



CITY OF MISSISSAUGA NOTICE OF STUDY COMMENCEMENT

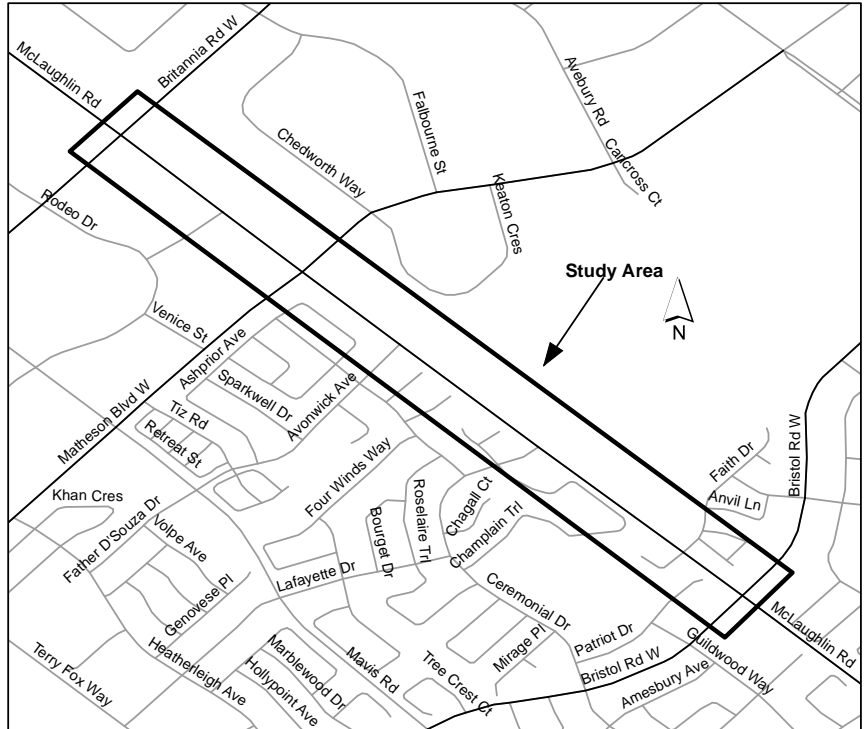
Municipal Class Environmental Assessment Study for McLaughlin Road

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C' including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West.

Within the study area, McLaughlin Road is located next to the Britannia Farm woodlot, and consists of two travel lanes, a centre turning lane in some sections, a continuous sidewalk on the west side, partial sidewalk on the east side, and no bike lanes. According to the City's current Official Plan, McLaughlin Road is designated as a Major Collector road within the study area and a Scenic Route from Bristol Road West to Matheson Boulevard West.

The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road, while taking into consideration the Scenic Road designation, adjacent land uses and plans for a cycling route.



This study will follow a comprehensive, sound and open planning process in order to recognize and accommodate the multi-modal transportation needs of the corridor, through a Context Sensitive Design Approach.

THE PROCESS:

The study will be conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "*Municipal Class Environmental Assessment*," (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act. The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts.

COMMENTS:

Public participation will form an integral part of the Class Environmental Assessment study to ensure that the ongoing concerns of the public and affected groups within the study area are identified, documented and assessed. A minimum of two Public Information Centres will be held and advertised in advance to enable the public to meet the project team and to share their feedback to better address needs and opportunities. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment. Furthermore, any parties that wish to comment on or to be involved in the Class EA study should indicate their interest, preferably in writing to:

Abdul Shaikh, P.Eng., PMP
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, Ontario, L5B 2T4
Tel: 905-615-3200, Ext. 3734
Fax: 905-615-3173
E-mail: abdul.shaikh@mississauga.ca

Don Drackley MCIP RPP
Consultation Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-679-1930
Fax: 416-675-4620
E-mail: ddrackley@ibigroup.com

City of Mississauga Class EA Study for McLaughlin Road
Contact List

Contact Name	Address	City, PR, PC	Email	PHONE
FEDERAL AGENCIES				
Aboriginal Affairs and Northern Development Canada	Consultation and Accommodation Unit	10 Wellington Street	Gatineau, QC K1A 0H4	UCA-CAU@aadnc-aandc.gc.ca
Transport Canada - Ontario Region	Environmental Coordinator	4900 Yonge Street 4th Floor (PHE)	North York, ON M2N 6A5	EnviroOnt@tc.gc.ca
Member of Parliament	Ms. Eve Adams, M.P.	4870 Tomken Road Unit 7	Mississauga, ON L4W 1J8	905-625-1201
PROVINCIAL AGENCIES				
Ontario Ministry of Agriculture Food and Rural Affairs	Mr. David Cooper, Manager - Environmental and Land Use Policy	1 Stone Road West	Guelph, ON N1G 4Y2	david.cooper@ontario.ca 519-826-3117
Ministry of Aboriginal Affairs Office of the Secretary, Negotiations	Pam Wheaton, Director	720 Bay Street	Toronto, ON M5G 2K1	
Ontario Ministry of Tourism, Culture and Sport	Mr. Dean Hustwick, Director	Hearst Block, 10th Floor, 900 Bay Street	Toronto ON M7A 2E2	dean.hustwick@ontario.ca 416-326-9579
Ontario Ministry of Tourism, Culture and Sport	Ms. Laura Harcher, Heritage Planner	Suite 1700, 401 Bay Street	Toronto, ON M7A 0A7	laura.hatcher2@ontario.ca 416-314-3108
Infrastructure Ontario	Anna Di Misa, Manager Planning Unit	900 Bay Street, 4th Floor Hearst Building	Toronto, ON M7A 2E3	Anna.DiMisa@ontario.ca 416-212-3561
Ontario Ministry of Municipal Affairs and Housing	Mr Ralph Walton, Director	777 Bay Street, 13 th Floor	Toronto ON M5G 2ES	ralph.walton@ontario.ca 416-585-7260
Ontario Ministry of Natural Resources and Forestry	Ms. Melinda Thompson, Species at Risk Biologist	50 Bloomington Road	Aurora, ON L4G 0L8	melinda.thompson@ontario.ca 905-713-7425
Ontario Ministry of Natural Resources and Forestry	Ms. Jackie Burkart, District Planner	50 Bloomington Road	Aurora, ON L4G 0L8	Jackie.Burkart@ontario.ca 905-713-7368
Ontario Ministry of Natural Resources and Forestry	Mr. Steven Strong, District Planner	50 Bloomington Road	Aurora, ON L4G 0L8	steven.strong@ontario.ca 905-713-7366
Ontario Ministry of Natural Resources and Forestry	Ms. Debbie Pella Keen, District Manager	50 Bloomington Road	Aurora, ON L4G 0L8	debbie.pellakeen@ontario.ca 905-713-7372
Ontario Ministry of the Environment and Climate Change	Ms. Tina Dufresne, District Manager - Halton-Peel District	4145 North Service Road Suite 300	Burlington, ON L7L 6A3	tina.dufresne@ontario.ca 905-319-1870
Ontario Ministry of the Environment and Climate Change	Mr. Trevor Bell, Environmental Resource Planner and EA Coordinator	Place Nouveau 9th Floor, 5775 Young Street	Toronto, ON M2M 4J1	trevor.bell@ontario.ca 416-326-3577
Ontario Ministry of the Environment and Climate Change Environmental Approvals Branch	Ms. Kathleen Hedley, Director	135 St. Clair Avenue West, 1st Floor	Toronto, ON M4V 1P5	kathleen.hedley@ontario.ca 416-314-8452
Ontario Ministry of the Environment and Climate Change, Environmental Assessment Services	Ms. Annamaria Cross	135 St. Clair Avenue West, 1st Floor	Toronto, ON M4V 1P5	annamaria.cross@ontario.ca 416-314-8452
Ontario Ministry of Transportation GO Transit	Manager Mr. Dan Francey, Manager - Marketing and Planning Services	900 Bay Street, 6th Fl 20 Bay Street, Suite 600	Toronto, ON M7A 2E1 Toronto, ON M5J 2N3	
REGIONAL AGENCIES				
Regional Municipality of Peel	Manager - Engineering and Infrastructure Planning	10 Peel Centre Drive	Brampton, ON L6T 4B9	905-791-7800 ext
Region of Peel, Public Works	Mr. John Hardcastle, Manager Development Services	10 Peel Centre Drive	Brampton, ON L6T 4B9	
Region of Peel, Public Works	Mr. Althaf Farouque, Planner	10 Peel Centre Drive	Brampton, ON L6T 4B9	
Peel Regional Police	Office in Charge of Operational Planning	7750 Hurontario Street	Brampton, ON L6V 3W6	
Peel Regional Health Services	Mr. Paul Callanan, Director - Environmental Health	10 Peel Centre Drive, 6th Floor	Brampton, ON L6T 4B9	
Peel Regional Paramedic Services	Mr. Peter Dundas, Director of Ambulance and Emergency Programs	5299 Maingate Drive	Mississauga, ON L4W 1G6	

City of Mississauga Class EA Study for McLaughlin Road
Contact List

	Contact Name	Address	City, PR, PC	Email	PHONE
Peel Regional Paramedic Services	Mr. Dana Ralph Banke, Supervisor, Risk and Audit	5299 Maingate Drive	Mississauga, ON L4W 1G6	Dana.Banke@peelregion.ca	905-791-7800 x39
Peel District School Board	Mr. Steve Hare, Manager of Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6	steve.hare@peelsb.com	
Peel District School Board	Mr. Paul Mountford, Intermediate Planning Officer	5650 Hurontario Street	Mississauga, ON L5R 1C6	paul.mountford@peelsb.com	905-890-1010 x22
Peel District School Board	Mr. Jaspal Gill, Transportation Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6	jaspal.gill@peelsb.com	
Peel District School Board	Asma Saddi, Transportation Division, Transportation Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6	saddia@peelregion.ca	905-791-7888
Peel District School Board	Ms. Janet McDougald, Chair	5650 Hurontario Street	Mississauga, ON L5R 1C6	janet.mcdougald@peelsb.com	905-890-1010
Peel District School Board	Mr. Randy Wright	5650 Hurontario Street	Mississauga, ON L5R 1C6	randy.wright@peelsb.com	
Peel District School Board	Ms. Suzanne Nurse	5650 Hurontario Street	Mississauga, ON L5R 1C6	Suzanne.Nurse@peelsb.com	
Peel District School Board	Ms. Sue Lawton	5650 Hurontario Street	Mississauga, ON L5R 1C6	Sue.Lawton@peelsb.com	
Peel District School Board	Mr. Robert Crocker	5650 Hurontario Street	Mississauga, ON L5R 1C6	Robert.Crocker@peelsb.com	
Peel District School Board	Mr. Eric Williams	5650 Hurontario Street	Mississauga, ON L5R 1C6	Eric.Williams@peelsb.com	
Peel District School Board	Branko Vidovic	5650 Hurontario Street	Mississauga, ON L5R 1C6	branko.vidovic@peelsb.com	
Dufferin-Peel Roman Catholic School Board	Mr. Vince Nichilo, Superintendent of Planning and Development	40 Matheson Boulevard	Mississauga, ON L5R 1C5		
Student Transportation of Peel Region	Mr. Tom Howe	5685 Keaton Cres.	Mississauga, ON L5R 3H5	tom.howe@dpcdsb.org	905-890-9680 x 7
Region of Peel, Public Works	Steve Ganesh, Manager of Roads, Transportation Planning	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Region of Peel, Public Works	Damian Albanese, Director of Engineering and Construction	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Region of Peel, Public Works	Simon Hopton, Collection and Communal Treatment Wastewater Division	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Credit Valley Conservation Authority	Mr. Liam Marry, Senior Planner/Ecologist	1255 Old Derry Road	Mississauga, ON L5R 6R4	lmarry@creditvalleyca.ca	905-670-1615
Credit Valley Conservation Authority	Mr. Jakup Kills, Planner	1255 Old Derry Road	Mississauga, ON L5R 6R4		
LOCAL AGENCIES					
City of Mississauga Fire Department	Mr. John McDougall, Fire Chief	15 Fairway Road West	Mississauga, ON L5B 1K7		
City of Mississauga Community Services, Heritage Planning	Paula Wubbenhorst, Senior Heritage Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	Paula.Wubbenhorst@mississauga.ca	
City of Mississauga	John Calvert, Director - Policy Planning	300 City Centre Drive	Mississauga, ON L5B 3C1		
City of Mississauga	Jacqueline Hunter, Active Transportation Technologist	300 City Centre Drive	Mississauga, ON L5B 3C1	Jacqueline.hunter@mississauga.ca	
City of Mississauga Cycling Advisory	Stephanie Smith, Legislative Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	stephanie.smith@mississauga.ca	
City of Mississauga Cycling Advisory	Donnie Morris, Chair	300 City Centre Drive	Mississauga, ON L5B 3C1	Donnie.Morris@ca.gt.com	
City of Mississauga Accessibility Committee	Diana Simpson, Accessibility Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	diana.simpson@mississauga.ca	
City of Mississauga	Councillor Carolyn Parrish	300 City Centre Drive	Mississauga, ON L5B 3C2	carolyn.parrish@mississauga.ca	
FIRST NATIONS					
Mississaugas of the New Credit First Nation	Chief R. Stacey LaForme	8545 Townline Road RR1	Hagersville, ON N0A 1H0	Stacey.LaForme@newcreditfirs	905-768-1133
Mississaugas of the New Credit First Nation	Fawn Sault	8545 Townline Road RR1	Hagersville, ON N0A 1H0		
Association of Iroquois and Allied Indians	Denise Stonefish, Grand Chief	387 Princes Avenue	London, ON N6B 2A7		
Six Nations of the Grand River Territory	Chief Ava Hill	P.O. Box 5000	Ohswaken, ON N0A 1M0		519-445-2201
Haudenosaunee Confederacy Chiefs Council	Hohahes Leroy Hill	2634 6th Line Road RR2	Ohswaken, ON N0A 1M0	hdi2@bellnet.ca	905-765-1749
STAKEHOLDERS					
Rogers	Ms. Marian Wright, Planning Co-ordinator	3573 Wolfedale Road	Mississauga, ON L5C 3T6		
Bell Canada	Ms. Wendy Lefebvre, Design Manager - Access Network	5115 Creekbank Road West 3rd Floor	Mississauga, ON L4W 5R1		
Enbridge Gas Distribution Inc.	Mr. Mike McGivry, Special Project Supervisor	500 Consumers Road	North York, ON M2J 1P8		
Hydro One	Mr. George Juhn, Manager - Lines and RPW Programs	483 Bay Street, North Tower, 15th Floor	Toronto, ON M5G 2P5		
Enersource Mississauga	Mr. Paul Sidu, Senior Manager - System Planning	3240 Mavis Road	Mississauga, ON L5C 3K1		
TransCanada Pipeline	Katherine Lange	11200 Weston Road, P.O. Box 790	Maple, ON L6A 1S7		
IBI Group Quality Control	Don Drackley	32 Drew Avenue	Cambridge, ON N1S 3R5		
The Friends of the Old Britannia Schoolhouse	Sir/Madame	5576 Hurontario Street	Mississauga, ON L5R 1B3		
Mississauga Cycling	Sir/Madame	via website			
Mississauga Cycling Advisory Committee	Irwin Nayer			irwin@rogers.com	
Mareka Properties (2000) Ltd.	Rosann Gore, Property Manager	278 Manitoba Street	Toronto, Ontario M8Y 4G9	woodsend@marekapm.com	416-255-7300 ext.
Mareka Property Management	Caresse Seguin, Property Manager			Woodsend@marekapm.com	
Orlando Corporation	Gary Kramer	6205 Airport Road 5th Flr	Mississauga, ON L4V 1E3	kramerg@orlandocorp.com	905-677-5480



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

September 25, 2012

Name

Address

Dear :

**CITY OF MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
FOR MCLAUGHLIN ROAD, FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST
INITIAL AGENCY CONSULTATION**

Please be advised that the City of Mississauga has retained IBI Group to undertake a Municipal Class Environmental Assessment Study Schedule 'C', including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West. This study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this road section, while taking into consideration its Scenic Road designation, adjacent land uses and plans for a cycling route. The McLaughlin Road EA will be conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011).

As part of this study, agencies, stakeholders and members of the public with a potential interest in the McLaughlin Road Class EA are being contacted and given the opportunity to provide input to the study, participate in the study development and to attend scheduled Public Information Centres.

A Notice of Study Commencement is attached will be advertised in the Mississauga News. Please complete and return the attached Notification Response Sheet if you would like to be kept informed about the study development.

If you have additional comments or questions, please feel free to contact the undersigned.

IBI Group

A handwritten signature in black ink, appearing to read 'Don Drackley', written in a cursive style.

Don Drackley, MCIP, RPP
Senior Associate

DD/mr

Encl. Notification Response Sheet
Notice of Commencement

Name – September 25, 2012

cc: Abdul Shaikh, City of Mississauga
Allan Ortlieb, IBI Group



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

September 25, 2012

Ms. Agatha Garcia-Wright
Director
Environmental Assessment and Approvals Branch
Ministry of the Environment
12th Floor, 2 St. Clair Avenue West
Toronto, ON M4V 1L5

Dear Ms. Garcia-Wright:

**CITY OF MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
FOR MCLAUGHLIN ROAD, FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**

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The Ontario Ministry of the Environment has advised that as part of consultation requirements identified in the Municipal Class EA process, we are to identify all Aboriginal communities that could potentially be affected in the project area. Through this letter, the following First Nations contacts have been notified of the project, and are invited to confirm interest in participating in the project:

1. Mr. Martin Rukavina, Aboriginal and Ministry Relationships Branch, Aboriginal Affairs and Northern Development Canada
2. Mr. Don Boswell, Senior Claims Analyst, Specific Claims Branch, Ontario Research Team, Aboriginal Affairs and Northern Development Canada
3. Ms. Pam Wheaton, Director, Ontario Secretariat for Aboriginal Affairs Office of the Secretary, Negotiations
4. Ms. Wendy Cornet, Manager, Consultation Unit, Ministry of Aboriginal Affairs
5. Mr. David Pickles, Team Lead, Consultation Unit, Ministry of Aboriginal Affairs
6. Chief Bryan LaForme, Mississaugas of the New Credit First Nation
7. Ms. Denise Stonefish, Grand Chief, Association of Iroquois and Allied Indians

Ms. Agatha Garcia-Wright – **Error! Reference source not found.**

To provide your comments or to request additional information concerning this project, please contact the undersigned.

Sincerely

IBI Group

A handwritten signature in black ink, appearing to read "Drackley".

Don Drackley, MCIP, RPP
Senior Associate
ddrackley@ibigroup.com

cc: Abdul Shaikh, City of Mississauga
Allan Ortlieb, IBI Group



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

September 25, 2012

Mr. George Karlos
Manager
Environmental Assessment Services
Ministry of the Environment
12th Floor, 2 St. Clair Avenue West
Toronto, ON M4V 1L5

Dear Mr. Karlos:

**CITY OF MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
FOR MCLAUGHLIN ROAD, FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**

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3. Ms. Pam Wheaton, Director, Ontario Secretariat for Aboriginal Affairs Office of the Secretary, Negotiations
4. Ms. Wendy Cornet, Manager, Consultation Unit, Ministry of Aboriginal Affairs
5. Mr. David Pickles, Team Lead, Consultation Unit, Ministry of Aboriginal Affairs
6. Chief Bryan LaForme, Mississaugas of the New Credit First Nation
7. Ms. Denise Stonefish, Grand Chief, Association of Iroquois and Allied Indians

Mr. George Karlos – September 25, 2012

To provide your comments or to request additional information concerning this project, please contact the undersigned.

Sincerely

IBI Group

A handwritten signature in black ink, appearing to read "Drackley".

Don Drackley, MCIP, RPP
Senior Associate
ddrackley@ibigroup.com

cc: Abdul Shaikh, City of Mississauga
Allan Ortlieb, IBI Group

**CITY OF MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY FOR MCLAUGHLIN ROAD**

NOTICE OF STUDY COMMENCEMENT

To: Involved External Government Agencies and Stakeholder Groups
Date: September 25, 2012
From: Marianne Radue, IBI Group TO-24RX12.0246

Subject: **NOTIFICATION RESPONSE SHEET C/O M. Radue, IBI Group**

Body paragraph»You are invited to complete and fax or e-mail this form to our office at 416-675-4620 or marianne.radue@ibigroup.com indicating whether your agency, department or group can provide comments on the above-noted study, as described in the accompanying Notice of Study Commencement **by October 22, 2012**. Thank you for your attention to this matter.

