

WELCOME

Public Information Centre #1

April 16, 2014, 5:30 p.m. to 8:00 p.m.

**Please sign in and
complete 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 and 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 environmental conditions within the study area;
 - Active transportation considerations (walking, cycling, in-line skating);
 - Alternative solutions being evaluated;
 - Needs and opportunities for a north-south pedestrian/cyclist crossing, following the permanent closure and removal of the Second Line West vehicular crossing of Highway 401;
 - Preliminary preferred planning solution; and,
 - Next steps in the process.



Study Context

- The Second Line West vehicular crossing of Highway 401 is being removed to accommodate the widening of Highway 401. The vehicular crossing will not be replaced.
- The City of Mississauga anticipated the removal of the vehicular crossing through the planning and development of subdivisions and the road network adjacent to Second Line West.
- In 2010, City of Mississauga's Cycling Master Plan identified an opportunity for a pedestrian/cyclist crossing for Second Line West across Highway 401.
- The City of Mississauga has initiated this Class Environmental Assessment (Class EA) Study 'Schedule C', for the Second Line West crossing of Highway 401 to investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist crossing.
- As a separate process, the City is undertaking an analysis related to existing conditions, to investigate public comments for enhanced traffic management in the vicinity of the study area.

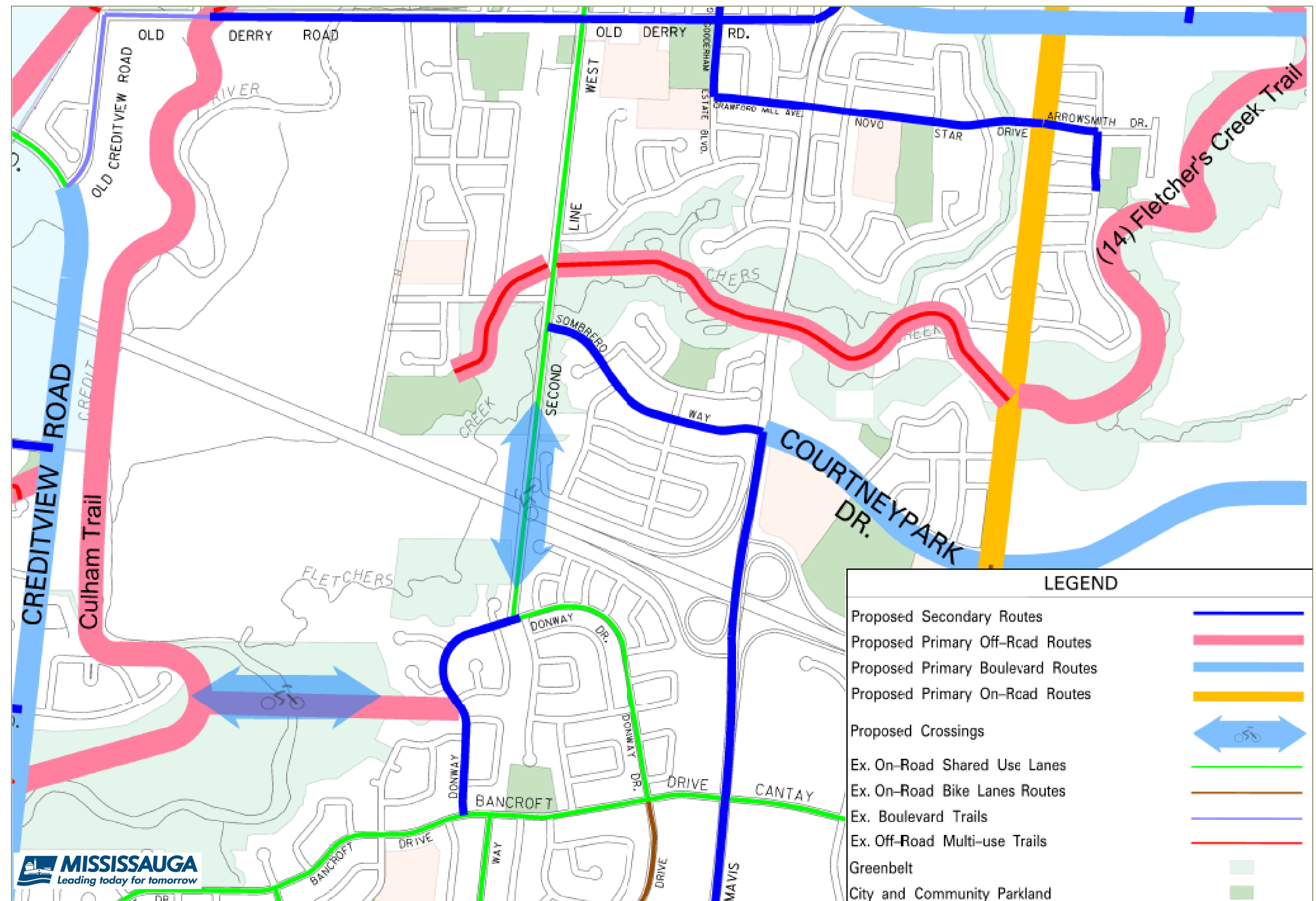


Background Information

Date	Milestone
1958	Opening of the Second Line West vehicular crossing of Highway 401.
1982	Ministry of Transportation (MTO) completed a preliminary design study for Highway 401 from Renforth Drive to Second Line West. Study identified the need for significant capacity improvements to accommodate growing travel demands, including the need for an express/collector system west of the Highway 410/403. MTO and the City met to discuss the permanent closure and removal of the Second Line West bridge. Council subsequently adopted a recommendation for the closure and removal.
