



# WELCOME

**Public Information Centre #2**

**June 5, 2014, 5:30 p.m. to 8:00 p.m.**

**Please sign in and  
complete a comment sheet**

**Direct any questions or comments to  
Study Team members**



# Purpose of Public Information Centre #2

- To provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process for this Municipal Class EA.
- To present and receive public input on:
  - Response to the public comments received in PIC #1
  - The design options for the pedestrian/cyclist overpass crossing;
  - Preliminary preferred design concept; and,
  - Next steps in the process.





# Study Context

- The Second Line West vehicular crossing of Highway 401 is being removed by the Ministry of Transportation to accommodate the widening of Highway 401. The vehicular crossing will not be replaced.
- The planning and development of subdivisions and the road network adjacent to Second Line West were completed in anticipation of the removal of the vehicular crossing.
- In 2010, City of Mississauga's Cycling Master Plan identified an opportunity for a pedestrian/cyclist crossing for Second Line West across Highway 401.
- The City of Mississauga has initiated this Class Environmental Assessment (Class EA) Study 'Schedule C', for the Second Line West crossing of Highway 401 to investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist crossing, as per the City's 2010 Cycling Master Plan.
- As a separate process, the City is undertaking a review to investigate the existing traffic operation for the roads in the vicinity of the study area.





