



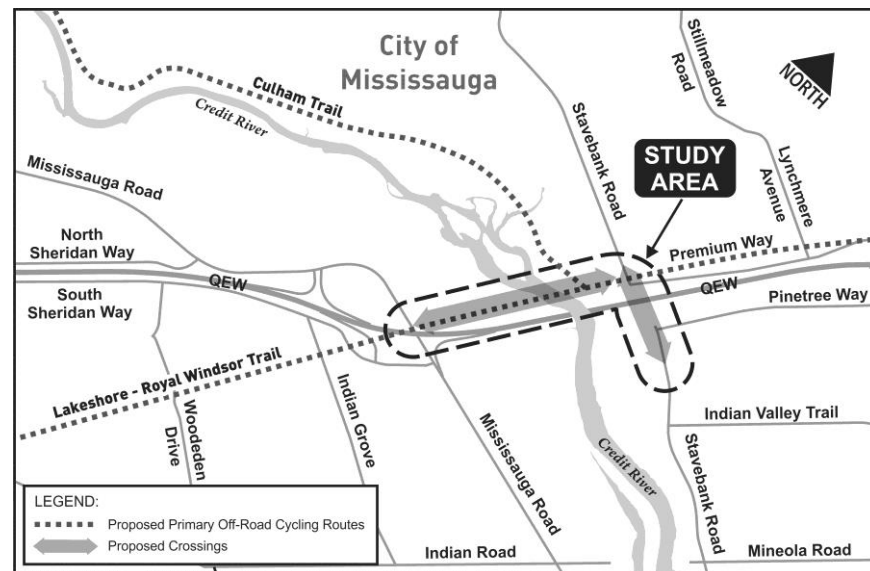
CREDIT RIVER ACTIVE TRANSPORTATION CROSSINGS COMMUNITY MEETING

December 1, 2016



What Is This Project?

- The City of Mississauga, in partnership with the Region of Peel, has identified the need for two new **Active Transportation (AT)** crossings near the QEW and Credit River.
- The current study is being undertaken as a Schedule 'A+' (Pre-Approved) under the Municipal Class Environmental Assessment (EA) (as amended in 2015) which is approved under the *Ontario Environmental Assessment Act*.
- This Community Meeting has been arranged to present the following:
 - Study Purpose;
 - Work to Date;
 - Evaluation of Bridge Design Alternatives;
 - The Recommended Bridge Designs;
 - Next Steps
- Representatives of the Project Team are available to discuss the project with you.