Agency/Department, Company or Group

Name of Reviewer

Phone #: _____ Fax # _____ e-mail: _____

Please check the appropriate response below:

☐ No Comments ☐ No Concerns ☐ No Need For Further Contact
☐ Request Being Kept Informed ☐ Request Direct Involvement ☐ Have Comments (below/attached)

INITIAL COMMENTS (or prepare separate submission):

DATE: _____





CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE #1

Municipal Class Environmental Assessment Study for McLaughlin Road

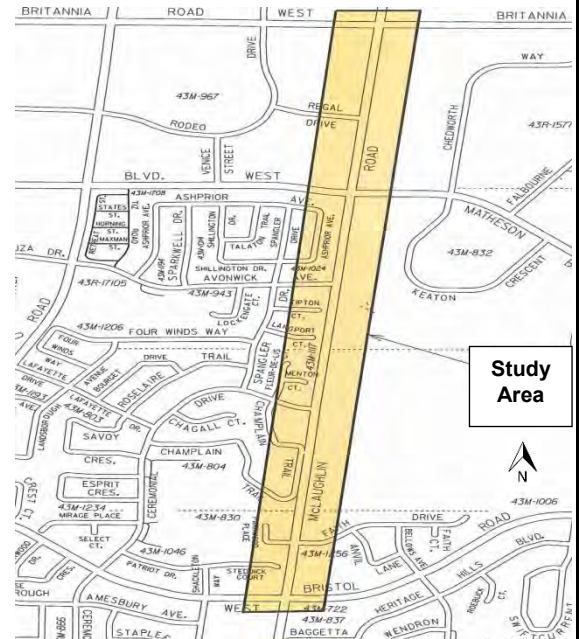
THE STUDY:

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The study is being undertaken to investigate the need for additional north-south capacity, and traffic management and safety improvements along this section of McLaughlin Road, while taking into consideration the Scenic Route designation, adjacent land uses and plans for a cycling route.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act.



PUBLIC CONSULTATION:

Public consultation is a vital component to this study. Public Information Centre (PIC) #1 is being held to receive your input, comments and concerns on the Class EA, existing and future traffic conditions, environmental constraints, improvement needs and opportunities, and the alternative solutions being considered. At this PIC, the City of Mississauga will display information in an open house format on these and other subjects being addressed in the Class EA, including the preliminary preferred planning alternatives. Representatives from the City and the project consulting team will be present to answer questions and discuss next steps.

The PIC will be held as follows:

Date: Tuesday, January 29, 2013
Time: 5:00 p.m. to 8:00 p.m. Drop-In Centre
Location: Peel District School Board, "Mississauga Room"
5650 Hurontario Street, Mississauga (access off Matheson Blvd.)

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the project mailing list to be notified about upcoming public meetings, please contact:

Abdul W. Shaikh, P.Eng., PMP
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, Ontario, L5B 2T4
Tel: 905-615-3200, Ext. 3734
Fax: 905-615-3173
E-mail: abdul.shaikh@mississauga.ca

Don Drackley MCIP RPP
Consultation Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-679-1930
Fax: 416-675-4620
E-mail: ddrackley@ibigroup.com



City of Mississauga

**PUBLIC INFORMATION CENTRE # 1
MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD
FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**

PIC #1 SUMMARY REPORT

MARCH, 2013



MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

DOCUMENT CONTROL

Client:	City of Mississauga
Project Name:	McLaughlin Road Class EA
Report Title:	Public Information Centre # 1 Municipal Class EA Study for McLaughlin Road from Bristol Road West to Britannia Road West
IBI Reference:	
Version:	FINAL – March 2013
Digital Master:	J:\24RX12.0246_Miss-Class EA\10.0 Reports\PIC\PIC #1 Summary Report
Originator:	Marianne Radue, Environmental Planner, IBI Group
Reviewer:	Allan Ortlieb P.Eng., Project Manager, IBI Group
Authorization:	
Circulation List:	
History:	

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ENCLOSED APPENDICES

Appendix A: Notice of Public Information Centre #1

Appendix B: Attendance Register

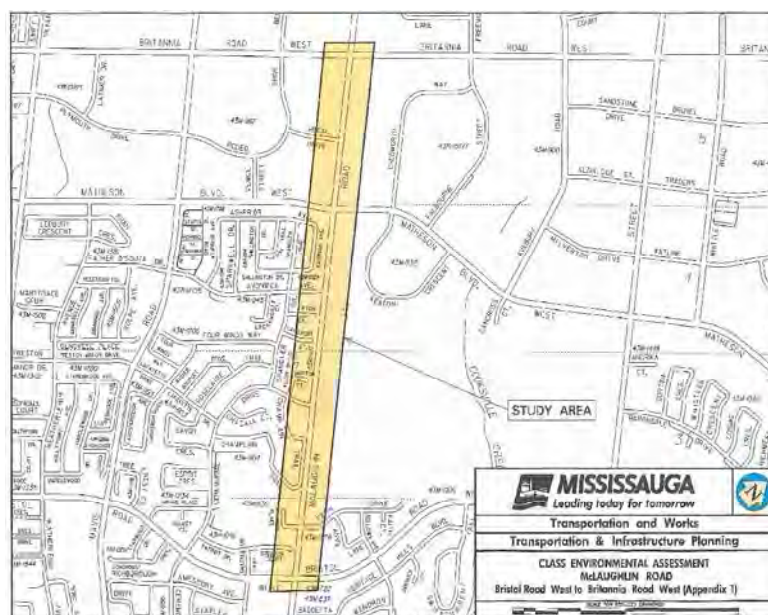
Appendix C: Display Panels

Appendix D: Comment Forms

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

1. INTRODUCTION

The City of Mississauga has retained IBI Group to undertake the Class Environmental Assessment (Class EA) Study 'Schedule C' including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West (see Exhibit 1). The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road, while taking into consideration the Scenic Road designation, adjacent land uses and plans for a cycling route. The study will be conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association *"Municipal Class Environmental Assessment,"* (October 2000, as amended in 2011).

Exhibit 1. Study Area

The first Public Information Centre (PIC) was held to introduce the project and discuss the issues to be addressed by the Class EA. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2. NOTICE OF PUBLIC INFORMATION CENTRE #1

The Notice of PIC #1 (**Appendix A**) was published in the Mississauga News on January 16, 2013. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice of PIC was also posted on the City of Mississauga website (<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>) which was accessible to all external stakeholders and members of the public.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

The Notice of PIC was mailed to residences within 300m of the study area, and mailed or e-mailed to contacts identified on the Project Contact List which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public; and
- Stakeholders.

3. PUBLIC INFORMATION CENTRE

The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Tuesday, January 29, 2013
Time: Information Display Drop In: 5:00 p.m. to 8:00 p.m.
Location: Peel District School Board, "Mississauga Room"
 5650 Hurontario Street
 Mississauga, Ontario L5R 1C6

Approximately 79 individuals attended the PIC (79 signed in). The attendance register is available under **Appendix B**. Councilor Bonnie Crombie and members of her team were present. In addition members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

Abdul W. Shaikh, Project Manager, City of Mississauga
Steve Barrett, Manager, Transportation Asset Management, City of Mississauga
Farhad Shahla, Transportation Project Engineer, City of Mississauga
Sue Ann Laking, City of Mississauga
Jacquelyn Hayward Gulati, Manager, Cycling Office, City of Mississauga
Allan Ortlieb, Project Manager, IBI Group
Don Drackley, Transportation Planning, IBI Group
Scott Johnston, Traffic Engineer, IBI Group
Marianne Radue, Environmental Planner, IBI Group

The materials presented at the PIC, including comment forms, were made available on-line on the City of Mississauga website. The last day to receive public comment on the information presented was on **February 12, 2012**.

4. INFORMATION PRESENTED

Display panels were organized in a manner which effectively presented information on the project. The exhibits listed in Exhibit were on display at the PIC and can be viewed in full in **Appendix C**.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

Exhibit 2: Display Boards

i. Welcome Board	xi. Future Traffic Conditions
ii. Purpose of the Public Information Centre/Study Area	xii. Needs and Opportunities
iii. Study Context	xiii. Summary of Public Comments Received to Date
iv. Class EA Process	xiv. Alternative Solutions Under Consideration
v. McLaughlin Road: Role and Function/Other Transportation Related Policies	xv. How are Alternative Solutions Evaluated?
vi. Scenic Route Designation	xvi. Alternative Solutions
vii. Natural Heritage/Archaeological/Cultural Heritage/Existing Cycling and Pedestrian Conditions	xvii. Mid-Block Cross-Sections Under Consideration for the Preferred Planning Solution
viii. Infrastructure Along McLaughlin Road/Existing Transit Service	xviii. Cycling Options Under Consideration for the Preferred Planning Solution
ix. Transportation Safety	xix. Next Steps/Thank-you
x. Existing Operating Deficiencies/Growth Considerations	

5. COMMENTS FROM THE PUBLIC

The public was requested to submit comments by **February 12, 2013**. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total 58 comment forms were completed and submitted to the project team during or after the PIC along with two email responses. Exhibit 3 summarizes written comments/concerns received as of **February 19, 2013**. All comment forms and correspondence received is available in **Appendix D**.

Exhibit 3: Summary of Comments/ Concerns

Question #1 My property/interest is:	
	Number of Responses
• Access onto and off McLaughlin Road	40
• Residential property	50
• Travel along McLaughlin Road	40
• Commercial/Industrial property	1
• General interest	15
• Other	
1. Have clients who live there.	
2. Environmental impact of supposed scenic route.	
3. Scenic route.	
4. The sugar bush.	
5. Noise/truck traffic.	
6. Cycling.	

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

Question #2 How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?					
Number of Responses					
• Daily	47				
• Weekly	7				
• Monthly	2				
• Rarely	1				
Question #3 Please rank the following types of potential solutions to improve operations within the corridor.					
	#1	#2	#3	#4	#5
• Improve intersection operations (i.e. add traffic signals, restrict left turns)	24	10	7	5	5
• Improve transit services/facilities (i.e. frequency of service, bus stops)	3	8	8	10	16
• Increase road capacity/operations (i.e. add travel lanes, turn lanes)	13	6	3	4	14
• Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)	6	13	8	10	11
• Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)	12	7	14	10	6
• Other					
1. Add lane on east side.					
2. No changes needed, protect nature.					
3. Leave as is. Please do not touch the trees. Widen Mavis Road instead.					
4. Preserve the scenic route Bristol Road West-Matheson Boulevard West. No widening.					
5. Enforcement and removal of truck traffic.					
6. Widen Mavis and Hurontario.					
7. Do nothing.					
8. Increase safety and reduce car accidents.					
9. Limit traffic by detour to Mavis Road.					
10. Roundabout at key intersections.					
11. Make it one way southbound.					
12. Speed bumps to slow down traffic.					
13. Status Quo.					
Question #4 In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?					
• Put a traffic signal at Avonwick Avenue and McLaughlin Road.					
• Do nothing.					
• Widen other roads (e.g., Mavis Road and Highway 10).					
• Road calming options to decrease the speed of traffic (e.g., speed bumps).					
• Bike lanes are not necessary.					
• People should use alternative routes (e.g., Mavis Road).					
• Centre lane as a reversible traffic flow lane.					

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

- Bike path through the forest.
- Widen at intersections and put in left turn lanes.
- Keep the trees from being cut down.

Question #5 In addition to the study issues presented today, are there any other issues we should be aware of?

- Increase in noise due to the increase in traffic.
- Pedestrian and traffic safety at McLaughlin Road and Ceremonial Drive (e.g., parking on the street).
- Truck traffic on McLaughlin Road even though they are not permitted. By-law does not have the ability to stop and ticket.
- The southbound partial lane from Britannia Road West onto McLaughlin Road (ends before Loblaws turnoff) is an accident waiting to happen as merging from 70km/hr traffic north of Britannia can be very dangerous.
- Drivers are cutting through industrial parking lots (behind Keaton Crescent) trying to access McLaughlin during grid lock times.
- Very dangerous for transit users to cross at Avonwick Avenue/Faith Drive.
- The sound attenuation fences are in need of renewal/repair.
- Remove sidewalk on the east side all together and replace with a path for cycling/walking.
- Transit vehicles blocking traffic during busy times.
- Health of trees along McLaughlin between Matheson and Bristol.
- Bristol Road West is used to escape McLaughlin congestion.
- House prices will depreciate if the road is widened.
- Add speed bumps forcing traffic to alternative lanes (Mavis Road).
- Neighbourhood children on the west side of McLaughlin Road need to be safe crossing a busy road to get to the schools on the east side of McLaughlin Road. More lanes makes it less safe.

Email response to PIC.

Email #1

- Place signals at Regal Drive and Faith Drive.
- Need cycling route.
- Put a sidewalk of the east side of McLaughlin.
- Some intersections need new or lengthened turn lanes (e.g., Matheson Boulevard West, Avonwick Avenue, Ceremonial Drive and Bristol Road West).
- Add pedestrian crossovers at Langport Court and Ceremonial Drive bus stops.
- [included a cross section drawing].

Email #2

- Does not want McLaughlin Road widened along the scenic route section.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

- Instead of basing decision heavily on traffic statistics and data, the socio-economic impacts should be examined in more detail.
- A scenic route study and a noise study have not been completed or planned.
- Have staff from other relevant disciplines been consulted (e.g., planning, parks, health).
- ROW is misleading as widening will not occur within the existing paved area.
- Concerned about the socio-economic rating of “good” for alternative 5.
- How will widening enhance and preserve the scenic route designation.
- McLaughlin Road is not an arterial road according to the OP. Was a licence plate survey completed to confirm the source of traffic along McLaughlin Road.
- How would widening the road reduce speed and improve safety. Over a 24 hour period road capacity is not an issue.
- Consider the following to improve traffic capacity along McLaughlin Road:
 - Add bus bays at all bus stops.
 - Add cycling lanes/shoulders.
 - Improve/synchronize traffic signals along McLaughlin Road.
 - Add traffic lights at Avonwick Avenue.
 - Add turning lanes at traffic lights.
 - Enforce/place no parking restrictions along Ceremonial Drive and McLaughlin Road next to the plaza.

6. COMMENTS FROM EXTERNAL AGENCIES

No comments were received from external agencies regarding the PIC, materials used, and the information presented.

7. COMMENTS RECEIVED BY PROJECT TEAM MEMBERS

The following comments were received by project team members at the PIC.

Don Drackley

- In the p.m. peak period when the McLaughlin Road/Matheson Boulevard West intersection is congested, some westbound traffic wanting to turn left onto McLaughlin Road instead shortcut through the business park via Keaton Crescent onto McLaughlin Road, resulting in dangerous movements.
- Speed humps should be put on McLaughlin Road to slow traffic. Mr. Drackley told them he would expect emergency services would not support this.
- Make McLaughlin Road one-way south bound between Matheson Boulevard West and Bristol Road West (Councillor Crombie thought this was a good idea).
- Install reversible lanes on McLaughlin (although Mr. Drackley explained that the equipment needed for reversible lanes, i.e. catenary, would ruin the scenic character).
- Traffic growth on McLaughlin Road should be diverted to Highway 10, Mavis Road and Terry Fox Way in order to avoid the need for any widening.
- Bus bays should be included on McLaughlin to stop cars from passing stopped buses in the centre turn lane.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**Farhad Shahla**

- Multi-use lanes to be introduced on the west side instead to prevent accidents with stone walls found for some sections on the east side.
- Ensure there is enough cyclist demand along McLaughlin Road before considering any bicycle facility.
- In support of a creative cycling facility option within the Britannia Farm lands.
- Many residents will choose to cycle or will use McLaughlin Road to cycle through if a bicycle facility is considered.
- On road cycling facility with a marked buffer is preferred.
- Safety concerns due to westbound, left turn drivers choosing to make a short cut via the access point just to the east of the intersection, through the plaza on the southeast of McLaughlin Road/Matheson Boulevard West, to bypass the long westbound left turn queues at Matheson Boulevard West /McLaughlin Road.
- Signal timings need to be synchronized.
- Introduce a series of roundabouts all along the study area.
- There are truck prohibited signs on McLaughlin Road and yet trucks can still be seen. Widening to four lanes could welcome more trucks onto this road. How to better restrict trucks from using this section of McLaughlin Road?

Abdul Shaikh

- Drainage concern from McLaughlin Road onto Matheson Boulevard West (information has been forwarded by resident).
- There are severe speeding issues. Two collisions in past damaged the property backyard and transformer. Residents were without hydro for a couple of hours.
- Some residents liked the cycling option within the Britannia Farm. They suggested a trail loop within the Britannia Farm.
- A strip mall on southwest McLaughlin Road/Ceremonial Drive is poorly planned (i.e., less parking and only one access off Ceremonial Drive). This creates severe traffic issues at this intersection.
- Most residents were OK with widening of McLaughlin Road from Matheson Boulevard West to Britannia Road West. They would like to protect scenic qualities between Bristol and Matheson Boulevard West. They also acknowledged the need of improving the Matheson Boulevard West intersection.
- Received favorable comments on cycling connectivity.
- Noise and Air assessments are required.
- Widening will attract more regional traffic. Will not solve neighborhood traffic issues.
- Widening will devalue the properties.
- Traffic lights are not synchronized.

Jacquelyn Hayward Gulati

- Requests to close accesses onto McLaughlin where businesses have additional access on Keaton Crescent.
- Request to consider dedicated bus lanes (Ms. Hayward Gulati mentioned that transit queue jump lanes may achieve this benefit with less impact).
- Support for on-road or protected on-road cycling lanes. Most people who Ms. Hayward Gulati spoke with supported cycling facilities along the corridor.
- Support for a trail alongside the sugarbush, but concerned with conflicts between people going for a walk and cyclists commuting.
- Requests for walking trail access inside the sugarbush..

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

- Support for connecting the cycling network, concern that without connection the routes are not used.
- Complaint that signage on Britannia Road West (westbound) to get to left turn lane onto McLaughlin Road (southbound) is too early before left turn storage.
- Support for improvements to intersection at Matheson Boulevard West.
- Concern with more traffic lights slowing traffic further.
- Support for different solution for north of Matheson Boulevard West / south of Matheson Boulevard West.
- Comparison to Kennedy Road which also has a section of forest on both sides of the intersection, south of Matheson. Concern that character of the road would be ruined with four lanes south of Matheson Boulevard West.
- Concern that improved access is needed from condo fronting McLaughlin Road, but worry that widening will attract more traffic
- Question as to why highway overpasses were built north and south of this section when this section was designated as a scenic route. Resident felt the traffic increases and resulting rationale for widening along McLaughlin was inevitable after the overpasses were built.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

APPENDIX A

NOTICE OF PUBLIC INFORMATION CENTRE #1



CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE #1

Municipal Class Environmental Assessment Study for McLaughlin Road

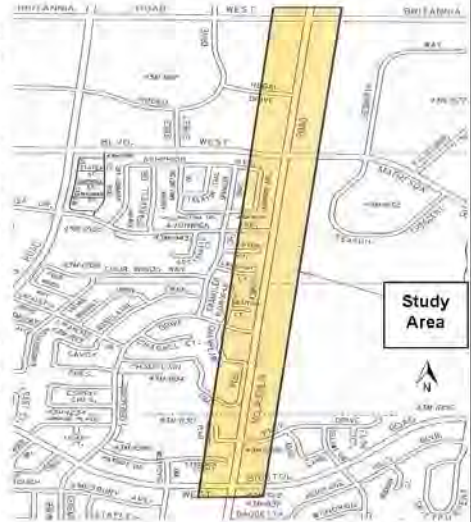
THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C' including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West.

Within the study area, McLaughlin Road is located next to the Britannia Farm woodlot, and consists of two travel lanes, a centre turning lane in some sections, a continuous sidewalk on the west side, partial sidewalk on the east side, and no cycling facility. According to the City's current Official Plan, McLaughlin Road is designated as a Major Collector road within the study area and a Scenic Route from Bristol Road West to Matheson Boulevard West.

The study is being undertaken to investigate the need for additional north-south capacity, and traffic management and safety improvements along this section of McLaughlin Road, while taking into consideration the Scenic Route designation, adjacent land uses and plans for a cycling route.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act.



PUBLIC CONSULTATION:

Public consultation is a vital component to this study. Public Information Centre (PIC) #1 is being held to receive your input, comments and concerns on the Class EA, existing and future traffic conditions, environmental constraints, improvement needs and opportunities, and the alternative solutions being considered. At this PIC, the City of Mississauga will display information in an open house format on these and other subjects being addressed in the Class EA, including the preliminary preferred planning alternatives. Representatives from the City and the project consulting team will be present to answer questions and discuss next steps.

The PIC will be held as follows:

Date: Tuesday, January 29, 2013
Time: 5:00 p.m. to 8:00 p.m. Drop-In Centre
Location: Peel District School Board, "Mississauga Room"
 5650 Hurontario Street, Mississauga (access off Matheson Blvd.)

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the project mailing list to be notified about upcoming public meetings, please contact:

Abdul W. Shaikh, P.Eng., PMP
 Project Manager
 City of Mississauga
 201 City Centre Drive, Suite 800
 Mississauga, Ontario, L5B 2T4
 Tel: 905-615-3200, Ext. 3734
 Fax: 905-615-3173
 E-mail: abdul.shaikh@mississauga.ca

Don Drackley MCIP RPP
 Consultation Manager
 IBI Group
 30 International Boulevard
 Toronto, Ontario, M9W 5P3
 Tel: 416-679-1930
 Fax: 416-675-4620
 E-mail: ddrackley@ibigroup.com

Notice First Posted: January 16, 2013

APPENDIX B

ATTENDANCE REGISTER

MCLAUGHLIN ROAD CLASS ENVIRONMENTAL ASSESSMENT

SIGN IN SHEET

NAME (Please <u>print</u> clearly)	MAILING ADDRESS (Address, City, Postal Code)	E-MAIL ADDRESS	Would you like to be added to the project mailing list?
[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
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MCLAUGHLIN ROAD CLASS ENVIRONMENTAL ASSESSMENT
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MCLAUGHLIN ROAD CLASS ENVIRONMENTAL ASSESSMENT

SIGN IN SHEET

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MCLAUGHLIN ROAD CLASS ENVIRONMENTAL ASSESSMENT SIGN IN SHEET

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MCLAUGHLIN ROAD CLASS ENVIRONMENTAL ASSESSMENT
SIGN IN SHEET

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			<input type="checkbox"/> YES <input type="checkbox"/> NO

APPENDIX C

DISPLAY PANELS

WELCOME

Public Information Centre #1

January 29, 2013, 5:00 p.m. – 8:00 p.m.

