

Preferred Design Concept

The **Preferred Design Concept** involves extending Square One Drive as a **two-lane local street** between Confederation Parkway and Rathburn Road West.

remove traffic signals and build median to restrict **Rathburn Road West & Elora Drive (east leg)** to right-turns in and out only

removal of 49 trees (estimated); trees will be replaced at **2:1 ratio** along both the Square One Drive extension and Rathburn Road West, as well as within Zonta Meadows Park

create an urban space within **Zonta Meadows Park**

new roundabout at **Rathburn Road West & Square One Drive**, with gateway treatment to downtown Mississauga



new intersection with traffic signals at **Confederation Parkway & Square One Drive**

relocated access from **330/350 Rathburn Road West** to the Square One Drive extension

multi-use trail

on-street parking

sidewalk, with streetscaping and landscaping

future **Zonta Meadows Park** redevelopment will include a relocated parking area and tennis courts

Preferred Design Concept



**looking east – from above
Rathburn Road West, north
of Zonta Meadows Park**

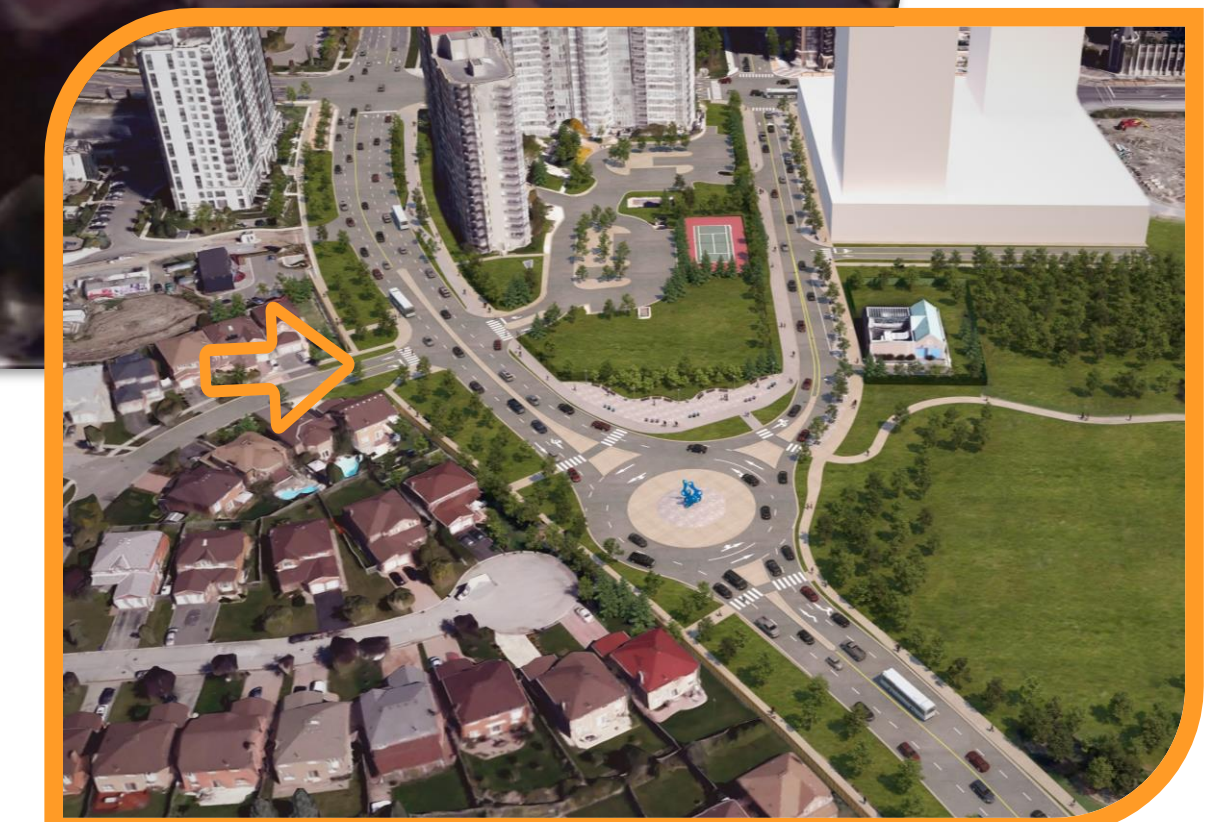
- Square One Drive extension
- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)

Preferred Design Concept



looking south – from above Elora Drive, north of Rathburn Road West

- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)



Preferred Design Concept



looking west – from above Rathburn Road West, west of Confederation Parkway

- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)

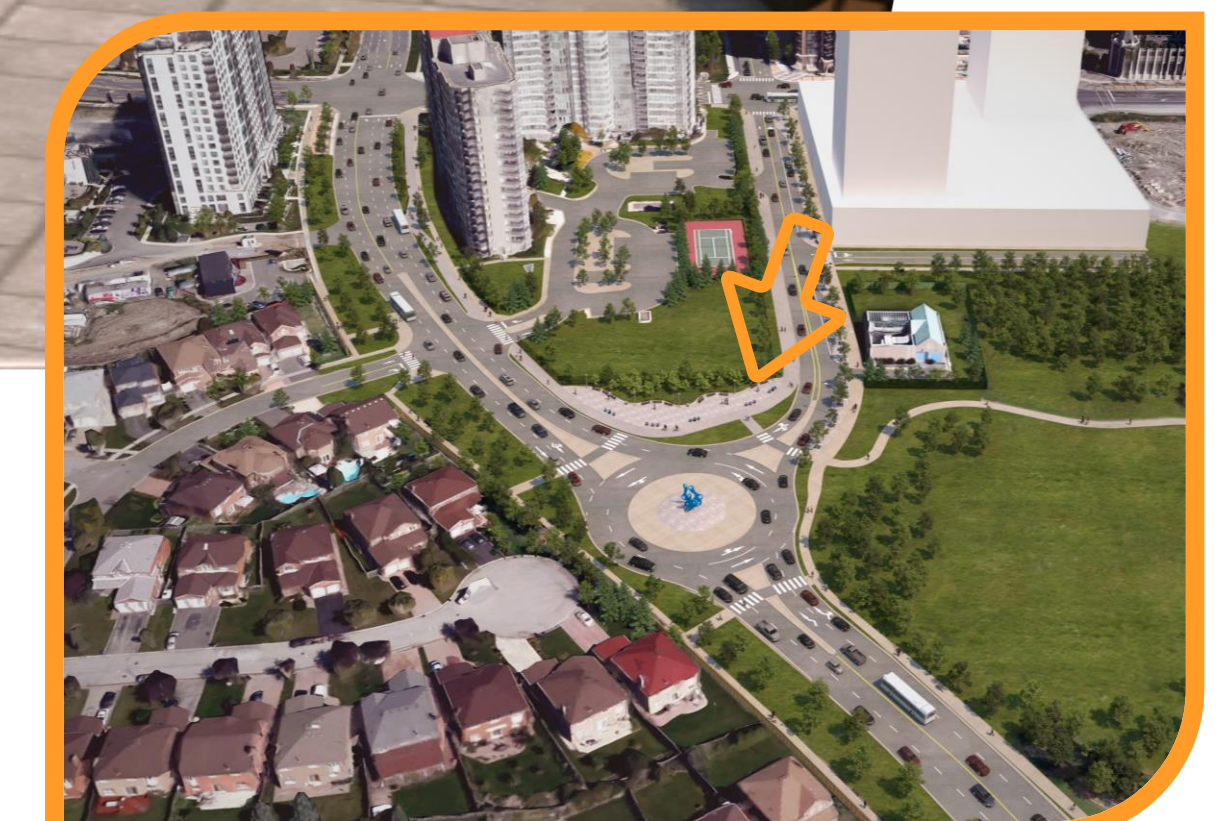


Preferred Design Concept



looking northwest – from within the new urban space, south of Rathburn Road West

- new urban space within Zonta Meadows Park
- new roundabout at Rathburn Road West & Square One Drive, with public art
- landscaped boulevard north of Rathburn Road West



