

A7

Public Information Centre 1

The City of Mississauga, in partnership with the Region of Peel, is conducting a Schedule 'C' Class Environmental Assessment (Class EA) study for Mavis Road from Courtney Park Drive West to Ray Lawson Boulevard to address existing and future 'multi-modal' transportation conditions.

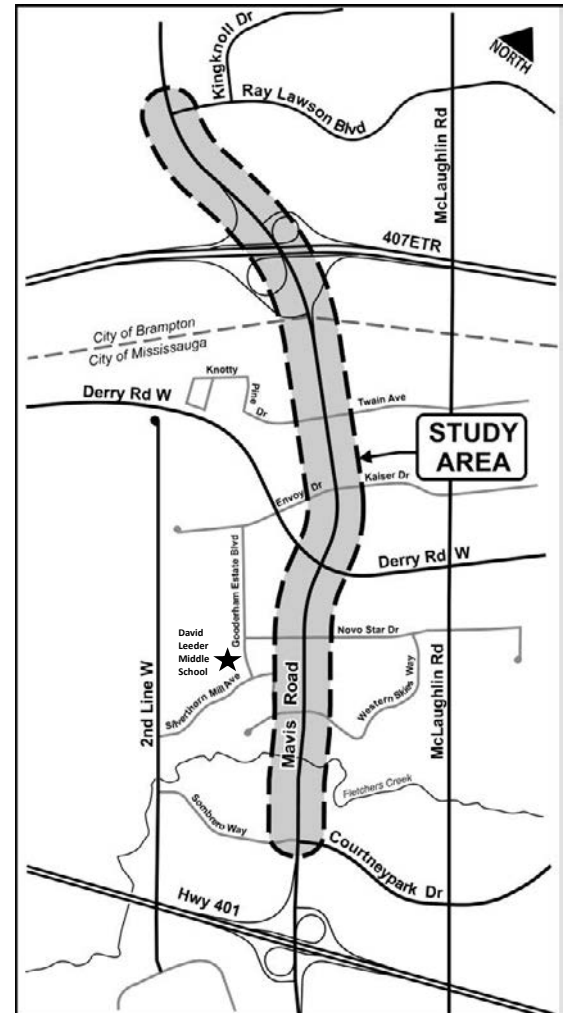
Within the City of Mississauga, Mavis Road consists of four travel lanes, raised median, sidewalks on both sides and some sections of multi-use trails. Within the City of Brampton, Mavis Road is a Regional Road (18) and has recently been widened to six lanes from Steeles Avenue to south of Ray Lawson Boulevard, with a multi-use path on the west side and sidewalk on the east side.

This Class EA study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists.

Public Engagement and Consultation:

Two Public Information Centres (PICs) will be held to review the study findings and receive public feedback. The first PIC is scheduled for **June 14, 2016** to provide members of the public with an opportunity to meet the project team, review the study scope, existing conditions, need and justification, planning alternatives, preliminary street design concepts and next steps in the study. Public input to the study at PIC1 will be used to confirm a suitable planning solution for Mavis Road. The PIC will be held as follows:

Date: Tuesday June 14, 2016
Time: 5:30 pm to 8:00 pm Drop-In Centre
Location: David Leeder Middle School
 6900 Gooderham Estate Boulevard, Mississauga ON



How to Provide Input:

Public consultation is a vital component of this study. Learn about our work on the City's website at: www.mississauga.ca/mavisroadea and then please share your thoughts with us (see contact details below) or by completing a comment sheet after the PIC, available on our study website. Comments will be considered throughout the planning process.

If you have any questions or wish to be added to the mailing list please email the project team at mavisroadea@mmm.ca or by contact the following team members:

Dana Glofcheskie, P.Eng.
City of Mississauga Project Manager
 City of Mississauga
 201 City Centre Drive, Suite 800
 Mississauga, Ontario L5B 2T4
 Phone: 905-615-3200, Ext. 8243

Neil Ahmed, P.Eng.
Consultant Project Manager
 MMM Group Limited
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 Phone: 905-823-8500, Ext. 1241

From: Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>
Sent: April-21-16 8:40 AM
To: George Carlson
Cc: Leslie Green; Steve Barrett
Subject: RE: Mavis Road EA - Public Information Centre #1

Good Morning Councillor Carlson,

Please be advised that we will be hosting the first Public Information Centre (PIC #1) for Mavis Road EA Study from Courtneypark Drive to Ray Lawson Blvd on Tuesday June 14th from 5:30-8pm at David Leeder Middle School (6900 Gooderham Estate Blvd – Gymnasium).

We will be sending out the Notice for PIC #1 at the end of May/early June and will provide a copy once the Notice is finalized.

Prior to the PIC, we will arrange a meeting with you to go over key material which will be presented at the PIC.

Thanks,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Dana Glofcheskie
Sent: April 14, 2016 9:27 AM
To: George Carlson
Cc: Leslie Green; Steve Barrett
Subject: Mavis Road EA Notice of Study Commencement

Good Morning Councillor Carlson,

Please be advised that the City of Mississauga in partnership with the Region of Peel, will be commencing the Class Environmental Assessment Study (Class EA) for Mavis Road from Courtneypark Drive to Ray Lawson Boulevard. The attached Notice of Study Commencement which will be advertised in the Mississauga News and Brampton Guardian on April 21 and 28, 2016 and on the City of Mississauga's website.

If you have any questions, please let me know.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

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From: Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>
Sent: May-26-16 7:53 AM
To: George Carlson
Cc: Leslie Green; Steve Barrett
Subject: Mavis Road EA - Public Information Centre #1
Attachments: 3215102 Mavis Road Class EA PIC1 Notice_FINAL May 16 2016.pdf

Good Morning Councillor Carlson,

Please be advised that the City of Mississauga in partnership with the Region of Peel, will be hosting the first public information centre (PIC 1) for the Mavis Road EA Study from Courtneypark Drive to Ray Lawson Boulevard. The attached Notice of PIC 1 which will be advertised in the Mississauga News and Brampton Guardian on June 4 and 9, 2016 and on the City of Mississauga's website.

The PIC will be held as follows:

Date: Tuesday June 14, 2016

Time: 5:30-8:00pm

Location: David Leeder Middle School (6900 Gooderham Estate Blvd, Mississauga ON)

We would like to arrange a meeting with you prior to this PIC. Please provide your availability for the week of June 6-10, (30 minute meeting).

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

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Transportation & Infrastructure Planning Division

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From: George Carlson
Sent: April 25, 2016 10:18 AM
To: Dana Glofcheskie
Subject: RE: Mavis Road EA - Public Information Centre #1

Thanks Dana; much appreciated.

Best regards,

Anita A. Solomon
Executive Assistant to

Councillor George Carlson, Ward 11

From: Dana Glofcheskie
Sent: Monday, April 25, 2016 7:59 AM
To: George Carlson
Cc: Leslie Green; Steve Barrett
Subject: RE: Mavis Road EA - Public Information Centre #1

Good Morning Anita,

Not a problem we will provide the finalized PIC #1 notice by May 25th.

Thanks,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

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Transportation & Infrastructure Planning Division

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From: George Carlson
Sent: April 22, 2016 3:38 PM
To: Dana Glofcheskie
Cc: Leslie Green; Steve Barrett
Subject: FW: Mavis Road EA - Public Information Centre #1
Importance: High

Hello Dana,

Thank you for this information; Councillor Carlson will attend this PIC accordingly.

Moreover, Councillor Carlson would like to send his own communication to residents informing them of this PIC, which will be sent 2 weeks in advance of the meeting date, as per our usual resident notification timelines. As such, would you be able to provide the finalized notice by Wednesday, May 25th? Please advise. Thanks.

Sincerely,

Anita Solomon for

George Carlson, Councillor Ward 11

City of Mississauga
300 City Centre Drive, 3rd Floor
Mississauga, ON L5B 3C1
Office: 905-896-5011
Fax: 905-896-5863
Email: george.carlson@mississauga.ca
Web page: www.georgecarlson.ca



From: Dana Glofcheskie
Sent: 2016/04/21 8:40 AM
To: George Carlson
Cc: Leslie Green; Steve Barrett
Subject: RE: Mavis Road EA - Public Information Centre #1

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Thanks,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer
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dana.glofcheskie@mississauga.ca

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If you have any questions, please let me know.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

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dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

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From: Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>
Sent: May-26-16 7:52 AM
To: 'Linda.Jeffrey@brampton.ca'; 'Doug.whillans@brampton.ca';
'Jeff.Bowman@brampton.ca'; 'Michael.Palleschi@brampton.ca';
'Martin.Medeiros@brampton.ca'
Cc: Leslie Green; Steve Barrett; 'Bobb, Compton'; 'Dela Cruz, Gino'
Subject: Mavis Road EA Notice of Public Information Centre 1
Attachments: 3215102 Mavis Road Class EA PIC1 Notice_FINAL May 16 2016.pdf

Good Morning Everyone,

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Location: David Leeder Middle School (6900 Gooderham Estate Blvd, Mississauga ON)

If you have any questions, please contact myself, Gino Dela Cruz (Region of Peel) or Compton Bobb (City of Brampton).

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

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Mavis Road Class Environmental Assessment

Public Information Centre #1

Tuesday June 14, 2016 5:30 p.m. to 8:00 p.m.

Please sign in and fill in a comment sheet

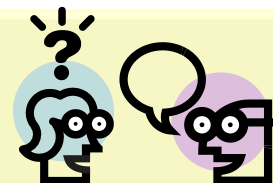
Review the displays on your own or join in a tour led
by a Project Team member offered every 30 mins

PURPOSE OF PUBLIC INFORMATION CENTRE #1

- ❖ Introduce the study
- ❖ Provide study background and context
- ❖ Provide a summary of feedback received to date
- ❖ Present existing and future traffic conditions
- ❖ Identify the problems and opportunities that highlight the need for improvements to Mavis Road
- ❖ Present the transportation planning alternatives
- ❖ Present design concepts
- ❖ Obtain further community feedback
- ❖ Identify immediate next steps in the study and how you can stay involved

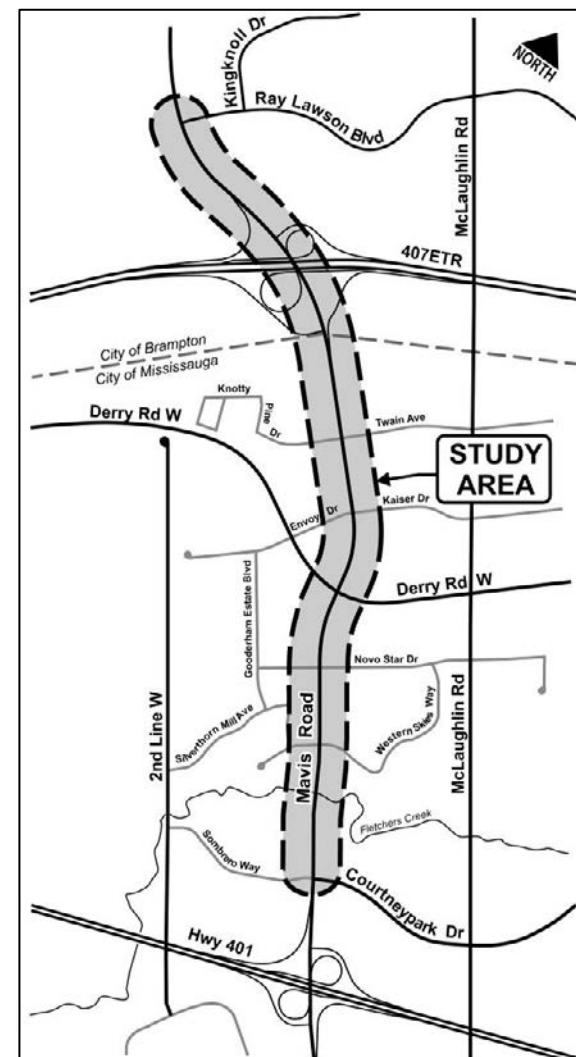


Please ask questions and make your opinions
known to the Study Team.
Fill out a comment sheet before leaving