June 1994	Second Line West connection to Derry Road West By-pass removed; traffic volume on Second Line West reduced by 45%.
Sept 28, 1994	Council received a petition requesting the closure of Second Line West from Bancroft Drive to Highway 401 due to safety concerns, including a child fatality.
April 16, 1995	City Clerk places Second Line West 'Notice of Closure' in Mississauga News, invites feedback from residents (43 letters of support/13 letters of opposition).
July 12, 1995	City Council registers By-law 215-95, authorizing the closure of Second Line West at Highway 401. Meadowvale Community Association supports closure, on the condition that Mavis Road is improved first. Mavis Road interchange was constructed in 1999.
Mid - late 1990s	Subdivisions adjacent to Second Line West, as well as the local road network, north and south of Highway 401 designed in anticipation of the bridge removal at some point in the future.
August 2005	MTO completed the preliminary design and environmental assessment study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River. This study identified that the Second Line West vehicular crossing will be removed following reconstruction of the Mavis Road interchange. Two public information centres were held. Environmental assessment approved in 2007, with MOE Conditions.
2010	Mississauga's Cycling Master Plan identified an opportunity for a cyclist crossing at Second Line West/Highway 401.
November 2011	City staff met with local residents to advise that the removal of the Second Line West vehicular crossing is moving forward. City also presented findings of a traffic study confirming low traffic volumes on Second Line West across Highway 401 do not warrant the reconstruction of a vehicular bridge. Other studies to be undertaken for traffic mitigation on Sombrero Way for existing conditions.
2012	Due to delays in Highway 401 expansion, MTO indicates an opportunity for co-ordination in permitting/construction staging for a Second Line West /Highway 401 pedestrian/cyclist crossing. Potential cost saving opportunities for the City of Mississauga if a crossing is built at the same time as the MTO's construction.