Preferred Design Concept



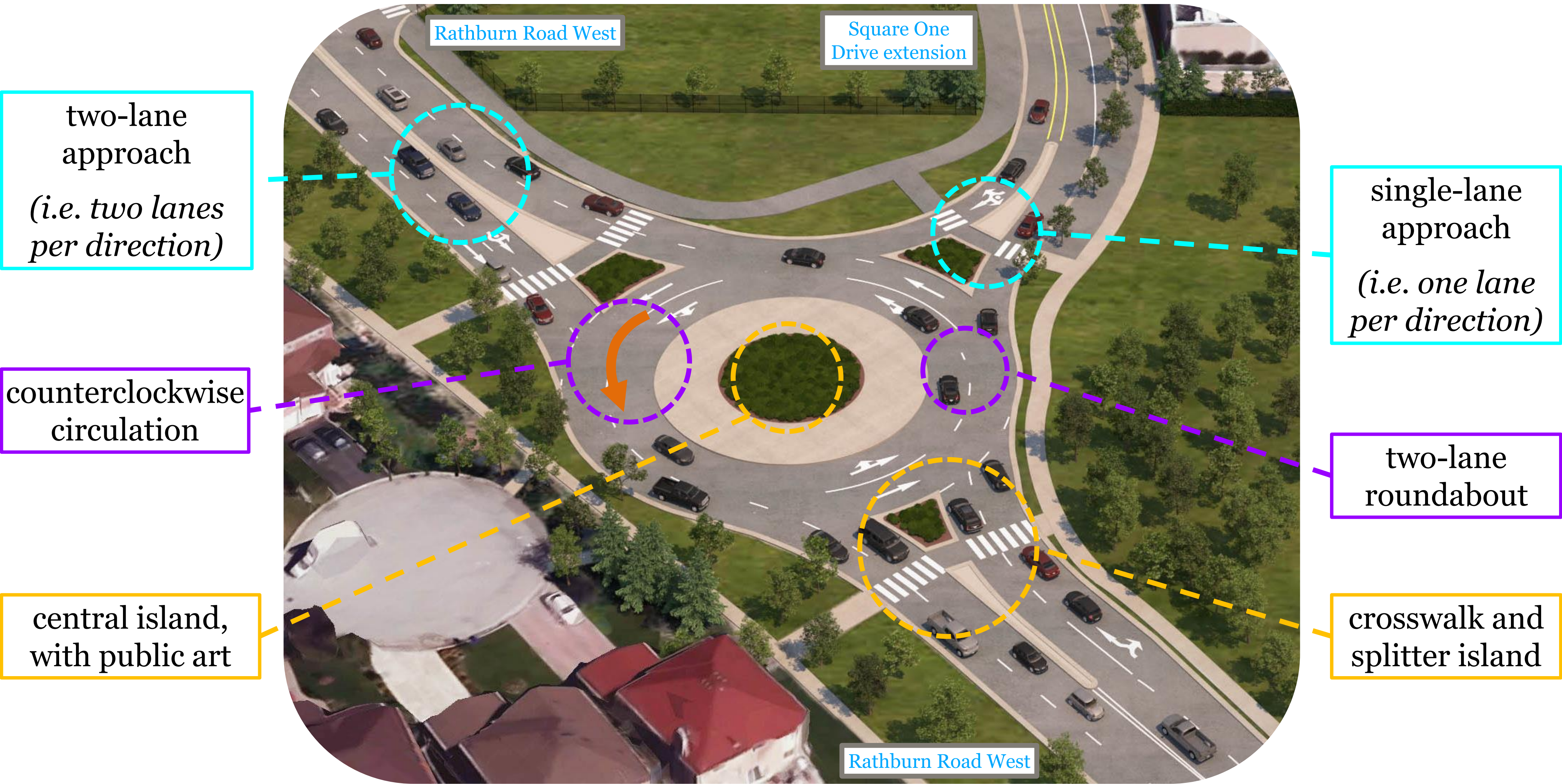
**looking east – from above
Zonta Meadows Park tennis
courts**

- Square One Drive extension
- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)

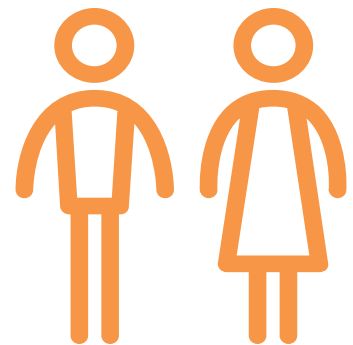




Roundabouts

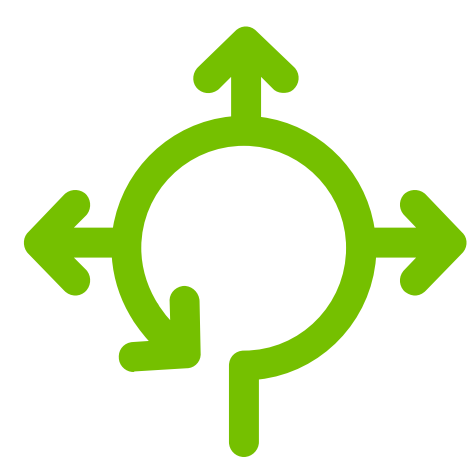
When Square One Drive is extended, a **two-lane roundabout** will be constructed at **Rathburn Road West & Square One Drive**.



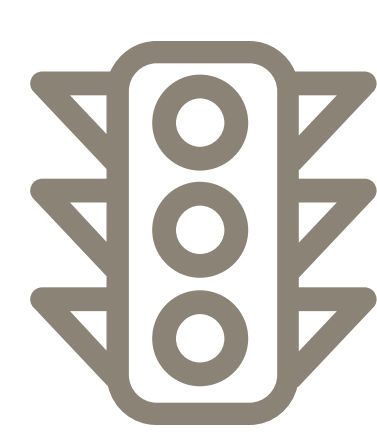
How to navigate a **roundabout**:

	<p>Pedestrians...</p> <p>⇒ cross either Square One Drive or Rathburn Road West at a marked crosswalk, using splitter islands to cross one direction of traffic at a time</p>
	<p>Cyclists...</p> <p>⇒ dismount before the roundabout and cross either Square One Drive or Rathburn Road (like a pedestrian)</p> <p>⇒ or, ride through the roundabout (like a vehicle)</p>
	<p>Vehicles...</p> <p>⇒ change lanes before the roundabout to make a right-turn, left-turn, or travel straight through</p> <p>⇒ enter by yielding to traffic that's already in the roundabout</p> <p>⇒ circulate in a counterclockwise direction (i.e. to the right of the central island)</p> <p>⇒ exit by signaling right</p> <p>⇒ stop for pedestrians using the crosswalk</p>

Roundabouts



Roundabouts can offer a number of improvements over **signalized intersections**.



