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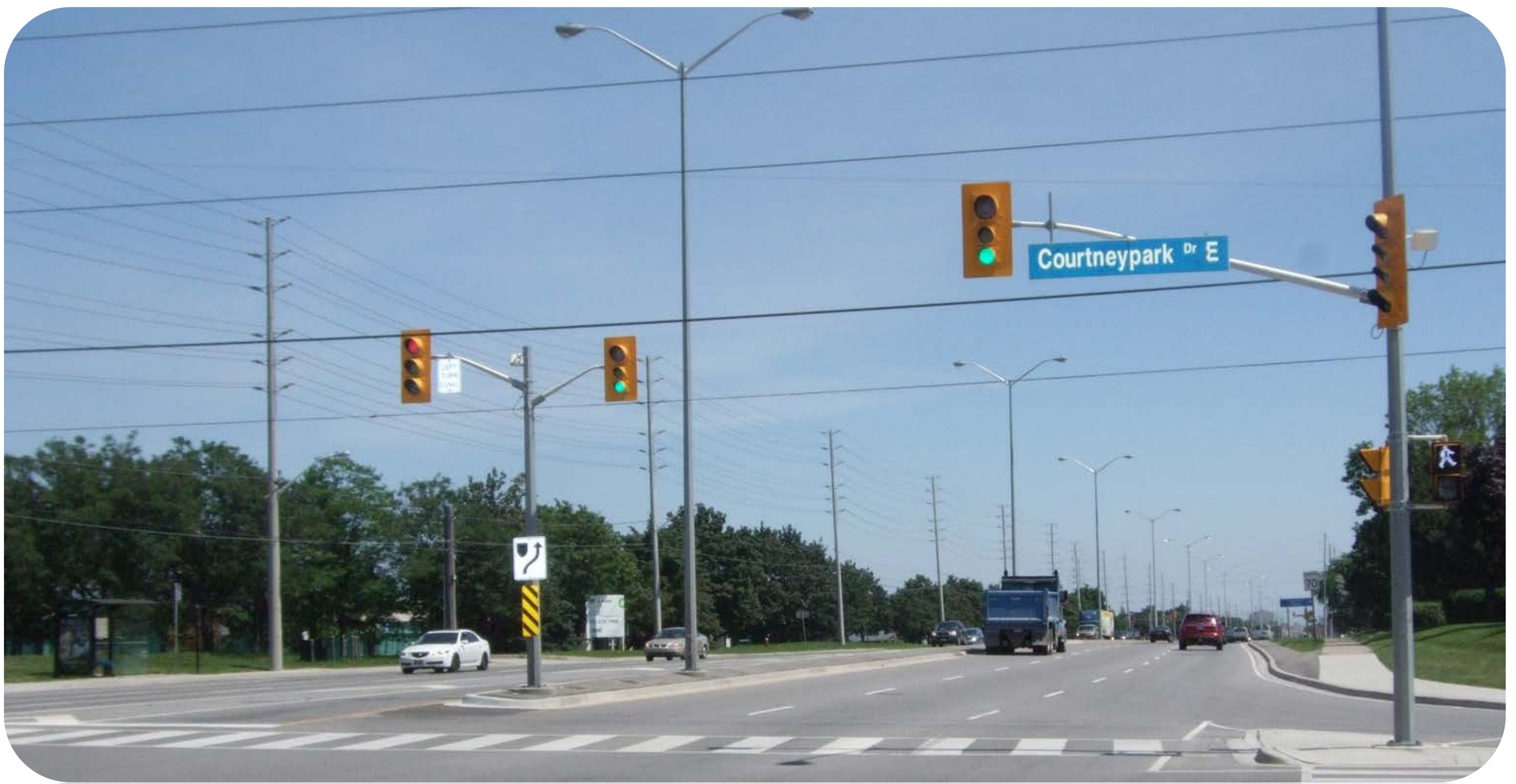
Public Information Centre #1

COURTNEYPARK DRIVE EAST

from Kennedy Road to Dixie Road

CLASS ENVIRONMENTAL ASSESSMENT STUDY

AND PRELIMINARY DESIGN



Thursday, June 26, 2014

Frank McKechnie Community Centre, Auditorium 1 & 2

2:30 PM to 5:00PM



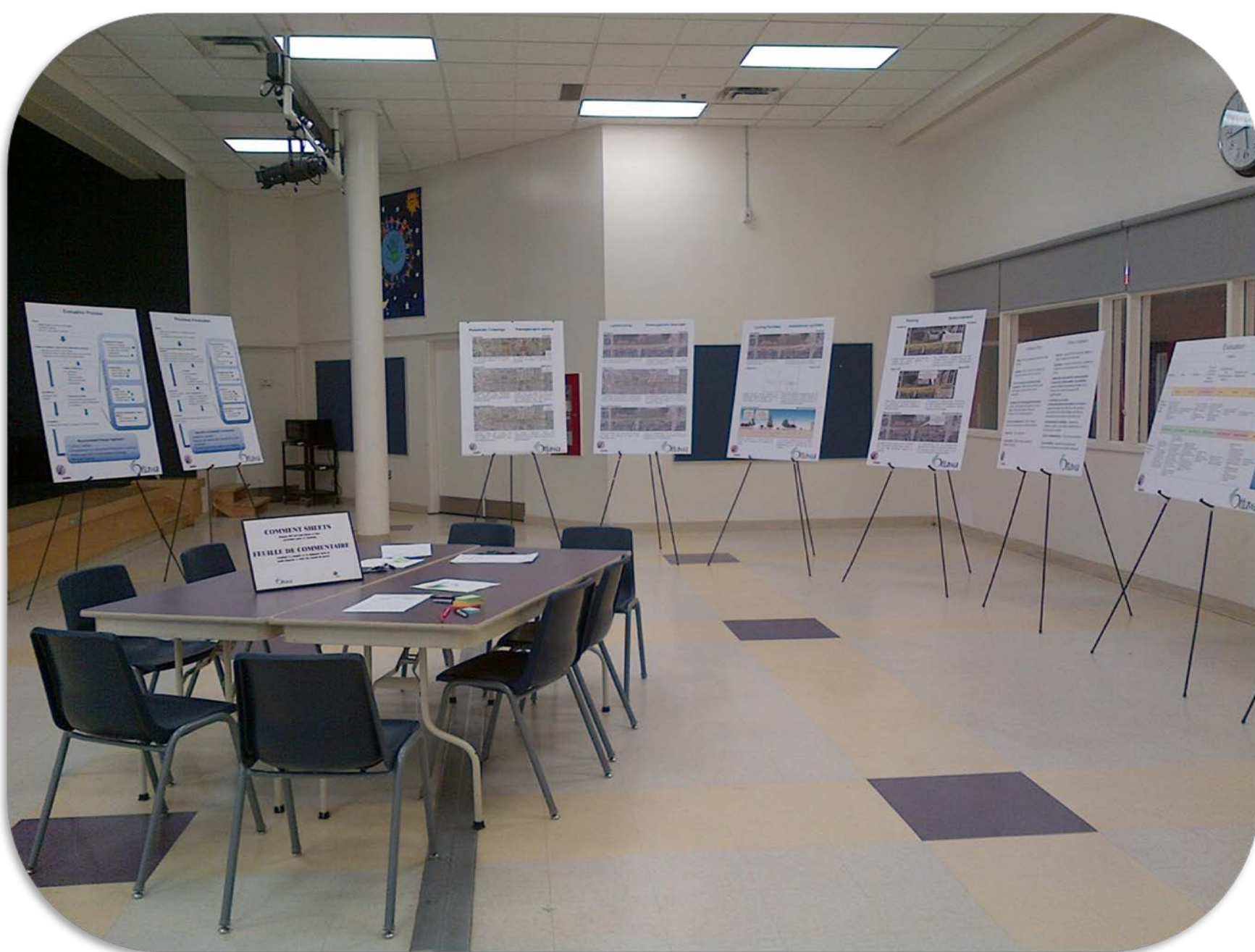
PLEASE SIGN IN
to stay updated on this study



What is a Public Information Centre?

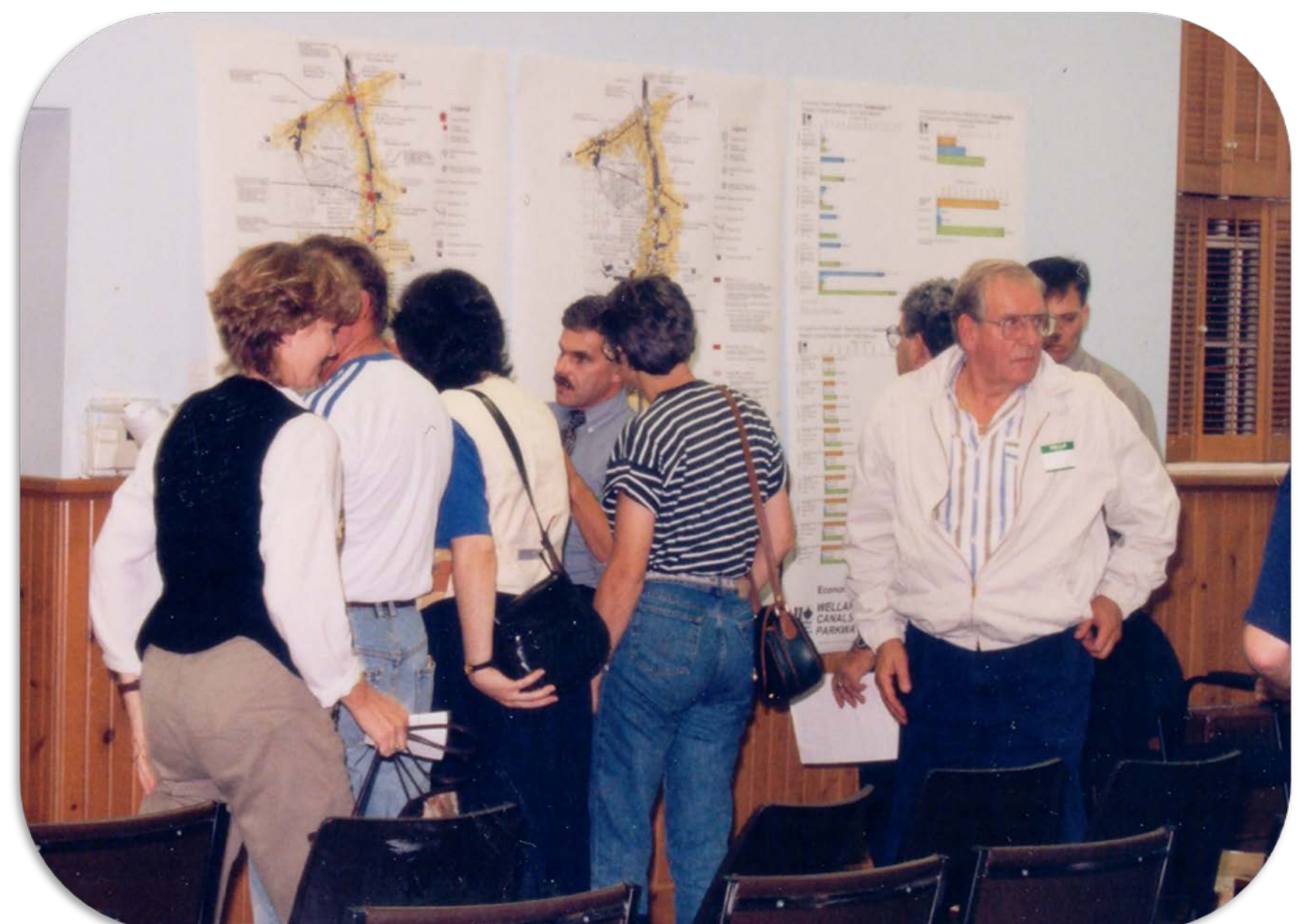
The purposes of this Public Information Centre (PIC) meeting are:

- ✓ To provide an opportunity for the public to meet with Project Team members to discuss project issues;
- ✓ To provide an overview of the Class EA Study process;
- ✓ To provide background information and a summary of the Study findings to date;



- ✓ To present needs and justifications;
- ✓ To present the Alternative Solutions, systematic evaluation of the Alternatives, and the Preliminary Preferred Solution;

- ✓ To obtain public comments; and
- ✓ To identify the next steps in the process.