**Please sign in and
fill in 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.

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 conditions within the study area;
- Growth considerations;
- Existing / future traffic conditions;
- Need and justification for improvements to McLaughlin Road;
- Alternative solutions being evaluated;
- Recommended evaluation criteria for the alternative solutions;
- Recommended preliminary preferred planning alternatives; and
- Next steps.

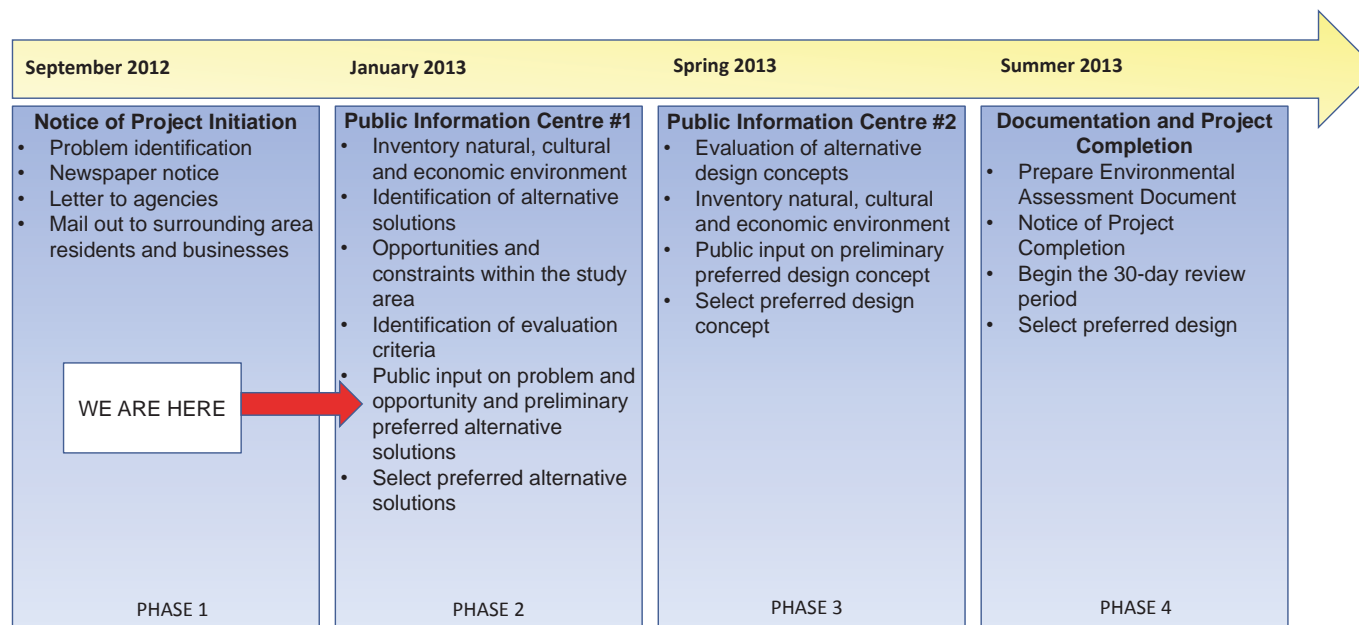
Study Area



Study Context

- The purpose of this study is to investigate the need for capacity, safety and operational improvements to McLaughlin Road from Bristol Road West to Britannia Road West, taking into consideration:
 - The Scenic Route designation;
 - Adjacent land uses;
 - City plans for a cycling route;
 - Streetscape improvement opportunities; and
 - Local public interests.
- Classified as a Major Collector Road.
- Designated as a “Scenic Route” in the City of Mississauga Official Plan between Bristol Road West and Matheson Boulevard West.
- Posted speed limit varies between 50 km/h and 60km/h.
- Right-of-Way width varies between 23m and 30m.
- Partial sidewalks are provided and no bike lanes.
- Mature trees line both sides.
- Britannia Farm woodlot on the east side between Bristol Road West and Matheson Boulevard West.
- Identified for a future “Primary On-Road Cycling Route”.

Class EA 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".
- The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, local public interests and unique project requirements.
- 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.

McLaughlin Road: Role and Function

- Role: Major Collector Road. Collects and distributes traffic between Local Streets, other Collector Roads and Arterial Roads.
- Primary Function: Carry through traffic between neighbourhoods, provide vehicular and pedestrian access to abutting businesses, and indirectly to residential properties via Minor Collector and Local Streets.
- Provide North-South connectivity for existing and future modes of transportation, linked with east-west connectivity via intersecting Arterials and Major Collectors.
- Designated as “Scenic Route” in the City of Mississauga Official Plan.
- McLaughlin Road is designated as a “Scenic Route” in the Mississauga Official Plan to reflect the scenic nature of the road corridor from Bristol Road West to Matheson Boulevard West.

Other Transportation Related Policies

➤ City of Mississauga “Living Green Master Plan”:



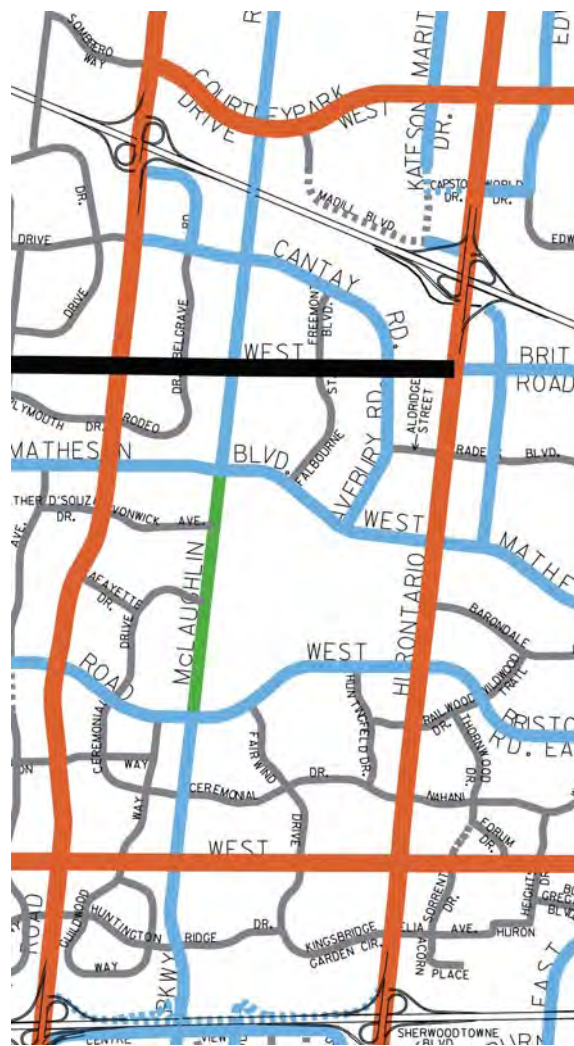
- Make McLaughlin Road more transit efficient and, therefore, more attractive to commuters (transit is delayed in congested roads just like autos);
- Invest in the expansion of alternative forms of transportation including cycling; and
- Use “green infrastructure” to reduce environmental impacts of travel instead of grey or hard infrastructure.

➤ 2013-2016 Business Plan – Mississauga Transit:

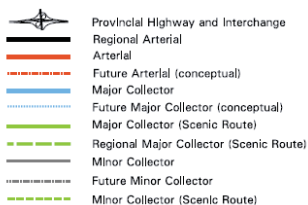


- Encourage businesses to build partnerships with MiWay to promote transit; and
- Targeted customer outreach program to promote the economic and environmental benefits of transit.

Scenic Route Designation



- Between Matheson Boulevard West and Bristol Road West, McLaughlin Road is designated a Scenic Route in the Mississauga Official Plan primarily due to the mature deciduous trees which fringe and envelope the central section of this thoroughfare.
- Scenic Route designation is to ensure that any maintenance or physical modification of the roadway reinforces or enhances its scenic qualities.
- The *McLaughlin Road Streetscape Design Guidelines* (March, 1988) assist in maintaining the scenic qualities of McLaughlin Road by maintaining a consistency of streetscape and reduce haphazard and conflicting visual elements.
- The City will determine whether the proposed changes to McLaughlin Road are in keeping with the intent of the Scenic Route policies. More detailed information is required in order to determine whether a Mississauga Official Plan amendment is required.



Natural Heritage

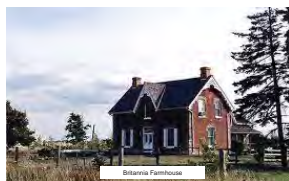
In the study area:

- There are no watercourses.
- Vegetation communities consist of a mixture of cultural and forest vegetation.
- “Britannia Sugar Bush”, classified as a dry-fresh sugar maple-oak deciduous forest.
- No significant wildlife habitat identified.
- No designated Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Sensitive Areas located within 120 m of the study area.

Archaeological/ Cultural Heritage

In the study area:

- Archaeological potential (beyond right-of-way).
- The Britannia Farm listed as a Cultural Landscape by the City of Mississauga. The property includes the Britannia School House, Britannia Farmhouse and William Chisholm House, which are designated under the Ontario Heritage Act.



Existing Cycling & Pedestrian Conditions

Pedestrian

- East side:
 - 1.5 m concrete sidewalk between Faith Drive and Bristol Road West.
- West side:
 - 1.5 m concrete sidewalk provided throughout the corridor.



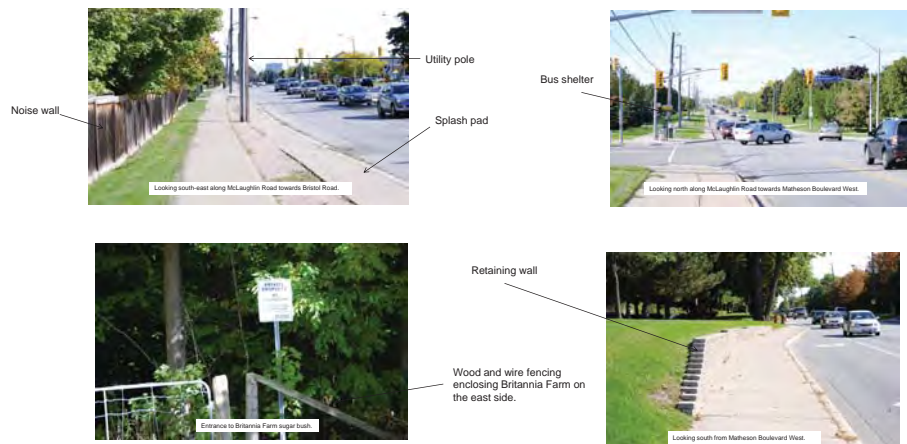
On Road Cycling

- No existing cycling facilities.
- On-road bicycle lanes on McLaughlin Road at Cantay Road to the north and Eglinton Avenue West to the south.

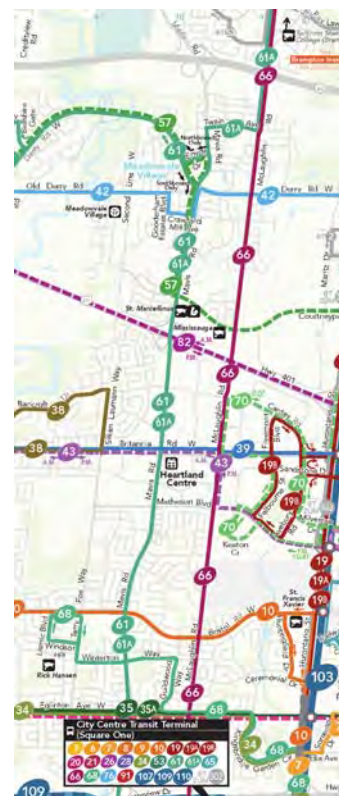


Infrastructure Along McLaughlin Road

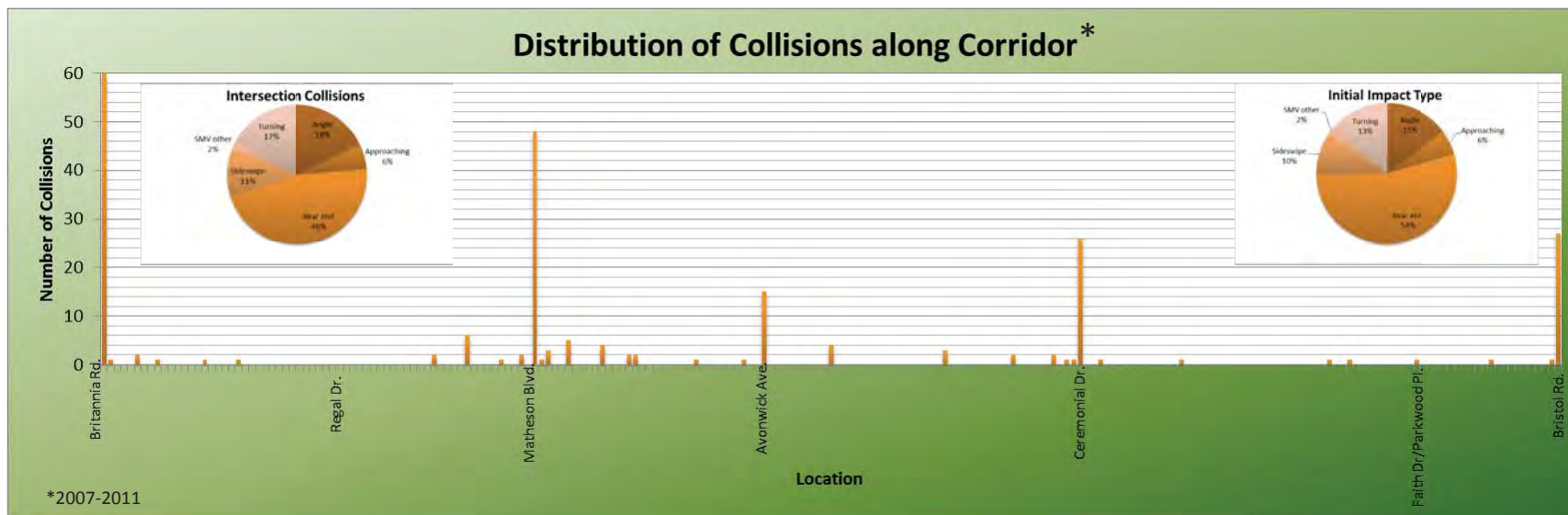
- Noise walls are intermittent along McLaughlin Road. They consist of wooden fences surrounding residences' back yards.
- Utility poles are placed close to the road.
- 1 m wide splash pad.
- Concrete sidewalk along the west side and partially on the east side.
- Wood and wire fencing enclosing the Britannia Farm property.
- Retaining walls along portions of the east side.
- Bus Shelters.
- The road pavement is in poor to fair condition.



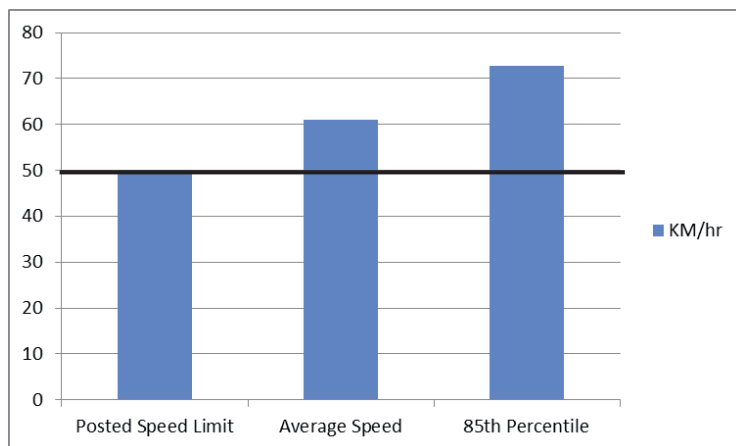
Existing Transit Service



Transportation Safety

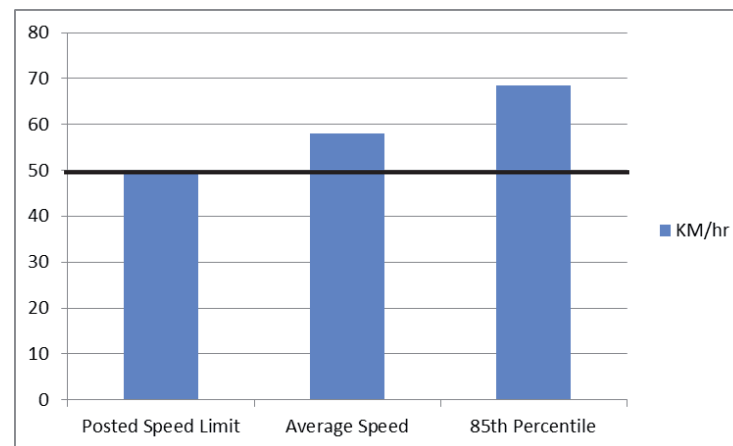


Operating speeds recorded along McLaughlin Road Southbound between Bristol Road West and Parkwood Place ** (24 hr Avg.)



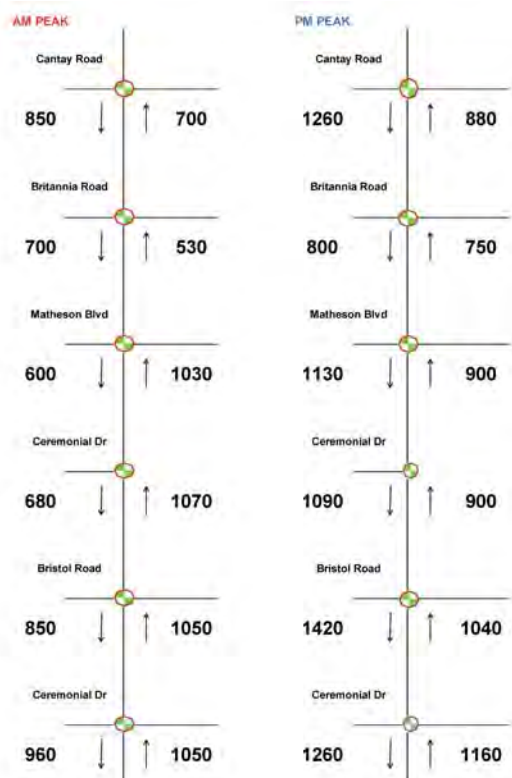
**7% of vehicles were going faster than 75 km/hr.
- **85th percentile** is the speed that 85% of vehicles travel at or below, and 15% travel above.

Operating speeds recorded along McLaughlin Road Northbound between Bristol Road West and Parkwood Place *** (24 hr Avg.)



***4% of vehicles were going faster than 75 km/hr.

Existing Traffic Conditions



- Congestion is greatest during the PM peak hour.
- During this period, significant congestion occurs in the northbound and westbound directions at Matheson Boulevard.
- Sideroad approaches at Regal Drive, Avonwick Avenue, and Parkwood Place/ Faith Drive operate poorly (LOS F)
- The southbound approach at Ceremonial Drive operates overcapacity during the PM peak hour.

Level of Service (LOS) is a letter designation that describes a range of operating conditions on a road as perception by motorists and passengers.

A= Free flow
B=Reasonably free flow
C=Stable flow

D=Approaching unstable flow
E=Unstable flow
F=Forced or breakdown flow

Existing Operating Deficiencies

High pedestrian traffic intersections

Experience LOS F for turning onto McLaughlin Road



Overall

- Traffic signals are not coordinated.
- No sidewalk on most of the east side.
- No cycling facilities.

Average speed*

- Northbound – 58 km/hr
- Southbound – 61 km/hr

* For a 24 hour period.

Severe congestion in the northbound and westbound directions during the PM peak hour.



Traffic backed up from Matheson Boulevard West to Britannia Road West.



Heading south towards Bristol Road West.



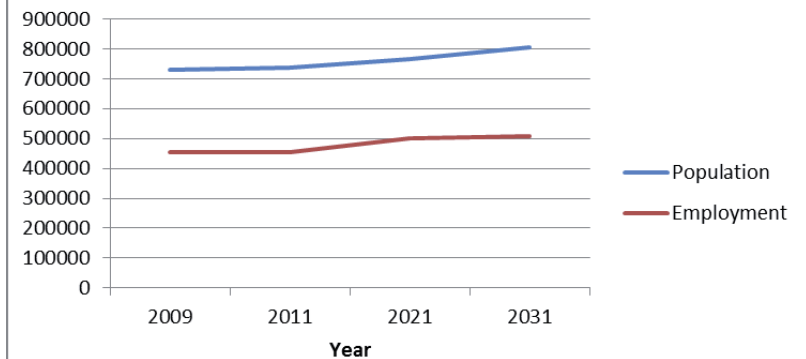
Heading south from Matheson Boulevard West towards Bristol Road West.