Future Second Line West Role and Function

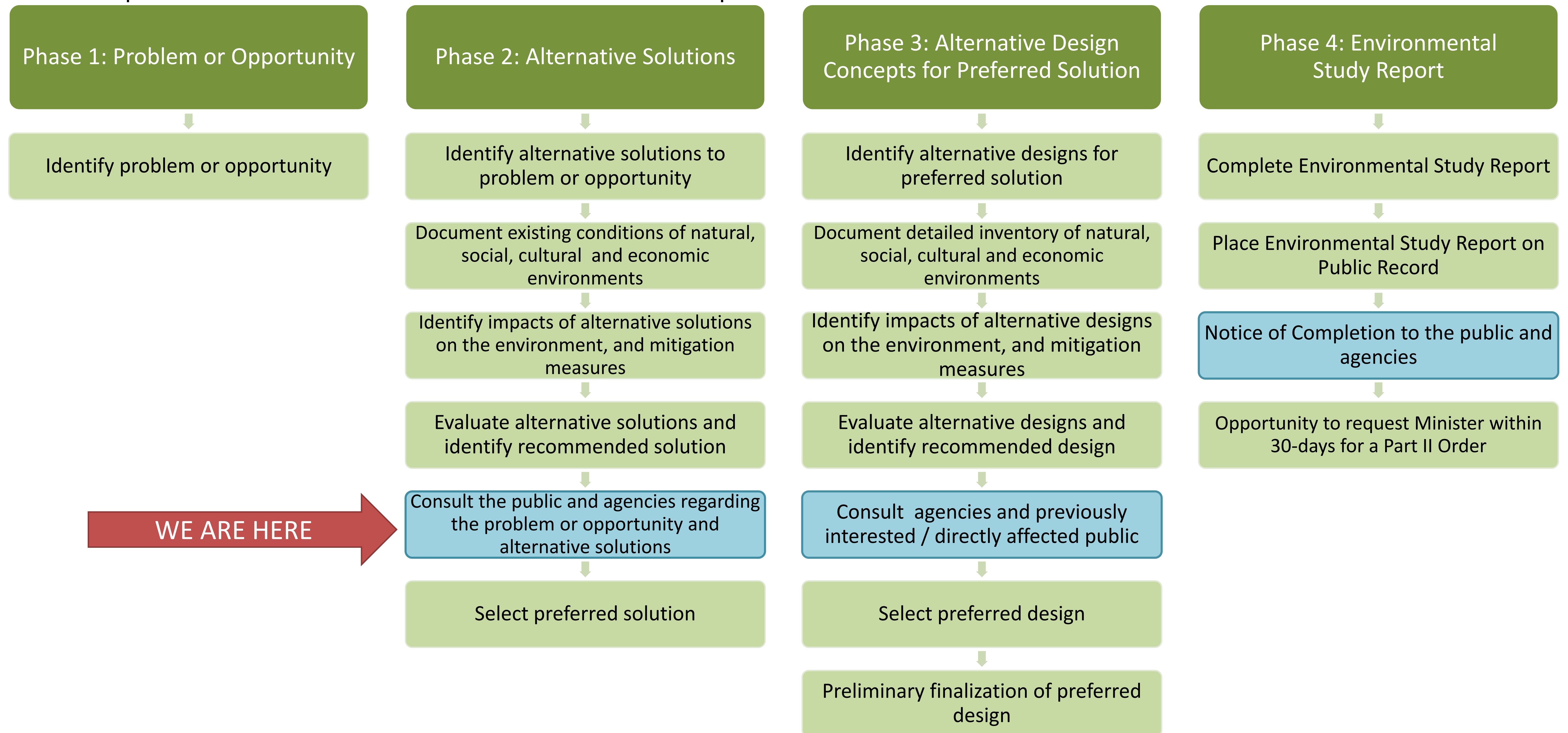
- The Second Line West vehicular crossing of Highway 401 will be closed as early as 2015.
- The existing right-of-way will be re-vegetated to enhance the sensitive natural features within Meadowvale Station Woods (Condition of 2007 EA Approval).
- A proposed Highway 401 crossing is identified in the 2010 Mississauga Cycling Master Plan, as well as Schedule 7 of the City of Mississauga Official Plan.
- The crossing would connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).



Source: Mississauga Cycling Master Plan, Proposed Cycling Route Network, 2010

Class Environmental Assessment 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” and includes two (2) Public Information Centres (PIC).
- 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.
- PIC #1 will present the details of Phases 1 and 2 of the Class EA process.



Planning Principles

City of Mississauga “Our Future Mississauga”

Strategic Plan:

- Identifies opportunities, challenges and external forces that can affect planning for the city’s future; ‘Pillars for Change’
- ‘Completing Our Neighbourhoods’ Pillar for Change has the strategic goal of providing mobility choices; “...to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy.”

City of Mississauga Official Plan:

- Emphasizes the importance of providing for active transportation
- Schedule 7 identifies a future Highway 401 pedestrian/cycling crossing on Second Line West

City of Mississauga Cycling Master Plan:

- Identifies a future Highway 401 pedestrian/cycling crossing on Second Line West
- One of the main goals is to connect all major natural and cultural destinations by cycling routes

City of Mississauga “Living Green” Master Plan:

- Expand alternative forms of transportation, including cycling

Credit River Parks Strategy:

- Plans for a continuous trail system along the Credit River from Port Credit to Mississauga’s northern border
- Expansion of trail connections between parkland/natural areas
- Proposed Second Line West crossing is an important link between Credit Meadows Park and Meadowvale Conservation Area, as well as, the Fletchers Creek and Culham trails

Provincial Policy:

- With respect to walking and cycling, the Growth Plan envisions that “an integrated transportation network will allow people choices for easy travel within and between urban centres throughout the Region”

Highway 401 Expansion:

- MTO completed the Transportation Environmental Study Report in 2005 for highway expansion from the Highway 401/403 interchange to the Credit River; approved in 2007 with MOE Conditions
- Expansion of the highway requires the removal of the existing Second Line West vehicular crossing over Highway 401, as early as 2015
- Opportunity for co-ordination in permitting/construction staging for a Second Line West/Highway 401 crossing, including potential cost savings to the City if a crossing is built at the same time as MTO’s construction

Existing Environmental Conditions

Cultural Environment

- Cultural Heritage Landscapes:
 - Original Highway 401 transportation roadscape (altered by improvements to Highway 401)
 - Fletchers Creek waterscape forms a distinctive visual element from Highway 401/Second Line West
- Built Heritage properties:
 - Mississauga Heritage Register-listed 1850 Pearson-Harris Farm
 - Ontario Heritage Act Designated 1860 Simpson-Humphries house and the Sanford farm barn



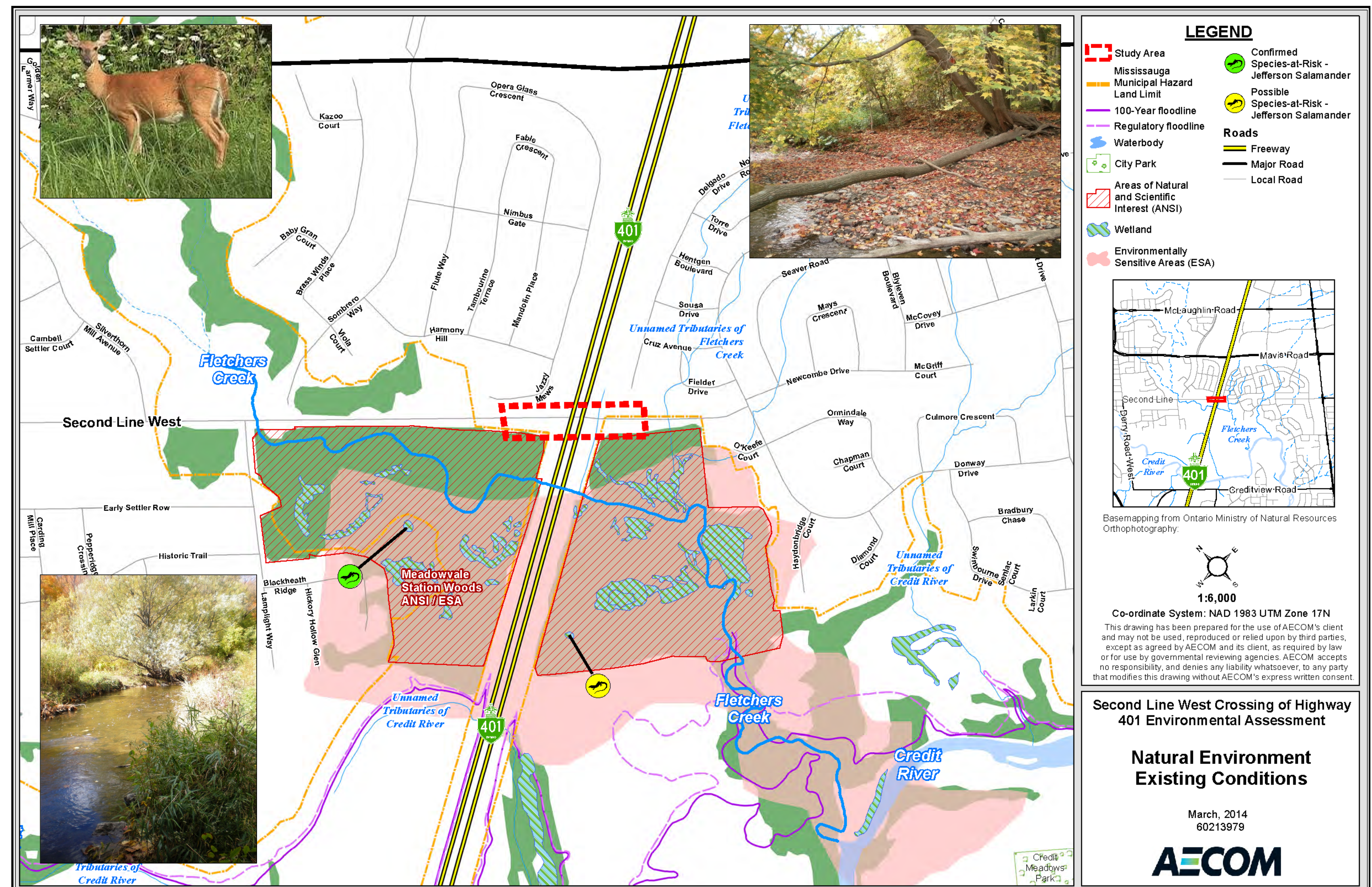
Archaeology

- Within and around Highway 401, the study area has been cleared of archaeological potential

