

WELCOME

Public Information Centre #1

January 29, 2013, 5:00 p.m. – 8:00 p.m.

**Please sign in and
fill in a comment sheet**

**Direct any questions or comments to
Study Team members**

Purpose of Public Information Centre #1

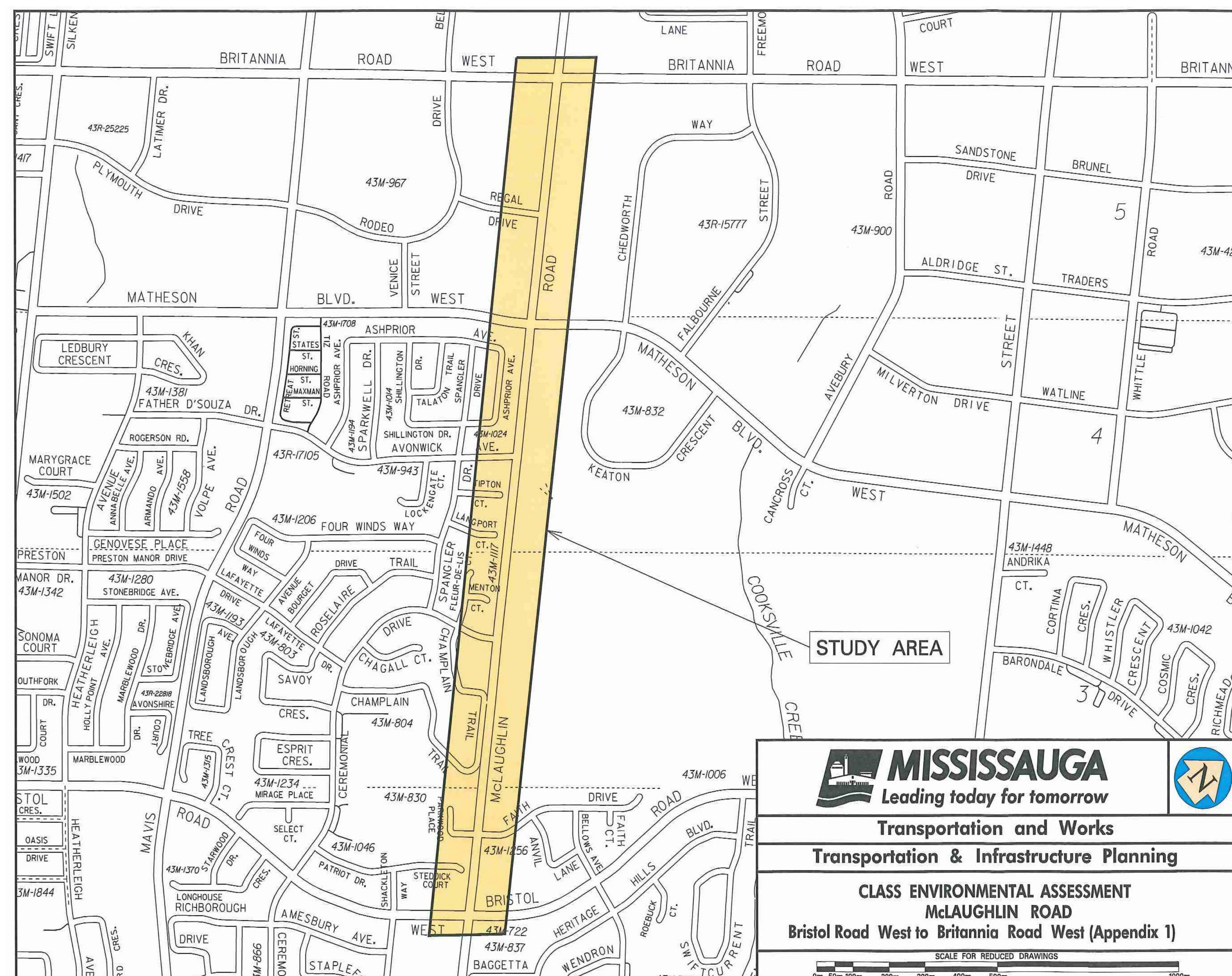
To introduce the study to the public.

To provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process.

To present and receive public input on:

- Existing conditions within the study area;
- Growth considerations;
- Existing / future traffic conditions;
- Need and justification for improvements to McLaughlin Road;
- Alternative solutions being evaluated;
- Recommended evaluation criteria for the alternative solutions;
- Recommended preliminary preferred planning alternatives; and
- Next steps.

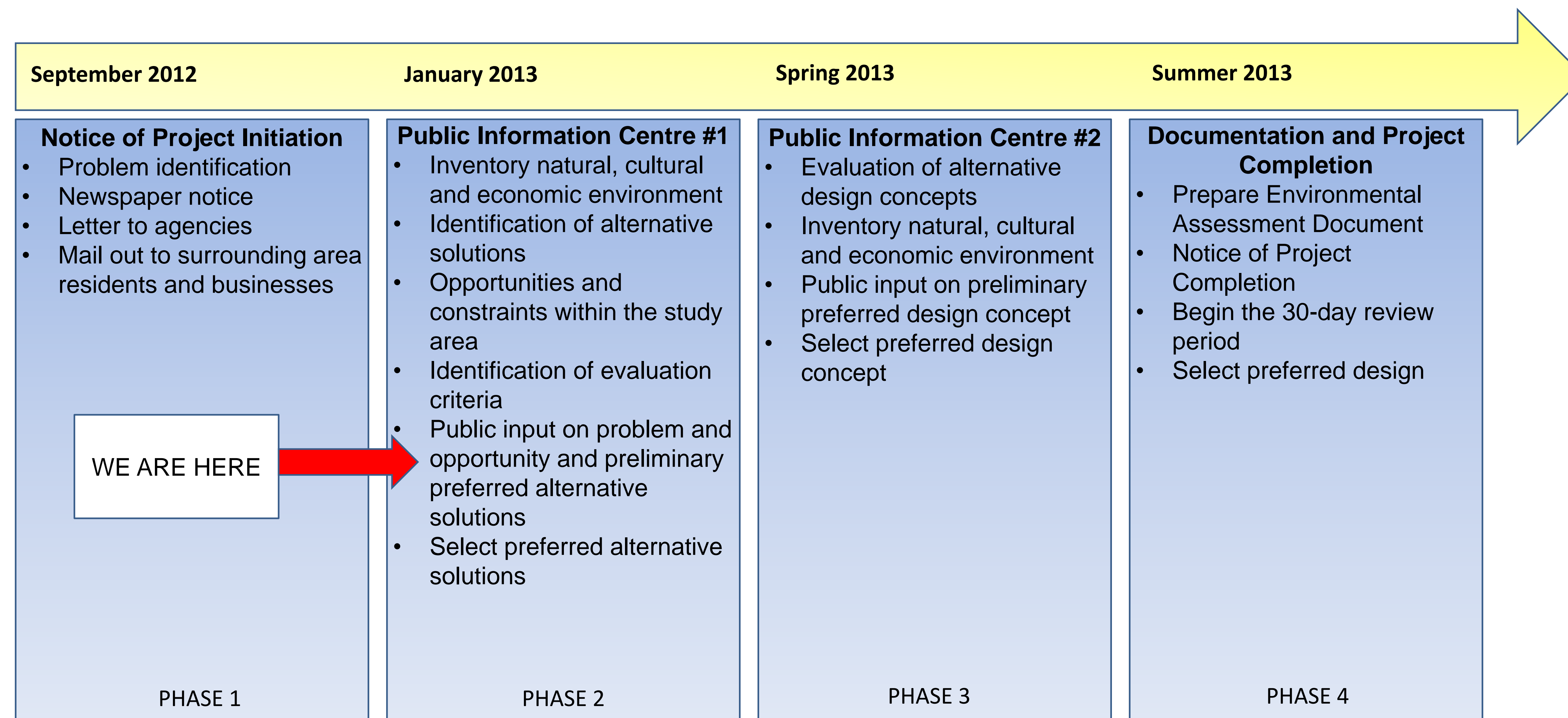
Study Area



Study Context

- The purpose of this study is to investigate the need for capacity, safety and operational improvements to McLaughlin Road from Bristol Road West to Britannia Road West, taking into consideration:
 - The Scenic Route designation;
 - Adjacent land uses;
 - City plans for a cycling route;
 - Streetscape improvement opportunities; and
 - Local public interests.
- Classified as a Major Collector Road.
- Designated as a “Scenic Route” in the City of Mississauga Official Plan between Bristol Road West and Matheson Boulevard West.
- Posted speed limit varies between 50 km/h and 60km/h.
- Right-of-Way width varies between 23m and 30m.
- Partial sidewalks are provided and no bike lanes.
- Mature trees line both sides.
- Britannia Farm woodlot on the east side between Bristol Road West and Matheson Boulevard West.
- Identified for a future “Primary On-Road Cycling Route”.

Class EA Process



- The study is being conducted in accordance with the planning process for Schedule 'C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment".
- The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, local public interests and unique project requirements.
- The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements and development of mitigating measures.

McLaughlin Road: Role and Function

- Role: Major Collector Road. Collects and distributes traffic between Local Streets, other Collector Roads and Arterial Roads.
- Primary Function: Carry through traffic between neighbourhoods, provide vehicular and pedestrian access to abutting businesses, and indirectly to residential properties via Minor Collector and Local Streets.
- Provide North-South connectivity for existing and future modes of transportation, linked with east-west connectivity via intersecting Arterials and Major Collectors.
- Designated as “Scenic Route” in the City of Mississauga Official Plan.
- McLaughlin Road is designated as a “Scenic Route” in the Mississauga Official Plan to reflect the scenic nature of the road corridor from Bristol Road West to Matheson Boulevard West.

Other Transportation Related Policies

➤ City of Mississauga “Living Green Master Plan”:



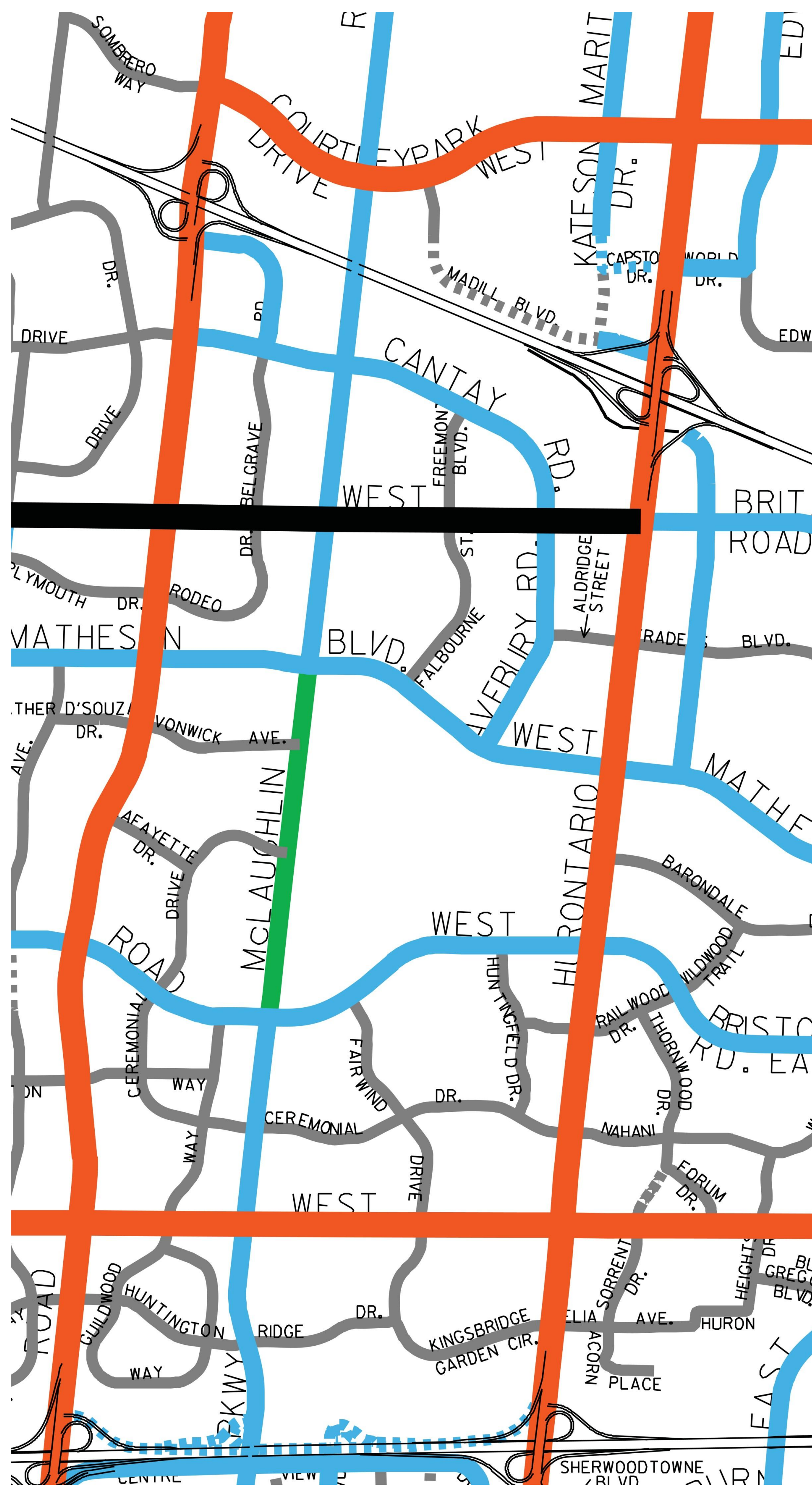
- Make McLaughlin Road more transit efficient and, therefore, more attractive to commuters (transit is delayed in congested roads just like autos);
- Invest in the expansion of alternative forms of transportation including cycling; and
- Use “green infrastructure” to reduce environmental impacts of travel instead of grey or hard infrastructure.












➤ 2013-2016 Business Plan – Mississauga Transit:



- Encourage businesses to build partnerships with MiWay to promote transit; and
- Targeted customer outreach program to promote the economic and environmental benefits of transit.

Scenic Route Designation



-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)

- Between Matheson Boulevard West and Bristol Road West, McLaughlin Road is designated a Scenic Route in the Mississauga Official Plan primarily due to the mature deciduous trees which fringe and envelope the central section of this thoroughfare.
- Scenic Route designation is to ensure that any maintenance or physical modification of the roadway reinforces or enhances its scenic qualities.
- The *McLaughlin Road Streetscape Design Guidelines* (March, 1988) assist in maintaining the scenic qualities of McLaughlin Road by maintaining a consistency of streetscape and reduce haphazard and conflicting visual elements.
- The City will determine whether the proposed changes to McLaughlin Road are in keeping with the intent of the Scenic Route policies. More detailed information is required in order to determine whether a Mississauga Official Plan amendment is required.