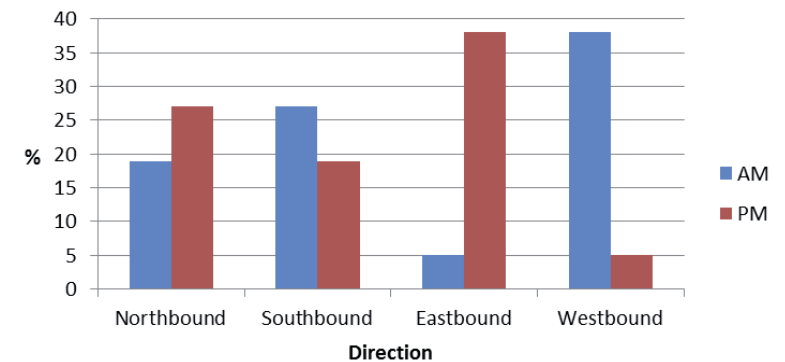
Heading north towards Matheson Boulevard West.

Growth Considerations

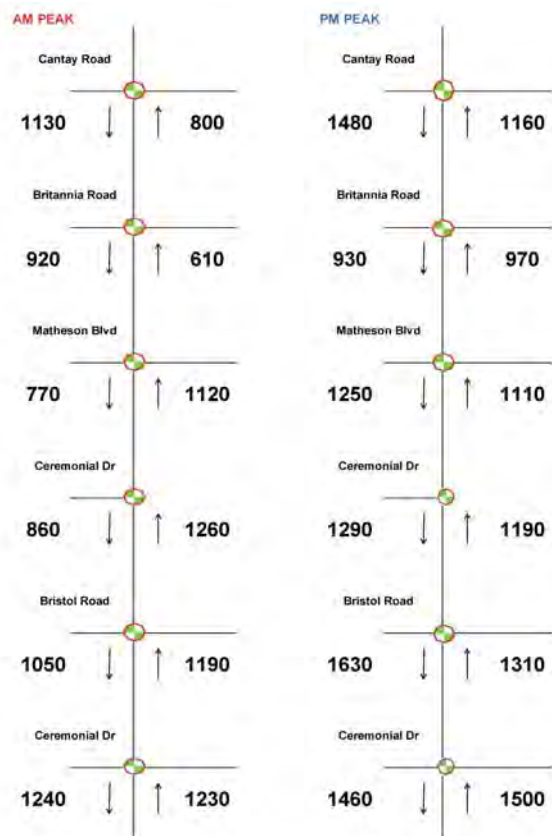
City of Mississauga Population and Employment Projections



Applied Traffic Growth Scenario Base* (2012-2031)



Future Traffic Conditions



- Traffic volumes are expected to increase by 19% in the peak direction of travel by 2031.
- Operations at Matheson Boulevard West will severely break-down, and movements from minor roads will operate very poorly (Regal Drive, Avonwick Avenue and Faith Drive / Parkwood Place).
- This will result in excessive queuing and potential safety concerns.

Level of Service (LOS) is a letter designation that describes a range of operating conditions on a road as perception by motorists and passengers.

A= Free flow
B=Reasonably free flow
C=Stable flow

D=Approaching unstable flow
E=Unstable flow
F=Forced or breakdown flow

Needs and Opportunities

Traffic:

- Traffic on McLaughlin Road currently operates at/near capacity, and is expected to exceed capacity within the planning horizon (2031).
- Capacity and safety enhancement is required.
- Intersection geometric improvements i.e., exclusive movement.
- Traffic control improvements.

Streetscaping:

- Create an urban environment that encourages and supports walking and cycling.
- Make the street safe for all users – a “Complete Street”.
- Maintain access to businesses.
- Maintain and enhance scenic route qualities along McLaughlin Road.
- Add supplementary planting and upgrade landscape features where feasible.
- Buffer pedestrians and cyclists from traffic.
- Balance the functional requirement of pedestrians, cyclists, transit and vehicles.

Cycling:

- City of Mississauga Cycling Master Plan designates McLaughlin Road as a “Proposed Primary On-Road Cycling Route”.
- Design options include:
 - Exclusive on-road cycling lanes painted on road surface;
 - Exclusive on-road cycling lanes raised up from road surface and separated by a mountable curb;
 - Off-road one way multi-use paths within the road right-of-way; or
 - Off-road two way multi-use path beyond right-of-way.

Transit:

- Increase transit service opportunities.
- Transit priority features (e.g., transit queue jump lanes).

Other Infrastructure:

- Noise wall
- Sidewalk
- Pavement

Summary of Public Comments Received to Date

- Do not widen McLaughlin Road between Bristol Road West and Matheson Boulevard West, preserve the “Scenic Route”.
- Impacts on the Sugar Bush/Britannia Farm.
- Effects on wildlife.
- Barely a kilometre long and the longer travel time experienced by drivers at certain times of the day is a worthwhile price to pay to maintain the tree coverage.
- Concerns about increasing traffic as a result of widening the road.
- Increase in traffic will lead to more accidents.
- Do not want McLaughlin Road to become a thoroughfare.
- Impacts of construction and widening of the road on noise, vibration and pollution?
- Concerns about negatively impacting the character of McLaughlin Road.
- Install traffic lights at Faith Drive/Parkwood Place and McLaughlin Road intersection.
- Consider a right turn lane at Faith Drive.
- Frequent accidents due to the increase in traffic as a result of the opening of Confederation Bridge.
- Drivers can use parallel roads (e.g., Mavis Road and Hurontario Street) instead of McLaughlin Road.
- Supports the expansion of McLaughlin Road.
- Bicycle lanes are not necessary.
- Promote cycling and add bicycle lanes/multi-use trails.

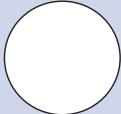
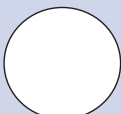







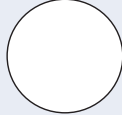






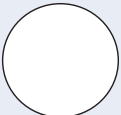
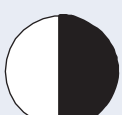

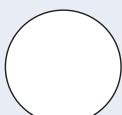





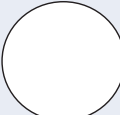
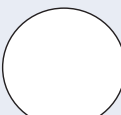
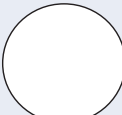


Alternative Solutions Under Consideration

1. **Do Nothing** – No additional measures to address long-term project specific problems or opportunities.
2. **Upgrade Parallel Roads Instead of McLaughlin Road** – Diversion of traffic that is currently using McLaughlin Road to other parallel corridors.
3. **Implement Transportation System Management Measures (TSM)** – An approach to mitigate congestion by identifying improvements to enhance the capacity to an existing system of an operational nature (i.e. intersection and signal improvements).
4. **Implement Travel Demand Management (TDM)** – Change travel demand, reducing traffic volumes (i.e., more walking, cycling, transit, ridesharing, work at home).
5. **Enhance Road Capacity/Operations** – To add travel lanes, turning lanes, cycling lanes and/or sidewalks, along with safety improvements, signal timing improvements and coordination, and intersection control changes.



How are Alternative Solutions Evaluated?

Criteria	Evaluate
Traffic Operations and Safety on McLaughlin Road	How well do the alternatives manage motor vehicle, cycling, pedestrian and transit traffic in a safe manner?
Natural Environment	What impacts do the alternatives have on natural environment features such as vegetation, wildlife and drainage?
Socio-Cultural Environment	What impacts do the alternatives have on existing established communities and businesses, property noise/vibration, potential archaeological resources, built heritage features and visual character?
Economic Environment	What is comparative cost to construct each alternative, including utility location, capital, property and maintenance and operating costs?
How the Alternative Complies with Official City Policy	1. Scenic Route designation
	2. Cycling Master Plan
	3. Business Planning Direction
	4. Strategic Plan for the City of Mississauga

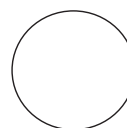
Evaluation Criteria	Alternative 1 – Do Nothing	Alternative 2 - Upgrade Parallel Roads instead of McLaughlin Road	Alternative 3 - Transportation System Measures	Alternative 4 - Travel Demand Management	Alternative 5 – Enhance McLaughlin Road Capacity/Operations
Traffic Operations and Safety on McLaughlin Road					
Natural Environment					
Socio-Cultural Environment					
Economic Impact/Cost					
Official Policy – Scenic Route					
Official Policy – Cycling Master Plan					
RECOMMENDATION	Not recommended	Not recommended	Recommend Carry Forward	Recommend Carry Forward	Recommend Carry Forward



Good



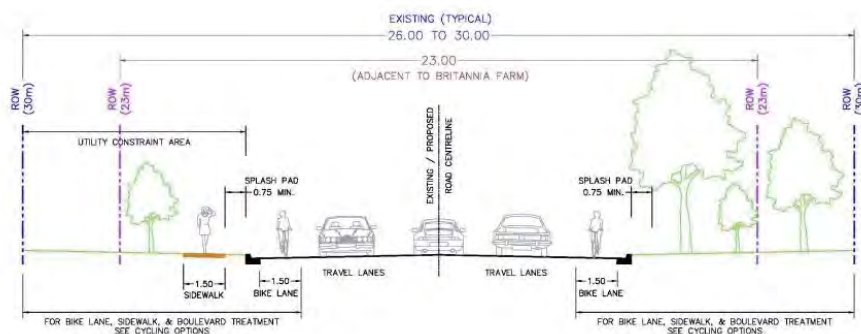
Fair



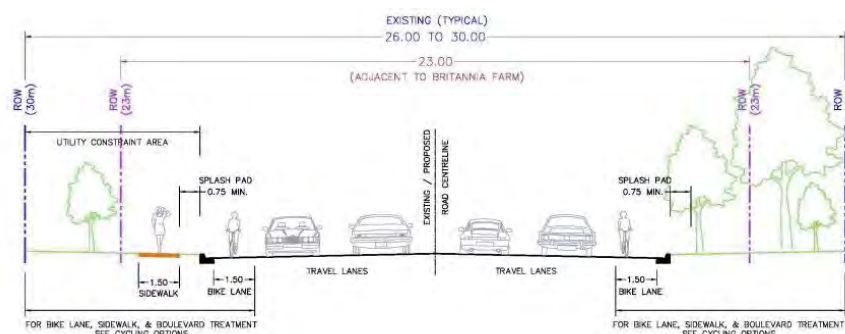
Poor

Mid-Block Cross-Sections Under Consideration for the Preferred Planning Solution

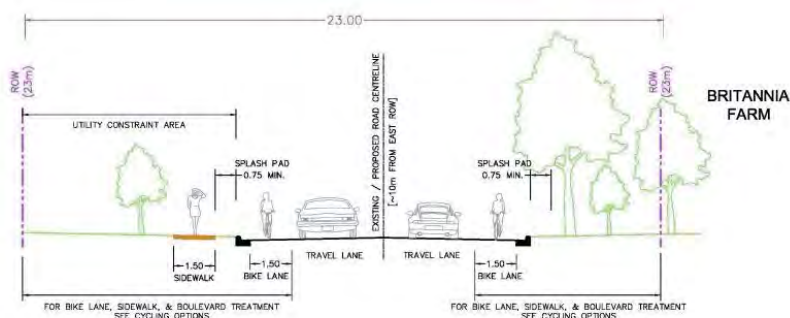
A different cross-section may be applied to each segment of the corridor



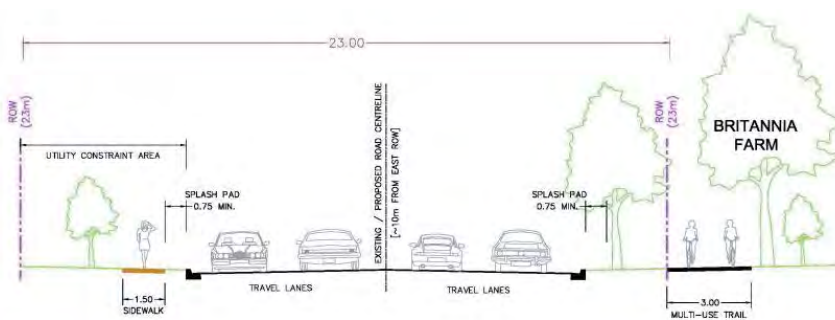
OPTION 1: Three Lane Section with Centre Two-Way Left Turn Lane



OPTION 2: Four Lane Section

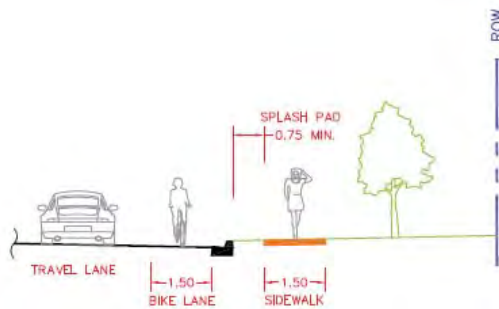


OPTION 1A: Two Lane Section (i.e. adjacent to Britannia Farm only - based on the existing road centerline)

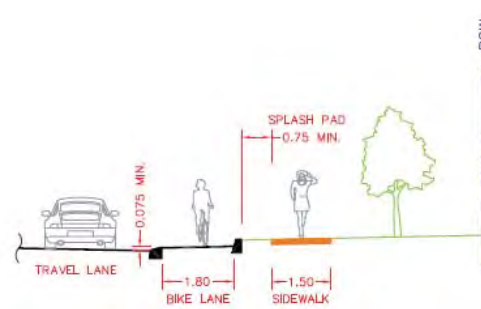


OPTION 2A: Four Lane Section (i.e. adjacent to Britannia Farm only - based on the existing road centerline)

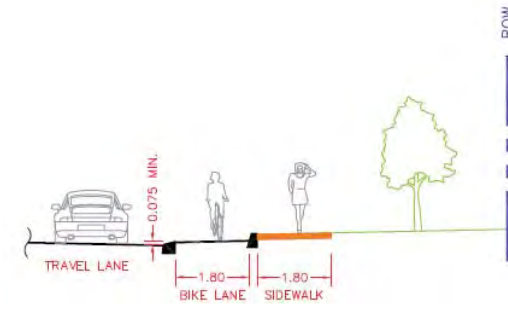
Cycling Options Under Consideration for the Preferred Planning Solution



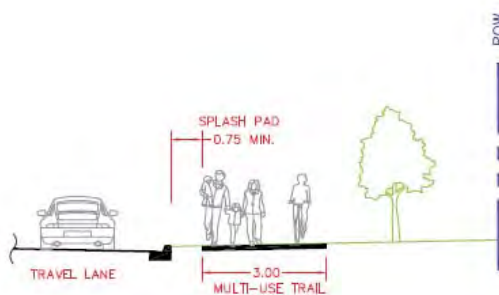
OPTION 1: Standard Marked Exclusive On-Road Bike Lane



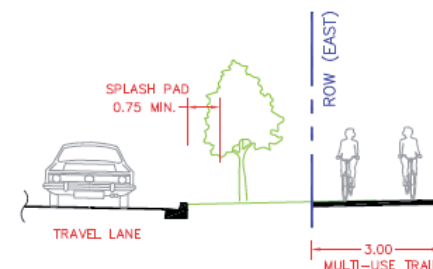
OPTION 2: Raised Exclusive On-Road Bike Lane Separated by Mountable Curb (may not be feasible where limited ROW)



OPTION 2A: with Sidewalk adjacent to On-Road Bike Lane



OPTION 3: Off-road Multi-use Path in Boulevard



OPTION 4: Off-road Multi-use Path Beside Road Right-of-Way (East Side)

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 planning alternative for McLaughlin Road.
- Develop and evaluate design solution for the preferred planning alternative and identify potential impacts from each design.
- Confirm preferred design option based on public, stakeholder and agency input.
- Present design options and the preliminary preferred design at the next Public Information Centre.
- Prepare the Environmental Study Report.
- Issue Notice of Study Completion (30-day public review process).

Thank-you

Your comments are important. They will be reviewed as part of the study process.

If you would like more information of the McLaughlin Road Class EA please visit the project website at:

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

Or contact either:

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Project Manager
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Fax: 416-675-4620
E-mail: ddrackley@ibigroup.com

APPENDIX D

COMMENT FORMS

Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West PIC #1 Comment Summary

1. My property/interest is:

	Number of Responses
• Access onto and off McLaughlin Road	40
• Residential property	50
• Travel along McLaughlin Road	40
• Commercial/Industrial property	1
• General interest	15
• Other	6
• Have clients who live there	
• Environmental impact of supposed scenic route	
• Scenic route	
• The sugar bush	
• Noise/truck traffic	
• Cycling	

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

	Number of Responses
• Daily	47
• Weekly	7
• Monthly	2
• Rarely	1

3. Please rank the following types of potential solutions to improve operations within the corridor?

	#1	#2	#3	#4	#5
• Improve intersection operations (i.e. add traffic signals, restrict left turns)	24	10	7	5	5
• Improve transit services/facilities (i.e. frequency of service, bus stops)	3	8	8	10	16
• Increase road capacity/operations (i.e. add travel lanes, turn lanes)	13	6	3	4	14
• Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)	6	13	8	10	11
• Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)	12	7	14	10	6
• Other					
• Add lane on east side				1	
• No changes needed, protect nature.	1				

• Leave as is. Please do not touch the trees. Widen Mavis instead.	1				
• Preserve the scenic route Bristol-Matheson. No widening.	1				
• Enforcement and removal of truck traffic		2			
• Widen Mavis and Hurontario	1				
• Do nothing					1
• Increase safety and reduce car accidents				1	
• Limit traffic by detour to Mavis	1				
• Roundabout at key intersections					1
• Make it one way southbound	1				
• Speed bumps to slow traffic down					
• Status Quo				1	
• Maintain and enforce the Scenic Route <ul style="list-style-type: none"> There are very few Scenic Routes in Mississauga. The Britannia Woods are on McLaughlin Road must be kept as is with no trees cut down. Suggest posting large signs, both north and south bound with "Scenic Route Ahead". Most motorists would accept that and slow down as required. Sidewalks on the east side of McLaughlin Road north of Faith Drive are not required and could be used as a bicycle path. 	1				

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Name	Comment
	Phased in approach to road widening i.e. Britannia to Matheson expand to 4 lanes same as north of Britannia.
	If McLaughlin widened to 4 lanes traffic light at Avonwick will be needed. Bicycle and walking paths a good idea.
	We hope you do nothing and not finish this plan!
	I am sure there will be depreciation of the house price if you apply this plan.
	Change flow of traffic to match rush hour traffic.
	The problem is which of the options presented maintains the character of the street. I vote for three lanes, no bike lanes.

	I agree with option 2A although I don't see the necessity of a bike lane. If we keep option 2A we can have some changes as follows: 1.5m walkway only at west side and 4 lane road and 2m bike lane only.
	Installation of traffic signals at Avonwick and McLaughlin would help reduce accidents and reduce speeds on McLaughlin.
	Improve road surface, install lights at McLaughlin and Avonwick, 6:15 am waiting to enter onto McLaughlin from Avonwick. Will the sound barriers be upgraded to address the increase of traffic noise by bringing it closer to homes?
	Road speed "calming" options to decrease speed of traffic, especially southbound from McLaughlin bridge over 401. This artery should not be an option to Highway 10 or Mavis. The intersection light at Avonwick and McLaughlin so long promised would give left and right turning traffic safe access and slow down speeds if signal changes are synchronized properly (with lights at Matheson, Bristol and Ceremonial). Pedestrian cross walks possible for transit users to safely cross non signalized side streets.
	Perhaps other roadways (i.e., Highway 10 and Mavis) should be widened.
	Consider bus bays if no additional lanes are considered, perhaps reduce stops in the study area.
	Widening other roads, do nothing.
	Restrict to local traffic only like in Clarkson.
	Close the road at Langport to all through car traffic.
	Between Bristol/Britannia make it a quiet zone with speed bumps. Don't allow left turns off or onto McLaughlin. Don't allow parking at Ceremonial (near Plaza). Jams up cars turning off McLaughlin.
	This is a beautiful street. Any "improvements" will impact it negatively for the people who are living on and around this street. "Improvements" potentially benefit people who are travelling on it, but are not a part of the community of McLaughlin Road. Bike lanes are not necessary. There is an empty sidewalk that could be used.
	Re-route traffic to Highway 10 and Mavis.
	Speed control implemented using synchronized lights Eglinton to Britannia. Remove traffic lights and use traffic circles.
	Roundabouts will need objectives to improve traffic flow without sacrificing the scenic route. Do not need more lanes as it will only lead to more accidents and congestion.

Consideration of multiple solutions to address traffic between Britannia and Matheson (commercial corridor) and Matheson and Bristol (residentially scenic corridor).

For myself I use alternate routes (Mavis/Hurontario) during rush hour.

Keep bike lanes off Bristol.

Widen from Matheson to Britannia and from Avonwick to Matheson so two lanes get through at lights.

Leave McLaughlin Road (as a scenic route) as is. Widen Highway #10 and Mavis Road i.e., the true collector north south corridors. Close exits from industrial buildings. Traffic can use back entrances, especially trucks!

Maintain scenic route designation by not widening McLaughlin Road. Restrict volume of southbound traffic by no left turns southbound out of industrial building.

Close driveway into industrial buildings on McLaughlin Road. Use Keaton Crescent. Adjust timing of lights at Matheson/McLaughlin.