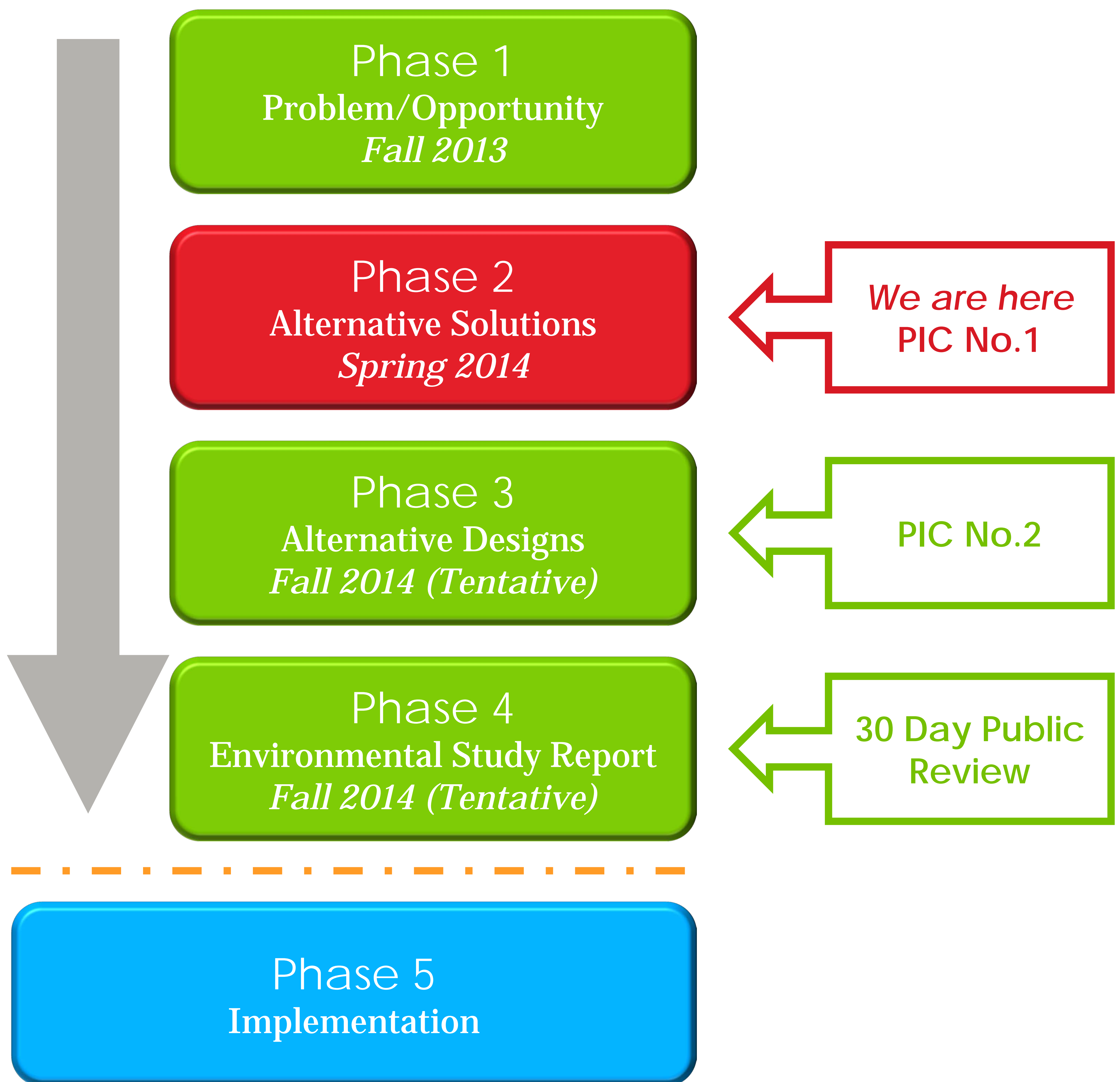


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What is a Class EA?

The Municipal Class Environmental Assessment (Class EA) is a planning process approved under the *Ontario Environmental Assessment Act*. It provides the framework for municipalities to plan, design, and construct municipal infrastructure projects.

This study is following the process for a **Schedule 'C' Class EA**, to complete Phases 1 to 4:



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Why are we here?

The City of Mississauga has undertaken a Class EA for Courtney Park Drive East to:

- ✓ Address current and future operational deficiencies;
- ✓ Address current and future needs for additional east-west traffic capacity in the area;
- ✓ Identify and address safety concerns;
- ✓ Address the need for infrastructure improvements in the study area;



- ✓ Conduct a systematic evaluation of alternatives considering the effects on the natural, socio-economic, and cultural environments; and
- ✓ Develop a preliminary preferred design for the recommended alternative solution.

This EA will also review opportunities for:

- ✓ Improving corridor and intersection operations;
- ✓ Improving the efficiency of goods movement;
- ✓ Improving pedestrian and bicycle facilities;
- ✓ Improving transit services; and
- ✓ Improving and protecting streetscaping/landscaping.

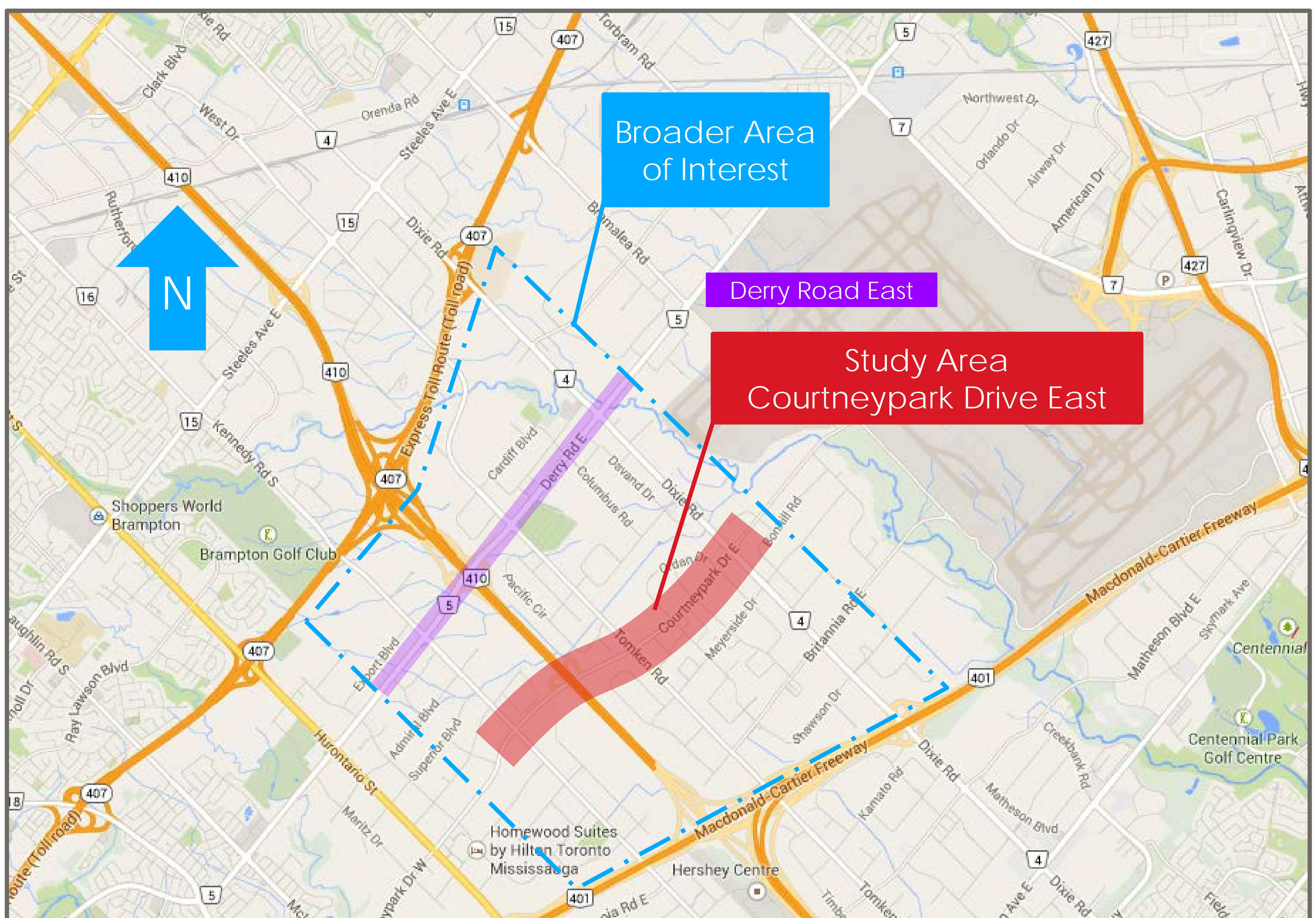


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Study Area

The Courtnepark Drive East Class Environmental Assessment (EA) Study Area extends 2.8km, from Kennedy Road to Dixie Road.

This study will also consider the traffic operations on other major east-west roadways within a broader area of interest. Specifically, this study will examine how the capacity of Derry Road East is affected by improvements on Courtnepark Drive East.



map via google.com

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Study Background

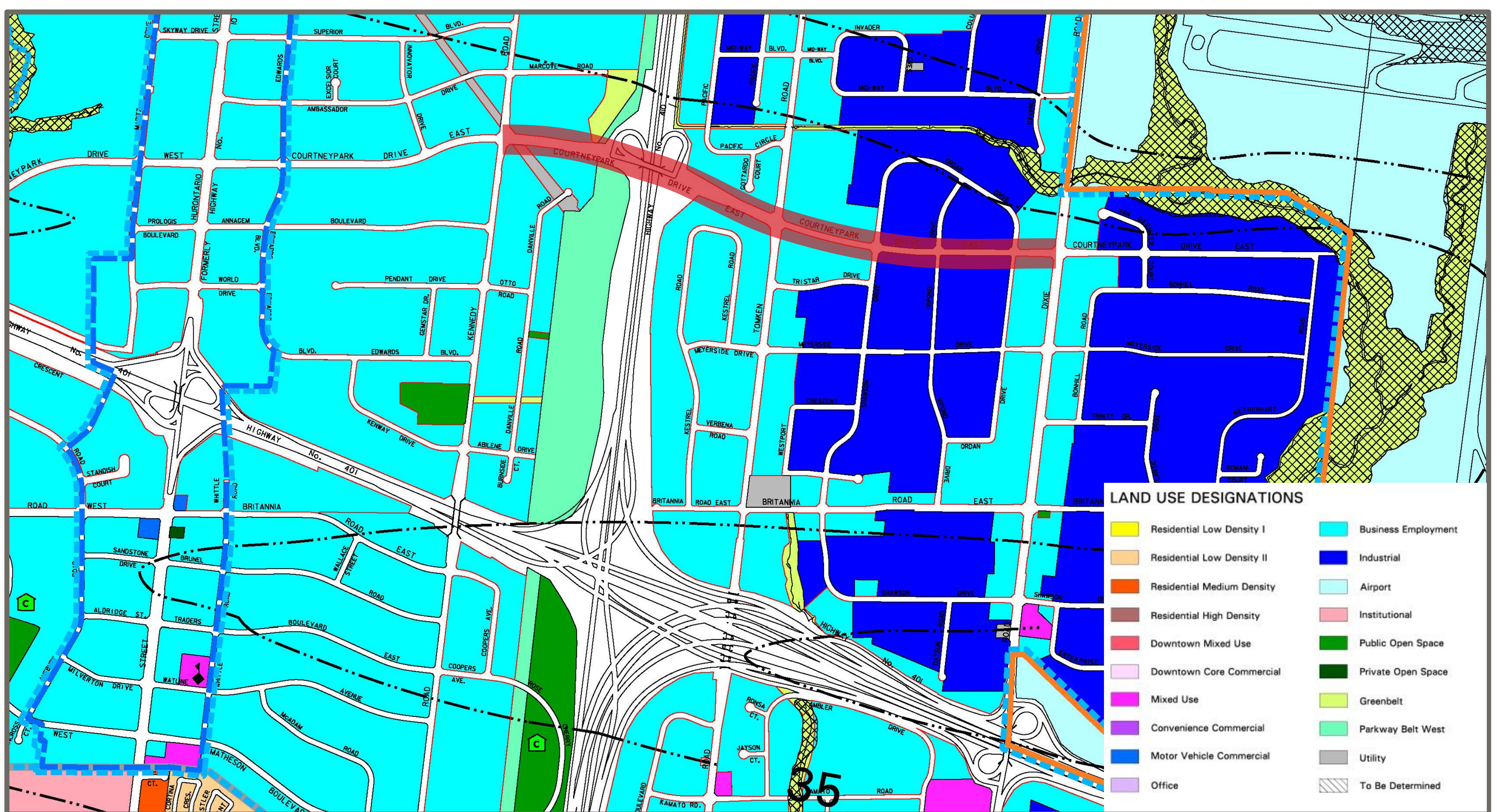
Mississauga Official Plan (OP)

Mississauga's population and employment growth prospects are expected to remain strong through the year 2031.

