

# WELCOME

## Public Information Centre Second Line W. Neighbourhood Traffic Study

Wednesday, April 16, 2014 | 5:30 – 8:00pm

Please sign in and fill in a comment sheet.  
Direct any questions/comments to Study Team  
Members.



# Study background and purpose

## BACKGROUND:

- In 1982, City of Mississauga Council adapted a recommendation for the removal of Second Line W. vehicular crossing over Highway 401 to accommodate the Ministry of Transportation Ontario (MTO)'s Highway 401 widening project.
- In 2005, the MTO documented the need for the removal of the crossing in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River.
- On November 16, 2011, City of Mississauga staff met with the members of the public to discuss updates on Highway 401 widening project including the permanent removal of Second Line W. vehicular crossing.
- In the 2011 public meeting, the members of the public raised a number of concerns related to the existing transportation operation conditions in the surrounding neighborhood and Second Line W. vehicular crossing removal proposal by the MTO.
- The City of Mississauga has initiated a Municipal Class Environmental Assessment for a cyclist/pedestrian crossing over Highway 401.

## PURPOSE:

- To provide a summary of the public comments collected at the 2011 public meeting and the proposed actions to respond to the existing and future conditions upon removal of Second Line W. vehicular crossing.



# Comments Received and Actions

| Issues                                                                                   | Potential Mitigation/Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mavis Rd/Sombrero Way Intersection</b>                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Heavy eastbound right turn movement and limited storage                                  | <ul style="list-style-type: none"> <li>- Potential for implementation of right turn lane subject to warrant analysis and consultation with the public and agencies.</li> <li>- See conceptual design on the slide 7 (For Discussion Purposes ONLY).</li> </ul>                                                                                                                                                                                                                                                                                                                     |
| Inadequate signal timing for the eastbound right turn movement                           | <ul style="list-style-type: none"> <li>- The existing signal timing meets standards; however it will be reviewed upon removal of the vehicular crossing to identify opportunities for optimization.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                     |
| Inadequate signal timing for pedestrians to cross east/west across Mavis Rd.             | <ul style="list-style-type: none"> <li>- The existing signal timing meets standards; however it will be reviewed upon removal of the vehicular crossing to identify opportunities for optimization.</li> <li>- Pedestrians are expected to apply pedestrian push button and wait for the right signal in advance of crossing.</li> </ul>                                                                                                                                                                                                                                           |
| Pedestrian conflict with eastbound right turning traffic. High risk of collisions.       | <ul style="list-style-type: none"> <li>- Enhanced crosswalk pavement markings (Spring/Summer 2014)</li> <li>- 5-year collision history has been reviewed. A total of 98 collisions have been observed, majority of the collisions relate to north-south movements, with 10% of the collisions associated with the eastbound direction. One fatal collision (May 2013) is observed with a rear-end initial impact, involving two southbound vehicles. Further in-depth safety review of the intersection will be undertaken to identify appropriate mitigation measures.</li> </ul> |
| <b>Sombrero Way</b>                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| High risk of collision                                                                   | <ul style="list-style-type: none"> <li>- 5-year collision history has been reviewed. A total of 16 Property Damage Only collisions have been observed, with 47% rear end collisions. This is a typical frequency for a minor collector road.</li> </ul>                                                                                                                                                                                                                                                                                                                            |
| Long queues: difficulty for motorists exiting driveways in the AM peak hour              | <ul style="list-style-type: none"> <li>- Enhanced pavement markings and other improvements (as identified above) could enhance driveway operation and safety along the road.</li> <li>- Continuous monitoring of operations upon removal of the vehicular structure.</li> </ul>                                                                                                                                                                                                                                                                                                    |
| School buses stop for passenger pick up on Sombrero – relocate pickup/dropoff            | <ul style="list-style-type: none"> <li>- On-going discussions with Student Transportation of Peel Region – Peel District School Board i.e. The opportunity for school bus stop consolidation is being considered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                       |
| Parking challenges the northwest corner                                                  | <ul style="list-style-type: none"> <li>- Opportunity to enhance parking restriction in the intersection proximity</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Second Line West</b>                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Second Line is a speedway north and south of the bridge - can speed studies be arranged? | <ul style="list-style-type: none"> <li>- Speed studies have been scheduled for Spring/Summer 2014 and findings could be made available in PIC 2 of the Class EA study for the Active Transportation crossing</li> </ul>                                                                                                                                                                                                                                                                                                                                                            |
| Request for weekend traffic counts on Second Line W.                                     | <ul style="list-style-type: none"> <li>- Recent counts have been collected. AM Peak Hour traffic volume is significantly higher than weekend peak hour; thus analysis was undertaken for AM Peak Hour only.</li> <li>- Internal intersections show typical volumes, much more consistently spread out throughout the day, with significantly less on weekends.</li> </ul>                                                                                                                                                                                                          |
| Request for weekend traffic counts on Mavis Road in vicinity of Heartland Centre.        | <ul style="list-style-type: none"> <li>- Recent counts have been collected. Weekend traffic volumes tend to be identical to weekdays.</li> <li>- Industrial side streets show significant volume decreases compared to weekdays, while residential side streets show similar traffic volumes compared to weekdays.</li> <li>- Regardless of volume increases along Mavis Road on weekends, traffic volumes on residential side streets are typical and are consistent with other similar neighbourhoods in the City.</li> </ul>                                                    |