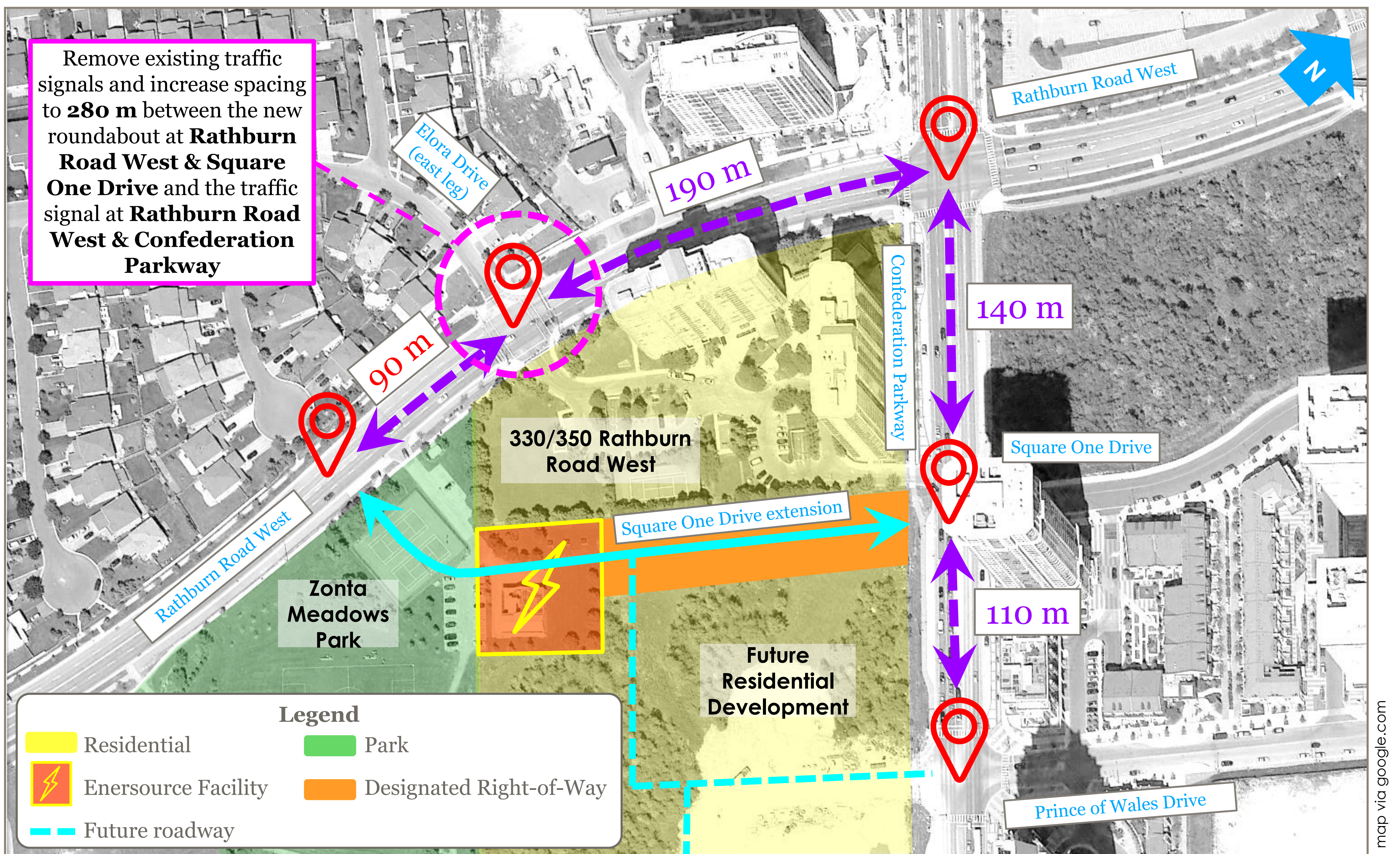
	Improved safety	<p>Roundabouts reduce the severity of potential collisions by:</p> <ul style="list-style-type: none">⇒ forcing vehicles to travel more slowly⇒ reducing conflict points⇒ reducing conflict angles
	Lower speeds	<p>Vehicles must slow down to navigate a roundabout.</p>
	Fewer delays	<p>Vehicles yield, rather than stop, when entering a roundabout – this reduces delay when compared to waiting for either a green light at a traffic signal or a gap in traffic at a stop sign</p>
	Reduced environmental impact	<p>Fewer delays means that vehicles travelling through a roundabout:</p> <ul style="list-style-type: none">⇒ operate more efficiently (using less fuel)⇒ idle less (reducing unnecessary emissions)
	Less maintenance	<p>Roundabouts eliminate the costs for maintenance and electricity that are required for traffic signals.</p>
	Improved aesthetics	<p>The central island of a roundabout can accommodate public art and landscaping.</p>

text via <http://www.mto.gov.on.ca/english/ontario-511/roundabouts.shtml>

Elora Drive Intersection

The **Rathburn Road West & Elora Drive (east leg, near Confederation Parkway)** intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be **removed**
- ⇒ a **raised median** will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out **only**



- ⇒ the extension will add **2 new intersections** to the downtown Mississauga roadway network
 - ⇒ a **roundabout** at Rathburn Road West & Square One Drive
 - ⇒ an intersection with **traffic signals** at Confederation Parkway & Square One Drive
- ⇒ the traffic signals at Rathburn Road West & Elora Drive (**east leg, near Confederation Parkway**) and the roundabout at Rathburn Road West & Square One Drive would be **90 m** apart
 - ⇒ this spacing is **too close** – it is anticipated that traffic operations on Rathburn Road West may be impacted
 - ⇒ queued traffic may “back up” from one intersection to the next, making it difficult for motorists to travel through the roadway network or access left-turn lanes
- ⇒ **removing** the traffic signals at Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) and **extending** a median through the intersection to restrict traffic to right-turns in and out only will **maintain traffic operations** on Rathburn Road West
 - ⇒ **full access** to the roadway network for local community members will be preserved through “**U-turn**” movements at the Rathburn Road West & Square One Drive roundabout