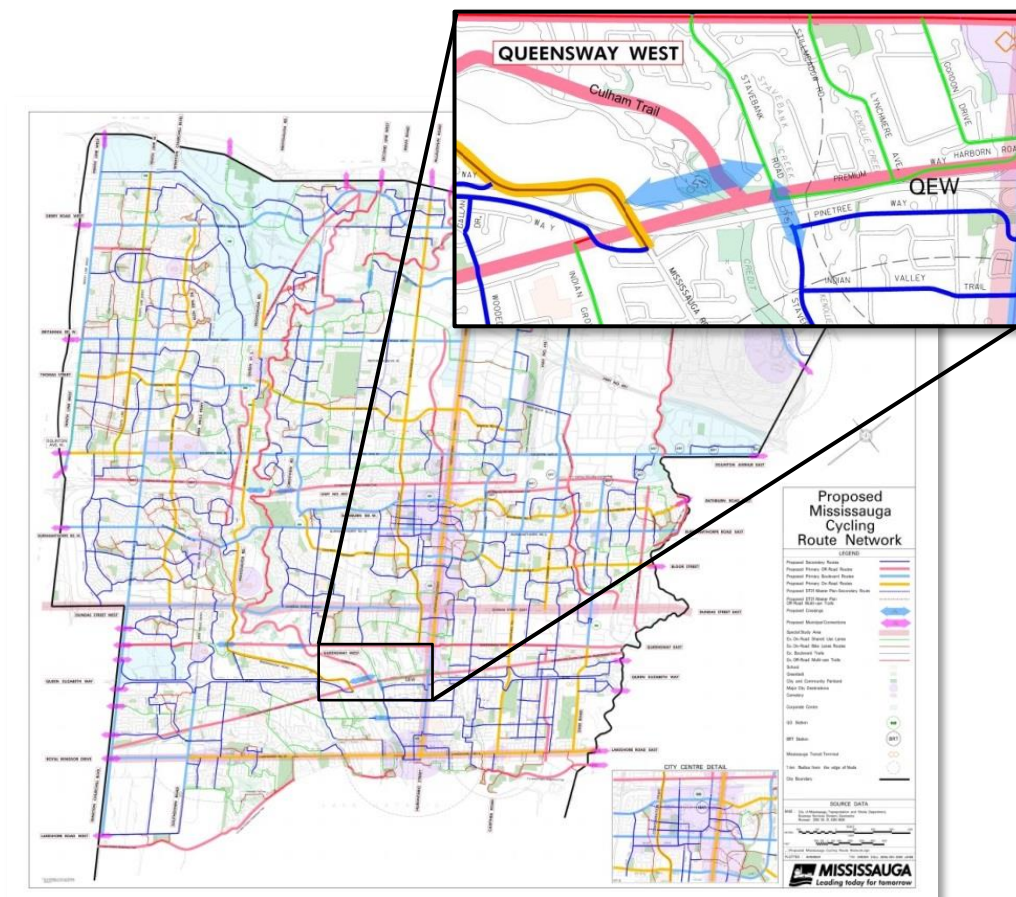


What is Active Transportation?

Active Transportation (AT) is any form of human-powered transportation such as, walking, cycling, using a wheelchair, in-line skating or skateboarding.

Why Are We Doing This Project?

- The City's Cycling Master Plan (2010) and the Region of Peel's Active Transportation Plan (2012) identified the need for a north-south AT crossing of the QEW at Stavebank Road.
- The Plans also identified the need for an east-west AT crossing of the Credit River near the QEW.
- The proposed crossings will be important to the connectivity of the planned AT network, significantly enhancing connectivity to the existing and planned trail network.



MTO QEW Credit River Bridge Project

- In 2011, Ministry of Transportation Ontario (MTO) implemented an interim bridge rehabilitation strategy to maintain the use of the existing bridge while a long-term strategy was developed. The temporary working platform that was established at that time remains in place, pending the longer-term rehabilitation works.
- In 2014, MTO's QEW Credit River Class Environmental Assessment was approved. The study addresses the long-term rehabilitation needs of the existing bridge and includes a new bridge to be built on the north side of the existing QEW Credit River Bridge. The approved plan provided flexibility for either a Steel Girder or Concrete Segmental Bridge.
- MTO is currently preparing for the detail design of the QEW Credit River Bridge works. Construction is expected to start as early as 2019, pending environmental clearance, utilities relocation, and approvals.
- The City and Region are working with MTO to coordinate the proposed AT Crossings with MTO's activities. Construction of the AT crossings will be concurrent with construction of MTO's new QEW bridge.



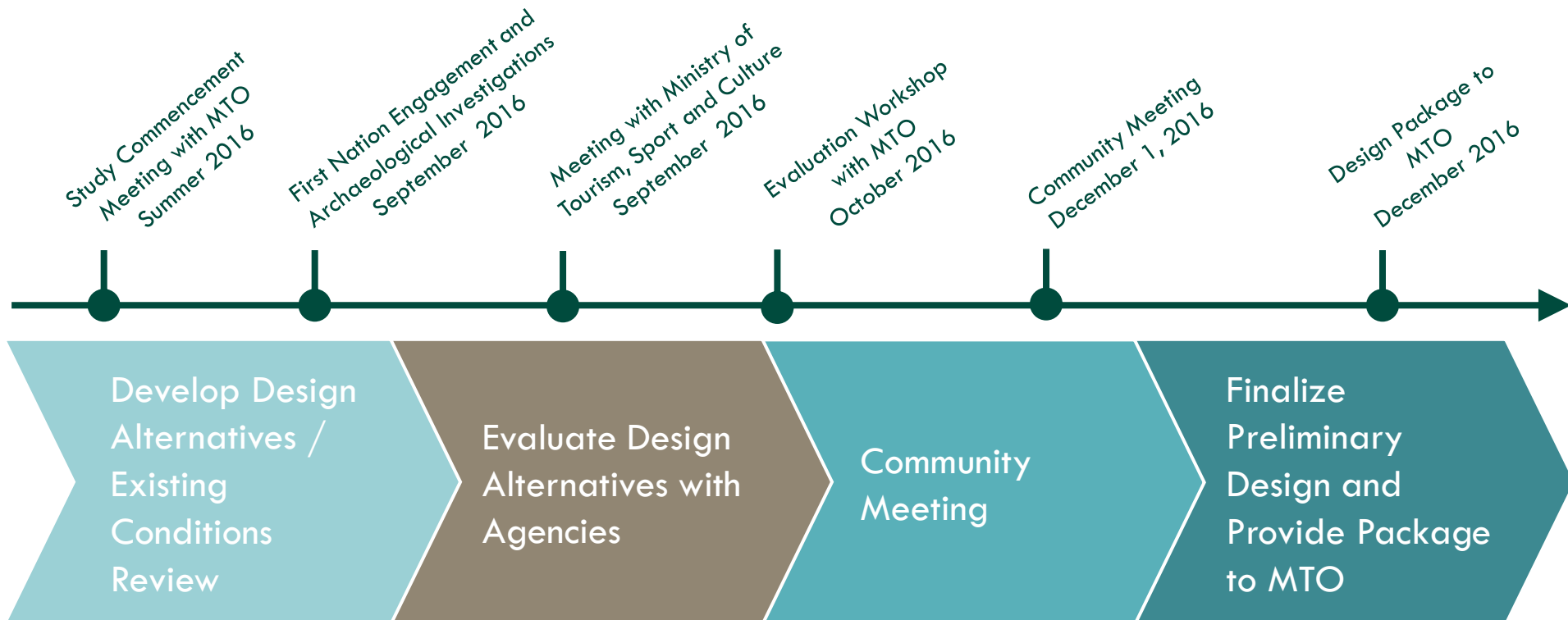
Rendering depicting a Steel Girder Bridge