Year	Population	Employment
2009	730,000	453,000
2011	738,000	455,000
2021	768,000	500,000
2031	805,000	510,000

Source: Mississauga Official Plan, March 2013

Employment Areas are stable areas with diverse industrial and business employment operations. The study area (below in red) falls within the Gateway and Northeast Employment Areas.



Source: Mississauga Official Plan, March 2013

Goods movement within Employment Areas is important to the economic health of the city. In general, the OP suggests roads within Employment Areas may be improved if deemed essential to goods movement; it has specifically prioritized such improvements in the Northeast Employment Area.





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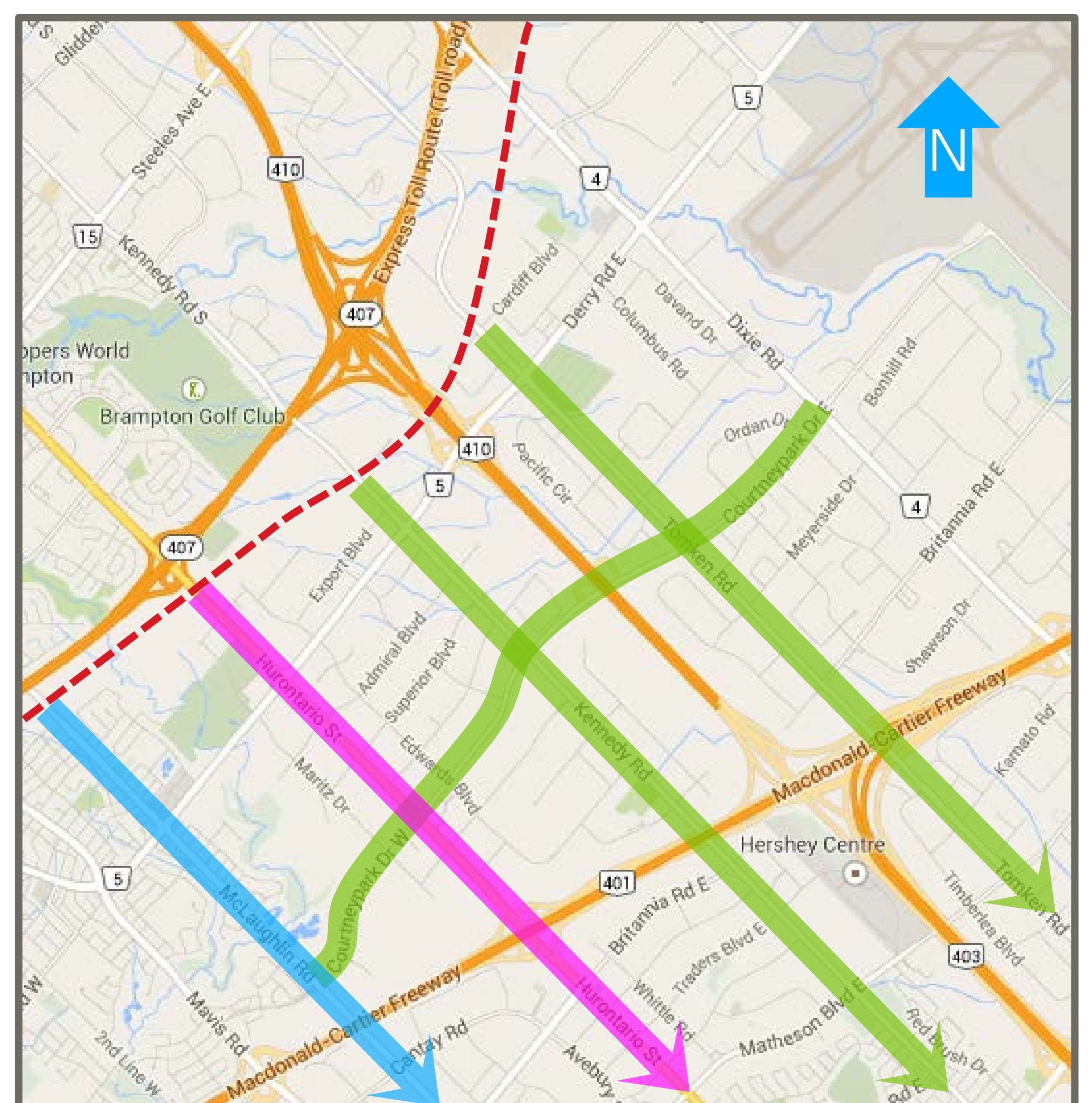
Study Background

Mississauga Cycling Master Plan (2010)

The development of a city-wide cycling network includes the establishment of primary and secondary bicycle route networks and supportive infrastructure, such as bicycle parking and other trip-end facilities.

Several improvements to cycling facilities within the study area are identified by the *Cycling Master Plan*.

-  Municipal Boundary
-  Primary On-Road Facilities
-  Primary Boulevard Facilities
-  Special Study Area
(Hurontario Main LRT Study underway)



Source: *Mississauga Cycling Master Plan*, March 2010
map via google.com

MiWay and Brampton Transit

Courtneypark Drive East is served by MiWay Route 51A, 57, and 59 as well as Brampton Transit Routes 18/18A. Additionally, MiWay routes 5, 51, and 53 intersect the study area and offer transfer opportunities. Passenger demand is currently strong and is expected to continue to grow.

Region of Peel's Strategic Goods Movement Network Study

The *Strategic Goods Movement Network Study* (SGMNS) was completed by the Region of Peel to identify a comprehensive system of truck routes that enable the efficient movement of goods between freight terminals and major logistics activity centres, including Toronto Pearson International Airport.

The SGMNS has identified Courtneypark Drive, Kennedy Road, Tomken Road, and Dixie Road as Primary Truck Routes within the study area.

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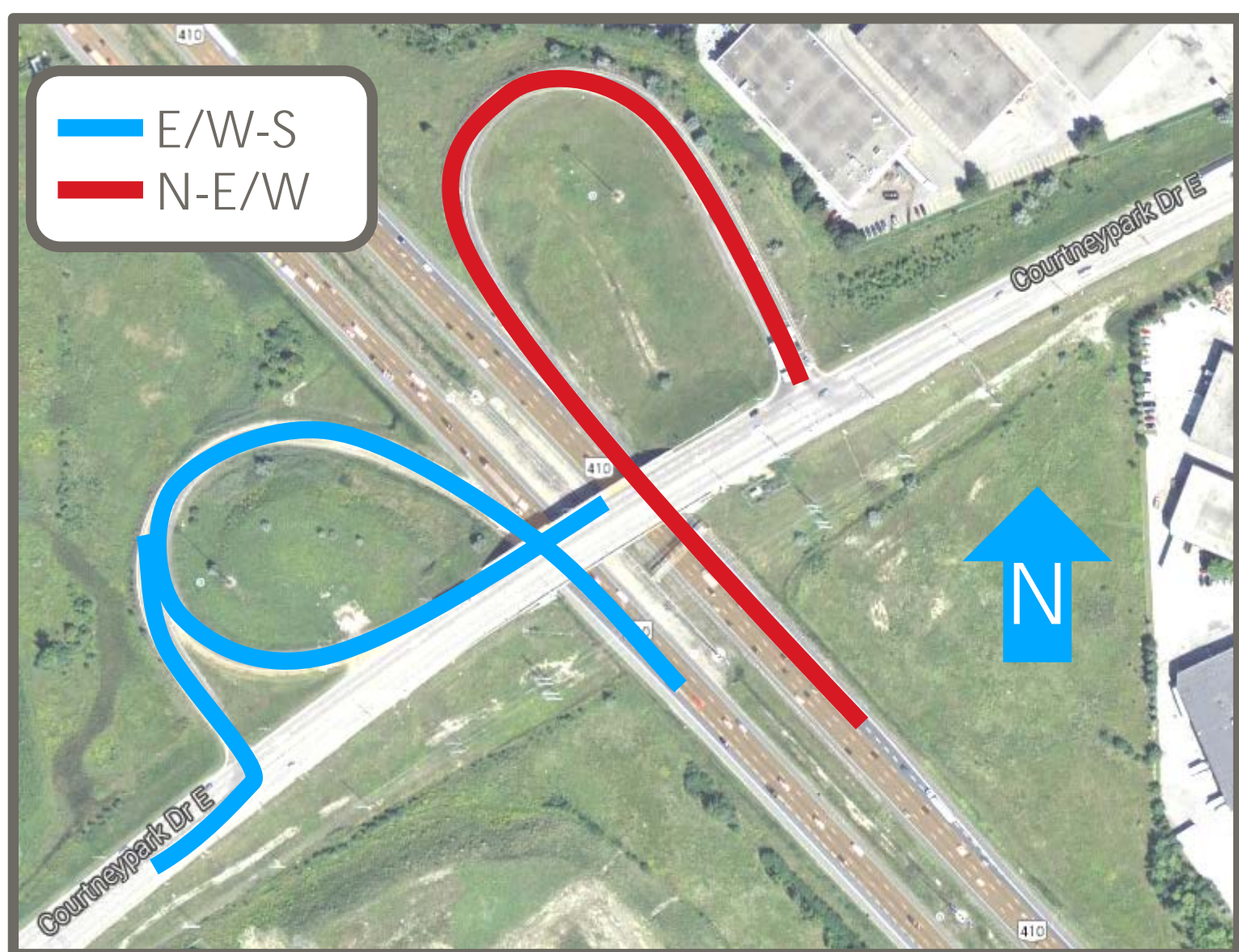
Study Background

Ministry of Transportation (MTO) Highway 410 Improvements

The MTO is improving Highway 410, from south of Highway 401 in Mississauga to south of Queen Street in Brampton. This work will widen Highway 410 into the median to add 1 new general purpose lane and 1 high-occupancy vehicle lane in each direction. This would also include rehabilitation of existing Highway 410 lanes, shoulders, and ramps, as well as improvements to several interchanges.

These improvements were studied in the Highway 410 Improvements Class EA. As a result of this previous study, MTO received approval to construct a **Full Interchange** at Courtneypark Drive East. However, MTO has chosen to reconfigure the existing **Partial Interchange**, pending further discussions regarding funding with the City of Mississauga.

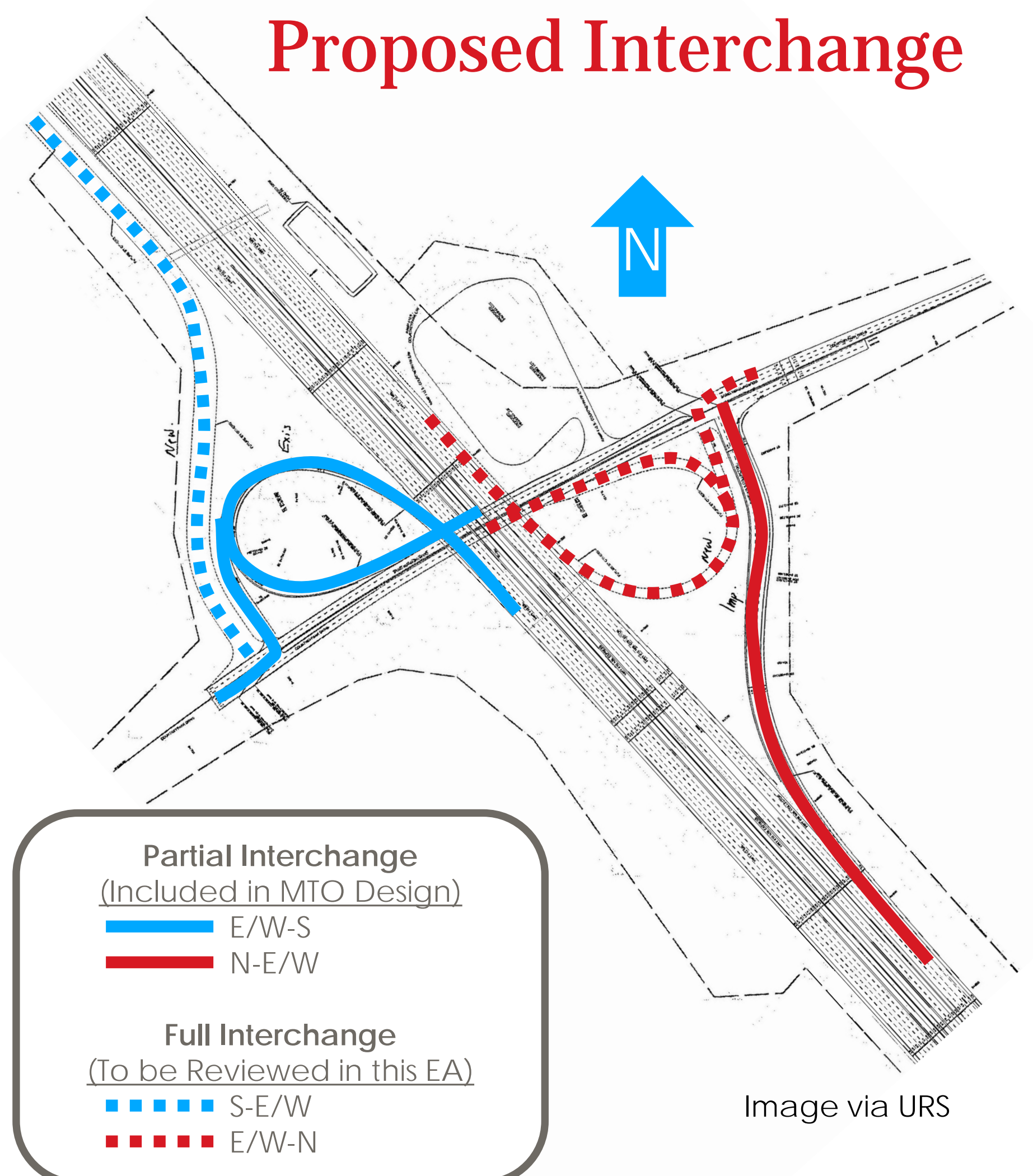
Existing Partial Interchange



This will maintain existing traffic patterns – traffic can only enter southbound Highway 410 from Courtneypark Drive and exit northbound Highway 410 to Courtneypark Drive.

