritage features in other corridors	- Low potential archaeological impacts - No Built Heritage Features identified	- Low potential archaeological impacts - No Built Heritage Features identified	- Some potential archaeological impacts in undisturbed areas - No Built Heritage Features
	N/A - No capital costs - Continual costs for operations and maintenance	$ - No capital costs - Continual costs for operations and maintenance	$$$$ - Construction and property costs are shifted to other corridors	$ - Costs associated with construction and implementation of operational improvements are low compared to other alternatives	$ - Costs associated with implementation of new transit routes and sidewalks/multi-use trails are low compared to other alternatives	$$ - Costs associated with construction for widening and improvements to pedestrian and cycling facilities
Evaluation Result	Not Carried Forward	Already Being Implemented	Not Carried Forward	**Carry Forward**	**Carry Forward**	**Carry Forward**

PREFERRED ALTERNATIVE SOLUTION

Based on the evaluation of the alternative solutions, the Project Team has selected a **Preferred Alternative Solution** which is a combination of:

- Intersection Improvements;
- Alternative Modes of Transportation; and,
- Improvements to Mavis Road.

The **Preferred Alternative Solution** may include:

- Implementing intersection improvements such as dedicated turning lanes, improvement of traffic signal timing (synchronization) in order to improve traffic operations;
- Providing Multi-Use Trail connections and improving sidewalks; and
- Widening Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard (one new lane in each direction).

The Preferred Alternative Solution will promote sustainable and safe multi-modal transportation options for vehicles, pedestrians, cyclists and transit users.

CONSIDERATIONS FOR DESIGN CONCEPTS

In developing the design concepts, a number of key constraints and design elements are considered:

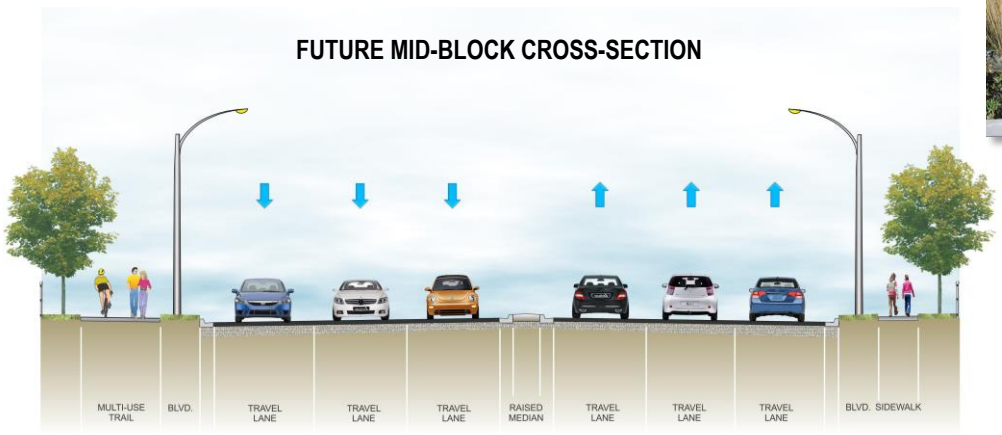
- Existing and future land uses and potential property impacts
- Fletcher's Creek Valley
- Major utilities within the study area
- Transit service efficiency
- Provision for pedestrians and cyclists
- Compatibility with adjacent communities
- Geometric design requirements
- Intersection and turning lane requirements

FIRST LOOK AT DESIGN CONCEPTS

This study is an opportunity to contemplate both the function and the character the Mavis Road corridor.