Rendering depicting a Concrete Segmental Bridge

Study Process and Schedule

This study is following the approved planning process for Schedule 'A+' projects under the Municipal Class Environmental Assessment (EA) (as amended 2015). Projects in this Schedule are considered pre-approved subject to public notification. Even though the project is considered pre-approved, the study has followed a systematic and traceable decision-making process and recognizes the importance of community engagement.



Existing Conditions



Cultural Heritage

- The Credit River valley around the present-day QEW is culturally and traditionally significant to First Nations and is in close proximity to the former Mississaugas of the New Credit First Nation village. The City has engaged the following First Nations communities to ensure their interest are recognized and treaty and traditional rights are protected: Mississaugas of the New Credit First Nation, Huron Wendat Nation, Six Nations of the Grand River, and Haudenosaunee.
- The existing Credit River Bridge is eligible for inclusion on the Ontario Heritage Bridge list as a resource of Provincial Heritage Significance. The original 'open spandrel concrete arch design' bridge was built in 1934. Preserving the riverscape and views to the heritage bridge arches is a key design criterion and continues to be a primary objective in the consideration of AT crossing alternatives.
- The City has designated the following Cultural Heritage Landscapes in the area:
 - Credit River Corridor: identified for significant ecological, archaeological and scenic/visual quality values
 - Mineola Neighbourhood: identified for aesthetic quality of homes, landscaping and construction on natural topography
 - QEW Credit River Bridge: aesthetic /visual quality, architectural design and historical reference
- Archaeological assessment is currently underway on the north side of the QEW at Stavebank Road in preparation for MTO's future work.
- Additional assessment was carried out by the City on the south side of the QEW at Stavebank Road and no archeological resources were encountered.