Natural Heritage

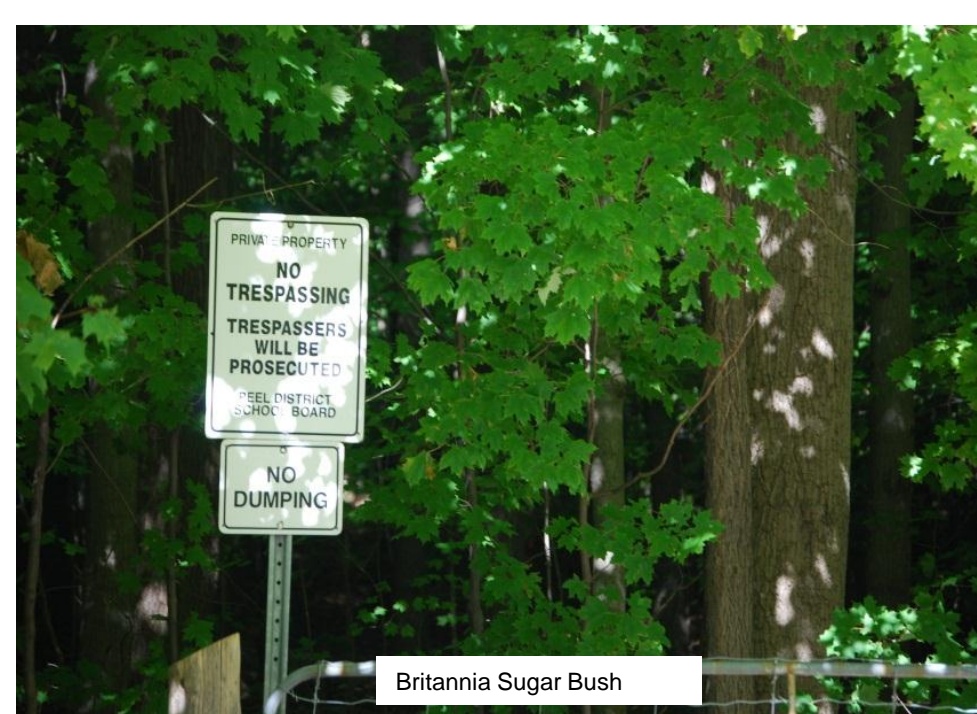
In the study area:

- There are no watercourses.
- Vegetation communities consist of a mixture of cultural and forest vegetation.
- “Britannia Sugar Bush”, classified as a dry-fresh sugar maple-oak deciduous forest.
- No significant wildlife habitat identified.
- No designated Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Sensitive Areas located within 120 m of the study area.

Archaeological/ Cultural Heritage

In the study area:

- Archaeological potential (beyond right-of-way).
- The Britannia Farm listed as a Cultural Landscape by the City of Mississauga. The property includes the Britannia School House, Britannia Farmhouse and William Chisholm House, which are designated under the Ontario Heritage Act.



Existing Cycling & Pedestrian Conditions

Pedestrian

- East side:
 - 1.5 m concrete sidewalk between Faith Drive and Bristol Road West.
- West side:
 - 1.5 m concrete sidewalk provided throughout the corridor.



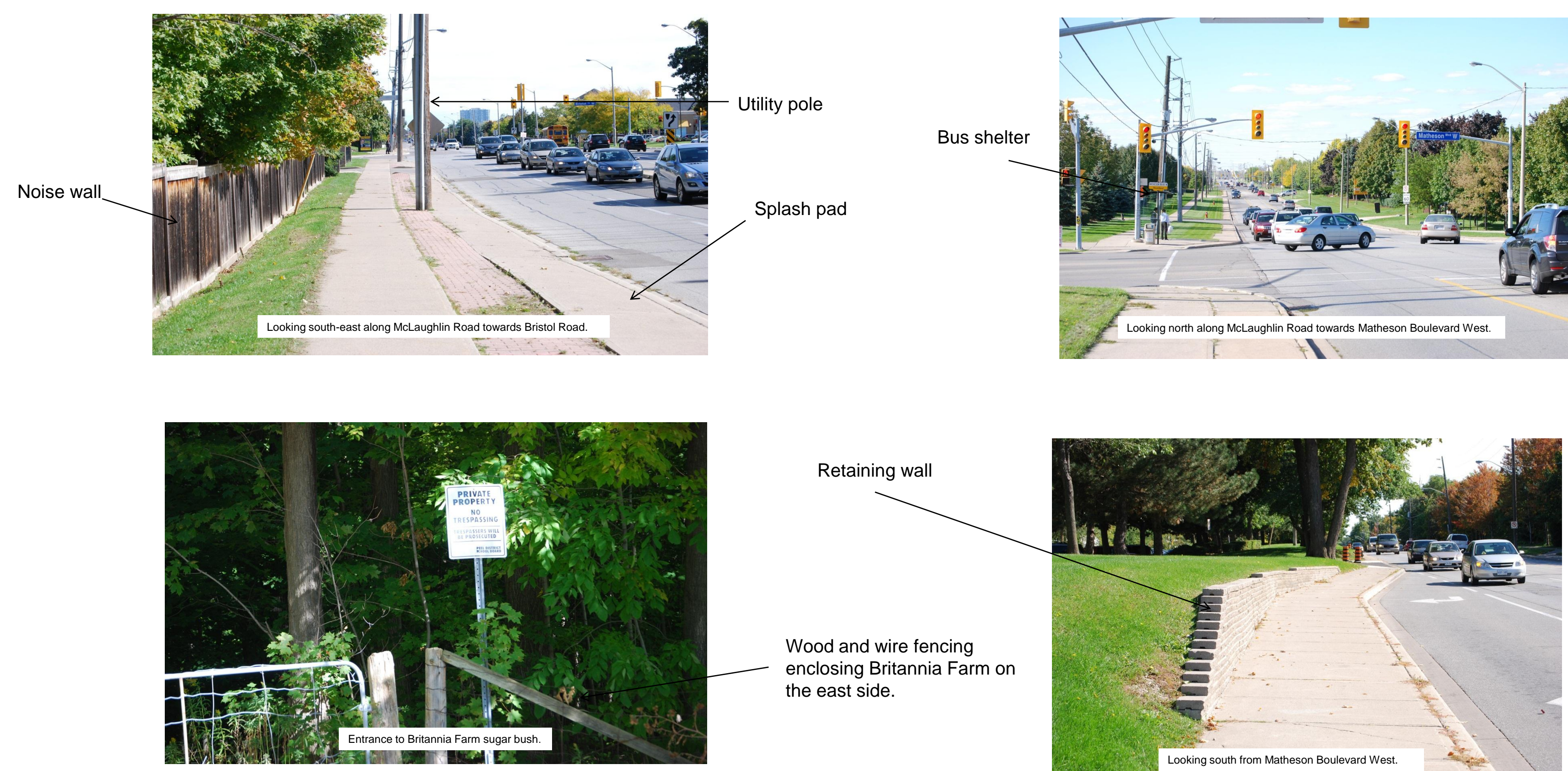
On Road Cycling

- No existing cycling facilities.
- On-road bicycle lanes on McLaughlin Road at Cantay Road to the north and Eglinton Avenue West to the south.

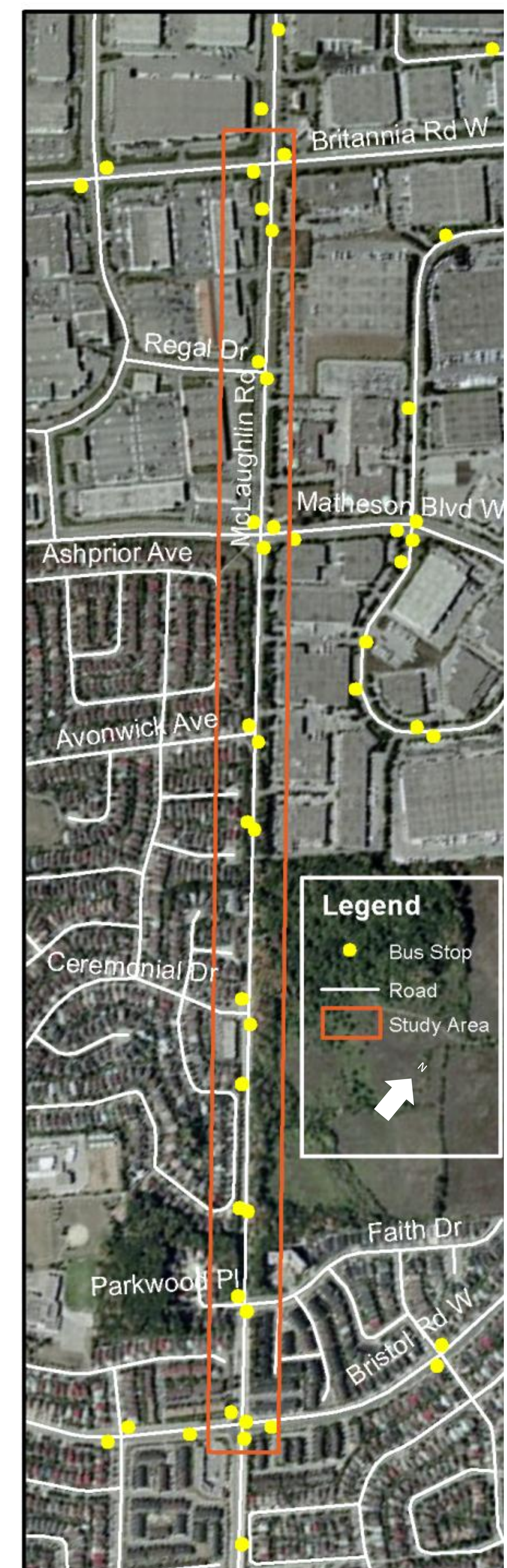
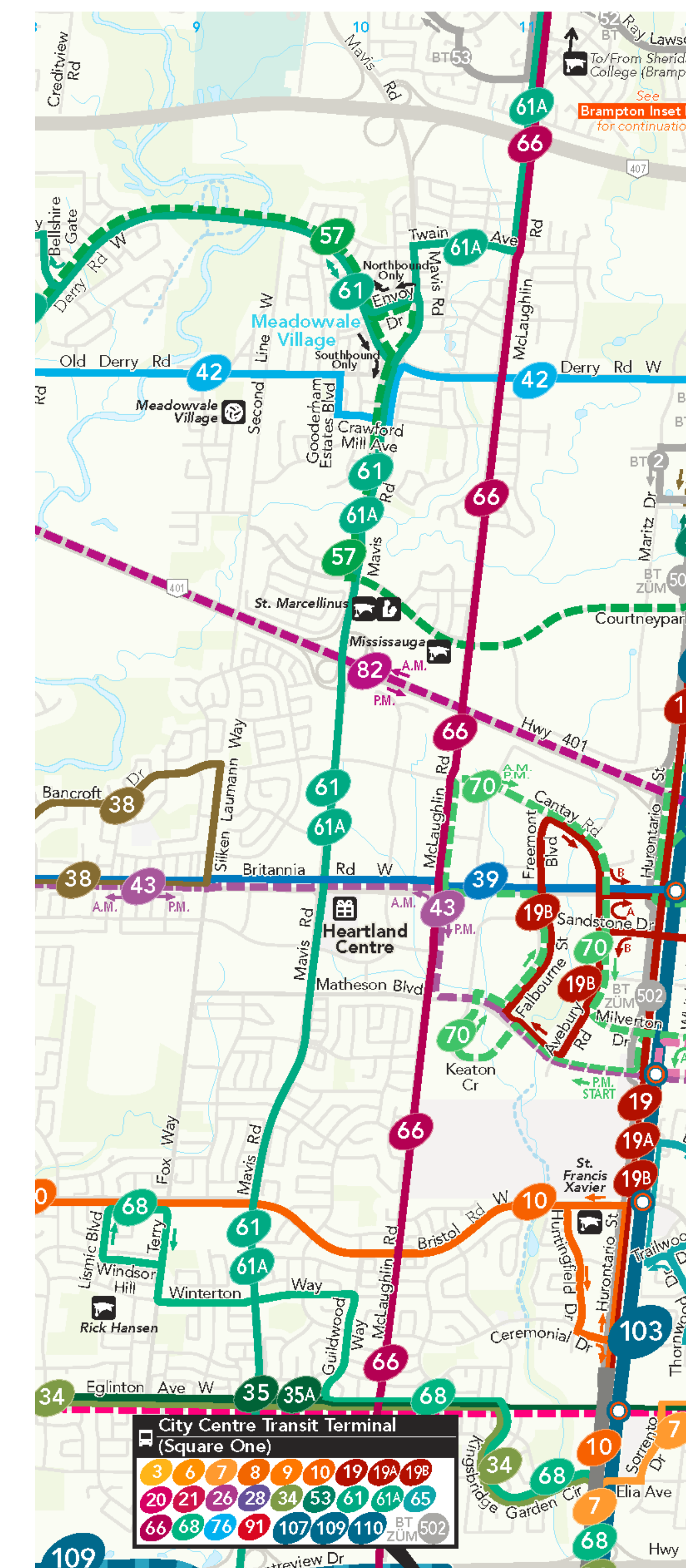


Infrastructure Along McLaughlin Road

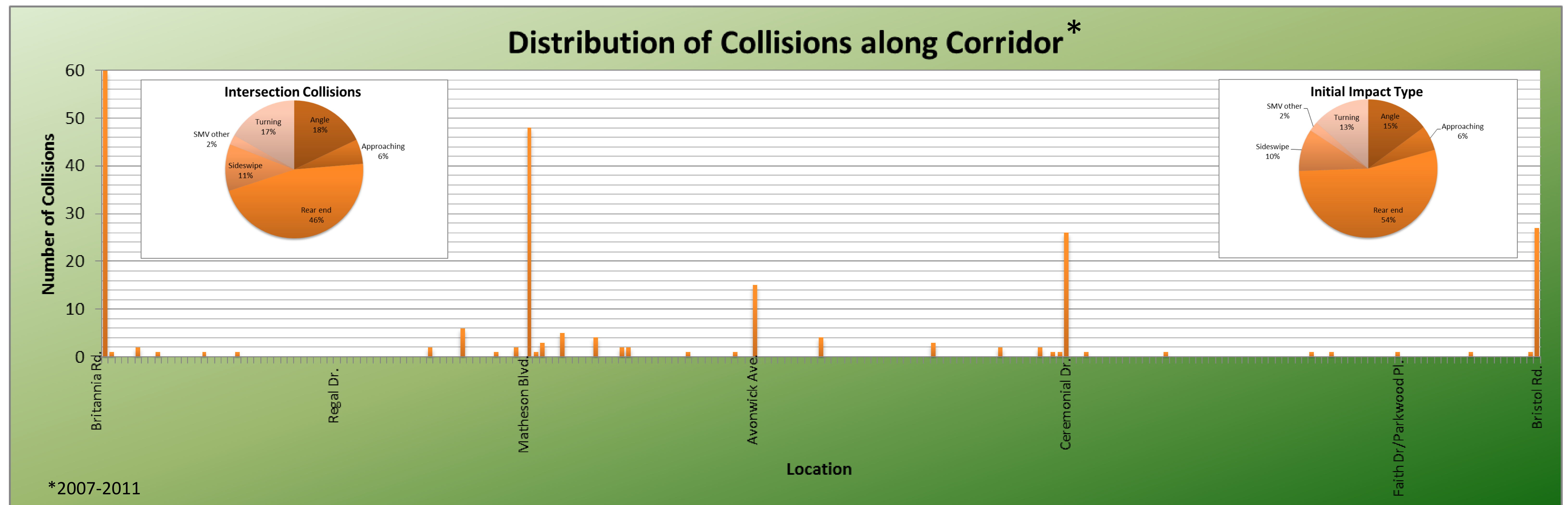
- Noise walls are intermittent along McLaughlin Road. They consist of wooden fences surrounding residences' back yards.
- Utility poles are placed close to the road.
- 1 m wide splash pad.
- Concrete sidewalk along the west side and partially on the east side.
- Wood and wire fencing enclosing the Britannia Farm property.
- Retaining walls along portions of the east side.
- Bus Shelters.
- The road pavement is in poor to fair condition.