Multi-use trail

Multi-use trail



Sidewalks and Streetscape

Streetscape

Road cross section will be modified to fit within the existing Fletcher's Creek Bridge

Safe pedestrian and cycling crossings at intersections

407 bridge widening will be considered to provide for the future cross section

NEXT STEPS

Following this PIC the Project Team will:

- Review all public and agency comments received
- Develop and evaluate design concepts and identify the potential impacts for each alternative
- Identify a preliminary preferred design
- Conduct PIC 2 to present and request input on the preliminary preferred design (Fall 2016)
- Based on input received, confirm the preferred design and prepare the Environmental Study Report and make available for a 30-day public review

How to get involved:

- Request that your name be added to the study mailing list;
- Participate in the next PIC, planned for the Fall of 2016;
- Provide your feedback by contacting the study team directly, using the contact information to the right.

Please complete a comment sheet or send comments to:

Dana Glofcheskie
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Mississauga, ON L5B 2T4
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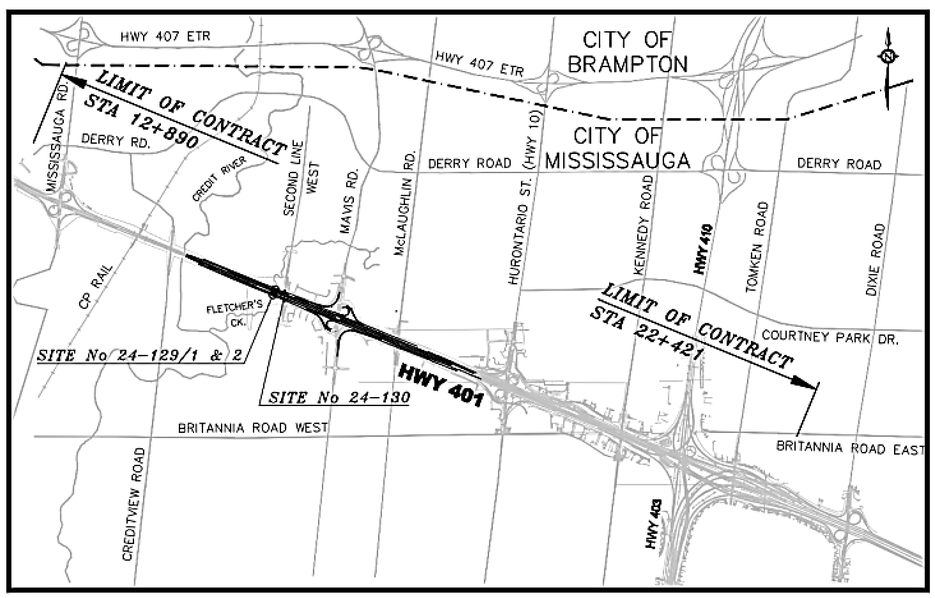
Your comments are welcome at any time throughout the project. However, we ask that you **provide your feedback with respect to the PIC 1 materials by July 5, 2016** to allow us to incorporate critical information into the next stage of the study.

Thank you!

Your involvement is essential to the success of this study
We welcome your feedback

WHAT IS HAPPENING ON HIGHWAY 401?

- The Ontario Ministry of Transportation (MTO) is widening Highway 401 from east of McLaughlin Road to east of the Credit River. The Contract (2015-2018) includes:
  - Widening of Highway 401 from its current 6 lanes to a 12-lane core/collector system, including two high-occupancy vehicle (HOV) lanes;
  - Opening of the HOV lanes from west of Mavis Road to east of Highway 410 following construction completion;
  - Removal of the Second Line West Bridge over Highway 401 to accommodate the highway widening and replacement with a new active transportation bridge at the same location; and,
  - New structures carrying the proposed collector lanes over Fletcher's Creek; stormwater management, high mast illumination and pavement reconstruction.



- Construction start – spring 2016 (currently underway). Construction completion – fall 2019.
- Periodic off-peak lane closures on Highway 401 and interchange ramps will be required to complete some of the construction. One overnight full closure of Highway 401 between Mississauga Road and Mavis Road to facilitate the removal of the Second Line West Bridge is anticipated for fall of 2016.
- Construction roadway signing will provide advanced notice of upcoming closures. Signed detours will be provided.

Please visit the project website for more information: www.my401.ca.

If you have any questions or require further information, please contact:

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