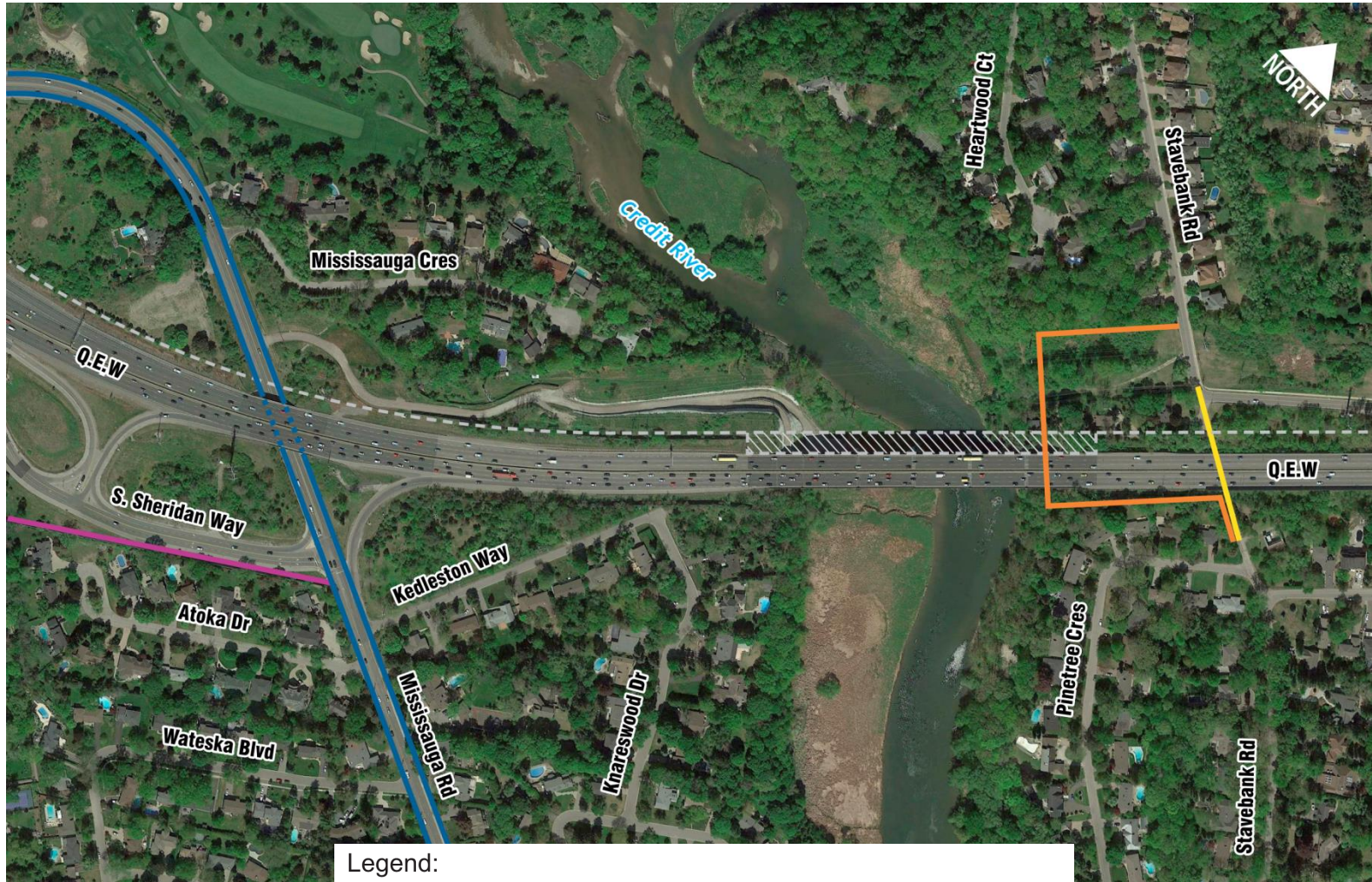
Evaluation Process and Criteria

- The selection of the preferred AT crossing designs involved two steps:
 - ▣ **Assessment:** identification of potential advantages and disadvantages of each alternative across a comprehensive list of factors/criteria; and
 - ▣ **Evaluation:** comparative examination of the advantages and disadvantages of the alternatives to identify a preferred alternative.




- The rationale to favour one alternative over others was derived using the following:
 - ▣ Study purpose;
 - ▣ Provincial, Regional and Municipal policies and guidelines;
 - ▣ Field review of existing conditions;
 - ▣ Issues and concerns identified during consultation with stakeholders; and
 - ▣ Consideration of First Nations interests.




Evaluation Criteria	
Socio-Economic Environment	
	Property
	Community
	Provincial and Municipal Plans and Policies
Cultural Environment	
	Archaeology
	Heritage Features
	First Nations Interests
Natural Environment	
	Surface Water
	Fish and Fish Habitat
	Terrestrial Ecosystems
	Designated Features
Technical Considerations	
	Transportation
	Engineering
	Cost

North-South Crossing Alternatives



Legend:



-  Potential Overpass (Alternative 1)
-  Potential Underpass (Alternative 2)
-  Existing Bike Lanes