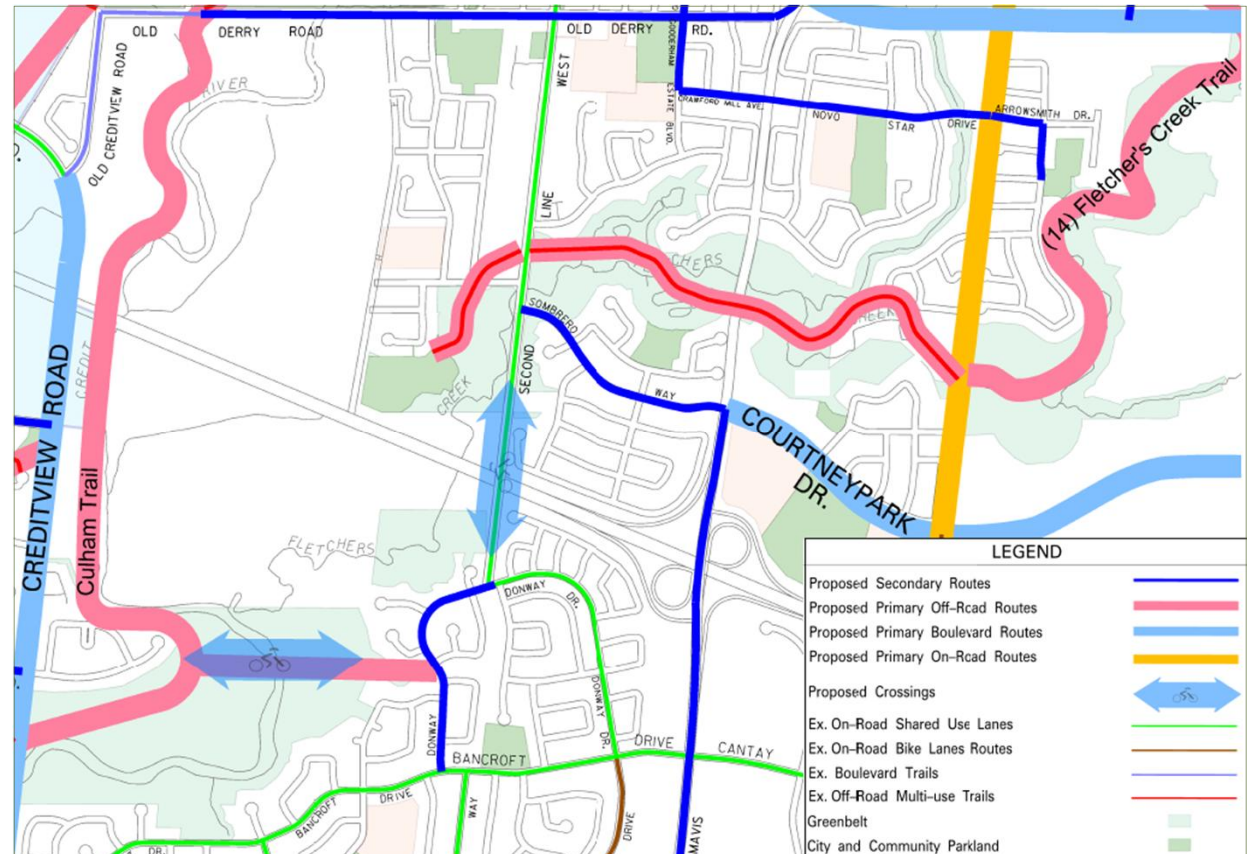
## Background Information

Date	Milestone
1958	Opening of the Second Line West vehicular crossing of Highway 401.
1982	Ministry of Transportation (MTO) completed a preliminary design study for Highway 401 from Renforth Drive to Second Line West. Study identified the need for significant capacity improvements to accommodate growing travel demands, including the need for an express/collector system west of the Highway 410/403. MTO and the City met to discuss the permanent closure and removal of the Second Line West bridge. Council subsequently adopted a recommendation for the closure and removal.
June 1994	Second Line West connection to Derry Road West By-pass removed; traffic volume on Second Line West reduced by 45%.
Sept 28, 1994	Council received a petition requesting the closure of Second Line West from Bancroft Drive to Highway 401 due to safety concerns, including a child fatality.
April 16, 1995	City Clerk places Second Line West 'Notice of Closure' in Mississauga News, invites feedback from residents (43 letters of support/13 letters of opposition).
July 12, 1995	City Council registers By-law 215-95, authorizing the closure of Second Line West at Highway 401. Meadowvale Community Association supports closure, on the condition that Mavis Road is improved first. Mavis Road interchange was constructed in 1999.
Mid - late 1990s	Subdivisions adjacent to Second Line West, as well as the local road network, north and south of Highway 401 designed in anticipation of the bridge removal at some point in the future.
August 2005	MTO completed the preliminary design and environmental assessment study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River. This study identified that the Second Line West vehicular crossing will be removed following reconstruction of the Mavis Road interchange. Two public information centres were held. Environmental assessment approved in 2007, with MOE Conditions.
2010	Mississauga's Cycling Master Plan identified an opportunity for a cyclist crossing at Second Line West/Highway 401.
November 2011	City staff met with local residents to advise that the removal of the Second Line West vehicular crossing is moving forward. City also presented findings of a traffic study confirming low traffic volumes on Second Line West across Highway 401 do not warrant the reconstruction of a vehicular bridge. Other studies to be undertaken for traffic mitigation on Sombrero Way for existing conditions.
2012	MTO indicates an opportunity for co-ordination in permitting/construction staging for a Second Line West /Highway 401 pedestrian/cyclist crossing. Potential cost saving opportunities for the City of Mississauga if a crossing is built at the same time as the MTO's construction.



# Future Second Line West Role and Function

- The Second Line West vehicular crossing of Highway 401 will be closed as early as 2015.
- The existing right-of-way will be re-vegetated to enhance the sensitive natural features within Meadowvale Station Woods (Condition of 2007 EA Approval).
- A proposed Highway 401 pedestrian/cyclist crossing is identified in the 2010 Mississauga Cycling Master Plan, as well as Schedule 7 of the City of Mississauga Official Plan.
- The pedestrian/cyclist crossing would connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).

