A8 Public Information Centre 2



CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE # 2

Municipal Class Environmental Assessment Study for Mavis Road



407ETR

STUDY

AREA

Derry Rd W

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.

The Project Team has identified a preliminary preferred alternative to address the current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists. This preferred alternative proposes widening Mavis Road from four to six lanes with various intersection improvements, the provision of a multi-use trail to the west and sidewalk to the east throughout the Study Area, and a widened Highway 407ETR crossing structure with pedestrian and cyclist facilities for improved safety and connectivity between Mississauga and Brampton.

Public Engagement and Consultation:

Two Public Information Centres (PICs) will be held to review the study findings and receive public feedback. The first PIC was held on June 14, 2016. The second PIC is scheduled for **November 9, 2016** to provide members of the public with an opportunity to view the Preliminary Plan of the preferred alternative for improvements to Mavis Road, and to discuss the next steps in the study. Public input to the study at PIC#2 will be used to confirm a suitable planning solution for Mavis Road. The PIC will be held as follows:

Date: Wednesday November 9, 2016
Time: 6:00 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 <a href="mailto:mailto

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. 124

Mississauga, Ontario L5B 2T4
Phone: 905-615-3200, Ext. 8243
Phone: 905-823-8500, Ext. 1241

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. This Notice first issued on October 27, 2016





Public Information Centre #2

Wednesday November 9, 2016 6:00 to 8:00 p.m.

Please sign in and complete a comment sheet

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



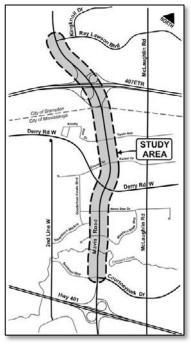




Study Overview

Mavis Road is a major north-south arterial road within Mississauga and Brampton that supports both regional and local mobility and provides transportation connections to Highways 407 and 401.

- This Class EA study is addressing current and future needs for Mavis Road to best serve motorists, transit users, pedestrians and cyclists.
- An inclusive approach to planning considering: City, Region, agency, Aboriginal communities, stakeholder and community interests.



Background

- Public information Centre (PIC) # 1 was held June 14, 2016 to introduce the project and discuss the issues to be addressed by the Class EA study.
- Information presented at that time included:
 - An inventory of existing conditions (natural heritage, archaeological and built heritage, transportation);
 - Summary of public feedback received following the Notice of Study Commencement;
 - Summary of needs and opportunities; and
 - Evaluation of alternative planning solutions and the preliminary preferred planning solution.







Purpose of PIC # 2

- To create an opportunity to participate in the Class EA Study and decisionmaking process
- To present and receive public input on:
 - The Recommended Planning Solution based on feedback from PIC # 1
 - The Preliminary Preferred Design for Mavis Road including the road widening approach, intersection improvements, pedestrian and cycling facilities, tree inventory assessment and streetscape design concepts.



Please ask questions and make your opinions known to the Study Team.



Study Process and Schedule

Phase 1: Problem and Opportunity

 Identify and describe Problems and Opportunities

Phase 2: Alternative Planning Solution

- Identify transportation planning solutions
- Inventory the natural, social, economic and cultural environments
- Identify a Preliminary Preferred Planning Solution

Phase 3: Alternative Design Concepts for the Preferred Planning Solution

- Assess and evaluate the design alternatives with consideration of environmental and technical impacts
- Identify a Preliminary Preferred Design

Phase 4: Environmental Study Report

- Complete the Environmental Study Report (ESR) that documents all of the activities undertaken and the decisionmaking process
- Place the ESR on public record for 30 day public review period



Phase 5: Implementation

Notice of Commencement April 2016

PIC # 1 June 14, 2016

- Existing conditions
- Problems and Opportunities
- Transportation Planning Alternatives

PIC # 2 November 9, 2016

- Preliminary Preferred Design Plan
- Streetscape
 Concepts

Notice of Study Completion Spring 2017







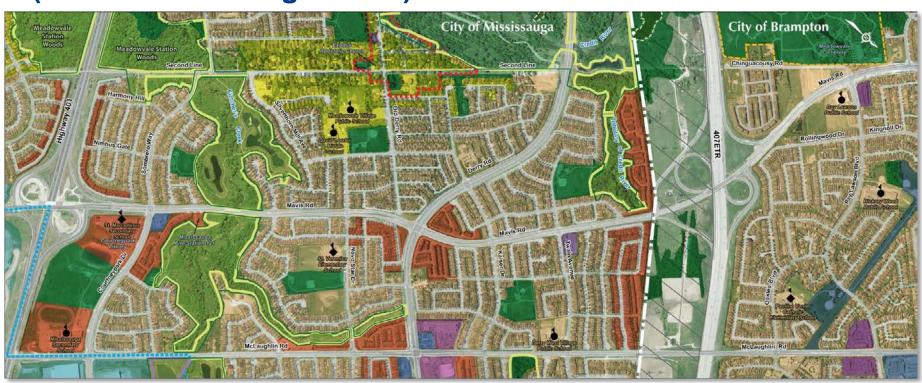
Background Information and Public Information Centre # 1







Existing Conditions – Natural Heritage and Land Use (Official Plan Designations)



Mississauga Official Plan Land Use Designations



Residential Low Density I Residential Low Density II Residential Medium Density Residential High Density

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

Fmoloyment Area Meadowvale Village Heritage District Public School

Catholic School

Brampton Official Plan Land Use Designations



PROVINCIALLY SIGNIFICANT WETLAND (PSW)







Existing Transportation Conditions

- Average daily traffic volume is ~35,000 vehicles.
 Currently, traffic is operating at capacity during the morning and afternoon rush hours.
- Significant delays at Derry Road and Courtneypark
 Drive West intersections during morning and
 afternoon rush hours.
- Delays at major intersections cause drivers to divert through the surrounding residential communities.
- Mavis Road is six lanes, north and south of the study area. The four-lane section through the study area reduces efficiency of the overall road network.