As part of this study, the City of Mississauga will review the need for a **Full Interchange** and determine when it should be constructed.

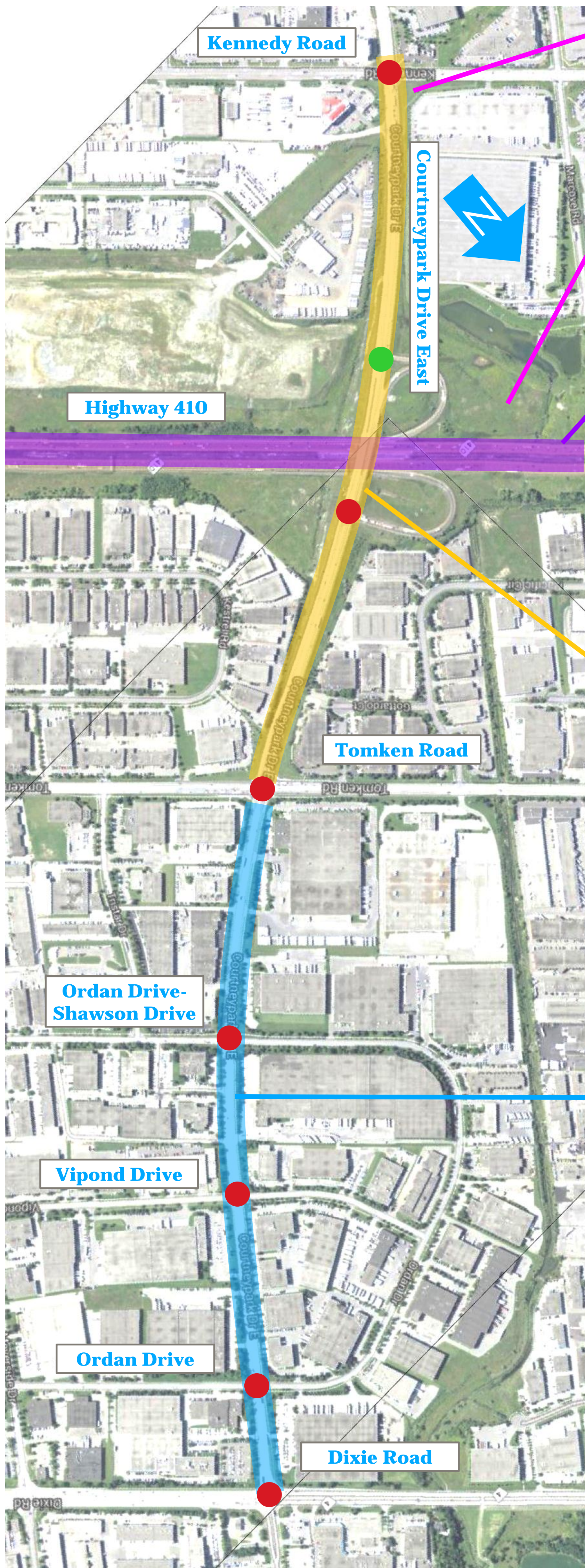
This will allow traffic to exit from southbound Highway 410 to Courtneypark Drive and enter northbound Highway 410 from Courtneypark Drive.



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Existing Conditions

Courtneypark Drive East is an arterial roadway with a 70km/h speed limit. The condition of the existing pavement ranges from fair to poor, (repaving or reconstruction will likely be required in the near future).



map via google.com

A 230kV electrical transmission line owned by Hydro One Networks crosses the study area, just east of Kennedy Road.

The City of Mississauga's "Parkway Belt West" crosses the study area on the west side of Highway 410.

Traffic can enter southbound Highway 410 from Courtneypark Drive East or exit from northbound Highway 410 to Courtneypark Drive East using the existing partial interchange. Courtneypark Drive East crosses over Highway 410 on a five-lane bridge, with pedestrian walkways on both sides.

Kennedy Road to Tomken Road

- 4 lanes with turn lanes at each intersection;
- Existing right-of-way is approximately 50m wide (the *Official Plan* defines the roadway right-of-way width as 35m);
- Raised median;
- Asphalt pathway on south side of roadway; and
- Stormwater is carried by open ditches on either side of the roadway.

Tomken Road to Dixie Road

- 4 lanes with a continuous two-way left turn lane;
- Existing right-of-way is approximately 30m wide (the *Official Plan* defines the roadway right-of-way width as 35m);
- Painted median;
- Concrete sidewalk on north side of roadway; and
- Stormwater is carried by a storm sewer beneath the roadway.

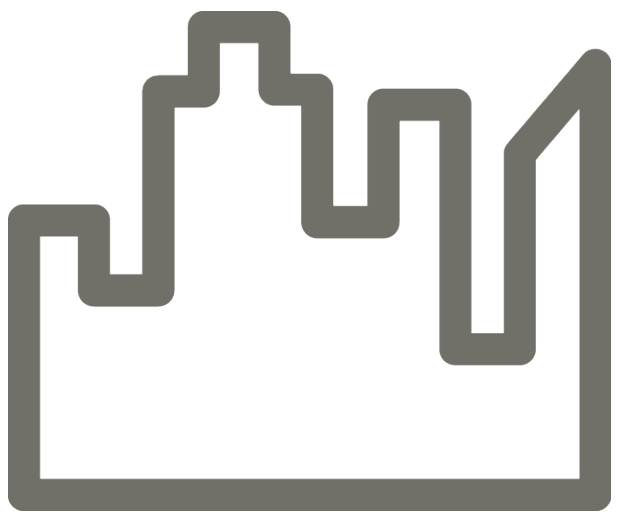
Legend

- Signalized Intersection
- Unsignalized Intersection

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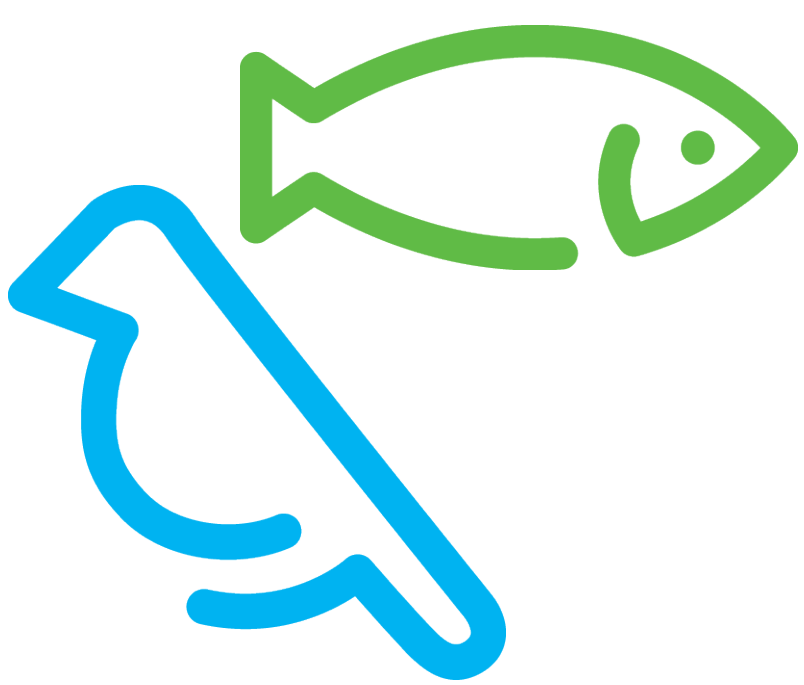
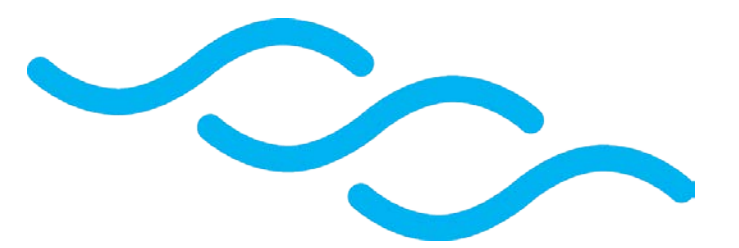
Existing Conditions

Natural Environment



The Study Area is located within a highly-developed, urbanized environment; however, several naturalized areas are present.

These include a small meadow and an unevaluated wetland community (regulated by the Toronto & Region Conservation Authority), located northwest of the Highway 410 & Courtneypark Drive East interchange.



The Ministry of Natural Resources has indicated that they have no concerns with this project in relation to Species At Risk, or provincially-significant natural heritage features.

Upcoming field investigations will include surveys for breeding birds, wildlife, and wildlife habitat to confirm their presence or absence, especially with regard to any Ontario Species At Risk.

Wildlife species in the area are likely those typical to urban environments and their presence will be taken into consideration when evaluating potential improvements to Courtneypark Drive East as part of this study. Mitigation recommendations will be formed based on results of the field investigations.



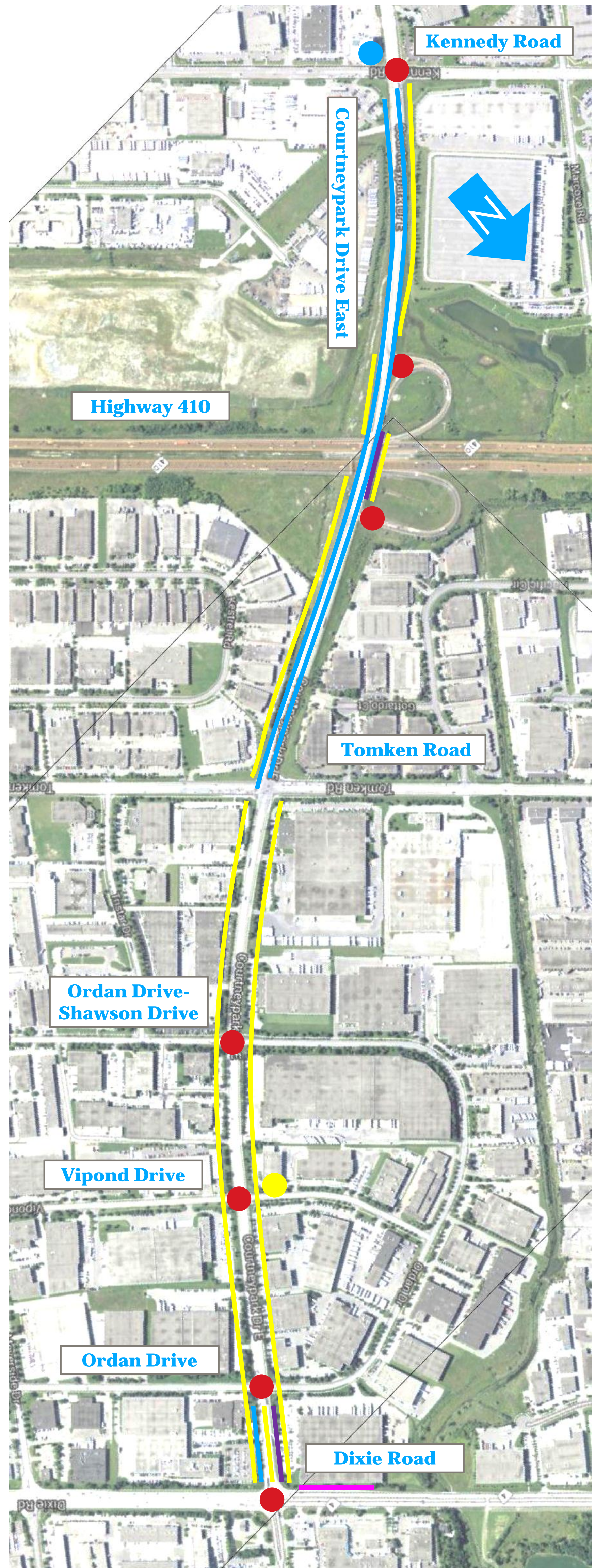
500 trees within the study area have been inventoried – approximately 82 are located on City of Mississauga property, 353 are privately-owned, and 65 are located on the property boundary. These trees belong to a variety of different species and a qualified arborist has determined that most are in good or fair condition. The City of Mississauga Official Plan requires that the protection and preservation of existing trees must be considered when evaluating improvements for Courtneypark Drive East.