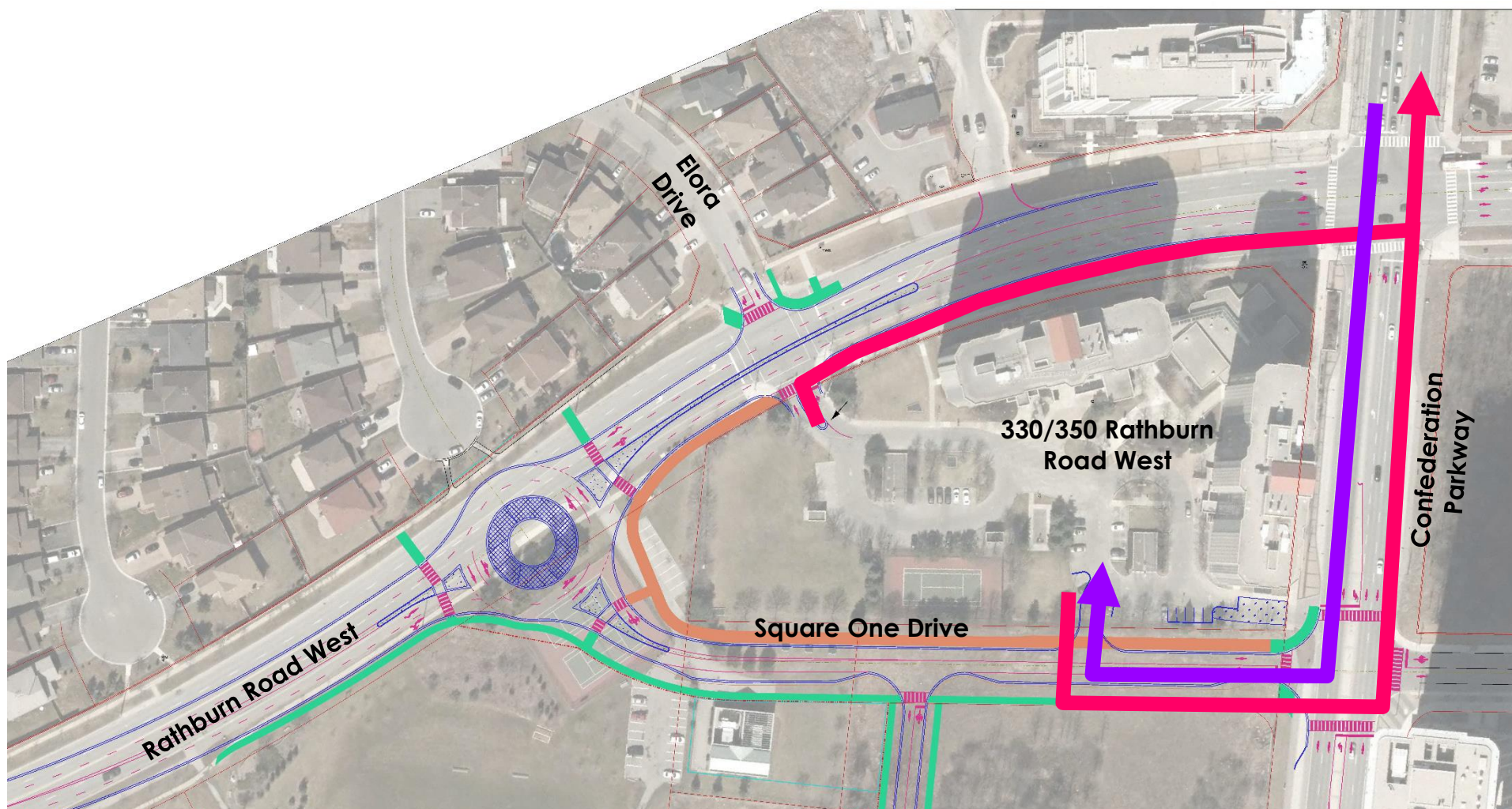
How Do I Get There?

from **330/350 Rathburn Road West**

The **Rathburn Road West & Elora Drive** (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be **removed**
- ⇒ a **raised median** will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out **only**

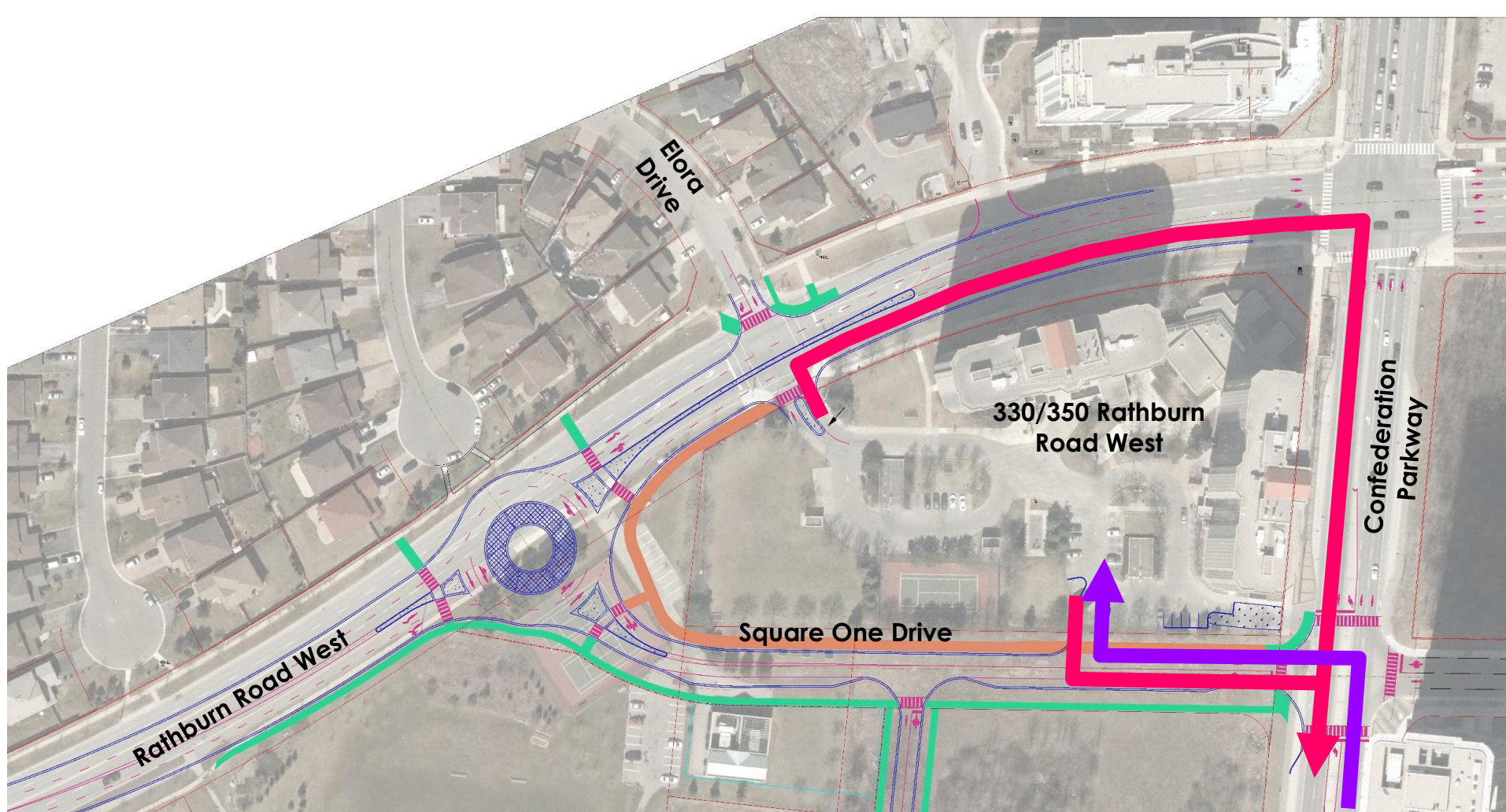
Find out how to get where you need to go:



across **Highway 403**

(to/from the **north** via **Confederation Parkway**)