STUDY CONTEXT / OVERVIEW

- ❖ Mavis Road is a major north-south arterial road within the Cities of Mississauga and Brampton, supporting both regional and local mobility and providing key transportation connections to Highways 407 and 401.
- ❖ Within Mississauga, Mavis Road consists of four travel lanes, raised median, sidewalks on both sides and some sections of multi-use trails.
- ❖ Within Brampton, Mavis Road (Regional Road 18) has recently been widened to six lanes from Steeles Avenue to south of Ray Lawson Boulevard, with a multi-use path on the west side and sidewalk on the east side.
- ❖ This Class EA Study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists.
- ❖ An inclusive approach to planning will take into account City, Region, agency, Aboriginal communities, stakeholder and community interests.



WHAT WE HAVE HEARD SO FAR – Comments Received

Traffic

- ❖ Heavy traffic along Mavis Road results in long delays.
- ❖ Significant traffic congestion at Derry Road intersection, improvements are needed.
- ❖ Possible improvements could be additional lanes and / or improved signal timings.
- ❖ Bottleneck occurs on bridge over Highway 407.
- ❖ Too much traffic coming from Brampton.
- ❖ Removal of Second Line West bridge will increase traffic on Mavis Road.
- ❖ Parents dropping off students along Courtneypark Drive create unsafe conditions and back-up traffic.
- ❖ Reduce speed limit.
- ❖ Delays on Mavis Road cause traffic to use local neighbourhood streets.
- ❖ Nothing to improve – this is one of the best roads in the City.

Pedestrian / Cyclists

- ❖ Improve pedestrian crossing signal timing at intersections (not enough time with turning traffic).
- ❖ Walk/bike trail is too close to the road - cars travel up and down Mavis at high speeds.
- ❖ Cycling down this road is unsafe because trail is not continuous.
- ❖ Support for existing sections of multi-use trail on Mavis Road.
- ❖ Better connections needed to trail network and across Highway 401 and 407 bridges.

Transit

- ❖ More frequent service required, including weekends.
- ❖ More bus shelters needed.
- ❖ Concerns regarding traffic affects on transit reliability.

Other

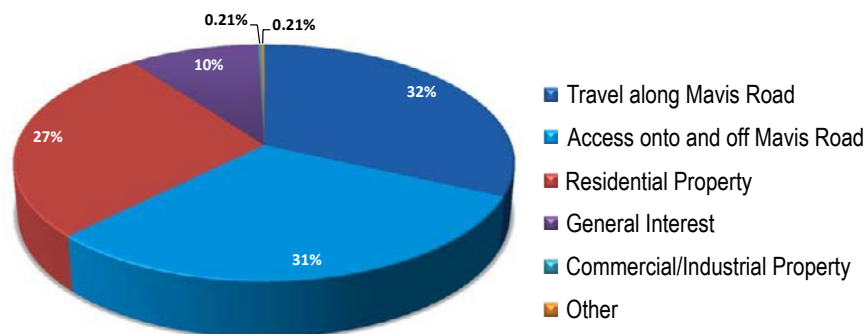
- ❖ Landscaping and maintenance needs to be improved.
- ❖ Plant more coniferous trees for better noise and wind buffer.

Mavis Road Class Environmental Assessment

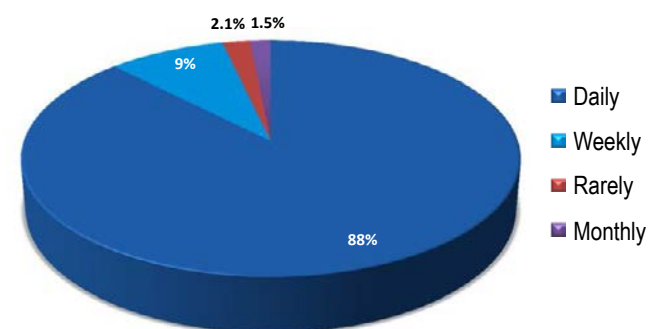
WHAT WE HAVE HEARD SO FAR – Survey Results

Since launching the online study commencement survey we have received **220** responses.

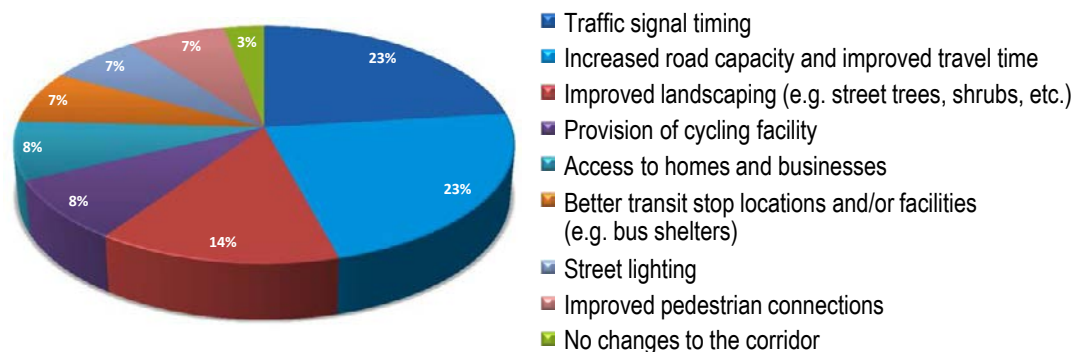
Area of Interest



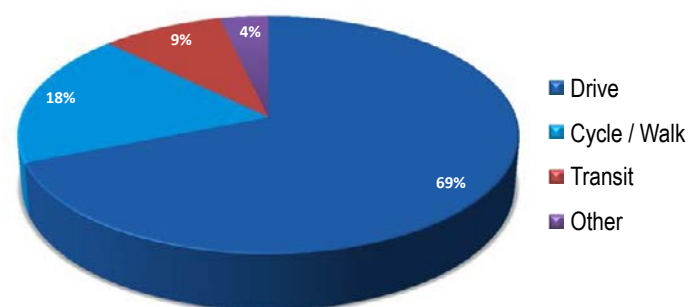
How often do you use Mavis Road between Courtneypark Drive West and Highway 407?



What elements / aspects are most important to you?

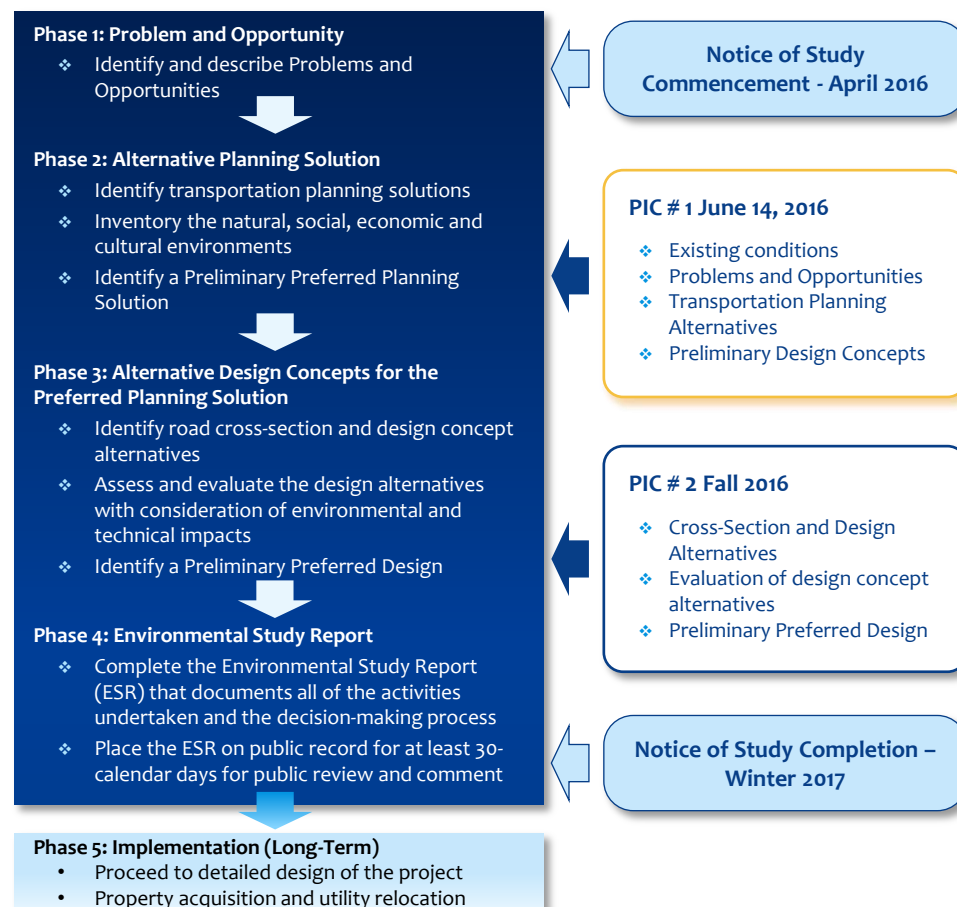


How do you use the corridor?



MUNICIPAL CLASS EA PROCESS AND STUDY SCHEDULE

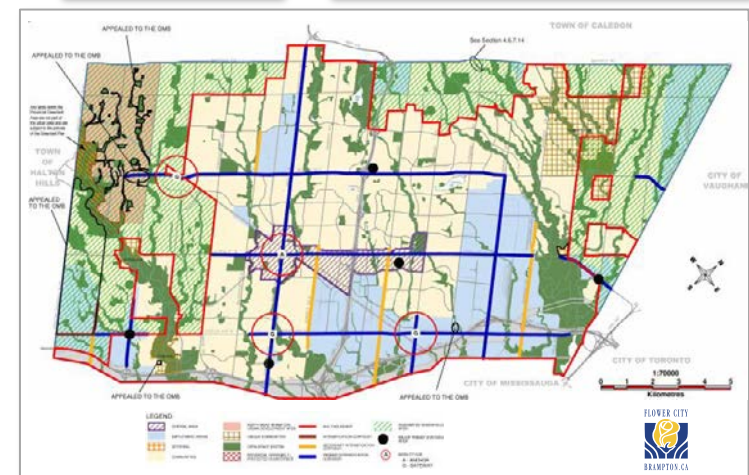
- ❖ This study is being conducted in accordance with the Ontario Environmental Assessment Act through the application of the ***Municipal Class Environmental Assessment***.
- ❖ The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, agency and local public interests and unique project requirements.