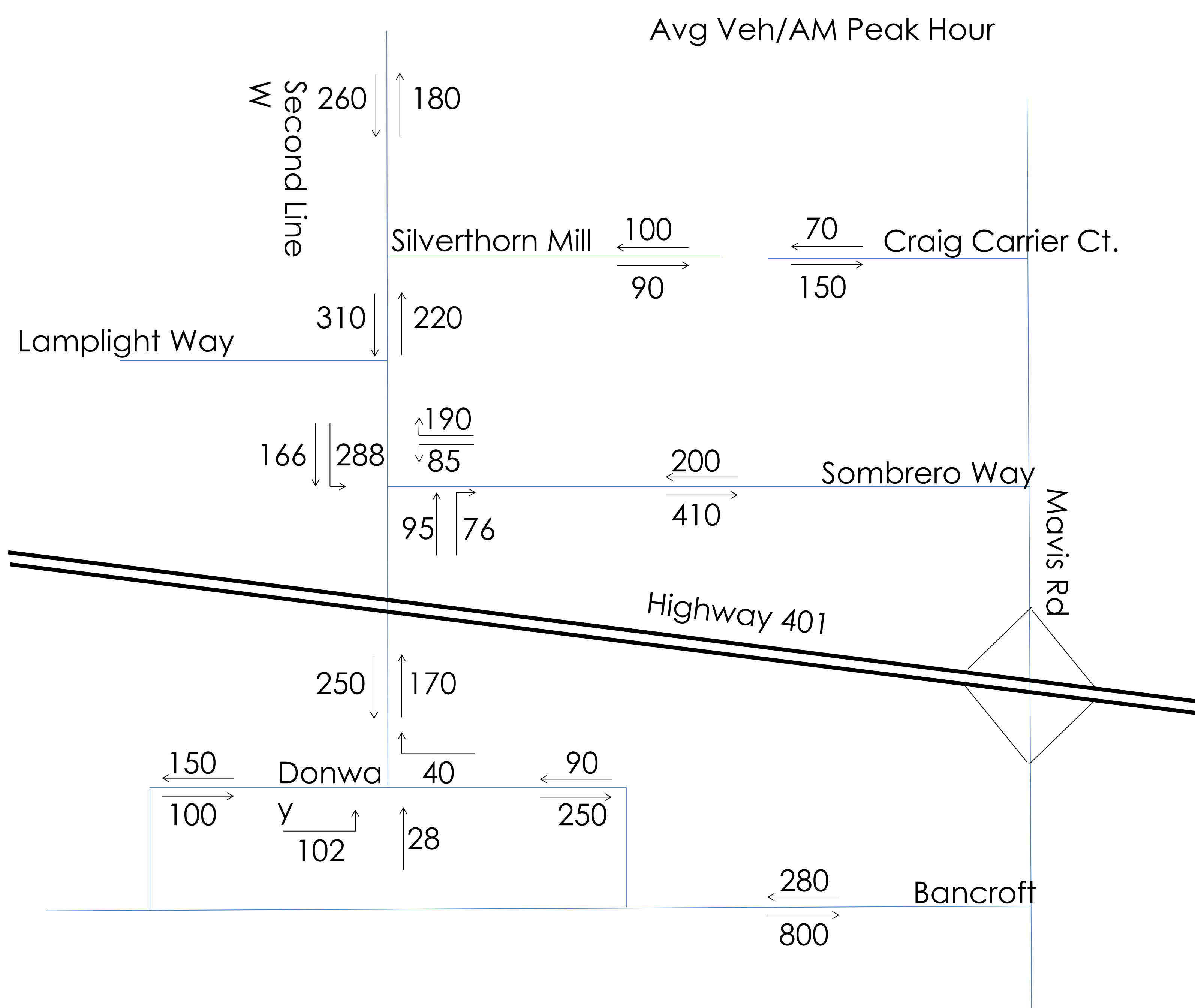
# Comments Received and Actions

| Issues                                                                                                                                                                                                                                 | Potential Mitigation/Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Excessive speeding on Donway - can this be monitored?                                                                                                                                                                                  | <p style="text-align: center;"><b>Donway Dr</b></p> <ul style="list-style-type: none"> <li>- Speed studies have been scheduled for Spring/Summer 2014 and findings could be made available in PIC 2 of the Class EA study for the Active Transportation crossing.</li> </ul>                                                                                                                                                                                  |
| Heavy left turn volume and long delays on Bancroft E/B left to N/B Mavis - can signal timing be reviewed – need for a second left turn lane.                                                                                           | <p style="text-align: center;"><b>Bacroff Drive</b></p> <ul style="list-style-type: none"> <li>- Investigate opportunity for signal timing improvements</li> <li>- Investigate opportunity for implementation of dual left turn phase subject to feasibility, operational impacts and consultation with the public.</li> <li>- Please see conceptual design on the slide 7 (For Discussion Purposes ONLY).</li> </ul>                                         |