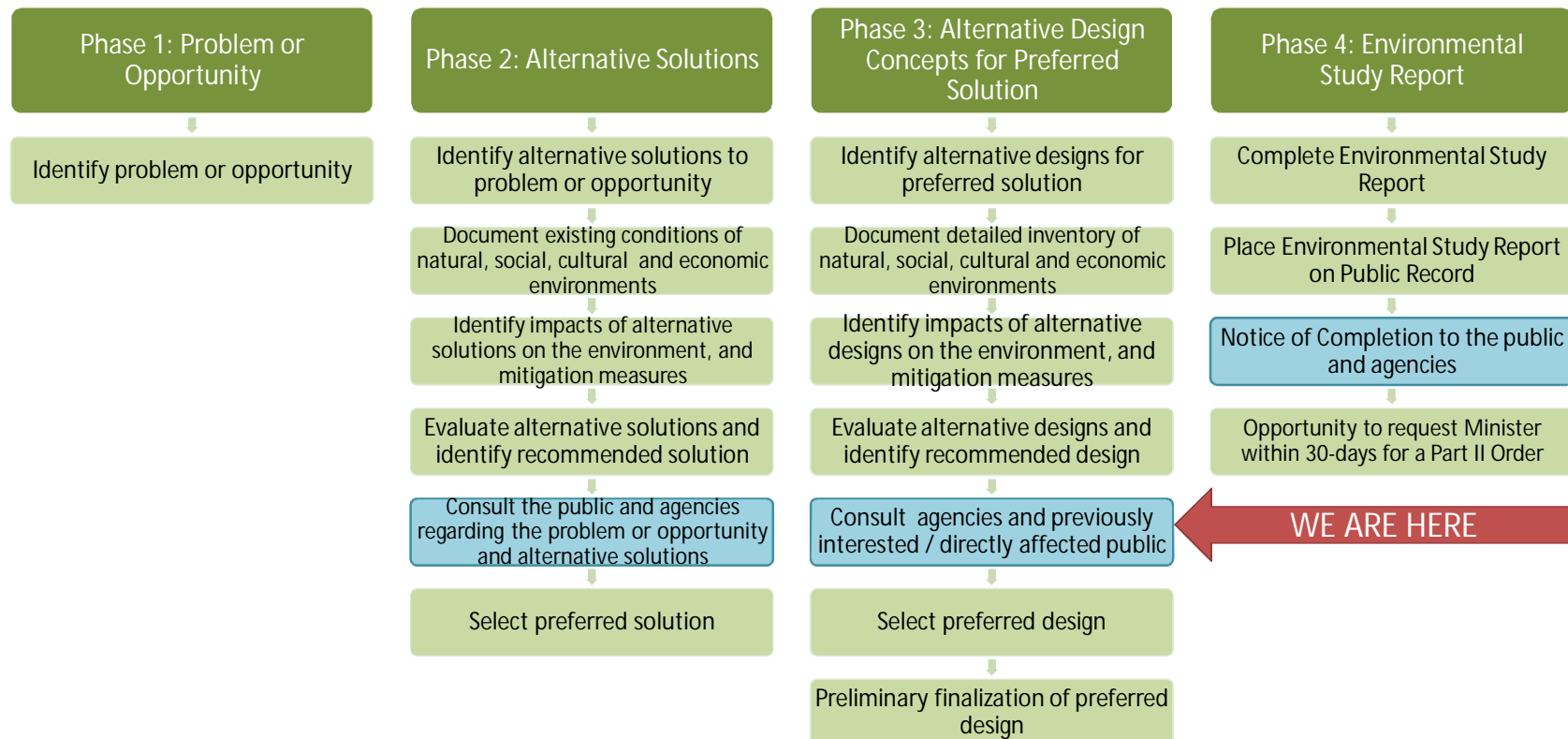


Source: Mississauga Cycling Master Plan,  
Proposed Cycling Route Network, 2010



# Class Environmental Assessment Process

- The study is being conducted in accordance with the planning process for Schedule “C” projects as outlined in the Municipal Engineers Association “Municipal Class Environmental Assessment” and includes two (2) Public Information Centres (PIC).
- The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements, and development of mitigating measures.
- PIC #1 presented the details of Phases 1 and 2 of the Class EA process.
- PIC #2 will present the details of Phase 3 of the Class EA process.



WE ARE HERE



# Planning Principles

## City of Mississauga “Our Future Mississauga”

### Strategic Plan:

- Identifies opportunities, challenges and external forces that can affect planning for the city’s future; ‘Pillars for Change’
- ‘Completing Our Neighbourhoods’ Pillar for Change has the strategic goal of providing mobility choices; “...to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy.”