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Needs Assessment

Potential Safety Improvements

- Intersections, ramps, and/or private approaches do not meet geometric requirements and/or accommodate heavy vehicles
- No pedestrian facilities (i.e. sidewalk, multi-use pathways)
- Vegetation/trees impeding sight lines to pedestrians
- Roadside hazards (i.e. inadequate guiderail, pole line in clear zone)
- Inadequate signage/pavement markings



map via google.com

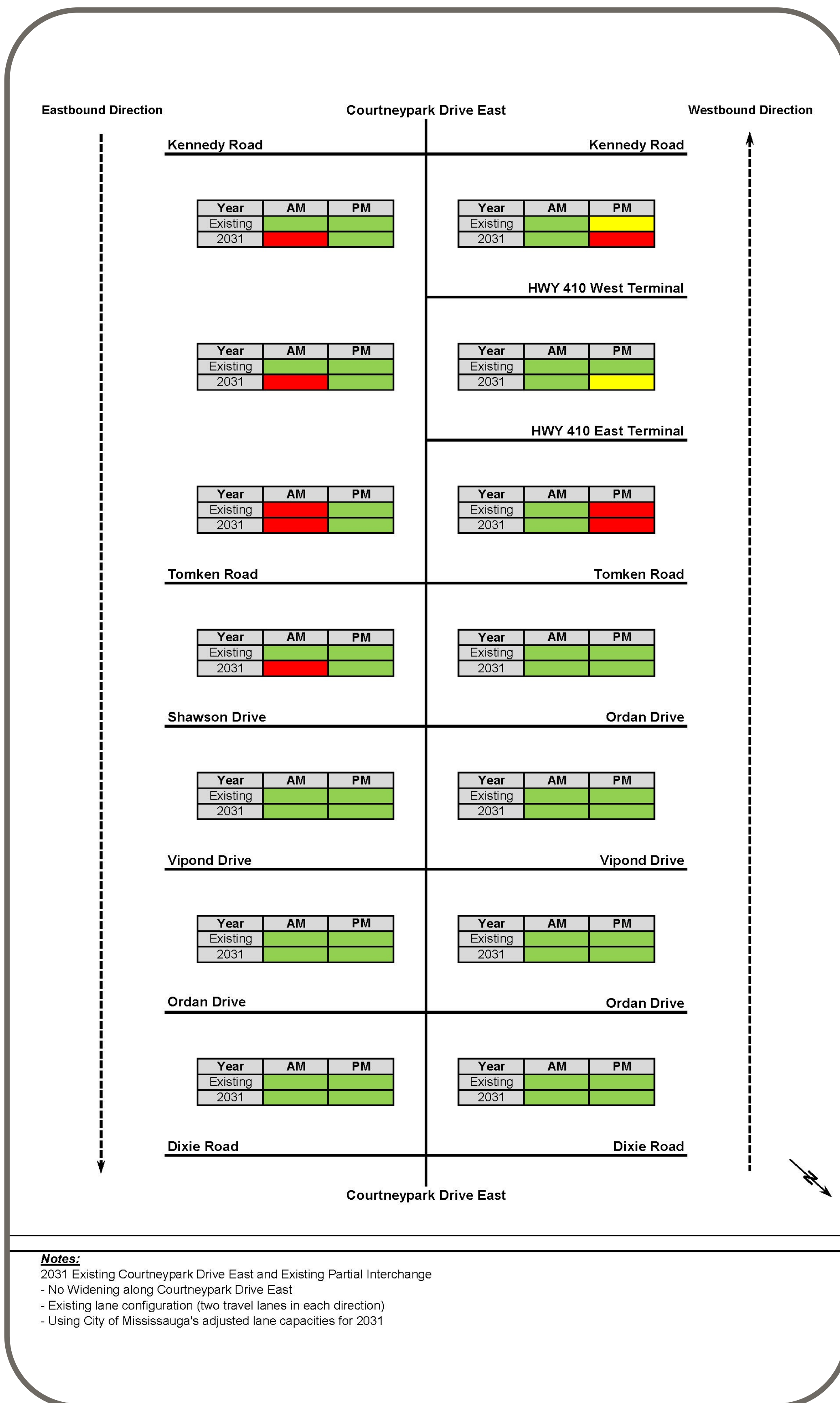
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Needs Assessment

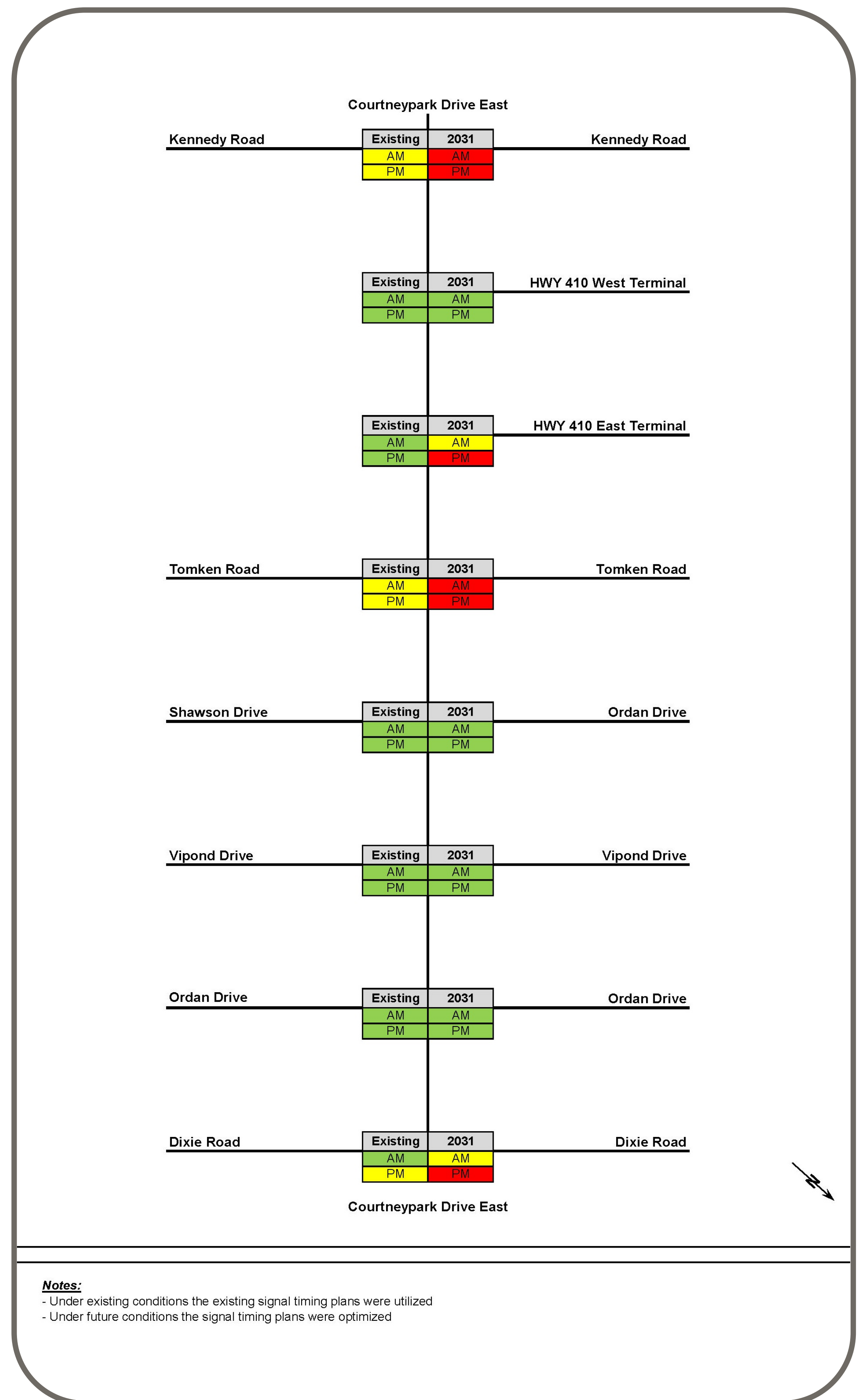
Existing / "Do Nothing" (2031)

- ⇒ There are existing capacity issues on Courtneypark Drive East, between Kennedy Road and Shawson Drive, as well as at the Kennedy Road, Tomken Road, and Dixie Road intersections.
- ⇒ Without improvements to Courtneypark Drive East, congestion at these locations will continue to increase by 2031.

Mid-Block Capacity



Intersection Conditions



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Needs Assessment

High population and employment growth expected through 2031

Traffic analysis indicates that the current 4-lane Courtnepark Drive will experience increased delays; additional travel lanes and intersection capacity will be required.

Limited east-west roadway capacity

- ⇒ Courtnepark Drive and the already-widened Derry Road are the only major east-west roadways across Highway 410 within the study area.
- ⇒ The limitations of the existing partial interchange at Courtnepark Drive and Highway 410 force motorists to use the full interchange at Derry Road.
- ⇒ Congestion on Courtnepark Drive, Derry Road, and the Derry Road interchange will continue to increase; this consumes available east-west roadway capacity and impacts north-south connecting routes.
- ⇒ Without network improvements, increased congestion will: reduce the safety of motorized and non-motorized roadway users; inconvenience motorists; increase emergency vehicle response times; create unnecessary vehicle emissions; limit the city's ability to provide effective transit service; and hinder the efficient movement of goods.

Improved facilities for active transportation

Existing pedestrian facilities require improvements to promote walkability within the study area. New sidewalks and/or multi-use pathways will safely accommodate users of various modes of active transportation and further establish the route network laid out by the *Mississauga Cycling Master Plan*.

Problem/Opportunity Statement

Additional capacity and improved facilities are required within the Courtnepark Drive East study area to accommodate the existing traffic volumes and the anticipated growth in the study area by 2031; to facilitate safe and efficient east-west travel in northeast Mississauga; to enable efficient movement of goods both within Mississauga and the Region of Peel; and to provide safe routes for users of various modes of active transportation.

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Alternative Solutions

Alternative Solutions		Description
Alternative 1	Do Nothing	Maintain the status quo. ⇒ Courtneypark Drive East will remain a 4-lane roadway ⇒ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements
Alternative 2	Transportation Demand Management / Transit Improvements	Improve operation of the transportation system in the study area by discouraging single-occupant vehicles and encouraging transit. ⇒ Shift demand to alternative modes of transportation ⇒ Encourage carpooling ⇒ Attempt to “spread” both AM/PM peak hours
Alternative 3	Improve Alternative East-West Routes	Widen adjacent parallel roadways. ⇒ Britannia Road ⇒ Derry Road
Alternative 4	Widen Courtneypark Drive East (between Kennedy Road and Dixie Road)	Provide 3 through-lanes in both directions along Courtneypark Drive East, between Kennedy Road and Dixie Road. ⇒ Widening may take place in stages, as warranted by traffic demand. ⇒ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements
Alternative 5	Widen Courtneypark Drive East (between Kennedy Road and Dixie Road) + Construct a Full Interchange at Highway 410	Provide 3 through-lanes in either direction along Courtneypark Drive East, between Kennedy Road and Dixie Road; construct a Full Interchange with Highway 410. ⇒ Widening may take place in stages, as warranted by traffic demand. ⇒ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements, which will then be upgraded to a Full Interchange when warranted/depending upon available funding approval.