PLANNING AND POLICY CONTEXT – Growth and Transportation

Numerous Regional and City Plans and Policies are the basis of this Class EA study:

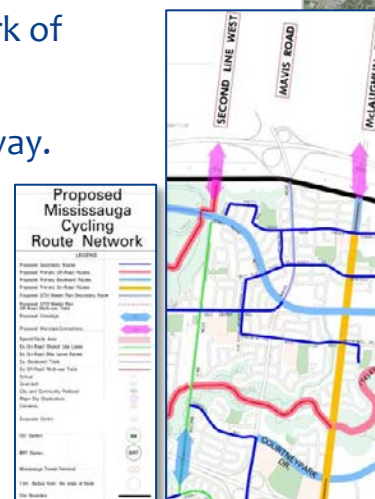
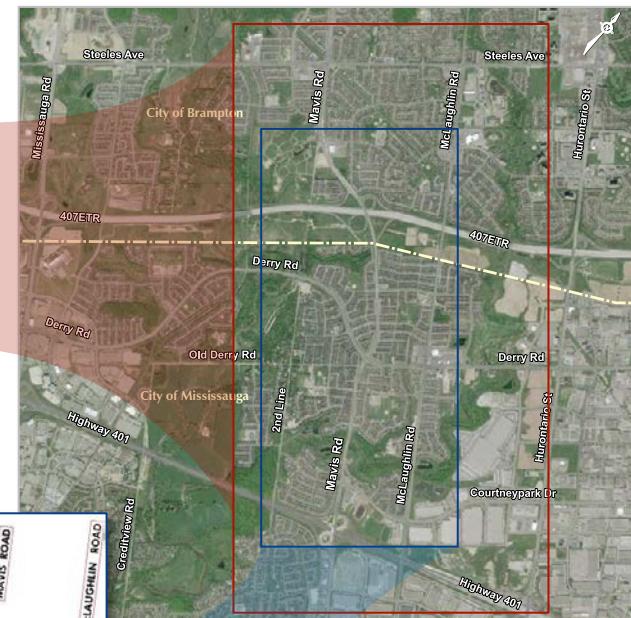
- ❖ **Peel Region Official Plan (as amended, February 2013)** Long-term plan to manage growth and development.
- ❖ **Peel Region Long Range Transportation Master Plan Update (2012)** The plan considers the following themes: population growth (highest among all GTA regions), traffic congestion, economic competitiveness and sustainability.
- ❖ **City of Mississauga Strategic Plan (2009, Update 2014)** Directs strategic decision-making based on 5 Strategic Pillars : Move, Belong, Connect, Prosper and Green.
- ❖ **Mississauga Official Plan (March 11, 2016)** Policies to create a multi-modal transportation system: transit, vehicular travel, active transportation, rail and air (passenger and freight). Arterial roads designed as principle transportation corridors for high volumes of people and goods. Identifies a basic right-of-way of 35 m for Mavis Road. Policies to protect Meadowvale Village Heritage Conservation District.
- ❖ **Moving Mississauga From Vision to Action (2011)** Interim Transportation Master Plan for the City that guides investment in transportation programs.
- ❖ **City of Brampton Official Plan (as consolidated, September 2015)** ‘Road map’ for city-building; guides the location and type of housing, industry, offices and shops, as well as the infrastructure needed to support a growing city.



City of Brampton Official Plan – City Structure (Community Growth Areas)

PLANNING AND POLICY CONTEXT – Cycling

- ❖ Peel Region Active Transportation Plan (2011) includes:
 - Multi-Use Trail along Mavis Road, north of Highway 407 (recently constructed)
 - Linkage to a future east-west Multi-Use Trail on Steeles Avenue
 - Multi-Use Trail along Derry Road (some portions have been constructed)
- ❖ City of Mississauga Cycling Master Plan Cycling Network (2010) includes a recommended network of primary and secondary routes.
- ❖ A Cycling Master Plan Update is currently underway.
- ❖ Currently, the Multi-Use Trail along Mavis Road is discontinuous in the City of Mississauga.
- ❖ Cycling within the Mavis Road corridor will be reviewed as part of this study and recommendations will be made.



Mavis Road Class Environmental Assessment

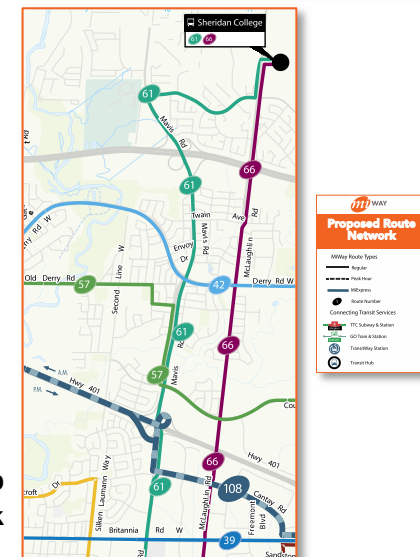
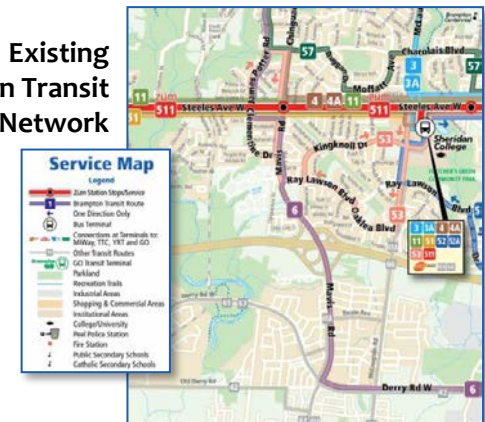
PLANNING AND POLICY CONTEXT – Transit

- ❖ Mavis Road is currently serviced by:
 - MiWay Routes 42, 61, 61a and 57
 - Brampton Transit Routes 6 and 53 which provide connection to Brampton Zum at Steeles Avenue.
- ❖ The City of Mississauga's goal is to double the a.m. peak period transit mode split from 11% of total transportation trips to 22% by 2049.
- ❖ Recommended changes of the **MiWay 5 Service Plan (2016-2020)** include:
 - extending Route 61 north along Mavis Road, into the City of Brampton
 - elimination of Route 61 A
 - changes to Routes 57 and 42 on Derry Road and Old Derry Road around Meadowvale Village



Existing Mississauga Transit Network

Existing
Brampton Transit
Network



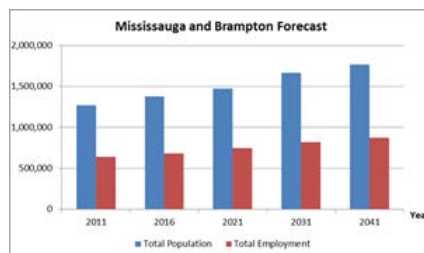
Recommended 2020
Mississauga Transit Network

GROWTH AND MOBILITY IN PEEL REGION

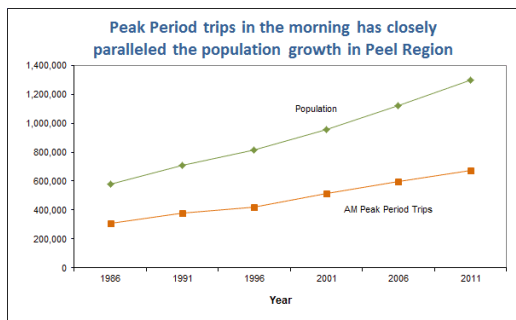
By 2041 Peel Region is expected to grow to:

- 1,970,000 residents
- 970,000 jobs

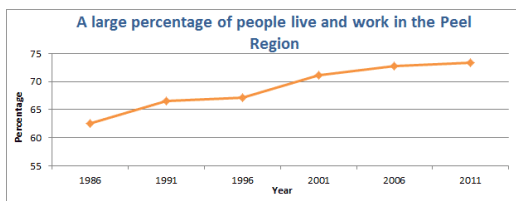
Mississauga and Brampton will see much of this growth.



The % of transit trips increased between 2006 and 2011 in Peel Region. Although the % during this time decreased, the total number of trips made by walking or cycling has increased. With the growing population and employment, the number of auto trips continues to increase.



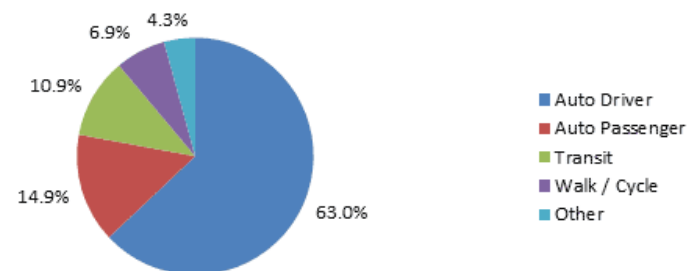
The growth in the number of trips in the morning peak period has closely paralleled the growth in population.



Approximately 73 per cent of Peel residents are choosing to travel locally (trips start and end in Peel) for work, school, shopping, etc.

BUT

Auto Driver trips continue to be the dominant mode of travel in Peel Region



MULTI-MODAL TRANSPORTATION



Local Roads



Transit and Rapid Transit



GO Transit



**Active
Transportation**



Goods Movement



**Provincial
Highways**



**Regional and City Arterial
Roads**

Planning for improvements on arterial roads such as Mavis Road is important in supporting the overall transportation network for all users