### City of Mississauga Official Plan:

- Emphasizes the importance of providing for active transportation
- Schedule 7 identifies a future Highway 401 pedestrian/cycling crossing on Second Line West

### City of Mississauga Cycling Master Plan:

- Identifies a future Highway 401 pedestrian/cycling crossing on Second Line West
- One of the main goals is to connect all major natural and cultural destinations by cycling routes

### City of Mississauga “Living Green” Master Plan:

- Expand alternative forms of transportation, including cycling

## Credit River Parks Strategy:

- Plans for a continuous trail system along the Credit River from Port Credit to Mississauga’s northern border
- Expansion of trail connections between parkland/natural areas
- Proposed Second Line West crossing is an important link between Credit Meadows Park and Meadowvale Conservation Area, as well as, the Fletchers Creek and Culham trails

## Provincial Policy:

- With respect to walking and cycling, the Growth Plan envisions that “an integrated transportation network will allow people choices for easy travel within and between urban centres throughout the Region”

## Highway 401 Expansion:

- MTO completed the Transportation Environmental Study Report in 2005 for highway expansion from the Highway 401/403 interchange to the Credit River; approved in 2007 with MOE Conditions
- Expansion of the highway requires the removal of the existing Second Line West vehicular crossing over Highway 401, as early as 2015
- Opportunity for co-ordination in permitting/construction staging for a Second Line West pedestrian/cyclist crossing, including potential cost savings to the City if a crossing is built at the same time as MTO’s construction



# Summary of Comments Received at PIC #1

Pedestrian/Cyclist Bridge	
Design the proposed bridge to be wide enough for cyclists and pedestrian to share without cyclists having to dismount	The proposed pedestrian/cyclist crossing is 4 m wide, which will be wide enough to accommodate two-way travel for both pedestrians and cyclists without dismounting.
Design the proposed bridge to be visually open.	The proposed crossing will have an open rail concept to meet Ministry of Transportation bridge requirements, as well as to prevent build-up of snow during the winter months.
Connect the proposed bridge to cycling trails.	The proposed pedestrian/cyclist crossing and associated pathways will connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).
Positive response regarding the Cambridge bridge example from the PIC #1 materials.	Noted
Proportion of pedestrians and cyclists who travel the current bridge versus motorists does not justify constructing the proposed bridge. Disappointed in the lack of statistics regarding users of the bridge (motorists, cyclists, and pedestrians).	The proposed pedestrian/cyclist crossing will enhance pedestrian and cycling route connectivity with the existing and planned network. The need for the pedestrian/cyclist crossing of Highway 401 was identified in the 2010 City of Mississauga Cycling Master Plan which is aligned with City of Mississauga's policy initiatives to promote an active lifestyle for its residents. The City's ongoing traffic review has shown minimal impacts on the road network, with the removal of Second Line West vehicular crossing.



## Summary of Comments Received at PIC #1

### Pedestrian/Cyclist Bridge

Decision was made before the community was even built; no longer valid. Meadowvale Community should be able to vote on this proposal.	The need for the removal of the Second Line West structure was identified by the Ministry of Transportation (MTO) in the early 1980s and the subsequent design of the adjacent subdivisions and road network took place into the mid-late 1990s. MTO completed the preliminary design and Environmental Assessment (EA) study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River, which included the removal of the Second Line West vehicular crossing following reconstruction of the Mavis Road interchange. Two public information centres were held (June 2003 and June 2004) with extensive notification, including PIC#1 mailing of 5,500 and PIC #2 mailing of 8,000 brochures. The EA was approved in 2007.
Supports the proposed bridge to maintain cycling corridor	Noted
Does not support the proposed bridge concept; concerned that removing vehicular access with increase local traffic Supports a bridge for pedestrian but opposes the removal of vehicular access	The City is aware of the current deficiencies in transportation operations for Sombrero Way and the Second Line West neighbourhood and as a separate exercise, has identified a work plan to investigate concerns and to propose mitigation measures. The City's ongoing traffic review has shown minimal impacts on the road network with the removal of Second Line West vehicular crossing. It is the City's intention to implement as many improvements as possible prior to the removal of the vehicular crossing of Second Line West.
<b>Safety</b>	
Install street lamps between the proposed bridge and Donway Drive; it is too dark and dangerous for pedestrians and cyclists.	It is anticipated that lighting will be provided for the pedestrian/cyclist crossing. Details will be confirmed during detailed design.
Design the proposed bridge to have a high barrier for the safety of bridge users.	The proposed crossing will be constructed in accordance with Ministry of Transportation standards. The bridge railing will be designed to ensure user safety.