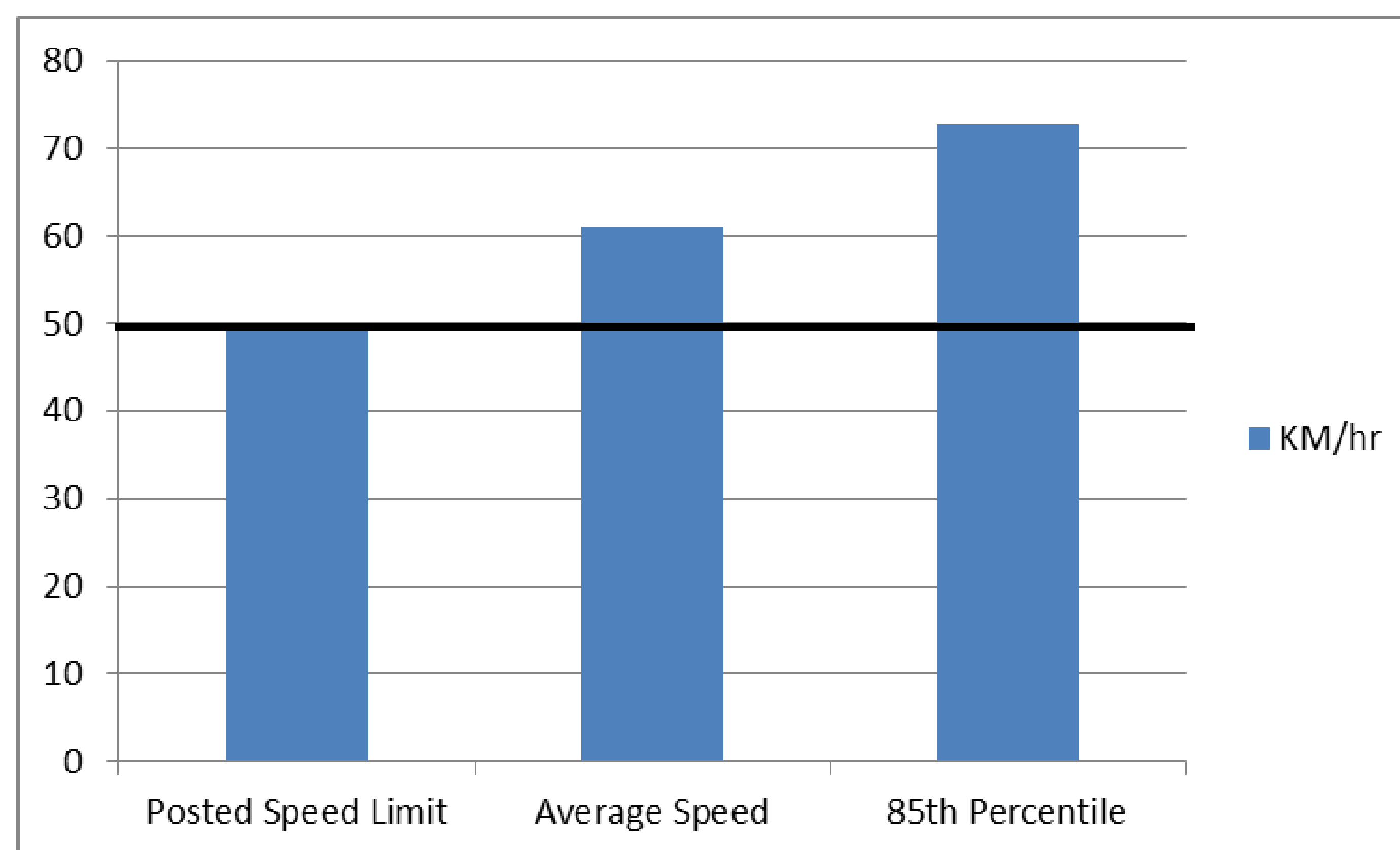
Existing Transit Service



Transportation Safety

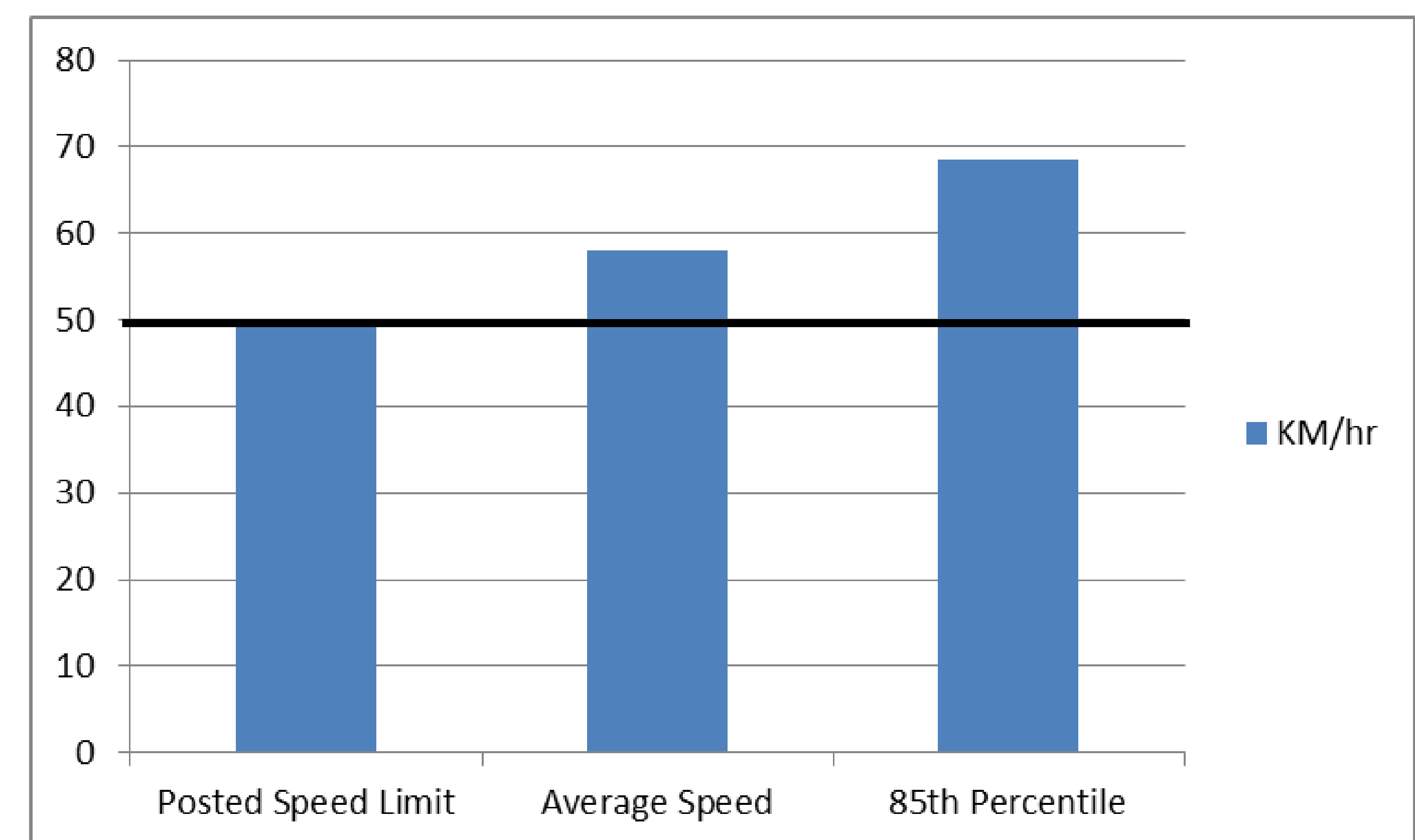


Operating speeds recorded along McLaughlin Road Southbound between Bristol Road West and Parkwood Place ** (24 hr Avg.)



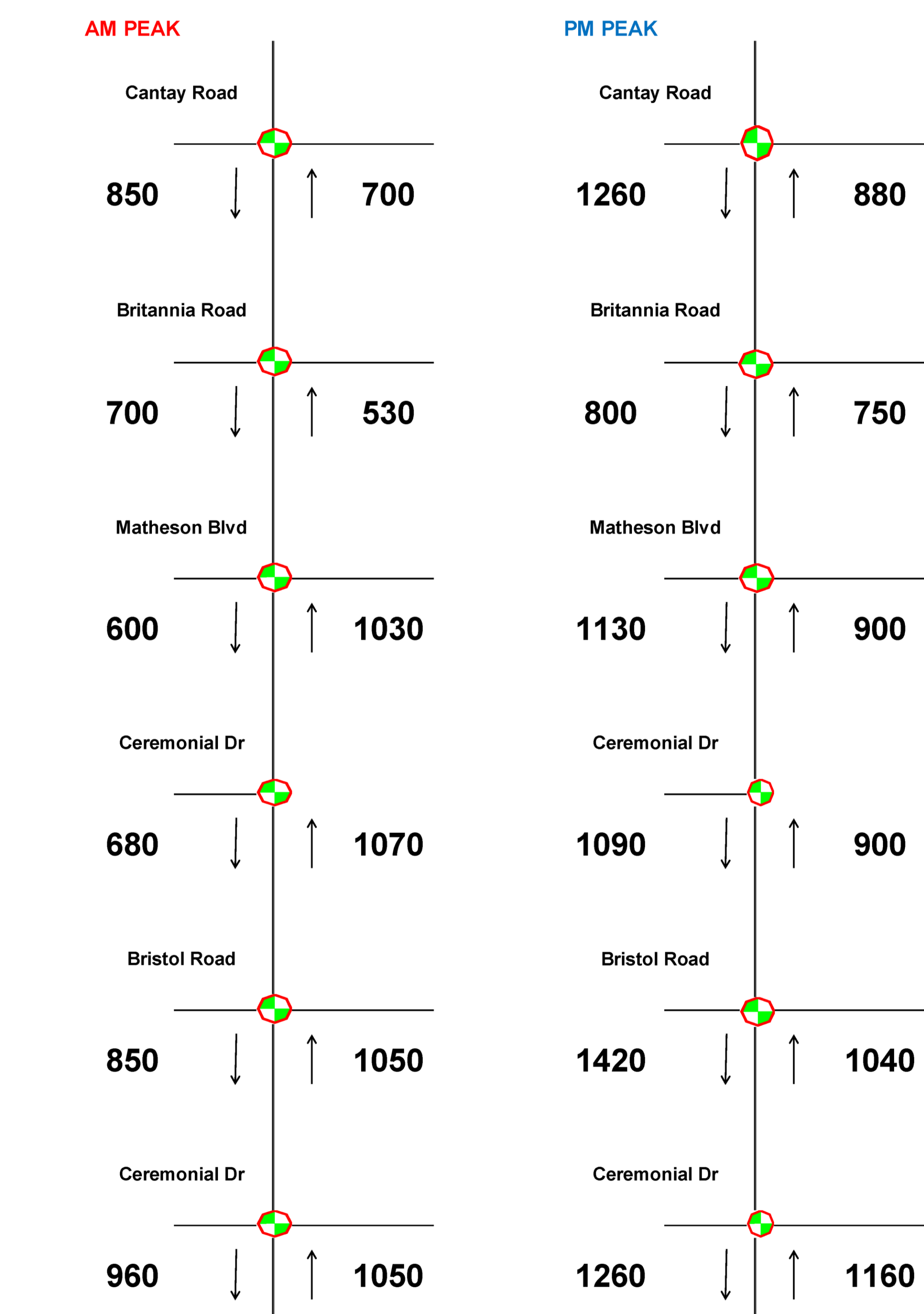
**7% of vehicles were going faster than 75 km/hr.
 - **85th percentile** is the speed that 85% of vehicles travel at or below, and 15% travel above.

Operating speeds recorded along McLaughlin Road Northbound between Bristol Road West and Parkwood Place *** (24 hr Avg.)



***4% of vehicles were going faster than 75 km/hr.

Existing Traffic Conditions



- Congestion is greatest during the PM peak hour.
- During this period, significant congestion occurs in the northbound and westbound directions at Matheson Boulevard.
- Sideroad approaches at Regal Drive, Avonwick Avenue, and Parkwood Place/ Faith Drive operate poorly (LOS F)
- The southbound approach at Ceremonial Drive operates overcapacity during the PM peak hour.

Level of Service (LOS) is a letter designation that describes a range of operating conditions on a road as perception by motorists and passengers.

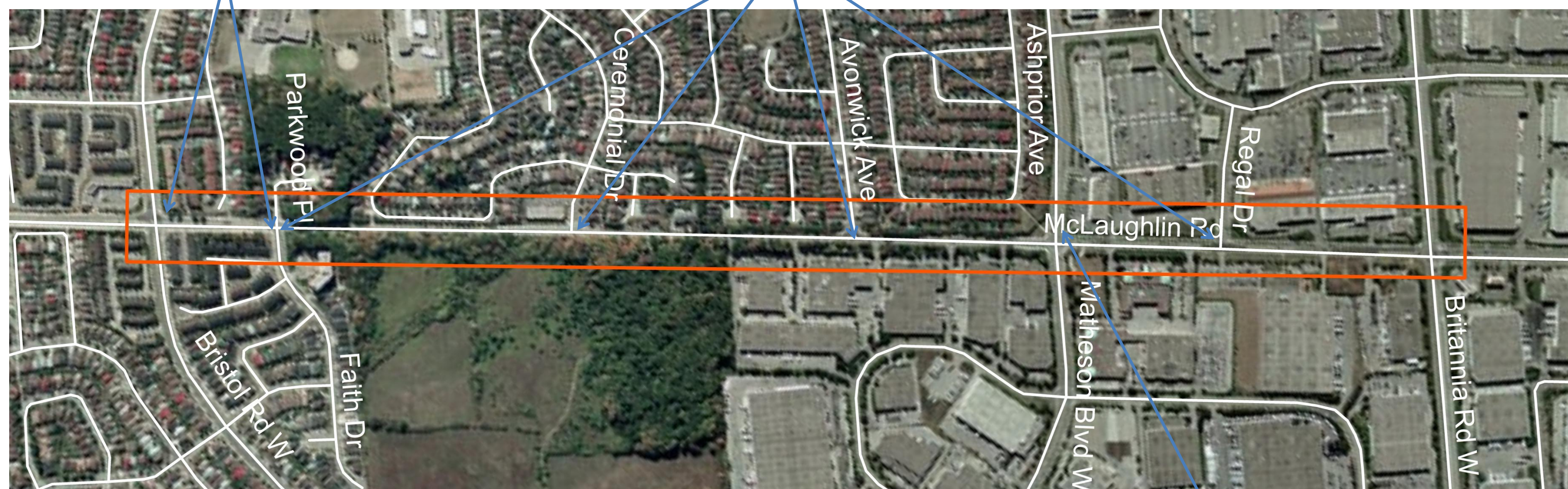
A= Free flow
B=Reasonably free flow
C=Stable flow

D=Approaching unstable flow
E=Unstable flow
F=Forced or breakdown flow

Existing Operating Deficiencies

High pedestrian traffic intersections

Experience LOS F for turning onto McLaughlin Road



Overall

- Traffic signals are not coordinated.
- No sidewalk on most of the east side.
- No cycling facilities.

