

Burnhamthorpe Road West Improvements Class Environmental Assessment

**Public Information Centre No. 1
March 7th, 2018, 6:00 to 8:00 pm**

Please sign in and fill in a comment sheet

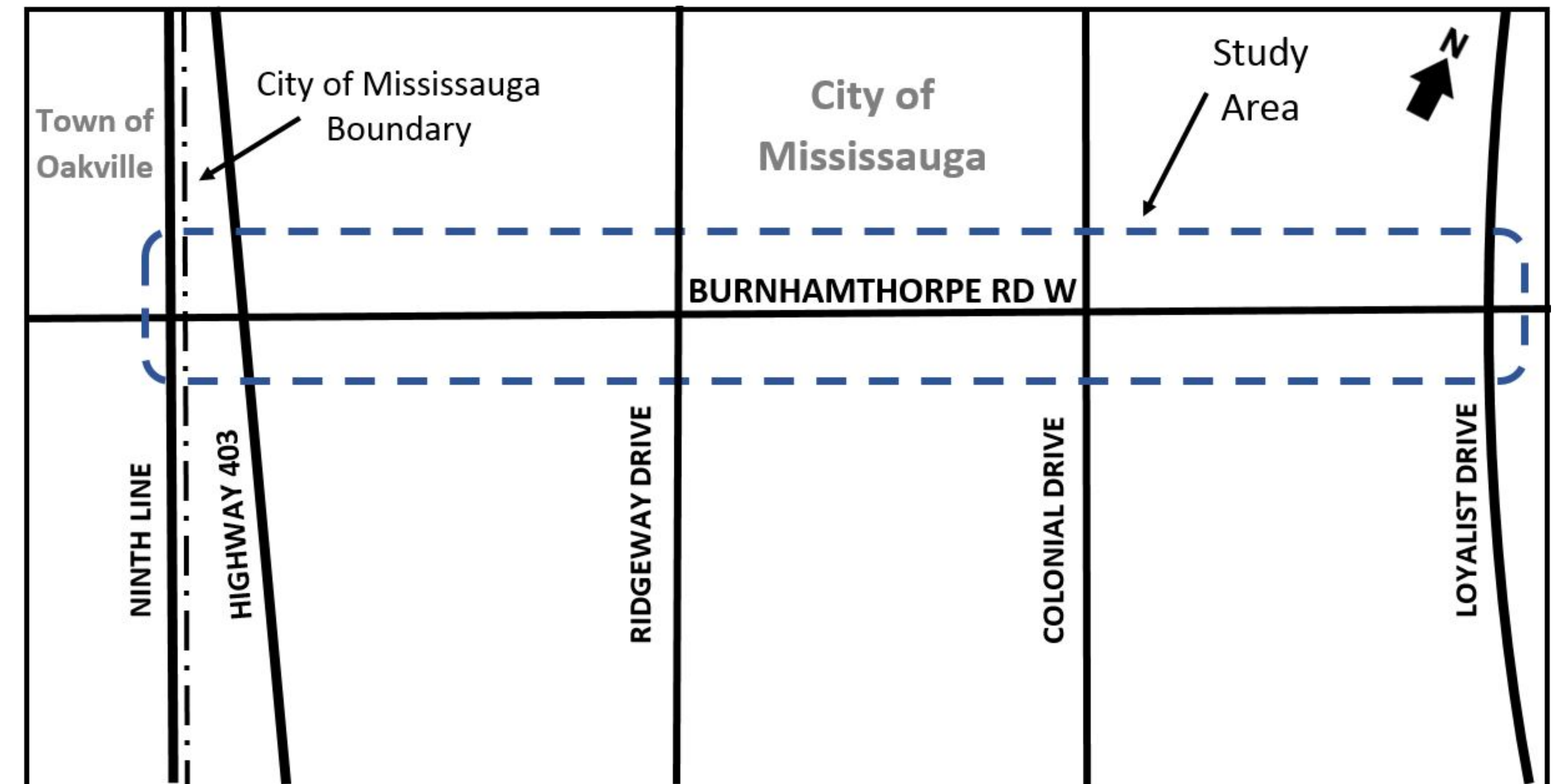
Purpose of Public Information Centre No. 1

- **Review project information on display**
 - Background to the study
 - Feedback received to date
 - Existing conditions of the study area
 - Problems and opportunities
 - Alternative planning solutions
 - Consideration for Design Concepts
 - Next steps for the study
- **Ask the Project Team questions**
- **Discuss areas of interest with the Project Team**
- **Fill out and submit a comment sheet**

**Please fill out and
submit a
comment sheet by
March 23, 2018**

Study Context and Overview

- The study area, as shown on the key plan, includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit.
- Burnhamthorpe Road West is an east-west arterial road in the City of Mississauga.
- Within the study area, Burnhamthorpe Road West from Loyalist Drive to the West City Limit, consists of a 2-lane road cross-section.
- East of Loyalist Drive, Burnhamthorpe Road West is a 4-lane road with an existing multi-use trail located along the north side of the road and sidewalks on both sides of the road.
- The existing section of Burnhamthorpe Road West has a posted speed limit of 60 km/h.
- Within the study area, Burnhamthorpe Road West intersects with Ninth Line, Ridgeway Drive, Colonial Drive and Loyalist Drive.
- This study will follow the City's planning principle to a build multi-modal city, which will support a successful, vibrant and active community with a reliance on a range of transportation modes including walking, cycling, transit and vehicles.