Future Transportation Conditions (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.
 - Higher delays on Mavis Road could further increase traffic diversion through the surrounding residential communities.
- Even if more people choose transit or active transportation (walking and cycling), other northsouth roads such as Mississauga Road, McLaughlin Road and Hurontario Street will not be able to accommodate the future transportation demand.







Problems / Opportunities and Recommended Solution

Mavis Road plays a critical role in the overall transportation network, supporting both local and regional mobility.

The **problem** is that 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 by accommodating traffic demand and by providing safe opportunities for walking, cycling and access to the transit network.

The **Recommended Planning Solution** includes:

- Implementing intersection improvements;
- Providing Multi-Use Trail and sidewalk connections; and
- Widening Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard.

This recommendation was presented at PIC # 1.

Public feedback indicates general support and has not resulted in any changes to the recommendation.

Local Roads





Transit and Rapid Transit



Regional and City
Arterial Roads



Planning for improvements on Mavis Road supports the overall transportation network for all users



GO Transit



Provincial Highways



Goods Movement



Active Transportation





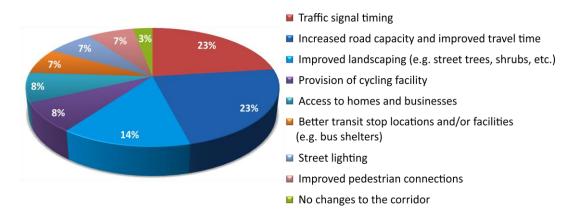


What We Have Heard From the Community

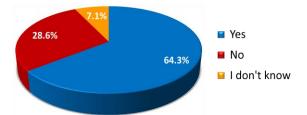
Since the Study Commencement in April 2016, we have received over 240 comment sheets / surveys from the public.

The responses reflect a high level of support for widening Mavis Road to 6 lanes, improving intersection operations and improving facilities for cyclists, pedestrians and transit users.

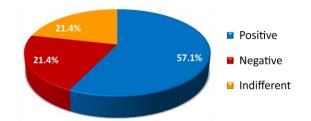
What elements / aspects are most important to you?



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



What is your initial opinion on the design concepts for Mayis Road









Preliminary Preferred Design







Design Considerations

In developing the design, a number of elements have been considered:

- Existing land uses and potential property impacts
- Available existing right-of-way and space within the median
- Design requirements and constraints at the Highway 407 bridge
- A reduction in speed limit within the City of Mississauga and associated reduced crosssection (lane widths)
- The desire to avoid widening Fletchers Creek Bridge and avoid impacts to the valley
- Major utilities within the study area
- Geometric design requirements
- Intersection and turning lane requirements
- Provision for pedestrians and cyclists and future connections
- Compatibility with adjacent neighbourhoods



Multi-use trail



Safe pedestrian and cycling crossings at intersections



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



Sidewalks and Streetscape



407 bridge widening to accommodate sidewalk and Multi-Use Trail







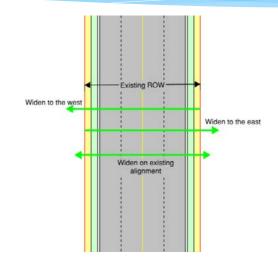
Approach to Road Widening

Three road widening alternatives were considered:

Alternative 1: Widen by the existing centreline

Alternative 2: Widen to the east only

Alternative 3: Widen to the west only



There are existing constraints located on both sides of Mavis Road throughout the study area. Therefore it was not considered reasonable to develop alternatives that widen strictly to the east, west or on the existing centreline.

Instead, a 'best fit' approach was used.

One of the key objectives for the Study Team was to avoid or minimize the extent of property impacts. To achieve this, the approach to widening was:

- To reduce the posted speed within the City of Mississauga to 60 km/hr and therefore reduce travel lane widths
- Widen into the median and boulevard
- Identify locations for mitigation (e.g. retaining walls) to further avoid property impacts.

The preliminary plan of this "best fit" design is provided in more detail on the large plans at this PIC.









Overview of the Preliminary Preferred Design

The preliminary preferred design for Mavis Road is presented on the large plans available at this PIC. The key features of the design are:

- Widening to 6 through-lanes
- Reducing the posted speed to 60 km/hr in the City of Mississauga
- A sidewalk on the east side
- A Multi-Use Trail on the west side
- Widening the Highway 407 Bridge to accommodate the proposed additional lanes, sidewalk and Multi-Use Trail
- Modifications to existing 407 ramps to accommodate widened road and bridge
- No impacts to natural features within the Fletchers Creek valley
- Intersection design compliant with Accessibility for Ontarians with Disabilities Act (AODA)

- Improvements at local road intersections without impacting property
- Intersection improvements at Derry Road and Sombrero Way / Courtneypark Drive
- A southbound transit queue jump lane at **Derry Road**
- Streetscape / landscape enhancements that identify opportunities for landscaping, mitigation / replacement for street tree removals and other benefits amenities
- Avoid property impacts by design refinements including the use of retaining walls (to be confirmed following PIC #2)
- A noise assessment was completed and no additional noise walls are recommended at this time







PREFERRED PLANS (separate files)





Derry Road Intersection

Various aspects of the proposed improvements are highlighted below:

- Dual left-turn lanes for southbound and northbound traffic;
- Removal of channelized right-turn lanes to improve safety;
- Provision of southbound transit queue jump lane;
- Widening of Mavis Road into the median to avoid property impacts; and
- Enhanced streetscape design and pedestrian and cycling connections.