-  Existing Multi-Use Trail
-  Future QEW Widening
-  Future QEW Bridge

North-South Crossing Alternatives

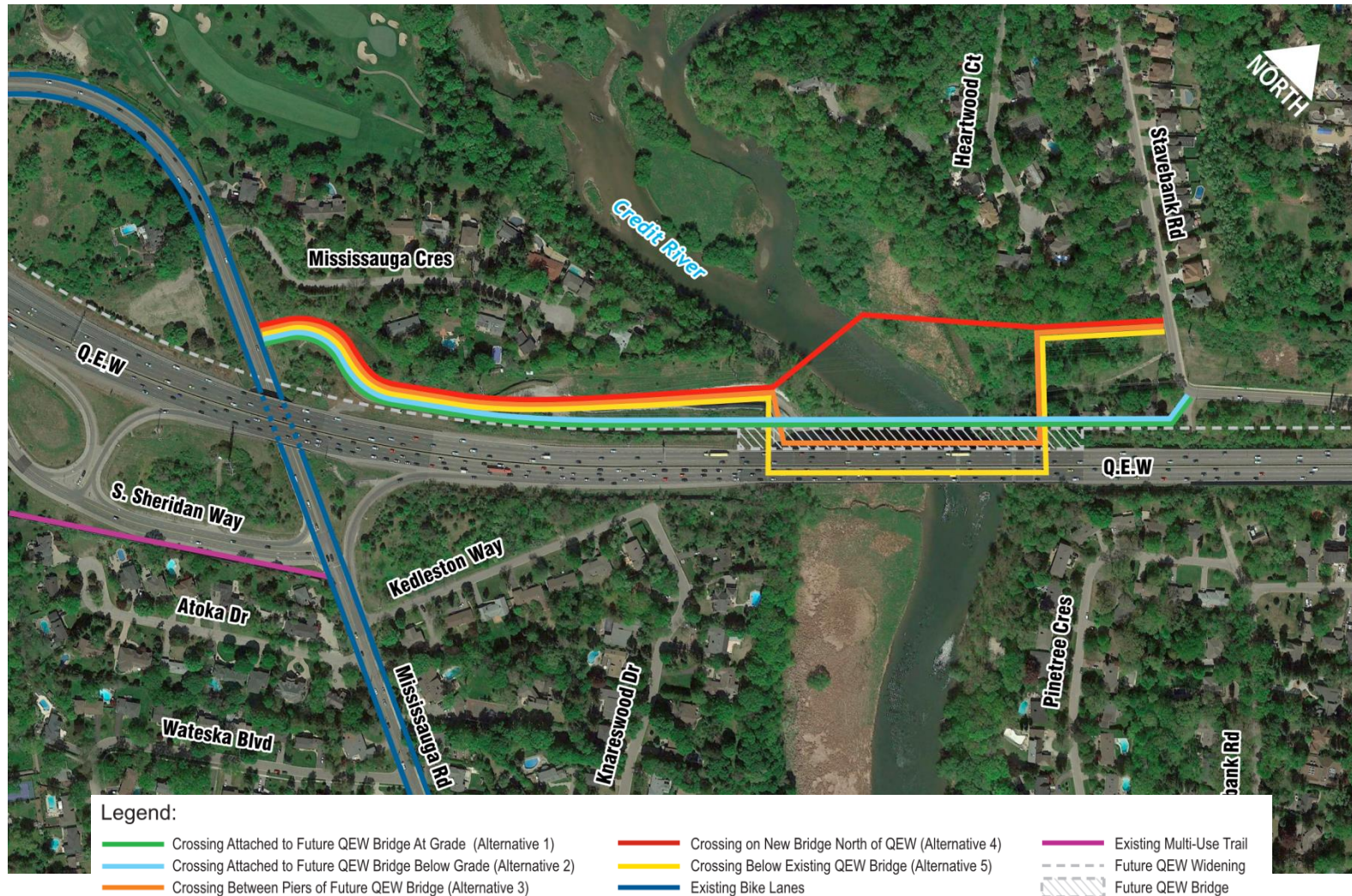
Two North-South Crossing alternatives were developed.

The rationale for determining the preferred alternative is summarized below.

ALTERNATIVES	RATIONALE
	<p>ALTERNATIVE 1 – SPAN THE QEW WITH AN OVERPASS AT STAVEBANK ROAD</p> <p>Option A: Align south approach ramp along Stavebank Road</p> <ul style="list-style-type: none"> ✓ More direct route considering the larger AT network north and south of the QEW ✓ Easier to construct with lower risk ✓ Highly visible, may have greater user comfort ✓ Located outside of the Credit River valley therefore fewer impact to valley vegetation and cultural heritage landscape ✓ Archeological resources have been or are being protected ✗ Alignment of south ramp along Stavebank Road comes into close proximity to adjacent backyard which may result in some privacy concerns <p>✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION</p> <p>Option B: Align south approach ramp along QEW</p> <ul style="list-style-type: none"> ✓ Same as Option A except the alignment of the south ramp is oriented along the QEW and therefore provides greater buffering from adjacent backyard areas ✓ THIS ALTERNATIVE IS PREFERRED
	<p>ALTERNATIVE 2 – CROSS UNDER THE QEW AT THE CREDIT RIVER BRIDGE</p> <ul style="list-style-type: none"> ✗ Less direct route considering the larger AT network north and south of the QEW ✗ Much more challenging to construct with some elements posing greater risk to cost, feasibility and schedule ✗ Less visible, may result in less user comfort ✗ Located within the Credit River valley therefore more impact to valley vegetation and cultural heritage landscape ✓ May offer a more scenic user experience ✗ Additional archaeological assessment would be required ✗ The trail on the south side of the QEW would be located at the rear property line of several homes and would require removal of vegetation along the QEW noise wall <p>✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION</p>

Alternative 1B is preferred: Span the QEW with an overpass at Stavebank Road and align south approach ramp along the QEW.






East-West Crossing Alternatives



East-West Crossing Alternatives

Five East-West Crossing alternatives were developed.

The rationale for determining the preferred alternative is summarized below.