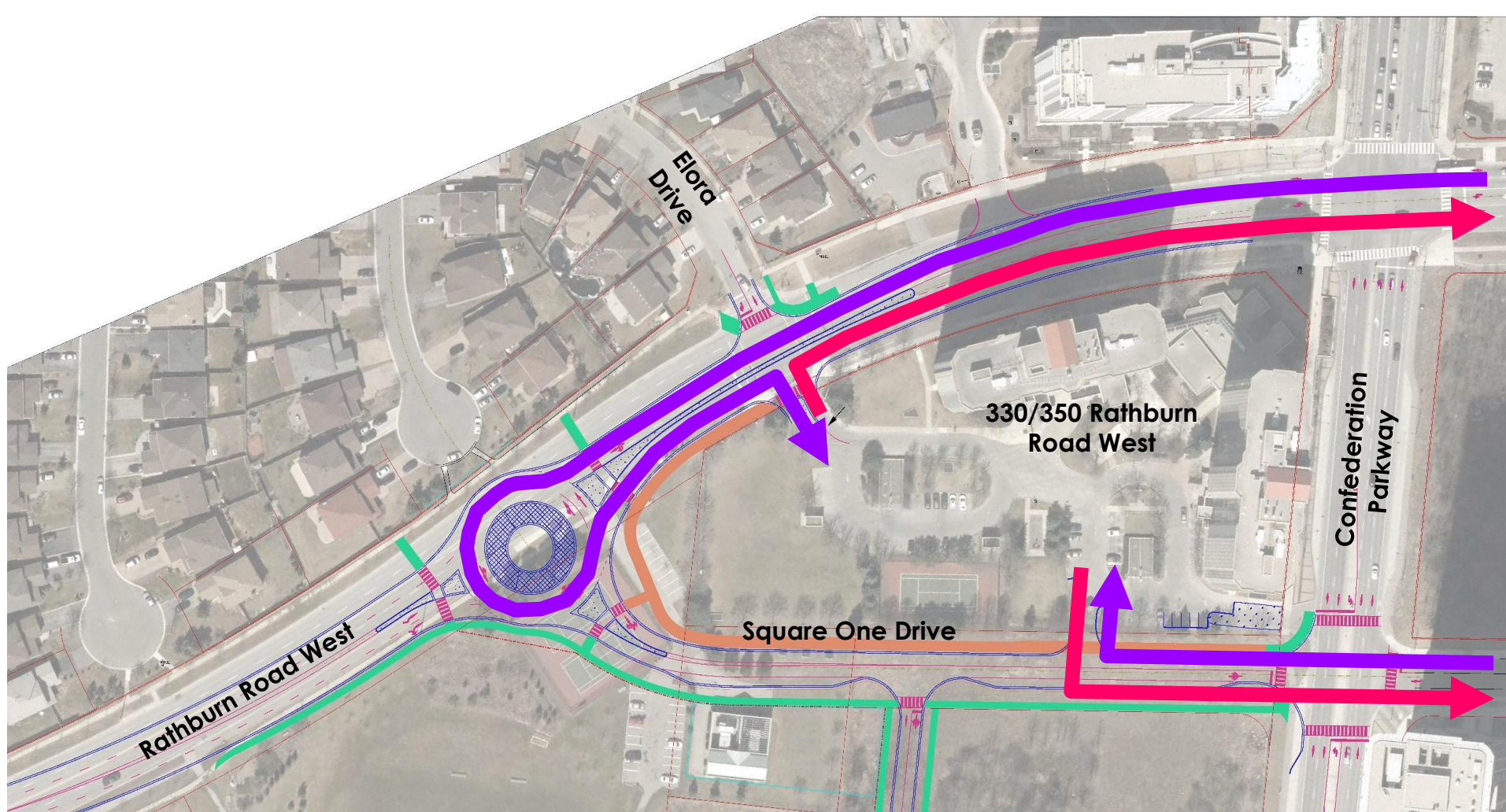
- to the north
- from the north



towards **Burnhamthorpe Road**

(to/from the **south** via **Confederation Parkway**)

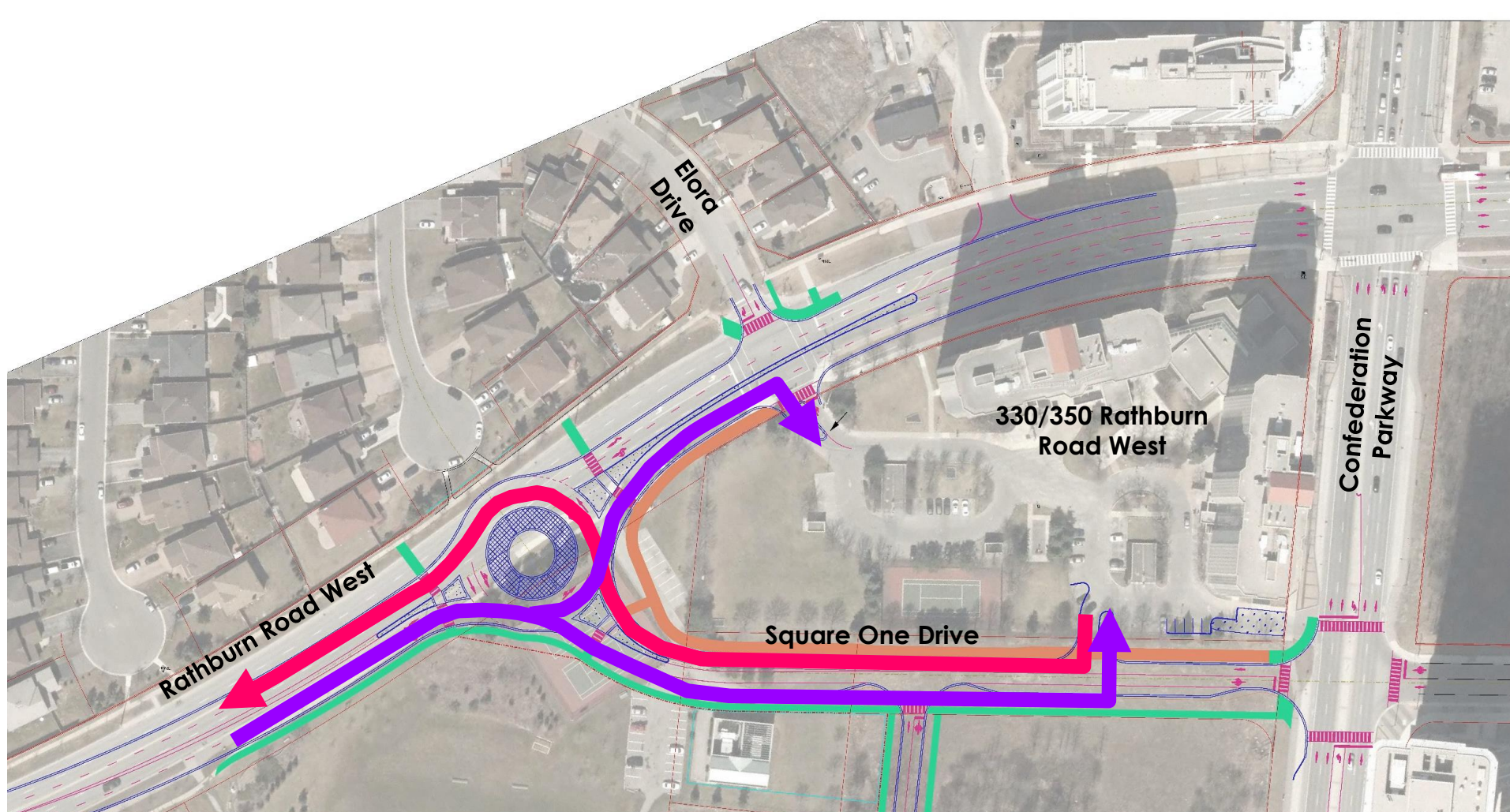
- to the south
- from the south



towards **Square One Shopping Centre**

(to/from the **east** via **Rathburn Road West** and **Square One Drive**)