# Preferred Solution

PIC #1 presented a number of alternative solutions and identified the preferred solution on the following:

**A pedestrian/cyclist overpass constructed within the existing Second Line West right of way, across Highway 401.**



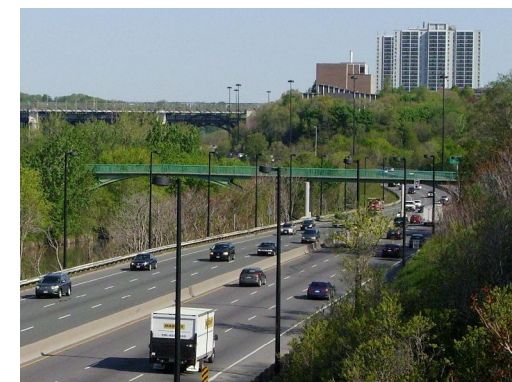
Caledon Trailway Bridge over Highway 10  
Caledon, Ontario



Pioneer Cycling and Pedestrian Overpass  
Surrey, British Columbia



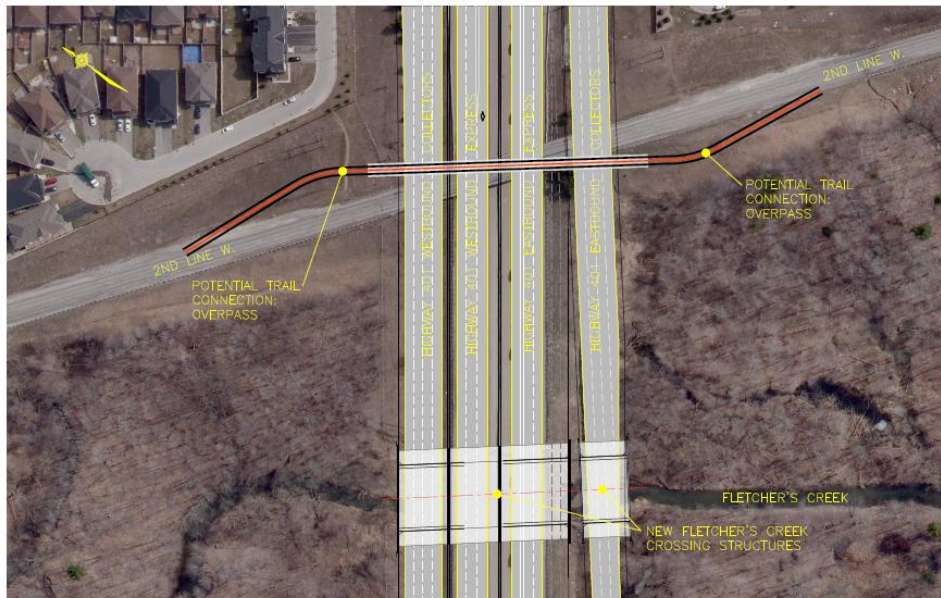
Riverdale Bridge over Don Valley Parkway  
Toronto, Ontario