ALTERNATIVES	RATIONALE
	<p>ALTERNATIVE 1 – CROSSING ON FUTURE QEW CREDIT RIVER BRIDGE AT SAME GRADE AS QEW</p> <ul style="list-style-type: none"> ✗ Providing for an adequate separation element between the highway and AT facility would require substantial redesign of MTO's new QEW bridge ✗ At-grade AT crossing will have a high degree of constructability difficulty if a segmental concrete bridge type is chosen for the new QEW bridge ✗ Due to the close proximity to the QEW, this is not ideal based on user experience ✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION
	<p>ALTERNATIVE 2 – CROSSING ON FUTURE QEW CREDIT RIVER BRIDGE BELOW GRADE OF QEW</p> <ul style="list-style-type: none"> ✓ Crossing is integrated with the new QEW bridge and therefore less intrusive in terms of aesthetics and less disruptive to the heritage bridge / Credit River Heritage Landscape views and wildlife / habitat ✓ Trail approaches avoid descending into the valley which improves constructability, user experience, emergency access and is the most direct connection across the river valley with minimal grade change ✓ Trail approaches located within an area already subject to archeological assessment ✓ THIS ALTERNATIVE IS PREFERRED
	<p>ALTERNATIVE 3 – LOW-LEVEL CROSSING BETWEEN PIERS OF FUTURE QEW CREDIT RIVER BRIDGE</p> <ul style="list-style-type: none"> ✗ Visually intrusive - considered a significant impact to the heritage bridge / Credit River Cultural Heritage Landscape views ✗ May require physical alteration of the heritage bridge ✗ Approach trail descends into the valley which requires a long, graded trail resulting in greater impacts to undisturbed natural areas and requires additional archeological assessment ✗ Span length could result in significant sway over this length which may impact user comfort. Maintenance of the suspension bridge may create some challenges. ✓ Offers unique valley / river views in both the north and south directions. ✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION
	<p>ALTERNATIVE 4 – DEDICATED CROSSING LOCATED NORTH OF QEW CREDIT RIVER BRIDGE</p> <ul style="list-style-type: none"> ✗ Results in much greater impacts to natural areas including high quality valley forest, Provincially Significant Wetland and Significant Wildlife Habitat ✗ Would require extensive archaeological assessment beyond areas that have already been assessed ✗ Emergency access is more challenging with the length of the trail and travel distance ✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION
	<p>ALTERNATIVE 5 – USE OF THE EXISTING TEMPORARY WORKS BRIDGE</p> <ul style="list-style-type: none"> ✗ Visually intrusive - considered a significant impact to the heritage bridge / Credit River Cultural Heritage Landscape views ✗ May require physical alteration of the heritage bridge and creates potential opportunity for destruction or defacing of the heritage bridge ✗ Approach trail descends into the valley which requires a long, graded trail resulting in greater impacts to undisturbed natural areas and requires additional archeological assessment ✓ Offers unique valley / river views in both the north and south directions. ✗ THIS ALTERNATIVE WAS SET ASIDE FROM FURTHER CONSIDERATION

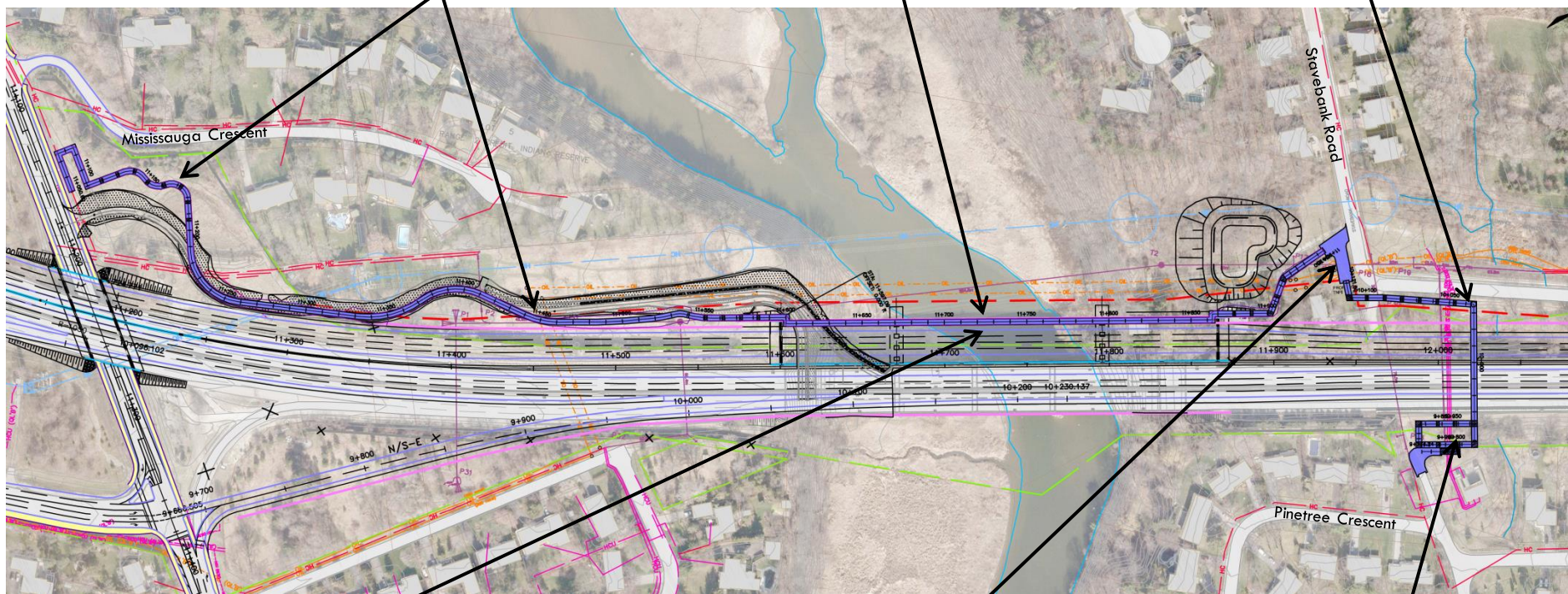
Alternative 2 is preferred: Crossing on future QEW Credit River Bridge Below Grade of QEW