Existing Environmental Conditions

Natural Environment

- Meadowvale Station Woods (MSW) Environmentally Sensitive Area (ESA) and Area of Natural and Scientific Interest (ANSI)
- Fletchers Creek, a Credit River tributary
- Wetlands within Meadowvale Station Woods
- Confirmed Species at Risk Habitats:
 - Jefferson Salamander within MSW
 - Redside Dace within Fletchers Creek
- A wide variety of other wildlife has been observed within Meadowvale Station Woods, including white-tailed deer



Existing Environmental Conditions

Socio-Economic Environment

Land uses along the Second Line West corridor include:

- Highway 401 bisects the study area
- Low density residential and greenbelt, north and south of Highway 401
- Driveway access to one residential/business property north of Highway 401
- Continuation of/access to Fletchers Creek off-road multi-use trail, north of Highway 401
- On-road shared use cycling with connections to other cycling routes and trails
- Fletchers Creek culvert under Highway 401



Needs and Opportunities

Active Transportation:

- Opportunity to enhance pedestrian and cycling route connectivity with the existing and planned network
- 2010 City of Mississauga Cycling Master Plan identifies a proposed Highway 401 crossing
- Buffer pedestrians and cyclists from traffic
- Connection to parks and trails north and south of Highway 401, as part of the Credit River Parks Strategy

Other:

- Coordinate improvements with Highway 401 expansion project
- Align construction and associated costs with Highway 401 construction staging

Problem / Opportunity Statement

The City of Mississauga Official Plan and Cycling Master Plan recognize Second Line West as a cycling route and recommend provision of a pedestrian/cyclist crossing of Highway 401.

An opportunity exists to address the type of pedestrian/cycling connectivity required on Second Line West and take advantage of cost saving opportunities associated with the Highway 401 expansion.

This opportunity allows for the implementation of City-wide strategic objectives which promote sustainable active transportation options that provide residents with opportunities to walk and cycle to reach their destinations, “because it is convenient, connected, desirable and healthy”.