Average speed*

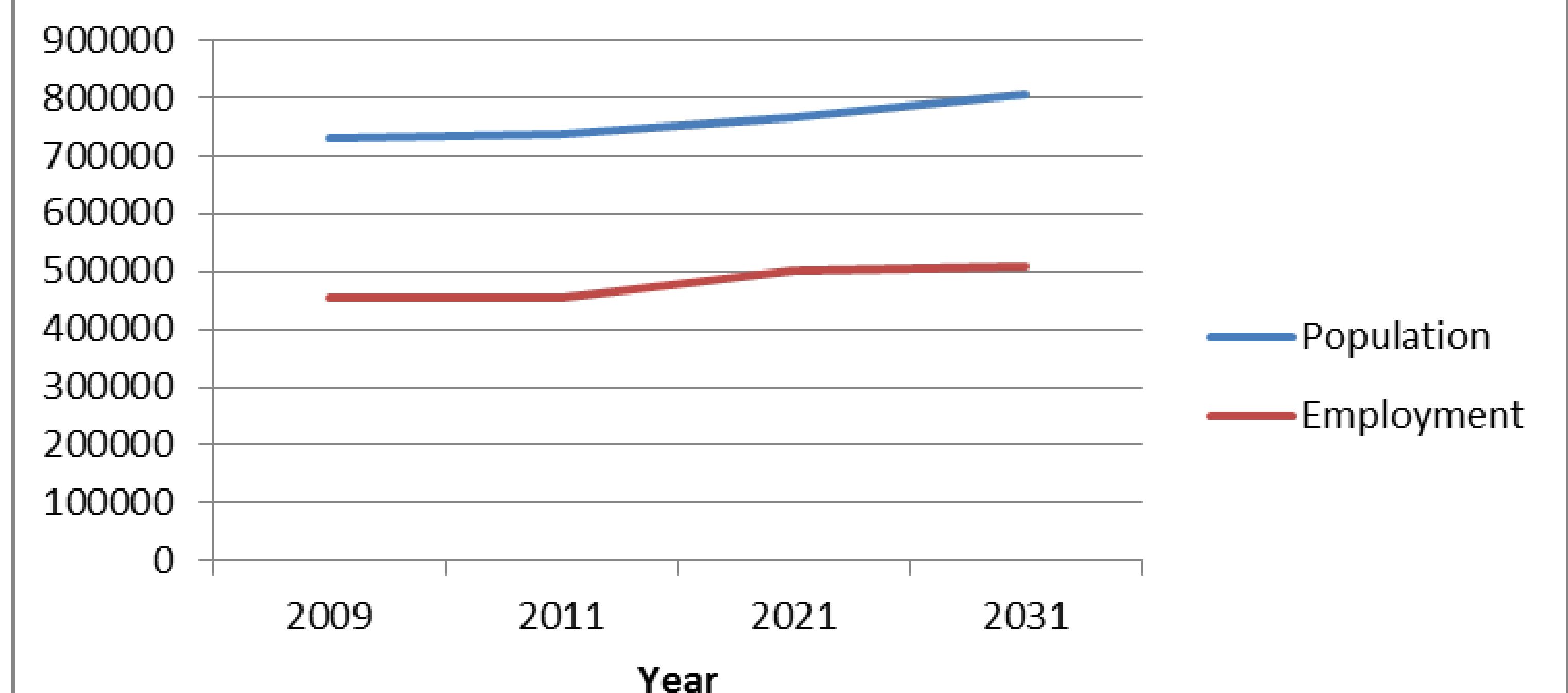
- Northbound – 58 km/hr
 - Southbound – 61 km/hr
- * For a 24 hour period.

Severe congestion in the northbound and westbound directions during the PM peak hour.

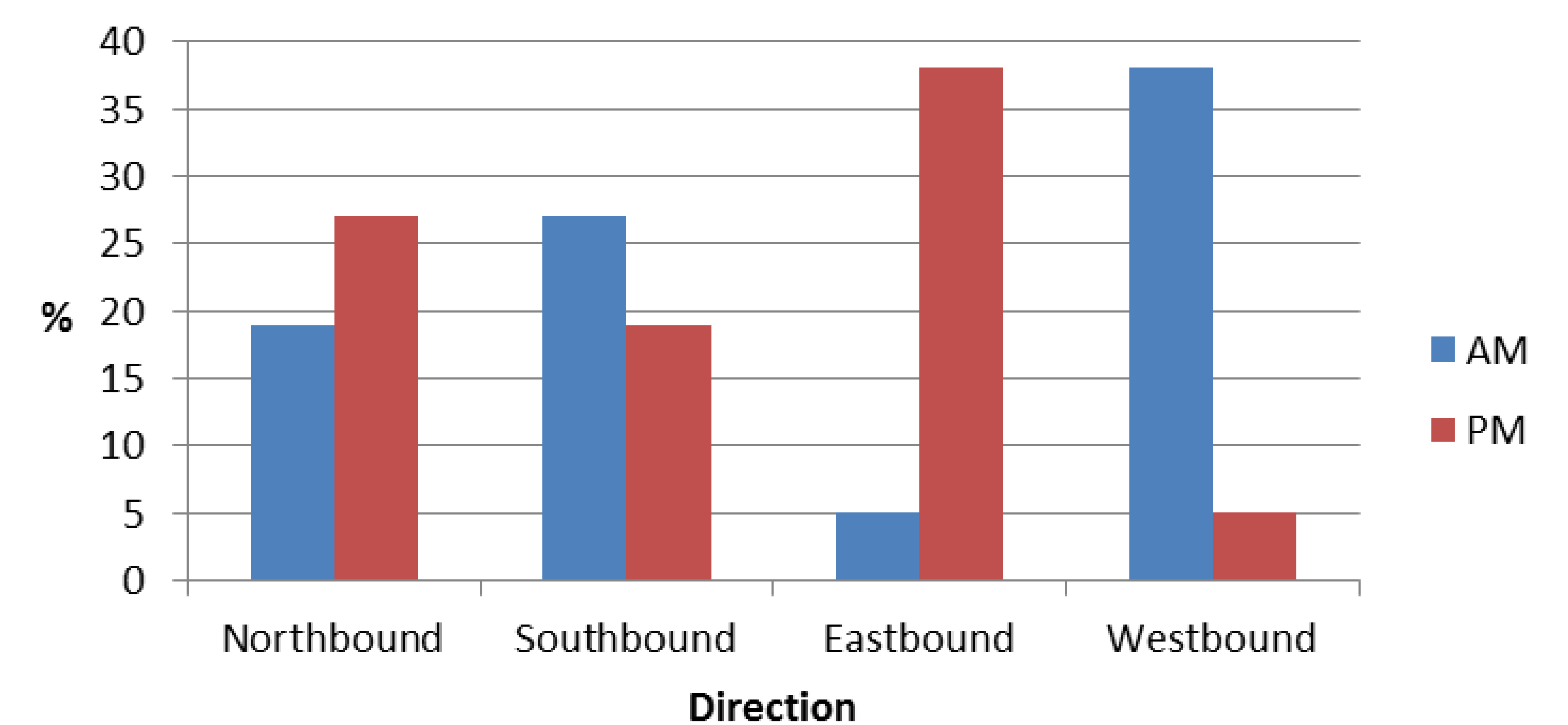


Growth Considerations

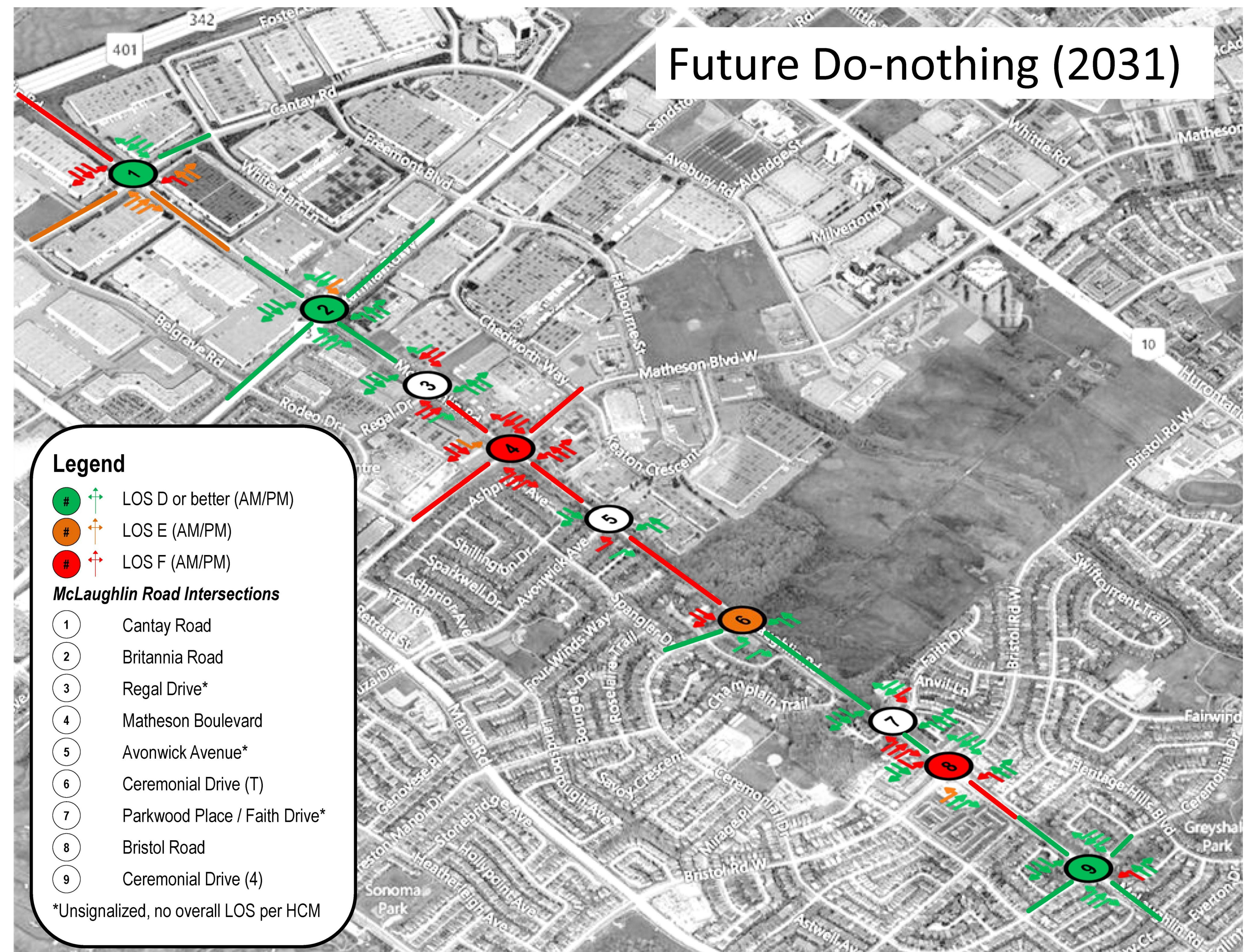
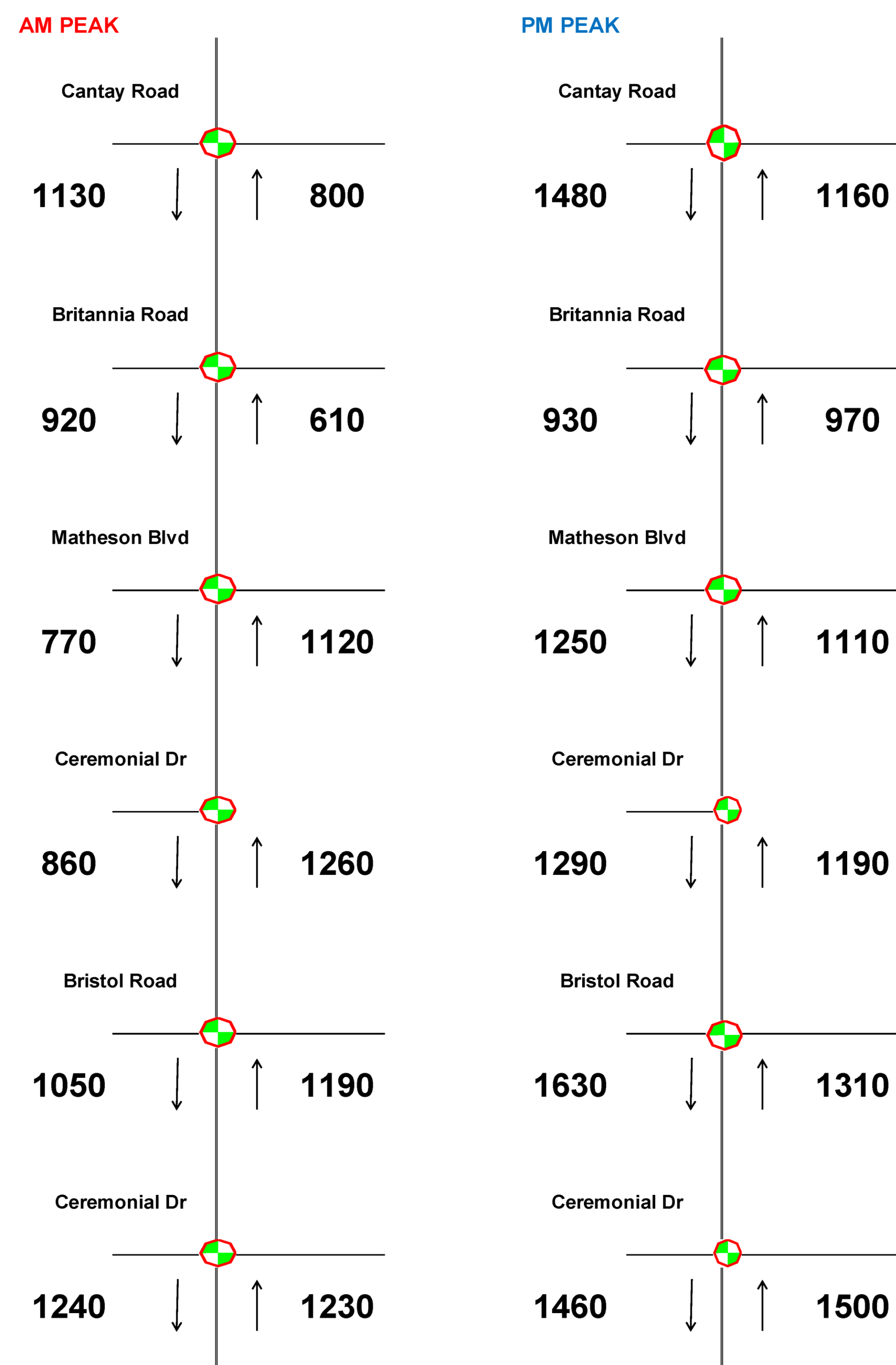
City of Mississauga Population and Employment Projections



Applied Traffic Growth Scenario Base* (2012-2031)



Future Traffic Conditions



- Traffic volumes are expected to increase by 19% in the peak direction of travel by 2031.
- Operations at Matheson Boulevard West will severely break-down, and movements from minor roads will operate very poorly (Regal Drive, Avonwick Avenue and Faith Drive / Parkwood Place).
- This will result in excessive queuing and potential safety concerns.