EXISTING CONDITIONS – LAND USE AND NATURAL HERITAGE

Land Use and Natural Heritage

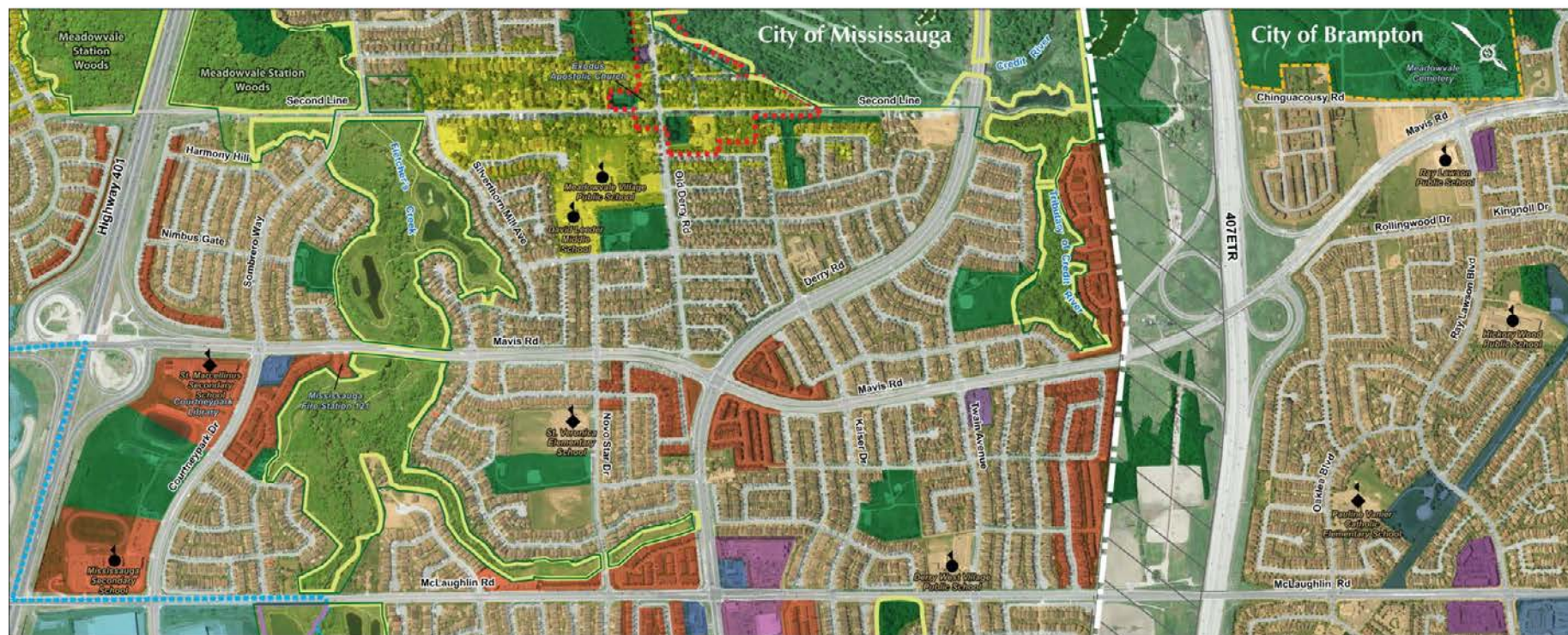
- ❖ Land Use and Natural Heritage Features are shown on the next PIC display. Key aspects are summarized below:
 - Existing land use is comprised of low density residential communities with pockets of high density residential and small convenience / commercial developments.
 - The primary natural feature is Fletchers Creek valley, confirmed habitat for Species at Risk.
 - There are no Provincially Significant Wetlands (PSW) within or adjacent to the study area. PSWs located to the west are associated with the Credit River floodplain.
 - A natural heritage review is being undertaken as part of the Class EA study and will consider the significance / sensitivity of features, the potential impacts of any recommended improvements and will recommend appropriate mitigation measures.

Cultural Heritage

- ❖ A Stage 1 Archaeological Assessment is underway to confirm any registered archaeological sites within the study area and to identify areas of high archaeological potential for further review.
- ❖ A Cultural Heritage Assessment Report has been completed to confirm the presence of built heritage features and cultural heritage landscapes.
- ❖ Based on the Heritage Report, there are no built heritage features or cultural heritage landscapes present within the study area.

Mavis Road Class Environmental Assessment

EXISTING CONDITIONS – LAND USE AND NATURAL HERITAGE



Mississauga Official Plan Land Use Designations

- Natural System Areas**
- Natural Areas
 - Special Management Areas
 - Natural Hazards

- Land Use Designations**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use

- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Greenbelt
- Parkway Belt West

- Employment Area
- Meadowdale Village Heritage District
- Public School
- Catholic School

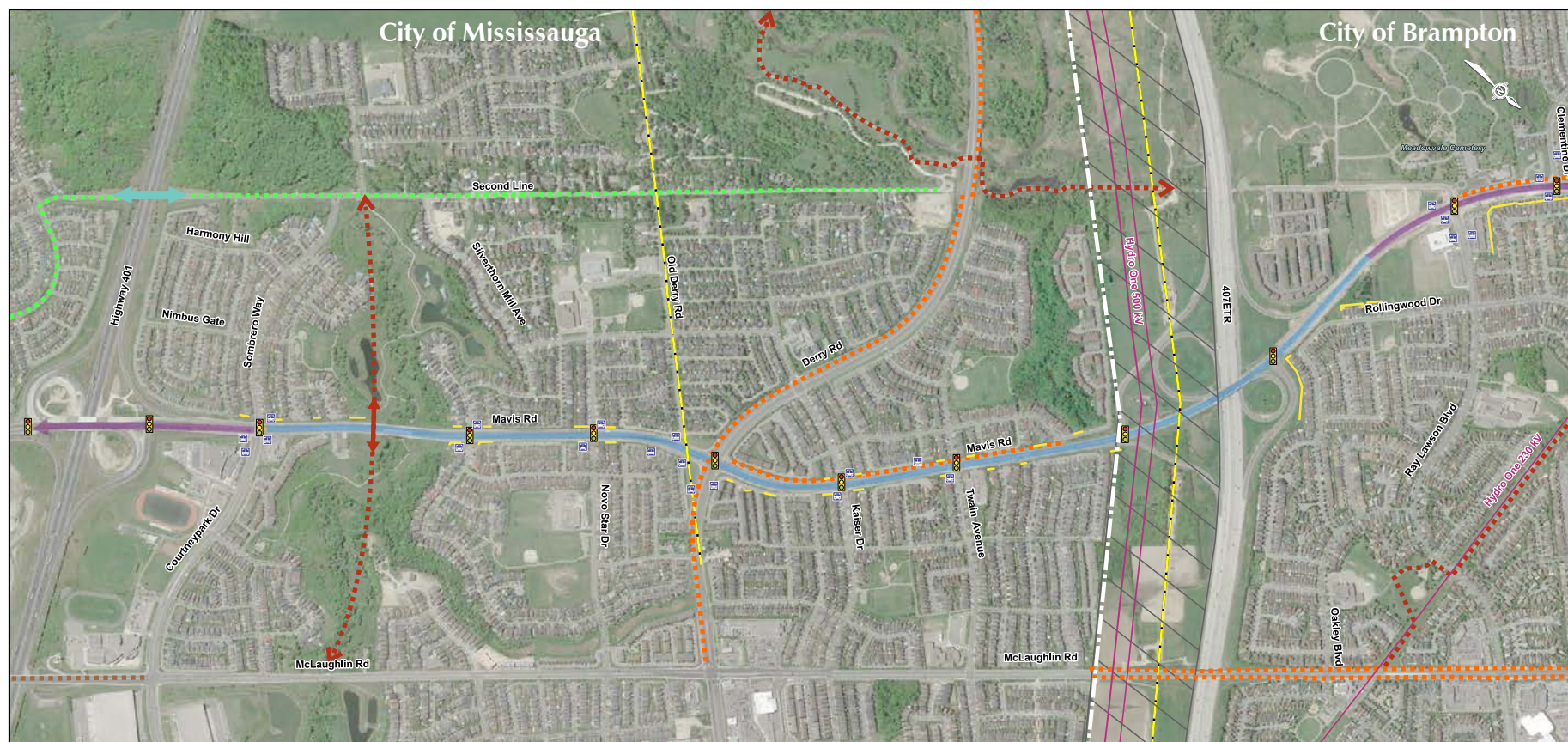
Brampton Official Plan Land Use Designations

- RESIDENTIAL
- COMMUNITY PARK
- CONVENIENCE RETAIL
- PARKWAY BELT WEST






- OPEN SPACE
- CEMETERY
- PROVINCIAL SIGNIFICANT WETLAND (PSW)

Mavis Road Class Environmental Assessment

EXISTING CONDITIONS – INFRASTRUCTURE







Cycling Routes

-  Second Line Pedestrian Bridge (to be constructed by 2019)
-  On-Road Signed Bike Route / Shared Roadway
-  On-Road Bike Lane Route
-  Off-Road Multi-use Trail
-  In Boulevard Multi-Use Trail

Roadway

-  Signalized Intersection
-  Transit Stop
-  4-Lanes
-  6-Lanes

Other Infrastructure

-  Noise Walls
-  Hydro Lines
-  Enbridge Gas Line
-  Parkway Belt West

EXISTING CONDITIONS – TREE INVENTORY & STREETScape

- ❖ In June 2016 a tree inventory was conducted along Mavis Road to record the Species, Size and Condition of trees:
 - 840 trees inventoried along the corridor (374 east side and 466 west side)
 - 21 different species were observed (Approximately 30% native to Ontario). Most dominant species was Colorado Spruce
 - Trees are in fair condition
 - No rare or at risk trees are present.
 - The inventory will be used to assess potential impacts of the road design concepts
- ❖ Mavis Road and its **streetscape** should be designed as an urban space that recognizes the community setting and the various activities that occur within the corridor (vehicle trips, access to transit, walking and cycling)
- ❖ A streetscaping plan will be developed as part of this study that considers:
 - Mitigation for any tree removals resulting from the recommended improvements
 - The surrounding community and enhancing pedestrian and cycling linkages within the corridor and to schools, parks and other public spaces
 - Integrating public transit infrastructure into the overall streetscape environment



Mavis Road Class Environmental Assessment

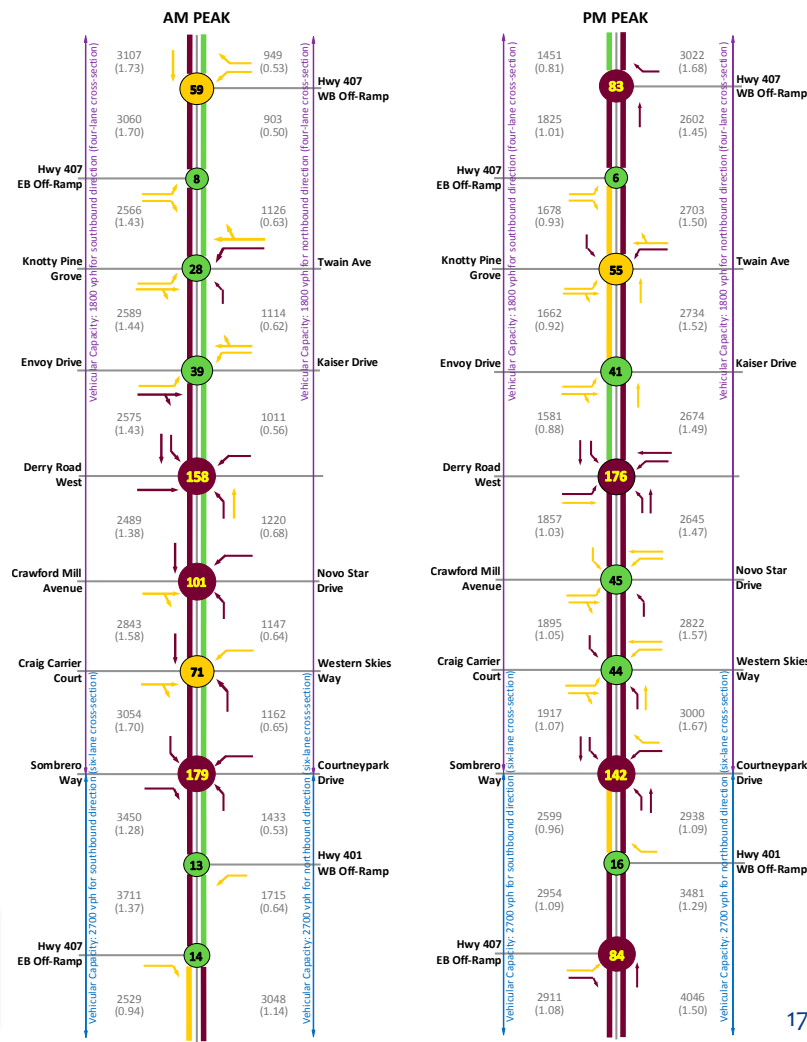
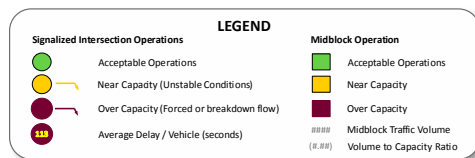
EXISTING TRANSPORTATION CONDITIONS

- ❖ Average daily traffic volume is approximately 35,000 vehicles per day. Currently, traffic is operating at capacity, in particular during the morning and afternoon rush hours.
- ❖ Significant delays are being experienced at both the Derry Road and Courtneypark Drive West intersections during morning and afternoon rush hours.
- ❖ Due to traffic congestion on Mavis Road, intersecting local streets experience higher delays during rush hours.
- ❖ Delays at major intersections are causing drivers to divert through the surrounding residential communities.
- ❖ Relatively high number of collision incidents observed at Derry Road intersection.
- ❖ Second Line West vehicle bridge over Highway 401 will be removed and replaced with an active transportation bridge.
- ❖ Mavis Road is six lanes, north and south of the study area. The four-lane roadway through the study area reduces efficiency of the overall road network.