Preliminary Preferred Alternative Solutions

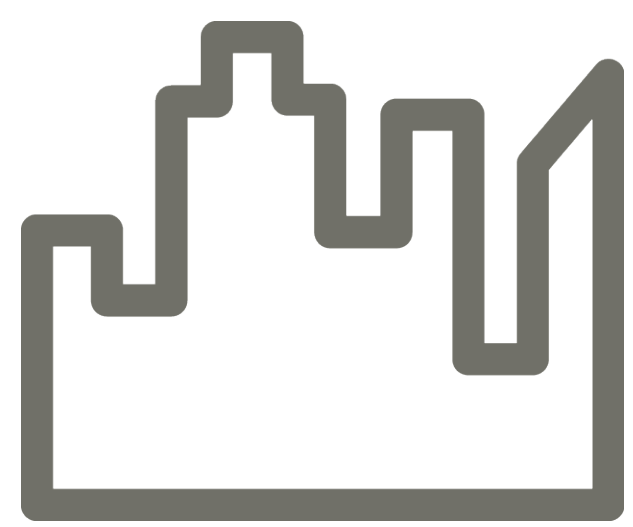
Alternative 4 – Widen Courtneypark Drive East
(between Kennedy Road and Dixie Road)

Alternative 5 – Widen Courtneypark Drive East
(between Kennedy Road and Dixie Road)
+ Construct a Full Interchange at Highway 410

Both **Alternative 4** and **Alternative 5** address the Problem/Opportunity Statement. However, further analysis will be conducted to determine which alternative results in a more beneficial solution for the Broader Area of Interest.

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Evaluation Criteria



Socio-Economic Environment

- ✓ Property Access;
- ✓ Property Acquisition Requirements;
- ✓ Impacts to Emergency Response Times; and
- ✓ Streetscaping and Aesthetics.

Transportation/Technical

- ✓ Corridor Capacity & Level of Service;
- ✓ Planning Objectives & Network Connectivity;
- ✓ Overall Safety;
- ✓ Pedestrian & Cycling Accommodation; and
- ✓ Transit Services.



Cultural Environment

- ✓ Archaeological; and
- ✓ Built Heritage / Cultural Landscape.

Natural Environment

- ✓ Impacts to Existing Vegetation; and
- ✓ Terrestrial Resources.



Cost

- ✓ Capital Costs; and
- ✓ Operation & Maintenance Costs.

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Evaluation Matrix

Factor	Criteria	Criteria Measure	Alternative 1 Do Nothing	Alternative 2 Transportation Demand Management/ Transit Improvements	Alternative 3 Improve Alternative East-West Routes	Alternative 4 Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd)	Alternative 5 Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd) + Construct a Full Interchange at Highway 410
Socio-Economic Environment	Property Access	Ability to maintain and/or maximize opportunities for improved access into adjacent industrial and commercial properties.	Least Preferred (1) No opportunities to improve access to adjacent properties.	Least Preferred (1) No opportunities to improve access to adjacent properties.	Least Preferred (1) No opportunities to improve access to properties along Courtneypark Drive East.	Preferred (3) Presents opportunities to improve access to most adjacent properties.	Preferred (3) Presents opportunities to improve access to most adjacent properties.
	Property Required	Amount of additional property that must be acquired in order to construct the proposed alternative.	Preferred (3) No additional property is required.	Preferred (3) No additional property is required.	Least Preferred (1) Property acquisition may be required adjacent to alternative roadways.	Partially Preferred (2) Property acquisition may be required along Courtneypark Drive East.	Partially Preferred (2) Property acquisition may be required along Courtneypark Drive East.
	Emergency Response	Access for emergency vehicles.	Least Preferred (1) Adverse impacts due to increased in traffic volumes.	Partially Preferred (2) Potential minor improvements due to decreased traffic volumes resulting from modal shift.	Partially Preferred (2) Potential for minor improvements along Courtneypark Drive East resulting from the diversion of traffic to alternative routes.	Partially Preferred (2) Potential for improvements along Courtneypark Drive East due to decreased traffic congestion.	Preferred (3) Potential for improvements both along Courtneypark Drive East and within the greater east-west corridor as a result of decreased congestion and new connections via the full interchange at Highway 410.
	Streetscaping	Impacts to existing streetscaping and/or landscaping and ability to provide opportunities to improve streetscaping and landscaping, as well as enhance the public realm.	Partially Preferred (2) No impacts to existing streetscaping or landscaping. No opportunity to improve existing streetscaping or landscaping.	Partially Preferred (2) No impacts to existing streetscaping or landscaping. No opportunity to improve existing streetscaping or landscaping.	Partially Preferred (2) Potential impacts to existing streetscaping and/or landscaping along alternative routes. No opportunity to improve existing streetscaping or landscaping along Courtneypark Drive East.	Preferred (3) Impacts to existing streetscaping and landscaping. Opportunity to improve the landscaping along Courtneypark Drive East.	Preferred (3) Impacts to existing streetscaping and landscaping. Opportunity to improve the landscaping along Courtneypark Drive East.
Cultural Environment	Archaeological	Potential for disruption of archaeological resources.	Preferred (3) No impact on archeological resources.	Preferred (3) No impact on archeological resources.	Least Preferred (1) Potential for impact to archaeological resources along alternative roadway corridors.	Partially Preferred (2) Minimal potential for impact to archaeological resources along Courtneypark Drive East.	Partially Preferred (2) Minimal potential for impact to archaeological resources along Courtneypark Drive East.
	Built Heritage/Cultural Landscape	Potential for disruption of built heritage and cultural landscape features.	Preferred (3) No impact on built heritage and cultural landscape features.	Preferred (3) No impact on built heritage and cultural landscape features.	Least Preferred (1) Potential for impact to built heritage and cultural landscape features along alternative roadway corridors.	Partially Preferred (2) Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.	Partially Preferred (2) Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.
Transportation/Technical	Corridor Capacity & Level of Service	Improves traffic congestion and level of service. Enhances capacity within the greater east-west corridor in northeast Mississauga.	Least Preferred (1) Adverse impacts on Courtneypark Drive East due to increasing traffic volumes between Kennedy Road and Shawson Drive; no impacts between Shawson Drive and Dixie Road. Adverse impacts to overall east-west corridor capacity.	Partially Preferred (2) Congestion and level of service is marginally improved, both on Courtneypark Drive East and within the greater east-west corridor, by diverting road users to alternative modes of transportation.	Partially Preferred (2) Limited improvements to level of service and congestion, both on Courtneypark Drive East and within the greater east-west corridor, as a result of the diversion of traffic to alternative routes with added capacity.	Partially Preferred (2) Improved level of service on Courtneypark Drive East, resulting in decreased congestion. Minor improvement to overall east-west corridor capacity.	Preferred (3) Limited improvements to level of service and capacity along the Courtneypark Drive East due to the presence of additional traffic resulting from the full interchange at Highway 410. Improvements to overall east-west corridor capacity due to equalization in traffic between parallel routes resulting from the addition of the full interchange at Highway 410.
	Planning Objectives	Meets to the goals/objectives of the City of Mississauga's Official Plan (OP), the Mississauga Cycling Master Plan (CMP), and the Region of Peel's Strategic Goods Movement Network Study (SGMNS).	Least Preferred (1) Does not meet the goals or objectives of the OP, CMP, and/or SGMNS.	Partially Preferred (2) Meets the goals and objectives of the OP and CMP by promoting alternative modes of transportation. May meet goals and objectives of SGMNS by reducing traffic volumes on Courtneypark Drive East, thereby facilitating improved goods movement.	Partially Preferred (2) Meets the goals and objectives of the OP, but not the CMP or SGMNS.	Partially Preferred (2) Meets the goals and objectives of the OP and CMP. May meet goals and objectives of SGMNS by increasing capacity on Courtneypark Drive East, thereby facilitating improved goods movement.	Preferred (3) Meets the goals and objectives of the OP, CMP, and SGMNS by increasing capacity on both Courtneypark Drive East and within the greater east-west corridor.
	Overall Safety	Improves roadway safety within the study area.	Least Preferred (1) Does not address existing or potential safety concerns.	Partially Preferred (2) Potential for safety improvements as a result of decreased traffic congestion, improvements to transit stops, and optimized traffic signal timing.	Least Preferred (1) No opportunity for safety improvements along Courtneypark Drive East.	Preferred (3) Potential for safety improvements along Courtneypark Drive East.	Preferred (3) Potential for safety improvements along Courtneypark Drive East.
	Pedestrian & Cycling Accommodation	Ability to improve from existing and/or better-integrate non-motorized modes of transportation into the overall transportation system.	Least Preferred (1) No improvement over existing.	Partially Preferred (2) Encourages and promotes active transportation. Requires improvements to roadway cross-section and/or new facilities.	Least Preferred (1) No improvement over existing.	Preferred (3) Provides opportunities to improve facilities for non-motorized roadway users.	Preferred (3) Provides opportunities to improve facilities for non-motorized roadway users.
	Transit Services	Ability to improve from existing and/or better-integrate transit services into the overall transportation system.	Least Preferred (1) No improvement to transit service/accessibility.	Preferred (3) Transit delays decrease as a result of the modal shift to transit and optimized traffic signal timing. Provides opportunities for improvements to transit infrastructure, service, and/or accessibility.	Least Preferred (1) No improvement to transit service/accessibility along Courtneypark Drive East.	Preferred (3) Potential to improve transit service/accessibility along Courtneypark Drive East.	Preferred (3) Potential to improve transit service/accessibility along Courtneypark Drive East.
Natural Environment	Impacts to existing vegetation	Impacts on vegetation and/or the Green System (as defined by the City of Mississauga Official Plan)	Preferred (3) No impacts to existing vegetation.	Preferred (3) No impacts to existing vegetation.	Least Preferred (1) Potential impacts to existing vegetation along alternative roadway corridors.	Least Preferred (1) Potential impacts to existing vegetation along Courtneypark Drive East.	Least Preferred (1) Potential impacts to existing vegetation along Courtneypark Drive East.
	Terrestrial resources	Impacts on terrestrial species and their habitats	Preferred (3) No impacts to terrestrial resources.	Preferred (3) No impacts to terrestrial resources.	Least Preferred (1) Potential impacts to terrestrial resources along alternative roadway corridors.	Partially Preferred (2) Limited potential for impact to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).	Least Preferred (1) Potential impact to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).
Cost	Capital Costs	Cost of Construction.	Preferred (3) No capital cost.	Partially Preferred (2) Low capital costs.	Least Preferred (1) Potential for high capital costs.	Partially Preferred (2) Moderate capital costs.	Least Preferred (1) High capital costs.
	Operation & Maintenance Costs	Cost to maintain and continue the effective operation of alternative.	Least Preferred (1) Higher maintenance costs as existing pavement continues to deteriorate.	Least Preferred (1) Higher maintenance costs as existing pavement continues to deteriorate.	Least Preferred (1) Higher maintenance costs as existing pavement continues to deteriorate on Courtneypark Drive East.	Preferred (3) Potential reduction in operation and maintenance costs due to rehabilitated pavement.	Preferred (3) Potential reduction in operation and maintenance costs due to rehabilitated pavement.
Total Score			28	34	19	35	36
Ability to Address Problem /Opportunity Statement			No	Partially	No	Partially	Preferred
Recommendation			Not carried forward, as it does not address the Problem/Opportunity Statement.	Not carried forward, as it is unable to fully address the Problem/Opportunity Statement.	Not carried forward, as it is unable to fully address the Problem/Opportunity Statement.	Addressee Problem/Opportunity Statement. Not carried forward due to reduced opportunity to improve corridor capacity/level of service, and meet planning objectives.	Addressee Problem/Opportunity Statement. Recommended.