- to the east
- from the east



towards **Mavis Road**

(to/from the **west** via **Rathburn Road West**)

- to the west
- from the west

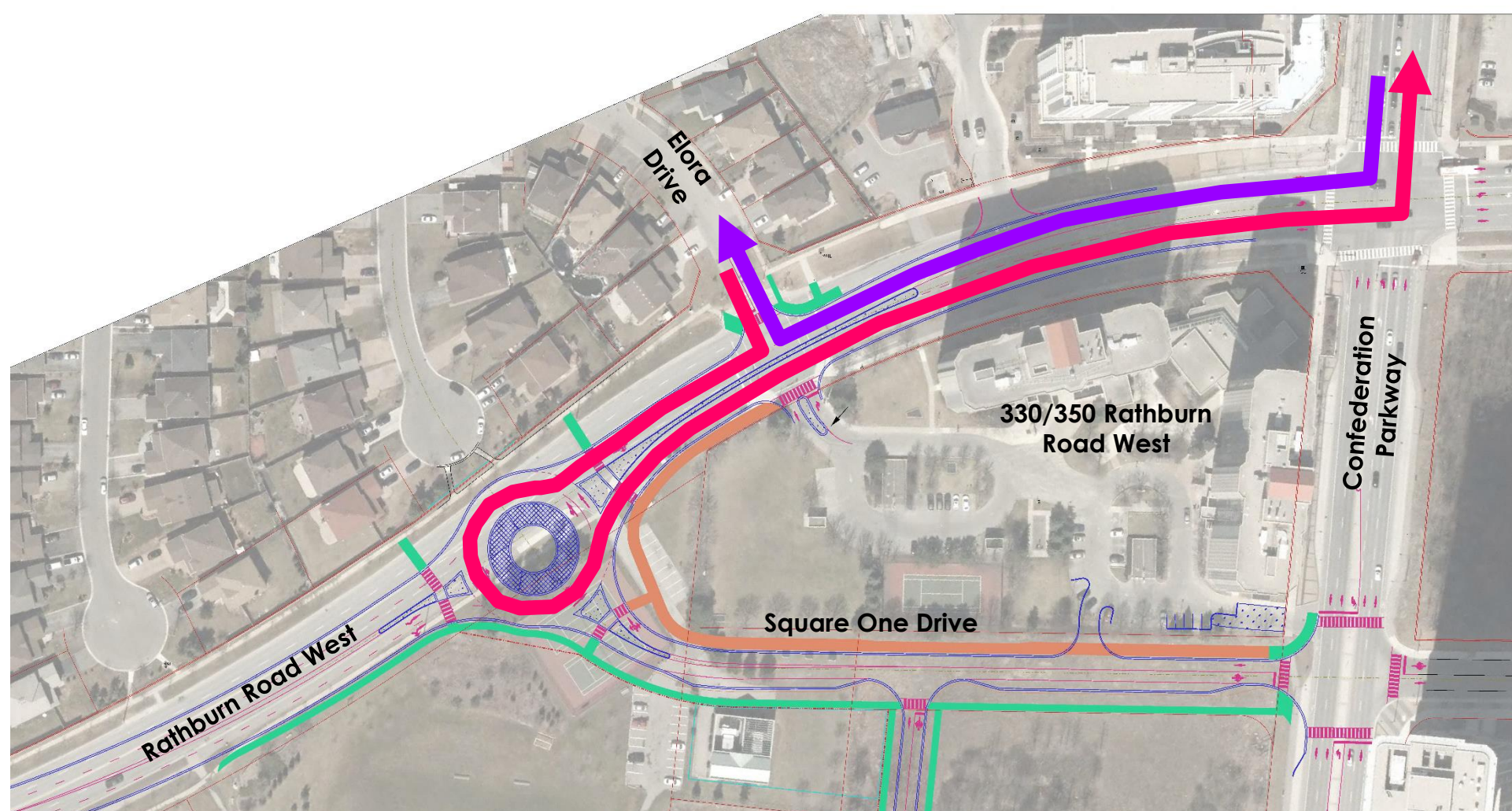
How Do I Get There?

from the neighbourhood north of Rathburn Road West

The **Rathburn Road West & Elora Drive** (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be **removed**
- ⇒ a **raised median** will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out **only**

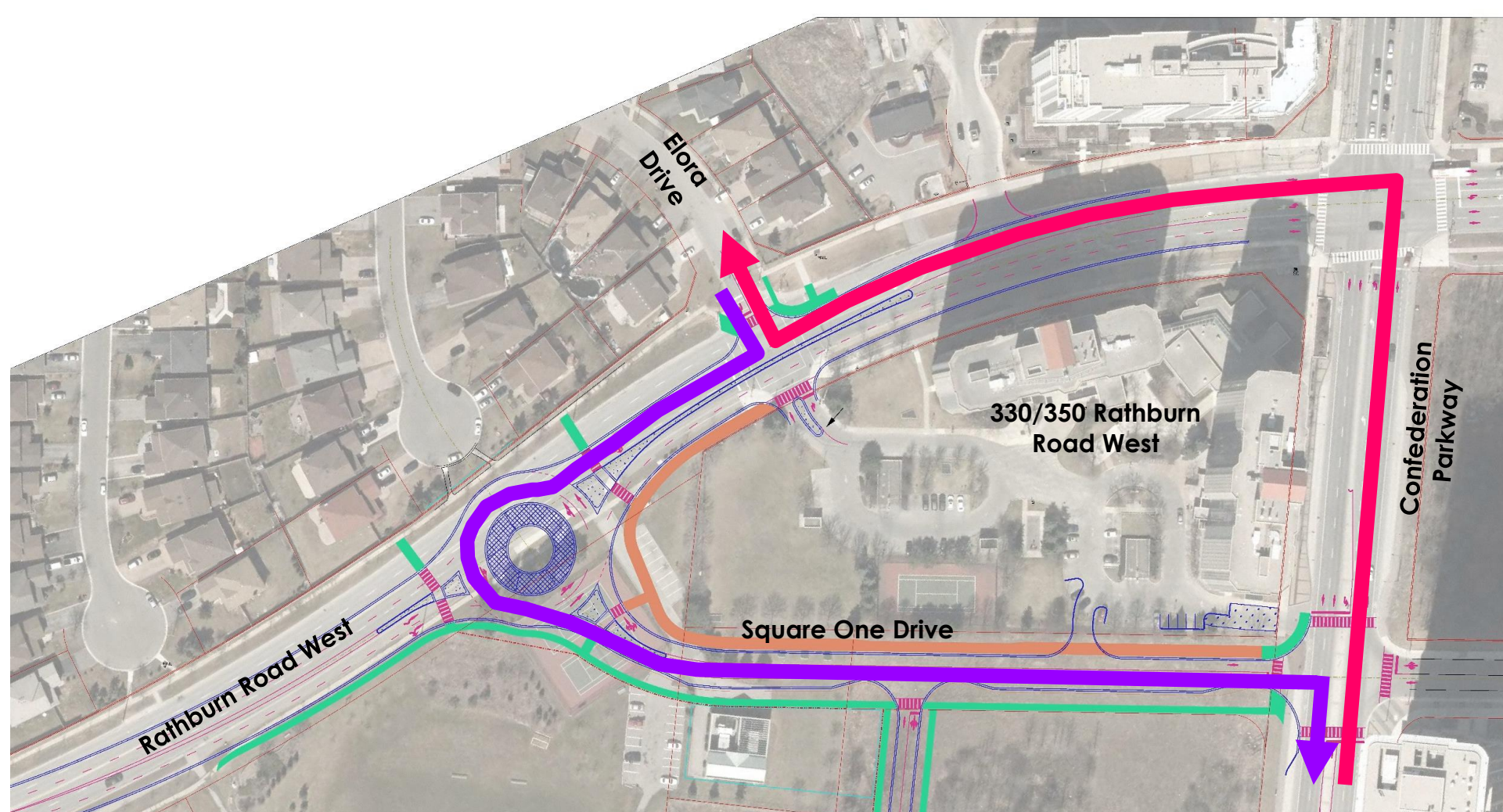
Find out how to get where you need to go:



across **Highway 403**

(to/from the **north** via **Confederation Parkway**)

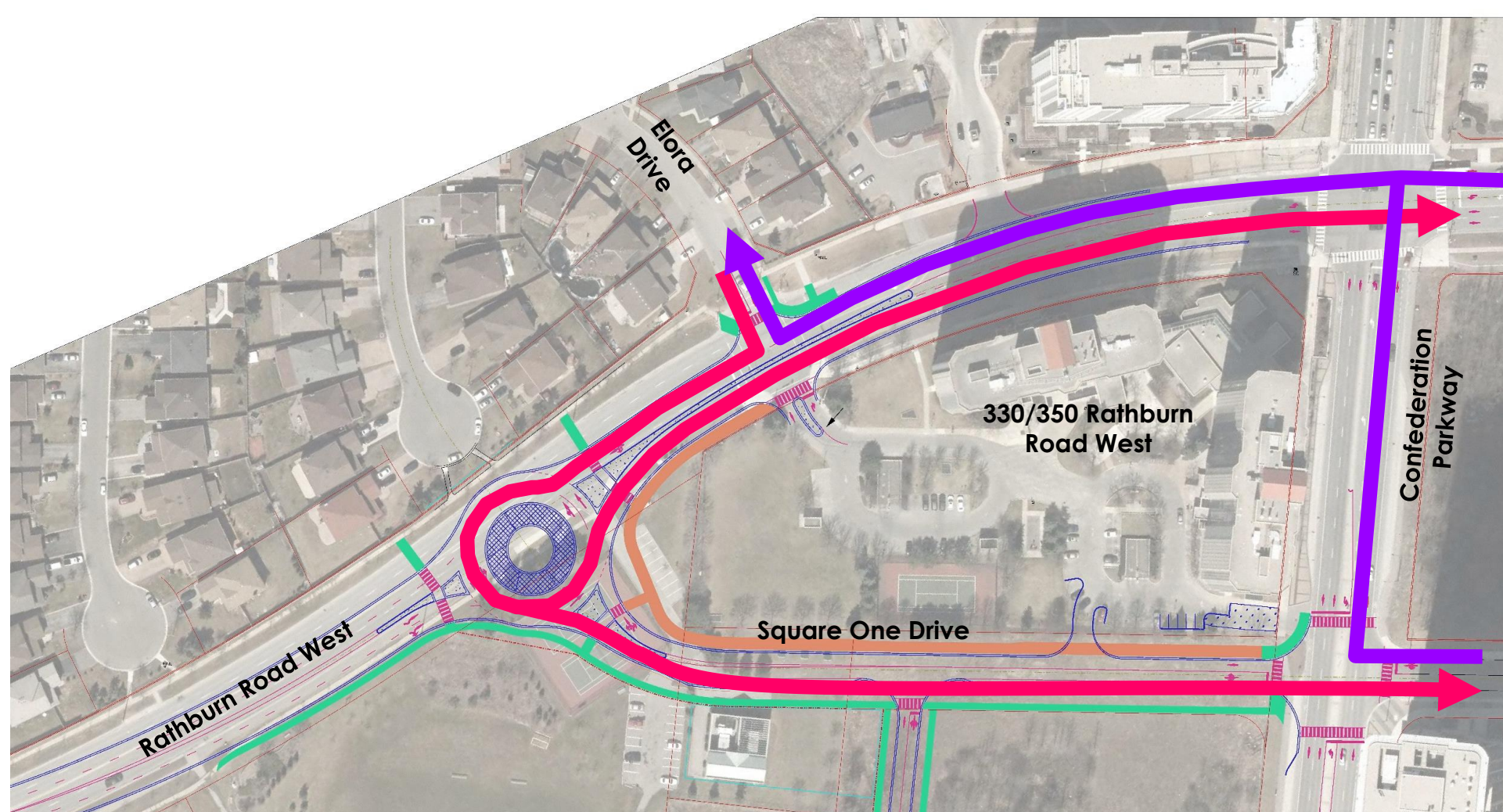
- to the north
- from the north



towards **Burnhamthorpe Road**

(to/from the **south** via **Confederation Parkway**)