FUTURE TRANSPORTATION CONDITIONS (2031)

- ❖ Traffic analysis was completed for the future conditions (2021 and 2031). Based on the analysis, traffic volumes will exceed road capacity by 2031.
- ❖ If additional traffic capacity is not provided by 2031:
 - ❖ Higher traffic volumes will result in more congestion during morning and afternoon rush hours, which will increase travel time.
 - ❖ Excessive queuing will block intersecting local roads through the study area.
 - ❖ Higher delays on Mavis Road could further increase traffic diversion through the surrounding residential communities.
 - ❖ Higher traffic delays will increase idling time and emissions loadings.
- ❖ Even if more people choose transit or active transportation (walking and cycling), other north-south roads such as Mississauga Road, McLaughlin Road and Hurontario Street will not be able to accommodate the future transportation demand.
- ❖ The adjacent figures illustrate the traffic conditions if additional capacity is not provided by 2031.



PROBLEM AND OPPORTUNITY STATEMENT

Mavis Road is an arterial road intended to carry higher traffic volumes, supporting both local and regional mobility. Existing traffic volumes are at capacity during the morning and afternoon rush hours. Projected traffic growth will worsen these conditions.







There is an opportunity to improve Mavis Road to accommodate the existing and future traffic demands and provide better connectivity for all modes within the overall Region / City road network. This includes the implementation of Region / City strategic objectives which promote sustainable and safe multi-modal transportation options that provide residents with opportunity to walk, cycle or use public transit as well as an opportunity to improve community amenities / aesthetics for this corridor.

Mavis Road Class Environmental Assessment

ALTERNATIVE SOLUTIONS







| Alternative Solution | Description |
|---|--|
| Do Nothing | Maintain existing conditions on Mavis Road - no new infrastructure. Includes operations / maintenance work for example resurfacing or other improvements, within the existing footprint. |
| Transportation Demand Management | <p>Reduce traffic demand on Mavis Road by:</p> <ul style="list-style-type: none"> - Diverting traffic onto adjacent corridors by redesigning the local road network to limit and/or restrict access onto Mavis Road. Examples of design changes include provision of alternative routes and reconfigured intersections. - Implementing Travel Demand Management (TDM) strategies : shifting demands to time periods outside of rush hours (encouraging flex time work schedules); encourage behavioural shift to alternative modes of transportation (transit, cycling, walking) or rideshare; providing traveler information tools including intelligent transportation systems, mobile and social applications and other methods for promoting more efficient use of the transportation network. |
| Upgrade Parallel Roads Instead of Mavis Road | Improve or widen other south-north arterial road corridors (Mississauga Road, Hurontario Street), beyond planned improvements, to address the need for increased north-south traffic capacity. |
| Intersection and Signal Improvements | Undertake intersection improvements such as dedicated turning lanes, installation of new traffic signals, improvement of traffic signal timing (synchronization) in order to improve traffic operations. |
| Alternative Modes of Transportation | Provision of or improvements to pedestrian and cycling facilities. Improvements to transit system through increased service / frequency, improved efficiency (queue jump lanes) and improved transit amenities. |
| Improve Mavis Road | Widen Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard to provide increased north-south traffic capacity, accommodate projected future travel demand and address consistent capacity throughout the broader Mavis Road corridor. |

HOW ARE ALTERNATIVE SOLUTIONS EVALUATED

| Category | Considerations |
|---|---|
|  Transportation Planning | <ul style="list-style-type: none"> ➤ Addresses existing and future capacity concerns on Mavis Road ➤ Consistency with planning and policy documents ➤ Improves network connectivity (road, transit, pedestrians, cyclists) |
|  Transportation Engineering | <ul style="list-style-type: none"> ➤ Improves traffic operations ➤ Accommodates multi-modal demands ➤ Improves road safety ➤ Minimizes construction constraints and complexity |
|  Socio-Economic | <ul style="list-style-type: none"> ➤ Amount and type of property required ➤ Supports future growth and employment and economic sustainability (movement of people and goods) ➤ Potential impact to residences and businesses (disruption and nuisance) ➤ Ability to enhance streetscape |
|  Natural Environment | <ul style="list-style-type: none"> ➤ Potential impacts to environmentally sensitive areas ➤ Potential impacts to terrestrial and aquatic species and habitats ➤ Potential impacts to Species at risk and their habitat ➤ Potential changes to drainage |
|  Heritage | <ul style="list-style-type: none"> ➤ Effects on archaeological resources ➤ Effect on cultural heritage resources |
|  Cost | <ul style="list-style-type: none"> ➤ Comparative cost including utility relocation, capital, property and operations/maintenance |

Mavis Road Class Environmental Assessment

EVALUATION OF ALTERNATIVE SOLUTIONS

| Category | Do Nothing | TDM | Upgrade Parallel Roads | Intersection Improvements | Alternative Modes of Transportation | Improve Mavis Road |
|--|---|---|---|--|---|---|
|  | <ul style="list-style-type: none"> - Not consistent with City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity | <ul style="list-style-type: none"> - Currently being implemented through City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity | <ul style="list-style-type: none"> - Consistent with City / Region planning policies - Would provide additional north-south capacity in other corridors - Does not improve network connectivity | <ul style="list-style-type: none"> - Consistent with City / Region planning policies - Does not address anticipated transportation needs - Only minor contribution to network connectivity | <ul style="list-style-type: none"> - Consistent with City / Region planning policies - Does not address anticipated transportation needs - Does not improve network connectivity for all users | <ul style="list-style-type: none"> - Consistent with City / Region planning policies - Addresses anticipated transportation needs - Improves network connectivity for all users |
|  | <ul style="list-style-type: none"> - Does not improve road operations or safety - Does not support improvements to transit, pedestrian and cycling - No construction constraints | <ul style="list-style-type: none"> - May result in some shift in travel demand which improves operations but overall does not improve road operations or safety - Does not improve transit, pedestrian and cycling facilities | <ul style="list-style-type: none"> - Would not improve operations or safety on Mavis Road - Does not improve transit, pedestrian and cycling facilities along Mavis Road | <ul style="list-style-type: none"> - Improves operations and safety at intersections but not for the entire Mavis Road corridor - Supports transit, cycling and pedestrian facilities | <ul style="list-style-type: none"> - Does not improve road operations or safety - Supports transit, cycling and pedestrian facilities | <ul style="list-style-type: none"> - Improves road operations and safety - Supports transit, cycling and pedestrian facilities |
|  | <ul style="list-style-type: none"> - No property required - Congestion will worsen impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape | <ul style="list-style-type: none"> - No property required - Congestion will worsen impacting local and regional trips - Although supportive of transit, cycling and pedestrian activities, this does not provide the infrastructure to support or enhance these forms of transportation - No opportunity to enhance streetscape | <ul style="list-style-type: none"> - Potentially significant property impacts along other corridors - Congestion will worsen along Mavis Road, impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape | <ul style="list-style-type: none"> - Some property may be required - Congestion will worsen impacting local and regional trips - No opportunity to improve transit and cycling / pedestrian activities on Mavis Road - No opportunity to enhance streetscape | <ul style="list-style-type: none"> - Some property may be required but likely minimal - Congestion will worsen impacting local and regional trips - Some opportunity to enhance streetscape | <ul style="list-style-type: none"> - May result in property impacts - Supports mobility for all modes within local community and across Region - Provides opportunity to enhance streetscape |
|  | <ul style="list-style-type: none"> - Avoids potential impacts to natural environment, however features are located away from the roadway | <ul style="list-style-type: none"> - Avoids potential impacts to natural environment, however features are located away from the roadway | <ul style="list-style-type: none"> - Avoids potential impact to natural environment along Mavis Road but potential for impacts to natural features along other corridors | <ul style="list-style-type: none"> - Very low potential for impacts to natural environment, since features are located away from intersections | <ul style="list-style-type: none"> - Very low potential for impacts to natural environment, since pedestrian and cycling opportunities can likely be kept within the existing right-of-way | <ul style="list-style-type: none"> - Low potential for impacts to natural environment, since pedestrian and cycling opportunities can likely be kept within the existing right-of-way |
|  | <ul style="list-style-type: none"> - No potential archaeological impacts - No Built Heritage features identified | <ul style="list-style-type: none"> - No potential archaeological impacts - No Built Heritage features identified | <ul style="list-style-type: none"> - Some potential for impacts to archaeological and Built Heritage features in other corridors | <ul style="list-style-type: none"> - Low potential archaeological impacts - No Built Heritage Features identified | <ul style="list-style-type: none"> - Low potential archaeological impacts - No Built Heritage Features identified | <ul style="list-style-type: none"> - Some potential archaeological impacts in undisturbed areas - No Built Heritage Features |
|  | <p>N/A</p> <ul style="list-style-type: none"> - No capital costs - Continual costs for operations and maintenance | <p>\$</p> <ul style="list-style-type: none"> - No capital costs - Continual costs for operations and maintenance | <p>\$\$\$\$</p> <ul style="list-style-type: none"> - Construction and property costs are shifted to other corridors | <p>\$</p> <ul style="list-style-type: none"> - Costs associated with construction and implementation of operational improvements are low compared to other alternatives | <p>\$</p> <ul style="list-style-type: none"> - Costs associated with implementation of new transit routes and sidewalks/multi-use trails are low compared to other alternatives | <p>\$\$</p> <ul style="list-style-type: none"> - Costs associated with construction for widening and improvements to pedestrian and cycling facilities |
| Evaluation Result | Not Carried Forward | Already Being Implemented | Not Carried Forward | Carry Forward | Carry Forward | Carry Forward |

PREFERRED ALTERNATIVE SOLUTION

Based on the evaluation of the alternative solutions, the Project Team has selected a **Preferred Alternative Solution** which is a combination of:

- Intersection Improvements;
- Alternative Modes of Transportation; and,
- Improvements to Mavis Road.