Alternative Solutions Under Consideration

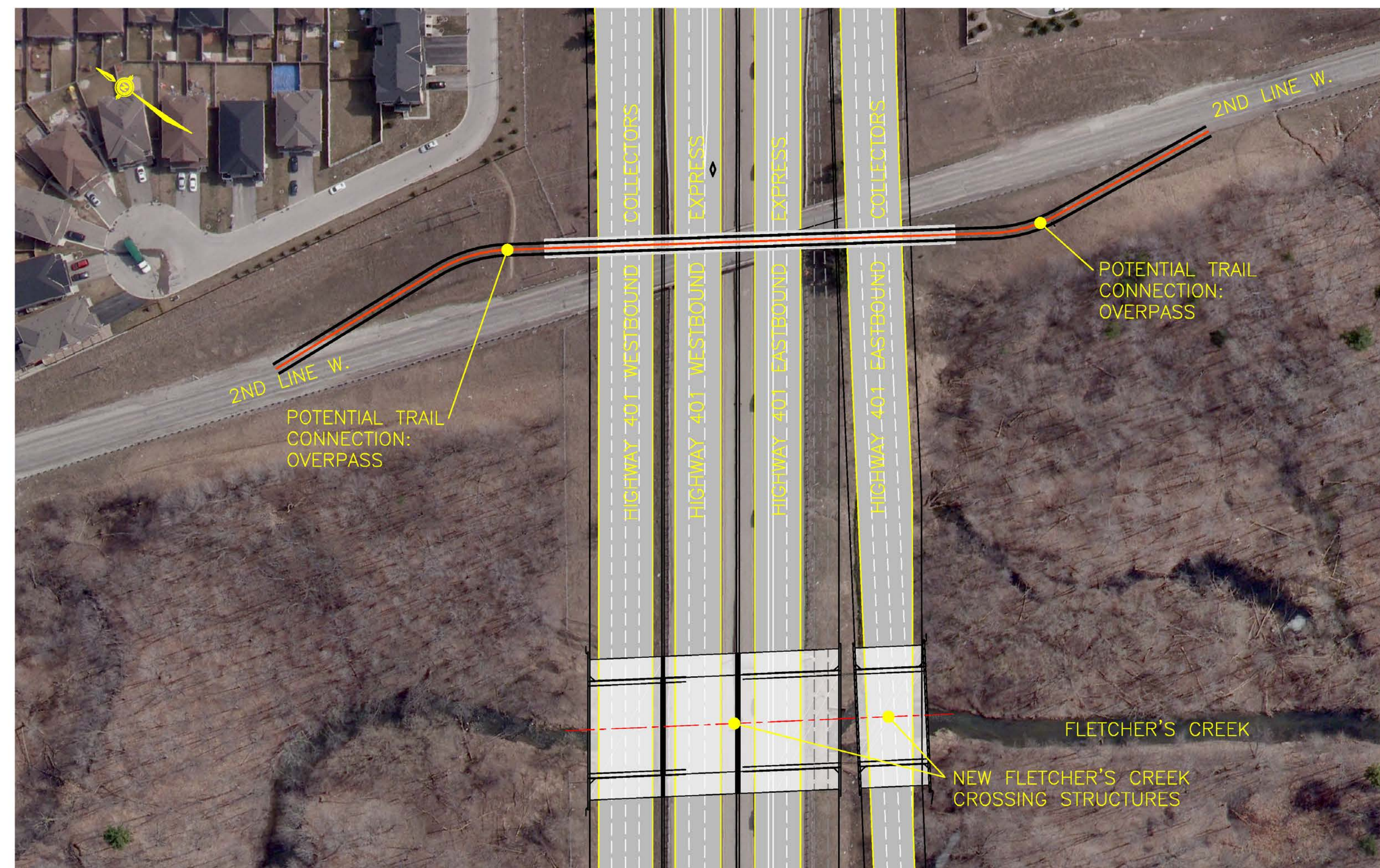
- **Alternative 1 - Do Nothing:** No crossing of Highway 401. Existing vehicular crossing at Highway 401 is removed as per MTO with no provision of a pedestrian/cyclist crossing.
- **Alternative 2 – Underpass - Pedestrian/Cyclist Crossing of Highway 401:** Construct a cycling/pedestrian trail connection utilizing the new Fletchers Creek bridge structures. Underpass options on the Second Line West right-of-way are not viable.
- **Alternative 3 – Overpass - Pedestrian/Cyclist Crossing of Highway 401:** Construct a pedestrian/cyclist overpass within the existing Second Line West right-of-way.



Underpass Versus Overpass



Underpass
Pedestrian/Cyclist Crossing of Highway 401
'Alternative 2'



Overpass
Pedestrian/Cyclist Crossing of Highway 401
'Alternative 3'

How are the Alternative Solutions Evaluated?

The following assessment criteria have been used to evaluate alternative solutions:

- **Technical:** safety – conflicts with vehicular traffic, crossing security, costs, ease of construction, permitting and coordination with external and regulatory agencies, timing
- **Cultural Environment:** archaeological resources, built and cultural landscape
- **Socio-Economic Environment:** connectivity of pedestrians/cyclists across Highway 401 and beyond, compliance with planning policies, transportation plans and other relevant agreements/approvals, noise impacts and property requirements
- **Natural Environment:** vegetation and wildlife, watercourses and fisheries, Species at Risk and designated natural heritage areas (ESA, ANSI, wetlands)