Just leave it as is. I was so upset when I received the letter and hope the tax will go down.

Yes introduce speed bumps to reduce the traffic congestion and even the possibilities of an hourly 1 way flow for certain hours.

Pull ins for transit buses. Lanes/pull overs could be used for right turns (streets running west).

Deal with plaza (shop types) south/west corner Ceremonial and McLaughlin. Speed only one reason for accidents/people cutting in from existing commercial/business to McLaughlin.

Can't support plans that would transform McLaughlin into a "mini" Mavis or Highway 10 with additional lanes and higher speed limits. Can't see a point of extra environmental damage to the zone under consideration to boost traffic.

5 lanes (2 north, 2 south and 1 turn) between Britannia and Matheson with right turn lane at intersections. 3 lanes (1 north, 1 south and 1 turn) between Matheson – Bristol with right turn lanes at intersections (a section already exists). Add sidewalks and bicycle paths where missing.

Left turn northbound and Avonwick? I didn't see anything. Traffic lights at Avonwick?

Centre lane with traffic flow adjustment like Jarvis Street in Toronto. Two lanes north in the AM, two lanes south in the PM.

I'm curious about a centre lanes reversible traffic flow lane like Jarvis Street in Toronto reflecting traffic flow studies.

At best I would be agreeable to left turn lanes and widening at intersections and a path or bike path meandering through the forest (save large trees and lighting for safety).

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Name	Comment
	Sound noise from increased traffic. Sound barriers in addition to new taller trees.
	Would enjoy the sugar bush/and McLaughlin as a scenic route more if it was open to the public for walks, etc.
	1) I hope you don't go over the fence at Champlain Trail 2) I am looking forward to see the price of the house not go down. 3) Lots of noise will not be safe.
	How much impact will public input have on final decisions and implementation? How much "window dressing" will there be?
	This project is way overdue. It should have started in conjunction with the Confederation bridge over the 403. The scenic route designation should give way to public interest in relieving traffic congestion.
	I am worried about pollution, noise and safety.
	"Natural Heritage" There is a significant wildlife habitat – squirrels, rabbits, racoons, possums, coyotes. This sounds like the carnage on the road will rise.
	No widening please. Improve "scenic route".
	In order to avoid the Matheson traffic (on rush hour) many drivers take shortcuts to left-south lane of McLaughlin which slows down existing traffic and poses a risk for accidents.
	Our property directly borders on McLaughlin Road. The traffic noise and dirt now are extensive. Once there is increased traffic the problem will only get worse. How will you diminish traffic noise for residents? Also I believe the sidewalks now are far too close to a busy road. How will you achieve your goals and solve this problem?
	The traffic lights should be set to let traffic flow (re the entire grid has to be adjusted, Mavis, Highway 10, and Britannia). Also traffic lights have to be installed to relieve industrial residents. Signage on Faith Drive is poor to non-existent. Not visible from McLaughlin.
	At east side on road 2 direction for bikes. If we keep the bike-line better be road level. The raised line will cause problems for snow removal.
	Traffic speeds through Bristol Road West – McLaughlin Road intersection at off peak hours at speeds well over 50 km/hr (posted) limit. What other measures will be implemented to reduce speeding during off-peak times? Drivers will use a third (turning lane-in centre) as a driving lane, they don't respect its intended use.
	Increased traffic volumes would likely result in an increase in accidents.
	Truck traffic is not permitted on this section of the road. Previously spoke to by-law and they don't have the ability to stop and ticket. Barriers on commercial drive a way to prevent entering and exiting onto McLaughlin Road.

	The southbound partial lane from Britannia onto McLaughlin (ends before Loblaws turnoff) is an accident waiting to happen as merging from 70km/hr traffic north of Britannia can be very dangerous. The corridor from Matheson to Bristol is used by transport trucks. Fed up commuters are cutting through industrial parking lots (behind Keaton Crescent) trying to access McLaughlin during grid lock times. Currently it is very dangerous for transit users to cross at Avonwick/Faith Roads. The sound attenuation fences are in need of renewal/repair. Not enough replanting of trees to replace those cut down since 1988.
	Do not to affect trees. Don't add additional lights. Remove sidewalk on the east side all together and replace with a path for cycling/walking.
	If traffic could flow better during rush hours of Mavis and Hurontario and turns off of Confederation/McLaughlin were improved, volumes would be less on McLaughlin.
	Houses going down in value and property owners have no choice.
	The age and effectiveness of existing sound fence. The increased noise levels incurred from any expansion.
	We currently have weekly accidents on McLaughlin Road. This is dangerous and cost lives. Car in our front yard twice.
	Transit vehicles blocking traffic during busy times. Minimize traffic and traffic noise in this residential area.
	Improve traffic flow from Bristol to Hurontario. Need a north advanced green light that works all the time to facilitate access onto current thoroughfares. Right now the advanced green light is too short or does not operate. Bike lanes need to connect across and through Mississauga. Right now they don't.
	Health of tree along McLaughlin between Matheson and Bristol.
	Bristol is used to escape McLaughlin congestion.
	I approve to widen road to have bike lane. I prefer to have on road as it is maintained better and tends to be smoother with no stops at junctions.
	Using industrial parking as short cuts.
	Yes we should be aware of 1) pollution 2) safety 3) noise 4) speed limit. I am concerned the price of the house will go down. Sure I won't be happy about it.
	Lots of accidents on McLaughlin. No room for all those cars, keep it scenic and add speed bumps forcing traffic to alternative lanes (Mavis). Can't make a left turn out of my driveway traffic moving way too fast. Looking over shoulder when using sidewalk. Traffic does not go 50km.
	Short cuts by autos through industrial south of Matheson east of McLaughlin Road cause many of the accidents crossing to go south in the evening.
	Issue of drivers feeding into row of traffic from Greenhawk and other businesses yet they don't even attend the business they are cutting through parking from other side.
	Can't see the point of encroachment on one of the few remaining stands of mature trees in the area. Very little attention to increasing public transit or bike travel on the route under consideration.

Expansion at lanes #1 priority or else bottlenecks occur. Consideration of an in and out traffic from stores located at Ceremonial and McLaughlin.

Expansion of lanes should be first priority. Traffic is extremely congested at intersection of Ceremonial and Indo-Pak Mall.

I am hoping the trees can be relocated instead of being killed. I feel the amount of traffic is going to increase over the next few years for sure. It is logical to create additional traffic ways. I would prefer having a lane that can be shared by pedestrians and cyclists just like the Queensway.

Minimum destruction of woodlots/trees.

Radar trap more to reduce speeders. Neighbourhood children on the west side of McLaughlin need to be safe crossing a busy road to get to the schools on the east side of McLaughlin. More lanes makes it less safe.

Since there are major schools east of McLaughlin ease of use and safety of intersections for school children must be paramount. We must slow speeders down!

I am concerned with pedestrian and traffic safety regarding the strip mall at McLaughlin and Ceremonial. Parking on streets and traffic congestion is excessive and often illegal.

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from Bristol Road West to Britannia Road West
Public Information Centre #1 Comment Sheet**

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 1 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

IF MCLAUGHLIN WIDENED TO 4 LANES
TRAFFIC LIGHT AT AVONWICK WILL BE NEEDED
BI-CYCLE & WALKING PATHS A GOOD IDEA!

5. In addition to the study issues presented today, are there any other issues we should be aware of?

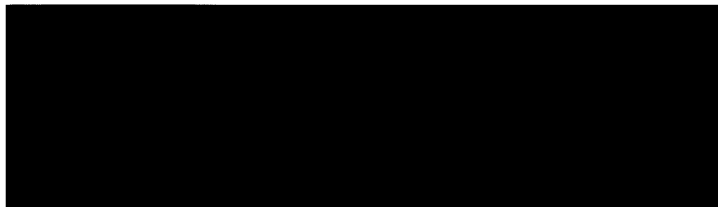
WOULD ENJOY THE SUGAR BUSH / AND MCLAUGHLIN
AS A SCENIC ROUTE MORE IF IT WAS OPEN TO
THE PUBLIC WALKS
THE PUBLIC FOR WALKS ETC.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:



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- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: No changes
needed! Protect Nature!)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

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- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ Other (Specify: Leave as it is!)

Please do not
touch the trees!

Widen
Mavis
Instead!

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

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- ☒ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

This project is way overdue . It should have started in
conjunction with the Confederation bridge over the 403 .
The Scenic route designation should give way to public interest
in relieving the traffic congestion

Please complete the following information for our records (**Please Print**):

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

We hope you do nothing and
not to finish this plan!!

5. In addition to the study issues presented today, are there any other issues we should be aware of?

1) I hope you don't go over the fence
at Champlain trail. 2) I am looking forward
to see the price of the house not go down.
3) lots of noise will be and not safe.

Please complete the following information for our records (**Please Print**):

Name:

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1. My property/interest is: (please check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☐ Weekly ☐ Monthly ☐ Rarely

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- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

I am sure there will be depreciation of the house price if you apply this plan.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

I am worried about pollution, noise and safety.

Please complete the following information for our records (**Please Print**):

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Address:

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|--|--|
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| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ ^{IMPROVE} Improve intersection operations (i.e. add traffic signals, ~~restrict~~ left turns) ^{better - left turn signals (advance)}
- ☒ ⁵ Improve transit services/facilities (i.e. frequency of service, bus stops) ^{already adequate}
- ☒ ² Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ ⁴ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ ⁴ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

"NATURAL HERITAGE" - THERE IS A SIGNIFICANT WILDLIFE
HABITAT - SQUIRRELS, RABBITS, RACCOONS, POSSUMS, COYOTES.
THIS SOUNDS LIKE THE CARNAGE ON THE ROAD WILL RISE

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- | | | |
|---|-------------------------------------|--|
| ① | <input checked="" type="checkbox"/> | Improve intersection operations (i.e. add traffic signals, restrict left turns) |
| ④ | <input checked="" type="checkbox"/> | Improve transit services/facilities (i.e. frequency of service, bus stops) |
| | <input type="checkbox"/> | Increase road capacity/operations (i.e. add travel lanes, turn lanes) |
| ② | <input checked="" type="checkbox"/> | Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway) |
| ③ | <input checked="" type="checkbox"/> | Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path) |
| | <input type="checkbox"/> | Other (Specify: _____) |

**THE EVALUATION
POSTER IS
INCORRECT. IT
GIVES A "GOOD"
RATING FOR
SOCIAL-ECONOMIC
IMPACT.*

** PLEASE AVOID WIDENING OF
MCL. ROAD - * REPLACE ALL
TREES W/ MATURE
TREES.*

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

CHANGE FLOW OF TRAFFIC TO MATCH
PUSH HOUR TRAFFIC

5. In addition to the study issues presented today, are there any other issues we should be aware of?

- No widening please
- improve "SCENIC ROUTE"

Please complete the following information for our records (**Please Print**):

Name: _____

Address: _____

Email: _____

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1. My property/interest is: (please check all that apply)

☐ Access onto and off McLaughlin Road

☒ Travel along McLaughlin Road

☒ General Interest

☐ Residential Property

☐ Commercial/Industrial Property

☒ Other Have clients who live there.

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

☐ Daily

☐ Weekly

☒ Monthly

☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

2

Improve intersection operations (i.e. add traffic signals, restrict left turns)

3

Improve transit services/facilities (i.e. frequency of service, bus stops)

3

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

4

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

4

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

4

Other (Specify: Add lane on east side.)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

<i>How much impact will public input have on final decision</i>
<i>+ implementation? How much "window dressing" will there be?</i>

Please complete the following information for our records (**Please Print**):

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Address:

Email:

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Don Drackley, MCIP, RPP
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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

The City of Mississauga has initiated a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. The purpose of this Public Information Centre is to gather input from the public on any aspect of the undertaking which you consider to be important or of concern.

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☐

Improve transit services/facilities (i.e. frequency of service, bus stops)

☐

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☐

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☐

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☒

Other (Specify): Preserving the scenic route Bristol - Matheson
No widening

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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☐ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☐ Weekly ☐ Monthly ☒ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

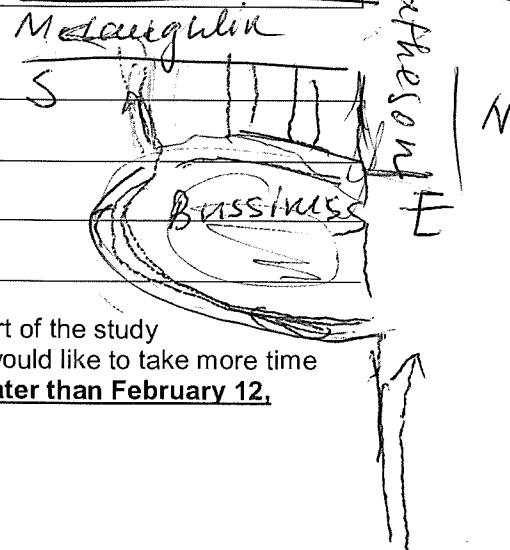
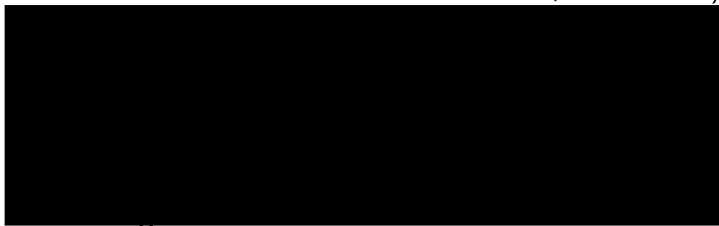
In order to avoid the Mattheson traffic (on rush hours) many drivers - take shortcuts (left - south lane of McLaughlin which slows down the existing traffic and is also poses a risk for accidents.

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| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

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- ☒ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ 3 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

NO

5. In addition to the study issues presented today, are there any other issues we should be aware of?

NO

Please complete the following information for our records (**Please Print**):

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Email:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☒ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 2 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 4 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: Traffic
Noise concerns)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Also, there is frequent traffic congestion because of
patrons turning into/exiting the Asken Road Centre mall
on Ceremonial & McLaughlin. This is a problem for residents.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Our property directly borders McLaughlin Road. The traffic
noise and dust now are extensive. Once there is
increased traffic, the problem will only get worse. How
will you diminish traffic noise for residents?
Also, I believe the sidewalks now are far too close to a
busy road. How will you achieve your goals and solve
this problem?

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 4 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 3 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

NO

5. In addition to the study issues presented today, are there any other issues we should be aware of?

NO

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- | | |
|---|--|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 3 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 2 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

THERE IS A NEED FOR A TRAFFIC LIGHT AT FAITH DR, (BRISTOL SWIFT CURRENT)
CATCHING A BUS MUST BE A CHALLENGE, AND TO CROSS THE
STREET.

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

THE PROBLEM IS WHICH OF THE OPTIONS PRESENTED
MAINTAINS THE CHARACTER OF THE STREET.
- I VOTE FOR THREE LANES, NO BIKE LANES.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

THE TRAFFIC LIGHTS SHOULD BE SET TO LET TRAFFIC
FLOW. IE THE ENTIRE GRID HAS TO BE ADJUSTED.
MAVIS, HWY 10, ELINGTON AND BRITANNIA.
INDUSTRIAL RESIDENTS
* ALSO TRAFFIC LIGHTS HAVE TO BE INSTALLED TO RELIEVE
* SITUATION ON FAITH DR. IS POOR TO NON-EXISTANT. NO VISIBILITY FROM
McLAUGHLIN.

Please complete the following information for our records (Please Print):

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Email:

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* I AM ALREADY ON YOUR MAILING LIST.

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name and address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.

Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|---|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

I agree with option 2A, although I don't
see necessity of exte Bike-line.
if we keep the option 2A we can have
some changes as follow: 1.5 ^m Walk-way only
@ west side + 4 Lane Road + 2 ^m Bike-line only

5. In addition to the study issues presented today, are there any other issues we should be aware of?

@ East side on Road 2 direction for bikes ^{only}
if we keep the Bike-line, better be
Road level. the Raised line will cause
problem for snow-removal.

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| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- | | |
|---|---|
| 1 | Improve intersection operations (i.e. ^{yes} add traffic signals, ^{not} restrict left turns) |
| 5 | Improve transit services/facilities (i.e. frequency of service, bus stops) |
| 2 | Increase road capacity/operations (i.e. add travel lanes, turn lanes) |
| 3 | Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway) |
| 4 | Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path) |
| | Other (Specify: _____) |
- ↳ actually, a left turn signal is needed from Bristol Rd. W (westbound) onto McLaughlin Rd. South at peak hours.*

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

① Traffic speeds through the Bristol Rd. W. - McLaughlin
Road intersection at off-peak hours, at speeds
well over the 50 km/hr (posted) limit. What other
measures will be implemented to reduce speeding
during off-peak times?

② Drivers will use a third (turning lane - in centre) as a driving lane
Please complete the following information for our records (Please Print): They don't respect its intended use.

Name:

Address:

Email:

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2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

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3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
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- ☐ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 3 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 2 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

INSTALLATION OF TRAFFIC SIGNALS AT AVONNICK + McLAUGHLIN
WOULD HELP REDUCE ACCIDENTS and REDUCE
SPEEDS on McLAUGHLIN.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

INCREASED TRAFFIC VOLUMES WOULD LIKELY RESULT in
AN INCREASE in ACCIDENTS.

Please complete the following information for our records (**Please Print**):

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Address:

Email:

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|---|--|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input checked="" type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely
To + from work, personal on evenings + weekends

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- * ☐ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 4 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 6 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- * ☐ 2 Other (Specify) *Control Truck Traffic on McLaughlin RD.
Posted as no Truck Traffic Nothing is being done
to prevent trucks from using this section of
Road*

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Improve road surface, install Lights at
McLaughlin + Avonwick 6:15 AM waiting to
enter on to McLaughlin from Avonwick.

Will the Sound Barriers be upgraded to address the
increase of traffic noise by bringing it closer to homes

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Truck traffic is not permitted on this
section of the Road. Previously spoke to Bylaw
said they don't have the ability to stop +
ticket. Barriers as Commercial drive ways to
prevent entering + exiting on to McLaughlin RD

Please complete the following information for our records (Please Print):

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1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☒ General Interest

☒ Residential Property

☐ Commercial/Industrial Property

☒ Other *environmental impact of supposed scenic route*

very concerned re: impact of illegal use of road by transport trucks

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

*- driving to + from work - use as access route N or S to travel for shopping etc.
 - walking dog*

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☐ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)

☐ 4 Improve transit services/facilities (i.e. frequency of service, bus stops)

☒ ~~3~~ Increase road capacity/operations (i.e. add travel lanes, turn lanes) *strongly opposed*

☐ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

preferable.

☐ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐ 2 Other (Specify: *ensure removal and/or enforcement of no truck traffic (currently posted but definitely NOT enforced)*)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Road speed "calming" options to decrease speed of traffic, esp. south bound from McLaughlin Bridge over 401. This artery SHOULD NOT be an option to Hwy 10 nor Mavis! The intersection light at Avonwick + McLaughlin, so long "promised" (thank you Eve, Mangat for NOT fulfilling promises) would give L + R turning traffic safe access and slow down speeds, if signal changes are synchronized properly (with lights @ Matheson + Bustol and Ceremonial). Pedestrian crosswalks possible for transit users to safely cross non signalized side streets.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

The southbound partial lane from Butanmia onto McLaughlin (ends before Hoblaws turn off) is an accident waiting to happen as merging from 40 km/hr traffic N of Butanmia can be very dangerous. The corridor from Matheson to Bustol is used by transport trucks trying to get into Fed up commuters are cutting through industrial parking lots, (behind Keaton Cres.) trying to access McLaughlin during gridlock times.

Please complete the following information for our records (Please Print):

Name:

Address:

Email:

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* Currently it is very dangerous for transit users to cross at Avonwick/Hair Rd's
* The Sound Attenuation Fences on the residential side of McLaughlin are in need of renewal/repair
* not enough replanting of trees to replace those cut down since 1988.

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from Bristol Road West to Britannia Road West
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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☐ Weekly ☐ Monthly ☐ Rarely 2-4 times daily

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 5 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ 4 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 3 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Perhaps other roadways i.e. Hwy #10, & main's
should be considered.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

not to affect trees, don't add additional
lights,
Remove sidewalk on the East side all together
replace with a path for cycling/walking

Please complete the following information for our records (**Please Print**):

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1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Consider bus bays if no additional lanes are considered. - perhaps reduce stops in study area.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

If traffic could flow better during rush hours on Mavis and Hurontario, and turns off of Confederation/McLaughlin were improved, volumes would be less on McLaughlin.