Level of Service (LOS) is a letter designation that describes a range of operating conditions on a road as perception by motorists and passengers.

A= Free flow
B=Reasonably free flow
C=Stable flow

D=Approaching unstable flow
E=Unstable flow
F=Forced or breakdown flow

Needs and Opportunities

Traffic:

- Traffic on McLaughlin Road currently operates at/near capacity, and is expected to exceed capacity within the planning horizon (2031).
- Capacity and safety enhancement is required.
- Intersection geometric improvements i.e., exclusive movement.
- Traffic control improvements.

Streetscaping:

- Create an urban environment that encourages and supports walking and cycling.
- Make the street safe for all users – a “Complete Street”.
- Maintain access to businesses.
- Maintain and enhance scenic route qualities along McLaughlin Road.
- Add supplementary planting and upgrade landscape features where feasible.
- Buffer pedestrians and cyclists from traffic.
- Balance the functional requirement of pedestrians, cyclists, transit and vehicles.

Cycling:

- City of Mississauga Cycling Master Plan designates McLaughlin Road as a “Proposed Primary On-Road Cycling Route”.
- Design options include:
 - Exclusive on-road cycling lanes painted on road surface;
 - Exclusive on-road cycling lanes raised up from road surface and separated by a mountable curb;
 - Off-road one way multi-use paths within the road right-of-way; or
 - Off-road two way multi-use path beyond right-of-way.

Transit:

- Increase transit service opportunities.
- Transit priority features (e.g., transit queue jump lanes).

Other Infrastructure:

- Noise wall
- Sidewalk
- Pavement

Summary of Public Comments Received to Date

- Do not widen McLaughlin Road between Bristol Road West and Matheson Boulevard West, preserve the “Scenic Route”.
- Impacts on the Sugar Bush/Britannia Farm.
- Effects on wildlife.
- Barely a kilometre long and the longer travel time experienced by drivers at certain times of the day is a worthwhile price to pay to maintain the tree coverage.
- Concerns about increasing traffic as a result of widening the road.
- Increase in traffic will lead to more accidents.
- Do not want McLaughlin Road to become a thoroughfare.
- Impacts of construction and widening of the road on noise, vibration and pollution?
- Concerns about negatively impacting the character of McLaughlin Road.
- Install traffic lights at Faith Drive/Parkwood Place and McLaughlin Road intersection.
- Consider a right turn lane at Faith Drive.
- Frequent accidents due to the increase in traffic as a result of the opening of Confederation Bridge.
- Drivers can use parallel roads (e.g., Mavis Road and Hurontario Street) instead of McLaughlin Road.
- Supports the expansion of McLaughlin Road.
- Bicycle lanes are not necessary.
- Promote cycling and add bicycle lanes/multi-use trails.

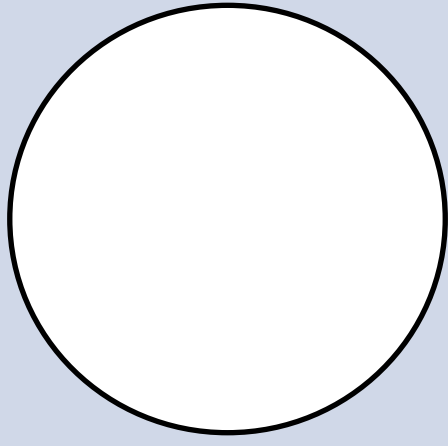
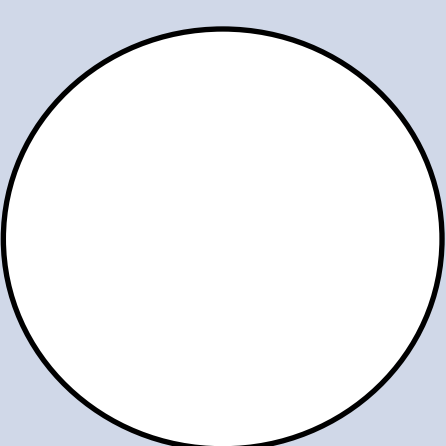
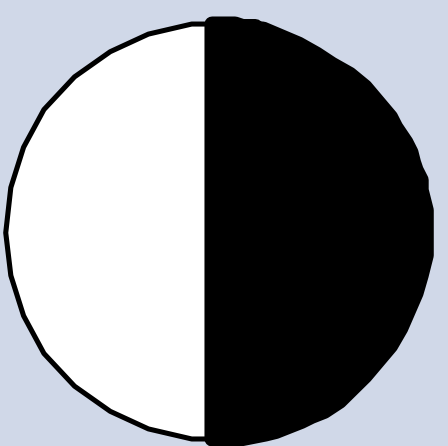
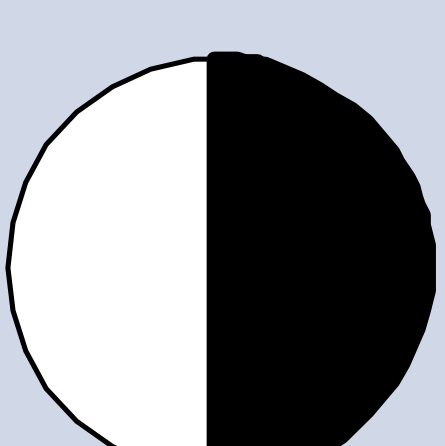
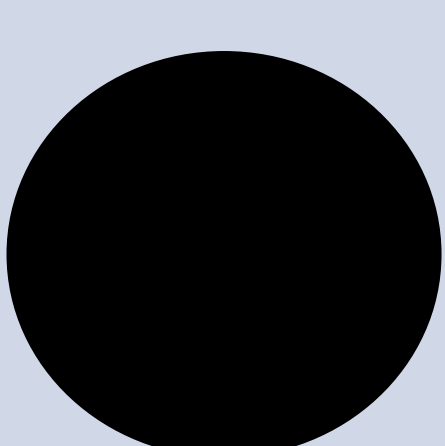
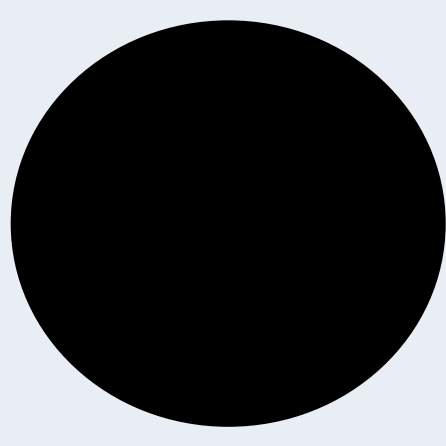
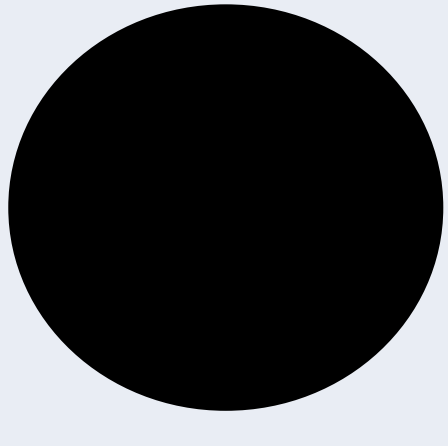
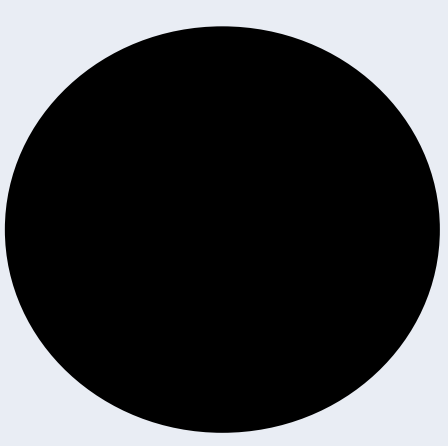
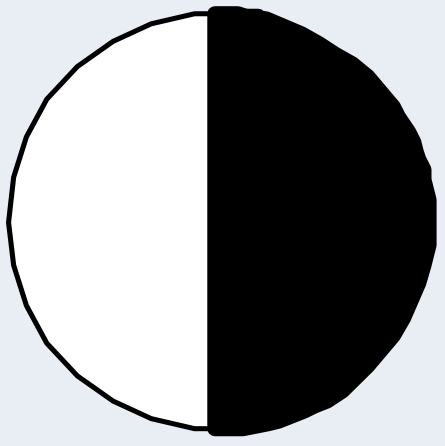
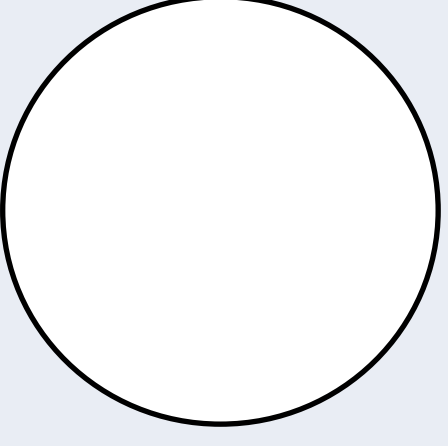
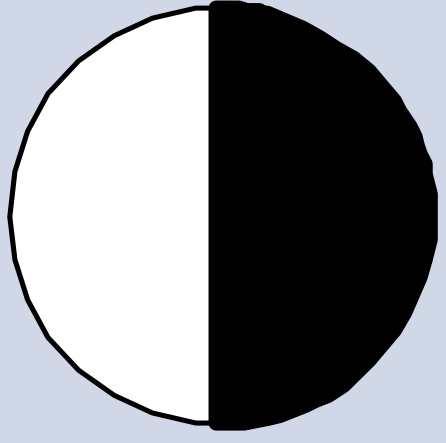
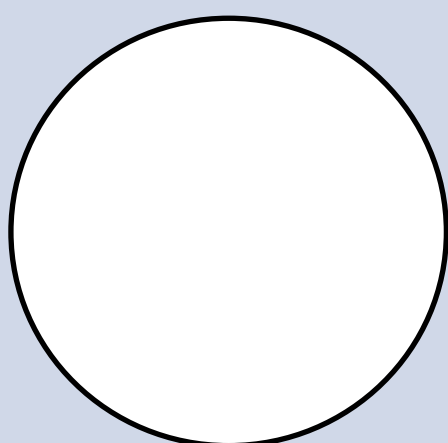
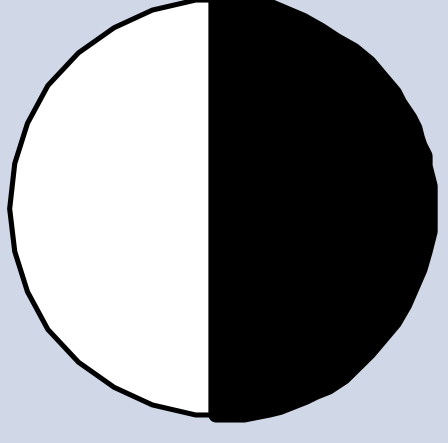
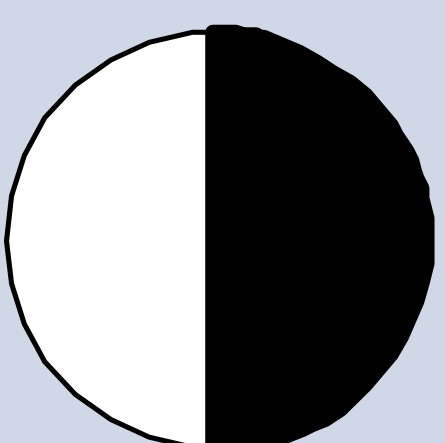
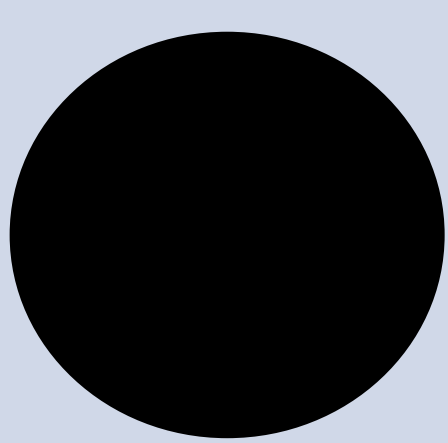
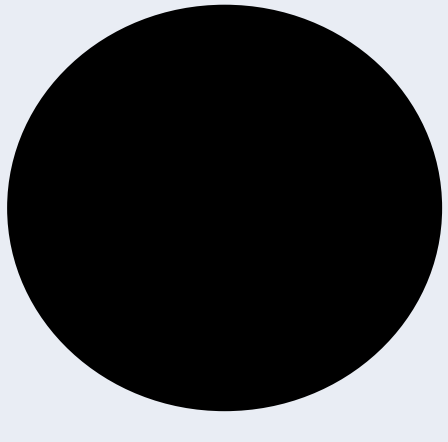
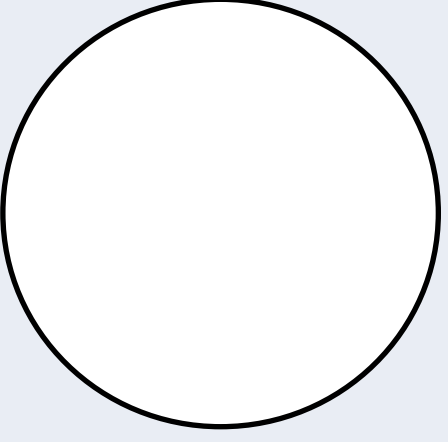
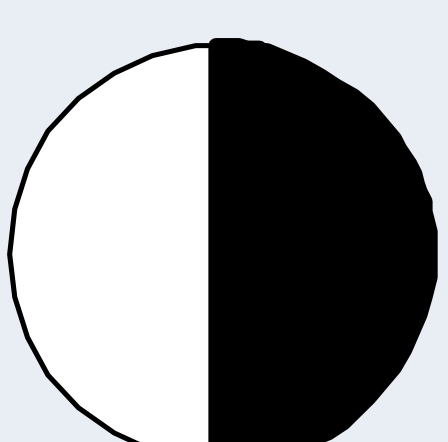
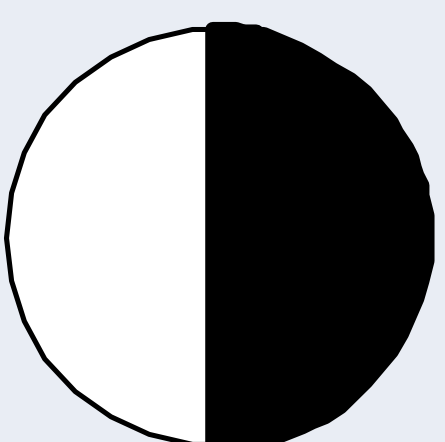
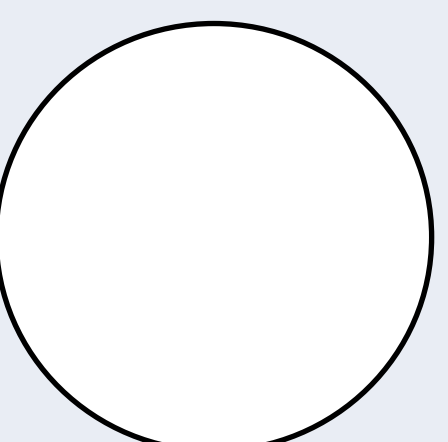
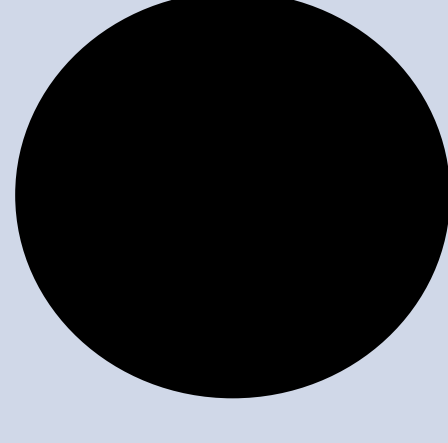
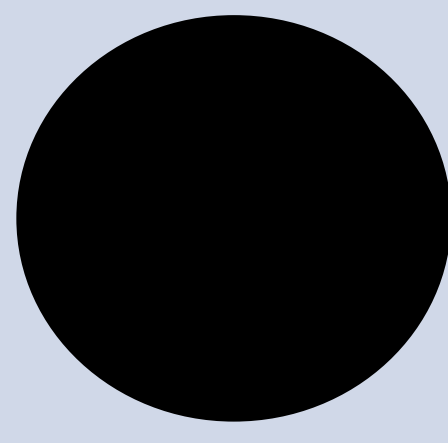
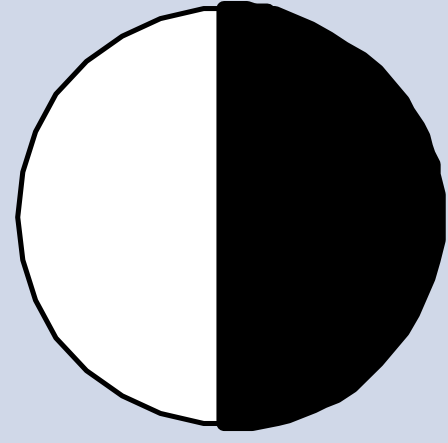
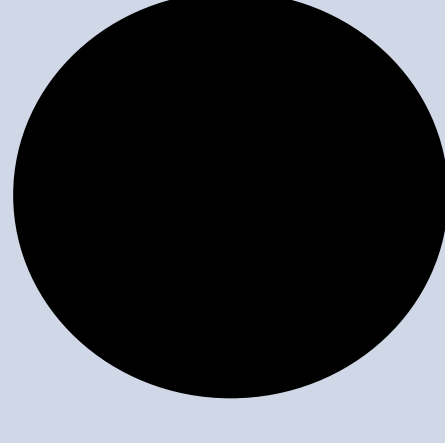
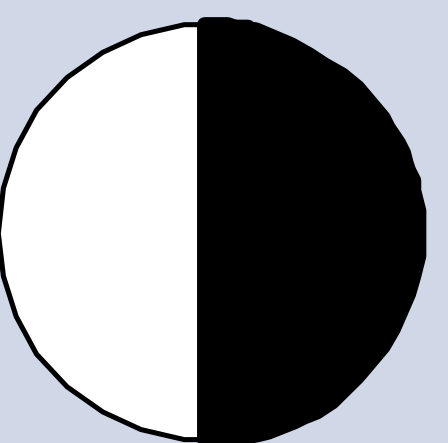
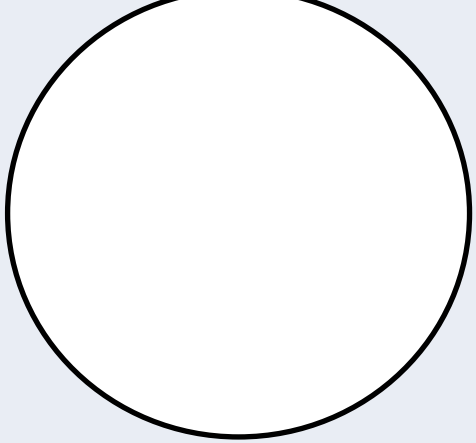
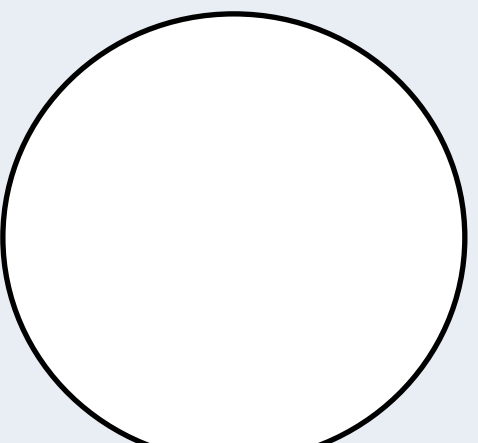
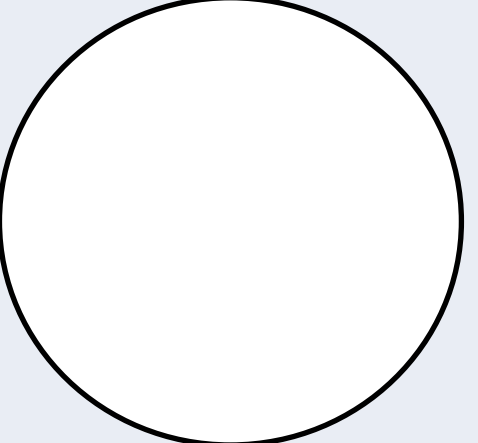
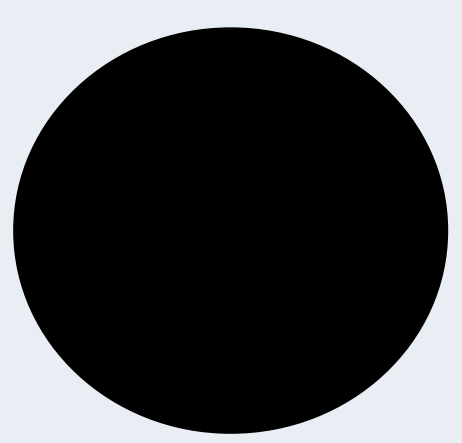
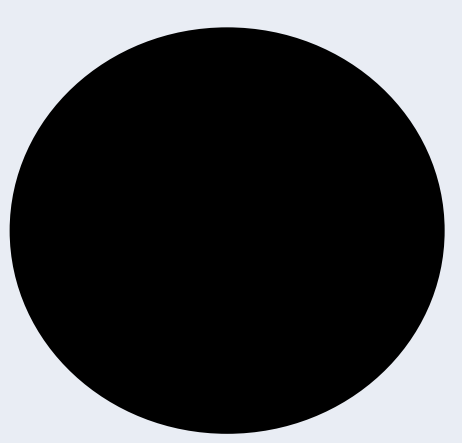
Alternative Solutions Under Consideration