| Staff have earlier investigated traffic infiltration in the Bancroft / Donway neighbourhood south of the highway – results and mitigation measures (if any required)                                                                   | <ul style="list-style-type: none"> <li>- There are a number of destinations within the subject neighbourhoods i.e. schools, churches, conservation centres, parks, etc which are assumed to attract trips from the out side boundary of these neighbourhoods. These are not considered cut through trips.</li> <li>- The long and circuitous route through the neighbourhoods would not offer a faster alternative compared to the arterial roads.</li> </ul> |
| Is there capacity on Boyer for the left turn E/B to N/B Mavis Rd?                                                                                                                                                                      | <p style="text-align: center;"><b>Boyer Boulevard</b></p> <ul style="list-style-type: none"> <li>- Investigate opportunity for signal timing improvements</li> <li>- Investigate opportunity for implementation of dual left turn phase subject to feasibility, operational impacts and consultation with the public.</li> <li>- Please see conceptual design on the slide 7 (For Discussion Purposes ONLY).</li> </ul>                                       |
| <b>Other measures to alleviate traffic pressure off Sombrero Way</b>                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| To investigate opportunities to distribute traffic demand across the network via other new horizontal accesses to Mavis Road i.e. Right-in-right-out (R-I-R-O) opportunities at Brass Winds Place, Old Derry Rd and Crawford Mill Ave. | <ul style="list-style-type: none"> <li>- Significant implications are expected.</li> <li>- The implementation of these network changes require further discussion/consultation with the members of the public.</li> </ul>                                                                                                                                                                                                                                     |