Derry Road Intersection

Derry Road West and Mavis Road Intersection Enhanced Streetscape Concept

Derry Road West and Mavis Road Intersection (Southeast Corner) Rendering









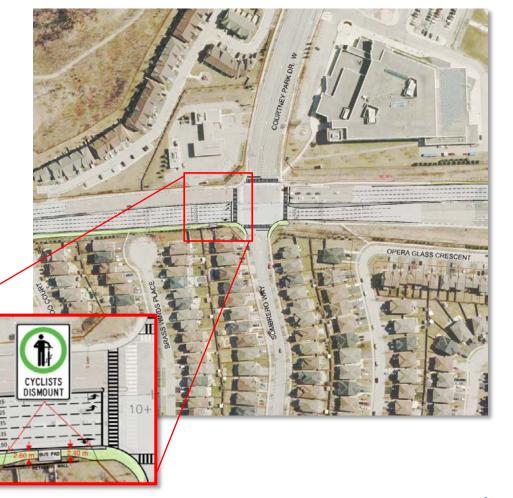
Sombrero Way / Courtneypark Drive West Intersection

Various aspects of the proposed improvements are highlighted below:

- Dual left-turn lane for southbound traffic turning left;
- Multi-Use Trail on west side to provide cycling connections to the future Second Line West Pedestrian Bridge and local schools;
- Widening of Mavis Road into the median to avoid property impacts; and
- Enhanced streetscape design.

A lengthened right-turn lane and left-turn lane were both explored for Sombrero Way. These potential improvements were set aside from further consideration due to property impacts to adjacent residences.

The Multi-Use Trail narrows approaching Sombrero Way to accommodate the bus shelter and pad. Cyclists will be required to dismount. This design avoids impacts to the adjacent residential property.









Sombrero Way / Courtneypark Drive West Intersection

Sombrero Way / Courtneypark Drive West Intersection Streetscape Concept



Sombrero Way / Courtneypark Drive West Intersection Rendering







Tree Inventory

In June 2016 a tree inventory was conducted along Mavis Road to record the Species, Size and Condition of existing 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 specie was Colorado Spruce
- Trees are in fair condition.
- No rare or at risk trees are present

This inventory was subsequently used to assess the potential impacts to trees based on the following criteria:

Removed: Trees within the grading limits and within 1.5 m of tree trunk.

Impacted: Trees where grading limits extend into the Tree Protection Zone; however, remain beyond 1.5 m of the tree trunk, providing anchor roots are not cut.

Not Impacted: Trees located beyond the Tree Protection Zone.

Based on the preliminary assessment, 71 trees will be removed and 24 trees will be impacted. The preliminary tree inventory assessment results are depicted on the next display.





The assessment will continue to be refined as the preliminary design is completed. Tree replacement is being planned as part of the Streetscape Concept, where appropriate space permits.







Tree Inventory

separate file







Streetscape

- A preliminary Streetscape Concept is depicted on the next display.
- Mavis Road and its streetscape will be designed to recognize the community setting and the various activities that occur within the corridor (vehicle trips, access to transit, walking and cycling).
- The Streetscape Concept considers:
 - The constrained nature of the corridor and the desire to avoid/minimize impacts to private property;
 - Opportunities for innovative design at key areas where the existing road right-of-way is available;
 - Mitigation for any tree removals where possible, from the recommended improvements;
 - Enhancing pedestrian and cycling linkages within the corridor and to neighbourhoods, schools, parks and other public spaces; and
 - Integrating public transit infrastructure into the overall streetscape environment.













Streetscape Concept

separate file









Mavis Road Renderings







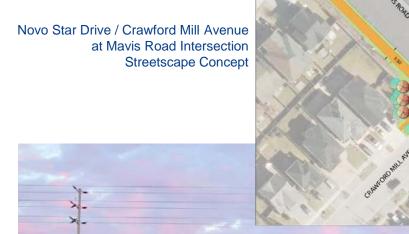




















Fletchers Creek Bridge looking southbound







Next Steps

Following this PIC the Project Team will:

- Review all public and agency comments received;
- Incorporate design refinements based on public and agency feedback;
- Complete the preliminary design;
- Prepare the Environmental Study Report (ESR)
 which documents the decision making process of
 the EA Study; and
- File the Environmental Study Report for 30-day public review period.

How to get involved:

- Request that your name be added to the study mailing list; and
- 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 2 materials by November 25, 2016 to allow us to incorporate critical information into the next stage of the study.

Thank you!

Your involvement is essential to our success
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.
- HWY 407 ETR

 HWY 407 ETR

 BRAMPTON

 CITY OF
 BRAMPTON

 CITY OF
 MISSISSAUGA

 DERRY ROAD

 SITE No. 24–129/1 & 2

 BRITANNIA ROAD WEST

 BRITANNIA ROAD EAST
- 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.
- Construction roadway signing will provide advanced notice of upcoming closures. Signed detours will be provided.