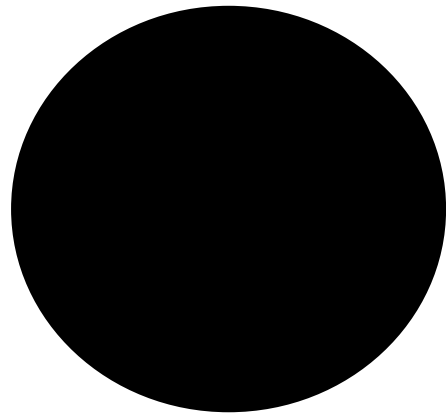
1. **Do Nothing** – No additional measures to address long-term project specific problems or opportunities.
2. **Upgrade Parallel Roads Instead of McLaughlin Road** – Diversion of traffic that is currently using McLaughlin Road to other parallel corridors.
3. **Implement Transportation System Management Measures (TSM)** – An approach to mitigate congestion by identifying improvements to enhance the capacity to an existing system of an operational nature (i.e. intersection and signal improvements).
4. **Implement Travel Demand Management (TDM)** – Change travel demand, reducing traffic volumes (i.e., more walking, cycling, transit, ridesharing, work at home).
5. **Enhance Road Capacity/Operations** – To add travel lanes, turning lanes, cycling lanes and/or sidewalks, along with safety improvements, signal timing improvements and coordination, and intersection control changes.



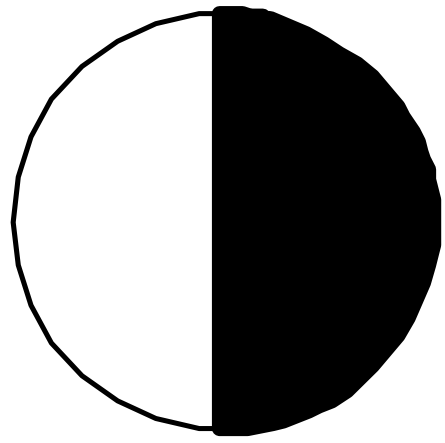
How are Alternative Solutions Evaluated?

| Criteria | Evaluate |
|--|---|
| Traffic Operations and Safety on McLaughlin Road | How well do the alternatives manage motor vehicle, cycling, pedestrian and transit traffic in a safe manner? |
| Natural Environment | What impacts do the alternatives have on natural environment features such as vegetation, wildlife and drainage? |
| Socio-Cultural Environment | What impacts do the alternatives have on existing established communities and businesses, property noise/vibration, potential archaeological resources, built heritage features and visual character? |
| Economic Environment | What is comparative cost to construct each alternative, including utility location, capital, property and maintenance and operating costs? |
| How the Alternative Complies with Official City Policy | 1. Scenic Route designation |
| | 2. Cycling Master Plan |
| | 3. Business Planning Direction |
| | 4. Strategic Plan for the City of Mississauga |

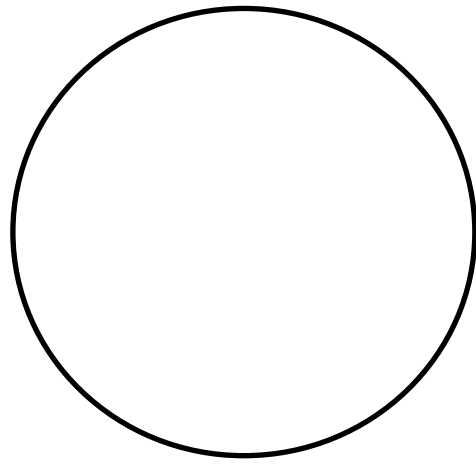
| Evaluation Criteria | Alternative 1 – Do Nothing | Alternative 2 - Upgrade Parallel Roads instead of McLaughlin Road | Alternative 3 - Transportation System Measures | Alternative 4 - Travel Demand Management | Alternative 5 – Enhance McLaughlin Road Capacity/Operations |
|--|---|---|---|---|---|
| Traffic Operations and Safety on McLaughlin Road |  |  |  |  |  |
| Natural Environment |  |  |  |  |  |
| Socio-Cultural Environment |  |  |  |  |  |
| Economic Impact/Cost |  |  |  |  |  |
| Official Policy – Scenic Route |  |  |  |  |  |
| Official Policy – Cycling Master Plan |  |  |  |  |  |
| RECOMMENDATION | Not recommended | Not recommended | Recommend Carry Forward | Recommend Carry Forward | Recommend Carry Forward |