Burnhamthorpe Road West Facing East

Comments Received to Date

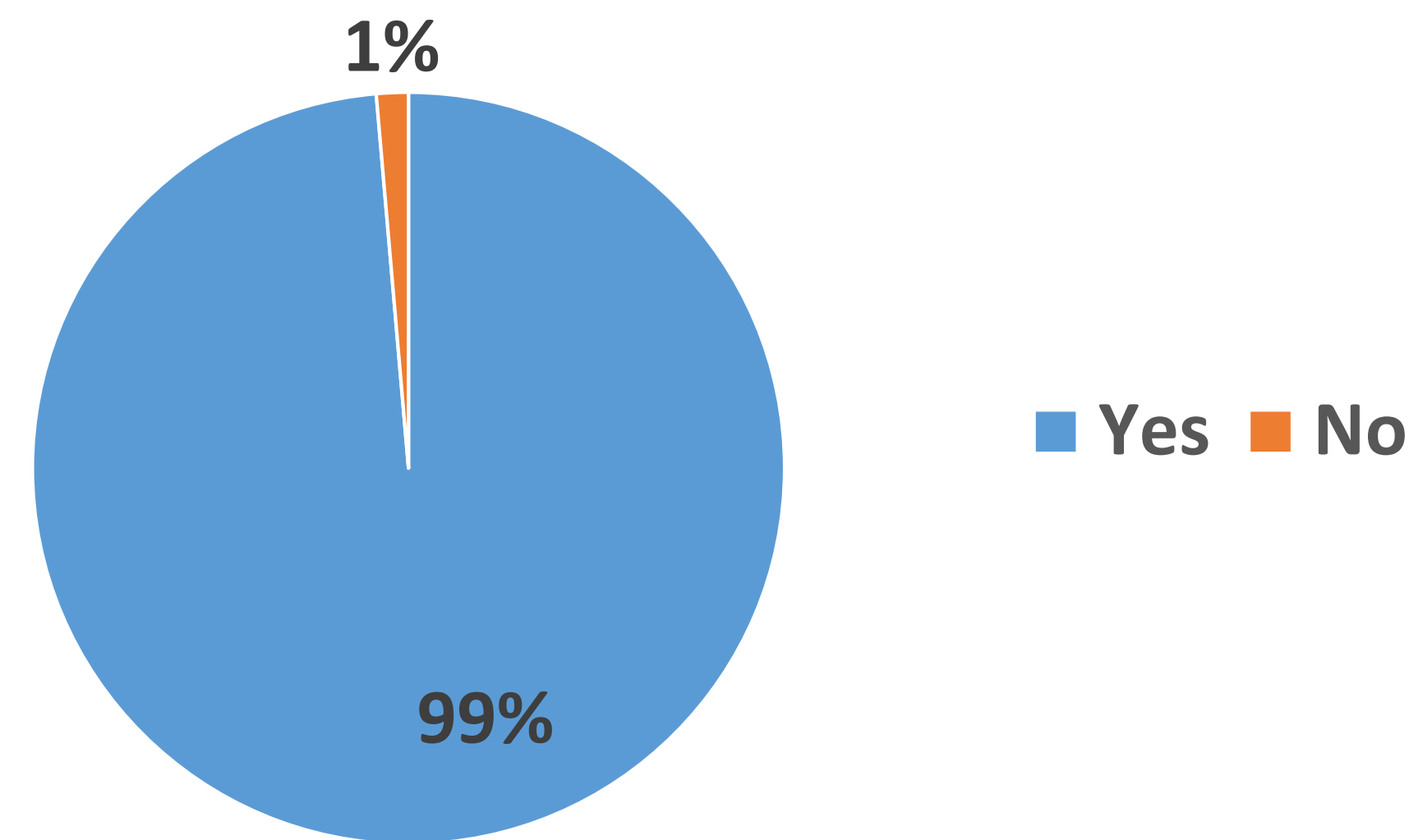
- Need for improvements to Burnhamthorpe through widening
- Need for safety improvements
- Improved pedestrian facilities
- Improved transit service and facilities
- Intersection improvements
- Parking issues
- Noise concerns
- Excessive traffic
- High truck volumes
- Leave Burnhamthorpe "as is"



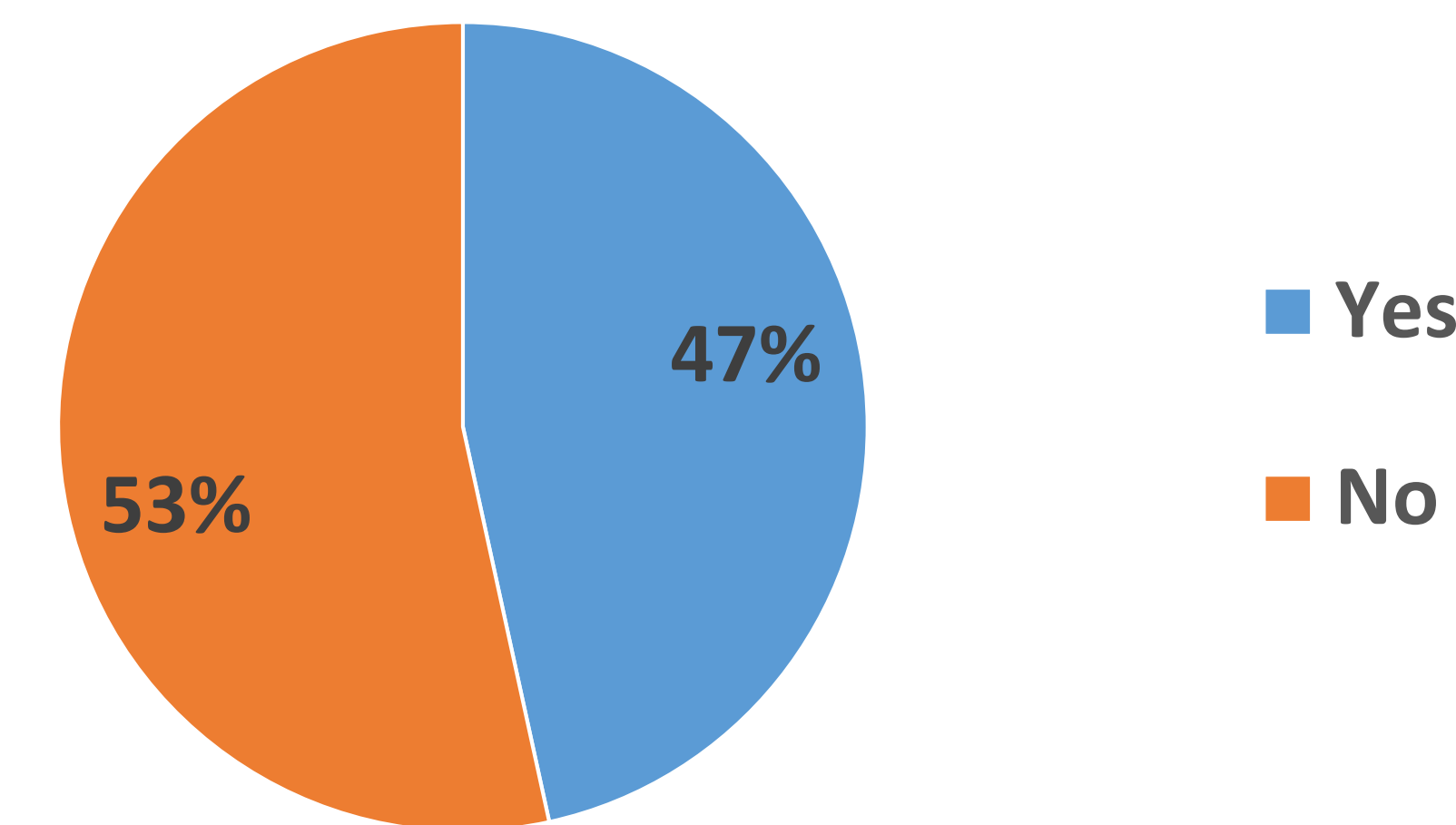
Survey Results

Since launching the online survey we have received 74 responses:

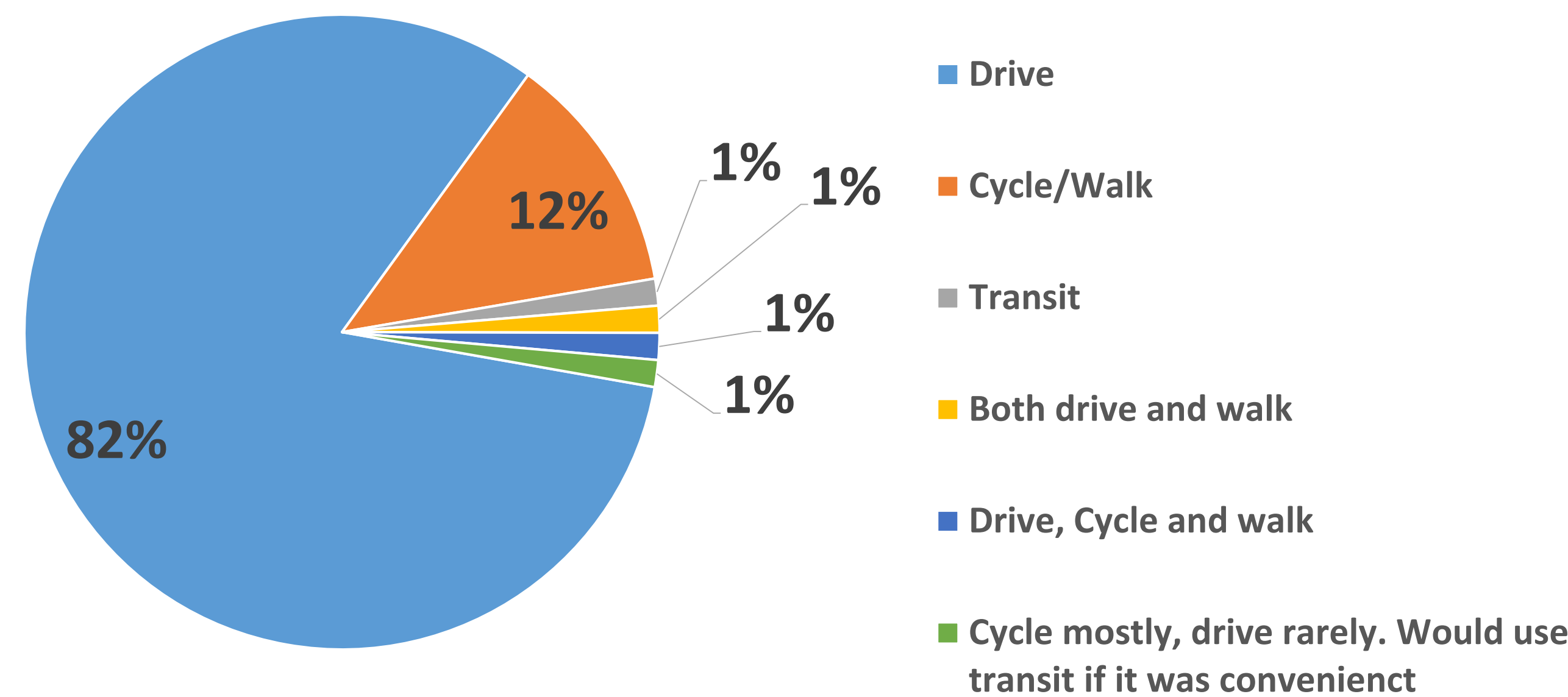
Do you live in the City of Mississauga?



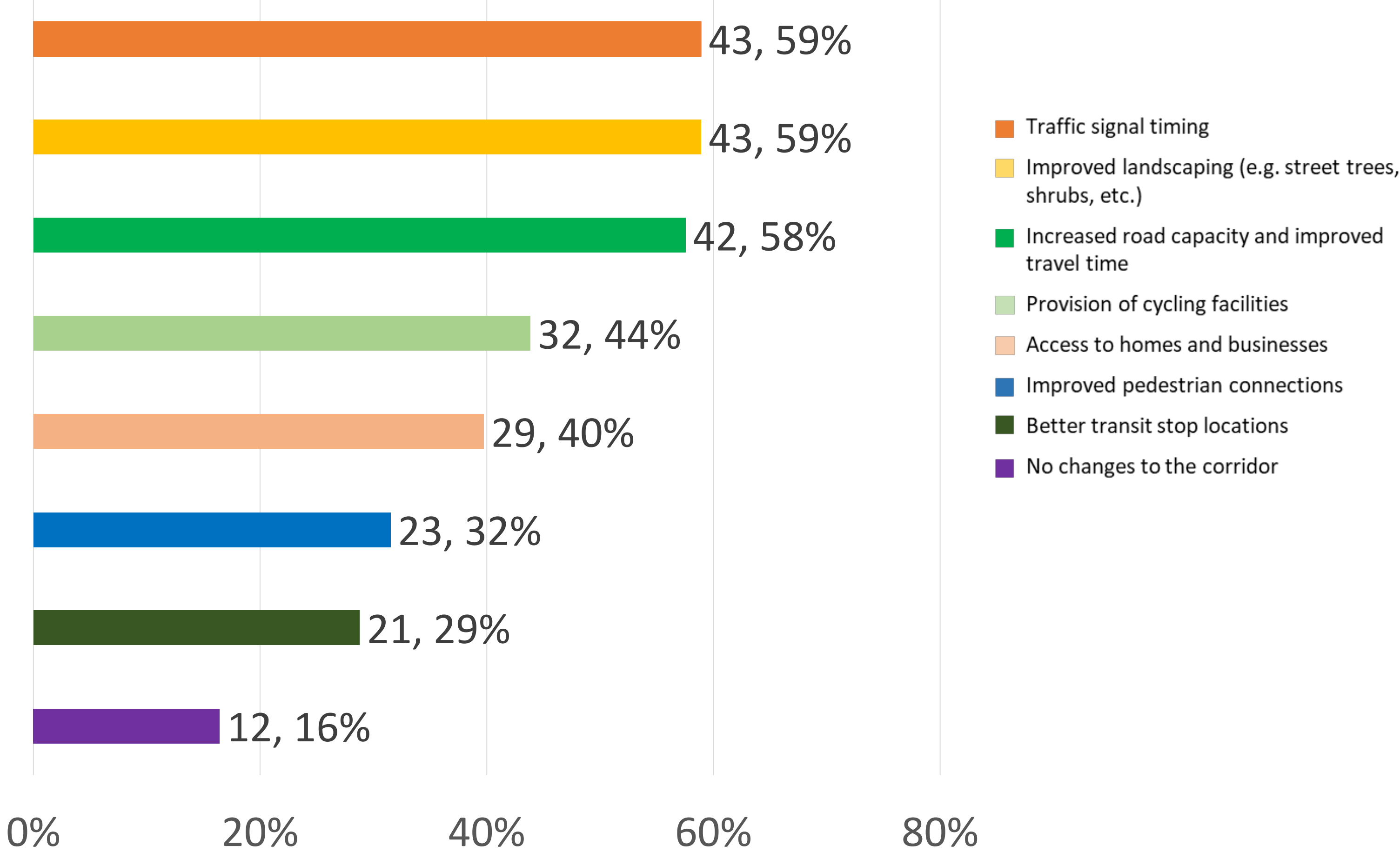
Do you work in the City of Mississauga?