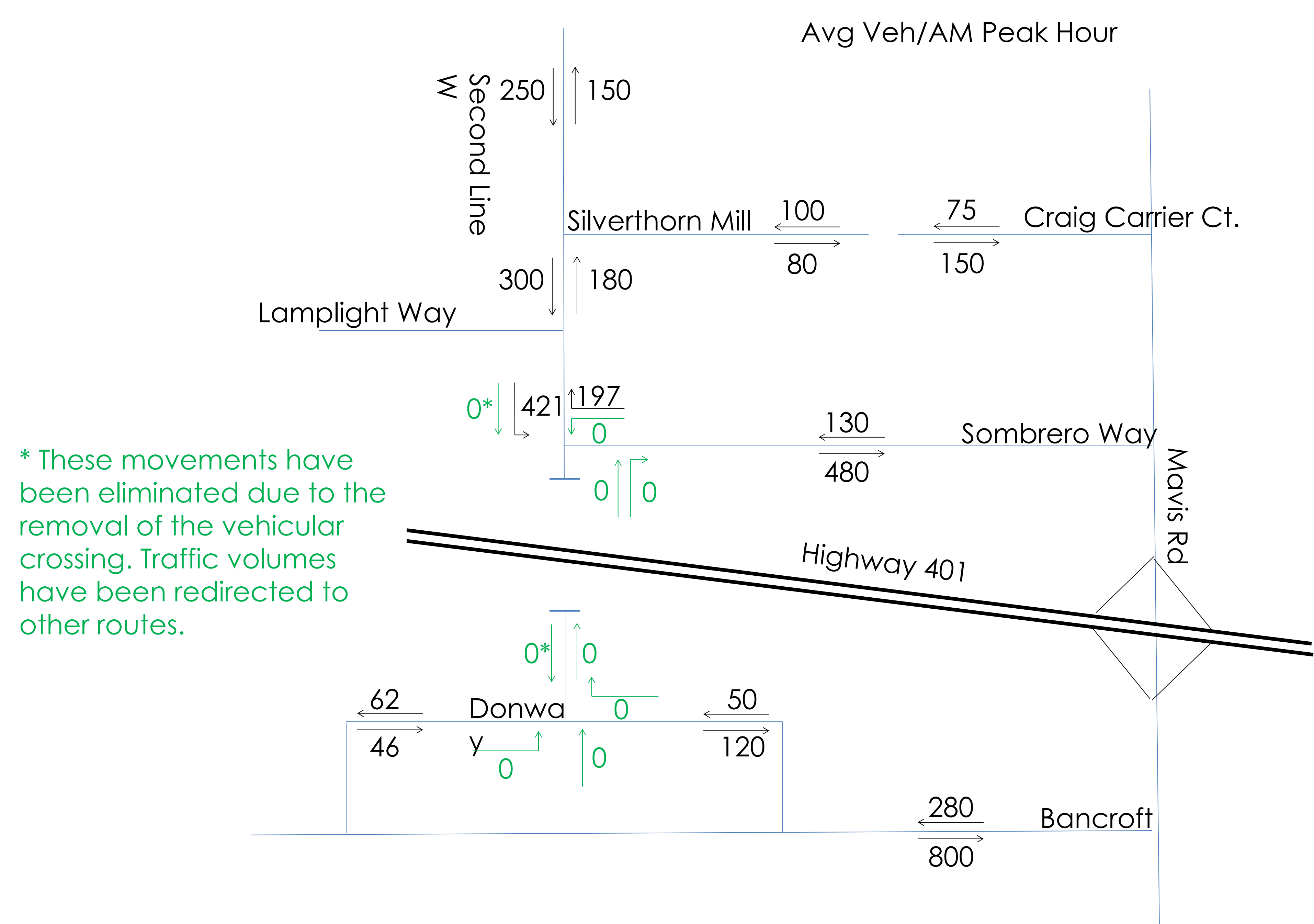


# Traffic Patterns (With and Without Vehicular Crossing)

## Existing Traffic Volumes | With 2<sup>nd</sup> Line connection



## Modified Traffic Volumes | Without 2<sup>nd</sup> Line connection



- Elimination of northbound vehicle traffic from the south and southbound vehicle traffic from the north of Highway 401
- Increase of ~70 vehicles during the morning peak hour in the eastbound direction on Sombrero Way
- decrease of ~70 vehicles during the morning peak hour in the westbound direction on Sombrero Way
- When accounting for the trips re-distribution/re-assignment due the removal of the vehicular crossing, the modified traffic volumes have been estimated based on the existing travel patterns which considered to be the worst case scenario when determining impacts on Sombrero Way.
- Changes in travel patterns on Sombrero Way are marginal; however, as a Minor Collector, Sombrero Way remains within the acceptable traffic volume thresholds.