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☐ 6

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☐ 5

Improve transit services/facilities (i.e. frequency of service, bus stops)

2 ☒ 2

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☐ 4

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☐ 3

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☒ 1

Other (Specify: Widen Mavis
& Hurontario)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Widening other roads
Do nothing

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Houses going down in value & property owners have no choice

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ 3 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 2 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

The age and effectiveness of existing soundfence The increased noise levels incurred from any expansion

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input checked="" type="checkbox"/> Other <u>Scenic route</u> |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
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- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Restrict to local traffic only like in
Clarkson

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road
☐ Travel along McLaughlin Road
☐ General Interest

- ☐ Residential Property
☐ Commercial/Industrial Property
☒ Other the sugarbush

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
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- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: Do nothing)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

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- ☒ 2 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ 4 Other (Specify: INCREASE SAFETY & REDUCE CAR ACCIDENTS)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

CLOSE THE ROAD @ LAKELAND TO ALL
THOROUGH CAR TRAFFIC

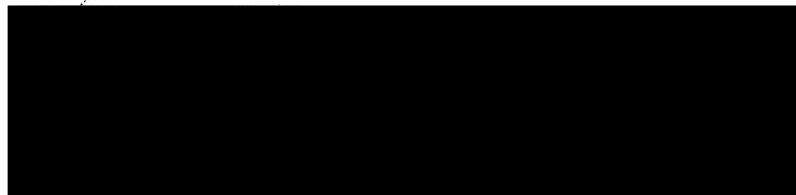
5. In addition to the study issues presented today, are there any other issues we should be aware of?

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1. My property/interest is: (please check all that apply)

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|---|--|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

BETWEEN BRISTOL / BRITANIA MAKE IT A QUIET ZONE WITH
SPEED BUMPS
DON'T ALLOW LEFT TURNS OFF OF OR ON TO MCLAUGHLIN
DONT ALL PARKING AT CEREMONY PLAZA (NEAR PLAZA) JAMS UP CARS TURNING OFF MCLAUGHLIN

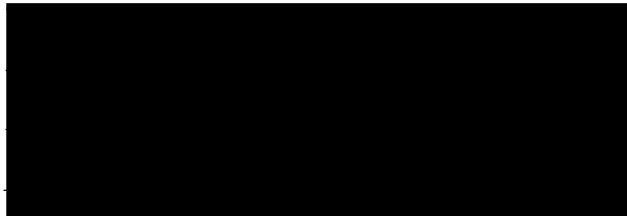
5. In addition to the study issues presented today, are there any other issues we should be aware of?

Please complete the following information for our records (**Please Print**):

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1. My property/interest is: (please check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 4 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 5 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 4 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: Debus traffic to Yarr's Rd. and others.)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

<p>This is a beautiful street. Any "improvements" will impact it negatively for the people who are living on it; around this street "improvements" will potentially benefit people who are travelling on it, but are not a part of the community of McLaughlin Rd.</p> <p>Bike lanes are not necessary. There is an empty sidewalk that could be used</p>

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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Address:

Email:

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1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ Other (Specify: Limit Traffic by Detour to McLaughlin)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Re-Route Traffic To Hwy 10 and
Maori's.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

We currently have Weekly Accidents
on McLaughlin Road. This is Dangerous
and could cause lives. Car in our front yard
Twice

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
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☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 2 Improve intersection operations (i.e. ~~add traffic signals, restrict left turns~~)
- ☒ 4 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 3 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

speed control implemented
using Synchronized lights
Bglington ————— Britannia.
remove lights use traffic circles

5. In addition to the study issues presented today, are there any other issues we should be aware of?

- Transit vehicles blocking
traffic - (during busy times)
- Minimise traffic and traffic
noise in this residential area -

Please complete the following information for our records (**Please Print**):

Name:

Address:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

The City of Mississauga has initiated a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. The purpose of this Public Information Centre is to gather input from the public on any aspect of the undertaking which you consider to be important or of concern.

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 2 Improve intersection operations (i.e. add traffic signals, restrict left turns)
☒ 1 Improve transit services/facilities (i.e. frequency of service, bus stops)
☒ 4 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
☒ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
☒ 4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
☒ 5 Other (Specify: Roundabout @ key intersections)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Roundabouts will need objectives to improve traffic flow w/o sacrificing the scenic route. Do not need more lanes as it will only add to more accidents & congestion.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Improve traffic flow for Bristol to Hurontario. Need a northbound advanced green light that works all the time to facilitate access onto ~~Queens~~ ^{Highway} 10. Right now the advanced green light is too short or does not operate. Bike lanes need to connect across & thru Mississauga right now they do not.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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Don Drackley, MCIP, RPP
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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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|--|---|
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| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

#10. Consideration of multiple solutions to address traffic between Britannia + Matheson (commercial corridor) and Matheson + Bristol (residential/scenic corridor)

5. In addition to the study issues presented today, are there any other issues we should be aware of?

#10. Health of trees along McLaughlin Rd between Matheson + Bristol

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☐ Travel along McLaughlin Road
☒ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).



Improve intersection operations (i.e. add traffic signals, restrict left turns)



Improve transit services/facilities (i.e. frequency of service, bus stops)



Increase road capacity/operations (i.e. add travel lanes, turn lanes)



Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)



Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)



Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

For myself, I use alternate routes (Mavis/Hurontario)
during rush hour

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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☐ Weekly

☐ Monthly

☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒ 2

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☒ 4

Improve transit services/facilities (i.e. frequency of service, bus stops)

☒ 1

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☒ 5

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☒ 3

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Keep bike lanes <u>OFF</u> BRISTOL

5. In addition to the study issues presented today, are there any other issues we should be aware of?

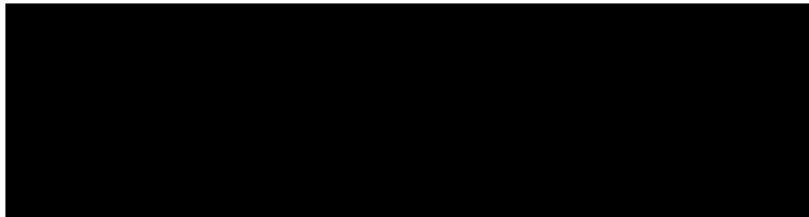
BRISTOL IS USED TO ESCAPE
MCLAUGHLIN CONGESTION

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| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

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3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ 2 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ 4 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 1 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ Other (Specify: Make it One Way South Bound.)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

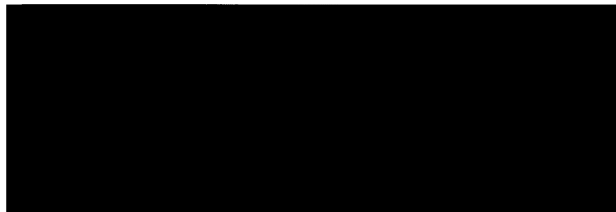
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☐ General Interest

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☒ Daily

☐ Weekly

☐ Monthly

☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

Improve intersection operations (i.e. add traffic signals, restrict left turns)

Improve transit services/facilities (i.e. frequency of service, bus stops)

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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- ☒ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops) ✕
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes) ✕
- ☒ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 3 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐ Other (Specify: Minimize traffic (through traffic) get them to use MAUIS OR HURONTARIO. Use McLaughlin local access only.)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

My Opinion on options -
WIDEN Malton to Britannia } so at lights two lanes
WIDEN Avonwick to Malton } get through
Keep Avonwick to Bristol as single + one centre turning lane to throttle traffic both

5. In addition to the study issues presented today, are there any other issues we should be aware of?

I approve to wider road to have bike lane. But
I prefer to have on road as it is maintained better and tends to be smoother with no stops at junctions.

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2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- NO ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- 2 ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- 3 ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- 4 ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

- leave McLaughlin Rd as the scenic route as is. Widen Hwy #10 & Main Rd. is the true collector North South corridors. Close exits from industrial buildings ... ~~they~~ ^{traffic} can use back entrances → Keaton to Matheson

5. In addition to the study issues presented today, are there any other issues we should be aware of?

*especially trucks!

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- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☒

Improve transit services/facilities (i.e. frequency of service, bus stops)

☒

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☒

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☒

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

- maintain scenic route designation by <u>not</u>
widening McLaughlin Rd.
- restrict volume of southbound traffic by
no left turns southbound out of
industrial buildings.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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- ☐ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 2 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

- CLOSE DRIVEWAY INTO INDUSTRIAL BUILDINGS
ON MCLAUGHLIN ROAD - USE KEATON CRES
- ADJUST TIMING OF LIGHTS AT MATHESON/MCLAUGHLIN

5. In addition to the study issues presented today, are there any other issues we should be aware of?

- USING INDUSTRIAL PARKING AS SHORT CUTS

Please complete the following information for our records (**Please Print**):

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from Bristol Road West to Britannia Road West
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- ☒ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ 5 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ 5 Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

just leave it as is
I was so upset when I received
the letter and I hope the tax will go down.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Yes, we should be aware of pollution & safety
3) noise, 4) speed limits
I am concerned, the price of the house
will go down, sure I won't be happy about it.

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- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☒ Other (Specify: speed bumps) to slow traffic down

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Yes	INTRODUCE	speed bumps to reduce the
traffic congestion and even the possibilities		
of a hourly 1 way flow for certain hrs		

5. In addition to the study issues presented today, are there any other issues we should be aware of?

lots of accidents on McLaughlin NO ROOM
for all those cars, keep it scenic and add
speed bumps forcing traffic to alternative lanes (MAVIS)
CAN'T make a left out of my driveway traffic moving
WAY too fast. looking over shoulder when using sidewalk

Please complete the following information for our records (Please Print): traffic does not go 50km

Name:

Address:

Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than February 12, 2013.**

Don Drackley, MCIP, RPP
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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

The City of Mississauga has initiated a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. The purpose of this Public Information Centre is to gather input from the public on any aspect of the undertaking which you consider to be important or of concern.

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

☐ Access onto and off McLaughlin Road

☒ Residential Property

☒ Travel along McLaughlin Road

☐ Commercial/Industrial Property

☐ General Interest

☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

☒ Daily

☐ Weekly

☐ Monthly

☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

Improve intersection operations (i.e. add traffic signals, restrict left turns)

Improve transit services/facilities (i.e. frequency of service, bus stops)

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road
☐ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other NOISE / TRUCK TRAFFIC

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☒ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☒ Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

PULL INS FOR TRANSIT BUSES. LANES/PULL OVERS
COULD BE USED FOR RIGHT TURNS (STREETS RUNNING WEST)

5. In addition to the study issues presented today, are there any other issues we should be aware of?

SHORT CUTS BY AUTOS THROUGH INDUSTRIAL
SOUTH OF MATHEISON EAST OF MCLAUGHLIN RD
CAUSE OF MANY ACCIDENTS CROSSING TO GO
SOUTH IN EVENING

Please complete the following information for our records (**Please Print**):

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Email:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 5 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path) **ON EASTSIDE**
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

- Deal with plaza (Stop types) South/West Corner Ceremonial and McLaughlin.
- Speed only one reason for accidents / people cutting in / From existing commercial/businesses to McLaughlin
-

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Issue of drivers feeding into row of traffic from Greenbank and other businesses yet they don't even attend the businesses they are cutting through parking from other side.

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 1 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☒ 2 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 3 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Can't support plans that would transform McLaughlin into
A "mini" MAVIS or Hwy 10 with additional lanes and
higher speed limits. Can't see the point of extra environ-
mental damage to the zone under consideration to boost traffic

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Can't see the point of encroachment on one ~~of~~ the
few remaining stands of mature trees in the area.
Very little attention to increasing public transit or bike travel
on the route under consideration

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used to live in area
now lives further north
on McLaughlin
(could be Brampton)

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
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☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5 LANES (2-N + 2-S + 1 TURN) BETWEEN BRITANIA - MATHESON
WITH RIGHT TURN LANES @ INTERSECTIONS

3 LANES (1-N + 1-S + 1 TURN) BETWEEN MATHESON - BRITOL
WITH RIGHT TURN LANES @ INTERSECTIONS [A SECTION ALREADY EXISTS]

ADD SIDEWALKS + BICYCLE PATHS WHERE MISSING

5. In addition to the study issues presented today, are there any other issues we should be aware of?

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

the The area Expansion of lanes #1 priority or else bottlenecks occur.
consideration of in and out traffic from stores located at Ceremonial and McLaughlin

Please complete the following information for our records (**Please Print**):

Name:

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Email:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road
☐ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒ 3 Improve intersection operations (i.e. add traffic signals, restrict left turns)

☒ 2 Improve transit services/facilities (i.e. frequency of service, bus stops)

* ☒ 1 Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☐ 5 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☐ 4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Expansion of lanes should be 1 st priority.
Traffic is extremely congested at intersection
of Ceremonial & Indo-Pak Mall.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☒ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☐ Daily ☒ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☒ Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☒ Improve facilities for cyclists (i.e. ~~add on-road cycling lanes or~~ off-road pathway)
- ☒ Improve pedestrian facilities (i.e. ~~add sidewalks and/or~~ multi-use path)
- ☐ Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

—

5. In addition to the study issues presented today, are there any other issues we should be aware of?

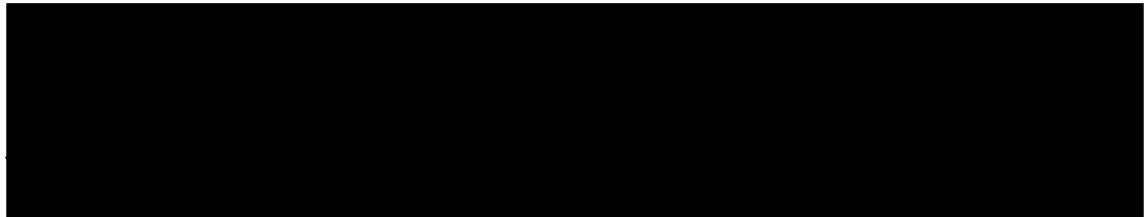
<i>I am hoping the tree's can be relocated instead of being killed</i>

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:



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I feel the amount of traffic is going to increase over the next few years for sure. It is logical to create additional traffic ways. I would prefer having a lane that can be shared by pedestrians and cyclists just like the Queenway.

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1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road
☐ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☐

Improve transit services/facilities (i.e. frequency of service, bus stops) *good service*

☐

Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☐

Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☐

Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Left Turn ^(NB) @ Avonwick? I didn't see anything.
Traffic Light @ Avonwick?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

MINIMUM DESTRUCTION OF WOODLOTS / TREES.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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Municipal Class Environmental Assessment Study for McLaughlin Road from Bristol Road West to Britannia Road West Public Information Centre #1 Comment Sheet

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Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input type="checkbox"/> Other _____ |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- Improve intersection operations (i.e. add traffic signals, restrict left turns)
- Improve transit services/facilities (i.e. frequency of service, bus stops)
- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

center lane. with traffic flow adjustment
like Jarvis St in T.O.
2 lanes north in the am.
2 lanes south in the pm.

5. In addition to the study issues presented today, are there any other issues we should be aware of?

- radar trap more to reduce speeders.
- neighbourhood children on west side of
McLaughlin need to be safe crossing a busy road
to get to the schools on the east side of
+ from McLaughlin.
more lanes makes it less safe.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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**Municipal Class Environmental Assessment Study for McLaughlin Road
from Bristol Road West to Britannia Road West
Public Information Centre #1 Comment Sheet**

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1. My property/interest is: (please check all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest | <input checked="" type="checkbox"/> Other <u>cycling</u> |

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

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- Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

I'm curious about a centre lane reversible traffic flow lane
like Jarvis St. in Toronto reflecting traffic flow studies

5. In addition to the study issues presented today, are there any other issues we should be aware of?

1) Since there are many major schools east of McLaughlin ease
of use and safety of intersections for school children
must be paramount
2) We must slow speeders down!

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

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☐ General Interest

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☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

☒

Improve intersection operations (i.e. add traffic signals, restrict left turns)

☐

2 Improve transit services/facilities (i.e. frequency of service, bus stops)

☐

5 Increase road capacity/operations (i.e. add travel lanes, turn lanes)

☐

3 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)

☐

4 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)

☐

Other (Specify: _____)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

Phased in approach to road widening i.e. Britannia
to Matheson expand to 4 lanes same as north of
Britannia

5. In addition to the study issues presented today, are there any other issues we should be aware of?

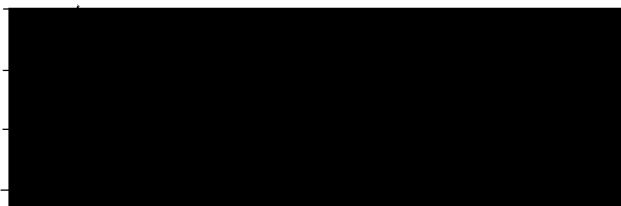
Sound noise from increased traffic. Sound barriers
in addition to new taller trees.

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:



Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than February 12, 2013.**

Don Drackley, MCIP, RPP
Consultant Manager
IBI Group
30 International Boulevard
Toronto, ON M9W 5P3
Tel: 416-679-1930
Fax: 519-745-7647
E-mail: ddrackley@ibigroup.com



**Municipal Class Environmental Assessment Study for McLaughlin Road
from Bristol Road West to Britannia Road West
Public Information Centre #1 Comment Sheet**

The City of Mississauga has initiated a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. The purpose of this Public Information Centre is to gather input from the public on any aspect of the undertaking which you consider to be important or of concern.

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- ☒ Access onto and off McLaughlin Road
☒ Travel along McLaughlin Road
☐ General Interest

- ☒ Residential Property
☐ Commercial/Industrial Property
☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

- ☒ Daily ☐ Weekly ☐ Monthly ☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).

- ☐ 3 Improve intersection operations (i.e. add traffic signals, restrict left turns)
- ☐ 5 Improve transit services/facilities (i.e. frequency of service, bus stops)
- ☐ 6 Increase road capacity/operations (i.e. add travel lanes, turn lanes)
- ☐ 2 Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)
- ☐ 1 Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)
- ☐ 4 Other (Specify: Status Quo)

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

at best I would be agreeable to left turn lanes & widening at intersections & a path or bike path meandering through the forest (Save large trees & lighting for safety)

5. In addition to the study issues presented today, are there any other issues we should be aware of?

I am concerned with pedestrian & traffic safety regarding the Strip Mall @ McLaughlin & Cherrimonval. Parking on streets & traffic congestion is excessive & often illegal

Please complete the following information for our records (Please Print):

Name:

Address:

Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than February 12, 2013.

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from Bristol Road West to Britannia Road West
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The City of Mississauga has initiated a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. The purpose of this Public Information Centre is to gather input from the public on any aspect of the undertaking which you consider to be important or of concern.

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

☐ Access onto and off McLaughlin Road

☒ Travel along McLaughlin Road

☐ General Interest

☒ Residential Property

☐ Commercial/Industrial Property

☐ Other _____

2. How often do you use McLaughlin Road between Bristol Road West and Britannia Road West?

☒ Daily

☐ Weekly

☐ Monthly

☐ Rarely

3. Please rank the following types of potential solutions to improve operations within the corridor (from 1 to 5 with 1 being the most preferred).



Improve intersection operations (i.e. add traffic signals, restrict left turns)



Improve transit services/facilities (i.e. frequency of service, bus stops)



Increase road capacity/operations (i.e. add travel lanes, turn lanes)



Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)



Improve pedestrian facilities (i.e. add sidewalks and/or multi-use path)



Other (Specify: SEE NOTE)

MAINTAIN & ENFORCE THE SCENIC ROUTE
AREA OF MCLAUGHLIN RD

4. In addition to the solutions presented today, are there other types of solutions that should be considered for McLaughlin Road?

5. In addition to the study issues presented today, are there any other issues we should be aware of?

Please complete the following information for our records (**Please Print**):

Name:

Address:

Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than February 12, 2013.**

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Tel: 416-679-1930
Fax: 519-745-7647
E-mail: ddrackley@ibigroup.com

NOTES TO MCLAUGHLIN ROAD COMMENT SHEET:

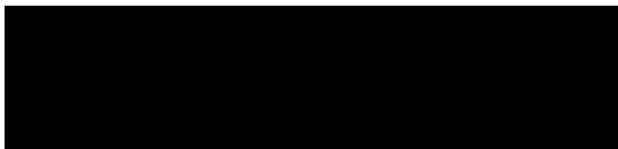
Preference #1:

There are very few Designated Scenic Routes in Mississauga. The Britannia Woods area on McLaughlin Road must be kept as is with no trees cut down.

I suggest posting large signs, both north and south bound, with "Scenic Route Ahead". Most motorists would accept that and slow down as required.

Preference #2:

Sidewalks on the east side of McLaughlin Road north of Faith Drive is not required and could be used as a bicycle path.



Marianne Radue

From: Don Drackley
Sent: Tuesday, February 12, 2013 8:30 AM
To: Marianne Radue
Subject: FW: McLaughlin Road study comments
Attachments: Mclaughlin-input1.png

Don Drackley MCIP RPP MITE
Senior Associate

IBI Group
379 Queen Street South
Kitchener ON N2G 1W6 Canada

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fax 519 745 7647
cell 416 986 1633
email ddrackley@IBIGroup.com
web www.ibigroup.com

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NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez reçu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

-----Original Message-----

From: [REDACTED]
Sent: Monday, February 11, 2013 11:18 AM
To: Don Drackley
Subject: McLaughlin Road study comments

Good morning

I would like to submit my comments regarding the McLaughlin Road EA.
First I will go over the questions in the comment sheet. I've also attached an illustrative cross-section drawing that attempts to balance the needs of all street users.

1/2) I travel along McLaughlin a few times a month and am generally interested in projects of this kind.

3/4) I would say that all of these measures are needed to some degree.

- * Intersection operations: New signals should be placed at Regal and Faith, and some left turns may need to be restricted where the ROW is too narrow for both turn lanes and other improvements.

- * Transit: The amount of service itself looks sufficient for now. However, queue jump lanes are needed if no car lanes will be added (which IMO is a desirable situation). A second-generation

experiment in transit signal priority would also be of benefit here. The two bus stop locations serving Champlain Trail should also be combined so that the distances between stops are more appropriate.