Preferred AT Crossings

Trail approach from
Mississauga Road

East-West AT Crossing (Alternative 2) to be
integrated into new QEW Credit River Bridge
below grade

North-South AT Crossing
(Alternative 1B) located at
Stavebank Road

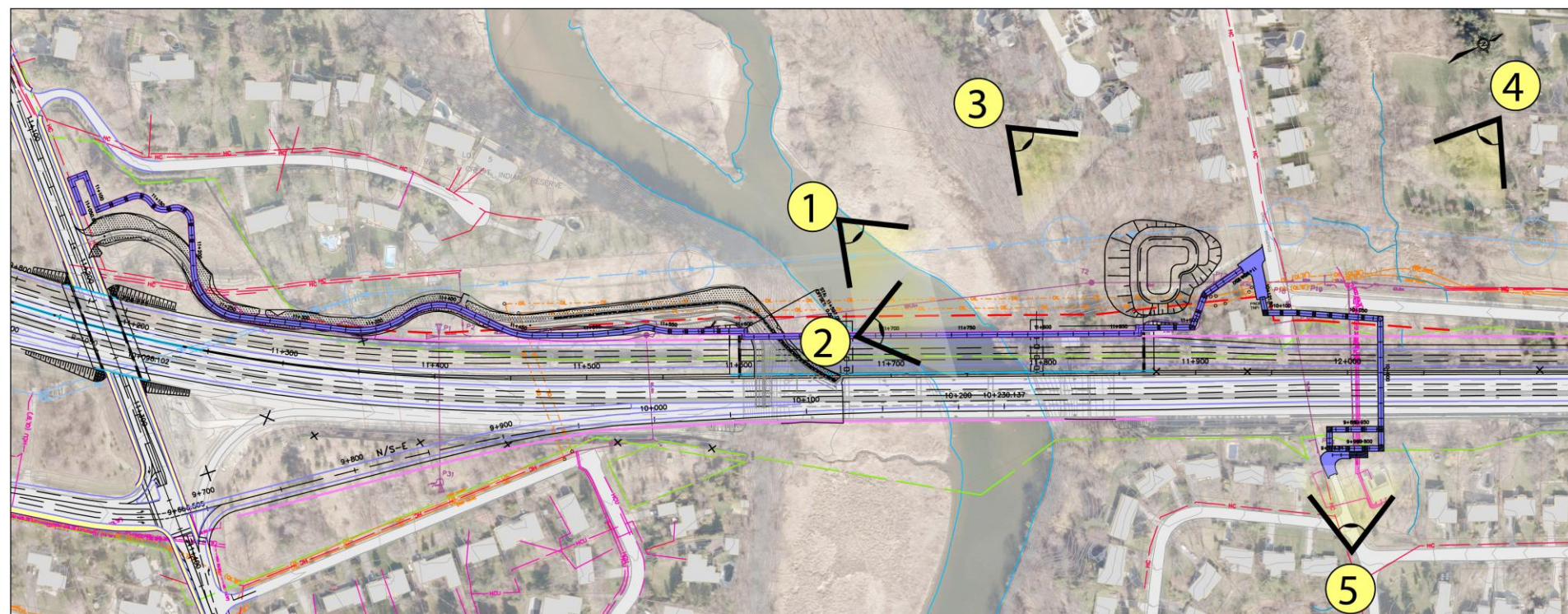


Potential for integrated public art that recognizes
the natural features and history of the area.