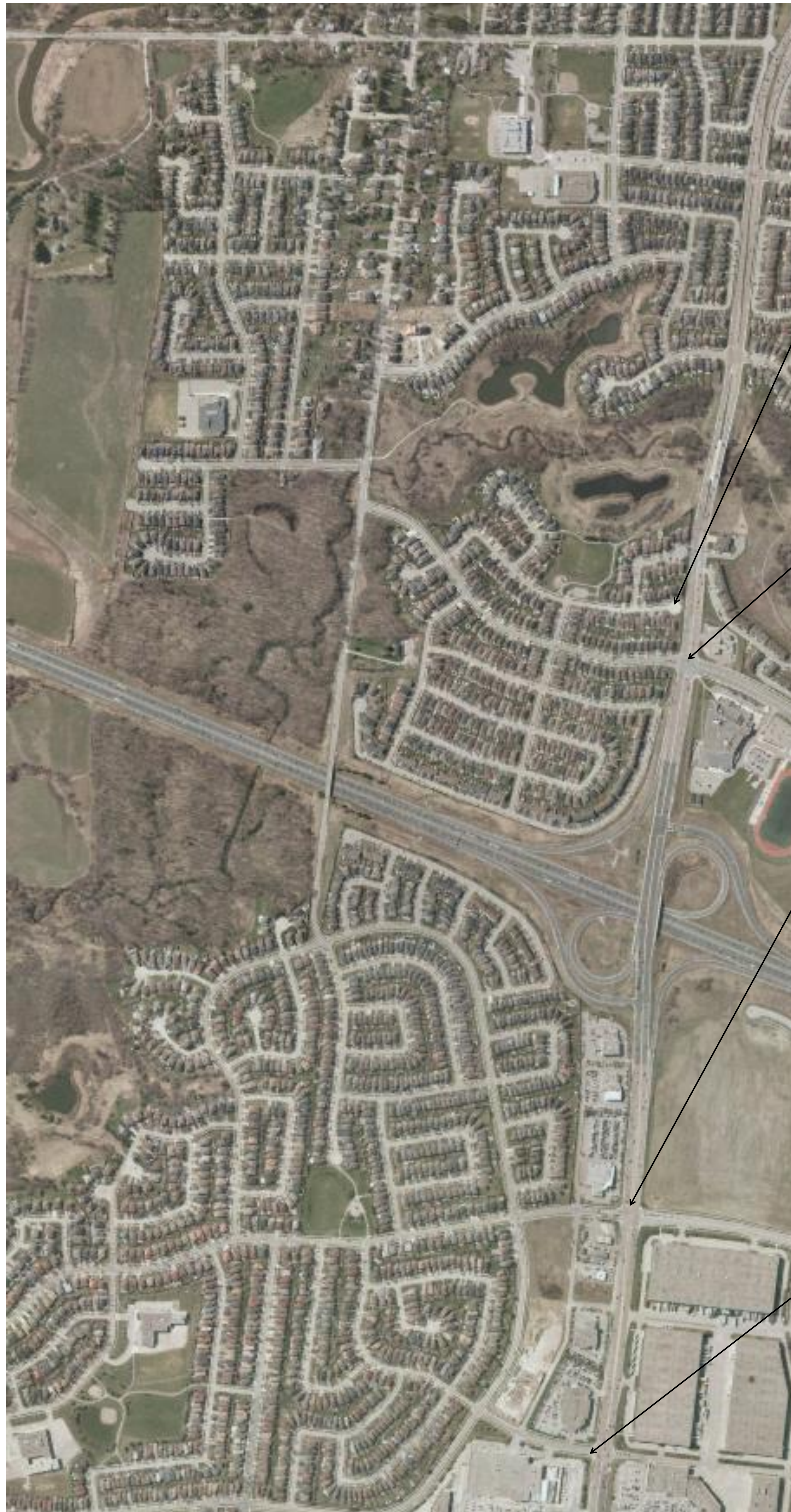


# Future Traffic Patterns (With and Without Vehicular Crossing)

- The study area has a built out condition with little opportunity for new development. Should a development application be received, it will be subject to comprehensive Transportation Impact Studies for the immediate study area, including impacts and mitigation measures.
- A high level review of future traffic volume changes was conducted, in association with the removal of the vehicular Second Line West crossing.
- The future trip distributions have been estimated based on the existing travel patterns which are considered to be the more accurate representation of the future traffic movement on the road network.
- In general, it is anticipated that traffic volumes would increase in the future for both future scenarios i.e. with and without the vehicular crossing. The high level analysis of the future conditions shows that the removal of the vehicular crossing on Second Line W would lead to:
  - ✓ Elimination of northbound vehicle traffic from the south and southbound vehicle traffic from the north of Highway 401
  - ✓ Decrease of ~80 vehicles during the morning peak hour in the westbound direction on Sombrero Way
  - ✓ Increase of ~60 vehicles during the morning peak hour in the eastbound direction on Sombrero Way
- While it is anticipated that traffic volumes would increase within the study area (accounting for any future developments), yet the overall road capacity is expected to remain within an acceptable threshold.