The **Preferred Alternative Solution** may include:

- Implementing intersection improvements such as dedicated turning lanes, improvement of traffic signal timing (synchronization) in order to improve traffic operations;
- Providing Multi-Use Trail connections and improving sidewalks; and
- Widening Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard (one new lane in each direction).

The Preferred Alternative Solution will promote sustainable and safe multi-modal transportation options for vehicles, pedestrians, cyclists and transit users.

CONSIDERATIONS FOR DESIGN CONCEPTS

In developing the design concepts, a number of key constraints and design elements are considered:

- ❖ Existing and future land uses and potential property impacts
- ❖ Fletcher's Creek Valley
- ❖ Major utilities within the study area
- ❖ Transit service efficiency
- ❖ Provision for pedestrians and cyclists
- ❖ Compatibility with adjacent communities
- ❖ Geometric design requirements
- ❖ Intersection and turning lane requirements



FIRST LOOK AT DESIGN CONCEPTS

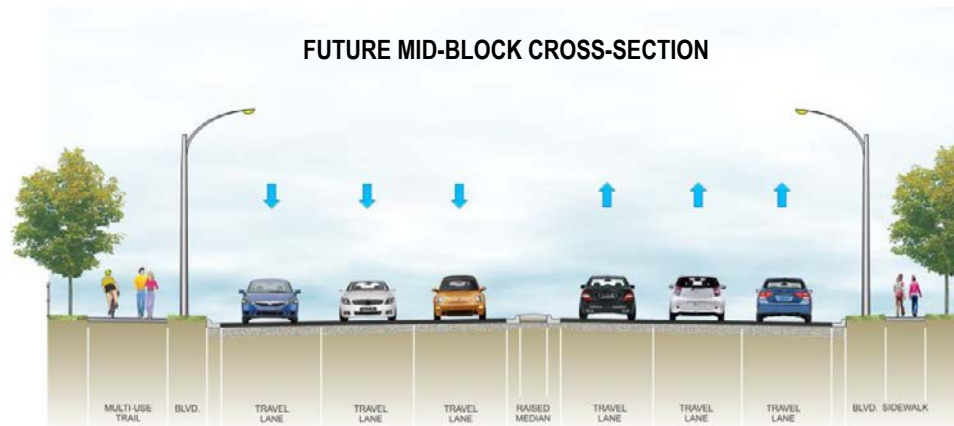
This study is an opportunity to contemplate both the function and the character the Mavis Road corridor.



Multi-use trail



Multi-use trail



Sidewalks and Streetscape



Streetscape



Road cross section will be modified to fit within the existing Fletcher's Creek Bridge



Safe pedestrian and cycling crossings at intersections



407 bridge widening will be considered to provide for the future cross section

Mavis Road Class Environmental Assessment

NEXT STEPS

Following this PIC the Project Team will:

- ❖ Review all public and agency comments received
- ❖ Develop and evaluate design concepts and identify the potential impacts for each alternative
- ❖ Identify a preliminary preferred design
- ❖ Conduct PIC 2 to present and request input on the preliminary preferred design (Fall 2016)
- ❖ Based on input received, confirm the preferred design and prepare the Environmental Study Report and make available for a 30-day public review

How to get involved:

- ❖ Request that your name be added to the study mailing list;
- ❖ Participate in the next PIC, planned for the Fall of 2016;
- ❖ Provide your feedback by contacting the study team directly, using the contact information to the right.

**Please complete a comment sheet or
send comments to:**

Dana Glofcheskie
City of Mississauga Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, ON L5B 2T4
Tel: 905-615-3200 ext. 8243

Neil Ahmed
Consultant Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, ON L5K 2P8
Tel: 905-823-8500 ext. 1241

Email: mavisroadea@mmm.ca

Your comments are welcome at any time throughout the project. However, we ask that you **provide your feedback with respect to the PIC 1 materials by July 5, 2016** to allow us to incorporate critical information into the next stage of the study.

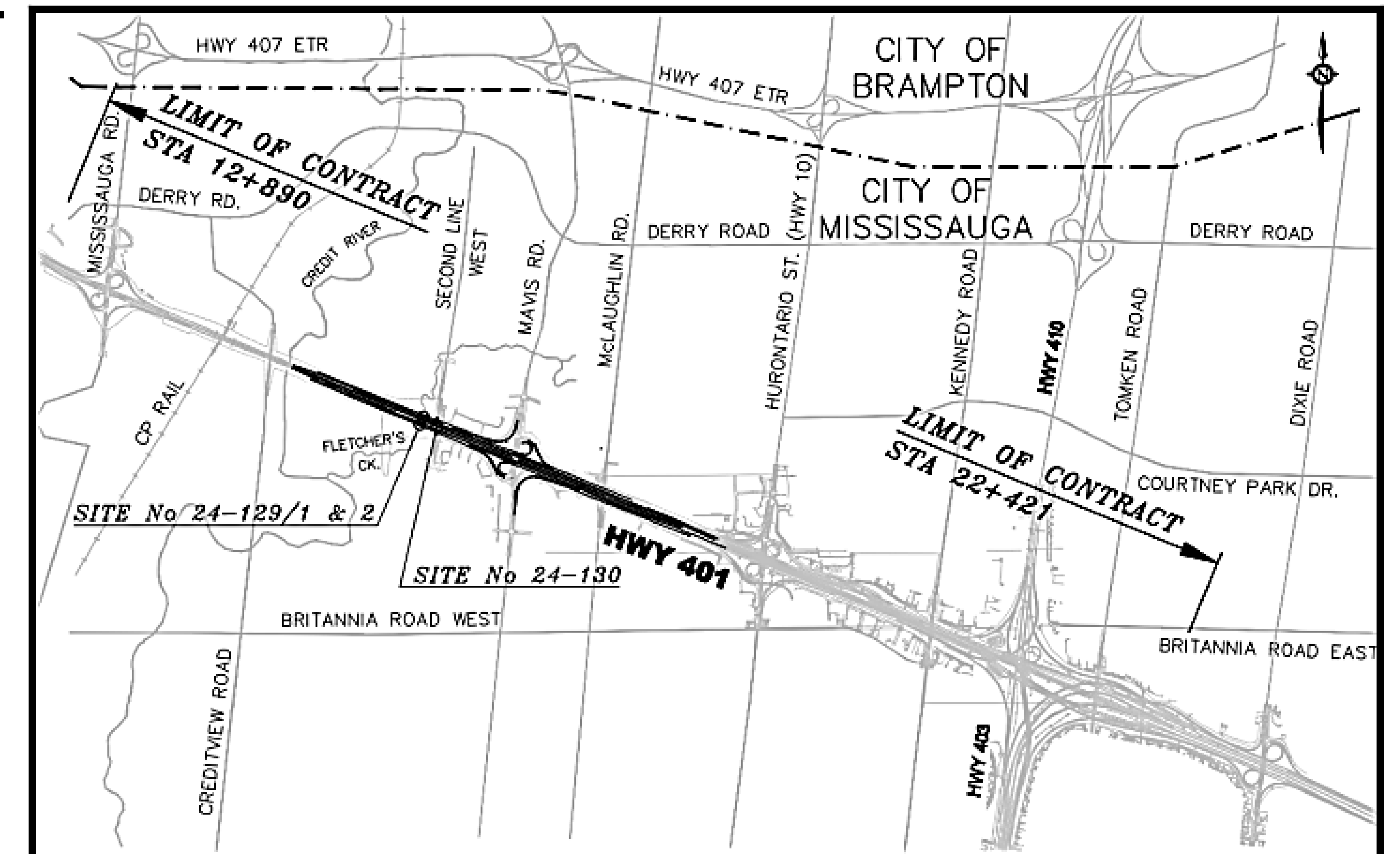
Thank you!

Your involvement is essential to the success of this study
We welcome your feedback

WHAT IS HAPPENING ON HIGHWAY 401?

- ❖ The Ontario Ministry of Transportation (MTO) is widening Highway 401 from east of McLaughlin Road to east of the Credit River. The Contract (2015-2018) includes:

- Widening of Highway 401 from its current 6 lanes to a 12-lane core/collector system, including two high-occupancy vehicle (HOV) lanes;
- Opening of the HOV lanes from west of Mavis Road to east of Highway 410 following construction completion;
- Removal of the Second Line West Bridge over Highway 401 to accommodate the highway widening and replacement with a new active transportation bridge at the same location; and,
- New structures carrying the proposed collector lanes over Fletcher's Creek; stormwater management, high mast illumination and pavement reconstruction.



- ❖ Construction start – spring 2016 (currently underway). Construction completion – fall 2019.
- ❖ Periodic off-peak lane closures on Highway 401 and interchange ramps will be required to complete some of the construction. One overnight full closure of Highway 401 between Mississauga Road and Mavis Road to facilitate the removal of the Second Line West Bridge is anticipated for fall of 2016.
- ❖ Construction roadway signing will provide advanced notice of upcoming closures. Signed detours will be provided.

Please visit the project website for more information: www.my401.ca.

If you have any questions or require further information, please contact:

Chris Bhawanie
Senior Contract Administrator, AECOM
Tel: 647-274-6773
Email: 2015-2018@aecom.com

Public Information Centre # 1 - Summary of Comment Sheet Responses

Public Information Centre (PIC) # 1 was held on June 14, 2016. The PIC comment sheet was available as hard copy (at the PIC) and online on the City's website.

The PIC comment period closed on July 19, 2016, with the following results:

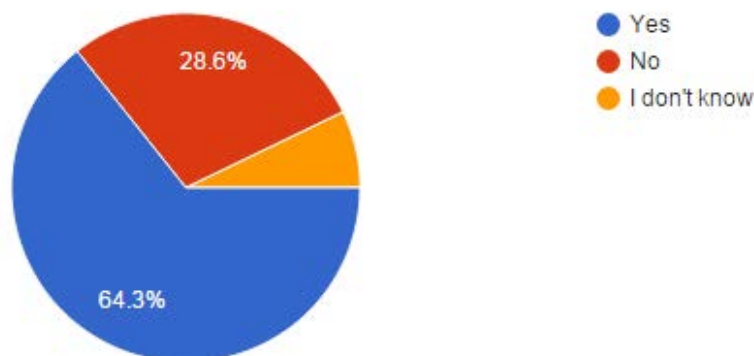
- A total of 16 comments were received via email, hard copy at the PIC, and online:
 - o 2 comments were provided via email
 - o 3 comment sheets were submitted in hard copy at the PIC
 - o 11 comment sheets were completed online

The comment sheet questions and responses (copied verbatim) are provided below. Subsets of numbers are used to indicate where respondents provided multiple comments on a question (e.g. comments 3, 3.1, and 3.2 for Question 1 are from the same respondent).