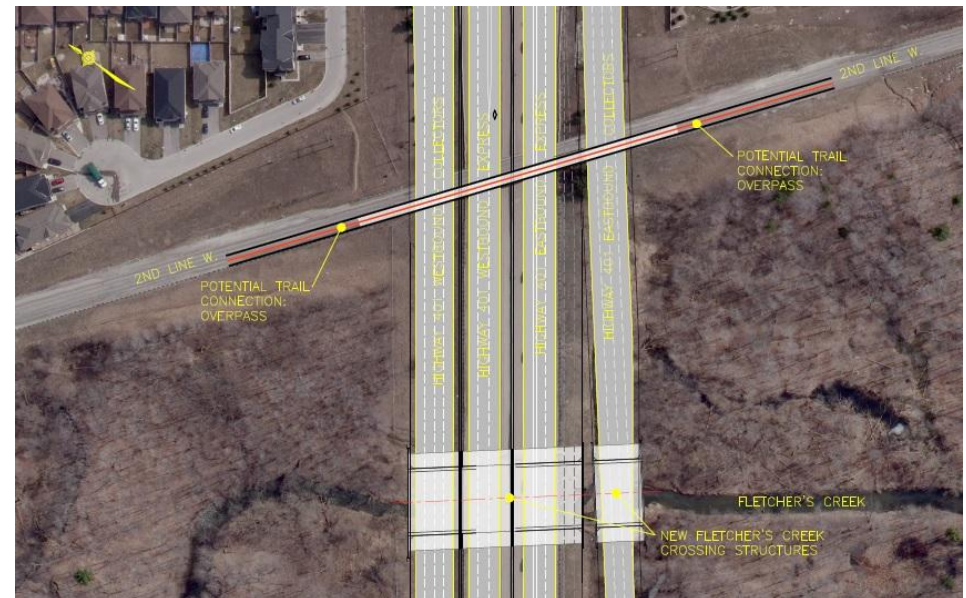




# Alternative Alignments



Alternative Alignment #1:  
Perpendicular crossing to Highway 401 reduces length  
of the crossing structure



Alternative Alignment #2:  
Skewed crossing to Highway 401 reduces impact on  
Meadowvale Station Woods ESA



# Comparison of Alternative Alignments

## Alternative Alignment #1

- Shortest crossing
- Requires realignment of path approaching the bridge – this will encroach into Meadowvale Station Woods and create impact to Species at Risk habitat
- Realignment of path would force the approaches close to residential properties on the north end
- More impacts to utilities
- Less able to “salvage” existing road infrastructure into future path

## Alternative Alignment #2

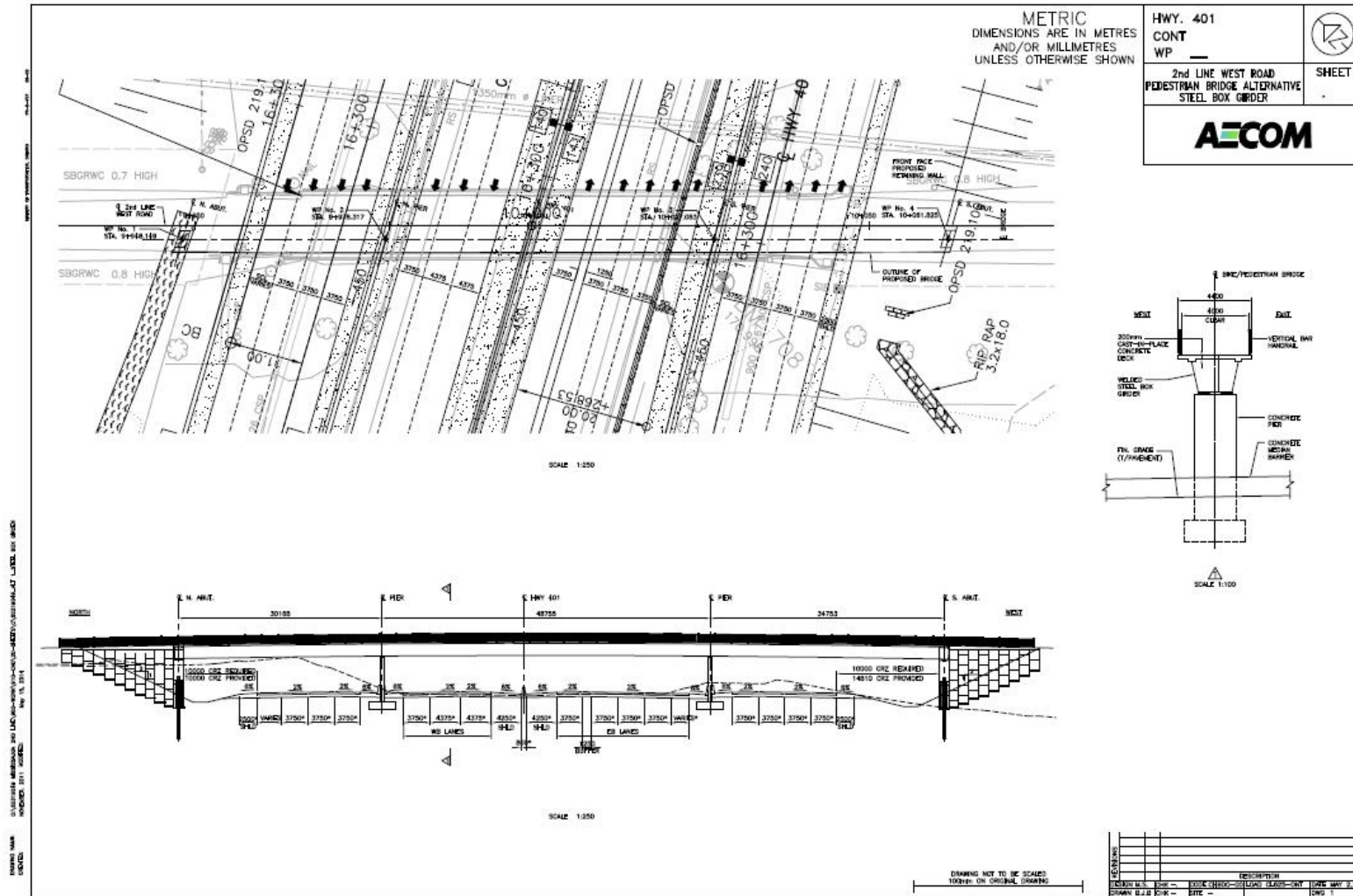
- Slightly longer bridge than Alt 1
- No impact to Meadowvale Station Woods
- No impact to Species at Risk Habitat – thus preferred by MNR
- Less utility impacts
- Opportunity to salvage existing road infrastructure into future path