# Potential Geometric Improvements when Warranted



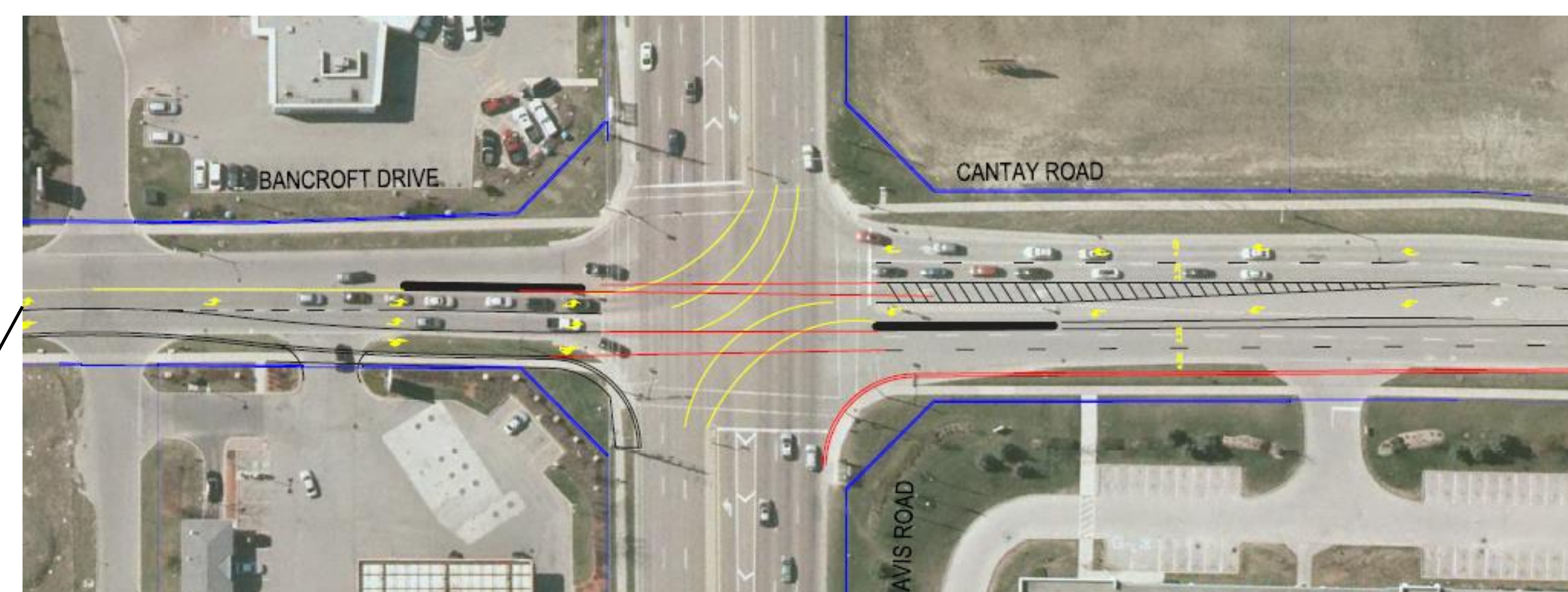
Brass Winds Place – Right-In



Sombrero Way/Mavis – Improved eastbound RT storage



Bancroft/Mavis – Eastbound dual left-turn movement



Boyer/Mavis – Eastbound dual left-turn movement



- The presented conceptual designs are for information purposes only and subject to further review.
- Drivers' behavioral adjustments to road network changes take time (~ 6 months). The City will monitor the traffic patterns after the removal of the vehicular crossing. The post removal traffic volumes and patterns will then be assessed and appropriate mitigations will be undertaken subject to warrants, consultation with the members of the public and agencies and funding availability.



# Next Steps

- It is anticipated that the proposed improvement measures would be implemented in stages to respond to existing traffic conditions.
- The City will further review concerns and address issues i.e. on-street parking, enhanced pavement markings, school bus stop consolidation, etc. prior to the removal of the vehicular crossing.
- A monitoring program will be developed to measure operations and safety conditions after the removal of the vehicular crossing.
- The monitoring program will investigate new traffic conditions and patterns and conduct warrant analysis for improvements, subject to public consultation.

Thank you for 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 or email your comments by **April 30, 2014** to:

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