- * Road capacity: In line with the Official Plan, and following previous treatment of Scenic Routes, the addition of straight-through car lanes should be kept to a minimum. To keep car traffic flowing under this constraint, some intersections may need new or lengthened turn lanes, such as Matheson, Avonwick, Ceremonial, and Bristol.
- * Cycling: As a primary cycling route, the whole street needs to have cycling facilities. A continuous northbound bike lane can be added without any issues. For the southbound direction, I propose adding bike lanes for all but the Britannia Farm section, where there would be no SB bike lane in favour of a SB bus lane and an east side sidewalk. (Motorists could pass cyclists using the bus lane when it is clear.)
- * Pedestrians: A sidewalk on the east side between Britannia and Ceremonial would be very desirable, especially with formal accesses to the buildings fronting the street. The need for one south of Ceremonial isn't as high, but it would still benefit those who walk to work from the south.
- * Other: For better pedestrian safety at the Langport and Ceremonial bus stops, as well as to calm traffic speeds, new pedestrian crossovers could be added there. Also, the "intersections" with the frontage roads could be improved by adding right-in/right-out accesses for cyclists at the current pedestrian accesses and by replacing the fence along the Champlain frontage with landscaping and more frequent pedestrian accesses.

And now some explanation of the remaining points on the lane configuration diagrams:

- * The amount of bus lanes I'm suggesting is not very usual for Mississauga, but IMO installing some here can start to soften the public opposition to possible transit lanes on Hurontario, Rathburn, Dundas, and Lakeshore, which will likely be more disruptive to drivers.
- * I am also proposing a few traffic signal idioms that haven't been used in the GTA yet, but have seen success elsewhere.
 - Isolated pre-signals. These are devices that force other vehicles to yield to buses by displaying a red light when a bus approaches. At other times, a flashing yellow is displayed. This would be used southbound south of Britannia, where buses need to merge into general traffic away from a stop.
 - Nearside optimized signal priority. Using multiple loop detectors to measure a bus's location and speed, a timing

is created to allow all vehicles in front of the bus to clear the intersection and the signal turns red just as the bus reaches its nearside stop. This would be used in both directions at Ceremonial, where the ROW is too narrow for farside stops, and southbound at Faith, where buses would stop in the centre immediately before switching to the curb.

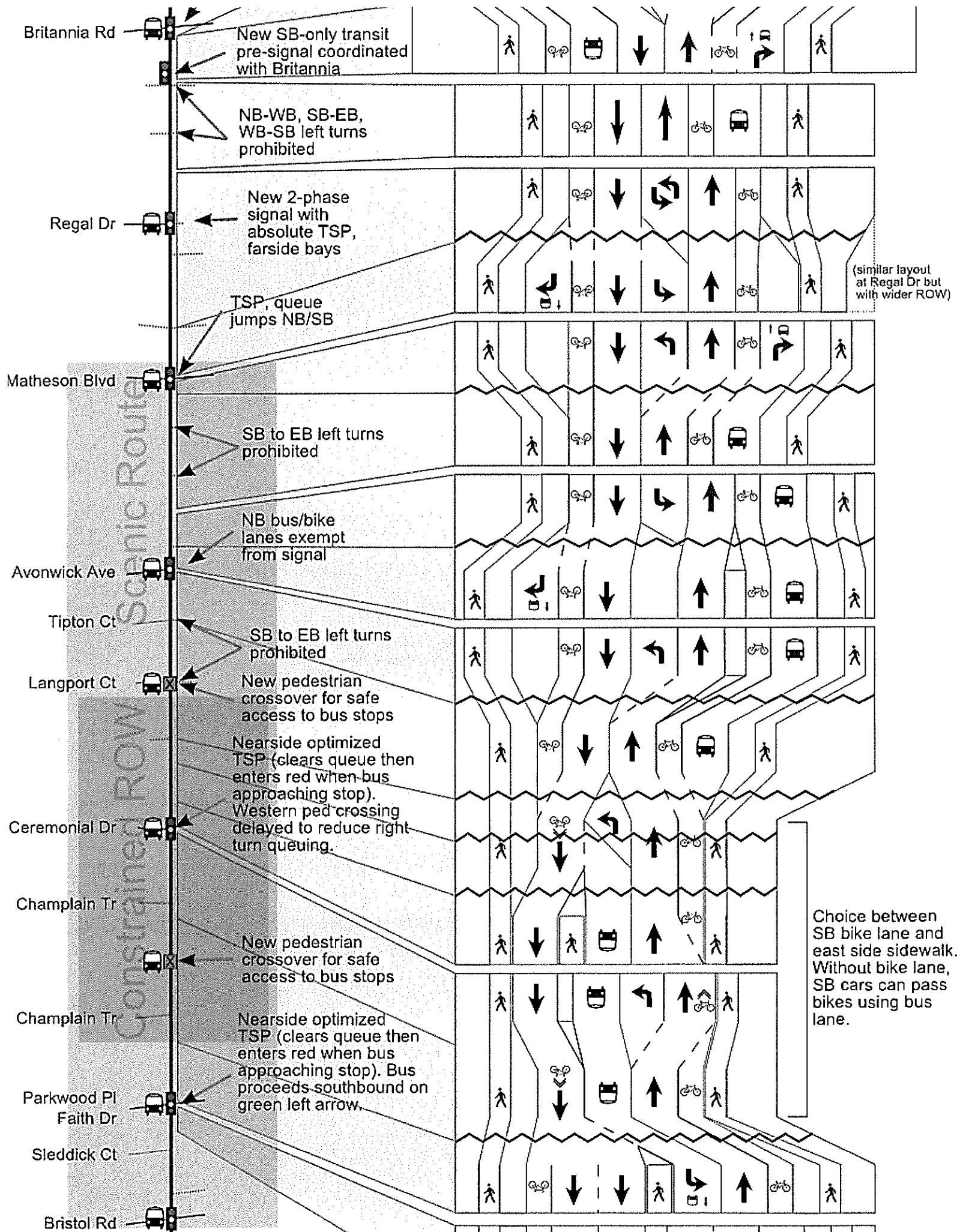
- Queue jump in left lane. Southbound at Faith Drive, buses would proceed straight through on general traffic's left turn arrow while general traffic going straight is facing a red.
- Back-up detection. When traffic is close to backing up through an intersection, the signal behind the queue switches to the side street while the ones in front of the queue stay green until the queue is manageable again. This would be used along the whole corridor.

* The exact position of the street within the ROW and the gap between the road and sidewalk shouldn't be taken literally. The optimal layout should be chosen to preserve trees and avoid utility relocation.

I would like to be informed of further study news if that's possible.

Thanks





Thank you very much for holding the recent PIC for the McLaughlin Road (MCL) EA. Overall, the information presented was helpful and we greatly appreciated the information and everyone's time.

Importantly, we also hope that all of the community concerns voiced at the PIC will be addressed. Specifically, we hope that road widening will *not* be the recommended option, at least along the "Scenic Route" section.

As many others in attendance at the PIC, we continue to have significant concerns over the EA. Our key concerns arising from the PIC are:

- It appears that the majority of the conclusions and direction posted at the PIC were heavily based on traffic statistics and data. Although the latter are important, the significant socio-economic impacts on the community seem to have not been addressed in much/adequate detail. These should be addressed in more detail. This includes noise, vibration, visual, aesthetic, air pollution, natural vegetation and scenic route issues for the existing community.
- It appears that a Scenic Route Study nor a Noise Study have been completed, nor are they planned. We respectfully submit that the latter studies need to be completed *prior* to any further recommendations being made. Without these studies, the EA will not address major community concerns.
- Given the wide implications of potential changes to MCL, can you please clarify that staff from other relevant disciplines have been consulted. This includes the City's planning, parks, environmental planners, and Peel Region's public health staff. The expertise of the latter staff would provide an important perspective on the socio-economic, vibration, visual, noise, air pollution and other issues, not just traffic/engineering data.
- At the PIC, it was noted that any widening would occur within the existing City ROW. This may be somewhat misleading since it needs to be explained to residents that this does not mean that any widening would occur within the existing paved width of the road. In fact, road widening would cause the road to be much closer to existing sensitive residential uses.
- We are really concerned with the information presented on slide #17 of the PIC. Specifically, the rating of "Good" which has been assigned under the "Socio-Cultural Environment" evaluation criteria to Alternative #5 (i.e. possible widening).

This appears to be an error or to be inaccurate. That is, how can the potential road widening be rated as being "Good" for the socio-cultural conditions of the existing community? As shown on slide #16 socio-cultural impacts on the existing community include noise, vibration and

visual impacts. Therefore, how can possible road widening be rated as being "Good" for the community? In fact, slide #17 notes that the existing situation is actually worse for the existing community than a possible widening. This should be corrected and/or better explained.

- In light of the City's Official Plan policies, it is still very unclear how any widening of the road would actually "preserve" and "enhance" the unique Scenic Route designation of the stretch of the road between Bristol Road and Mathenson Boulevard.
- According to the City's Official Plan, MCL is not intended to be an Arterial road. Despite this, information presented at the PIC suggested that changes to MCL would help reduce traffic along Hurontario Street and Mavis Road. This is a major concern since, unlike Hurontario and Mavis, MCL is not an arterial road, nor is it meant to be one. When asked if a 'license plate' survey was completed to confirm the source of traffic along MCL and to ensure that any changes to MCL are not 'driven' by aerial/regional traffic, we were told that no such survey has been completed. We respectfully request/suggest that such data is critical to ensure that MCL does not become a Hurontario - which it is not intended to be.
- The PIC information noted that the average speed over a 24hrs period along MCL actually exceeds the legal posted speed. Hence, how would a wider road reduce speeding and improve safety? Also, over a 24hr period, road capacity appears not to be an issue.
- Please carefully consider the following as practical and less adverse ways of improving traffic capacity along MCL:
 - Add bus bays at all bus stops. Currently, when a bus stops at a stop it causes significant back up.
 - Add cycling lanes/shoulders.
 - Improve/synchronize traffic signals along MCL. Current traffic light settings seem to not be coordinated and cause backups.
 - Add traffic lights at Avonwick.
 - Add turning lanes at traffic lights.
 - Enforce/place no parking restrictions along Ceremonial Drive and MCL next to the plaza. Cars parked along Ceremonial Drive near the intersection block traffic turning west from MCL. It is also unsafe.
 - Maximize the use of the existing center lane rather than adding additional road width.

In summary, in light of significant community concerns and existing City policies, especially those related to the unique Scenic Route designation, we are not sure how any road widening can be recommended as the preferred option.

Thank you and we look forward to future meetings and information.



CITY OF MISSISSAUGA

NOTICE OF PUBLIC INFORMATION CENTRE #2

Municipal Class Environmental Assessment Study for McLaughlin Road

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C' including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West.

Within the study area, part of McLaughlin Road is located next to the Britannia Farm woodlot, and consists of two travel lanes, a centre turning lane in some sections, a continuous sidewalk on the west side, partial sidewalk on the east side, and no cycling facility. According to the City's current Official Plan, McLaughlin Road is designated as a Major Collector road within the study area and a Scenic Route from Bristol Road West to Matheson Boulevard West.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act.

PUBLIC CONSULTATION:

Public consultation is a vital component to this study. Public Information Centre (PIC) #1 was held on January 29, 2013. That PIC presented existing and future traffic conditions, environmental constraints, road improvement needs and opportunities, and the alternative design solutions being considered.

PIC #2 is being held to receive public input, comments and concerns on the design options and the preliminary preferred design. At this PIC, the City of Mississauga will display information in an open house format on the designs and other subjects being addressed in the Class EA. Following the PIC, the preliminary preferred design will be reviewed taking into consideration the comments received, and the design will be confirmed or modified. Representatives from the City and the project consulting team will be present to answer questions and discuss next steps.

The PIC will be held as follows:

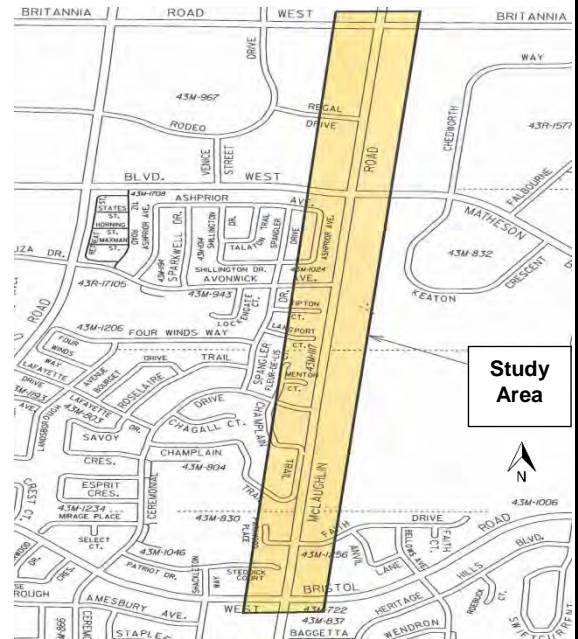
Date: Wednesday, March 5, 2014
Time: 5:00 p.m. to 8:00 p.m. Drop-In Centre
Location: Peel District School Board, "Mississauga Room"
5650 Hurontario Street, Mississauga (access off Matheson Blvd.)

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the project mailing list to be notified about upcoming public meetings, please contact:

Abdul W. Shaikh, P.Eng., PMP
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, Ontario, L5B 2T4
Tel: 905-615-3200, Ext. 3734
Fax: 905-615-3173
E-mail: abdul.shaikh@mississauga.ca

Don Drackley, MCP
Consultation Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-679-1930
Fax: 416-675-4620
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City of Mississauga

**PUBLIC INFORMATION CENTRE # 2
MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD
FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**

PIC #2 SUMMARY REPORT

MARCH, 2014



MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

DOCUMENT CONTROL

Client:	City of Mississauga
Project Name:	McLaughlin Road Class EA
Report Title:	Public Information Centre # 2 Municipal Class EA Study for McLaughlin Road from Bristol Road West to Britannia Road West
IBI Reference:	
Version:	Draft – March 2014
Digital Master:	J:\24RX12.0246_Miss-Class EA\10.0 Reports\PIC\PIC #2 Summary Report
Originator:	Marianne Radue, Environmental Planner, IBI Group
Reviewer:	Allan Ortlieb P.Eng., Project Manager, IBI Group
Authorization:	
Circulation List:	
History:	

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4.	COMMENTS FROM THE PUBLIC.....	3
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Exhibit 3: Summary of Comments/ Concerns	3

ENCLOSED APPENDICES

Appendix A: Notice of Public Information Centre #2

Appendix B: Letter from Councillor Bonnie Crombie

Appendix C: Agency/Stakeholder/First Nations Letter and Mailing list

Appendix D: Attendance Register

Appendix E: Display Panels

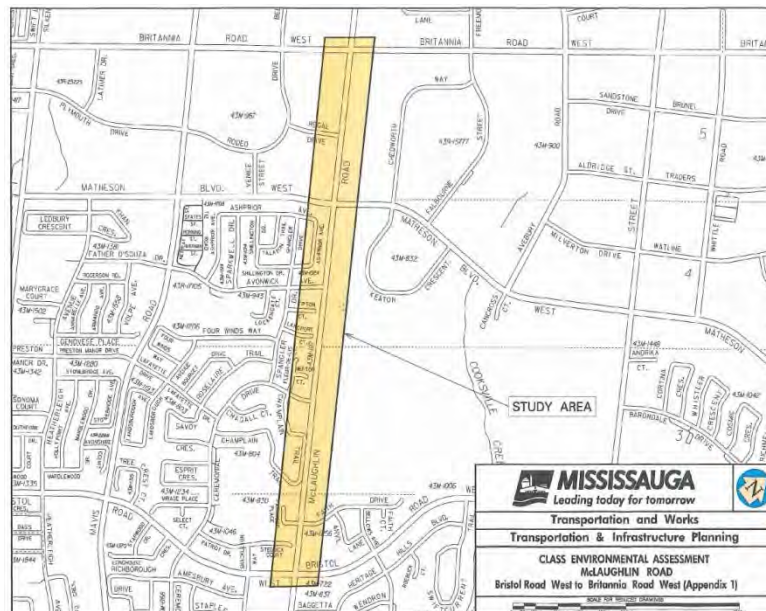
Appendix F: Comment Forms

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

1. INTRODUCTION

The City of Mississauga has retained IBI Group to undertake a 'Schedule 'C' Class Environmental Assessment (Class EA) and Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West (see Exhibit 1). The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road, while taking into consideration the Scenic Road designation, adjacent land uses and plans for a cycling route. The study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association *"Municipal Class Environmental Assessment,"* (October 2000, as amended in 2011).

Exhibit 1. Study Area



The second Public Information Centre (PIC) was held to receive public input, comments, and concerns on the design options and the preliminary preferred design. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2. NOTICE OF PUBLIC INFORMATION CENTRE #2

The Notice of PIC #2 (**Appendix A**) was first published in the Mississauga News on February 19th. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice of PIC was also posted on the City of Mississauga website (<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>) which was accessible to all external stakeholders and members of the public.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

The Notice of PIC and a letter written by Councillor Bonnie Crombie (**Appendix B**) was mailed to residences by unaddressed airmail for Forward Sortation Area L5R which is bound by Highway 401, Hurontario Street, Eglinton Avenue West and Mavis Road. In total approximately 11,460 notices were distributed in this manner. Additional direct mailing was made to the original 300m resident mailing list used for PIC #1 and interested persons who signed up from PIC #1 and throughout the study (2,095 notices in total). Mailings were also made to External Agencies, Stakeholders and First Nation/Aboriginal Communities (**Appendix C**).

The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Tuesday, March 5, 2014
Time: Information Display Drop In: 5:00 p.m. to 8:00 p.m.
Location: Peel District School Board, "Mississauga Room"
5650 Hurontario Street
Mississauga, Ontario L5R 1C6

Approximately 127 individuals attended the PIC (127 signed in). The attendance register is available under **Appendix D**. Councillor Bonnie Crombie and a member of her team were present. In addition members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

Abdul W. Shaikh, Project Manager, City of Mississauga
Steve Barrett, Manager, Transportation Asset Management, City of Mississauga
Farhad Shahla, Transportation Project Engineer, City of Mississauga
Sue Ann Laking, Landscape Architect, Community Services Dept., City of Mississauga
Jacquelyn Hayward Gulati, Manager, Cycling Office, City of Mississauga
Mike Maloney, Supervisor, Forestry Section, City of Mississauga
Allan Ortlieb, Project Manager, IBI Group
Don Drackley, Transportation Planning, IBI Group
Marianne Radue, Environmental Planner, IBI Group

The materials presented at the PIC, including comment forms, were made available on-line on the City of Mississauga website. The last day to receive public comment on the information presented was on **March 19, 2014**.

3. INFORMATION PRESENTED

Display panels were organized in a manner which effectively presented information on the project. The exhibits listed in Exhibit 2 were on display at the PIC and can be viewed in full in **Appendix E**.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

Exhibit 2: Display Boards

i. Title Board	xiv. Design Concept – Option 3
ii. Purpose of the Study/Background	xv. Future Traffic Conditions (2031)
iii. Purpose of PIC #2	xvi. Evaluation Criteria Evaluation of Options (2 boards)
iv. Class EA Process	xvii. Typical Cross-Section (Preferred Option #3)
v. McLaughlin Road: Role and Function	xviii. Impacts and Mitigation of the Preliminary Preferred Design
vi. Tree Inventory	xix. Streetscape Design Considerations
vii. Environmental Setting	xx. Streetscape Vision
viii. Traffic Operations	xxi. Woodlot Edge Restoration
ix. Needs and Opportunity	xxii. Preliminary Tree Protection and Planting Plan
x. Summary of Comments Received at PIC No. 1 (2 boards)	xxiii. Conceptual Design Renderings (6 boards)
xi. Alternative Design Concepts	xxiv. Next Steps/Thank-you
xii. Design Concept – Option 1	
xiii. Design Concept – Option 2	

4. COMMENTS FROM THE PUBLIC

The public was requested to submit comments by **March 19, 2014**. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total 71 comment forms were completed and submitted to the project team during the PIC. Exhibit 3 summarizes written comments/concerns received as of **March 14, 2014**. All comment forms and correspondence received is available in **Appendix F**.