In summary, Alternative Alignment #2 is being carried forward as the preferred alternative – costs are relatively equal.



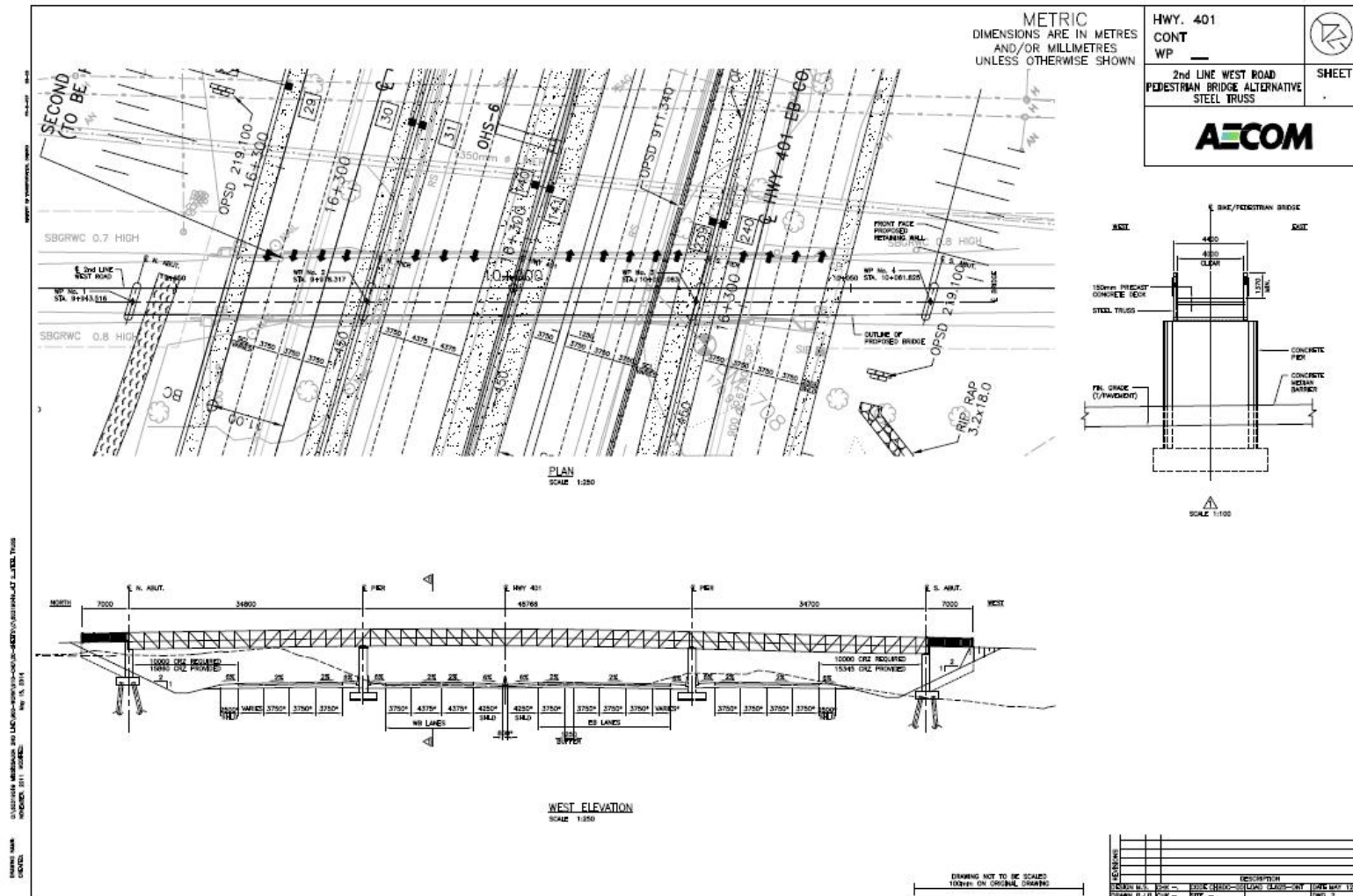


# Structure Crossing Type #1 – box girder





# Structure Crossing Type #2 – steel truss





# Design Considerations

The following criteria will be considered during detail design:

## Alignment

- **Natural Environment:** Potential impacts to vegetation and wildlife, species at risk and designated natural areas (ESA, ANSI, Wetlands etc.), coordination with Highway 401 expansion detailed design project

## Structure Crossing Type

- **Aesthetics:** Steel truss versus steel box girder
- **Cost:** Comparative cost to construct each design concept
- **Construction Feasibility:** Partial versus full bridge construction



# Preliminary Preferred Design Concept

- Preferred alignment is a skewed alignment crossing to Highway 401.
- Structure either includes a 3 span box girder or steel truss. Two piers are required between the future Highway 401 core lanes.
- Second Line West will be terminated south of Sombrero Way (north of Highway 401) and at Donway Drive (south of Highway 401).
- The design will accommodate a 4m pedestrian/cyclist path, using the existing pavement. This will minimize the footprint of the existing right of way and will allow for the enhancement of existing natural features.
- Pathway connections will incorporate passive landscaping and streetscape features.
- The driveway located on the east side of Second Line West, north of Highway 401 will be maintained as a private entrance. South of Sombrero Way, signage will be installed to identify restricted access to the property, as well as the pathway connection.
- Connectivity to existing and future trails within the vicinity (north and south of Highway 401).
- Lighting is anticipated along both approaches and across the bridge.
- Utilities on the road approaches will remain unchanged.
- Coordinate with MTO's 2008 approved TESR environmental requirements.





# Impacts and Mitigation of the Preliminary Preferred Design

## Safety

- Railings and illumination will be incorporated into the final design to ensure the safety of users.