Good



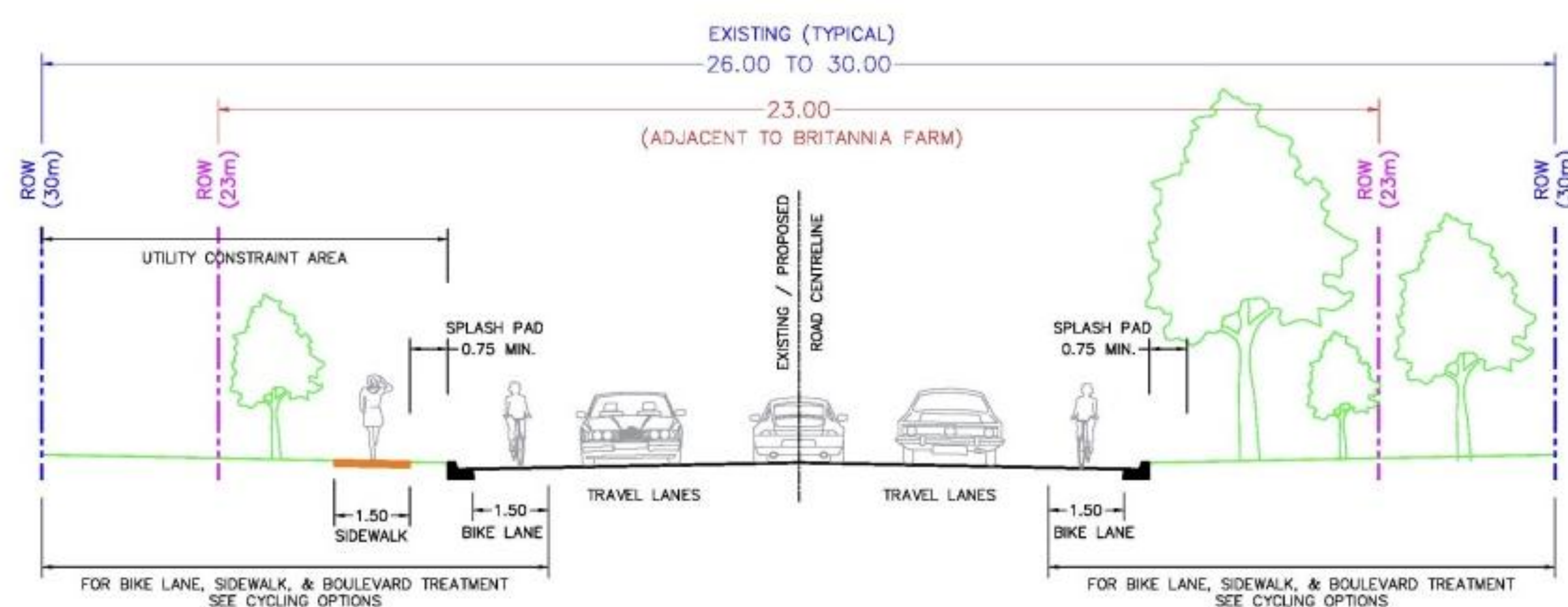
Fair



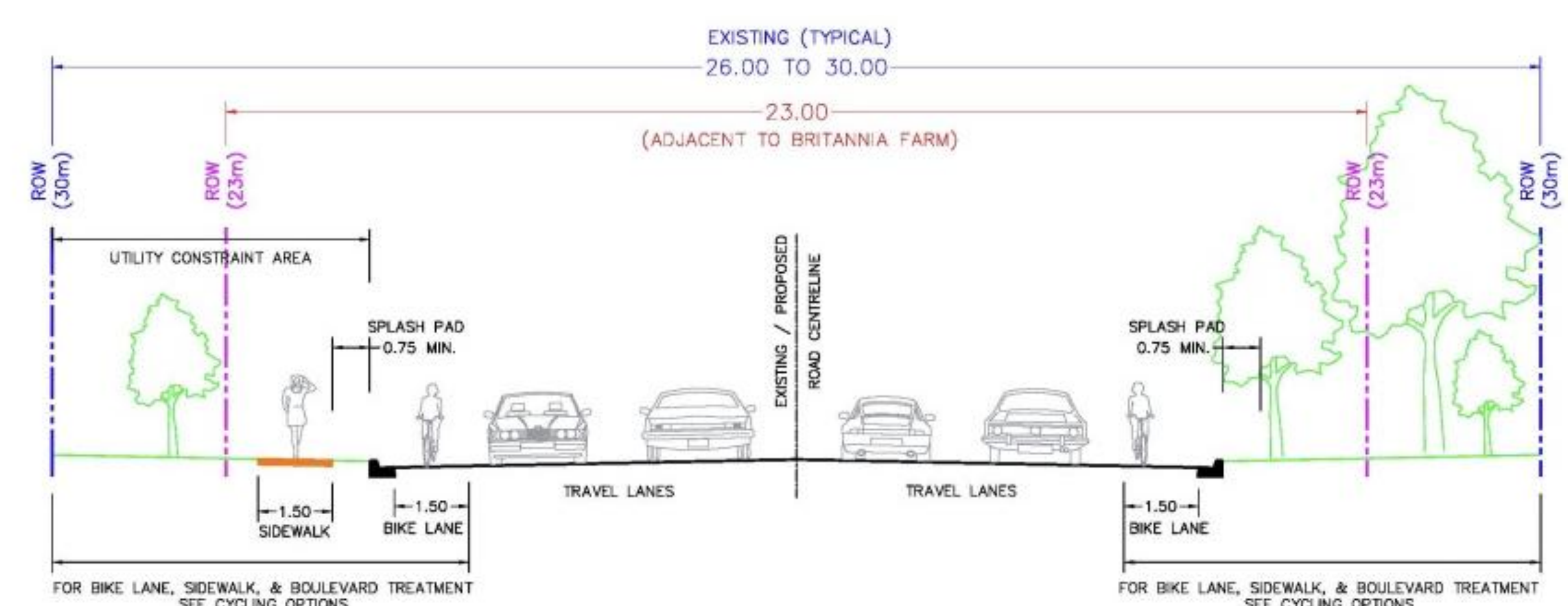
Poor

Mid-Block Cross-Sections Under Consideration for the Preferred Planning Solution

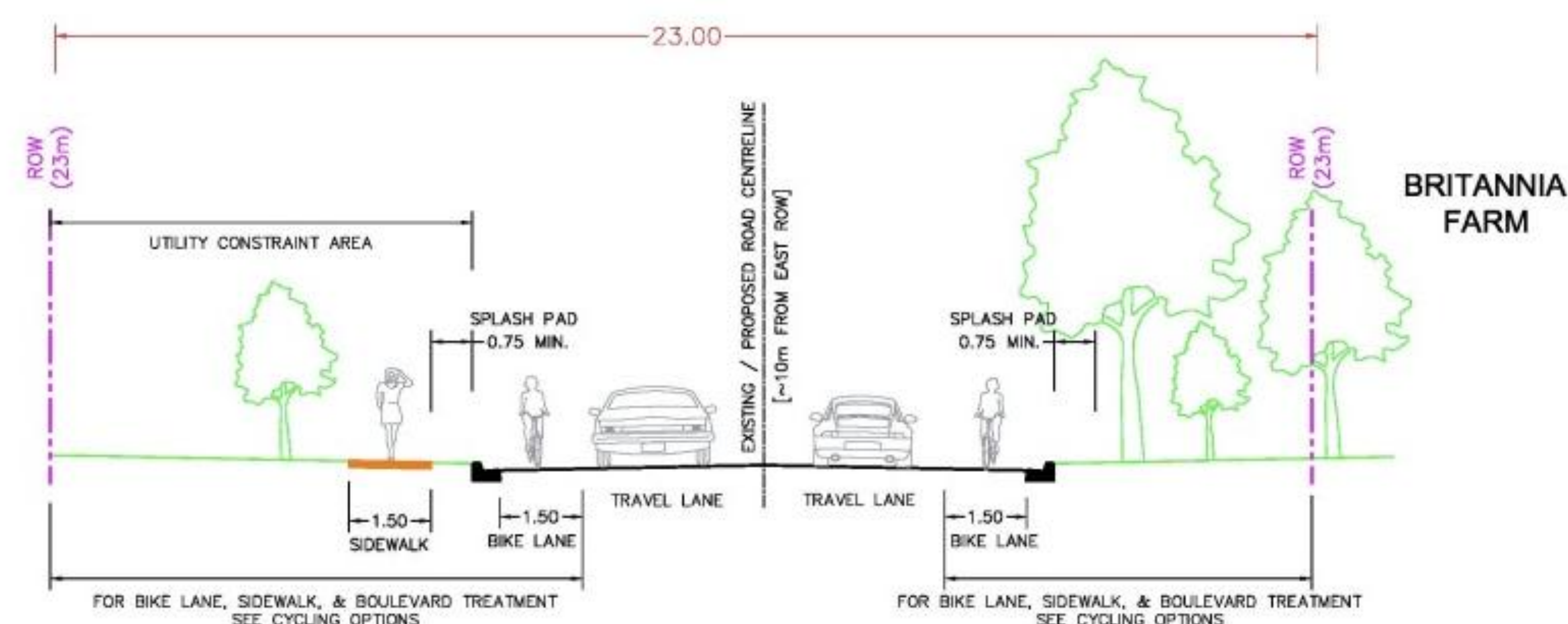
A different cross-section may be applied to each segment of the corridor



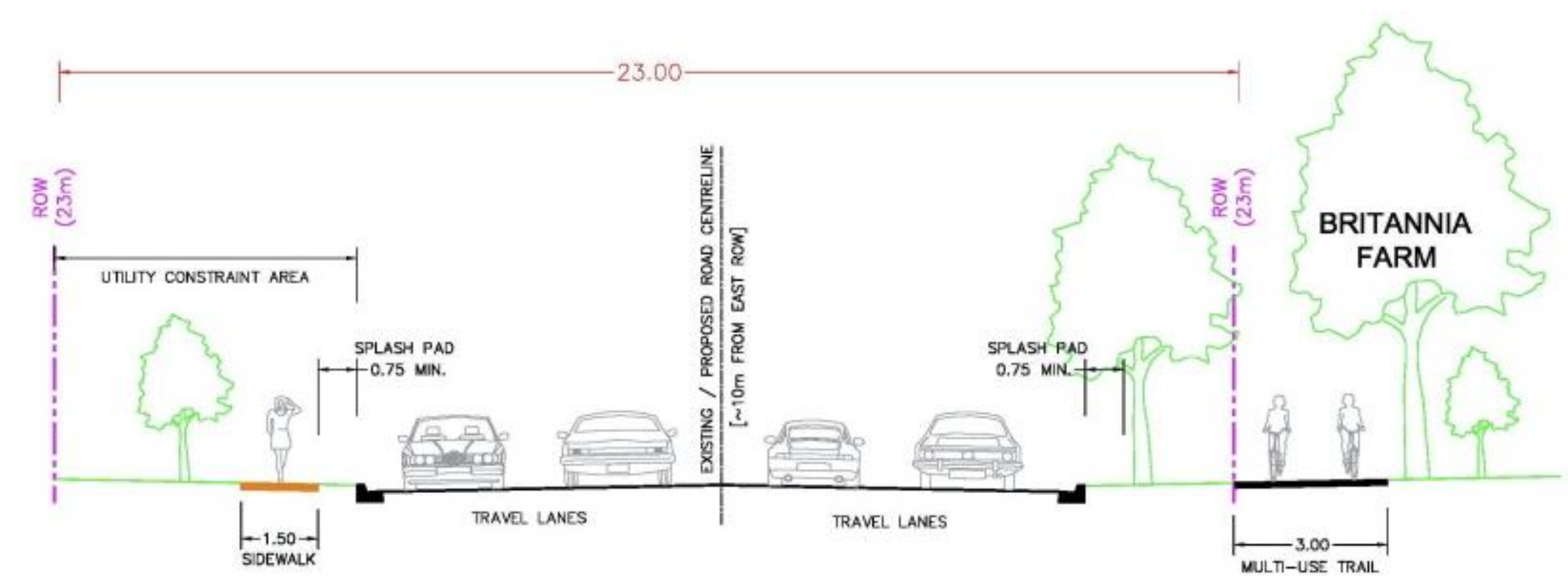
OPTION 1: Three Lane Section with Centre Two-Way Left Turn Lane



OPTION 2: Four Lane Section

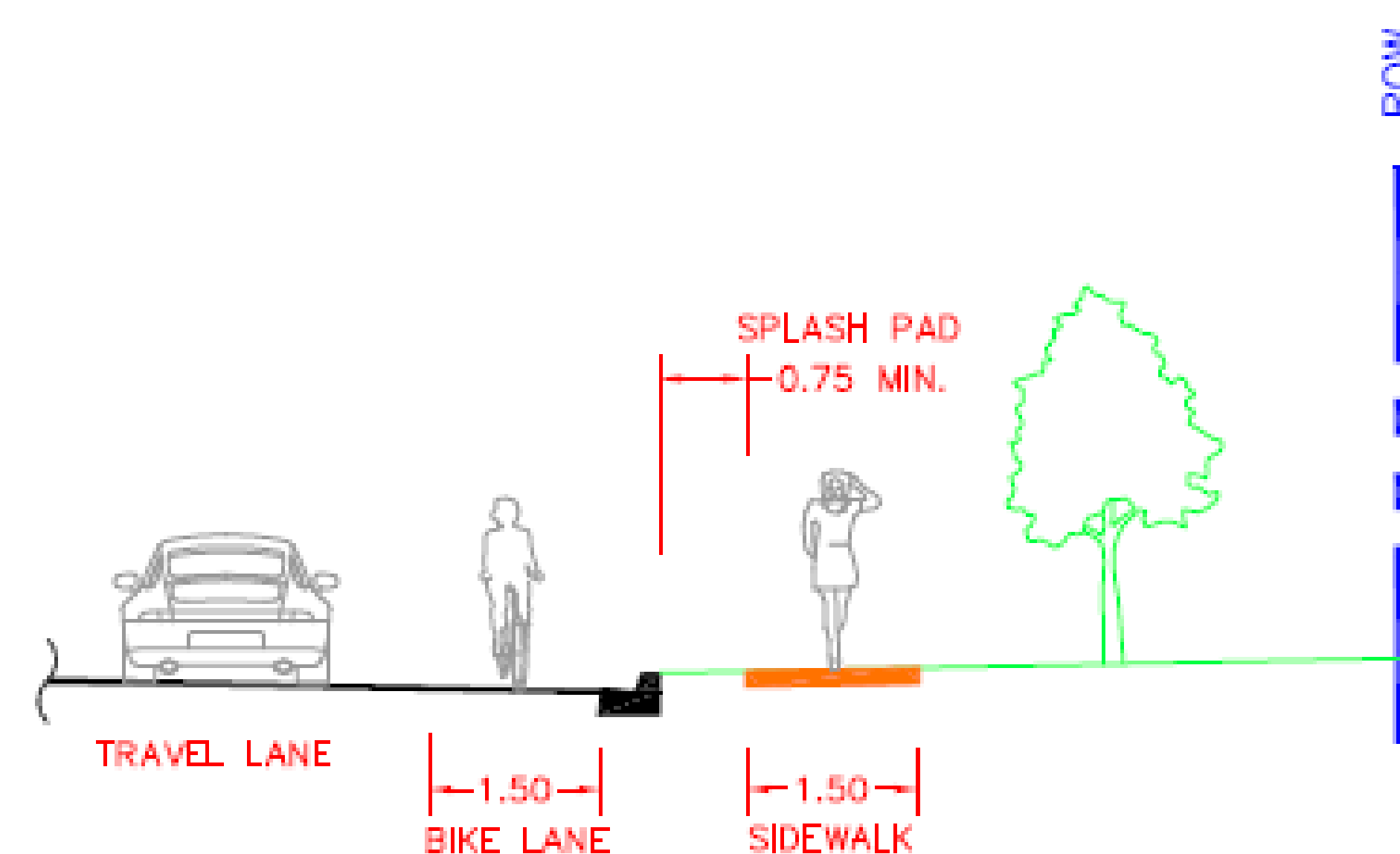


OPTION 1A: Two Lane Section (i.e. adjacent to Britannia Farm only - based on the existing road centerline)