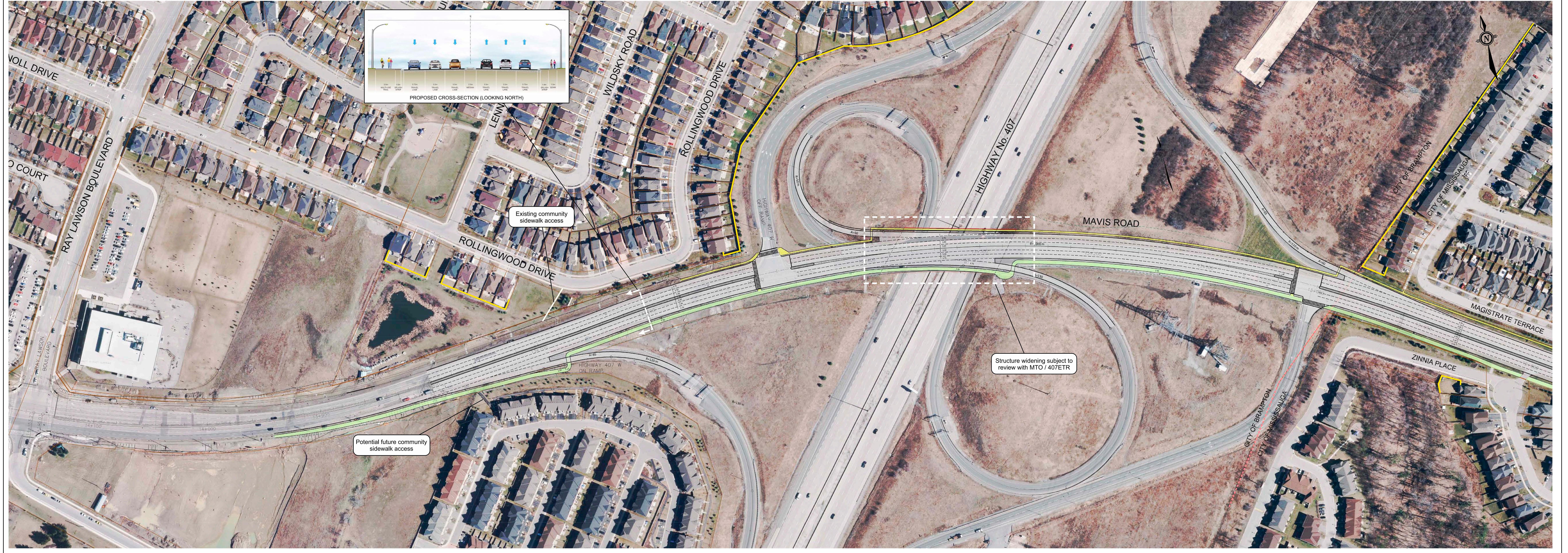
Please visit the project website for more information: www.my401.ca.

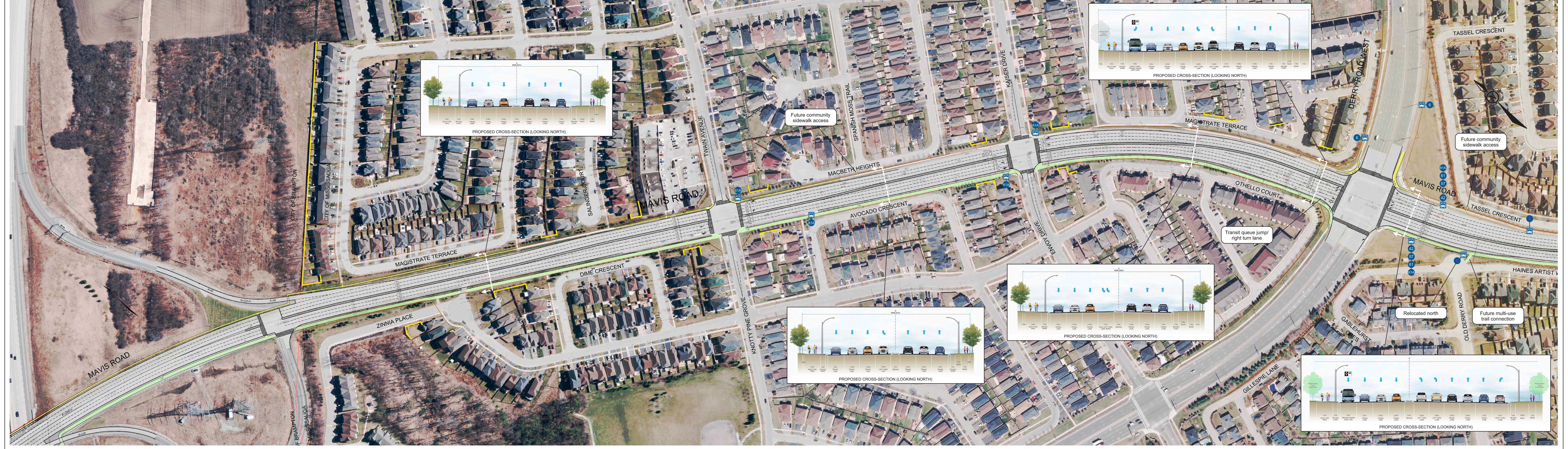
If you have any questions or require further information, please contact:

Chris Bhawanie Senior Contract Administrator, AECOM

Tel: 647-274-6773

Email: 2015-2018@aecom.com













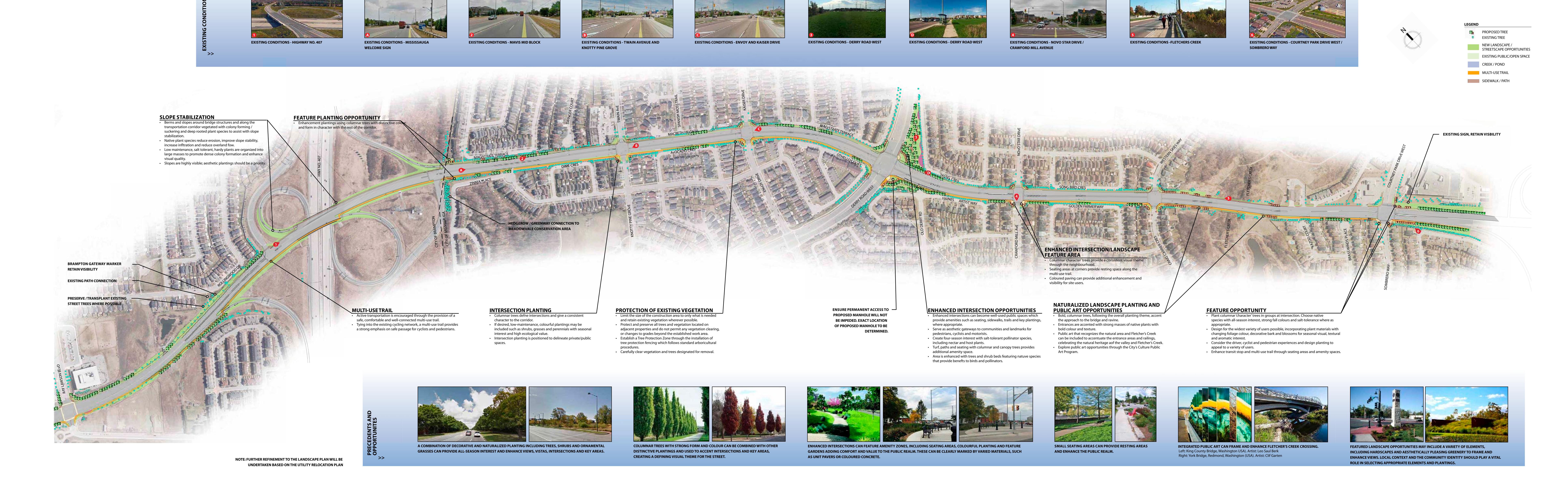






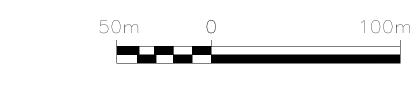














Public Information Centre # 2 - Summary of Comment Sheet Responses

Public Information Centre (PIC) # 2 was held on November 9, 2016. The PIC comment sheet was available as hard copy (at the PIC) and online on the City's website.

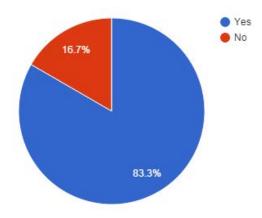
The PIC comment period closed on November 25, 2016, with the following results:

- A total of 7 comments were received via email, hard copy at the PIC, and online:
 - o 1 comment was provided via email
 - o 2 comment sheets were submitted in hard copy at the PIC
 - o 4 comment sheets were completed online

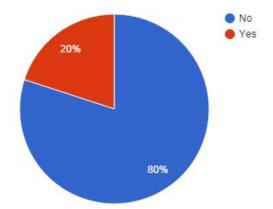
The comment sheet questions and responses (copied verbatim) are provided below. The comment provided via email can be found at the end of this summary.

General Questions

1. Did you attend the PIC? (6 responses)



2. Was anything missing from the PIC#2 displays that you would like to have seen? (5 responses)



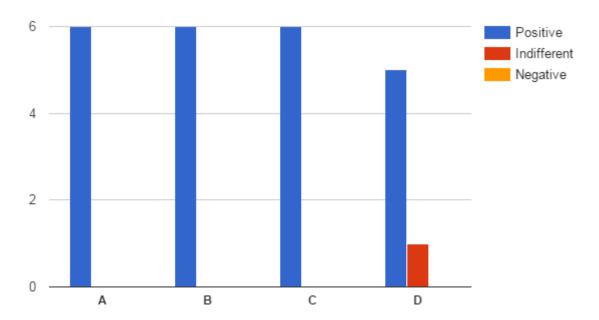
If yes, please describe:

• Pedestrian access from Mavis into Fletchers Creek.

Preliminary Plan – Key Improvements

3. What is your overall opinion on the following proposed improvements to Mavis Road?

- A) Widening of Mavis Road from 4 to 6 lanes
- B) Intersection and Signal Improvements
- C) Multi-use trail along the west side of Mavis Road
- D) Improved pedestrian/cyclist connectivity over Highway 407 and new connections to adjacent neighbourhoods

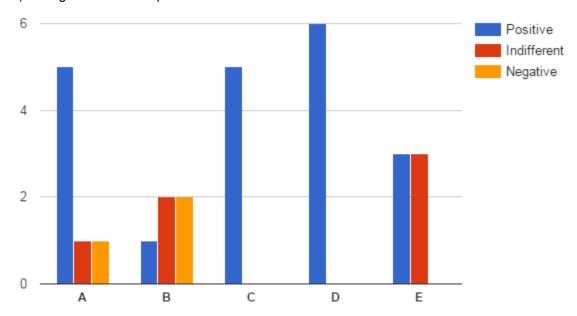


Specific comments on the proposed improvements:

- Information presented was excellent! Thank you.
- It would be nice to connect the MUT to the trails along Fletchers Creek.
- Traffic flow challenges on Sombrero need to be addressed.
- Mavis is dangerous to cross signalization will be important for pedestrians.
- Good that the active transportation corridor is separated from traffic.