How do you use the corridor?

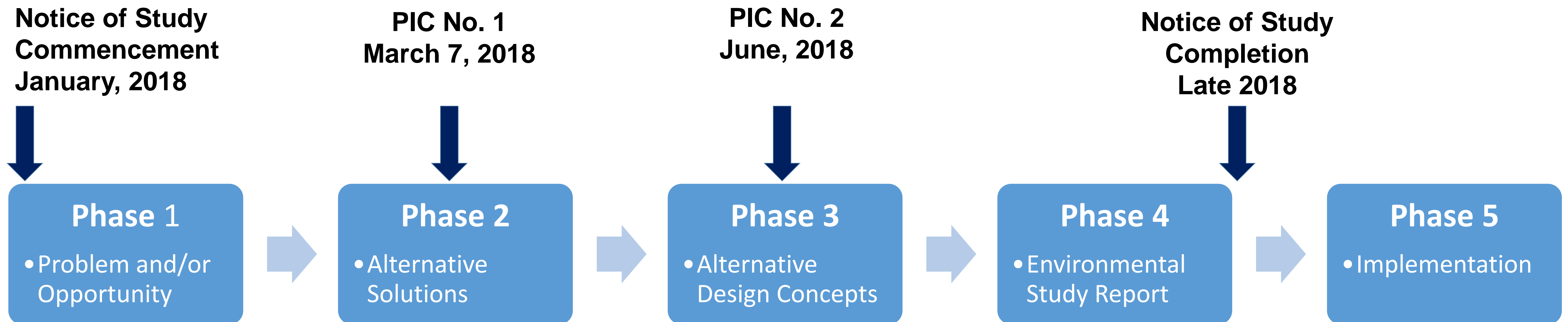


What elements/aspects are most important to you?



Municipal Class EA Process and Study Schedule

- The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the Ontario Environmental Assessment Act.
- This Study follows the Class EA process for Schedule 'C' projects and will complete Phases 1 to 4 as outlined below:



Planning and Policy Context – Growth and Transportation

City of Mississauga Official Plan (August 2017)

- Policies to create a multi-modal transportation system: transit, vehicular travel, active transportation, rail and air.
- Arterial roads are designated as principle transportation corridors for high volumes of people and goods.
- This section of Burnhamthorpe Road West is classified as an arterial road, with a designated right-of-way (R.O.W.) of 35 metres.

Moving Mississauga from Vision to Action (2011)

- Interim Transportation Master Plan for the City that guides investment in transportation programs
- Vision:
 - The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market. Opportunity to add multi-modal elements to Burnhamthorpe Road.

City of Mississauga Strategic Plan (2009, Update 2014)

- Directions strategic decision making based on 5 Strategic Pillars; Move, Belong, Connect, Prosper and Green. Most relevant include:
 - Increasing transportation capacity for all road users
 - Creation of complete streets that support active modes of transportation
 - Develop walkable, connected communities
 - Maintain a safe city



Move

developing a transit oriented city



Belong

ensuring youth, older adults and new immigrants thrive



Connect

completing our neighbourhoods



Prosper

cultivating creative and innovative businesses



Green

living green

Planning and Policy Context – Cycling & Transit

Cycling

Mississauga Cycling Master Plan (September 2010) *

- CMP Vision:
 - Cycling will become a way of life in the City of Mississauga that supports vibrant, safe and connected communities. Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs enhancing our overall health and quality of life.
- Burnhamthorpe Road is identified as a proposed primary boulevard route (for cycling).
- To the east of the study area, an existing multi-use trail is located on the north side of Burnhamthorpe Road West currently terminating at Loyalist Drive.
- Cycling within the Burnhamthorpe Road corridor will be reviewed as part of this study and recommendations will be made.

Transit

- Burnhamthorpe Road is currently serviced by Route 36: South Common Mall to Winston Churchill Transitway
 - Colonial Drive to Ridgeway Drive
 - Loyalist Drive to Winston Churchill Boulevard



Multi-Use Trail
Paved path separate from the road, shared by pedestrians and bicycles

Multi-Use Trail
Unpaved surface/crushed gravel or dirt trail, shared by pedestrians and bicycles