The two comments provided via email can be found at the end of this summary.

Problem and Opportunity Statement

Question 1: Does the Problem and Opportunity Statement capture the factors that are either key issues or areas of improvement within the study corridor?



Specific comments on Problem and Opportunity Statement were:

1. Mavis Road might be operating beyond capacity during rush hours between Eglington and Burnhamthorpe
2. "Traffic" as used in this statement seems to refer only to cars, and other modes are only an afterthought. Mavis bus ridership has been increasing faster than the city average for the past decade and buses are overcrowded even on weekends. The strategic plan foresees no road widening for private cars and doubling of transit ridership; the way to achieve this is not to increase capacity for cars but to allow transit to bypass congestion!
3. Adding two lanes (one on each side) will help improve the traffic conditions.
- 3.1. LRT network to other suburbs may also help as most of the traffic on Mavis is going on 401 East towards Toronto/Etobicoke/Vaughan/York/Downtown etc.

City of Mississauga / Region of Peel

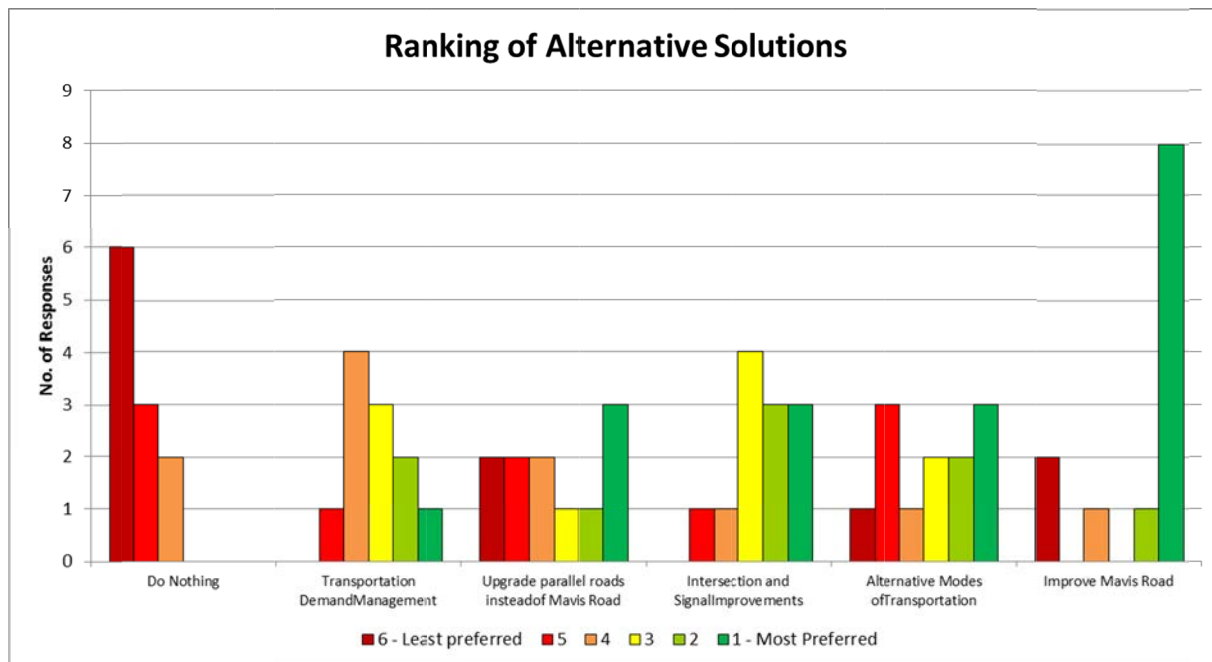
Mavis Road Class EA – Courtneypark Drive West to Ray Lawson Boulevard

- 3.2. Also, increasing lanes on McLaughlin and Mississauga Rd to distribute the traffic may reduce pressure on Mavis.
4. Biking/Cycling lanes along the Mavis Road will give more trouble to the traffic especially at the Turns.
5. Traffic is because of school (dropoff/pickups). No traffic issues during summer holidays.
6. Expand the lanes between Ray Lawson and Courtney Park on Mavis
7. Instead of Mavis Road, we should consider widening of McLaughlin Road. Widening of McLaughlin will bring much more benefits (for the same price) than widening Mavis Road.
- 7.1. Also an exit on McLaughlin-401 is needed. This will be incorrect to say that there is already an exit on Mavis-401 and a new exit on McLaughlin-401 will be too close. In fact, there are many highways (highway designs) where the exits are even closer than the new exit on Mclaughlin-401 and an exit on Mavis-401.
8. This should have been done long time ago, there is a traffic pileup every day on Mavis north of 401 up to 407, please have project started and completed ASAP

City of Mississauga / Region of Peel
Mavis Road Class EA – Courtney Park Drive West to Ray Lawson Boulevard

Alternative Solutions

Question 2: Please rate the alternative solutions that were presented (select one response per column)

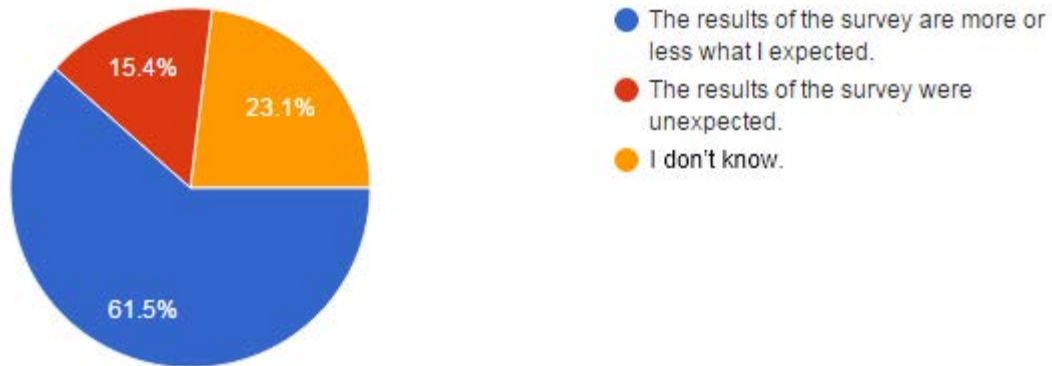


Specific comments on the alternative solutions were:

1. Instead of the word "rate" for the question, writing "rank" would convey the purpose of the question better.
2. Again, "improve" seems to refer only to cars, while everything else is just an "alternative". This is why I put it in last place. I do wholeheartedly support additional/lengthened turn lanes as well as bus and bike infrastructure! Parallel roads/streets should be upgraded *in addition* to Mavis, and mostly to bolster "alternative" modes.
3. Please develop the McLaughlin road – please add an exit from McLaughlin road on to 401. Also please widen the McLaughlin Road near.
4. Conduct study during summer holidays
 - 4.1. Dedicated biketrail NOT on road
 - 4.2. Promote students to bike to school and back
 - 4.3. Increased public transit + discount/free for students
 - 4.4. Schools provide bus services in a larger area
 - 4.5. Promote parents to let children take alternative methods of transport
 - 4.6. Before expanding Mavis - expand 407 bridge FIRST - or Mavis project is USELESS
5. Please have Mavis road widen ASAP

Results of Online Survey

Question 3: What were your thoughts on the online survey results presented at PIC # 1?

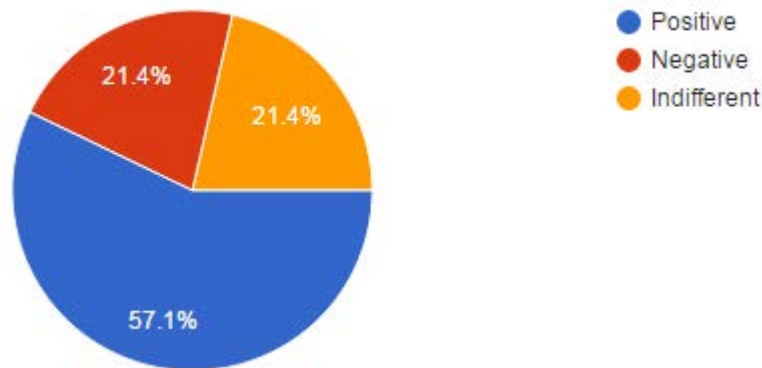


Specific comments on the survey results were:

1. Not enough background information for the results of "Area of Interest"
2. Yep, you can tell from the wording in the notice of commencement that this is meant to be a widening project.
3. It appears, widening of Mavis Road has already been made a solution - which is not correct. It appears other solutions like developing McLaughlin road diverting traffic have not been considered

Design Concepts

Question 4: What is your initial opinion on the design concepts for Mavis Road?



Specific comments on the design concepts were:

1. It looks like any other road meant to function as a road
2. Loss of the grassed median, which adds considerably to the beauty of the street and is rare on our arterials.
 - 2.1. No provision for prioritizing buses.
 - 2.2. Cycling infrastructure is shown as a boulevard trail, and intersections along these (outside of Toronto's newly built ones) are usually all but safe.
3. Adding two lanes (one on each side) will help improve the traffic conditions.
 - 3.1. LRT network to other suburbs may also help as most of the traffic on Mavis is going on 401 East towards Toronto/Etobicoke/Vaughan/York/Downtown etc.
 - 3.2. Also, increasing lanes on McLaughlin and Mississauga Rd to distribute the traffic may reduce pressure on Mavis.
4. Instead of Mavis Road, we should consider widening of McLaughlin Road.
 - 4.1. Widening of McLaughlin will bring much more benefits (for the same price) than widening Mavis Road.
 - 4.2. Mavis road widening is more expensive and will yield less benefits.
 - 4.3. Widening of Mavis Road appears to be a pre-assigned conclusion, we need to consider all the alternatives before we spend money.
 - 4.4. OR extension of Old Derry road (towards EAST) up to Derry road can be considered as well.

General Questions

Question 5: Was anything missing from the PIC #1 displays that you would like to have seen?

1. An explanation as to why the Environmental Assessment Act takes authority for a transit issue.
 - 1.1. An explanation for the changes in the bus network
 - 1.2. The average load for each of the buses that run through Mavis Road.
 - 1.3. How alterations to Mavis Road might affect travel to the closest southern zone, Heartland"
2. If you are going to increase the number of lanes (which is good), where is that space going to come from?
3. Intersection treatments (turn lanes, queue jumps, crossrides).
 - 3.1. Stormwater management.
 - 3.2. Signal timings and control improvements (Mavis/Derry is currently fully actuated without upstream detectors! Almost like it's set up to fail!)
4. Widening of McLaughlin road and adding an exit on 401 from McLaughlin road is not considered
5. Estimated costs of each solution
 - 5.1. Estimated timing of each solution

Question 6: Please share any other comment you may have.

1. You're doing a good job for the public
2. Comments to be submitted via separate email. (*see next page*)
3. Ditch the car fetish, please.
4. Please do NOT add Cycling/Biking Lanes on the Mavis road as these will slow down the traffic. And most importantly, at the Turns, it will become very difficult, if there are separate Bike or pedestrian lanes across Mavis Road. If at all needed, 2nd line road (which runs parallel to the Mavis Road) should be developed to have the Bike/Walking lanes.