4. A number of changes to the Derry Road intersection have been proposed. What is your opinion on the following?

- A) Provision of dual left-turn lanes in the north and southbound directions
- B) Removal of the channelized right-turns
- C) Transit Queue Jump Lane in southbound direction
- D) Extended Multi-Use Trail and enhanced landscape concept
- E) Changes to transit stop locations

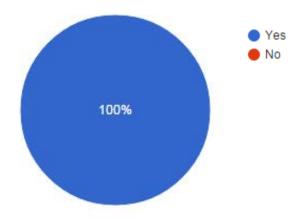


Specific comments on the proposed improvements to the Derry Road intersection:

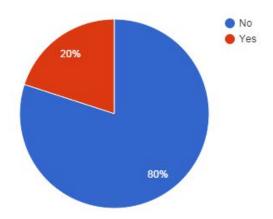
- Southbound onto Courtneypark not necessary for dual lanes.
- Turning from northbound Mavis onto Sombrero Way is a nightmare. Traffic is impeded due to excessive parking on Courtneypark.

Landscaping / Streetscaping

5. Given the effort to avoid property impacts, the landscaping plan has focused in on some key areas and opportunities. Do you like the concepts that were presented? (6 responses)



6. Are there other landscaping opportunities that you would like to identify? (5 responses)



Specific comments on landscaping / streetscaping:

- Add a mix of different aged trees. Not just youngest trees that take years to grow.
- I love the idea that the green space around Mavis and Derry will be developed into something nice! Great work!
- More trees the better.

General

7. Please share any other comments you may have.

- I've mentioned before but wanted to make sure that it gets in place... There is an advanced green
 Northbound Mavis at Craig Carrier Ct which is less important than Northbound Mavis at Crawford
 Mill Ave which runs into a busier area where the schools are and there is currently no advanced
 green. There should be an advanced green at Crawford Mill Ave.
- What is the timing? There are increased pressures right now because of traffic bypassing the construction on the 401.

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



Hello,

I attended PIC#2. Overall, I was really pleased with the information that was presented and what is being proposed.

I do have the following questions/comments:

- I am supportive of the proposed multi-use trail on the west side of Mavis along with a proposed access point to the trail at the east end of Old Derry Road. I have been discussing with the City of Mississauga about the construction of a new sidewalk spanning along Old Derry Road from Gooderham Estate to the east end of Old Derry Road. I know that this sidewalk is outside of the scope of the Mavis Road EA; however, I think that the City needs to seriously consider constructing a sidewalk along this stretch of Old Derry Road to connect the proposed multi-use trail along Mavis with the existing trails and sidewalks within the Meadowvale Village community.
- For the proposed vegetation plan, I am supportive of the planting of columnar tree species as they create an ideal break in visual line of sight and propose less risk associated with falling/breaking tree limbs over sidewalks, trails and roads.
- On the proposed streetscape concept, there is a note regarding ensuring permanent access to a proposed manhole at the SW corner of Mavis and Derry. I assume that this proposed manhole is in regards to the upcoming trunk sewer project. If it is regarding this project, my understanding is that the access hatch and future manhole is being proposed on the SE corner of Mavis and Derry, not SW of the intersection.

of Mavis and Derry, not SW of the intersection.	
Thanks,	

Received Nov-09-16 at PIC#2

CITY OF MISSISSAUGA

Municipal Class Environmental Assessment Study for Mavis Road Public Information Centre #2 Comment Sheet

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 has examined how traffic operates both now and in the future, and is proposing 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 public on the material presented at PIC #2. Your input is greatly appreciated.

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

A) Filling in this form and submitting a copy via:

• Email: mavisroadea@mmm.ca

Fax: 905-823-8503; or
 B) Completing the survey online at:

PRELIMINARY PLAN - KEY IMPROVEMENTS

www.mississauga.ca/mavisroadea	
GENERAL QUESTIONS	
Did you attend the PIC? Yes No	
If you didn't attend the PIC, have you reviewed the materials and design on the City's website? Yes No_	

What is your overall opinion on the following proposed improvements to Mavis Road?

	Positive	Indifferent	Negative
Widening of Mavis Road from 4 to 6 lanes	0	0	0
Intersection and Signal Improvements	0	0	0
Multi-use trail along the west side of Mavis Road	Ø	0	0
Improved pedestrian/cyclist connectivity over Highway 407 and new connections to adjcent neighbourhoods	Ø	0	0

Comments:
It would be nice to connect the Multi-use trail
to the trails along thetcher's Creek
Traffic flow challenges on Somborevo need to be addressed
to be addressed

DERRY ROAD INTERSECTION

2. A number of changes to the Derry Road intersection have been proposed. What is your opinion on the following?

	Positive	Indifferent	Negative
Provision of dual left-turn lanes in the north and southbound directions*	Ø	0	0
Removal of the channelized right-turns	0	0	0
Transit Queue Jump Lane in southbound direction	0	0	0
Extended Multi-Use Trail and enhanced landscape concept	Ø	0	0
Changes to transit stop locations	0	0	0

^{*}The provision of dual left turn lanes in the north and southbound directions at Mavis Road and Derry Road will require separate traffic signal phases. This will improve traffic flow and minimize potential pedestrian conflicts with left-turning traffic as well as vehicle to vehicle conflicts.