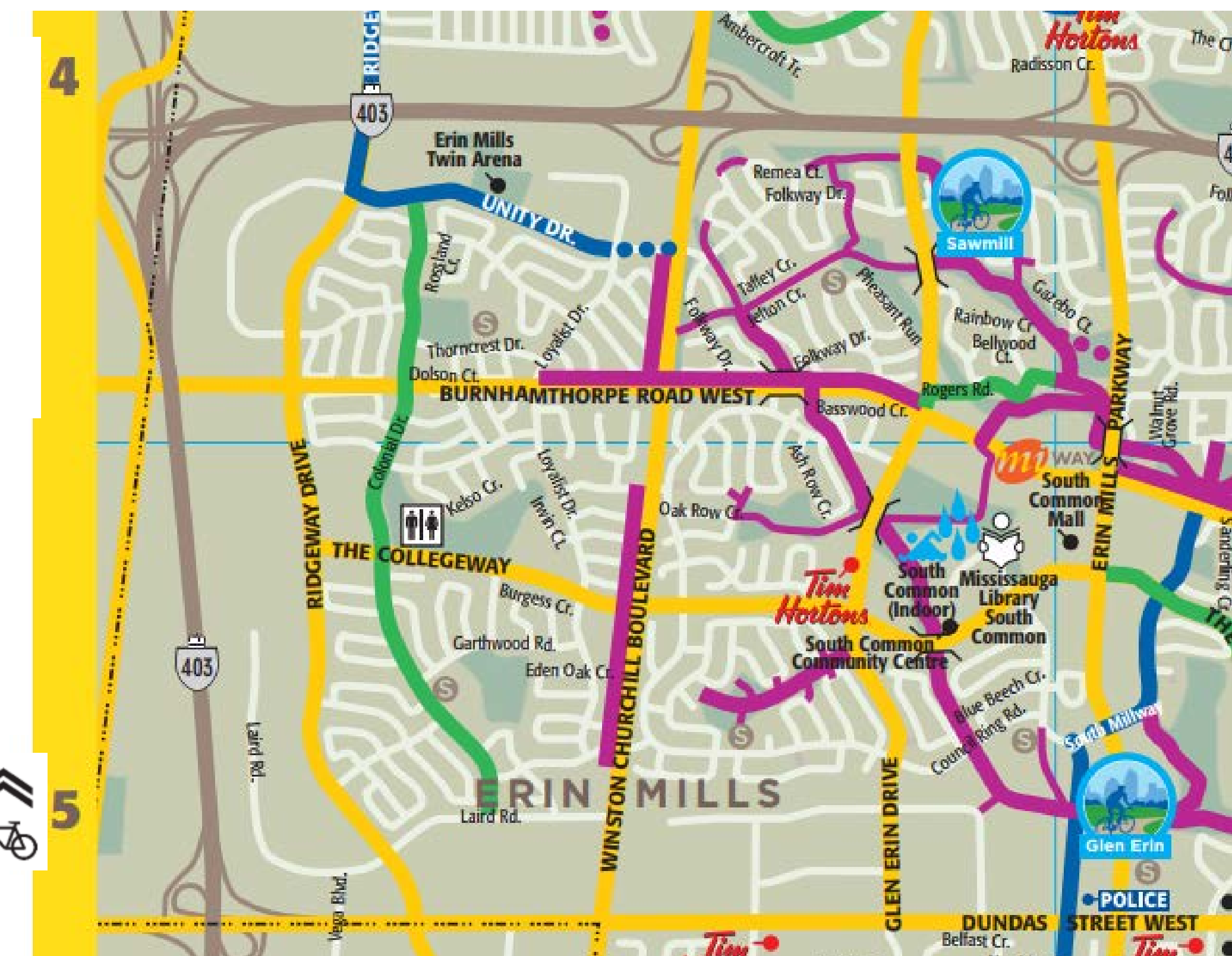
Park Path

Signed Bicycle Routes
street signs indicate bike route, cars and bicycles share the road

Bicycle Lane
Special pavement markings on street and signs identify lane reserved

Sharrow
Shared use lanes by motorists and bicycles

Major Road



Existing Conditions

Land Use, Natural Heritage and Tree Inventory

- Existing land use adjacent to Burnhamthorpe Road West is mainly comprised of low density residential communities. The area west of Ridgeway Drive is designated as Business Employment land.
- There are no natural heritage systems present within the study area.
- A Natural Heritage review is being conducted as part of this study which will consider the sensitivity and significance of any features within the study limits and the potential impacts of the recommended improvements with appropriate mitigation measures, if required.
- Street trees are present on both sides of Burnhamthorpe Road West within the study limits. However, all trees along the corridor are on the edge of the right-of-way.

Cultural Heritage

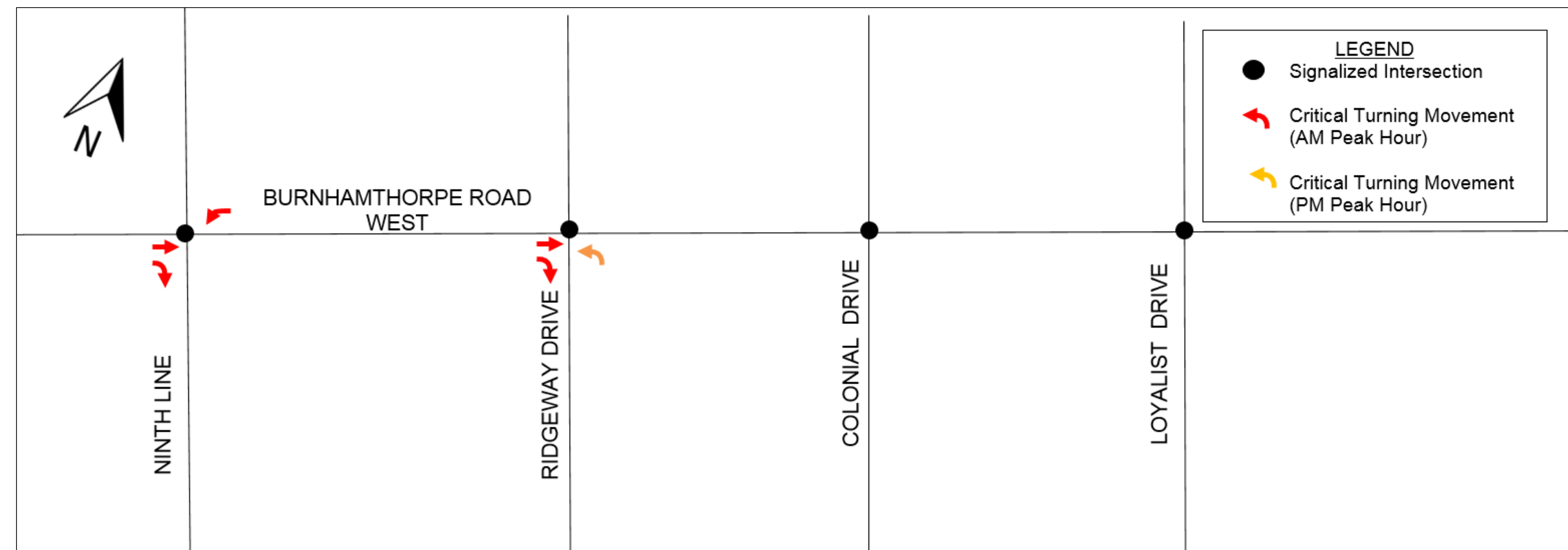
- A Stage 1 Archaeological Assessment was conducted and confirmed that the study corridor does not contain archaeological potential.
- No cultural heritage resources are present within the study area.