City of Mississauga / Region of Peel
Mavis Road Class EA – Courtneypark Drive West to Ray Lawson Boulevard

Comments Received via Email (i.e. not via Comment Sheet at PIC or online)

[REDACTED]

Hi,

Tonight I attended the Mavis EAS. I tried to add my comments on the online form but there is something wrong with the programme.

I would like to add my comments. The following are the things I would like to see in the Meadowvale Village community;

Adding electric bike charging stations, including rentals.

Adding Canoe & kayaking as a public transportation alternative that is wheelchair Accessible with entry points to the Credit river to connect the Port Credit area / Lakeshore project.

Gating Meadowvale Village to discourage throughways.

Better signage to identify throughways, entries, dead ends, historical significance. Large Bike maps.

Adding a visual piece i.e. 3D Printed sculpture or water feature with fountain at the corner of Mavis and south of Derry Road to highlight the historical relevance of the Village.

See through Sound barriers with art from the surrounding schools.

Timed traffic lights. Especially at the Courtney park area

Paved bike trails for electric bikes and wheelchairs.

Wheelchair Accessible parks, benches, tables. Rest stops.

Sculpture of AJ Cason. Sculpted evergreens. Prominent trees/landscaped gardens.

Additional crossing guards at the school zones especially on Gooderham Estate Blvd.

Pedestrian overpass over Mavis for the high-schools.

A round about at Mavis and Derry Road.

Increased bus service or an LRT.

Thank you in advance. I am a very proud resident of Mississauga. We are very happy that the city is improving the area. It has been greatly needed for the safety of the kids in the area.

If you have any questions or concerns, please contact me by email.

[REDACTED]

As a follow-up to the Mavis Road EA PIC#1 meeting, I have provided the following comments and questions for your consideration.

Study Area

- How will the Mavis Road improvements be implemented outside of the City of the Mississauga boundary, particularly the section of Mavis Road within the City of Brampton as well as the bridge crossing Highway 407?

Timing of Mavis Road Improvements

- As much of the Mavis Road improvements should be implemented during the summer months when traffic movements are less due to the school summer holiday period.
- Mavis Road improvements should not be allowed during nighttime hours (23:00 - 7:00), weekends and holidays in order to reduce impacts to nearby residents.

Scope of Mavis Road Improvements

- With Mavis Road likely being expanded from four (4) to six (6) lanes, will there be separate lanes for left turns along with separate stopping area for transit buses?

Traffic Enforcement

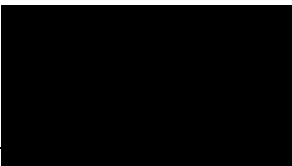
- Given that the Mavis Road improvements will be implemented after the 2nd Line bridge over Highway 401 is removed, it is reasonable to anticipate an increased level in traffic, particularly within the neighbourhoods west of Mavis Road. The level of traffic enforcement within these neighbourhoods should be significantly increased throughout the entire Mavis Road improvement process. The traffic enforcement program should focus on speeding/aggressive driving and stop-sign/pedestrian crosswalk compliance. The City of Mississauga and Region of Peel should also focus their efforts on deterring speeding and aggressive driving within these neighbourhoods by installing more stop signs, speed bumps and photo radar especially given that there are several schools located within this area.
- Prior to and during the Mavis Road improvements, traffic enforcement efforts should be placed along Mavis Road near Courtneypark Drive to ensure that vehicles aren't stopping in live lanes (e.g. high school students exiting vehicles), which adversely affects traffic flow along Mavis Road.

Landscaping

- Landscaping along roads within the City of Mississauga is typically quite poor. The Mavis Road improvements are a wonderful opportunity to showcase and implement state-of-the-art and effective landscaping methods.
- All trees and shrubs that are planted should be native species.
- Given the proximity of homes to Mavis Road and the projected increase in traffic if Mavis Road is expanded to six (6) lanes, landscaping efforts should focus on establishing tree screens to shield residents adjacent to Mavis Road. A mixture of coniferous and deciduous trees along with shrubs should be implemented to provide an effective tree screen.
- At the PIC#1 meeting, myself and other local residents expressed concerns with the high speed of vehicles and the presence of transport trucks driving east on Old Derry Road towards Mavis Road. Unbeknownst to these drivers, Mavis Road cannot be accessed from Old Derry Road. This issue is likely a result of poor signage in combination with a direct line of sight to Mavis Road. To address the line of sight issue, the establishment of a tree screen along the west side of Mavis Road near where Old Derry Road terminates should be considered.

Transit

- Better pathway connectivity to bus shelters needs to be established. Currently, there are no sidewalks along Old Derry Road linking to the bus shelter on the west side of Mavis Road. Providing greater connectivity to this bus shelter should be considered as part of this project.
- Will the Mavis Road improvements be able to accommodate bus stopping areas outside of live lanes?



The City of Mississauga, in partnership with the Region of Peel, is conducting a Schedule 'C' Class Environmental Assessment (Class EA) study for Mavis Road from Courtneypark Drive West to Ray Lawson Boulevard to address existing and future 'multi-modal' transportation conditions. This Class EA study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists.

The purpose of this Comment Sheet is to gather input from the community on the material presented at PIC #1. Your input is greatly appreciated.

Please take a few minutes to complete this form. You may do so by:

- A) Submitting a copy via:
 - Email: mavisroadea@mmm.ca
 - Fax: 905-823-8503; or
- B) Completing the survey online at:
 - www.mississauga.ca/mavisroadea

PROBLEM AND OPPORTUNITY STATEMENT

This is the Problem and Opportunity Statement for the study corridor:

Mavis Road is an arterial road intended to carry higher traffic volumes, supporting both local and regional mobility. Existing traffic volumes are at capacity during the morning and afternoon rush hours. Projected traffic growth will worsen these conditions. There is an opportunity to improve Mavis Road to accommodate the existing and future traffic demands and provide better connectivity for all modes within the overall Region / City road network. This includes the implementation of Region / City strategic objectives which promote sustainable and safe multi-modal transportation options that provide residents with opportunity to walk, cycle or use public transit as well as an opportunity to improve community amenities / aesthetics for this corridor.

1. Does this statement capture the factors that are either key issues or areas of improvement within the study corridor?

- ☐ Yes
- ☒ No
- ☐ I don't know

Comments:
TRAFFIC IS BECAUSE OF SCHOOL (DROP OFF/PICKUPS)
NO TRAFFIC ISSUES DURING SUMMER HOLIDAYS

ALTERNATIVE SOLUTIONS

2. Please rate the alternative solutions that were presented (select one response per column)

| | (1) Most Preferred | (2) | (3) | (4) | (5) | (6) Least Preferred |
|--|----------------------------------|-----------------------|-----------------------|----------------------------------|-----------------------|----------------------------------|
| Do Nothing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Transportation Demand Management* | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Upgrade parallel roads instead of Mavis Road | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Intersection and Signal Improvements | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Alternative Modes of Transportation** | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve Mavis Road | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Comments:
- CONDUCT STUDY DURING SUMMER HOLIDAYS.
- DEDICATED BIKE TRAIL - NOT ON ROAD
- PROMOT STUDENTS TO BIKE TO SCHOOL & BACK
- INCREASED PUBLIC TRANSIT + DISCONT / FREE for STUDENTS
- SCHOOLS PROVIDE BUS SERVICES IN A LARGER AREA
- PROMOTE PARENTS TO LET CHILDREN TAKE ALTERNATIVE METHODS OF TRANSPORT
- BEFORE EXPANDING MAVIS - EXPAND 407 BRIDGE FIRST - OR MAVIS PROJECT IS USELESS

*Transportation Demand Management: e.g. diverting traffic to other roadways, shifting travel demand to times outside of peak hours, promoting alternative modes of transportation such as cycling or transit, etc.
**Alternative Modes of Transportation: Provision of or improvements to pedestrian and cycling facilities. Improvements to transit system through increased service / frequency, improved efficiency (e.g., queue jump lanes) and improved transit amenities.

RESULTS OF ONLINE SURVEY

3. What were your thoughts on the online survey results presented at PIC#1?

- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☒ I don't know

Comments:

DESIGN CONCEPTS

4. What is your initial opinion on the design concepts for Mavis Road?

- ☒ Positive
- ☐ Negative
- ☐ Indifferent

Please describe:

GENERAL QUESTIONS

5. Was anything missing from the PIC#1 displays that you would like to have seen?

- ☒ Yes
- ☐ No

If yes, please describe:

- ESTIMATED COSTS OF EACH SOLUTION

- " TIMELINE " " "

-

6. Please share any other comments you may have.

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 send us your comments via regular mail, fax or email **no later than July 19, 2016.**

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243

Email: mavisroadea@mmm.ca

Notice of Collection of Personal Information:
Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

The City of Mississauga, in partnership with the Region of Peel, is conducting a Schedule ‘C’ Class Environmental Assessment (Class EA) study for Mavis Road from Courtneypark Drive West to Ray Lawson Boulevard to address existing and future ‘multi-modal’ transportation conditions. This Class EA study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists.

The purpose of this Comment Sheet is to gather input from the community on the material presented at PIC #1. Your input is greatly appreciated.

Please take a few minutes to complete this form. You may do so by:

- A) Submitting a copy via:
- Email: mavisroadea@mmm.ca
 - Fax: 905-823-8503; or
- B) Completing the survey online at:
- www.mississauga.ca/mavisroadea

PROBLEM AND OPPORTUNITY STATEMENT

This is the Problem and Opportunity Statement for the study corridor:

Mavis Road is an arterial road intended to carry higher traffic volumes, supporting both local and regional mobility. Existing traffic volumes are at capacity during the morning and afternoon rush hours. Projected traffic growth will worsen these conditions. There is an opportunity to improve Mavis Road to accommodate the existing and future traffic demands and provide better connectivity for all modes within the overall Region / City road network. This includes the implementation of Region / City strategic objectives which promote sustainable and safe multi-modal transportation options that provide residents with opportunity to walk, cycle or use public transit as well as an opportunity to improve community amenities / aesthetics for this corridor.

1. Does this statement capture the factors that are either key issues or areas of improvement within the study corridor?

- ☒ Yes
☐ No
☐ I don't know

Comments:
Expand the lanes between Raylawson and Courtney park (Mavis)

ALTERNATIVE SOLUTIONS

2. Please rate the alternative solutions that were presented (select one response per column)

| | (1) Most Preferred | (2) | (3) | (4) | (5) | (6) Least Preferred |
|--|----------------------------------|-----------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------|
| Do Nothing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Transportation Demand Management* | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Upgrade parallel roads instead of Mavis Road | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Intersection and Signal Improvements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Alternative Modes of Transportation** | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve Mavis Road | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Comments:

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Comments:

DESIGN CONCEPTS

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- ☐ Negative
- ☐ Indifferent

Please describe:

GENERAL QUESTIONS

5. Was anything missing from the PIC#1 displays that you would like to have seen?

- ☐ Yes
- ☒ No

If yes, please describe:

6. Please share any other comments you may have.

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

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