Exhibit 3: Summary of Comments/ Concerns

Question #1 My property/interest is:	
	Number of Responses
• Access onto and off McLaughlin Road	47
• Residential property	38
• Travel along McLaughlin Road	50
• Commercial/Industrial property	1
• General interest	19
• Other	
1. Environmental Preservation	
2. Sound attenuation fences backing my property (facing onto McLaughlin Rd, south of Matheson Blvd) are deteriorating	
3. Mississauga Cycling Committee	
4. Condominium	
5. Sound barrier	
6. Transit (2 responses)	
7. Sugar bush	
8. Property sides onto McLaughlin	
9. I walk and bike along McLaughlin	

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

Question #2 Do you support the Preliminary Preferred Design Option?	
Number of Responses	
• Yes	39
• No	29
• Unknown	3
Please indicate why or why not.	
Supports Option #3	
<ul style="list-style-type: none"> • Road widening is necessary (6 comments). • Local traffic will increase once the LRT is built (1 comment). • Design will relieve traffic congestion (3 comments). • Option #3 with raised bike lanes (1 comment). • Improved and attractive landscaping (3 comments). • Supports the elimination of the right merge lane northbound at Bristol Road (1 comment). • Provides needed space for safe pedestrian traffic and cyclists (3 comments). • Disappointed so many trees need to be removed (3 comments). • Only 421 trees will be removed and 842 will be replanted (1 comment). • Utility lines will be underground (1 comment). • Traffic calming measures are necessary (1 comment). • Bus lane improvement flow is favourable (1 comment). <p>Although in support of Option #3, offered the following additional comments/suggestions:</p> <ul style="list-style-type: none"> • Concern about traffic and parking at the plaza on Ceremonial Drive and McLaughlin Road (2 comments). • Concerns about the safety of the shared bike lanes (2 comments). • Cycling lanes not necessary (1 comment). • Concerned turning left off Faith Drive with extra lanes (2 comments). • Consider upgrading/adding noise walls (2 comments). • Would like to see a sidewalk on the east side between Ceremonial Drive and Faith Drive (1 comment). • Keep sidewalks away from the road (1 comment). 	
Does not support Option #3	
<ul style="list-style-type: none"> • Prefer Option #1 with the separate bike lanes (3 comments). • Option #1 has fewer trees removed (1 comment). • Protect the sugar bush (7 comments). • Need a traffic light at Avonwick and McLaughlin (1 comment). • Concerned about access to McLaughlin Road from Parkwood Place (1 comment). 	

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

- Speed will increase (6 comments).
- Concerned about noise (9 comments).
- Concerned about pollution (1 comment).
- Keep McLaughlin Road as is (3 comments).
- Widening will invite more traffic onto McLaughlin Road (15 comments).
- Supports four lanes north of Matheson Blvd (1 comment).
- Increasing lanes will make it difficult to turn left or right from Faith Drive (1 comment).
- Property values will decrease (1 comment).
- More traffic will make backyards too noisy to enjoy (1 comment).
- Encourage drivers to use Mavis Road and Hurontario Street (1 comment).
- Truck traffic will increase (1 comment).
- Do not need bike lanes (1 comment).

Question #3 Do you have any additional comments regarding the materials and displays you have seen today?

- The design is a welcome and necessary change (1 comment).
- Excellent displays (6 comments).
- Like the aesthetic appeal of the renderings (2 comments).
- Need to remember this is a residential area with many children and seniors (2 comments).
- Need a traffic light between Ceremonial Drive and Matheson Blvd (1 comment).
- Need a traffic signal at Avonwick Ave and McLaughlin Road (4 comments).
- Need a traffic signal at Faith Drive and McLaughlin Road (1 comment).
- Enforce no trucks on McLaughlin Road at any time (3 comments).
- Property will lose its value if road is widened (2 comments).
- Increase in noise (4 comments).
- Put noise walls/replace noise walls along McLaughlin Road (2 comments).
- Parking/traffic at the plaza at Ceremonial Drive and McLaughlin Road creates congestion (9 comments).
- Need a crosswalk and Faith Drive and McLaughlin Road (1 comment).
- The renderings are deceiving and inaccurate (1 comment).
- Bike lanes should be raised to the same level as the speed table (1 comment).
- The woodlot would be positively affected (1 comment).
- Does not respect concerns of the residents most impacted (1 comment).
- Adjust timings on traffic lights (3 comments).
- Concerned with the increase in traffic (3 comments).

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

Email Responses

- Appreciates concerns residents have with the trees being cut down. However this stretch of road has long been unable to support the amount of traffic it is carrying (this route goes directly to Square One). Frustrated trying to exit to and from Avonwick onto McLaughlin without traffic lights. Widening this stretch of McLaughlin Road is essential for growth in this part of Mississauga.
- Attended PIC #2. Very impressed with the thorough display of all the issues and design alternatives. Long time resident of Roselaire Trail, and has lived with the deficiencies of the existing road and welcomes the improvement. Fully support the preferred design presented at the PIC. The opening of the Confederation Parkway bridge over the 403 has made the access to the city centre and Square One so much more enjoyable from their neighbourhood. Makes perfect sense to enhance this gateway from the north with the preferred design of improvements to McLaughlin Road.
- Has lived off of McLaughlin Road for many many years. Mississauga has grown in population over the years. Although McLaughlin Road does have moments during the day where it gets busy and a bit congested (travels on it daily), the reason they don't mind is because it is a beautiful road with gorgeous trees surrounding it. The traffic is only from Bristol to Britannia, which is not a big stretch. The traffic is only during rush hour and the traffic doesn't last more than an extra few minutes, which is not a big deal. Re-consider this and leave the beauty and the beautiful trees on McLaughlin Road the way it is. It is not a big deal on a small stretch of road and the minimal amount of traffic that is caused.

5. COMMENTS FROM EXTERNAL AGENCIES

No comments were received from external agencies regarding the PIC, materials used, and the information presented.

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

APPENDIX A

NOTICE OF PUBLIC INFORMATION CENTRE #1

CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE #2

Municipal Class Environmental Assessment Study for McLaughlin Road

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C' including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West.

Within the study area, part of McLaughlin Road is located next to the Britannia Farm woodlot, and consists of two travel lanes, a centre turning lane in some sections, a continuous sidewalk on the west side, partial sidewalk on the east side, and no cycling facility. According to the City's current Official Plan, McLaughlin Road is designated as a Major Collector road within the study area and a Scenic Route from Bristol Road West to Matheson Boulevard West.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association *"Municipal Class Environmental Assessment,"* (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act.



PUBLIC CONSULTATION:

Public consultation is a vital component to this study. Public Information Centre (PIC) #1 was held on January 29, 2013. That PIC presented existing and future traffic conditions, environmental constraints, road improvement needs and opportunities, and the alternative design solutions being considered.

PIC #2 is being held to receive public input, comments and concerns on the design options and the preliminary preferred design. At this PIC, the City of Mississauga will display information in an open house format on the designs and other subjects being addressed in the Class EA. Following the PIC, the preliminary preferred design will be reviewed taking into consideration the comments received, and the design will be confirmed or modified. Representatives from the City and the project consulting team will be present to answer questions and discuss next steps.

The PIC will be held as follows:

Date: Wednesday, March 5, 2014
Time: 5:00 p.m. to 8:00 p.m. Drop-In Centre
Location: Peel District School Board, "Mississauga Room"
 5650 Hurontario Street, Mississauga (access off Matheson Blvd.)

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the project mailing list to be notified about upcoming public meetings, please contact:

Abdul W. Shaikh, P.Eng., PMP
Project Manager
 City of Mississauga
 201 City Centre Drive, Suite 800
 Mississauga, Ontario, L5B 2T4
 Tel: 905-615-3200, Ext. 3734
 Fax: 905-615-3173
 E-mail: abdul.shaikh@mississauga.ca

Don Drackley, MCP
Consultation Manager
 IBI Group
 30 International Boulevard
 Toronto, Ontario, M9W 5P3
 Tel: 416-679-1930
 Fax: 416-675-4620
 E-mail: ddrackley@ibigroup.com

Notice First Posted: February 19, 2014

APPENDIX B

LETTER FROM COUNCILLOR BONNIE CROMBIE



RE: Public Meeting on the Future of McLaughlin Road

Dear Resident,

McLaughlin Road is being used with increased frequency by drivers as a main artery to get around the city. As anyone who has traveled McLaughlin Road knows, it is often very congested, especially during the rush hours. Between Bristol Road West and Britannia Road West, McLaughlin Road narrows to one lane in each direction. This causes a bottleneck and traffic backlogs both north and southbound.

As our city has grown, we must continually examine our roads and other critical infrastructure to ensure they are meeting the demands of a growing population. In Ward 5, one of the roads under examination is McLaughlin Road between Britannia Road West and Bristol Road West. An Environmental Assessment is currently underway to study how McLaughlin road can be improved. The goal is to maintain McLaughlin Road's scenic beauty, while providing a safe and efficient roadway for increased vehicle and pedestrian traffic. It is also our goal to reduce the impact on local residents as much as possible to ensure that their privacy and quality of life is maintained.

Please note that at present, no final decisions on the design of the roadway have been made.

In January 2013, the City of Mississauga hosted a Public Information Centre (PIC) to present existing and future traffic conditions, environmental constraints and alternative solutions. 79 residents attended this meeting and provided excellent feedback. This feedback has shaped the design of the roadway. On **Wednesday, March 5, 2014**, the City of Mississauga will present their designs for the roadway at a second PIC and will once again ask for the input and feedback of local residents. Please see the attached notice for more information. I hope that you will take the opportunity to attend this important meeting. City staff and I look forward to your feedback on the proposed designs and the future of McLaughlin Road.

Should you have any questions in advance of this meeting, please feel free to contact me by email at Bonnie.Crombie@Mississauga.ca or by phone at **905-896-5500**.

Sincerely,

A handwritten signature in black ink that reads "Bonnie Crombie".

Bonnie Crombie
City Councillor, Ward 5
Mississauga

APPENDIX C

AGENCY/STAKEHOLDER/FIRST NATIONS LETTER AND MAILING LIST



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 13, 2014

Name/Address

Dear :

**CITY OF MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
FOR MCLAUGHLIN ROAD, FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST
NOTICE OF PUBLIC INFORMATION CENTRE**

Please be advised that the City of Mississauga has retained IBI Group to undertake a Municipal Class Environmental Assessment Study Schedule 'C', including Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West. This study is being undertaken to investigate the need for additional north-south road capacity and traffic management improvements along this road section, while taking into consideration its Scenic Route designation, adjacent land uses and City plans for a cycling route. The McLaughlin Road EA is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011).

Public Information Centre (PIC) #2 is planned to receive input, comments and concerns on the Class EA, design options and preferred design. Representatives from the City of Mississauga and the Consultant will be present to receive input and comments from interested participants.

Public Information Centre #2:

Time: 5:00 p.m. to 8:00 p.m. (Drop-In Centre)
Date: Wednesday March 5, 2014
Location: Peel District School Board, "Mississauga Room"
5650 Hurontario Street, Mississauga (access off Matheson Blvd.)

A notice of the PIC is attached and will be advertised in the Mississauga News. If you have additional comments or questions, please feel free to contact the undersigned.

IBI Group

Don Drackley, MCP
Senior Associate

DD/mr

Encl. Notice of Public Information Centre #2

cc: Abdul Shaikh, City of Mississauga
Allan Ortlieb, IBI Group

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City of Mississauga Class EA Study for McLaughlin Road
Contact List February 13, 2014

Contact Name	Address	City, PR, PC	Email	PHONE
FEDERAL AGENCIES				
Aboriginal Affairs and Northern Development Canada	Consultation and Accommodation Unit	10 Wellington Street	Gatineau, QC K1A 0H4	
Transport Canada - Ontario Region	Environmental Coordinator	4900 Yonge Street 4th Floor (PHE)	North York, ON M2N 6A5	
Member of Parliament	Ms. Eve Adams, M.P.	4870 Tomken Road Unit 7	Mississauga, ON L4W 1J8	905-625-1201
PROVINCIAL AGENCIES				
Ontario Ministry of Agriculture Food and Rural Affairs	Mr. David Cooper, Manager - Environmental and Land Use Policy	1 Stone Road West	Guelph, ON N1G 4Y2	519-826-3117
Ontario Secretariat for Aboriginal Affairs Office of the Secretary, Negotiations	Pam Wheaton, Director	720 Bay Street	Toronto, ON M5G 2K1	
Ontario Ministry of Toursim, Culture and Sport	Mr. Dean Hustwick, Director	Hearst Block, 10th Floor, 900 Bay Street	Toronto ON M7A 2E2	416-326-9579
Ontario Ministry of Tourism, Culture and Sport	Ms. Laura Harcher, Heritage Planner	Suite 1700, 401 Bay Street	Toronto, ON M7A 0A7	416-314-3108
Infrastructure Ontario	Anna Di Misa, Manager Planning Unit	900 Bay Street, 4th Floor Hearst Building	Toronto, ON M7A 2E3	416-212-3561
Ontario Ministry of Municipal Affairs and Housing	Mr Ralph Walton, Director	777 Bay Street, 13 th Floor	Toronto ON M5G 2ES	416-585-7260
Ontario Ministry of Natural Resources	Ms. Melinda Thompson, Species at Risk Biologist	50 Bloomington Road	Aurora, ON L4G 0L8	905-713-7425
Ontario Ministry of Natural Resources	Ms. Jackie Burkart, District Planner	50 Bloomington Road	Aurora, ON L4G 0L8	905-713-7368
Ontario Ministry of Natural Resources	Mr. Steven Strong, Distict Planner	50 Bloomington Road	Aurora, ON L4G 0L8	905-713-7366
Ontario Ministry of Natural Resources	Ms. Debbie Pella Keen, District Manager	50 Bloomington Road	Aurora, ON L4G 0L8	905-713-7372
Ontario Ministry of the Environment	Ms. Tina Dufresne, District Manager - Halton-Peel District	4145 North Service Road Suite 300	Burlington, ON L7L 6A3	905-319-1870
Ontario Ministry of the Environment	Ms. Dorothy Moszynski, Environmental Resource Planner and EA Coordinator	Place Nouveau 9th Floor, 5775 Young Street	Toronto, ON M2M 4J1	416-326-3469
Ontario Ministry of the Environment Environmental Approvals Branch	Ms. Agatha Garcia-Wright	2 St. Clair Avenue West, Floor 12A	Toronto, ON M4V 1L5	416-314-7288
Ontario Ministry of the Environment, Environmental Assessment Services	Mr. George Karlos, Manager	2 St. Clair Avenue West, Floor 12A	Toronto, ON M4V 1L5	416-314-7967
Ontario Ministry of Transportation GO Transit	Manager Mr. Dan Francey, Manager - Marketing and Planning Services	900 Bay Street, 6th Fl 20 Bay Street, Suite 600	Toronto, ON M7A 2E1 Toronto, ON M5J 2N3	
REGIONAL AGENCIES				
Regional Municipality of Peel	Manager - Engineering and Infrastructure Planning	10 Peel Centre Drive	Brampton, ON L6T 4B9	905-791-7800 ext
Region of Peel, Public Works	Mr. John Hardcastle, Manager Development Services	10 Peel Centre Drive	Brampton, ON L6T 4B9	
Region of Peel, Public Works	Mr. Althaf Farouque, Planner	10 Peel Centre Drive	Brampton, ON L6T 4B9	
Peel Regional Police	Office in Charge of Operational Planning	7750 Hurontario Street	Brampton, ON L6V 3W6	

City of Mississauga Class EA Study for McLaughlin Road
Contact List February 13, 2014

	Contact Name	Address	City, PR, PC	Email	PHONE
Peel Regional Health Services	Mr. Paul Callanan, Director - Environmental Health	10 Peel Centre Drive, 6th Floor	Brampton, ON L6T 4B9		
Peel Regional Paramedic Servcies	Mr. Peter Dundas, Director of Ambulance and Emergency Programs	5299 Maingate Drive	Mississauga, ON L4W 1G6		
Peel Regional Paramedic Servcies	Mr. Dana Ralph Banke, Supervisor, Risk and Audit	5299 Maingate Drive	Mississauga, ON L4W 1G6	Dana.Banke@peelregion.ca	905-791-7800 x35
Peel District School Board	Mr. Steve Hare, Manager of Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6		
Peel District School Board	Mr. Paul Mountford, Intermediate Planning Officer	5650 Hurontario Street	Mississauga, ON L5R 1C6	paul.mountford@peelsb.com	905-890-1010 x22
Peel District School Board	Mr. Jaspal Gill, Transportation Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6		
Peel District School Board	Asma Saddi, Transportation Division, Transportation Planning	5650 Hurontario Street	Mississauga, ON L5R 1C6	saddia@peelregion.ca	905-791-7888
Peel District School Board	Ms. Janet McDougald, Chair	5650 Hurontario Street	Mississauga, ON L5R 1C6		
Dufferin-Peel Roman Catholic School Board	Mr. Vince Nichilo, Superintendent of Planning and Development	40 Matheson Boulevard	Mississauga, ON L5R 1C5		
Student Transportation of Peel Region	Mr. Tom Howe	5685 Keaton Cres.	Mississauga, ON L5R 3H5	tom.howe@dpcdsb.org	905-890-9680 x 7
Region of Peel, Public Works	Steve Ganesh, Manager of Roads, Transportation Planning	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Region of Peel, Public Works	Damian Albanese, Director of Engineering and Construction	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Region of Peel, Public Works	Simon Hopton, Collection and Communal Treatment Wastewater Division	10 Peel Centre Drive	Brampton, ON L6T 4B9		
Credit Valley Conservation Authority	Mr. Liam Marry, Senior Planner/Ecologist	1255 Old Derry Road	Mississauga, ON L5R 6R4	lmarry@creditvalleyca.ca	905-670-1615
Credit Valley Conservation Authority	Mr. Jakup Kills, Planner	1255 Old Derry Road	Mississauga, ON L5R 6R4		
LOCAL AGENCIES					
City of Mississauga Fire Department	Mr. John McDougall, Fire Chief	15 Fairway Road West	Mississauga, ON L5B 1K7		
City of Mississauga Community Services, Heritage Planning	Paula Wubbenhorst, Senior Heritage Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	Paula.Wubbenhorst@mississauga.ca	
City of Mississauga	John Calvert, Director - Policy Planning	300 City Centre Drive	Mississauga, ON L5B 3C1		
City of Mississauga Cycling Advisory	Stephanie Smith, Legislative Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	stephanie.smith@mississauga.ca	
City of Mississauga Cycling Advisory	Jeff Wachman, Chair	300 City Centre Drive	Mississauga, ON L5B 3C1		
City of Mississauga Accessibility Committee	Diana Simpson, Accessibility Coordinator	300 City Centre Drive	Mississauga, ON L5B 3C1	diana.simpson@mississauga.ca	
City of Mississauga	Councillor Bonnie Crombie	301 City Centre Drive	Mississauga, ON L5B 3C2	bonnie.combie@mississauga.ca	
FIRST NATIONS					
Mississaugas of the New Credit First Nation	Chief Bryan LaForme	8545 Townline Road RR1	Hagersville, ON N0A 1H0	 nlaforme@newcreditfirstnation.ca	905-768-3858
Association of Iroquois and Allied Indians	Denise Stonefish, Grand Chief	387 Princes Avenue	London, ON N6B 2A7		
Six Nations of the Grand River Territory	Chief William Montour	P.O. Box 5000	Ohswéken, ON N0A 1M0	wkm@sixnations.ca	519-445-2201
Haudenosaunee Confederacy Chiefs Council	Hohahes Leroy Hill	2634 6th Line Road RR2	Ohswéken, ON N0A 1M0	jocko@sixnationsns.com	519-717-7326
STAKEHOLDERS					
Rogers	Ms. Marian Wright, Planning Co-ordinator	3573 Wolfedale Road	Mississauga, ON L5C 3T6		
Bell Canada	Ms. Wendy Lefebvre, Design Manager - Access Network	5115 Creekbank Road West 3rd Floor	Mississauga, ON L4W 5R1		
Enbridge Gas Distribution Inc.	Mr. Mike McGiverty, Special Project Supervisor	500 Consumers Road	North York, ON M2J 1P8		
Hydro One	Mr. George Juhn, Manager - Lines and RPW Programs	483 Bay Street, North Tower, 15th Floor	Toronto, ON M5G 2P5		
Enersource Mississauga	Mr. Paul Sidu, Senior Manager - System Planning	3240 Mavis Road	Mississauga, ON L5C 3K1		
TransCanada Pipeline	Katherine Lange	11200 Weston Road, P.O. Box 790	Maple, ON L6A 1S7		
IBI Group Quality Control	Don Drackley	32 Drew Avenue	Cambridge, ON N1S 3R5		
The Friends of the Old Britannia Schoolhouse	Sir/Madame	5576 Hurontario Street	Mississauga, ON L5R 1B3		
Mississauga Cycling	Sir/Madame	via website			
Mareka Properties (2000) Ltd.	Rosann Gore, Property Manager	278 Manitoba Street	Toronto, Ontario M8Y 4G9	woodsend@marekapm.com	416-255-7300 ext.
Mareka Property Management	Caresse Seguin, Property Manager			Woodsend@marekapm.com	
Orlando Corporation	Gary Kramer	6205 Airport Road 5th Flr	Mississauga, ON L4V 1E3	kramerg@orlandocorp.com	905-677-5480

MUNICIPAL CLASS EA STUDY FOR MCLAUGHLIN ROAD FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST

APPENDIX D

ATTENDANCE REGISTER



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR MCLAUGHLIN ROAD
FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST**



March 5, 2014, 5:00 p.m. – 8:00 p.m.

Public Information Centre

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Public Information Centre

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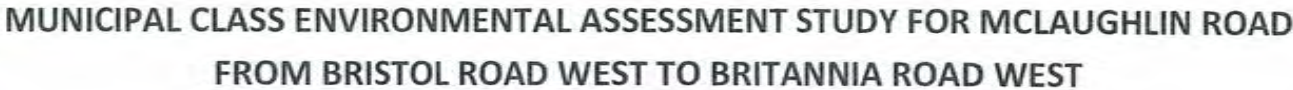
Name (and Organization if applicable)	Street Address	City	Postal Code	Email

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