Existing Conditions

Transportation

- Under existing conditions, several movements (i.e. right turn, left turn, through) operate at or above capacity at the following intersections during the AM and PM peak hour:
 - Burnhamthorpe Road & Ninth Line
 - Burnhamthorpe Road & Ridgeway Drive
 - Burnhamthorpe Road & Winston Churchill Boulevard
- The westbound left-turn at Burnhamthorpe Road & Ninth Line is highly congested in the AM peak.
- The following turning movements present excessive queuing that is sustained over multiple signal cycles:
 - Burnhamthorpe Road & Ninth Line
 - Eastbound through/right-turn in the AM peak hour
 - Burnhamthorpe Road & Ridgeway Drive:
 - Eastbound through/right-turn in the AM peak hour
 - Northbound left-turn in the PM peak hour.
 - Burnhamthorpe Road & Winston Churchill Boulevard (outside of study area):
 - Westbound through in the PM peak hour

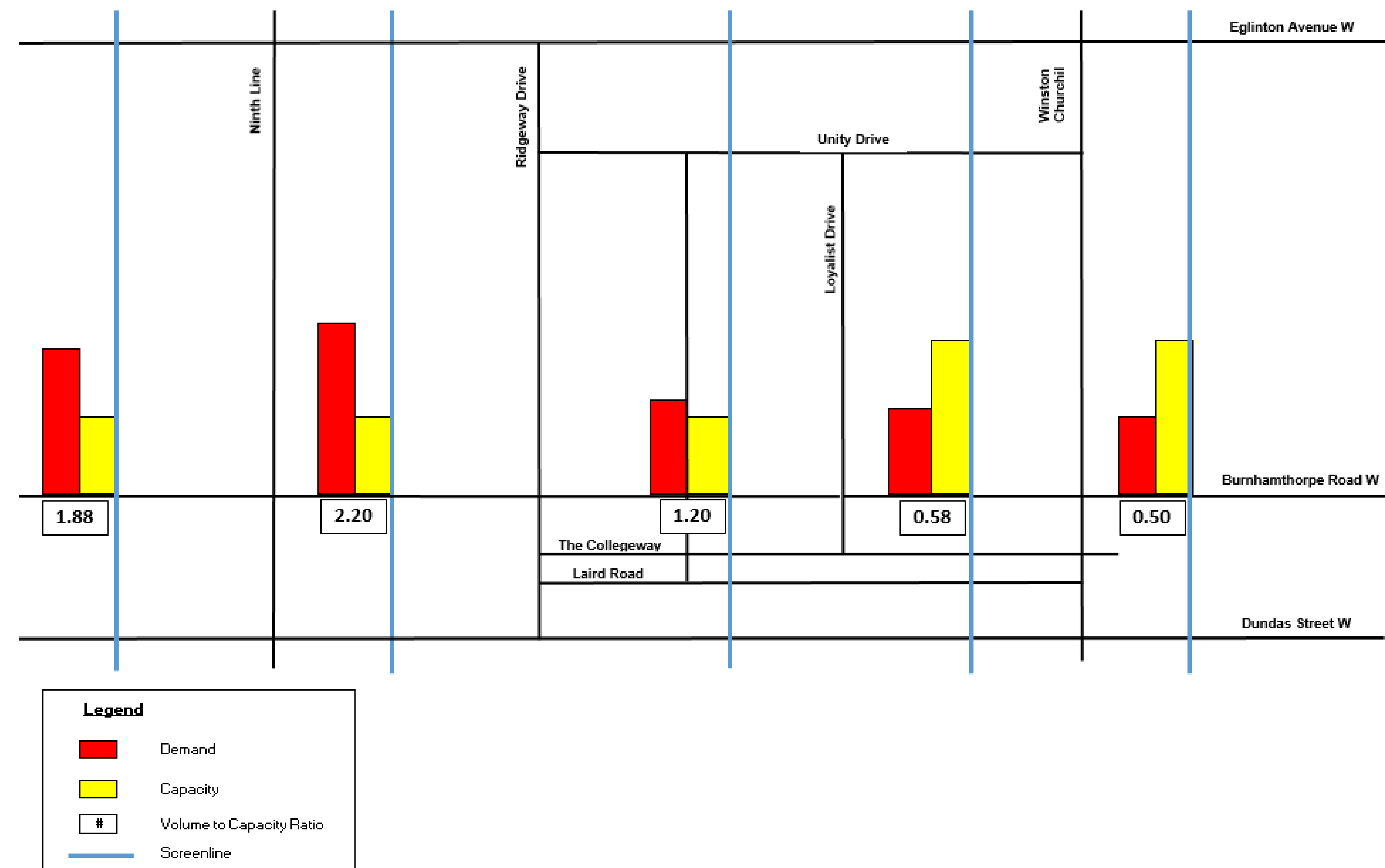


Congested/Over Capacity Turning Movements

Future Conditions Without Improvements

Transportation

- A screenline analysis was completed for future horizon years to assess the total east-west traffic demand and road capacity available considering other parallel roads in the area, thereby, identifying the capacity deficiency in the area.
- The results of the screenline analysis indicate that under future conditions, existing demand on Burnhamthorpe Road will be over existing capacity as shown on the figure below.
- A review of the mid-block volumes on the Burnhamthorpe Road corridor indicate the following:
 - With the 2021 scenario:
 - Total traffic conditions on Burnhamthorpe Road west of Ninth Line remain over capacity.
 - Total traffic conditions on Burnhamthorpe Road west of Ridgeway Drive are also over capacity.
 - With the 2031 and 2041 scenarios:
 - Total traffic conditions continue to worsen and Burnhamthorpe Road remains over capacity west of Ninth Line and west of Ridgeway Drive.



Traffic Volume and Capacity along Burnhamthorpe Road (2031 PM)

Problem and Opportunity Statement

Under existing conditions, several intersections within the study limits are experiencing congestion and delays leading to significant queuing along Burnhamthorpe Road West. These poor traffic conditions are anticipated to worsen in the future as vehicle demand on Burnhamthorpe Road West increases.

There is an opportunity to improve Burnhamthorpe Road West to accommodate not only existing and future vehicle demand, but also active transportation elements. There is opportunity to incorporate active transportation elements to match the cross section elements to the east of the study area and promote active transportation connectivity to the west, particularly over the Highway 403. The possible improvements to Burnhamthorpe Road West also includes improvements to the aesthetics of the corridor.