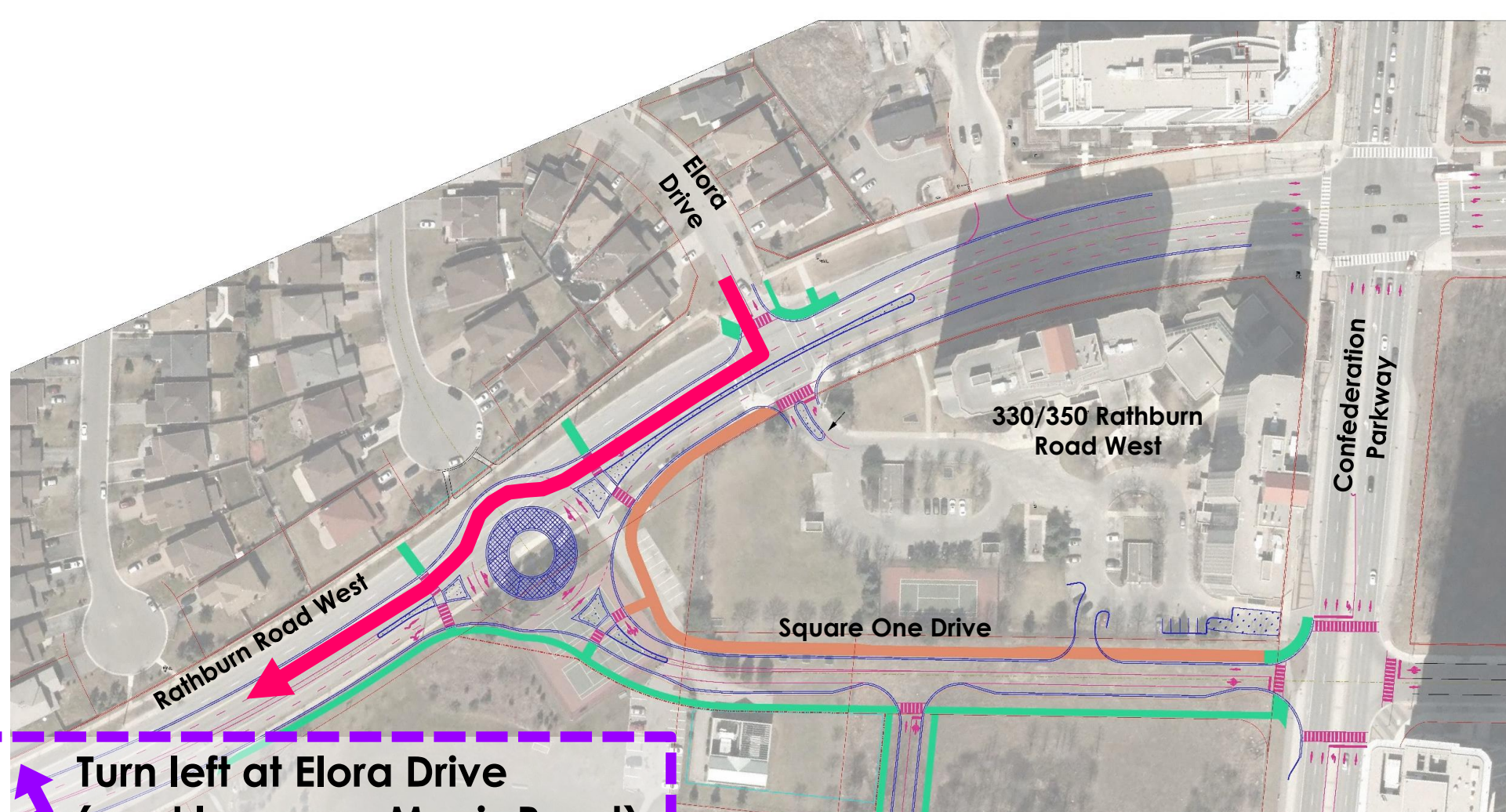
- to the south
- from the south



towards **Square One Shopping Centre**

(to/from the **east** via **Rathburn Road West** and **Square One Drive**)

- to the east
- from the east



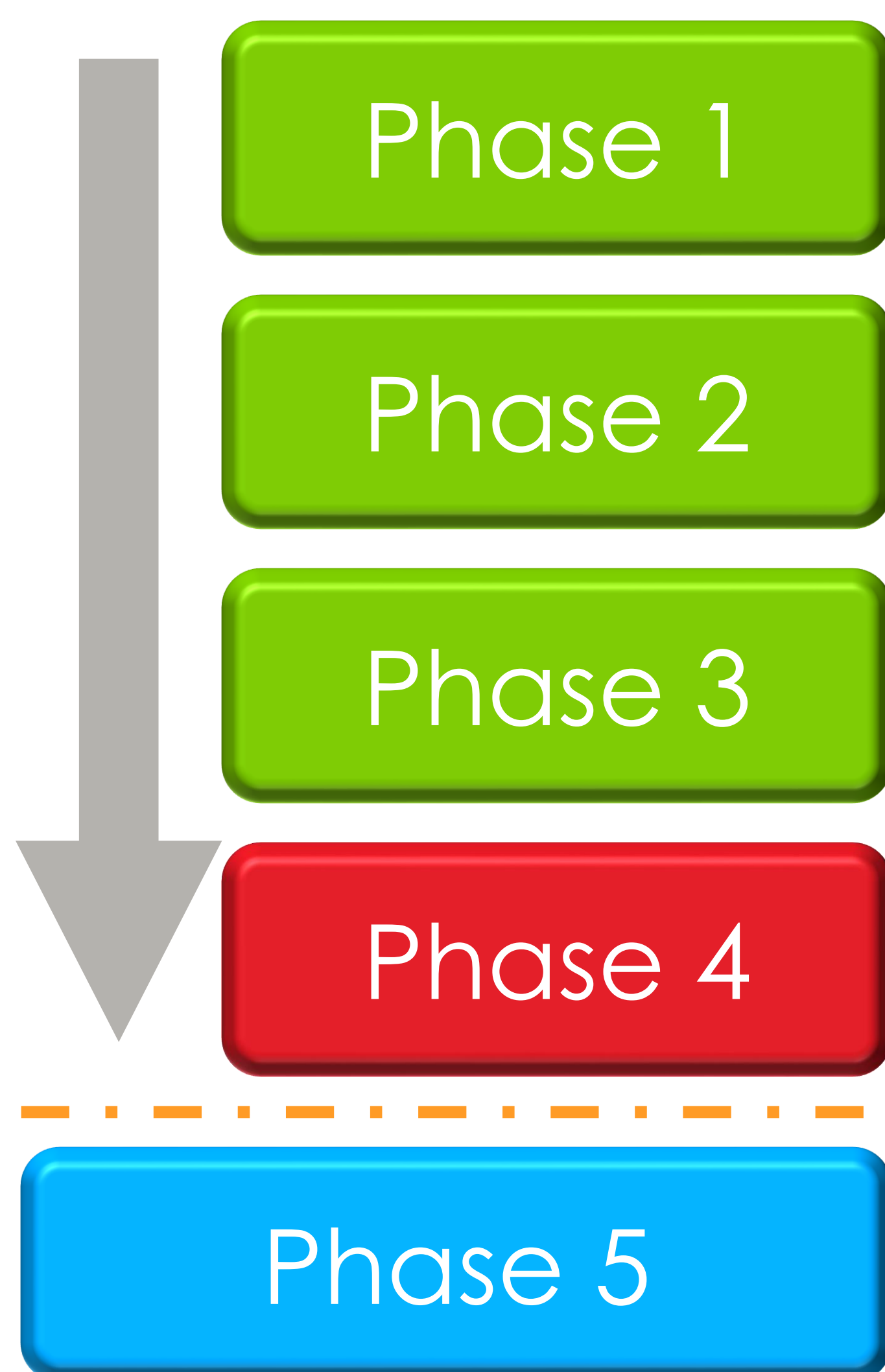
towards **Mavis Road**

(to/from the **west** via **Rathburn Road West**)

- to the west
- from the west

Turn left at Elora Drive
(west leg, near Mavis Road)

What's Next?



The next phase of this study is **Phase 4:**

- ✓ Respond to comments received from members of the community and reviewing agencies
- ✓ Review & Confirm the Preferred Design Alternative
- ✓ Complete the Environmental Study Report

Phase 5 is Implementation:

- ✓ The City of Mississauga may implement the Preferred Design Alternative in **phases**. The timing of implementation is subject to approval by City Council.

Thank you for attending Public Information Centre No.2

Your input is an essential part of the decision-making process. There will be opportunities to provide input throughout the EA process.

Please provide us with comments by completing a comment sheet this evening, or on the study website by **December 8, 2016:**

www.mississauga.ca/squareoneclassea

Please feel free to contact us with any questions or comments:

squareoneclassea@stantec.com

Dana Glofcheskie, P.Eng.

Project Manager
City of Mississauga
201 City Centre Dr, Suite 800
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243

Travis Brown, PMP

Consultant Project Manager
Stantec Consulting Ltd.
300W – 675 Cochrane Dr
Markham, ON L3R 0B8
(905) 944-6866