Trail connection between the East-
West Crossing and the North-South
Crossing

Approach ramps
aligned along QEW

100%



View 1 : East-West Crossing of Credit River



View 2 : East-West Crossing of Credit River – Looking East



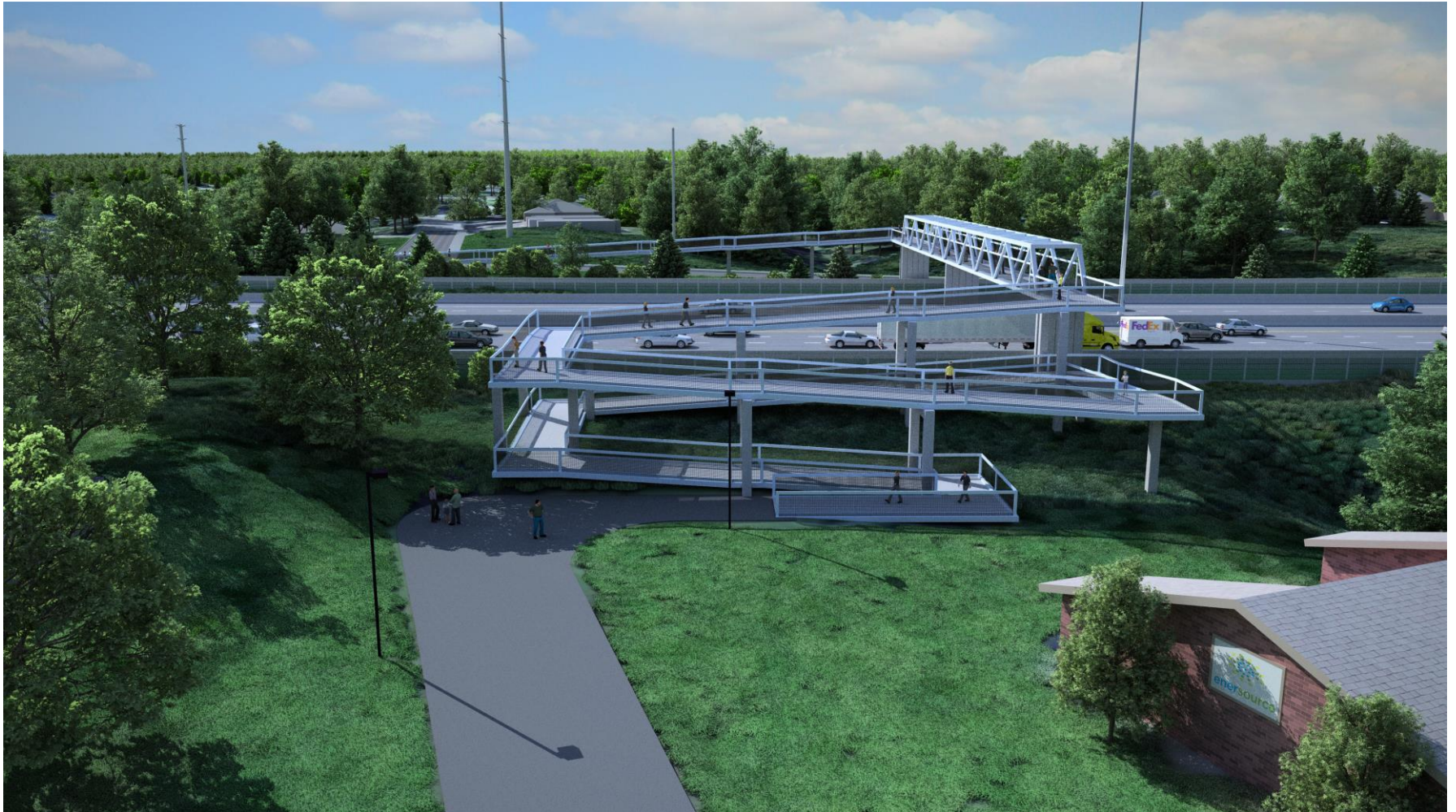
View 3 : Aerial View Looking Southeast



View 4 : Active Transportation Crossings Connection – Looking Southwest



View 5 : North-South Crossing, South Side of QEW



Next Steps

Following this Community Meeting the Project Team will:

- ❖ Review all public and agency comments received;
- ❖ Incorporate design refinements based on public and agency feedback;
- ❖ Complete the preliminary design; and
- ❖ Coordinate the implementation of the project with MTO.

How to get involved:

- ❖ Provide your feedback by contacting the study team directly, using the contact information to the right.

Public consultation is an important component of this study. Learn about our work on the City's website at: www.mississauga.ca/creditrivat and then please share your thoughts with us by completing a comment sheet available at the Community Meeting, or by contacting the City's Project Manager:

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