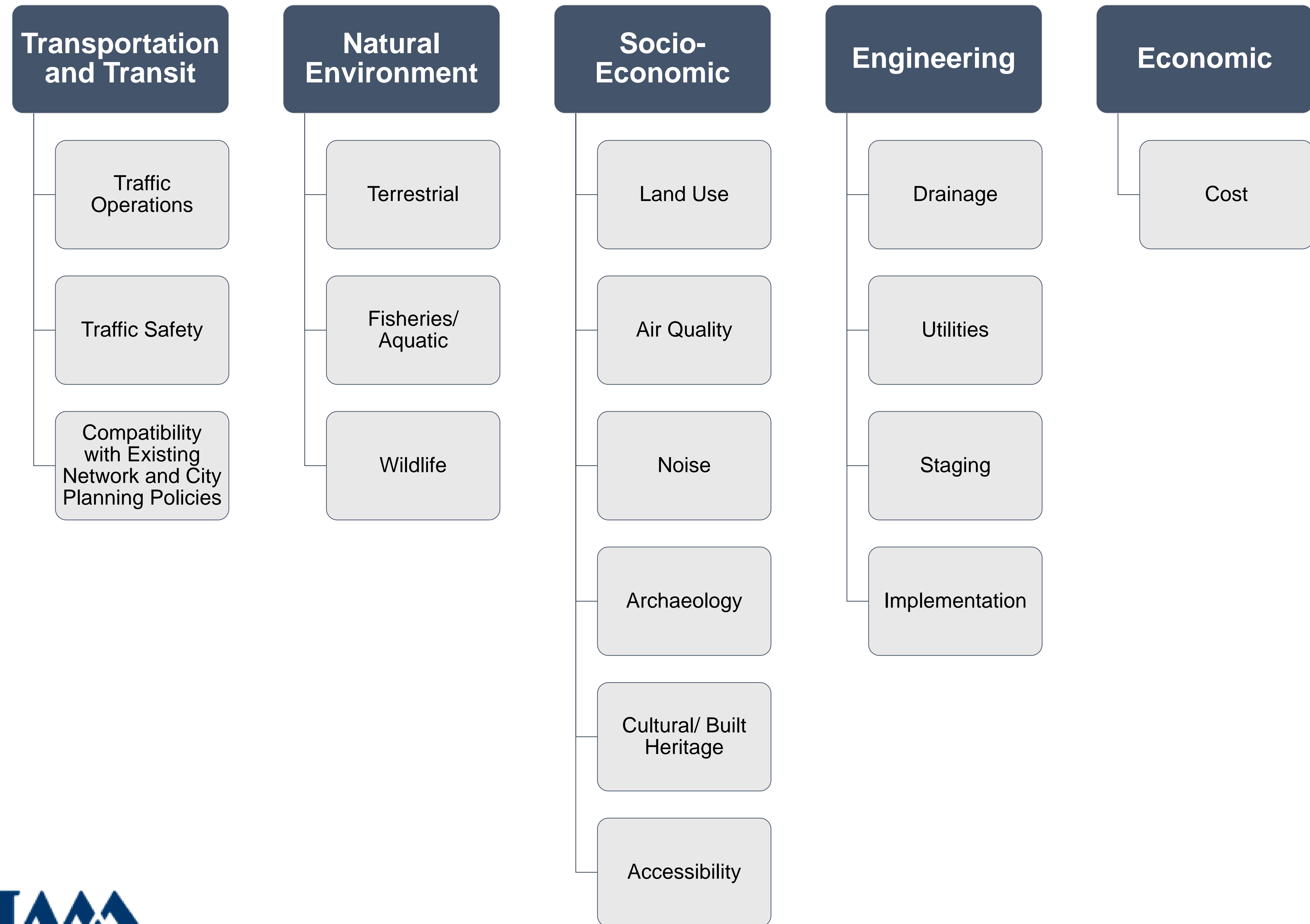
Alternative Solutions

Seven alternative solutions are being examined as part of this Class EA study:

| | |
|--|---|
| Do Nothing | Burnhamthorpe Road West would remain a two-lane road between Loyalist Drive and Ninth Line. There would not be any improvement to active transportation elements or to local intersections. |
| Diverting traffic or developing Transportation Demand Management strategies | TDM strategies include the promotion of the use of alternative modes of transportation including transit, cycling and walking in order to reduce vehicle volumes on Burnhamthorpe Road. TDM strategies also include measures to manage travel demand, such as carpooling and flexible work hours. |
| Resolving the deficiency elsewhere in the network | Involves improvements to roadways adjacent to the immediate study area, such as Dundas Street and Eglinton Avenue, to reduce future traffic demand on Burnhamthorpe Road West. |
| Providing and/or improving active transportation facilities including extending the multi-use trail | Implementation of new active transportation facilities on Burnhamthorpe Road West (i.e. multi-use trail) |
| Improving operations at localized intersections only | Improving traffic operations at intersections within the study area, such as the retiming of traffic signals and provision of turning lanes, would improve the overall efficiency of Burnhamthorpe Road West (i.e. maximize throughput) and the surrounding road network. |
| Improving transit operations with safe access to transit stops only | Implementation or improvement of transit services on Burnhamthorpe Road West and the provision of transit infrastructure including transit stops. |
| Improvement of Burnhamthorpe Road West from Loyalist Drive to the West City Limit through widening (including intersections) | Burnhamthorpe Road West would be widened to 4-lanes to increase capacity to support future traffic demands and deficiencies identified in the long-range transportation policies. |

Evaluation Criteria

- Alternative design concepts for the preferred solution will be developed, assessed and evaluated based on the following factors.
- The preferred planning solution will be selected based on review of comments received from agencies, stakeholders and members of the public.