## Maintenance

- The crossing will have an open rail design to avoid snow accumulation over the winter months.
- Curbs will prevent water from dripping over the sides of the crossing and forming icicles.

## Socio-Economic Environment

- *Accessibility for Ontarians with Disabilities Act* requirements will be met.
- Trail connections to streets north (Jazzy Mews) and south (Delgado Drive) of the bridge.
- Aesthetics.
- Utilities.

## Property/Access

- The residential/commercial driveway between Sombrero Way and the existing Second Line West structure will be maintained as a private entrance. South of Sombrero Way, signage will be installed to identify restricted access to the property, as well as the pathway connection.

## Natural Environment

- Construction of the proposed crossing and pathway connections will be restricted to the existing right of way to avoid impacts into Meadowvale Station Woods ESA.

## Ministry of Transportation Coordination

- The crossing will maintain required MTO clearances over Highway 401 and will adhere to MTO guidelines. The bridge railing will be positioned to ensure safety of users and Highway 401 travelers below.



## Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Confirm the preferred design concept for the Second Line West Pedestrian/Cyclist Crossing of Highway 401.
- Prepare the Environmental Study Report and issue Notice of Study Completion (minimum 30-day public review process); anticipated in Summer 2014.
- Upon approval of the Environmental Study Report, proceed to detail design.
- Construction of the project will be subject to funding approvals. Some components or the entire crossing construction could be included in the MTO's Highway 401 expansion project.

# Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **June 19, 2014** to either of the individuals listed below:

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**Project Manager**

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Public comments will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you would like more information on the Second Line West Pedestrian/Cyclist Crossing of Highway 401 Class EA, please visit the project website at:

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