Evaluation Criteria	EVALUATION OF ALTERNATIVE SOLUTIONS		
	Alternative 1 Do Nothing – No Crossing Of Highway 401	Alternative 2 Underpass Pedestrian / Cyclist Crossing	Alternative 3 Overpass Pedestrian / Cyclist Crossing
TECHNICAL			
Safety – Conflicts with Vehicular Traffic <ul style="list-style-type: none">Potential for vehicle / cycling conflict	<ul style="list-style-type: none">Highest potential for conflict - To cross Highway 401 in this area, cyclists must travel east to Mavis Road which has several cyclist/vehicle conflict points at the Highway 401 ramps, or west to Creditview Road where there is a high potential for vehicle / cycling conflict on the Highway 401 bridge due to reduced width and gravel shoulders.	<ul style="list-style-type: none">Low potential for conflict between cyclists and vehicles due to exclusive use of trail and underpass at Highway 401 by cyclists and pedestrians.	<ul style="list-style-type: none">Low potential for conflict between cyclists and vehicles due to exclusive use of crossing over Highway 401 by cyclists and pedestrians.
Safety – Crossing Security <ul style="list-style-type: none">Opportunity to provide a high level of personal safety with use of crossing	<ul style="list-style-type: none">No change; no impact	<ul style="list-style-type: none">Provides low level of personal security due to low visibility on trail and within the Highway 401/Fletchers Creek underpass	<ul style="list-style-type: none">Provides high level of personal security due to high visibility of overpass
Connectivity of Pedestrians / Cyclists across Highway 401 and Beyond <ul style="list-style-type: none">Potential to provide a north-south connection and to adjacent communities	<ul style="list-style-type: none">No opportunity to provide connectivity for pedestrians / cyclists across Highway 401.No connectivity to adjacent existing and planned cycling routes on either side of Highway 401.	<ul style="list-style-type: none">Significant improvement to exclusive pedestrian / cyclist connectivity with passage under the highway.Improvement to pedestrian /cycling connectivity to adjacent and planned cycling routes.	<ul style="list-style-type: none">Significant improvement due to exclusive pedestrian/cycling use of structure across the highway.Improvement to pedestrian/ cycling connectivity to adjacent and planned cycling routes.
Costs <ul style="list-style-type: none">Potential cost for design, construction and maintenance	<ul style="list-style-type: none">No cost	<ul style="list-style-type: none">Higher crossing alternative costs due to complex design. Will require a re-design of the Fletchers Creek crossing structures, as well as coordination with agencies (i.e. MOE, MNR, CVC).Seasonal maintenance of underpass and trail connections (re-surfacing).	<ul style="list-style-type: none">Lower crossing alternative costs due to moderate complexity and coordination with agencies (i.e. MOE, MNR, CVC).Seasonal maintenance (i.e. snow clearing).
Ease of construction <ul style="list-style-type: none">Staging and compatibility with other projects (e.g. Highway 401 mainline widening)	<ul style="list-style-type: none">No change to existing conditions	<ul style="list-style-type: none">Proposed Highway 401 crossing structure of Fletchers Creek does not meet City's vertical requirements for flood protection.The new structures would have to be lengthened at a considerable cost.Would have to be built within MTO contract.	<ul style="list-style-type: none">Opportunity to construct part or all of the crossing structure within the MTO Highway 401 contract.Could be built after MTO contract but at higher cost.
Permitting and Coordination with External and Regulatory Agencies <ul style="list-style-type: none">Permits and/or agency approvals/agreements and coordination	<ul style="list-style-type: none">No permit or coordination required	<ul style="list-style-type: none">Subject to permits from MNR, CVC; extensive consultation required.Extensive consultation with MTO due to re-design of Fletchers Creek crossing, as well as staging, permitting and connection of trail.	<ul style="list-style-type: none">May be subject to permits from MNR, CVC.Consultation with MTO regarding staging, permitting, construction of overpass.
Timing <ul style="list-style-type: none">Ability to construct within a reasonable timeframe	<ul style="list-style-type: none">No change	<ul style="list-style-type: none">Construction of underpass may not be compatible with MTO schedule for Highway 401 widening due to re-design of Fletchers Creek crossing.	<ul style="list-style-type: none">Construction of part or all of the pedestrian /cycling structure is compatible with MTO schedule for Highway 401 widening.
CULTURAL ENVIRONMENT			
Archaeological and Built /Cultural Heritage Resources <ul style="list-style-type: none">Impacts known archaeological sites along the routeImpacts known heritage buildings or cultural landscapes	<ul style="list-style-type: none">No impact	<ul style="list-style-type: none">Potential impact due to the need for a trail connection outside of the existing ROW.No impact to built or cultural heritage	<ul style="list-style-type: none">No impact provided design and construction are within existing ROW; study area is previously disturbed and cleared of archaeological potential.No impact to built or cultural heritage
SOCIO-ECONOMIC ENVIRONMENT			