Analysis and Evaluation of Alternative Solutions

| TECHNICAL CRITERIA | Do Nothing | Traffic Diversion/ TDM | Resolving the deficiency elsewhere in the network | Providing and/or improving active transportation facilities | Improving operations at localized intersections only | Improving transit operations with safe access to transit stops | Improvement of Burnhamthorpe Road West from Loyalist Drive to the West City Limit through Widening (including intersections) |
|----------------------------|--|---|--|---|--|--|---|
| Transportation and Transit | Not compatible with the City planning policies. No opportunities for corridor improvements and does not support future growth. | Moderate reduction in traffic volumes. No opportunities for safety improvements. Included in the overall City vision. Will not fully address future growth as a stand-alone solution. | Moderate reduction in traffic volumes. No opportunities for safety improvements. May marginally decrease congestion in the study area. Will not fully address future growth as a stand-alone solution. | No significant impact to existing traffic volumes. Improves safety for cyclists if separated facilities are provided. Identified as a proposed primary boulevard route within the Mississauga Cycling Master Plan | Minor reduction in traffic volumes. Safety improvements at intersections can be implemented simultaneously with road improvements. May marginally decrease congestion. Will not fully address future growth as a stand-alone solution. | Minor reduction in traffic volumes. Improves safety for pedestrians at transit stops. May marginally decrease the number of vehicles on the roadway. Will not fully address future growth as a stand-alone solution. | Increases road capacity thus improving LOS. Safety improvements can be implemented simultaneously with road improvements. Best addresses future traffic demand and identified deficiencies. |
| Natural Environment | No impact. | No impact. | Potential to impact natural environment features depending on location and type of improvement. | May impact street trees adjacent to however all trees in corridor are along the edge of the ROW. | No impact. | No impact. | May impact street trees adjacent to sidewalk on both sides of the roadway. |
| Socio-Economic | Air quality could decrease over time due to additional vehicle delays. | May result in a minor decrease in air quality impacts if traffic volumes are reduced | May result in a minor decrease in air quality impacts if traffic volumes are reduced. Potential archaeological or cultural heritage impacts along other corridors. | Air quality could decrease over time with additional vehicle delays. No archaeological or cultural heritage impacts. Improves accessibility for cyclists and pedestrians. | Air quality could decrease over time with additional vehicle delays. No archaeological or cultural heritage impacts. Potential to incorporate accessibility improvements at intersections. | Air quality could decrease over time with additional vehicle delays. No archaeological or cultural heritage impacts. May improve access to transit within the study area. | Low/ negligible impact on air quality anticipated. No archaeological or cultural heritage impacts. Potential to incorporate accessibility improvements at intersections. |
| Engineering | No impact. | Requires additional studies/public engagement to implement. | Requires additional studies to implement. | Can be implemented simultaneously with other infrastructure improvements. | Requires additional analysis to implement. | Can be implemented simultaneously with other infrastructure improvements. | Requires road reconstruction. Opportunity to incorporate additional improvements simultaneously. |
| Cost | No cost. | No cost. | High cost anticipated. | Moderate cost anticipated. | Moderate cost anticipated. | Moderate cost anticipated. | High cost anticipated. |
| Summary | Not Carried Forward | (Carry Forward) | Not Carried Forward | (Carry Forward) | Not Carried Forward | Not Carried Forward | Carry Forward |

Preferred Alternative Solution

Based on the evaluation of alternative planning solutions, a combination of alternatives was selected as the recommended solution, subject to agency and public review:

- **Improvement of Burnhamthorpe Road West from Loyalist Drive to the West City Limit through widening**
 - Providing and/or improving active transportation facilities including extending the multi-use trail
 - Improving operations at localized intersections
- **Diverting traffic or developing Transportation Demand Management strategies**

The improvements to Burnhamthorpe Road West may include:

- **Widening Burnhamthorpe Road from 2-lanes to 4-lanes from Loyalist Drive to the West City Limit**
- **Providing multi-use trail connections**
- **Implementing intersection improvements to improve traffic operations**

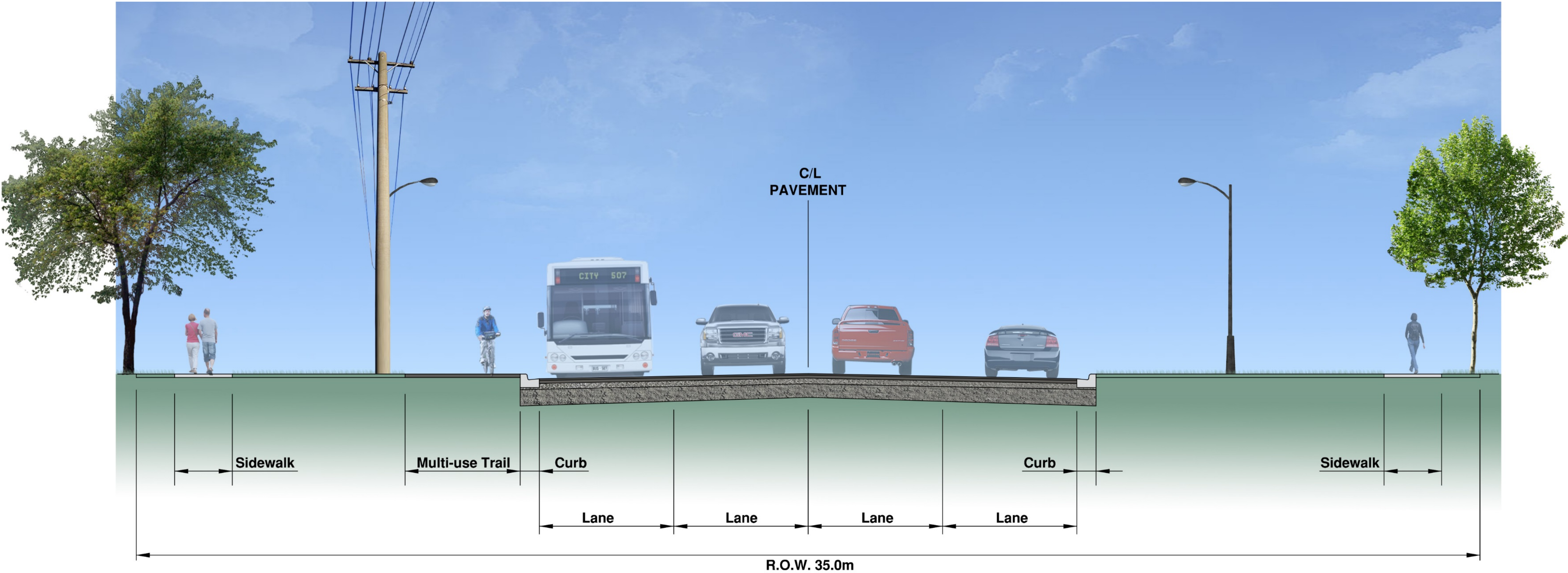
Consideration for Design Concepts

A number of key design constraints are being considered in the development of the alternative design concepts:

- Compatibility with existing and planned road network
- Compatibility with the existing and planned active transportation network
- Intersection and turning lane requirements
- Geometric design requirements
- Highway 403 crossing
- Potential property impacts
- Major utilities and municipal infrastructure in the study area
- Transit service efficiency



Initial Look at Design Concepts



Burnhamthorpe Road West Typical Cross-Section

Next Steps

Following this PIC the Project Team will:

- Review stakeholder comments
- Finalize the problem and opportunity statement
- Select preferred planning solution
- Develop and assess alternative design concepts
- Identify the preliminary preferred design concept
- Meet with technical agencies and stakeholders
- Plan for Public Information Centre No. 2 – June 2018 (tentatively)

How to get involved:

- Request that your name be added to the study mailing list
- Participate in the next PIC
- Provide your feedback by contacting the study team directly

Please share your comments with either Project Manager:

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Your comments are welcome at any time throughout the study however, **we kindly ask that you provide comments with respect to the PIC No.1 materials by March 23, 2018** to allow us to incorporate critical information into the next stage of the study.

For more information on this Study, please visit the project website at:

<http://www.mississauga.ca/portal/residents/burnhamthorpe-west-ea>



Thank you!