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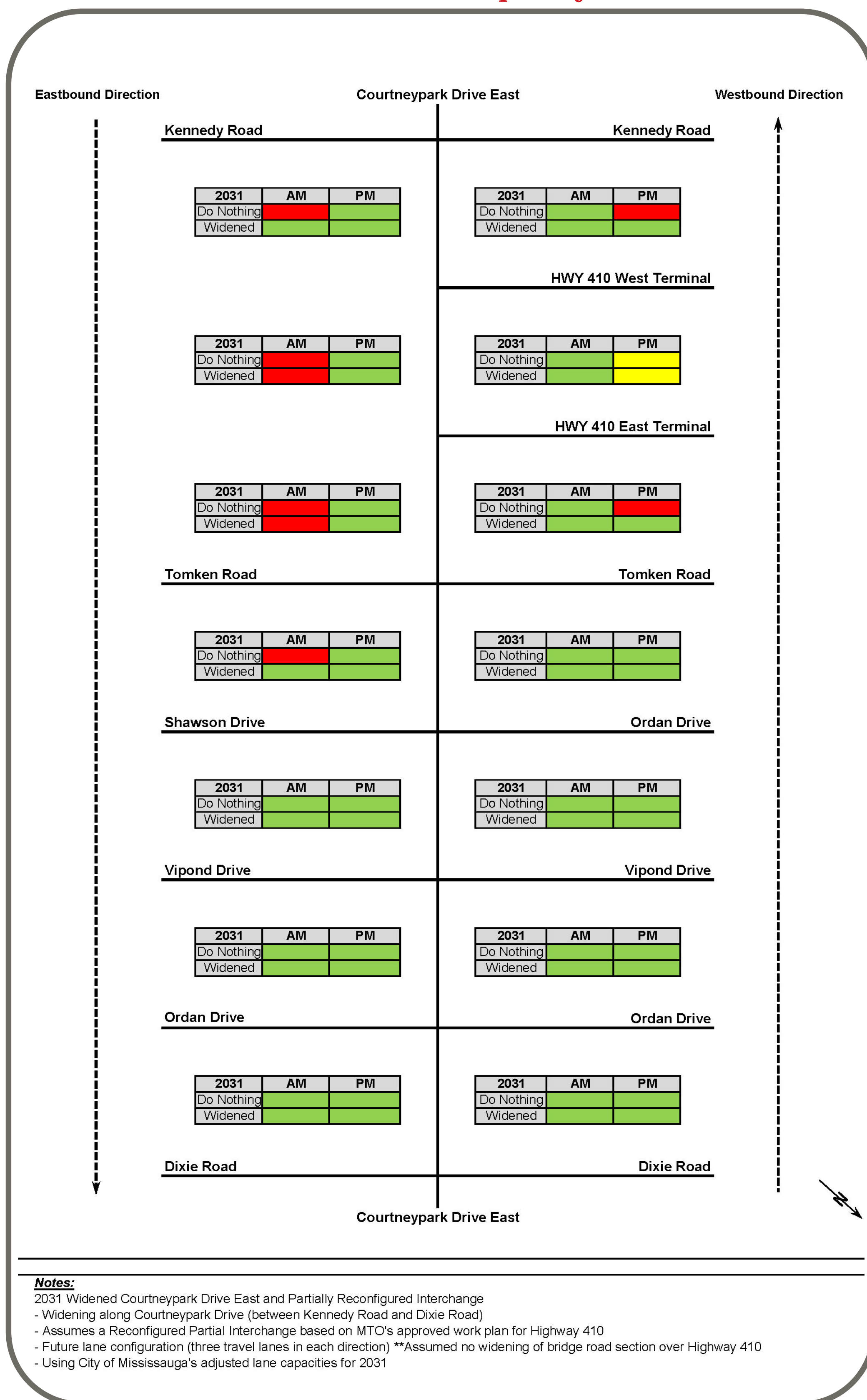
Preliminary Preferred Solutions

Alternative 4

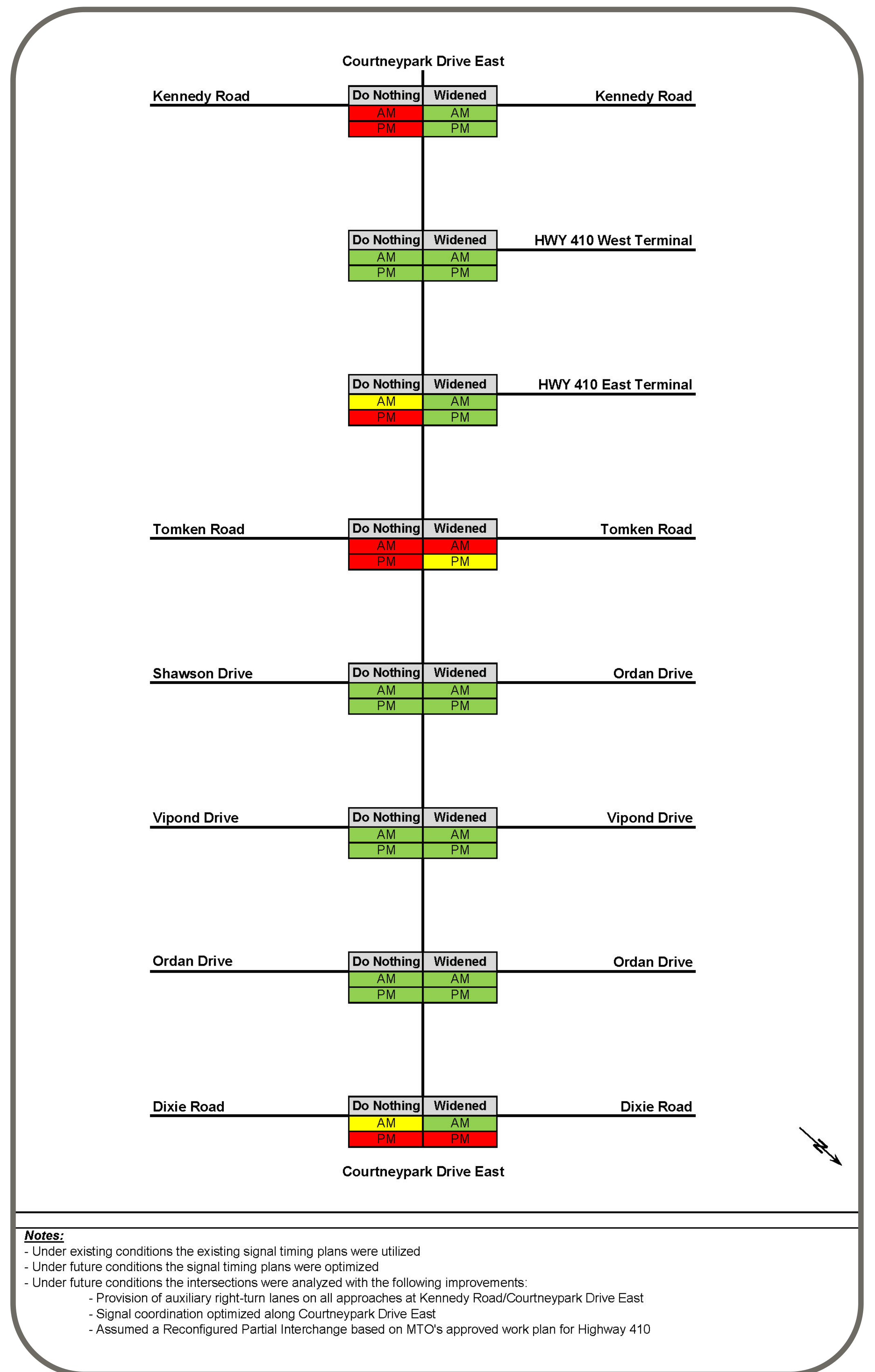
2031 – Widened Courtneypark Drive East (from Kennedy Road to Dixie Road)

- ➔ Without improvements, Courtneypark Drive East will experience congestion between Kennedy Road and Shawson Drive, and at the Kennedy Road, Highway 401 East Ramp Terminal, Tomken Road, and Dixie Road intersections.
- ➔ After widening to 6 lanes from Kennedy Road to Dixie Road, congestion is improved at most of these locations.

“Do Nothing” v. Widened Mid-Block Capacity



“Do Nothing” v. Widened Intersection Conditions



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Preliminary Preferred Solutions

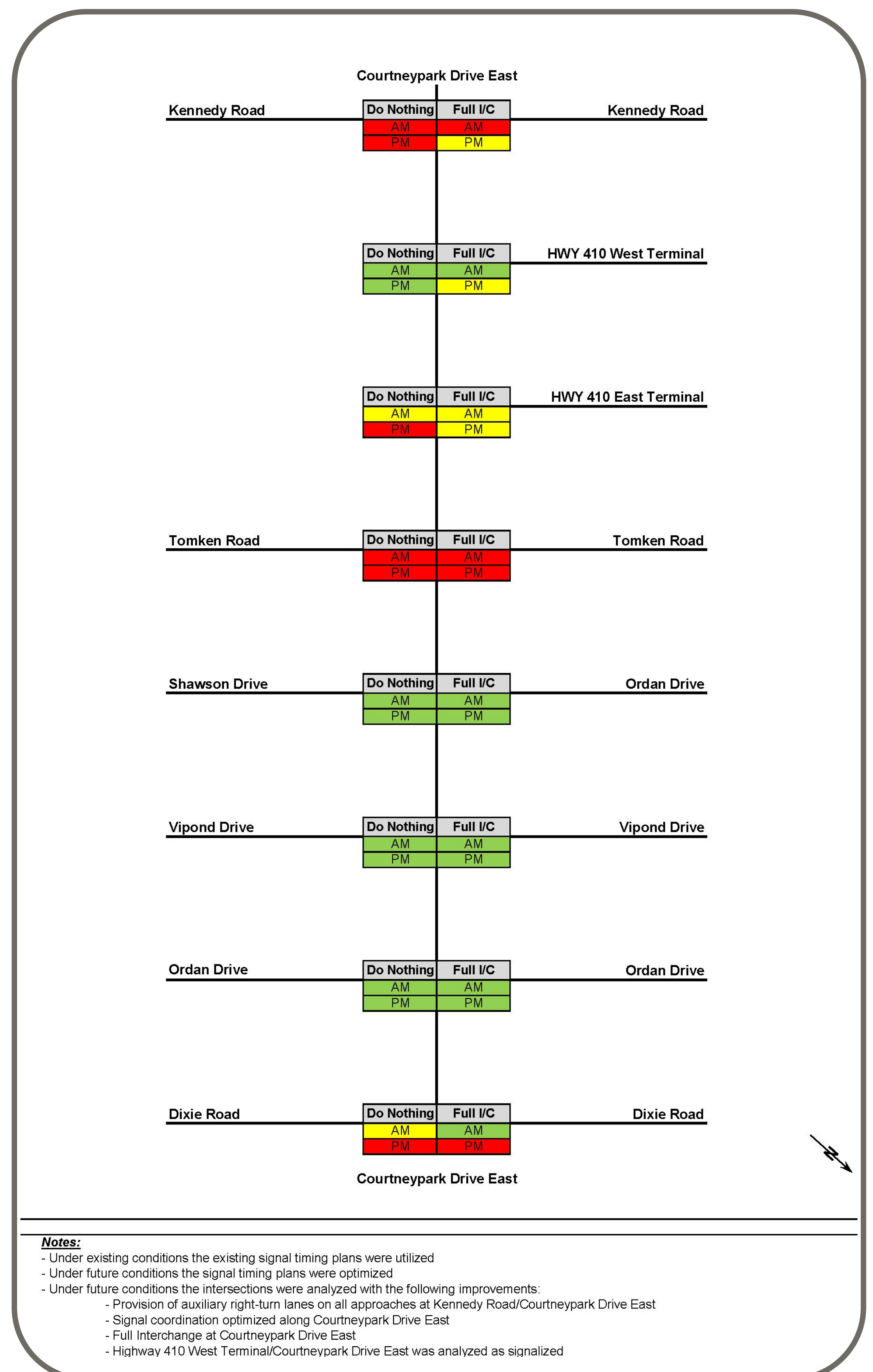
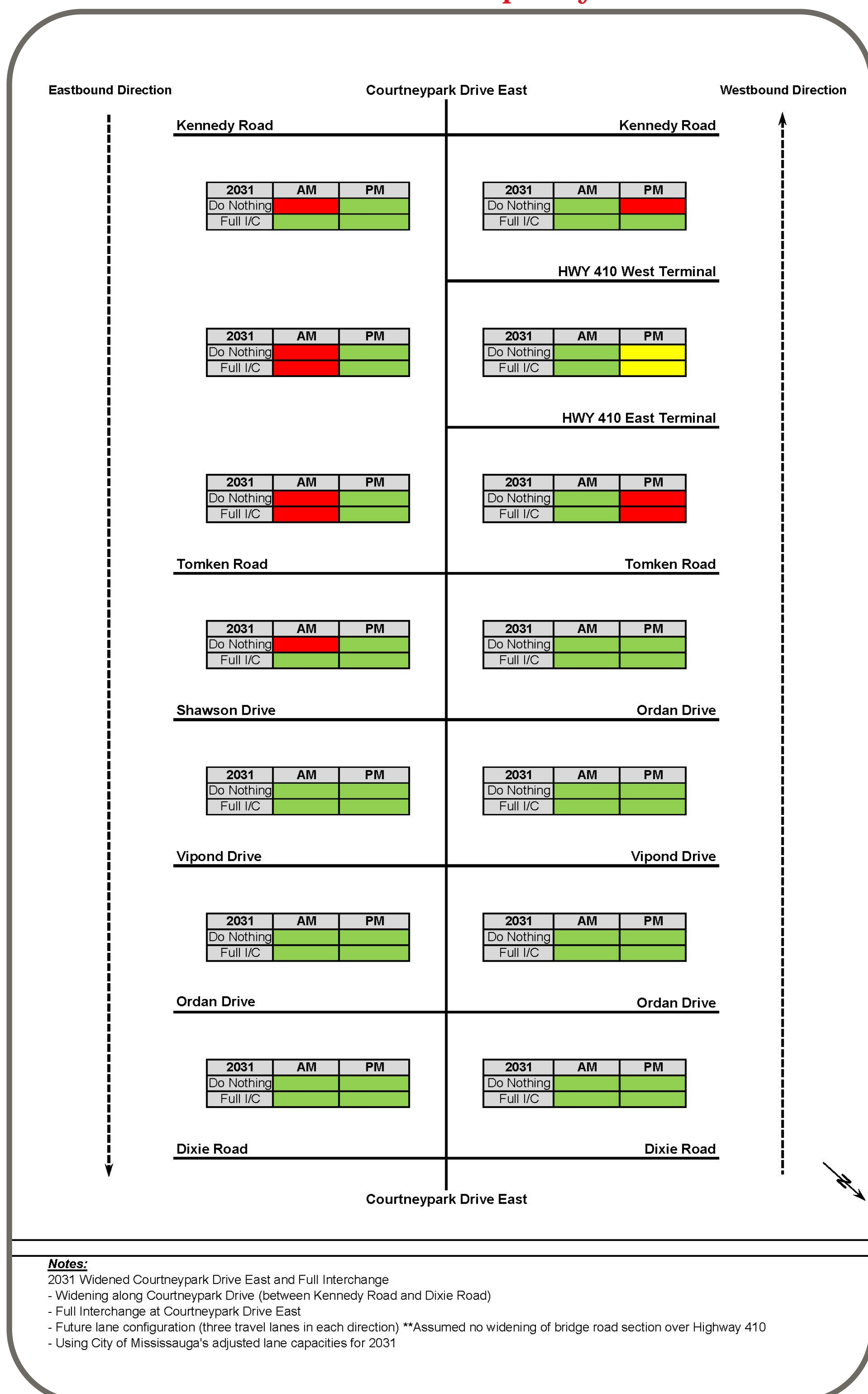
Alternative 5