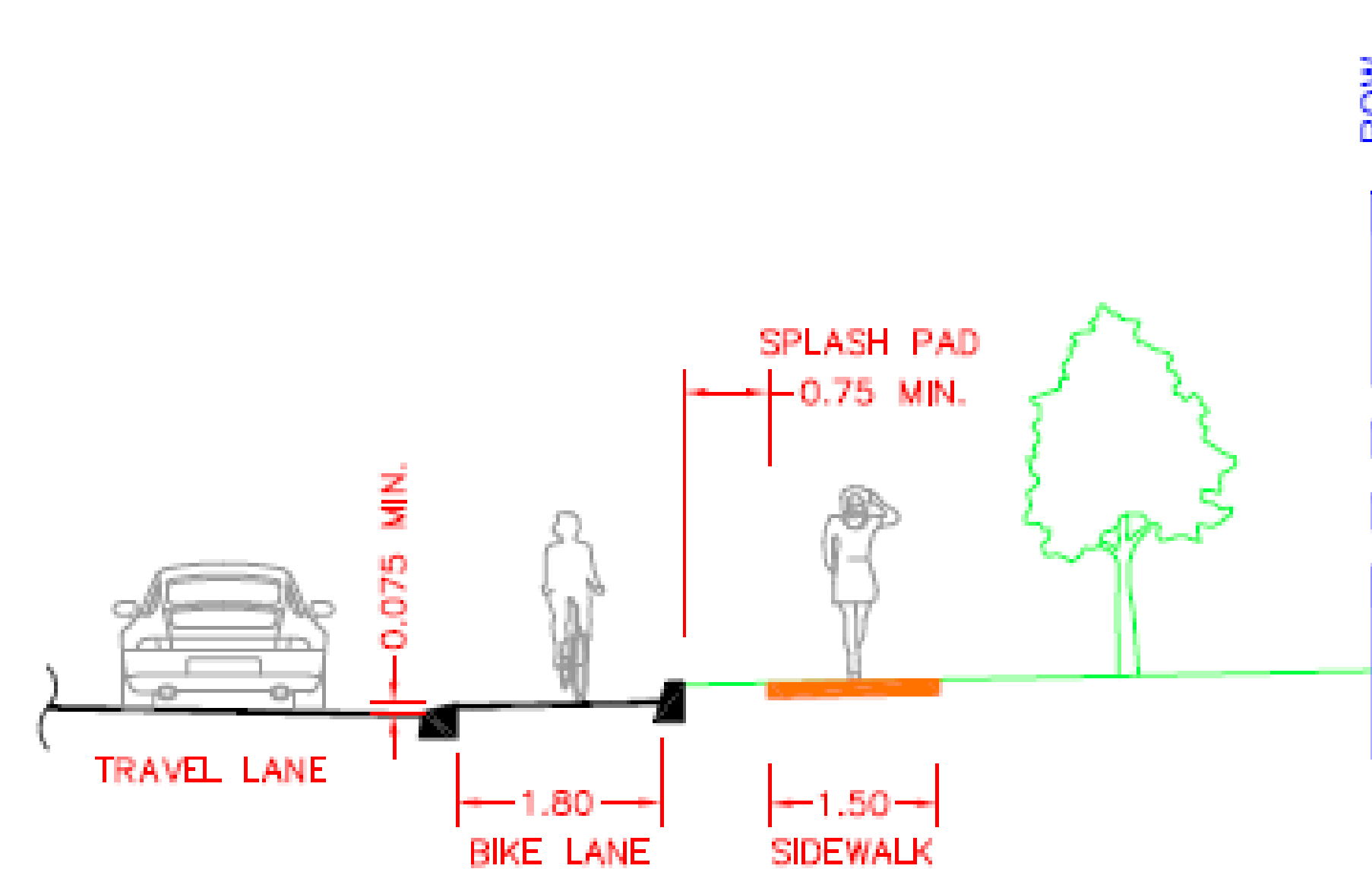


OPTION 2A: Four Lane Section (i.e. adjacent to Britannia Farm only - based on the existing road centerline)

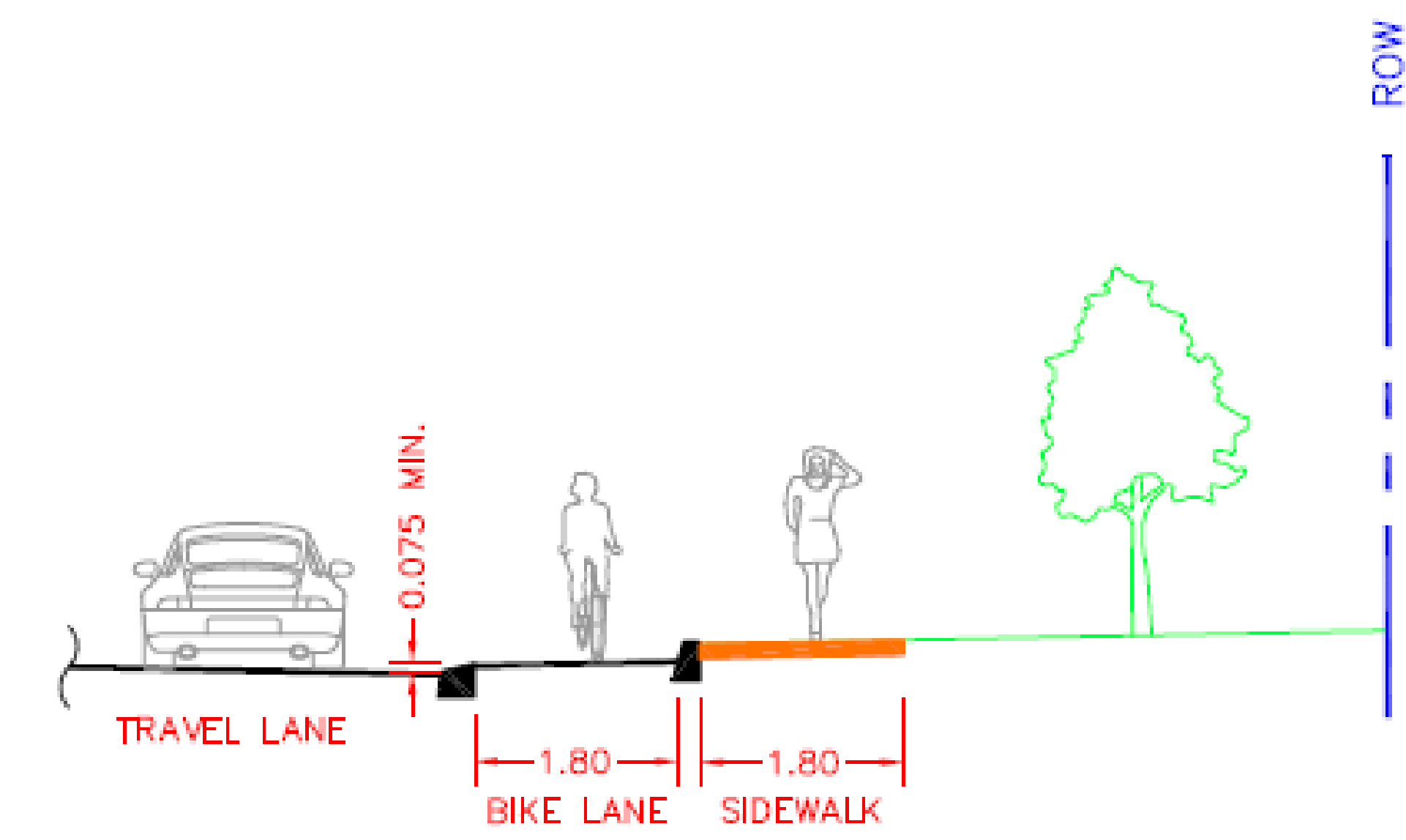
Cycling Options Under Consideration for the Preferred Planning Solution



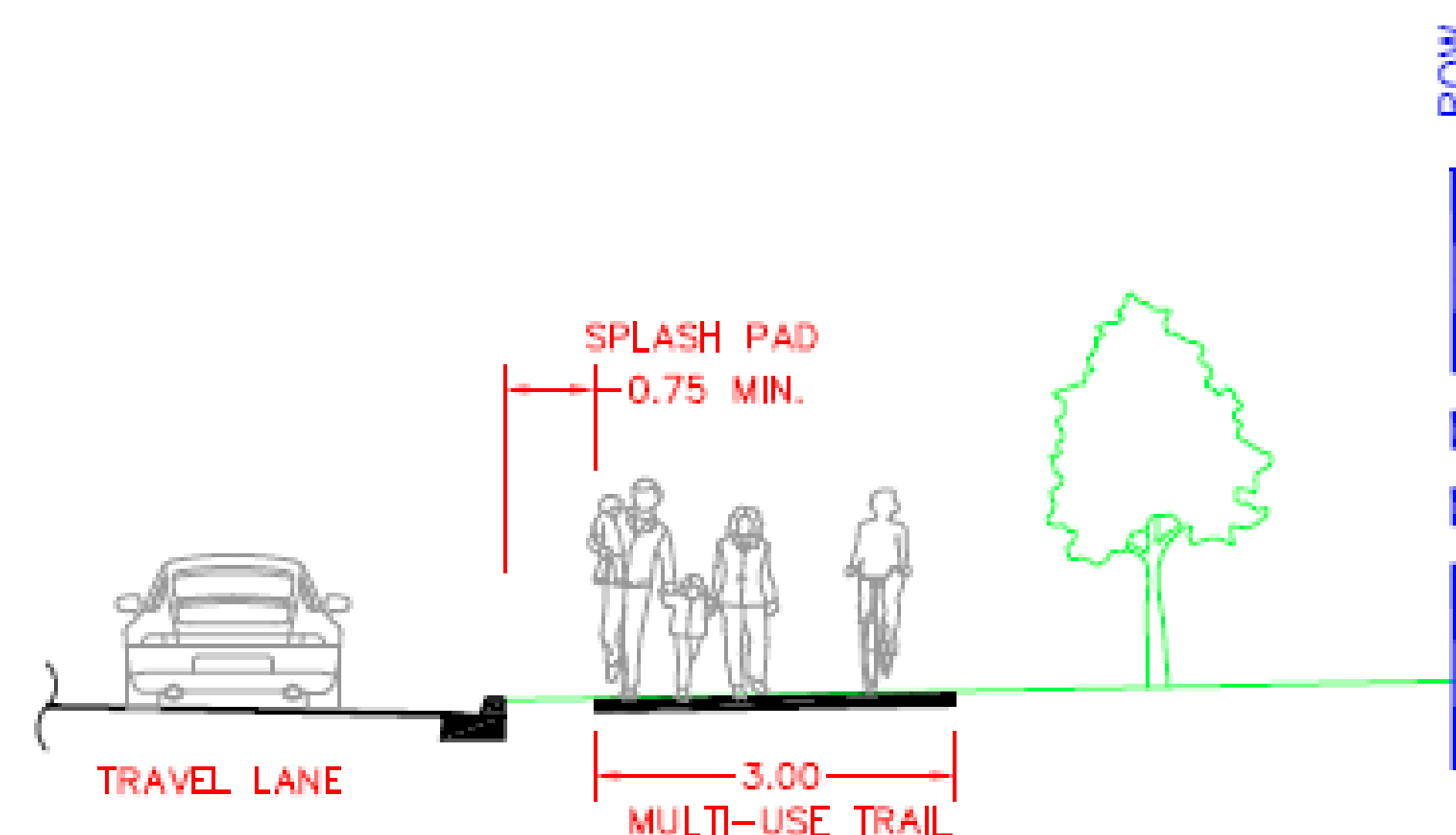
OPTION 1: Standard Marked Exclusive On-Road Bike Lane



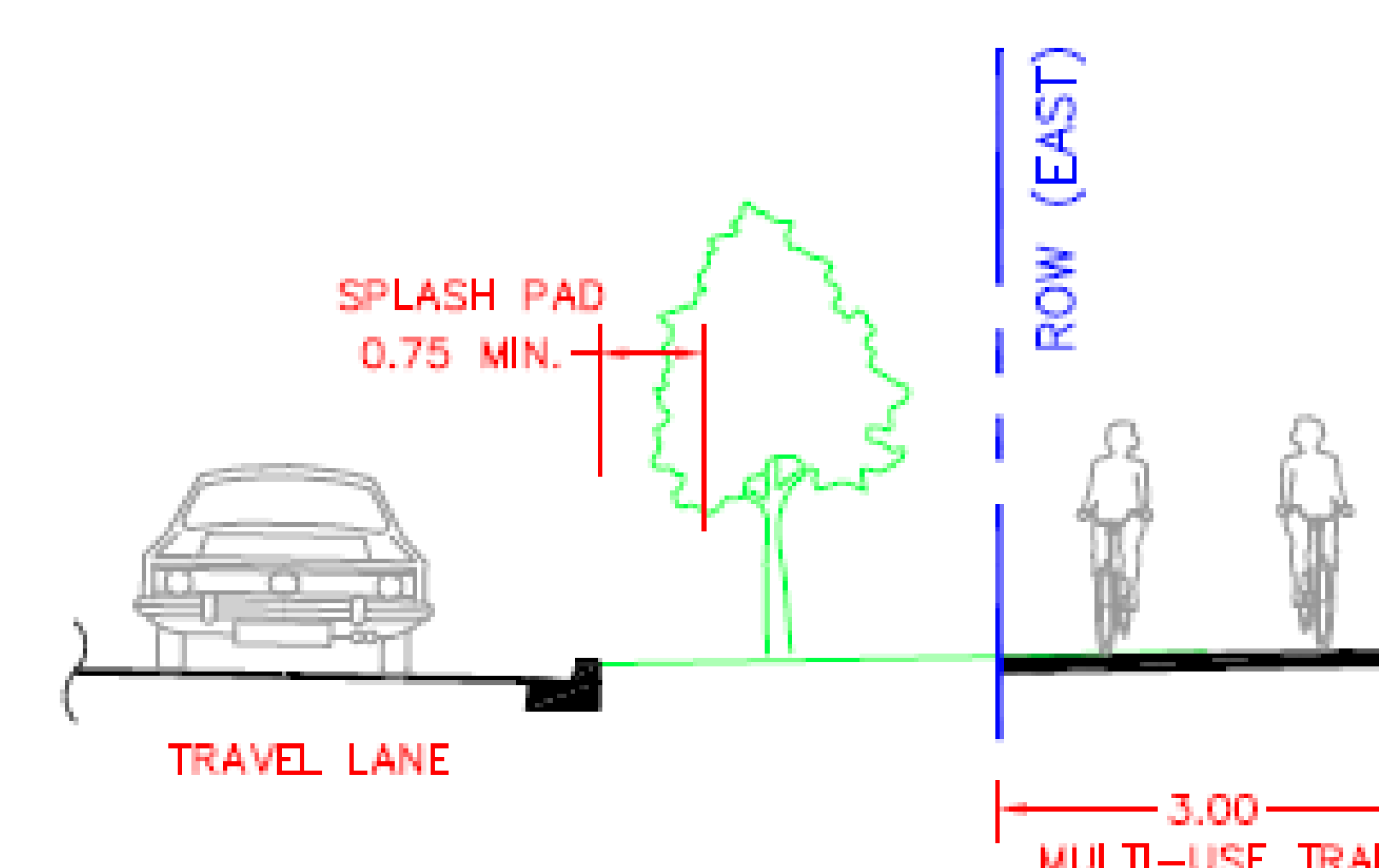
OPTION 2: Raised Exclusive On-Road Bike Lane Separated by Mountable Curb (may not be feasible where limited ROW)



OPTION 2A: with Sidewalk adjacent to On-Road Bike Lane



OPTION 3: Off-road Multi-use Path in Boulevard



OPTION 4: Off-road Multi-use Path Beside Road Right-of-Way (East Side)

Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Based on this input, confirm the preferred planning alternative for McLaughlin Road.
- Develop and evaluate design solution for the preferred planning alternative and identify potential impacts from each design.
- Confirm preferred design option based on public, stakeholder and agency input.
- Present design options and the preliminary preferred design at the next Public Information Centre.
- Prepare the Environmental Study Report.
- Issue Notice of Study Completion (30-day public review process).

Thank-you

Your comments are important. They will be reviewed as part of the study process.

If you would like more information of the McLaughlin Road Class EA please visit the project website at:

<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>.

Or contact either:

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