Notice of Collection of Personal Information:

	Received Nov-09
mments:	at PIC#2
NDSCAPING / STREETSCAPING	
Riven the effort to avoid property impacts, the landscaping plan has focused in	n on some kev areas and
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O Yes O No	
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O No	
NERAL QUESTIONS	
Nas anything missing from the PIC#2 displays that you would like to have see	n?
Oyes	
O No	
If yes, please describe:	
Please share any other comments you may have.	,
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	W
ease complete the following information for our records (Please Print):	
Name:	
ddress:	
Email:	
ormation from the comment sheet will be tabulated and incorporated as part of the s ur comments via regular mail, fax or email no later than November 25, 2016.	tudy documentation. Please send us
ana Glofcheskie, P.Eng.	
roject Manager	
V OT BUIEGIGGOUGG	

City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4 (905) 615-3200, ext. 8243

Email: mavisroadea@mmm.ca

CITY OF MISSISSAUGA

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The purpose of this Comment Sheet is to gather input from the public on the material presented at PIC #2. Your input is greatly appreciated.

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

A)	Filling	j in	this	form	and	submitting	a	copy	via:	
		-	41		20 10 10 10	^				

- Email: <u>mavisroadea@mmm.ca</u>
- Fax: 905-823-8503; or

GENERAL QUESTIONS

B) Completing the survey online at:

Changes to transit stop locations

vehicle to vehicle conflicts.

www.mississauga.ca/mavisroadea

Dic	you attend the PIC? Yes No				
lf y	ou didn't attend the PIC, have you reviewed the materials and design o	on the City's	website? Y	es N	0
PR	ELIMINARY PLAN - KEY IMPROVEMENTS				
1. \	What is your overall opinion on the following proposed improvements	to Mavis Ro	ad?		
		Positive	Indifferent	Negative	
	Widening of Mavis Road from 4 to 6 lanes	O	0	0	14
	Intersection and Signal Improvements	0	0	0	
	Multi-use trail along the west side of Mavis Road	000	240 24	(O)	9
	Improved pedestrian/cyclist connectivity over Highway 407 and new connections to adjcent neighbourhoods	Q	0	0	
: 1	Mavis is dangerous to cross - signal important for pedestrians. Good that the active transportation from traffic		lor B se		d
DE	RRY ROAD INTERSECTION		104, 20	11 M	The Settle
2. /	A number of changes to the Derry Road intersection have been propos	ed. What is	your opinion	on the follo	owing?
		Positive	Indifferent	Negative	
	Provision of dual left-turn lanes in the north and southbound directions* South bound onto Country Park ht	t o	0	0	
	Removal of the channelized right-turns	1 tanes	(1) O (1)	00.00	
	Transit Queue Jump Lane in southbound direction	0	0	0	
	Extended Multi-Use Trail and enhanced landscape concept	0	0	0	

*The provision of dual left turn lanes in the north and southbound directions at Mavis Road and Derry Road will require separate traffic signal phases. This will improve traffic flow and minimize potential pedestrian conflicts with left-turning traffic as well as

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.

Somboro Way Received Nov-09-16
Comments: 1/4/4/1/ houses-parking on Edite. 3 between the ward & side 1/2
Somboro Way Received Nov-09-16 Many houses-parking on East. 3 between the wad & sidewa with an overhang outo the wadway -> Parking control is helded.
LANDSCAPING / STREETSCAPING
 Given the effort to avoid property impacts, the landscaping plan has focused in on some key areas and opportunities.
Do you like the concepts that were presented? Yes No
Are there other opportunities that you would like to identify? O Yes O No
More trees the better.
GENERAL QUESTIONS
4. Was anything missing from the PIC#2 displays that you would like to have seen?
Ves O No
Pedestran access from Mairs onto Fetchers Creek.
5. Please share any other comments you may have.
What is the timing? There are increased pressures night now because of traffic by passing the construction of on the 401
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 November 25, 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:

Sirianni, Stefan

From:

Sent: November-14-16 4:23 PM

To: MavisRoadEA Subject: PIC#2 - Comments

Hello,

I attended PIC#2. Overall, I was really pleased with the information that was presented and what is being proposed.

I do have the following questions/comments:

- I am supportive of the proposed multi-use trail on the west side of Mavis along with a proposed access point to the trail at the east end of Old Derry Road. I have been discussing with the City of Mississauga about the construction of a new sidewalk spanning along Old Derry Road from Gooderham Estate to the east end of Old Derry Road. I know that this sidewalk is outside of the scope of the Mavis Road EA; however, I think that the City needs to seriously consider constructing a sidewalk along this stretch of Old Derry Road to connect the proposed multi-use trail along Mavis with the existing trails and sidewalks within the Meadowvale Village community.
- For the proposed vegetation plan, I am supportive of the planting of columnar tree species as they create an ideal break in visual line of sight and propose less risk associated with falling/breaking tree limbs over sidewalks, trails and roads.
- On the proposed streetscape concept, there is a note regarding ensuring permanent access to a proposed manhole at the SW corner of Mavis and Derry. I assume that this proposed manhole is in regards to the upcoming trunk sewer project. If it is regarding this project, my understanding is that the access hatch and future manhole is being proposed on the SE corner of Mavis and Derry, not SW of the intersection.