Compliance with Planning Polices, Transportation Plans and other relevant agreements/approvals	<ul style="list-style-type: none">Does not adhere to 2010 City of Mississauga Cycling Master Plan and 2011 OP (Schedule 7: Long Term Cycling Routes); does not provide for north south cycling crossing of Highway 401	<ul style="list-style-type: none">Adheres to 2010 City of Mississauga Cycling Master Plan and 2011 OP (Schedule 7: Long Term Cycling Routes); provision for north south cycling crossing of Highway 401.	<ul style="list-style-type: none">Adheres to 2010 City of Mississauga Cycling Master Plan and 2011 OP (Schedule 7: Long Term Cycling Routes); provision for north south cycling crossing of Highway 401.
Noise Impacts <ul style="list-style-type: none">Potential for noise impacts along ROW and within MSW	<ul style="list-style-type: none">No change to existing conditions	<ul style="list-style-type: none">Minimal increase along ROW and within Meadowvale Station Woods in noise due to cycling/pedestrian use of trail and underpass.	<ul style="list-style-type: none">Minimal increase along ROW in noise due to cycling/pedestrian use of trail and overpass.No impact to Meadowvale Station Woods
Property Requirements	<ul style="list-style-type: none">No property required	<ul style="list-style-type: none">Easement required from MTO for trail connection within MSW	<ul style="list-style-type: none">No property required
NATURAL ENVIRONMENT			
Vegetation and Wildlife <ul style="list-style-type: none">Amount of woodlot or hedgerows affected or removedImpacts to wildlife	<ul style="list-style-type: none">Full restoration plan can be implemented (as per MOE Condition of Approval) within existing Second Line West ROW on both sides of Highway 401.Significant improvement to vegetation and wildlife habitat due to reduced human activity.	<ul style="list-style-type: none">Opportunity for integration with the re-vegetated/restored area within Second Line West ROW.Greater human activity alongside Fletchers Creek and within Meadowvale Station Woods, therefore potential for negative impacts within woodlot and wildlife habitat from garbage, trespass etc.	<ul style="list-style-type: none">Could be integrated with re-vegetated area within Second Line West ROW.Moderate improvement to surrounding existing vegetation and wildlife habitat with exclusive use of overpass by cyclists /pedestrians.
Watercourses and Fisheries <ul style="list-style-type: none">Aquatic habitat within or adjacent to Fletchers Creek that may be harmfully altered or disturbed	<ul style="list-style-type: none">No impact	<ul style="list-style-type: none">Greater human activity alongside Fletchers Creek and within Meadowvale Station woods, therefore potential for negative impacts to Fletchers Creek and adjacent areas from garbage, trespass etc.	<ul style="list-style-type: none">No impact
Species at Risk <ul style="list-style-type: none">Amount and quality of SAR (Jefferson Salamander, Redside Dace) and/or habitat removal or disturbance	<ul style="list-style-type: none">No impact	<ul style="list-style-type: none">Disturbance to regulated habitat (both Jefferson Salamander and Redside Dace) from construction of a trail and human activity.Endangered Species Act permit required	<ul style="list-style-type: none">No Endangered Species Act permit required due to construction within existing ROW
Designated Natural Heritage Areas (ESAs, ANSIs, wetlands) <ul style="list-style-type: none">Amount of ESA, ANSI or wetlands removed or disturbed	<ul style="list-style-type: none">Significant improvement to Meadowvale Station Woods ESA/ANSI with reduced human activity	<ul style="list-style-type: none">Potential for negative impacts on Meadowvale Station Woods ESA/ANSI due to increased human activity along the trail and underpass	<ul style="list-style-type: none">No impact due to construction of overpass within existing ROW
OVERALL SUMMARY AND CONCLUSIONS	NOT PREFERRED; DOES NOT ADDRESS NEEDS AND OPPORTUNITIES	NOT PREFERRED; DOES NOT ADDRESS NEEDS AND OPPORTUNITIES	CARRIED FORWARD

Preliminary Preferred Solution

Illustrative Examples of Pedestrian/Cyclist Overpass



Highway 401 Pedestrian Bridge
Cambridge, Ontario



Caledon Trailway Bridge over Highway 10
Caledon, Ontario



Pioneer Cycling and Pedestrian Overpass
Surrey, British Columbia



Design to be determined at next stage in EA Study

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 alternative solution for the Second Line West crossing of Highway 401.
- Develop and evaluate design concepts for the preferred solution and identify potential impacts from each design.
- Present design concepts(s) and the preliminary preferred design option at the next Public Information Centre planned for May/June 2014.
- Confirm preferred design option based on public, stakeholder and agency input.
- Prepare the Environmental Study Report and issue Notice of Study Completion (30-day public review process); anticipated in Summer 2014.

Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **April 30, 2014** to either of the individuals listed below:

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Public comments will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you would like more information on the Second Line West Crossing of Highway 401 Class EA please visit the project website at:

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