2031 – Widened Courtneypark Drive East (from Kennedy Rd to Dixie Rd)
+ Full Interchange

- ➔ Without improvements, Courtneypark Drive East will experience congestion between Kennedy Road and Shawson Drive, and at the Kennedy Road, Highway 401 East Ramp Terminal, Tomken Road, and Dixie Road intersections.
- ➔ After widening to 6 lanes and constructing a full interchange, congestion is improved at some of these locations; however, there is also additional benefit to the Broader Area of Interest (i.e. Derry Road East).
- ➔ Specific alternatives and methods of mitigating roadway/intersection congestion will be developed during the next phase of the study.

“Do Nothing” v. Widened + Full Interchange Mid-Block Capacity

“Do Nothing” v. Widened + Full Interchange Intersection Conditions



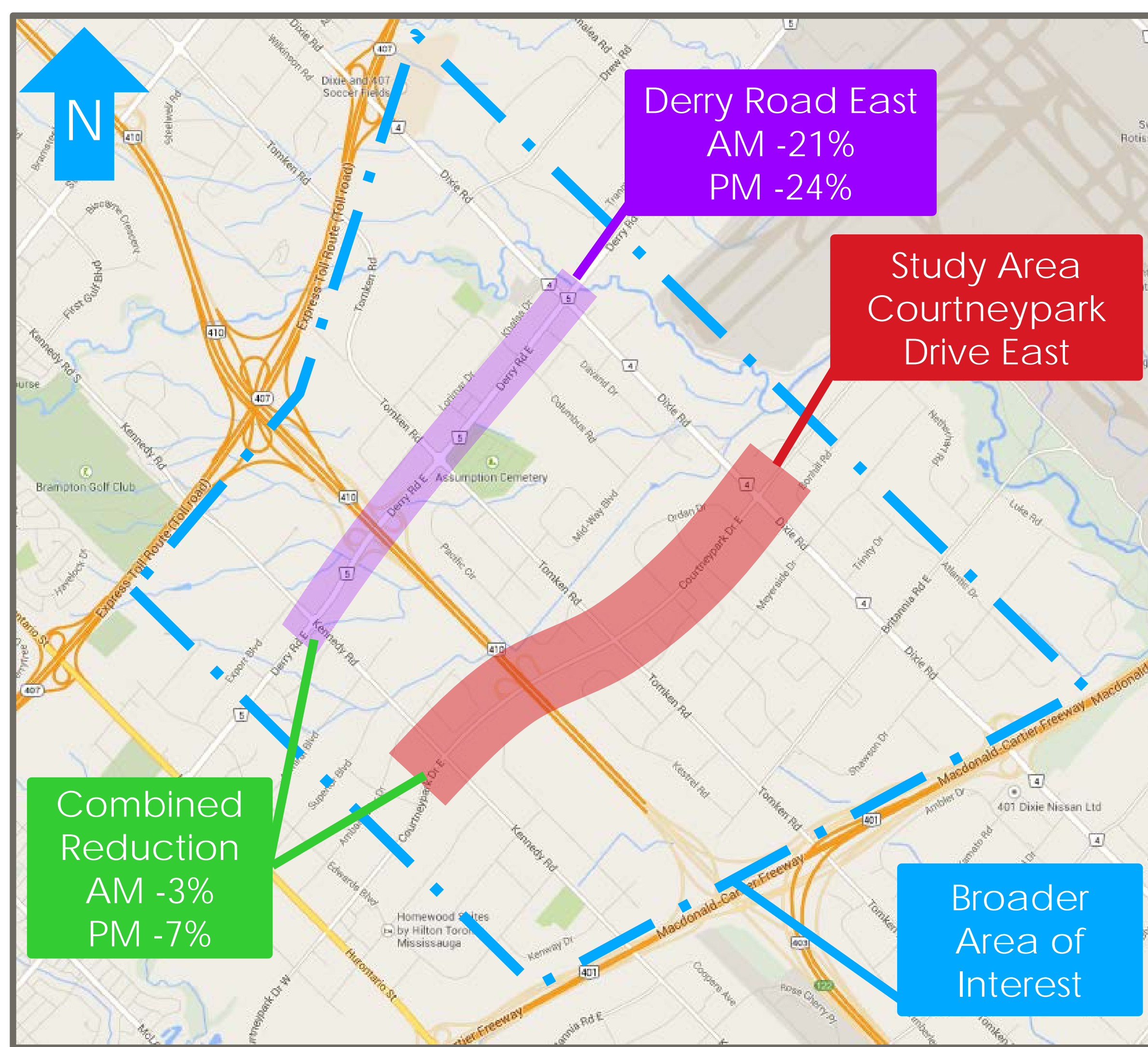
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Preliminary Preferred Solutions

Alternative 4 (Widening) v. Alternative 5 (Widening + Full Interchange)

Compared to **Alternative 4**, adding a **Full Interchange** at Highway 410 & Courtneypark Drive East under **Alternative 5** would:

- ✓ Reduce delay by **21%** during the AM peak period and **24%** during the PM peak period, or almost **137,500 person-hours per year**, on **Derry Road East** specifically;
- ✓ Reduce delay by **3%** during the AM peak period and **7%** during the PM peak period, or almost **20,000 person-hours per year**, on **both Courtneypark Drive East and Derry Road East**; and,
- ✓ Allow **over 400 trucks per day** to travel through the Study Area more efficiently (i.e. take a more-direct route or make fewer turns).



The selected **Preliminary Preferred Solution** is:



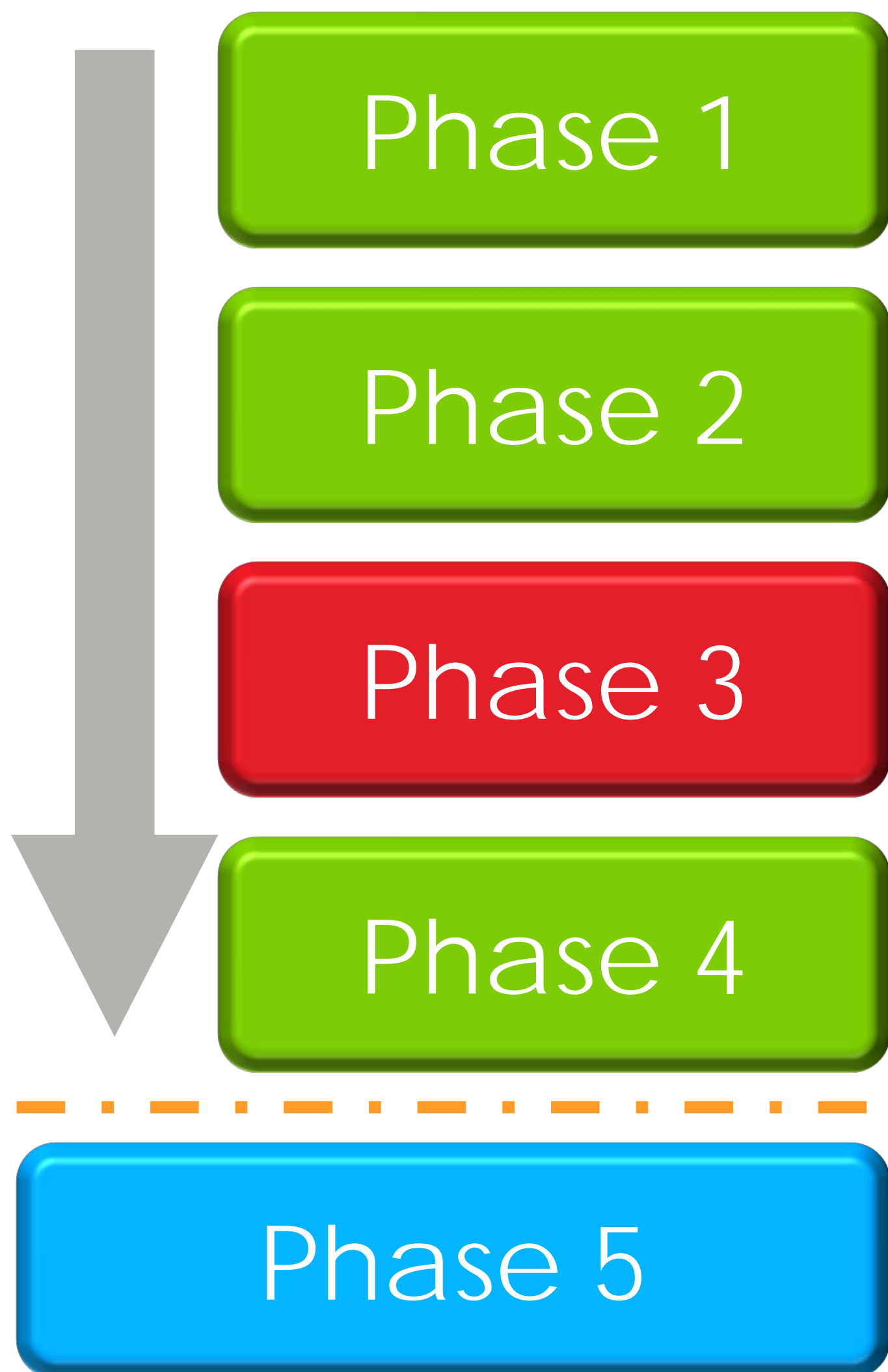
Alternative 5 – Widen Courtneypark Drive East
(between Kennedy Road and Dixie Road)
+ Construct a Full Interchange at Highway 410

In the next phase of the study, Phase 3, we will further develop specific design alternatives for this solution which will include methods of mitigating roadway/intersection congestion.

Note: This solution may be constructed in stages depending on available funding and area traffic volume forecasts.

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What's Next?



The next phase of this study is Phase 3:

- ✓ Review & Respond to questions & comments received from the public, agencies, utilities, etc.
- ✓ Review & Confirm the Preferred Solution
- ✓ Generate & Evaluate alternative design concepts
- ✓ PIC No. 2 scheduled for Fall 2014 (tentative)

Thank you for attending Public Information Centre No.1

Public input is an essential component of the decision-making process. There will be opportunities to provide input throughout the EA process, including PIC No. 2.

Please provide us with comments by completing a comment sheet this evening, or by July 10, 2014.

Please feel free to contact us with any questions or comments:

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