Thanks,



From: Dana Glofcheskie < Dana.Glofcheskie@mississauga.ca>

Sent: December-23-16 8:09 AM

To: Sirianni, Stefan

Subject: FW: Mavis Road Class EA Study

Hi Stefan,

See below for your records.

Thanks,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer T 905-615-3200 ext.8243 dana.glofcheskie@mississauga.ca

<u>City of Mississauga</u> | Transportation & Works Department, Transportation & Infrastructure Planning Division

Please consider the environment before printing.

Subject: RE: Mavis Road Class EA Study

Thank you for your comments. I agree with you that we have to try and provide the best cycling infrastructure.

To this end, I've instructed the designer of our new 2017 MUTs to always continue them to the intersections and, where this is not possible, to speak with me immediately to see how things can be resolved.

The preliminary designs for the 2017 MUTs will be presented to MCAC for their review and comments. This will enable everyone on the Committee to provide input early in the design process rather than later on when things may be harder to change.

Hello from Melbourne (after Vancouver, Sydney, Hobart and Brisbane):

Ben, MCAC has, on multiple occasions, made clear that it is time to stop requiring cyclists to become pedestrians when they are using cycling infrastructure. We are the only street users required to change modes when out and about. Our design teams seem to always follow the path of least resistance rather than seeking to innovate. We have already heard from Councilor Fonseca that the proposed solution below is a source of complaints where it was used on Dixie Road. This is another example illustrating that our voice is not being heard and we are not leading.

This is very disappointing to say the least. If this is the best we can do to avoid a problem we can see coming, what are we actually accomplishing?

I hope we are going to do better with the new MUTs in the transit connection projects, but I see no reason for optimism here. It seems that when we make suggestions such as Jonathan has, we are almost always told why it can't be done. Somehow we have to do better.



Thank you for your suggestion that MCAC members receive notices of EA projects, so that the Committee is aware of projects when the EAs start. MCAC members will be getting these notices from now on.

Thanks also for your comments on the Mavis Road Class EA study. The city's consultant team reviewed them and had the following comments:

We understand MCAC's concerns regarding continuity in the cycling network as relates to Mavis Road – one of the main objectives of this study has been to provide more accessible and safe active transportation facilities along Mavis Road. The northwest quadrant of the Mavis Road and Sombrero Way intersection, however, is highly constrained with relatively high volumes of pedestrians, transit users, and cyclists from the nearby high school during peak travel hours. In order to accommodate proposed improvements to Mavis Road at this location, the Project Team has been considering alternatives, with an interest to minimize private property impacts. As a result, a hybrid solution was required in this specific location.

The proposed design at this location therefore needs to accomplish the following within the available space:

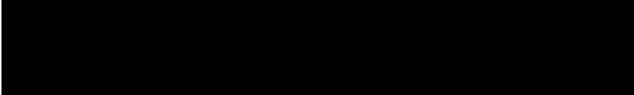
- Reinstatement of existing transit features (i.e. shelter and bus pad) as close to the intersection and existing location as possible
- Accommodate proposed active transportation (AT) facilities
- Avoid/minimize impacts to private property
- Provide safe, shared environment for pedestrians, cyclists, and transit users

Relocating the transit shelter to a less constrained area away from the intersection was not desirable as it would have reduced accessibility and potentially encouraged jaywalking, particularly among students travelling to and from St. Marcellinus Secondary School. As a result, to accommodate both a transit shelter and cycling facilities at this location without significant impacts to private property it was decided that a modified design will be required.

While this may not be ideal from a connectivity perspective, constrained cycling facilities and dismount zones are occasionally necessary and many examples of such facilities have been successfully implemented elsewhere that provide safe, shared environments for pedestrians, cyclists, and transit users. The proximity of this transition is close to a signalized intersection and to the terminus of the multi-use trail, making this a slow zone for cyclists in any case.

If you have any further questions or comments on this matter, feel free to contact me and I'll arrange for follow-up comments from the Mavis Road EA Project Team.





Further to Tuesday's meeting, I reviewed the Mavis Road Class EA study and was surprised that the Multi-Use Trail in Preliminary Preferred Designed is interrupted by a bus stop at Sombrero Way/Courtney Park Drive West

intersection: http://www7.mississauga.ca/Departments/Marketing/mavis-rd-ea/public-session-2/Display%20Boards.pdf (Page 16).

Two issues:

- 1. This is the type of poor design that we are attempting to correct elsewhere so why would we build it new here?
- 2. I was not aware of the Mavis Road Public Notices. Should MCAC not be informed and invited so that we can be part of the process at an earlier stage, instead of receiving a brief deputation after the fact?



Mavis Road Class EA Study

The City of Mississauga, in partnership with the Region of Peel, has initiated a Class Environmental Assessment (Class EA) study for Mavis Road from Courtneypark Drive West, in the City of Mississauga, to Ray Lawson Boulevard, in the City of Brampton, 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 study will be conducted as a 'Schedule C' project under the *Municipal Class Environmental Assessment* (October 2000, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

Public participation is an important part of the Class EA process. Throughout the study, the City will make contact with various agencies and members of the community, and consider their opinions as part of any decisions that are made.

